WIDSETH SMITH NOLTING

FEASIBILITY REPORT

FOR

PROPOSED WILD WIND RANCH DRIVE IMPROVEMENTS

Prepared for:

City of Crosslake, Minnesota

Issued: January 2020

WSN No. 2019-13343

Brainerd/Baxter Office:
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CERTIFICATION

Feasibility Report

For

Proposed Wild Wind Ranch Drive Improvements

Crosslake, Minnesota

By

WIDSETH SMITH NOLTING

7804 Industrial Park Road ■ P.O. Box 2720 ■ Baxter, MN 56425

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

For Review
01/03/2020 4:58:18 PM

23432

David S. Reese, P.E. | Reg. No. | Date
Professional Engineer

Feasibility Report

For

PROPOSED WILD WIND RANCH DRIVE IMPROVEMENTS

Crosslake, Minnesota

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STATEMENT OF PURPOSE

The City of Crosslake, in accordance with current City policy and State of Minnesota requirements, has initiated a Feasibility Study of street improvements for Wild Wind Ranch Drive. This is a non-petitioned project. For special assessment projects, State of Minnesota Statute 429 requires that a Feasibility Report be prepared. The City of Crosslake has authorized Widseth Smith Nolting to prepare a Feasibility Report for roadway improvements on Wild Wind Ranch Drive from the intersection with County Road 103 south to the end of the City-maintained roadway (approximately 1,480 feet). The purpose of this report is the following:

- Summarize existing conditions,
- Outline proposed improvements,
- Estimate improvement costs,
- Estimate the assessment cost based on the current City assessment policy

EXISTING CONDITIONS

Wild Wind Ranch Drive is approximately 1,480 feet in total length. The point of beginning is the intersection with County Road 103. The eastern point of ending is at a cul-de-sac at the end of Wild Wind Ranch Drive. **Exhibit C-1** shows the project location and area setting. The platted right-of-way is Outlot A within the Plat. Wild Wind Ranch Drive is a publicly dedicated 66-foot wide right-of-way. There is currently one residential parcel with a primary access from CSAH 103 and a secondary improved direct access to Wild Wind Ranch Drive. A second lot, a portion of platted Outlot C, also has a primary shared access from CSAH 103 and (currently) no developed access from Wild Wind Ranch Drive. Both parcels are located on the north/east side of the road. There are ten residential platted lots with direct access. Outlot B provides a buffer around the backyards of the platted residential lots and encompasses the wetland; Outlot B is not considered assessable. The City of Crosslake has maintained the roadway since approximately 2001 when the road was constructed. A copy of the Wild Winch Ranch Estates Plat is included in the Appendices.

A survey of the existing roadway location, with respect to the right of way location, has not been completed at the time of this study; however, based on City construction observation when the roadway was constructed in 2001, the centerline of the road is very close to the centerline of the platted right of way. Natural gas, cable, telephone and electric utilities were not located by Gopher State One Call for this study; however, they are anticipated to be buried along the edge of the right-of-way at various locations. There are no City-owned utilities within the right-of-way and no City-owned utilities are proposed in any long-range plans for this area at this time. Private utilities may exist within the project area.

The roadway serves residential properties, currently zoned Rural Residential, on both sides of the roadway. Clearing width exceeds 10' from the edge of the bituminous pavement on each side of the road. The bituminous road surface is 18 feet in width and the cul-de-sac pavement is roughly 40 feet in radius. Ditching and drainage from the roadway surface is good. One drainage concern has been raised near Lot 1 Block 2 that will be examined and addressed, if possible,

should the project move forward to design and construction. No significant erosion was noted along the edges of the roadway section. There are driveway culverts and a centerline culvert that maintain drainage toward the natural wetland located within Outlot B. The thickness of the bituminous material was not cored as part of this feasibility study.

Other items that were noted during the field review and study:

- Initial observations are that utility relocation does not appear to be necessary based on locations of utility and communications pedestals; however, underground utilities may cross beneath the traveled way.
- Electric utility is underground with ground transformers along the edge of the right of way.
- Road runoff currently sheds to adjacent ditching, culverts and wetlands.
- The roadway is not striped.
- Mailboxes are ganged on CSAH 103; some have swing-away supports and some do not.
- No soil borings were completed for this study. The soil survey for this area indicates soils that may be anticipated within the project area consist of loamy sands. A copy of the Soil Survey Map is included in the Appendices.
- Existing driveway approaches consist of both bituminous pavement and gravel.
- Traffic count data has not been obtained for Wild Wind Ranch Drive. Traffic type is anticipated to be normal passenger vehicles and service vehicles. The heaviest traffic loading is anticipated from garbage trucks and school buses.
- Areas of deep transverse cracking were noted in a few areas and along a centerline culvert alignment.
- Drainage was noted to be directed toward Lot 1 Block 2 causing some erosion and seasonal issues with runoff near the driveway entrance.

PROPOSED IMPROVEMENTS

Drawings C-03A to C-03C illustrate the roadway as proposed using MNTOPO LIDAR Contours and County Parcel mapping overlay. Field survey will be necessary where drainage concerns are to be addressed. Wild Wind Ranch Drive abuts 11 residential parcels and a developed outlot; it is categorized as a Minor Rural Roadway. The current City design standard for a Minor Rural Roadway is a minimum 18-foot wide rural bituminous roadway section. The proposed road cross-section for Wild Wind Ranch Drive is an 18-foot wide bituminous surface as illustrated in Drawing C-04. Wild Wind Ranch Drive has the potential to be extended further to the east if that property is developed. This would increase traffic loading; however, unless the roadway is extended to CSAH 3, the Minor Rural Roadway designation and width appears to be sufficient.

Topsoil shoulders are proposed for this residential area. Project cost estimates will be based on full depth reclamation (FDR) of the current bituminous surface and additional compacted Class 5 to supplement the base and for shaping in preparation for paving; the base will extend one foot beyond the edge of the proposed pavement for a total width of 20 feet and will be covered with topsoil to finish the shoulder work. No new culverts are currently being proposed; however, this will be reviewed further during design if the project is ordered by the City Council.

The pavement section that is proposed includes one 2.5-inch lift of compacted bituminous wearing course pavement. Striping is not proposed. An average 4-foot wide in-slope area is anticipated to require topsoil and turf establishment on each side of the road. Sod is not proposed for this project; turf establishment will be consistent with MnDOT seed mixtures for roadways in residential areas. The cul-de-sac area is proposed to be reclaimed and re-surfaced.

Drainage along the roadway will be directed to existing drainage ways and adjacent low areas. No significant ditching, grading or re-alignment of roadway is proposed. Some minor grading may be necessary to address the one drainage concern noted.

Significant tree removal is not anticipated; however, one or two trees may need to be cleared to allow grading to improve drainage.

Existing driveway approaches will require minor adjustment in elevation to match the new road surface elevation which is anticipated to be 1 to 2 inches higher than the present roadway surface. This may require removal of small portions of the ends of existing bituminous driveways which would be replaced in kind. Class 5 aggregate surfacing will be needed to transition from the new bituminous surface into existing gravel approaches. A 1 to 2-foot bituminous kick-out apron is typically extended by the paver at driveway entrances.

PROJECT COSTS

Estimated costs for the proposed improvements are included in the Appendices. The costs are intended to convey a general and approximate estimate of the costs that will probably be incurred in 2020 in carrying out the proposed work. Costs can vary widely depending upon many factors such as weather, economic conditions, size of project, cost of materials, and the workload of available contractors. Actual costs can only be determined by bidding the project. Other costs that may be incurred include legal costs and easement acquisition for the project if it is determined this is necessary. This cost cannot be precisely estimated at this time.

The total estimated cost for this project is approximately $117,800. These costs include a 10% construction contingency for unforeseen conditions that may be encountered during construction, and typical engineering design, bidding, construction phase costs, administrative, and legal costs for a typical special assessment project.

The City's policy regarding street improvements is to assess the amount the properties benefit from the construction. Costs not assessed directly to abutting and/or benefited properties will be paid by the City through general tax revenues, bond funds, or dedicated road improvement funds.

PROJECT IMPLEMENTATION

The City contracted a licensed appraiser, Nagell Appraisals, Inc. to provide a benefit opinion that has been used to determine the assessment value for the special benefit realized by these improvements. A copy of the benefit opinion report is provided in the Appendices.

ESTIMATED ASSESSMENTS (BENEFIT ANALYSIS ASSESSMENT)

SPECIAL ASSESSMENT BENEFIT VALUE (RANGE) PER LOT TYPE

Single family/residential land (direct access)	$3,000-$7,000 per lot

The amount the City has determined to assess, based on the ranges of benefit provided by the appraiser for each type of property, is provided as follows for each category of property. This results in the following estimate of total project assessment:

Single family/residential land (direct access)	$4,000 per lot x 10 =	$ 40,000
Single family/residential land (secondary access)	$3,000 per lot x 2 =	$ 6,000
Total Estimated Project Assessment		$ 46,000

PROJECT COST ESTIMATE (ROUNDED)

Construction	$ 96,500
Engineering/Admin/Legal	$ 21,300
	$117,800

CROSSLAKE ASSESSMENT POLICY

Estimated Assessed Value	$ 46,000 (39%)
Estimated City Cost	$ 73,800 (61%)

ESTIMATED ANNUAL PAYMENTS

Based on a 10-Year Period at 5% Interest

$4,000.....$518

$3,000.....$389

CONCLUSIONS AND RECOMMENDATIONS

The proposed improvements in the project area are necessary, cost-effective, and feasible; no insurmountable construction issues appear to exist. If this project is ordered to be constructed by the City Council, it is recommended the project be completed in conjunction with the other City roadway improvements proposed for 2020 to obtain competitive pricing under one contract.

Upon acceptance of the feasibility report by the City Council, a public hearing will be scheduled, and the results of the study will be presented to abutting and/or non-abutting benefited property owners to review the proposed improvements, estimated costs, and estimated assessments for the benefited properties. When the hearing has been completed and public testimony has been received, the City Council may choose to discontinue the project, modify the project, or pass a resolution ordering the improvements. If the project is continued, final plans, specifications, and bidding documents will be prepared by the Project Engineer. After the project has been legally advertised and bids have been received, the City will review the projected costs based on the bids received. If the lowest responsible bid is acceptable, the Council will proceed with a contract for construction. An assessment roll is typically prepared after the final construction costs are tallied but may be scheduled as soon as the project is awarded to the successful bidder if the City Council chooses. A final assessment hearing will be held to hear upon any objections and/or concerns pertaining to the assessments from the property owners being assessed and, if the assessments are subsequently approved by the City Council, a 30-day appeal period will begin whereby property owners may, in accordance with Ch. 429 statutes, appeal their personal assessment. After the 30-day appeal period, the assessment roll will be certified to the County Auditor for placement on the property tax rolls of the County for taxes payable in the subsequent year. Property owners may, after the assessment roll is approved by the City Council, pay their individual assessments in full during the 30-day appeal period and avoid the interest that will accrue at the rate set by the City Council per annum for the period of assessment set by the Council.

It is recommended the City review the findings of this Feasibility Study and its applicability to the City's finances, capital improvement program, and assessment policy. If there are changes the City Council wishes to make regarding the proposed scope of project, or the recommended improvements, then those should be amended in the report. When the Council is ready to move forward to the next step in the assessment process, the following tentative schedule and resolutions should be anticipated:

January 6, 2020	Resolution Ordering Preparation of Report on Improvement
January 6, 2020	Resolution Receiving Feasibility Report and Calling Hearing
January 13, 2020	Notice of Hearing on Improvement
January 31, 2020	Hearing on Improvement
January 31, 2020	Resolution Ordering Improvement and Preparation of Plans
February 28, 2020	Resolution Approving Plans and Ordering Advertisement for Bids
March 31, 2020	Resolution Accepting Bid (Note: The City Council may, at its discretion, proceed at this point with preparation of the assessment roll and schedule the hearing on assessment)
May-Sept 2020	Construction
October 12, 2020	Resolution Declaring Cost to be Assessed and Ordering Preparation of Assessment
October 12, 2020	Resolution for Hearing on Proposed Assessment
October 19, 2020	Notice of Hearing on Proposed Assessment
November 9, 2020	Hearing on Assessment
November 9, 2020	Resolution Adopting Assessment
December 9, 2020	Certificate to County Auditor for Certifying the Assessments

CITY OF CROSSLAKE
WILD WIND RANCH DRIVE

J:\City of Crosslake-32324\2019-13343\CADD\Civil\Exhibits-1.dwg Plotted by Alex Bitter 1/3/2020 3:54:52 PM © 2020 WIDSETH SMITH NOLTING

WIDSETH SMITH NOLTING
Engineering | Architecture | Surveying | Environmental

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.

DAVID S REESE   DATE: 01-03-2020 LIC. NO. 23432

DATE	REV#	REVISIONS DESCRIPTION	BY

DATE:	JANUARY 2020
SCALE:	AS SHOWN
DRAWN BY:	ADB
CHECKED BY:	DSR
JOB NUMBER:	2019-13343

WILD WIND RANCH DRIVE
CITY OF CROSSLAKE
CROSSLAKE, MINNESOTA

SITE MAP

SHEET NO.
C-01

WIDSETH SMITH NOLTING
Engineering | Architecture | Surveying | Environmental

DATE	REV #	REVISION DESCRIPTION	BY

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.

DAVID S REESE — DATE: 01-03-2020 LIC. NO. 25432

DATE: JANUARY 2020
SCALE: AS SHOWN
DESIGNED BY: ASB
CHECKED BY: DSR
JOB NUMBER: 2019-13343

WILD WIND RANCH DRIVE
CITY OF CROSSLAKE
CROSSLAKE, MINNESOTA
EXISTING CONDITIONS

SHEET NO.
C-02

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WIDSETH SMITH NOLTING
Engineering | Architecture | Surveying | Environmental

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.

DAVID S REESE DATE: 01-03-2020 LIC. NO. 23432

DATE	REV #	REVISIONS DESCRIPTION	BY

DATE:	JANUARY 2020
SCALE:	AS SHOWN
DRAWN BY:	ADB
CHECKED BY:	DSR
JOB NUMBER:	2019-13343

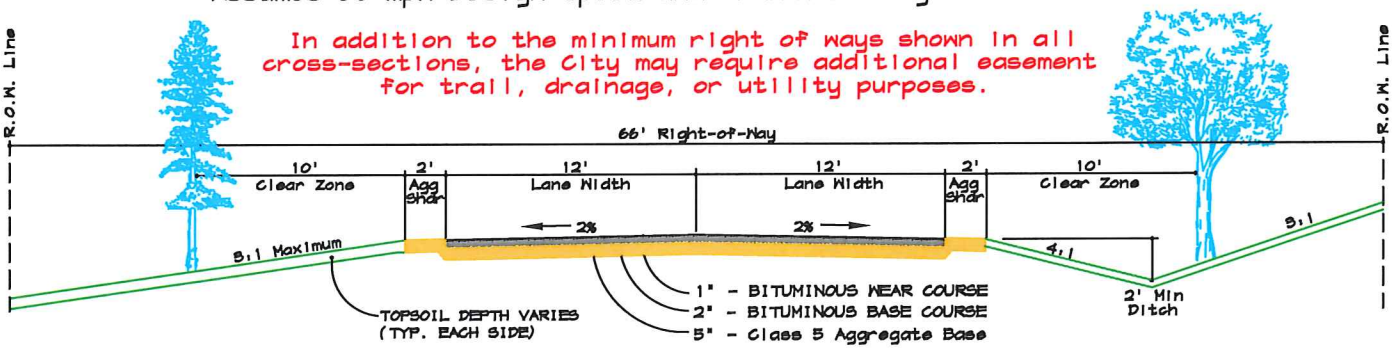
WILD WIND RANCH DRIVE
CITY OF CROSSLAKE
CROSSLAKE, MINNESOTA
PROPOSED IMPROVEMENTS

SHEET NO.
C-03

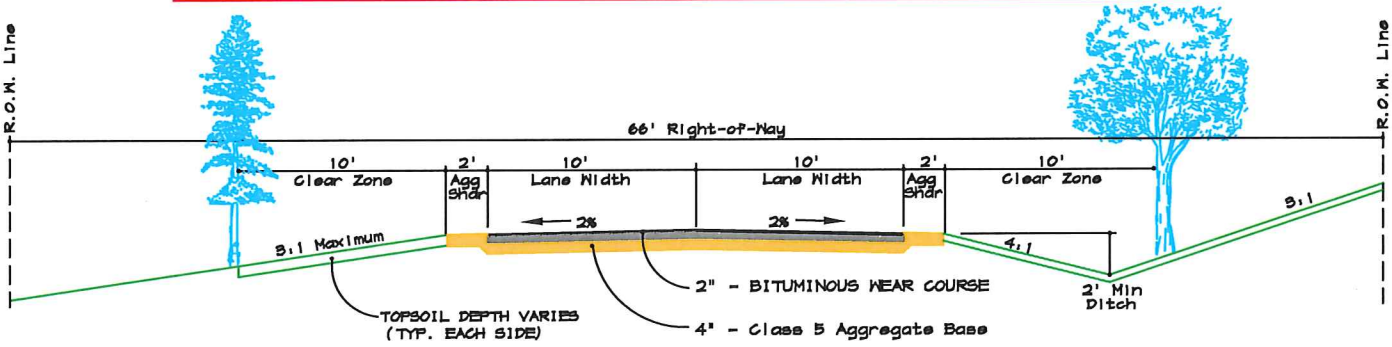
CITY OF CROSSLAKE
Minimum Sections for City Maintained Roadways

Assumes 30 mph Design Speed and Granular Subgrade Material

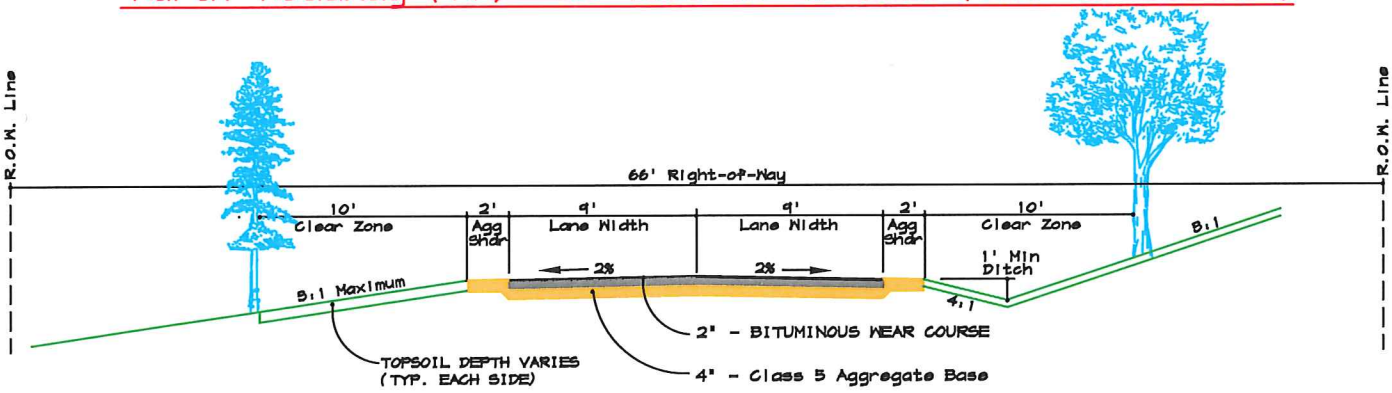
In addition to the minimum right of ways shown in all cross-sections, the City may require additional easement for trail, drainage, or utility purposes.



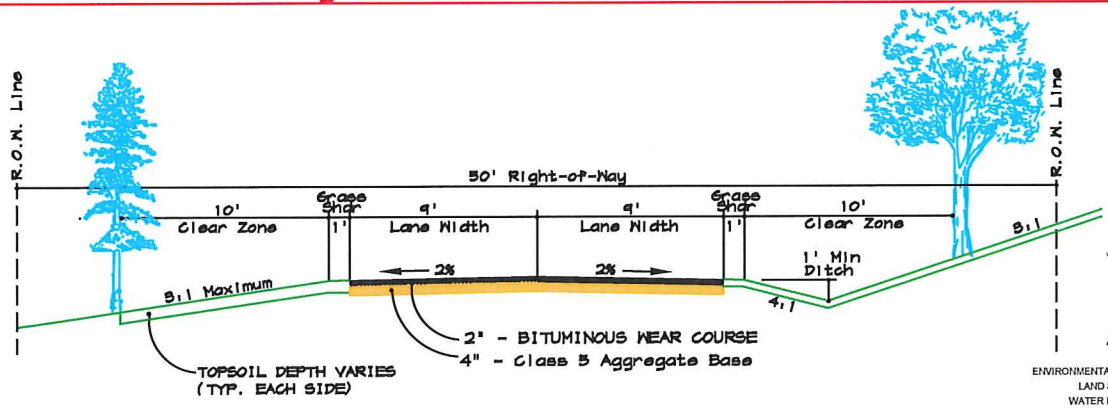
Major Rural Roadway (RJ) - Over 40 lots (410+ ADT)



Rural Roadway (RR) - 26 lots to 40 lots (260 to 400 ADT)



Minor Rural Roadway (RN) - 11 to 25 lots (110 to 250 ADT)



Lanes and Accesses (L or A) - 0 to 10 lots (0 to 100 ADT)

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BROOKSTON, MN
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DATE: JUNE 2011

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APPENDICES

Report Type
Real Estate Consulting
Letter Report

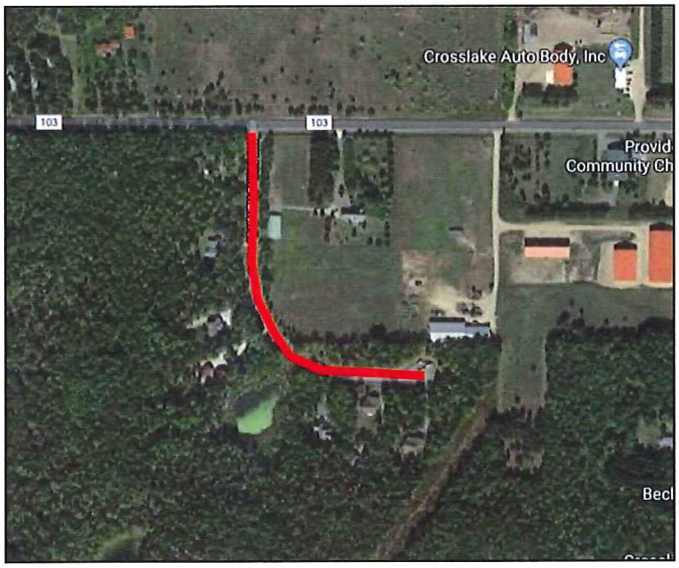
Effective Date
December 13, 2019

Client

City of Crosslake
Attn: Dave Reese, PE, City Engineer
7804 Industrial Park Road
Baxter, MN 56425

Subject Property

Street Project
Wild Wind Ranch Drive
Crosslake, MN 56442



File # V1912001

Prepared By:
Ethan Waytas, MAI, Appraiser
William R. Waytas, SRA, Appraiser

Nagell Appraisal Incorporated
12805 Highway 55, Suite 300
Plymouth, Minnesota 55441
Tel: 952.544.8966 | Fax: 952.544.8969

NAGELL APPRAISAL INCORPORATED

12805 Highway 55 #300
Plymouth, MN 55441
Established in 1968

Minneapolis 952-544-8966
St. Paul 651-209-6159
Central Fax 952-544-8969

January 3, 2020

City of Crosslake
Attn: Dave Reese, PE, City Engineer
7804 Industrial Park Road
Baxter, MN 56425

To Dave Reese:

Per your request, this is a letter report to assist the city for guidance regarding a potential street improvement project within the city (see attached map for the location of the street in the project). The proposed project is the reconstruction of Wild Wind Ranch Drive.

This report is not an appraisal, but rather provides a preliminary opinion of a general range of market benefit, if any, for similar properties. The letter can function as a test of reasonableness for the proposed assessments.

SCOPE OF ASSIGNMENT

In accordance with your request, a drive-by viewing of the properties has been made along with some general market comments regarding benefit (if any) for the proposed street improvement project as it relates to the subject market. As noted in the engagement letter, no specific sales data has been collected for this assignment. The general market comments are based on past appraisals, experience, and market information.

Pictures of the streets were taken on December 13, 2019 by William R. Waytas. At the time of inspection the streets were snow covered. The appraiser also viewed aerial/satellite image on the county GIS website and Google street view images. A project feasibility report was not provided.

PROJECT

The City of Crosslake is proposing to reconstruct Wild Wind Ranch Drive.

Per request, you desire to know the benefit (if any) as it impacts properties in the project area.

Motivation for the road improvement project stems from deteriorating road base, which the city indicates will impact the road surface in the near future. In addition, there are areas of poor water drainage which the road project will correct.

AREA DESCRIPTION

The City of Crosslake is a northern Minnesota Community located just north of Brainerd. The Twin Cities are about 2.5 hours to the south, which makes the area an appealing summer destination for cabin owners. The Whitefish Chain of Lakes is a set of 14 interconnected lakes situated between the communities of Crosslake, Pequot Lakes, and Pine River. The chain has some of the highest valued lakefront in Minnesota. Access to most shopping and surrounding communities is within 30 minutes. Highway 3 is the major road that provides access to surrounding communities. Most existing buildings in the area are of average to good+ quality. No apparent adverse influences.

The population for Crosslake in 2010 was 2,141, up from 1,893 in 2000—a 13.1% increase. The 2018 estimated population is 2,277, a 6.4% increase.

Single family homes generally range in value between $50,000 and $2,000,000+ (lake property) in the City Limits with an average of about $445,000 (MLS statistics). The city is a mixture of residential (lake front and non-lake front), industrial, and commercial. Most homes are average to good quality.

SUBJECT PROPERTIES

The project area consists of single-family residential homes, city owned land, and a horse facility.

EXISTING STREETS & UTILITIES

Physical Condition of the Existing Road: The existing road improvements are asphalt with no concrete curb or gutter. Wild Wind Ranch Drive is about 18' to 19' wide. The city did not indicate when the road was originally paved. The road condition is rated to be "Average –". There are signs of transverse, alligator, and longitudinal cracking. Typically cracks allow for water intrusion and compromises the road base. Reportedly the road was installed in 2001.

Note: While the surface is rated Average -, the road base is considered to be fair (per city comment). It's likely, due to the fair road base, that the road surface will continue to deteriorate at a faster pace.

Physical Condition of Existing Utilities: There is no existing sanitary sewer, public water, or storm sewer in the project area.

Functional Design of the Road: The existing paved road is in "Average –" condition. The road condition is rated to be "Average –". There are signs of transverse, alligator, and longitudinal cracking.

Roads in poor to "Average –" condition do not meet the expectations of typical market participants in this suburban market for re-development, resale price, and/or updating the current uses. Overall, the existing street improvements are in "Average –" condition, are beginning to look dated and reflect likewise on the adjoining and side street properties.

PROPOSED ROAD IMPROVEMENT

The city is proposing to reconstruct Wild Wind Ranch Drive. This road serves the immediate neighborhood.

It appears that Wild Wind Ranch Drive will have the same road width before and after the project. The city will grind the existing asphalt down and repack the base. This will improve the road base. On top of the improved base will be new asphalt.

Note: Per city, full depth pavement reclamation (FDR):

> Consists of utilizing a road reclaimer machine to grind and blend the full depth of the existing bituminous pavement thickness to a gravel consistency for use as road base material prior to paving a new bituminous pavement surface on top of the reclaimed material. This method minimizes the recurrence of crack reflection through an overlay of the existing pavement and supplements the existing road base material lending additional strength to the roadway.

The city is not extending sanitary sewer or public water at this time.

Given the existing condition of the road and traffic, the proposed project is logical.

If any of the above descriptions change, the benefit due to the project could differ.

HIGHEST AND BEST USE

The subject project area is located in the southern portion of the city. The properties in the project area are single-family residential, city owned land, and a horse facility.

Owners in the subject area appear to typically update their property as needed when site and building components wear out or become dated. Owners in the overall area commonly pave their driveways or maintain parking lots as needed, recognizing it adds value when done. Therefore, it is logical to update the road to the subject properties as needed, as these are essential property characteristics that are expected in this market.

An informed buyer would consider the condition of the road and traffic flow/management. A well-constructed and good condition road provides aesthetic appeal to a property and efficient/safe traffic flow. Given a choice, a potential informed buyer would likely prefer a newer road with good traffic flow over a deteriorating road with fair traffic flow.

If replacement of components of real estate near the end of their economic life in a home or building is postponed, it can be costlier in the long run; delays in replacing components can result in incurring higher interim maintenance costs and potential difficulty in marketing the property. Also, it is typical for the cost of the replacement of an improvement to increase over time. That said it is logical and prudent for market participants to update/replace dated components when needed. Therefore, the highest and best use of the surrounding properties in the project area is for the continued residential, commercial, industrial, and public use with the proposed infrastructure improvements.

DISCUSSION OF MARKET BENEFIT

Listed below are the factors that will be taken into consideration concerning the potential benefit to the properties.

Description	Existing Improvements	Change
1) Road Surface	Average -	New, paved, good
2) Base Condition	Old, fair	Appears to be regraded and compacted
3) Curb	None	None
4) Drainage	Some ponding in areas	Drainage issues corrected
5) Storm Sewer	None	None
6) City water	None	None
7) City sewer	None	None
8) Sidewalk	None	None
9) Street Lights	Average	Average
10) Functional Design of Road	Dated	Good
11) Traffic Management	Average	Average
12) Pedestrian Use (biking, walking, etc.)	Average -	Good
13) Median	n/a	n/a
14) Road Proximity to Properties	n/a	n/a
15) Dust	n/a	n/a
16) Visual Impact on Properties	Average -	Good

Based on the preceding grid, the subject properties will improve in 6 of the 16 categories. Market participants generally recognize that roads need replacing when nearing the end of a long economic life. A typical buyer in the subject market commonly prefers a good condition paved road surface road versus an inferior condition paved road surface. In addition to visual benefit, new street improvements provide better and safer use for pedestrians (biking, walking, stroller, rollerblading, etc.) and drivers. The new streets will enhance potential for re-development and/or updating the current properties. Properties that indirectly/directly abut or have driveways/access that exit on the new street will benefit.

Based on past appraisals, experience, and general market information, it is not uncommon for properties similar to those in the subject market to realize an increase in price for new street improvements.

Discussion of Market Benefit – Continued

Given the scope of the project and the age/quality/condition of houses, properties in the area with newer **street improvements** could see an average price benefit of:

- **Single family / residential land (direct access)** — $3,000 to $7,000 per lot (larger lots on the upper end of range)

Corner lots are based at a pro-rata percentage using street frontage. So if 75% of the frontage is being improved while 25% on the side street(s) is not, then the multiplier would be 75% of the benefit.

CONCLUSION

The benefit amount noted above should not be construed or relied on as being an appraisal, but are general observations based on the overall market. If an appraisal were made on the individual properties, the actual benefit amount could vary from market observations above.

If you have additional questions, please do not hesitate to contact us.

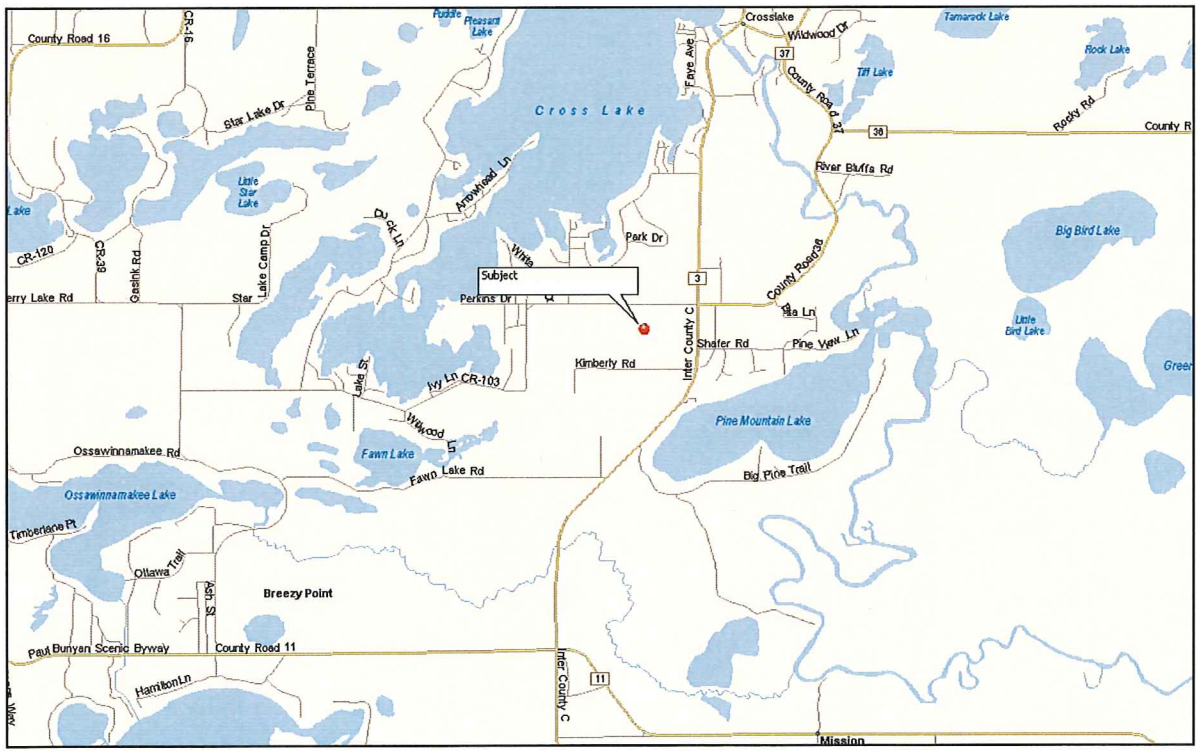
Sincerely,

Ethan Waytas, MAI
Certified General MN 40368613

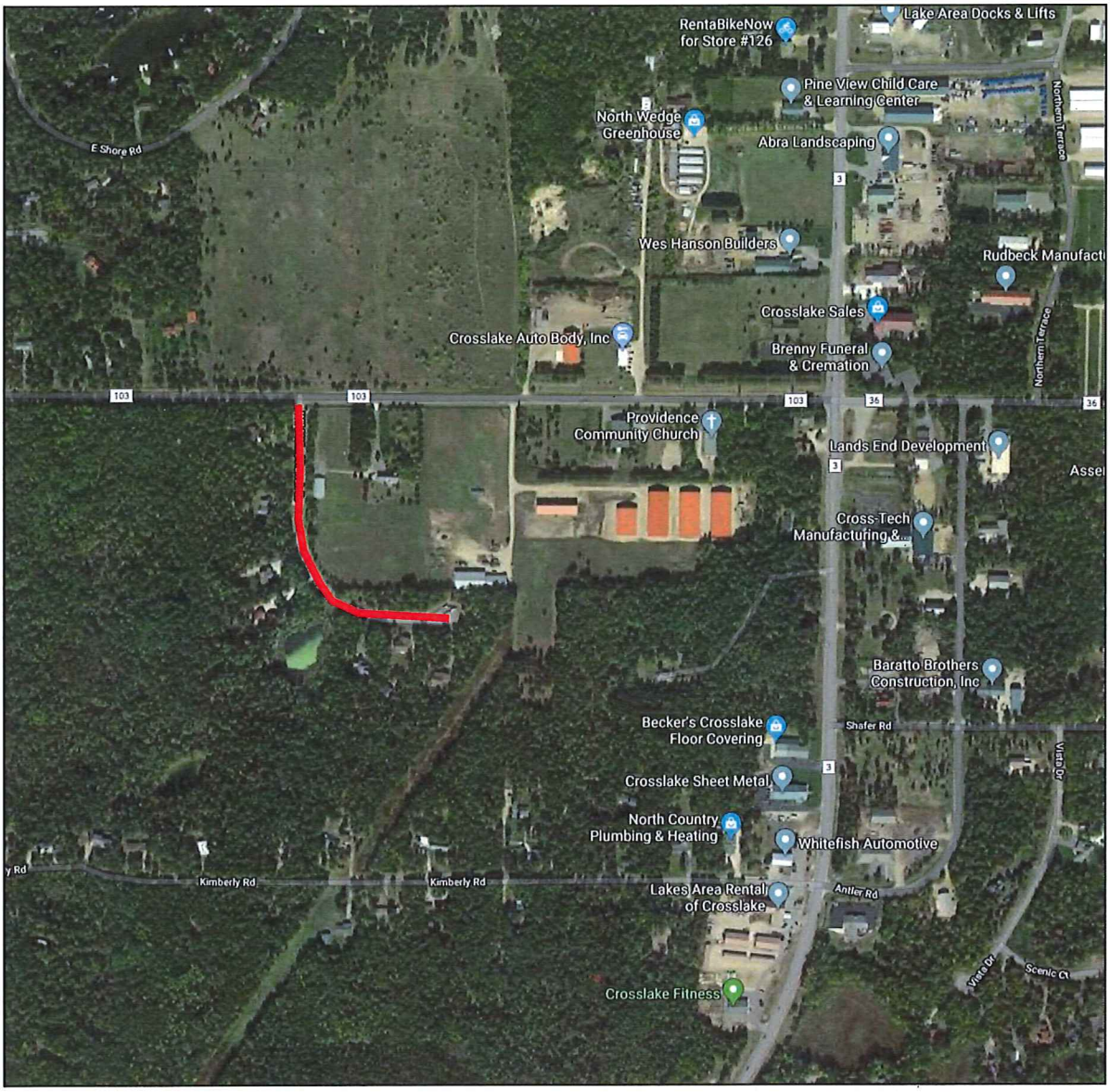
William R. Waytas, SRA
Certified General MN 4000813

Enclosures: Location Map, Aerial Map View of Project, Subject Photos, Qualifications, Engagement Letter

LOCATION MAP



AERIAL VIEW OF PROJECT MAP



Red line reflects the road project area

AERIAL VIEW OF PROJECT MAP

The project is outlined in red, map per county

SUBJECT PHOTOGRAPHS

Street scene

Typical home within project

Typical home within project

Street scene

Subject Photographs – continued

Street scene

Street scene

Street scene

Street scene

Subject Photographs – continued

Google Street View

Google Street View

Google Street View

Google Street View

QUALIFICATIONS

Appraisal Experience

Presently and since 2006, **Ethan Waytas, MAI** has been employed as an employee of Nagell Appraisal Incorporated, an independent appraisal firm (11 employees) who annually prepare 1,500 +/- appraisal reports of all types. He is currently a full time licensed certified general real estate appraiser, partner, and director of the company's IT department.

Properties appraised:

- ***Commercial*** *- low and high-density multi-family, retail, office, industrial, restaurant, church, strip-mall, fast-food, convenience stores, auto-service and repair, cinema, numerous special use properties, golf courses, and subdivision analysis.*
- ***Residential*** *– single-family residences, hobby farms, lakeshore, condominiums, townhouses, REO and land.*
- ***Eminent Domain*** *– extensive partial and total acquisition appraisal services provided to numerous governmental agencies and private owners.*
- ***Special Assessment*** *– numerous street improvement and utilities projects for both governmental and private owners.*
- ***Clients*** *- served include banks, savings and loan associations, trust companies, corporations, governmental bodies, relocation companies, attorneys, REO companies, accountants and private individuals.*
- ***Area of Service -*** *most appraisal experience is in the greater Twin Cities Metro Area (typically an hour from downtown metro). Numerous assignments throughout Minnesota.*

Testimony

-- Court, commission, mediation testimony, etc. has been given

Professional Membership, Associations & Affiliations

License: Certified General Real Property Appraiser, MN License #40368613
Holds the MAI designation from the Appraisal Institute

Education

-- Graduate of the University of Minnesota: College of Science and Engineering, Twin Cities Campus
Bachelor of Science in Computer Science, with distinction, 3.86 GPA.

-- **General & Professional Practice Courses & Seminars**
-- Basic Appraisal Procedures
-- Basic Appraisal Principles
-- 2012-2013 15-Hour National Uniform Standards of Professional Appraisal Practice
-- General Appraiser Sales Comparison Approach
-- General Appraiser Income Approach – Part 1
-- General Appraiser Income Approach – Part 2
-- Advanced Income Capitalization
-- General Appraiser Report Writing and Case Studies
-- Real Estate Finance, Statistics and Valuation Modeling
-- 2014-2015 7-hour National USPAP Update Course
-- General Appraiser Site Valuation & Cost Approach
-- Advanced Market Analysis and Highest & Best Use
-- Advanced Concepts & Case Studies
-- Quantitative Analysis

Appraisal Experience

Presently and since 1985, **William R. Waytas** has been employed as a full-time real estate appraiser. Currently a partner and President of the Nagell Appraisal & Consulting, an independent appraisal firm (11 employees) who annually prepare 1,500 +/- appraisal reports of all types. Mr. Waytas was employed with Iver C. Johnson & Company, Ltd., Phoenix, AZ from 1985 to 1987.

Properties appraised:

- ***Commercial*** *- low and high-density multi-family, retail, office, industrial, restaurant, church, strip-mall, fast-food, convenience stores, auto-service and repair, hotel, hotel water park, bed & breakfast, cinema, marina, numerous special use properties, and subdivision analysis.*
- ***Residential*** *– single-family residences, hobby farms, lakeshore, condominiums, townhouses, REO and land.*
- ***Eminent Domain*** *– extensive partial and total acquisition appraisal services provided to numerous governmental agencies and private owners.*
- ***Special Assessment*** *– numerous street improvement and utilities projects for both governmental and private owners.*
- ***Review*** *– residential, commercial and land development.*
- ***Clients*** *- served include banks, savings and loan associations, trust companies, corporations, governmental bodies, relocation companies, attorneys, REO companies, accountants and private individuals.*
- ***Area of Service -*** *most appraisal experience is in the greater Twin Cities Metro Area (typically an hour from downtown metro). Numerous assignments throughout Minnesota.*

Professional Membership, Associations & Affiliations

License: Certified General Real Property Appraiser, MN License #4000813.
Appraisal Institute: SRA, Senior Residential Appraiser Designation,
General Associate Member
Employee Relocation Council: CRP Certified Relocation Professional Designation.
International Right-Of-Way Association: Member
HUD/FHA: On Lender Selection Roster and Review Appraiser
DNR: Approved appraiser for Department of Natural Resources

Testimony

-- Court, deposition, commission, arbitration & administrative testimony given.

Mediator

-- Court appointed in Wright County.

Committees

-- President of Metro/Minnesota Chapter, 2002, Appraisal Institute.
-- Chairman of Residential Admissions, Metro/MN Chapter, AI.
-- Chairman Residential Candidate Guidance, Metro/Minnesota Chapter, AI.
-- Elm Creek Watershed Commission, Medina representative 3 years.
-- Medina Park Commission, 3 years.

Education

-- Graduate of Bemidji State University, Minnesota. B.S. degree in Bus. Ad.
-- During college, summer employment in building trades (residential and commercial).
-- Graduate of Cecil Lawter Real Estate School. Past Arizona Real Estate License.

-- **General & Professional Practice Courses & Seminars**
-- Course 101-Introduction to Appraising Real Property.
-- Numerous Standards of Professional Practice Seminar.
-- Fair Lending Seminar.
-- Eminent Domain & Condemnation Appraising.
-- Eminent Domain (An In-Depth Analysis)
-- Property Tax Appeal
-- Eminent Domain
-- Business Practices and Ethics
-- Scope of Work
-- Construction Disturbances and Temporary Loss of Going Concern
-- Uniform Standards for Federal Land Acquisitions (Yellow Book Seminar)
-- Partial Interest Valuation Divided (conservation easements, historic preservation easements, life estates, subsurface rights, access easements, air rights, water rights, transferable development rights)

Commercial/Industrial/Subdivision Courses & Seminars
-- Capitalization Theory & Techniques
-- Highest & Best Use Seminar
-- General & Residential State Certification Review Seminar
-- Subdivision Analysis Seminar.
-- Narrative Report Writing Seminar (general)
-- Advanced Income Capitalization Seminar
-- Advanced Industrial Valuation
-- Appraisal of Local Retail Properties
-- Appraising Convenience Stores
-- Analyzing Distressed Real Estate
-- Evaluating Commercial Construction
-- Fundamentals of Separating Real Property, Personal Property and Intangible Business Assets

Residential Courses & Seminars
-- Course 102-Applied Residential Appraising
-- Narrative Report Writing Seminar (residential)
-- HUD Training session local office for FHA appraisals
-- Familiar with HUD Handbook 4150.1 REV-1 & other material from local FHA office.
-- Appraiser/Underwriter FHA Training
-- Residential Property Construction and Inspection
-- Numerous other continuing education seminars for state licensing & AI

Speaking Engagements

-- Bankers
-- Auditors
-- Assessors
-- Relocation (Panel Discussion)

Publications

-- Real Estate Appraisal Practice (book): Acknowledgement
-- Articles for Finance & Commerce and Minnesota Real Estate Journal

COPY

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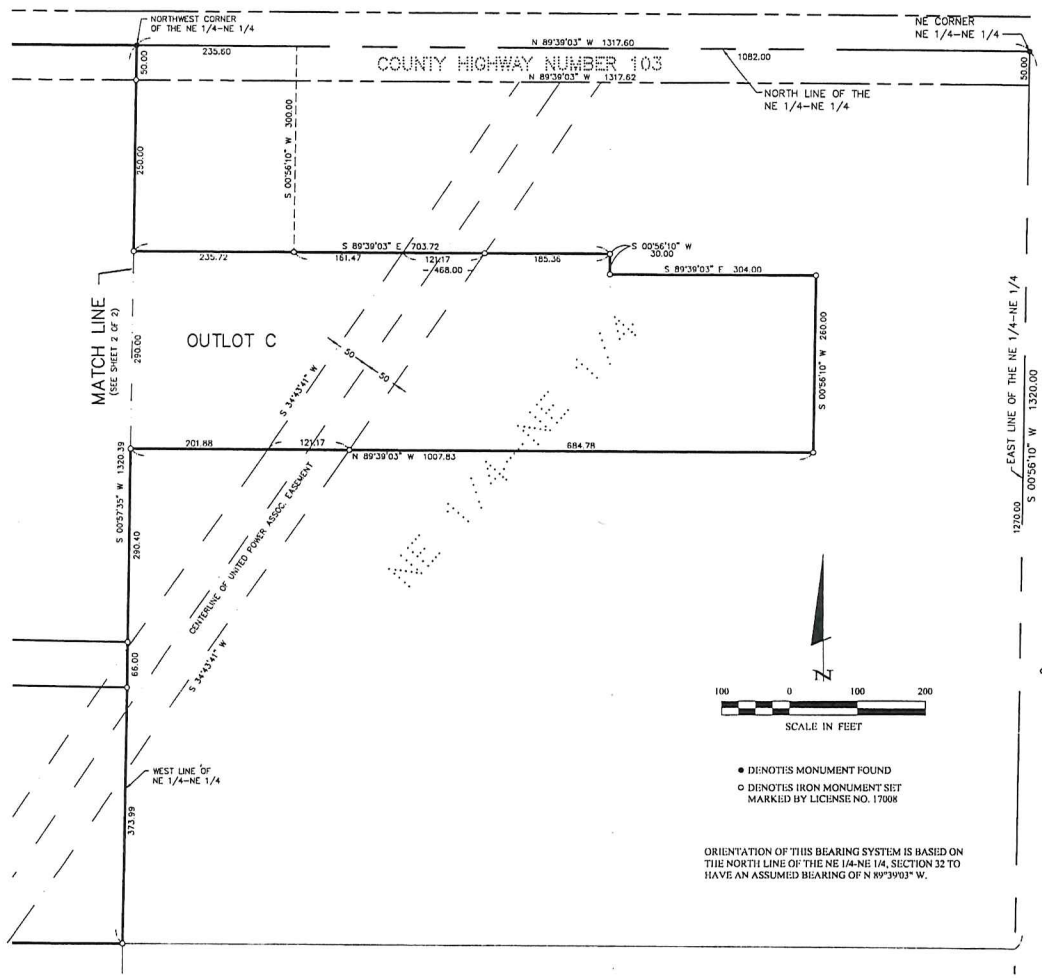
WILD WIND RANCH ESTATES



KNOW ALL MEN BY THESE PRESENTS: That Delaro Land Company, a Minnesota corporation, fee owner and proprietor; and Northern National Bank, a United States corporation, mortgagee; of the following described property situated in the County of Crow Wing, State of Minnesota, to-wit:

The Northwest Quarter of the Northeast Quarter of Section 32, Township 137 North, Range 27 West, Crow Wing County, Minnesota, and that part of the Northeast Quarter of the Northeast Quarter, said Section 32, described as follows:
Commencing at the Northeast corner of said Northeast Quarter of the Northeast Quarter; thence North 89 degrees 39 minutes 03 seconds West, assumed bearing, along the North line of said Northeast Quarter of the Northeast Quarter 1082.00 feet; thence South 00 degrees 56 minutes 10 seconds West, parallel with the East line of said Northeast Quarter of the Northeast Quarter 300.00 feet to the point of beginning of the tract to be herein described; thence South 89 degrees 39 minutes 03 seconds East parallel with the North line of said Northeast Quarter of the Northeast Quarter 468.00 feet; thence South 00 degrees 56 minutes 10 seconds West, parallel with the East line of said Northeast Quarter of the Northeast Quarter 30.00 feet; thence South 89 degrees 39 minutes 03 seconds East parallel with the North line of said Northeast Quarter of the Northeast Quarter 304.00 feet; thence South 00 degrees 56 minutes 10 seconds West, parallel with the East line of said Northeast Quarter of the Northeast Quarter 260.00 feet; thence North 89 degrees 39 minutes 03 seconds West parallel with the North line of said Northeast Quarter of the Northeast Quarter 1007.83 feet, more or less, to the West line of said Northeast Quarter of the Northeast Quarter; thence North 00 degrees 57 minutes 35 seconds East along said West line 290.00 feet to the intersection with a line bearing North 89 degrees 39 minutes 03 seconds West, parallel with the North line of said Northeast Quarter of the Northeast Quarter from the point of beginning; thence South 89 degrees 39 minutes 03 seconds East along said line 235.72 feet, more or less, to the point of beginning.

Subject to a power line easement in favor of United Power Association and subject to other easements, restrictions, and reservations of record, if any.

Also subject to mineral reservations of record, if any.

Have caused the same to be surveyed and platted as WILD WIND RANCH ESTATES and do hereby dedicate to the public for public use forever County Highway Number 103 as shown on said plat.

In witness whereof said Delaro Land Company, a Minnesota Corporation, has caused these presents to be signed by its proper officer on this 10th day of September 2003.

FEE OWNER:
DELARO LAND COMPANY

Steve R. Peterson, Chief Executive Officer

STATE OF MINNESOTA
COUNTY OF Crow Wing

The foregoing instrument was acknowledged before me this 10th day of September, 2003, by Steve R. Peterson, Chief Executive Officer of Delaro Land Company, a Minnesota Corporation, on behalf of the corporation.

Notary Public, Crow Wing County, Minnesota
My commission expires 1-31-05

In witness whereof said Northern National Bank, a United States corporation, has caused these presents to be signed by its proper officer this 11th day of September 2003.

MORTGAGEE:
NORTHERN NATIONAL BANK

Gregory C. Breen, Vice President

STATE OF MINNESOTA
COUNTY OF Crow Wing

The foregoing instrument was acknowledged before me this 11th day of September, 2003, by Gregory C. Breen, Vice President of Northern National Bank, a United States corporation, on behalf of the corporation.

Notary Public, Crow Wing County, Minnesota
My commission expires 1-31-05

DORENE C. TAUTGES
NOTARY PUBLIC - MINNESOTA
My Comm. Exp. Jan. 31, 2005

I hereby certify that I have surveyed and platted the property described on this plat as WILD WIND RANCH ESTATES, that this plat is a correct representation of the survey; that all distances are correctly shown on the plat in feet and hundredths of a foot; that all monuments have been correctly placed in the ground as shown; that the outside boundary lines are correctly designated on the plat; and that there are no wet lands as defined in MS 505.02, Subd. 1, or public highways to be designated other than as shown.

David S. Landecker, Land Surveyor
Minnesota License Number 17008

Office of County Recorder
County of Crow Wing, MN
I hereby certify that the within instrument was filed in this office for record on the ___ day of ___ A.D. 20__ at ___ o'clock ___ M. and was duly recorded as Doc. No. 0647287

County Recorder
By ___ Deputy

STATE OF MINNESOTA
COUNTY OF CROW WING

The foregoing Surveyor's Certificate was acknowledged before me this 10th day of September, 2003, by David S. Landecker, Minnesota License Number 17008.

Notary Public, Crow Wing County, Minnesota.
My commission expires 1-31-05

TANYA M. WIGHTMAN
NOTARY PUBLIC - MINNESOTA
Exp. Jan. 31, 2005

I, Roy Luukkonen, Auditor of Crow Wing County, Minnesota, do hereby certify that the taxes on the lands described hereon have been paid for the years prior to 2003.

Roy Luukkonen, Crow Wing County Auditor by Angela D. Burns, Deputy Auditor

I, Laureen Borden, Treasurer for Crow Wing County, Minnesota, do hereby certify that the taxes on the lands described hereon have been paid for the year 2003.

Laureen Borden, Treasurer for Crow Wing County

This plat of WILD WIND RANCH ESTATES was approved by the City Council for the City of Crosslake, Minnesota, on this 10TH day of SEPTEMBER, 2003.

Darrell E. Swanson, Mayor

Thomas N. Swenson, City Administrator

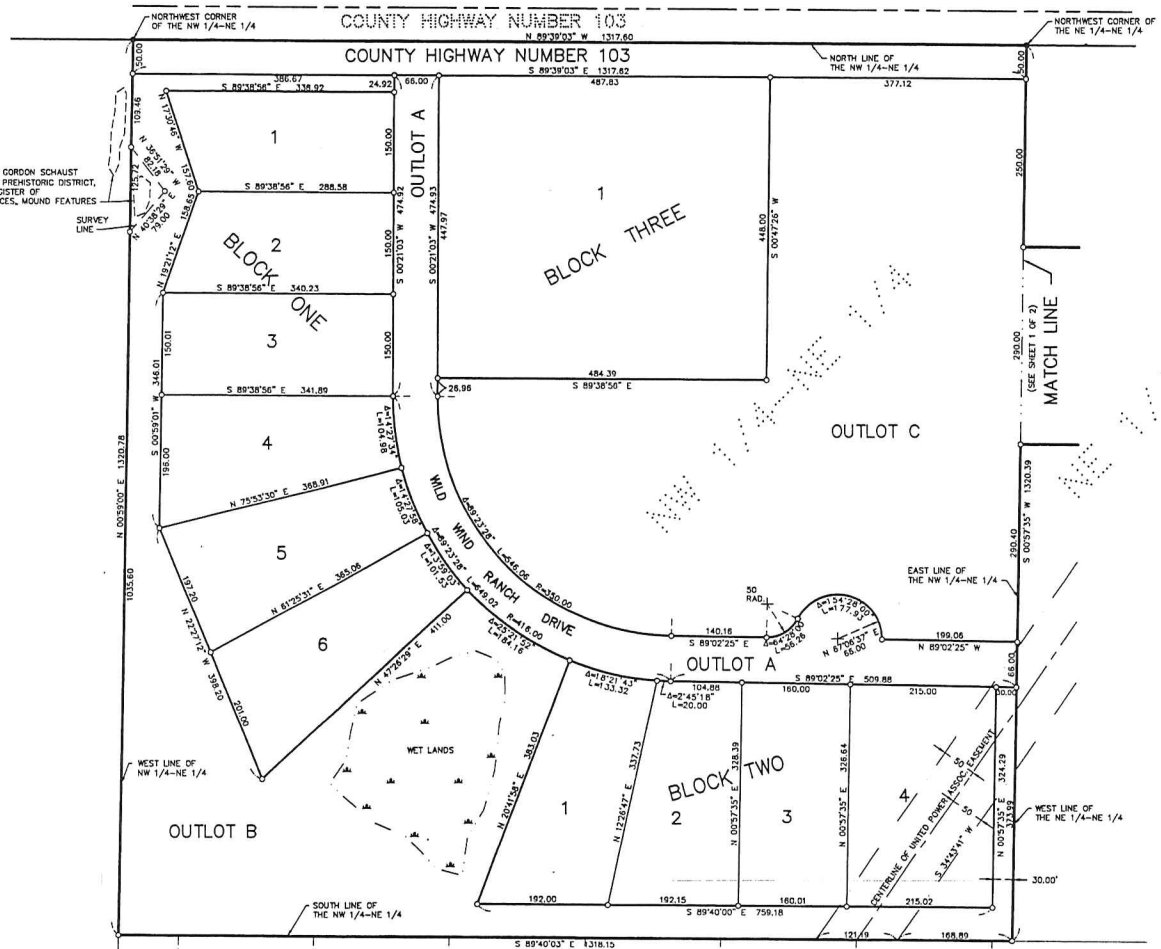
Landecker & Associates, Inc.
Engineering - Surveying - Planning
Pequot Lakes, MN 56472
Phone: 1-888-866-4940 Fax: 218-568-5404

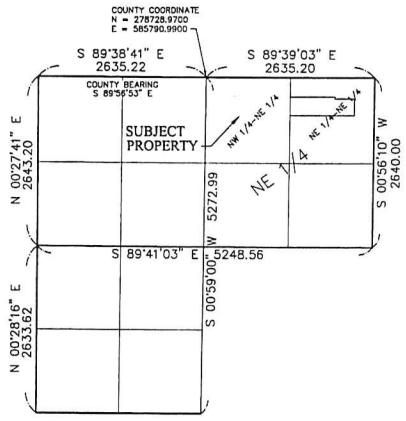
SHEET 1 OF 2

Copy

14252-02

WILD WIND RANCH ESTATES





VICINITY MAP
NOT TO SCALE

N

100 0 100 200
SCALE IN FEET

- DENOTES MONUMENT FOUND
- DENOTES IRON MONUMENT SET MARKED BY LICENSE NO. 17008
- DENOTES WET LANDS

ORIENTATION OF THIS BEARING SYSTEM IS BASED ON THE NORTH LINE OF THE NE 1/4-NE 1/4, SECTION 32 TO HAVE AN ASSUMED BEARING OF N 89°39'03" W.

Landecker & Associates, Inc.
Engineering · Surveying · Planning
Pequot Lakes, MN 56472
Phone: 1-888-864-4940 Fax: 218-568-5404

CITY OF CROSSLAKE
WILD WIND RANCH DRIVE IMPROVEMENTS
Estimate of Project Cost
January 3, 2020

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED UNIT PRICE	ESTIMATED PROJECT TOTALS	
					EST. QTY.	AMOUNT
1	2021.501	MOBILIZATION	LUMP SUM	$8,000.00	1	$8,000.00
2	2101.524	CLEARING	TREE	$300.00	2	$600.00
3	2101.524	GRUBBING	TREE	$300.00	2	$600.00
4	2104.502	REMOVE MAIL BOX SUPPORT	EACH	$40.00	11	$440.00
5	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	$2.50	200	$500.00
6	2105.507	SUBGRADE EXCAVATION (P)	CU YD	$12.00	400	$4,800.00
7	2105.507	GRANULAR BORROW (P)	CU YD	$24.00	400	$9,600.00
8	2211.509	AGGREGATE BASE, CLASS 5 (CV)	TON	$15.00	570	$8,550.00
9	2215.504	FULL DEPTH RECLAMATION	SQ YD	$1.50	3,100	$4,650.00
10	2360.504	TYPE SP 9.5 WEARING COURSE MIX (2,C)	TON	$70.00	470	$32,900.00
11	2360.504	DRIVEWAY RECONSTRUCTION	EACH	$600.00	11	$6,600.00
12	2540.602	MAIL BOX SUPPORT	EACH	$115.00	11	$1,265.00
13	2563.601	TRAFFIC CONTROL	LUMP SUM	$1,200.00	1	$1,200.00
14	2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	$500.00	1	$500.00
15	2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	$600.00	1	$600.00
16	2573.503	SILT FENCE, TYPE MS	LIN FT	$2.00	500	$1,000.00
17	2573.540	SEDIMENT CONTROL LOG TYPE STRAW	LIN FT	$3.00	200	$600.00
18	2574.507	COMMON TOPSOIL BORROW (CV)	CU YD	$22.00	150	$3,300.00
19	2574.508	FERTILIZER TYPE 1	POUND	$1.00	75	$75.00
20	2575.505	SEEDING	ACRE	$500.00	0.35	$175.00
21	2575.508	SEED, MIXTURE 21-111	POUND	$2.00	35	$70.00
22	2575.508	SEED, MIXTURE 25-151	POUND	$3.50	85	$297.50
23	2575.508	HYDRAULIC MULCH MATRIX	POUND	$1.50	885	$1,327.50

REMARKS

CV = COMPACTED VOLUME

P = PLANNED QUANTITY

TOTAL ESTIMATED CONSTRUCTION COST	**$87,650.00**
CONSTRUCTION CONTINGENCY (10%)	**$8,800.00**
SUBTOTAL CONSTRUCTION (ROUNDED)	**$96,500.00**
ENGR, ADMIN, LEGAL (22%)	**$21,300.00**
TOTAL ESTIMATED PROJECT COST	**$117,800.00**

Soil Map—Crow Wing County, Minnesota
(Wild Wind Ranch Drive)

Map Scale: 1:5,620 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 15N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Crow Wing County, Minnesota
Survey Area Data: Version 15, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 12, 2014—Aug 23, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
D49A	Graycalm loamy sand, 0 to 2 percent slopes	67.2	41.8%
D49B	Graycalm loamy sand, 2 to 8 percent slopes	70.9	44.1%
D76C	Graycalm-Grayling complex, pitted, 2 to 15 percent slopes	1.0	0.6%
D79C	Graycalm-Rifle complex, 0 to 10 percent slopes	21.5	13.4%
Totals for Area of Interest		**160.7**	**100.0%**


STOP
Google


Google


Google


Google


Wild Wind Barn
Google


Wild Wind Barn
Google


Wild Wind Ranch
Google