

Fund Name: All Funds

Date Range: 09/01/2026 To 10/01/2026

<u>Date</u>	<u>Vendor</u>	<u>Check #</u>	<u>Description</u>	<u>Void</u>	<u>Account Name</u>	<u>F-A-O-P</u>	<u>Total</u>
09/30/2026	Payroll Period Ending 09/30/2026	17124	September payroll	N	Clerk Salary	100-41101-100-	\$ 6,094.47
	Total For Check	17124					\$ 6,094.47
09/30/2026	Advantage Signs & Graphics	17125	Job #V0726-192 - no outlet sign	N	Road Sign Replacement	100-43110-330-	\$ 42.00
	Total For Check	17125					\$ 42.00
09/30/2026	CenturyLink	17126	City Phone - September	N	City Office Telephone	100-41309-321-	\$ 182.12
	Total For Check	17126					\$ 182.12
09/30/2026	CliftonLarsonAllen	17127	Final Billing related to 2025 audit - Invoice L261542802	N	Audit Fees	100-41201-300-	\$ 2,625.00
	Total For Check	17127					\$ 2,625.00
09/30/2026	Eckberg Lammers, P.C.	17128	Legal Services - August 2026 - Inv 08-2026 & 54849	N	Legal Fees - General	100-41204-304-	\$ 2,100.00
		17128			Legal Fees - Complaints	100-41205-304-	\$ 110.00
		17128			Legal Fees - Prosecution	100-41206-304-	\$ 2,733.97
		17128			Escrow	100-49320-304-1008	\$ 585.00
		17128				100-49320-304-1041	\$ 75.00
		17128				100-49320-304-1065	\$ 75.00
	Total For Check	17128					\$ 5,678.97
09/30/2026	KEJ Enterprises	17129	Roads Supervisor 2026 - invoice 898-September	N	Roads Supervisor	100-43014-300-	\$ 15,025.00
	Total For Check	17129					\$ 15,025.00
09/30/2026	Kline Bros Excavating	17130	Sept: Invoices 86-90	N	Grader Contractor	100-43101-400-	\$ 10,107.50
		17130			Gravel Road Costs	100-43106-400-	\$ 1,280.00
		17130			Culvert Repair	100-43111-400-	\$ 5,044.32
		17130			Road Brushing	100-43114-400-	\$ 3,827.50
		17130			Ditch Repair	100-43133-400-	\$ 4,610.00
	Total For Check	17130					\$ 24,869.32
09/30/2026	Lacey L. Smieja	17131	Reimbursement & Mileage	N	Miscellaneous Expenses	100-41306-330-	\$ 117.04
		17131			Office Equipment	100-41314-200-	\$ 182.58
	Total For Check	17131					\$ 299.62
09/30/2026	LMCIT	17132	File #GL447148	N	Legal Fees - Litigation	100-41214-304-	\$ 3,160.39
	Total For Check	17132					\$ 3,160.39

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09/30/2026	LHB	17133	Invoice #250241.00-12 & 240319.00-13	N	Escrow	100-49320-300-1008	\$ 261.00
		17133				100-49320-300-1025	\$ 589.75
		Total For Check	17133				\$ 850.75
09/30/2026	LRS	17134	Town Hall Portable-September 2026-InvMP308415	N	Town Hall Porta Pot	100-43007-210-	\$ 134.00
		Total For Check	17134				\$ 134.00
09/30/2026	Maroney's	17135	pickup per Ken	N	Road Garbage Removal	100-43105-384-	\$ 141.20
		Total For Check	17135				\$ 141.20
09/30/2026	Northern Salt	17136*	Invoice 35394	N	Magnesium Choride	100-43107-210-	\$ 39,996.50
		Total For Check	17136				\$ 39,996.50
09/30/2026	Pauszek Inc.	17137	September Assessor Billing	N	Property Assessor	100-41208-300-	\$ 2,400.00
		Total For Check	17137				\$ 2,400.00
09/30/2026	Press Publications	17138	Client #4582, invoice#864545, 864544, 867061	N	Publishing Costs	100-41308-351-	\$ 72.00
		17138			Escrow	100-49320-351-1059	\$ 60.00
		17138				100-49320-351-1070	\$ 60.00
		Total For Check	17138				\$ 192.00
09/30/2026	Waste Management	17139	Recycling - August 2026	N	Recycling	100-43011-384-	\$ 8,293.74
		Total For Check	17139				\$ 8,293.74
09/30/2026	Woodchuck	17140	Remove fallen boxelder on Jocelyn, fallen spruce on 88th, Invoice 6714 & 6801	N	Heavy Brushing (storm damage)	100-43115-220-	\$ 900.00
		Total For Check	17140				\$ 900.00
09/30/2026	IRS	372EFT	September Payroll-EFT	N	Clerk FICA/Medicare	100-41103-100-	\$ 796.82
		372EFT			Clerk Medicare	100-41105-100-	\$ 151.03
		372EFT			Federal Withholding	100-41107-100-	\$ 645.79
		372EFT			Social Security Expens	100-41109-100-	\$ 2,156.74
		Total For Check	372EFT				\$ 3,750.38
09/30/2026	PERA	373EFT	PERA - September	N	Clerk PERA	100-41102-120-	\$ 781.20
		373EFT			Clerk PERA Withholding	100-41108-100-	\$ 677.04
		Total For Check	373EFT				\$ 1,458.24

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Date	Vendor	Check #	Description	Void	Account Name	F-A-O-P	Total
09/30/2026	Minnesota Department of Revenue	374EFT	September Payroll Tax Deposit-EFT	N	State withholding	100-41106-100-	\$ 645.10
		Total For Check	374EFT				\$ 645.10
10/01/2026	Washington County Public Works	17141	County/City Cooperative Agreement SRTS CSAH 12 Trail extension	N	Special Road Projects	100-43128-530-	\$ 5,454.50
		17141				100-43128-530-	\$ 62,398.69
		Total For Check	17141				\$ 67,853.19
10/01/2026	Ken Ronnan	17142	Video Tech Services - August and September 2026	N	Cable Costs	100-41212-300-	\$ 150.00
		17142				100-41212-300-	\$ 150.00
		Total For Check	17142				\$ 300.00
10/01/2026	USPS	375EFT	mailing - debit card	N	Postage	100-41318-210-	\$ 9.27
		Total For Check	375EFT				\$ 9.27
10/01/2026	Adobe	376EFT	September Subscription-Auto Pay	N	Office Supplies	100-41313-200-	\$ 26.00
		Total For Check	376EFT				\$ 26.00
10/01/2026	TMobile	377EFT	City Cell Phone-Auto Pay	N	Office Supplies	100-41313-210-	\$ 35.26
		377EFT			Road Expenses - Other	100-43116-210-	\$ 18.23
		Total For Check	377EFT				\$ 53.49
10/01/2026	Comcast	378EFT	Town Hall Wifi-Auto	N	Town Hall Supplies	100-43001-210-	\$ 190.24
		Total For Check	378EFT				\$ 190.24
10/01/2026	Xcel Energy	379EFT	Pole Barn	N	Pole Barn Electricity	100-43020-381-	\$ 13.04
		Total For Check	379EFT				\$ 13.04
10/01/2026	Xcel Energy	380EFT	Electricity	N	Town Hall Electricity	100-43004-381-	\$ 84.20
		380EFT			Well House Electricity	100-43010-381-	\$ 11.05
		380EFT			Street Lights	100-43117-381-	\$ 26.48
		380EFT				100-43117-381-	\$ 36.47
		Total For Check	380EFT				\$ 158.20
Total For Selected Checks							\$ 185,342.23



WACO PUBLIC WORKS DEPT
11660 MYERON RD N
STILLWATER MN 55082

<i>Invoice</i>	
Invoice Number:	237612
Account Number:	27164
Due Date	10/16/26
Amount Enclosed:	\$ _____
Federal Tax Id:41-6005919	

To: GRANT CITY
PO BOX 577
WILLERNIE MN 55090

Please return top portion with payment. Thank You.

Invoice					
Date	Number	Type	Due Date	Remark	Amount
9/16/26	237612	Invoice	10/16/26	CSAH 12 Initial 10%	\$5,454.50
I declare under the penalties of law that this account claim or demand, is just and correct and no part of it has been paid. Please make check payable to Washington County and mail to the address above.				Invoice Total	\$5,454.50
				Sales Tax	
				Balance Due	\$5,454.50

CSAH 12 SRTS Trail
City of Grant
County/City Cooperative Agreement #18281
Initial Billing
9/14/2026

	Total Cost Per Agreement	City Cost (per Bid Abstract)	County Cost	City Cost	SRTS Grant	Initial INV - 10%	Current Amount Due
Construction	\$ 305,492.00	\$ -	\$ -	\$ -	\$ 381,529.77	\$ -	\$ -
Contract #17926	\$ 84,650.00	\$ -	\$ 42,325.00	\$ 42,325.00	\$ -	\$ 4,232.50	\$ 4,232.50
Construction Engineering/Contract Administration	\$ 24,440.00	\$ -	\$ 12,220.00	\$ 12,220.00	\$ -	\$ 1,222.00	\$ 1,222.00
TOTAL	\$ 414,582.00	\$ -	\$ 54,545.00	\$ 54,545.00	\$ 381,529.77	\$ 5,454.50	\$ 5,454.50



WACO PUBLIC WORKS DEPT
11660 MYERON RD N
STILLWATER MN 55082

<i>Invoice</i>	
Invoice Number:	237613
Account Number:	27164
Due Date	10/17/26
Amount Enclosed:	\$ _____
Federal Tax Id:41-6005919	

To: GRANT CITY
PO BOX 577
WILLERNIE MN 55090

Please return top portion with payment. Thank You.

Invoice					
Date	Number	Type	Due Date	Remark	Amount
9/16/26	237613	Invoice	10/17/26	CSAH 12 SRTS Billing Per Bid	\$62,398.69
I declare under the penalties of law that this account claim or demand, is just and correct and no part of it has been paid. Please make check payable to Washington County and mail to the address above.				Invoice Total	\$62,398.69
				Sales Tax	
				Balance Due	\$62,398.69

CSAH 12 SRTS Trail
City of Grant
County/City Cooperative Agreement #18281
Billing Per Bid Abstract
9/16/2026

	Total Cost Per Agreement	County Cost Per Agreement	City Cost Per Agreement	SRTS Grant	Actual City Cost Per Bid	Initial INV - 10%	Invoice #2	Current Amount Due
Construction	\$ 305,492.00	\$ -	\$ -	\$ 381,529.77	\$ -	\$ -	\$ -	\$ -
Contract #17926	\$ 84,650.00	\$ 42,325.00	\$ 42,325.00	\$ -	\$ 52,592.00	\$ 4,232.50	\$ 48,359.50	\$ 48,359.50
Construction Engineering/Contract Administration	\$ 24,440.00	\$ 12,220.00	\$ 12,220.00	\$ -	\$ 15,261.19	\$ 1,222.00	\$ 14,039.19	\$ 14,039.19
TOTAL	\$ 414,582.00	\$ 54,545.00	\$ 54,545.00	\$ 381,529.77	\$ 67,853.19	\$ 5,454.50	\$ 62,398.69	\$ 62,398.69

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Date	Remitter	Receipt #	Description	Deposit ID	Void	Account Name	F-A-P	Total
09/09/2026	Washington County	6544	August fines - Washington County Trial Court	(09/09/2026) -	N	Fines/Fees State	100-34002-	\$ 280.38
								\$ 280.38
09/16/2026	Christina Schmidt	6266	36.030.21.23.0004 - 11032 66th St. N - 2026 Roadway Improvements assessment payoff	(09/16/2026) -	N	2026 Roadway Improvement Project - Assessment payments	100-31957-	\$ 11,060.30
								\$ 11,060.30
09/16/2026	Tim Jahnke	6365	2026-173 10220 60th St. Ln N	(09/16/2026) -	N	Plumbing Permits	100-32005-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-
								\$ 1.00
								\$ 81.00
09/16/2026	HMI dba Water Doctors	6512	2026-211 11580 Honeye Ave N	(09/16/2026) -	N	Plumbing Permits	100-32005-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-
								\$ 1.00
								\$ 81.00
09/16/2026	Majeski Plumbing & Heating	6513	2026-217 11601 Honeye Ave N	(09/16/2026) -	N	Plumbing Permits	100-32005-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-
								\$ 1.00
								\$ 81.00
09/16/2026	Hoffman Refrigeration and Heating S	6514	2026-186 8728 Manning Ave N	(09/16/2026) -	N	Heating Permits	100-32004-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-
								\$ 1.00
								\$ 81.00
09/16/2026	Metro Gas Installers	6515	2026-209 11580 Honeye Ave N	(09/16/2026) -	N	Heating Permits	100-32004-	\$ 80.00

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						Building Permit Surcharge - due to State	100-34130-	\$ 1.00
								\$ 81.00
09/16/2026	St. Paul Plumbing and Heating Co	6519	2026-213 Ave.	10030 Heron	(09/16/2026) -	N Heating Permits	100-32004-	\$ 80.00
						Building Permit Surcharge - due to State	100-34130-	\$ 1.00
								\$ 81.00
09/16/2026	Schwantes Heating & Cooling	6520	2026-222	7300 101st St N	(09/16/2026) -	N Heating Permits	100-32004-	\$ 80.00
						Building Permit Surcharge - due to State	100-34130-	\$ 1.00
								\$ 81.00
09/16/2026	Tim Jahnke	6521	2026-174 N	10220 60th St. Ln	(09/16/2026) -	N Building Permits	100-32003-	\$ 322.25
						Building Permit Surcharge - due to State	100-34130-	\$ 14.00
								\$ 336.25
09/16/2026	Window Concepts of Minnesota, Inc.	6522	2026-195 Ave. N	6550 Jasmine	(09/16/2026) -	N Building Permits	100-32003-	\$ 125.25
						Building Permit Surcharge - due to State	100-34130-	\$ 2.73
								\$ 127.98
09/16/2026	Crown Castle USA, Inc.	6523	2026-198 Ave. N	11400 Julianne	(09/16/2026) -	N Building Permits	100-32003-	\$ 391.75
						Plan Checking Fees	100-34104-	\$ 254.63
						Building Permit Surcharge - due to State	100-34130-	\$ 12.50
								\$ 658.88
09/16/2026	Chad Willaert	6524	2026-205 N	11500 Jasmine Trl	(09/16/2026) -	N Building Permits	100-32003-	\$ 97.25
						Plan Checking Fees	100-34104-	\$ 63.21
						Building Permit Surcharge - due to State	100-34130-	\$ 2.00

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								\$ 162.46
09/16/2026	MidCountry Contracting LLC	6525	2026-210 1145 Irish Ave. N	(09/16/2026) -	N	Building Permits	100-32003-	\$ 153.25
						Building Permit Surcharge - due to State	100-34130-	\$ 4.00
								\$ 157.25
09/16/2026	The Kingdom Builders	6526	2026-212 10381 83rd St. N	(09/16/2026) -	N	Building Permits	100-32003-	\$ 307.25
						Building Permit Surcharge - due to State	100-34130-	\$ 9.37
								\$ 316.62
09/16/2026	Sela Gutter Connection	6527	2026-214 11630 Manning Trl N	(09/16/2026) -	N	Building Permits	100-32003-	\$ 462.50
						Building Permit Surcharge - due to State	100-34130-	\$ 16.00
								\$ 478.50
09/16/2026	W S & D Permit Service	6528	2026-215 6950 Manning Ave. N	(09/16/2026) -	N	Building Permits	100-32003-	\$ 209.25
						Building Permit Surcharge - due to State	100-34130-	\$ 5.87
								\$ 215.12
09/16/2026	Titan Exteriors & Contracting LLC	6529	2026-219 7122 Jamaca Ave N	(09/16/2026) -	N	Building Permits	100-32003-	\$ 279.25
						Building Permit Surcharge - due to State	100-34130-	\$ 8.50
								\$ 287.75
09/16/2026	Dennis Gervais	6530	Sign permit - replace existing development sign, corner of 115th & Manning	(09/16/2026) -	N	Other/Permits/Fees	100-32002-	\$ 50.00
								\$ 50.00
09/30/2026	All State Companies	6531	2026-230 - 8460 Lofton Ave N - pool demo	(09/30/2026) -	N	Building Permits	100-32003-	\$ 100.00
								\$ 100.00

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09/30/2026	Full Circle Plumbing	6532	2026-223	9850 Manning Ave N	(09/30/2026) -	N	Building Permits	100-32003-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-	\$ 1.00
									\$ 81.00
09/30/2026	Woodland Stoves & Fireplaces	6533	2026-229	8695 68th St N	(09/30/2026) -	N	Building Permits	100-32003-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-	\$ 1.00
									\$ 81.00
09/30/2026	Schwantes Heating & Cooling	6534	2026-231	8450 Keats Ave. N	(09/30/2026) -	N	Heating Permits	100-32004-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-	\$ 1.00
									\$ 81.00
09/30/2026	Affordable Comfort Mechanical	6535	2026-236	10600 Joliet	(09/30/2026) -	N	Heating Permits	100-32004-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-	\$ 1.00
									\$ 81.00
09/30/2026	Midwest Electric & Generator	6536	2026-237	10725 Kimbro	(09/30/2026) -	N	Heating Permits	100-32004-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-	\$ 1.00
									\$ 81.00
09/30/2026	Hurlburt Holdings	6537	2026-224	1140 Jasmine Trl	(09/30/2026) -	N	Heating Permits	100-32004-	\$ 80.00
							Building Permit Surcharge - due to State	100-34130-	\$ 1.00
									\$ 81.00
09/30/2026	OC Exteriors and Construction	6538	2026-227	11400 Julianne Ave. N	(09/30/2026) -	N	Building Permits	100-32003-	\$ 714.45
							Building Permit Surcharge - due to State	100-34130-	\$ 30.00
									\$ 744.45

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09/30/2026	Pella Northland	6539	2026-220 N	6183 Inwood Ct.	(09/30/2026) -	N	Building Permits	100-32003-	\$ 125.25
							Building Permit Surcharge - due to State	100-34130-	\$ 2.70
									\$ 127.95
09/30/2026	Morell Gondek LLC	6540	2026-208	9463 71st St N	(09/30/2026) -	N	Building Permits	100-32003-	\$ 153.25
							Building Permit Surcharge - due to State	100-34130-	\$ 4.00
									\$ 157.25
09/30/2026	Brett & Emily Schimke	6541	2026-221 N	6174 Inwood Ct.	(09/30/2026) -	N	Building Permits	100-32003-	\$ 993.75
							Plan Checking Fees	100-34104-	\$ 645.93
							Building Permit Surcharge - due to State	100-34130-	\$ 50.00
									\$ 1,689.68
09/30/2026	Universal Services, LLC	6542	Utility permit #26-21		(09/30/2026) -	N	Utility/ROW Permits	100-32012-	\$ 300.00
									\$ 300.00
09/30/2026	Steve Brown	6543	Pole Shed - Brown - 7080 117th St N		(09/30/2026) -	N	Admin Fee COC	100-32008-	\$ 100.00
							Escrows	100-39110-1074	\$ 900.00
									\$ 1,000.00
Total for Selected Receipts									\$ 19,303.82

CITY OF GRANT WORKSHOP MINUTES

DATE	: September 1, 2026
TIME STARTED	: 5:05 p.m.
TIME ENDED	: 6:17 p.m.
MEMBERS PRESENT	: Councilmembers Cremona, Rog, Anderson, Cornett and Mayor Giefer
MEMBERS ABSENT	: None

Staff members present: City Engineer Veronica Kubicek, Administrator/Clerk-Treasurer Lacey Smieja, Roads Supervisor Ken Johnson.

The workshop meeting was called to order at 5:05 p.m. by Mayor Giefer.

ITEM FOR DISCUSSION

PRESENTATION/DISCUSSION OF DRAFT 2027-2031 CAPITAL IMPROVEMENT PLAN

City engineer Veronica Kubicek presented the draft Capital Road Improvement Plan. The draft plan identifies the infrastructure improvements and maintenance investments over the next five (5) years needed to maintain public streets, safety, and ensure the continued delivery of municipal services.

City Roads Supervisor Ken Johnson was also present and weighed in on the plan.

Further review and refinement will be completed in the coming weeks which will include further review of street maintenance and reconstruction priorities with the Roads Supervisor as well as further budgetary and capacity review with Administrator Smieja.

PRELIMINARY 2027 BUDGET/LEVY DISCUSSION

City Administrator Lacey Smieja presented options for the 2027 budget and levy. She indicated one of the options was to incorporate some budget increases based on past actual spending, general increases in cost of items and services and some funding for future capital projects (roads). The second option included increases for items previously discussed such as renting a new office space, hiring a second employee, and implementing a new plan for gravel road maintenance.

Administrator Smieja presented information Administrator Smieja said the hope is that a one-time large increase in the budget and levy would hopefully get the City started on long term improvements for City services, and that after this one-time large increase, more modest increases would be required in future years. She also pointed out that historically, the City of Grant has had one of the lowest City tax rates in the state, and the increase in the levy likely wouldn't change that a whole lot.

Administrator Smieja said she is still reviewing historical financial data and will likely have updates to bring to future Council meetings. She reminded the Council that they may lower the levy amount prior to certifying it to property taxes for 2027, but they cannot increase it after it is set. The Council agreed with the approach of a one-time larger than usual increase in the City budget and property tax levy.

Workshop discussion and meeting adjourned at 6:17 p.m.

These minutes were considered and approved at the regular Council Meeting on October 6, 2026.

Lacey L. Smieja
Administrator/Clerk-Treasurer

Jeff Giefer
Mayor

DRAFT

COUNCIL MINUTES

September 1, 2026

CITY OF GRANT
MINUTES

DATE : September 1, 2026
TIME STARTED : 6:30 p.m.
TIME ENDED : 7:46 p.m.
MEMBERS PRESENT : Councilmembers Cornett, Rog, Cremona,
Anderson and Mayor Giefer
MEMBERS ABSENT : None

Staff members present: City Engineer Veronica Kubicek, City Attorney Amanda Johnson, and City Administrator/Clerk-Treasurer Lacey Smieja. Attending virtually: City Planner Jennifer Haskamp.

CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Mayor Giefer.

PLEDGE OF ALLEGIANCE

PUBLIC INPUT

George Connolly, 9860 Indigo Trail, addressed the council along with six neighbors to express concern regarding Resolution 2026-20, passed on July 7th, which authorized a feasibility study at a cost of \$15,000 for Indigo Trail improvements. Mr. Connolly stated that the city engineer's characterization of neighborhood sentiment at the time was, in his view, incomplete, and that the majority of residents at a prior neighborhood meeting had not expressed strong support for a full street reconstruction. He respectfully requested that the council consider rescinding the motion, while affirming that the neighbors would participate fully in the upcoming process.

Jack Smith, 10244 67th Lane North, Indian Hills subdivision, raised concerns about a safety hazard at the intersection of 67th Street and 67th Lane, where overgrown brush along a retention pond has encroached into the roadway, limiting visibility and vehicle clearance. He also noted the location of a partially obscured fire hydrant and described the deteriorated condition of a double-pronged concrete culvert in the area. Mayor Giefer acknowledged Mr. Smith's concerns and indicated that city staff, including the roads department, were attentive and responsive, and encouraged Mr. Smith to share additional details directly with staff.

CONSENT AGENDA

- A. August 2026 Bill List, \$212,451.92 – *pg 1-3*
- B. August 2026 Receipts, \$73,437.28 – *pg 4-9*
- C. Allied Blacktop Company - check #17108, invoices 15167 and #15277 totaling \$66,110 (amount included in Bill List above) – *pg 10-12*
- D. August 4, 2026 City Council Work Session Minutes – *pg 13-14*
- E. August 4, 2026 City Council Meeting Minutes – *pg 15-24*

F. Approval of LG220 Exempt Gambling permit – Wildwood Lions Club Foundation, November 21 – pg 25

G. Resolution 2026-24: A Resolution Approving the Request for Conditional Use Permit for the Property Located at 11020 60th St. N – pg 26-29

H. Resolution 2026-25: A Resolution Approving a Variance from Side Yard Setback Standards to Construct an Attached Garage with a Second-story Addition at 6174 Inwood St. N – pg 30-31

Council Member Anderson moved to approve the consent agenda as presented. Council Member Crenona seconded the motion. Motion carried 5-0.

REGULAR AGENDA

A. Draft Feasibility Study – 2027 Roadway Improvements – City Engineer Kubicek

City Engineer Veronica Kubicek presented the draft feasibility report for the 2027 roadway improvements, emphasizing that it remains in draft form and no resolution or approval was being sought at this time. She noted that the feasibility report covers four streets: McKusick Road North, Lofton Avenue North, Indigo Trail North, and Dellwood Road Court North. The latter two streets were added to the feasibility study at the July 7th council meeting.

Engineer Kubicek reviewed the funding structure for each street segment. McKusick Road and Lofton Avenue have three funding sources: contributions from the Stillwater Oaks development, the City, and special assessments, reflecting the regional nature of those roadways. Dellwood Road Court North and Indigo Trail North are funded through a combination of city and special assessment contributions.

The project schedule was outlined, with two virtual neighborhood meetings planned: September 9th for McKusick and Lofton residents, and September 10th for Indigo Trail and Dellwood Road Court North residents, both at 6:00 PM. The formal feasibility report would be presented for acceptance at the October council meeting. A first public hearing was noted for the November 10th council meeting — Administrator Smieja clarified the date, noting the originally mentioned November 3rd date was not possible as it falls on Election Day. If the project is ordered, design work would proceed through the winter, bids would be called for and opened in spring 2027, with a second public hearing in May to adopt assessments, and construction running from June through early fall 2027.

Council Member Anderson acknowledged the concerns raised by Indigo Trail residents during public input, reiterated that the council intends to gather community feedback through the neighborhood meetings before making any decisions, and confirmed that the project does not need to proceed as an all-or-nothing package — individual street segments can be evaluated separately. Mayor Giefer added that future notices would be sent in city envelopes, rather than the engineers envelopes, to avoid confusion.

No vote was taken; this item was informational only.

B. FINAL PLAT APPLICATION for the SRC Family Trust Subdivision and Draft Resolution 2026-26 – City Planner Haskamp

City Planner Jennifer Haskamp presented the final plat application for the SRC Family Trust Subdivision, describing it as a straightforward matter of confirming consistency with the preliminary plat approved approximately six weeks prior. The preliminary plat had consolidated three existing lots into two: a reconfigured Lot 1 of approximately 25 acres containing an existing home, and a vacant Lot 2 of approximately 48.49 acres. The final plat was confirmed to be a mirror image of the preliminary plat, with no material changes.

Conditions carried forward from the preliminary plat included the requirement that any future development of the vacant lot comply with all applicable standards and demonstrate primary and secondary septic system capacity. An agricultural fence certificate of compliance was noted as pending until the final plat is recorded.

Administrator Smieja confirmed with City Planner Haskamp that no public hearing is required for a final plat. The council proceeded to a roll call vote.

Motion to approve Resolution 2026-26 was made by Council Member Cremona and seconded by Council Member Cornett. Upon roll call: Council Member Cremona – Aye; Council Member Anderson – Aye; Council Member Cornett – Aye; Council Member Rog – Aye; Mayor Giefer – Aye. **The motion carried 5-0.**

C. PUBLIC HEARING: Consideration for an application for a Preliminary Plat to create four lots and one outlet on the properties located at 9135 and 9215 Ideal Ave. N, and draft Resolution 2026-27 – City Planner Haskamp

City Planner Haskamp presented a preliminary plat application to subdivide two existing parcels at 9135 and 9215 Ideal Avenue North — a 10-acre and a 70-acre parcel — into four lots and one outlet, within the A-2 Rural Residential Agricultural zoning district.

The proposed configuration creates four lots ranging from approximately 15 to 33 acres. There is an existing home on the 10-acre lot as well as a home on the 70-acre lot with most of the lot being undeveloped with some agricultural use. The proposed lot density at approximately one dwelling unit per 20 acres was confirmed to be consistent with the comprehensive plan. All four lots have frontage on Ideal Avenue and would be served by private septic systems; septic testing has been completed for the two vacant lots, and a Washington County Environmental Services preliminary review is recommended as a condition prior to final plat approval.

Outlot A was identified as a wetland-covered remnant parcel along the west side of the roadway curve, separated from Lot 1 by road right-of-way and therefore designated as an outlet rather than merged with the lot. City Planner Haskamp noted that because there would be no homeowners association, the outlet's ownership and tax responsibility would need to be addressed as a condition of the final plat.

1 A key issue identified by staff is access to Lot 2, which has extensive wetland coverage along its road
2 frontage. Current code does not permit shared driveways but does allow shared access. Staff
3 recommended that a permanent shared access or shared driveway easement agreement between Lots
4 1 and 2 be established and recorded with the final plat to ensure perpetual access.

5 Council Member Anderson raised the concern of the outlet becoming "lost" and generating
6 unresolved tax liability. Planner Haskamp indicated someone would have to take ownership of that
7 outlet to avoid this issue and it would be a condition of the final plat. Council Member Anderson also
8 confirmed that any driveway or other access would be formally recorded with the property.

9
10 **Motion to open the public hearing was made by Council Member Rog and seconded by**
11 **Council Member Cremona. The motion carried unanimously.**
12

13 Keith Morrison, 9270 Ivy Avenue North, asked whether future easements for utilities or roadways
14 were contemplated as part of the subdivision.
15

16 **Motion to close the public hearing was made by Council Member Cornett and seconded by**
17 **Council Member Rog. The motion carried unanimously.**
18

19 Following the close of the public hearing, City Planner Haskamp addressed Mr. Morrison's question,
20 clarifying that no new roadways are proposed. All lots have frontage on the existing public road but
21 they will need to secure the access as discussed. Utility easements along shared lot lines and around
22 wetland areas are identified on the plat. Wetland delineation areas establish the buffer and setback
23 requirements but are not necessarily easements taken by the city.
24

25 **Motion to approve Resolution 2026-27, including staff's recommended conditions and the**
26 **condition requiring the applicant to work with staff to identify a shared access solution for**
27 **Lot 2, was made by Council Member Anderson and seconded by Council Member**
28 **Cornett.** Upon roll call: Council Member Rog – Aye; Council Member Cornett – Aye; Council
29 Member Anderson – Aye; Council Member Cremona – Aye; Mayor Giefer – Aye. **The motion**
30 **carried 5-0.**
31

32 **D. PUBLIC HEARING: Consideration of certain amendments to Chapter 32 Zoning related to**
33 **existing lots of record, variance processes and procedures, and the Table of Uses in the City**
34 **Code – City Planner Haskamp**
35

36 City Planner Haskamp presented draft ordinance amendments addressing three distinct topics
37 following several months of council workshops.
38

39 **Existing Lots of Record / Undersized Lots**
40 Amendments to both Chapter 30 (Subdivision) and Chapter 32 (Zoning) were proposed to resolve
41 inconsistencies in how undersized and existing lots of record are defined, conveyed, and deemed
42 buildable. Chapter 30 describes and/or regulates them in terms of conveyance, while Chapter 32
43 establishes the dimensional standards to determine buildability. The proposed changes reduce the
44 current conflict between the sections and add clarification between platted and unplatted lots, when
45 and how such lots are deemed buildable, and establishes new regulations as well as existing
46 regulations that are applicable to the determination. The updated language requires that the original
47 creation of any undersized lots of record be verified through some form of past official city action —

1 a recorded plat, resolution, or similar — and that it must have complied with the standards in place at
2 the time of its creation. The April 21, 1961 reference date from the existing ordinance was retained
3 for historical continuity.

4
5 A minimum of one acre of buildable area and the ability to support a primary and secondary septic
6 drain field and any associated improvements is established for any lot to be conveyed and deemed
7 buildable. For platted lots, the one-acre minimum applies, and lots below that threshold would require
8 a variance to be considered buildable. For unplatted (metes and bounds) lots, a higher minimum of
9 2.5 acres applies before an exemption from the variance provision can be recognized; unplatted lots
10 below 2.5 acres must go through the variance process regardless. In all cases, the one-acre buildable
11 minimum applies as well as meeting the other dimensional standards in the ordinances.

12
13 The \$100 fine for illegal lot conveyance, a provision dating to the 1960s, was also proposed for
14 removal as it has not been enforced in modern times and is not a practical deterrent.

15
16 The contiguous lot provision — which previously required undersized lots to be combined with
17 adjacent parcels if they were under common ownership — was proposed for removal. Staff explained
18 that this provision has become increasingly difficult to enforce due to the use of separate LLCs —
19 which have become much easier to create in the digital age — for individual lots and varying
20 ownership structures.

21 22 **Variance Process**

23 The ordinance updates the variance criteria from the former "hardship" standard to "practical
24 difficulties," consistent with a 2009 update to state statute. The revised language is drawn from the
25 League of Minnesota Cities template ordinance and requires applicants to demonstrate: (1) the
26 proposed use is reasonable and not otherwise permitted; (2) the plight of the landowner is due to
27 circumstances unique to the property, not created by the landowner; and (3) granting of the variance
28 will not alter the essential character of the locality. Economic considerations alone cannot justify a
29 variance. All three criteria — the 'three-prong test' — must be met.

30 31 **Data Centers – Table of Uses**

32 A definition for "data center" was added to Chapter 32, and data centers were explicitly listed as a
33 prohibited use throughout the city, citing the absence of municipal utilities or the infrastructure to
34 support the intensity of such uses.

35
36 **Motion to open the public hearing was made by Council Member Cremona and seconded**
37 **by Council Member Anderson. The motion carried unanimously.**
38

39 No members of the public — in person or online — came forward to speak.

40
41 **Motion to close the public hearing was made by Council Member Cremona and seconded**
42 **by Council Member Anderson. The motion carried unanimously.**
43

44 Mayor Giefer noted that the ordinance would be placed on the October agenda for a roll call vote, and
45 that any members of the public wishing to provide comment prior to that vote may do so by
46 contacting the council or staff directly. No additional public hearing would be held.
47

E. Preliminary budget, levy, truth in taxation hearing date and draft Resolution 2026-28 – City Administrator Smiejia

City Administrator Smiejia presented the proposed preliminary 2027 budget and levy following several prior work sessions. She noted that once the preliminary levy is set, it may be reduced but not increased before the December deadline.

Key components of the proposed budget include: contracted service increases for police and fire; estimated annual increases in fees and charges; additional planning fees in anticipation of the next comprehensive plan process; a two-year averaged cost for road maintenance (to smooth significant year-to-year variation in crack sealing and fog seal cycles); a \$50,000 contribution toward a county road project (subject to further refinement); and approximately \$66,000 set aside in the capital projects fund for city road improvements.

City Administrator Smiejia noted that Grant had the 12th lowest local tax rate in Minnesota in 2024 — the most recently available data — at 10.33%, well below the next lowest peer city at 16%.

The council discussed the Truth in Taxation hearing timing. It was determined that the hearing would be held within the regular December council meeting at 6:30 PM, rather than as a separate earlier session, as past practice had in fact followed this format.

Motion to approve Resolution 2026-28, establishing the preliminary 2027 budget of \$2,577,266, a preliminary 2027 levy of \$2,057,500, and setting the Truth in Taxation hearing date for 6:30pm on December 1, was made by Council Member Cremona and seconded by Council Member Rog. The motion carried unanimously.

DISCUSSION ITEMS

Administrator Smiejia noted that Jack's report was included in the council packet and that no significant items required discussion.

Council Member Rog asked if reinstating the Planning Commission was going to be discussed.

Mayor Giefer indicating Administrator Smiejia sent an email indicating the timing was not ideal to reinstate the Planning Commission.

Mayor Giefer then asked that Administrator Smiejia follow up with roads staff regarding the culvert and brush concerns raised by Jack Smith during public input and noted that at least one culvert issue in that area may already be under review. Administrator Smiejia indicated she will follow-up with Mr. Smith.

Mayor Giefer reported on his participation in the League of Minnesota Cities (LMC) Policy Committee. He noted that a special meeting with LMC senior intergovernmental relations staff was scheduled later in the week to address concerns that the league's draft policy positions do not adequately represent smaller member cities. Specific concerns raised included the Minnesota Starter Home Act, which contains density provisions, and the state cannabis mandate requiring cities to permit certain cannabis operations. Mayor Giefer stated his intent to advocate for policy language that would protect cities of Grant's size and expressed dissatisfaction with the LMC's response to date,

COUNCIL MINUTES

September 1, 2026

1 which had focused on minor statutory language changes rather than substantive protections for
2 smaller cities.

3
4 ADJOURNMENT

5 Motion by Council Member Cremona, seconded by Council Member Cornett to adjourn at
6 7:46 p.m. Motion carried 5-0.
7

8
9
10
11 These minutes were considered and approved at the regular Council Meeting on October 6, 2026.
12
13
14
15
16
17

18 Lacey L. Smieja
19 Administrator/Clerk-Treasurer

Jeff Giefer
Mayor

**CITY OF GRANT, MINNESOTA
RESOLUTION NO. 2026-29**

**RESOLUTION APPROVING THE REQUEST FOR EXTENSION TO FILE THE
ELLIOTT CROSSING SECOND ADDITION FINAL PLAT FOR A MAJOR
SUBDIVISION**

WHEREAS, Mike Mogren on behalf of MOR Development, LLC (“Applicant” and “Owner”) has requested a six (6) month extension to record the approved ELLIOTT CROSSING SECOND ADDITION and to meet the required conditions; and

WHEREAS, the Preliminary Plat was approved by Resolution Number 2024-11; and

WHEREAS, the ELLIOTT CROSSING SECOND ADDITION Final Plat was approved by Resolution Number 2026-15 on May 5, 2026 with certain conditions; and

WHEREAS, the Final Plat expired on September 2, 2026 and therefore an extension is required; and

WHEREAS, per City Code Section 30-79 subsection (c) the Applicant must record the final plat with the county recorder within 120-days or the approved plat shall be considered void unless an extension is granted; and

WHEREAS, the requested six (6) month extension will extend the deadline to comply with the conditions and recording requirements to April 3, 2027.

WHEREAS, the City Council considered the request to extend the approval of the Final Plat of Elliott Crossing Second Addition at their May 5, 2026 regular City Council meeting.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRANT, WASHINGTON COUNTY, MINNESOTA, that it does hereby approve the request of MOR Development LLC for extension of the approved Final Plat of the Elliott Crossing Second Addition provided that the following conditions are met:

1. The Applicant must comply with all conditions stated within Resolution 2026-15.
2. The final plat and all required conditions must be met prior to April 4, 2027 unless another extension is granted by the City Council.
3. The Applicant shall comply with all terms and conditions established by the BCWD Permit.
4. The Applicant must enter into Addendum #1 to the Development Agreement prior to the execution of the Final Plat of the Project to ensure that the requirements and conditions as set forth in Resolution 2026-15.

5. The Applicant shall pay all fees and delinquent escrow balances.

FURTHER BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRANT, WASHINGTON COUNTY, MINNESOTA, that it does hereby approve the request of MOR Development, LLC to extend the approval for the Elliott Crossing Second Addition Final Plat. The City Council's Findings relating to the standards are as follows:

- All conditions of Resolution 2026-15 will be carried forward and shall remain applicable.
- The proposed Phase II improvements meet the conditions and requirements as established by the preliminary plat provided the identified permits are obtained.
- The lot and block configuration of Elliott Crossing Second Addition is consistent with the City of Grant's adopted 2040 Comprehensive Plan for density and rural residential uses.
- The Final Plat meets or exceeds the dimensional and lot standards established within the A2 Zoning District.
- That the Development Agreement Addendum #1 will ensure that all Subdivision Improvements are installed to meet the subdivision code.

Adopted by the Grant City Council this 6th day of October, 2026.

Jeff Giefer, Mayor

State of Minnesota)
) ss.
County of Washington)

I, the undersigned, being the duly qualified and appointed Clerk of the City of Grant, Minnesota do hereby certify that I have carefully compared the foregoing resolution adopted at a meeting of the Grant City Council on _____, 2026 with the original thereof on file in my office and the same is a full, true and complete transcript thereof.

Witness my hand as such City Clerk and the corporate seal of the City of Grant, Washington County, Minnesota this ____ day of _____, 2026.

Lacey Smieja
Administrator/Clerk
City of Grant



STAFF REPORT

TO:	Mayor and City Council	DATE:	September 9, 2026
	Lacey Smieja, City Administrator/Clerk		
CC:		RE:	Variance from minimum lot size standards at TBD Ingberg Cir. N.
	Veronica Kubicek, PE, City Engineer		
FROM:	Amanda Johnson, City Attorney		

Jennifer Haskamp, AICP, SHC
Jackie Reyff, AICP, SHC

INTRODUCTION

Shawn Wilson on behalf of Creative Custom Homes (“Applicant”) is requesting a variance from minimum lot size and lot width standards for the property located at XXX Ingberg Cir. North (“Property” or “Lot”). The subject Lot is located north of 80th Street North, west of Jamaca Avenue North and is zoned R1, Single-Family Residential. The Lot is approximately 1.68-acres, is undeveloped and was platted in 1957 as part of the Hickory Park subdivision. The Applicant is proposing to construct a new one-story, 4,015 SF single family home on the lot, which requires a variance from the R1 minimum lot size standards.

The Applicant has applied for both a grading permit and building permit which will be processed after the conclusion of the variance process.

Background

The Applicant is proposing to construct a new home on the subject Property which is approximately 1.68 acres, which does not meet the current minimum lot size standards for existing lots of record. The subject Lot is a part of the Hickory Park subdivision which was platted in 1957, which predates the current ordinance standards and requirements. The current City Code defines an Existing Lot of record as any lot that was legally created in accordance with the city subdivision regulations in effect at the time the lot was created. Based on information and available records, the Hickory Park subdivision was platted for residential uses and each lot created was described by Lot and Block, which indicates that it was properly reviewed for compliance with subdivision standards in place at the time it was approved. While the subject Lot meets the definition of an Existing Lot of record, it does not qualify for the exception criteria established in Section 32-246 subsection (b) which states that provided an Existing Lot of record contains a minimum of 2.5-acres, it may be deemed buildable provided that the other minimum dimensional standards are met. Since the Lot contains 1.68-acres and does not contain 300-feet of lot width, it does not meet the exception criteria and therefore a variance from the minimum lot size for Existing Lots of record and lot width is required to construct a new home on the Property. (See Attachment A).



Public Hearing

A duly noticed public hearing has been published, and letters were sent to adjacent property owners within a ¼-mile (1,320 ft) of the property. The public hearing has been scheduled for the regular City Council meeting on October 6th, 2026.

The following staff report summarizes the requested variance, existing conditions, and draft findings.

APPLICATION SUMMARY

Applicant: Shawn Wilson on behalf of Creative Custom Homes Owner: Aaron and Jennifer Pederson	Lot Size: 1.683 Acres Location: XXX Ingborg Cir. North, Grant, MN PID: 2103021330009 Legal Description: Hickory Park Subdivision Lot 24 Block 1 Zoning/Land Use: R1/RR
Request: The Applicant is requesting a Variance from the minimum lot size and lot width standards to construct a new home on the subject property.	

The Applicant is proposing to construct a new home on the subject Property. The Lot was platted in 1957 as Lot 24 Block 1 of the Hickory Park Subdivision and is considered an Existing Lot of record. However, it does not meet the exception to lot standards minimum acreage of 2.5 acres and does not meet minimum lot width requirements, and therefore the Applicant must obtain a variance in order for the lot to be deemed buildable. If the variance is granted, the Applicant is proposing to construct a new single family home with approximately 4,015 SF. As shown, the proposed home is a one-story principal structure with a four-car garage configuration and is shown in Attachment A. The proposed location of the home meets all required setbacks, height, and floor area ratio of the R-1 zoning. Driveway access is provided by access along Ingborg Cir. N. The site plan can be found in the Applicant's materials found in Attachment A.

EXISTING SITE CONDITIONS

The subject Property is platted as Lot 24, Block 1, of the Hickory Park subdivision, which was subdivided in 1957 prior to the current minimum lot size ordinance standards. Per historical records, the Lot is undeveloped and does not appear to have ever been constructed on. The Lot is predominantly covered with trees and foliage, and a 30-foot Minnesota Pipeline Gas Easement is located along the eastern property line.



COMPREHENSIVE PLAN

ZONING & DIMENSIONAL REVIEW

(1) *Existing Lot defined.* For the purpose of this article, the term “existing lot” means a lot or parcel of land which was of record as a separate lot or parcel in the Office of the County Recorder or Registrar of titles on or before the date of adoption of the ordinance from which this chapter is derived.

(2) Existing Lot of Record exemptions. Any sub lot or parcel created in accordance with the city subdivision regulations in effect at the time that such Lot was created that is at least 2.5 acres in size, shall be exempt from the requirements of subsection (3), pertaining to areas, lot width, lot depth and lot frontage and shall be considered buildable if the lot or parcel can comply with the remaining requirements of this section and meet the minimum setback requirements as stated within Section 32-246 (a)

The subject Lot is approximately 1.683 acres, and while the lot area and lot width are substandard, the remaining dimensional requirements of the R1 zoning district are met per the submitted plans (Attachment A). The following table summarizes the applicable dimensional standards and proposed addition per Table 32-246 of the City Code.

Table 1. Lot Dimensional Analysis

Dimension	Standard	Proposed	Requested Variance
Lot Size	2.5 Acres	1.683 Acres	0.817 Acres
Lot Width	300'	~170'	~130'
Lot Depth	300'	~320'	Complies (N/A)
Frontage on Improved Public Road	300'	~582'	Complies (N/A)
Front Yard Setback	65'	~114'	Complies (N/A)
Rear Yard Setback	50'	~120'	Complies (N/A)
Street Side Yard Setback	65'	~130'	Complies (N/A)
Side Yard Setback	20'	~20'	Complies (N/A)
Maximum Height	35'	35'	Complies (N/A)

As shown in Table 1, the Lot does not meet the minimum lot size or lot width requirements to build a new home and therefore a variance from the standards is required. The Applicant's narrative describes their reasoning for the variance which is provided in Attachment A. Per the narrative, the Applicant states that due to the lot being platted in 1957, the current standards should not be applicable and a variance should be granted so that the lot is deemed buildable for constructing a new single-family home on the property.

REVIEW CRITERIA

City Code Sections 32-59 and 32-60 establish the criteria to review and approve variance requests. When evaluating a variance request, the applicant must demonstrate that "1) the proposed use of the property... in question cannot be established under the conditions allowed by this chapter and no other reasonable alternate use exists; 2) the plight of the landowner must be due to physical conditions unique to the land ... and are not applicable to other lands ... in the same zoning district; and 3) the unique conditions of the site cannot be caused or accepted by the landowner..." The Applicant's narrative is provided in Attachment A and describes their reasons for the variance request. The following analysis is provided in response to each criterion:

1) Proposed Use of the Property cannot be established under the conditions allowed by this chapter and no other reasonable use exists...

The Applicant states in their narrative that the Lot is a platted lot in the Hickory Park subdivision. It has been in this configuration since 1957 and complied with the standards in place at the time it was created. Therefore, the lot size predates the current lot minimum acreage of 5 acres for new lots, and it further does not meet the 2.5-acre exception minimum for Existing Lots of record. Therefore, the Lot is not buildable for residential use without a variance from the lot size standard.

The Applicant is proposing to construct a single-family detached home with compatible accessory uses on the Lot if the variance is granted. The proposed use would not be permitted under the strict interpretation of the ordinance since it cannot meet the dimensional standards established for the R1 zoning district. As noted by the Applicant, staff confirms that the Lot was platted as part of the Hickory Park subdivision and is legally described as Lot 24 Block 1, which indicates that when the lot was created it was reviewed and approved as compliant with the regulations in place in 1957. Further, the Lot was created with the intention of being used for residential purposes, which is evidenced by the legal description and the overall subdivision plat. Developing the Lot for residential use is consistent with the surrounding lots that were all created as part of the Hickory Park subdivision and are mostly developed with rural residential uses today. If the Lot were to be developed for a different use it would not be compatible with the surrounding development pattern and would not be permitted; therefore, no other reasonable use of the Lot is available. Staff confirms that this criterion is met.

2) Plight of the Landoner must be due to unique physical conditions of the land, and are not applicable to other lands...in the same zoning district

As previously stated, the subject Lot is part of the Hickory Park subdivision which was platted in 1957. Based on available information and historical aerials, the Lot was never developed and has remained vacant since it was created. The Lot was likely owned by an adjacent property owner in the past, but it was never combined per section 32-246 subsection (b). The subject Lot is not currently owned by any adjacent parcel owners and therefore is not subject to the contiguous lot provisions within the code. While the Lot meets the definition of an Existing Lot of record, it does not meet the exception criteria which establishes that an Existing Lot of record may be deemed buildable if it contains a minimum of 2.5 acres. The Lot is approximately 1.68 acres, which cannot be changed or altered since the configuration has existed since 1957.

With respect to the physical characteristics of the land, per GIS analysis and NWI data, there do not appear to be any wetlands on or near the subject Property. The Lot is vacant and covered by significant vegetation that will be partially removed to site the home and septic system if the variance is approved. A 30-foot Minnesota Gas Easement is located along the east property line (rear), and drainage and utility easements are provided along the remaining lot lines that were created as part of the initial platting process. Despite the Lot being undersized, the Applicant has demonstrated that the lot can support the required improvements to serve a home including a primary and secondary drainfield for the septic system and well. The physical conditions of the land are generally supportive of a single-family home, and therefore the issue is only related to the lot size and lot width standards that were not created by the landowner and cannot be modified given the surrounding development pattern. Undersized vacant lots exist in the R1 zoning district, but many do not have adequate area to site all the necessary improvements to support a single-family home. In the case of this Lot, the unique

condition is that it is undersized yet contains adequate area to meet the remaining dimensional standards and supportive infrastructure. Per staff's analysis, the criterion is met.

3) *Unique conditions cannot be caused by the Owner*

The physical constraints of the Property were not created by the Applicant. The Lot was platted in 1957 and the land has been in this configuration since that time. The Hickory Park Subdivision has mostly been developed with single-family residential uses and the subject Lot is one of a few vacant properties in the subdivision that has never been developed. The development of the Lot for a single-family residential home meets the intent of the subdivision as contemplated in 1957 and it is only because the ordinance changed that the Lot cannot be constructed on. The Applicant did not create this situation, nor did they contribute to the ordinance changes that occurred after the initial platting of the subdivision. The proposed new principal structure will meet all of the required standards including setbacks, height, frontage on an improved public road, and location of the new septic system. This condition was not created by the owner and, therefore, staff believe that this criterion is met.

ENGINEERING STANDARDS

The City Engineer is reviewing the attached Site Plan and submitted materials. Staff will provide a verbal update at the City Council meeting if any additional concerns are identified.

OTHER AGENCY REVIEW

The site is located in the Rice Creek Watershed District (RCWD). The Applicant submitted an email from the RCWD Regulatory Manager that states that no permits are required since the project (proposed home) does not meet the threshold for impervious coverage or land disturbance area. Based on this correspondence no permits from the RCWD are required, however, staff recommends including a condition that if any changes are made from the plan set submitted as part of this application it is the Applicant's responsibility to obtain any necessary permits or confirmation that the thresholds have not been met.

ACTION REQUESTED

Staff is recommending approval of the requested Variance from minimum lot size and lot with standards for the property located at XXX Ingerberg Circle North. A draft resolution of approval including findings and conditions is attached for your review and consideration.

Attachments:

- Attachment A: Applicant's Submission Materials
- Attachment B: Draft Resolution 2026-XX

PermitFlow

RE: Watershed Permit Determination | Ingberg Circle North, Grant, MN 55082 07/24/26 3:01 PM

From: Patrick Hughes <PHughes@ricecreek.org>
To: CC TBD Ingberg via PermitFlow <cc_tbdingberg_wp@permitflowteam.com>

Good Afternoon Anne,

I have reviewed and can confirm that a RCWD permit is not required. The project includes less impervious and overall land disturbance than our rule thresholds. Additionally, there are no wetlands or floodplain in the project area.

Please note that this decision does not indemnify you from enforcement action if the scope of the project changes, or a violation of RCWD rules or other laws is found to have occurred as a result of the project. Please take care to ensure that sediment is retained on site and that any disturbed soils are stabilized as soon as possible.

Thank You

Patrick Hughes

Regulatory Manager

Rice Creek Watershed District

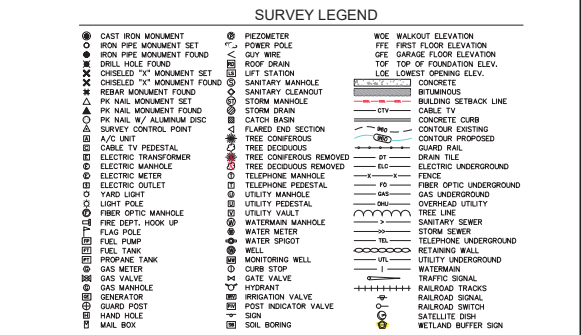
4325 Pheasant Ridge Dr. NE, #611

Blaine, MN 55449-4539

Ph: 763-398-3080

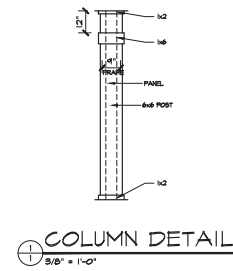
phughes@ricecreek.org



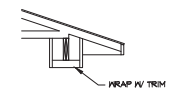




FRONT ELEVATION
1/4" = 1'-0"



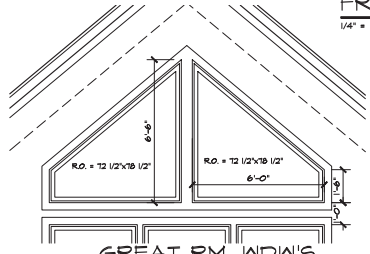
COLUMN DETAIL
3/8" = 1'-0"



BOX DOWN DETAIL



LEFT ELEVATION
1/8" = 1'-0"



GREAT RM. WDW'S

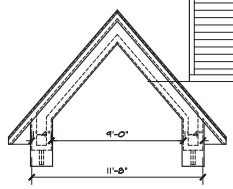


RIGHT ELEVATION
1/8" = 1'-0"

- NOTES:**
1. ALL ROOF OPENING TOWARD THE REAR OF HOUSE
 2. ALL CAULKING BY SIDERS
 3. SEE DETAIL PAGE FOR SLOPED ROW BILL DETAIL

EXTERIOR FINISHES:

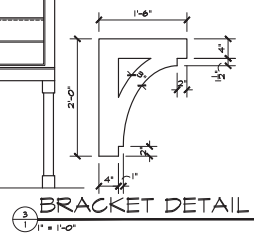
ROOF FRONT - HARDIE
SIDING SIDING REAR - HARDIE
SOFFIT & FASCIA - ALUM.
ROW TRIM FRONT - HARDIE
ROW TRIM REAR - HARDIE
CORNER TRIM FRONT - HARDIE
CORNER TRIM REAR - HARDIE
PORCH COLUMNS - HARDIE
PORCH BOX DOWN - HARDIE
GARAGE JAMB - PVC



GABLE DETAIL
1/4" = 1'-0"



REAR ELEVATION
1/4" = 1'-0"



BRACKET DETAIL
1" = 1'-0"

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PROJECT INFO:

PLAN NAME: RIVERBROOKE

PROJECT NUMBER: CREATIVE CUSTOM

SHEET NUMBER: 1 OF 8

REVISION LOG:

ISSUED	4-16-26
DRAWN BY:	TJS
1) PRELIMINARY SET	INITIALS: X-X-XX
2) REVISION	INITIALS: X-X-XX
3) STRUCT. SIGN OFF	INITIALS: X-X-XX
4) SELECTIONS	INITIALS: X-X-XX
5) INTERNAL AUDIT	INITIALS: X-X-XX
6) INTERNAL PRECON	INITIALS: X-X-XX
7) HPD	INITIALS: X-X-XX
8) REVISION	INITIALS: X-X-XX
9) REVISION	INITIALS: X-X-XX
10) REVISION	INITIALS: X-X-XX
11) REVISION	INITIALS: X-X-XX
12) REVISION	INITIALS: X-X-XX
13) REVISION	INITIALS: X-X-XX
14) REVISION	INITIALS: X-X-XX

SOURCE FOOTAGE CALC:

PLAN LEVEL	2ND FLOOR	1ST FLOOR	0' FLOOR
AREA	2,500 SQ FT	1,400 SQ FT	4,000 SQ FT
PERIMETER	140' 0" FT	140' 0" FT	140' 0" FT
GARAGE	1,400 SQ FT	1,400 SQ FT	1,400 SQ FT
FRONT PORCH	276 SQ FT		



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RIVERBROOK QMI
TBD INGBERG CIR. N.
MAHOMET, IL

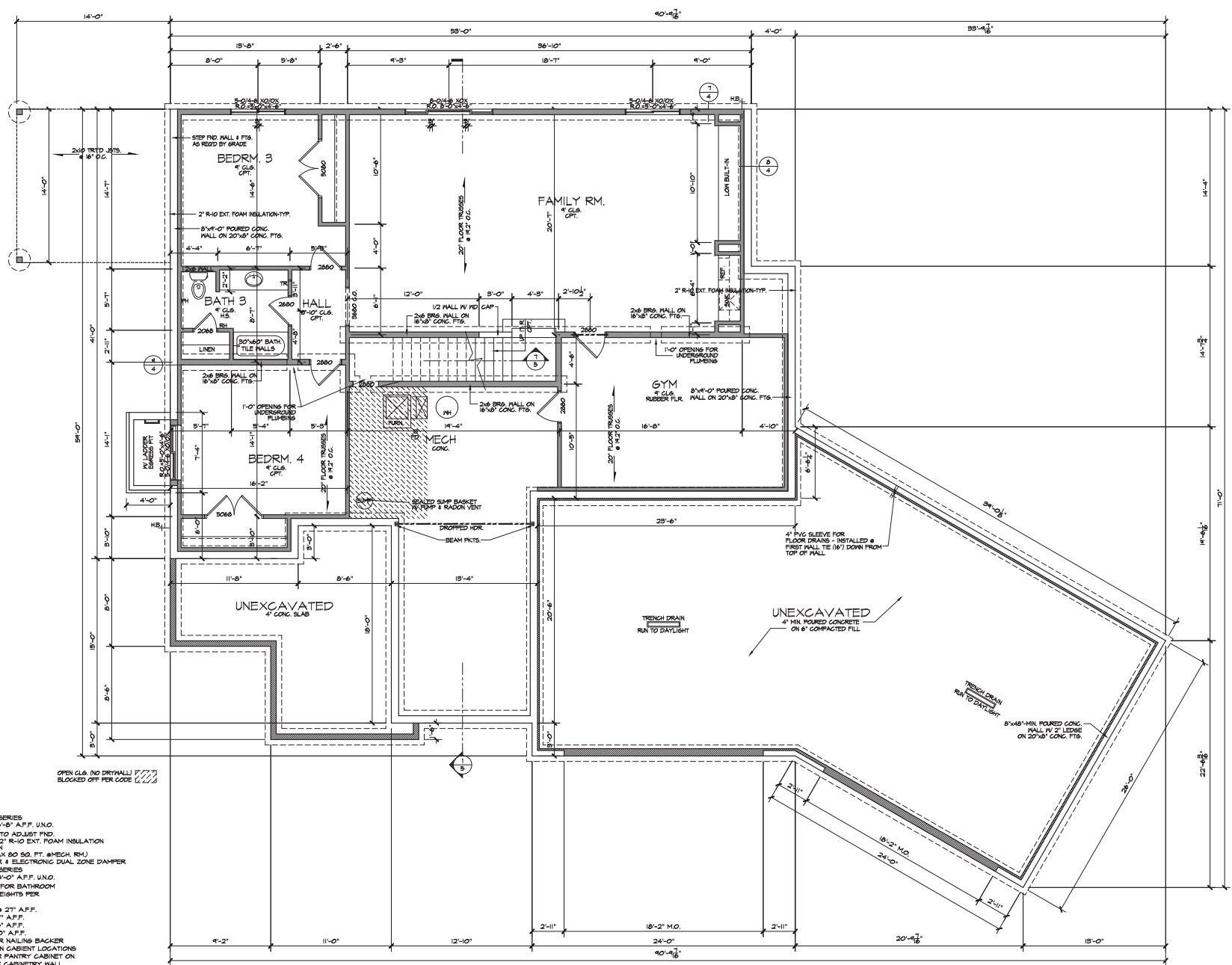
FOOTAGE CALC.	20'x30' FT.	20'x30' FT.	20'x30' FT.	20'x30' FT.
FIN. FLOOR	1200	1200	1200	1200
FIN. BASEMENT	1200	1200	1200	1200
TOTAL FINISHED	2400	2400	2400	2400
BASEMENT	1200	1200	1200	1200
FRONT PORCH	276	276	276	276

REVISION LOG	4-16-24
ISSUED	TJS
DRAWN BY:	TJS
1) PRELIMINARY SET	INITIALS: X-X-XX
2) REVISION	INITIALS: X-X-XX
3) STRUCT. SIGN OFF	INITIALS: X-X-XX
4) SELECTIONS	INITIALS: X-X-XX
5) INTERNAL AUDIT	INITIALS: X-X-XX
6) INTERNAL PRECON	INITIALS: X-X-XX
7) HPBD	INITIALS: X-X-XX
8) REVISION	INITIALS: X-X-XX
9) REVISION	INITIALS: X-X-XX
10) REVISION	INITIALS: X-X-XX
11) REVISION	INITIALS: X-X-XX
12) REVISION	INITIALS: X-X-XX
13) REVISION	INITIALS: X-X-XX
14) REVISION	INITIALS: X-X-XX

PROJECT INFO
PLAN NAME: RIVERBROOK
PROJECT NUMBER: CREATIVE CUSTOM
SHEET NUMBER: 2 OF 8

NOTE:

- WINDOWS: ANDERSON 100 SERIES
- WDR. HDR. HEIGHTS TO BE 6'-8" A.F.F. U.N.O.
- FOUNDATION CONTRACTOR TO ADJUST FND. WALLS TO ACCOMMODATE 2" R-10 EXT. FOAM INSULATION
- 1" R-5 INT. FOAM INSULATION
- DRY WALL CLS. (EXCEPT MAX. 80 SQ. FT. @ MECH. RM.)
- AIR EXCHANGER, HUMIDIFIER & ELECTRONIC DUAL ZONE DAMPER
- WINDOWS: ANDERSON 100 SERIES
- WDR. HDR. HEIGHTS TO BE 6'-8" A.F.F. U.N.O.
- FRAMER TO ADD BACKING FOR BATHROOM HARDWARE @ FOLLOWING HEIGHTS PER LOCATION ON PLAN
- PAPER HOLDER (PH) @ 27" A.F.F.
- TOWEL RING (TR) @ 57" A.F.F.
- TOWEL BAR (TB) @ 48" A.F.F.
- ROBE HOOK (RH) @ 60" A.F.F.
- 2x6 TURNED PLAT FOR NAILING BACKER AT ALL WALL TO OPEN CABINET LOCATIONS
- IV REFRIGERATOR OR PANTRY CABINET ON THE OPEN END OF THE CABINETRY WALL
- DRY WALL: ALL CLS. SPANS OF 16' OR GREATER WILL REQUIRE RC CHANNEL SPACED EVERY 16" (ROUGHLY 3 FCS PER SHEET)
- FRAME DOORS TO HAVE A MIN. OF 4 1/2" FROM CORNERS
- LSL STUDS @ SHOWER TILE WALLS



LOOKOUT BASEMENT FOUNDATION PLAN
1/4" = 1'-0"



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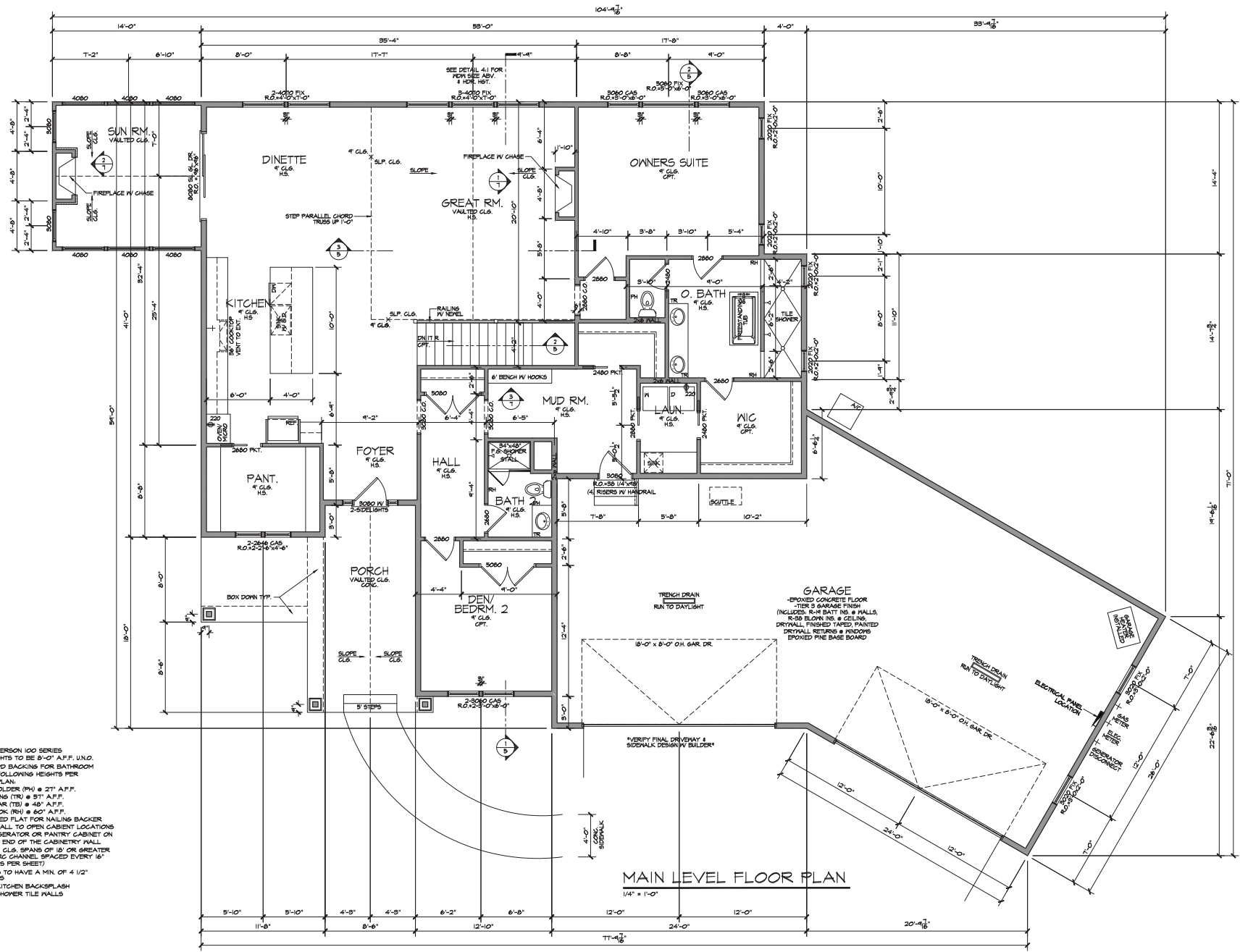
PROJECT INFORMATION
RIVERBROOKE QM1
TBD INGBERG CIR. N.
MAHOMET

SOURCE	FOOTAGE CALC.
PAV. LEVEL	28,500 SQ. FT.
FIN. FLOOR	14,000 SQ. FT.
FIN. BASEMENT	4,000 SQ. FT.
TOTAL FINISHED	46,500 SQ. FT.
GARAGE	276 SQ. FT.
FRONT PORCH	276 SQ. FT.

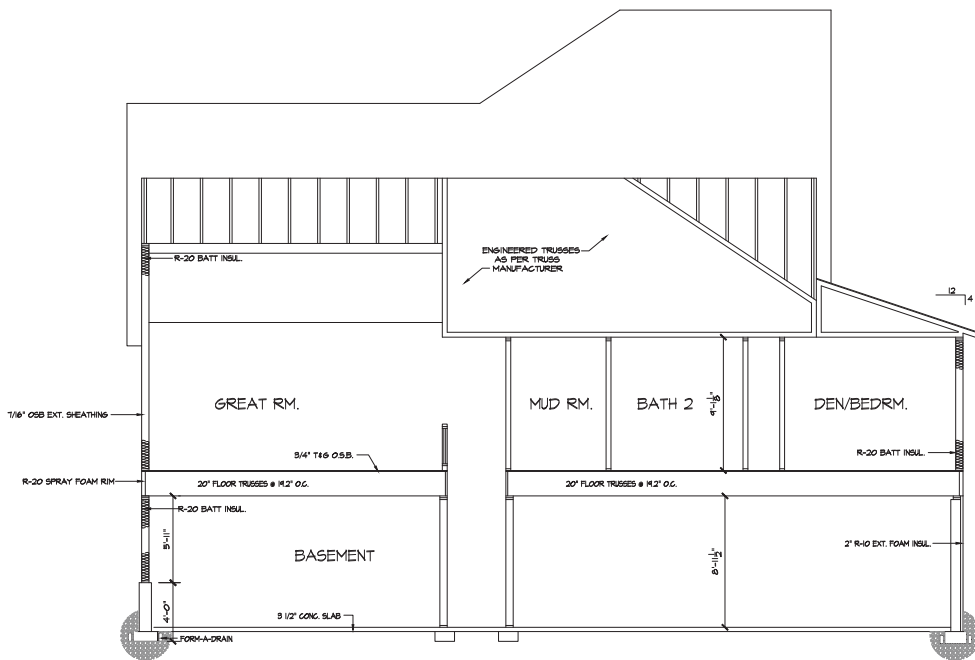
REVISION LOG	
ISSUED	4-16-26
DRAWN BY:	TJS
1) PRELIMINARY SET	INITIALS: X-X-XX
2) REVISION	INITIALS: X-X-XX
3) STRUCT. SIGN OFF	INITIALS: X-X-XX
4) SELECTIONS	INITIALS: X-X-XX
5) INTERNAL AUDIT	INITIALS: X-X-XX
6) INTERNAL PRECON	INITIALS: X-X-XX
7) HPSD	INITIALS: X-X-XX
8) REVISION	INITIALS: X-X-XX
9) REVISION	INITIALS: X-X-XX
10) REVISION	INITIALS: X-X-XX
11) REVISION	INITIALS: X-X-XX
12) REVISION	INITIALS: X-X-XX
13) REVISION	INITIALS: X-X-XX
14) REVISION	INITIALS: X-X-XX

PROJECT INFO	
PLAN NAME:	RIVERBROOKE
PROJECT NUMBER:	CREATIVE CUSTOM
SHEET NUMBER:	3 of 8

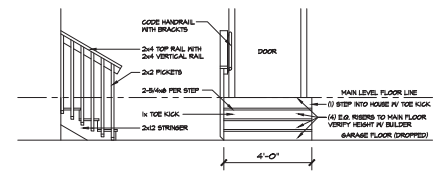
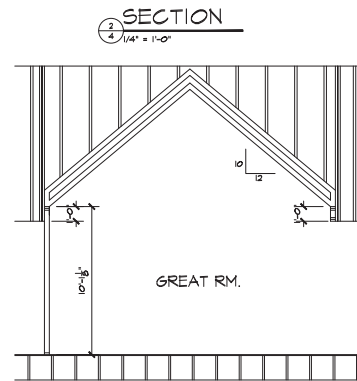
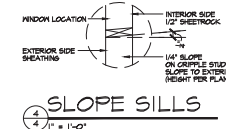
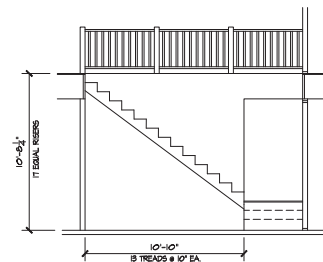
NOTE:
-WINDOWS: ANDERSON 100 SERIES
-WPK HDR HEIGHTS TO BE 8'-0" AFF. UNL.
-FRAMER TO ADD BACKING FOR BATHROOM
HARDWARE @ FOLLOWING HEIGHTS PER
LOCATION ON PLAN:
-SPATER HOLDER (RH) @ 21" A.F.F.
-TOWEL RING (TR) @ 51" A.F.F.
-TOWEL BAR (TB) @ 40" A.F.F.
-ROBE HOOK (RH) @ 60" A.F.F.
-2x6 TURNED FLAT FOR NAILING BACKER
AT ALL WALL TO OPEN CABINET LOCATIONS
-V/ REFRIGERATOR OR PANTRY CABINET ON
THE OPEN END OF THE CABINETRY WALL
-DRYWALL: ALL CLS. SPANS OF 16" OR GREATER
WILL REQUIRE RC CHANNEL SPACED EVERY 16"
(ROUGHLY 3 Pcs PER SHEET)
-FRAME DOORS TO HAVE A MIN. OF 4 1/2"
FROM CORNERS
-LSL STUDS @ KITCHEN BACKSPLASH
-LSL STUDS @ SHOWER TILE WALLS



MAIN LEVEL FLOOR PLAN
1/4" = 1'-0"

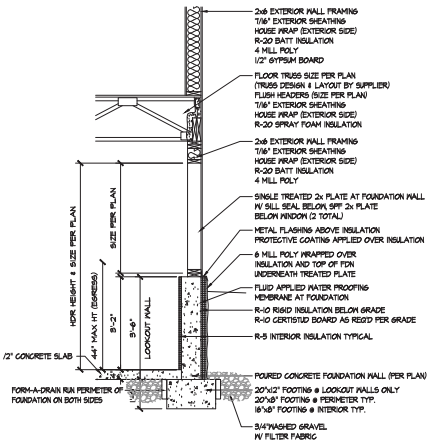


SECTION
1/4" = 1'-0"



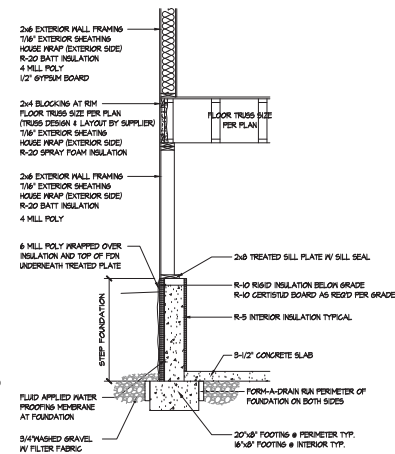
SECTION
1/4" = 1'-0"

LOOKOUT BACK WALL



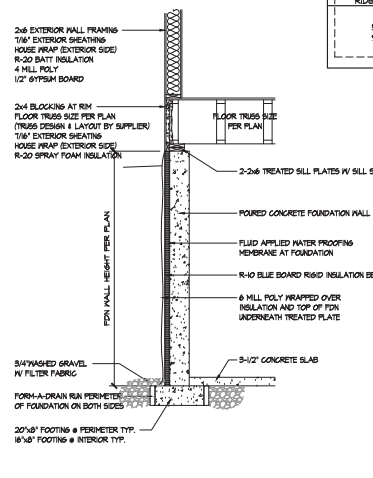
SILL DETAIL
1/4" = 1'-0"

LOOKOUT SIDE WALL

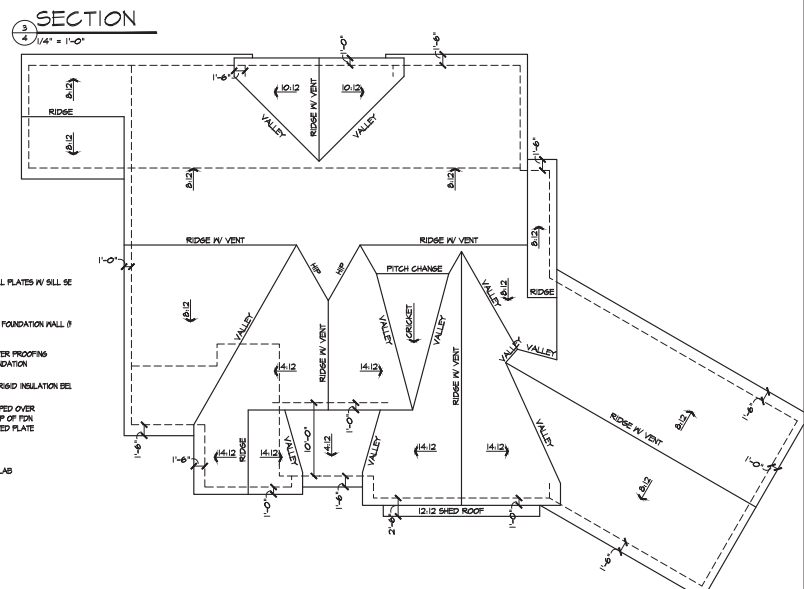


SILL DETAIL
1/4" = 1'-0"

FULL BASEMENT SIDE WALL



SILL DETAIL
1/4" = 1'-0"



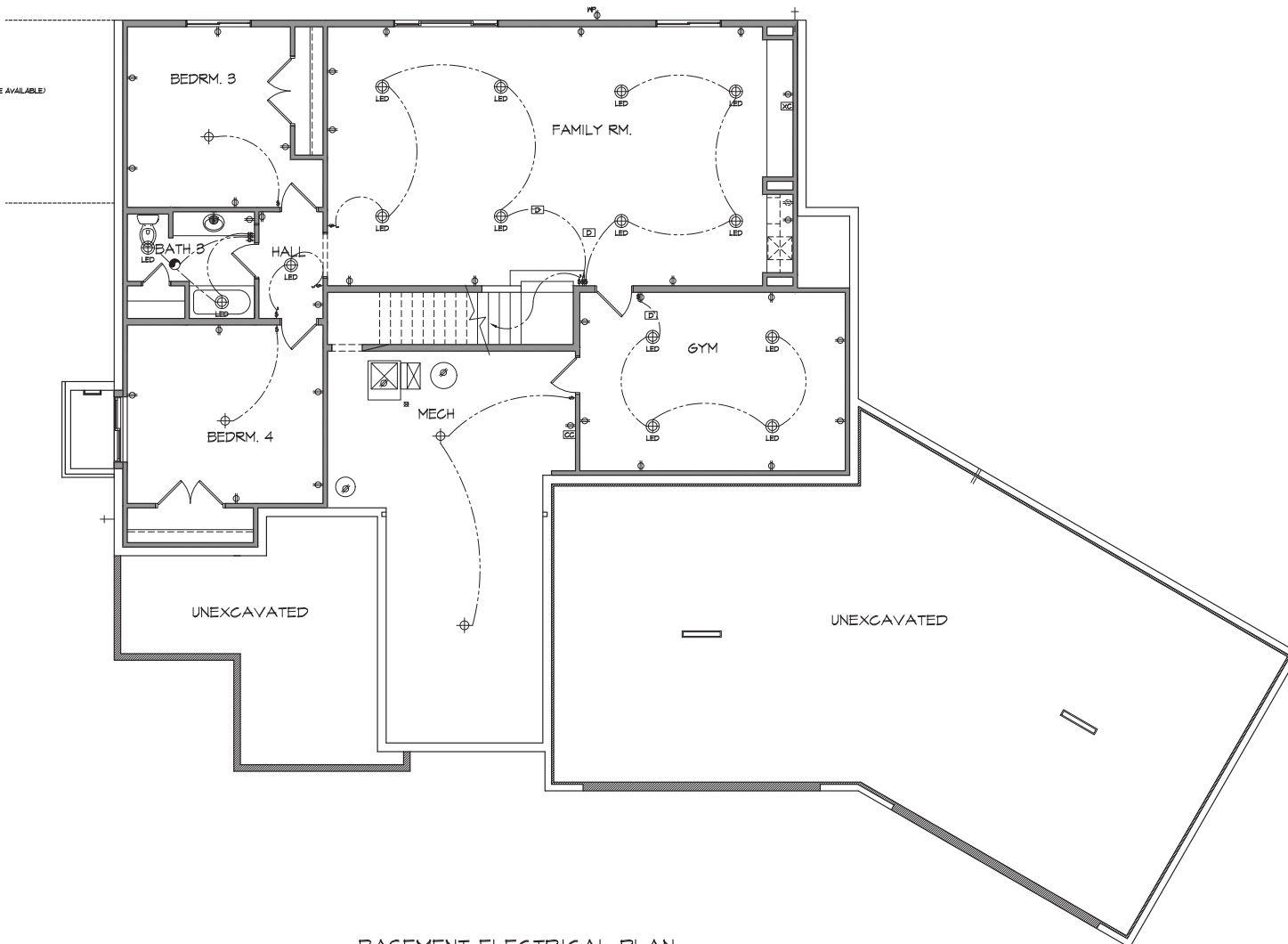
ROOF PLAN
1/8" = 1'-0"

NOTES

1. PROVIDE AND INSTALL LOCALLY CERTIFIED SMOKE DETECTORS AS REQUIRED BY NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) AND MEETING THE REQUIREMENTS OF ALL GOVERNING CODES.
2. PROVIDE AND INSTALL GROUND FAULT CIRCUIT INTERRUPTERS (GFI) AS REQUIRED BY NATIONAL ELECTRIC CODE (NEC) AND MEETING THE REQUIREMENTS OF ALL GOVERNING CODES.
3. UNLESS OTHERWISE INDICATED, INSTALL SWITCHES & RECEPTACLES AT THE FOLLOWING HEIGHTS ABOVE FINISH FLOOR:
SWITCHES...42"
OUTLETS...18"
TELEVISION...36"
TELEVISION...36"
4. UNLESS OTHERWISE INDICATED, INSTALL VANITY LIGHTS FACE DOWN.
5. POINT SMOKE DETECTORS & CO DETECTORS ON WALL & ATTIC SPACE IS ABOVE G.L.G. PROVIDE AND INSTALL AS REQUIRED BY NATIONAL ELECTRIC CODE (NEC) AND MEETING THE REQUIREMENTS OF ALL GOVERNING CODES.
6. GARAGE DOOR SOURCE HEIGHTS: ON THE SIDES OF THE GARAGE (CENTERED ON THE SPACE AVAILABLE)
7' TALL DOOR: ROUGH IN AT 7'2" - 8' TALL DOOR: ROUGH IN AT 7'8"
FIXTURES OVER THE GARAGE DOOR - VERIFY WITH BUILDER IN THE FIELD
HEADROOM SIZES SPORTS FREETEE SPACE AVAILABLE ALL AFFECT WHAT CAN HAPPEN HERE.

ELECTRICAL KEY

- ⊕ DUPLEX CONVENIENCE OUTLET
- ⊕ DUPLEX OUTLET ABOVE COUNTER
- ⊕ WEATHERPROOF DUPLEX OUTLET
- ⊕ QUADPLEX OUTLET
- ⊕ GROUND FAULT INTERRUPTER DUPLEX OUTLET
- ⊕ HALF-BUTTERED DUPLEX OUTLET
- ⊕ SPECIAL PURPOSE OUTLET
- ⊕ DUPLEX OUTLET IN FLOOR
- ⊕ 250 VOLT OUTLET
- ⊕ OUTLET ROUGH-IN
- ⊕ WALL SWITCH
- ⊕ THREE-WAY SWITCH
- ⊕ FOUR-WAY SWITCH
- ⊕ REOSTAT SWITCH
- ⊕ CEILING MOUNTED INCANDESCENT LIGHT FIXTURE
- ⊕ WALL MOUNTED INCANDESCENT LIGHT FIXTURE
- ⊕ RECESSED INCANDESCENT LIGHT FIXTURE
- ⊕ LIGHT FIXTURE WITH PULL CHAIN
- ⊕ REINFORCED JUNCTION BOX
- ⊕ TRACK LIGHT
- ⊕ FLUORESCENT LIGHT FIXTURE
- ⊕ EXHAUST FAN
- ⊕ EXHAUST FAN/LIGHT COMBINATION
- ⊕ OUTLET FOR GARAGE DOOR OPENER
- ⊕ CHFES
- ⊕ FURNACE/BOILER SWITCH
- ⊕ SMOKE DETECTOR
- ⊕ TELEPHONE
- ⊕ TELEVISION
- ⊕ THERMOSTAT
- ⊕ ELECTRIC METER
- ⊕ ELECTRIC PANEL
- ⊕ DISCONNECT SWITCH
- ⊕ SPEAKER
- ⊕ CEILING FAN MOUNTED
- ⊕ CEILING FAN MOUNTED WITH LIGHT FIXTURE
- ⊕ PENDANT LIGHT
- ⊕ LED LOW PROFILE FLUSH POINT
- ⊕ CATV/COAX
- ⊕ DIMMER SWITCH
- ⊕ IRRIGATION CONTROL
- ⊕ LOW VOLT TERMINATION



BASEMENT ELECTRICAL PLAN

1/4" = 1'-0"



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RIVERBROOKE QMI
TBD INGBERG CIR. N.
MAHOMET, IL

SOURCE	FOOTAGE CALC.	20'x50' FT	24'x50' FT	28'x50' FT
PAV. LEVEL	20'x50' FT	24'x50' FT	28'x50' FT	
FIN. BASEMENT	140'x50' FT	140'x50' FT	140'x50' FT	
TOTAL FINISHED	400'x50' FT	400'x50' FT	400'x50' FT	
GARAGE	175'x50' FT	175'x50' FT	175'x50' FT	
FRONT PORCH	27'x50' FT	27'x50' FT	27'x50' FT	

REVISION LOG	4-16-26
ISSUED	TJ25
DRAWN BY:	
1) PRELIMINARY SET	INITIALS: X-X-XX
2) REVISION	INITIALS: X-X-XX
3) STRUCT. SIGN OFF	INITIALS: X-X-XX
4) SELECTIONS	INITIALS: X-X-XX
5) INTERNAL AUDIT	INITIALS: X-X-XX
6) INTERNAL PRECON	INITIALS: X-X-XX
7) HPBD	INITIALS: X-X-XX
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12) REVISION	INITIALS: X-X-XX
13) REVISION	INITIALS: X-X-XX
14) REVISION	INITIALS: X-X-XX

PROJECT INFO.
PLAN NAME:
PROJECT NUMBER:
CREATIVE CUSTOM
SHEET NUMBER:
5 of 8



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PROJECT INFORMATION
RIVERBROOKE QMI
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MAHOMET, IL

SOURCE	FOOTAGE	CALLS
PLAN LEVEL	2500.00 FT	
1ST FLOOR	2500.00 FT	
2ND FLOOR	1000.00 FT	
3RD FLOOR	1000.00 FT	
4TH FLOOR	1000.00 FT	
5TH FLOOR	1000.00 FT	
6TH FLOOR	1000.00 FT	
7TH FLOOR	1000.00 FT	
8TH FLOOR	1000.00 FT	
9TH FLOOR	1000.00 FT	
10TH FLOOR	1000.00 FT	
11TH FLOOR	1000.00 FT	
12TH FLOOR	1000.00 FT	
13TH FLOOR	1000.00 FT	
14TH FLOOR	1000.00 FT	
15TH FLOOR	1000.00 FT	
16TH FLOOR	1000.00 FT	
17TH FLOOR	1000.00 FT	
18TH FLOOR	1000.00 FT	
19TH FLOOR	1000.00 FT	
20TH FLOOR	1000.00 FT	

REVISION LOG	
ISSUED	4-16-26
DRAWN BY:	TJS
1) PRELIMINARY SET	INITIALS: X-X-XX
2) REVISION	INITIALS: X-X-XX
3) STRUCT. SIGN OFF	INITIALS: X-X-XX
4) SELECTIONS	INITIALS: X-X-XX
5) INTERNAL AUDIT	INITIALS: X-X-XX
6) INTERNAL PRECON	INITIALS: X-X-XX
7) HPRD	INITIALS: X-X-XX
8) REVISION	INITIALS: X-X-XX
9) REVISION	INITIALS: X-X-XX
10) REVISION	INITIALS: X-X-XX
11) REVISION	INITIALS: X-X-XX
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13) REVISION	INITIALS: X-X-XX
14) REVISION	INITIALS: X-X-XX

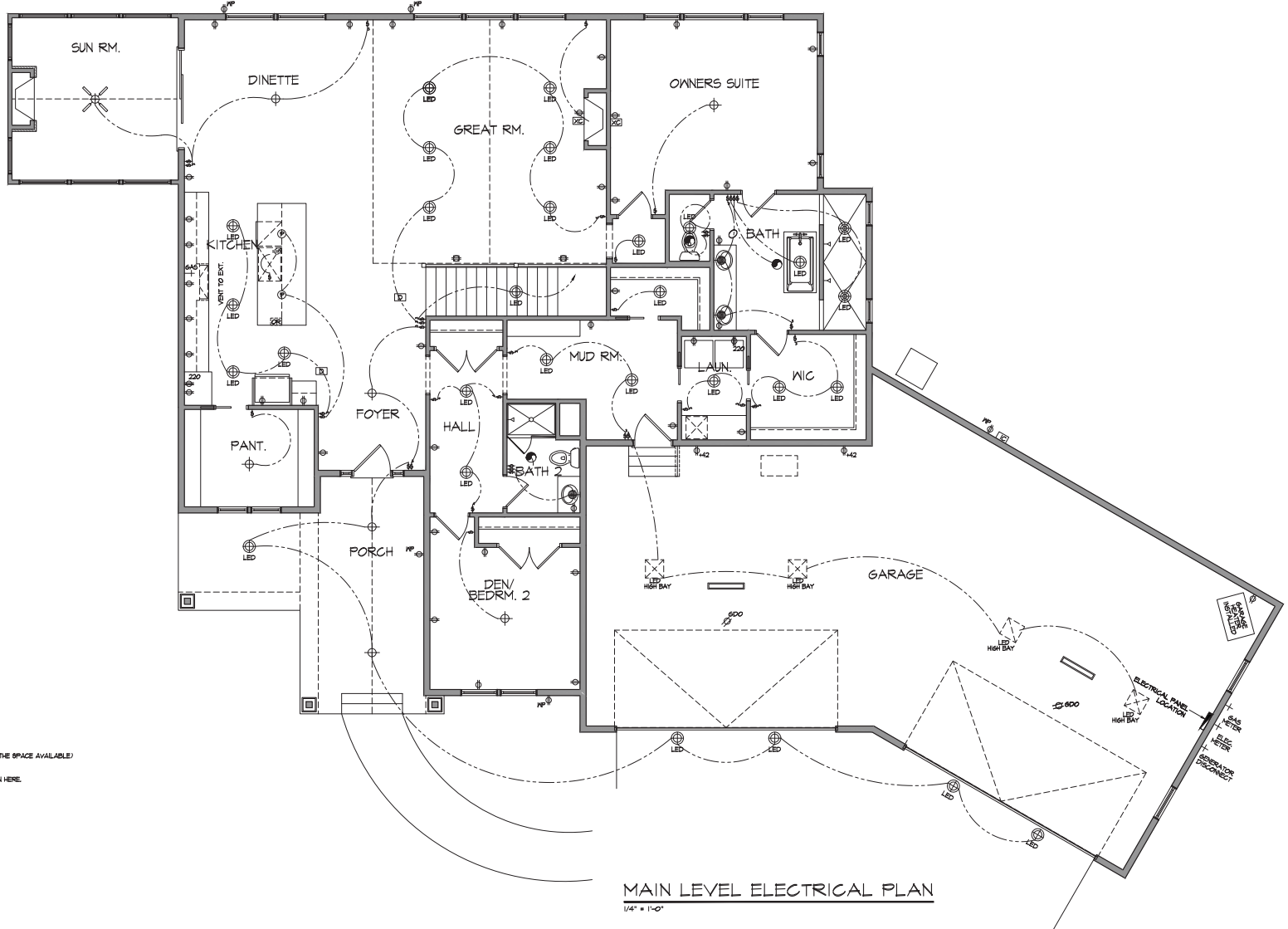
PROJECT INFO:
PLAN NAME: RIVERBROOKE
PROJECT NUMBER: CREATIVE CUSTOM
SHEET NUMBER: 6 OF 8

ELECTRICAL KEY

- ⊕ DUPLEX CONVENIENCE OUTLET
- ⊕ DUPLEX OUTLET ABOVE COUNTER
- ⊕ WEATHER-PROOF DUPLEX OUTLET
- ⊕ QUADPLEX OUTLET
- ⊕ GROUND FAULT INTERRUPTER DUPLEX OUTLET
- ⊕ HALF-SWITCHED DUPLEX OUTLET
- ⊕ SPECIAL PURPOSE OUTLET
- ⊕ DUPLEX OUTLET IN FLOOR
- ⊕ 250 VOLT OUTLET
- ⊕ OUTLET ROUGH-IN
- ⊕ WALL SWITCH
- ⊕ THREE-WAY SWITCH
- ⊕ FOUR-WAY SWITCH
- ⊕ RHEOSTAT SWITCH
- ⊕ CEILING MOUNTED INCANDESCENT LIGHT FIXTURE
- ⊕ WALL MOUNTED INCANDESCENT LIGHT FIXTURE
- ⊕ RECESSED INCANDESCENT LIGHT FIXTURE
- ⊕ LIGHT FIXTURE WITH PULL CHAIN
- ⊕ REINFORCED ANCHOR BOX
- ⊕ TRACK LIGHT
- ⊕ FLUORESCENT LIGHT FIXTURE
- ⊕ EXHAUST FAN
- ⊕ EXHAUST FAN/LIGHT COMBINATION
- ⊕ OUTLET FOR GARAGE DOOR OPENER
- ⊕ CHIMNEY
- ⊕ DISTRIBUTION SWITCH
- ⊕ SMOKE DETECTOR
- ⊕ TELEPHONE
- ⊕ THERMOSTAT
- ⊕ ELECTRIC METER
- ⊕ ELECTRIC PANEL
- ⊕ DISCONNECT SWITCH
- ⊕ SPEAKER
- ⊕ CEILING FAN MOUNTED
- ⊕ CEILING FAN MOUNTED WITH LIGHT FIXTURE
- ⊕ PENDANT LIGHT
- ⊕ LED LOW PROFILE FLUSH MOUNT
- ⊕ CATV/COAX
- ⊕ DIMMER SWITCH
- ⊕ IRRIGATION CONTROL
- ⊕ LOW VOLT TERMINATION

NOTES

- PROVIDE AND INSTALL LOCALLY CERTIFIED SMOKE DETECTORS AS REQUIRED BY NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) AND MEETING THE REQUIREMENTS OF ALL GOVERNING CODES.
- PROVIDE AND INSTALL GROUND FAULT CIRCUIT INTERRUPTERS (GFI) AS REQUIRED BY NATIONAL ELECTRIC CODE (NEC) AND MEETING THE REQUIREMENTS OF ALL GOVERNING CODES.
- UNLESS OTHERWISE INDICATED, INSTALL SWITCHES & RECEPTACLES AT THE FOLLOWING HEIGHTS ABOVE FINISH FLOORS:
SWITCHES: 4'-0"
OUTLETS: 16"
TELEPHONE: 36"
TELEVISION: 48"
- UNLESS OTHERWISE INDICATED, INSTALL VANITY LIGHTS FACE DOWN.
- POINT SMOKE DETECTORS & CO DETECTORS ON WALL IF ATTIC SPACE IS ABOVE CEILING PROVIDE AND INSTALL AS REQUIRED BY NATIONAL ELECTRIC CODE (NEC) AND MEETING THE REQUIREMENTS OF ALL GOVERNING CODES.
- GARAGE DOOR SMOKE HEIGHTS: ON THE SIDES OF THE GARAGE (CENTERED ON THE SPACE AVAILABLE)
TALL DOOR: ROUGH IN AT 7'-0" - 8" TALL DOOR: ROUGH IN AT 7'-0" FIXTURES OVER THE GARAGE DOOR - VERIFY WITH BUILDER IN THE FIELD
HEADER SIZES, SPOFFS, FREEZE SPACE AVAILABLE ALL AFFECT WHAT CAN HAPPEN HERE.



MAIN LEVEL ELECTRICAL PLAN

1/4" = 1'-0"



* TILE DRAWINGS ARE FOR REPRESENTATION ONLY, DIMENSIONS ARE APPROXIMATE AND WILL VARY PENDING FINAL TILE INSTALL *

NOTES:
-SGLUTER ALL EXPOSED EDGES & OUTSIDE CORNERS
-TILE SILL @ HORIZONTAL SUBFACES

© Creative Homes, Inc.
2013

JOBS INFORMATION:

JOB INFORMATION

RIVERBROOKE QMI
TBD INGBERG CIR. N.
MAHTOMEDI

SQUARE FOOTAGE CALCS.	
MAIN LEVEL	2925 SQ FT
UPPER LEVEL	N/A SQ FT
FIN. BASEMENT	1640 SQ FT
TOTAL FINISHED	4015 SQ FT
USARAGE	1519 SQ FT
FRONT PORCH	276 SQ FT

REVISION LOG:

ISSUED: 4-16-
DRAWN BY: 1

1) PRELIMINARY SET
INITIALS: X-X-XX

2) REVISION
INITIALS: X-X-XX

9) STRUCT. SIGN OFF
INITIALS: X-X-XX

4) SELECTIONS
INITIALS: X-X-XX

5) INTERNAL AUDIT
INITIALS: X-X-XX

6) INTERNAL PRECON
INITIALS: X-X-XX

7) HPBO
INITIALS: X-X-XX

8) REVISION
INITIALS: X-X-XX

4) REVISION
INITIALS: X-X-XX

10) REVISION
INITIALS: X-X-XX

II) REVISION
INITIALS: X-X-XX

12) REVISION
INITIALS: X-X-XX

B) REVISION
INITIALS: X-X-XX

13) REVISION
INITIALS: X-X-XX

14) REVISION
INITIALS: X-X-XX

PROJECT INFO:

PROJECT INFO:
PLAN NAME:

RIVERBROOKE
PROJECT NUMBER:

CREATIVE CUSTO

SHEET NUMBER:
7 of 8

34



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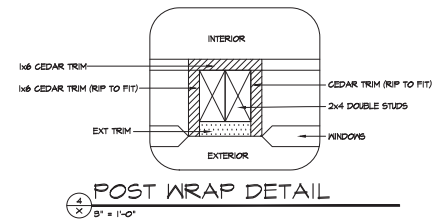
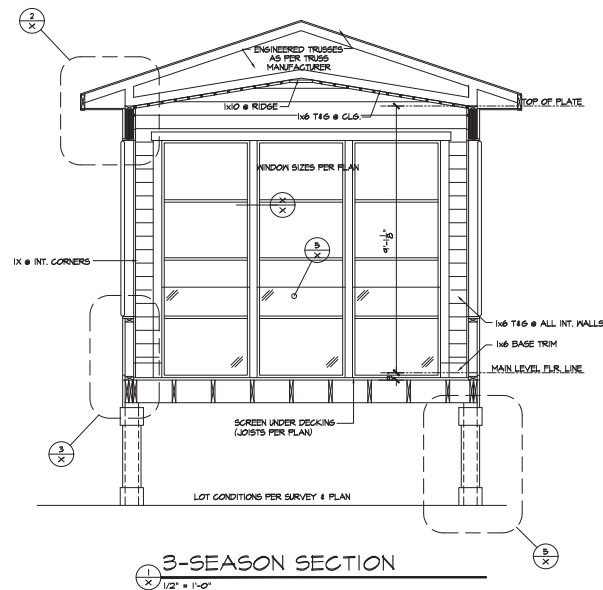
 Creative Homes, Inc.
2013

RIVERBROOKE QMI
TBD INGBERG CIR. N.
MAHTOMEDI

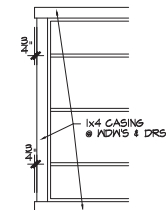
SQUARE FOOTAGE CALC'S.	
MAIN LEVEL:	2925 SQ FT
UPPER LEVEL:	N/A SQ FT
FIN. BASEMENT:	1640 SQ FT
TOTAL FINISHED:	4015 SQ FT
GARAGE:	1975 SQ FT
FRONT PORCH:	276 SQ FT

REVISION LOG:	
ISSUED:	4-16-10
DRAWN BY:	T. T.
1) PRELIMINARY SET INITIALS: XXX-XXX	
2) REVISION INITIALS: XXX-XXX	
3) STRUCT. SIGN OFF INITIALS: XXX-XXX	
4) SELECTIONS INITIALS: XXX-XXX	
5) INTERNAL AUDIT INITIALS: XXX-XXX	
6) INTERNAL PRECON INITIALS: XXX-XXX	
7) HPBD INITIALS: XXX-XXX	
8) REVISION INITIALS: XXX-XXX	
9) REVISION INITIALS: XXX-XXX	
10) REVISION INITIALS: XXX-XXX	
11) REVISION INITIALS: XXX-XXX	
12) REVISION INITIALS: XXX-XXX	
13) REVISION INITIALS: XXX-XXX	
15) REVISION INITIALS: XXX-XXX	
14) REVISION INITIALS: XXX-XXX	

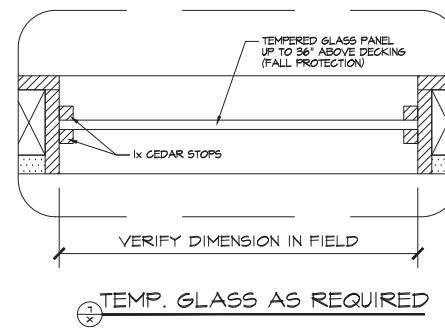
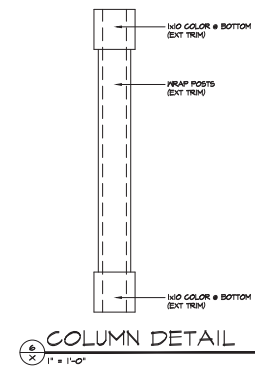
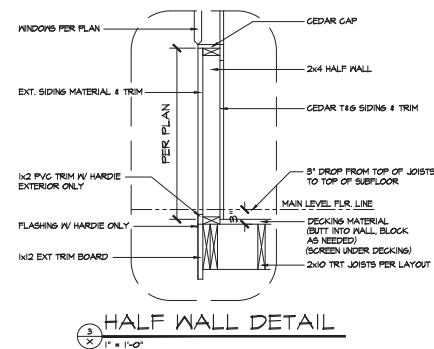
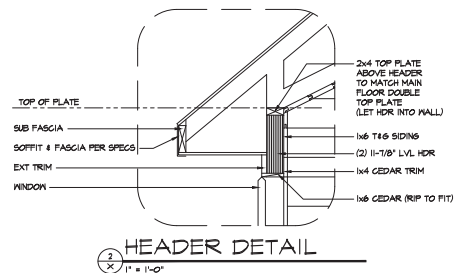
PROJECT INFO:
PLAN NAME: RIVERBROOKE
PROJECT NUMBER: CREATIVE CUSTOM
SHEET NUMBER: 8 OF 8



INT. TRIM SIZES:
-RIDGE - 1x10
-CASING - 1x4
-BASE - 1x6
-INNER CORNER - 1x



HEADER DETAIL



**CITY OF GRANT, MINNESOTA
RESOLUTION NO. 2026-30**

**RESOLUTION APPROVING A VARIANCE FROM MINIMUM LOT SIZE AND LOT WIDTH
STANDARDS TO CONSTRUCT A NEW SINGLE-FAMILY HOME GENERALLY LOCATED
AT XXX INGBERG CIRCLE NORTH (LOT 24 BLOCK 1 HICKORY PARK SUBDIVISION),
GRANT, MN**

WHEREAS, Shawn Wilson on behalf of Creative Custom Homes (“Applicant”) has submitted an application for a variance from the required minimum lot size and lot width standards to construct a new single-family home at the property generally located at XXX Ingborg Circle North, legally described as Lot 24, Block 1 Hickory Park Subdivision, Grant, Minnesota 55082; and

WHEREAS, the Lot was platted as part of the Hickory Park Subdivision in 1957 which was planned to be developed with single-family residential uses; and

WHEREAS, the Lot has remained vacant since it was created in 1957 and is subject to the currently adopted ordinance standards; and

WHEREAS, the Lot meets the definition of an Existing Lot of record but does not meet the exemption criteria that requires a lot to contain a minimum of 2.5-acres and compliance with all R1 dimensional standards to be deemed buildable; and

WHEREAS, the Applicant applied for a Variance from the lot size exemption criteria so that a single-family home could be constructed on the Lot; and

WHEREAS, the Applicant submitted a plan to develop the Lot with a single-family home that demonstrates there is adequate area to site the principal and accessory structure, driveway, well, primary and secondary drainfield to support a septic system; and

WHEREAS, the City Council held a duly noticed Public Hearing which took place on October 6th, 2026; and

WHEREAS, the City Council closed the public hearing and discussed the requested Variance and their findings for approval.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRANT, WASHINGTON COUNTY, MINNESOTA, that it does hereby approve the request of Shawn Wilson, based upon the following findings pursuant to Section 32-59 and 32-60 of the City’s Zoning Ordinance which provides that a Variance may be granted if a hardship/practical difficulty is demonstrated. The City Council’s Findings relating to the standards are as follows:

1. The subject Lot is approximately 1.68-acres and was platted as Lot 24 Block 1 of the Hickory Park Subdivision in 1957 and meets the definition of an Existing Lot of record.
2. The Hickory Park Subdivision was developed for the purpose of residential use and was reviewed and approved for consistency with the regulations in place at the time of the subdivision. The subject Lot was determined to be suitable for residential use as evidenced by the Lot and Block legal description.
3. The subject Lot does not meet the 2.5-acre minimum exemption criteria established in Section 32-246 subsection (b)(2) and is not proposed to be combined with an adjacent parcel to meet the lot size exemption, and therefore a variance from the standard is required.
4. The ordinance changes related to the minimum lot size, exemption criteria and dimensions changed after the subject Lot was created and therefore was not initiated by the Owner or the Applicant.
5. The proposed use of the Lot for construction of a single-family residential home is consistent with the 2040 Comprehensive Plan Rural Residential land use designation.
6. The proposed home is sited on the Lot to minimize the variance request to the extent possible and meets all other dimensional standards for properties in the R1 zoning district, including setbacks, height, and public road frontage.
7. The majority of the lots created as part of the Hickory Park Subdivision have been developed with single-family residential uses and the developed lots are considered legally non-conforming. Because the subject Lot has remained vacant since 1957 it is subject to the current ordinance standards, which results in the Lot being classified as unbuildable. This condition is different than the surrounding development patterns within the R-1 zoning district that historically permitted residential homes on smaller lot sizes. The proposed use of the Lot for a residential home is reasonable but is not permitted under the current regulations without a variance being granted.
8. The Lot size and configuration has existed since 1957 and was not created by the Applicant or landowner.
9. The Applicant has demonstrated that the Lot complies with the remaining dimensional standards including coverage, height and setbacks.
10. The Applicant has demonstrated that there is a minimum of one-acre of buildable area on which to place the home, well and private septic system.

FURTHER BE IT RESOLVED, that the following conditions of approval of the Variances shall be met:

1. Development of the lot for residential use consistent with the submission materials received August 11, 2026, is permitted.
2. Any future development of the Lot must comply with all setback requirements, maximum impervious surface coverage, and accessory building standards.
3. A septic permit must be obtained from Washington County and must be provided prior to the issuance of the Building Permit.

4. The Applicant must obtain a Building Permit prior to the commencement of any site work.
5. A grading permit must be obtained from the City Engineer prior to the commencement of any site work.
6. It is the Applicant's responsibility to obtain any required permits from the RCWD if any changes to the site plan are proposed.

Adopted by the Grant City Council this 6th day of October, 2026.

Jeff Giefer, Mayor

State of Minnesota)
) ss.
County of Washington)

I, the undersigned, being the duly qualified and appointed Clerk of the City of Grant, Minnesota do hereby certify that I have carefully compared the foregoing resolution adopted at a meeting of the Grant City Council on _____, 2026 with the original thereof on file in my office and the same is a full, true and complete transcript thereof.

Witness my hand as such City Clerk and the corporate seal of the City of Grant, Washington County, Minnesota this ____ day of _____, 2026.

Lacey L. Smieja
City Administrator/Clerk-Treasurer
City of Grant

CITY OF GRANT
WASHINGTON COUNTY, MINNESOTA
ORDINANCE 2026-87

*An Ordinance Amending the Grant Code of Ordinances
Amending Section 30-7 Land with unapproved or lack of surveys or plats; Amending Section 32-59
and Adding Section 32-61 Variances; Amending Section 32-1 Definitions and Section 32-246 Table
of Uses to add Data Center; Amending Section 32-246 (b) Additions and exception to the minimum
area, height and other requirements*

The City Council of the City of Grant, Washington County, Minnesota, does hereby ordain as follows:

SECTION 1. AMENDMENT OF CHAPTER 30, SUBDIVISIONS, OF THE CITY'S CODE OF ORDINANCES.

That City Code Chapter 30, Article I, Section 30-7 "Land with unapproved or lack of surveys or plats" is hereby AMENDED to ADD the following identified by underline, and AMENDED to DELETE as ~~strikethrough~~:

- (a) Conveyance restrictions. No conveyance of land to which these regulations are applicable shall be filed or recorded, if:
- (1) ~~The~~ land is described in the conveyance by metes and bounds or by reference to an unapproved registered land survey made after April 21, 1961, ~~and~~
 - (2) The land or lot was not approved through the Minor Subdivision process established by Section 30-9 or its predecessor ordinance; and
 - (3) The lot or subdivision cannot be verified through official action of the City Council such as the City's adopted minutes or by Resolution; or
- ~~(4)~~ (4) Is a part of an unapproved plat.
- (b) *Exemptions.* Subsection (a) of this section does not apply to a conveyance if the land described:
- (1) Was a separate parcel of record or platted prior to April 1, 1945, or the date of adoption of subdivision regulations under Laws 1945, chapter 287, whichever is the later, or of the adoption of subdivision regulations pursuant to a home rule charter; or

(2) Was the subject of a written agreement to convey entered into prior to such time and such agreement was recorded with the office of the County Recorder or Registrar of Titles;

~~(3) Was a separate parcel of land platted prior to July 1, 1980 and contains a minimum of 1.0 acres of buildable area, separate parcel not less than 2.5 acres in area and 150 feet in width on January 1, 1966;~~

~~(4)(3) Was a separate parcel of not less than five acres in area and 300 feet in width on July 1, 1980;~~

~~(5)(4)~~ (4) Is a single parcel of commercial or industrial land of not less than five acres and having a width of not less than 300 feet and its conveyance does not result in the division of the parcel into two or more lots or parcels, any one of which is less than five acres in area or 300 feet in width; or

~~(6)(5)~~ (5) Is a single parcel of residential or agricultural land of not less than 20 acres and having a width of not less than 500 feet and its conveyance does not result in the division of the parcel into two or more lots or parcels, any one of which is less than 20 acres in area or 500 feet in width.

(c) *Waiver for hardship.* In any case in which compliance with the foregoing restrictions will create an unnecessary hardship, and failure to comply does not interfere with the purpose of the subdivision regulations, and the land is a minimum of 1.0 acre in size, the platting authority City Council may waive such compliance after submission of a Certificate of Survey that demonstrates that the land can support the intended use after conveyance, including private well and septic system as required by Chapter 32, and that such conveyance is consistent with the standards in Section 32-246 (b) of the City Code.

~~(d) *Penalty.* Any owner or agent of the owner of land who conveys a lot or parcel in violation of the provisions of this chapter shall pay to the municipality a penalty (no criminal sanction) of not less than \$100.00 for each lot or parcel so conveyed. The city may enjoin such conveyance or may recover such penalty by a civil action in any court of competent jurisdiction.~~

SECTION 2. AMENDMENT OF CHAPTER 32, ARTICLE II, ADMINISTRATION AND ENFORCEMENT, OF THE CITY'S CODE OF ORDINANCES

That City Code Chapter 32, Article II, ~~Section 32-59 Board of Adjustments and Appeals~~ Division 2 Board of Adjustment and Appeals: Appeals and Variances is hereby AMENDED to ADD the following identified as underlined, and AMENDED to DELETE as ~~stricken through~~:

Sec. 32-59. Board of adjustment and appeals.

(a) *Established.* There is hereby established a board of adjustment and appeals. The board of adjustment and appeals shall have the powers provided by law.

~~(b) *Definitions.* The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:~~

~~Hardship means the proposed use of the property and associated structures in question cannot be established under the conditions allowed by this chapter or its amendments and no other reasonable alternate use exists; however, the plight of the landowner must be due to physical conditions unique to the land, structure, or building involved and are not applicable to other lands, structures or buildings in the same zoning district; these unique conditions of the site cannot be caused or accepted by the landowner after the effective date of the ordinance from which this chapter is derived or its amendments. Economic considerations alone shall not constitute a hardship.~~

~~(e)~~(b) Notice. In addition to the notice of hearing required by this division, a notice shall be published in the official newspaper once at least ten days before the date of the hearing. If the board of adjustment authorizes the issuance of a permit, the council or other board or commission having jurisdiction shall have six months from the date of the decision of the board to institute proceedings to acquire such land or interest therein, and if no such proceedings are started within that time, the officer responsible for issuing building permits shall issue the permit if the application otherwise conforms to city ordinances. The board shall specify the exact location, ground area, height and other details as to the extent and character of the building for which the permit is granted.

~~(d)~~(c) No changes proposed except to renumber.

~~(e)~~(d) No changes proposed, except to renumber.

Sec. 32-60. Variances Application.

(1) No changes proposed.

(2) What to present.

a. No changes proposed.

b. No changes proposed.

c. A narrative stating how the requested variance meets the definition of Practical Difficulties as defined in Sec. 32-61 of this Chapter. ~~statement of reasons why the request is made.~~

Sec. 32-61. Variances.

(1) Variances shall only be permitted when:

a. They are in harmony with the general purpose and intent of the ordinance, and

b. The variance is consistent with the adopted Comprehensive Plan.

(2) Variances may be granted when the Applicant for the variance establishes that there are practical difficulties in complying with the adopted zoning ordinance.

(3) *Practical Difficulties.* When used in connection with the granting of a variance, means that:

a. The property owner proposed to use the property in a reasonable manner not permitted by the zoning ordinance;

b. The plight of the landowner is due to circumstances unique to the property not created by the landowner; and

c. The variance, if granted, will not alter the essential character of the locality.

d. Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.

SECTION 3. AMENDMENT OF CHAPTER 32, ARTICLE III, ZONING DISTRICTS ESTABLISHED; PERMITTED USES; DIMENSIONAL STANDARDS OF THE CITY'S CODE OF ORDINANCES.

That City Code Chapter 32, Article I, Section 32-1 Definitions is hereby AMENDED to ADD the following to be added alphabetically identified as underlined:

Data Center means a physical facility or building that houses computer systems, servers, and related hardware to store, process, and share digital information.

That City Code Chapter 32, Article III, Section 32-245 Table of Uses is hereby AMENDED to ADD the following to be added alphabetically identified as underlined:

USE	Conservancy	Agricultural A1	Agricultural A2	Residential R1	General Business (GB)
<u>Data Centers</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>

SECTION 4. AMENDMENT OF CHAPTER 32, ARTICLE III, ZONING DISTRICTS ESTABLISHED; PERMITTED USES; DIMENSIONAL STANDARDS OF THE CITY'S CODE OF ORDINANCES.

That City Code Chapter 32, Article III, Section 32-246 (b) “Additions and exception to the minimum area, height and other requirements”, is hereby AMENDED to ADD the following identified as underlined, and AMENDED to DELETE as ~~strikethrough~~:

(b) Additions and exception to the minimum area, height and other requirements.

(1) *Existing Lot defined.* For the purpose of this article, the term “existing lot” means a lot or parcel of land, whether created by plat or conveyed through metes and bounds, which was of record as a separate lot or parcel in the Office of the County Recorder or Registrar of Titles on or before the date of adoption of the ordinance from which this chapter is derived.

(2) Existing Lot of Record Standards – Undersized Platted Lot~~exceptions.~~ The following standards shall be met to establish a platted lot as buildable for residential use: Any such lot

~~or parcel created in accordance with the city subdivision regulations in effect at the time that such Lot was created~~

- i. The lot must be a part of a subdivision plat that was approved and recorded in the office of the County Recorder or Registrar of Titles prior to July 1, 1980.
- ii. The lot must contain a minimum of 1.0 acres of buildable land.
- iii. The lot must contain suitable area to site an individual septic system in compliance with MN Rules 7080, or successor statutes as required and permitted by Chapter 12 Environment Article IV: Individual Sewage Treatment Systems of the City Code.
- iv. The lot must have adequate area to site a principal structure that meets 80-percent of the minimum rear and side yard setback requirements but shall be exempt from minimum lot width and lot frontage requirements.
- v. The lot must meet all other dimensional requirements established in Table 32-246 (a).
- f. _____

(3) Existing Lot of Record Standards – Undersized Unplatted Lots (metes and bounds). The following standards shall be met to establish that an unplatted lot, conveyed through metes and bounds, is buildable for residential use:

- i. The lot size shall be a minimum of 2.5 acres.
- ii. The lot must be recorded, in the configuration, with the office of the County Recorder or Registrar of Titles prior to July 1, 1980.
- iii. Any lot that exceeds 2.5 acres shall be exempt from minimum lot width and lot frontage requirements but must comply with all other dimensional requirements established in Table 32-246 (a).
- iv. The lot must contain a minimum of 1.0 acres of buildable land.

(2)Y. The lot must contain suitable area to site an individual septic system in compliance with MN Rules 7080, or successor statutes as required and permitted by Chapter 12 Environment Article IV: Individual Sewage Treatment Systems of the City Code. that is at least 2.5 acres in size, shall be exempt from the requirements of subsection (3), pertaining to area, lot width and lot frontage and shall be considered buildable if the lot or parcel can comply within the remaining requirements of this section and meet the minimum setback requirements as stated within Section 32-246 (a).

(3) Undersized lots. If in a group of two or more contiguous lots or parcels of land owned or controlled by the same person, any individual lot or parcel does not meet the full width, frontage or area requirements of this article, such individual lot or parcel cannot be considered as a separate parcel of land for purposes of sale or development, but must be combined with adjacent lots or parcels under the same ownership so that the combination of lots or parcels will equal one or more parcels of land each meeting the full lot width and area requirements of this article.

(4) – (9) No Changes proposed.

SECTION 5. SEVERABILITY.

In the event that a court of competent jurisdiction adjudges any part of this ordinance to be invalid, such judgment shall not affect any other provisions of this ordinance not specifically included within that judgment.

SECTION 6. EFFECTIVE DATE.

This ordinance takes effect upon its adoption and publication according to law.

WHEREUPON, a vote, being taken upon a motion by Council member _____ and seconded by Council member _____, the following upon roll call:

Voting AYE:

Voting NAY:

Whereupon said Ordinance was declared passed adopted this ____ day of _____, 2026.

Jeff Giefer, Mayor

Attest: Lacey Smieja, City Clerk

**CITY OF GRANT
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2026-31

**A RESOLUTION OF THE CITY OF GRANT, WASHINGTON COUNTY,
MINNESOTA, PROVIDING FOR THE SUMMARY PUBLICATION OF
ORDINANCE NO. 2026-87**

WHEREAS, On October 6, 2026 at the regular Grant City Council meeting, by majority vote, the City Council adopted Ordinance No. 2026-87 amending Section 30-7 Land with unapproved or lack of surveys or plats; amending Section 32-1 Definitions and Section 32-246 Table of Uses to add Data Center; amending Section 32-59 and Adding Section 32-61 Variances; amending Section 32-246(b) Additions and exception to the minimum area, height and other requirements; and

WHEREAS, State law requires that all ordinances adopted be published prior to becoming effective; and

WHEREAS, the City Council for the City of Grant has determined that publication of the title and a summary of Ordinance No. 2026-87 would clearly inform the public of the intent and effect of the Ordinance; and

WHEREAS, the City Council for the City of Grant has reviewed the summary of Ordinance No. 2026-87 attached and incorporated herein as **Exhibit A**; and

NOW THEREFORE BE IT RESOLVED, the City Council for the City of Grant hereby:

1. Approves the text of the summary of Ordinance No. 2026-87 attached as **Exhibit A**.
2. Directs the City Clerk to post a copy of the entire text of Ordinance No. 2026-87 in all public locations designated by the City Council.
3. Directs the City Clerk to publish the summary in the City's legal newspaper within ten days.
4. Directs the City Clerk to file the executed Ordinance upon the books and records of the City along with proof of publication.

Dated this 6th day of October 2026.

ATTEST:

Jeff Giefer, Mayor

Lacey Smieja, City Administrator/Clerk

EXHIBIT A

Ordinance Summary

Ordinance No. 2026-87

AN ORDINANCE AMENDING SECTION 30-7 LAND WITH UNAPPROVED OR LACK OF SURVEYS OR PLATS; AMENDING SECTION 32-59 AND ADDITION SECTION 32-61 VARIANCES; AMENDING SECTION 32-1 DEFINITIONS AND SECTION 32-246 TABLE OF USES TO ADD DATA CENTER; AMENDING SECTION 32-246 (B) ADDITIONS AND EXCEPTION TO THE MINIMUM AREA, HEIGHT AND OTHER REQUIREMENTS, FOR THE CITY OF GRANT, MINNESOTA

On October 6, 2026 the City of Grant adopted an ordinance to amend Chapter 30 Subdivisions, Section 30-7 Land with unapproved or lack of surveys or plats, to align with the current platting standards and revisions adopted within the ordinance in Chapter 32 Zoning. Chapter 32 Zoning is amended to update Section 32-59 and add Section 32-61 Variance to revise language consistent with State Statute. Section 32-1 Definitions and 32-246 Table of Uses is revised to add a definition of data centers to the code and to prohibit them in all zoning districts of the City. Section 32-246 (b) is amended to address historic Lots of Record and define the exception criteria for platted and unplatted lots.

A printed copy of the Ordinance is available for inspection by any person during regular office hours at the office of the City Clerk or by standard or electronic mail.

- 2025 Resident and City Engineer correspondence outlining steps to petition street paving.
- Summer of 2026, correspondence that of 12 property owners: 4 signed the petition and 2 verbally confirmed their support. There are records of the 4 signatures.
- City Engineer advised the resident that Indigo Trl would follow with the feasibility report process and further items were no longer needed from him / her at that time.
- Late summer of 2026, residents received letter for invitation to the neighborhood meeting.
- Prior to the meeting, of the 12 property owners: 9 signed notices of opposition that were sent to Mayor and City Council.

IMPROVEMENTS

The Feasibility Report evaluates roadway improvements for:

- McKusick Road North (3" M&O)
- Lofton Avenue North (FDR)
- Dellwood Road Court North (FDR)
- Indigo Trail North (FDR)

Field investigations and pavement coring indicate that rehabilitation is needed to address pavement deterioration and extend the service life of these roadways. McKusick Road North is recommended for a mill and overlay due to it's deep existing pavement (7.5" – 18.5"). Lofton Avenue North, Dellwood Road Court North, and Indigo Trail North are recommended for full-depth reclamation either due to their existing underlying subbase materials or existing thin pavement thickness.

The proposed project includes pavement rehabilitation, culvert replacements where necessary, minor drainage improvements, driveway transitions, and roadway restoration within existing right-of-way. The improvements are intended to improve roadway conditions, safety, and long-term maintenance performance.

FINANCIAL CONSIDERATIONS

The estimated total project cost and funding sources are broken out by street. Identified costs are inclusive of Construction costs, 10% construction contingency, and indirect costs inclusive of engineering, legal, financial, and administrative costs:

- McKusick Ave & Lofton Ave N Project Cost: \$592,433
 - Funding is proposed through a combination of City roadway funds (\$125,000), a contribution from the Stillwater Oaks development (\$150,000), and special assessments (\$317,433) in accordance with the City's Assessment Policy.
 - Assessment on a per (1) unit basis: \$13,653
- Dellwood Rd Ct N Project Cost: \$92,996
 - Funding is proposed through a combination of City roadway funds (\$9,300) and special assessments (\$83,696) in accordance with the City's Assessment Policy.
 - Assessment on a per (1) unit basis: \$27,899
- Indigo Trl N Project Cost: \$282,586
 - Funding is proposed through a combination of City roadway funds (\$28,259) and special assessments (\$254,327) in accordance with the City's Assessment Policy.
 - Assessment on a per (1) unit basis: \$20,762

The preliminary assessments have been developed in accordance with Minnesota Statutes Chapter 429 and the City of Grant Assessment Policy. The methodology allocates costs based upon buildable-unit equivalents and recognizes differing levels of special benefit based on direct access, frontage, and neighborhood circulation benefits.

The feasibility report includes a special benefit analysis demonstrating that the proposed assessments do not exceed the estimated increase in market value expected to result from the roadway improvements. The improvements are anticipated to provide special benefit through improved roadway access, pavement condition, drainage performance, property marketability, and long-term preservation of property values.

RECOMMENDATION

It is recommended that the City Council adopt the attached resolution receiving the Feasibility Report for the 2027 Roadway Improvement Project. Receipt of the report does not commit the City to construction but acknowledges completion of the feasibility analysis and allows the project to proceed to the next statutory step, including consideration of ordering the improvements and scheduling a public hearing.

Should the Mayor and City Council desire to proceed with the project, staff recommends adopting resolutions to order Public Improvement Hearings on a per project area basis. Should the Public Improvement Hearing NOT be ordered, then that project area would NOT be considered for further consideration of improvement.

Council Actions to be Considered

1. Adopt resolution 2026-32 authorizing the Acceptance of the Feasibility Report for the 2027 Roadway Improvements Project.
2. Adopt resolution 2026-33 scheduling a Public Improvement Hearing to consider ordering roadway improvements for McKusick Avenue North and Lofton Avenue North.
3. Adopt resolution 2026-34 scheduling a Public Improvement Hearing to consider ordering roadway improvements for Dellwood Road Court North.
4. Adopt resolution 2026-35 scheduling a Public Improvement Hearing to consider ordering roadway improvements for Indigo Trail North.

Respectfully submitted,


Veronica Kubicek, PE

City Engineer
City of Grant

Attachments: 2027 Roadway Improvement Project Feasibility Report

c: LHB Project No. 260155

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2027 ROADWAY IMPROVEMENT PROJECT



City of Grant Minnesota

111 Wildwood Road
Willernie, MN 55090

FEASIBILITY REPORT

OCTOBER 6, 2026

Prepared by:

LHB, Inc.

701 Washington Avenue North

Suite 200

Minneapolis, MN 55401

LHB Project No. 260155





October 6, 2026

Honorable Mayor and City Council
City of Grant
111 Wildwood Road
PO Box 577
Willernie, MN 55090

FEASIBILITY REPORT

2027 ROADWAY IMPROVEMENT PROJECT

Transmitted herewith for your review is the feasibility report outlining the current project costs for the 2027 Roadway Improvement Project. This report addresses proposed improvements associated with a potential street improvement project.

Streets included in the proposed improvements are the following:

- McKusick Road North
- Lofton Avenue North
- Dellwood Road Court North
- Indigo Trail North

We are available at your convenience to discuss this report.

Please do not hesitate to contact me at 612.766.2881 if you have any questions regarding this report.

LHB, INC.

A handwritten signature in blue ink, appearing to read 'Veronica Kubicek', written over a horizontal line.

VERONICA KUBICEK, PE

Senior Civil Engineer

CERTIFICATION PAGE

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



Veronica Kubicek, PE License No. 57270 Date: October 6, 2026

Prepared By:



Lauren Schmidt, PE License No. 64724 Date: October 6, 2026

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EXECUTIVE SUMMARY

This report evaluates the feasibility of proposed street improvements along the following roadway segments in the City of Grant, Minnesota:

- McKusick Road North
- Lofton Avenue North
- Dellwood Road Court North
- Indigo Trail North

The recommended improvements include mill and overlay as well as full-depth reclamation, based on geotechnical findings indicating structural pavement failure. The estimated cost is \$968,015 and the project is considered feasible and recommended.

Improvements for McKusick Road North consist of milling and removing the top portion of pavement, followed by installation of a new bituminous surface. Improvements for Lofton Avenue North, Indigo Trail North, and Dellwood Road Court North consist of reclaiming and blending the existing roadway base, followed by installation of a new bituminous surface. Roadway culverts will be replaced where necessary. The total length of roadway included in the proposed project is approximately 11,103 lineal feet.

The estimated cost of improvements is \$519,955 for McKusick Road North and \$72,478 for Lofton Avenue North. The estimated cost of improvements is \$92,996 for Dellwood Road Court North and \$282,586 for Indigo Trail North. These estimates include a 10% construction contingency and 20% indirect costs to account for engineering, legal, administrative, and financing expenses.

Project funding is proposed from a combination of special assessments, contributions from the City of Grant's Street Maintenance Fund, and private development contributions. Based on the City's anticipated Capital Improvement Plan, \$125,000 has been allocated for the McKusick Road North and Lofton Avenue North area. In addition, the City anticipates receiving a \$150,000 contribution from the Stillwater Oaks development toward improvements associated with McKusick Road North. The remaining project costs are proposed to be recovered through special assessments in accordance with the City's Assessment Policy.

If ordered, construction is anticipated to begin in the summer of 2027. From an engineering standpoint, the project is feasible, necessary, and cost-effective, and may be implemented as proposed in this report.

INTRODUCTION

AUTHORIZATION

Pursuant to direction from the City Council, this Feasibility Report has been prepared to evaluate the proposed improvements to McKusick Road North, from Manning Avenue North (CSAH 15) to Dellwood Road North (CSAH 96) and to Lofton Avenue North, from McKusick Road North through the cul-de-sac. Upon amended direction, Indigo Trail North, from East of Ideal Avenue through the cul-de-sac and Dellwood Road Court North, from North of Dellwood Road North (CSAH 95) through cul-de-sac have been evaluated in preparation of this report.

The purpose of this report is to:

- Identify existing deficiencies
- Evaluate proposed improvements
- Provide preliminary cost estimates
- Determine project feasibility in accordance with Minnesota Statutes Chapter 429

SCOPE

This report investigates the feasibility of proposed street improvements and associated apurtenant work along:

- McKusick Road N, from Manning Avenue N (CSAH 15) to Dellwood Road N (CSAH 96)
- Lofton Avenue N, from McKusick Road N through the cul-de-sac
- Dellwood Road Court N, from Dellwood Road N (CSAH 96) through the cul-de-sac
- Indigo Trail N, from Ideal Ave N through the cul-de-sac

Project location maps are provided in Appendix A of this report.

EXISTING CONDITIONS

MCKUSICK ROAD NORTH

The project corridor is located in eastern Grant and extends approximately 1.1 miles, connecting key regional routes and serving both local and area traffic.

- Functional Classification: Local road (with area connector characteristics)
- Average Daily Traffic (ADT): Approximately 1,500 vehicles per day
- Regional Context: Connects to corridors carrying 12,000–15,000 vehicles per day

Although classified as a local roadway, the corridor functions as a former county roadway and continues to accommodate regional travel demands beyond its designation. As shown in the project location maps and exhibits, the corridor:

- Connects multiple communities (Grant, Stillwater, Dellwood)
- Provides access to regional amenities, including Brown's Creek State Trail
- Serves residential, agricultural, and recreational land uses

Roadway Condition

The pavement along McKusick Road North is in poor to failing condition, characterized by:

- Overall Condition Index (OCI): 30–40
- Widespread distress including:
 - Longitudinal cracking
 - Alligator cracking
 - Edge failures
 - Potholing

The roadway consists of rural street sections with shallow swales or ditches adjacent to the roadway for stormwater conveyance. Key characteristics include:

- Existing pavement width: approximately 22-24 feet
- 2' wide gravel shoulder

No public utilities are located within the existing 120' – 170' right-of-way. A Gopher State One Call (GSOC) investigation was initiated to identify the presence of private utilities within the project limits. Field markings observed prior to the topographic survey indicated the presence of electric, fiber, gas, and telephone facilities, generally located outside of the roadway section but within the public right-of-way.

According to City records, McKusick Road North was last paved in 1988. Field images in Appendix B clearly show advanced pavement deterioration and patch failure, indicating that continued maintenance is no longer cost-effective.

LOFTON AVENUE NORTH

The street connects to McKusick Road North and extends approximately 0.2 miles, inclusive of the cul-de-sac. Classified as a local roadway, this street not only provides access to residents, but also to a field, restaurant, and Brown's Creek State Trail.

Roadway Condition

The pavement along Lofton Avenue North is in fair condition, characterized by:

- Transverse cracking
- Longitudinal cracking

The roadway consists of rural street sections with a combination of bituminous curb and shallow swales or ditches adjacent to the roadway for stormwater conveyance. Key characteristics include:

- Existing pavement width: approximately 22-24 feet
- Bituminous curb along both sides

No public utilities are located within the existing 66-foot right-of-way. A Gopher State One Call (GSOC) investigation was initiated to identify the presence of private utilities within the project limits. Field markings observed prior to the topographic survey indicated the presence of electric, fiber, gas, and telephone facilities, generally located outside of the roadway section but within the public right-of-way.

According to City records, Lofton Avenue North was last paved in 2002. This street is exhibiting significant distress, as illustrated with the photographic documentation provided in Appendix B.

DELLWOOD ROAD COURT NORTH

The street connects to Dellwood Rd (CSAH 96) and extends approximately 0.2 miles, inclusive of the cul-de-sac. Classified as a local roadway, this street provides access to residents.

Roadway Condition

The pavement along Dellwood Rd Ct is in fair condition, characterized by:

- Transverse cracking
- Longitudinal cracking
- Alligator cracking
- Minor Pothole repairs

The roadway consists of rural street sections with a combination of bituminous curb and shallow swales or ditches adjacent to the roadway for stormwater conveyance. Key characteristics include:

- Existing pavement width: approximately 22-24 feet
- Bituminous curb along both sides

No public utilities are located within the existing 66-foot right-of-way. A Gopher State One Call (GSOC) investigation was initiated to identify the presence of private utilities within the project limits. Field markings observed prior to the topographic survey indicated the presence of electric, fiber, gas, and telephone facilities, generally located outside of the roadway section but within the public right-of-way.

According to City records, Dellwood Road Court was last paved in 1994. This street is exhibiting significant distress, as illustrated with the photographic documentation provided in Appendix B.

INDIGO TRAIL NORTH

The street connects to the gravel road Ideal Avenue and extends approximately 0.6 miles, inclusive of the cul-de-sac. Classified as a local roadway, this street provides access to residents.

Roadway Condition

The pavement along Indigo Trail N is in fair condition, characterized by:

- Transverse cracking
- Longitudinal cracking
- Alligator cracking
- Major pothole repairs

The roadway consists of rural street sections with a combination of shallow swales or ditches adjacent to the roadway for stormwater conveyance. Key characteristics include:

- Existing pavement width: approximately 22-24 feet
- Stabilized grass along both sides of roadway

No public utilities are located within the existing 66-foot right-of-way. A Gopher State One Call (GSOC) investigation was initiated to identify the presence of private utilities within the project limits. Field markings observed prior to the topographic survey indicated the presence of electric, fiber, gas, and telephone facilities, generally located outside of the roadway section but within the public right-of-way.

According to City records, Indigo Trail North was last paved in 1986. This street is exhibiting significant distress, as illustrated with the photographic documentation provided in Appendix B.

FORENSIC INVESTIGATION

A pavement forensic investigation was completed within the project area (see Appendix E). Findings indicate that pavement thicknesses vary across the site and were found to range greatly, with the thickest pavement section being on McKusick Rd N.

A summary of the roadway cores can be found in Table 1 below.

Table 1. Pavement Thickness Summary

Street	Core	Bituminous Thickness (in)	Apparent Aggregate Base Thickness (in)	Core Condition
McKusick Road	C-1	18 1/2	NA*	Core broken into several pieces starting at depth of about 11 inches. Low severity stripping in top half of core, medium to severe stripping in bottom half of core.
	C-2	10	4	Core separated/broken at a depth of about 6 inches. Low to medium severity stripping throughout core.
	C-4	7 1/2	0	Low severity stripping throughout core.
Lofton Avenue	C-3	5	2	Core separated/broken at a depth of about 1 inch. Medium to severe stripping at break and in bottom of core.
	C-13	4	2 1/2	Low severity stripping throughout core.
	C-5	3 1/2	6 1/2	Core separated/broken at a depth of about 1 1/2 inches. Severe stripping in bottom of core.
Indigo Trail	C-6	3	7 3/4	Core separated/broken. Medium to severe stripping throughout core.
	C-7	3	5	Core separated/broken. Medium to severe stripping throughout core.
	C-8	4 1/2	9 1/2	Core separated/broken at a depth of about 1 inch. Medium to severe stripping at break and in bottom of core.
Dellwood Road	C-9	2 1/2	11 1/2	Moderate stripping at bottom of core.
	C-10	2	8 1/2	Moderate stripping at top and bottom of core.
	C-11	2 1/2	7 1/4	Core separated/broken, medium to severe stripping throughout core.
Court	C-12	3	9	Low to moderate stripping throughout out.

*Refusal was encountered at the bottom of the bituminous section.

Excerpt from Appendix E Pavement Evaluation Report page 2.

PROPOSED IMPROVEMENTS

MCKUSICK ROAD NORTH

Surface

Mckusick Road North will be improved using a mill and overlay process. This method involves removing approximately 3 inches of the existing bituminous surface and replacing it with a new bituminous wear course to restore the roadway surface and improve ride quality.

Based on the existing pavement thickness, there is sufficient bituminous material to support this rehabilitation method. A new 3-inch bituminous wear course will be placed over the milled surface, resulting in a renewed pavement section that improves drivability and extends the service life of the roadway.

However, due to the underlying pavement condition, reflective cracking may occur over the following year or two, and routine maintenance such as crack sealing is anticipated to preserve performance.

The existing 2' gravel shoulder will be restored with the project.

Roadway Alignment

The roadway will generally maintain its existing horizontal and vertical alignment. The proposed paved roadway width will match existing of approximately 22 to 24 feet.

Right-Of-Way

The proposed improvements along Mckusick Road North will occur within the existing dedicated right-of-way. Acquisition of additional easements is not anticipated at this time.

LOFTON AVENUE NORTH

DELLWOOD ROAD COURT NORTH

INDIGO TRAIL NORTH

Surface

These streets (Lofton Ave, Dellwood Rd Ct N, Indigo Trl N) will be improved using a full-depth reclamation (FDR) process. This method involves pulverizing the existing bituminous pavement together with a predetermined depth of the underlying aggregate base and blending the materials to form a uniform, stabilized base for the new pavement section.

Based on existing conditions, reclamation is recommended to a depth of approximately 6 inches, which is expected to produce about 6 inches of reclaimed base material. A new 3-inch bituminous wear course will then be placed over the reclaimed base, resulting in a total pavement section of approximately 9 inches.

Minor portions of bituminous driveways (generally less than 5 feet in length) will be removed and replaced as necessary to provide a smooth transition to the proposed roadway pavement.

- Concrete driveways will have the panel adjacent to the street removed and replaced, as needed.
- Street culverts will be replaced with new high-density polyethylene (HDPE) pipe where site conditions warrant.
- Disturbed boulevard areas will be regraded and restored with seed and hydro-mulch.

Along Indigo Trail N, there was specific residential concern that the FDR may impact the tree root systems. The type of project scoped (FDR) generally causes substantially less soil disturbance than full reconstruction, and should not impact any trees based on the following:

- Existing gravel shoulder and mowed clear zone that provide tree and street section separation.
- Limited excavation depth (6") along the street length.
- There are no tree roots protruding through the existing blacktop surface.
- No tree roots were found as part of the Geotechnical investigation.

No significant adverse impacts to wetlands, surface waters, wildlife habitat, or other natural resources are anticipated because the project would remain within the existing roadway corridor.

For Lofton Avenue N and Dellwood Road Court N: Bituminous curb will be removed and replaced for the entire length of the street.

Roadway Alignment

The roadway will generally maintain its existing horizontal and vertical alignment. The proposed paved roadway width will match existing of approximately 22 to 24 feet.

The existing cul-de-sacs will be maintained at the roadway's terminus.

Right-Of-Way

The proposed improvements along these streets (Lofton Ave, Dellwood Rd Ct N, Indigo Trl N) will occur within the existing dedicated right-of-way. Acquisition of additional easements is not anticipated at this time.

DRAINAGE

No significant changes to drainage are anticipated along McKusick Road North as part of the proposed mill and overlay improvements. This rehabilitation method maintains the existing roadway profile and cross slopes, resulting in no meaningful improvement to current drainage conditions.

Surface drainage will continue to function as it does currently, conveying runoff to existing ditches and swales without modification.

Drainage patterns along Lofton Avenue North, Dellwood Road Court North, and Indigo Trail North will generally remain consistent with existing conditions. However, the roadway crown will be adjusted to provide positive cross slopes from the centerline, improving surface drainage toward adjacent bituminous curbs (if present) and swales.

Existing ditches and swales are expected to remain largely unchanged, with only minor grading adjustments as needed to maintain proper drainage.

PERMITS/APPROVALS

The following permits will be required as part of this Project:

- Washington County Highway 15 & 96 — Highway Right-of-Way Permit

FINANCING

OPINION OF PROBABLE COST

A detailed Opinion of Probable Cost for each roadway segment is provided in Appendix C of this report.

These estimates are based on projected 2027 construction costs and include:

- A 10% contingency allowance
- Indirect costs calculated at 20% of construction costs, which account for engineering, legal, financing, and administrative expenses

The table below provides a summary of project costs for each roadway segment:

Table 2. Project Cost Summary

PROJECT COSTS	McKusick Rd	Lofton	Dellwood Road	Indigo Trail
	North	Avenue North	Court North	North
Construction Costs	\$393,906	\$54,908	\$70,452	\$214,080
10% Contingency	\$39,391	\$5,491	\$7,045	\$21,408
Total Construction Costs	\$433,296	\$60,399	\$77,497	\$235,488
Indirect Costs (20%)	\$86,659	\$12,080	\$15,499	\$47,098
Total Project Costs	\$519,955	\$72,478	\$92,996	\$282,586
COMBINED TOTAL PROJECT COSTS: \$ 968,015				

FUNDING

Project funding is proposed to be derived from a combination of special assessments, contributions from the City of Grant Street Maintenance Fund, and private development contributions.

Based on the City's anticipated Capital Improvement Plan (CIP), the following funds have been allocated:

- McKusick Road North & Lofton Avenue North: \$125,000
- Dellwood Road Court North: \$9,300
- Indigo Trail North: \$28,259

In addition, the City anticipates receiving a \$150,000 contribution from the Stillwater Oaks development toward improvements associated with McKusick Road North.

The remaining project costs are proposed to be recovered through special assessments, in accordance with the City's Assessment Policy. Dellwood Road Court North and Indigo Trail North would be included as Alternates in the bid package.

PRELIMINARY ASSESSMENT ROLL

The City of Grant has requested assessments be prepared in accordance with Minnesota Statutes Chapter 429 and the City of Grant's Special Assessment Policy.

The preliminary assessment roll reflects a balance between:

- Special benefit through direct property access
- Neighborhood or corridor-wide benefit
- Broader public benefit associated with roadway safety, operations, and structural rehabilitation

Assessments would be allocated as follows:

- Each buildable lot with either:
 - An address (or potential address) on the roadway to be improved
 - Direct driveway access to the roadway to be improved
- Would be assessed as one (1) full unit.

Buildable lots that abut the roadway but have their primary address or driveway access from another roadway would be assessed as one-quarter ($\frac{1}{4}$) unit.

Multiple lots under the same ownership are further analyzed to account for use of the property and status of structures on the property to determine if each lot is assessed up to one (1) full unit.

This methodology is consistent with the City's adopted policy, recognizing that parcels receiving direct access benefit receive a greater level of benefit than parcels with only frontage adjacency.

The City's Assessment Policy also provides flexibility for alternate methodologies when appropriate. Specifically:

"When in the judgement of the City Council the Assessment Method does not fairly apportion the proposed assessments, the City Council may adopt an alternate method of assessment, including but not limited to front foot, buildable lot, a combination of front foot and buildable lot, or any other methodology which reasonably apportions the assessments."

The City Council has determined that an alternate method of assessment will need to be adopted, which includes properties that are included in a broader regional benefit approach for the McKusick Road North and Lofton Avenue North area.

Under this approach:

- Assessments include properties directly benefiting from roadway access.
- Additional consideration is given to nearby properties relying on the corridor for local circulation and access.

This methodology attempts to balance:

- Direct access special benefit to adjacent parcels
- Broader neighborhood benefit
- The overall circulation function of the roadway system

Table 3. Assessment Cost Summary

Description	McKusick Road & Lofton Avenue Assessment Cost	Dellwood Road Court North Assessment Cost	Indigo Trail North Assessment Cost
City Contribution	\$125,000	\$9,300	\$28,259
Stillwater Oaks	\$150,000		
Total Project Costs	\$592,433	\$92,997	\$282,586
# of Buildable Units	23.25	3.00	13.25
Assessment Rate / Buildable Unit	\$13,653	\$27,899	\$20,762

SPECIAL BENEFIT AND ASSESSMENT METHODOLOGY ANALYSIS

Minnesota law authorizes a city to levy a special assessment against property that receives a special benefit from a public improvement. A special assessment is valid only when three conditions are met: (1) the land must receive a special benefit from the improvement constructed, (2) the assessment must be uniform upon the same class of property, and (3) the assessment may not exceed the special benefit conferred.

A special benefit is the increase in the market value of the land that results from the improvement. Under Minnesota caselaw, it is measured as the difference between what a willing buyer would pay a willing seller for the property before the improvement and what a willing buyer would pay after the improvement is completed. The Minnesota Court of Appeals has established that road improvements confer a special benefit when they do more than generally enhance the surrounding area — for example, where reconstructing or widening a roadway improves access to and from the property or to connecting arterial routes. *EHW Props. v. City of Eagan*, 503 N.W.2d 135 (Minn. Ct. App. 1993).

The special benefit for each benefited parcel is determined by comparing the parcel's market value before the improvement to its market value after the improvement, based on the property's highest and best use. The governing standard does not require an exact or precise calculation. Minnesota courts hold that any method resulting in a fair approximation of the increase in market value for each benefited parcel may be used, and a method that on its face appears to be a fair approximation is presumed valid, with the burden resting on any objector to show otherwise.

Specifically for this Project, the City evaluated each Assessed Area as further discussed below.

McKusick Road North and Lofton Avenue North

The proposed units to be assessed on this street will be improved using a full-depth reclamation. The average market value of a home in this neighborhood is approximately \$583,855 based on the current county tax assessor records. For 2027, the projected Estimated Market Value (EMV) averages \$613,484 based on a conservative 3% growth factor.

The total cost of the project is \$592,433.

The proposed street improvements are anticipated to provide special benefit to adjacent residential properties by improving access through enhancing pavement quality and ride comfort, improving drainage performance, increasing property marketability, and supporting the long-term preservation of property values. Based on the assessment as a percentage of the 2026 EMV, the average increase in market value of homes in this neighborhood is approximately 2.5%, equaling a new average market value of \$598,498.

The proposed special assessment against each 1 unit for benefiting parcels is \$13,653.

Because the proposed assessment of \$13,653 reflects a fair approximation of the increase in market value that the improvement will confer on each benefited parcel, and does not exceed that increase, it is consistent with the measure of special benefit required by Minnesota law. *DeSutter v. Twp. of Helena*, 489 N.W.2d 236 (Minn. Ct. App. 1992).

Dellwood Road Court North

The proposed units to be assessed on this street will be improved using a full-depth reclamation. The average market value of a home in this neighborhood is approximately \$1,621,200 based on the current county tax assessor records. For 2027, the projected Estimated Market Value (EMV) averages \$1,669,836 based on a conservative 3% growth factor.

The total cost of the project is \$92,997.

The proposed street reconstruction is expected to confer special benefits on abutting residential properties through improving access by improved pavement serviceability and rideability, enhanced stormwater drainage, increased desirability in the real estate market, and sustained property value over time. Based on the assessment as a percentage of the 2026 EMV, the average increase in market value of homes in this neighborhood is approximately 1.8%, equaling a new average market value of \$1,650,179.

The proposed special assessment against each 1 unit for benefiting parcels is \$27,899.

Because the proposed assessment of \$27,899 reflects a fair approximation of the increase in market value that the improvement will confer on each benefited parcel, and does not exceed that increase and is well below the average projected annual growth factor, it is consistent with the measure of special benefit required by Minnesota law. *DeSutter v. Twp. of Helena*, 489 N.W.2d 236 (Minn. Ct. App. 1992).

Indigo Trail North

The proposed units to be assessed on this street will be improved using a full-depth reclamation. The average market value of a home in this neighborhood is approximately \$898,208 based on the current county tax assessor records. For 2027, the projected Estimated Market Value (EMV) averages \$925,155 based on a conservative 3% growth factor.

The total cost of the project is \$282,586.

Abutting residential properties are expected to receive special benefit from the proposed improvements through improved access by improving roadway condition, more effective drainage, enhanced accessibility and market appeal, and protection of long-term property value. Based on the assessment as a percentage of the 2026 EMV, the average increase in market value of homes in this neighborhood is approximately 2.4%, equaling a new average market value of \$919,500.

The proposed special assessment against each 1 unit for benefiting parcels is \$20,762.

Because the proposed assessment of \$20,762 reflects a fair approximation of the increase in market value that the improvement will confer on each benefited parcel, and does not exceed that increase and is well below the average projected annual growth factor, it is consistent with the measure of special benefit required by Minnesota law. *DeSutter v. Twp. of Helena*, 489 N.W.2d 236 (Minn. Ct. App. 1992).

Summary

A formal appraisal is not a legal prerequisite to determining a special benefit. Minnesota courts have expressly sustained a determination of increased market value where the public body did not offer a formal appraisal, relying instead on an informed opinion of the before-and-after value supported by market data. This flexibility reflects a long-settled principle: because approximation is the limit of endeavor in ascertaining property values, value may be established by direct or circumstantial evidence, and the rules governing proof of value are liberally construed.

PROJECT SCHEDULE

The potential schedule for the 2027 Roadway Improvement Project, following the City Assessment Policy is outlined below:

Council Orders Feasibility Report	March 3, 2026 & July 7, 2027
Neighborhood Meeting	Early September 9 & 10, 2026
Council Accepts Feasibility Report	October 6, 2026
Public Hearing/Order Project and Authorize Plans and Specs	November 10, 2026
Council Approves Plans / Orders Ad for Bid	February 2, 2027
Bid Opening	Late Feb / Early March, 2027
Declare Costs to be Assessed/ Set Public Hearing	April 6, 2027
Public Assessment Hearing / Adopt Assessment	May 4, 2027
Council Accept Bids/ Award Contract	May 4, 2027
Begin Construction	June, 2027
Substantial Construction Complete	August 31, 2027
Final Completion	September 15, 2027

FEASIBILITY AND RECOMMENDATIONS

Based on the analysis contained within this report, the proposed improvements to McKusick Road North, Lofton Avenue North, Dellwood Road Court North, and Indigo Trail North are considered both feasible and necessary from an engineering, operational, and financial standpoint.

Existing pavement conditions, supported by pavement coring and geotechnical evaluation, indicate that portions of the roadway system have experienced structural failure and are no longer suitable for continued routine maintenance alone. The recommended improvement methods—mill and overlay for McKusick Road North and full-depth reclamation (FDR) for Lofton Avenue North, Dellwood Road Court North, and Indigo Trail North—represent appropriate and cost-effective solutions based on existing pavement sections and roadway conditions.

The proposed improvements are expected to improve roadway safety, enhance drivability, restore structural performance, and increase long-term maintenance efficiency. These benefits will be achieved while maintaining the existing roadway character and drainage patterns.

Funding for the project is proposed through a combination of City roadway maintenance funds, development contributions, and special assessments, as determined by the City Council.

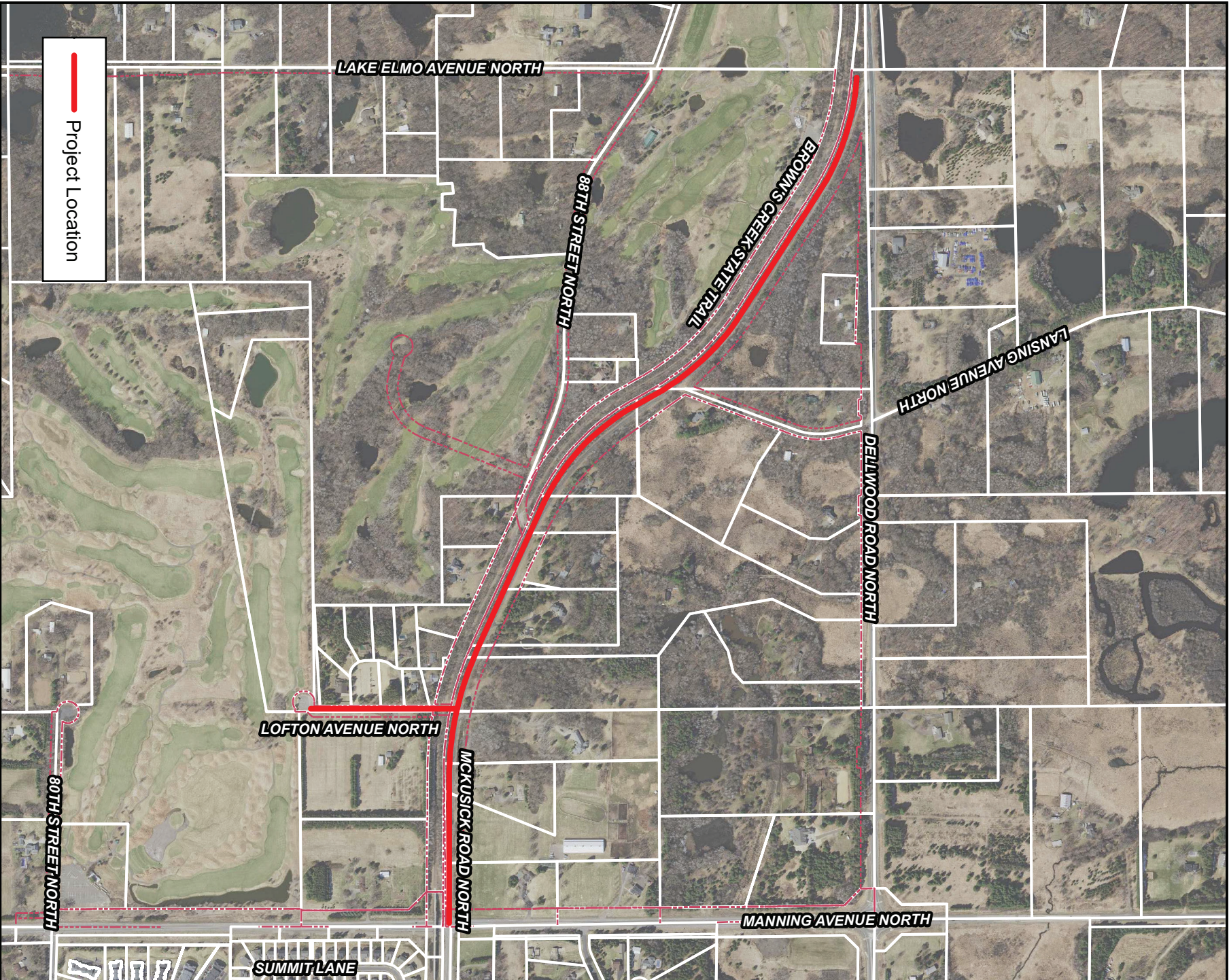
From an engineering perspective, implementation of the project as outlined in this report is recommended.

Final authorization of the project is contingent upon financial review and approval by the City of Grant.

APPENDICES

Appendix A	Maps
Appendix B	Project Photos
Appendix C	Opinion of Probable Cost
Appendix D	Assessments
Appendix E	Pavement Coring Report

APPENDIX A: MAPS



PROJECT LOCATION MAP
2027 Roadway Improvement Project
Grant, MN

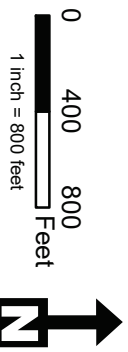
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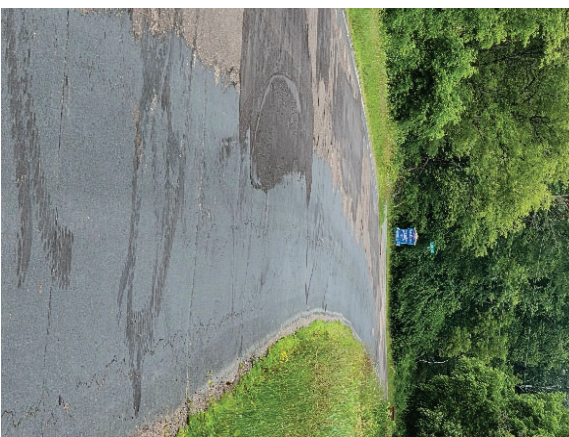
PROJECT LOCATION MAP
2027 Roadway Improvement Project
Grant, MN

Project Location



APPENDIX B: PROJECT PHOTOS

MCKUSICK RD N & LOFTON AVE N – PHOTOS



MCKUSICK RD N & LOFTON AVE N – PHOTOS



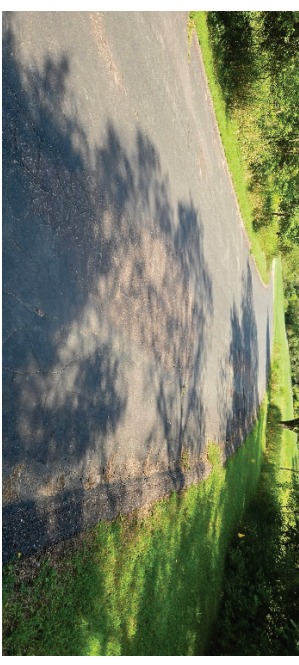
MCKUSICK RD N & LOFTON AVE N – PHOTOS



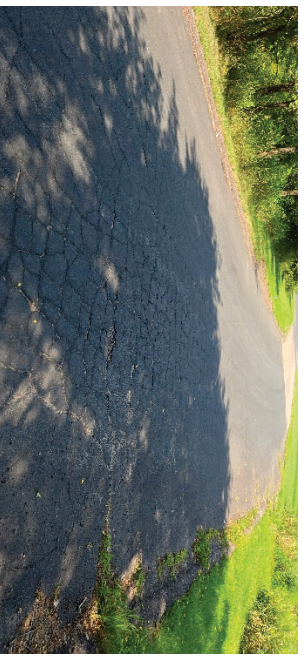
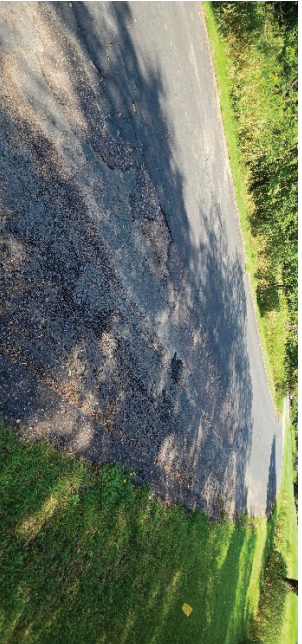
MCKUSICK RD N & LOFTON AVE N – PHOTOS



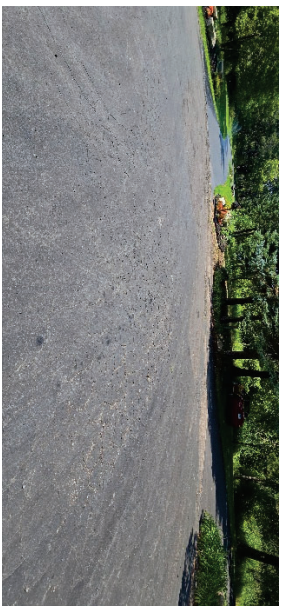
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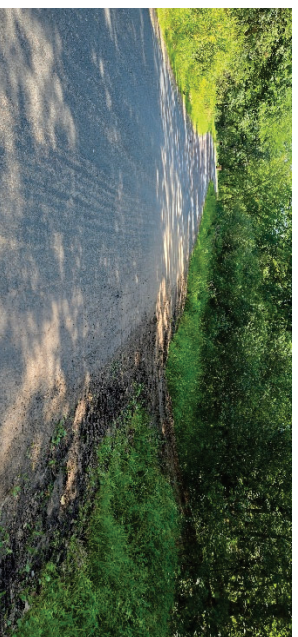
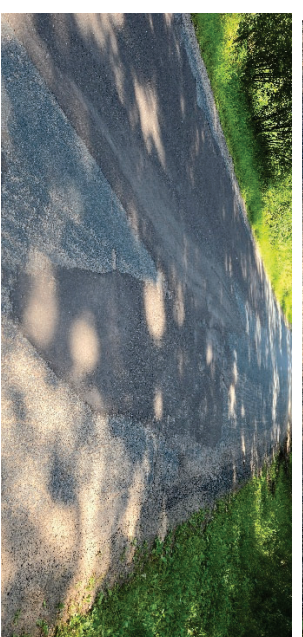
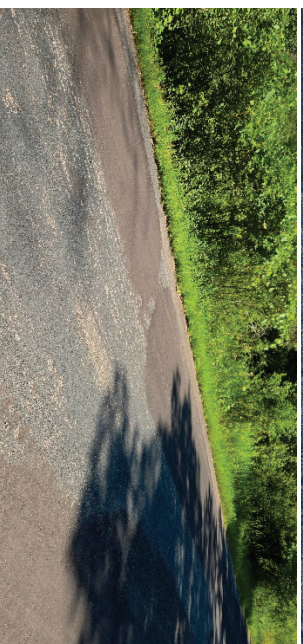
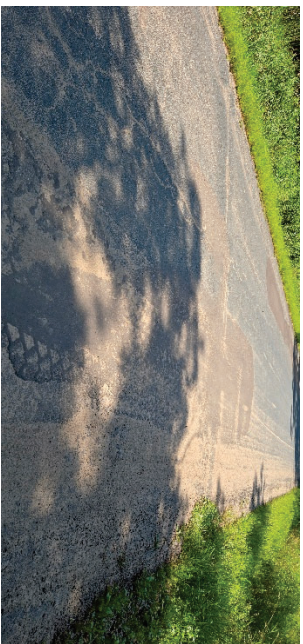
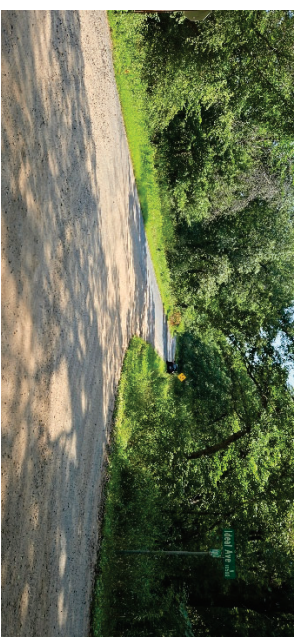
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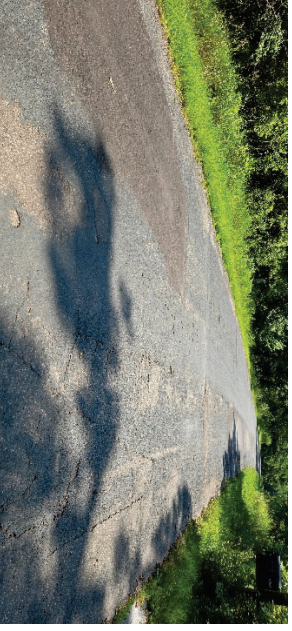
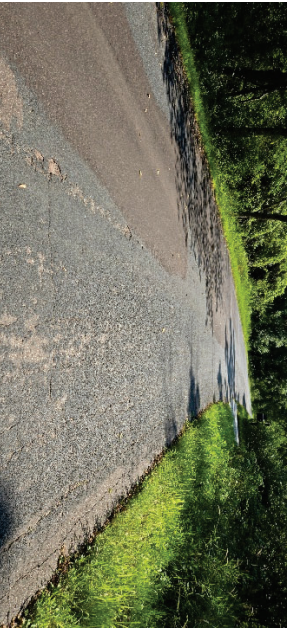
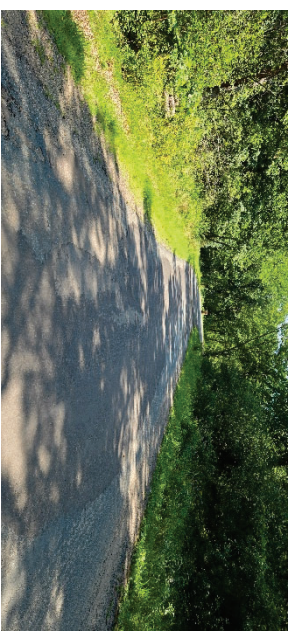
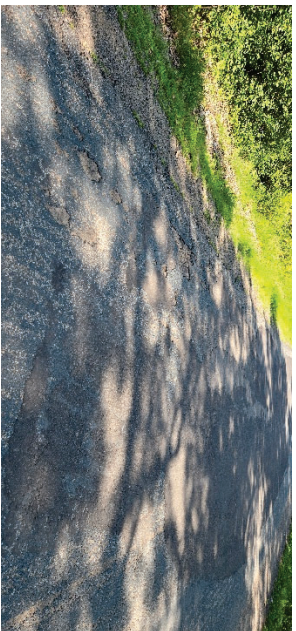
DELLWOOD RD CT N – PHOTOS



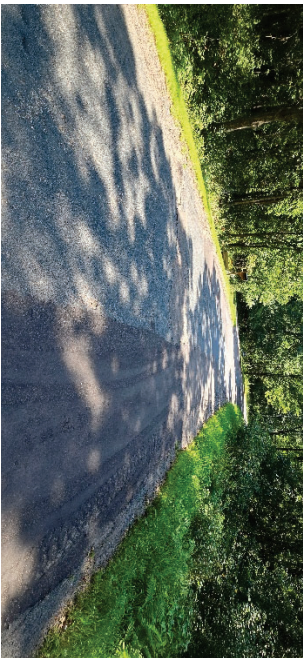
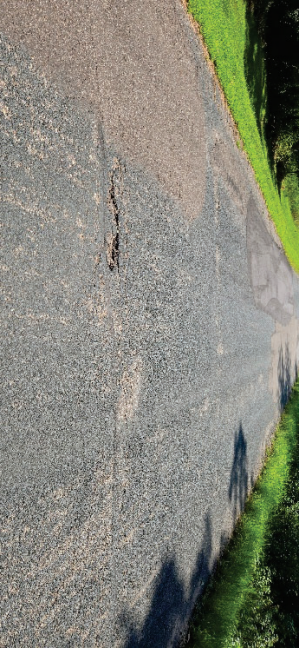
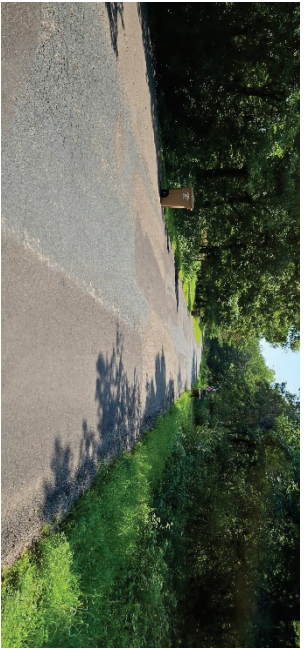
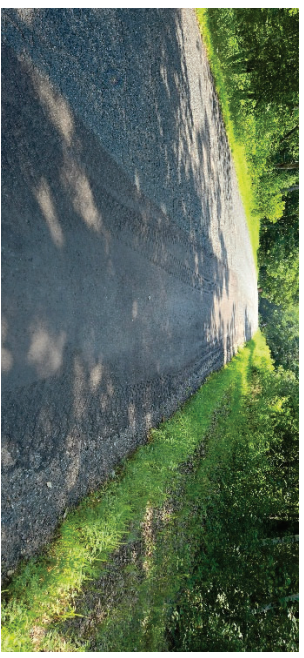
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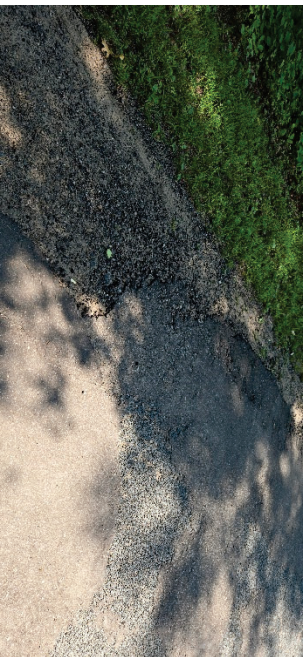
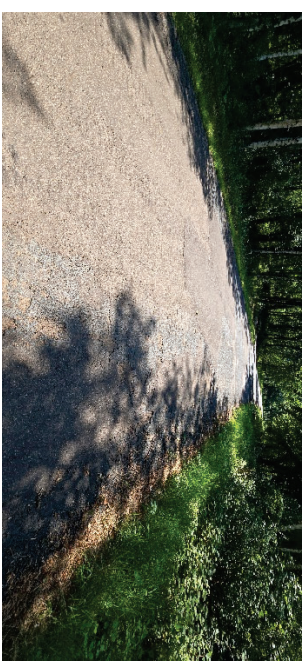
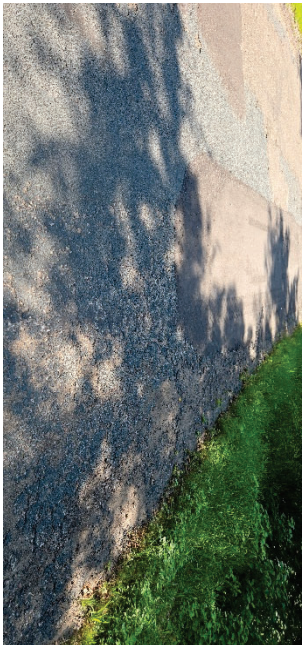
INDIGO TRL N – PHOTOS



INDIGO TRL N - PHOTOS



INDIGO TRL N - PHOTOS



INDIGO TRL N – PHOTOS



INDIGO TRL N – PHOTOS



APPENDIX C: OPINION OF PROBABLE COST

Opinion of Probable Cost

LHB Project	2027 Roadway Improvement Project			Designed By: LS	
Project Location	McKusick Road (Manning Avenue to Highway 95), Lofton Avenue, Dellwood Road Court & Indigo Trail			Checked By: VK	
City Project	2027 Roadway Improvement Feasibility Report			Date: 8/24/2026 22:36	
LHB Project No.	260155				

Item No.	Specification No.	Description	Unit	Quantity	Estimated Unit Cost	Estimated Total Cost
Schedule A: Pavement Rehabilitation: McKusick Road (Manning Hwy 15 to Dellwood Rd Hwy 96)						

1	2021.501	MOBILIZATION	LUMP SUM	1	\$ 18,800.00	\$ 18,800.00
2	2104.503	SAWMING BITUMINOUS PAVEMENT (FULL DEPTH)	LN FT	200	\$ 2.50	\$ 500.00
3	2123.610	STREET SWEEPER (WITH PICKUP BROOK)	HOURL	20	\$ 150.00	\$ 3,000.00
4	2232.504	MILL BITUMINOUS SURFACE (3.0')	SQ YD	16128	\$ 4.00	\$ 64,512.00
5	2221.507	SHOULDER BASE AGGREGATE (CY) CLASS 2	CU YD	830	\$ 50.00	\$ 41,500.00
6	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GAL	1613	\$ 2.00	\$ 3,226.00
7	2360.509	TYPE SP 12.5 WEARING COURSE MIX (2.B)	TON	2871	\$ 80.00	\$ 229,680.00
8	2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$ 7,000.00	\$ 7,000.00
9	2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$ 3,000.00	\$ 3,000.00
10	2582.503	4" DBI SOLID LINE PAINT (W/)	LN FT	6650	\$ 1.25	\$ 7,862.50
11	2592.503	4" SOLID LINE PAINT (W/)	LN FT	12100	\$ 1.25	\$ 15,125.00

Construction Total					\$	393,305.50
Construction Contingency (10%)					\$	39,390.55
Subtotal Construction Costs					\$	433,296.05
Indirect Costs (20%)					\$	86,659.21
Total Project Costs Schedule A					\$	519,955.26

Schedule B: Pavement Rehabilitation: Lofton Avenue

1	2021.501	MOBILIZATION	LUMP SUM	1	\$ 2,700.00	\$ 2,700.00
2	2104.503	SAWMING BITUMINOUS PAVEMENT (FULL DEPTH)	LN FT	50	\$ 2.50	\$ 125.00
3	2123.610	STREET SWEEPER (WITH PICKUP BROOK)	HOURL	5	\$ 150.00	\$ 750.00
4	2232.504	FULL DEPTH RECLAIM	SQ YD	2280	\$ 4.00	\$ 9,120.00
5	2221.507	SHOULDER BASE AGGREGATE (CY) CLASS 2	CU YD	20	\$ 50.00	\$ 1,000.00
6	2360.509	TYPE SP 12.5 WEARING COURSE MIX (2.B)	TON	410	\$ 80.00	\$ 32,800.00
7	2535.503	BITUMINOUS CURB	LN FT	1283	\$ 5.00	\$ 6,412.50
8	2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$ 1,000.00	\$ 1,000.00
9	2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$ 1,000.00	\$ 1,000.00

Construction Total					\$	54,907.50
Construction Contingency (10%)					\$	5,490.75
Subtotal Construction Costs					\$	60,398.25
Indirect Costs (20%)					\$	12,079.65
Total Project Costs Schedule B					\$	72,477.90

Schedule C: Pavement Rehabilitation: Dellwood Road Court North

1	2021.501	MOBILIZATION	LUMP SUM	1	\$ 3,400.00	\$ 3,400.00
2	2104.502	REMOVE CASTING	EA	2	\$ 300.00	\$ 600.00
3	2104.503	SAWMING BITUMINOUS PAVEMENT (FULL DEPTH)	LN FT	75	\$ 2.50	\$ 187.50
4	2123.610	STREET SWEEPER (WITH PICKUP BROOK)	HOURL	5	\$ 150.00	\$ 750.00
5	2232.504	FULL DEPTH RECLAIM	SQ YD	2460	\$ 4.00	\$ 9,840.00
6	2360.509	TYPE SP 12.5 WEARING COURSE MIX (2.B)	TON	380	\$ 80.00	\$ 30,374.40
7	2506.502	CASTING ASSEMBLY	EA	2	\$ 1,500.00	\$ 3,000.00
8	2531.503	CONCRETE CURB & GUTTER DESIGN SS24	LN FT	100	\$ 50.00	\$ 5,000.00
9	2535.503	BITUMINOUS CURB	LN FT	1840	\$ 5.00	\$ 9,200.00
10	2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$ 1,000.00	\$ 1,000.00
11	2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$ 1,000.00	\$ 1,000.00
12	2574.507	COMMON TOPSOIL BORROW	CU YD	100	\$ 55.00	\$ 5,500.00
13	2575.505	SEEDING	ACRE	0.2	\$ 3,000.00	\$ 600.00

Construction Total					\$	70,451.90
Construction Contingency (10%)					\$	7,045.19
Subtotal Construction Costs					\$	77,497.09
Indirect Costs (20%)					\$	15,499.42
Total Project Costs Schedule C					\$	92,996.51

Schedule D: Pavement Rehabilitation: Indigo Trail North

1	2021.501	MOBILIZATION	LUMP SUM	1	\$ 10,200.00	\$ 10,200.00
2	2104.503	SAWMING CONCRETE PAVEMENT (FULL DEPTH)	LN FT	30	\$ 10.00	\$ 300.00
3	2104.503	SAWMING BITUMINOUS PAVEMENT (FULL DEPTH)	LN FT	300	\$ 2.50	\$ 750.00
4	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	20	\$ 30.00	\$ 600.00
5	2123.610	STREET SWEEPER (WITH PICKUP BROOK)	HOURL	15	\$ 150.00	\$ 2,250.00
6	2232.504	FULL DEPTH RECLAIM	SQ YD	9070	\$ 4.00	\$ 36,280.00
7	2360.509	TYPE SP 12.5 WEARING COURSE MIX (2.B)	TON	1620	\$ 80.00	\$ 129,600.00
8	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	20	\$ 110.00	\$ 2,200.00
9	2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$ 4,000.00	\$ 4,000.00
10	2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$ 3,000.00	\$ 3,000.00
11	2574.507	COMMON TOPSOIL BORROW	CU YD	420	\$ 55.00	\$ 23,100.00
12	2575.505	SEEDING	ACRE	0.6	\$ 3,000.00	\$ 1,800.00

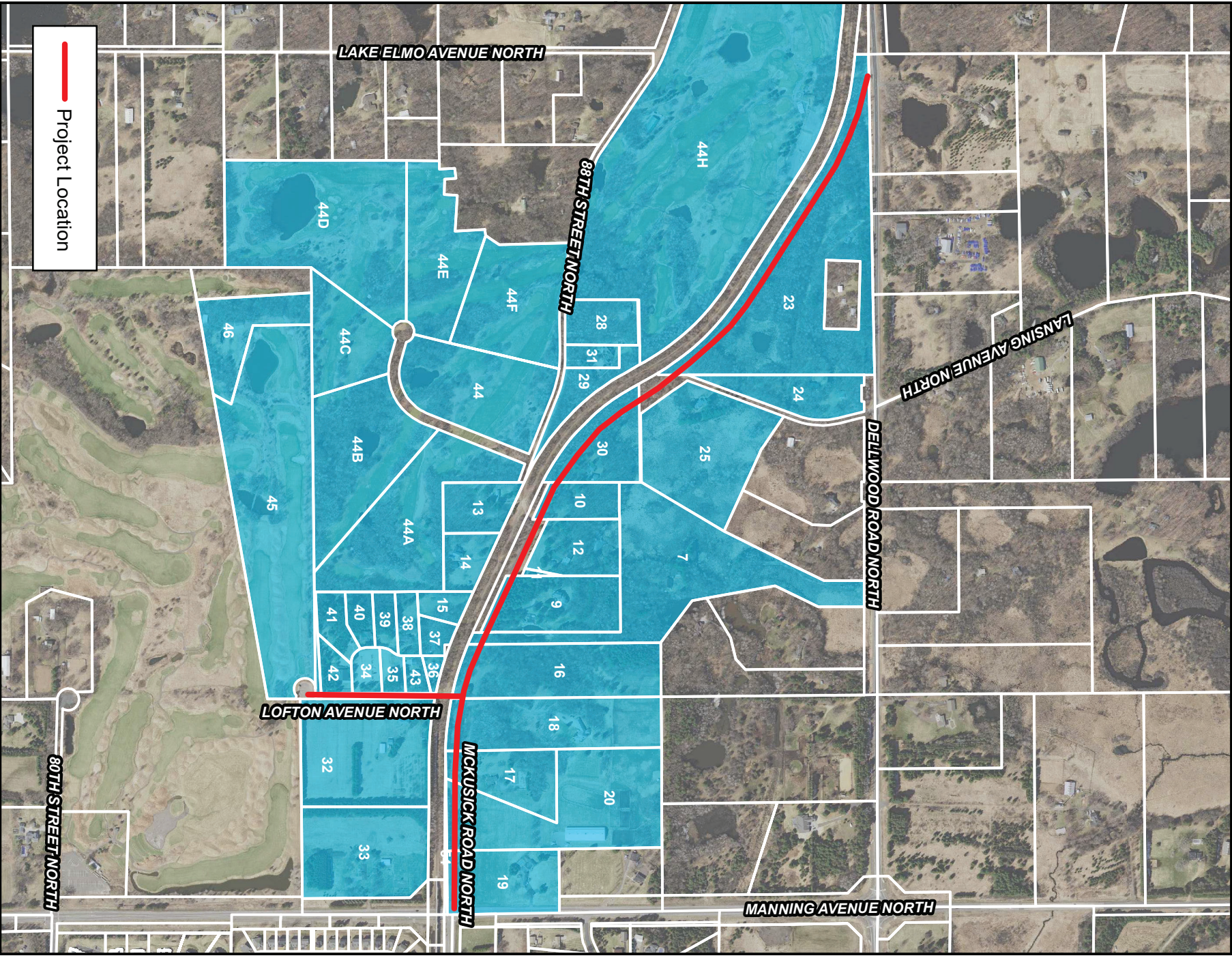
Construction Total					\$	214,080.00
Construction Contingency (10%)					\$	21,408.00
Subtotal Construction Costs					\$	235,488.00
Indirect Costs (20%)					\$	47,097.60
Total Project Costs Schedule D					\$	282,585.60

Grand Total Project Costs (Schedule A + B + C + D)					\$	968,015.27
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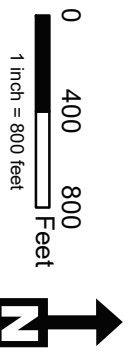
Project Funding

Item No.	Funding Source	Amount
AB1	Millwater Oaks Development (Schedule A Total Project Costs)	\$ 150,000.00
AB2	City of Grant	\$ 125,000.00
AB3	Special Assessment McKusick & Lofton	\$ 317,433.16
C1	City of Grant	\$ 9,299.65
C2	Special Assessment Dellwood Rd Ct	\$ 83,696.86
D1	City of Grant	\$ 28,258.56
D2	Special Assessment Indigo Trail	\$ 254,327.04
Total Project Funding		\$ 968,015.27

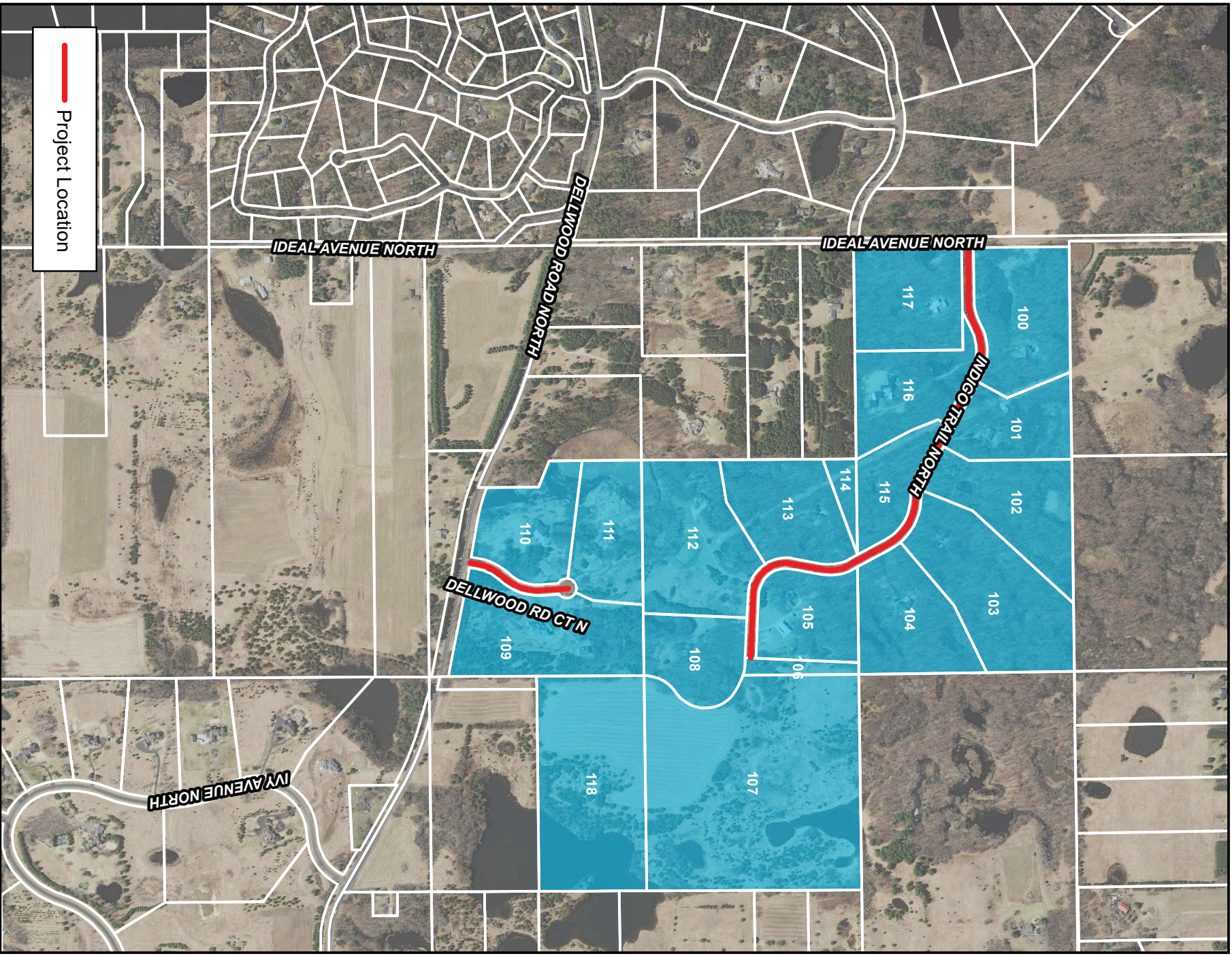
APPENDIX D: ASSESSMENTS



ASSESSMENT MAP
2027 Roadway Improvement Project
Grant, MN



CITY OF GRANT 2027 STREET IMPROVEMENT PROJECT - MCKUSICK RD N & LOFTON AVE N PRELIMINARY ASSESSMENT ROLL											
No. of Parcels	MAP ID	PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER ADDRESS CITY	TAX NAME	TAX ADDRESS	TAX ADDRESS CITY	BUILDABLE UNIT ASSESSMENT	BUILDABLE UNIT	PROPOSED TOTAL ASSESSMENT
1	7	2403021120003	BLINKHORN TONY	11669 DELLWOOD RD N	STILLWATER MN 55082	BLINKHORN TONY	11669 DELLWOOD RD N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
2	9	2403021130001	MANDA VENKATESH R & DENISE R	11644 MCKUSICK RD N	STILLWATER MN 55082	MANDA VENKATESH R & DENISE R	11644 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
3	10	2403021130002	WEISS JOHN J & CAROL A	11520 MCKUSICK RD N	STILLWATER MN 55082	WEISS JOHN J & CAROL A	11520 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
4	11	2403021130003	MANDA VENKATESH R & DENISE R	11644 MCKUSICK RD N	STILLWATER MN 55082	MANDA VENKATESH R & DENISE R	11644 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	0	\$0.00
5	12	2403021130004	LUND THOMAS & LINDA	11540 MCKUSICK RD N	STILLWATER MN 55082	LUND THOMAS & LINDA	11540 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
6	13	2403021130005	WOJCIOWICZ JOHN N & JANET G	11521 88TH ST N	STILLWATER MN 55082	WOJCIOWICZ JOHN N & JANET G	11521 88TH ST N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
7	14	2403021130006	MCMANIMON RYAN & KELLY	11591 MCKUSICK RD N	STILLWATER MN 55082	MCMANIMON RYAN & KELLY	11591 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
8	15	2403021130007	RICE JOHN L	8496 LOFTON AVE N	STILLWATER MN 55082	RICE JOHN L	8496 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	0	\$0.00
9	16	2403021130008	GOOD PROGRAM SJK LLLP	9450 MENDEL RD N	STILLWATER MN 55082	GOOD PROGRAM SJK LLLP	11730 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
10	17	2403021140001	TURSSO KEITH J & ANGELA J	11840 MCKUSICK RD N	STILLWATER MN 55082	TURSSO KEITH J & ANGELA J	11840 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
11	18	2403021140004	SMITH SCOTT K	11770 MCKUSICK RD N	STILLWATER MN 55082	SMITH SCOTT K	11770 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
12	19	2403021140005	STEWART ROBERT L & MARY A	8614 MANNING AVE N	STILLWATER MN 55082	STEWART ROBERT L & MARY A	8614 MANNING AVE N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
13	20	2403021140006	SMITH SCOTT K	11770 MCKUSICK RD N	STILLWATER MN 55082	SMITH SCOTT K	11770 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
14	23	2403021210002	MCCARRON WILLIAM J & ANN M THOMPSON	11201 DELLWOOD RD N	STILLWATER MN 55082	MCCARRON WILLIAM J & ANN M THOMPSON	11201 DELLWOOD RD N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
15	24	2403021210005	BEER THOMAS A	8930 LANSING AVE N	STILLWATER MN 55082	BEER THOMAS A	8930 LANSING AVE N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
16	25	2403021210006	HARVEY JT REV TRS	8845 LANSING AVE N	STILLWATER MN 55082	HARVEY JT REV TRS	8845 LANSING AVE N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
17	28	2403021240002	JANTZEN ISABELLA & JORDAN	11360 88TH ST N	STILLWATER MN 55082	JANTZEN ISABELLA & JORDAN	11360 88TH ST N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
18	29	2403021240003	ARKELL JANICE G TRS	11392 88TH ST N	STILLWATER MN 55082	ARKELL JANICE G TRS	11392 88TH ST N	STILLWATER MN 55082	\$13,653.04	0	\$0.00
19	30	2403021240004	VACK GREGORY J & ZOE A	11492 MCKUSICK RD N	STILLWATER MN 55082	VACK GREGORY J & ZOE A	11492 MCKUSICK RD N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
20	31	2403021240005	ARKELL JANICE G TRS	11392 88TH ST N	STILLWATER MN 55082	ARKELL JANICE G TRS	11392 88TH ST N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
21	32	2403021410001	SCHWARTZ THOMAS R & SANDRA K F	1047 ROMA AVE	ROSEVILLE MN 55113	SCHWARTZ THOMAS R & SANDRA K F	8485 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
22	33	2403021410006	HURLEY TIMOTHY & STEPHANIE	8400 MANNING AVE N	STILLWATER MN 55082	HURLEY TIMOTHY & STEPHANIE	8400 MANNING AVE N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
23	34	2403021420001	SCHONE'S INC	8390 LOFTON AVE N	STILLWATER MN 55082	SCHONE'S INC	8390 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
24	35	2403021420002	KIMBERLY MARGARET QUADE TRUST	8470 LOFTON AVE	STILLWATER MN 55082	KIMBERLY MARGARET QUADE TRUST	8470 LOFTON AVE	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
25	36	2403021420004	RICE JOHN L	8496 LOFTON AVE N	STILLWATER MN 55082	RICE JOHN L	8496 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
26	37	2403021420006	RICE JOHN L	8496 LOFTON AVE N	STILLWATER MN 55082	RICE JOHN L	8496 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	0.25	\$3,413.26
27	38	2403021420007	CAROL A RYDEL TRS	8460 LOFTON AVE N	STILLWATER MN 55082	CAROL A RYDEL TRS	8460 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
28	39	2403021420008	RYDEL CAROL A	8460 LOFTON AVE N	STILLWATER MN 55082	RYDEL CAROL A	8460 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	0	\$0.00
29	40	2403021420009	ZIMNEY ROBERT JAMES	8450 LOFTON AVE N	STILLWATER MN 55082	ZIMNEY ROBERT JAMES	8450 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
30	41	2403021420010	SCHONE'S INC	8390 LOFTON AVE N	STILLWATER MN 55082	SCHONE'S INC	8390 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
31	42	2403021420011	SCHONE'S INC	8390 LOFTON AVE N	STILLWATER MN 55082	SCHONE'S INC	8390 LOFTON AVE N	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
32	43	2403021420013	QUADE DANIEL L TRS & KIMBERLY M QUADE TRS	8470 LOFTON AVE	STILLWATER MN 55082	QUADE DANIEL L TRS & KIMBERLY M QUADE TR	8470 LOFTON AVE	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
33	44A	2403021420014	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
34	44B	2403021310005	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
35	44C	2403021310004	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
36	44D	2403021320008	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
37	44E	2403021320007	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
38	44F	2403021240007	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
39	44	2403021240006	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
40	44H	2403021220007	FAIRWAY ESTATES OF GRANT LLC	PO BOX 302	EXCELSIOR MN 55331	FAIRWAY ESTATES OF GRANT LLC			\$13,653.04	0	\$0.00
41	45	2403021420012	RAMS TRAIL LLC	PO BOX 470	STILLWATER MN 55082	RAMS TRAIL LLC			\$13,653.04	1	\$13,653.04
42	46	2403021310003	BRIAN D MCCOMAS REV TRS	2663 MIDVALE PLACE	MAPLEWOOD MN 55119	BRIAN D MCCOMAS REV TRS	8350 LOFTON AVE	STILLWATER MN 55082	\$13,653.04	1	\$13,653.04
									Totals	23.25	\$317,433.16



ASSESSMENT MAP
2027 Roadway Improvement Project
Grant, MN

0 400 800
Feet
1 inch = 800 feet



CITY OF GRANT 2027 STREET IMPROVEMENT PROJECT - DELLWOOD ROAD CT N PRELIMINARY ASSESSMENT ROLL											
No. of Parcels	MAP ID	PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER ADDRESS CITY	TAX NAME	TAX ADDRESS	TAX ADDRESS CITY	BUILDABLE UNIT ASSESSMENT	BUILDABLE UNIT	PROPOSED TOTAL ASSESSMENT
1	109	1603021240005	SEVENICH ROBERT J & CLAREMARIE	8400 DELLWOOD ROAD CT N	MAHTOMEDI MN 55115	SEVENICH ROBERT J & CLAREMARIE	8400 DELLWOOD ROAD CT N	MAHTOMEDI MN 55115	\$27,898.95	1	\$27,898.95
2	110	1603021240007	PERERA UDAYANTHI	8320 DELLWOOD ROAD CT N	WHITE BEAR LAKE MN 55110	PERERA UDAYANTHI	8320 DELLWOOD ROAD CT N	WHITE BEAR LAKE MN 55110	\$27,898.95	1	\$27,898.95
3	111	1603021240006	DAMON FRANK D & BONITA J	8380 DELLWOOD RD CT N	MAHTOMEDI MN 55115	DAMON FRANK D & BONITA J	8380 DELLWOOD RD CT N	ST PAUL MN 55115	\$27,898.95	1	\$27,898.95
Totals										3	\$83,696.86

CITY OF GRANT 2027 STREET IMPROVEMENT PROJECT - INDIGO TRAIL N PRELIMINARY ASSESSMENT ROLL											
No. of Parcels	MAP ID	PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER ADDRESS CITY	TAX NAME	TAX ADDRESS	TAX ADDRESS CITY	BUILDABLE UNIT ASSESSMENT	BUILDABLE UNIT	PROPOSED TOTAL ASSESSMENT
1	100	0903021330002	LINDAHL MICHAEL D & AMY M	10095 INDIGO TRL N	SAINT PAUL MN 55115	LINDAHL MICHAEL D & AMY M	10095 INDIGO TRL N	SAINT PAUL MN 55115	\$20,761.39	1	\$20,761.39
2	101	0903021330003	JOHNSON DAVID H	10065 INDIGO TRL N	MAHTOMEDI MN 55115	JOHNSON DAVID H	10065 INDIGO TRL N	SAINT PAUL MN 55115	\$20,761.39	1	\$20,761.39
3	102	0903021340001	ROGERS DANIEL J & TERESA C	10045 INDIGO TRL N	WHITE BEAR LAKE MN 55110	ROGERS DANIEL J & TERESA C	10045 INDIGO TRL N	WHITE BEAR LAKE MN 55110	\$20,761.39	1	\$20,761.39
4	103	0903021340002	LEVENTHAL THOMAS M & KATIE J LORENTZ	10025 INDIGO TRL N	WHITE BEAR LAKE MN 55110	LEVENTHAL THOMAS M & KATIE J LORENTZ	10025 INDIGO TRL N	WHITE BEAR LAKE MN 55110	\$20,761.39	1	\$20,761.39
5	104	0903021340003	SEIDL THOMAS M & MARIA G	10005 INDIGO TRL N	MAHTOMEDI MN 55115	SEIDL THOMAS M & MARIA G	10005 INDIGO TRL N	MAHTOMEDI MN 55115	\$20,761.39	1	\$20,761.39
6	105	1603021210006	JOLIE RENEE KNEEN REV LIV TRS	9901 INDIGO TRL N	MAHTOMEDI MN 55115	JOLIE RENEE KNEEN REV LIV TRS	9901 INDIGO TRL N	SAINT PAUL MN 55115	\$20,761.39	1	\$20,761.39
7	106	1603021210001	RONALD D STORER LIVING TRS	18111 STRATFORD CIR	VILLA PARK CA 92861	RONALD D STORER LIVING TRS			\$20,761.39	0	\$0.00
8	107	1603021120001	RONALD D STORER LIVING TRS	18111 STRATFORD CIR	VILLA PARK CA 92861	RONALD D STORER LIVING TRS			\$20,761.39	1	\$20,761.39
9	108	1603021210005	CONNOLLY GEORGE & ERIN K JORDAHL	9860 INDIGO TRL	ST PAUL MN 55115	CONNOLLY GEORGE & ERIN K JORDAHL	9860 INDIGO TRL	ST PAUL MN 55115	\$20,761.39	1	\$20,761.39
10	112	1603021210004	STEPHENS CHRISTOPHER S & ASHLEE J	9888 INDIGO TRL N	WHITE BEAR LAKE MN 55110	STEPHENS CHRISTOPHER S & ASHLEE J	9888 INDIGO TRL N	WHITE BEAR LAKE MN 55110	\$20,761.39	1	\$20,761.39
11	113	1603021210003	DEHN ANTHONY & KETTAVANH	9950 INDIGO TRL N	MAHOTMEDI MN 55115	DEHN ANTHONY & KETTAVANH	9950 INDIGO TRL N	ST PAUL MN 55115	\$20,761.39	1	\$20,761.39
12	114	1603021210002	SCHOLL THOMAS E & KAREN T	10018 INDIGO TRL N	WHITE BEAR LAKE MN 55110	SCHOLL THOMAS E & KAREN T			\$20,761.39	0	\$0.00
13	115	0903021340004	SCHOLL THOMAS E & KAREN T TRS	10018 INDIGO TRL N	MAHTOMEDI MN 55115	SCHOLL THOMAS E & KAREN T TRS	10018 INDIGO TRL N	MAHTOMEDI MN 55115	\$20,761.39	1	\$20,761.39
14	116	0903021330004	NIELSEN STEVE	10060 INDIGO TRL N	WHITE BEAR LAKE MN 55110	NIELSEN STEVE	10060 INDIGO TRL N	WHITE BEAR LAKE MN 55110	\$20,761.39	1	\$20,761.39
15	117	0903021330001	WRIGHT LIV TRS	10055 IDEAL AVE N	WHITE BEAR LAKE MN 55110	WRIGHT LIV TRS	10055 IDEAL AVE N	WHITE BEAR LAKE MN 55110	\$20,761.39	0.25	\$5,190.35
19	118	1603021130003	RONALD D STORER LIVING TRS	18111 STRATFORD CIR	VILLA PARK CA 92861	RONALD D STORER LIVING TRS			\$20,761.39	0	\$0.00
Totals										12.25	\$254,327.04

APPENDIX E: PAVEMENT CORING REPORT

Revised Pavement Evaluation Report

City of Grant 2026 Roadway Improvement Project
Mcusick Road North, Lofton Avenue North, Indigo Trail and Dellwood
Road Court

Prepared for

LHB, Inc.

Professional Certification:

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



Amy J. Grothaus, PE

Senior Manager, Senior Engineer

License Number: 51327

July 30, 2026



Braun Intertec Corporation

Project 10007646_001

July 30, 2026

Project 10007646_001

Veronica Kubicek
LHB, Inc.

21 West Superior Street, Suite 500
Duluth, MN 55802

Re: Revised Pavement Evaluation Report
City of Grant 2026 Roadway Improvement Project
McKusick Road North, Lofton Avenue North, Indigo Trail and Dellwood Road Court
Grant, Minnesota

Dear Ms. Kubicek:

We are pleased to present this revised pavement evaluation report for the City of Grant's 2026 Roadway Improvement Project.

Thank you for making Braun Intertec Corporation (Braun Intertec) your consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please contact Amy Grothaus at 651.261.7122 (agrothaus@braunintertec.com).

Sincerely,

Braun Intertec Corporation


Amy J. Grothaus, PE
Senior Manager, Senior Engineer


Heidi C. Olson, PE
Project Engineer

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1.0 Introduction

1.1 Project Description

This revised pavement evaluation report addresses the pavement coring and hand auger borings performed for the City of Grant's 2026 Roadway Improvement Project. We understand the project includes a 3-inch mill-and-overlay on McKusick Road North and full-depth reclamation (FDR) on Lofton Avenue North; Indigo Trail and Dellwood Road Court are planned for either mill-and-overlay or FDR. To provide recommendations related to the planned for repair, it was requested that we perform pavement coring and hand auger borings.

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

1.2 Purpose

The purpose of the pavement evaluation is to determine the thicknesses of the in-place pavement materials and to note underlying material conditions for use in providing recommendations related to mill-and-overlay and FDR.

1.3 Scope of Services

We performed our scope of services for the project in accordance with our Proposal 10007646_001, dated February 16, 2026. The following list describes the tasks completed in accordance with our authorized scope of services.

- Performing a total of four pavement cores and hand auger borings, denoted as C-1 through C-4.
- Preparing this report containing the results of our field work for use in providing recommendations related to the planned repairs.

It was later requested that we perform a total of nine additional pavement cores and hand auger borings, denoted as C-5 through C-13. These were requested on Indigo Trail (C-5 through C-10), Dellwood Road Court (C-11 and C-12) and an additional location on Lofton Avenue (C-13).



2.0 Results

2.1 Pavement Coring and Hand Auger Borings

We completed a total of 13 pavement cores and hand auger borings, denoted as C-1 through C-13. The cores were extracted to measure the bituminous thickness and to review underlying conditions. Below the bituminous layer, we penetrated the aggregate base with a hand auger probe extended to the top of the apparent subgrade soil and measured the thickness of aggregate base.

Table 2-1. provides thickness information for the roadways. The coring location sketch along with the core photos are attached to this report.

Table 2-1. Pavement Thickness Summary

Street	Core	Bituminous Thickness (in)	Apparent Aggregate Base Thickness (in)	Core Condition
McKusick Road	C-1	18 1/2	NA*	Core broken into several pieces starting at depth of about 11 inches. Low severity stripping in top half of core, medium to severe stripping in bottom half of core.
	C-2	10	4	Core separated/broken at a depth of about 6 inches. Low to medium severity stripping throughout core.
	C-4	7 1/2	0	Low severity stripping throughout core.
Lofton Avenue	C-3	5	2	Core separated/broken at a depth of about 1 inch. Medium to severe stripping at break and in bottom of core.
	C-13	4	2 1/2	Low severity stripping throughout core.
	C-5	3 1/2	6 1/2	Core separated/broken at a depth of about 1 1/2 inches. Severe stripping in bottom of core.
Indigo Trail	C-6	3	7 3/4	Core separated/broken. Medium to severe stripping throughout core.
	C-7	3	5	Core separated/broken. Medium to severe stripping throughout core.
	C-8	4 1/2	9 1/2	Core separated/broken at a depth of about 1 inch. Medium to severe stripping at break and in bottom of core.
	C-9	2 1/2	11 1/2	Moderate stripping at bottom of core.
	C-10	2	8 1/2	Moderate stripping at top and bottom of core.
	C-11	2 1/2	7 1/4	Core separated/broken, medium to severe stripping throughout core.
Dellwood Road Court	C-12	3	9	Low to moderate stripping throughout out.

*Refusal was encountered at the bottom of the bituminous section.



3.0 Recommendations

3.1 Mill-and-Overlay

As previously noted, a 3-inch mill-and-overlay is planned for McKusick Road. We do not recommend mill-and-overlay on Indigo Trail and Dellwood Road Court due to thicknesses and underlying conditions.

Based on the in-place bituminous thickness of McKusick Road, there is sufficient bituminous for the mill-and-overlay to be performed. However, based on the underlying core conditions, it should be noted that the life provided by the mill-and-overlay may be less than expected. If performed, we anticipate reflective cracking will occur within a year or two. Undersealing, in accordance with MnDOT Specification 2356, of the milled surface will help delay reflective cracking. For the overlay, we recommend a bituminous mix consisting of SPWEA240B.

3.2 Full-Depth Reclamation (FDR)

As previously noted, we understand it is planned that FDR will be performed on Lofton Avenue. We also recommend FDR on Indigo Trail and Dellwood Road Court due to thickness and underlying conditions. Based on the in-place material thicknesses for these streets, we recommend reclamation be performed to a depth of about 6 inches.

In general, the FDR process involves pulverizing and blending the existing bituminous pavement along with a portion of underlying aggregate base. The reclaimed material can either be left in place or windrowed and stockpiled so that grading, excavation work, utility repairs and/or stabilization of the subgrade soils can be performed. The left-in-place or replaced reclaim is then compacted and overlaid with bituminous pavement.

From a design perspective, we provide the following considerations when performing FDR:

- We also recommend reclamation not extend into materials that are unsuitable for reclamation such as underlying silts and clays. Extra care should be given to ensure clayey subgrade soils are not included in the reclaim.
- During reclamation, variation of existing pavement depth should be anticipated. Adjustments to the reclamation depth will be required where the pavement section depth changes.
- Following reclamation, to provide additional strength, we understand reclaim material will be left in place and not removed. The bituminous overlay will then be placed on top of the reclaim material.
- We recommend implementing thorough quality control practices, including frequent sieve analyses, to achieve a desirable gradation of the reclaimed material.

3.2.1 Removals, Pulverization and Compaction

We recommend following MnDOT Specification 2215 for the reclaiming process. We recommend reclamation be performed to a depth of about 6 inches.

Following reclamation/pulverization, the reclaim material should then be compacted in accordance with MnDOT Specification 2215.

3.2.2 Test Rolling

Following compaction, we recommend exposed materials be test rolled to check for the presence of localized weak areas. The test roll should be performed with a fully loaded, tandem axle dump truck at walking speed.

The test roll should be observed by a geotechnical engineer or qualified observer. Any weak areas should be corrected with a subcut and backfilled with excess reclaimed material or other suitable material such as MnDOT Class 5 aggregate base.

3.2.3 Pavement Design

Our scope of services for this project did not include laboratory tests on subgrade soils to determine an R-value for pavement design. Based on our review and experience working in the project area, and the underlying soil types noted by our technicians, we recommend pavement design use an R-value of 30. Assuming 20-year Bituminous Equivalent Single Axle Loads (BESALs) of about 100,000 and an R-value of 30, Table 3-1 provides the City’s standard pavement section, which assumes reclamation is performed to a depth of 6 inches.

Based on our discussion, we understand it is standard practice to not remove reclaim material. As such, grades will be raised by about 3 to 3.5 inches to accommodate the bituminous overlay and “fluff” created by reclamation.

Table 3-1. Pavement Design Section

Material	Thickness (in)	Designation	Specification
Bituminous Wear	3 (1 lift)*	SPWEA240C**	2360
Full-Depth Reclamation	6	FDR	2215

*If desired, two lifts could both be placed in thicknesses of 1.5 inches each. If feasible, we recommend increasing the bituminous thickness to 3.5 inches and placing it in two lifts of 2 inches and 1.5 inches.

**Given the low traffic volumes, consideration could be given to a mix designation of SPWEA230C.

We recommend placing the bituminous wear to meet the requirements of MnDOT Specification 2360, which includes gyratory tests to evaluate strength and air voids and density tests to evaluate compaction.



We recommend tack coat meeting MnDOT Specification 2357 be placed between the lifts and along vertical faces where paving will match adjacent pavement.

3.2.4 Performance and Maintenance

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

Many conditions affect the overall performance of the pavements. Some of these conditions include the environment, loading conditions and the level of ongoing maintenance. With regard to bituminous pavements in particular, it is common to have thermal cracking develop within the first few years of placement, and continue throughout the life of the pavement.

We recommend developing a regular maintenance plan for filling cracks in pavements to lessen the potential impacts for cold weather distress due to frost heave or warm weather distress due to wetting and softening of the subgrade.

4.0 Procedures

4.1 Pavement Coring and Hand Auger Borings

Pavement coring and hand auger borings were performed on April 17 and July 22, 2026. The cores were conducted within drive lanes using a 4-inch core barrel and a screw auger was used to evaluate the aggregate base layer. The bituminous pavement was repaired with a cold-mix bituminous patch immediately after coring. The cores were measured to obtain approximate bituminous thickness and their material conditions were noted based on visual observation. Images of the cores are attached.

5.0 Qualifications

5.1 Use of Report

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



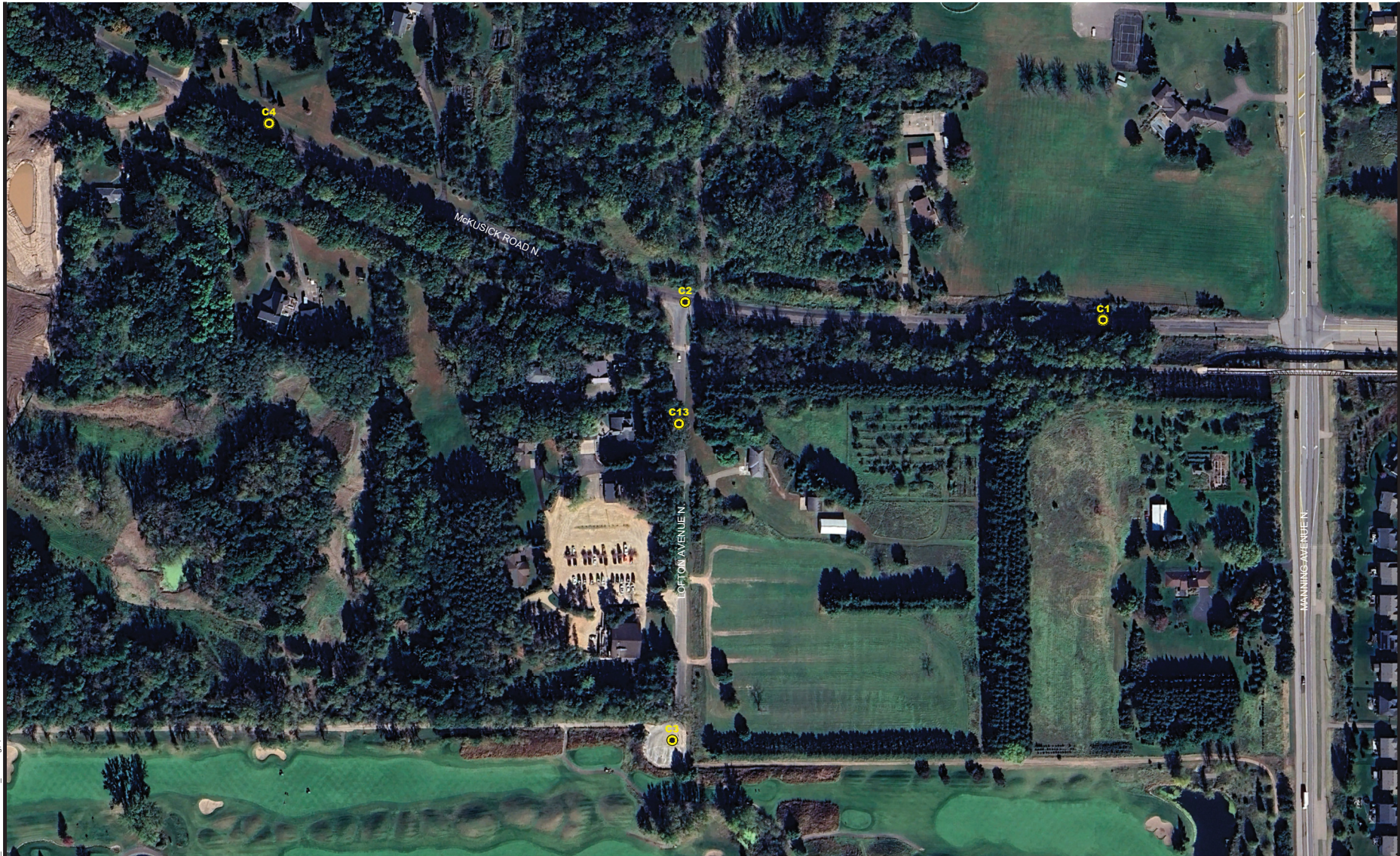
5.2 Standard of Care

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

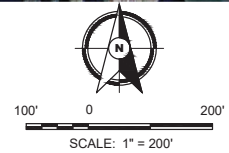
Appendix

Exploration Location Sketch
Core Photo Log

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● DENOTES APPROXIMATE LOCATION
OF PAVEMENT CORE



**BRAUN
INTERTEC**

The science you build on
11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com



Drawing Information

Project No:
10007646_001
Drawing No:
10007646_001
Drawn By: JAG
Date Drawn: 7/22/26
Checked By: AJG
Last Modified: 7/28/26

Project Information

City of Grant 2026
Roadway Improvement
Project

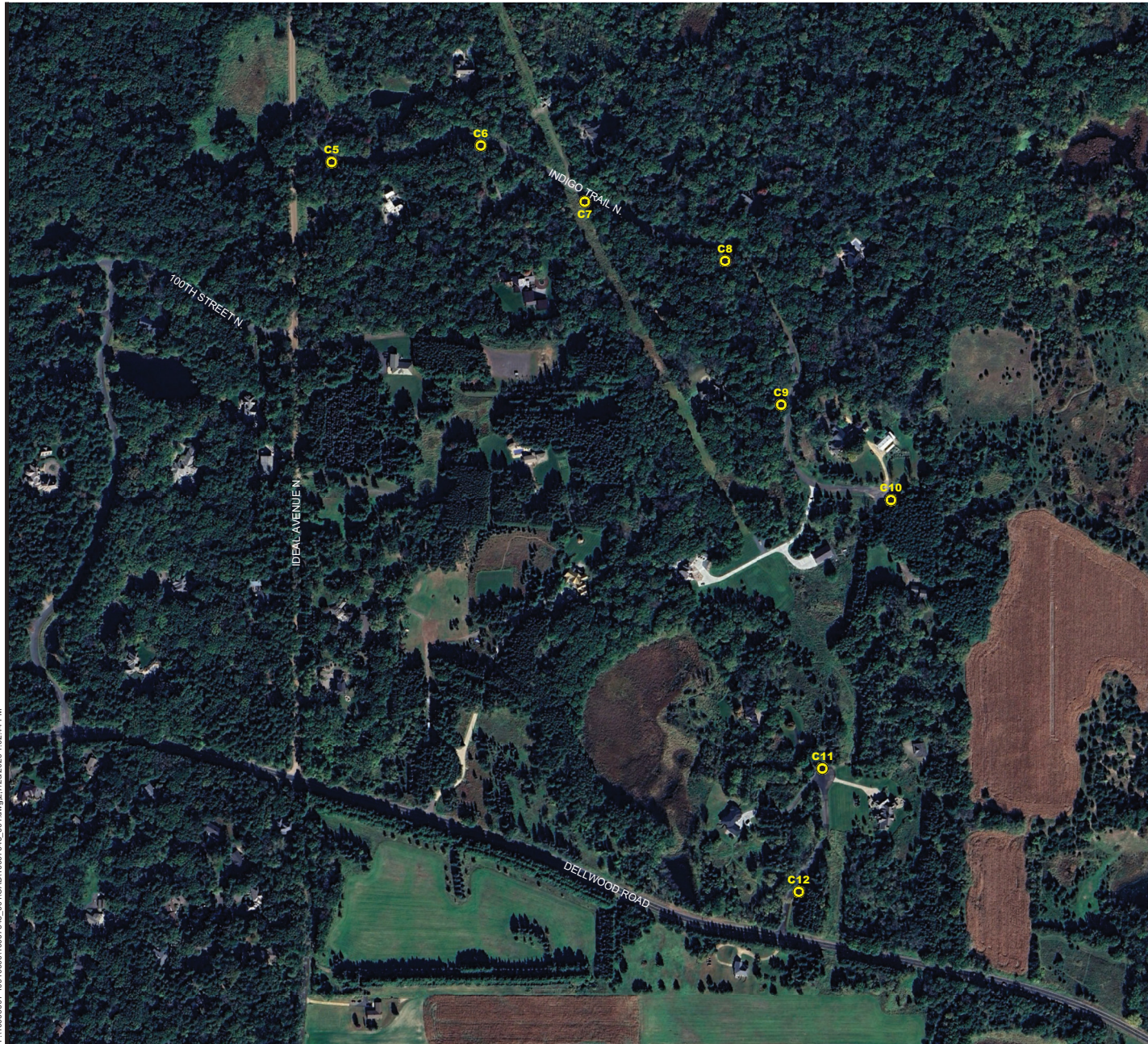
McKusick Road and
Lofton Avenue

Grant, Minnesota

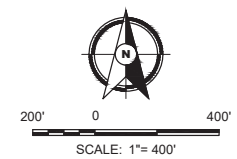
**Pavement Core
Location Sketch**

Sheet:
1 of 2
Fig:
106

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● DENOTES APPROXIMATE LOCATION OF PAVEMENT CORE



**BRAUN
INTERTEC**

the science you build on
11001 Hampshire Avenue S
Minneapolis, MN 55438
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braunintertec.com

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10007646_001

Drawn By: JAG
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Project Information

City of Grant 2026
Roadway Improvement
Project

Ideal Avenue and
Dellwood Road

Grant, Minnesota

**Pavement Core
Location Sketch**

Sheet:
2 of 2
Fig:
100



Photograph 1

April 17, 2026

Subject: C-1 McKusick Road North



Photograph 2

April 17, 2026

Subject: C-2 McKusick Road North



Photograph 3

April 17, 2026

Subject:

C-3 Lofton Avenue North



Photograph 4

April 17, 2026

Subject:

C-4 McKusick Road North







Photograph 9

July 22, 2026

Subject:

C-9 Indigo Trail



Photograph 10

July 22, 2026

Subject:

C-10 Indigo Trail



Photograph 11

July 22, 2026

Subject:

C-11 Dellwood Road Court



Photograph 12

July 22, 2026

Subject:

C-12 Dellwood Road Court



Photograph 13	July 22, 2026
Subject:	C-13 Lofton Avenue North

**CITY OF GRANT
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2026-32

**RESOLUTION RECEIVING FEASIBILITY REPORT FOR THE 2027
ROADWAY IMPROVEMENT PROJECT**

WHEREAS, pursuant to Resolution No. 2026-10 on March 3, 2026 and 2026-20 on July 7, 2026 the City Engineer was ordered to prepare a feasibility report regarding the improvement of McKusick Road & Lofton Avenue N (2026-10) and Indigo Trail N & Dellwood Road Ct N (2026-20); and

WHEREAS, the City Engineer has completed and presented the feasibility report outlining the scope of improvements, estimated project costs, proposed funding sources, and preliminary special assessments, to the City Council; and

WHEREAS, the City Council has reviewed the feasibility report and finds that the proposed improvements are feasible and in the best interests of the City;

NOW, THEREFORE BE IT RESOLVED, by the City Council of Grant, Minnesota:

1. The feasibility report for the 2027 Roadway Improvement Project is hereby received and accepted.

Adopted this 6th day of October 2026 by the City Council of Grant, Minnesota.

Jeff Giefer, Mayor

ATTEST:

Lacey L. Smieja, City Clerk

**CITY OF GRANT
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2026-33

**RESOLUTION CALLING FOR A PUBLIC IMPROVEMENT HEARING FOR THE
2027 ROADWAY IMPROVEMENT PROJECT
MCKUSICK AVENUE NORTH & LOFTON AVENUE NORTH**

WHEREAS, pursuant to Minnesota Statutes, Chapter 429, the City Council is considering municipal improvements consisting of McKusick Avenue North (3" mill and overlay) and Lofton Avenue (Full Depth Reclamation) and;

WHEREAS, the City Council has accepted the 2027 Roadway Improvement Project feasibility report under Resolution No. 2026-33; and

WHEREAS, a neighborhood informational meeting was held on September 9, 2026, to review the findings of the report with property owners; and

WHEREAS, the total estimated project cost is \$592,433, with \$125,000 allocated from City maintenance funds, \$150,000 allocated from Stillwater Oaks Development, and the remainder proposed to be funded through special assessments in accordance with Minnesota State Statutes, Chapter 429 and the City's Special Assessment Policy;

NOW, THEREFORE BE IT RESOLVED, by the City Council of Grant, Minnesota:

1. A public improvement hearing on the proposed McKusick Avenue North and Lofton Avenue North in the 2027 Roadway Improvement Project shall be held on **November 10, 2026, at 6:30 p.m.** at the Town Hall/Council Chambers, and the City Clerk is directed to give mailed and published notice of such hearing in accordance with law.
2. At the hearing, the City Council will consider all written and oral comments regarding the improvement for McKusick Avenue North and Lofton Avenue North.
3. The Council will consider the improvement of McKusick Avenue North and Lofton Avenue North in accordance with the report and the assessment of benefiting properties for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429, at an estimated total project cost of \$592,433.

Adopted this 6th day of October 2026 by the City Council of Grant, Minnesota.

ATTEST:

Jeff Giefer, Mayor

Lacey L. Smieja, City Clerk

**CITY OF GRANT
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2026-34

**RESOLUTION CALLING FOR A PUBLIC IMPROVEMENT HEARING FOR THE
2027 ROADWAY IMPROVEMENT PROJECT
DELLWOOD ROAD COURT NORTH**

WHEREAS, pursuant to Minnesota Statutes, Chapter 429, the City Council is considering municipal improvements consisting of Dellwood Road Court North (Full Depth Reclamation) and;

WHEREAS, the City Council has accepted the 2027 Roadway Improvement Project feasibility report under Resolution No. 2026-34; and

WHEREAS, a neighborhood informational meeting was held on September 10, 2026, to review the findings of the report with property owners; and

WHEREAS, the total estimated project cost is \$92,996, with \$9,300 allocated from City maintenance funds, and the remainder proposed to be funded through special assessments in accordance with Minnesota State Statutes, Chapter 429 and the City's Special Assessment Policy;

NOW, THEREFORE BE IT RESOLVED, by the City Council of Grant, Minnesota:

1. A public improvement hearing on the proposed Dellwood Road Court North in the 2027 Roadway Improvement Project shall be held on **November 10, 2026, at 6:30 p.m.** at the Town Hall/Council Chambers, and the City Clerk is directed to give mailed and published notice of such hearing in accordance with law.
2. At the hearing, the City Council will consider all written and oral comments regarding the improvement for Dellwood Road Court North.
3. The Council will consider the improvement of Dellwood Road Court North in accordance with the report and the assessment of benefiting properties for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429, at an estimated total project cost of \$92,966.

Adopted this 6th day of October 2026 by the City Council of Grant, Minnesota.

ATTEST:

Jeff Giefer, Mayor

Lacey L. Smieja, City Clerk

**CITY OF GRANT
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2026-35

**RESOLUTION CALLING FOR A PUBLIC IMPROVEMENT HEARING FOR THE
2027 ROADWAY IMPROVEMENT PROJECT
INDIGO TRAIL NORTH**

WHEREAS, pursuant to Minnesota Statutes, Chapter 429, the City Council is considering municipal improvements consisting of Indigo Trail North (Full Depth Reclamation) and;

WHEREAS, the City Council has accepted the 2027 Roadway Improvement Project feasibility report under Resolution No. 2026-35; and

WHEREAS, a neighborhood informational meeting was held on September 10, 2026, to review the findings of the report with property owners; and

WHEREAS, the total estimated project cost is \$282,586, with \$28,259 allocated from City maintenance funds, and the remainder proposed to be funded through special assessments in accordance with Minnesota State Statutes, Chapter 429 and the City's Special Assessment Policy;

NOW, THEREFORE BE IT RESOLVED, by the City Council of Grant, Minnesota:

1. A public improvement hearing on the proposed Indigo Trail North in the 2027 Roadway Improvement Project shall be held on **November 10, 2026, at 6:30 p.m.** at the Town Hall/Council Chambers, and the City Clerk is directed to give mailed and published notice of such hearing in accordance with law.
2. At the hearing, the City Council will consider all written and oral comments regarding the improvement for Indigo Trail North.
3. The Council will consider the improvement of Indigo Trail North in accordance with the report and the assessment of benefiting properties for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429, at an estimated total project cost of \$282,586.

Adopted this 6th day of October 2026 by the City Council of Grant, Minnesota.

ATTEST:

Jeff Giefer, Mayor

Lacey L. Smieja, City Clerk

Cities obtaining liability coverage from the League of Minnesota Cities Insurance Trust must decide whether or not to waive the statutory tort liability limits to the extent of the coverage purchased. The decision to waive or not to waive the statutory limits has the following effects:

1. *If the city does not waive the statutory tort limits*, an individual claimant would be able to recover no more than \$500,000 on any claim to which the statutory tort limits apply. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits would apply regardless of whether or not the city purchases the optional excess liability coverage.
2. *If the member waives the statutory tort limits and does not purchase excess liability coverage*, a single claimant could potentially recover up to \$2,000,000 for a single occurrence. (Under this option, the tort cap liability limits are waived to the extent of the member's liability coverage limits, and the LMCT per occurrence limit is \$2 million.) The total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to \$2,000,000, regardless of the number of claimants.

3. *If the city waives the statutory tort limits and purchases excess liability coverage*, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

Claims to which the statutory municipal tort limits do not apply are not affected by this decision. This decision must be made by the city council. Cities purchasing coverage must complete and return this form to LMCT before the effective date of the coverage. For further information, contact LMCT. You may also wish to discuss these issues with your city attorney. Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

League of Minnesota Cities Insurance Trust
Liability Coverage Waiver Form

Members who obtain liability coverage through the League of Minnesota Cities Insurance Trust (LMCIT) must complete and return this form to LMCIT before their effective date of coverage. Use the submit button below, otherwise, print and email to psstech@lmc.org, or fax to 651.281.1298.

Members who obtain liability coverage from LMCIT must decide whether to waive the statutory tort liability limits to the extent of the coverage purchased. *The decision to waive or not waive the statutory tort limits must be made annually by the member's governing body, in consultation with its attorney if necessary.* The decision has the following effects:

- *If the member does not waive the statutory tort limits*, an individual claimant could recover no more than \$500,000 on any claim to which the statutory tort limits apply. The total all claimants could recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits would apply regardless of whether the member purchases the optional LMCIT excess liability coverage.
- *If the member waives the statutory tort limits and does not purchase excess liability coverage*, a single claimant could recover up to \$2,000,000 for a single occurrence (under the waive option, the tort cap liability limits are only waived to the extent of the member's liability coverage limits, and the LMCIT per occurrence limit is \$2,000,000). The total all claimants could recover for a single occurrence to which the statutory tort limits apply would also be limited to \$2,000,000, regardless of the number of claimants.
- *If the member waives the statutory tort limits and purchases excess liability coverage*, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total all claimants could recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

Claims to which the statutory municipal tort limits do not apply are not affected by this decision.

Select one of the options below.

- ☒ The member **DOES NOT WAIVE** the monetary limits on municipal tort liability established by [Minn. Stat. § 466.04](#)
- ☐ The member **WAIVES** monetary limits on municipal tort liability established by [Minn. Stat. § 466.04](#), to the extent of the limits of the liability coverage obtained from LMCIT

LMCIT Member Name: City of Grant

Date of member's governing body meeting: 10/6/2026

Name and title of person completing this form: Lacey Smieja, Administrator/Clerk-Treasurer

Signature of person completing this form: _____

SUBMIT



Hurlburt Heating & Plumbing
2930 61st Street
Menomonie, WI 54751
(715) 495-9971

BILL TO

Jeff Giefer
8380 Kimbro Avenue North
West Lakeland Township, MN 55082 USA

ESTIMATE
189036859

ESTIMATE DATE
Aug 24, 2026

JOB ADDRESS

Jeff Giefer
8380 Kimbro Avenue North
West Lakeland Township, MN 55082 USA

Job: 256061

SERVICE	DESCRIPTION	QTY	PRICE	TOTAL
Mitsubishi Hyper Heat Plus FX Series Single Zone Mini Split 24K BTU (2 Ton)	Mitsubishi Hyper Heat Plus FX Series 24K BTU, Upto 23.5 SEER2 Single Zone Minisplit -Slim wall mount design for more aesthetic look inside home -Multiple fan speed options for increase comfort control and better dehumidification -Hot start technology which will eliminate cold air rush when unit kicks on in heating mode -Smart Dry+ provides precise humidity control with minimally overcooling the space -100% Heating Capacity down to -13°F -Guaranteed operation down to -22°F -Absolute best option for ductless heating in colder climates Price includes heat pump stand, copper linesets, vinyl paintable line hide to provide clean finish on exterior of building, and communication wire. ***hurlburt will include electrical circuit*** 12 year part warranty with product registration 10 year labor warranty	1.00	\$12,672.00	\$12,672.00
MSDISCOUNT1	Discount for 1 headed system	1.00	-\$250.00	-\$250.00
XCEL2000	***SYSTEM QUALIFIES FOR A \$2000 REBATE THROUGH XCEL ENERGY***	1.00	\$0.00	\$0.00

Please allow 8-10 weeks for rebate to be received. We will process this rebate on your behalf, you will receive check in the mail.

The building will be eligible for reduced electric rates

The Building will be eligible for reduced electric rates

https://xcelnew.my.salesforce.com/sfc/p/#1U0000011ttV/a/R300000ED6SX/_SKuxKW.1G7bAcRKzcX0gKvNCSlbKYsxBeue.7M1_Ss

SUB-TOTAL	\$12,422.00
TAX	\$0.00
TOTAL	\$12,422.00

Free Shipping for Filters Delivered to Your Door Every Month! Visit www.hurlburthp.com/shop

Save money on equipment breakdowns and upgrades by joining the Hurlburt Family Rewards Club for up to 15% off HVAC, Plumbing, and Electrical: www.hurlburthp.com/hurlburt-family-rewards-club

CUSTOMER AUTHORIZATION

50% of the total investment is due at signing or upon approved financing. The remaining balance is due at the time of installation.

All rebates are guaranteed for 15 days after the signed contract is received and may change if installation is delayed beyond 15 days.

100% satisfaction guarantee on all installations. All prices include the removal and disposal of old equipment.

ATTN:

I authorize Hurlburt Heating & Plumbing to register my equipment to qualify for the manufacturer's extended parts warranty, where applicable. Extended warranty coverage varies by equipment model and manufacturer. Hurlburt Heating & Plumbing will provide a comprehensive labor warranty as stated on the sales agreement. This labor warranty excludes routine maintenance, filters, and diagnostic/service fees. Routine maintenance is required for the labor warranty to remain valid.

Sign here

Date