Our Vision: Being Minnesota's favorite place.
Our Mission: Serve well. Deliver value. Drive results.
Our Values: Be responsible. Treat people right. Build a better future.

AGENDA

Crow Wing County Board of Commissioners
Regular Meeting

03/24/2026
9:00 AM
County Board Room, 3rd Floor, Historic Courthouse, Brainerd MN

*Note: Times are approximate

The agenda has been published as shown below but is subject to change to include such business as may come before the Board.

ATTEND IN-PERSON OR BY MICROSOFT TEAMS (CALL 218-302-1725, CONFERENCE ID: 235 601 745#); LIVESTREAM AVAILABLE AT WWW.CROWWING.GOV OR ON THE CROW WING COUNTY YOUTUBE CHANNEL

ONE OR MORE MEMBERS OF THE COUNTY BOARD MAY ATTEND REMOTELY

1. **9:00 AM Call to Order and Pledge of Allegiance**

2. **Recognition of Retiring Employee Tina Ebertowski after 26 Years**

3. **Open Forum**

4. **Review and Approve Minutes**

   4.1. 03/10/2026 Regular County Board Meeting Minutes
   4.2. Amended Minutes of the February 10, 2026, regular County Board Meeting

5. **Review and Approve Agenda**

6. **Consent Agenda - Items are generally defined as items of routine business, not requiring discussion, and approved in one vote. Commissioners may elect to pull a Consent Agenda item(s) for discussion and/or separate action.**

   6.1. Bills
   6.2. Personnel Actions
   6.3. Exempt Gambling Permit - Ducks Unlimited Garrison Wildlife Chapter

6.4. Exempt Gambling Permit - Church of St. Mathias
6.5. 2026 Temporary On-Sale Liquor Licenses
6.6. Donations to Veterans Van Fund
6.7. Tax Forfeited Apportionment
6.8. Transfer Ditch 13 Funds to Highway Fund
6.9. Application for Cancellation of Forfeiture
6.10. Right-of-Way for the County Road (CR) 109
6.11. County State Aid Highway (CSAH) 11 Traffic and Eagle View Elementary Site Circulation Study
6.12. Award Contract for Contract No. 26008 for Projects CP 18-200-140 and CP 18-300-48

7. **Unorganized Territory**

7.1. Second Assessment First Responder Coverage
7.2. 2027 Fire Assessment Calculations
7.3. Transfer First Assessment District (FAD) Funds to Highway Fund
7.4. Transfer Second Assessment District (SAD) Funds to Highway Fund
7.5. Brainerd Orderly Annexation

8. **County Sheriff**

9. **County Attorney**

10. **County Administrator**

10.1. Senior Management Team Report

11. **Closed Session**

11.1. Labor Negotiation Strategy pursuant to MS 13D.03, Subd 1(b)

12. **Human Resources**

13. **Additional Business**

14. **Adjournment**

County Board Correspondence

County Board Correspondence 03/24/26

For more information, call 218-824-1067
Crow Wing County Board of Commissioners meeting agendas are available online at
www.crowwing.gov

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Administration	Amber Berent
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: 03/10/2026 Regular County Board Meeting Minutes

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:

Approve the minutes of the February 10, 2026, regular County Board meeting.

Approximate length of presentation:

Crow Wing County
Board of Commissioners

Regular Meeting Minutes

03/10/2026
9:00 AM

County Board Room, 3rd Floor, Historic Courthouse,
Brainerd MN

1. **9:00 AM Call to Order and Pledge of Allegiance**

Vice Chair Lee called the meeting to order at 9:00 AM and called for participation in the Pledge of Allegiance and moment of silence.

Present: Paul Koering (remote), Jon Lubke, Steve Barrows, Jamie Lee

Absent: Rosemary Franzen

Also Present: County Attorney Kelsey Hopps (remote), Administrative Coordinator Amber Berent

2. **Open Forum**

Robert Grant praised the Highway Department on recent snow plowing and voiced his agreement with the Sheriff's Department and their cooperation with ICE efforts.

Richard Schmidt spoke about concerns with the Brainerd Orderly Annexation issue that will come before the board later in the month. Concerns were regarding the cost of hook ups, and about comments made by Brainerd Community Development Director James Kramvik and Council member Gabe Johnson.

Rachel Khan spoke in opposition to the upcoming Brainerd Orderly Annexation agenda item that will be on a future Board agenda.

3. **Review and Approve Minutes**

3.1 02/24/2026 Regular County Board Meeting Minutes

Approved the minutes of the February 24, 2026, regular County Board meeting.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

4. **Review and Approve Agenda**

Approved the agenda of the March 10, 2026, regular County Board meeting.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Jon Lubke
SECONDER:	Steve Barrows
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

5. **Consent Agenda - Items are generally defined as items of routine business, not requiring discussion, and approved in one vote. Commissioners may elect to pull a Consent Agenda item(s) for discussion and/or separate action.**

Approved the following consent agenda.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

5.1 Bills

Approved the following expenditure listing for March 10, 2026, with the full listing available on file in the Office of the Administrative Services Director:

General Fund	$424,534.49
Restricted & Committed Funds	9,476.07
Highway Fund	136,261.34
Community Services Fund	15,607.44
Solid Waste (Non-Landfill) Fund	13,749.77
Land Management Fund	983.56
Unorganized Territories Fund	18,454.00
Capital Projects Fund	244,119.23
Landfill Fund	136,209.04
State of Emergency	9,918.00
	$1,009,312.94

5.2 Personnel Actions

Approved the Human Resource Report for Personnel Actions dated March 10, 2026, as on file.

5.3 Exempt Gambling Permit - Mule Deer Foundation

Approved the Minnesota Lawful Gambling Application for Exempt Permit for the Mule Deer Foundation to be held on the date of March 27, 2026, at Dunmire's Bar and Grill, Oak Lawn Township, subject to all State Laws and upon approval of said date, the applicant submitting a copy of reports required by the State.

5.4 2026 New On-Sale Wine and Beer License

Approved the 2026 new On-Sale Wine License Application of Safari North Wildlife Park, Crow Wing Township, subject to recommendation by the County Attorney and County Sheriff, subject to all State requirements and any delinquent taxes being paid and authorized the Administrative Services Director to issue said License.

5.5 S&M Dairy Feedlot Permit

Received the information as provided and included in the meeting packet.

5.6 Timber Permit Extension

Approved logging contractors and mills holding winter only operability timber sale permits with expiration dates ending prior to 4-1-2026 winter season to obtain a one-year extension of their permit(s) at a 5% fee of the Bid-value applied to the down payment of the permit(s).

5.7 Application for Cancellation of Forfeiture

Approved Resolution **2026-17** (attached): Application for Cancellation of Forfeiture

5.8 Termination of Tax Forfeited Land Contract

Approved Resolution **2026-18** (attached): Termination of Tax Forfeited Land Contract

5.9 2026 CIP Budget Amendment Unit 7504 Replacement

Approved increase of $9,731.77 2026 CIP Project 5802624 to change vehicle type from 2500 series truck to a Chevrolet Tahoe.

5.10 Award Contract No. 26004 for Project SAP 018-611-030

Authorized entering into a contract between Anderson Brothers Construction Company of Brainerd, LLC and Crow Wing County in the amount of $2,737,055.11 for Project SAP 018- 611-030 (Bituminous reconditioning on County State Aid Highway (CSAH) 11 between CSAH 3 and Trunk Highway (TH) 6) and authorized the Chair of the County Board and County Administrator to sign said contract subject to review by the County Attorney.

5.11 Award Contract No. 26009 for Project CP 18-200-142

Authorized entering into a contract between Subsurface, Inc. and Crow Wing County in the amount of $ 113,275.00 for Project CP 18-200-142 (2026 Culvert Lining) and authorized the Chair of the County Board and County Administrator to sign said contract subject to review by the County Attorney.

5.12 Award Contract for Contract No. 26007 for Projects CP 18-200-145 and CP 018-300-060

Authorized entering into a contract between Sir Lines-A- Lot, LLC and Crow Wing County in the amount of $387,077.15 for Projects CP 18 -200-145 and CP 018-300-060 (2026 Pavement Markings) and authorized the Chair of the County Board and County Administrator to sign said contract subject to review by the County Attorney.

5.13 Establish a Priority List of Bridges Eligible for State Bridge Bonds and Town Bridge Funding

Approved Resolution **2026-21** (attached): Establish a Priority List of Bridges Eligible for State Bridge Bonds and Town Bridge Funding

5.14 Performance Review Summary for Veterans Service Officer

Accepted the performance review summary for Veterans Service Officer Erik Flowers and authorized the Chair to sign said summary.

5.15 Performance Review Summary for County Administrator

Accepted the performance review summary for County Administrator Deborah Erickson and authorized the Chair to sign said summary.

6. **National Agriculture Week Proclamation**

6.1 National Agriculture Week Proclamation

Approved resolution **2026-19** (attached): National Agriculture Week Proclamation

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

7. **Community Services**

7.1 Resolution Declaring a Public Health Nuisance at 1921 Daggett Hall Rd, Brainerd, MN 56401

Approved Resolution **2026-20** (attached): Declare a Public Health Nuisance at 1921 Daggett Hall Rd, Brainerd, MN 56401

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Paul Koering
SECONDER:	Steve Barrows
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

8. **Land Services**

8.1 Keith Soderman – Land Use Map Amendment

Approved the application of Keith Soderman for a land use map amendment for parcel number 76190533 from Agricultural/ Forestry to Rural Residential 5, involving 20 acres, per recommendation of the PC/BOA, findings of fact discussed 2/19/2026, the application submitted 12/11/2025 and the staff report.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Paul Koering
SECONDER:	Steve Barrows
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

8.2 William Schrader – Land Use Map Amendment

Approved the application of William Schrader for a land use map amendment for parcel numbers 60060509 & 60060502 from Agricultural/ Forestry to Rural Residential 10 involving approximately 16 acres, per recommendation of the PC/BOA, findings of fact discussed 2/19/2026, the application submitted and the staff report.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

8.3 Sorenson Lake Estates – Preliminary Plat

Approved the application of Gregory Larson for preliminary plat of “Sorenson Lake Estates” a Conventional Development Plat consisting of five individual lots.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

8.4 Mary & Raymond Zabilla – Final Plat

Approved the application of Mary & Raymond Zabillia for final plat of "Turtle Bay" a Conventional Development Plat consisting of two individual lots.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

9. **County Sheriff**

Captain Adam Kronstedt praised the Highway department on their plowing efforts and voiced support for area farmers ahead of the upcoming National Agriculture Week.

10. **County Attorney**

11. **County Administrator**

12. **Additional Business**

Commissioner Barrows praised area farmers and recognized the Dairy Ambassadors who were in attendance at the meeting and announced that March is Social Worker Appreciation Month.

Commissioner Koering acknowledged the upcoming Agriculture Week and expressed appreciation for area farmers. He also referenced a speaker from the previous Open Forum who commended the Highway Department for their snow plowing efforts, noting that it was appreciated to hear positive feedback, which is not always common in public service.

13. **Adjournment**

Adjourned the meeting at 9:39 AM.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Jamie Lee
ABSENT:	Rosemary Franzen

_____
Jamie Lee, Vice-Chair
Board of County Commissioners

_____
Deborah A. Erickson
County Administrator

Prepared by Amber Berent

03/10/2026

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: March 10, 2026 **Resolution: 2026-17**
OFFERED BY COMMISSIONERS: Barrows and Lubke
AYES: Koering, Lubke, Barrows, Franzen, Lee;

APPLICATION FOR CANCELLATION OF FORFEITURE

BE IT RESOLVED that the Board of Commissioners of Crow Wing County, Minnesota, having reviewed the application of Crow Wing County dated February 24, 2026, for cancellation of Forfeiture as to certain lands described in said application, and find the facts of said application to be true, approves said application and recommends its acceptance by the Minnesota Department of Revenue.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ***ss***

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on March 10, 2026, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 24th day of March 2026.

_____

DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: March 10, 2026 **Resolution: 2026-18**

OFFERED BY COMMISSIONERS: Barrows and Lubke

AYES: Koering, Lubke, Barrows, Franzen, Lee;

CANCELLATION OF TAX FORFEITED LAND CONTRACTS

WHEREAS, pursuant to Minn. Stat. § 282.01, Crow Wing County entered into Tax Forfeited Land Contracts with the following Purchasers as evidenced by Crow Wing County Auditor's Certificates of Purchase of Tax Forfeited Lands (the "Contracts"), and

WHEREAS, said Purchasers have defaulted on their Contracts as set forth below:

1. Purchaser Name: Eric Dahlberg
   Contract No. 2422 dated February 1, 2023 and then reassigned on July 3, 2024
   Recorded: March 2, 2023 as Document No.: 981840 and on July 15, 2024 as Document No 998470, respectively
   Reason for default:
   ☒Unpaid installment(s) in the amount of **$ 4,246.85**
   Date(s) of missed payment(s): 12/31/2025
   ☒ Unpaid taxes through 1/12/2026 in the amount of **$ 362.85**
   ☐ Other:

2. Purchaser Name: Kevin Matthews
   Contract No.:2448 dated May 3, 2024
   Recorded: May 20, 2024 as Document No.: 996748
   Reason for default:
   ☒Unpaid installment(s) in the amount of **$ 1,491.50**
   Date(s) of missed payment(s): 12/31/2025
   ☒ Unpaid taxes through 1/12/2026 in the amount of **$ 1,274.14**
   ☐ Other:

3. Purchaser Name: Matthew Raboin
   Contract No.:2427 dated March 24, 2023
   Recorded: March 28, 2023 as Document No.: 982564
   Reason for default:
   ☒Unpaid installment(s) in the amount of **$ 7,317.85**
   Date(s) of missed payment(s): 12/31/2025
   ☐ Unpaid taxes through in the amount of **$**
   ☐ Other:

4. Purchaser Name: Adam Shipman
   Contract No.:2406 dated August 1, 2022
   Recorded: August 12, 2022 as Document No.: 269557
   Reason for default:
   ☐Unpaid installment(s) in the amount of **$**
   Date(s) of missed payment(s):
   ☒ Unpaid taxes through 2/28/2026 in the amount of **$ 2,527.40**
   ☐ Other:

5. Purchaser Name: Daniel Burgstaler
   Contract No.:2090 dated June 5, 2015
   Recorded: July 16, 2015 as Document No.: T-232178
   Reason for default:
   ☐Unpaid installment(s) in the amount of **$**
   Date(s) of missed payment(s):

☒ Unpaid taxes through 1/12/2026 in the amount of **$ 2,058.40**
☐ Other:

6. Purchaser Name: Joshua Lindstrom
Contract No.:2345 dated July 23, 2021
Recorded: September 1, 2021 as Document No.: 957724
Reason for default:
☐Unpaid installment(s) in the amount of **$**
Date(s) of missed payment(s):
☒ Unpaid taxes through 2/28/2026 in the amount of **$ 608.52**
☐ Other:

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Crow Wing County, Minnesota, approves the cancellation of each of the Contracts described herein and authorizes the County Land Services Director, through the County Attorney, to cancel said Contract(s) as provided by law.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ss

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on March 10, 2026 and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 16h day of March, 2026.

Deborah A. Erickson

DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: March 10, 2026 **Resolution: 2026-19**
OFFERED BY COMMISSIONERS: Barrows and Lubke
AYES: Koering, Lubke, Barrows, Franzen, Lee;

National Agriculture Week Proclamation
March 22nd – March 28th, 2026

WHEREAS, there are close to 2 million farm families in America, *(USDA, Economic Research Service, 2024),* and

WHEREAS, there are close to 66,000 farm families in Minnesota, *(USDA, State Summaries, NASS, 2022),* and

WHEREAS, there are more than 400 farm families in Crow Wing County, *(County Profiles, MDA, NASS, 2022),* and

WHEREAS, Crow Wing County agriculture and related industries support close to 2,800 jobs, *(Economic Contributions of Agriculture and Forestry in Minnesota, MN Agri Growth, 2024),* and

WHEREAS, Crow Wing County has close to 93,000 acres of farmland, *(County Profiles, Minnesota Dept of Agriculture, NASS, 2022),* and

WHEREAS Crow Wing County agriculture and related industries generate close to $222 million annually in value added economic impact, *(Economic Contributions of Agriculture and Forestry in Minnesota, MN Agri Growth, 2024).*

NOW, THEREFORE, BE IT RESOLVED that the Crow Wing County Board of Commissioners hereby proclaim the week of March 22nd – March 28th, 2026, as National Agriculture Week and recognize all of the important contributions of Crow Wing County Agriculture.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ***ss***

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on March 10, 2026, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 24th day of March 2026.

_____

DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: March 10, 2026 **Resolution: 2026-20**
OFFERED BY COMMISSIONERS: Koering and Barrows
AYES: Koering, Lubke, Barrows, Franzen, Lee;

RESOLUTION DECLARING A PUBLIC HEALTH NUISANCE AT 1921 DAGGETT HALL ROAD, BRAINERD, MN 56401

WHEREAS, Crow Wing County Public Health learned of a potential public health nuisance located at 1921 Daggett Hall Road, Brainerd, MN (hereinafter the "Property); and,

WHEREAS, Crow Wing County Public Health viewed the property during multiple site inspections as well as digital images available on GIS mapping for Crow Wing County; and,

WHEREAS, County property records indicate the Property is owned by Phillip Paige and Shawna Kocak (hereinafter "Property Owner"); and,

WHEREAS, there is an accumulation of residential waste along with soft sided items including mattresses, which provides a breeding ground and haven for vermin and other animals, all of which are known to spread diseases that are injurious and a threat to the public health; and,

WHEREAS, on February 13, 2026, a site visit was conducted with Land Services due to evidence of raw sewage on the ground surface, Public Health and Land Services observed the septic discharge as well as an accumulation of household waste.

WHEREAS, the Property Owner was provided a Public Health Nuisance Abatement notice by letter dated February 24, 2026 with a deadline of March 6, 2026; and,

WHEREAS, the Property Owner has failed to remediate the public health concerns; and,

WHEREAS, Crow Wing County Public Health has the responsibility for preventing and controlling the spread of disease throughout the County; and,

WHEREAS, the Property is located within Crow Wing County and is subject to the authority of the Crow Wing County Community Health Board.

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The property located at 1921 Daggett Hall Road, Brainerd, MN, hereby constitutes a public health nuisance under Minn. Stat. §145A.04, subd. 8.
2. Crow Wing County Public Health shall comply with Minn. Statute and abate the Property at the Property Owner's expense.

The total cost for the Abatement shall be charged and assessed against the Property pursuant to the provisions and methods set for in Minn. Stat. §145A.08.

STATE OF MINNESOTA)
COUNTY OF CROW WING) *ss*

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on March 10, 2026, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 24th day of March 2026.

_____
DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: March 10, 2026 **Resolution: 2026-21**

OFFERED BY COMMISSIONERS: Barows and Lubke

AYES: Koering, Lubke, Barrows, Franzen, Lee;

2026 BRIDGE PRIORITY RESOLUTION

WHEREAS, various funding programs at the federal and state government levels are available to Crow Wing County and its political subdivisions for the construction and reconstruction of bridges, and

WHEREAS, Crow Wing County has reviewed the pertinent data on bridges requiring replacement, rehabilitation or removal, and has identified those bridges that are high priority and that may require replacement, rehabilitation or removal within the next five years.

NOW, THEREFORE, BE IT RESOLVED that the following bridges are considered high priority and eligible for Federal Bridge Funding, State Bridge Bonding or Town Bridge Account Funding, and Crow Wing County, in conjunction with local agencies as appropriate, intends to replace, rehabilitate, or remove these bridges as funding becomes available.

Existing Bridge Number	Road Number or Name	Location/ Crossing	LPI Rating	Total Project Cost	Township or State Bridge Funds	Federal Funds	Local or State Aide Funds	Proposed Construction Year	Agency
18506	CSAH 31	Rabbit Lake Narrows	50	$1,692,850	$552,430		$1,140,420	2026	Crow Wing County
L2871	CSAH 36	Mud Brook	51	$722,300	$361,150		$361,150	2028	Crow Wing County
92547	CSAH 21	Hay Creek	59	$740,300	$370,150		$370,150	2029	Crow Wing County
L3942	Koering Road - Closed	Nokasippi River	12	$1,312,000	$1,302,000		$10,000	2030 +	St. Mathias Twp.
L2877	Roosevelt Drive	Crooked Creek	33	$1,255,000	$1,235,000		$20,000	2027	City of Emily
18514	CSAH 36	Little Pine River	56	$1,641,000	$820,500		$820,500	2030	Crow Wing County
L2849	Jordan Road	Whiteley Creek	47	$336,000	$326,000		$10,000	2030 +	Oak Lawn Twp.
L5862	Leisure Lane	Nokasippi River	32	$624,500	$614,500		$10,000	2026	Maple Grove Twp.
18507	CR 136	Crooked Creek	26	$987,000			$987,000	2028	Crow Wing County
18510	CSAH 66	Daggett Brook	75	$966,640		$676,650	$289,990	2026	Crow Wing County
6518	CSAH 3	Mississippi River	70	$1,000,000			$1,000,000	2030	Crow Wing County
-	CR 145	Hay Creek	-	$424,900			$424,900	2030	Crow Wing County

BE IT RUTHER RESOLVED Crow Wing County does hereby request authorization to replace, rehabilitate or remove such bridges and does hereby request financial assistance as provided through Federal Bridge Funding, State Bridge Bonding or Town Bridge Account as provided by law.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ss

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on March 10, 2026, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 24th day of March 2026.

_____
DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Administration	Amber Berent
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Amended Minutes of the February 10, 2026, regular County Board Meeting

PREVIOUS ACTION:
February 24, 2026 - The February 10, 2026, regular County Board Minutes were approved.

March 5, 2026 - It was advised that the minutes incorrectly stated in item 5.5 that land was going to be sold to the Brainerd HRA when it should state the Crow Wing County HRA.

COMMENTS:
Minutes have been amended to reflect Crow Wing County HRA in both the title and body of agenda item 5.5 and a corrected copy is attached.

RECOMMENDED BOARD ACTION:
Approve the amended minutes of the February 10, 2026, regular County Board Meeting

Approximate length of presentation:

Crow Wing County
Board of Commissioners

Regular Meeting Minutes

02/10/2026
9:00 AM

County Board Room, 3rd Floor, Historic Courthouse,
Brainerd MN

1. **9:00 AM Call to Order and Pledge of Allegiance**

Chair Franzen called the meeting to order at 9:00 AM and called for participation in the Pledge of Allegiance followed by a moment of silence.

Present: Paul Koering (remote), Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

Also Present: County Administrator Deborah A. Erickson, Administrative Coordinator Amber Berent

2. **Open Forum**

3. **Review and Approve Minutes**

3.1 01/27/2026 Regular County Board Meeting Minutes

Approved the minutes of the January 27, 2026, regular County Board meeting.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

4. **Review and Approve Agenda**

Approved the agenda of the February 10, 2026, regular County Board meeting.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Jamie Lee
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

5. **Consent Agenda - Items are generally defined as items of routine business, not requiring discussion, and approved in one vote. Commissioners may elect to pull a Consent Agenda item(s) for discussion and/or separate action.**

Approved the following consent agenda.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Paul Koering
SECONDER:	Steve Barrows
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

5.1 Bills

Approved the following expenditure listing for February 10, 2026, with the full listing available on file in the Office of the Administrative Services Director:

General Fund	$1,064,227.33
Restricted & Committed Funds	33,900.28
Highway Fund	423,915.32
Community Services Fund	210,133.95
Solid Waste (Non-Landfill) Fund	25,939.59
Land Management Fund	50,066.88
Unorganized Territories Fund	45,456.19
Capital Projects Fund	448,564.34
Landfill Fund	118,200.00
State of Emergency	3,694.00
	$2,424,097.88

5.2 Personnel Actions

Approved the Human Resource Report for Personnel Actions dated February 10, 2026, as on file.

5.3 Agreement with the Association of Minnesota Counties for Cyber Response

Approved Resolution **2026-12** (attached): Enter into an agreement with the AMC for Cyber Response.

5.4 2026 Federal Recreational Trail Program Equipment Grant Application Brainerd Nordic Ski Club Equipment

Approved Resolution **2026-13** (attached): 2026 Federal Recreational Trail Program Equipment Grant Application Brainerd Nordic Ski Club Equipment

5.5 Withdraw Tracts on Available TF Land Sale List/Authorize Direct Sale to ~~Brainerd HRA~~ Crow Wing County HRA/Set Sale Price

Approved withdrawal of parcels from the Available Tax Forfeited Land Sale List described as; THE S 330FT OF THE W 660FT OF GL 5 SEC 3 EX THE W 330FT THEREOF; Lot 14 Block 5, North Woods Estates of Baxter; Lot 13 Block 5, North Woods Estates of Baxter; Lot 12 Block 5, North Woods Estates of Baxter; and Lot 11 Block 5, North Woods Estates of Baxter and further, approved the direct sale of said tax forfeited properties to the ~~City of Brainerd HRA~~ Crow Wing County HRA, pursuant to Minnesota Statute 282.01, Subd.. 1a. (d), at the sale price of $1 per parcel to remove blight due to decaying infrastructure.

5.6 MnDOT Agreement No. 1061397 Bridge No. 18506 Replacement

Approved Resolution **2026-14** (attached): Enter into an agreement with the Commissioner of Transportation to receive state bridge funding.

6. **9:05 AM Public Hearing**

6.1 Public Hearing - Amend 2026 Crow Wing County Fee Schedule

Opened the Public Hearing at 9:07

RESULT:	**OPENED PUBLIC HEARING [UNANIMOUS]**
MOVER:	Paul Koering
SECONDER:	Steve Barrows
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

There was no public comment.

Closed the Public Hearing at 9:08

RESULT:	**CLOSED PUBLIC HEARING [UNANIMOUS]**
MOVER:	Paul Koering
SECONDER:	Steve Barrows
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

7. **Administrative Services**

7.1 Resolution Amending The 2026 Crow Wing County Fee Schedule; Adding a Registration Fee for Cannabis Microbusiness, Cannabis Mezzobusiness, Cannabis Retailer, Medical Cannabis Combination Business, Or Lower-Potency Hemp

Approved Resolution **2026-15:** (attached): Amend the 2026 Crow Wing County Fee Schedule to include a registration fee for cannabis microbusiness, cannabis mezzobusiness, cannabis retailer, medical cannabis combination business, and lower-potency hemp, and authorize the Administrative Services Director to review registration applications and collect the registration fees.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Steve Barrows
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

8. **Human Resources**

8.1 Labor Agreement - Teamsters General Local Union No. 346, Corrections and Dispatch Supervisory Unit

Authorized entering in a Labor Agreement between Crow Wing County and Teamsters General Local Union No. 346, Corrections and Dispatch Supervisory Unit effective January 1, 2026, through December 31, 2028, and the Chair, Human Resources Manager, and County Administrator are authorized to sign said agreement.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Jamie Lee
SECONDER:	Jon Lubke
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

9. **County Sheriff**

10. **County Attorney**

11. **County Administrator**

11.1 Senior Management Team Report

County Administrator Deborah Erickson provided an update on behalf of the Senior Management Team.

ADD Meeting with Congressman Pete Stauber

Congressman Pete Stauber's office reached out to offer a meeting on Tuesday, February 17 from 12:00-1:00.

Commissioners agreed to the meeting and offered several topics they would like to discuss, including:

- The North Koering Road bridge project
- Upcoming road funding
- They'd like an update on what is going on at the Federal level and how it trickles down to the county.

12. **Additional Business**

13. **Adjournment**

Adjourned the meeting at 9:21.

RESULT:	**ADJOURNED [UNANIMOUS]**
MOVER:	Paul Koering
SECONDER:	Steve Barrows
AYES:	Paul Koering, Jon Lubke, Steve Barrows, Rosemary Franzen, Jamie Lee

_____
Rosemary Franzen, Chair
Board of County Commissioners

_____
Deborah A. Erickson
County Administrator

Prepared by Amber Berent

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Human Resources	Amy Fischer
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Personnel Actions

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:
To approve the Human Resource Report for Personnel Actions dated March 24, 2026, as on file.

Approximate length of presentation:

Human Resource Report
Personnel Actions
March 24, 2026

Replacement Staffing

Classification Title: Business Manager
Department: Highway
Reason for Vacancy: Departure of Kristi Keeler, April 3, 2026
Personnel Committee: Yes

Classification Title: Financial Worker
Department: Community Services
Reason for Vacancy: Promotion of Andrea Gunter February 28, 2026
Personnel Committee: Yes

Classification Title: 911 Communications Officer
Department: Sheriff's Office
Reason for Vacancy: Movement of Ashley O'Brien March 16, 2026
Personnel Committee: Yes

Hires

Name: Sarah Marte
Classification Title: Correctional Officer
Department: Sheriff's Office, Jail
Start Date: March 23, 2026
Reason for Vacancy: Promotion of Brandon Burgau January 17, 2026

Name: Luke Coady
Classification Title: Correctional Officer
Department: Sheriff's Office, Jail
Start Date: March 23, 2026
Reason for Vacancy: Departure of Aaron Goude November 7, 2025

Name: Luke Hamilton
Classification Title: Deputy
Department: Sheriff's Office
Start Date: March 23, 2026
Reason for Vacancy: departure of Nathan Parenteau November 6, 2025

Name: Madylin Clemmer
Classification Title: 911 Dispatcher
Department: Sheriff's Office
Start Date: March 23, 2026
Reason for Vacancy: movement of Ashley O'Brien March 16, 2026

Promotions/Movement
Name: Ashley O'Brien
Classification Title: Records Specialist
Department: Sheriff's Office
Start Date: March 16, 2026
Reason for Vacancy: Movement of Tammy Tschida

Departures
Name: Kristi Keeler
Classification Title: Business Manager
Department: Highway
Date of Departure: April 3, 2026

Name: Dale Clausen
Classification Title: Master Electrician
Department: Administrative Services, Facilities
Date of Departure: March 6, 2026

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Admin Services	Jory Danielson
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Exempt Gambling Permit - Ducks Unlimited Garrison Wildlife Chapter

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:
To support the Minnesota Lawful Gambling Application for an Exempt Permit for the Ducks Unlimited Garrison Wildlife Chapter to be held on the date of April 26, 2026, at the Lonesome Pine Restaurant and Bar, Town of Bay Lake, subject to all State Laws and upon approval of said date, the applicant submitting a copy of reports required by the State.

Approximate length of presentation:

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Admin Services	Jory Danielson
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Exempt Gambling Permit - Church of St. Mathias

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:
To support the Minnesota Lawful Gambling Application for an Exempt Permit for the Church of St. Mathias to be held on the date of June 28, 2026 at St. Mathias Park, St. Mathias Township, subject to all State Laws and upon approval of said date, the applicant submitting a copy of reports required by the State.

Approximate length of presentation:

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Admin Services	Jory Danielson
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: 2026 Temporary On-Sale Liquor Licenses

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:
To approve the 2026 Temporary On-Sale Liquor License applications:

- Brainerd American Legion Post 255 for the temporary on sale of liquor at the Crow Wing County Fairgrounds, Town of Oak Lawn, on the dates of August 4 - August 6, 2026, as recommended by the Town of Oak Lawn, subject to recommendation by the County Attorney and County Sheriff, subject to all State requirements and any delinquent taxes being paid and authorize the Administrative Services Director to issue said License.
- Veterans of Foreign Wars for the temporary on sale of liquor at the Crow Wing County Fairgrounds, Town of Oak Lawn, on the dates of August 7 - August 8, 2026, as recommended by the Town of Oak Lawn, subject to recommendation by the County Attorney and County Sheriff, subject to all State requirements and any delinquent taxes being paid and authorize the Administrative Services Director to issue said License.

Approximate length of presentation:

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Admin Services	Jory Danielson
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Donations to Veterans Van Fund

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:
To accept the donations of $1,000.00 from John Gavin and $1,000.00 from Dale and Linda Bartel to the Crow Wing County Veterans Van Fund

Approximate length of presentation:

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Land Services	Jessica Shea
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Tax Forfeited Apportionment

PREVIOUS ACTION:
Annually the County Board distributes the surplus from the previous year.

COMMENTS:

- Recommended distribution is in accordance with past practice.
- County Recreation budgeted for $10,000; however, this distribution will allocate $19,369.02
- Buildings & Building Improvements budgeted for $35,000; however, this distribution will allocate $29,053.53
- County General Fund budgeted $25,000; however this distribution will allocate $19,369.02
- The remaining $29,053.53 to be disbursed to schools, towns, and cities within Crow Wing County according to statute.

RECOMMENDED BOARD ACTION:
To approve Resolution (attached): Apportionment of 2025 Tax Forfeited Surplus Revenues.

Approximate length of presentation:

CROW WING COUNTY
APPORTIONMENT OF 2025 TAX FORFEITED SURPLUS REVENUES

	Amounts
Total 2025 Tax Forfeited Revenues (Fund 20)	$ 3,833,377.41
Total 2025 Tax Forfeited Expenditures (Fund 20)	3,736,532.31
Net Proceeds to be Apportioned	**$ 96,845.10**

		Recommended Apportionment
Per Statute 282.08 & Chapter 448, 1971 Regular Session Laws		
County Recreation (Budgeted $10,000)		***$ 19,369.02***
(Max allowed 20% of Net Proceeds) or	19,369.02	
Buildings & Building Improvements (Budgeted $35,000)		***29,053.53***
(Max allowed 100% of first 50% of Net Proceeds)	48,422.55	
Sub Total (50% of Surplus)		$ 48,422.55

Balance remaining 50% per Statute 282.08	
County General Fund (40% of balance remaining) *(Budgeted $25,000)*	***$ 19,369.02***
Schools (40% of balance remaining)	***19,369.02***
Towns and Cities (20% of balance remaining)	***9,684.50***
Sub Total (remaining 50% balance)	$ 48,422.54

Total Tax Forfeited Apportionment	>	**$ 96,845.09**

To recap, this distribution allocates:		
To the County	$	67,791.57
To the School Districts		19,369.02
To the Towns and Cities		9,684.50
GRAND TOTAL	$	96,845.09

Approval of Tax Forfeited settlement will authorize associated Budget Amendments

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: **Resolution:**
OFFERED BY COMMISSIONERS: and
AYES: NAYS:

APPORTIONMENT OF 2025 TAX FORFEITED SURPLUS REVENUES

BE IT RESOLVED by the Board of Commissioners of Crow Wing County, Minnesota, in accordance with Minnesota Statute 282.08, (4)(ii), that $19,369.02 of the net proceeds of the Tax Forfeited Fund as of December 31, 2025, be apportioned for the acquisition and maintenance of county parks or recreational areas.

BE IT FURTHER RESOLVED that in accordance with Chapter 448, 1971 Regular Session Laws, $29,053.53 be apportioned for the Building Fund.

BE IT FURTHER RESOLVED the remaining $48,422.54 shall be apportioned pursuant to Minnesota Statute 282.08, (4)(iii).

STATE OF MINNESOTA)
COUNTY OF CROW WING) *ss*

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on < >, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this <X day of X, 20XX>.

_____

DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Highway and Engineering	Timothy Bray
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Transfer Ditch 13 Funds to Highway Fund

PREVIOUS ACTION:

In 2015, the Crow Wing County Board of Commissioners approved Resolution 2015-58 to establish CWC Ditch 13 assessments and authorized maintenance of Ditch 13.

In 2017, the CWC Board of Commissioners approved the authorization to transfer funds from the former Thirty Lakes Watershed District Fund to the Ditch 13 Fund.

Annually, the CWC Board of Commissioners approves a transfer for costs incurred from the Ditch 13 Fund to the Highway Fund for labor, equipment, and other costs.

COMMENTS:

The service costs breakdown for the transfer amount of $3,361.57 is as follows.

- Labor - $1,826.26
- Equipment - $1,250.00
- Other Costs - $285.31

RECOMMENDED BOARD ACTION:

Approve a transfer of funds in the amount of $3,361.57 for labor, equipment, and other costs incurred for 2025 from the Ditch 13 Fund to the Highway Fund.

Approximate length of presentation:

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Land Services	Jessica Shea
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Application for Cancellation of Forfeiture

PREVIOUS ACTION:

COMMENTS:

- Parcels 99250524 and 99250531 were dedicated to the public in 2001.
- An error in the processing of the dedication and forfeiture led to the parcels forfeiting in 2002.
- Parcels will be returned to public roads after cancellation of forfeiture.

RECOMMENDED BOARD ACTION:
To approve the Application for Cancellation of Forfeiture.

Approximate length of presentation:

DEPARTMENT OF REVENUE

Application for Cancellation of Forfeiture

PT90

in Crow Wing County

The applicant requests that the certificate of forfeiture for the property described below be canceled pursuant to Minnesota Statutes, sections 279.33 and 279.34.

Applicant Information

Name(s) of applicant(s)
Gary Griffin

Mailing address of applicant
322 Laurel Street, Suite 15

City	State	Zip code	Phone
Brainerd	MN	56401	218-824-1016

Applicant is: ☒ County auditor ☐ Property owner ☐ Owner's agent

Property Information

Legal description of property: (attach additional sheets if needed)
See Attached Exhibit A.

All or part of the described real property is registered (Torrens): ☐ Yes ☒ No

Certificate of Forfeiture

Certificate of Forfeiture

Date of execution	Date of recording
11/27/2002	02-10-2003
Location of recording	**Recording number**
Crow Wing County	629744

Cancellation

Reason for Cancellation

☐ Exemption ■ Administrative error

Explain in detail the reason(s) for cancellation. Attach additional sheets if necessary.
See Attached Exhibit B.

Sign Here

Signature of applicant: Gary Griffin Date: 3/18/2026

County Approval

Auditor to complete this section.
The County Board and county auditor of Crow Wing County, Minnesota, have reviewed this application for the cancellation of the certificate of forfeiture for the property described above, pursuant to Minnesota Statutes 279.33 and 279.34, and recommend that the cancellation be granted by the Minnesota Department of Revenue.

Sign Here

Signature of county auditor	County	Date	Phone
Gary Griffin	Crow Wing	3/18/2026	218-824-1016

Return application to: Minnesota Department of Revenue Property Tax Division Mail Station 3340 St. Paul, MN 55146-3340

Department Use Only

Order of the Minnesota Department of Revenue
Upon examination of the contents of this application, it is hereby:

☐ **rejected.** Reasons for rejection:

☐ **accepted.** The certificate of forfeiture is to be canceled, and the county auditor is to record this application as a certificate of cancellation pursuant to Minn. Stat. 279.33 and 279.34 which will void the tax forfeiture of the property described in this application.

Commissioner of Revenue	By	Date application received by Minnesota Department of Revenue
Minnesota Department of Revenue's number		**County Auditor's number**

(10/19)

Exhibit A:

Tax Database Legal Description of Parcel 99250524:

NW1/4 OF SE1/4 SEC. 25, EXCEPT PART TO GARY WIERSCHKE, & EXCEPT PART TO VINCENT SIBILIO., & EXCEPT PART TO LINDA FLETCHER. & EXCEPT PART TO DUANE & CATHLEEN SCHNECK AS CONVEYED ON DOCUMENT #428290. & EXCEPT 2 PARTS TO STEIGER ENTERPRISES AS CONVEYED ON DOCUMENT #431153 BEING TRACTS A & M. & EXCEPT PART CONVEYED TO MIKE MAGNAN ON DOCUMENT #475808. & EXCEPT PART CONVEYED TO DOUG LAS SODERMAN AS RECORDED ON DOCUMENT #482555. (REMAINDER LEGAL IS ROAD RUNNING THRU SAID NW1/4 OF SE1/4 SECTION 25).

Tax Database Legal Description of Parcel 99250531:

NE1/4 OF SE1/4 SEC. 25 EXCEPT PART TO JAMES JOHNSON, & EXCEPT PART TO JOSEPH COGGER, & EXCEPT PART TO EUGENE GEORGE, & EXCEPT PART TO GARY WIERSCHKE, & EXCEPT PART TO LINDA A FLETCHER, & EXCEPT PART TO GORDON & DONNA LEONARD AS CONVEYED ON DOCUMENT #404091, & EXCEPT PART TO LARRY & KAREN SHEELY AS CONVEYED ON DOCUMENT #409603, & EXCEPT PART TO COY BANKS AS CONVEYED ON DOCUMENT #411028, & EXCEPT PART TO BARRY & BRENDA TOW AS CONVEYED ON DOCUMENT #415090. & EXCEPT PART CONVEYED TO BRAINERD AREA INVESTMENTS ON DOCUMENT #480162. & EXCEPT THAT PART CONVEYED TO PAUL BUNYAN NATURE LEARNING CENTER AS DEEDED ON DOCUMENT #490482. (NOW, ALL THAT REMAINS IS THE ROAD RUNNING THUR SAID 40.)

Together the above legal descriptions are also know as:

That part of the North1/2SW1/4, Section 30, Township 134, Range 28 and that part of the North1/2SE1/4, Section 25, Township 134, Range 29 described as follows: Commencing at the northeast corner of said North1/2SE1/4; thence South 01 degrees 03 minutes 58 seconds West, assumed bearing, 268.49 feet along the east line of said North1/2SE1/4 to the south-westerly right-of-way line of Trunk Highway 371 according to the turnback to Fanny M. Larson from the State of Minnesota by Quit Claim Deed recorded in Book 353 of Deeds, Page 602; thence South 41 degrees 44 minutes 18 seconds East 357.43 feet along said southwesterly right-of-way line to an iron monument, the Point of Beginning; thence South 48 degrees 23 minutes 39 seconds West 276.84 feet to a point; thence westerly 136.43 feet along a tangential curve, concave to the north, central angle 53 degrees 01 minute 17 seconds, radius 147.43 feet to a point; thence North 78 degrees 35 minutes 04 seconds West along tangent of the last described curve 310.00 feet to a point; thence westerly 408.07 feet along a tangential curve concave to the south, central angle 30 degrees 38 minutes 00 seconds,

radius 763.24 feet to a point; thence westerly 165.29 feet along a tangential reverse curve, concave to the north, central angle 33 degrees 28 minutes 24 seconds, radius 282.92 feet to a point; thence North 75 degrees 44 minutes 40 seconds West along tangent of the last described curve 413.51 feet; thence South 85 degrees 14 minutes 13 seconds West 458.85 feet to a point: thence South 87 degrees 38 minutes 23 seconds West 550.53 feet to a point; thence South 00 degrees 06 minutes 51 seconds East 66.05 feet to a point; thence North 87 degrees 38 minutes 23 seconds East 554.52 feet to a point; thence North 85 degrees 14 minutes 13 seconds East 449.17 feet to a point; thence South 75 degrees 44 minutes 40 seconds East 402.46 feet to a point; thence easterly 203.84 feet along a tangential curve, concave to the north, central angle 33 degrees 28 minutes 24 seconds, radius 348.92 feet to a point; thence easterly 372.78 feet along a tangential reverse curve, concave to the south, central angle 30 degrees 38 minutes 00 seconds, radius 697.24 feet to a point; thence South 78 degrees 35 minutes 04 seconds East, along tangent of the last described curve 310.00 feet to a point; thence easterly 197.50 feet along a tangential curve, concave to the north, central angle 53 degrees 01 minute 17 seconds, radius 213.43 feet to a point; thence North 48 degrees 23 minutes 39 seconds East along tangent of the last described curve 277.00 feet to a point on said southwesterly right-of-way line of Trunk Highway 371; thence North 41 degrees 44 minutes 18 seconds West 66.00 feet along said southwesterly right-of-way line to the point of beginning.

Exhibit B:

Parcels 99250524 and 99250531 were transferred to the public on December 31st, 2001, pursuant of Minnesota State Statute 164.15 and as resolved by the Crow Wing County Board of Commissioners. The date of the resolution, recorded as document number 604077 in the Crow Wing County Recorder's Office, is prior to the execution date of the Auditors Certificate of Forfeiture, 11/27/2002. The forfeiture of these parcels should not have been executed because they were transferred to public ownership the year before.

Office of County Recorder
County of Crow Wing, MN }

I hereby certify that the within instrument was filed in this office for record on the 7 day of Feb A.D. 2002 at 1:45 o'clock P M. and was duly recorded as Doc. No. 06.04977

County Recorder

By Vicki Stange Deputy

County work N/C

RETURN TO Therese Auditor's Office

RESOLUTION

Commissioner Dewes offered the following resolution and moved its adoption:

WHEREAS, a letter of request and application dated December 12, 2001 for the dedication of certain land in Section 25, Township 134, Range 29, and Section 30, Township 134, Range 28, First Assessment District, for the purposes of a public road has been received from James A. Johnson and Linda K. Johnson, and

WHEREAS, said road is known as Indigo Road which has been recently improved as the result of a petition by owners of the 15 lots served by said road, and

WHEREAS, the Crow Wing County Board of Commissioners did establish Indigo Road as a Town Road under Minnesota Statute 164.07 by resolution on November 27, 2001, and

WHEREAS, Minnesota Statute 164.15 provides for the dedication of land for road purposes, and

WHEREAS, James A. Johnson and Linda K. Johnson are the current fee owners of said land and have fully described the land to be used for road purposes, and dedicate same for a road, and

WHEREAS, it is desirous that the real property containing said road be dedicated to the public for road purposes.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners of Crow Wing County, Minnesota, acting for and on behalf of the First Assessment District, declares the following described land to be dedicated to the public for road purposes:

That part of the N1/2SW1/4, Section 30, Township 134, Range 28 and that part of the N1/2SE1/4, Section 25, Township 134, Range 29 described as follows: Commencing at the northeast corner of said N1/2SE1/4; thence South 01 degrees 03 minutes 58 seconds West, assumed bearing, 268.49 feet along the east line of said N1/2SE1/4 to the south-westerly right-of-way line of Trunk Highway 371 according to the turnback to Fanny M. Larson from the State of Minnesota by Quit Claim Deed recorded in Book 353 of Deeds, Page 602; thence South 41 degrees 44 minutes 18 seconds East 357.43 feet along said southwesterly right-of-way line to an iron monument, the Point of Beginning; thence South 48 degrees 23 minutes 39 seconds West 276.84 feet to a point; thence westerly 136.43 feet along a tangential curve, concave to the north, central angle 53 degrees 01 minute 17 seconds, radius 147.43 feet to a point; thence North 78 degrees 35 minutes 04 seconds West along tangent of the last described curve 310.00 feet to a point; thence westerly 408.07 feet along a tangential curve concave to the south, central angle 30 degrees 38 minutes 00 seconds, radius 763.24 feet to a point; thence westerly 165.29 feet along a tangential reverse curve, concave to the north, central angle 33 degrees 28 minutes 24 seconds, radius 282.92 feet to a point; thence North 75 degrees 44 minutes 40 seconds West along tangent of the last described curve 413.51 feet; thence South 85 degrees 14 minutes 13 seconds West 458.85 feet to a point: thence South 87 degrees 38 minutes 23 seconds West 550.53 feet to a point; thence South 00 degrees 06 minutes 51 seconds East 66.05 feet to a point; thence North 87 degrees 38 minutes 23 seconds East 554.52 feet to a point; thence North 85 degrees 14 minutes 13 seconds East 449.17 feet to a point; thence South 75 degrees 44 minutes 40 seconds East 402.46 feet to a point; thence easterly 203.84 feet along a tangential curve, concave to the north, central angle 33 degrees 28 minutes 24 seconds, radius 348.92 feet to a point; thence easterly 372.78 feet along a tangential reverse curve, concave to the south, central angle 30 degrees 38 minutes 00 seconds, radius 697.24 feet to a point; thence South 78 degrees 35 minutes 04 seconds East, along tangent of the last described curve 310.00

feet to a point; thence easterly 197.50 feet along a tangential curve, concave to the north, central angle 53 degrees 01 minute 17 seconds, radius 213.43 feet to a point; thence North 48 degrees 23 minutes 39 seconds East along tangent of the last described curve 277.00 feet to a point on said southwesterly right-of-way line of Trunk Highway 371; thence North 41 degrees 44 minutes 18 seconds West 66.00 feet along said southwesterly right-of-way line to the point of beginning.

BE IT FURTHER RESOLVED that this dedication transfers ownership of the before described land from James A. Johnson and Linda K. Johnson to the public for a public road pursuant to Minnesota Statute 164.15 and that this resolution shall be recorded with the County Auditor and the County Recorder as a matter of record establishing the before described land as being dedicated to the public for road purposes.

Which resolution being seconded by Commissioner Tautges was duly adopted, all members voted "AYE".

ED LARSEN, CHAIRMAN
BOARD OF COUNTY COMMISSIONERS
CROW WING COUNTY, MINNESOTA

ATTEST:

ROY A. LUUKKONEN, COUNTY AUDITOR
CROW WING COUNTY, MINNESOTA

Dated at Brainerd, Minnesota, this 31st day of December 2001.

1996

REGISTERED LAND

AND

NON-REGISTERED LAND

REAL ESTATE

FIBO

FORFEITED: NOVEMBER 27, 2002

COWK
NIC

Office of County Recorder
County of Crow Wing, MN
I hereby certify that the within instrument was filed in this office for record on the 10 day of Feb A.D. 2003 at 8 o clock A M and was duly recorded as Doc. No. 0629744

County Recorder

By Deputy

RETURN TO Auditors Office
Vicki S.

FIBO

FIBO

CERTIFICATE OF FORFEITURE

State of Minnesota

I, Roy A. Luukkonen, CROW WING COUNTY Auditor do hereby certify that a tax judgment was entered against the parcels of real property described below in the District Court in CROW WING COUNTY on March 26, 1997 to enforce payment of delinquent real property taxes payable in the year 1996.

I do further certify that the said parcels of real property were bid in for the state at a tax judgment sale held in the county auditors office on May 12, 1997 . The said parcels of real property could have been redeemed by paying the delinquent tax amount by November 30, 2002 .

I do further certify that the time for redemption of said parcels of real property has expired, after notice was given as provided by law, without payment of the delinquent tax amount due, and that the title to the parcel has been forfeited to the State of Minnesota in trust for the local taxing districts.

Names/Addresses	Description of Property
LANE, PATRICIA R	A 091810020010009 BRAINERD SECT: 30 TWP: 45 RGE:30 ACRES: .0 SLEEPERS ADDITION TO BRAINERD PLAT: 181 LOT:001 BLOCK:002 LOT 1 BLOCK 2
HALL, DARWIN L	101100002510009 BREEZY POINT SECT: 16 TWP: 136 RGE:28 ACRES: .0 15TH ADDITION TO BREEZY POINT ESTATES PLAT: 110 LOT:251 BLOCK:000 LOT 251 33284-111-284
HALL, DARWIN L & J FERNE ETUX	
HALL, DARWIN L	101100002520009 BREEZY POINT SECT: 16 TWP: 136 RGE:28 ACRES: .0 15TH ADDITION TO BREEZY POINT ESTATES PLAT: 110 LOT:252 BLOCK:000 LOT 252 Same
HALL, DARWIN L & J FERNE ETUX	
HALL, DARWIN L	101100002530009 BREEZY POINT SECT: 16 TWP: 136 RGE:28 ACRES: .0 15TH ADDITION TO BREEZY POINT ESTATES PLAT: 110 LOT:253 BLOCK:000 LOT 253 Same
HALL, DARWIN L & J FERNE ETUX	
KATKE, SYLVIA PYKAL	101110000240009 BREEZY POINT SECT: 21 TWP: 136 RGE:28 ACRES: .0 5TH ADDITION TO BREEZY POINT ESTATES PLAT: 111 LOT:024 BLOCK:000 LOT 24 29223-98-123
PYKAL, RICHARD J & SYLVIA M	
KATKE, SYLVIA PYKAL	101110000250009 BREEZY POINT SECT: 21 TWP: 136 RGE:28 ACRES: .0 5TH ADDITION TO BREEZY POINT ESTATES PLAT: 111 LOT:025 BLOCK:000 LOT 25 35522-119-122
PYKAL, RICHARD J & SYLVIA M	
KATKE, SYLVIA PYKAL	101110000290009 BREEZY POINT SECT: 21 TWP: 136 RGE:28 ACRES: .0 5TH ADDITION TO BREEZY POINT ESTATES PLAT: 111 LOT:029 BLOCK:000 LOT 29 29222-98-122
PYKAL, RICHARD J & SYLVIA M	
PALERMO, DAVID S & SHIRLEY	101110000310009 BREEZY POINT

		SECT: 21 TWP: 136 RGE:28 ACRES: .0 5TH ADDITION TO BREEZY POINT ESTATES PLAT: 111 LOT:031 BLOCK:000 LOT 31 25376-85-176
OLSON, ROSE J	T	101260050150009 BREEZY POINT SECT: 4 TWP: 136 RGE:28 ACRES: .0 2ND ADDITION TO DELLWOOD ACRES PLAT: 126 LOT:015 BLOCK:005 LOT 15 BLOCK 5 30348-102-48
DORNQUAST, ROSE J		
OLSON, ROSE J	T	101260050160009 BREEZY POINT SECT: 4 TWP: 136 RGE:28 ACRES: .0 2ND ADDITION TO DELLWOOD ACRES PLAT: 126 LOT:016 BLOCK:005 LOT 16 BLOCK 5 same
DORNQUAST, ROSE J		
PATTON, H B JR & PEGGY	A	101440001270009 BREEZY POINT SECT: 16 TWP: 136 RGE:28 ACRES: .0 24TH ADDITION TO BREEZY POINT ESTATES PLAT: 144 LOT:127 BLOCK:000 LOT 127
PATTON, H B JR & PEGGY	A	101440001280009 BREEZY POINT SECT: 16 TWP: 136 RGE:28 ACRES: .0 24TH ADDITION TO BREEZY POINT ESTATES PLAT: 144 LOT:128 BLOCK:000 LOT 128
FREITAG, JANICE E	T	101490110680009 BREEZY POINT SECT: 18 TWP: 136 RGE:28 ACRES: .0 WHITEBIRCH CAMPING CLUSTERS SECTION 1 PLAT: 149 LOT:068 BLOCK:011 LOT 68 BLOCK 11 70468-235-268
WHITEBIRCH INC		
TAYLOR, CLARENCE & RUTH ETAL	T	101670010190009 BREEZY POINT SECT: 17 TWP: 136 RGE:28 ACRES: .0 WHITEBIRCH ELEVEN PLAT: 167 LOT:019 BLOCK:001 LOT 19 BLOCK 1 61913-207-113
JACOBSON, BRUCE J	T	101740190050009 BREEZY POINT SECT: 8 TWP: 136 RGE:28 ACRES: .0 WHITEBIRCH FIFTEEN PLAT: 174 LOT:005 BLOCK:019 LOT 5 BLOCK 19 47962-160-262
AVCO FINANCIAL INC	T	111010040240009 CROSBY SECT: 11 TWP: 46 RGE:29 ACRES: .0 CENTRAL ADDITION TO CROSBY PLAT: 101 LOT:024 BLOCK:004 LOT 24 BLOCK 4 61863-207-63
AVCO FINANCIAL INC	T	111010040250009 CROSBY SECT: 11 TWP: 46 RGE:29 ACRES: .0 CENTRAL ADDITION TO CROSBY PLAT: 101 LOT:025 BLOCK:004 LOT 25 BLOCK 4 same
SCHAAF, GERALD G	A	241020010040009 GARRISON SECT: 13 TWP: 44 RGE:28 ACRES: .0 GARRISON WOODS PLAT: 102 LOT:004 BLOCK:001 LOT 4 BLOCK 1

[redacted]

[redacted]

OLSON, ARTHUR E & YVONNE OLSON, AUG	591170009040009 DEERWOOD TWP SECT: 19 TWP: 46 RGE:28 ACRES: .0 PARK ADDITION TO ORELAND PLAT: 117 LOT:904 BLOCK:000 OUTLOT 4
SOBCAK, RICHARD SOBCZAK, SIGMOND J	660052100000009 GARRISON TWP SECT: 5 TWP: 44 RGE:28 ACRES: 40.0 NE1/4 OF NW1/4
WALSTROM, JANA M & TIMOTHY L	671110010200009 GARRISON TWP SECT: 31 TWP: 44 RGE:27 ACRES: .0 PORT MILLE LACS JUNCTION PLAT: 111 LOT:020 BLOCK:001 LOT 20 BLOCK 1 70187-234-227
BEAL, KEITH E & DAWN BEAL, KEITH E & DAWN	690083300000AD0 IRONDALE SECT: 8 TWP: 46 RGE:29 ACRES: 40.0 UND. 1/18 INT. IN SW1/4 OF SW1/4 690083407000AD0 IRONDALE SECT: 8 TWP: 46 RGE:29 ACRES: 26.5 UND. 1/18 INT. IN LOT 7 SE1/4 OF SW1/4
TAYLOR INVESTMENT, CORP TAYLOR INVESTMENT, CORP	79013210000YAB0 OAK LAWN SECT: 13 TWP: 45 RGE:30 ACRES: .0 UND. 1/4 INT. IN E1/2 NW1/4 MINERALS ONLY
STICHA, BLANCHE A	790162100BA0009 OAK LAWN SECT: 16 TWP: 45 RGE:30 ACRES: .1 THAT PART OF NE1/4 OF NW1/4 SEC. 16 LYING N. & W. OF HWY 210, EXCEPT PART TO AIRPORT., & EXCEPT THAT PART TO STATE OF MINN. SHOWN AS PARCEL 232B ON MINN. DEPARTMENT OF TRANSPORTATION PLAT #18-5 ON FILE IN THE CO. RECORDERS OFFICE.
RARDIN, DEBORAH D CLAY, THOMAS & DEBORAH	811140060100009 OAK LAWN SECT: 12 TWP: 45 RGE:30 ACRES: .0 WOODROW PLAT: 114 LOT:010 BLOCK:006 3602-13-2 LOT 10 BLOCK 6 3603-13-3 8000-27-200
DOTY, RICHARD L ET UX	881090010290009 ROOSEVELT SECT: 11 TWP: 43 RGE:28 ACRES: .0 PORT MILLE LACS LAKE FOREST ESTATES PLAT: 109 LOT:029 BLOCK:001 LOT 29 BLOCK 1 32744-110-44
JOHNSON, MARLIN T & JEANNINE	881140010370009 ROOSEVELT SECT: 1 TWP: 43 RGE:28 ACRES: .0 PORT MILLE LACS NEW FRONTIER PLAT: 114 LOT:037 BLOCK:001 LOT 37 BLOCK 1 50469-169-69

HARRIS, GARY E	881140010660009 ROOSEVELT SECT: 1 TWP: 43 RGE:28 ACRES: .0 PORT MILLE LACS NEW FRONTIER PLAT: 114 LOT:066 BLOCK:001 LOT 66 BLOCK 1
HARRIS, GARY E & PATRICIA	48781-163-181
JOHNSON, JAMES A & LINDA	980254100AFA009 1ST ASSESSMENT SECT: 25 TWP: 134 RGE:29 ACRES: 2.0 NE1/4 OF SE1/4 SEC. 25 EXCEPT PART TO JAMES JOHNSON, & EXCEPT PART TO JOSEPH COGGER, & EXCEPT PART TO EUGENE GEORGE, & EXCEPT PART TO GARY WIERSCHKE, & EXCEPT PART TO LINDA A FLETCHER, & EXCEPT PART TO GORDON & DONNA LEONARD AS CONVEYED ON DOCUMENT #404091, & EXCEPT PART TO LARRY & KAREN SHEELY AS CONVEYED ON DOCUMENT #409603, & EXCEPT PART TO COY BANKS AS CONVEYED ON DOCUMENT #411028, & EXCEPT PART TO BARRY & BRENDA TOW AS CONVEYED ON DOCUMENT #415090. & EXCEPT PART CONVEYED TO BRAINERD AREA INVESTMENTS ON DOCUMENT #480162. & EXCEPT THAT PART CONVEYED TO PAUL BUNYAN NAT URE LEARNING CENTER AS DEEDED ON DOCUMENT #490482. (NOW, ALL THAT REMAINS IS THE ROAD RUNNING THUR SAID 40.)
JOHNSON, JAMES A & LINDA	980254200ACA009 1ST ASSESSMENT SECT: 25 TWP: 134 RGE:29 ACRES: 1.4 NW1/4 OF SE1/4 SEC. 25, EXCEPT PART TO GARY WIERSCHKE, & EXCEPT PART TO VINCENT SIBILIO., & EXCEPT PART TO LINDA FLETCHER. & EXCEPT PART TO DUANE & CATHLEEN SCHNECK AS CONVEYED ON DOCUMENT #428290. & EXCEPT 2 PARTS TO STEIGER ENTERPRISES AS CONVEYED ON DOCUMENT #431153 BEING TRACTS A & M. & EXCEPT PART CONVEYED TO MIKE MAGNAN ON DOCUMENT #475808. & EXCEPT PART CONVEYED TO DOUG LAS SODERMAN AS RECORDED ON DOCUMENT #482555. (REMAINDER LEGAL IS ROAD RUNNING THRU SAID NW1/4 OF SE1/4 SECTION 25).

Witness my hand and official seal on this 20th day of December, 2002.

CROW WING COUNTY Auditor
Roy A. Luukkonen

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: **Resolution:**
OFFERED BY COMMISSIONERS: and
AYES: NAYS:

APPLICATION FOR CANCELLATION OF FORFEITURE

BE IT RESOLVED that the Board of Commissioners of Crow Wing County, Minnesota, having reviewed the application of Crow Wing County dated February 24, 2026, for cancellation of Forfeiture as to certain lands described in said application, and find the facts of said application to be true, approves said application and recommends its acceptance by the Minnesota Department of Revenue.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ***ss***

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on < >, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this <X day of X, 20XX>.

_____

DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Highway and Engineering	Timothy Bray
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Right-of-Way for the County Road (CR) 109

PREVIOUS ACTION:
None

COMMENTS:

The Land Services Department is proposing the sale of a tax-forfeited parcel adjacent to CR 109. Prior to the potential sale and transfer to a private party, the Highway Department desires to secure a permanent easement from the parcel to support the continued long-term use of CR 109.

This is an on-going process where the Lands Department notifies the Highway Department of potential property sales adjacent to county highways to ensure easements are preserved for the benefit of the public.

RECOMMENDED BOARD ACTION:

Authorize the County Board Chair and Administrative Services Director to sign a permanent easement from tax forfeited property.

Approximate length of presentation:



ORIENTATION OF THIS BEARING SYSTEM IS BASED ON THE CROW WING COUNTY COORDINATE SYSTEM NAD 83 (1986 ADJ.)

0 40 80
SCALE IN FEET

Proposed easement legal description

An easement for highway purposes over the northerly 50.00 feet of the following described tract.

That part of Government Lot 2, Section 27, Township 136 North, Range 27 West, Crow Wing County, Minnesota, which lies southerly of the existing centerline of County Road 109.

Except the West 700.00 feet of said Government Lot 2.

Also except that part of Government Lot 2 included in Document 283279, as recorded in the Office of the Registrar of Titles, Crow Wing County, Minnesota.

NO.	REVISIONS SINCE INITIAL DATE OF	DATE

KLD
KRAMER LEAS DELEO
SURVEYING • ENGINEERING • PLANNING
BRAINERD ST. CLOUD
1120 Industrial Park Road
Brainerd, MN 56401
218-829-5330
13 North 11th Avenue
St. Cloud, MN 56303
320-259-1266

I HEREBY CERTIFY THAT THIS PLAN, SURVEY, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

Signature: _____
James Kramer, MN License No. 23668

1/21/2026
Date

PROJECT NO.

Sketch
Proposed Highway Easement
Crow Wing County
County of Crow Wing, State of Minnesota
Located in Section 27, Township 136 North, Range 27 West

Sheet No. 1 of 1

Perpetual Highway and Utility Right-of Way Easement

County Road 109
Parcel ID: 77270512

Owner(s)/Grantor(s):
Tax Forfeit
Administrative Services Director
326 Laurel Street
Brainerd, MN 56401

of real property Identified as Parcel ID: 77270512

for and in consideration of Donation

do(es) hereby Quit Claim and convey to the County of Crow Wing, a political subdivision of the State of Minnesota, grantee, a perpetual highway and utility right of way easement over, under and across real property that the grantor(s) may have or perceive to have an interest or claim to within the described right of way and utility easement herein:

The northerly 50.00 feet of the following described tract.

That part of Government Lot 2, Section 27, Township 136 North, Range 27 West, Crow Wing County, Minnesota, which lies southerly of the existing centerline of County Road 109.

Except the West 700.00 feet of said Government Lot 2

Also except that part of Government Lot 2 included in Document 283279, as recorded in the Office of the Registrar of Titles, Crow Wing County, Minnesota.

Dated this _____ day of _____, 2026

In Testimony Whereof, grantor(s) have hereunto set their hands the date herein before written.

_____
Rosemary Franzen
Chair, Crow Wing County Board of Commissioners

_____
Jory Danielson
Administrative Services Director

STATE OF MINNESOTA

}SS

COUNTY OF CROW WING

On this _____day of _____2026, before me personally appeared

Rosemary Franzen, Chair of the Crow Wing County Board of Commissioners and Jory Danielson, Administrative Services Director

to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged

that ____they_executed the same as _____their___ free act and deed.

_____
Notary Public

This instrument was drafted by:
Crow Wing County Highway Department
16589 County Road 142
Brainerd, Minnesota 56401

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Highway and Engineering	Timothy Bray
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: County State Aid Highway (CSAH) 11 Traffic and Eagle View Elementary Site Circulation Study

PREVIOUS ACTION:

04/08/25 – Crow Wing County 2025-2029 Highway Improvement Plan adopted by the County Board.

03/03/26 – Heard presentation on the Study at the Transportation Advisory Committee meeting

COMMENTS:

The Study was a cooperative effort between the four agencies of Crow Wing County, Pequot Lakes Public Schools and the Cities of Breezy Point and Pequot Lakes. The other three agencies have already adopted the study, which outlines interim and potential long-term improvements to address traffic concerns. In general, the study did not identify any immediate need for major changes to CSAH 11 or the internal school traffic movements. An interim solution to increase sight lines at the two school entrances was recommended. The County and School District will begin discussions soon as how best to advance that concept. One of the recommendations also includes continual monitoring at the site and identifies what likely future improvements would be if needed.

RECOMMENDED BOARD ACTION:

Authorize the County Board Chair to sign the Study, adopting the findings and recommendations.

Approximate length of presentation:

County State Aid Highway (CSAH) 11 Traffic and Eagle View Elementary Site Circulation Study

Crow Wing County, MN
February 18, 2026

Real People. Real Solutions.

Submitted by:
Bolton & Menk, Inc.
10400 Viking Drive
Suite 100
Eden Prairie, MN 55344
P: (612) 358-2637

Certification

Traffic Report

For

County State Aid Highway (CSAH) 11 Traffic and Eagle View Elementary Site Circulation Study

Crow Wing County, MN
25X.139457.000

February 18, 2026

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

Chloe M. Christenson, P.E.	63076 License No.	February 18, 2026 Date

ADOPTED BY:

Crow Wing County	Date
Pequot Lakes Public Schools	Date
City of Breezy Point	Date
City of Pequot Lakes	Date

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I. Executive Summary

Crow Wing County, in collaboration with ISD 186, the City of Pequot Lakes and the City of Breezy Point, conducted a study that analyzed traffic operations and safety along CSAH 11 near Eagle View Elementary in Breezy Point, Minnesota. This primarily focused on the two school access intersections as well as the internal school site circulation. Current conditions show that while overall crash rates are below the statewide average, the West School Access intersection has experienced angle crashes, and drivers exiting the school face limited sightlines and significant delays during peak arrival and dismissal times. Traffic observations and modeled conditions showed that school peak congestion affects queue lengths, driver gap acceptance, and overall safety on CSAH 11. These findings prompted an analysis of alternatives that aim to improve safety, increase efficiency of school traffic peaks, and maintain the collaborative system that balances the needs of the school peak hours as well as CSAH 11 during all times of the year.

Public engagement played a key role in shaping and evaluating alternatives. Two phases of outreach occurred; each included an in-person open house and an online platform for feedback and collaborative conversation. The outreach process was designed to share technical findings in an accessible way and to gather both qualitative and location-specific feedback from parents, residents, school staff, and daily roadway users. Community opinions were split between roundabouts and signals, with many respondents emphasizing the need for improvements during school peak hours without creating year-round delays. Public feedback was incorporated into the evaluation of alternatives and helped refine the recommended phased approach.

Alternatives included roundabouts, traffic signals, and on-site circulation changes. Each alternative was evaluated using consistent criteria that considered safety, mobility, public input, and cost. Roundabouts scored highest for safety benefits due to their ability to reduce severe crashes and vehicle conflict points, and they maintained acceptable traffic flow through 2045. A benefit-cost analysis showed that none of the alternatives have a construction cost outweighing the quantified benefits; however, a single-lane roundabout at the West School Access had the most favorable ratio, and the highest safety benefit among all options.

These results supported focusing near-term investments on lower-cost improvements while reserving higher-cost infrastructure changes for future consideration. Based on technical analysis and public input, the study recommends a phased approach: implement interim improvements first by reconstructing eastbound right-turn lanes and adjusting stop bar locations at both school access intersections to improve sightlines and increase driver comfort. These interim improvements are intended to address the most critical visibility and safety concerns while minimizing cost and disruption.

Annual reviews of safety and operational performance are recommended to monitor the study area. If issues persist, the long-term recommendation is to construct a single-lane roundabout at the West School Access intersection, which offers the greatest safety and operational benefits while aligning with public priorities. This phased strategy allows near-term improvements while preserving a long-term solution that can be implemented at the agency's discretion as conditions are warranted.

II. Introduction

This report summarizes the traffic and site circulation analysis completed to identify and evaluate future roadway improvements on CSAH 11 near Eagle View Elementary in Breezy Point, Minnesota. State Aid Highway 11 roadway will be referred to as CSAH 11 throughout this report. CSAH 11 is being analyzed between the eastern and western access points of Nickel Road to evaluate the current roadway and develop a plan for this corridor to better serve current and future generations of users. The project considerations include:

- Safety: The corridor averages 1 crash per year in the study area – 2 of which were angle crashes in the last five years at the intersection of the West School Access and Edgewater Farm Drive.
- Balance: Design must accommodate fluctuating traffic volumes, including school start and end times as well as peak seasons due to the presence of nearby summer homes.
- Roadway Conditions: Vertical curvature to the west, horizontal curvature to the east, and various access points were considered.

CSAH 11 is divided by the cities of Pequot Lakes and Breezy Point within the project area, the project corridor is located in Crow Wing County. See **Figure 1** for the project location.

Figure 1: Project Location



The current speed limit along CSAH 11 is 55 MPH with a 30 MPH School Zone near Eagle View Elementary School. Roadway functional classification by roadway in the project area is as follows:

- CSAH 11 is classified as a Major Collector
- All other side streets along the corridor are classified as local roads

All intersections along CSAH 11 within the study area are side street stop controlled.

The corridor serves a variety of adjacent land uses including several businesses, residential homes, a church, Eagle View Elementary School, and traffic destined to/from MN 371. CSAH 11 is a two-lane undivided roadway. The East and West School Access intersections to Eagle View Elementary have designated left and right turn lanes. There are also two bypass lanes along eastbound CSAH 11 within the study area.

The West School Access intersection for Eagle View Elementary functions as the primary parent drop-off and pick-up area, while the East School Access accommodates buses and early childhood drop-off and

pick-up. The west loop experiences the highest traffic volumes during arrival and dismissal times. Parents queue through the parking lot and circulate through the loop for pick-up. A notification system is in place that allows parents to alert staff upon arrival, prompting students inside the building to prepare for departure.

III. Data Collection

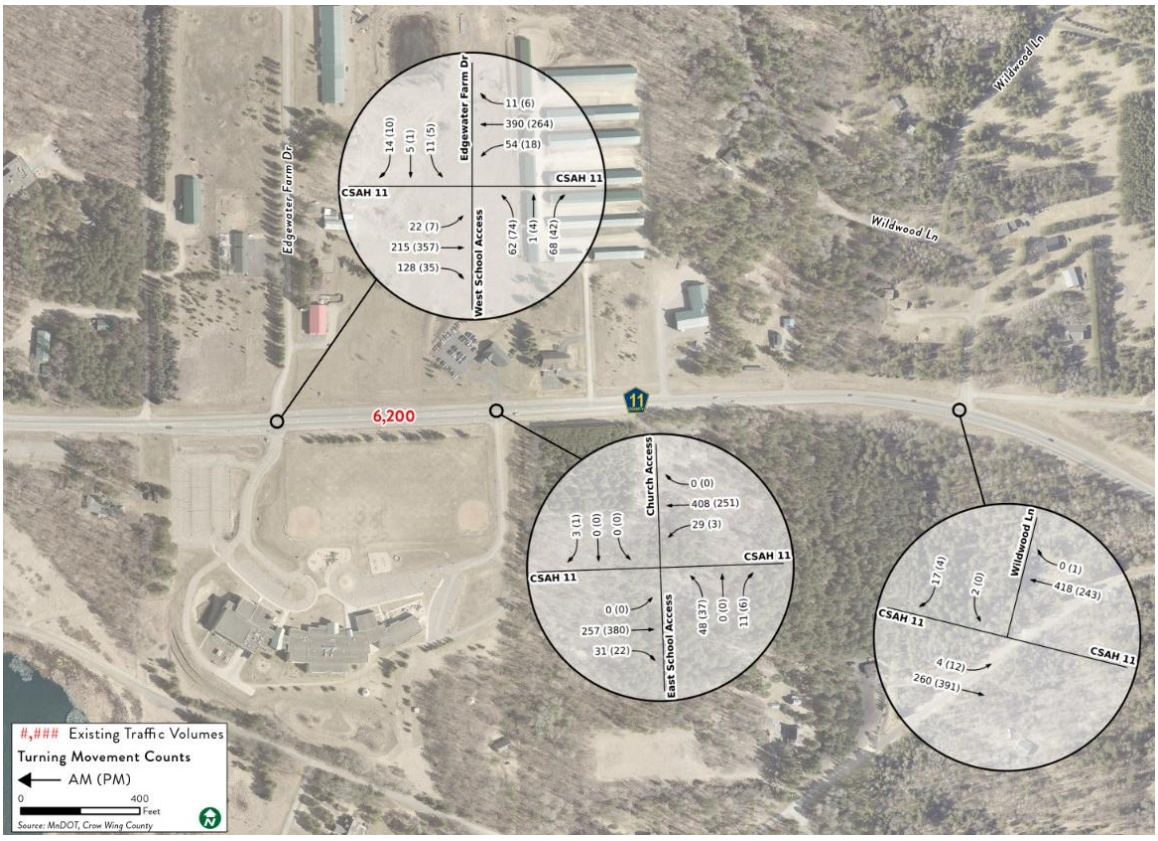
Traffic Counts

In September 2025, 13-hour typical weekday turning movement counts were collected at the following intersections while school was in session:

- CSAH 11 at West School Access/Edgewater Farm Dr
- CSAH 11 at East School Access/Church Access
- CSAH 11 at Wildwood Ln

The counts isolate auto, heavy commercial, bicycle, and pedestrian movements. The AM peak hour was found to be from 7:15- 8:15 AM, the school PM peak was found to be from 2:45-3:45 PM. The heavy vehicle percentage (HV%) on CSAH 11 was determined to be 2.9% for the entire day, but the peak hour HV% is higher, ranging from 4.1% (AM) to 6.6% (PM). The AM and PM peak turning movement counts are displayed in **Figure 2** and can be found in **Appendix A**.

Figure 2: 2025 Turning Movement Counts



Radar Counts

Radar counts were also collected at the same time as turning movement counts. The radar was located between the two school access points along CSAH 11. Radars collect the total number of vehicles as well as speeds for each vehicle passing that location on CSAH 11. 48 hours of radar data was collected from 9/10/2025-9/11/2025. The data found in **Table 1** below displays the data found from the radar data collection. The radar data summary can be found in **Appendix B**.

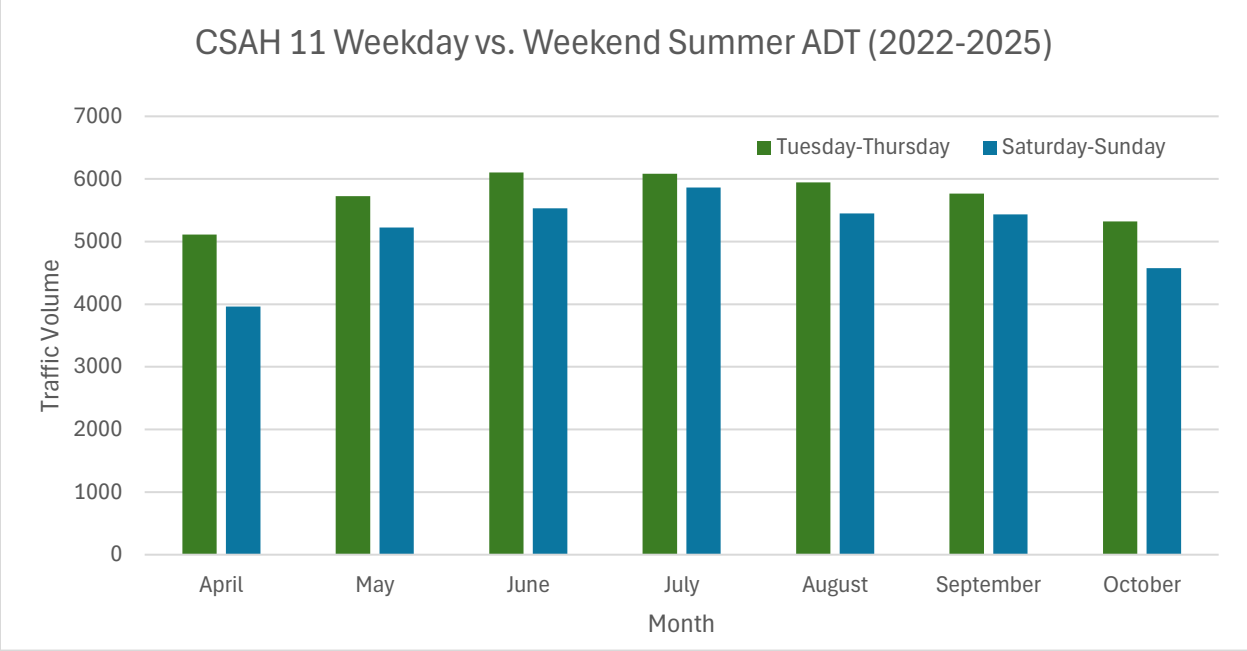
Table 1: Radar Data Summary

	EB	WB
Average Daily Weekday Speed (mph)	46.2	50.3
Average Daily 10 mph Pace (mph)	45-55	51-61
Average Daily 85th Percentile Speed (mph)	54	59
Average School Drop-Off Time Speed (mph)	38.5	40.9
Average School Pick-Up Time Speed (mph)	39.5	43.2

IV. StreetLight Analysis

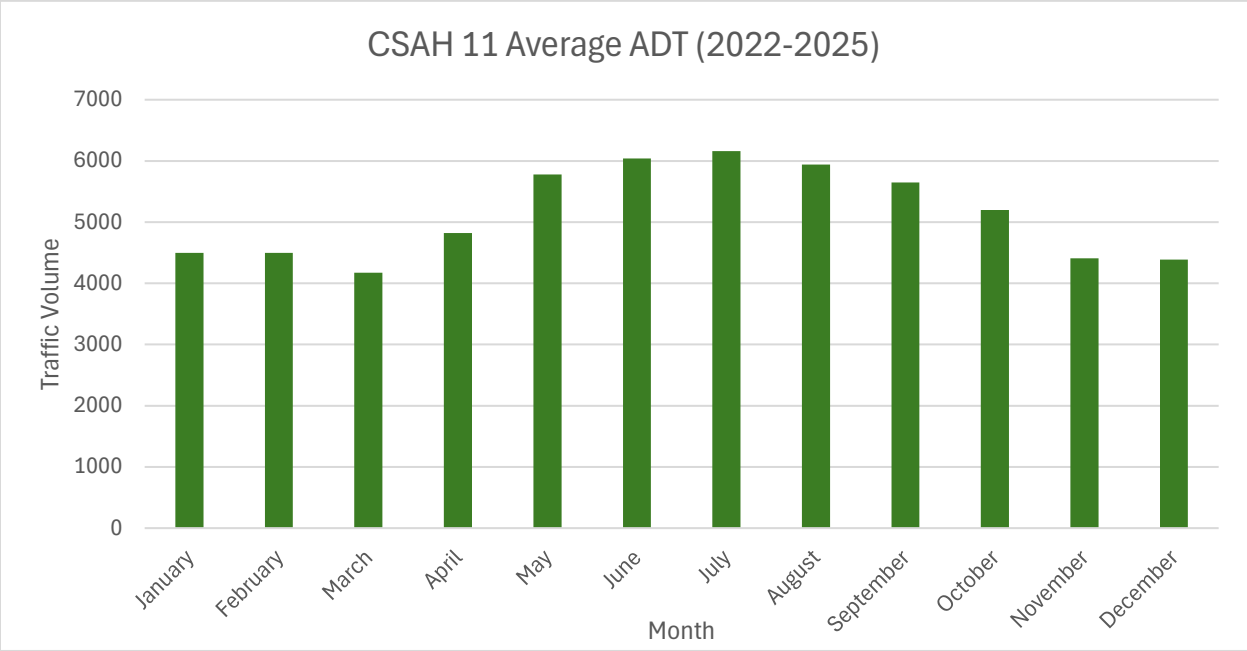
Summer traffic variation, historical average daily traffic, and speed data along the corridor were analyzed using StreetLight. The study compared weekday and weekend volumes from April through September, using a three-year average for consistency. Results indicate that weekend traffic nearly equals weekday traffic from May through October, indicating high recreational usage of the roadway in the summer months. **Figure 3** illustrates the trend in traffic volumes throughout the summer months.

Figure 3: Summer ADT Variability



Historical daily traffic data, averaged by month over the past three years, reveals seasonal trends in corridor usage. Notably, the Average Daily Traffic (ADT) increases during the summer months, likely due to the presence of cabins or lakeside destinations in the surrounding area. May-October shows higher than average volume. July has the highest ADT, at 20% above the yearly average. **Figure 4** illustrates the historical ADT patterns.

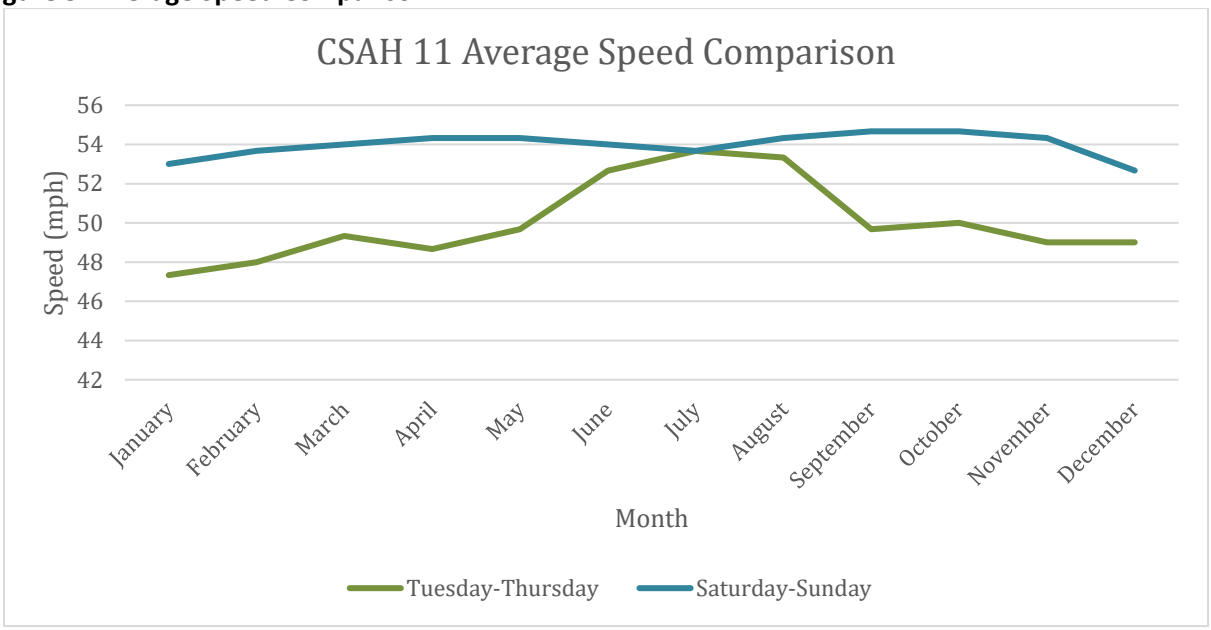
Figure 4: Historical ADT



Average speed data was analyzed to better understand driving patterns along the corridor throughout the year, including differences between weekdays and weekends. The analysis revealed that weekend speeds are consistently higher than weekday speeds. As expected, average speeds tend to decrease during the winter months. Weekend speeds remain in the 53-55 mph range year-round. Weekday speeds show a 4-mph reduction during the school year.

Figure 5 illustrates the variation in speeds between weekdays and weekends over the course of the year.

Figure 5: Average Speed Comparison



V. Crash Analysis

Intersection Crashes

A five-year crash analysis between January 2020 – December 2024 was completed for all study intersections along the project corridor.

At the CSAH 11 at West School Access/Edgewater Farm Dr intersection, there were two crashes in the last five years. Both were right angle crashes, the first one involving a southbound and westbound vehicle resulting in minor personal injury. The other angle crash consisted of a northbound and eastbound vehicle resulting in property damage only. Notably, the northbound and eastbound vehicle crash occurred during the school morning peak.

At Wildwood Ln (approximately 300 feet east of the East School Access intersection), a single vehicle run off road crash occurred with a vehicle traveling eastbound. This crash resulted in property damage only. No other crashes were reported in the five-year analysis period.

A comparison of the crash rate and the critical rate were completed to determine if there is a safety issue at any of the intersections in the project area. The total crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside of the expected normal range. The critical index reports the magnitude of this difference and a critical index of less than one indicates that the intersection is operating within the normal range. **Table 2** summarizes the total crash rate information by intersection.

Table 2: Total Crash Rate Summary

Intersection	Number of Crashes	Total Crash Rate		
		Observed	Statewide Average	Critical Index
CSAH 11 at West School Access/Edgewater Farm Dr	2	0.138	0.141	0.32
CSAH 11 at East School Access/Church Access	0	0	0.141	0
CSAH 11 at Wildwood Ln	1	0.079	0.141	0.18

Table 2 indicates that all intersections have a critical index under one**,** indicating all intersections are performing within the normal expected range compared to similar intersections statewide in the last five years.

The intersection crash worksheets can be found in **Appendix C.**

A 10-year analysis of fatal, serious injury, pedestrian and bicycle crashes was completed analyzing data from January 2015-December 2024 and found no fatal, serious injury, pedestrian or bicycle crashes have occurred in the study area.

VI. Existing Traffic Operations

A level of service (LOS) analysis of the peak hours was completed using the 2025 turning movement counts that were collected in September. The LOS results are based on average delay per vehicle as calculated by the Highway Capacity Manual (HCM) 7th Edition, which defines the level of service, based on control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection, and the time for the vehicle to speed up through the intersection and enter the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. Intersections and each intersection approach are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS A through D is generally perceived to be acceptable to drivers. LOS E indicates that an intersection is operating at, or very near, its capacity and that drivers experience considerable delays. LOS F indicates an intersection where demand exceeds capacity, and drivers experience substantial delays.

The existing traffic volumes were analyzed with the current geometry along CSAH 11. The school start/end times made up the two peak hours analyzed. The AM school peak hour was analyzed from 7:15-8:15 AM and the PM school peak hour was found to be 2:45-3:45 PM. The peak hour operational results are summarized in **Table 3**. The overall intersection delay, approach delay, and maximum queues are shown. The simulation settings within Synchro were calibrated based on the camera footage of the site to replicate real-life conditions as closely as possible.

Table 3: Existing Traffic Operations

	Approach	AM Peak			PM Peak		
		Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)	Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)
CSAH 11 at West School Access/Edgewater Farm Dr	EB	1 - A	14 - B	25	1 - A	10 - B	0
	WB	1 - A		25	1 - A		25
	NB	63 - F		175	40 - E		150
	SB	28 - D		25	16 - C		25
CSAH 11 at East School Access/Church Access	EB	0 - A	5 - A	0	0 - A	3 - A	0
	WB	1 - A		0	0 - A		0
	NB	41 - E		75	27 - D		50
	SB	12 - B		0	10 - B		0
CSAH 11 at Wildwood Ln	EB	0 - A	1 - A	0	0 - A	0 - A	0
	WB	0 - A		0	0 - A		0
	NB	-		-	-		-
	SB	14 - B		0	10 - B		0

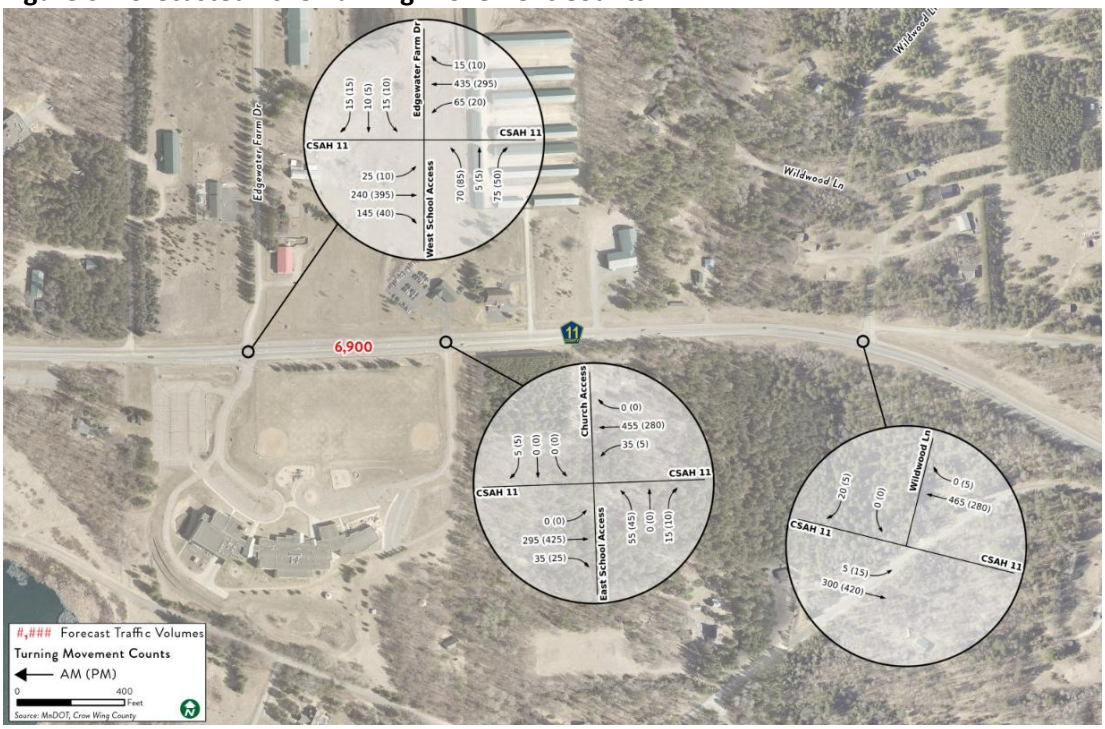
During the existing condition AM and PM peak hour, all intersections operate at LOS B or better overall. However, the northbound approaches at the West and East School Access intersections show delay during each peak hour. In the AM peak hour, the West School Access intersection (where the majority of parent pick-up and drop-off occurs) shows a failing level of service with over a minute of delay, while the East School Access northbound approach experiences 41 seconds of delay (LOS E). The PM peak hour shows slightly better operations, but elevated delays and queueing are still observed on the northbound approaches.

VII. Traffic Forecasting

2045 forecasts were determined based on data available from the 2040 Comprehensive Plan for Crow Wing County. The county is assuming a 0.5% growth for CSAH 11 in twenty years. Therefore, 2045 forecasted turning movements were calculated using the same growth rate.

Forecasted AM and PM peak turning movement counts are shown in **Figure 6** and **Appendix A.**

Figure 6: Forecasted 2045 Turning Movement Counts



VIII. Forecasted Traffic Operations

The forecasted 2045 peak hour turning movement counts were analyzed in Synchro. The operational results are shown in **Table 4**. The overall intersection delay, approach delay, maximum queues are shown.

Table 4: 2045 No Build Traffic Operations

	Approach	AM Peak			PM Peak		
		Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)	Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)
CSAH 11 at West School Access/Edgewater Farm Dr	EB	1 - A	29 - D	25	1 - A	18 - C	0
	WB	1 - A		25	1 - A		25
	NB	137 - F		275	75 - F		225
	SB	38 - E		50	18 - C		25
CSAH 11 at East School Access/Church Access	EB	0 - A	7 - A	0	0 - A	4 - A	0
	WB	1 - A		0	0 - A		0
	NB	66 - F		125	36 - E		75
	SB	12 - B		0	10 - B		0
CSAH 11 at Wildwood Ln	EB	0 - A	1 - A	0	0 - A	0 - A	0
	WB	0 - A		0	0 - A		0
	NB	-		-	-		-
	SB	14 - B		0	10 - B		0

During the 2045 No Build AM peak hour, the intersection delay increases compared to the existing conditions at the two school accesses. Most of the delay increase is observed at the northbound approach at both intersections. At the West School Access intersection, the approach delay increases from 63 seconds (LOS F) in 2025 to 137 seconds (LOS F) in 2045. While this approach is LOS F currently, in 2045 the approach delay is expected to increase by more than double.

During the 2045 No Build PM peak hour analysis, the maximum approach delay at the West School Access intersection increases from 40 seconds of delay per vehicle (LOS E) in 2025 to 75 seconds of delay per vehicle (LOS F) in 2045. Similar increases in delay are anticipated for the East School Access intersection.

IX. Warrant Analysis

A warrant analysis was completed for the intersection analyzing the existing (2025) traffic volumes. The MnMUTCD (Chapter 4C) states that the investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near a Grade Crossing

A warranted analysis was completed for the three intersections that had count data collected along the corridor. The results by location are summarized below. Documentation supporting the warrant analysis is included in **Appendix D.**

West School Access/Edgewater Farm Drive

- No signal warrants are met with existing volumes.
- All-way stop criteria are not met with existing volumes.

East School Access/Church Access

- No signal warrants are met with existing volumes.
- All-way stop criteria are not met with existing volumes.

Wildwood Lane

- No signal warrants are met with existing volumes.
- All-way stop criteria are not met with existing volumes.

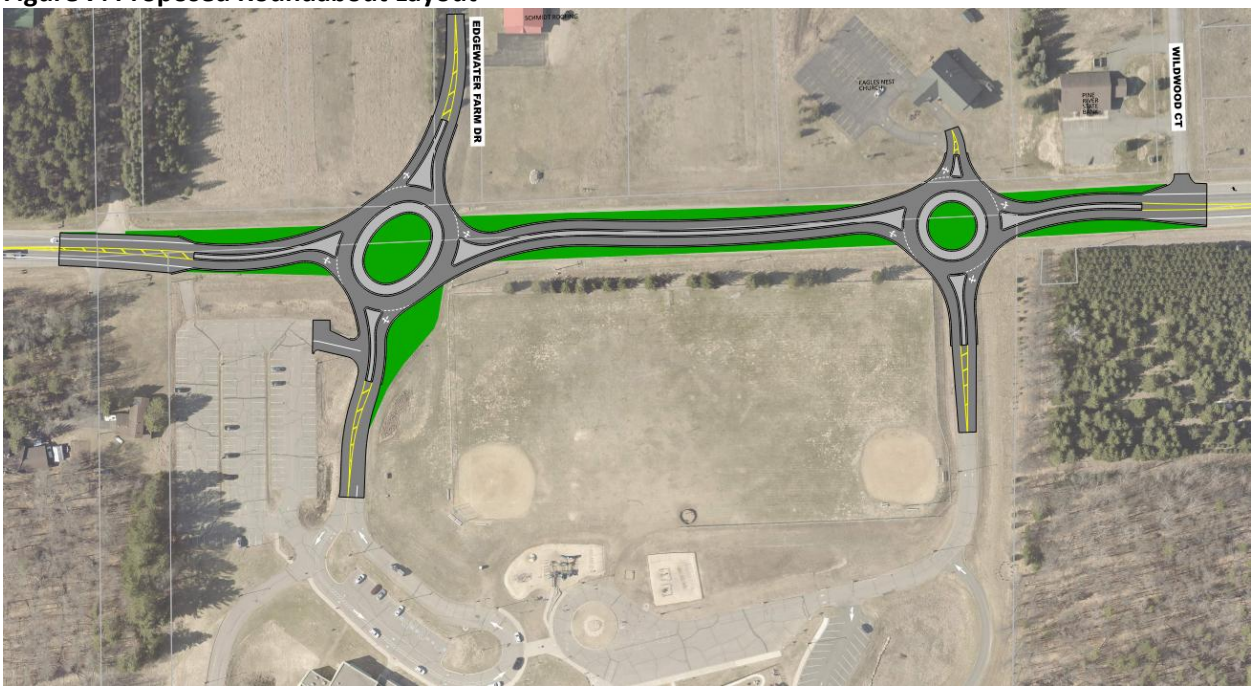
X. Alternative Analysis

Traffic control changes were considered at the two school access intersections within the study area in order to improve safety and reduce delay for all users. The alternatives are discussed in categories for CSAH 11 alternatives, on-site alternatives, opportunities and dismissals, and interim alternatives.

CSAH 11 Alternatives

Single Lane Roundabout
This alternative reduces side street approach delay and queuing compared to the current side street stop control. It also improves safety for all modes of transportation, as roundabouts are found to reduce the severity of crashes and reduce the number of right angle crashes at intersections. The proposed roundabout layout is shown below in **Figure 7**.

Figure 7: Proposed Roundabout Layout



The single lane roundabout alternative was analyzed in Arcady Junctions 10, which is based on geometric simulation. The operational analysis of the roundabout alternative is found in **Table 5** below.

Table 5: Roundabout Traffic Operations (2025 & 2045)

		Approach	AM Peak						PM Peak					
			Approach		Intersection		Queue Length (ft)		Approach		Intersection		Queue Length (ft)	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Avg	Max	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Avg	Max
2025	CSAH 11 at West School Access/Edgewater Farm Dr	EB	6	A	6	A	25	75	6	A	6	A	25	100
		WB	7	A			50	100	6	A			25	75
		NB	5	A			25	50	5	A			25	50
		SB	5	A			25	25	5	A			0	25
	CSAH 11 at East School Access/Church Access	EB	6	A	6	A	25	100	6	A	6	A	25	100
		WB	7	A			50	100	4	A			25	50
		NB	5	A			25	50	6	A			25	50
		SB	4	A			0	25	0	A			0	25
2045	CSAH 11 at West School Access/Edgewater Farm Dr	EB	7	A	7	A	50	100	7	A	6	A	50	100
		WB	8	A			50	125	6	A			25	75
		NB	5	A			25	50	5	A			25	50
		SB	5	A			0	25	5	A			0	25
	CSAH 11 at East School Access/Church Access	EB	6	A	7	A	25	75	7	A	6	A	50	100
		WB	8	A			50	125	5	A			25	50
		NB	6	A			25	50	7	A			25	50
		SB	5	A			0	25	0	A			0	25

The roundabouts are expected to operate at LOS A through 2045. The maximum queue found is 125ft heading westbound into the western roundabout. Because there is approximately 500 feet of space between the two roundabouts, this maximum queue is not anticipated to cause any congestion.

A single lane roundabout would reduce the number of conflict points at a standard four-legged intersection from 32 to 8. Data published by MnDOT's Office of Traffic Engineering "A Study of the Traffic Safety at Roundabouts in Minnesota" indicates that single-lane roundabouts are anticipated to have less fatal and serious injury crashes than thru-stop intersections.

Signalized Traffic Control

Signals are customizable to timing needs of the school while prioritizing mainline CSAH 11 at other times. They also allow for each approach and/or movement to have designated time to safely maneuver, alleviating congestion coming into or out of the school property. The proposed layout would not require any geometric changes to the existing roadway. **Table 6** shows the operational results of this alternative.

Table 6: Signalized Traffic Operations (2025 & 2045)

		Approach	AM Peak			PM Peak		
			Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)	Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)
2025	CSAH 11 at West School Access/Edgewater Farm Dr	EB	10 - B	11 - B	100	8 - A	13 - B	175
		WB	11 - B		100	8 - A		75
		NB	13 - B		25	15 - B		50
		SB	11 - B		25	9 - A		25
	CSAH 11 at East School Access/Church Access	EB	13 - B	11 - B	125	16 - B	12 - B	200
		WB	10 - B		150	8 - A		100
		NB	7 - A		50	7 - A		50
		SB	0 - A		0	0 - A		0
2045	CSAH 11 at West School Access/Edgewater Farm Dr	EB	10 - B	12 - B	125	8 - A	13 - B	200
		WB	13 - B		125	8 - A		100
		NB	14 - B		50	15 - B		75
		SB	11 - B		25	9 - A		25
	CSAH 11 at East School Access/Church Access	EB	14 - B	12 - B	150	17 - B	13 - B	225
		WB	11 - B		175	8 - A		100
		NB	8 - A		50	8 - A		50
		SB	0 - A		0	0 - A		0

All intersections operate at LOS B or better through 2045. The highest approach delay is 17 seconds (LOS B) with a maximum queue of 225 feet at the eastbound approach at the East School Access intersection in the 2045 PM peak hour.

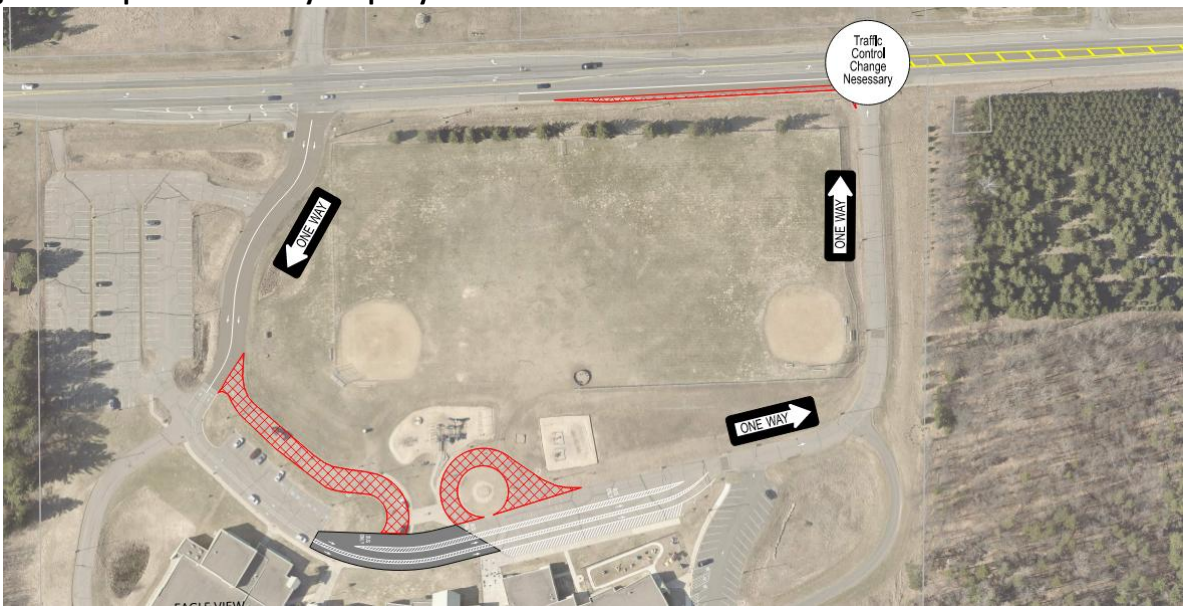
On-Site Alternatives

Several alternatives were considered to alleviate on-site congestion within the school property only. Each one attempts to either reduce the amount of accesses to CSAH 11, or change the traffic pattern on CSAH 11 to reduce conflicting vehicular movements. The One Way Loop alternative is discussed below, while the two Single Access alternatives are discussed in the dismissals section of this study report.

One-Way Loop

With this alternative, vehicles and buses enter via West School Access intersection and exit via East School Access intersection This allows more space for parent pick-up line, and maintains access to all existing parking lots. **Figure 8** shows the proposed alternative layout.

Figure 8: Proposed One-Way Loop Layout



The East School Access intersection would require a traffic control change because the increase in volume would lead to higher delay than is seen today with the existing stop control. Therefore, this alternative was analyzed with both a roundabout and a signal at the East School Access intersection. The alternative assumed no traffic control change to the West School Access intersection. **Table 7** shows the operational results for this alternative if there were a signal or a roundabout at the East School Access intersection.

Table 7: One-Way Loop Traffic Operations (2025 & 2045)

		Approach	AM Peak			PM Peak		
			Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)	Approach (Delay - LOS)	Intersection (Delay - LOS)	Max. Approach Queue Length (ft)
2025	CSAH 11 at West School Access/Edgewater Farm Dr	EB	1 - A	2 - A	25	1 - A	1 - A	0
		WB	2 - A		25	1 - A		25
		NB	-		-	-		-
		SB	23 - C		25	14 - B		25
	CSAH 11 at East School Access/Church Access *Signal*	EB	9 - A	14 - B	75	17 - B	17 - B	125
		WB	15 - B		175	12 - B		100
		NB	14 - B		75	22 - C		50
		SB	0 - A		0	0 - A		0
	CSAH 11 at East School Access/Church Access *Roundabout*	EB	3 - A	6 - A	25	5 - A	7 - A	75
		WB	7 - A		100	6 - A		50
		NB	5 - A		50	11 - B		175
		SB	4 - A		25	0 - A		25
2045	CSAH 11 at West School Access/Edgewater Farm Dr	EB	1 - A	3 - A	25	1 - A	1 - A	25
		WB	2 - A		25	1 - A		25
		NB	-		-	-		-
		SB	29 - C		50	16 - B		25
	CSAH 11 at East School Access/Church Access *Signal*	EB	10 - B	15 - B	100	19 - B	20 - C	150
		WB	17 - B		225	13 - B		125
		NB	15 - B		75	27 - C		75
		SB	0 - A		0	0 - A		0
	CSAH 11 at East School Access/Church Access *Roundabout*	EB	4 - A	24 - C	50	5 - A	7 - A	50
		WB	34 - D		950	7 - A		75
		NB	7 - A		75	13 - B		200
		SB	6 - A		25	0 - A		25

The roundabout alternative operates with a lower intersection delay at the East School Access intersection. Both options operate at LOS C or better for the overall intersection through 2045. In the 2045 AM peak hour, the westbound approach of the roundabout option operates with 34 seconds of delay per vehicle (LOS D). While the average queue for the WB approach at the roundabout in the 2045 AM peak hour is 350 feet, the maximum queue (950 feet) is anticipated to extend through multiple intersections along CSAH 11, which could temporarily block access to those driveways or roadways.

Opportunities and Dismissals

Through public engagement and engineering analysis, various options and alternatives were discussed but were either determined to be a future opportunity-driven improvement, or dismissed altogether. Opportunities were identified as long-term solutions that could be added to any alternative but is not a standalone alternative in itself. Dismissals were identified as concepts that had a fatal flaw due to constructability, safety, or inability to meet engineering standards. A visual map with these items is included in the **Appendix E**.

Opportunities

- Shift eastbound right turn lane at the West School Access intersection to the western access of the parking lot. This removes traffic from the West School Access intersection, creating more gaps for northbound vehicles exiting the property
- Add additional parking to the west of the current school property through school district's potential pursuit/acquisition of land
- Add second row of parking and lane line up to the eastern portion of the parking lot outside the Early Childhood Center

Dismissals

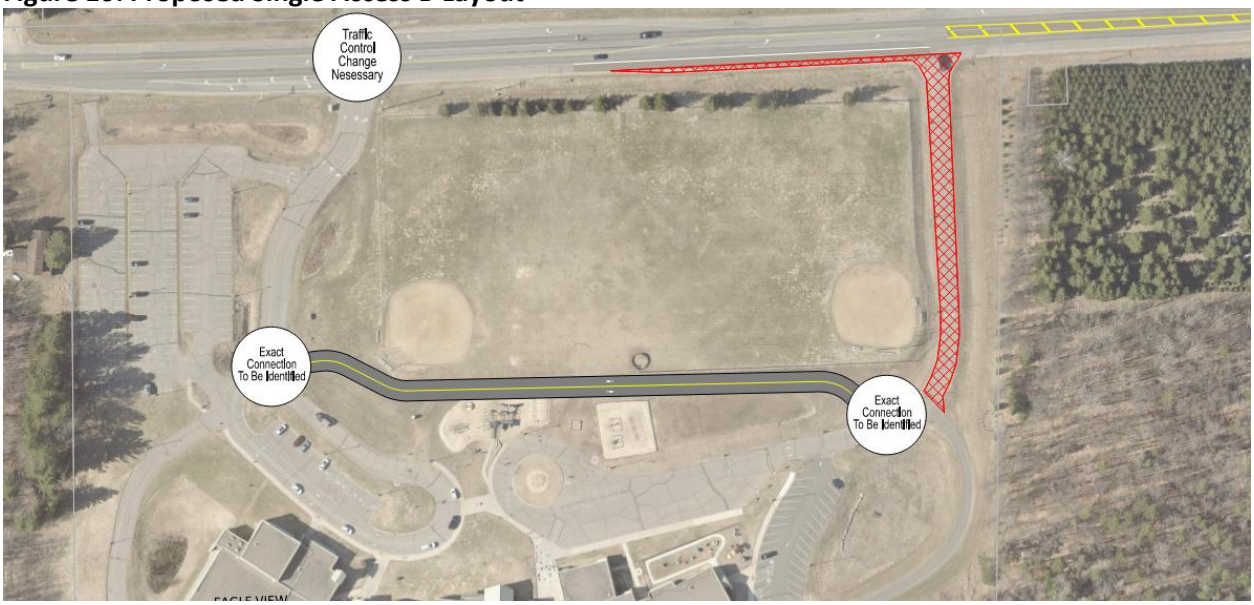
- Restrict access to right-in right-out or ¾ access at both school accesses along CSAH 11
    - Affects access of Edgewater Farm Dr and/or church, there is no nearby viable turnaround.
- Create a single entrance point in the middle of the school property and close other access points
    - Design is not per County access spacing guidelines, and new roadway would impact too much green space.
- Connect buses through back of school property
    - Dismissed due to constructability concerns due to steep grade, and disruption to current uses of land in the back of the school.
- Connect current on-site network to Nickel Rd instead of / in addition to CSAH 11
    - This pushes traffic to other connection points on CSAH 11, where operational and safety problems would persist. Nickel Rd is designed to handle residential traffic. Higher construction cost due to steep grade.
- Single Access A
    - In this alternative, all traffic enters and exits via West School Access intersection, and the East School Access intersection is closed. Buses and early childhood pick-up would circulate the same as the existing parent pick-up/drop-off, but continue on straight toward the eastern lots, turning back around and merging with parent pick-up/drop-off again before exiting the property. **Figure 9** shows the proposed layout of this alternative.
    - Through evaluation with the project management team and based on public feedback, it was determined that this alternative would not be carried through further analysis.

Figure 9: Proposed Single Access A Layout



- Single Access B
    - This alternative is similar to Single Access A, but uses a new roadway that goes between the field and the playground in order to separate the parent pick-up/drop-off and the buses and early childhood traffic. **Figure 10** shows the proposed layout of this alternative.
    - Through evaluation with the project management team and based on public feedback, it was determined that this alternative would not be carried through further analysis.

Figure 10: Proposed Single Access B Layout



Interim Alternatives

In order to immediately address the safety concerns and difficult sight lines at the school access intersections, an interim alternative is proposed. Vehicles that are northbound (exiting the school property) at either intersection need proper visibility to know the road is clear and safely make their turn. The proposed interim alternative at the West School Access intersection is to convert the currently striped gore area at the eastbound right turn lane to a concrete median, reconstruct the southeast corner of the intersection to improve curb lines and move the stop sign and stop bar forward. At the East School Access intersection, a median gore area would be constructed as there is currently no separation from the eastbound through lane and eastbound right turn lane. This allows for the southeast corner to be reconstructed and the northbound approach stop bar to move forward and create a better angle and visibility with the eastbound through lane. Additionally, a 250-foot northbound right turn lane was added for extra capacity. All of these proposed changes allow for northbound vehicles to safely move forward further, giving them more visibility as they assess CSAH 11 for gaps in traffic on both sides of the roadway. **Figure 11** and **Figure 12** show the proposed concepts at the west and east access intersections, respectively.

Figure 11: West School Access Interim Concept

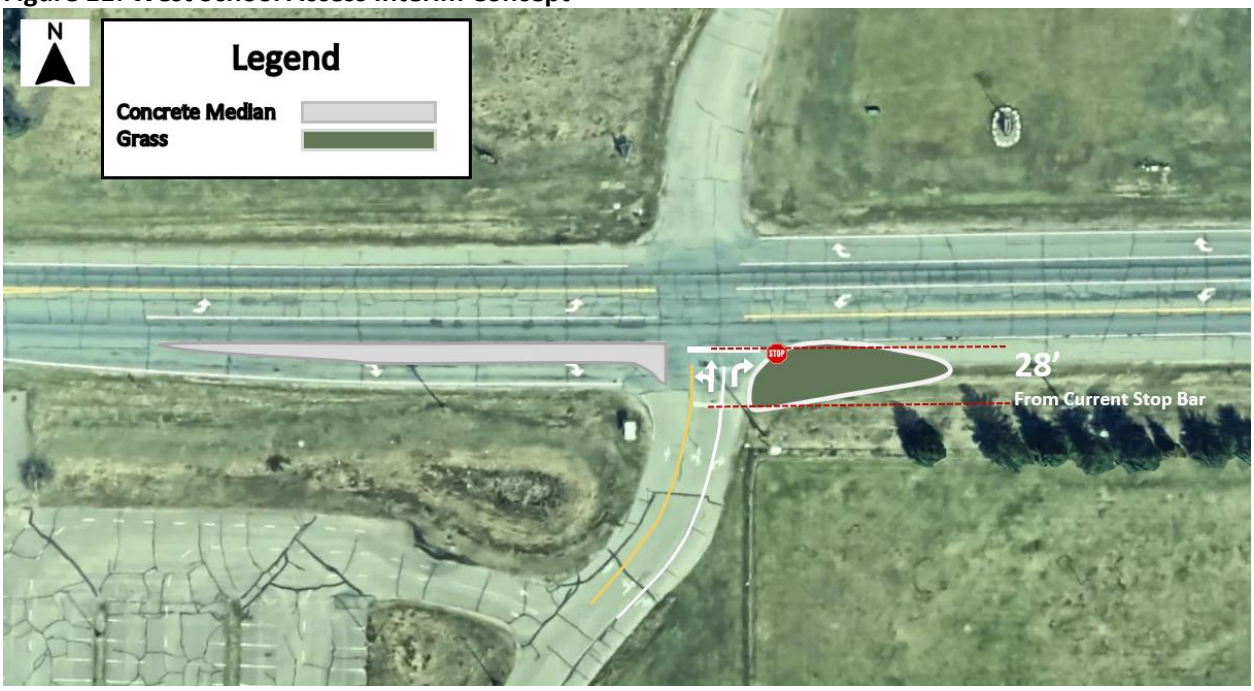
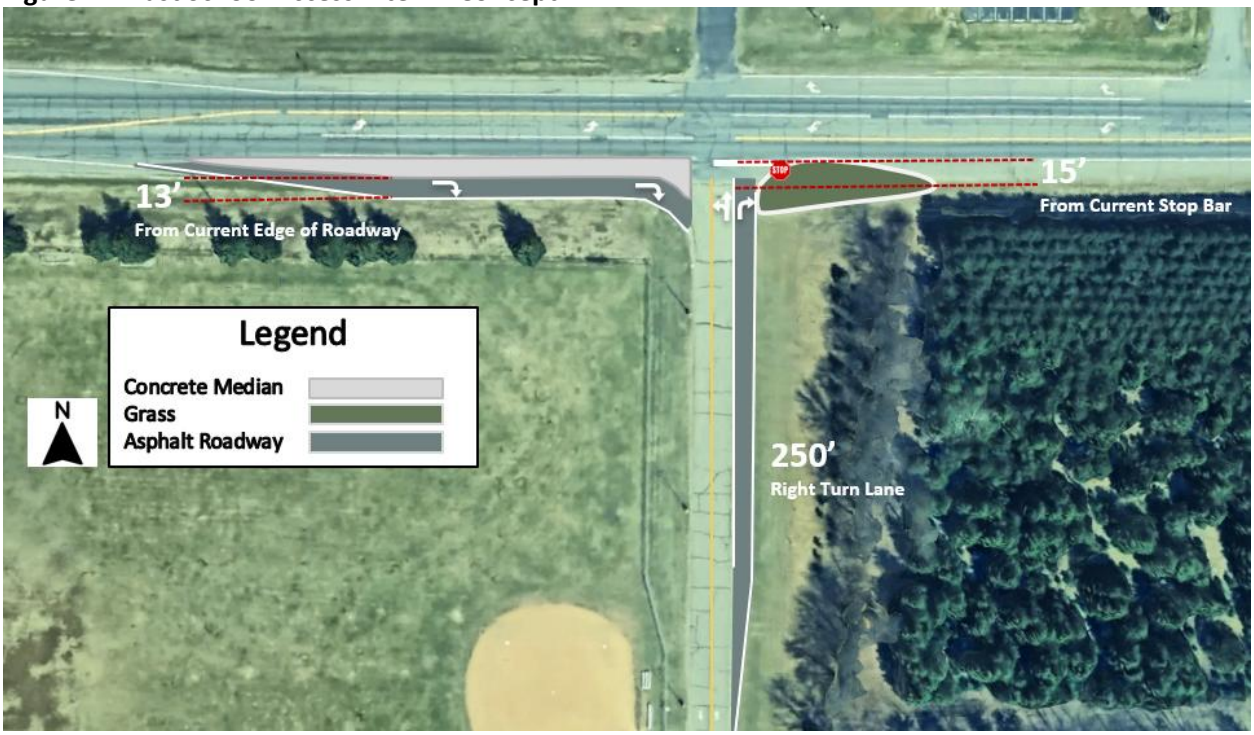


Figure 12: East School Access Interim Concept



Each intersection was assessed for proper sightlines in the current configuration and the proposed stop bar location. According to AASHTO's *Policy on Geometric Design of Highways and Streets*, the required sight distance for the use case "left-turn-from-stop" for a roadway speed of 55 mph, is 610 feet. This use case is the largest distance and longest gap a driver needs to safely complete their maneuver from a side

street. During the peak school start and release periods, the school speed zone speed limit is 30 mph. At 30 mph the required sight distance is 335 feet, which still leaves the majority of the turn lane within the sight triangle.

Figure 13 and **Figure 14** illustrate the existing sight distance triangles compared to the proposed triangles after shifting the stop bar north for the West and East School Access Intersections, respectively. This adjustment improves the sightline for northbound drivers, thereby enhancing overall safety.

Figure 13: Existing and Proposed Sight Triangles- West School Access



Figure 14: Existing and Proposed Sight Triangles- East School Access



Figure 13 and **Figure 14** also show an example vehicle in the eastbound right turn lane. This vehicle, when entering the school property using the turn lane, is within the red shaded sight triangle for the existing condition, but removed from the line of sight in the proposed (blue) condition. **Figure 14** also shows the proposed eastbound right turn lane moving further south, and the gore area that would be created in doing so.

The preliminary estimated cost of these treatments are $154,000 at the West School Access intersection and $234,000 at the East School Access intersection. Though studied for roadways with higher volume than CSAH 11, CMF 8499 shows that treatment of right turn geometry can decrease angle crashes at an intersection by nearly 60%.

XI. Public Engagement

Public engagement was a valuable piece of the study and alternatives analysis. In addition to an online engagement platform, an open house was held on September 29th, 2025 at Eagle View Elementary during phase one of public engagement. The first phase consisted of sharing existing speed data, operations, and safety analysis with the public. In turn, the public was asked to share their concerns, ideas, and thoughts as to how the safety and efficiency could be improved on CSAH 11 or within the Eagle View School site internally (or both). Many expressed opinions over the two access points to Eagle View Elementary on CSAH 11, and the delay experienced trying to exit the site. Suggestions included signalized intersections, roundabouts, and new connections on the south side of the school property.

A second round of public engagement occurred in November 2025. A bus driver meeting and an open house was held on November 5th, 2025 at Eagle View Elementary. This phase of engagement included informing the public of the various alternatives and soliciting opinions on which they feel is the best treatment for CSAH 11 and/or the school property to alleviate congestion, improve safety, and maintain efficiency.

A comprehensive list of the comments, the reactions and responses from both phases of public engagement are found in **Appendix F.**

XII. Evaluation Matrix

An evaluation matrix was developed to determine the various components of each alternative and how they contribute to the overall value of a recommended solution. As previously mentioned, the signals, roundabouts, and one way loop alternatives were evaluated at this level of detail for the study. Additionally, it was determined and desired through public feedback that the study look into the alternatives further to see if a treatment could occur at just one of the school access intersections, rather than both. Therefore, nine different alternatives were analyzed:

- Dual roundabout
- Roundabout at West School Access intersection only
- Roundabout at East School Access intersection only
- Dual signal
- Signal at West School Access intersection only
- Signal at East School Access intersection only
- One way loop – signalized at East School Access intersection
- One way loop – roundabout at East School Access intersection
  Interim- Stop Bar and Raised Gore

Each alternative was evaluated with both intersections included, so that the safety and operational benefits were quantified based on whether one or both of the intersections were being reconstructed, and all comparisons would be equal. The interim improvement assumes the same operational performances as the no build.

The evaluation matrix criteria, including the weight, tools used to evaluate, and scoring notes are listed below. The various measures evaluate safety, efficiency/mobility, public input, and cost. The weights of the measures are based on project goals, with 45% weighted for safety, 20% to mobility (delay and reliability), and the remaining 25% to public input and cost/benefit.

Table 8: Evaluation Matrix Criteria

Weight	Metric	Measure	Tool(s)	Scoring Notes
30%	Vehicle Safety	Treatments to improve safety	CMFs / anticipated crash reduction	Crash Rate Reduction: 0 = no reduction, 1 = mimimal reduction (<25%), 2 = some reduction ~25%, 3 = moderate reduction ~50%, 4 significant reduction ~75+%
15%		Vehicle to vehicle conflict points	Intersection design and typical section	0 = neutral; 1= reduction of >10% conflict points; 2 = reduction of >25% conflict points; 3 = reduction of >50% conflict points; 4 = reduction of ≥75% conflict points
10%	Vehicle Mobility	Mainline LOS	Peak Hour 2045 traffic model operations	Weighted Average EB/WB delay. 1 = LOS F; 2 = LOS E; 3 = LOS D; 4 = LOS A,B, C
10%		Side Street LOS	Peak Hour 2045 traffic model operations	Weighted Average NB/SB delay. 1 = LOS F; 2 = LOS E; 3 = LOS D; 4 = LOS A,B, C
5%		System reliability (Off Peak)	CSAH 11 Travel Time Consistency (off peak)	Added travel time compared to No Build; 1 = ≥15 sec; 2 = ≥10 sec; 3 = ≥5 sec; 4 = <5 sec
5%		System reliability (Peak)	CSAH 11 Travel Time Consistency (peak)	Added travel time compared to No Build; 1 = ≥15 sec; 2 = ≥10 sec; 3 = ≥5 sec; 4 = <5 sec
15%	Public Feedback		Input ID and Open House Feedback	0 = majority negative; 2 = some negative, 3 = neutral or 50/50; 4; some positive; 5 = majority positive
10%	Benefit / Cost		Benefit Cost Ratio	Raw Value

Table 9: Evaluation Matrix Scoring

Metric	Measure	No Build	2 Roundabouts	West Roundabout	East Roundabout	2 Signals	West Signal	East Signal	One way loop-signalized	One way loop-roundabout	Interim Improvement
Vehicle Safety	Treatments to improve safety	0	4	3	3	2	1	1	1	3	3
	Vehicle to vehicle conflict points	0	4	2	2	0	0	0	1	3	0
Vehicle Mobility	Mainline LOS	4	4	4	4	4	4	4	4	4	4
	Side Street LOS	1	4	4	1	4	3	1	4	4	1
	System reliability (Off Peak)	4	1	1	1	2	3	3	4	1	4
	System reliability (Peak)	4	3	3	4	1	2	2	2	1	4
Public Feedback		0	3	4	4	3	4	4	0	0	3
Property Impacts		3	1	2	2	3	3	3	3	2	3
Benefit / Cost		-	0.1	0.6	-0.3	-1.4	-1.1	-1.8	-0.7	0.3	0.1
Total Score		**0.9**	**3.3**	**2.9**	**2.5**	**1.9**	**1.7**	**1.5**	**1.5**	**2.3**	**2.3**

As seen in **Table 9,** the alternatives including a signalized intersection treatment score in the lower half of the alternatives. Evaluated for both the crash modification factors and conflict point reductions, roundabouts provide larger safety benefits than signals do. In terms of mobility, all alternatives maintain reasonable mainline level of service. Side street level of service is much lower on a system wide level when treatment would only occur at the East School Access intersection. This is due to the larger amount of vehicles at the West School Access intersection. In an off-peak hour, the signals add less travel time to vehicles traveling along CSAH 11. However, during a peak hour the roundabouts allow for better balance and mainline efficiency and therefore are scored higher than the signals. Public feedback was scored based on the online feedback as well as in-person. While roundabouts and signals were nearly split alternatives, most agreed they'd rather see a change to just one intersection than both. Another level of evaluation was done with the benefit/cost analysis, below.

XIII. Benefit Cost Analysis

A benefit cost analysis was completed for the same nine alternatives at both school access intersections on CSAH 11.

Safety Benefit

Crash reduction factors were taken from the Crash Modification Factor (CMF) Clearinghouse. The reduction factors were used in combination with the standard HSIP Benefit-Cost Calculation worksheets to generate benefits associated with crash reductions. The worksheet asks for an overall percent traffic growth at the intersections. Additionally, a discount rate of 3.1% and a project lifespan of 20 years was assumed based on MnDOT Benefit-Cost Analysis and HSIP guidance. For analysis, it was assumed that opening day would be in 2026. Benefits between 2026 and 2045 were analyzed. Five years of crash data (2020-2024) were analyzed.

CMFs for converting a stop-controlled intersection to a roundabout or signal were applied to the intersection(s). For a roundabout, CMF ID 211 was applied to all injury crashes (82% reduction) and CMF ID 229 was applied to all property damage only crashes (71% reduction). For a signal, CMF 7983 was applied to all crash types (36% reduction). For the interim improvement, CMF 8499 (60% reduction) was applied only to crashes that occurred involving NB and EB vehicles (where the treatment is proposed). The CMF worksheets are included in **Appendix G**.

The HSIP Benefit-Cost Calculation worksheets that were used to determine the present value cost of crashes for each alternative is included in the **Appendix G**.

Delay Benefit

The delay benefit was determined by modeling the existing and forecasted turning movement counts in Synchro and Arcady with the no build and build concepts. To estimate daily delay, delay was considered for four time periods; the AM peak hour, the PM peak hour, the average AM off peak hour, and the average PM off peak hour. The off peak hours were determined by analyzing the 6 am – 7 pm count and determining the average side street and mainline volumes. Five AM off peak hours and six PM off peak hours were used in analysis. New Synchro and Arcady models were created to determine delay for the two off peak hours.

It was assumed that 85% of the daily traffic occurred between 6:00 AM and 7:00 PM. Therefore, the following equation was used to calculate the total daily delay accounting for the remaining 15% of daily traffic. This equation references the number of hours that are associated with the peak and off-peak hours.

$$\boldsymbol{Total\ Daily\ Delay} = \frac{\mathbf{5}*(\boldsymbol{AM\ off-peak\ Delay})+\mathbf{1}*(\boldsymbol{AM\ Peak\ Delay})+\mathbf{1}*(\boldsymbol{PM\ Peak\ Delay})+\mathbf{6}*(\boldsymbol{PM\ off-peak\ Delay})}{\mathbf{0.85}}$$

Text within parenthesis represents the total network delay in hours as determined for each concept in Synchro and Arcady. Auto delay and truck delay values were computed using the truck percentage (2.9%) collected from the turning movement counts. The following values of travel time savings per person-hour were taken from Table A.1 of MnDOT's recommended standard values for use in cost effectiveness and benefit-cost analysis:

- $25.40 for autos
- $40.00 for trucks

Benefits from the reduction of delay were computed by comparing the total delay values for the build alternative to the no build alternative. The total benefit over the 20-year analysis period was determined using the existing and future benefits and interpolation to calculate the delay benefit for each year. The discount rate of 3.1% was used to convert the yearly benefit to a present value.

Project Cost

The preliminary construction cost was calculated and used for the benefit cost analysis. The cost estimate uses 2026 or 2027 dollars, depending on the alternative. The cost excludes engineering and Right of Way estimated costs. Preliminary cost estimates are included in **Appendix G**.

Benefit-Cost Ratio

The 20-year safety and delay benefits were combined and compared to the total cost to construct the build alternative to determine the benefit cost ratio. A ratio greater than one indicates the project cost is less than the anticipated benefit from the investment. A ratio lower than one, or a negative ratio, indicates the anticipated benefit does not offset the cost. The results are shown in **Table 10** below.

Table 10: Benefit-Cost Analysis Summary

Alternative	Safety Benefit	Delay Benefit	Construction Cost	B/C Ratio
2 Roundabouts	$1,028,482	-$502,228	$4,300,000.00	0.1
Roundabout - West School Access intersection	$1,028,482	$419,152	$2,480,000.00	0.6
Roundabout - East School Access intersection	$0	-$514,749	$2,020,000.00	-0.3
2 Signals	$845,474	-$3,743,151	$2,100,000.00	-1.4
Signal - West School Access intersection	$845,474	-$2,005,915	$1,050,000.00	-1.1
Signal - East School Access intersection	$0	-$1,899,247	$1,050,000.00	-1.8
One Way Loop- Signal	$38,238	-$887,882	$1,290,000.00	-0.7
One Way Loop- Roundabout	$40,521	$545,377	$2,260,000.00	0.3
Interim- Stop Bar and Raised Gore	$34,015	$0	$388,000.00	0.1

Table 10 shows that none of the alternatives have a benefit/cost ratio above 1. While this doesn't exclude the alternative from being an option, it demonstrates that based on current safety and operational conditions, the cost of implementing the alternative does not equal or outweigh the benefit that would be anticipated. The only alternatives that have a positive B/C ratio are the dual roundabouts, West School Access intersection roundabout, and one way loop with roundabout, and the interim alternative. The highest B/C ratio is for the West School Access intersection roundabout, due to the most safety benefit being seen at the West School Access intersection (due to crash history), and the lower cost of constructing a roundabout at just one intersection.

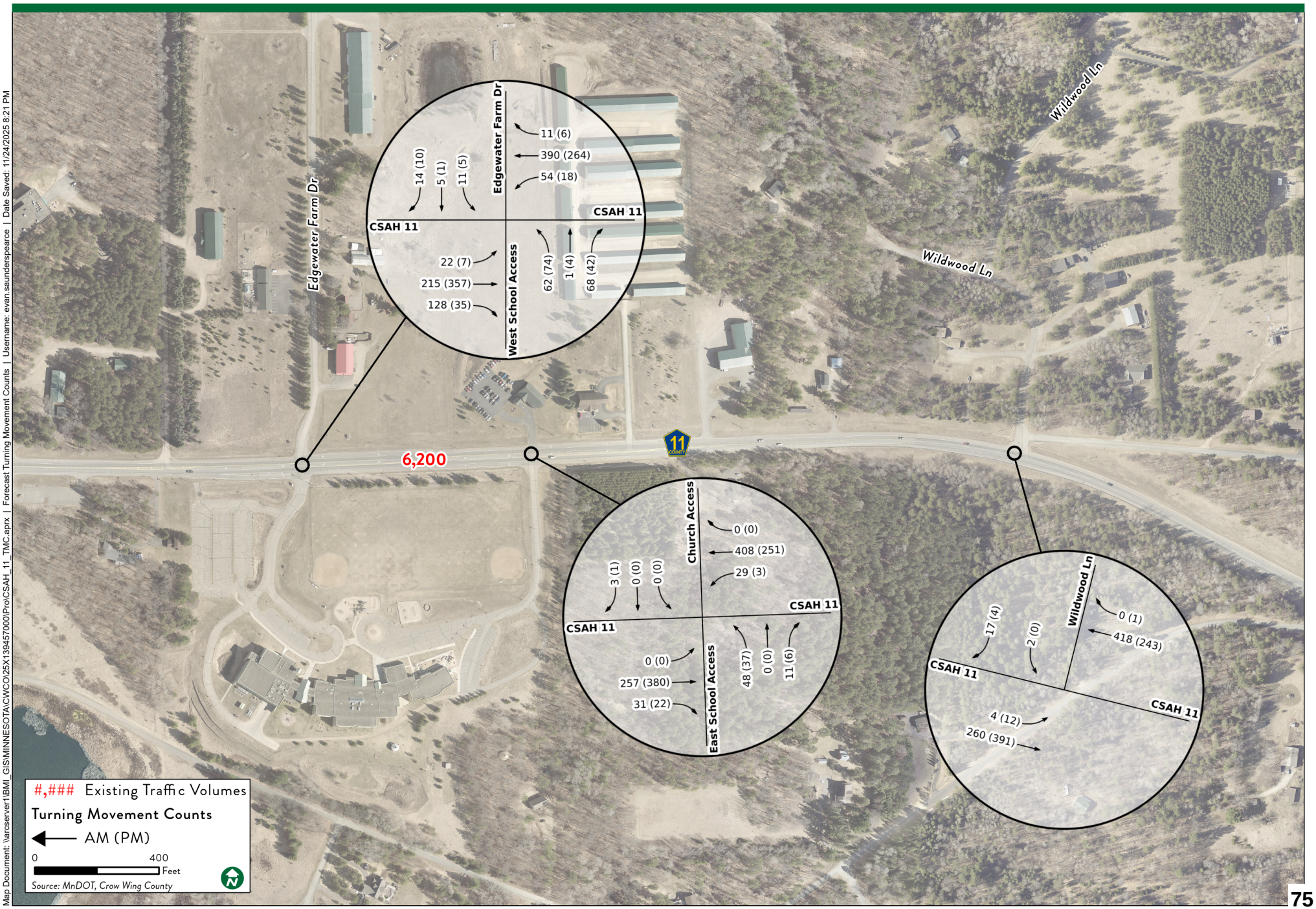
XIV. Recommendation

The evaluation matrix and benefit cost analysis show that the roundabout alternatives score higher than the signalized alternatives in terms of delay and safety. At present, the roundabout alternatives do not have a benefit/cost ratio above one and therefore do not show an immediate benefit for the estimated cost to construct.

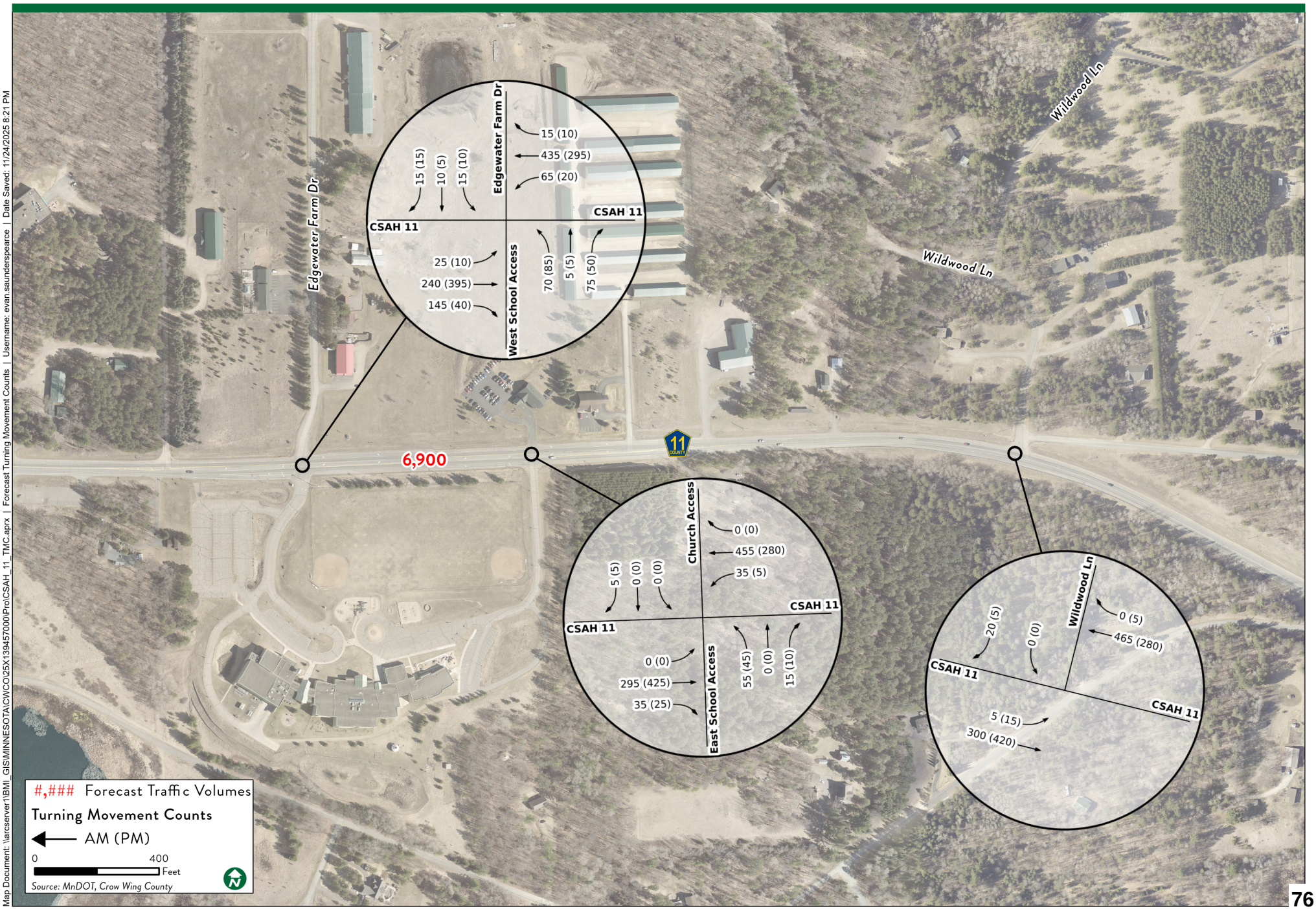
The recommended solution in the immediate time frame is to implement the interim alternative of reconstructing the eastbound right turn lanes and northbound approaches at each school access intersection. The added visibility, due to increased sight distance, and comfort for northbound drivers and traffic calming effect that the concrete gore area would add for mainline drivers is anticipated to improve safety and reduce northbound delays exiting the school site, while maintaining mainline operations.

It is recommended that safety and operational performance of the study area are reviewed on an annual basis and discussed between the applicable agencies. In the event that safety or operational issues persist following the implementation of the interim improvements, the long-term recommendation for this area based upon the findings of the evaluation matrix and benefit-cost analysis is to implement a roundabout at the West School Access intersection. The evaluation matrix which weighs the project goals of safety, congestion, mainline efficiency, and public opinion shows that the dual roundabout alternative achieves these outcomes. The benefit cost analysis shows that implementing a roundabout at just the West School Access intersection has the most benefit in terms of system delay and expected safety benefits. If this solution becomes necessary, the agencies involved should seek outside funding sources and proceed with construction.

Appendix A: Turning Movement Figures



Map Document: \\arcserver1\BMI_GIS\MINNESOTA\CWCO\25X139457000\Pro\CSAH_11_TMC.aprx | Forecast Turning Movement Counts | Username: evan.saunderspearce | Date Saved: 11/24/2025 8:21 PM



Map Document: \\arcserver1\BMI_GIS\MINNESOTA\CWCO\25X139457000\Pro\CSAH_11_TMC.aprx | Forecast Turning Movement Counts | Username: evan.saunderspearce | Date Saved: 11/24/2025 8:21 PM

Appendix B: Radar Data

For Project:	Eagle View Elementary CWCO				
Project Notes:					
Location/Name:	Incoming = Eastbound				
Report Generated:	12/16/2025	9:39:50 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	9/10/2025	12:00:00 AM	through	9/11/2025	11:59:59 PM
85th Percentile Speed	54 MPH				
85th Percentile Vehicles	4815				
Total Vehicles	5665				
AADT:	2832				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		2832	2832
AM Peak	11:00 AM	151	151
PM Peak	8:00 PM	340	340

Speed

Speed Limit:	55						
85th Percentile Speed:	54						
50th Percentile Speed:	48						
10 MPH Pace Interval:	45.0 MPH	to	55.0 MPH				
Average Speed:	46.43						
	Monday	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
Count over limit	N/A	N/A	177	238	N/A	N/A	N/A
% over limit	N/A	N/A	7.7	7.1	N/A	N/A	N/A
Avg Speeder	N/A	N/A	57.4	57.3	N/A	N/A	N/A
Avg Speed	N/A	N/A	45.7	46.9	N/A	N/A	N/A

Class Counts

	Number	%
VEH_SM	2	0
VEH_MED	5396	95.3
VEH_LG	267	4.7

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Eagle View Elementary CWCO				
Project Notes:					
Location/Name:	Outgoing = Westbound				
Report Generated:	12/16/2025	9:39:50 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	9/10/2025	12:00:00 AM	through	9/11/2025	11:59:59 PM
85th Percentile Speed	59 MPH				
85th Percentile Vehicles	6514				
Total Vehicles	7663				
AADT:	3831				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		3831	3831
AM Peak	7:00 AM	385	385
PM Peak	3:00 PM	310	310

Speed

Speed Limit:	55						
85th Percentile Speed:	59						
50th Percentile Speed:	54						
10 MPH Pace Interval:	51.0 MPH	to	61.0 MPH				
Average Speed:	50.53						
	Monday	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
Count over limit	N/A	N/A	1316	1802	N/A	N/A	N/A
% over limit	N/A	N/A	37.6	43.3	N/A	N/A	N/A
Avg Speeder	N/A	N/A	58.6	58.6	N/A	N/A	N/A
Avg Speed	N/A	N/A	49.8	51.1	N/A	N/A	N/A

Class Counts

	Number	%
VEH_SM	178	2.3
VEH_MED	7106	92.7
VEH_LG	379	4.9

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

Appendix C: Crash Analysis

Intersection Safety Screening

Intersection: CSAH 11 & Wildwood Ln (2020-2024)

Statewide Averages based on 2019-2023 crashes

Crashes by Crash Severity	
Fatal (K)	0
Incapacitating Injury (A)	0
Minor Injury (B)	0
Possible Injury (C)	0
Property Damage (PDO)	1
Total Crashes	1

Intersection Characteristics	
Entering Volume	6,976
Environment	Rural
Lighting	Unlit
Traffic Control	Thru-Stop

Annual crash cost = $3,600

Statewide comparison = Thru/STOP, Rural

Total Crash Rate	
Observed	0.079
Statewide Average	0.141
Critical Rate	0.450
Critical Index	**0.18**

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.926
Critical Rate	8.310
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.08 per MEV; this is 82% below the critical rate. Based on similar statewide intersections, an additional 5 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH 11 & West School Access/Edgewater Farm Dr (2020-2024)

Statewide Averages based on 2019-2023 crashes

Crashes by Crash Severity	
Fatal (K)	0
Incapacitating Injury (A)	0
Minor Injury (B)	1
Possible Injury (C)	0
Property Damage (PDO)	1
Total Crashes	2

Intersection Characteristics	
Entering Volume	7,924
Environment	Rural
Lighting	Unlit
Traffic Control	Thru-Stop

Annual crash cost = $79,600

Statewide comparison = Thru/STOP, Rural

Total Crash Rate	
Observed	0.138
Statewide Average	0.141
Critical Rate	0.430
Critical Index	**0.32**

Fatal & Serious Injury Crash Rate	
Observed	0.000
Statewide Average	0.926
Critical Rate	7.620
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.14 per MEV; this is 68% below the critical rate. Based on similar statewide intersections, an additional 5 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Appendix D: Warrant Analysis

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	West Access/Edgewood Farm Dr
Analyzed with	1 approach lane	Analyzed with	2 or more approach lanes
Total Approach Volume	6141 vehicles	Total Approach Volume	594 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Volume Warrant thresholds due to isolated community.

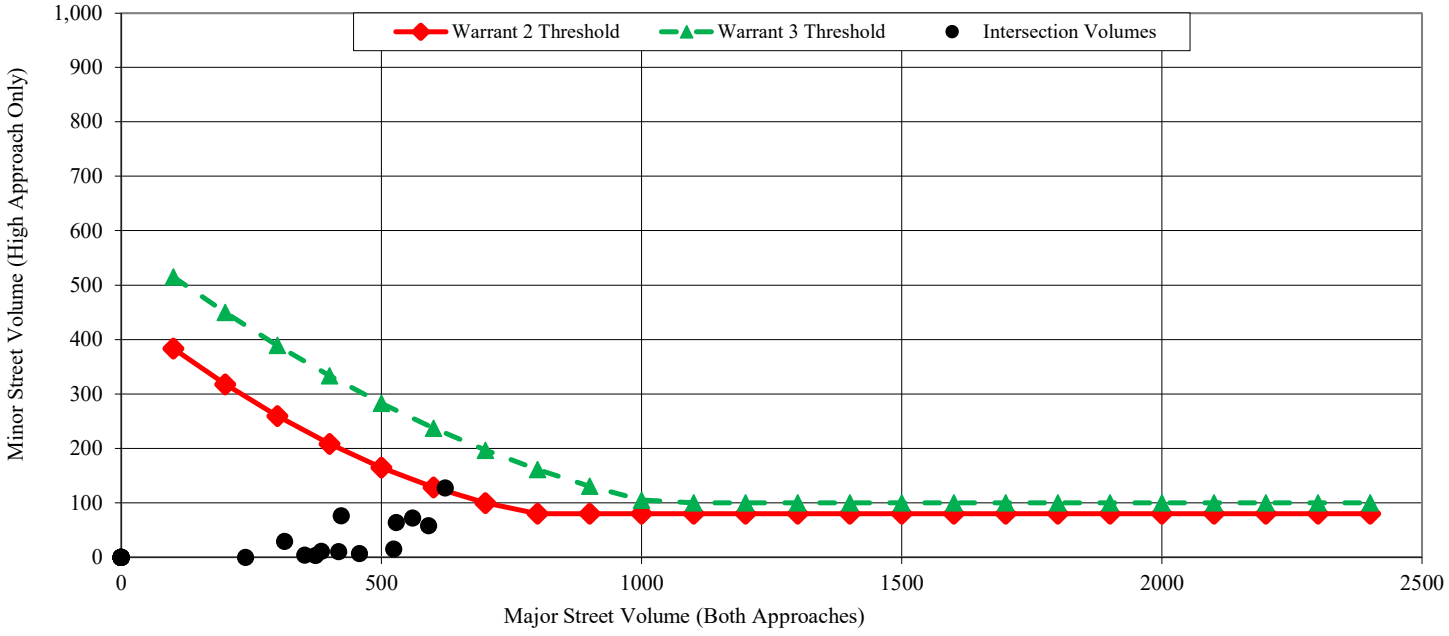
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	2 hours	1 (Cond. A) & 5 (Cond. B)
Criteria - Major Street (veh/hr)	350	525	280 (Cond. A) & 420 (Cond. B)
Criteria - Minor Street (veh/hr)	140	70	112 (Cond. A) & 56 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	1 hour
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 total, minor, 0 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	800	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	150	
Criteria - Minor Street High Side Delay (veh-hrs)	5	

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Traffic Signal Warrant Analysis

Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

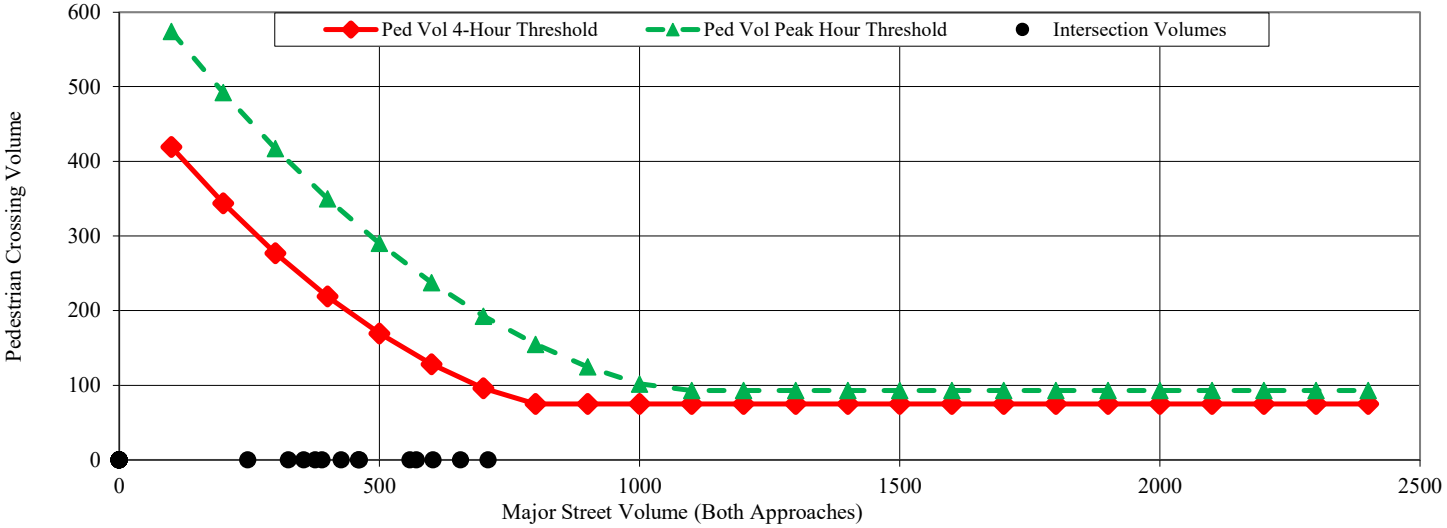
Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	West Access/Edgewood Farm Dr
Analyzed with	1 approach lane	Analyzed with	2 or more approach lanes
Total Approach Volume	6141 vehicles	Total Approach Volume	594 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Pedestrian Warrant thresholds due to high speeds on CSAH 11 and isolated community.

Warrant 4, Pedestrian Volume		
	Condition A - Four Hour Vol.	**Condition B - Peak Hour Vol.**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours
Criteria - Min. Distance to Nearest Controlled Crossing	300 feet, unless progressive movement not impacted	
Criteria - Major Street Volume and Crossing Volume	See Figure Below	

Figure 4C-6 & Figure 4C-8 (Warrant 4 Four Hour & Peak Hour - 70% Factor)



Warrant 5, School Crossing	
Condition Satisfied?	**Not Satisfied**
Criteria - School Crossing Data	- 20 or more schoolchildren crossing during the highest hour. - Consideration given to other remedial measures. - 300 feet or more to nearest controlled crossing, or proposed signal will not restrict progression. - Engineering study showing inadequate gaps in traffic.

Warrant 6, Coordinated Signal System	
Condition Satisfied?	**Not Satisfied**
Criteria - Coordinated Signal System	- If one-way, the adjacent traffic control signals are too far apart to provide the necessary degree of vehicular platooning. - If two-way, the adjacent traffic control signals do not provide the necessary degree of platooning, but will collectively provide a progressive operation with the proposed traffic control signal. - Resultant spacing of traffic control signal is 1,000 feet or greater.

Traffic Signal Warrant Analysis

Warrants 7-9 (Crash, Network, Rail Crossing)

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	West Access/Edgewood Farm Dr
Analyzed with	1 approach lane	Analyzed with	2 or more approach lanes
Total Approach Volume	6141 vehicles	Total Approach Volume	594 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

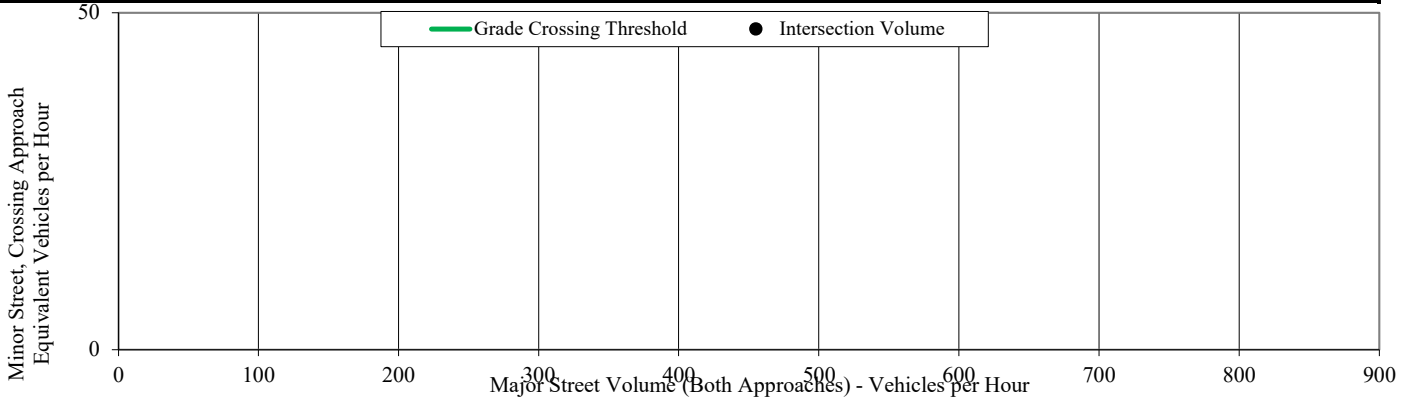
Reduction applied to the Crash and Roadway Network Warrant thresholds due to isolated community.

Warrant 7, Crash Experience	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Alternatives not tried, 4 or less correctable crashes, 5 hours (Veh. Vol.), 0 hours (Ped 4-Hour), and 0 hours (Ped Peak Hour)
Criteria - Alternatives	Adequate trial has failed to reduce the crash frequency
Criteria - Reported Crashes (within 12-month period)	5 or more crashes susceptible to correction by a traffic control signal
Criteria - Major Street (veh/hr) - Minor Street (veh/hr)	From Warrant 1: 280 (Cond. A), 420 (Cond. B) From Warrant 1: 112 (Cond. A), 56 (Cond. B)
(Alternative Volume Requirement) Criteria - Pedestrian Volume	80 percent of the Pedestrian Volume Warrant requirements

Warrant 8, Roadway Network	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Not an intersection of 2 major routes, but does not satisfy volume/warrant or alternative volume requirements
Criteria - Common Intersection of Two Major Routes	- Part of the street or highway system, or - Includes rural or suburban highways outside, entering, or traversing a city, or - Appears as or major route on an official plan.
Criteria - Existing or Immediately Projected Entering Volume	1,000 or more vehicles per typical peak hour
Criteria - Warrants	Satisfies Warrants 1, 2, or 3 with 5-year projected volumes
(Alternative Requirement) Criteria - Non-normal Business Day	1,000 or more vehicles per hour for any 5 hours

Warrant 9, Intersection Near a Grade Crossing	
Condition Satisfied?	**#N/A**
Required values reached for	#N/A
Criteria - Alternatives	Consideration or trial failed to alleviate the safety concerns
Criteria - Max. Distance to Nearest Controlled Crossing	140 feet from the center of the track to the stop or yield line
Criteria - Major Street Volume and Crossing Volume	See Chart Below

Figure 4C-10 (Two or More Approach Lanes): Distance D =



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	West Access/Edgewood Farm Dr
Analyzed with	1 approach lane	Analyzed with	2 or more approach lanes
Total Approach Volume	6141 vehicles	Total Approach Volume	594 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Multi-Way Stop Warrant thresholds due to high speeds on CSAH 11 and isolated community.

Condition A - Traffic Signal Warrant	
Condition Satisfied?	**Not Satisfied**
Criteria*	Traffic Signal Warranted & Justified

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience	
Condition Satisfied?	**Not satisfied**
Required values reached for	less than 4 correctable crashes
Criteria - Crash Experience	5 or more correctable crashes in 12-month period

Condition C - Intersection Volume & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	1 hour & 1.3 sec. average delay/veh
Criteria - Major Street (veh/hr)	210 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	140 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours, less than 4 crashes, & 1.3 sec. average delay/veh
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day
Criteria - Crash Experience	4 or more correctable crashes in 12-month period
Criteria - Delay (average sec/veh)	24 during the highest hour

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	East Access/Church Access
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5928 vehicles	Total Approach Volume	152 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Volume Warrant thresholds due to isolated community.

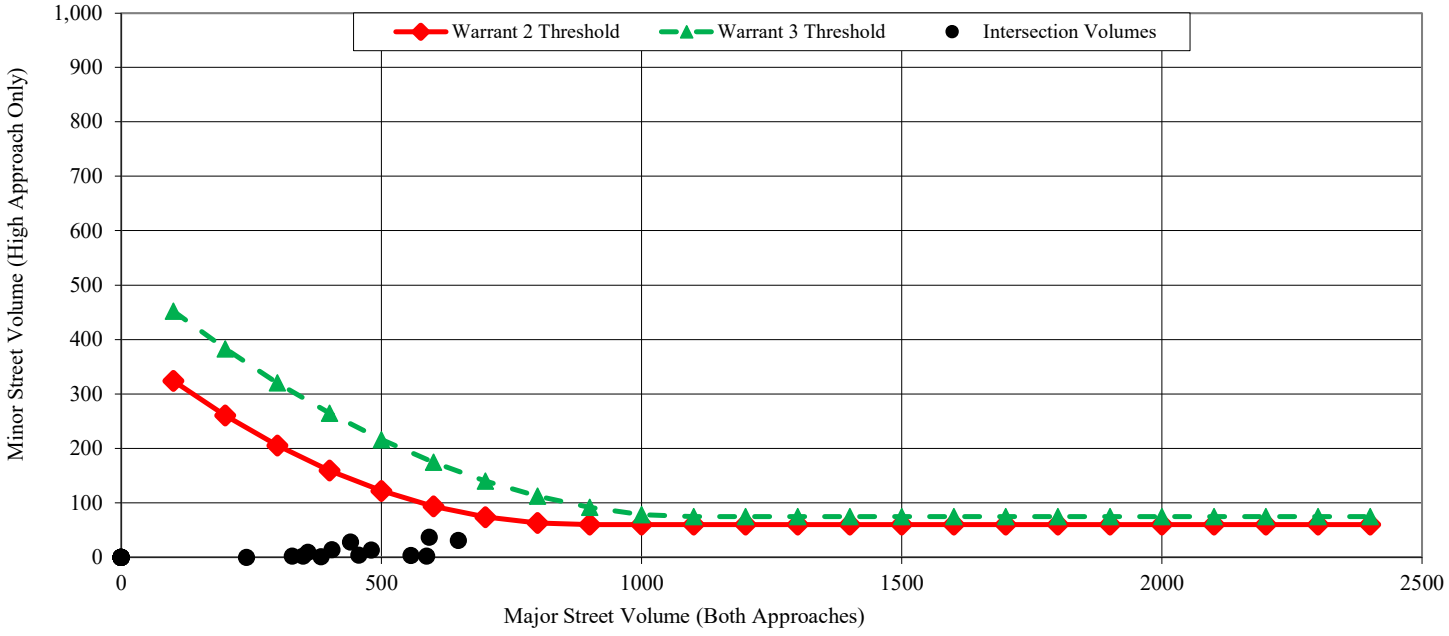
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours	0 (Cond. A) & 0 (Cond. B)
Criteria - Major Street (veh/hr)	350	525	280 (Cond. A) & 420 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 total, minor, 0 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	800	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	150	
Criteria - Minor Street High Side Delay (veh-hrs)	5	

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Traffic Signal Warrant Analysis

Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

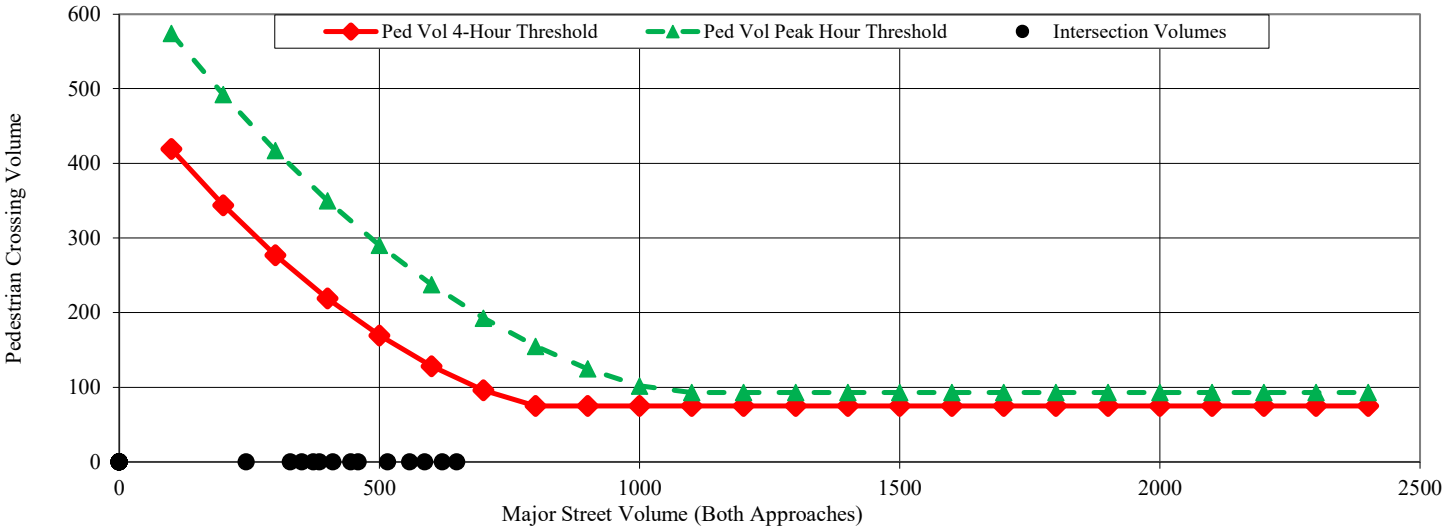
Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	East Access/Church Access
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5928 vehicles	Total Approach Volume	152 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Pedestrian Warrant thresholds due to high speeds on CSAH 11 and isolated community.

Warrant 4, Pedestrian Volume		
	Condition A - Four Hour Vol.	**Condition B - Peak Hour Vol.**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours
Criteria - Min. Distance to Nearest Controlled Crossing	300 feet, unless progressive movement not impacted	
Criteria - Major Street Volume and Crossing Volume	See Figure Below	

Figure 4C-6 & Figure 4C-8 (Warrant 4 Four Hour & Peak Hour - 70% Factor)



Warrant 5, School Crossing	
Condition Satisfied?	**Not Satisfied**
Criteria - School Crossing Data	- 20 or more schoolchildren crossing during the highest hour. - Consideration given to other remedial measures. - 300 feet or more to nearest controlled crossing, or proposed signal will not restrict progression. - Engineering study showing inadequate gaps in traffic.

Warrant 6, Coordinated Signal System	
Condition Satisfied?	**Not Satisfied**
Criteria - Coordinated Signal System	- If one-way, the adjacent traffic control signals are too far apart to provide the necessary degree of vehicular platooning. - If two-way, the adjacent traffic control signals do not provide the necessary degree of platooning, but will collectively provide a progressive operation with the proposed traffic control signal. - Resultant spacing of traffic control signal is 1,000 feet or greater.

Traffic Signal Warrant Analysis

Warrants 7-9 (Crash, Network, Rail Crossing)

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	East Access/Church Access
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5928 vehicles	Total Approach Volume	152 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

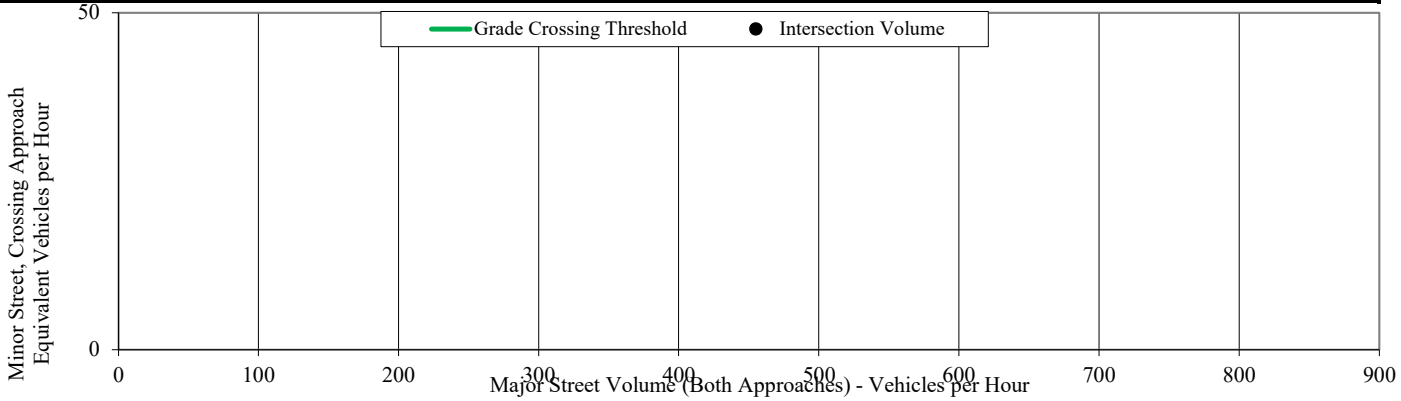
Reduction applied to the Crash and Roadway Network Warrant thresholds due to isolated community.

Warrant 7, Crash Experience	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Alternatives not tried, 4 or less correctable crashes, 0 hours (Veh. Vol.), 0 hours (Ped 4-Hour), and 0 hours (Ped Peak Hour)
Criteria - Alternatives	Adequate trial has failed to reduce the crash frequency
Criteria - Reported Crashes (within 12-month period)	5 or more crashes susceptible to correction by a traffic control signal
Criteria - Major Street (veh/hr) - Minor Street (veh/hr)	From Warrant 1: 280 (Cond. A), 420 (Cond. B) From Warrant 1: 84 (Cond. A), 42 (Cond. B)
(Alternative Volume Requirement) Criteria - Pedestrian Volume	80 percent of the Pedestrian Volume Warrant requirements

Warrant 8, Roadway Network	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Not an intersection of 2 major routes, but does not satisfy volume/warrant or alternative volume requirements
Criteria - Common Intersection of Two Major Routes	- Part of the street or highway system, or - Includes rural or suburban highways outside, entering, or traversing a city, or - Appears as or major route on an official plan.
Criteria - Existing or Immediately Projected Entering Volume	1,000 or more vehicles per typical peak hour
Criteria - Warrants	Satisfies Warrants 1, 2, or 3 with 5-year projected volumes
(Alternative Requirement) Criteria - Non-normal Business Day	1,000 or more vehicles per hour for any 5 hours

Warrant 9, Intersection Near a Grade Crossing	
Condition Satisfied?	**Not Examined**
Required values reached for	
Criteria - Alternatives	
Criteria - Max. Distance to Nearest Controlled Crossing	
Criteria - Major Street Volume and Crossing Volume	

Figure 4C-10 (Two or More Approach Lanes): Distance D =



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	East Access/Church Access
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5928 vehicles	Total Approach Volume	152 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Multi-Way Stop Warrant thresholds due to high speeds on CSAH 11 and isolated community.

Condition A - Traffic Signal Warrant	
Condition Satisfied?	**Not Satisfied**
Criteria*	Traffic Signal Warranted & Justified

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience	
Condition Satisfied?	**Not satisfied**
Required values reached for	less than 4 correctable crashes
Criteria - Crash Experience	5 or more correctable crashes in 12-month period

Condition C - Intersection Volume & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours & 1 sec. average delay/veh
Criteria - Major Street (veh/hr)	210 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	140 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours, less than 4 crashes, & 1 sec. average delay/veh
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day
Criteria - Crash Experience	4 or more correctable crashes in 12-month period
Criteria - Delay (average sec/veh)	24 during the highest hour

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	Wildwood Ln
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5833 vehicles	Total Approach Volume	89 vehicles
Total Ped/Bike Volume	2 crossings	Total Ped/Bike Volume	2 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Volume Warrant thresholds due to isolated community.

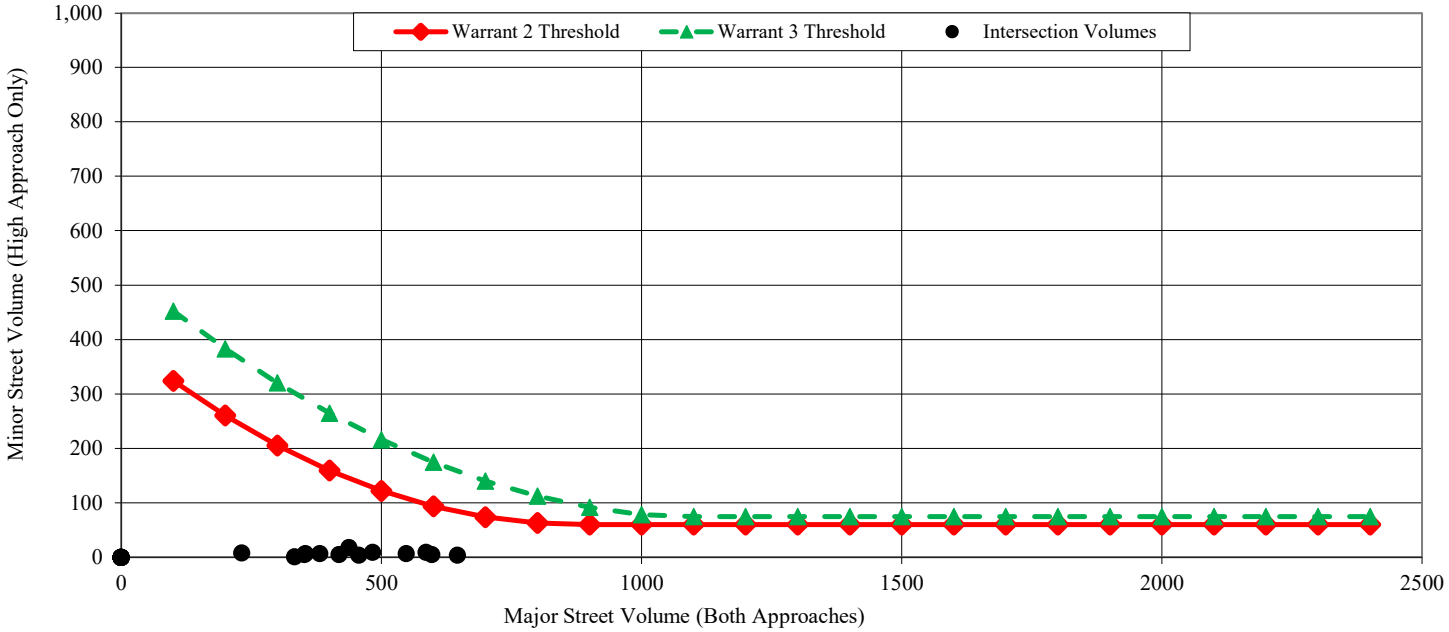
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	**Condition B**	**Condition A+B***
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours	0 (Cond. A) & 0 (Cond. B)
Criteria - Major Street (veh/hr)	350	525	280 (Cond. A) & 420 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	**Condition B**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 total, minor, 0 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	650	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	150	
Criteria - Minor Street High Side Delay (veh-hrs)	5	

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Traffic Signal Warrant Analysis

Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

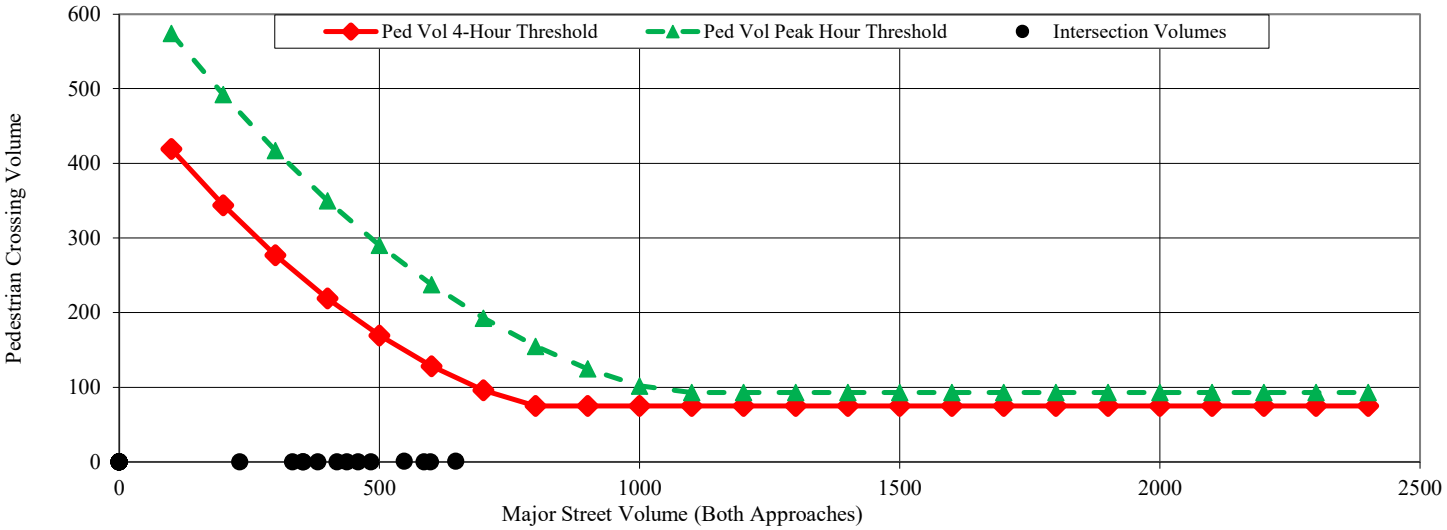
Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	Wildwood Ln
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5833 vehicles	Total Approach Volume	89 vehicles
Total Ped/Bike Volume	2 crossings	Total Ped/Bike Volume	2 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Pedestrian Warrant thresholds due to high speeds on CSAH 11 and isolated community.

Warrant 4, Pedestrian Volume		
	Condition A - Four Hour Vol.	**Condition B - Peak Hour Vol.**
Condition Satisfied?	**Not Satisfied**	**Not Satisfied**
Required values reached for	0 hours	0 hours
Criteria - Min. Distance to Nearest Controlled Crossing	300 feet, unless progressive movement not impacted	
Criteria - Major Street Volume and Crossing Volume	See Figure Below	

Figure 4C-6 & Figure 4C-8 (Warrant 4 Four Hour & Peak Hour - 70% Factor)



Warrant 5, School Crossing	
Condition Satisfied?	**Not Satisfied**
Criteria - School Crossing Data	- 20 or more schoolchildren crossing during the highest hour. - Consideration given to other remedial measures. - 300 feet or more to nearest controlled crossing, or proposed signal will not restrict progression. - Engineering study showing inadequate gaps in traffic.

Warrant 6, Coordinated Signal System	
Condition Satisfied?	**Not Satisfied**
Criteria - Coordinated Signal System	- If one-way, the adjacent traffic control signals are too far apart to provide the necessary degree of vehicular platooning. - If two-way, the adjacent traffic control signals do not provide the necessary degree of platooning, but will collectively provide a progressive operation with the proposed traffic control signal. - Resultant spacing of traffic control signal is 1,000 feet or greater.

Traffic Signal Warrant Analysis

Warrants 7-9 (Crash, Network, Rail Crossing)

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	Wildwood Ln
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5833 vehicles	Total Approach Volume	89 vehicles
Total Ped/Bike Volume	2 crossings	Total Ped/Bike Volume	2 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

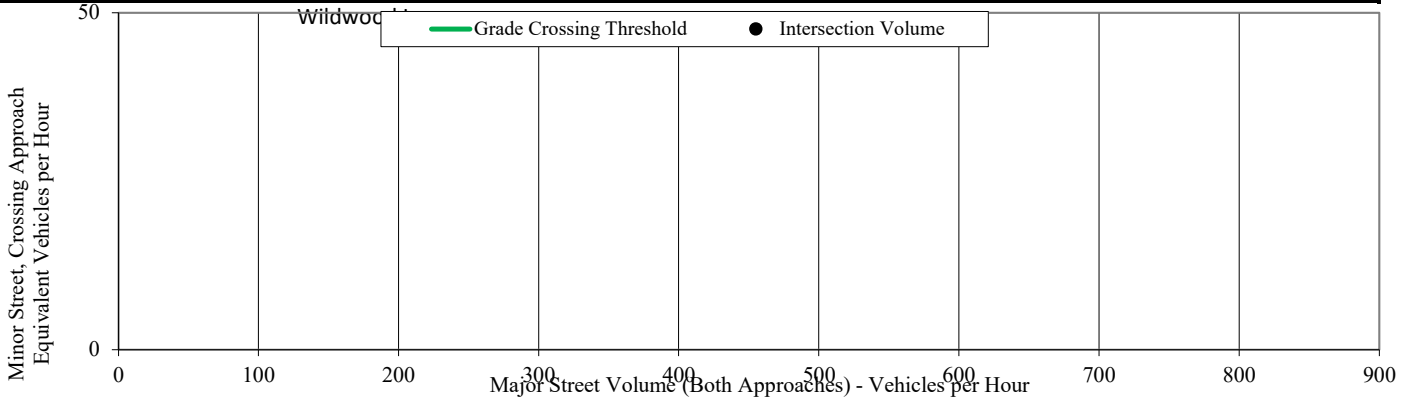
Reduction applied to the Crash and Roadway Network Warrant thresholds due to isolated community.

Warrant 7, Crash Experience	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Alternatives not tried, 4 or less correctable crashes, 0 hours (Veh. Vol.), 0 hours (Ped 4-Hour), and 0 hours (Ped Peak Hour)
Criteria - Alternatives	Adequate trial has failed to reduce the crash frequency
Criteria - Reported Crashes (within 12-month period)	5 or more crashes susceptible to correction by a traffic control signal
Criteria - Major Street (veh/hr) - Minor Street (veh/hr)	From Warrant 1: 280 (Cond. A), 420 (Cond. B) From Warrant 1: 84 (Cond. A), 42 (Cond. B)
(Alternative Volume Requirement) Criteria - Pedestrian Volume	80 percent of the Pedestrian Volume Warrant requirements

Warrant 8, Roadway Network	
Condition Satisfied?	**Not Satisfied**
Required values reached for	Not an intersection of 2 major routes, but does not satisfy volume/warrant or alternative volume requirements
Criteria - Common Intersection of Two Major Routes	- Part of the street or highway system, or - Includes rural or suburban highways outside, entering, or traversing a city, or - Appears as or major route on an official plan.
Criteria - Existing or Immediately Projected Entering Volume	1,000 or more vehicles per typical peak hour
Criteria - Warrants	Satisfies Warrants 1, 2, or 3 with 5-year projected volumes
(Alternative Requirement) Criteria - Non-normal Business Day	1,000 or more vehicles per hour for any 5 hours

Warrant 9, Intersection Near a Grade Crossing	
Condition Satisfied?	**Not Examined**
Required values reached for	
Criteria - Alternatives	
Criteria - Max. Distance to Nearest Controlled Crossing	
Criteria - Major Street Volume and Crossing Volume	

Figure 4C-10 (Two or More Approach Lanes): Distance D =



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

Project Name	CSAH 11 Traffic and Site Ciruclation Study
Project/File #	25X139457000
Scenario	Existing Conditions (2025)

Intersection Information			
Major Street (E/W Road)	CSAH 11	Minor Street (N/S Road)	Wildwood Ln
Analyzed with	1 approach lane	Analyzed with	1 Approach Lane
Total Approach Volume	5833 vehicles	Total Approach Volume	89 vehicles
Total Ped/Bike Volume	2 crossings	Total Ped/Bike Volume	2 crossings
Right turn reduction of	100 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Multi-Way Stop Warrant thresholds due to high speeds on CSAH 11 and isolated community.

Condition A - Traffic Signal Warrant	
Condition Satisfied?	**Not Satisfied**
Criteria*	Traffic Signal Warranted & Justified

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience	
Condition Satisfied?	**Not satisfied**
Required values reached for	less than 4 correctable crashes
Criteria - Crash Experience	5 or more correctable crashes in 12-month period

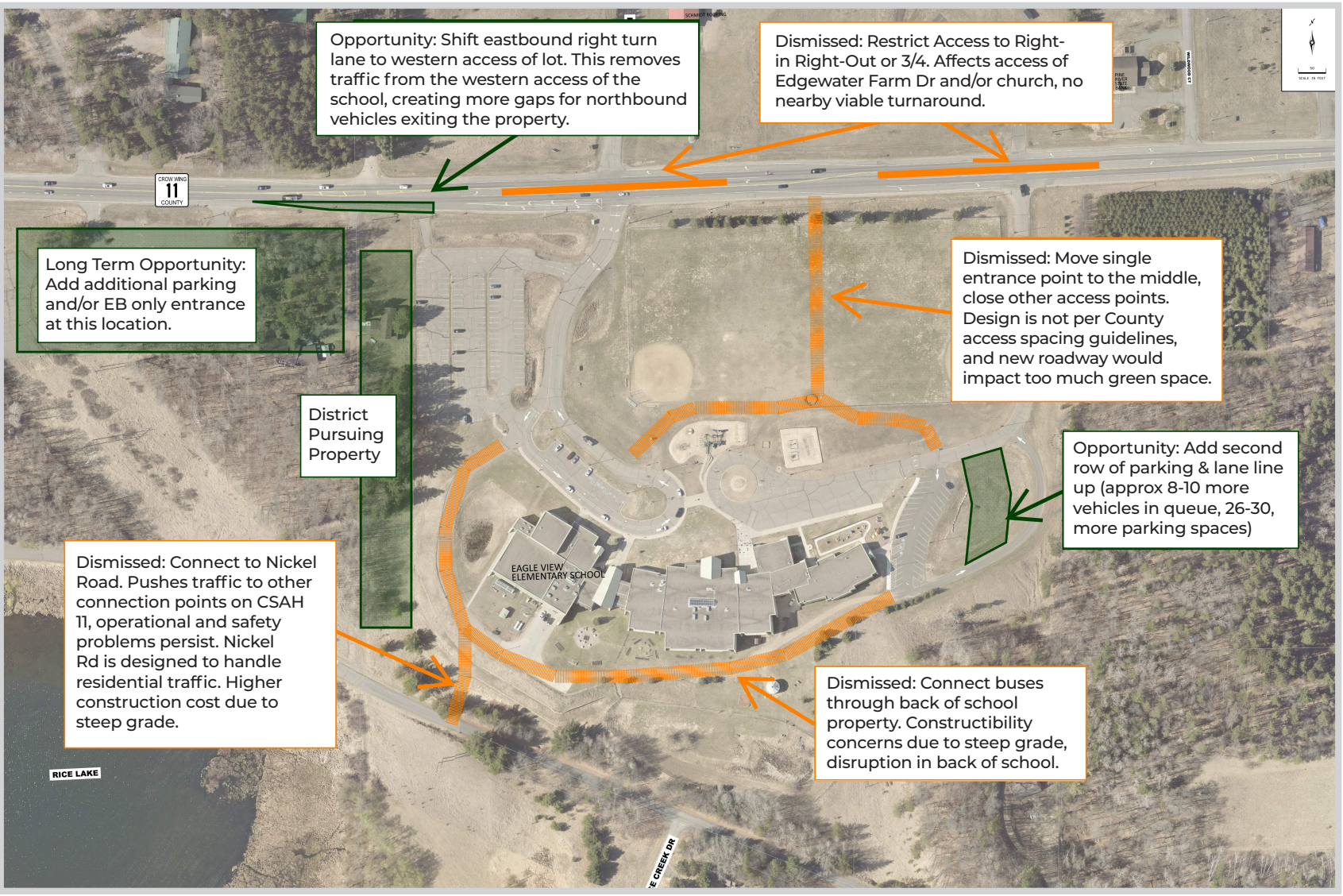
Condition C - Intersection Volume & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours & 0 sec. average delay/veh
Criteria - Major Street (veh/hr)	210 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	140 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	**Not Satisfied**
Required values reached for	0 hours, less than 4 crashes, & 0 sec. average delay/veh
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day
Criteria - Crash Experience	4 or more correctable crashes in 12-month period
Criteria - Delay (average sec/veh)	24 during the highest hour

Appendix E: Opportunities and Dismissals

OPPORTUNITIES AND DISMISSALS

FEEDBACK



Ideas Identified from Public Engagement and Alternatives Analysis:

- Opportunities: Potential improvements to the school site or access points, regardless of the selected alternative; also useful for long-term planning.
- Dismissals: Concepts reviewed but not pursued due to safety concerns, design flaws, or inability to meet standards.

Appendix F: Public Engagement Summary



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Map ID 1 — Concerns

Citizen Category: Nearby Resident

11 | 0 — There is no easy way to expand this end of Nickel Road; it is already an incredibly dangerous intersection for residents on this road. Furthermore, it would be very difficult/expensive to make it usable for more traffic since there is Rice Lake, a power line corridor, low lands, and steep terrain behind Eagle View Elementary. Nickel Road is, for all intents and purposes, one step above a minimum maintenance road. It is a quiet residential area. — 8/30/2025

3 | 0 — It would be really nice to put 55MPH speed signs up next to the 30MPH when flashing to remind drivers to resume normal speed on each ends of the school zones — 9/2/2025

0 | 0 — If the proposed housing development comes to fruition, another set of issues will be presented. — 9/23/2025

Map ID 2 — Ideas and Opportunities

Citizen Category: Automobile User

2 | 0 — I like roundabouts in many situations. Here, though, a 24/7 12 month slow-down, consuming fuel and brakes, to fix a twice daily 9 month problem is not appropriate.
Traffic lights that would flash yellow on 11, red at entrances most of the time and control 11 when buses move in and out would be better.

(Cameras to catch speeders would be nice; not sure of MN law on that.) — 9/22/2025

0 | 0 — If the proposed housing development comes to fruition, that presents another set of problems. — 9/23/2025

Map ID 3 — Ideas and Opportunities

Citizen Category: Student/Teacher/Parent

6 | 0 — Adding a turn lane into the corner of the parking lot so cars can bypass the crowded center lane and enter more smoothly, regardless of whether a stoplight or roundabout is added later. — 9/4/2025

Map ID 4 — Ideas and Opportunities

Citizen Category: Student/Teacher/Parent

12 | 0 — Create a right turn lane on the northwest end of the parking lot (near hunt blvd). This would allow greater visibiity to those turning left out of the main entrance/exit onto county road 11. Right now it is DANGEROUS to make a left turn out of the main exit due to the right turn lane obstructing visibilty of traffic continuing East on CR 11. — 8/29/2025

2 | 8 — I would suggest a traffic light to allow people to turn LEFT at intervals. This would reduce backups into the parking lots as well and reduce frustration when leaving. — 9/1/2025

Map ID 5 — Ideas and Opportunities

Citizen Category: Student/Teacher/Parent

1	6	Make this whole thing a two lane. That way people can get out in the traffic and merge back in instead of waiting 3 business days to pull out of the school. — 8/27/2025
7	0	I do agree the roads need to change so the traffic flows better getting in and out of the school — 8/27/2025
1	11	Is there a problem to fix? Do we have any accident reports to warrant a change? I think people slow down enough on this stretch of highway. No reason to make a change for a possible incident that might occur. — 8/28/2025
5	0	We need something. Even with police, people speed and it's really scary. Someone is going to get seriously injured and don't want to — 8/29/2025
2	0	Wait for that to happen to do something about it. Especially bad in winter, when it rains, is foggy and sun hits your line of vision. — 8/29/2025
4	0	Do a test now, place temporary traffic control lights during the beginning, ending of school and for special events. Problem with the reduced speed limit is drivers still don't have to stop and wait for busses to all pull out. Pretty sure traffic lights can be set to only change red when traffic is approaching from the schools 2 entrance's. — 9/5/2025
0	0	Speed limits and flashing lighted signs have not kept the speed under control. Multiple police can sit there and enforce the speed, but this is not a long term solution for the officers. — 9/12/2025
2	0	Need to find a way to support the long line of buses to safely enter CR 11, acknowledging the continuous flow coming out of the parent pick up/drop off line at the same time as oncoming traffic concerns. — 9/12/2025

Map ID 6 — Ideas and Opportunities

Citizen Category: Student/Teacher/Parent

5	1	We really only need traffic control for 45 minutes in the morning and 45 minutes in the afternoon. Instead of looking at a construction project, is it possible/ safe/ cost effective to pay a police officer from Pequot to do traffic control for those short time frames? Could admin/ teachers from the school do it? Why spend money and inconvenience all the traffic on CR11 for what amounts to short periods of time, twice a day, for not even the entire school year? — 9/19/2025
1	0	I disagree. There are many other school events, sporting events after school and all through the summer etc. I get what you're saying but there are many other times as a parent of three kids currently at eagleview that it feels unsafe coming and going! — 9/22/2025

Map ID 7 — Ideas and Opportunities

Citizen Category: Nearby Resident

21	4	During Sturgis they have temporary lights they put up during the rally to control traffic. Truly there are only 2 busy times on that road. During drop off in the am and pick up in the evening. It doesnt make sense to spend millions of dollars of taxpayers money to make a roundabout or two lanes as it is not needed year round. Even if we put lights up permanently. I believe it would be more cost effective way to render the problem. I know parents get frustrated with the amount of time they have to wait at thiose times but there are the options of bussing for children and/or patience. — 8/27/2025

18 6	I feel that the lights would be a good alternative to the roundabout. I think that they should have lights at both entrances into the school so that the buses are able to get in and out equally as easy.	8/27/2025
28 3	Traffic control lights would be a cost effective way, and only need to be in use during the school year during pre-set times. It would also be a benefeit if these can be activated by the school for special events that may be held that will increase traffic ingressing/egressing.	8/27/2025
16 6	Roundabouts I feel wouldn't solve a thing. I like the idea of stop lights	8/27/2025
13 0	For the safety of kids, parents, and bus drivers this needs to be addressed ASAP	8/27/2025
8 5	A round about would not impede the flow of traffic. And people leaving the school would have a safer option to exit.	8/28/2025
6 8	There needs to be a designated speed zone through there that it remains 30 MPH at all times and definitely a roundabout is needed. 11 is always busy with traffic, myself and my husband drive it all year around for work. A stoplight would cause to much congestion during drop off and pick up.	8/28/2025
9 8	It needs a roundabout. It's dangerous as is during pickup and drop off. You can't see when leaving the school as heavy traffic is continuing on 11 or turning north or south from	8/29/2025
4 0	I like the idea of traffic lights, we just need something!!!! It's really scary having to navigate traffic especially going left and don't want to wait to do something until someone gets seriously injured. Especially scary in the winter, when it rains, is foggy and the sun hits your line of vision.	8/29/2025
3 0	Round about or traffic light but we need something.	8/30/2025
3 0	Traffic lights, round about….just do something! I've almost been hit by busses too! Taking a left hand turn is impossible. Maybe it's the traffic flow in the school drop off areas.	8/31/2025
5 3	Traffic lights are the win here!	9/1/2025
3 1	Lights temporarily and the plans for a roundabout!	9/1/2025
0 6	No round abouts. Lights- yes! Maybe study is needed about why there are so many parent pick up and drop offs? Is it due to no busses to pick up the child, is the child in a different town and attends due to open enrollment borders? What would create less traffic? Could doors at the school be opened earlier/available staff?	9/2/2025
4 2	Traffic lights would just back this stretch even worse. Roundabouts keep traffic going and would be the ideal option.	9/5/2025
1 0	And roundabouts slow people down.	9/12/2025
1 0	What if the current field was made into the new parking lot and the current parking lot baseball fields? More parking, more room for parent pick up/drop off cars	9/19/2025
0 1	But a J turn to force right turns and put in roundabout at the bus entrance/exit.	9/19/2025

1 2	I think a round-about solves all issues- reduces speed, reduces having to turn left on the road, constant flow of traffic (vs stopping altogether at a light- though I'll take a light over nothing at all!), and consistency on the road year round rather than locals and visitors alike having to read multiple signs regarding speed zones and rules for the road.	9/19/2025
0 0	I don't think people understand how expensive roundabouts are. We're talking at least $1 million per roundabout. They're not a perfect solution, either, with increased risk for pedestrian traffic trying to walk or bike through the intersection - which is important to consider for a school.	9/19/2025

Map ID 8 — Ideas and Opportunities

Citizen Category: Student/Teacher/Parent

1 0	Can we look closely at (for example) bus scheduling and how to get more kids to take the bus to school instead of being driven by parents? Can we clear at least some of this up by looking at why so many parents need to drive their kids to school? My kids are driven because the bus pick-up is an absurd 6:20am. I'm not putting my kids on the bus for almost two hours when my kids could WALK to school in less than an hour. I'd happily bus my kids if the ride were reasonable, taking my car out of this equation. How much of the congestion could be cleaned up without having to add anything to CR11?	9/19/2025
0 0	I don't think this is a big enough problem to worry about, everyone knows it's a school zone....slow down, pay attention, be careful and considerate for those brief time frames that are affected daily. Personally added construction and increased taxes won't ever change the fact that it's a school zone and my earlier comments will still apply.	9/23/2025

Map ID 9	Ideas and Opportunities	
Citizen Category:		
15 / 19	Perhaps there could be an outlet on Nickel Road to divert the bus traffic or the parking lot traffic away from the main traffic area during busy hours.	8/27/2025
16 / 0	Wouldn't that just cause the same congestion issues at the Nickel Road intersections?	8/29/2025
6 / 0	I wonder if residents on Nickle were ever told that all traffic would maintain off of CR11. Offloading from 2 outlets to 4 may reduce some congestion, but in reality it's just dispersing to other outlets.	8/29/2025
10 / 0	You will have the same issues trying to get on to 11 at either stop sign from Nickle Road. All drivers will now be dealing with traffic at 55mph instead of 30mph since Nickle road is out of the school zone of reduced speed. We do not need a longer stretch of a school zone reduced speed	8/30/2025
12 / 0	I don't understand how that could be justified when a county road runs directly parallel. Nickel Road is not built for that amount of traffic. It's a 35mph, narrow, residential road that hasn't even got lane lines painted let alone the width to support turn lanes that I'm sure would inevitably be argued for. It reads like the solution being presented is to disrupt a quiet neighborhood by turning it into a miniature version of CR-11? Would they not be better off diverting resources to a roundabout or light that only runs during arrival and release or any other plethora of solutions that minimally disrupt an already busy road bordered by commercial properties? I just don't see how this can even be presented as a serious solution. As tax payers we are already paying for another referendum. Do we need to be further burdened by a disruption to our property values or even potential loss of property due to increased traffic and likely road projects required to accommodate bus traffic?	8/30/2025
11 / 0	this is a terrible idea.	8/30/2025
12 / 0	ultimately the traffic ends up back on 11. nickel road is definitely not a solution and should be taken out of the conversation completely.	8/30/2025
10 / 0	This is a bad idea. Nickel Rd is a quiet residential road, it's not built for that kind of traffic. People jog and walk their dogs on Nickel.	8/30/2025
8 / 0	This is an awful idea. Nickel Road needs less traffic vs more! There is already added traffic during school drop off and pick up where people try to avoid the traffic on CR11 and are zooming way over the 30mph on Nickel Road. It's a nice quiet neighborhood on Nickel and there are people walking, running and biking and this would make that hazardous. Please find a solution that helps CR11 and not include the residential neighborhood in any part of this discussion.	8/30/2025
2 / 0	This spot makes no since because it puts them parallel on Nickel and that road isn't set up for thay	9/2/2025
2 / 0	This is not a solution. There aren't even turn lanes to access Nickel Road and traffic would end up back on 11 anyway. I'd suggest either a traffic light or roundabout(s).	9/8/2025

Map ID 10	Ideas and Opportunities

Citizen Category: Nearby Resident 16 14	Perhaps at both entrances, a roundabout could be created? But make the roundabout similar to that over 371. IE, the East entrance (bus entrance), you must always exit heading East. The West entrance is the same - you must head East to hit the East roundabout to then circle around to head West. Similar to exiting from Edgewater Farm - if you want to head East, you enter the roundabout heading West to then be able to head East. This slows traffic down at all times in a school zone, and no need to maintain electronics.	8/27/2025
21 10	I do not feel round abouts are necessary since they are very expensive and this road is only really busy 2 times out of the day. Traffic lights would definitely be a more better way to navigate traffic during pick up and drop off times. Something really does need to change though because the school expects parents and kids to be quick and efficient during pick up and drop off but it is hard when yoi get backed up at the road because you can pull out onto the main road very easily at all.	8/27/2025
12 12	Traffic lights!	8/28/2025
2 13	There needs to be a designated speed zone through there that it remains 30 MPH at all times and definitely a roundabout is needed. 11 is always busy with traffic, myself and my husband drive it all year around for work.	8/28/2025
4 1	My only comment would be if you put a roundabout here, how would you handle the long line of buses that exit at the same time	8/28/2025
5 3	I agree that roundabouts are prohibitively expensive. Traffic lights are a much more practical solution, and they can be activated when needed, or set to flashing amber when not needed.	8/29/2025
6 8	I agree, I think there needs to be a roundabout! And I agree about the speed limit always being 30MPH. It is a busy road & if roundabouts get out in, you have to go slower than 55MPH to go through them.	8/29/2025
4 0	It may be good to comment what a roundabouts installation and maintenance cost by the county is compared to a standard install and maintenance of traffic lights. Along with accident rates between the 2. Not only do we need to be budget conscious, but also keeping in mind what is safer for everyone during the most times. Speed limit will force users to slow down at all times. It also slows traffic for any and all events that may be at the school or businesses across the road.	8/29/2025
2 5	Traffic lights at both entrances!	8/31/2025
0 1	I had to start turning right (as exiting first entrance out of Eagle view) because a left was impossible. Then I'd turn around just past the bank. But school busses are crazy there exiting and it's super dangerous.	8/31/2025
5 3	Round abouts would be a great idea. It would slow the speed of traffic and increase safety in the area. At the very least one by the main parking lot would be the most beneficial because last year alone there were multiple accidents that occurred in that location. The kids safety are well worth it and lights would definitely impede the flow of traffic compared to a round about in my opinion (plus just a really weird spot for one and I can see people still going through it.	9/2/2025

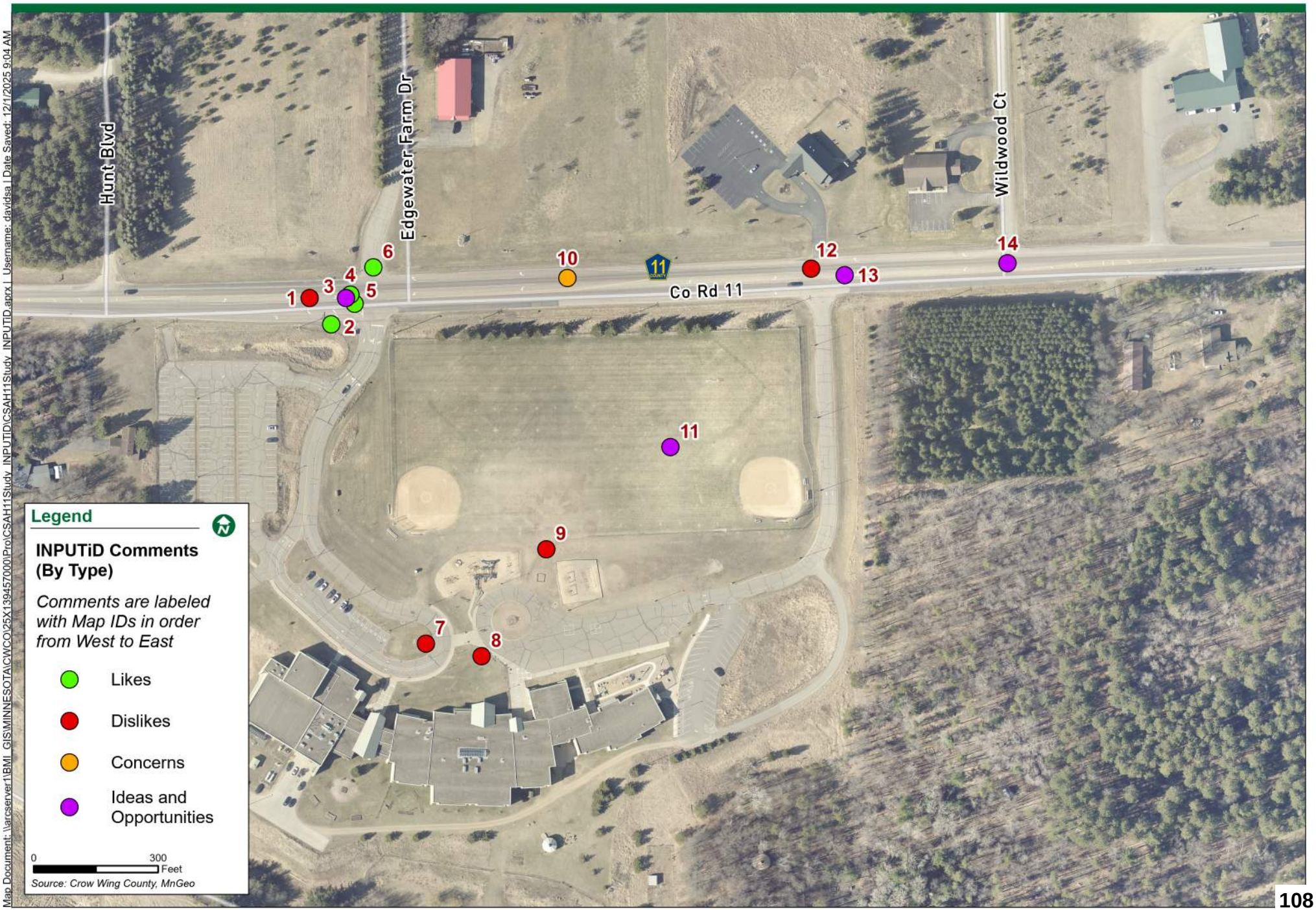
0 / 8	is the most practical, safest, and least cost solution is to not allow access at all from the school onto the county road but to require traffic accessing the school site to access off nickel road-?	9/5/2025
1 / 5	I do not feel that roundabout is necessary. It's an additional expense that would only be utilized twice a day for about 2/3 of the year. Perhaps al do not feel that roundabout is necessary. It's a additional expense that would only be utilized twice a day for about 2/3 of the year. I think by slowing the traffic to 30 miles an hour should be sufficient	9/5/2025
0 / 3	A multi faceted solution could include; staggered arrival and dismissal times, more volunteers/staff/police directing traffic, a walking/bike path from Pequot to Breezy Point to allow safe walking and biking, a carpooling program at the school as well as added turn lanes and lights during arrival and dismissal.	9/6/2025
4 / 0	I recall a long time ago that a police officer would direct traffic for 20 minutes each morning and afternoon. That was perfect at the time.	9/12/2025
0 / 2	A round about here is ideal for a couple of reasons. First, you virtually eliminate all severe accidents and that safety factor alone may be worth the investment. Second, stoplights are also expensive but not as safe and doesn't keep traffic moving.	9/17/2025
1 / 0	We cannot have traffic diverted to the residential neighborhood via Nickel Road. The traffic STILL HAS TO FUNNEL ONTO COUNTY RD 11!!!! Both sides of Nickel Road are past the school zone area and WE DO NOT NEED TO EXTEND THAT! When school is out, all of the out of town tourist ALWAYS slow down to 30mph even though they do not have to. Let's not make that even longer on 11.	9/19/2025
2 / 0	The hard part with the teardrop roundabout, is that everyone has to be funneled into the same area, not matter what direction they need to go. As someone who leaves the East exit regularly, it makes it very difficult to get out when people coming from the West exit come and turn around in the bank/church parking lot, so they can make a right turn to go West. When people turn around in those parking lots, it only adds to the amount of traffic trying to move and get out of the East exit....and those people really have no reason to come east at that point. I do feel that the slower speed zone has helped people be able to get in and out of the school parking lots, but it is not enough. This overall is a tough problem to solve!! But a roundabout or stop light would help at least control the flow.	9/22/2025
1 / 0	As one of the bus drivers, I agree something needs to be done here. As others have stated there are only 169 school days. Buses begin exiting at 7:47 and are all done by about 8. In the afternoons it's about 3:05 to 3:10. I love a roundabout but this not needed here. Stop lights at the location of the current school zone flashing lights that would stop traffic on 11 for 20 to 30 seconds every 2 minutes or so would be enough to fix the congestion at all the intersections in the school zone. This could so easily be tested by renting the stoplight used in construction areas.	9/25/2025

Map ID 11 — Ideas and Opportunities

Citizen Category:

1 / 0	Would be nice to have a left turn bay for the bank and storage garage or a bypass lane for the eastbound traffic	9/8/2025

Map ID 12 ⚠ Concerns		
Citizen Category:		
👍 4 👎 0	These intersections for the few that actually live on Nickle Road are already extremely dangerous. If you are waiting to turn on the highway, there are many that do not see your signal due to distractions or inappropriate defensive driving skills . Nickel Road is essentially the equivalent of Bushman Road if you're looking to bypass County Road 11.	9/11/2025
👍 2 👎 0	Except on buschman road your wheels will fly off and your car will be destroyed by driving on it. We better hope that the city of breezy doesn't get involved in this. It'll never get fixed just like buschman	9/20/2025



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Map ID 1 — Dislikes

Citizen Category: Student/Teacher/Parent — Roundabouts

5	1	Roundabouts will slow the flow of traffic all day/year for a few times a day 9 months a year problem. For those that use 11 other than just for school drop-off/pick-up this is no ideal. — 11/6/2025

Map ID 2 — Likes

Citizen Category: Student/Teacher/Parent — Roundabouts

2	6	I think a roundabout is a good balance of safety and convenience. — 11/6/2025

Map ID 3 — Ideas and Opportunities

Citizen Category: Student/Teacher/Parent — Signals

6	0	Could lights be added but only used during those peak drop-off/pick-up times and otherwise the roads function as they do currently? — 11/6/2025
4	0	These lights could only be used during certain time so the busses can get in and out am and pm — 11/6/2025
4	0	The congestion issues here are for a TOTAL of One Hour out of the day for 9 months out of the year. A traffic light that is programmable to be in use for the congestion issues is the best solution. Tearing up the road for a round about to solve an hour of congestion is way to expensive and unnecessary. — 11/8/2025
1	0	Agree with the comment above. Program signals during peak hours. Have signal length be longer than usual to allow for many cars to pour out. Keep signals green all the time on Cty Rd 11 outside of school hours. Make sure turn lanes are long enough since there will be a lot of cars at these times. — 11/12/2025
2	0	This idea makes the most sense. The issue of congestion is a minimal amount of time in a 24 hour period and No Congestion issue for 3 months out of the year. IF the light is programmable for the congestion times only and allows for longer periods of green to let a lot of card out, then it is the way to go. — 11/13/2025

Map ID 4	Likes	
Citizen Category: Student/Teacher/Parent		Roundabouts
2	2 Yes	11/6/2025

0	2	This seems to be the best solution from the choices given. There is not a way to get traffic diverted over to Nickel Rd due to the steepness of the terrain and cost to resolve that is prohibitively expensive. Single entrance and exit solutions require cutting off the park and fields from the kids, requiring manpower to make sure the kids are crossing safely during all hours is expensive and tedious. Someone gets complacent due to repetitiveness and someone could get hurt. Not a risk the school should be taking as they would be held liable for the incident. The roundabout in its current form I do feel has the entrances onto the roundabout as a bit extreme of an angle, but as a design starting point it gets it across and shows how it would look. This allows vehicles on and off County Rd 11 safely and consistently. Helps with cross traffic in both entrances for the school and the daycare across the street. Keeps the church happy as parents will stop turning around in their parking lot. 11/6/2025

Map ID 5	Likes	
Citizen Category:		Roundabouts
2	5	Roundabout seems to be the most effective solution. Cost being the only main outlier, I believe this is the best solution, Maintains traffic flow and reduces speed through the school zone. Win Win! 11/6/2025

4	1	Difficult for large vehicles 11/6/2025
1	0	I'm not convinced that roundabouts maintain traffic flow during heavy congestion periods. Is there any backup or studies that show roundabouts are efficient for heavy traffic flows? 11/13/2025

Map ID 6	Likes	
Citizen Category: Nearby Resident		Roundabouts
1	0	They may have more upfront costs, but very little maintenance after and no power outage issues. They keep traffic moving and allow separation of busses and parent pickup vehicles. It will also slow traffic the entire stretch between roundabouts. 11/13/2025

Map ID 7	Dislikes	
Citizen Category: Student/Teacher/Parent		Single Entrance A
1	0	Crossing a roadway is not a solution we should be comfortable with for kids getting to their parks and playground. This maybe limited to school traffic unlike the one way road, but it doesn't solve the problem with getting vehicles onto and off County Rd 1. 11/6/2025

Map ID 8 — Dislikes

Citizen Category: — One Way Loop

4	0	Having the kids crossing a road is not desired for me.	11/6/2025
4	0	Having a one way street going through the middle of the play yard is not ideal and potentially dangerous. We just spent money on a new playground. Don't make it hard to use by constantly crossing a through roadway.	11/6/2025
3	0	This still appears not safe and too much congestion with the busses and the parents in the same areas. It also does not help the traffic slow on 11 to allow the busses to get out.	11/6/2025
1	0	This option is too unsafe.	11/12/2025

Map ID 9 — Dislikes

Citizen Category: Student/Teacher/Parent — Single Entrance B

1	0	Crossing a roadway is not a solution we should be comfortable with for kids getting to their parks and playground. This maybe limited to school traffic unlike the one way road, but it doesn't solve the problem with getting vehicles onto and off County Rd 11.	11/6/2025

Map ID 10 — Concerns

Citizen Category: Student/Teacher/Parent — Signals

0	0	I think people would get stuck between the lights without enough space	11/12/2025

Map ID 11 — Ideas and Opportunities

Citizen Category: Student/Teacher/Parent — Opps. & Dismissals

0	1	Has the idea been brought forward to change the current field into the parking lot, keeping the same entrance and exits, and make the existing parking lot the new field? Staff alone take up 3/4 of the current parking lot so add families, parent pick up, etc...its crowded. Since they are thinking about buying that property next to the school, the "new field" would have plenty of space.	11/6/2025

Map ID 12 — Dislikes

Citizen Category: Nearby Resident — Signals

2	4	Traffic flows currently. I think this is the worst solution by far. Currently it takes about 5 minutes to get from North Star to 371, this could double that.	11/5/2025
1	4	Traffic lights are not the solution. For something that is primarily busy doing dropoff/pickup having lights all day slows down traffic. Also, clearing traffic from the school lines gets delayed further causing issues with kid dropoff/pickup.	11/6/2025
5	0	This is a way that the busses can have the traffic stop so they can get out on 11. Since there is no other way traffic will stop or slow down to allow busses to get out.	11/6/2025

Map ID 13	Ideas and Opportunities
Citizen Category: Student/Teacher/Parent	Roundabouts
1 0	Has this been discussed with the bus drivers to see if they will find a significant improvement in how fast they get out onto 11 or do they still think with it being a bus it will still take longer with the traffic coming from their left. 11/11/2025
0 0	I feel like a round about will still present an issue with exiting out from the school. With everone exiting to the right and a stedy flow of cars from the left, it will be difficult to know if the oncoming cars from the left will be going into the school or continuing east on cty rd 11. This will create hesitency with drivers exiting from the school therefore creating a backup. 11/13/2025

Map ID 14	Ideas and Opportunities
Citizen Category: Student/Teacher/Parent	Roundabouts
1 0	Give the bank and storage site a dedicated turn left turn lane. We are already making changes to the road adding this is just utilizing space that would be wasted currently. 11/6/2025
2 0	these round abouts do not improve the congestion for parents and school busses. 11/6/2025

Appendix G: Benefit Cost Analysis

Opinion of Probable Cost - Preliminary Cost Estimate

CSAH 11 Site Circulation Study: Roundabout Entrances

Crow Wing County, MN

12/15/2025

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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	16,360	$ 11.00	$ 180,000
	EXCAVATION - COMMON	CY	19,620	$ 17.00	$ 333,600
	COMMON EMBANKMENT (CV)	CY	1,670	$ 10.00	$ 16,700
	AGGREGATE BASE (CV) CLASS 5	CY	3,850	$ 39.00	$ 150,200
	SELECT GRANULAR EMBANKMENT (CV)	CY	7,770	$ 30.00	$ 233,100
	CONCRETE PAVEMENT 8.0"	SY	1,000	$ 141.00	$ 141,000
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	5,120	$ 124.00	$ 634,900
	CURB AND GUTTER B624	LF	10,810	$ 30.00	$ 324,300
	4" CONCRETE SIDEWALK	SF	37,030	$ 9.00	$ 333,300
	Subtotal				$ 2,347,000
	All Roadway Construction Subtotal				**$ 2,347,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	LIGHTING	LS	1	$ 200,000.00	$ 200,000
(4)	URBAN DRAINAGE	LS	1	$ 470,000.00	$ 470,000
	Subtotal				$ 670,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 150,900
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 60,400
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 90,600
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 150,900
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 75,500
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 150,900
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 603,400
	Subtotal				$ 1,283,000
				Construction Cost (2027 Dollars)	$ 4,300,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ 80,000
				Engineering Cost (2027 Dollars)	$ 860,000
				Total Cost (2027 Dollars)	**$ 5,240,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
4. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

CSAH 11 Site Circulation Study: West Roundabout

Crow Wing County, MN

12/15/2025

BOLTON & MENK
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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	10,260	$ 11.00	$ 112,900
	EXCAVATION - COMMON	CY	11,430	$ 17.00	$ 194,400
	COMMON EMBANKMENT (CV)	CY	1,670	$ 10.00	$ 16,700
	AGGREGATE BASE (CV) CLASS 5	CY	2,330	$ 39.00	$ 90,900
	SELECT GRANULAR EMBANKMENT (CV)	CY	4,790	$ 30.00	$ 143,700
	CONCRETE PAVEMENT 8.0"	SY	600	$ 141.00	$ 84,600
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	3,090	$ 124.00	$ 383,200
	CURB AND GUTTER B624	LF	4,820	$ 30.00	$ 144,600
	4" CONCRETE WALK	SF	22,100	$ 9.00	$ 198,900
	Subtotal				$ 1,370,000
	All Roadway Construction Subtotal				**$ 1,370,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	LIGHTING	LS	1	$ 100,000.00	$ 100,000
(4)	URBAN DRAINAGE	LS	1	$ 270,000.00	$ 270,000
	Subtotal				$ 370,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 87,000
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 34,800
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 52,200
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 87,000
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 43,500
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 87,000
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 348,000
	Subtotal				$ 740,000
				Construction Cost (2027 Dollars)	$ 2,480,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ 60,000
				Engineering Cost (2027 Dollars)	$ 500,000
				Total Cost (2027 Dollars)	**$ 3,040,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.

Opinion of Probable Cost - Preliminary Cost Estimate

CSAH 11 Site Circulation Study: East Roundabout

Crow Wing County, MN

12/15/2025

BOLTON & MENK
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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	7,640	$ 11.00	$ 84,100
	EXCAVATION - COMMON	CY	8,740	$ 17.00	$ 148,600
	COMMON EMBANKMENT (CV)	CY	1,670	$ 10.00	$ 16,700
	AGGREGATE BASE (CV) CLASS 5	CY	1,830	$ 39.00	$ 71,400
	SELECT GRANULAR EMBANKMENT (CV)	CY	3,460	$ 30.00	$ 103,800
	CONCRETE PAVEMENT 8.0"	SY	400	$ 141.00	$ 56,400
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	2,390	$ 124.00	$ 296,400
	CURB AND GUTTER B624	LF	4,440	$ 30.00	$ 133,200
	4" CONCRETE WALK	SF	20,650	$ 9.00	$ 185,900
	Subtotal				$ 1,097,000
	All Roadway Construction Subtotal				**$ 1,097,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	LIGHTING	LS	1	$ 100,000.00	$ 100,000
(4)	URBAN DRAINAGE	LS	1	$ 220,000.00	$ 220,000
	Subtotal				$ 320,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 70,900
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 28,400
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 42,600
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 70,900
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 35,500
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 70,900
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 283,400
	Subtotal				$ 603,000
				Construction Cost (2027 Dollars)	$ 2,020,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ 30,000
				Engineering Cost (2027 Dollars)	$ 400,000
				Total Cost (2027 Dollars)	**$ 2,450,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.

CSAH 11 Site Circulation Study: Signal Entrances

Crow Wing County, MN

12/15/2025

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTE 1)					
	COMMON EMBANKMENT (CV)	CY	3,080	$ 10.00	$ 30,800
	AGGREGATE BASE (CV) CLASS 5	CY	210	$ 39.00	$ 8,200
	4" CONCRETE SIDEWALK	SF	16,760	$ 9.00	$ 150,900
	Subtotal				$ 190,000
	All Roadway Construction Subtotal				**$ 190,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	TRAFFIC SIGNAL SYSTEM	LS	2	$ 550,000.00	$ 1,100,000
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(2)	RURAL DRAINAGE	LS	1	$ 20,000.00	$ 20,000
	Subtotal				$ 1,320,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 75,500
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 30,200
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 45,300
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 75,500
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 37,800
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 75,500
	CONTINGENCY FOR MISSING ITEMS	15%		of all roadway	$ 226,500
	Subtotal				$ 566,000
				Construction Cost (2027 Dollars)	$ 2,100,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 400,000
				Total Cost (2027 Dollars)	**$ 2,500,000**

Notes:

1. Sidewalk pavement section assumed is 4 inch concrete pavement and 4 inch aggregate base
2. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

CSAH 11 Site Circulation Study: One Way School Loop Entrance

Crow Wing County, MN

12/15/2025

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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTE 1)					
	REMOVE BITUMINOUS PAVEMENT	SY	2,610	$ 11.00	$ 28,800
	EXCAVATION - COMMON	CY	1,310	$ 17.00	$ 22,300
	AGGREGATE BASE (CV) CLASS 5	CY	200	$ 39.00	$ 7,800
	SELECT GRANULAR EMBANKMENT (CV)	CY	800	$ 30.00	$ 24,000
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	290	$ 124.00	$ 36,000
	CURB AND GUTTER B412	LF	280	$ 30.00	$ 8,400
	Subtotal				$ 127,000
	All Roadway Construction Subtotal				**$ 127,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(2)	URBAN DRAINAGE	LS	1	$ 30,000.00	$ 30,000
	Subtotal				$ 30,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 7,900
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	5%		of all roadway	$ 7,900
	SIGNING & PAVEMENT MARKINGS	10%		of all roadway	$ 15,700
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 7,900
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 4,000
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 7,900
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 31,400
	Subtotal				$ 83,000
				Construction Cost (2027 Dollars)	$ 240,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 50,000
				Total Cost (2027 Dollars)	**$ 290,000**

Notes:

1. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
2. Storm sewer cost is 20% of pavement construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

CSAH 11 Site Circulation Study: Raised Concrete Gore West Intersection

Crow Wing County, MN

12/15/2025

BOLTON & MENK
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Item		Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	740	$ 11.00	$ 8,200
	AGGREGATE BASE (CV) CLASS 5	CY	260	$ 37.00	$ 9,700
	SELECT GRANULAR EMBANKMENT (CV)	CY	510	$ 29.00	$ 14,800
	CURB AND GUTTER B624	LF	590	$ 29.00	$ 17,200
	24" SOLID LINE PAINT GR IN (WR)	LF	40	$ 13.00	$ 600
	4" CONCRETE MEDIAN	SF	2,500	$ 8.00	$ 20,000
	Subtotal				$ 108,000
	All Roadway Construction Subtotal				**$ 108,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
	Subtotal				$ -
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 5,400
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 2,200
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 3,300
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 5,400
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 2,700
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 5,400
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 21,600
	Subtotal				$ 46,000
				Construction Cost (2026 Dollars)	$ 154,000
				Anticipated Right-of-Way Cost (2026 Dollars)	$ -
				Engineering Cost (2026 Dollars)	$ 31,000
				Total Cost (2026 Dollars)	**$ 185,000**

Notes:

1. Assume 14' wide concrete gore area
2. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.

CSAH 11 Site Circulation Study: Raised Concrete Gore East Intersection

Crow Wing County, MN

12/15/2025

BOLTON & MENK
Real People. Real Solutions.

Item		Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	740	$ 11.00	$ 8,200
	AGGREGATE BASE (CV) CLASS 5	CY	410	$ 37.00	$ 15,200
	SELECT GRANULAR EMBANKMENT (CV)	CY	820	$ 29.00	$ 23,800
	CURB AND GUTTER B624	LF	590	$ 29.00	$ 17,200
	24" SOLID LINE PAINT GR IN (WR)	LF	40	$ 13.00	$ 600
	4" CONCRETE MEDIAN	SF	2,500	$ 8.00	$ 20,000
	Subtotal				$ 164,000
	All Roadway Construction Subtotal				**$ 164,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
	Subtotal				$ -
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 8,200
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 3,300
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 5,000
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 8,200
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 4,100
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 8,200
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 32,800
	Subtotal				$ 70,000
				Construction Cost (2026 Dollars)	$ 234,000
				Anticipated Right-of-Way Cost (2026 Dollars)	$ -
				Engineering Cost (2026 Dollars)	$ 47,000
				Total Cost (2026 Dollars)	**$ 281,000**

Notes:

1. Assume 14' wide concrete gore area
2. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
3. 250' Northbound Right Turn Lane assumed

CMF / CRF Details

CMF ID: 211

Conversion of stop-controlled intersection into single-lane roundabout

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Intersection geometry

Study: ***Observational Before-After Study of the Safety Effect of U.S. Roundabout Conversions Using the Empirical Bayes Method*****, Persaud et al., 2001**

Star Quality Rating:	

Crash Modification Factor (CMF)	
Value:	0.18
Adjusted Standard Error:	0.16
Unadjusted Standard Error:	0.09

Crash Reduction Factor (CRF)	
Value:	82 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	16
Unadjusted Standard Error:	9

Applicability

Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Rural
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	2

Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 229

Convert intersection with minor-road stop control to modern roundabout

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Intersection geometry

Study: ***NCHRP Report 572: Applying Roundabouts in the United States,*** **Rodegerdts et al., 2007**

Star Quality Rating:	★★★☆☆

Crash Modification Factor (CMF)	
Value:	0.29
Adjusted Standard Error:	0.05
Unadjusted Standard Error:	0.04

Crash Reduction Factor (CRF)	
Value:	71 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	5

Unadjusted Standard Error:	4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	1
Road Division Type:	
Speed Limit:	
Area Type:	Rural
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed from "convert two-way stop-controlled intersection to roundabout" to match HSM

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 7983

Install a traffic signal

Description:

Prior Condition: Intersections with a stop sign on minor roads

Category: Intersection traffic control

Study: *Safety Evaluation of Signal Installation With and Without Left Turn Lanes on Two Lane Roads in Rural and Suburban Areas*, Srinivasan et al., 2014

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.639
Adjusted Standard Error:	
Unadjusted Standard Error:	0.033

Crash Reduction Factor (CRF)	
Value:	36.1 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	3.3

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	2
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Not specified
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	2480 to 18025 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	746 to 6829 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	1992 to 2012
Municipality:	
State:	NC

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-10-2016
Comments:	The CMF was developed for both rural and suburban areas.

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 8499

CMF Name: Change right-turn lane geometry to increase line of sight (approach

Description: Changes made to study approaches include: sharpening the flat ap

Prior Condition: Traditional right-turn lane design

Category: Intersection geometry

Study ID: *Effectiveness Evaluation of a Modified Right-Turn Lane Design at Intersections*, Schattler et al. 2016

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.404
Adjusted Standard Error:	
Unadjusted Standard Error:	0.113

Crash Reduction Factor	
Value:	59.6
Adjusted Standard Error:	
Unadjusted Standard Error:	11.27

Applicability	
Crash Type:	Right turn
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	25
Maximum Speed Limit:	45
Speed Unit:	mph
Speed Limit Comment:	
Area Type:	
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	Other
Intersection Geometry:	No values chosen.
Traffic Control:	Other
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2003 to 2014
Municipality:	
State:	IL
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	161 crashes before, 45 crashes after
Sample Size (sites):	7 sites before, 7 sites after
Sample Size (site-years):	**site-years before, 21 site-years after**

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Mar 13, 2017
Comments:	CMF applies only to treated approaches. Intersection AADT ranges from 15,558 to 29,992. CMF applies to both stop-controlled and signalized intersections. Roadway/roadway both interchange and not-interchange related.

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Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**	3	**County**	Crow Wing
Begin RP		**End RP**		**Miles**	
Location	East and West access at Eagle View Elementary				

B. Project Description

Proposed Work	Install single lane roundabout (dual roundabout alternative and west roundabout alternative)		
Project Cost*		**Installation Year**	2027
Project Service Life	20 years	**Traffic Growth Rate**	0.500%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

	Fatal (K) Crashes	**Reference**	CMF ID 229
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	PDO
	Possible Injury (C) Crashes		
0.29	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	CMF ID 211
0.18	**Serious Injury (A) Crashes**		
0.18	**Moderate Injury (B) Crashes**	**Crash Type**	A,B,C
0.18	**Possible Injury (C) Crashes**		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2024	5 years
Data Source	MnDOT			

Crash Severity	PDO	A,B,C
K crashes		
A crashes		
B crashes		1
C crashes		
PDO crashes	1	

F. Benefit-Cost Calculation

$1,028,482	**Benefit (present value)**
$0	**Cost**

B/C Ratio = N/A

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$16,500,000
A crashes	$1,700,000
B crashes	$380,000
C crashes	$180,000
PDO crashes	$18,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate:	3.1%	**Revised**
Traffic Growth Rate:	0.500%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.82	0.16	$62,286
C crashes	0.00	0.00	$0
PDO crashes	0.71	0.14	$2,555
			$64,840

H. Amortized Benefit

Year	Crash Benefits	Present Value
2027	$64,840	$64,840
2028	$65,165	$63,205
2029	$65,490	$61,611
2030	$65,818	$60,058
2031	$66,147	$58,543
2032	$66,478	$57,067
2033	$66,810	$55,628
2034	$67,144	$54,225
2035	$67,480	$52,857
2036	$67,817	$51,524
2037	$68,156	$50,225
2038	$68,497	$48,958
2039	$68,840	$47,724
2040	$69,184	$46,520
2041	$69,530	$45,347
2042	$69,877	$44,204
2043	$70,227	$43,089
2044	$70,578	$42,002
2045	$70,931	$40,943
2046	$71,286	$39,910
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $1,028,482

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**	3	**County**	Crow Wing
Begin RP		**End RP**		**Miles**	
Location	East and West access at Eagle View Elementary				

B. Project Description

Proposed Work	Install signal (dual roundabout alternative and west roundabout alternative)		
Project Cost*		**Installation Year**	2027
Project Service Life	20 years	**Traffic Growth Rate**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.33	**Fatal (K) Crashes**	**Reference**	CMF ID: 323
0.33	**Serious Injury (A) Crashes**		
0.33	**Moderate Injury (B) Crashes**	**Crash Type**	Angle
0.33	**Possible Injury (C) Crashes**		
0.33	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2024	5 years
Data Source	MnDOT			

Crash Severity	Angle	< optional 2nd CMF >
K crashes		
A crashes		
B crashes	1	
C crashes		
PDO crashes	1	

F. Benefit-Cost Calculation

$845,474	**Benefit (present value)**	**B/C Ratio = N/A**
$0	**Cost**	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$16,500,000
A crashes	$1,700,000
B crashes	$380,000
C crashes	$180,000
PDO crashes	$18,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate:	3.1%	**Revised**
Traffic Growth Rate:	0.500%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.67	0.13	$50,892
C crashes	0.00	0.00	$0
PDO crashes	0.67	0.13	$2,411
			$53,303

H. Amortized Benefit

Year	Crash Benefits	Present Value
2027	$53,303	$53,303
2028	$53,569	$51,959
2029	$53,837	$50,648
2030	$54,106	$49,371
2031	$54,377	$48,126
2032	$54,649	$46,912
2033	$54,922	$45,729
2034	$55,197	$44,576
2035	$55,473	$43,452
2036	$55,750	$42,356
2037	$56,029	$41,288
2038	$56,309	$40,247
2039	$56,590	$39,232
2040	$56,873	$38,242
2041	$57,158	$37,278
2042	$57,443	$36,338
2043	$57,731	$35,422
2044	$58,019	$34,528
2045	$58,309	$33,658
2046	$58,601	$32,809
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $845,474

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**	3	**County**	Crow Wing
Begin RP		**End RP**		**Miles**	
Location	East access to Eagle View Elementary (part of proposed one way loop alternative)				

B. Project Description

Proposed Work	Install single lane roundabout		
Project Cost*		**Installation Year**	2027
Project Service Life	20 years	**Traffic Growth Rate**	0.500%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

	Fatal (K) Crashes	**Reference**	CMF ID 229
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	PDO
	Possible Injury (C) Crashes		
0.29	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2024	5 years
Data Source	MnDOT			

Crash Severity	PDO	< optional 2nd CMF >
K crashes		
A crashes		
B crashes		
C crashes		
PDO crashes	1	

F. Benefit-Cost Calculation

$40,521	**Benefit (present value)**
$0	**Cost**

B/C Ratio = N/A

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$16,500,000
A crashes	$1,700,000
B crashes	$380,000
C crashes	$180,000
PDO crashes	$18,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate:	3.1%	**Revised**
Traffic Growth Rate:	0.500%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	0.71	0.14	$2,555
			$2,555

H. Amortized Benefit

Year	Crash Benefits	Present Value
2027	$2,555	$2,555
2028	$2,567	$2,490
2029	$2,580	$2,427
2030	$2,593	$2,366
2031	$2,606	$2,306
2032	$2,619	$2,248
2033	$2,632	$2,192
2034	$2,645	$2,136
2035	$2,659	$2,082
2036	$2,672	$2,030
2037	$2,685	$1,979
2038	$2,699	$1,929
2039	$2,712	$1,880
2040	$2,726	$1,833
2041	$2,739	$1,787
2042	$2,753	$1,742
2043	$2,767	$1,698
2044	$2,781	$1,655
2045	$2,795	$1,613
2046	$2,809	$1,572
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $40,521

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**	3	**County**	Crow Wing
Begin RP		**End RP**		**Miles**	
Location	East access to Eagle View Elementary (part of proposed one way loop alternative)				

B. Project Description

Proposed Work	Install signal		
Project Cost*		**Installation Year**	2027
Project Service Life	20 years	**Traffic Growth Rate**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.33	**Fatal (K) Crashes**	**Reference**	CMF ID: 323
0.33	**Serious Injury (A) Crashes**		
0.33	**Moderate Injury (B) Crashes**	**Crash Type**	Angle
0.33	**Possible Injury (C) Crashes**		
0.33	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2024	5 years
Data Source	MnDOT			

Crash Severity	Angle	< optional 2nd CMF >
K crashes		
A crashes		
B crashes		
C crashes		
PDO crashes	1	

F. Benefit-Cost Calculation

$38,238	**Benefit (present value)**
$0	**Cost**

B/C Ratio = N/A

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$16,500,000
A crashes	$1,700,000
B crashes	$380,000
C crashes	$180,000
PDO crashes	$18,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate:	3.1%	**Revised**
Traffic Growth Rate:	0.500%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	0.67	0.13	$2,411
			$2,411

H. Amortized Benefit

Year	Crash Benefits	Present Value
2027	$2,411	$2,411
2028	$2,423	$2,350
2029	$2,435	$2,291
2030	$2,447	$2,233
2031	$2,459	$2,177
2032	$2,472	$2,122
2033	$2,484	$2,068
2034	$2,496	$2,016
2035	$2,509	$1,965
2036	$2,521	$1,916
2037	$2,534	$1,867
2038	$2,547	$1,820
2039	$2,559	$1,774
2040	$2,572	$1,730
2041	$2,585	$1,686
2042	$2,598	$1,643
2043	$2,611	$1,602
2044	$2,624	$1,562
2045	$2,637	$1,522
2046	$2,650	$1,484
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $38,238

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**	3	**County**	Crow Wing
Begin RP		**End RP**		**Miles**	
Location	CSAH 11				

B. Project Description

Proposed Work	Change Right Turn Lane Geometry to Increase Line of Sight		
Project Cost*		**Installation Year**	2026
Project Service Life	20 years	**Traffic Growth Rate**	0.500%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.40	**Fatal (K) Crashes**	**Reference**	CMF ID 8499
0.40	**Serious Injury (A) Crashes**		
0.40	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.40	**Possible Injury (C) Crashes**		
0.40	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2024	5 years
Data Source	MnDOT			

Crash Severity	**All**	**< optional 2nd CMF >**
K crashes		
A crashes		
B crashes		
C crashes		
PDO crashes	1	

F. Benefit-Cost Calculation

$34,015	**Benefit (present value)**
$0	**Cost**

B/C Ratio = N/A

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$16,500,000
A crashes	$1,700,000
B crashes	$380,000
C crashes	$180,000
PDO crashes	$18,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate:	3.1%	**Revised**
Traffic Growth Rate:	0.500%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	0.60	0.12	$2,144
			$2,144

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$2,144	$2,144
2027	$2,155	$2,090
2028	$2,166	$2,038
2029	$2,177	$1,986
2030	$2,188	$1,936
2031	$2,199	$1,887
2032	$2,210	$1,840
2033	$2,221	$1,793
2034	$2,232	$1,748
2035	$2,243	$1,704
2036	$2,254	$1,661
2037	$2,265	$1,619
2038	$2,277	$1,578
2039	$2,288	$1,539
2040	$2,300	$1,500
2041	$2,311	$1,462
2042	$2,323	$1,425
2043	$2,334	$1,389
2044	$2,346	$1,354
2045	$2,358	$1,320
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $34,015

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Highway and Engineering	Timothy Bray
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Award Contract for Contract No. 26008 for Projects CP 18-200-140 and CP 18-300-48

PREVIOUS ACTION:

04/08/25 - Crow Wing County 2025-2029 Highway Improvement Plan adopted by the County Board.

12/16/25 - Resolution authorizing advertising for bids.

COMMENTS:

The bid summary is attached. Three bids were received, and Asphalt Surface Technologies Corporation was the low bidder at $664,146.77. The engineer's estimate was $754,902.65. Construction is expected to begin on or after June 8, 2026, and be completed by August 7, 2026.

RECOMMENDED BOARD ACTION:

Authorize entering into a contract between Asphalt Surface Technologies Corporation and Crow Wing County in the amount of $664,146.77 for Projects CP 18-200-140 and CP 18-300-48 (2026 Bituminous Seal Coat on CSAH 36, CR 142, and roads in the First Assessment District (FAD), City of Lake Shore, City of Crosslake, Fairfield Township, & Ross Lake Township) and authorize the Chair of the County Board and County Administrator to sign said contract subject to review by the County Attorney.

Approximate length of presentation:

Contract 2026 Seal Coat - Bid Summary

Report Date	Contract Name	Contract Number	Local	Release Date	Bid opening
2026-03-18	2026 Seal Coat	26008	CP 18-200-140	2/21/2026, 12:00 AM	Mar 18, 2026, 8:00 AM

Bid Abstract Summary

Bid Name	Total	% Over/Under Estimate
Engineer's Estimate	$754,902.65	
Asphalt Surface Technologies Corp.	$664,146.77	12.02% UNDER
Allied Blacktop Company	$758,747.23	0.51% OVER
Morris Sealcoat & Trucking, Inc.	$759,928.21	0.67% OVER

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Sheriff	Jessica Turner
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Second Assessment First Responder Coverage

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:
Approve first responder coverage of the Second Assessment District area be provided by Ross Lake First Responders.

Approximate length of presentation:

March 24th, 2026

To: Ross Lake First Responders and CWC 911 Operations Lt Turner,

This letter serves as formal confirmation that Crow Wing County approves the request for Ross Lake First Responders to provide coverage for the designated Second Assessment response area.

The County Board has reviewed the proposed adjustment to the response coverage area and supports this change based on operational efficiency, proximity considerations, and overall service effectiveness. We understand that this modification is intended to enhance response times and better align coverage with geographic boundaries.

Accordingly, Crow Wing County authorizes Ross Lake First Responders to assume responsibility for the identified Second Assessment area as outlined.

If additional documentation or clarification is needed, please do not hesitate to contact our office.

Sincerely, Rosemary
Franzen County
Board Chair Crow
Wing County

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Administration — Deborah A. Erickson

ORIGINATING DEPARTMENT — PRESENTER

AGENDA ITEM: 2027 Fire Assessment Calculations

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:

Approximate length of presentation:

MEMO

TO: FAB Members

FROM: Finance Director Connie Hillman

DATE: February 25, 2026

RE: 2027 Fire Assessment Calculation

The amount that each partner of the fire service district will pay needs to be calculated by March 1st for the following year since townships set their levy in March for the following year. The calculation is attached to this memo.

The factors that are included in the cost to be allocated, as well as how the cost is to be allocated, are detailed in the Fire Protection Agreements between the City of Brainerd and the Contractee (i.e. surrounding cities and townships).

Total Cost Calculation

The total fire protection cost that is to be allocated among the contractee areas is:

- The amount budgeted for fire department operations.
  - For the 2027 assessment calculation, this is the 2026 adopted budget. The 2026 budget again includes $167,000 in capital funding, in addition to the amount included below for equipment replacement. Total budget amount for 2027 assessment is **$1,172,090**.

- An amount for equipment replacement, capital expenditures and major equipment repair.
  - For the 2027 assessment calculation, and as historically done, this amount is a 5% increase over the amount from the 2026 assessment ($139,298 * 5% = **$146,263**).

- Depreciation of buildings. This represents the cost of using the building for the year to house equipment and staff – this is like rent.
  - For 2027 assessment it is **$63,405** and is the same amount as previous years.

- Amount for debt.
  - For the 2027 assessment, we are in year 8 of 10 for the debt issued for the ladder truck in 2020. This is the only outstanding debt issue for fire equipment and is **$72,177**.

The total of the above 4 cost components equals ***$1,453,935*** and is a $24,005 increase over the 2026 assessment cost.

Factors to Allocate the Total Cost

To determine each Contractee's share of the total cost for the year, the following factors are used:

- The specific governmental unit's average number of calls for service in the last five calendar years, excluding car accident calls. This carries a 30% weight in the overall formula.
    - For the 2027 assessment calculation, this is the average number of runs for calendar years 2021-2025.

- Population as provided by the MN State Demographer's Office. This carries a 30% weight in the overall formula.
    - For the 2027 assessment calculation, the most recent population data available on the State Demographer's website was as of 2024.

- Total market of buildings excluding tax exempt property as determined by the Crow Wing County Assessor. This carries a 30% weight in the overall formula.
    - For the 2027 assessment, this is the 2025 assessment value used for taxes payable in 2026.

- Total market value of tax-exempt property as determined by the Crow Wing County Assessor. This value is updated every 6 years. This carries a 10% weight in the overall formula.
    - For the 2027 assessment, this is 2022 assessment value.

Using Brainerd as an example, the overall percentage share is 42.436200% and was calculated by:

# of Calls (52.20% * 30%)	15.660981%
Population (40.37% * 30%)	12.111212%
Building Value (24.74% * 30%)	7.422278%
Tax Exempt (72.42% * 10%)	7.241729%
Total % of Cost	**42.436200%**

The total percentage of cost is then applied to the total cost calculation to get the Contractee's cost. For Brainerd this is $616,995 ($1,453,935 * 42.436200%).

Why does the Contractee's cost change

There are three reasons the cost can change each year:

1. Change to service area. There has been no change for assessment year 2027.

2. Change in the amount of cost increased or decreased. For assessment year 2027, the cost increased $24,005. If there were no changes to the factors used to allocate the cost, the increased cost would have been allocated as follows:

	Change Due to Cost
BRAINERD	$10,231
BAXTER	$6,367
CROW WING	$1,120
LONG LAKE	$648
NOKAY LAKE	$468
OAK LAWN	$1,070
ST. MATHIAS	$303
UNORGANIZED	$3,798
TOTAL	$24,005

3. Change to the factors used to allocate the overall cost. The factors change every year as well. Following is the impact that each one of the factors had on the 2027 assessment.

	# of Runs	Population	Taxable EMV	Tax Exmpt	Total Change
BRAINERD	($743)	($356)	($1,575)	$0	($2,675)
BAXTER	$2,706	($84)	($2,079)	$0	$542
CROW WING	($1,012)	($36)	($1,289)	$0	($2,337)
LONG LAKE	$119	($206)	$929	$0	$842
NOKAY LAKE	($261)	($114)	$501	$0	$127
OAK LAWN	($1,070)	$146	$861	$0	($64)
ST. MATHIAS	$97	$28	$327	$0	$451
UNORGANIZED	$165	$621	$2,326	$0	$3,112
TOTAL	($0)	$0	$0	$0	($0)

So putting it all together, each contractee's share of the 2027 assessment compared to the 2026 assessment is as follows:

	2027 ASSESSMENT	2026 ASSESSMENT	DIFFERENCE	% incr
BRAINERD	$616,994.76	$609,438.33	$7,556.43	1.24%
BAXTER	$386,166.84	$379,257.82	$6,909.02	1.82%
CROW WING	$65,510.59	$66,727.40	($1,216.81)	-1.82%
LONG LAKE	$40,083.12	$38,592.90	$1,490.22	3.86%
NOKAY LAKE	$28,499.24	$27,903.56	$595.68	2.13%
OAK LAWN	$64,773.15	$63,766.37	$1,006.78	1.58%
ST. MATHIAS	$18,778.41	$18,024.39	$754.02	4.18%
UNORGANIZED	$233,128.88	$226,219.23	$6,909.65	3.05%
TOTAL	$1,453,934.99	$1,429,930.00	$24,004.99	1.68%

CITY OF BRAINERD FIRE SERVICE DISTRICTS - PAYMENT CALCULATION FOR 2027 ASSESSMENT

2026 FIRE DEPT BUDGET, INCLUDING PAID ON-CALL AND PENSION	$1,172,090
CAPITAL EQUIPMENT FUND - is a 5% increase over 2026 Assessment	$146,263
BUILDINGS ONLY DEPRECIATION	$63,405
DEBT SERVICE FOR LADDER TRUCK - Year 8 of 10	$72,177
TOTAL AMOUNT USED FOR CALCULATION	**$1,453,935**

	5 YR AV # OF RUNS ('21 -'25)	30% % OF # OF RUNS	2024 POPULATION	30% % OF POP	(Asst '25 pay '26) VALUE OF BUILDINGS	30% % OF VALUE OF BLDGS	(Assessment '22) VALUE OF TAX EXEMPT BLDGS	10% % OF VALUE TAX EX BLDGS	% OF BUDGET	FUNDING SHARE
BRAINERD	293.80	52.20%	14,680	40.37%	874,925,174	24.74%	$414,179,400	72.42%	42.436200%	$616,994.76
BAXTER	142.00	25.23%	8,902	24.48%	1,106,496,787	31.29%	$129,243,800	22.60%	26.560117%	$386,166.84
CROW WING	19.00	3.38%	2,214	6.09%	194,582,007	5.50%	$896,000	0.16%	4.505744%	$65,510.59
LONG LAKE	10.20	1.81%	1,148	3.16%	148,098,592	4.19%	$553,400	0.10%	2.756872%	$40,083.12
NOKAY LAKE	8.00	1.42%	909	2.50%	89,734,807	2.54%	$1,287,900	0.23%	1.960146%	$28,499.24
OAK LAWN	23.20	4.12%	1,813	4.99%	178,521,049	5.05%	$11,904,600	2.08%	4.455024%	$64,773.15
ST. MATHIAS	4.40	0.78%	631	1.74%	59,788,013	1.69%	$1,671,800	0.29%	1.291558%	$18,778.41
UNORGANIZED	62.20	11.05%	6,066	16.68%	884,201,282	25.00%	$12,197,500	2.13%	16.034340%	$233,128.88
TOTAL	**562.80**	**100.00%**	**36,363**	**100.00%**	**3,536,347,711**	**100.00%**	**$571,934,400**	**100.00%**	**100.000000%**	**$1,453,934.99**
Last Year's Information	**526.60**		**36,265**		**3,442,400,052**		**$571,934,400**			**$1,429,930.00**
% Change	**6.87%**		**0.27%**		**2.73%**		**0.00%**			**1.68%**

	2027 ASSESSMENT	2026 ASSESSMENT	DIFFERENCE	% incr
BRAINERD	$616,994.76	$609,438.33	$7,556.43	1.24%
BAXTER	$386,166.84	$379,257.82	$6,909.02	1.82%
CROW WING	$65,510.59	$66,727.40	($1,216.81)	-1.82%
LONG LAKE	$40,083.12	$38,592.90	$1,490.22	3.86%
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OAK LAWN	$64,773.15	$63,766.37	$1,006.78	1.58%
ST. MATHIAS	$18,778.41	$18,024.39	$754.02	4.18%
UNORGANIZED	$233,128.88	$226,219.23	$6,909.65	3.05%
TOTAL	$1,453,934.99	$1,429,930.00	$24,004.99	1.68%

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Highway and Engineering	Timothy Bray
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Transfer First Assessment District (FAD) Funds to Highway Fund

PREVIOUS ACTION:

Annually, the Crow Wing County Board of Commissioners approves a transfer for costs incurred from the FAD Fund to the Highway Fund for administration, construction, and maintenance.

COMMENTS:

The service costs breakdown for the transfer amount of $130,587.27 is as follows.

- Administration - $66,932.51
- Construction - $29,039.15
- Maintenance - $34,615.61

The administration costs are calculated by utilizing the administrative salaries (less the County Engineer's salary) multiplied by the ratio of FAD road mileage divided by the total County Road mileage maintained.

RECOMMENDED BOARD ACTION:

Approve a transfer of funds in the amount of $130,587.27 for administration, construction, and maintenance costs incurred for 2025 from the FAD Fund to the Highway Fund.

Approximate length of presentation:

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Highway and Engineering	Timothy Bray
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Transfer Second Assessment District (SAD) Funds to Highway Fund

PREVIOUS ACTION:

Annually, the Crow Wing County Board of Commissioners approves a transfer for costs incurred from the SAD Fund to the Highway Fund for administration, construction, and maintenance.

COMMENTS:

RECOMMENDED BOARD ACTION:

Approve a transfer of funds in the amount of $7,687.46 for administration, construction, and maintenance costs incurred for 2025 from the SAD Fund to the Highway Fund.

Approximate length of presentation:

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Administration	James Kramvik
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Brainerd Orderly Annexation

PREVIOUS ACTION:
02/10/2026 - James Kramvik, Community Development Director from the City of Brainerd spoke at the Committee of the Whole meeting regarding the Brainerd Orderly Annexation of properties in the First Assessment District into the municipal boundaries of the City of Brainerd.

COMMENTS:

RECOMMENDED BOARD ACTION:
Adopt Resolution (attached): Brainerd Orderly Annexation, as outlined in the attached documents

Approximate length of presentation:

City Council
Agenda Request

MEETING DATE: March 2, 2026

TITLE OF ITEM: Resolution - Orderly Annexation Agreement (Added Attachments)

AGENDA: Main

ACTION REQUESTED: Adopt Resolution

SUBMITTED BY: James Kramvik, Community Development Director, Jessie Dehn, City Engineer, Connie Hillman, Finance Director, Paul Sandy, Public Utilities Director

DEPARTMENT: Community Development

PRESENTER: James Kramvik, Community Development Director, Jessie Dehn, City Engineer, Connie Hillman, Finance Director, Paul Sandy, Public Utilities Director

ESTIMATED TIME (MIN): 30 min

SUMMARY OF ISSUE

City Council held a public hearing at the February 17th City Council meeting and considered an orderly annexation agreement designating an area for orderly annexation for properties adjacent to and near Riverside Drive. City Council heard public testimony and delayed a decision on the agreement. City Council directed staff to research and provide additional information based on the questions asked by the public at the meeting and for staff to bring the agenda item back to the March 2nd City Council meeting for consideration. Additional information has been provided in the attached memo.

ALTERNATIVE, OPTIONS, EFFECTS ON OTHERS/COMMENTS

See Memo

RECOMMENDED ACTION/MOTION

Motion to approve the attached resolution (orderly annexation agreement) as presented.

FINANCIAL IMPACT

N/A

M E M O

TO: Mayor and City Council

FROM: James Kramvik, Community Development Director
Jessie Dehn, City Engineer
Connie Hillman, Finance Director
Paul Sandy, Public Utilities Director

DATE: March 2nd, 2026

RE: Orderly Annexation Agreement Memo

INTRODUCTION

City Council held a public hearing at the February 17th City Council meeting and considered an orderly annexation agreement designating an area for orderly annexation for properties adjacent to and near Riverside Drive. City Council heard public testimony and delayed a decision on the agreement. City Council directed staff to research and provide additional information based on the questions asked by the public at the meeting and for staff to bring the agenda item back to the March 2nd City Council meeting for consideration. The following is a summary of the questions asked at the public hearing and comments made by the property owners:

1) Public Questions:
    a. The projected change in our property value. Will our property be reassessed?
    b. Projected annual property taxes and any additional City taxes, fees or assessments that would apply.
    c. Estimated costs of required utility connections.
    d. What zoning classification will our property receive?
    e. Would any new building codes, inspections or regulatory requirements apply upon annexation?
    f. Long term infrastructure or development plans affecting the area.
    g. Will eminent domain risks increase?
    h. Can the City explain how the annexation benefits property owners?
    i. How are properties on lakeshore i.e. Gilbert Lake handled differently from Crow Wing County?
    j. Ashmun Road – Additional costs to extend services on Ashmun Road i.e. lift stations. Who pays and how much do homeowners pay?
    k. Impact of annexation on the lake.
    l. A property owner owns a large vacant parcel abutting her City parcel with her home. Is it still possible to bow hunt if annexed into the City?

m. A vacant parcel has 5 possible hookups to city sewer and water, but she will never hook up to these. Does she still get assessed for those?
n. Pikula 15137 Riverside Dr PID 99340594 – not abutting Riverside 640' away. Easement on property. Why is his property included in this annexation?

2) Public Comments:
   a. The public was opposed to the annexation and have concerns about the impact it may have on our property rights, tax obligation, land use, and overall financial responsibilities.
   b. Annexation is not just a boundary change, it is a permanent shift in governance, taxation, infrastructure, and community identity. Under Minnesota law must serve the best interest and demonstrate that municipal governance is necessary to protect public health, safety, and welfare and that burden has not been met. Annexation typically leads to higher municipal tax rates, yet no fiscal impact study has been shared publicly showing how increased taxes would provide proportional benefits to the residents.
   c. We are opposed to the resolution as drafted and would like to know if there is an opportunity to separate the resolution based on the different phases.
   d. Property owners are concerned about connecting to municipal utilities while they have a functioning septic system.
   e. A property owner is concerned about lake quality and having curb and gutter could improve the lake quality.
   f. Property owners asked City Council to delay a decision on the agreement until more information is provided.
   g. A property owner did not believe septic systems are bad for the environment when properly maintained.
   h. Why should people have to join the City to connect to municipal utilities.
   i. Property owners on River Arches Road are concerned about clear cutting the forest to add new infrastructure and how sound from Riverside Drive could impact their properties.
   j. A property owner was concerned why his property was included in the map when he is not adjacent to Riverside Drive. He currently has an easement to access his property and does not believe sewer and water are feasible for his property.

ORDERLY ANNEXATION AGREEMENT

City Council directed staff to work with Crow Wing County staff to draft an orderly annexation agreement (OAA) for Riverside Drive due to the City installation of municipal utilities along Riverside Drive in 2003. Staff have prepared an orderly annexation agreement that was reviewed by City and County staff along with attorneys representing both the City and County. Attached is a joint resolution that would need to be approved by the City Council and County Board. The following is a summary of the orderly annexation agreement:

1) The orderly annexation agreement designates an area for orderly annexation, and the map is attached as Exhibit A.

2) To annex any area in the OAA, the City shall pass a resolution based on the criteria set forth in the joint resolution.
    a. Property Owner Initiated Annexation. Each separately defined "Parcel" (which has its own separate PID as shown in Crow Wing County land records) within the OAA shall become eligible for annexation by property owner petition if the Parcel abuts the City's municipal boundary line.
    b. City Initiated Annexation. At any time, the City may initiate annexation of a Parcel or Parcels within the OAA that have "Public Infrastructure" or for the purpose of extending "Public Infrastructure" (defined as streets, sanitary sewer, water, etc.). As required under paragraph 9 hereof, City initiated annexation shall make Public Infrastructure available within 150 feet of all annexed Parcels within two years of the date the annexation is approved by the Municipal Boundary Adjustment Unit of the MN Office of Administrative Hearings (MBAU). As required under paragraph 9 hereof, City initiated annexation shall make Public Infrastructure available within 150 feet of all annexed Parcels within two years of the date the annexation is approved by MBAU.
    c. City Initiated Island Annexation. The County and City acknowledge there are existing pockets of the County which are surrounded by the City and Mississippi River or Gilbert Lake ("Islands"). Islands shall be annexed only by City initiation. The City may determine that it is both in the best interest of the Islands and the rest of the County that the Island or Islands become part of the surrounding City in order to consolidate boundaries and enhance services. Annexation of Islands is subject to the following:
        i. The City may, but shall not be obligated to, make public infrastructure available within two years to all Parcels annexed by City Initiated Island Annexation.

A public hearing by the City or County is not required to approve the attached orderly annexation agreement. However, City Council conducted a public hearing at the February 17th meeting and sent notices to the affected property owners. Notice of the proposed OAA was published in the Brainerd Dispatch on Saturday, January 31st, 2026.

ORDERLY ANNEXATION AREA

The Orderly Annexation Area was discussed at multiple meetings between City and County staff. The following rationale was used to create the area:

1) Municipal Utilities – The City initiated an infrastructure improvement project along Riverside Drive in 2003 providing sewer and water to adjacent properties. At the time, properties along Riverside Drive could annex into the City, pay a connection charge, and connect to municipal services. The City also passed a policy stating that properties with failing septic systems shall be annexed and connect to municipal utilities. This policy was reviewed by the City Attorney but is no longer enforceable.
2) Municipal Boundary Line Consistency – The municipal boundary line along Riverside Drive has many existing pockets of County surrounded by the City. The OAA states that the City may determine that it is both in the best interest of the Islands and the rest of

the County that the Island or Islands become part of the surrounding City in order to consolidate boundaries and enhance services.

3) Environmental Considerations – City and County staff acknowledge that most of the Orderly Annexation Area is in the Mississippi Shoreland District or Gilbert Lake Shoreland District. Connection to existing or new municipal utilities would benefit the environment.
4) Ashmun Road – The City currently has municipal utilities on Ashmun Road to provide services to Old Stonebridge Trail. Ashmun Road would not be annexed into Brainerd until the City is prepared to provide municipal services within two years of the date of annexation. The City currently has a joint agreement with the County to provide services on Ashmun Road such as snow plowing and patching.
5) Public Rights of Way – The City would take over ownership and maintenance of the public rights of way within the Orderly Annexation Area with the exception of Riverside Drive (currently County Road 20). County Road 20 would remain within County jurisdiction. Staff would be re-evaluating the existing Cross-Jurisdictional Road Maintenance Agreement to ensure the agreement is current based on the changes of jurisdiction.

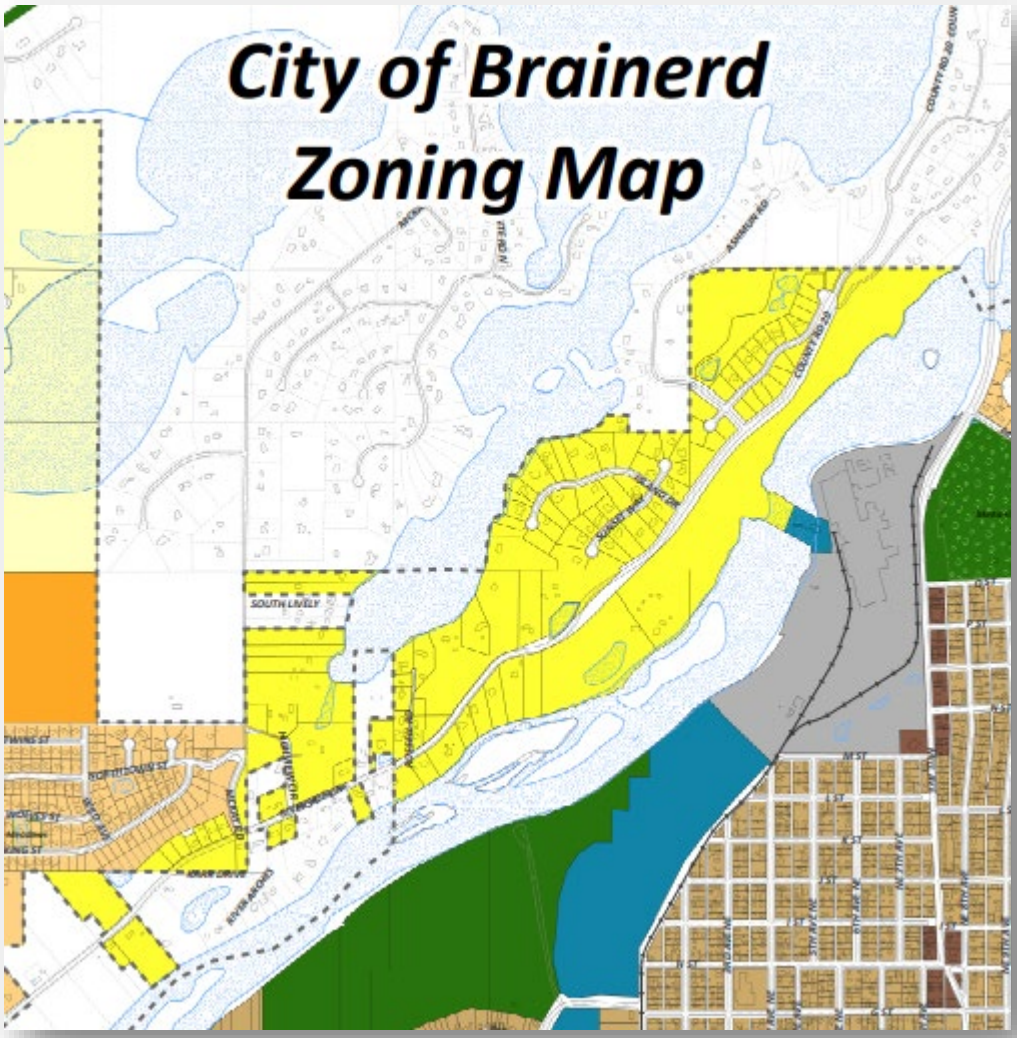
PROPOSED ZONING CLASIFICATION

If annexed by resolution, according to the terms of the orderly annexation agreement, properties would be subject to the City's Zoning Code based on the property's zoning designation depicted in the City's official Zoning Map. Zoning districts are established by resolution when annexing properties into the municipal boundaries of Brainerd.

The area proposed for orderly annexation is surrounded by the Garden Living District depicted in yellow in the Zoning Map provided below. The GL Zoning District is intended for areas where Urban Services are available, and lots and parcels are served by public water, sewer, stormwater, streets, and other public infrastructure. Lands zoned Garden Living are predominantly developed with single-family detached buildings and supporting accessory uses. Lot size maximums and density requirements were included for the district to ensure subdivisions can adequately support municipal infrastructure and repairs.

Staff would most likely propose that all properties in the proposed orderly annexation area would be annexed as Garden Living District in the official Zoning Map to provide consistency with the surrounding properties. Staff have provided the district regulations as an attachment to the agenda item.

ZONING MAP



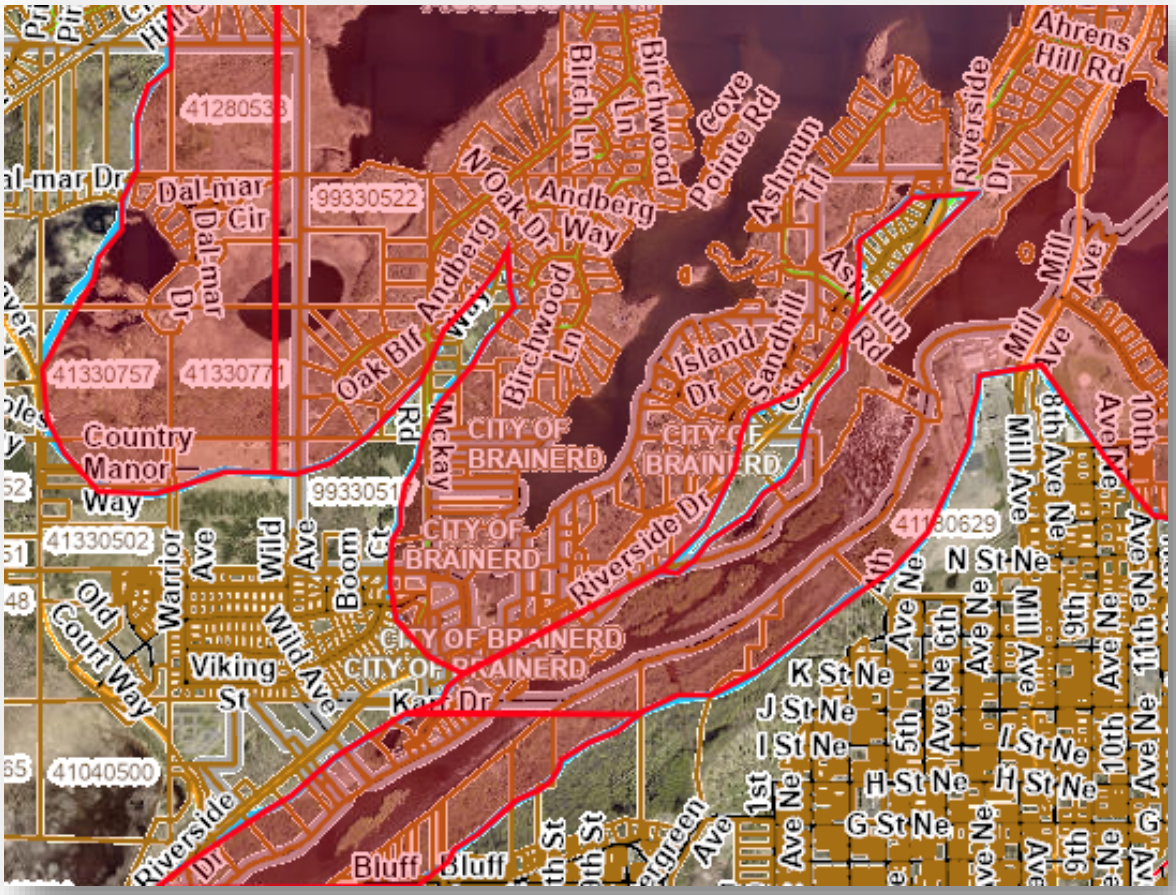
SHORELAND OVERLAY DISTRICT

Properties within 300 feet of the Mississippi River and within 1,000 feet of Gilbert Lake are subject to the City's Shoreland Overlay District. Most properties within the proposed orderly annexation area would be subject to the City's Shoreland Overlay District as depicted in the map below. When performing a zoning review, staff must apply the most restrictive code between the underlying zoning district or the Shoreland Overlay District.

Section 103F.221 MN Statutes requires municipalities and counties to submit shoreland ordinances to the commissioner to ensure they are in compliance with MN State Statute. The City is currently updating its shoreland ordinance and is using Crow Wing County's shoreland requirements as a model. Planning Commission has reviewed the proposed ordinance and directed staff to work with the Minnesota DNR on finalizing the ordinance. The MN DNR must provide a recommendation to the Planning Commission ensuring the ordinance meets MN State

Statute. The Planning Commission will most likely be holding a public hearing to consider the updated shoreland regulations at their March 18th meeting. City Council will review the Planning Commission's recommendation and consider the ordinance most likely at their April 20th meeting. Since the City is modeling their ordinance after Crow Wing County's shoreland regulations, property owners should not see a significant change in regulations for their properties.

SHORELAND OVERLAY DISTRICT MAP



MISSISSIPPI HEADWATERS REGULATIONS

Staff met with a representative from the Mississippi Headwaters board regarding the potential annexation. The representative indicated that while not mapped as jurisdiction of the Mississippi Headwater's Board, this area along the Mississippi River in the proposed annexation area is subject to the regulations if annexed. The City currently has regulations governing development of properties subject to these regulations, but the regulations need to be updated as they were passed in 2001. Staff had already planned on updating the Mississippi Headwaters regulations after the shoreland ordinance is complete.

Many of the setback regulations are consistent with the shoreland regulations. However, there are differences and the most restrictive regulations would apply to properties. The City must meet the minimum requirements of Mississippi Headwaters Board Comprehensive Management Plan. The

Mississippi Headwaters Board does not need to approve potential annexation, but a moratorium is placed on subdivisions and permits until the City updates its regulations.

Staff recommend that the orderly annexation agreement proceeds to establish an orderly annexation area. However, properties should not be annexed until the City has passed a new ordinance to meet the minimum requirements of the Mississippi Headwater's Board Comprehensive Management Plan.

Mississippi Headwater's Board Comprehensive Management Plan Link
Mississippi Headwaters Regulations Link in City Code

BUILDING PERMITS

The City of Brainerd enforces the MN State Building Code, which requires property owners to apply for building permits. Depending on the permit, a review may be performed by the Building Official, the Zoning Administrator, the City Engineer, the Public Utilities Department, and the Fire Department. Most remodel projects are only performed by the Building Official and reviews are completed within two to three weeks. Over the counter permits include roof, water heater, furnaces, and siding permits. Staff ensure that a licensed contractor is performing the work and inspections are required for all permits. Inspections ensure that construction is meeting the MN State Building Code requirements. Inspections are beneficial to the homeowner, mortgage companies, and future property owners. New property owners and title companies often request all permit and inspection reports to ensure the work was performed by a licensed contractor and in accordance with the Building Code.

While all contractors are required to adhere to the MN State Building Code, Crow Wing County does not enforce the MN State Building Code. The County reviews permit applications based on requirements of their Zoning Code and inspections are typically performed only for setbacks. If a property has been issued a valid permit by the County and are in progress of construction, the property owner would not be required to apply for a Brainerd building permit.

Properties are required to apply for electrical permits to the State in both Brainerd and Crow Wing County.

Fees for building and zoning permits can be found in the City's fee schedule at the following links:
Set Based Fee Link
Valuation Based Fee Link

In addition to deferred connection charges, the following is an example of a building permit fee associated with construction of a new primary structure valued at $350,000. Set fees include park dedication, excavation, SAC & WAC, and sewer/ water line connection. The building permit fee, plan review fee, and state surcharge change based on the construction value.

Item Description	Fee
Park Dedication Fee	$500.00
Res – Excavation	$50.00
Residential Bldg Permit Fee	$1,816.00
Residential Bldg Plan Review Fee	$1,180.40
Residential State Surcharge	$175.00
SAC	$1,900.00
Sewer/Water Line Connection – Res	$50.00
WAC	$1,400.00
TOTAL	$7,071.40

The following building permit fee provides an estimate for an accessory structure over 200 SQFT valued at $20,000.

Item Description	Fee
Residential Bldg Permit Fee	$231.00
Residential Bldg Plan Review Fee	$150.15
Residential State Surcharge	$10.00
TOTAL	$391.15

TAX ASSESSMENT VALUATION AND PROPERTY TAX IMPLICATIONS

Staff researched with the County how the tax assessment valuation would be impacted if the property was in the City of Brainerd. Short answer is there would not be an impact to the tax valuation by the property going from unorganized to the City of Brainerd.

Per the explanation received, the annexed property would be put into one of the City's nine residential Brainerd neighborhoods rather than one of the six 1st assessment neighborhoods. These "neighborhoods" are adjusted annually based on sales. Sometimes the adjustments are the same, sometimes 1st assessment has had a higher adjustment than the city and vice versa. The true impact on the tax valuation is unknown and really cannot be calculated as it all depends on the sales that occur in that "neighborhood" for the period of October – September prior to the valuation date.

In order for Staff to show the property tax impact, we have to make some assumptions. In theory, adding additional properties to the City of Brainerd will increase the City's total tax capacity. Assuming the levy needed to operate the City with the additional properties is the same as the previous year, the City's tax rate would go down. For comparison purposes, Staff used the actual total tax rates for pay year 2026.

The comparison below is for a residential homestead that has an estimated market value for tax purposes of $440,000. The taxable market value would be $433,050 and the tax capacity would be $4,331. The calculation below excludes any special assessments and the portion of the school referendum tax that is based on market value. The school tax would be an additional $304 to the estimated amount below for both taxing jurisdictions.

		Estimated Tax Bill 2026 (excludes assessments)
City of Brainerd	$4,331 * 99.1229%	$4,293
Unorganized	$4,331 * 50.6138%	2,192
Estimated Impact		$2,101

RESALE/ MARKETABILITY TO PROPERTY OWNERS

Staff reached out to an appraisal company for guidance regarding potential impacts on assessments of property. Based on their experience as an appraiser, they have not observed property values decrease as a result of connecting to municipal utilities. While the level of value increase can vary depending on factors such as the age and condition of an existing well or septic system, they indicated that connection to City utilities generally improves both market value and marketability.

The only scenario where the benefit may be limited is if a homeowner recently invested in a new well and septic system (within the past one to two years) and is then required to connect to City services. Even in that situation, they believe there would still likely be a modest increase in value, given the longer service life and reliability typically associated with municipal systems.

Of course, valuation ultimately depends on property-specific variables and must be considered on a case-by-case basis. However, in general terms, a home connected to City water and sewer would be expected to command a higher sale price than a comparable property served by well and septic, assuming all other factors remain equal.

FINANCIAL IMPACT TO PROPERTY OWNERS RELATED TO CONNECTION

Current Costs to Connect to Municipal Utility Services

Description	Cost
Connection Charge	$17,287.87
Sewer Availability Charge (SAC)	$1,900
Water Availability Charge (WAC)	$1,400
City Excavation Permit	$50
Total	$20,637.87

Alternatives

Council could consider multiple options in regard to the Connection Charge. Options could include keeping the Connection Charge as it is currently $17,287.87, waiving the interest that was charged and set the amount as originally established after construction at $11,300, waiving the Connection Charge entirely, or any amount in between.

CURRENT SPECIAL ASSESSMENT POLICY

The City's current Special Assessment Policy describes the current general practice of assessing adjacent property owners in conjunction with construction projects. Under the policy, if water/sewer utilities are replaced with a street reconstruction or resurfacing, the cost of the replacements are funded by their respective enterprise funds. For properties that do not have current municipal utilities and are not currently within the city limits, those properties would first be annexed and the cost of the utility installation would be assessed to the property owners.

The assessment policy also mentions the Connection Charges that were established previously for municipal utilities installed adjacent to properties currently outside the city limits. The policy calls out that the entire Connection Charge would become payable upon connection to the municipal utility system.

CODE REQUIREMENTS

Section 700 of the City Code describes the Sewer System (sanitary). The portion of this code that applies to the questions raised is under Section 700.05 Subd. 5 – Compelling Connection. This describes that structures are required to connect to public sanitary sewer if within 500 feet of the sewer. The owner/occupant would be required to connect within 1 year. That time requirement does not apply if the property can produce a Certificate of Compliance that their existing septic system passes a compliance inspection. This certification is required every 3 years, which is the amount of time that MN Rules 7080 calls out as the required frequency of assessment. Once the septic system fails a compliance inspection, that property is required to connect to the municipal sewer system. Property owners are responsible for hiring a certified septic inspector to re-inspect their septic system every three years. Crow Wing County provides a list of certified septic inspectors.

Section 705 (Water Code) is out-of-date and lacks necessary revisions. Staff have been working on these revisions for a couple years. The revisions would include provisions for requiring connection for accessible water at the time of connection to municipal sewer. The provisions would closely resemble those for Compelling Connection included in Section 700.05 Subd. 5 under the Sewer Code. Without these revisions yet adopted, the City cannot require those with a well to connect to municipal water. According to the requirements in Section 700, those residents would require a meter to be installed on the on-site water supply (well) to appropriately bill for sanitary usage. However, the original Riverside Drive connection charge did not separate water and sewer connection amounts. So, if properties were to annex into the City and connect only to the sewer system, Council would need to determine an appropriate sewer-only connection charge.

Map of Future Infrastructure Planning

The following are streets that are included in the proposed Orderly Annexation Area:

- Karr Drive / River Arches
- Russell Road
- Ashmun Road (north and east portion)

Those streets are currently under 1st Assessment District jurisdiction. It would be expected that following annexation of the surrounding area, those streets would become under the City's jurisdiction.

Under the City's purview, infrastructure planning could occur on these streets potentially including bituminous pavement surfacing, curb and gutter, stormwater drainage, street lighting, and municipal utility installation (water / sanitary). With extension of municipal utilities, the City typically will install service lines to the edge of the right of way to provide a convenient connection point for adjacent property owners with the aim to avoid requiring excavation of the street to connect to the mains.

As a general practice, the infrastructure is planned for construction within existing rights of way and easements. This avoids potential impacts to adjacent private properties, tree removal, private utility impacts, and others. There is a potential for those possible effects to have a financial impact, thus why it is preferred when the infrastructure is constructed within existing easement area. In certain instances, it is infeasible to construct within existing public ways and new easements or rights of way may be required to accommodate public infrastructure. However, this is avoided whenever possible.

COMPARISON OF SERVICES

While Riverside Drive east of Beaver Dam Road would continue to be a County Road, several other streets would potentially become under City jurisdiction. Those streets would see an immediate increase in city services such as:

- Snow plowing / removal (typically faster response)
- Pothole patching and repair
- Crack sealing
- Stormwater / drainage maintenance

Other infrastructure investments in the area could include street lighting, sidewalks/trails, utilities, stormwater drainage improvements, and others. These have been typically included in capital investments through various policies and procedures. Infrastructure improvements such as these can improve the consistency and character of neighborhoods. Further, the City participates in the costs of reconstruction and resurfacing projects according to the Special Assessment Policy, rather than passing 100% of the construction costs to private property owners. In addition, the City invests in neighborhood and/or area-wide amenities, such as parks, that provide benefit to all residents in the area.

For private properties, there are benefits of having accessible municipal utility services. For example, the City's municipal utilities are typically more reliable and better maintained than private well and septic systems. Private well and septic systems can be more costly to maintain as the cost is generally borne by the property owner only and can be considerable amount if the system fails, requiring full replacement. Access to those municipal utilities can also make private properties more desirable in the open market.

ENVIRONMENTAL BENEFIT SUMMARY

Converting properties from individual Subsurface Sewage Treatment Systems (SSTS) to municipal sewer service can significantly improve groundwater protection in Minnesota. Septic systems discharge treated wastewater into soil, where contaminants can migrate into aquifers or nearby lakes and streams if systems are failing, poorly maintained, or located in unsuitable soils. The Minnesota Pollution Control Agency (MPCA) has documented that a substantial number of septic systems statewide do not adequately treat wastewater, allowing nutrients, bacteria, and viruses to enter groundwater or surface waters. These contaminants can degrade aquatic ecosystems and threaten drinking-water sources, particularly in areas with permeable soils or shallow groundwater (MPCA, *Subsurface Sewage Treatment Systems Program Overview*).

Municipal wastewater treatment facilities provide more consistent pollutant removal because they rely on engineered physical, biological, and chemical processes operated under state permits. According to the MPCA, centralized treatment plants are designed to remove nutrients, organic material, and pathogens to levels protective of downstream water resources before discharge or reuse. By transporting wastewater away from individual properties and treating it at a controlled facility, municipal sewer systems reduce the risk of localized contamination and cumulative nutrient loading to Minnesota lakes, rivers, and wetlands (MPCA, *Municipal Wastewater Treatment and Permitting Guidance*).

Groundwater protection is particularly important in Minnesota because most residents rely on groundwater for drinking water. The Minnesota Department of Health notes that nitrate contamination—one of the most common groundwater pollutants, can originate from septic system discharge along with agricultural sources. Elevated nitrate levels pose risks to infants and vulnerable populations and can indicate broader groundwater vulnerability. Expanding municipal sewer service helps reduce diffuse wastewater discharge and can therefore contribute to improved long-term drinking-water quality in susceptible regions (Minnesota Department of Health, *Nitrate in Groundwater and Drinking Water*).

From a broader watershed perspective, transitioning properties to municipal sewer and water service supports coordinated environmental management and regulatory oversight. The Minnesota Board of Water and Soil Resources emphasizes that reducing dispersed sources of nutrient and pathogen pollution is essential for protecting groundwater, restoring impaired waters, and achieving long-term water-quality goals. Municipal systems allow routine monitoring, standardized treatment, and enforceable discharge limits, making them an important tool for reducing nonpoint wastewater pollution and strengthening Minnesota's overall water-resource protection strategy (BWSR, *Groundwater Protection and Watershed Planning Resources*).

Estimated construction costs for private utility connections and new septic and well installations:

Improvement (Connection) Type*	Equipment Procurement / Installation Cost (20% Contingency)	Permits	Sewer Accessib-ility Charge (SAC)	Water Accessib-ility Charge (WAC)	Connection Charge	Total *Estimated* Cost
New Low Pressure Sewer (Grinder Station, Small Dia. Forcemain, Installation, Electrical, etc.)	$20,000	$50 (City of Brainerd)	$1,900	N/A	$8,644**	$30,594
New Gravity Sanitary Sewer Connection * **	$6,000	$50 (City of Brainerd)	$1,900	N/A	$8,644**	$16,594
Subsurface Sewage Treatment System (SSTS)	$19,000	$700 (Crow Wing County)	N/A	N/A	N/A	$19,700
New Water Service Line (1" Poly)	$6,000	$50	N/A	$1,400	$8,644**	$16,094
New Well (Drilling, Casing, Pumps, Pressure Tank, Plumbing, Testing, etc.)**	$7,500	$325 (Minnesota Dept. of Health)	N/A	N/A	N/A	$7,825

1) * Per policy of the City of Brainerd, the property owner is responsible for the installation and ongoing maintenance of the sanitary sewer service line extending from the residence to the public sewer main, including the connection to the main. For water service, the property owner is likewise responsible for installing and maintaining the service line from the curb stop into the residence.
2) ** The total estimated sewer and water connection fee is $17,287.87. For cost allocation purposes, this total has been divided equally between the sewer connection and the water connection, resulting in one-half of the total assigned to each utility service.
3) *** This estimate assumes installation of a standard gravity sanitary sewer service line and a 1-inch water service line, each extended approximately 75 feet from the sewer stub and water curb stop, respectively.
4) **** This estimate includes an average all-in cost for drilling and casing a new residential well, along with installation of the pump, pressure tank, interior plumbing connections, and water testing. The estimate assumes a statewide average cost of approximately $50 per foot and a well depth of 150 feet.

RECOMMENDATION

Staff would recommend adoption of the Orderly Annexation Agreement with Crow Wing County that would establish an Orderly Annexation Area (OAA). The Council then would be able to review properties within the OAA and annex when necessary or appropriate.

> *Note: Staff recommends that properties should not be annexed by resolution until the City has passed a new ordinance to meet the minimum requirements of the Mississippi Headwater's Board Comprehensive Management Plan.*

The City could not initiate the annexation of Ashmun Road by resolution until the City is prepared for an improvement project that would provide municipal utilities to the properties. Based on the criteria for annexation in the agreement, the area would be annexed in phases.

Prior to annexation, staff would request direction from Council on the Connection Charges moving forward.

- Keep as-is ($17,287.87), re-establish the original amount without interest ($11,300), waive the Connection Charge entirely, or another option as directed.
- Authorization to assess the Connection Charge and WAC/SAC fees to private properties over a period of 10 years with interest (similar to current construction assessment practice)
    - If so, direction if requests by properties are approved by Council on a case-by-case basis or if City staff would be authorized to approve the assessment and present an annual list for certification by the City Council each year.

515-2-5 Garden Living Zoning District (GL)

A. **Purpose of Garden Living Zoning District**. The GL Zoning District is intended for areas where Urban Services are available, and lots and parcels are served by public water, sewer, stormwater, streets, and other public infrastructure. Lands zoned Garden Living are predominantly developed with single-family detached buildings and supporting accessory uses.

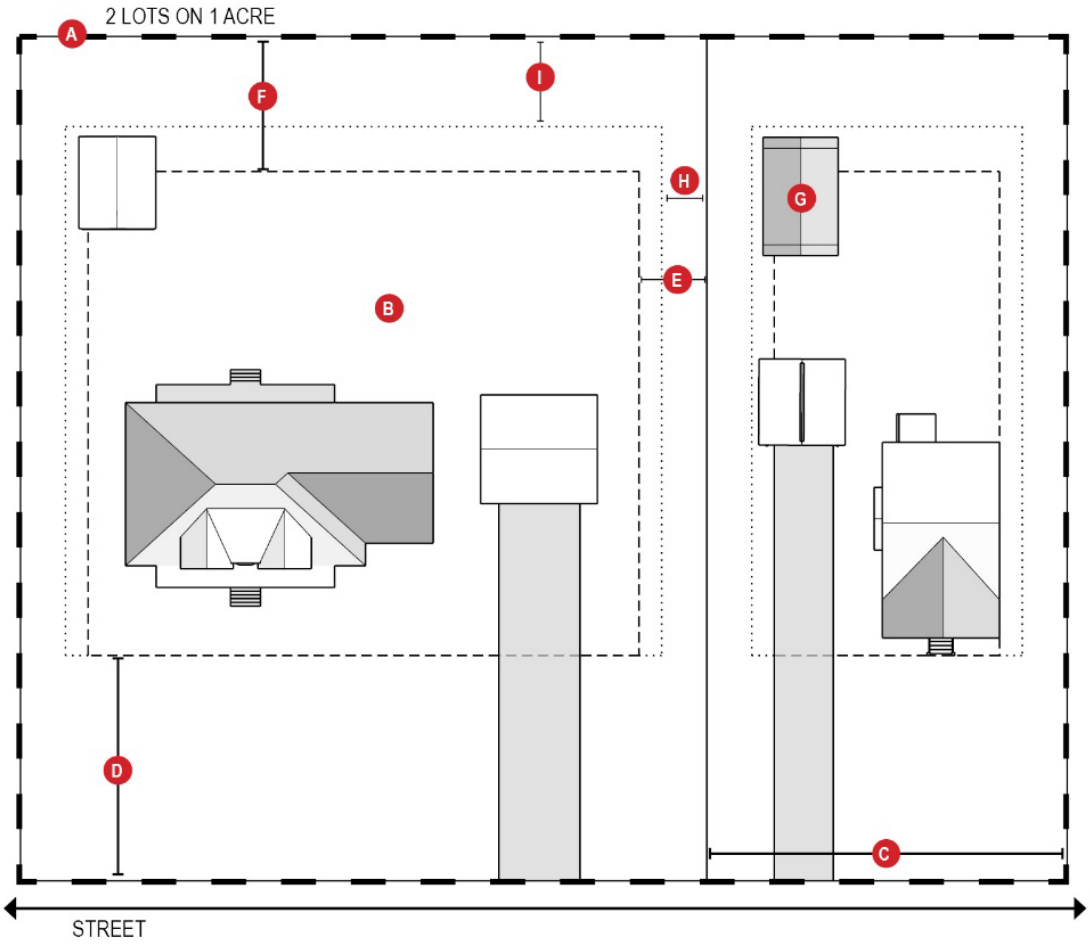
B. **Permitted Uses.** See Appendix A: Table of Uses.

C. **GL Zoning District Dimensional Standards.** Table 515-2-5.1 identifies the Dimensional Standards for Principal and Accessory Structures.

Table 515-2-5.1. GL Dimensional Standards – Density, Lot Size, Coverage and Height Standards.

Lot Dimensions		
A	Lot Size (range) Density (range)	15,000 SF – 43,560 SF (1 Acre) 2 DU/Acre – 1 DU/Acre
B	Buildable Area	Area outside of all yard setbacks, and outside OHWL or Shoreland Setback for Riparian Lot
C	Lot Frontage on All Roads (minimum) Lot Frontage on cul-de-sac (minimum)	80' 45'
Principal Building & Attached Accessory Building Standards		
D	Front Yard Setback (minimum)	50'
E	Side Yard Setback (minimum)	15'
F	Rear Yard Setback (minimum)	30'
	Accessory Building SF, attached	Counts towards Total Allowable SF
	Accessory Building Number, attached	Does not count towards Permitted Number
Accessory Building Standards		
G	Location, detached	Riparian – Permitted in Front of Principal Building must be setback a minimum of 25' Non-Riparian – Behind Principal Building
H	Side Yard Setback, detached	10'
I	Rear Yard Setback, detached	20'/or if Riparian Shoreland Overlay Standards Apply
	Total Allowable Accessory Building SF	1,500 SF or 5%, whichever is greater
	Total Number of Permitted Accessory Buildings	3
	▪ Exception if no Attached Accessory Building is present, Number Permitted	4
	Accessory Dwelling Unit (ADU), attached or detached	Permitted
	▪ Maximum size of ADU (attached or detached)	650 SF
Coverage and Height Standards		
	Impervious Surface Coverage (maximum)	35%
	Principal structure height (maximum) See Section [515-4-3]	35'
	Accessory structure height (maximum)	Up to 35' but may not exceed height of principal structure

Figure 515-2-5.1. GL Density and Lot Dimensional Standards Diagram





These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Russell Road

= Future Infrastructure Planning Area



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Ashmun Road

= Future Infrastructure Planning Area



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Karr Drive / River Arches

= Future Infrastructure Planning Area

A JOINT RESOLUTION
PROVIDING FOR THE ORDERLY ANNEXATION
OF CERTAIN AREAS WITHIN CROW WING COUNTY
TO THE CITY OF BRAINERD
PURSUANT TO MINNESOTA STATUTES§ 414.0325

Crow Wing County Resolution No. _____

City of Brainerd Resolution No. _____

WHEREAS, Crow Wing County, Minnesota (hereinafter the "County") and the City of Brainerd located in Crow Wing County, Minnesota (hereinafter the "City") designate for orderly annexation the land designated in Exhibit A and legally described in Exhibit B located within Unorganized First Assessment District of the County; and

WHEREAS, The Crow Wing County Board has jurisdiction over the Unorganized First Assessment District.

WHEREAS, the County and City agree as to the orderly annexation of the unincorporated land described; that both believe it will be to their benefit and to the benefit of their respective residents; and

WHEREAS, Minnesota Statutes § 414.0325 provides a procedure whereby the County and City may agree on a process of orderly annexation of a designated area; and

WHEREAS, on January 31st, 2026, a Notice of Intent to designate an area of property in an orderly annexation area was published pursuant to the requirements of Minnesota Statutes § 414.0325, subd. 1b; and

WHEREAS, the City and the County have agreed to work cooperatively to accomplish the orderly annexation of the areas designated herein as legally described in Exhibit B; and

WHEREAS, the City and the County desire to set out the terms and conditions that will govern the Orderly Annexation Agreement.

NOW, THEREFORE, BE IT RESOLVED**,** jointly by the City Council of the City of Brainerd and the Board of Crow Wing County as follows:

1. **Recitals.** The Recitals set forth above are incorporated herein and made part of this Joint Resolution.

2. **Designated Land.** This Joint Resolution is intended to establish an Orderly Annexation Agreement between the County and the City (hereinafter "Agreement"). The Orderly Annexation Area consists of the land designated in Exhibit A and legally described in Exhibit B (hereinafter "OAA"), which Exhibits are incorporated herein and made part of this Joint

Resolution. This Joint Resolution provides for the terms and conditions applicable to the orderly annexation of said land in the OAA.

3. **Municipal Boundary Adjustment Unit of the Minnesota Office of Administrative Hearings.** Upon approval by the County and the City, this Joint Resolution shall confer jurisdiction upon the Municipal Boundary Adjustment Unit, or its designated successor (hereinafter "MBAU") so as to accomplish said orderly annexations in accordance with the terms of this Joint Resolution.

   3.1. *Review and Comment by the MBAU.* The County and City mutually agree and state that this Joint Resolution and Agreement sets forth all the conditions for annexation and that no consideration by the MBAU is necessary for individual annexations which occur in accordance with this Agreement. MBAU may review and comment, but shall, within 30 days, order the annexation in accordance with the terms of this Joint Resolution.
   3.2. *No Alteration of Boundaries*. The County and City mutually agree and state that no alterations by the MBAU of the stated boundaries of the area designated for orderly annexation are appropriate.

4. **Annexation Eligibility.** All property within the OAA is eligible for annexation at any time by the City or a property owner so long as the annexation will not create an island of County property surrounded by City property.

   4.1. *Property Owner Initiated Annexation.* Each separately defined "Parcel" (which has its own separate PID as shown in Crow Wing County land records) within the OAA shall become eligible for annexation by property owner petition if the Parcel abuts the City's municipal boundary line.
   4.2. *City Initiated Annexation*. At any time, the City may initiate annexation of a Parcel or Parcels within the OAA that have "Public Infrastructure" or for the purpose of extending "Public Infrastructure" (defined to mean streets, sanitary sewer, water, etc.).
      - As required under paragraph 9 hereof, City initiated annexation shall make Public Infrastructure available within 150 feet of all annexed Parcels within two years of the date the annexation is approved by MBAU.
   4.3. *City Initiated Island Annexation*. The County and City acknowledge there are existing pockets of the County which are surrounded by the City and the Mississippi River or Gilbert Lake ("Islands"). Islands shall be annexed only by City initiation. The City may determine that it is both in the best interest of the Islands and the rest of the County that the Island or Islands become part of the surrounding City in order to consolidate boundaries and enhance services. Annexation of Islands is subject to the following:
      - The City may, but shall not be obligated to, make public infrastructure available within two years to all Parcels annexed by City Initiated Island Annexation.
   4.4. *Resolution of City to Annex Areas*. To annex any area in the OAA as set forth above, the City shall pass a resolution. The resolution adopted by the City Council pertaining to the annexation in the OAA shall state:
      - No action by the County or consideration by the chief administrative law judge or its successor is required to effectuate the annexation; and

- The chief administrative law judge or its successor may review and comment, but shall, within 30 days, order the annexation in accordance with the terms of the resolution.

5. **Annexation Outside of the OAA**. The County and City acknowledge property owners have a right to request annexation of property abutting the City outside of the OAA. Nothing in this Agreement shall prohibit a property owner or the County from requesting the City annex Parcels located outside the OAA. The City shall have sole discretion as to whether to proceed with a request to annex property outside the OAA.

6. **County / City Property Taxes.**

   6.1. *Current Year Property Taxes.* Property taxes payable on the annexed land shall continue to be paid to the County for the year in which the annexation becomes effective.
   6.2. *Future Year Property Taxes.* If the annexation becomes effective on or before August 1st of a levy year, the City will levy on the Area beginning with that same levy year. If the annexation becomes effective after August 1st of a levy year, the County will continue to levy on the Area for that levy year, and the City shall not levy on the Area until the following levy year.

7. **Connection to Sanitary Sewer and Water**. Connections shall be made to the public water and sanitary sewer facilities within one year of such facilities becoming available, unless the City Public Works Director or City Engineer determines that an extension of time is appropriate due to site conditions. Connections to the public water and sanitary sewer facilities may be delayed for a period of three years if the existing sewer system is compliant with all current State, County and City regulations as evidenced by the property owner providing to the City proof of compliance from the County. Connection can be further delayed if the sewer system is re-certified every three years from the original date of certification. If the sewer system is not compliant or if the property owner fails to recertify the system prior to the expiration of the three-year period, connection to the public facilities shall be made immediately.

8. **Special Assessments for Municipal Utilities.** Once an area has been annexed, reconstruction of the street and extension of sanitary sewer, storm sewer, and watermain will be completed at the City's discretion. City initiated annexation shall make Public Infrastructure available to all annexed Parcels within two years of the date the annexation is approved by MBAU. The costs to construct the facilities will be specially assessed against benefiting properties pursuant to Minnesota Statute chapter 429, City Code and Policy.

9. **Utilities in County Roads**. At such time as the City may desire to locate Public Infrastructure or municipal utilities in or under County roads, rights-of-way, or easements in the OAA, the City shall first annex such roads, rights-of-way, or easements. The County and City acknowledge if property on only one side of a street is being annexed, it may not be possible for the City to annex the entire right-of-way if the property lines are to the center of a street. In this case, the City will take over such road(s) as a City street pursuant to Minn. Stat. § 164.14, and the parties agree that a City takeover of such road(s) is an equitable

division of costs. In such event, the County will allow the City to locate municipal utilities in County owned property, easements, and roadways within the OAA, subject to reasonable regulation by the County.

10. <u>Street Maintenance and Reconstruction within the Orderly Annexation Area</u>. The County and City have an existing street and road maintenance agreement known as the "Cross-Jurisdictional Road Maintenance Agreement between Crow Wing County and City of Brainerd". The County and City intend to revise or negotiate a new road maintenance agreement to address maintenance and replacement responsibilities for all streets and roads where the County and City exchange maintenance responsibilities. Until such time as a revised or new road maintenance agreement is reached, this paragraph shall regulate the maintenance, replacement, and cost sharing responsibilities for the County and City for streets, roadways, and facilities within the OAA, including Ashmun Road, McKay Road, Karr Drive, River Arches, and Russell Road.

10.1. *<u>Road Maintenance Prior to Annexation.</u>* The County shall continue its normal maintenance of existing County roads, bridges, drainage facilities, and street signage for any roads and facilities located within the OAA until the property adjacent to or surrounding such roads and facilities is annexed by the City and approved by MBAU. Maintenance of infrastructure within the OAA by the County shall be consistent with other standard maintenance practices employed by the County elsewhere.

- *<u>No Assumption of Public Improvements Payment Obligations.</u>* The County may assess, levy, finance, or otherwise incur debt attributable to road maintenance and reconstruction prior to annexation; however, the County shall be solely responsible for bearing the costs associated with repaying any debt or financing unless a previous agreement is reached between the County and City and except as follows: If improvements to infrastructure regarding public roads, including but not limited to paving, ditching, drainage, mill and overlay, and culverts ("Public Improvements") are required on Ashmun Road, McKay Road, Russell Road, and/or the paved portions of Karr Drive and River Arches, for which the County wishes to be reimbursed, and the City consents in writing to such Public Improvement, the cost of said Public Improvement shall be amortized in equal annual payments over a 10 year life beginning on the date of project acceptance by the County or six months from the start date of the Public Improvement project, whichever is less. For Public Improvements agreed to in writing by the City, the City shall be responsible for assuming the balance of the amortized cost as of the date the annexation is approved by MBAU. If only a portion of the street is annexed, the City shall be responsible for a proportional share of the amortized cost based on the frontage of the street annexed. Other than Public Improvements agreed to in writing by the City, the City does not assume any liability or responsibility for the payment of any obligations issued to finance public improvements constructed by the County or for which special assessments were levied by the County. In the event the City annexes land under this Agreement upon which outstanding special assessments levied by the County remain at the time of annexation,

the City shall forward to the County upon receipt all special assessment payments the City receives as a result of special assessments levied by the County. Nothing in this paragraph shall prohibit the County and City from entering into an alternative cost sharing agreement for specific Public Improvement projects.

- *Public Improvement Cost Reimbursement.* The County shall not undertake any street, roadway, facility, or other public improvements within the OAA for which it wishes to receive reimbursement without obtaining a written agreement with the City. Proposed projects for which the County wishes to receive reimbursement following annexation will be reviewed by the County and City on a case-by-case basis. The County and City anticipate establishing an average life for the proposed improvements (e.g. 20 years) and applying a depreciating scale for the improvement over the anticipated life. The individual written agreements will identify the total cost of the improvement, anticipated life of the improvement, and the City responsibility for reimbursement to the County based on the actual date of annexation and approval by MBAU.

10.2. *Road Maintenance Following Annexation.* The City shall assume maintenance responsibilities of all roads, except County Road 20 (Riverside Drive), bridges, drainage facilities and street signage for any roads and facilities located within the OAA once the property adjacent to or surrounding such roads and facilities is annexed by the City and approved by MBAU (the Annexed Roads), or according to the Cross-Jurisdictional Road Maintenance Agreement as previously referenced. The entire Annexed Roads (i.e. both sides of the road) shall be maintained by the City where the City has annexed property abutting one side of the road. Maintenance includes snow plowing with sanding/salting, crack sealing, asphalt patching, shouldering, tree and brush cleanup, control and removal, beaver control, roadside mowing and weed control including spraying of noxious weeds within the road right-of-way, upon customer request, right-of-way enforcement pertaining to objects placed within the clear zone or road right-of-way not including any legal action taken against or proposed on behalf of the road authority, replacement of existing signage, road sweeping, pavement markings, existing culvert repairs, replacement and cleaning, emergency situations that pose a danger to public safety, minor washouts requiring less than 20 cubic yards of material to repair, and any other type of normal road maintenance. The length of road subject to this paragraph shall be limited to the length of road directly abutting the property annexed under this Agreement.

10.3. *Road Maintenance Agreements.* Nothing in this Agreement shall prohibit the County and City from entering into agreements related to street maintenance and reconstruction responsibilities.

10.4. *Use of County Roads.* For all properties annexed under this Agreement, the City shall require its developer's agreements to address:

- *Construction Traffic.* During development (including construction) all construction traffic shall use State Trunk Highways, Crow Wing County Highways or City streets.

County roads be used only when no State Trunk Highway, Crow Wing County Highway or City streets are available.

- *Road Improvements.* All roadways abutting or serving new developments be improved by the developer and/or property owner from the access of the development to the nearest County, City, or State road, subject to State law.
- *Clean Up and Damage.* A requirement that the developer keep the streets clean and assume full financial responsibility for any damage which may occur to public streets, utility systems, and other public property damage occurring as a result of construction activities.

10.5. *Undue Burden on County Roads.* The County and City recognize that there may be instances where it is appropriate for the City to assume responsibility to maintain additional portions of County roads because City development imposes an undue burden on County roads that serve the annexed property. The County and City agree that in those instances the existing Cross-Jurisdictional Road Maintenance Agreement between Crow Wing County and City of Brainerd, or subsequent agreement, will be amended or a separate standalone agreement will be negotiated to address those situations.

11. Disputes and Remedies. The County and City agree as follows:

11.1. *Negotiation*. When a disagreement over interpretation of any provision of this Joint Resolution shall arise, the respective County and City will direct staff members as they deem appropriate to meet at least once at a mutually convenient time and place to attempt to resolve the dispute through negotiation.

11.2. *Adjudication*. When the parties to this Joint Resolution are unable to resolve disputes, claims or counterclaims, or are unable to negotiate an interpretation of any provision of this Joint Resolution, either party may seek relief through initiation of an action in a court of competent jurisdiction. In addition to the remedies provided for in this Joint Resolution and any other available remedies at law or equity, in the case of a violation, default or breach of any provision of this Joint Resolution, the non-violating, non-defaulting, or non-breaching party may bring an action for specific performance to compel the performance of this Joint Resolution in accordance with its terms.

12. Legal Description. The County and City agree that in the event there are errors, omissions or any other problems with the legal descriptions provided in Exhibit B, in the judgment of the Minnesota Office of Administrative Hearings, that the City and County shall make such corrections and file any additional documentation, including a new Exhibit B replacing and making the corrections requested or required by the Minnesota Office of Administrative Hearings as necessary to make effective the annexation the Subject Area in accordance with the terms of this Joint Resolution.

13. Termination. This Joint Resolution terminates when all of the Orderly Annexation Area has been annexed into the City or 50 years has passed since the execution of this Agreement, whichever is longer.

14. **Severability**. The provisions of this Joint Resolution are severable. If any provision herein is, for any reason, held by a court of competent jurisdiction to be invalid, contrary to law, or unenforceable, such decision shall not affect the remaining provisions of this Joint Resolution.

15. **Amendments**. Any amendment to this Joint Resolution shall be adopted pursuant to the process and laws governing and applied to the adoption of this Joint Resolution. This Joint Resolution may not be unilaterally amended by action of the governing body of either the County or the City. Amendment of this Joint Resolution will require approval of each governing body.

16. **Costs Associated with the Orderly Annexation Agreement**. Each party shall pay its own costs incurred in the negotiation, development, and implementation of this Agreement.

17. **Headings**. Headings are included solely for the purpose of reference. The language in a heading shall not be interpreted as a substantive provision of this Joint Resolution.

18. **Effective Date**. This Joint Resolution and Agreement shall be effective upon adoption by the governing bodies of the County and City and approval by the MBAU. This Joint Resolution shall be filed by the City with the MBAU after adoption by the parties.

Adopted by affirmative vote of the members of the _____ Crow Wing County Board of Commissioners this _____day of _____2026.

ATTEST:

By: _____
ROSEMARY FRANZEN
Chair of the Board

By: _____
DEBORAH A. ERICKSON
County Administrator

Adopted by affirmative vote of the City Council of Brainerd, this _____ day of _____2026.

_____
MIKE O'DAY
President of the Council

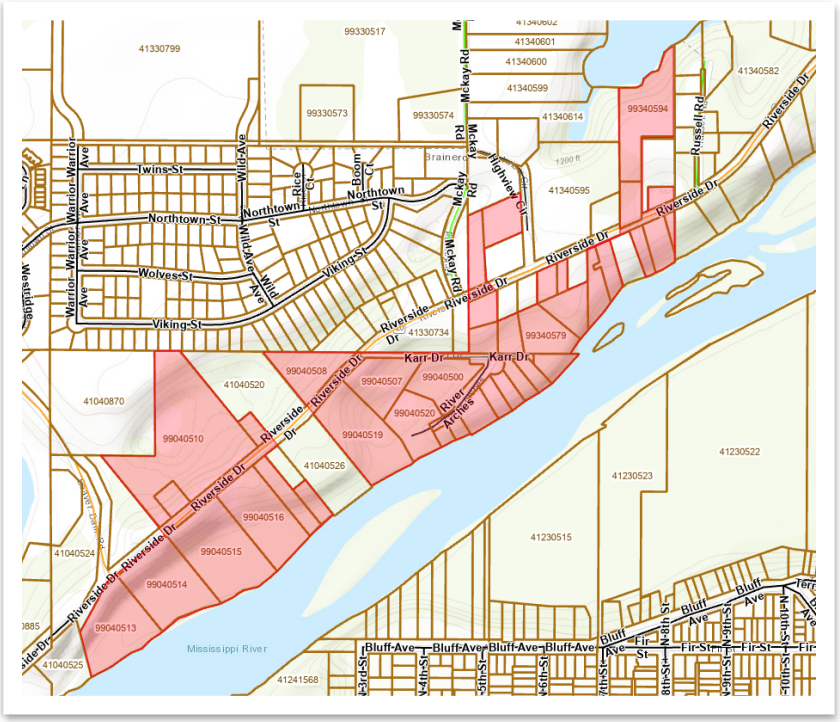
Approved this __ day of ____ 2026

_____
DAVE BADEAUX
Mayor

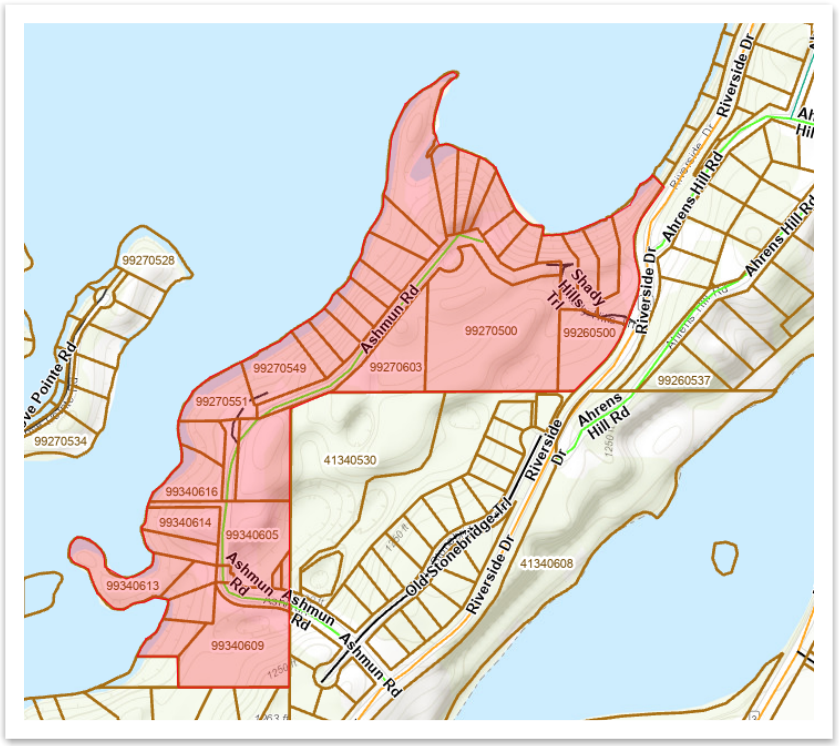
ATTEST: _____
NICHOLAS W. BROYLES
City Administrator

EXHIBIT A - MAP OF PROPERTY

Orderly Annexation Area 1



Orderly Annexation Area 2



Orderly Annexation Area

Parcels

EXHIBIT B

LEGAL DESCRIPTION OF PROPERTY

99040513

That part of Lot 20, and the vacated old C.S.A.H. No. 20, RIVER HEIGHTS, according to the record plat thereof described as follows: Commencing at the point on the west line of said RIVER HEIGHTS which is the northeast corner of Government Lot 5 Section 4, Township 133 North, Range 28 West, Crow Wing County, Minnesota; thence South 00 degrees 20 minutes 00 seconds East, assumed bearing, along the East line of said Government Lot 5, and along said west line of RIVER HEIGHTS, 741.98 feet; thence North 55 degrees 55 minutes 41 seconds East 287.60 feet to the point of beginning of the tract to be described; thence North 14 degrees 48 minutes 50 seconds West 326.97 feet to the southerly right-of-way line of C.S.A.H. No. 20 as constructed in 1978 and now maintained; thence North 47 degrees 01 minutes 00 seconds East along said southerly right-of-way line to the northeasterly line of said Lot 20; thence South 39 degrees 13 minutes 00 seconds East 409 feet, more or less, along said northeasterly line of Lot 20, to the shore of the Mississippi River; thence southwesterly along said shore to its intersection with the line that bears South 14 degrees 48 minutes 50 seconds East from the point of beginning; thence North 14 degrees 48 minutes 50 seconds West 8 feet, more or less, to the point of beginning. Subject to easements, reservations, and restrictions of record if any together with all hereditaments and appurtenances.

99040515 and 99040514

River Heights, Lots 18, 19, and 20 and all that part of Lot 21 lying S'ly of new C.S.A Highway #20 and all the adjacent vacated portion of old C.S.A Highway #20.

99040516

Lot Seventeen (17), River Heights, except that part thereof described as follows: Commencing at the northeasterly corner of said Lot Seventeen (17), the point of beginning of the tract herein excepted; thence southwesterly along the northwesterly line of said Lot Seventeen (17) a distance of 100 feet; thence southeasterly along a line running parallel with the northeasterly line of said Lot Seventeen (17) to the southeasterly line of said Lot Seventeen (17); thence northeasterly along the southeasterly line of said Lot Seventeen (17) to the southeasterly corner of said lot; thence northwesterly along the northeasterly line of said Lot Seventeen (17) to the point of beginning and there terminating, all subject to easements, reservations and restrictions of record, if any.

99040518 and 99040517

Lot Sixteen (16), River Heights,
AND
That part of Lot Seventeen (17), River Heights, described as follows: Commencing at the Northeasterly corner of said Lot Seventeen (17), the point of beginning of the tract herein conveyed; thence Southwesterly along the Northwesterly line of said Lot Seventeen (17) a distance of 100 feet; thence Southeasterly along a line running parallel with the Northeasterly line of said Lot Seventeen (17) to the Southeasterly line of said Lot Seventeen (17); thence Northeasterly along the Southeasterly line of said Lot Seventeen (17) to the Southeasterly

corner of said lot; thence Northwesterly along the Northeasterly line of said Lot Seventeen (17) to the point of beginning and there terminating.

99040519

Lots 12, 13, and 14, River Heights, together with all that part of Outlot B, said River Heights, which lies Southwesterly of the following described line: beginning at a point on the northwesterly line of said Outlot B, distant 174.2 feet northeasterly from the most westerly corner of said Outlot B, as measured along the northwesterly line thereof; thence southeasterly to the southeasterly line of said Outlot B, along a line, which if extended, would intersect the most northerly corner of Lot 12 of said River Heights, Crow Wing County, Minnesota.
AND
That portion of vacated Karr Drive in the plat of River Heights which lies westerly of the northerly extension of the east line of Lot 12 of said plat and extending to the south line of the county highway.

99040507

That part of Outlot B, River Heights, described as follows: Commencing at the most Westerly corner of said Outlot B; thence North 40 degrees 47 minutes 00 seconds East, assumed bearing, 174.20 feet along the Northwesterly line of said Outlot B to the point of beginning of the tract to be described; thence South 43 degrees 50 minutes 19 seconds East 360.00 feet along a line which, if extended, would intersect the most Northerly corner of Lot Twelve (12) of said River Heights; thence North 33 degrees 17 minutes 44 seconds East 473.36 feet to the Southerly line of Karr Drive in said plat of River Heights; thence North 89 degrees 20 minutes 30 seconds West 360.00 feet along said Southerly line of Karr Drive to said Northwesterly line of Outlot B; thence South 46 degrees 48 minutes 00 seconds West 204.71 feet, more or less, along said Northwesterly line of Outlot B to the point of beginning, Crow Wing County, Minnesota.

99040520

Lots Ten (10) and Eleven (11), River Heights
AND
That part of Outlot B, River Heights, described as follows: Commencing at the most Westerly corner of said Outlot B; thence North 40 degrees 47 minutes 00 seconds East, assumed bearings 174.20 feet along the Northwesterly line of said Outlot B; thence South 43 degrees 50 minutes 19 seconds East 360.00 feet along a line which, if extended, would intersect the most Northerly corner of Lot 12 of said River Heights, to the point of beginning of the tract to be described; thence continuing South 43 degrees 50 minutes 19 seconds East 163.59 feet; thence North 61 degrees 20 minutes 00 seconds East 300.00 feet; thence North 31 degrees 08 minutes 00 seconds West 120.00 feet; thence North 69 degrees 26 minutes 48 seconds West 197.12 feet; thence South 33 degrees 17 minutes 44 seconds West 236.68 feet to the point of beginning together with that portion of vacated Karr Drive which lies Westerly of the Northerly extension of the East line of Lot 10 of said Plat, and extending to South line of the County Highway.

99040500

Outlot A, REPLAT OF PART OF RIVER HEIGHTS, Crow Wing County, Minnesota.

AND

Outlot B, RIVER HEIGHTS, Crow Wing County, Minnesota,

Except that portion shown in *Document No. 357954* described as: That part of Outlot B, RIVER HEIGHTS, described as follows: Commencing at the most Westerly corner of said Outlot B; thence North 40 degrees 47 minutes 00 seconds East, assumed bearing, 174.20 feet along the Northwesterly line of said Outlot B; thence South 43 degrees 50 minutes 19 seconds East 360.00 feet along a line, which, if extended, would intersect the most Northerly corner of Lot Twelve (12) of said RIVER HEIGHTS, to the point of beginning of the tract to be described; thence continuing South 43 degrees 50 minutes 19 seconds East 163.59 feet; thence North 61 degrees 20 minutes 00 seconds East 300.00 feet; thence North 31 degrees 08 minutes 00 seconds West 120.00 feet; thence North 69 degrees 26 minutes 48 seconds West 197.12 feet; thence South 33 degrees 17 minutes 44 seconds West 236.68 feet to the point of beginning.

Also Except that portion shown in *Book 171 of Mortgages, Page 318* described as: That part of Outlot B, RIVER HEIGHTS, which lies Southwesterly of the following described line: Beginning at a point on the Northwesterly line of said Outlot B distant 174.2 feet Northeasterly from the most Westerly corner of said Outlot B, as measured along the Northwesterly line thereof; thence Southwesterly to the Southeasterly line of said Outlot B, along a line which, if extended, would intersect the most Northerly corner of Lot 12 of said RIVER HEIGHTS.

Also Except that portion shown in *Book 356 of Deeds, Page 209* described as: That part of Outlot B, RIVER HEIGHTS, described as follows: Commencing at the most Westerly corner of said Outlot B; thence North 40 degrees 47 minutes 00 seconds East, assumed bearing 174.20 feet along the Northwesterly line of said Outlot B to the point of beginning of the tract to be described; thence South 43 degrees 50 minutes 19 seconds East 360.00 feet along a line which, if extended, would intersect the most Northerly corner of Lot 12 of said River Heights; thence North 33 degrees 17 minutes 44 seconds East 473.36 feet to the Southerly line of Karr Drive in said Plat of RIVER HEIGHTS; thence North 89 degrees 20 minutes 30 seconds West 360.00 feet along said Southerly line of Karr Drive to said Northwesterly line of Outlot B; thence South 46 degrees 48 minutes 00 seconds West 204.71 feet, more or less, along said Northwesterly line of Outlot B to the point of beginning.

Also Except that portion contained in the REPLAT OF RIVER HEIGHTS.

EXHIBIT A

Lot One (1), Block One (1) and Outlot B, Replat of Part of River Heights; and Lots 7, 8 and 9, River Heights, Crow Wing County, Minnesota

99040521 and 99040522 and 99030534

Lot One (1), Block One (1) and Outlot B, Replat of Part of River Heights; and Lots 7, 8, and 9, River Heights, Crow Wing County, Minnesota.

99340586 and 99340580

That part of Outlot B, Scenic Acres, lying Westerly of the following described line: Commencing at the Southeast corner of Lot 2, Block 1, Scenic Acres; thence South 66 degrees 27 minutes 40 seconds West 136.88 feet along the Southerly line of said Lot 2 to the point of beginning of the line to be described; thence South 9 degrees 3 minutes 15 seconds East 267.52 feet to a point on the South line of Outlot B and said line there ending.

AND
That part of Outlot B, Scenic Acres, lying Northeasterly of the following described line: Beginning at the Southeast corner of Lot 2, Block 1, Scenic Acres; thence South 50 degrees 23 minutes 12 seconds East 340 feet more or less to the shoreline of the Mississippi River and said line there ending.
AND
The West 183.47 feet of that part of Government Lot 5 Section 34, Township 134, Range 28, lying South of CSAH #20, except the following described tract: That part of Government Lot 5, Section 34, Township 134, Range 28, described as follow, to-wit: Commencing at the Southwest corner of said Government Lot 5, thence North along the West line of said Government Lot 5 a distance of 154.49 feet to the point of beginning; thence continuing North along said West line a distance of 169.52 feet to its intersection with the Southerly right-of-way line of CSAH No. 20, thence North 66 degrees 27 minutes 40 seconds East a distance of 200.12 feet along said right of way line to the Northwest corner of Lot 1, Block 1, Scenic Acres, thence South along the West line of said Lot a distance of 200 feet to the Southwest corner thereof, thence Southwesterly in a straight line to the point of beginning.

99340587

That part of Government Lot 5, Section 34, Township 134, Range 28, described as follows: Commencing at the Southwest corner of said Government Lot 5; thence North along the West line of said Government Lot 5 a distance of 154.49 feet to the point of beginning; thence continuing North along said West line a distance of 169.52 feet to its intersection with the Southerly right of way line of C.S.A.H #20; thence North 66 degrees 27 minutes 40 seconds East a distance of 200.12 feet along said right of way line to the Northwest corner of Lot 1, Block 1, Scenic Acres; thence South along the West line of said Lot a distance of 200 feet to the Southwest corner thereof; thence Southwesterly in a straight line to the point of beginning.

99340578

Lot Three (3), Block One (1), Scenic Acres.

99340579

THAT PART OF OUTLOT B OF THE RECORDED PLAT OF SCENIC ACRES, CROW WING COUNTY, MINNESOTA, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 2, BLOCK 1 OF SAID PLAT OF SCENIC ACRES; THENCE SOUTH 66 DEGREES 27 MINUTES 40 SECONDS WEST 136.88 FEET ALONG THE SOUTHERLY LINE OF SAID LOT 2; THENCE SOUTH 09 DEGREES 03 MINUTES 15 SECONDS EAST 267.52 FEET TO A POINT ON THE SOUTH LINE OF SAID OUTLOT B; THENCE SOUTH 89 DEGREES 37 MINUTES 24 SECONDS EAST APPROXIMATELY 285 FEET TO THE MISSISSIPPI RIVER; THENCE NORTHEASTERLY ALONG THE MISSISSIPPI RIVER

APPROXIMATELY 130 FEET TO A POINT WHICH BEARS SOUTH 50 DEGREES 23 MINUTES 12 SECONDS EAST FROM THE POINT OF BEGINNING, THENCE NORTH 50 DEGREES 23 MINUTES 12 SECONDS WEST APPROXIMATELY 340 FEET TO THE POINT OF BEGINNING, AND AN UNDIVIDED ½ INTEREST IN OUTLOT A, SCENIC ACRES, TOGETHER WITH A 20 FEET WIDE ROAD EASEMENT DESCRIBED AS FOLLOWS; BEGINNING AT A POINT ON THE SOUTH LINE OF OUTLOT A OF SAID PLAT OF SCENIC ACRES DISTANT 162.43 FEET SOUTH 66 DEGREES 27 MINUTES 40 SECONDS WEST FROM THE NORTHEAST CORNER OF OUTLOT B OF SAID PLAT; THENCE SOUTH 04 DEGREES 06 MINUTES WEST 201.88 FEET TO THE NORTHEASTERLY LINE OF THE ABOVE DESCRIBED TRACT; THENCE NORTH 50 DEGREES 23 MINUTES 12 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF THE ABOVE DESCRIBED TRACT 24.61 FEET; THENCE NORTH 04 DEGREES 06 MINUTES EAST 177.12 FEET TO THE SOUTH LINE OF OUTLOT A OF SAID PLAT; THENCE NORTH 66 DEGREES 27 MINUTES 40 SECONDS EAST ALONG THE SOUTH LINE OF SAID OUTLOT A 22.58 FEET TO THE POINT OF BEGINNING.

99340588

That part of Government Lot Five (5), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows: Commencing at the iron monument at the Southwest corner of said Government Lot 5; thence North 00 degrees 22 minutes 32 seconds West, assumed bearing, 323.80 feet along the west line of said Government Lot 5 to an iron monument on the southerly right-of-way line of CSAH 20; thence North 66 degrees 03 minutes 00 seconds East 873.27 feet along said southerly right-of-way line to an iron monument, the point of beginning of the tract to be described; thence reversing South 66 degrees 03 minutes 00 seconds West 53.77 feet along said southerly right-of-way line to an iron monument; thence South 00 degrees 30 minutes 00 seconds East 464 feet, more or less, to the shore of the Mississippi River; thence northeasterly along said shore to its intersection with the line that bears South 15 degrees 46 minutes 00 seconds East from the point of beginning; thence North 15 degrees 46 minutes 00 seconds West 337 feet, more or less to the point of beginning; EXCEPT; That part of Government Lot Five (5), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows: Commencing at the iron monument at the Southwest corner of said Government Lot 5; thence North 00 degrees 22 minutes 32 seconds West, assumed bearing, 323.80 feet along the West line of said Government Lot 5 to an iron monument on the Southerly right of way line of CSAH 20; thence North 66 degrees 03 minutes 00 seconds East 873.27 feet along said Southerly right of way line to an iron monument thence South 15 degrees 46 minutes 00 seconds East 105.57 feet, to the point of beginning of the tract to be described; thence South 63 degrees 11 minutes 30 seconds West 45.60 feet; thence South 15 degrees 46 minutes 00 seconds East 30.00 feet; thence North 63 degrees 11 minutes 30 seconds East 45.00 feet; thence North 15 degrees 46 minutes 00 seconds West 30.00 feet to the point of beginning.

99340589

That part of Government Lot 5, Section 34, Township 134 North, Range 28 West, Crow Wing County, Minnesota, described as follows, Commencing at the iron monument at the Southwest corner of said Government Lot 5; thence North 00 degree 22 minutes 62 seconds West, assumed bearing, 323.80 feet along the West line of said Government Lot 5 to an iron monument on the Southerly right of way line of CSAH 20; thence North 66 degrees 03 minutes

00 seconds West 974.30 feet along said Southerly right of way line to an iron monument, the point of beginning of the tract to be described; thence reversing South 66 degrees 03 minutes 00 seconds West 101.03 feet along said Southerly right of way line to an iron monument; thence South 15 degrees 46 minutes 00 seconds East 337 feet, more or less, to the shore of the Mississippi River; thence Northeasterly along said shore to its intersection with the line that bears South 15 degrees 46 minutes 00 seconds East from the point of beginning; thence North 15 degrees 46 minutes 00 seconds West 310 feet, more or less, along the Northeasterly line of the tract deeded to Crawford by the deed recorded in *Book 271 of Deeds, page 192*, in the Crow Wing County Recorder's Office, to the point of beginning. Subject to easements, reservations, or restrictions of record, if any.
AND
DRAINFIELD DESCRIPTION
That part of Government Lot 5, Section 34, Township 134 North, Range 28 West, Crow Wing County, Minnesota, described as follows: Commencing at the iron monument at the Southwest corner of said Government Lot 5; thence North 00 degree 22 minutes 32 seconds West, assumed bearing, 323.80 feet along the West line of said Government Lot 5 to an iron monument on the Southerly right of way line of CSAH 20; thence North 66 degrees 03 minutes 00 seconds East 873.27 feet along said Southerly right of way line to an iron monument; thence South 15 degrees 46 minutes 00 seconds East 105.57 feet, to the point of beginning of the tract to be described; thence South 63 degrees 11 minutes 30 seconds West 45.00 feet; thence South 15 degrees 46 minutes 00 seconds East 30.00 feet; thence North 63 degrees 11 minutes 30 seconds East 45.00 feet; thence North 15 degrees 46 minutes 00 seconds West 30.00 feet to the point of beginning.

99340590

That part of Government Lot Five (5), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows: From the Southwest corner of Lot 5 run North 0 degrees 30 minutes West 323.8 feet to the South line of Highway; thence North 66 degrees 03 minutes East 974.3 feet; thence South 15 degrees 46 minutes East 300 feet to the River; thence North 54 degrees 29 minutes East 236.6 feet along the River; thence North 15 degrees 46 minutes West 252 feet to the point on the South line of Highway, which is the point of beginning of the land herein described; thence South 66 degrees 01 minutes West 90.9 feet along the Northerly line of said tract to a point which is 90 feet measured at right angles from the Easterly line of said tract; thence South 20 degrees 02 minutes East 300 feet, more or less, to the shore of the Mississippi River; thence Northeasterly along said shore to the Easterly line of said tract; thence North 15 degrees 46 minutes West 300 feet, more or less, along said Easterly line to the place of beginning.

99340591

That part of Government Lot 5, Section 34, Township 134, Range 28, described as follows to-wit: Commencing at a point on the West line of said Lot 5, which is 323.8 feet North of the Southwest corner of said Lot 5, and on the South side of the Scenic Highway; thence North 66 degrees 03 minutes East 1199 feet along the Scenic Highway; thence South 15 degrees 46 minutes East 252 feet; more or less, to the shore of the Mississippi River, the place of beginning; thence North 15 degrees 46 minutes West 252 feet to the Scenic Highway; thence North 66 degrees 03 minutes East 150 feet along said Scenic Highway; thence South 15

degrees 46 minutes East 250 feet, more or less, to the shore of Mississippi River; thence Southwesterly along said shore to the place of beginning, according to the U.S. Government Survey thereof on file and of record in the office of the County Recorder in and for Crow Wing County, Minnesota.
AND ALSO:
That part of Government Lot 4, Section 34, Township 134, Range 28 described as follows: Commencing at a point on the West line of Government Lot 5, Section 34, Township 134, Range 28, which is 323.8 feet North of the Southwest corner of said Lot 5 and on the South side of the Scenic Highway; thence North 66 degrees 03 minutes East 1349 feet along said Scenic Highway; thence South 15 degrees 46 minutes East to the West line of Government Lot 4, the point of beginning of the tract herein described; thence continuing South 15 degrees 46 minutes East to the Mississippi River; thence Southwesterly along the shore of the river to the West line of said Lot 4 to the point of beginning. Together with an easement for ingress and egress over and across the existing asphalt driveway which encroaches from the West a distance of 5.6 feet onto those premises described in that certain deed recorded in *Book 206 of Deeds, page 286.*

99340592
That part of Government Lot 4, Section 34, Township 134, Range 28, described as follows: Commencing at the southwest corner of Section 34; thence North 0 degrees 30 minutes West 323.8 feet along the West line of Section 34 to the Southerly line of the public highway; thence North 66 degrees 03 minutes East 1459 feet along said highway to the point of beginning; thence South 35 degrees 00 minutes East 270.4 feet to the shore of the Mississippi River; thence North 57 degrees 36 minutes East 99.04 feet along said shore; thence North 35 degrees 00 minutes West 260.1 feet to the Souther line of said public highway; thence South 63 degrees 30 minutes West 100.05 feet along said highway to the point of beginning (PID NO. 41340575)
AND
That part of Government Lots 4 and 5, Section 34, Township 134, Range 28, described as follows: Commencing at a point on the West line of said Lot 5 which is 323.8 feet North of the Southwest corner of said Lot 5 and on the South side of the Scenic Highway; thence North 66 degrees 03 minutes East 1349 feet along said Scenic Highway; thence South 15 degrees 46 minutes East 250 feet, more or less to the shore of the Mississippi River, the place of beginning; thence North 15 degrees 46 minutes West 250 feet, more or less, to the edge of the Scenic Highway; thence North 66 degrees 03 minutes East 110 feet along said Scenic Highway; thence South 35 degrees 0 minutes East 250 feet, more or less, to the Mississippi River; thence Southwesterly along the river shore to the place of beginning. (PID No. 99340592)

99040512

Parcel A:That part of Lot 28, Plat of River Heights, Crow Wing County, Minnesota, described as follows: Commencing at the southwest corner of said Lot 28; thence northeasterly along the north right of way line of County Highway a distance of 100 feet to the point of beginning; thence northwesterly parallel with the west line of said Lot 28 a distance of 175 feet; thence northeasterly parallel with the north right of way line of said County Highway a distance of 100 feet; thence southeasterly parallel with the west line of said Lot 28, 175 feet to the County Highway right of way; thence southwesterly along the north line of the County Highway right of way 100 to the place of beginning.
AND

That part of Lot 28, Plat of River Heights, Crow Wing County, Minnesota, described as follows: Commencing at the southwest corner of said Lot 28; thence northeasterly along the north right of way line of County Highway a distance of 200 feet to the point of beginning; thence northwesterly parallel with the west line of said Lot 28 a distance of 175 feet; thence northeasterly parallel with the north right of way line of said County Highway a distance of 50 feet; thence southeasterly parallel with the west line of said Lot 28, 175 feet to the County Highway right of way; thence southwesterly along the north line of the County Highway right of way 50 feet to the place of beginning.

Parcel B: That part of Lot 28, Plat of River Heights, Crow Wing County, Minnesota, described as follows: Commencing at the southwest corner of said Lot 28; thence northeasterly along the south easterly line of said Lot 28 a distance of 250 feet to the point of beginning; thence northwesterly parallel with the westerly line of said Lot 28 a distance of 175 feet; thence northeasterly parallel with the southeasterly line of said Lot 28, a distance of 16.09 feet; thence Southeasterly parallel with the westerly line of said Lot 28 a distance of 175 feet to the southeasterly line of said Lot 28; thence southwesterly 16.09 feet along said southeasterly line to the point of beginning.
AND
That part of Lot 28, Plat of River Heights, Crow Wing County, Minnesota, described as follows: Commencing at the southwest corner of said Lot 28; thence northeasterly along the southeasterly line of said Lot 28, a distance of 100 feet to the point of beginning; thence northwesterly parallel with the westerly line of said Lot 28 a distance of 175 feet; thence southwesterly parallel with the southeasterly line of said Lot 28, a distance of 4.97 feet; thence southeasterly parallel with the westerly line of said Lot 28, a distance of 175.00 feet to the southeasterly line of said Lot 28; thence northeasterly along said southeasterly line of Lot 28 a distance of 4.97 feet to the point of beginning.

99040510

Lot 27, River Heights, according to the plat thereof on file and of record in the office of the Crow Wing County Recorder.
AND
Lot 28, River Heights, according to the plat thereof on file and of record in the office of the Crow Wing County Recorder, Except the East 100 feet of the West 200 feet of the South 175 feet of Lot 28; and Except that part of Lot 28 described as follows: Commencing at the Southwest corner of Lot 28; thence Northeasterly along the North right of way line of the County Highway a distance of 200 feet to the point of beginning; thence Northwesterly parallel with the West line of Lot 28 a distance of 175 feet; thence Northeasterly parallel with the North right of way line of said County Highway a distance of 50 feet; thence Southeasterly parallel with the West line of Lot 28 175 feet to the County Highway right of way; thence Southwesterly along the North line of the County Highway 50 feet to the point of beginning and also except that part of Lot 28 described as follows: Commencing at the Southwest corner of said Lot 28; thence Northeasterly along the Southeasterly line of said Lot 28 a distance of 100 feet to the point of beginning of the tract of land to be described; thence Northwesterly parallel with the Westerly line of said Lot 28 a distance of 175 feet; thence Southwesterly parallel with the Southeasterly line of said Lot 28 a distance of 4.97 feet; thence Southeasterly parallel with the Westerly line of said Lot 28 a distance of 175 feet to the Southeasterly line of said Lot 28; thence Northeasterly along said

Southeasterly line of Lot 28 a distance of 4.97 feet to the point of beginning. And also except that part of Lot 28 described as follows: Commencing at the Southwest corner of said Lot 28; thence Northeasterly along the Southeasterly line of said Lot 28 a distance of 250 feet to the point of beginning of the tract to be described; thence Northwesterly parallel with the Westerly line of said Lot 28 a distance of 175 feet; thence Northeasterly parallel with the Southeasterly line of said Lot 28 a distance of 16.09 feet; thence Southeasterly parallel with the Westerly line of said Lot 28 a distance 175 feet to the Southeasterly line of said Lot 28; thence Southwesterly 16.09 feet along said Southeasterly line to the point of beginning.
AND
Lot 29, River Heights, according to the plat thereof on file and of record in the office of the Crow Wing County Recorder

99340501

That part of Government Lot 5, Section 34, Township 134, Range 28, described as follows: Beginning at a point where the West line of said Government Lot 5 intersects the centerline of the road known as “Scenic Drive” or “Scenic River Road”; thence North 0 degrees 30 minutes West, assumed bearing, along said West line of said Government Lot 5, a distance of 508.80 feet; thence North 66 degrees 03 minutes East a distance of 99.70 feet; thence South 2 degrees 57 minutes East a distance of 500.00 feet, to the point of intersection with the centerline of said “Scenic Drive”; thence South 66 degrees 03 minutes West, along the centerline of said “Scenic Drive” a distance of 123.00 feet to the point of beginning.

99040509

That part of Lot Thirty (30), River Heights, described as follows: Beginning at the Southwest corner of said Lot Thirty (30); thence 200 feet Northerly along the West line of said lot; thence 100 feet Easterly on a course parallel to the South line of said lot; thence 200 feet Southerly to the Northerly line of the county highway; thence Westerly along said Northerly line to the point of beginning.

99330515

That part of the Southeast quarter of the Southeast quarter, Section 33, Township 134, Range 28, Crow Wing County, Minnesota, described as follows: Commencing at the Southeast corner of the said Southeast quarter of the Southeast quarter; thence North 0 degrees 18 minutes West 396.5 feet along the East line of the said Southeast quarter of the Southeast quarter to the North right of way line of the County Highway; thence South 66 degrees 22 minutes West 435.9 feet along the said right of way to the place of beginning; thence North 24 degrees 30 minutes West 150 feet; thence South 64 degrees 38 minutes West 106.8 feet; thence South 27 degrees 06 minutes East 150.14 feet to the North right of way line of the County Highway; thence North 64 degrees 38 minutes East 100 feet along the said right of way line to the place of beginning. And that part of the Southeast quarter of the Southeast quarter, Section 33, Township 134, Range 28, Crow Wing County, Minnesota, described as follows: Commencing at the Southeast corner of the said Southeast quarter of the Southeast quarter; thence North 0 degrees 18 minutes West 396.5 feet along the East line of the said Southeast quarter of the Southeast quarter to the North right of way line of the County Highway; thence South 66 degrees 22 minutes West 435.9 feet along the said right of way line; thence North 24 degrees 30 minutes West 150 feet to the place of beginning; thence North 24 degrees 30 minutes West 50.01 feet;

thence South 64 degrees 38 minutes West 109.07 feet; thence South 27 degrees 06 minutes East 50.02 feet; thence North 64 degrees 38 minutes East 106.08 feet to the point of beginning.

99340593

The South 200 feet of the West 140 feet of the East 350 feet of all that part of Government Lot 5, Section 34, Township 134, Range 28, lying Northerly of the centerline of the road known as Scenic Drive or Scenic Road. Said 200 feet created by a line drawn 200 feet North and parallel with said centerline of the road known as Scenic Drive or Scenic Road.
AND
That part of the Government Lot 5, Section 34, Township 134, Range 28, described as follows: Commencing at the point where the centerline of the road known as “Scenic Drive” intersects with the West line of the East 350.00 feet of said Government Lot 5; thence North 0 degrees 07 minutes West, assumed bearing, along said West line of the East 350.00 feet a distance of 200.00 feet to an iron monument being the point of beginning; thence North 66 degrees 03 minutes East, parallel with the centerline of said “Scenic Drive”, a distance of 153.05 feet to an iron monument on the West line of the East 210.00 feet of said Government Lot 5; thence North 0 degrees 07 minutes West along said West line of the East 210.00 feet a distance of 38.16 feet; thence South 89 degrees 53 minutes West a distance of 140.00 feet to a point on said West line of the East 350.00 feet; thence South 0 degrees 07 minutes East along said West line of the East 350.00 feet a distance of 100.00 feet to the point of beginning.

99340594

TRACT 1
The East 350 feet of the Northwest Quarter Southwest Quarter (NW1/4SW1/4) Section Thirty-four (34), Township One Hundred Thirty-four (134) North, Range Twenty-eight (28) West lying South of Gilbert Lake, EXCEPT the South 20 feet of the East 210 feet of said Northwest Quarter Southwest Quarter (NW1/4SW1/4) Section Thirty-four (34), Township One Hundred Thirty-four (134) North, Range Twenty-eight (28) West.

BUT ALSO CONVEYING

TRACT 2
The East 350 feet of Government Lot Five (5), Section 34, Township 134 North, Range 28 West.

EXCEPT

That part of Government Lot 5 lying South and East of the centerline of Scenic River Road, also known as CSAH 20,

AND ALSO EXCEPT

That part of the East 210 feet of Government Lot Five (5), Section Thirty-four (34), Township One Hundred Thirty-four (134) North, Range Twenty-eight (28) West Crow Wing County, Minnesota described as follows: Beginning at the Northeast corner of said Government Lot Five (5); thence South 00 degrees 16 minutes 37 seconds East, bearing based on Crow Wing County Coordinate Database NAD 83/94, 280.48 feet along the East line of said Government

Lot Five (5) to the Northeast corner of the tract deeded to Crow Wing County by the deed recorded as d*ocument number 643034* in the Crow Wing County Recorders Office; thence South 89 degrees 41 minutes 33 seconds West 170.00 feet along the North line of said Crow Wing County Tract to the Northwest corner of said Crow Wing County tract also being on the West line of the East 170.00 feet of said Government Lot Five (5); thence South 00 degrees 16 minutes 37 seconds East 187 feet, more or less, along said West line of the East 170 feet of Government Lot Five (5) to the centerline of CSAH 20; thence Southwesterly 44 feet, more or less, along said centerline of CSAH 20 its intersection with the West line of said East 210 feet of Government Lot Five (5); thence North 00 degrees 16 minutes 37 seconds West 485 feet, more or less, along said West line of the East 210 feet of Government Lot Five (5) to the North line of said Government Lot Five (5); thence Easterly 210 feet, more or less, along said North line of Government Lot Five (5) to the point of beginning.

AND ALSO EXCEPT

That part of Government Lot Five (5), Section Thirty-four (34), Township One Hundred Thirty-four (134) North, Range Twenty-eight (28) West, described as follows:

Commencing at the point where the center line of the road known as “Scenic Drive” and/or “Riverside Drive” intersects the West line of the East 350.00 feet of said Government Lot Five (5); thence North 0 degrees 07 minutes West, assumed bearing, along said West line of the East 350.00 feet a distance of 200.00 feet to an iron monument being the point of beginning; thence North 66 degrees 03 minutes East, parallel with the center line of said “Scenic Drive” and/or “Riverside Drive”, a distance of 153.05 feet to an iron monument on the West line of the East 210 feet of said Government Lot Five (5); thence North 0 degrees 07 minutes West along said West line of the East 210.00 feet a distance of 38.16 feet; thence South 89 degrees 53 minutes West a distance of 140.00 feet to a point on said West line of the East 350.00 feet; thence South 0 degrees 07 minutes East along said West line of the East 350.00 feet a distance of 100.00 feet to the point of beginning.

AND ALSO EXCEPT

The South 200 feet of the following described tract (measured along the West line of said tract), to-wit: The West 140 feet of the East 350 feet of Lot Five (5) which lies North and West of the center line of the road known as “Scenic Drive” or “Scenic Road”, all in Section Thirty-four (34), Township One Hundred Thirty-four (134) North, Range Twenty-eight (28) West.

99340595

That part of the East 210 feet of Government Lot 5, Section 34, Township 134, Range 28, Crow Wing County, Minnesota described as follows: Beginning at the northeast corner of said Government Lot 5; thence South 00 degrees 16 minutes 37 seconds East bearing based on Crow Wing County Coordinate Database NAD 83/94, 280.48 feet along the east line of said Government Lot 5 to the northeast corner of the tract deeded to Crow Wing County by the deed recorded as *document number 643034* in the Crow Wing County Recorder’s Office; thence South 89 degrees 41 minutes 33 seconds West 170.00 feet along the north line of said Crow Wing County tract to the northwest corner of said Crow Wing County tract also being on the west line of the East 170.00 feet of said Government Lot 5; thence South 00 degrees 16 minutes 37 seconds East 187 feet, more or less, along said west line of the East 170 feet of Government Lot 5 to the centerline of CSAH 20; thence southwesterly 44 feet, more or less,

along said centerline of CSAH 20 to its intersection with the west line of said East 210 feet of Government Lot 5; thence North 00 degrees 16 minutes 37 seconds West 485 feet, more or less, along said west line of the East 210 feet of Government Lot 5 to the north line of said Government Lot 5; thence easterly 210 feet, more or less, along said north line of Government Lot 5 to the point of beginning.
AND
The South 35 feet of the East 210 feet of the Northwest Quarter of the Southwest Quarter, Section 34, Township 134, Range 28, Crow Wing County, Minnesota.

99030533

The East 50 feet of Lots One (1), Two (2), Three (3) and Four (4), Block Sixty-six (66), Town of Brainerd & 1st Addition to Brainerd, Crow Wing County, Minnesota

99030532

Lot Three (3), Block One (1), Replat of Part of River Heights

99030530

Re-plat of part of River Heights, Section 3, Township 133, Range 28, Lot Five (5), Block One (1), Crow Wing County, Minnesota, Unorganized/1st Assessment

99030531

Lot 4, Block 1, Replat of part of River Heights

99040524

Lot 1, River Heights, Crow Wing, Minnesota

99340608 and 99340609

PARCEL 1:
The North 100 feet of the East 544 feet of Government Lot 2, Section 34, Township 134, Range 28.

PARCEL 2:
All that part of the Northwest Quarter of the Northeast Quarter (NW1/4NE1/4), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows: Commencing at the Northeast corner of said Section Thirty-four (34); thence South 89 degrees 25 minutes 45 seconds West, assumed bearing, 1613.00 feet along the North line of said Section 34; thence South 3 degrees 26 minutes 02 seconds West 920.76 feet; thence South 3 degrees 22 minutes 26 seconds West 10.49 feet; thence continue South 3 degrees 22 minutes 26 seconds West 192.17 feet to the point of beginning of the tract to be described; thence North 3 degrees 22 minutes 26 seconds East 192.17 feet; thence Southeasterly 187.76 feet along a non-tangential curve, concave to the Northeast, having a radius of 160.81 feet, a central angle of 66 degrees 53 minutes 51 seconds and a chord bearing of South 53 degrees 34 minutes 17 seconds East and a chord of 177.27 feet; thence South 87 degrees 01 minutes 14 seconds East tangent to the last described curve, 132.23 feet; thence Easterly 91.02 feet along a tangential curve, concave to the South, having a radius of 308.10 feet and a central angle of 16 degrees 55 minutes 36 seconds to the East line of said Northwest Quarter of the Northeast

Quarter; thence South 0 degrees 05 minutes 58 seconds West 268.57 feet along said East line to the Southeast corner of said Northwest Quarter of the Northeast Quarter; thence South 89 degrees 39 minutes 24 seconds West 544.02 feet along the South line of said Northwest Quarter of the Northeast Quarter to the West line of the East 544 feet of said Northwest Quarter of the Northeast Quarter; thence North 0 degrees 05 minutes 58 seconds East 50.00 feet along said West line to the North line of the South 50 feet of said Northwest Quarter of the Northeast Quarter; thence South 89 degrees 39 minutes 24 seconds West 183 feet, more or less, along said North line to the shore of Gilbert Lake; thence Northeasterly along said shore to an intersection with a line which bears North 84 degrees 51 minutes 39 seconds West from the point of beginning; thence South 84 degrees 51 minutes 39 seconds East 211 feet, more or less, to the point of beginning.
Together with an easement for the driveway road as said road exists along and across the easterly line of the following description: Beginning at the concrete monument located at the northeast corner of Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), then proceed west along said section line for a distance of 1613 feet to a point marked by an iron pipe driven into the ground; thence South 3 degrees 22 minutes 21 seconds West 918 feet to a point marked by an iron pipe driven into the ground which is the place of beginning; thence South 69 degrees 48 minutes West 226.95 feet, more or less to the shore of Gilbert Lake; thence South 09 degrees 59 minutes 30 seconds West 106.05 feet along said shore; thence South 84 degrees 55 minutes 20 seconds East 220.55 feet; thence North 03 degrees 18 minutes 45 seconds East 202.66 feet to the point of beginning.

99340611

That part of the Tract deed to Endres by the deed recorded in *Book 172 of Deeds, page 82*, described as follows: Beginning at the concrete monument located at the northeast corner of Section 34, Township 134, Range 28, then proceed West along said section line for a distance of 1613 feet to a point marked by an iron pipe driven into the ground; thence South 3 degrees 22 minutes 21 seconds West 918 feet (Deed: South 3 degrees 50 minutes West 918 feet) to a point marked by an iron pipe driven into the ground which is the place of beginning; thence South 69 degrees 48 minutes West 226.95 feet more or less to the shore of Gilbert Lake; thence South 9 degrees 59 minutes 30 seconds West 106.05 feet along said shore; thence South 84 degrees 55 minutes 20 seconds East 220.55 feet; thence North 3 degrees 18 minutes 45 seconds East 202.66 feet to the point of beginning.

99340504

That part of the NW1/4NE1/4 of Section 34, Township 134, Range 28, described as follows: Commencing at the NE corner of said Section 34; thence W 1,613.00 feet along the N line of said Section 34 to an iron pipe monument; thence S 3°50’W; 37.02 feet to the place of beginning; thence S 3°50’W 100.98 feet to an iron pipe monument, the NE corner of the tract deeded to First Federal Savings and Loan Association of Brainerd, and recorded in *Book 160 of Deeds, page 159*; thence N 8°11’W along the N line of said First Federal Savings and Loan Association tract to the shore of Gilbert Lake; thence northerly along said shore to a point N 78°11’W of the place of beginning; thence S 78°11’ E to the place of beginning together with an easement for ingress and egress over the present road. Together with all that part of the island in Gilbert Lake, which lies in the NW1/4NE1/4 of Section 34, Township 134N, Range 28W. Subject to any reservations or restrictions or record, if any.

99340613

That part of the Northwest Quarter of the Northeast Quarter (NW1/4NE1/4), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows: Beginning at the Northeast corner of said Section Thirty-four (34), thence 1613.00 feet West on the North section line of said Section Thirty-four (34), to an iron pipe monument, thence delta angle 86 degrees 10 minutes to the left of said Section line, southwesterly 838.00 feet to the point of beginning where there is located an iron pipe monument, thence continuing along the same described line Southwesterly 80.0 feet along the West right of way limits of the present travelled road to an iron monument, thence on a line, delta angle 65 degrees 58 minutes right Southwesterly to the point of intersection with the North and South quarter line of said Section Thirty-four (34), the property involved is bounded on the easterly side by the first above described line from point of beginning whose length is 80.0 feet and on the Southerly side by the second above described line and on the Northerly side by a line beginning at the point of beginning, thence delta angle 97 degrees 59 minutes to the right Northwesterly to the point of intersection with said North and South quarter line of said Section Thirty-four (34), and on the West side by that part of said North and South quarter line between the above described points of intersection except all that part of an island in Gilbert Lake located in the Northwest Quarter of the Northeast Quarter (NW1/4NE1/4), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28); Also except the following described portion: That part of the Northwest Quarter of the Northeast Quarter (NW1/4NE1/4), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows: Beginning at the Northeasterly corner of the tract of land conveyed to George R. Bedard and James Geary which deed is recorded in *Book 163 of Deeds, page 389*, thence North 78 degrees 11 minutes West 111.4 feet along the Northerly line of said Bedard - Geary tract, thence South 44 degrees 14 minutes West 204.7 feet to the shore of Gilbert Lake, thence South 44 degrees 46 minutes East 48.3 feet along said shore to the Southerly line of said Bedard – Geary tract, thence North 69 degrees 48 minutes East 226.1 feet along Southerly line to the Southeasterly corner of said Bedard – Geary tract, thence North 3 degrees 50 minutes East 80 feet to the place of beginning.
Together with an easement across the northerly Twenty (20) feet of said exception tract for access to the tract hereby conveyed.

99340612

That part of the NW1/4NE1/4, Section 34, Township 134, Range 28, described as follows: Beginning at the Northeasterly corner of the tract of land conveyed to George R. Bedard and James Geary which deed is recorded in *Book 163 of Deeds, Page 389*; thence North 78 degrees 11 minutes West 111.4 feet along Northerly line of said Bedard – Geary tract; thence South 44 degrees 14 minutes West 204.7 feet to the shore of Gilbert Lake; thence South 44 degrees 46 minutes East 48.3 feet along said shore to the Southerly line of said Bedard – Geary tract; thence North 69 degrees 48 minutes East 226.1 feet along said Southerly line to the Southeasterly corner of said Bedard – Geary tract; thence North 3 degrees 50 minutes East 80 feet to the place of beginning.

99340614

That part of the Northwest Quarter of the Northeast Quarter (NW1/4NE1/4) of Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as

follows: Commencing at the Northeast corner of said Section 34, thence South 89 degrees 55 minutes 41 seconds West, assumed bearing, 1613.00 feet along the North line of said Section 34; thence South 3 degrees 22 minutes 21 seconds West 554.85 feet to a point on the South line of the North 553.84 feet of said NW1/4NE1/4, the place of beginning; thence South 3 degrees 22 minutes 21 seconds West 184.11 feet to the Northeasterly corner of the tract deeded to Lakewood Evangelical Free Church of Brainerd, Minnesota, by the Deed recorded in *Book 201 of Deeds, page 540*; thence North 78 degrees 11 minutes West 353.44 feet along the Northerly line of said tract to the shore of Gilbert Lake; thence North 22 degrees 18 minutes 13 seconds East 120.0 feet along said shore to a point on the South line of the North 553.84 feet of said NW1/4of NE1/4; thence North 89 degrees 55 minutes 41 seconds East 311.24 feet along said South line of the North 553.84 feet to the place of beginning, Crow Wing County, Minnesota.
A.P.N.970341200C00009

99340616

That part of the Northwest Quarter of the Northeast Quarter, Section 34, Township 134, Range 28, Crow Wing County, Minnesota, described as follows: Commencing at the northeast corner of said Northwest Quarter of the Northeast Quarter; thence South along the east line of said Northwest Quarter of the Northeast Quarter 525.4 feet; thence West 667 feet to the shore of Gilbert Lake, being the point of beginning; thence East for a distance of 340 feet to the roadway running northerly and southerly through said Northwest Quarter of the Northeast Quarter; thence northerly along said roadway for a distance of 400 feet; thence west to the shore of Gilbert Lake; thence southerly along the shore of Gilbert Lake to the point of beginning.

99340649

That part of the following described property per *Document No. 0801568*:

Part of the Northwest Quarter of the Northeast Quarter (NW1/4NE1/4), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows, to-wit: Commencing at the northeast corner of said NW1/4NE1/4; thence south along the east line of said NW1/4NE1/4, for a distance of 525.4 feet; thence west 667 feet to the shore of Gilbert Lake, being the point of beginning of the land herein conveyed; thence east for a distance of 340 feet to the roadway running northerly and southerly through said NW1/4NE1/4; thence northerly along said roadway for a distance of 400 feet; thence west to the shore of Gilbert Lake; thence southerly along the shore of Gilbert Lake to the point of beginning.

Lying northerly of the following described line:

Commencing at the northeast corner of said NW1/4NE1/4; thence south along the east line of said NW1/4NE1/4, for a distance of 525.4 feet; thence west 667 feet to the shore of Gilbert Lake; thence east for a distance of 340 feet to the roadway running northerly and southerly through said NW1/4NE1/4; thence northerly along said roadway for a distance of 166.48 feet to the point of beginning; thence deflect to the left 60 degrees 52 minutes 15 seconds and run northwesterly 133.06 feet; thence deflect to the left 9 degrees 30 minutes 46 seconds and run northwesterly 70 feet more or less, to the shore of Gilbert Lake and there terminating.

Together with an easement as recorded in an Easement Agreement recorded with the Crow Wing County Recorder as *Document No. A923243*, and legally described as follows:

An access easement over and across that part of Lot 1, Shady Hills Replat, and Lot 1, Crow Wing County Highway Right-of-Way Plat No. 1 described as follows: Beginning at the southwest corner of said Lot 1, County Right-of-Way Plat No. 1; thence South 89 degrees 26 minutes 08 seconds West 89.03 feet along the South line of said Lot 1, Shady Hills Replat, thence North 27 degrees 21 minutes 05 seconds East 23.00 feet; thence North 89 degrees 28 minutes 05 seconds East 88.63 feet; thence South 83 degrees 33 minutes 49 seconds East 30.95 feet; thence South 57 degrees 52 minutes 47 seconds East 30.56 feet to the south line of said Lot 1, Crow Wing County Highway Right-of-Way Plat No.1; thence South 89 degrees 26 minutes 08 seconds West 88.90 feet to the point of beginning.

99270551

All of Lot One (1), Block One (1), Shady Hills Replat, and part of vacated public road, plat of Shady Hills, designated as Parcel Lot 1 of Crow Wing County Highway Right of Way Plat No. 1, revised by Certificate of Correction Recorded February 21, 1984, and its addendum Recorded December 21, 1987, Crow Wing County, Minnesota.

99270548 and 99270549 (99270550 was combined with 99270549)

Lots Two (2), Three (3), and (4), Block One (1), Shady Hills Replat

99270547

Lot 5, Block 1, Shady Hills Replat, Crow Wing Couty, Minnesota

99270546 and 99270604

Lot 6, Block 1, Shady Hills Replat and Outlot B, Shady Hills, except the parts of said outlots included in the Shady Hills Replat, Crow Wing County, Minnesota

99270545 and 99270544 and 99270543 and 99270603

Lots 7, 8 and 9, Block 1, Shady Hills Replat, Crow Wing County, Minnesota.
And
Outlot C, Shady Hills, except the parts of said outlots included in the Shady Hills Replat, Crow Wing County, Minnesota.

99270542

Lot Ten (10), Block One (1), SHADY HILLS REPLAT. Crow Wing County, Minnesota

99270541

Lot 11, Block 1, Shady Hills Replat.

99270540

Lot Twelve (12), Block One (1), Shady Hills Replat

99270611

Lot 15, Block 1, Shady Hills

99270610

Lot 16, Block 1, Shady Hills

99270609

Lot 17, Block 1, Shady Hills

99270607 (combined with 99270608)

Lots 18 and 19, Block 1, Shady Hills

99270606

Lot Twenty (20), Shady Hills

99270605

Lot 21, Shady Hills, according to the plat thereof on file and of record in the office of the County Recorder. Crow Wing County, Minnesota.

99270500

Outlot D, Shady Hills, except that part included in the Shady Hills Replat, Crow Wing County, Minnesota.

99340605

EXHIBIT A

That part of the Northwest Quarter of the Northeast Quarter, Section 34, Township 134 North, Range 28, Crow Wing County, Minnesota, described as follows: Beginning at the Southeast corner of Outlot B, Shady Hills, thence South 00 degrees 02 minutes 06 seconds West, 435.73 feet, assumed bearing along the West line of Stonebridge, to the Northerly right of way line of Ashmun Road per *Book 333 of Deeds, page 677*, said corner also being the Southwest corner of Outlot A, said plat Stonebridge; thence Northwesterly along said Northerly right of way and along the Northerly right of way of Ashmun Road per *Document No. 329595*, along a non-tangential curve concave to the Southwest having a radius of 408.10 feet, a central angle of 12 degrees 11 minutes 48 seconds for an arc length of 86.87 feet, the chord of said curve bears North 81 degrees 31 minutes 49 seconds West; thence North 87 degrees 37 minutes 43 seconds West, 132.23 feet, along said Northerly right of way per *Document No. 329595*; thence Northwesterly along said right of way, along a tangential curve concave to the Northeast having a radius of 60.18 feet, a central angle of 90 degrees 50 minutes 20 seconds for an arc length of 95.42 feet; thence North 86 degrees 47 minutes 23 seconds West, 17.00 feet to the East line of the right of way of Ashmun Road per *Document No. 329564*; thence North 03 degrees 12 minutes 37 seconds East, 39.67 feet; along said Easterly right of way line; thence South 89 degrees 25 minutes 45 seconds West, 67.29 feet to the Southeast corner of the tract of land described in *Book 208 of Deeds, page 56*; thence North 03 degrees 21 minutes 18 seconds East 285.09 feet, along the East line of the tract of land described in *Book 208 of Deeds, page 56* and along the East line of the tract of land described in *Book 208 of Deeds, page 363* to the Northeast corner of said tract of land described in *Book 208 of Deeds, page 363*; thence Westerly along the North line of said tract of land described in *Book 208 of Deeds, page 363*, a distance of 347 feet more or less to the shore of Gilbert Lake; thence Northerly along said shore

to the South line of the North 525.40 feet of said Northwest Quarter of the Northeast Quarter; thence Easterly, 677 feet more or less, along said South line to the point of beginning.
EXCEPT that part of the Northwest Quarter of the Northeast Quarter of Section 34, Township 134 North, Range 28 West, Crow Wing County, Minnesota, that lies northerly of the northerly right of way line of Ashmun Road as described in *Doc. No. 329595* and easterly of the following described line: Commencing at the northeast corner of said Northwest Quarter of the Northeast Quarter; thence South 00 degrees 05 minutes 58 seconds West, assumed bearing, 762.94 feet along the east line of said Northwest quarter of the Northeast Quarter to the point of beginning; thence South 35 degrees 31 minutes 45 seconds West 149.28 feet; thence South 00 degrees 05 minutes 58 seconds West 65.96 feet, more or less, to said northerly right of way line of Ashmun Road and said line there terminating.
EXCEPT
That part of the East 43.00 feet of the Northwest Quarter of the Northeast Quarter of Section 34, Township 134 North, Range 28 West, Crow Wing County, Minnesota that lies northerly of the northerly right-of-way line of Ashmun Road as described in *Document No. 329595* and southerly of the following described line:
Commencing at the northeast corner of said Northwest Quarter of the Northeast Quarter; thence South 00 degrees 05 minutes 58 seconds West, assumed bearing, 762.94 feet along the east line of said Northwest Quarter of the Northeast Quarter to the point of beginning of the line to be described; thence South 35 degrees 31 minutes 45 seconds West 74.18 feet to the west line of the East 43.00 feet thereof and said line there terminating.

99260558

That part of Government Lot 5, Section 26, Township 134 North, Range 28 West, Crow Wing County, Minnesota, described as follows:

Commencing at the southwest corner of said Section 26; thence North 01 degrees 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the west line of said Section 26, a distance of 398.37 feet to the point of beginning of the tract to be described; hence South 88 degrees 43 minutes 30 seconds East, a distance of 84.07 feet to the east line of the West 84.07 feet of said Government Lot 5; thence North 01 degrees 16 minutes 30 seconds East along said east line, a distance of 245.82 feet; thence North 40 degrees 38 minutes 57 seconds West, a distance of 63.34 feet; thence North 28 degrees 46 minutes 42 seconds West, a distance of 82 feet, more or less, to the shoreline of Gilbert Lake; thence westerly along said shoreline to the intersection with said west line of said Section 26; thence South 01 degrees 16 minutes 30 seconds West along said west line, a distance of 364 feet, more or less, to the point of beginning.

AND ALSO Lot 22, SHADY HILLS, according to the recorded plat thereof, Crow Wing County, Minnesota.

The above described parcels are to be permanently attached to each other.

Along with and subject to a 20.00 foot easement for ingress and egress purposes over, under and across that part of said Government Lot 5, the centerline of said easement is described as follows:

Commencing at the southwest corner of said Section 26; thence North 89 degrees 40 minutes 02 seconds East, bearings are based on the North American Datum of 1983, along the south line of said Section 26, a distance of 86.18 feet to the westerly right-of-way line of County State Aid Highway 20; thence North 44 degrees 39 minutes 17 seconds East along said right-of-way, a distance of 193.76 feet; thence northeasterly 176.30 feet along right-of-way on a tangential curve concave to the northwest, said curve having a radius of 423.58 feet and a central angle of 23 degrees 50 minutes 50 seconds; thence North 20 degrees 49 minutes 58 seconds East along said right-of-way, tangential to the last described curve, a distance of 84.74 feet to the point of beginning of the centerline to be described; thence 72.55 feet westerly along a non-tangential curve concave to the south, said curve having a radius of 130.00 feet, a central angle of 31 degrees 58 minutes 24 seconds, a chord length of 71.61 feet and a chord bearing of North 83 degrees 33 minutes 57 seconds West; thence South 80 degrees 26 minutes 51 seconds West, tangential to the last described curve, a distance of 56.16 feet; thence 122.26 feet northwesterly along a tangential curve concave to the north, said curve having a radius of 130.00 feet and a central angle of 53 degrees 53 minutes 00 seconds; thence North 45 degrees 40 minutes 10 seconds West, tangential to the last described curve, a distance of 72.39 feet and said centerline there terminates.

The sidelines of said easement are to be prolonged or shortened to terminate on the south line of the drainage easement as described in *Document Number 0794076*, and the westerly right-of-way line of County State Aid Highway Number 20.

99260502

Tract B: That part of Government Lot 5, Section 26, Township 134 North, Range 28 West, Crow Wing County, Minnesota, described as follows:

Commencing at the southwest corner of said Section 26: thence North 01 degrees 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the west line of said Section 26, a distance of 398.37 feet; thence South 88 degrees 43 minutes 30 seconds East, a distance of 84.07 feet to the east line of the West 84.07 feet of said Government Lot 5, said point hereinafter referred to as “Point A”; thence North 01 degrees 16 minutes 30 seconds East along said east line, a distance of 245.82 feet; thence North 40 degrees 38 minutes 57 seconds West, a distance of 63.34 feet to the point of beginning of the tract to be described; thence reversing course South 40 degrees 38 minutes 57 seconds East, a distance of 63.34 feet to the intersection with said east line of the West 84.07 feet of said Government Lot 5; thence South 01 degrees 16 minutes 30 seconds West, along said east line, a distance of 245.82 feet to said “Point A”; thence South 88 degrees 43 minutes 30 seconds East, a distance of 34.30 feet; thence southeasterly 70.40 feet along a non-tangential curve concave to the northeast to the intersection with the east line of West 184.07 feet of said Government Lot 5, said curve having a central angle of 33 degrees 36 minutes 44 seconds, a radius of 120.00 feet and a chord bearing of South 69 degrees 57 minutes 30 seconds East; thence North 01 degrees 16 minutes 30 seconds East along said east line, a distance of 268.97 feet; thence North 28 degrees 46 minutes 42 seconds West, a distance of 167 feet, more or less, to the shoreline of Gilbert Lake; thence southwesterly along said shoreline to the intersection with a line that bears North 28 degrees 46 minutes 42 seconds West from the point of beginning; thence South 28 degrees 46 minutes 42 seconds East, a distance of 82 feet, more or less, to the point of beginning.

Along with and subject to a 20.00 foot easement for ingress and egress purposes over, under and across that part of said Government Lot 5, the centerline of said easement is described as follows: Commencing at the southwest corner of said Section 26; thence North 89 degrees 40 minutes 02 seconds East, bearings are based on the North American Datum of 1983, along the south line of said Section 26, a distance of 86.18 feet to the westerly right-of-way line of County State Aid Highway 20; thence North 44 degrees 39 minutes 17 seconds East along said right-of-way, a distance of 193.76 feet; thence northeasterly 176.30 feet along said right-of-way on a tangential curve concave to the northwest, said curve having a radius of 423.58 feet and a central angle of 23 degrees 50 minutes 50 seconds; thence North 20 degrees 49 minutes 58 seconds East along said right-of-way, tangential to the last described curve, a distance of 84.74 feet to the point of beginning of the centerline to be described; thence 72.55 feet westerly along a non-tangential curve concave to the south, said curve having a radius of 130.00 feet, a central angle of 31 degrees 58 minutes 24 seconds, a chord length of 71.61 feet and a chord bearing of North 83 degrees 33 minutes 57 seconds West; thence South 80 degrees 26 minutes 51 seconds West, tangential to the last described curve, a distance of 56.16 feet; thence 122.26 feet northwesterly along a tangential curve concave to the north, said curve having a radius of 130.00 feet and a central angle of 53 degrees 53 minutes 00 seconds; thence North 45 degrees 40 minutes 10 seconds West, tangential to the last described curve, a distance of 72.39 feet and said centerline there terminates.

The sidelines of said easement are to be prolonged or shortened to terminate on the south line of the drainage easement as described in *Document Number 0794076*, and the westerly right-of-way line of County State Aid Highway Number 20.

ALSO along with an easement for ingress and egress purposes over and across that part of said Government Lot 5 described as follows:

Commencing at the Southwest corner of said Section 26; thence North 1 degree 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the West line of said Section 26, a distance of 450.41 feet to the point of beginning; thence South 88 degrees 43 minutes 30 seconds East, a distance of 72.81 feet; thence North 50 degrees 33 minutes 43 seconds West, a distance of 67.16 feet; thence North 1 degree 16 minutes 30 seconds East parallel to the West line of said Section 26, a distance of 100.21 feet; thence North 88 degrees 43 minutes 30 seconds West, a distance of 20.00 feet to the West line of said Section 26; thence South 1 degree 16 minutes 30 seconds West along said West line, a distance of 141.71 feet to the point of beginning.

AND ALSO along with a 20.00 foot easement for ingress and egress purposes over, under and across part of said Government Lot 5, the centerline of said easement is described as follows:

Commencing at the southwest corner of said Section 26; thence North 01 degree 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the west line of said Section 26, a distance of 592.12 feet to the north line of a drainage easement recorded as *Document Number 0794076* and on file in the Office of the County Recorder, Crow Wing County, Minnesota; thence South 88 degrees 43 minutes 30 seconds East along the north line of said drainage easement, a distance if 10.00 feet to the point of beginning of the centerline to be described; thence North 01 degree 16 minutes 30 seconds East, parallel with the west line of said Section 26, a distance of 26.54 feet; thence North 85 degrees 44 minutes 35 seconds East,

a distance of 74.42 feet to the east line of the West 84.07 feet of said Government Lot 5, and said centerline there terminates.

The sidelines of said easement are to be prolonged or shortened to terminate on the east line of the West 84.07 feet of said Government Lot 5 and the north line of drainage easement as described in *Document Number 0794076*.

99260503

That part of Government Lot 5, Section 26, Township 134 North, Range 28 West, Crow Wing County, Minnesota, described as follows:

Commencing at the southwest corner of said Section 26; thence North 01 degrees 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the west line of said Section 26, a distance of 398.37 feet; thence South 88 degrees 43 minutes 30 seconds East, a distance of 118.37 feet; thence southeasterly 70.40 feet along a non-tangential curve concave to the northeast to the intersection with the east line of West 184.07 feet of said Government Lot 5, said curve having a central angle of 33 degrees 36 minutes 44 seconds, a radius of 120.00 feet and a chord bearing of South 69 degrees 57 minutes 30 seconds East; thence North 01 degrees 16 minutes 30 seconds East along said east line, a distance of 268.97 feet to the point of beginning; thence reversing course South 01 degrees 16 minutes 30 seconds West, a distance of 207.91 feet; thence North 64 degrees 11 minutes 01 seconds East, a distance of 112.32 feet to the intersection with the east line of the West 284.07 feet of said Government Lot 5; thence North 01 degrees 16 minutes 30 seconds East along said east line, a distance of 223.95 feet; thence North 14 degrees 26 minutes 42 seconds West, a distance of 158 feet, more or less, to the shoreline of Gilbert Lake; thence southwesterly along said shoreline to the intersection with a line that bears North 28 degrees 46 minutes 42 seconds West from the point of beginning; thence South 28 degrees 46 minutes 42 seconds East, a distance of 167 feet, more or less, to the point of beginning. Along with a 20.00 foot easement for ingress and egress purposes over under, under and across part of said Government Lot 5, the centerline of said easement is described as follows: Commencing at the southwest corner of said Section 26; thence North 89 degrees 40 minutes 02 seconds East, bearings are based on the North American Datum of 1983, along the south line of said Section 26, a distance of 86.18 feet to the westerly right-of-way line of County State Aid Highway Number 20; thence North 44 degrees 39 minutes 17 seconds East along said right-of-way, a distance of 193.76 feet; thence 176.30 feet northeasterly along said right-of-way on a tangential curve concave to the northwest, said curve having a radius of 423.58 feet and a central angle of 23 degrees 50 minutes 50 seconds; thence North 20 degrees 49 minutes 58 seconds East along said right-of-way, tangential to the last described curve, a distance of 190.63 feet; thence124.48 feet northerly along said right-of-way on a tangential curve concave to the west, said curve having a radius of 214.27 feet and a central angle of 33 degrees 17 minutes 09 seconds; thence North 12 degrees 27 minutes 42 seconds West along said right-of-way, tangential to the last described curve, a distance of 30.77 feet to the point of beginning of the centerline to be described; thence 101.59 feet northwesterly along a non-tangential curve concave to the southwest, said curve having a radius of 110.00 feet, a central angle of 52 degrees 55 minutes 00 seconds, a chord length of 98.02 feet and a chord bearing of North 64 degrees 27 minutes 10 seconds West to the intersection with the east line of the West 284.07 feet of said Government Lot 5, and said centerline there terminates.
The sidelines of said easement are to be prolonged or shortened to terminate on the east line of the West 284.07 feet of said Government Lot 4, and the westerly right-of-way line of said County State Aid Highway Number 20.

99260501

That part of Government Lot 5, Section 26, Township 134 North, Range 28 West, Crow Wing County, Minnesota, described as follows:
Commencing at the southwest corner of said Section 26; thence North 01 degrees 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the west line of said Section 26, a distance of 398.37 feet; thence South 88 degrees 43 minutes 30 seconds East, a distance of 118.37; thence southeasterly 70.40 feet along a non-tangential curve concave to the Northeast to the intersection with the east line of West 184.07 feet of said Government Lot 5,said curve having a central angle of 33 degrees 36 minutes 44 seconds, a radius of 120.00 feet and a chord bearing of South 69 degrees 57 minutes 30 seconds East; thence South 01 degrees 16 minutes 30 seconds West, along said east line a distance of 10.01 feet to the point of beginning; thence reversing course North 01 degrees 16 minutes 30 seconds East, along said east line, a distance of 71.06 feet; thence North 64 degrees 11 minutes 01 seconds East, a distance of 112.32 feet to the intersection with the east line of the West 284.07 feet of said Government Lot 5; thence North 01 degrees 16 minutes 30 seconds East, along said East line, a distance of 223.95 feet; thence North 14 degrees 26 minutes 42 seconds West, a distance of 158 feet, more or less, to the southeasterly shoreline of Gilbert lake; thence northeasterly along said southeasterly shoreline to the intersection with the southerly line of Lot 1, Block 1, AHRENS HILL; thence South 43 degrees 35 minutes 28 seconds East, along said south line, a distance of 56 feet, more or less, to the westerly right of way line of County State Aid Highway Number 20; thence southerly along said westerly right of way line to the intersection with a line which bears; South 75 degrees 32 minutes 46 seconds East from the point of beginning; thence North 75 degrees 32 minutes 46 seconds West, a distance of 144.77 feet, hereinafter referred to as “Line A”, to the point of beginning.
Along with and subject to a 33.00-foot easement for ingress and egress, the centerline of said easement being said “Line A”. The sidelines of said easement are to be prolonged or shortened to terminate on said westerly right of way line of County State Aid Highway Number 20 and the east line of the West 184.07 feet of said Government Lot 5.
Subject to a drainage and utility easement as described in *Document Number 0784076*, as on file in the Office of the Country Recorder, Crow Wing County, Minnesota.
Said panel contains 74,240 square feet, more or less and is subject to all restrictions, reservations and easements of record, if any.

99260500

The Land is described as follows:

All that part of Government Lot 5, Section 26, Township 134, Range 28, Crow Wing County, Minnesota, which lies southerly of Lot 1, Block 1, Ahren’s Hill and westerly of County State Aid Highway No. 20; EXCEPT That part of Government Lot 5, Section 26, Township 134, Range 28, described as follows: Commencing at the southwest corner of said Section 26; thence North 01 degree 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the West line of said Section 26, a distance of 398.37 feet; thence South 88 degrees 43 minutes 30 seconds East, a distance of 118.37 feet; thence southeasterly 70.40 feet along a non-tangential curve concave to the northeast to the intersection with the East line of the West 184.07 feet of said Government Lot 5, said curve having a central angle of 33 degrees 36 minutes 44 seconds, a radius of 120.00 feet and a chord bearing of South 69 degrees 57 minutes 30 seconds East; thence North 01 degree 16 minutes 30 seconds East along said East line, a distance of 268.97 feet to the point of beginning; thence reversing course South 01 degree 16 minutes 30 seconds West, a distance of 207.91 feet; thence North 64 degrees 11

minutes 01 second East, a distance of 112.32 feet to the intersection with the East line of the West 284.07 feet of said Government Lot 5; thence North 01 degree 16 minutes 30 seconds East along said East line, a distance of 223.95 feet; thence North 14 degrees 26 minutes 42 seconds West, a distance of 158 feet, more or less, to the shoreline of Gilbert Lake; thence southwesterly along said shoreline to the intersection with a line that bears North 28 degrees 46 minutes 42 seconds West from the point of beginning; thence South 28 degrees 46 minutes 42 seconds East, a distance of 167 feet, more or less, to the point of beginning;

AND EXCEPT

That part of Government Lot 5, Section 26, Township 134, Range 28, described as follows: Commencing at the Southwest corner of said Section 26; thence North 01 degree 16 minutes 30 seconds East, bearings are based on the North American Datum 1983, along the West line of said Section 26, a distance of 398.37 feet; thence South 88 degrees 43 minutes 30 seconds East, a distance of 84.07 feet to the East line of the West 84.07 feet of said Government Lot 5, said point hereinafter referred to as “Point A”, thence North 01 degree 16 minutes 30 seconds East along said East line, a distance of 245.82 feet; thence North 40 degrees 38 minutes 57 seconds West, a distance of 63.34 feet to the point of beginning of the tract to be described; thence reversing course South 40 degrees 38 minutes 57 seconds East, a distance of 63.34 feet to the intersection with said East line of the West 84.07 feet of said Government Lot 5; thence South 01 degree 16 minutes 30 seconds West, along said East line, a distance of 245.82 feet to said “Point A”, thence South 88 degrees 43 minutes 30 seconds East a distance of 34.30 feet; thence southeasterly 70.40 feet along a non-tangential curve concave to the northeast to the intersection with the East line of West 184.07 feet of said Government Lot 5, said curve having a central angle of 33 degrees 36 minutes 44 seconds, a radius of 120.00 feet and a chord bearing of South 69 degrees 57 minutes 30 seconds East; thence North 01 degree 16 minutes 30 seconds East along said East line, a distance of 268.97 feet; thence North 28 degrees 46 minutes 42 seconds West, a distance of 167 feet, more or less, to the shoreline of Gilbert Lake; thence southwesterly along said shoreline to the intersection with a line that bears North 28 degrees 46 minutes 42 seconds West from the point of beginning; thence South 28 degrees 46 minutes 42 seconds East, a distance of 82 feet, more or less, to the point of beginning:

AND EXCEPT

That part of Government Lot 5, Section 26, Township 134, Range 28, described as follows: Commencing at the southwest corner of said Section 26; thence North 01 degree 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983, along the West line of said Section 26, a distance of 398.37 feet to the point of beginning of the tract to be described; thence South 88 degrees 43 minutes 30 seconds East, a distance of 84.07 feet to the East line of the West 84.07 feet of said Government Lot 5; thence North 01 degree 16 minutes 30 seconds East along said East line, a distance of 245.82 feet; thence North 40 degrees 38 minutes 57 seconds West, a distance of 63.34 feet; thence North 28 degrees 46 minutes 42 seconds West, a distance of 82 feet, more or less, to the shoreline of Gilbert Lake; thence westerly along said shoreline to the intersection with said West line of said Section 26; thence South 01 degree 16 minutes 30 seconds West along said West line, a distance of 364 feet, more or less, to the point of beginning:

AND EXCEPT

That part of Government Lot 5, Section 26, Township 134, Range 28, described as follows: Commencing at the southwest corner of said Section 26; thence North 01 degree 16 minutes 30 seconds East, bearings are based on the North American Datum of 1983; along the Westline of said Section 26, distance of 398.37 feet; thence South 88 degrees 43 minutes 30 seconds East, a distance of 118.37 feet; thence southeasterly 70.40 feet along a non-tangential curve concave to the Northeast to the intersection with the East line of the West 184.07 feet if said Government Lot 5, said curve having a central angle of 33 degrees 36 minutes 44 seconds, a radius of 120.00 feet and a chord bearing of South 69 degrees 57 minutes 30 seconds East; thence South 01 degree 16 minutes 30 seconds West, along said East line a distance of 10.01 feet to the point of beginning; thence reversing course North 01 degree 16 minutes 30 seconds East along said East line, a distance of 71.06 feet; thence North 64 degrees 11 minutes 01 seconds East, a distance of 112.32 feet to the intersection with the East line of the West 284.07 feet of said Government Lot 5; thence North 01 degree 16 minutes 30 seconds East, along said East line, a distance of 223.95 feet; thence North 14 degrees 26 minutes 42 seconds West, a distance of 158 feet, more or less, to the southeasterly shoreline of Gilbert Lake; thence northeasterly along said southeasterly shoreline to the intersection with the southerly line of Lot 1, Block 1, Ahren's Hill; thence South 42 degrees 35 minutes 28 seconds East, along said South line, a distance of 56 feet, more or less, to the westerly right-of-way line of County State Aid Highway No. 20; thence southerly along said westerly right-of-way line to the intersection with a line which bears South 75 degrees 32 minutes 46 seconds East from the point of beginning; thence North 75 degrees 32 minutes 46 seconds West, a distance of 144.77 feet, hereinafter referred to as "Line A", to the point of beginning.

99340500

That part of Government Lot Five (5), Section Thirty-four (34), Township One Hundred Thirty four (134), Range Twenty-eight (28), described as follows: Commencing at a point where the west line of said Government Lot 5 intersects the center line of the road known as "Scenic Drive" or "Scenic River Road", thence North 66 degrees 03 minutes East, assumed bearing, along the center line of said "Scenic Drive" or "Scenic River Road", a distance of 423.00 feet, to the point of intersection with the centerline of the County Road known as "McKay Road", thence North 2 degrees 57 minutes West, along the center line of said "McKay Road" a distance of 375.00 feet to the point of beginning, thence continuing North 2 degrees 57 minutes West, along the center line of said "McKay Road", a distance of 125.00 feet, thence South 66 degrees 03 minutes West a distance of 300.00 feet, thence South 2 degrees 57 minutes East a distance of 125.00 feet, thence North 66 degrees 03 minutes East a distance of 300.00 feet to the point of beginning.
AND
That part of Government Lot Five (5), Section Thirty-four (34), Township One Hundred Thirty-four (134), Range Twenty-eight (28), described as follows: Commencing at a point where the west line of said Government Lot 5 intersects the centerline of the road known as "Scenic Drive" or "Scenic River Road", thence North 66 degrees 03 minutes East assumed bearing, along the centerline of said "Scenic Drive" or "Scenic River Road" a distance of 423.00 feet, to the point of intersection with the centerline of the County Road known as "McKay Road", thence North 2 degrees 57 minutes West along the centerline of said "McKay Road" a distance of 250.00 feet to the point of beginning, thence continuing North 2 degrees 57 minutes West, along the centerline of said "McKay Road" a distance of 125.00 feet, thence South 66 degrees 03 minutes West a distance of 300.00 feet, thence South 2 degrees 57 minutes East a distance of 125.00

feet, thence North 66 degrees 03 minutes East a distance of 300.00 feet to the point of beginning.

9934P001

OUTLOT A SCENIC ACRES

99040508

Lot # 31, River Heights

99340607

That part of the Northwest Quarter of the Northeast Quarter of Section 34, Township 134 North, Range 28 West, Crow Wing County, Minnesota that lies northerly of the northerly right-of-way lie of Ashmun Road as described in *Document No. 329595* and easterly of the following described line:
Commencing at the northeast corner of said Northwest Quarter of the Northeast Quarter; thence South 00 degrees 05 minutes 58 seconds West, assumed bearing, 762.94 feet along the east line of said Northwest Quarter of the Northeast Quarter to the point of beginning of the line to be described; thence South 35 degrees 31 minutes 45 seconds West 149.28 feet; thence South 00 degree 05 minutes 58 seconds West 66.96 feet, more or less to said northerly right-of-way line of Ashmun Road and said line there terminating.

99340606

That part of the East 43.00 feet of the Northwest Quarter of the Northeast Quarter of Section 34, Township 134 North, Range 28 West, Crow Wing County, Minnesota that lies northerly of the northerly right-of way line of Ashmun Road as described in *Document No. 329595* and southerly of the following described line:
Commencing at the northeast corner of said Northwest Quarter of the Northeast Quarter; thence South 00 degrees 05 minutes 58 seconds West, assumed bearing. 762.94 feet along the east line of said Northwest Quarter of the Northeast Quarter to the point of beginning of the line to be described; thence South 35 degrees 31 minutes 45 seconds West 74.18 feet to the west line of the East 43.00 feet thereof and said line there terminating.

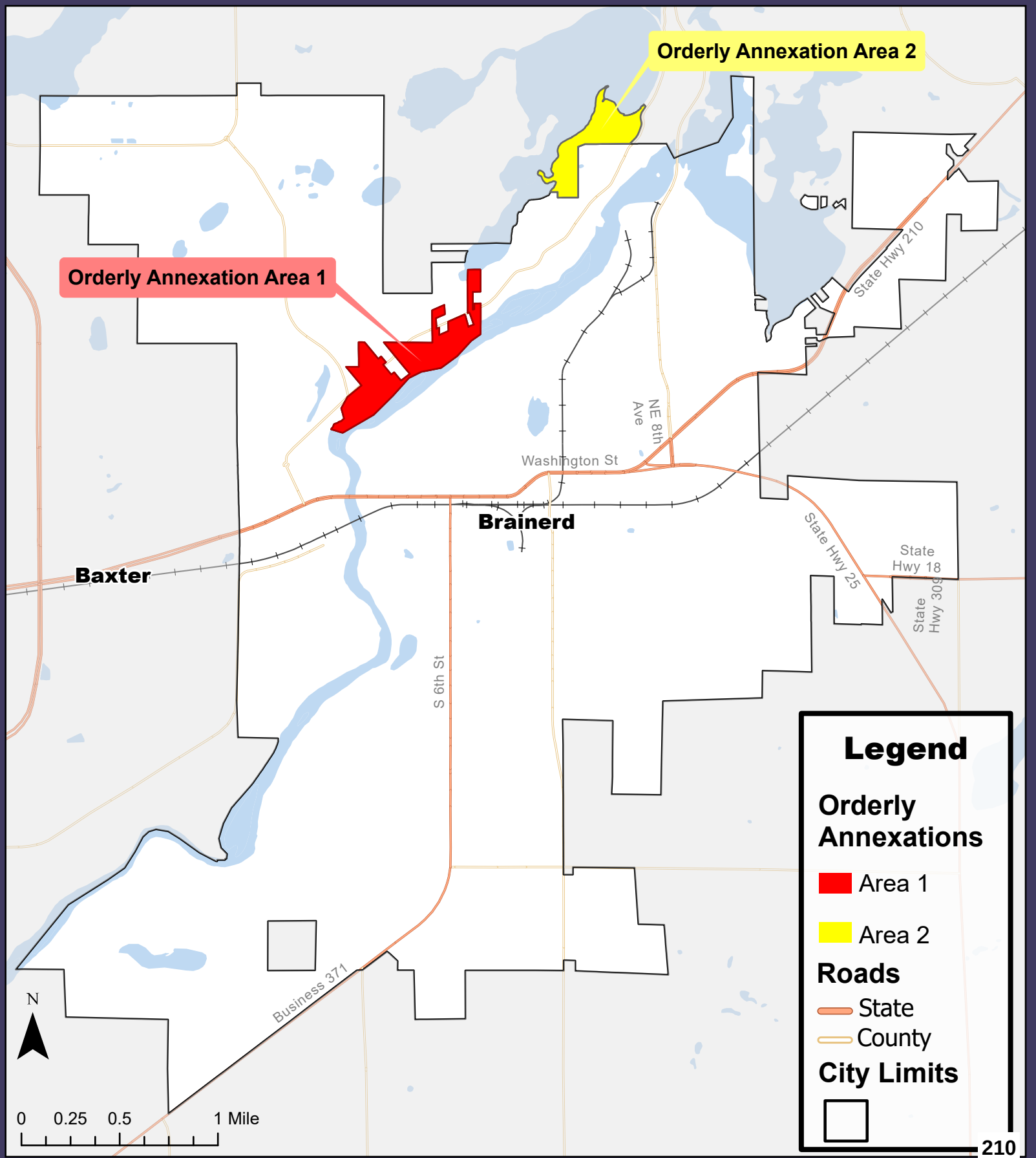
99340615

That part of fractional NW1/4 of NE1/4 lying South of the North 525.4 feet of the NW1/4 – NE1/4 and North and East of the following described lines: Beginning at an iron pipe on the East line of the NW1/4 – NE1/4 that is 400 feet North of the Southeast corner thereof then South 89 degrees 27 minutes West 160 feet to a North iron pipe then Northwesterly 188.2 feet more or less in a straight line to the Southeasterly corner of the parcel conveyed to R.E. Simmons, said point being 1616 feet West and South 3 degrees 50 minutes West 918 feet from the Northeast corner of Section 34 then North 3 degrees 0 minutes East 365.09 feet to a point that is 553.84 feet South of the North Line of Section 34 then – West parallel with the North line of Section 34, 410 feet more or less to the waters edge of Gilbert Lake and there ending. Subject to restrictions and easements of record. Section 34, Township 134, Range 28

99340610

The North 100 feet of Government Lot Two (2), except the East 544 feet thereof; and the South 50 feet of the Northwest Quarter of the Northeast Quarter (NW ¼ of NE ¼), except the East 544 thereof, all in Section Thirty-Four (34), Township One Hundred Thirty-Four (134), Range Twenty-Eight (28).

City of Brainerd
Proposed Orderly Annexations



Revised 2/25/2026

From:	James Kramvik
To:	Ginny Knudson
Cc:	David Rhoda; Jared Bartel; lanemimmack@gmail.com; Chad Knudson; Stephanie Bestul; Toni Gage; Nick Broyles; Jessie Dehn; Joseph J. Langel <jjl@ratwiklaw.com>; Chris Pence
Subject:	RE: Orderly Annexation--Riverside Drive/Ashmun Road
Date:	Tuesday, February 17, 2026 10:58:06 AM
Attachments:	RES - Orderly Annexation Agreement.pdf image002.png image003.png

Hi Ginny,

Thank you for reaching out to the City. I have bcc'd my response along with your e-mail to all City Council members. I have attached the orderly annexation agreement as a PDF document for your review. The complete agenda item can be found at the following link on the City's website:

https://brainerdmn.portal.civicclerk.com/event/1414/files/report/2567

The orderly annexation agreement, which is the joint resolution, designates an area for orderly annexation, and the map is attached as Exhibit A. The agreement does not immediately annex properties into the City.

The agreement has been reviewed by both the City and County attorneys. If agreed upon, the City could may annex by resolution, subject to the agreement and based on the following criteria:

1. Owner petition
2. City Initiated Island Annexation – Properties or pockets surrounded by municipal boundaries and a body of water.
3. City Initiated – Properties that are currently available to connect to municipal utilities or those that the City will provide utilities to within 2 years of annexing.

Ashmun Road, where your property is located, could not be immediately annexed after approval of the OAA and would continue be under jurisdiction of First Assessment District/ Crow Wing County until annexed. The City must provide utilities to Ashmun Road or Shady Hills Trail within two years prior to annexing. I cannot speculate when a utility project may happen in this location, but it would most likely be several years as the City has already planned for future projects in the coming years. By designating Ashmun Road, the City could begin capital planning. Area 1 and one property of area 2 along Riverside Drive would be subject to annexation into the City by City Council resolution, based on the terms of the agreement if the joint agreement is passed.

City staff believe the subject area is or is about to become urban or suburban in character because of the improvement project in 2003 that provided municipal utilities to this area. Municipal utilities are currently adjacent to properties along Riverside Drive just before Shaddy Hills Trail and were partially installed on Ashmun Road to provide utility services to Old Stonebridge Trail.

Karr Drive and River Arches are currently surrounded by municipal boundaries and County and City staff believe it is in the best interest for the area to be annexed and for the City to provide those services. The City currently plows and maintains Ashmun Road as part of a joint maintenance agreement. The County

is responsible for improvement projects on Ashmun Road. The City currently provides services in the area for Highview Circle, Russel Road, and Island Drive as they are City streets.

The environment was considered when creating the orderly annexation area map as most properties are in a shoreland overlay district. If municipal utilities are present, it is better for the environment for properties to connect. This past year, a property owner had a major septic failure and was in need of an emergency utility connection.

If annexed, a property in the proposed Orderly Annexation Area would not need to immediately connect to municipal services unless the septic system is non-compliant. Connections to the public water and sanitary sewer facilities may be delayed for a period of three years if the existing sewer system is compliant with all current State, County and City regulations as evidenced by the property owner providing to the City proof of compliance from the County. Connection can be further delayed if the sewer system is re-certified every three years from the original date of certification.

Please let me know if you have any further questions.

Regards,
James Kramvik

James Kramvik | Community Development Director
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218-454-3408 | jkramvik@ci.brainerd.mn.us

From: Ginny Knudson <vjknudson@brainerdlaw.com>
Sent: Monday, February 16, 2026 12:38 PM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>
Cc: David Rhoda <drhoda16@gmail.com>; Jared Bartel <jwbartel@gmail.com>; lanemimmack@gmail.com; Chad Knudson <chadwrdcsd@gmail.com>
Subject: Orderly Annexation--Riverside Drive/Ashmun Road

*** **Warning**: External sender, use extreme caution with attachments and links ***

Dear James,

My husband and I own property at 15977 Ashmun Trail.

Has an orderly annexation agreement been drafted? Would you please send all of us on this email a copy of any and all drafts that have been created?

Also, have the city and county considered the following factors and what are the conclusions and findings of that analysis:

> (1) the subject area is now or is about to become urban or suburban in character and that the annexing municipality is capable of providing the services required by the area within a

reasonable time; or
(2) that the existing township form of government is not adequate to protect the public health, safety, and welfare; or
(3) that annexation would be in the best interests of the subject area.

Until the City and County provide this explanation of how this annexation is in the best interest of the property owners and we are able to review any proposed agreement, my husband and I object to the proposed annexation. We are unable to attend the City Council meeting on February 17 and ask that this email be made part of the record for the meeting.

Ginny Knudson
Borden, Steinbauer, Krueger & Knudson, P.A.
302 South Sixth Street
P.O. Box 411
Brainerd, MN 56401
218-829-1451 (main) 218-829-2946 (fax)
www.brainerdlaw.com



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LEAP Email Reference |F:f20f0782-7317-46f8-8a51-86e44de1aeee|M:6ac542f3-83bc-4f34-9f39-c92e8c40797c|O:53664b47-6d7b-4e15-bb4c-7be8185962ef| (Please do not delete)

From:	James Kramvik
Cc:	Joseph J. Langel <jjl@ratwiklaw.com>; Toni Gage; Stephanie Bestul; Nick Broyles; Jessie Dehn; Paul Sandy BPU
Subject:	FW: Petition for Riverside Annexation
Date:	Tuesday, February 17, 2026 9:57:21 AM
Attachments:	image001.png Riverside Annexation Petition.pdf

Hi All,

I have bcc'd City Council to this e-mail. Attached is a petition regarding the proposed orderly annexation agreement.

Regards,
James Kramvik

James Kramvik | Community Development Director
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218-454-3408 | jkramvik@ci.brainerd.mn.us

From: Bookkeeping Solutions <bookkeepingandbillingsolutions@gmail.com>
Sent: Tuesday, February 17, 2026 6:45 AM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>
Subject: Petition for Riverside Annexation

You don't often get email from bookkeepingandbillingsolutions@gmail.com. Learn why this is important

*** **Warning**: External sender, use extreme caution with attachments and links ***

Good morning!

I hope you had a wonderful long weekend!

Attached is the petition for the council meeting today.

Please let me know if you need anything from us.

Thank you so much for your help and answering ALL of our calls!

Have a great day!

Chanda De Villiers
952.237.9471

To:
City of Brainerd Council
501 Laurel Street
Brainerd, MN 56401

Cc:
Crow Wing County Board
Municipal Boundary Adjustment Unit, Office of Administrative Hearings
Town Clerk of Affected Township

Subject: Petition Opposing Proposed Annexation of Riverside Drive Properties

We, the undersigned residents and property owners, respectfully submit this petition in opposition to the proposed annexation of properties along **Riverside Drive** into the City of Brainerd, Minnesota.

Reasons for Opposition

Residents and property owners in the proposed annexation area oppose this action for the following reasons:

- **Increased Taxes:** Annexation often results in a change to the city's tax rate and assessments. Many residents are concerned that being classified within the City's urban service tax district — rather than a rural service district — will increase their tax burden without proportional benefit.(Citizen Portal)
- **Mandatory Utility Hookups:** Annexation can trigger requirements to connect to city water/sewer systems, potentially at high cost to property owners.(Citizen Portal)
- **Local Governance & Representation:** Residents in unincorporated areas currently participate in township governance; annexation could reduce their influence over local land use and services.
- **Service Level Concerns:** Some residents feel current township services (e.g., road maintenance, emergency response) adequately meet their needs and annexation may not yield better services.
- **Property Rights:** There are concerns that annexation interferes with long-standing property rights and plans for land use that reflect rural character.

Signature Table

Name Property Address Signature

1. Chanda DeVilliers 14976 River Arches Brainerd, mn
2. Rockford DeVilliers 14976 River Arches Brainerd, mn Rockford DeVilliers
3. dellRose Carson 14904 River Arches Brainerd MN.
4. THOMAS D. CARSON 14904 RIVER ARCHES BRAINERD MN Thomas D. Carson
5. Betsy Thorson 14986 River Arches Brainerd MN Betsy Thorson
6. Richard Schmidt 9567 Karr Drive, Brainerd, MN 56401 Richard Schmidt
7. Barbara Schmidt 9567 Karr Drive Brainerd MN Barbara Schmidt
8. Patrick Sprenger 15100 Riverside Dr Brainerd Mn Patrick Sprenger
9. Doretta Sprenger 15100 Riverside Dr Brainerd
10. Stefany Carvalho 14964 River Arches, Brainerd, MN
11. Matthew Achen 14964 River Arches, Brainerd, MN
12. Jesse Hopkins 14998 Riverside Dr. Brainerd, MN.
13. Stefany Carvalho 99030534 (Property ID), 99040522 (Lot 8), 99040521 (Lot 9) 99040500
14. Matthew Achen 99030534 (Lot 1 Block 1, property), 99040522 (Lot 8), 99040521 (Lot 9) 99040500
15.
16.
17.
18.
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21.

Signature Table

Name Property Address Signature

1. GLEN E. MILENDER 15098 RIVERSIDE DRIVE
2. Bruce A. Smith 15090 Riverside Dr
3. Diane Smith 15090 Riverside Dr.
4. Denise DeLadi-Baker 15062 Riverside Dr
5. BRANT BAKER 15062 Riverside Dr
6. Robert Johnson 15151 Highview Cir.
7. Ruth Johnson 15151 Highview Cir
8. Dustin Nelson 15112 Riverside Dr.
9. Gina Nelson 15112 Riverside Dr.
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Name Property Address Signature

22. Rachel Kohn, 14948 Riverside Dr, Brainerd Rachel M Kohn
23. Russell Kohn 14948 Riverside Dr. Brainerd Russell Kohn
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From: James Kramvik
To: Toni Gage; Stephanie Bestul
Cc: Jessie Dehn; Paul Sandy BPU; Nick Broyles
Subject: FW: Letter from Ashmun Road
Date: Tuesday, February 17, 2026 12:56:32 PM
Attachments: Letter_Proposed Annexation of Ashmun Road_2.13.2026.pdf
image001.png

Hi Toni,

This was sent to all Council members ahead of tonight's meeting.

Regards,
James Kramvik

James Kramvik | Community Development Director
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218-454-3408 | jkramvik@ci.brainerd.mn.us

From: Lane Mimmack <lanemimmack@gmail.com>
Sent: Tuesday, February 17, 2026 12:09 PM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>
Cc: Dave Badeaux <dbadeaux@ci.brainerd.mn.us>; Tad Erickson <terickson@ci.brainerd.mn.us>; Kevin Stunek <kstunek@ci.brainerd.mn.us>; Kelly Bevans <kbevans@ci.brainerd.mn.us>; Kevin Yeager <kyeager@ci.brainerd.mn.us>; Jeff Czeczok <jczeczok@ci.brainerd.mn.us>; Mike ODay <moday@ci.brainerd.mn.us>; Gabe Johnson <gjohnson@ci.brainerd.mn.us>; Nick Broyles <nbroyles@ci.brainerd.mn.us>
Subject: Letter from Ashmun Road

*** **Warning**: External sender, use extreme caution with attachments and links ***

Dear James Kramvik and fellow City of Brainerd Officers,

Attached is a letter that Ashmun Road residents sent to CWC Commissioner Rosemary Franzen regarding the inclusion of Ashmun Road in the proposed orderly annexation discussions. She asked that we send it to you all as well in preparation for the meeting this evening.

Respectfully,

Lane and Michelle Mimmack - 15999 Ashmun Trail Brainerd, MN 56401
David and Julie Rhoda - 15969 Ashmun Trail Brainerd, MN 56401
Jared and Annette Bartel - 16127 Ashmun Road Brainerd, MN 56401
John and Carna Linn - 16177 Ashmun Road Brainerd, MN 56401

Ken and Joan Mimmack - 15857 Ashmun Road Brainerd, MN 56401
Tim and Cassie Spitzley - 15889 Ashmun Road Brainerd, MN 56401
Greg and Brenda Simmons - 15883 Ashmun Road Brainerd, MN 56401
Bob and Ronette Lyczewski - 15867 Ashmun Road Brainerd, MN 56401

To: Commissioner Rosemary Franzen
From: Residents and Property Owners of Ashmun Road
Date: February 13, 2026

Dear Commissioner Franzen,

We, the undersigned residents and property owners of Ashmun Road, respectfully submit this letter to formally express our opposition to the proposed annexation of our neighborhood into the City of Brainerd for the purpose of extending city municipal boundaries and services.

Our opposition is based on the following concerns:

1. **Zoning and Taxation Concerns**

   We are not interested in becoming subject to city zoning regulations and taxation. Annexation would likely result in:

   - Increased property taxes
   - Additional municipal assessments and fees
   - Changes to zoning classifications
   - Smaller allowable lot sizes
   - Increased density and development standards inconsistent with our current rural/residential character

   Many residents chose to live on Ashmun Road specifically to remain outside city jurisdiction and maintain larger lot sizes, lower density, and county-level governance. Annexation would fundamentally alter the character and long-term stability of our neighborhood.

2. **Not Included in the 10-Year Plan**
   The proposed annexation of Ashmun Road was not identified in the City's adopted 10-year development or infrastructure plan from what we understand. This raises concerns to why Ashmun Road is included in the proposed annexation area and not at some point in the future when it is actually part of the City's 10-year development plan. The absence of this proposal from the long-term planning framework raises concerns regarding transparency, planning consistency, and prioritization of municipal resources.

3. **Lack of Cost Disclosure**
   To date, no detailed cost analysis or formal proposal outlining the financial impact of annexation has been presented to the affected property owners. This includes, but is not limited to:

   - Connection fees
   - Infrastructure installation costs
   - Assessment fees

- Ongoing service charges
- Property tax implications

Without a clear and complete disclosure of costs, residents cannot make an informed decision.

4. **Financial Liability Concerns**
   Approving annexation without defined financial terms may expose property owners to unknown and potentially significant financial obligations. We are concerned that agreeing to annexation without a formal, itemized cost proposal may result in liabilities we did not knowingly accept or approve. For example, not only will residents be financially responsible for hook-up costs, most if not all resident properties will require sewer lift stations based on where the residences are located on the properties.

5. **Lack of Informed Consent**
   Responsible governance requires transparency and full disclosure prior to requesting consent. At this time, sufficient information has not been provided to justify moving forward with annexation of Ashmun Road as part of this proposal.

For these reasons, we respectfully request that the inclusion of Ashmun Road in the proposed orderly annexation area be postponed or withdrawn unless and until:

- A detailed written cost proposal is provided to all affected property owners;
- The proposal is evaluated in the context of the City's adopted long-term planning documents; and
- Residents are given adequate opportunity to review, ask questions, and provide informed input.

We value responsible development and cooperative relationships with the City; however, we cannot support annexation under the current circumstances. We ask that you please vote "no" on the proposed orderly annexation of the properties on Ashmun Road.

Respectfully,

Lane and Michelle Mimmack - 15999 Ashmun Trail Brainerd, MN 56401

David and Julie Rhoda - 15969 Ashmun Trail Brainerd, MN 56401

Jared and Annette Bartel - 16127 Ashmun Road Brainerd, MN 56401

John and Carna Linn - 16177 Ashmun Road Brainerd, MN 56401

Ken and Joan Mimmack - 15857 Ashmun Road Brainerd, MN 56401

Tim and Cassie Spitzley - 15889 Ashmun Road Brainerd, MN 56401

Greg and Brenda Simmons - 15883 Ashmun Road Brainerd, MN 56401

Bob and Ronnette Lyczewski - 15867 Ashmun Road Brainerd, MN 56401

From:	James Kramvik
To:	Kelly Bevans
Cc:	Nick Broyles; Toni Gage; Stephanie Bestul; Jessie Dehn; Paul Sandy BPU
Subject:	RE: Letter from Ashmun Road
Date:	Tuesday, February 17, 2026 2:47:43 PM
Attachments:	RES - Orderly Annexation Agreement.pdf image001.png

Hi Kelly,

Thank you for the question. I have bcc'd the rest of City Council. You are correct, the agreement that is before council tonight only establishes the area and the parameters to annex. City Council would have to pass a subsequent resolution, after a Municipal Boundary Line Judge certifies the joint resolution, in order to annex any property into the City of Brainerd.

If the joint resolution is passed, staff would seek Council direction and recommend annexation of Area 1 and one property of Area 2 that is already connected to municipal utilities. All properties in Area 1 are either surrounded by a municipal border and/ or have the ability to connect to services. Ashmun Road could not be annexed until the City is ready to provide municipal utilities within 2 years. Most properties on Ashmun Road are not currently within city limits. Utilities are partially installed in Ashmun Road to provide services to Old Stonebridge. The City has a shared maintenance agreement with the County to provide plowing and patching for Ashmun Road as we currently maintain other City streets in the area. The County is still responsible for improvement projects. If the joint resolution passes, Ashmun Road would still be jurisdiction of the County until the City annexes the area pursuant to the agreement.

The following are conditions for annexation per the agreement:

1. Property Owner Initiated Annexation. Each separately defined "Parcel" (which has its own separate PID as shown in Crow Wing County land records) within the OAA shall become eligible for annexation by property owner petition if the Parcel abuts the City's municipal boundary line.
2. At any time, the City may initiate annexation of a Parcel or Parcels within the OAA that have "Public Infrastructure" or for the purpose of extending "Public Infrastructure" (defined to mean streets, sanitary sewer, water, etc.).
    a. As required under paragraph 9 hereof, City initiated annexation shall make Public Infrastructure available within 150 feet of all annexed Parcels within two years of the date the annexation is approved by MBAU.
3. City Initiated Island Annexation. The County and City acknowledge there are existing pockets of the County which are surrounded by the City and the Mississippi River or Gilbert Lake ("Islands"). Islands shall be annexed only by City initiation. The City may determine that it is both in the best interest of the Islands and the rest of the County that the Island or Islands become part of the surrounding City in order to consolidate boundaries and enhance services. Annexation of Islands is subject to the following:
    a. The City may, but shall not be obligated to, make public infrastructure available within two years to all Parcels annexed by City Initiated Island Annexation.

Note: Properties with available utilities would not need to connect if their septic is certified every three years by an inspector. Properties would be required to connect once the septic system fails provided

utilities are available.

Regards,
James Kramvik

James Kramvik | Community Development Director
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218-454-3408 | jkramvik@ci.brainerd.mn.us

From: Kelly Bevans <kbevans@ci.brainerd.mn.us>
Sent: Tuesday, February 17, 2026 2:22 PM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>
Subject: Fw: Letter from Ashmun Road

James

Regarding the orderly annexation agreement on tonight's agenda:

To clarify: The proposed agreement doesn't automatically annex anyone, does it? My reading is it sets the parameters as to who/how an annexation will happen under certain conditions. Am I correct? If I'm correct, please clarify those conditions. Also, would property owners meeting these conditions then be subject to forced annexation under this agreement?
-The attached letter of objection. Aren't most (all?) of theses folks already in the City of Brainerd?

Thank You

Kelly

From: Lane Mimmack <lanemimmack@gmail.com>
Sent: Tuesday, February 17, 2026 12:09 PM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>
Cc: Dave Badeaux <dbadeaux@ci.brainerd.mn.us>; Tad Erickson <terickson@ci.brainerd.mn.us>; Kevin Stunek <kstunek@ci.brainerd.mn.us>; Kelly Bevans <kbevans@ci.brainerd.mn.us>; Kevin Yeager <kyeager@ci.brainerd.mn.us>; Jeff Czeczok <jczeczok@ci.brainerd.mn.us>; Mike ODay <moday@ci.brainerd.mn.us>; Gabe Johnson <gjohnson@ci.brainerd.mn.us>; Nick Broyles <nbroyles@ci.brainerd.mn.us>
Subject: Letter from Ashmun Road

You don't often get email from lanemimmack@gmail.com. Learn why this is important

*** **Warning**: External sender, use extreme caution with attachments and links ***

Dear James Kramvik and fellow City of Brainerd Officers,

Attached is a letter that Ashmun Road residents sent to CWC Commissioner Rosemary Franzen regarding the inclusion of Ashmun Road in the proposed orderly annexation discussions. She asked that we send it to you all as well in preparation for the meeting this evening.

Respectfully,

Lane and Michelle Mimmack - 15999 Ashmun Trail Brainerd, MN 56401
David and Julie Rhoda - 15969 Ashmun Trail Brainerd, MN 56401
Jared and Annette Bartel - 16127 Ashmun Road Brainerd, MN 56401
John and Carna Linn - 16177 Ashmun Road Brainerd, MN 56401
Ken and Joan Mimmack - 15857 Ashmun Road Brainerd, MN 56401
Tim and Cassie Spitzley - 15889 Ashmun Road Brainerd, MN 56401
Greg and Brenda Simmons - 15883 Ashmun Road Brainerd, MN 56401
Bob and Ronette Lyczewski - 15867 Ashmun Road Brainerd, MN 56401

From: Nick Broyles
To: James Kramvik
Cc: Joseph J. Langel <jjl@ratwiklaw.com>; Connie Hillman; Toni Gage
Subject: FW: Request for clarification: Annexation
Date: Thursday, February 19, 2026 4:05:49 PM
Attachments: image002.png

Mayor and City Council:

Please see Jeff's email below from earlier today 911a.

There was some confusion around mixed messaging received from the County Commission meeting on Tuesday morning versus the City Council meeting later that evening. At the Commission meeting, Debby Erickson said that even if the County Commission voted unanimously against the orderly annexation resolution that the city could still move ahead with annexation if they wanted. This is true. Fast forward to the City Council meeting in the evening, and Attorney Langel said that if the County voted against the resolution that it was dead. This is also true, hence, the confusion…

Just by way of background, there are three types of annexation procedures available in Minnesota.

1. Automatic Annexation by Ordinance
2. Negotiated/Orderly Annexation
3. Contested-Case Hearing Annexation

I will quickly highlight some of the distinctions between these three methods as they are relevant to the "mixed messaging" from the two bodies.

Automatic Annexation by Ordinance

- Can be done with no hearing under specific circumstances
- Examples: (1) a property owner petitions for annexation, (2) the city owns the property in question, and (3) the city completely surrounds the property in question
- Given certain notices and public hearing requirements, the city may annex by ordinance

Negotiated/Orderly Annexation

- Commonly referred to as an orderly annexation
- The city and the township (county in this case) negotiate an agreement with terms and conditions
- Can be for immediate or future annexations, extension of municipal services, and future growth
- The current proposed joint resolution under consideration by the city and county is this type of annexation

Contested-Case Hearing Annexation

- This is a trial-type annexation
- Mediation would occur first, then a trial-type hearing where each party presents evidence and testimony, and then an administrative law judge would issue a binding

decision

- Annexation may be order if (1) area is urban or suburban or about to become so, (2) annexation is necessary to protect public health, safety, and welfare, or (3) annexation is in the best interest of the property proposed for annexation

When CWC (Debby Eriskson) testified that the city could still move forward with annexation even if the County Board said "no", she was referring to the County Board saying "no" to number 2 above and correctly suggesting that the city could proceed and pursue option 3. Similarly, when the city (Joe Langel) testified that if CWC voted down the proposed resolution that it was dead. He was also correct in that if the County Board voted down the proposed resolution (option 2) that orderly annexation is dead. Joe was referring to orderly annexation. We did not discuss option 3 as an alternative if CWC voted down option 2.

Following is an excerpt of an email I received from Joe.

At the Council meeting, I indicated that if the County does not agree to the Orderly Annexation Agreement (OAA), then it's dead. That's true. There are other ways to annex land, but we didn't get into a discussion of those alternatives; the questions were focused on the OAA and the process for approving it. The question before the County Board was about what can occur of there is no OAA. If the parties do not enter into an OAA, the City can only annex through one of the other statutory procedures: annexation by ordinance under Minn. Stat. § 414.033 if the statutory conditions are met for one of the listed scenarios, or through the contested case process under Minn. Stat. § 414.031. As a practical matter, annexation is not likely to occur unless and until driven by individual property owners in need of City utilities.

This is Nick again. If anyone has further questions, please let me know.

Regards
Nick

Nick Broyles, MPA | City Administrator
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218.828.2307 | nbroyles@ci.brainerd.mn.us

From: Debby Erickson <Debby.Erickson@crowwing.gov>
Sent: Thursday, February 19, 2026 9:41 AM
To: Nick Broyles <nbroyles@ci.brainerd.mn.us>
Subject: FW: Request for clarification: Annexation

*** **Warning**: External sender, use extreme caution with attachments and links ***

Good morning, Nick –

Here is a resource that may assist you in answering Councilmember Czeczok's questions Annexation-Basics-CGMC-Handout-3.4.25.pdf.

Deborah A. Erickson
County Administrator
326 Laurel Street, Suite 13
Brainerd, MN 56401

Office: (218) 824-1067
www.crowwing.gov

Our Vision: Being Minnesota's favorite place.
Our Mission: Serve well. Deliver value. Drive results.
Our Values: Be responsible. Treat people right. Build a better future.

From: Jeff Czeczok <jczeczok@ci.brainerd.mn.us>
Sent: Thursday, February 19, 2026 9:11 AM
To: Nick Broyles <nbroyles@ci.brainerd.mn.us>
Cc: James Kramvik <jkramvik@ci.brainerd.mn.us>; Joseph J. Langel <jjl@ratwiklaw.com>; Connie Hillman <chillman@ci.brainerd.mn.us>; Jessie Dehn <jdehn@ci.brainerd.mn.us>; Dave Badeaux <dbadeaux@ci.brainerd.mn.us>; Mike ODay <moday@ci.brainerd.mn.us>; Debby Erickson <Debby.Erickson@crowwing.gov>
Subject: Request for clarification: Annexation

Greetings, Nick,
Please provide clarification to the Mayor and City Council regarding our options if the County Board of Commissioners does not enter into a joint resolution agreement with the City related to annexation. Below is a time stamped portion of the CWC Committee of the Whole meeting from this past Tuesday morning and the information conflicts with the information the Mayor and City Council were provided with Tuesday night.
The second link is a time stamped portion of the Tuesday night City Council meeting where the mayor and City Council were provided with answers to the same question.

The issue at hand is what can the City do if the Board of Commissioners does not enter into an agreement with the City?

I want to especially thank County Administrator Erickson for the information she provided to the Board and the public.

County Board MTG 23:44 minute mark:
https://www.youtube.com/live/CK4uCvkyVyc?si=cSW00Zwu0prDz5yJ&t=1424

Council MTG, 56:30 minute mark:
https://www.youtube.com/live/da0FU2O0yXc?si=sZPitD1swqZdY0YW&t=3390

Thanks much, Jeff

From: James Kramvik
To: Stephanie Bestul
Cc: Toni Gage
Subject: FW: Riverside Annexation
Date: Thursday, February 26, 2026 1:07:16 PM

Can you check to see if this email has been added to the agenda item

Regards,

James Kramvik

James Kramvik | Community Development Director
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218-454-3408 | jkramvik@ci.brainerd.mn.us

-----Original Message-----
From: Otters@brainerd.net <otters@brainerd.net>
Sent: Thursday, February 19, 2026 9:40 AM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>
Subject: Re: Riverside Annexation

Thanks James. I did copy the City Counsel members on my recent email to you (at least I think I did, but I'll check again). I do appreciate your quick responses to my questions. Please understand that we are not necessarily opposed to annexation in a general sense, but are opposed to the imminent nature of the proceedings and the financial implications when it comes to the road project assessments (specifically the interest charge), along with the unique circumstances of our elevation which will impose a uniquely large financial cost for us. When staff engages in additional research, can you please include information regarding the assessment issue ($17k) as we're still unclear about options the City may have to help us. I'll continue to reach out to Rosemary Franzen as well. Thanks again.

> On Feb 19, 2026, at 8:46 AM, James Kramvik <jkramvik@ci.brainerd.mn.us> wrote:
>
> Hi Kris and Ed,
>
> Thank you for reaching out to the City. We are gathering additional information for the next council meeting and will be listing which properties have differed connection charges as well as putting together cost estimates and potential tax implications. Your email to City Council will certainly be considered regarding the deferred connection charge. Staff will need to bring the agenda item back to the next meeting as we were directed by City Council. You can certainly ask Council to further delay a decision. Please call me if you have any other questions, my direct number is 218-454-3408.
>
> Thank You,
>
> James Kramvik
>
>
> James Kramvik | Community Development Director City of Brainerd | 501
> Laurel Street Brainerd MN 56401
> 218-454-3408 | jkramvik@ci.brainerd.mn.us
>

>
>
> -----Original Message-----
> From: Otters@brainerd.net <otters@brainerd.net>
> Sent: Wednesday, February 18, 2026 8:11 PM
> To: James Kramvik <jkramvik@ci.brainerd.mn.us>
> Cc: Dave Badeaux <dbadeaux@ci.brainerd.mn.us>; Tad Erickson
> <terickson@ci.brainerd.mn.us>; Kevin Stunek
> <kstunek@ci.brainerd.mn.us>; Kelly Bevans <kbevans@ci.brainerd.mn.us>;
> Kevin Yeager <kyeager@ci.brainerd.mn.us>; Jeff Czeczok
> <jczeczok@ci.brainerd.mn.us>; Mike ODay <moday@ci.brainerd.mn.us>;
> Gabe Johnson <gjohnson@ci.brainerd.mn.us>
> Subject: Riverside Annexation
>
> [You don't often get email from otters@brainerd.net. Learn why this is
> important at https://aka.ms/LearnAboutSenderIdentification]
>
> James and Council Members: We did not make it to the public meetings yesterday, but did watch both the city and county meetings online.
>
> We found it somewhat odd that neither the City nor the County discussed the $17k required fee (road assessments) to property owners should the annexation occur. We did hear about the WAC/SAC fees and our responsibility to hire a plumber to hook up the sewer and water. While we wouldn't be thrilled about the connection and plumber charges, we would be opposed to having to pay the initial $11k in project assessments with interest now totaling $17k on a road project that is now 23 years old. Who would receive those funds? (City or County). What is the interest rate that is financing the road project, and what's the term length and the balance? Again-23 years is a long time ago…. Since the original road project is so old, can the City authorize eliminating the interest and set the assessment balance back to the original $11k? This would greatly help those annexed to be able to afford the costs of annexation—especially those properties along Riverside Dr and Ashmun Road that have extreme elevation issues which will become expensive when redirecting sewer/water to the road (which is the majority of homes in the proposed annex area). Very few homes are located on a level lot. This will not be a "oh just hire a plumber and hook up" situation. The costs will be astronomical due to the topography of the area. Maybe the city needs to pay for individual lift stations for homeowners who hook up.
>
> We did speak with Rosemary Franzen about the situation. She agreed that the City did not provide sufficient notice to residents (or the County Board) and after watching the board meeting, it appears as though the County is powerless to oppose the annexation if the City wants to proceed. We got the impression last night that the City would only be taking a slow, baby step by voting to approve the annexation plan and that it would still need to pass through other steps like county board and Court approval when in fact the later would be simple rubber stamping moves. Once the City votes to approve, then the train has left the station and it's done, which is why we are urging the City to apply the brakes. We're not opposed to annexing in if the assessments are $11k and if our septic goes non-conforming. This makes sense and is fair. We support this.
> While our septic is functional and conforming (we have it professionally serviced every two years), it will eventually fail with time and we'll want to connect. We are responsible homeowners who have lived in our home for 38 years—unlike the individual whose septic issues brought the annexation issue to the table (who then ultimately received donated funds for financing his project through a law enforcement benevolence program).
>
> Residents in the proposed annexation area need time. They need time to have all of their questions answered, with reasonable estimates re how annexation will impact them financially. They need time to plan, save money, and even possibly move to sell their property if they are unable to afford annexation costs. Putting the brakes on the annexation plan for these residents (many are retirees) is the right thing to do. It was said last night that the City does not want to rush this. If that's true, then take the plan off the table until residents have all the information they need, with clear financial estimates and specific timeframes. Please look at alternatives and other options to accomplish your goals while respecting residents: reduction of road assessment cost to resident, forcing annexation only when a home is sold, paying for individual lift stations, etc.
>
> Please respond if you have any info regarding our specific concerns, including how to proceed with exploring the

issue of reducing the assessment/road project fee.
>
> Thanks much: Kris and Ed Ott, 15134 Riverside Drive, Brainerd.
>

From: Nick Broyles
To: James Kramvik
Cc: Joseph J. Langel <jjl@ratwiklaw.com>; Connie Hillman; Toni Gage
Subject: FW: Request for clarification: Annexation
Date: Thursday, February 19, 2026 4:05:49 PM
Attachments: image002.png

Mayor and City Council:

Please see Jeff's email below from earlier today 911a.

There was some confusion around mixed messaging received from the County Commission meeting on Tuesday morning versus the City Council meeting later that evening. At the Commission meeting, Debby Erickson said that even if the County Commission voted unanimously against the orderly annexation resolution that the city could still move ahead with annexation if they wanted. This is true. Fast forward to the City Council meeting in the evening, and Attorney Langel said that if the County voted against the resolution that it was dead. This is also true, hence, the confusion…

Just by way of background, there are three types of annexation procedures available in Minnesota.

1. Automatic Annexation by Ordinance
2. Negotiated/Orderly Annexation
3. Contested-Case Hearing Annexation

I will quickly highlight some of the distinctions between these three methods as they are relevant to the "mixed messaging" from the two bodies.

Automatic Annexation by Ordinance

- Can be done with no hearing under specific circumstances
- Examples: (1) a property owner petitions for annexation, (2) the city owns the property in question, and (3) the city completely surrounds the property in question
- Given certain notices and public hearing requirements, the city may annex by ordinance

Negotiated/Orderly Annexation

- Commonly referred to as an orderly annexation
- The city and the township (county in this case) negotiate an agreement with terms and conditions
- Can be for immediate or future annexations, extension of municipal services, and future growth
- The current proposed joint resolution under consideration by the city and county is this type of annexation

Contested-Case Hearing Annexation

- This is a trial-type annexation
- Mediation would occur first, then a trial-type hearing where each party presents evidence and testimony, and then an administrative law judge would issue a binding

decision

- Annexation may be order if (1) area is urban or suburban or about to become so, (2) annexation is necessary to protect public health, safety, and welfare, or (3) annexation is in the best interest of the property proposed for annexation

When CWC (Debby Eriskson) testified that the city could still move forward with annexation even if the County Board said "no", she was referring to the County Board saying "no" to number 2 above and correctly suggesting that the city could proceed and pursue option 3. Similarly, when the city (Joe Langel) testified that if CWC voted down the proposed resolution that it was dead. He was also correct in that if the County Board voted down the proposed resolution (option 2) that orderly annexation is dead. Joe was referring to orderly annexation. We did not discuss option 3 as an alternative if CWC voted down option 2.

Following is an excerpt of an email I received from Joe.

At the Council meeting, I indicated that if the County does not agree to the Orderly Annexation Agreement (OAA), then it's dead. That's true. There are other ways to annex land, but we didn't get into a discussion of those alternatives; the questions were focused on the OAA and the process for approving it. The question before the County Board was about what can occur of there is no OAA. If the parties do not enter into an OAA, the City can only annex through one of the other statutory procedures: annexation by ordinance under Minn. Stat. § 414.033 if the statutory conditions are met for one of the listed scenarios, or through the contested case process under Minn. Stat. § 414.031. As a practical matter, annexation is not likely to occur unless and until driven by individual property owners in need of City utilities.

This is Nick again. If anyone has further questions, please let me know.

Regards
Nick

Nick Broyles, MPA | City Administrator
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218.828.2307 | nbroyles@ci.brainerd.mn.us

From: Debby Erickson <Debby.Erickson@crowwing.gov>
Sent: Thursday, February 19, 2026 9:41 AM
To: Nick Broyles <nbroyles@ci.brainerd.mn.us>
Subject: FW: Request for clarification: Annexation

*** **Warning**: External sender, use extreme caution with attachments and links ***

Good morning, Nick –

Here is a resource that may assist you in answering Councilmember Czeczok's questions Annexation-Basics-CGMC-Handout-3.4.25.pdf.

Deborah A. Erickson
County Administrator
326 Laurel Street, Suite 13
Brainerd, MN 56401

Office: (218) 824-1067
www.crowwing.gov

Our Vision: Being Minnesota's favorite place.
Our Mission: Serve well. Deliver value. Drive results.
Our Values: Be responsible. Treat people right. Build a better future.

From: Jeff Czeczok <jczeczok@ci.brainerd.mn.us>
Sent: Thursday, February 19, 2026 9:11 AM
To: Nick Broyles <nbroyles@ci.brainerd.mn.us>
Cc: James Kramvik <jkramvik@ci.brainerd.mn.us>; Joseph J. Langel <jjl@ratwiklaw.com>; Connie Hillman <chillman@ci.brainerd.mn.us>; Jessie Dehn <jdehn@ci.brainerd.mn.us>; Dave Badeaux <dbadeaux@ci.brainerd.mn.us>; Mike ODay <moday@ci.brainerd.mn.us>; Debby Erickson <Debby.Erickson@crowwing.gov>
Subject: Request for clarification: Annexation

Greetings, Nick,
Please provide clarification to the Mayor and City Council regarding our options if the County Board of Commissioners does not enter into a joint resolution agreement with the City related to annexation. Below is a time stamped portion of the CWC Committee of the Whole meeting from this past Tuesday morning and the information conflicts with the information the Mayor and City Council were provided with Tuesday night.
The second link is a time stamped portion of the Tuesday night City Council meeting where the mayor and City Council were provided with answers to the same question.

The issue at hand is what can the City do if the Board of Commissioners does not enter into an agreement with the City?

I want to especially thank County Administrator Erickson for the information she provided to the Board and the public.

County Board MTG 23:44 minute mark:
https://www.youtube.com/live/CK4uCvkyVyc?si=cSW00Zwu0prDz5yJ&t=1424

Council MTG, 56:30 minute mark:
https://www.youtube.com/live/da0FU2O0yXc?si=sZPitD1swqZdY0YW&t=3390

Thanks much, Jeff

From:	James Kramvik
Cc:	Toni Gage; Nick Broyles; Jessie Dehn; Connie Hillman
Subject:	FW: Riverside Drive annexation
Date:	Monday, March 2, 2026 8:35:54 AM
Attachments:	image001.png image002.png

Hi All,

I have forwarded an email for your consideration from a property owner in the orderly annexation area and have attached a map showing the location of his property.



Regards,
James Kramvik

James Kramvik | Community Development Director
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218-454-3408 | jkramvik@ci.brainerd.mn.us

From: ERIC PIKULA <lordemp@msn.com>
Sent: Monday, March 2, 2026 8:04 AM
To: Jessie Dehn <jdehn@ci.brainerd.mn.us>; James Kramvik <jkramvik@ci.brainerd.mn.us>
Subject: Re: Riverside Drive annexation

Some people who received this message don't often get email from lordemp@msn.com. Learn why this is important

Mr Kramvik,
Is Gilbert Lake considered a municipal boundary? When I look at the map it appears I am a peninsula of the unorganized territory
to my North and NW. In fact I see 3 or 4 parcels off of McKay by South Lively that appear to be in the same situation as my self. Are they being forced to annex?

What Jessie just told me is the city can't provide readily available and equal services to my property without significant financial detriment to meyself as the property owner. Can you tell me how you can justify a nearly 85% plus increase in my taxes based on today's numbers that the county told me would happen if this goes through.

We have a state that blew through $18 billion surplus and still trying to figure out an estimated $9 billion in fraud of tax payer dollars and you want to increase my taxes at least 85% with no benefit to me as a property owner. If the City came to you and said they are going pull you in and charge you an ADDITIONAL $400 a month in taxes and provide no change in services how would you feel and is that even legal?

So I will ask again that my property be removed from this annexation proposal at this time as I am contacting an attorney at this time also.

Respectfully,
Eric Pikula

Sent from my iPhone

> On Feb 25, 2026, at 1:15 PM, Jessie Dehn <jdehn@ci.brainerd.mn.us> wrote:
>
> Eric,
>
> Good afternoon. The City Code Section 700 details requirements for sewer connections. Any

structure within 500 feet of a public sewer system would be required to connect once their septic system fails. As where the current sewer system is located on Riverside Drive, your house would not require connection by this portion of the City Code. Should you decide to connect to the City's municipal utility system, costs for connection as they are currently as follows:

Description	Cost
Connection Charge	$17,287.87
Sewer Availability Charge (SAC)	$1,900
Water Availability Charge (WAC)	$1,400
City Excavation Permit	$50
Total	$20,637.87

As for the request, your parcel would be surrounded by municipal boundary and leaving your parcel out would create an "island" in the boundary. Other properties within the proposed OAA are included for this reason as well. It would not be staff's recommendation that your parcel be removed from the proposed OAA. Let us know if you have further questions. Thank you!

<image001.png>	**Jessie Dehn, P.E.** City Engineer City of Brainerd 501 Laurel Street, Brainerd, MN 56401 **Phone** (218) 454-3411 | **Mobile** (218) 513-0172 **Web** www.ci.brainerd.mn.us | **Email** JDehn@ci.brainerd.mn.us <image002.png> <image003.png> <image004.png> <image005.png>

From: ERIC PIKULA <lordemp@msn.com>
Sent: Wednesday, February 25, 2026 12:41 PM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>
Cc: Jessie Dehn <jdehn@ci.brainerd.mn.us>
Subject: Fwd: Riverside Drive annexation

> Some people who received this message don't often get email from lordemp@msn.com. Learn why this is important

James,
I just sent this to Jessie and meant to include you also. We are looking for information on how this proposal affects our property.

Respectfully
Eric and Heather Pikula
15137 Riverside Dr
218-820-2868 mobile

Sent from my iPhone

Begin forwarded message:

From: ERIC PIKULA <lordemp@msn.com>
Date: February 25, 2026 at 12:35:13 PM CST
To: JDehn@ci.brainerd.mn.us
Subject: Riverside Drive annexation

Jessie,
I am reaching out as an extremely concerned property owner on Riverside Drive. We purchased the property at 15137 Riverside Dr in 2012 which is approximately 3.7 acres with excellent size and soils for a septic system. The sellers replaced the sewer just prior and without any questions to hook up to city sewer at that time and we have been maintaining it, we put in a new deep well the year after we purchased and we just replaced our driveway 3 years ago. We were led to believe that because of the property's distance off of Riverside it would not be required to connect or annex. Our home is approximately 640 feet off Riverside and we have an easement over the first 500' plus feet. Would you have any idea as to the cost of connection and also what the new taxes would be?

Can you please tell me if there is a maximum distance that if a property is outside of that they would not have to connect.

My ask is we be removed from this order of annexation until some answers can be found.

Respectfully
Eric Pikula
218-820-2868 mobile

Sent from my iPhone

To: Councilman Bevans and all Brainerd Council Members

From: Residents and Property Owners of Ashmun Road

Date: March 2nd, 2026

Good afternoon Mr. Bevans and fellow council members,

My name is Jared Bartel and I reside at the end of Ashmun Rd. I am reaching out about the proposed Orderly Annexation Agreement on the council's agenda tonight.

The additional information in the council packet has been helpful for the residents of Ashmun Rd. Many thanks to James Kramvik for his work on this packet. It has helped clear up many of our questions.

Although many of our questions have been addressed, the shocking item for us still is the price tag for the utility extension.

IF we *pretend* that water/sewer is already present down Ashmun Rd, the costs are high. For nearly all of us, a private pump station would be required to reach the main at street level. The council packet estimates the following for such situations:

Sewer: $30,594

Water: $16,094

Total: $46,688

These costs *do not* account for the actual utility extension, which per the council packet is 100% accessed to the property owners. The cost of this extension is the biggest unknown. Given the complicated topography and the limited number of parcels (less than 35?) we are assuming that the per lot assessment will be in the 30-40k range. This means the total cost for the utility extension could climb to the $80,000 to $90,000 range per parcel. I know there is evidence that utility services can increase property value, however, the increase in value will be drastically smaller than the above costs.

Complicating the matter further are several parcels (at least 8) on the Gilbert Lake side of Ashmun that are completely within the Bluff Impact Zone per table 11.3 of the County Land Use Ordinance (they are also non-conforming lots per the size requirements noted in table 11.1) Further discussion is warranted about these parcels and how they would be assessed for a utility extension if a structure is not permitted on the parcel (assuming the City adopts similar language into their updated Land Use Ordinance).

To summarize:

Can the Orderly Annexation Agreement be amended to omit “Area 2?” This would remove the Ashmun neighborhood from the current OAA. Doing so will allow for more research and conversation with all parties so that a common sense solution can be reached.

I appreciate your time Mr. Bevans,

Jared Bartel

16127 Ashmun Rd, Brainerd, MN 56401

515-326-2774

Co-signers:

Lane and Michelle Mimmack - 15999 Ashmun Trail Brainerd, MN 56401

David and Julie Rhoda - 15969 Ashmun Trail Brainerd, MN 56401

Jared and Annette Bartel - 16127 Ashmun Road Brained, MN 56401

John and Carna Linn - 16177 Ashmun Road Brainerd, MN 56401

Ken and Joan Mimmack - 15857 Ashmun Road Brainerd, MN 56401

Tim and Cassie Spitzley - 15889 Ashmun Road Brainerd, MN 56401

Bob and Ronnette Lyczewski – 15867 Ashmun Road, MN 56401

Greg and Brenda Simmons – 15883 Ashmun Road, MN 56401

From: Nick Broyles
To: Toni Gage
Subject: FW: Riverside Annexation
Date: Monday, March 2, 2026 3:20:59 PM

Do we need to print this out for tonight?
Nb

Nick Broyles, MPA | City Administrator
City of Brainerd | 501 Laurel Street Brainerd MN 56401
218.828.2307 | nbroyles@ci.brainerd.mn.us

-----Original Message-----
From: Otters@brainerd.net <otters@brainerd.net>
Sent: Monday, March 2, 2026 9:56 AM
To: James Kramvik <jkramvik@ci.brainerd.mn.us>; Dave Badeaux <dbadeaux@ci.brainerd.mn.us>; Mike ODay <moday@ci.brainerd.mn.us>; Tad Erickson <terickson@ci.brainerd.mn.us>; Kelly Bevans <kbevans@ci.brainerd.mn.us>; Kevin Stunek <kstunek@ci.brainerd.mn.us>; Kevin Yeager <kyeager@ci.brainerd.mn.us>; Gabe Johnson <gjohnson@ci.brainerd.mn.us>; Jeff Czeczok <jczeczok@ci.brainerd.mn.us>
Cc: Nick Broyles <nbroyles@ci.brainerd.mn.us>; Connie Hillman <chillman@ci.brainerd.mn.us>
Subject: Riverside Annexation

[You don't often get email from otters@brainerd.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We have read the agenda report regarding the Riverside Drive annexation proposal, and do thank you for the information it contained. It goes a long way in answering some of the initial questions that we had, particularly with regards to potential costs to homeowners should the proposal move forward.

For us, one primary (and critically important) question remains to be answered: What will the City Council decide to do about the sewer/water/road project assessment costs to homeowners if the proposal is approved? Again-this project was completed back in 2003. If one chose to annex into the City at that time, the assessments were $11k+. We are now learning from the City that if annexed, we would not only be charged for the initial assessment fee of $11k, but an additional $6k in interest charges. We chose not to annex in back in 2003. We have never received a "bill" for the assessments; assessments costs were never added to our property taxes; we were never informed that interests charges were accruing on the phantom assessment. After researching the legalities of this and speaking with local officials, we have now learned that based on Minnesota law, there is no specific statute stating that residents that were never annexed at the time of a municipal project are automatically required to pay interest charges.

We are accepting of the fact that if annexed in, we would be responsible for the current WAC/SAC fees along with the costs for hiring a professional to connect us. We are not accepting of the City proposing to charge us assessments WITH INTEREST on a 23 year old project, and question the legality of this. Rather than believing that the City's motivation for annexation is prioritizing the environmental benefits of sewer and water connectivity, it now feels like a money grab on the part of the CIty.

We are respectfully requesting that the City delay approval of the annexation proposal until a determination is made regarding the assessment costs to homeowners attributed to the 2003 project, including interest. Council members have previously stated that there is no rush in moving forward; therefore a further delay should not be problematic.

Thank you for your consideration,
Krisanne and Edward Ott

15134 Riverside Dr.

BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota

DATE: **Resolution:**
OFFERED BY COMMISSIONERS: and
AYES: NAYS:

A JOINT RESOLUTION PROVIDING FOR THE ORDERLY ANNEXATION OF CERTAIN AREAS WITHIN CROW WING COUNTY TO THE CITY OF BRAINERD PURSUANT TO MINNESOTA STATUTES§ 414.0325

WHEREAS, Crow Wing County, Minnesota (hereinafter the "County") and the City of Brainerd located in Crow Wing County, Minnesota (hereinafter the "City") designate for orderly annexation the land designated in Exhibit A and legally described in Exhibit B located within Unorganized First Assessment District of the County; and

WHEREAS, The Crow Wing County Board has jurisdiction over the Unorganized First Assessment District; and

WHEREAS, the County and City agree as to the orderly annexation of the unincorporated land described; that both believe it will be to their benefit and to the benefit of their respective residents; and

WHEREAS, Minnesota Statutes § 414.0325 provides a procedure whereby the County and City may agree on a process of orderly annexation of a designated area; and

WHEREAS, on January 31st, 2026, a Notice of Intent to designate an area of property in an orderly annexation area was published pursuant to the requirements of Minnesota Statutes § 414.0325, subd. 1b; and

WHEREAS, the City and the County have agreed to work cooperatively to accomplish the orderly annexation of the areas designated herein as legally described in Exhibit B; and

WHEREAS, the City and the County desire to set out the terms and conditions that will govern the Orderly Annexation Agreement.

NOW, THEREFORE, BE IT RESOLVED, jointly by the City Council of the City of Brainerd and the Board of Crow Wing County as follows:

1. Recitals. The Recitals set forth above are incorporated herein and made part of this Joint Resolution.

2. Designated Land. This Joint Resolution is intended to establish an Orderly Annexation Agreement between the County and the City (hereinafter "Agreement"). The Orderly Annexation Area consists of the land designated in Exhibit A and legally described in Exhibit B (hereinafter "OAA"), which Exhibits are incorporated herein and made part of this Joint Resolution. This Joint Resolution provides for the terms and conditions applicable to the orderly annexation of said land in the OAA.

3. Municipal Boundary Adjustment Unit of the Minnesota Office of Administrative Hearings. Upon approval by the County and the City, this Joint Resolution shall confer jurisdiction upon the Municipal Boundary Adjustment Unit, or its designated successor (hereinafter "MBAU") so as to accomplish said orderly annexations in accordance with the

terms of this Joint Resolution.

3.1. Review and Comment by the MBAU. The County and City mutually agree and state that this Joint Resolution and Agreement sets forth all the conditions for annexation and that no consideration by the MBAU is necessary for individual annexations which occur in accordance with this Agreement. MBAU may review and comment, but shall, within 30 days, order the annexation in accordance with the terms of this Joint Resolution.

3.2. No Alteration of Boundaries. The County and City mutually agree and state that no alterations by the MBAU of the stated boundaries of the area designated for orderly annexation are appropriate.

4. Annexation Eligibility. All property within the OAA is eligible for annexation at any time by the City or a property owner so long as the annexation will not create an island of County property surrounded by City property.

4.1. Property Owner Initiated Annexation. Each separately defined "Parcel" (which has its own separate PID as shown in Crow Wing County land records) within the OAA shall become eligible for annexation by property owner petition if the Parcel abuts the City's municipal boundary line.

4.2. City Initiated Annexation. At any time, the City may initiate annexation of a Parcel or Parcels within the OAA that have "Public Infrastructure" or for the purpose of extending "Public Infrastructure" (defined to mean streets, sanitary sewer, water, etc.).

- As required under paragraph 9 hereof, City initiated annexation shall make Public Infrastructure available within 150 feet of all annexed Parcels within two years of the date the annexation is approved by MBAU.

4.3. City Initiated Island Annexation. The County and City acknowledge there are existing pockets of the County which are surrounded by the City and the Mississippi River or Gilbert Lake ("Islands"). Islands shall be annexed only by City initiation. The City may determine that it is both in the best interest of the Islands and the rest of the County that the Island or Islands become part of the surrounding City in order to consolidate boundaries and enhance services. Annexation of Islands is subject to the following:

- The City may, but shall not be obligated to, make public infrastructure available within two years to all Parcels annexed by City Initiated Island Annexation.

4.4. Resolution of City to Annex Areas. To annex any area in the OAA as set forth above, the City shall pass a resolution. The resolution adopted by the City Council pertaining to the annexation in the OAA shall state:

- No action by the County or consideration by the chief administrative law judge or its successor is required to effectuate the annexation; and
- The chief administrative law judge or its successor may review and comment, but shall, within 30 days, order the annexation in accordance with the terms of the resolution.

5. Annexation Outside of the OAA. The County and City acknowledge property owners have a right to request annexation of property abutting the City outside of the OAA. Nothing in this Agreement shall prohibit a property owner or the County from requesting the City annex Parcels located outside the OAA. The City shall have sole discretion as to whether to proceed with a request to annex property outside the OAA.

6. County / City Property Taxes.

6.1. Current Year Property Taxes. Property taxes payable on the annexed land shall continue to be paid to the County for the year in which the annexation becomes effective.

6.2. Future Year Property Taxes. If the annexation becomes effective on or before August 1st

of a levy year, the City will levy on the Area beginning with that same levy year. If the annexation becomes effective after August 1st of a levy year, the County will continue to levy on the Area for that levy year, and the City shall not levy on the Area until the following levy year.

7. Connection to Sanitary Sewer and Water. Connections shall be made to the public water and sanitary sewer facilities within one year of such facilities becoming available, unless the City Public Works Director or City Engineer determines that an extension of time is appropriate due to site conditions. Connections to the public water and sanitary sewer facilities may be delayed for a period of three years if the existing sewer system is compliant with all current State, County and City regulations as evidenced by the property owner providing to the City proof of compliance from the County. Connection can be further delayed if the sewer system is re-certified every three years from the original date of certification. If the sewer system is not compliant or if the property owner fails to recertify the system prior to the expiration of the three-year period, connection to the public facilities shall be made immediately.

8. Special Assessments for Municipal Utilities. Once an area has been annexed, reconstruction of the street and extension of sanitary sewer, storm sewer, and watermain will be completed at the City's discretion. City initiated annexation shall make Public Infrastructure available to all annexed Parcels within two years of the date the annexation is approved by MBAU. The costs to construct the facilities will be specially assessed against benefiting properties pursuant to Minnesota Statute chapter 429, City Code and Policy.

9. Utilities in County Roads. At such time as the City may desire to locate Public Infrastructure or municipal utilities in or under County roads, rights-of-way, or easements in the OAA, the City shall first annex such roads, rights-of-way, or easements. The County and City acknowledge if property on only one side of a street is being annexed, it may not be possible for the City to annex the entire right-of-way if the property lines are to the center of a street. In this case, the City will take over such road(s) as a City street pursuant to Minn. Stat. § 164.14, and the parties agree that a City takeover of such road(s) is an equitable division of costs. In such event, the County will allow the City to locate municipal utilities in County owned property, easements, and roadways within the OAA, subject to reasonable regulation by the County.

10. Street Maintenance and Reconstruction within the Orderly Annexation Area. The County and City have an existing street and road maintenance agreement known as the "Cross-Jurisdictional Road Maintenance Agreement between Crow Wing County and City of Brainerd". The County and City intend to revise or negotiate a new road maintenance agreement to address maintenance and replacement responsibilities for all streets and roads where the County and City exchange maintenance responsibilities. Until such time as a revised or new road maintenance agreement is reached, this paragraph shall regulate the maintenance, replacement, and cost sharing responsibilities for the County and City for streets, roadways, and facilities within the OAA, including Ashmun Road, McKay Road, Karr Drive, River Arches, and Russell Road.

10.1. Road Maintenance Prior to Annexation. The County shall continue its normal maintenance of existing County roads, bridges, drainage facilities, and street signage for any roads and facilities located within the OAA until the property adjacent to or surrounding such roads and facilities is annexed by the City and approved by MBAU. Maintenance of infrastructure within the OAA by the County shall be consistent with other standard maintenance practices employed by the County elsewhere.

- No Assumption of Public Improvements Payment Obligations. The County may assess, levy, finance, or otherwise incur debt attributable to road maintenance and

reconstruction prior to annexation; however, the County shall be solely responsible for bearing the costs associated with repaying any debt or financing unless a previous agreement is reached between the County and City and except as follows: If improvements to infrastructure regarding public roads, including but not limited to paving, ditching, drainage, mill and overlay, and culverts ("Public Improvements") are required on Ashmun Road, McKay Road, Russell Road, and/or the paved portions of Karr Drive and River Arches, for which the County wishes to be reimbursed, and the City consents in writing to such Public Improvement, the cost of said Public Improvement shall be amortized in equal annual payments over a 10 year life beginning on the date of project acceptance by the County or six months from the start date of the Public Improvement project, whichever is less. For Public Improvements agreed to in writing by the City, the City shall be responsible for assuming the balance of the amortized cost as of the date the annexation is approved by MBAU. If only a portion of the street is annexed, the City shall be responsible for a proportional share of the amortized cost based on the frontage of the street annexed. Other than Public Improvements agreed to in writing by the City, the City does not assume any liability or responsibility for the payment of any obligations issued to finance public improvements constructed by the County or for which special assessments were levied by the County. In the event the City annexes land under this Agreement upon which outstanding special assessments levied by the County remain at the time of annexation, the City shall forward to the County upon receipt all special assessment payments the City receives as a result of special assessments levied by the County. Nothing in this paragraph shall prohibit the County and City from entering into an alternative cost sharing agreement for specific Public Improvement projects.

- Public Improvement Cost Reimbursement. The County shall not undertake any street, roadway, facility, or other public improvements within the OAA for which it wishes to receive reimbursement without obtaining a written agreement with the City. Proposed projects for which the County wishes to receive reimbursement following annexation will be reviewed by the County and City on a case-by-case basis. The County and City anticipate establishing an average life for the proposed improvements (e.g. 20 years) and applying a depreciating scale for the improvement over the anticipated life. The individual written agreements will identify the total cost of the improvement, anticipated life of the improvement, and the City responsibility for reimbursement to the County based on the actual date of annexation and approval by MBAU.

10.2. Road Maintenance Following Annexation. The City shall assume maintenance responsibilities of all roads, except County Road 20 (Riverside Drive), bridges, drainage facilities and street signage for any roads and facilities located within the OAA once the property adjacent to or surrounding such roads and facilities is annexed by the City and approved by MBAU (the Annexed Roads), or according to the Cross-Jurisdictional Road Maintenance Agreement as previously referenced. The entire Annexed Roads (i.e. both sides of the road) shall be maintained by the City where the City has annexed property abutting one side of the road. Maintenance includes snow plowing with sanding/salting, crack sealing, asphalt patching, shouldering, tree and brush cleanup, control and removal, beaver control, roadside mowing and weed control including spraying of noxious weeds within the road right-of-way, upon customer request, right-of-way enforcement pertaining to objects placed within the clear zone or road right-of-way not including any legal action taken against or proposed on behalf of the road authority, replacement of existing signage, road sweeping, pavement markings, existing culvert repairs, replacement and cleaning, emergency situations that pose a danger to public safety, minor washouts requiring less than 20 cubic yards of material to repair, and any other type of normal road maintenance. The length of road subject to this paragraph shall be limited to the length of road directly abutting the property annexed under this Agreement.

10.3. Road Maintenance Agreements. Nothing in this Agreement shall prohibit the County and City from entering into agreements related to street maintenance and

reconstruction responsibilities.

10.4. Use of County Roads. For all properties annexed under this Agreement, the City shall require its developer's agreements to address:

- Construction Traffic. During development (including construction) all construction traffic shall use State Trunk Highways, Crow Wing County Highways or City streets. County roads be used only when no State Trunk Highway, Crow Wing County Highway or City streets are available.
- Road Improvements. All roadways abutting or serving new developments be improved by the developer and/or property owner from the access of the development to the nearest County, City, or State road, subject to State law.
- Clean Up and Damage. A requirement that the developer keep the streets clean and assume full financial responsibility for any damage which may occur to public streets, utility systems, and other public property damage occurring as a result of construction activities.

10.5. Undue Burden on County Roads. The County and City recognize that there may be instances where it is appropriate for the City to assume responsibility to maintain additional portions of County roads because City development imposes an undue burden on County roads that serve the annexed property. The County and City agree that in those instances the existing Cross-Jurisdictional Road Maintenance Agreement between Crow Wing County and City of Brainerd, or subsequent agreement, will be amended or a separate standalone agreement will be negotiated to address those situations.

11. Disputes and Remedies. The County and City agree as follows:

11.1. Negotiation. When a disagreement over interpretation of any provision of this Joint Resolution shall arise, the respective County and City will direct staff members as they deem appropriate to meet at least once at a mutually convenient time and place to attempt to resolve the dispute through negotiation.

11.2. Adjudication. When the parties to this Joint Resolution are unable to resolve disputes, claims or counterclaims, or are unable to negotiate an interpretation of any provision of this Joint Resolution, either party may seek relief through initiation of an action in a court of competent jurisdiction. In addition to the remedies provided for in this Joint Resolution and any other available remedies at law or equity, in the case of a violation, default or breach of any provision of this Joint Resolution, the non-violating, non-defaulting, or non-breaching party may bring an action for specific performance to compel the performance of this Joint Resolution in accordance with its terms.

12. Legal Description. The County and City agree that in the event there are errors, omissions or any other problems with the legal descriptions provided in Exhibit B, in the judgment of the Minnesota Office of Administrative Hearings, that the City and County shall make such corrections and file any additional documentation, including a new Exhibit B replacing and making the corrections requested or required by the Minnesota Office of Administrative Hearings as necessary to make effective the annexation the Subject Area in accordance with the terms of this Joint Resolution.

13. Termination. This Joint Resolution terminates when all of the Orderly Annexation Area has been annexed into the City or 50 years has passed since the execution of this Agreement, whichever is longer.

14. Severability. The provisions of this Joint Resolution are severable. If any provision herein is, for any reason, held by a court of competent jurisdiction to be invalid, contrary to law, or unenforceable, such decision shall not affect the remaining provisions of this Joint Resolution.

15. Amendments. Any amendment to this Joint Resolution shall be adopted pursuant to the process and laws governing and applied to the adoption of this Joint Resolution. This Joint Resolution may not be unilaterally amended by action of the governing body of either the County or the City. Amendment of this Joint Resolution will require approval of each governing body.

16. Costs Associated with the Orderly Annexation Agreement. Each party shall pay its own costs incurred in the negotiation, development, and implementation of this Agreement.

17. Headings. Headings are included solely for the purpose of reference. The language in a heading shall not be interpreted as a substantive provision of this Joint Resolution.

18. Effective Date. This Joint Resolution and Agreement shall be effective upon adoption by the governing bodies of the County and City and approval by the MBAU. This Joint Resolution shall be filed by the City with the MBAU after adoption by the parties.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ***ss***

I, Deborah A. Erickson, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on < >, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this <X day of X, 20XX>.

_____

DEBORAH A. ERICKSON
COUNTY ADMINISTRATOR

REQUEST FOR BOARD ACTION

Meeting Date

Tuesday, March 24, 2026

Human Resources	Amy Fischer
ORIGINATING DEPARTMENT	PRESENTER

AGENDA ITEM: Labor Negotiation Strategy pursuant to MS 13D.03, Subd 1(b)

PREVIOUS ACTION:

COMMENTS:

RECOMMENDED BOARD ACTION:
To recess the regular session and convene to a closed session for the purpose of labor negotiation strategy pursuant to MS 13D.03, Subd 1(b)

Approximate length of presentation:

SUMMARY OF COUNTY BOARD
CORRESPONDENCE FOR MEETING OF
March 24, 2026

1. Constitutional Postcard – Dawn Espe
2. Invitation to Brainerd Legendary Women Hall of Fame Ceremony

SAINT PAUL MN 550

26 FEB 2026 PM 5 L

CROW WING COUNTY MAR 11 2026 ADMIN OFFICE

Dear Representative,

In the words of the Father of our Constitution, James Madison:

"A standing military force, with an overgrown Executive, will not long be safe companions to liberty."
(Federalist No. 41)

We know you see this abuse of power.
The majority of Americans oppose it.
REPRESENT US OR BE REPLACED!



Crow Wing Co Commissioners
326 Laurel St
Brainerd MN 56401

We are better when we lead with kindness and humanity. Klang's ICE agreements are full of hate.

ICE OUT!
Daun Espe Baxter

Print FREE at: SIGNS OF JUSTICE.COM /wethepeople

We The People

OPPOSE UNCHECKED FEDERAL POLICE POWER

NO Troops
in cities without state approval

NO ICE Raids
without a judicial warrant

Due Process
for ALL including non-citizens

CLEAR:

United States v. Nixon (1974), Cooper v. Aaron (1958), Marbury v. Madison (1803), Boumediene v. Bush (2008), Yick Wo v. Hopkins (1886) reaffirmed Plyler v. Doe (1982)

From: coadmin
To: Amber.L.Berent
Subject: Fw: INVITATION: 2026 Annual Brainerd Public Schools Legendary Women Hall of Fame Induction Ceremony
Date: Monday, March 23, 2026 12:05:02 PM
Attachments: BPS_LegendaryWomen_Horiz_2C.png

From: Pat Altrichter <pataltrichter@gmail.com>
Sent: Monday, March 16, 2026 8:51 AM
Subject: Fwd: INVITATION: 2026 Annual Brainerd Public Schools Legendary Women Hall of Fame Induction Ceremony

You don't often get email from pataltrichter@gmail.com. Learn why this is important

Dear CWC Commissioners:

We'd be honored to see you at this prestigious event. These women represent the excellence in our schools and our communities!

Legendary Women Hall of Fame

2026 Brainerd Public Schools
Legendary Women Hall of Fame Induction Ceremony
Monday, March 30, 2026
Gichi-ziibi Center for the Arts
4:30 Meet the Inductees Social
5:00 Program

The Brainerd Public Schools Legendary Women Hall of Fame was established in 2018 to acknowledge female graduates who have demonstrated exceptional achievement, leadership, and service. This outstanding group of women, join 60 previous BPS honorees. Their work continues to inspire and impact their communities. We sincerely hope you will join us in celebrating the rich tradition and history of ***opportunity, innovation and success*** that Brainerd Public Schools has provided to the young people of our community for over 150 years!

The 2026 Legendary Women Inductees are:

Dr. Tori Bahr (2005)
Judy Bialka (1986)
Theresa Thesing Goble (1968)
Cheryl Wentworth Mathison (1981)
Shayla Paradeis (2005)

- To **live-stream** the 5:00 ceremony, click on this link: https://www.youtube.com/@gichi-ziibicenterfortheart7317
- To **nominate** a woman as a potential future inductee, click on this link: BPS Legendary Women Hall of Fame Nomination Form.
- To help defray costs for this project, click on this link: BPS Legendary Women Hall of Fame

Please feel free to forward this invitation to your friends and/or organization as you deem appropriate. The reception and induction ceremony are free and open to the public.

Sincerely,

BPS Legendary Women Hall of Fame Committee

Pat Altrichter, Ginger Augustinack, Karla Axelson, Sherri DeLaHunt, Heather Duininck, Linda Olsen-Engel, Joey Halvorson, Laine D. Larson, Lauren Nickisch, Lisa Salo, Laurie Wig and Dr. Karrie Boser, Ex Officio