

# OPEN HOUSE

June 5, 2018  
3:00 – 6:00 PM

*Stop by to see our remodeled offices and meet our team!*

*Megan Cummings, Executive Director  
Darla Blegen, Legal Advocate  
Amanda Johnson, Advocate*

We extend this invite to all community members and organizations that support *ending domestic violence*.

Come learn more about our domestic abuse victim services!

Located one block East of the Courthouse  
117 2<sup>nd</sup> St NW Aitkin, MN 56431

*Light refreshments provided*



P.O. BOX 153  
AITKIN, MN 56431  
218.927.2927  
1.888.276.1720  
fax: 218.927.2048

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## Sue Bingham

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**From:** Mark Jacobs <mjacobs@co.aitkin.mn.us>  
**Sent:** Tuesday, May 15, 2018 10:11 AM  
**To:** 'Sue Bingham'  
**Cc:** 'Jessica Seibert'  
**Subject:** RE: Land Repurchase with Terms

Mr. Maudel has made all repurchase payments on-time through April (next due 5/30)

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**From:** Sue Bingham [mailto:sue.bingham@co.aitkin.mn.us]  
**Sent:** Tuesday, May 15, 2018 8:44 AM  
**To:** Mark Jacobs  
**Subject:** Land Repurchase with Terms

Mark ~

Friendly reminder that the Board asked for an update on the above repurchase after six months.

Thanks!

*Sue Bingham  
Aitkin County  
Administrative Assistant  
217 2nd Street NW, Rm. 134  
Aitkin, MN 56431  
218-927-3093*

By Commissioner: Marcotte

20171114-082

Repurchase of Tax-Forfeited Land - Maudal

**WHEREAS**, Mark Maudal, the former owner has made and filed an application with the County Auditor for the repurchase of the hereinafter described parcel of tax forfeited land, in accordance with the provisions of Minnesota Statutes 1945, Section 282.241, of amended, which land is situated in the County of Aitkin, Minnesota, and described as follows, to-wit:

Rodenberg Plat in Town of McGregor Lots 11 and 12 Blk 4

**And WHEREAS**, said applicant has set forth in his application, that

- a) *Hardship and injustice has resulted because of forfeiture of said land, for the following reasons, to-wit:* Haven't been able to find anywhere to live. I thought I was paying confession of judgment, but I wasn't.
- b) *That the repurchase of said land by me will promote and best serve the public interest, because:* I am going to get my taxes back up to date within 1 year and I will continue to keep my taxes and utilities current.

**And WHEREAS**, this board is of the opinion that said application should be granted a contract for repurchase for such reasons with the following conditions,

Total repurchase costs are: \$8,059.74 until November 1, 2017 at which time additional fees and interest will occur. Down payment paid on the repurchase amount was \$2,400.00 leaving a balance of \$5,659.74. The balance of the costs, will be paid with a monthly payment of \$500.00 until paid in full. Each payment will go to interest first and then to principal. Interest will be computed on the unpaid balance at the state rate of 10% simple interest. First payment will be due on November 30<sup>th</sup>, 2017. Payments will be due on the 30<sup>th</sup> of each month until amount is paid in full. Prepayment is allowed on the contract with no penalty.

Mr. Maudal is responsible for paying each year's real estate taxes when they become due. No special assessments (unpaid utilities with the city) can occur during this period. If during the period of this contract, any of the before mentioned items happen or payments are not made when due, the forfeiture will be enforced. Notification of the reinstatement of the forfeiture will happen upon a 30 day notice on the subject property and/or mailed to the landowner. The property will be promptly vacated, but in no case later than 11:59 a.m. on the 31<sup>st</sup> day after the posting or mailing of the notice.

Mr. Maudal is not entitled to any refund of any amounts paid towards the repurchase costs in the event of a default on the contract to repurchase. The forfeiture will be enforced unless Mr. Maudal pays the entire outstanding repurchase balance before the 30<sup>th</sup> day.

Mr. Maudal will also be required to carry a liability policy on this property during the term of this contract with Aitkin County listed as an additional insured. This liability policy must be equal or greater than the County's statutory liability caps. The Aitkin County Land Department will be provided with a copy of the binder on the policy along with a copy of the paid receipt. This will be due effective the date of the agreement on this repurchase contract. Coverage verification will be due to the County by November 7<sup>th</sup>, 2017. If the liability insurance is not received on this property, Mr. Maudal will be considered in violation of the contract to repurchase.

Mr. Maudal will not be receiving the deed in his name until the contract for repurchase is paid in full.

**NOW THEREFORE BE IT RESOLVED**, that the application of Mark Maudal for the purchase of the above described parcel of tax-forfeited land be and the same is hereby granted and the County Auditor is hereby

authorized, and directed to permit such repurchase according to the provisions of Minnesota Statutes 1945, Section 282.241, as amended upon the completion of the contract for repurchase.

Commissioner Niemi moved the adoption of the resolution and it was declared adopted upon the following vote

FIVE MEMBERS PRESENT

All Members Voting Yes

**STATE OF MINNESOTA}  
COUNTY OF AITKIN}**

I, Jessica Seibert, County Administrator, Aitkin County, Minnesota do hereby certify that I have compared the foregoing with the original resolution filed in the Administration Office of Aitkin County in Aitkin, Minnesota as stated in the minutes of the proceedings of said Board on the 14<sup>th</sup> day of November 2017, and that the same is a true and correct copy of the whole thereof.

**Witness my hand and seal this 14<sup>th</sup> day of November 2017**

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Jessica Seibert  
County Administrator

# Rum River One Watershed, One Plan (1W1P) Steering Team Meeting Outcomes

May 14, 2018

9:00-11:00 am

Mille Lacs County

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Meeting called by:	Mille Lacs & Isanti SWCD	Type of meeting:	Planning Meeting
Facilitator:	Susan Shaw, Mille Lacs SWCD Tiffany Determan, Isanti SWCD	Note taker:	Maggie Kuchenbaker, Mille Lacs SWCD
Timekeeper:	Michele McPherson, Mille Lacs County		
Attendees:	Susan Shaw, Mille Lacs SWCD District Administrator Maggie Kuchenbaker, Mille Lacs SWCD Administrative Assistant Tiffany Determan, Isanti SWCD District Manager Barb Peichel, BWSR Clean Water Specialist Julie Westerlund, BWSR 1W1P Coordinator Dan Webber, Sherburne Assistant County Administrator Francine Larson, Sherburne SWCD District Manager Dan Cibulka, Sherburne SWCD District Water Resources Specialist Kevin VanHooser, Isanti County Administrator Darrick Wotachek, Isanti County Water Planner Dillon Hayes, Mille Lacs County Environmental Resources Manager Michele McPherson, Mille Lacs County Land Service Director Steve Hughes, Aitkin SWCD District Manager Jessica Seibert, Aitkin County Administrator Amanda Guertin, Benton SWCD Water Plan Technician Pat Oman, Mille Lacs County Administrator		
Please read:	BWSR 1W1P Planning Grant RFP		
Please bring:	Questions and Answers for discussion that can be used to begin drafting a planning grant proposal.		

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## OUTCOMES

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**Agenda Item:** Welcome & Introductions  
**Discussion:** Introductions. Shaw reported that the goal today is to discuss the context of the RFP, step through the RFP and possible roles for SWCDs and Counties.

**Agenda Item:** Required & Optional Participants  
**Discussion:** Shaw reported that there are four counties required to participate to move forward with 1W1P, those counties are: Aitkin, Isanti, Mille Lacs, Sherburne. Optional partners: Anoka, Benton, Chisago, Crow Wing, Kanabec, Morrison. Westerlund reported that there is no set procedure on who participates that the requirement is that everyone within the watershed be invited to participate. Shaw reported that all were invited. Westerlund reported that documentation of who is and is not going to participate in the plan is useful. The RFP asks for an indication of interest of

each LGU and/or why not. Westerlund answered a few questions regarding participation; she reported that other SWCDs and Counties can choose not to participate now, but can join later, they would just have to adopt the plan; same goes for funding options. However, if a partner declines to participate in the initial planning process they may not have local representation to communicate priorities. Discussion followed regarding optional participation on committees by major municipalities with the watershed that have significant storm water runoff contributions. As an example, if there is an action under City jurisdiction that needs to happen, the Policy Committee could invite them to participate as an equal member, or they could participate on the Advisory Committee.

- Agenda:** Technical data sources that will help inform the plan
- Discussion:** Peichel referred the group to page four of the RFP, question number three. She reported that the plan will reference technical information already that already exists (WRAPS etc) and that funding for monitoring will not be available in the planning grant. If any LGUs have been collecting additional local information, important data sources or reports should be noted in the proposal. Consider local priorities for the next ten years and note reports or studies that describe the need. Determan suggested that a document be created for the group to fill out the different technical documents each LGU has and compile a list.
- Outcome:** Determan/Shaw will coordinate the creation of a document that can be emailed to all partners in the watershed. All partners to fill out document noting important studies and/or gaps in information and email back to Determan/Shaw to compile the list of technical information.
- Agenda:** Partnership Readiness  
Roles & duties – leveraging each LGU’s capacities and strengths  
Contracting with facilitators and/or consultants
- Discussion:** Westerlund referred the group to question number four and five of the RFP handout; she reported that roles do not need to be decided now. Determan shared an example of roles and possible time commitments based off the Lower St. Croix 1W1P planning process. Hours needed for the Rum may be different than what is indicated in the example (the hours are an estimate over 2 years). Many of the roles are for work to be done before a grant agreement is signed and are not reimbursable. The plan writing period would be roughly 2019 through mid-2021. If an LGU is acting in a role such as note taker or facilitator during a meeting, that LGU should have a second representative at the meeting who can represent local concerns. Facilitation is a reimbursable activity. There are times, especially in decision making meetings, where a neutral third party facilitator can be advantageous for a non-biased approach. Round table comment about initial interest in roles followed:
- Wotachek – Small Role
  - Hughes – Small Role
  - Larson – Fiscal Agent
  - Shaw – Outreach
  - Detterman – Project Coordinator, Fiscal Agent, Contracts Manager
  - Cibulka/Wotachek – Notification Coordinator
  - VanHooser – None
  - Oman/Hayes – Small Role
  - Hire Consultant – Plan Writer
- Outcome:** Determan/Shaw will coordinate confirming interest regarding each partners’ areas of expertise (forestry, stormwater mgmt., outreach, etc.) and what they might bring to the planning process.

**Agenda:** Potential governance structure, roles and responsibilities  
Types of agreements being made in other 1W1P's and why  
Template MOA

**Discussion:** Westerlund reported that there are multiple phases to 1W1P and BWSR recommends using their MOA template when writing the agreement between all the partners.  
The MOA is also not needed for the initial proposal but a template MOA is provided by BWSR for review by partners. The MOA or similar agreement will be needed if the proposal is accepted and before planning can begin. Partner comfort and understanding of the MOA may be helpful to initiate planning early in 2019.

**Agenda:** Grant Budget – eligible expense

**Discussion:** Shaw reported that a planning budget is part of the RFP. Westerlund reported that a detailed budget and a work plan will be needed in the second phase, if the proposal is accepted by BWSR. However, it is not needed for the planning proposal now. The general budget for the proposal gives BWSR an idea of the local planning approach, number of meetings etc. Seibert recommended defining roles now to help assist with coming up with a more accurate budget.

**Agenda:** Who wants to write the proposal?

**Discussion:** Determan, Cibulka and Shaw will write the proposal.  
Discussion regarding people's strengths.  
Shaw – Outreach using Civic Standards  
Hughes – Forestry  
Determan – Water Quality  
Sherburne – Urban Growth  
Hughes and Guertin volunteered to review the draft proposals.  
Proposal Deadline is June 14, 2018 – allowing time for Aitkin, Isanti, Mille Lacs and Sherburne County Boards to review. No board action is needed on the proposal.

**Agenda:** Getting the potential policy committee members together: The Policy Committee will need one representative from each participating County and each participating SWCD. Westerlund suggested that discussions be started with Board Members of who begin to determine who might want to participate as the representative and who may be an alternate to the Policy Committee.

**Agenda:** Wrap up/Evaluate the meeting

**Discussion:** Shaw recapped the next steps: Email will be sent out by Shaw/Determan asking for:

- Technical information
- Areas of expertise
- Thoughts on who is doing what role (possible billable rate associated with the role)
- Deadlines to meet to complete a draft proposal

**Draft Proposal Deadline is June 14, 2018** in order to share with LGU Boards in advance of the July 2<sup>nd</sup> submission deadline.





**Aitkin County  
Contract Bid Abstract**

Handout 4A

**Project Name:** Bituminous Mill & Overlay with Shoulder Widening on CSAH 12, Bituminous Mill and Overlay with Turnlane on CSAH 12, and Bituminous Paving on CR 53  
**Project No.:** CP 001-053-003, SAP 001-612-021, SAP 001-612-022  
**Bid Opening:** 5/21/2018 at 2:00 PM

**Contract No.:** 20182  
**Client:** Aitkin County  
**Owner:** Aitkin, Minnesota

Project: CP 001-053-003 - CR 53		Engineers Estimate				Knife River - Suak Rapids, MN		Anderson Brothers Construction Company of Brainerd LLC - Brainerd, MN		Hardrives, Inc - St. Cloud, MN		Central Specialities Inc - Alexandria, MN		Duininck, Inc. - Prinsburg, MN		Tri-City paving, Inc. - Little Falls, MN	
Line No.	Item	Units	Quantity	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	2021.501 MOBILIZATION	LS	1	\$20,000.00	\$20,000.00	\$24,000.00	\$24,000.00	\$11,000.00	\$11,000.00	\$35,500.00	\$35,500.00	\$21,000.00	\$21,000.00	\$14,000.00	\$14,000.00	\$15,000.00	\$15,000.00
2	2051.501 MAINT & RESTORATION OF HAUL ROADS	LS	1	\$1,000.00	\$1,000.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
3	2118.609 AGGREGATE SURFACING SPECIAL	TON	2018	\$17.00	\$34,306.00	\$16.54	\$33,377.72	\$19.65	\$39,653.70	\$17.30	\$34,911.40	\$14.00	\$28,252.00	\$23.00	\$46,414.00	\$25.00	\$50,450.00
4	2123.51 MOTOR GRADER (P)	HOUR	10	\$200.00	\$2,000.00	\$840.07	\$8,400.70	\$415.00	\$4,150.00	\$197.00	\$1,970.00	\$150.00	\$1,500.00	\$150.00	\$1,500.00	\$100.00	\$1,000.00
5	2211.509 AGGREGATE BASE CLASS 5	TON	700	\$14.50	\$10,150.00	\$17.92	\$12,544.00	\$15.00	\$10,500.00	\$17.50	\$12,250.00	\$14.50	\$10,150.00	\$18.50	\$12,950.00	\$25.00	\$17,500.00
6	2232.504 MILL BITUMINOUS SURFACE (1.5")	S Y	13700	\$1.50	\$20,550.00	\$1.25	\$17,125.00	\$1.57	\$21,509.00	\$0.85	\$11,645.00	\$1.00	\$13,700.00	\$1.25	\$17,125.00	\$1.25	\$17,125.00
7	2357.506 BITUMINOUS MATERIAL FOR TACK COAT	GAL	4263	\$2.00	\$8,526.00	\$1.97	\$8,398.11	\$1.90	\$8,099.70	\$1.50	\$6,394.50	\$2.00	\$8,526.00	\$2.20	\$9,378.60	\$3.00	\$12,789.00
8	2360.509 TYPE SP 9.5 WEARING COURSE MIX (2,C)	TON	13165	\$45.00	\$592,425.00	\$58.80	\$774,102.00	\$60.00	\$789,900.00	\$58.70	\$772,785.50	\$58.13	\$765,281.45	\$65.55	\$862,965.75	\$70.00	\$921,550.00
9	2563.601 TRAFFIC CONTROL	LS	1	\$5,000.00	\$5,000.00	\$8,000.00	\$8,000.00	\$3,325.00	\$3,325.00	\$3,340.00	\$3,340.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$10,000.00	\$10,000.00
10	2574.508 FERTILIZER TYPE 3	LB	1355	\$0.75	\$1,016.25	\$0.65	\$880.75	\$0.69	\$934.95	\$0.66	\$894.30	\$0.65	\$880.75	\$0.65	\$880.75	\$1.00	\$1,355.00
11	2574.607 SALVAGED TOPSOIL FROM STOCKPILE (EV)	CY	1103	\$15.00	\$16,545.00	\$21.41	\$23,615.23	\$18.00	\$19,854.00	\$18.50	\$20,405.50	\$22.00	\$24,266.00	\$31.50	\$34,744.50	\$30.00	\$33,090.00
12	2575.505 SEEDING (P)	ACRE	3.87	\$500.00	\$1,935.00	\$500.00	\$1,935.00	\$525.00	\$2,031.75	\$506.00	\$1,958.22	\$500.00	\$1,935.00	\$500.00	\$1,935.00	\$500.00	\$1,935.00
13	2575.505 DISK ANCHORING	ACRE	3.87	\$200.00	\$774.00	\$250.00	\$967.50	\$265.00	\$1,025.55	\$253.00	\$979.11	\$250.00	\$967.50	\$250.00	\$967.50	\$250.00	\$967.50
14	2575.508 SEED MIXTURE 25-141	LB	228	\$4.25	\$969.00	\$3.25	\$741.00	\$3.45	\$786.60	\$3.30	\$752.40	\$3.25	\$741.00	\$3.25	\$741.00	\$3.25	\$741.00
15	2575.509 MULCH MATERIAL TYPE 3	TON	8	\$250.00	\$2,000.00	\$250.00	\$2,000.00	\$265.00	\$2,120.00	\$253.00	\$2,024.00	\$250.00	\$2,000.00	\$250.00	\$2,000.00	\$250.00	\$2,000.00
16	2580.503 INTERIM PAVEMENT MARKING	L F	43967	\$0.20	\$8,793.40	\$0.05	\$2,198.35	\$0.16	\$7,034.72	\$0.15	\$6,595.05	\$0.15	\$6,595.05	\$0.15	\$6,595.05	\$0.40	\$17,586.80
17	2582.503 4" SOLID LINE MULTI COMP	L F	52667	\$0.25	\$13,166.75	\$0.21	\$11,060.07	\$0.22	\$11,586.74	\$0.21	\$11,060.07	\$0.21	\$11,060.07	\$0.21	\$11,060.07	\$0.29	\$15,273.43
18	2582.503 4" BROKEN LINE MULTI COMP	L F	2029	\$0.25	\$507.25	\$0.21	\$426.09	\$0.22	\$446.38	\$0.21	\$426.09	\$0.21	\$426.09	\$0.21	\$426.09	\$0.29	\$588.41
Totals for Project CP 001-053-003					\$739,663.65		\$929,772.52		\$933,959.09		\$923,892.14		\$898,781.91		\$1,025,184.31		\$1,118,952.14
% of Estimate for Project CP 001-053-003							25.70%		26.27%		24.91%		21.51%		38.60%		51.28%

Project: SAP 001-612-021 - Bit Mill and Overlay w/Shoulder Widening		Engineers Estimate				Knife River - Suak Rapids, MN		Anderson Brothers Construction Company of Brainerd LLC - Brainerd, MN		Hardrives, Inc - St. Cloud, MN		Central Specialities Inc - Alexandria, MN		Duininck, Inc. - Prinsburg, MN		Tri-City paving, Inc. - Little Falls, MN	
Line No.	Item	Units	Quantity	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	2021.501 MOBILIZATION	LS	1	\$60,000.00	\$60,000.00	\$62,000.00	\$62,000.00	\$50,575.00	\$50,575.00	\$77,000.00	\$77,000.00	\$50,000.00	\$50,000.00	\$14,000.00	\$14,000.00	\$65,000.00	\$65,000.00
2	2051.501 MAINT & RESTORATION OF HAUL ROADS	LS	1	\$1,000.00	\$1,000.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
3	2101.501 CLEARING & GRUBBING	LS	1	\$40,000.00	\$40,000.00	\$46,990.00	\$46,990.00	\$53,000.00	\$53,000.00	\$80,000.00	\$80,000.00	\$46,990.00	\$46,990.00	\$46,990.00	\$46,990.00	\$80,000.00	\$80,000.00
4	2104.502 SALVAGE CONCRETE APRON	EACH	8	\$300.00	\$2,400.00	\$245.00	\$1,960.00	\$260.00	\$2,080.00	\$405.00	\$3,240.00	\$165.00	\$1,320.00	\$245.00	\$1,960.00	\$400.00	\$3,200.00
5	2104.502 SALVAGE SIGN	EACH	63	\$50.00	\$3,150.00	\$25.00	\$1,575.00	\$26.50	\$1,669.50	\$25.30	\$1,593.90	\$25.00	\$1,575.00	\$25.00	\$1,575.00	\$125.00	\$7,875.00
6	2104.503 SAWING BIT PAVEMENT (FULL DEPTH)	L F	73	\$3.00	\$219.00	\$1.85	\$135.05	\$5.00	\$365.00	\$1.85	\$135.05	\$5.00	\$365.00	\$1.85	\$135.05	\$4.00	\$292.00
7	2104.503 REMOVE PIPE CULVERTS	L F	1267	\$14.00	\$17,738.00	\$9.50	\$12,036.50	\$10.00	\$12,670.00	\$11.10	\$14,063.70	\$9.00	\$11,403.00	\$9.50	\$12,036.50	\$11.00	\$13,937.00
8	2104.504 REMOVE BITUMINOUS PAVEMENT	S Y	247	\$5.00	\$1,235.00	\$3.00	\$741.00	\$3.25	\$802.75	\$6.10	\$1,506.70	\$12.00	\$2,964.00	\$3.00	\$741.00	\$6.00	\$1,482.00
9	2105.504 GEOTEXTILE FABRIC TYPE 5	S Y	6805	\$2.50	\$17,012.50	\$1.35	\$9,186.75	\$1.45	\$9,867.25	\$2.15	\$14,630.75	\$1.50	\$10,207.50	\$1.35	\$9,186.75	\$2.10	\$14,290.50
10	2105.507 COMMON EXCAVATION (P)	C Y	36351	\$5.00	\$181,755.00	\$5.65	\$205,383.15	\$6.00	\$218,106.00	\$5.55	\$201,748.05	\$5.75	\$209,018.25	\$5.65	\$205,383.15	\$5.50	\$199,930.50

Project: SAP 001-612-021 - Bit Mill and Overlay w/Shoulder Widening			Engineers Estimate				Knife River - Suak Rapids, MN		Anderson Brothers Construction Company of Brainerd LLC - Brainerd, MN		Hardrives, Inc - St. Cloud, MN		Central Specialties Inc - Alexandria, MN		Duinink, Inc. - Prinsburg, MN		Tri-City paving, Inc. - Little Falls, MN	
Line No.	Item	Units	Quantity	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	
11	2105.507	GRANULAR BORROW (EV)	C Y	12595	\$9.00	\$113,355.00	\$9.70	\$122,171.50	\$10.25	\$129,098.75	\$11.10	\$139,804.50	\$14.00	\$176,330.00	\$9.70	\$122,171.50	\$11.00	\$138,545.00
12	2105.507	SELECT GRANULAR BORROW (EV)	C Y	5280	\$10.00	\$52,800.00	\$11.00	\$58,080.00	\$11.60	\$61,248.00	\$16.20	\$85,536.00	\$17.50	\$92,400.00	\$11.00	\$58,080.00	\$16.00	\$84,480.00
13	2105.607	SALVAGED AGGREGATE (CV)	C Y	2598	\$10.00	\$25,980.00	\$13.94	\$36,216.12	\$8.40	\$21,823.20	\$7.10	\$18,445.80	\$20.00	\$51,960.00	\$8.00	\$20,784.00	\$22.00	\$57,156.00
14	2118.609	AGGREGATE SURFACING SPECIAL	TON	2107	\$17.00	\$35,819.00	\$13.50	\$28,444.50	\$18.30	\$38,558.10	\$17.30	\$36,451.10	\$15.00	\$31,605.00	\$20.15	\$42,456.05	\$22.00	\$46,354.00
15	2211.509	AGGREGATE BASE CLASS 5	TON	17776	\$13.50	\$239,976.00	\$10.87	\$193,225.12	\$11.50	\$204,424.00	\$12.20	\$216,867.20	\$12.50	\$222,200.00	\$15.80	\$280,860.80	\$18.00	\$319,968.00
16	2232.504	MILL BITUMINOUS SURFACE (1.5")	S Y	398	\$1.50	\$597.00	\$6.00	\$2,388.00	\$5.00	\$1,990.00	\$3.85	\$1,532.30	\$5.00	\$1,990.00	\$1.45	\$577.10	\$2.00	\$796.00
17	2232.604	MILL BITUMINOUS PAVEMENT (FULL DEPTH)	S Y	28846	\$3.75	\$108,172.50	\$3.50	\$100,961.00	\$2.94	\$84,807.24	\$2.10	\$60,576.60	\$4.05	\$116,826.30	\$3.80	\$109,614.80	\$1.50	\$43,269.00
18	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GAL	4462	\$2.00	\$8,924.00	\$1.97	\$8,790.14	\$1.90	\$8,477.80	\$1.50	\$6,693.00	\$2.00	\$8,924.00	\$3.15	\$14,055.30	\$3.00	\$13,386.00
19	2360.509	TYPE SP 9.5 WEARING COURSE MIX (2,C)	TON	13900	\$45.00	\$625,500.00	\$58.40	\$811,760.00	\$60.00	\$834,000.00	\$63.00	\$875,700.00	\$61.10	\$849,290.00	\$57.68	\$801,752.00	\$70.00	\$973,000.00
20	2451.507	STRUCTURE EXCAVATION CLASS U (P)	C Y	152	\$12.00	\$1,824.00	\$9.00	\$1,368.00	\$9.50	\$1,444.00	\$8.10	\$1,231.20	\$10.00	\$1,520.00	\$9.00	\$1,368.00	\$8.00	\$1,216.00
21	2451.507	COARSE AGGREGATE BEDDING (CV) (P)	C Y	76	\$50.00	\$3,800.00	\$42.00	\$3,192.00	\$44.40	\$3,374.40	\$45.60	\$3,465.60	\$55.00	\$4,180.00	\$42.00	\$3,192.00	\$45.00	\$3,420.00
22	2501.502	15" GS PIPE APRON	EACH	44	\$350.00	\$15,400.00	\$185.00	\$8,140.00	\$195.00	\$8,580.00	\$152.00	\$6,688.00	\$195.00	\$8,580.00	\$185.00	\$8,140.00	\$150.00	\$6,600.00
23	2501.502	18" RC PIPE APRON	EACH	2	\$600.00	\$1,200.00	\$700.00	\$1,400.00	\$740.00	\$1,480.00	\$886.00	\$1,772.00	\$650.00	\$1,300.00	\$700.00	\$1,400.00	\$875.00	\$1,750.00
24	2501.502	36" SPAN RC PIPE-ARCH APRON	EACH	2	\$850.00	\$1,700.00	\$1,245.00	\$2,490.00	\$1,300.00	\$2,600.00	\$1,420.00	\$2,840.00	\$1,200.00	\$2,400.00	\$1,245.00	\$2,490.00	\$1,400.00	\$2,800.00
25	2501.502	INSTALL CONCRETE APRON	EACH	8	\$350.00	\$2,800.00	\$349.00	\$2,792.00	\$370.00	\$2,960.00	\$405.00	\$3,240.00	\$300.00	\$2,400.00	\$349.00	\$2,792.00	\$400.00	\$3,200.00
26	2501.503	15" CS PIPE CULVERT	L F	1016	\$35.00	\$35,560.00	\$28.00	\$28,448.00	\$29.55	\$30,022.80	\$28.40	\$28,854.40	\$23.00	\$23,368.00	\$28.00	\$28,448.00	\$28.00	\$28,448.00
27	2501.503	18" RC PIPE CULVERT CLASS III	L F	66	\$50.00	\$3,300.00	\$68.00	\$4,488.00	\$71.75	\$4,735.50	\$137.00	\$9,042.00	\$75.00	\$4,950.00	\$68.00	\$4,488.00	\$135.00	\$8,910.00
28	2501.503	24" RC PIPE CULVERT CLASS III	L F	22	\$70.00	\$1,540.00	\$88.00	\$1,936.00	\$93.00	\$2,046.00	\$177.00	\$3,894.00	\$84.00	\$1,848.00	\$88.00	\$1,936.00	\$175.00	\$3,850.00
29	2501.503	36" RC PIPE CULVERT CLASS III	L F	24	\$100.00	\$2,400.00	\$179.00	\$4,296.00	\$190.00	\$4,560.00	\$203.00	\$4,872.00	\$150.00	\$3,600.00	\$179.00	\$4,296.00	\$200.00	\$4,800.00
30	2501.503	36" SPAN RC PIPE-ARCH CULV CL IIA	L F	56	\$120.00	\$6,720.00	\$182.00	\$10,192.00	\$192.00	\$10,752.00	\$258.00	\$14,448.00	\$140.00	\$7,840.00	\$182.00	\$10,192.00	\$255.00	\$14,280.00
31	2501.503	18" RC PIPE CULVERT DES 3006	L F	74	\$55.00	\$4,070.00	\$74.00	\$5,476.00	\$78.00	\$5,772.00	\$135.00	\$9,990.00	\$58.00	\$4,292.00	\$74.00	\$5,476.00	\$133.00	\$9,842.00
32	2502.503	4" PERF PE PIPE DRAIN	L F	865	\$10.00	\$8,650.00	\$8.80	\$7,612.00	\$9.30	\$8,044.50	\$5.05	\$4,368.25	\$6.00	\$5,190.00	\$8.80	\$7,612.00	\$5.00	\$4,325.00
33	2507.503	LINING CULVERT PIPE 18"	L F	160	\$80.00	\$12,800.00	\$109.00	\$17,440.00	\$115.00	\$18,400.00	\$92.80	\$14,848.00	\$120.00	\$19,200.00	\$109.00	\$17,440.00	\$91.65	\$14,664.00
34	2511.507	RANDOM RIPRAP CLASS III	C Y	188	\$70.00	\$13,160.00	\$79.00	\$14,852.00	\$83.35	\$15,669.80	\$70.90	\$13,329.20	\$81.00	\$15,228.00	\$79.00	\$14,852.00	\$70.00	\$13,160.00
35	2540.602	MAIL BOX SUPPORT	EACH	18	\$105.00	\$1,890.00	\$110.00	\$1,980.00	\$97.00	\$1,746.00	\$122.00	\$2,196.00	\$120.00	\$2,160.00	\$120.00	\$2,160.00	\$110.00	\$1,980.00
36	2540.602	RELOCATE MAIL BOX SUPPORT	EACH	15	\$100.00	\$1,500.00	\$75.00	\$1,125.00	\$65.00	\$975.00	\$15.20	\$228.00	\$20.00	\$300.00	\$20.00	\$300.00	\$75.00	\$1,125.00
37	2554.502	ANCHORAGE ASSEMBLY - CABLE	EACH	2	\$1,500.00	\$3,000.00	\$2,600.00	\$5,200.00	\$2,740.00	\$5,480.00	\$2,630.00	\$5,260.00	\$2,600.00	\$5,200.00	\$2,600.00	\$5,200.00	\$2,600.00	\$5,200.00
38	2554.503	TRAFFIC BARRIER DESIGN 8331	L F	425	\$9.00	\$3,825.00	\$9.00	\$3,825.00	\$9.50	\$4,037.50	\$9.10	\$3,867.50	\$9.00	\$3,825.00	\$9.00	\$3,825.00	\$10.00	\$4,250.00
39	2563.601	TRAFFIC CONTROL	LS	1	\$12,000.00	\$12,000.00	\$8,000.00	\$8,000.00	\$4,800.00	\$4,800.00	\$4,760.00	\$4,760.00	\$2,900.00	\$2,900.00	\$2,900.00	\$2,900.00	\$15,000.00	\$15,000.00
40	2564.518	SIGN PANELS TYPE C	S F	110	\$30.00	\$3,300.00	\$32.00	\$3,520.00	\$34.00	\$3,740.00	\$32.40	\$3,564.00	\$32.00	\$3,520.00	\$32.00	\$3,520.00	\$50.00	\$5,500.00
41	2564.602	INSTALL SIGN	EACH	39	\$100.00	\$3,900.00	\$130.00	\$5,070.00	\$137.00	\$5,343.00	\$132.00	\$5,148.00	\$130.00	\$5,070.00	\$130.00	\$5,070.00	\$125.00	\$4,875.00
42	2573.503	SILT FENCE, TYPE HI	L F	6600	\$3.50	\$23,100.00	\$1.90	\$12,540.00	\$2.00	\$13,200.00	\$1.90	\$12,540.00	\$1.90	\$12,540.00	\$1.90	\$12,540.00	\$1.90	\$12,540.00
43	2574.507	FILTER TOPSOIL BORROW (P)	C Y	132	\$40.00	\$5,280.00	\$79.00	\$10,428.00	\$83.00	\$10,956.00	\$60.80	\$8,025.60	\$50.00	\$6,600.00	\$79.00	\$10,428.00	\$30.00	\$3,960.00
44	2574.508	FERTILIZER TYPE 3	LB	8278	\$0.75	\$6,208.50	\$0.75	\$6,208.50	\$0.79	\$6,539.62	\$0.76	\$6,291.28	\$0.75	\$6,208.50	\$0.75	\$6,208.50	\$1.00	\$8,278.00
45	2575.504	EROSION CONTROL BLANKETS CATEGORY 3N	S Y	15919	\$1.60	\$25,470.40	\$1.25	\$19,898.75	\$1.32	\$21,013.08	\$1.25	\$19,898.75	\$1.25	\$19,898.75	\$1.25	\$19,898.75	\$1.25	\$19,898.75
46	2575.505	SEEDING (P)	ACRE	23.65	\$250.00	\$5,912.50	\$500.00	\$11,825.00	\$525.00	\$12,416.25	\$506.00	\$11,966.90	\$500.00	\$11,825.00	\$500.00	\$11,825.00	\$500.00	\$11,825.00
47	2575.505	DISK ANCHORING	ACRE	23.65	\$200.00	\$4,730.00	\$150.00	\$3,547.50	\$160.00	\$3,784.00	\$152.00	\$3,594.80	\$150.00	\$3,547.50	\$150.00	\$3,547.50	\$150.00	\$3,547.50
48	2575.508	SEED MIXTURE 25-141	LB	1396	\$4.25	\$5,933.00	\$3.25	\$4,537.00	\$3.43	\$4,788.28	\$3.30	\$4,606.80	\$3.25	\$4,537.00	\$3.25	\$4,537.00	\$3.25	\$4,537.00
49	2575.509	MULCH MATERIAL TYPE 3	TON	48	\$250.00	\$12,000.00	\$250.00	\$12,000.00	\$265.00	\$12,720.00	\$253.00	\$12,144.00	\$250.00	\$12,000.00	\$250.00	\$12,000.00	\$250.00	\$12,000.00
50	2575.523	RAPID STABILIZATION METHOD 3	MGAL	71.7	\$200.00	\$14,340.00	\$250.00	\$17,925.00	\$265.00	\$19,000.50	\$253.00	\$18,140.10	\$250.00	\$17,925.00	\$250.00	\$17,925.00	\$250.00	\$17,925.00
51	2580.503	INTERIM PAVEMENT MARKING	L F	59835	\$0.20	\$11,967.00	\$0.05	\$2,991.75	\$0.16	\$9,573.60	\$0.15	\$8,975.25	\$0.15	\$8,975.25	\$0.15	\$8,975.25	\$0.40	\$23,934.00

Project: SAP 001-612-021 - Bit Mill and Overlay w/Shoulder Widening				Engineers Estimate		Knife River - Suak Rapids, MN		Anderson Brothers Construction Company of Brainerd LLC - Brainerd, MN		Hardrives, Inc - St. Cloud, MN		Central Specialties Inc - Alexandria, MN		Duininck, Inc. - Prinsburg, MN		Tri-City paving, Inc. - Little Falls, MN	
Line No.	Item	Units	Quantity	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
52	2582.503 4" SOLID LINE MULTI COMP	LF	19500	\$0.25	\$4,875.00	\$0.21	\$4,095.00	\$0.22	\$4,290.00	\$0.21	\$4,095.00	\$0.21	\$4,095.00	\$0.21	\$4,095.00	\$0.29	\$5,655.00
53	2582.503 4" BROKEN LINE MULTI COMP	LF	890	\$0.25	\$222.50	\$0.21	\$186.90	\$0.22	\$195.80	\$0.21	\$186.90	\$0.21	\$186.90	\$0.21	\$186.90	\$1.00	\$890.00
54	2582.503 6" SOLID LINE MULTI COMP GR IN (WR)	LF	22550	\$0.70	\$15,785.00	\$0.73	\$16,461.50	\$0.77	\$17,363.50	\$0.74	\$16,687.00	\$0.73	\$16,461.50	\$0.73	\$16,461.50	\$0.74	\$16,687.00
Totals for Project SAP 001-612-021					\$1,815,795.90		\$1,967,531.73		\$2,015,966.72		\$2,110,584.18		\$2,139,040.45		\$2,008,085.40		\$2,363,834.25
% of Estimate for Project SAP 001-612-021							8.36%		11.02%		16.23%		17.80%		10.59%		30.18%

Project: SAP 001-612-022 - Bit Mill and Overlay with Turnlane				Engineers Estimate		Knife River - Suak Rapids, MN		Anderson Brothers Construction Company of Brainerd LLC - Brainerd, MN		Hardrives, Inc - St. Cloud, MN		Central Specialties Inc - Alexandria, MN		Duininck, Inc. - Prinsburg, MN		Tri-City paving, Inc. - Little Falls, MN	
Line No.	Item	Units	Quantity	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	2021.501 MOBILIZATION	LS	1	\$18,000.00	\$18,000.00	\$40,000.00	\$40,000.00	\$20,000.00	\$20,000.00	\$41,600.00	\$41,600.00	\$25,000.00	\$25,000.00	\$14,000.00	\$14,000.00	\$40,000.00	\$40,000.00
2	2051.501 MAINT & RESTORATION OF HAUL ROADS	LS	1	\$1,000.00	\$1,000.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
3	2101.501 CLEARING & GRUBBING	LS	1	\$1,500.00	\$1,500.00	\$3,000.00	\$3,000.00	\$5,250.00	\$5,250.00	\$5,060.00	\$5,060.00	\$56,990.00	\$56,990.00	\$56,990.00	\$56,990.00	\$5,000.00	\$5,000.00
4	2104.502 SALVAGE CONCRETE APRON	EACH	3	\$300.00	\$900.00	\$295.00	\$885.00	\$310.00	\$930.00	\$405.00	\$1,215.00	\$300.00	\$900.00	\$295.00	\$885.00	\$400.00	\$1,200.00
5	2104.502 SALVAGE SIGN	EACH	7	\$50.00	\$350.00	\$25.00	\$175.00	\$26.50	\$185.50	\$25.30	\$177.10	\$25.00	\$175.00	\$25.00	\$175.00	\$100.00	\$700.00
6	2104.503 SAWING BIT PAVEMENT (FULL DEPTH)	LF	777	\$3.00	\$2,331.00	\$1.85	\$1,437.45	\$2.70	\$2,097.90	\$1.85	\$1,437.45	\$3.00	\$2,331.00	\$1.85	\$1,437.45	\$2.00	\$1,554.00
7	2104.503 REMOVE PIPE CULVERTS	LF	73	\$14.00	\$1,022.00	\$13.00	\$949.00	\$13.75	\$1,003.75	\$12.20	\$890.60	\$10.00	\$730.00	\$13.00	\$949.00	\$12.00	\$876.00
8	2104.504 REMOVE BITUMINOUS PAVEMENT	SY	209	\$5.00	\$1,045.00	\$5.00	\$1,045.00	\$5.25	\$1,097.25	\$6.10	\$1,274.90	\$10.75	\$2,246.75	\$11.25	\$2,351.25	\$6.00	\$1,254.00
9	2105.507 COMMON EXCAVATION (P)	CY	1350	\$10.00	\$13,500.00	\$10.50	\$14,175.00	\$11.00	\$14,850.00	\$12.70	\$17,145.00	\$9.00	\$12,150.00	\$10.50	\$14,175.00	\$12.50	\$16,875.00
10	2105.603 SHOULDER EXCAVATION	LF	26288	\$0.40	\$10,515.20	\$0.34	\$8,937.92	\$0.31	\$8,149.28	\$0.69	\$18,138.72	\$0.20	\$5,257.60	\$0.70	\$18,401.60	\$2.00	\$52,576.00
11	2118.609 AGGREGATE SURFACING SPECIAL	TON	2077	\$17.00	\$35,309.00	\$13.40	\$27,831.80	\$17.75	\$36,866.75	\$17.30	\$35,932.10	\$14.00	\$29,078.00	\$25.60	\$53,171.20	\$22.00	\$45,694.00
12	2211.509 AGGREGATE BASE CLASS 5	TON	1854	\$18.00	\$33,372.00	\$14.98	\$27,772.92	\$13.40	\$24,843.60	\$14.00	\$25,956.00	\$16.00	\$29,664.00	\$16.15	\$29,942.10	\$20.00	\$37,080.00
13	2232.504 MILL BITUMINOUS SURFACE (1.5")	SY	45113	\$1.50	\$67,669.50	\$0.95	\$42,857.35	\$1.05	\$47,368.65	\$0.79	\$35,639.27	\$0.90	\$40,601.70	\$0.90	\$40,601.70	\$1.25	\$56,391.25
14	2232.604 MILL BITUMINOUS PAVEMENT (FULL DEPTH)	SY	2973	\$3.75	\$11,148.75	\$3.00	\$8,919.00	\$3.25	\$9,662.25	\$2.30	\$6,837.90	\$4.00	\$11,892.00	\$3.25	\$9,662.25	\$2.00	\$5,946.00
15	2357.506 BITUMINOUS MATERIAL FOR TACK COAT	GAL	6529	\$2.00	\$13,058.00	\$1.97	\$12,862.13	\$1.90	\$12,405.10	\$1.50	\$9,793.50	\$2.00	\$13,058.00	\$2.60	\$16,975.40	\$3.00	\$19,587.00
16	2360.509 TYPE SP 9.5 WEARING COURSE MIX (2,B)	TON	8007	\$40.00	\$320,280.00	\$41.65	\$333,491.55	\$42.00	\$336,294.00	\$48.80	\$390,741.60	\$48.59	\$389,060.13	\$54.56	\$436,861.92	\$70.00	\$560,490.00
17	2501.502 15" GS PIPE APRON	EACH	4	\$350.00	\$1,400.00	\$250.00	\$1,000.00	\$265.00	\$1,060.00	\$177.00	\$708.00	\$195.00	\$780.00	\$250.00	\$1,000.00	\$175.00	\$700.00
18	2501.502 INSTALL CONCRETE APRON	EACH	3	\$350.00	\$1,050.00	\$445.00	\$1,335.00	\$470.00	\$1,410.00	\$405.00	\$1,215.00	\$300.00	\$900.00	\$445.00	\$1,335.00	\$400.00	\$1,200.00
19	2501.503 15" CS PIPE CULVERT	LF	84	\$35.00	\$2,940.00	\$36.00	\$3,024.00	\$38.00	\$3,192.00	\$30.40	\$2,553.60	\$23.00	\$1,932.00	\$36.00	\$3,024.00	\$30.00	\$2,520.00
20	2501.503 18" RC PIPE CULVERT	LF	28	\$50.00	\$1,400.00	\$135.00	\$3,780.00	\$142.50	\$3,990.00	\$228.00	\$6,384.00	\$65.00	\$1,820.00	\$135.00	\$3,780.00	\$225.00	\$6,300.00
21	2531.503 CONCRETE CURB & GUTTER DESIGN B624	LF	50	\$30.00	\$1,500.00	\$53.20	\$2,660.00	\$65.00	\$3,250.00	\$38.50	\$1,925.00	\$53.00	\$2,650.00	\$53.20	\$2,660.00	\$45.00	\$2,250.00
22	2540.602 MAIL BOX SUPPORT	EACH	9	\$105.00	\$945.00	\$110.00	\$990.00	\$97.00	\$873.00	\$122.00	\$1,098.00	\$120.00	\$1,080.00	\$120.00	\$1,080.00	\$110.00	\$990.00
23	2540.602 RELOCATE MAIL BOX SUPPORT	EACH	20	\$100.00	\$2,000.00	\$75.00	\$1,500.00	\$65.00	\$1,300.00	\$20.30	\$406.00	\$20.00	\$400.00	\$20.00	\$400.00	\$75.00	\$1,500.00
24	2545.601 MODIFY LIGHTING SYSTEM	LS	1	\$4,500.00	\$4,500.00	\$5,100.00	\$5,100.00	\$5,400.00	\$5,400.00	\$5,170.00	\$5,170.00	\$5,100.00	\$5,100.00	\$7,710.00	\$7,710.00	\$5,100.00	\$5,100.00
25	2563.601 TRAFFIC CONTROL	LS	1	\$10,000.00	\$10,000.00	\$5,000.00	\$5,000.00	\$3,500.00	\$3,500.00	\$3,440.00	\$3,440.00	\$1,600.00	\$1,600.00	\$1,600.00	\$1,600.00	\$15,000.00	\$15,000.00
26	2564.602 INSTALL SIGN	EACH	7	\$100.00	\$700.00	\$130.00	\$910.00	\$137.00	\$959.00	\$132.00	\$924.00	\$130.00	\$910.00	\$130.00	\$910.00	\$150.00	\$1,050.00
27	2565.601 MODIFY RICWS SYSTEM	LS	1	\$3,500.00	\$3,500.00	\$6,100.00	\$6,100.00	\$6,450.00	\$6,450.00	\$6,180.00	\$6,180.00	\$6,100.00	\$6,100.00	\$7,500.00	\$7,500.00	\$6,100.00	\$6,100.00
28	2573.503 SILT FENCE, TYPE HI	LF	1800	\$3.50	\$6,300.00	\$2.00	\$3,600.00	\$2.10	\$3,780.00	\$2.05	\$3,690.00	\$2.00	\$3,600.00	\$2.00	\$3,600.00	\$2.00	\$3,600.00
29	2574.508 FERTILIZER TYPE 3	LB	525	\$0.75	\$393.75	\$0.65	\$341.25	\$0.69	\$362.25	\$0.66	\$346.50	\$0.65	\$341.25	\$0.65	\$341.25	\$1.00	\$525.00
30	2575.504 EROSION CONTROL BLANKETS CATEGORY 3N	SY	1709	\$2.00	\$3,418.00	\$1.50	\$2,563.50	\$1.58	\$2,700.22	\$1.50	\$2,563.50	\$1.50	\$2,563.50	\$1.50	\$2,563.50	\$1.50	\$2,563.50
31	2575.505 SEEDING (P)	ACRE	1.5	\$500.00	\$750.00	\$500.00	\$750.00	\$525.00	\$787.50	\$506.00	\$759.00	\$500.00	\$750.00	\$500.00	\$750.00	\$500.00	\$750.00
32	2575.505 DISK ANCHORING	ACRE	1.5	\$200.00	\$300.00	\$250.00	\$375.00	\$265.00	\$397.50	\$253.00	\$379.50	\$250.00	\$375.00	\$250.00	\$375.00	\$250.00	\$375.00

Project: SAP 001-612-022 - Bit Mill and Overlay with Turnlane				Engineers Estimate		Knife River - Suak Rapids, MN		Anderson Brothers Construction Company of Brainerd LLC - Brainerd, MN		Hardrives, Inc - St. Cloud, MN		Central Specialties Inc - Alexandria, MN		Duininck, Inc. - Prinsburg, MN		Tri-City paving, Inc. - Little Falls, MN	
Line No.	Item	Units	Quantity	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
33	2575.508 SEED MIXTURE 25-141	LB	89	\$4.25	\$378.25	\$3.25	\$289.25	\$3.43	\$305.27	\$3.30	\$293.70	\$3.25	\$289.25	\$3.25	\$289.25	\$3.25	\$289.25
35	2575.509 MULCH MATERIAL TYPE 3	TON	3	\$250.00	\$750.00	\$250.00	\$750.00	\$265.00	\$795.00	\$253.00	\$759.00	\$250.00	\$750.00	\$250.00	\$750.00	\$250.00	\$750.00
34	2575.523 RAPID STABILIZATION METHOD 3	MGAL	2.5	\$300.00	\$750.00	\$400.00	\$1,000.00	\$425.00	\$1,062.50	\$405.00	\$1,012.50	\$400.00	\$1,000.00	\$400.00	\$1,000.00	\$400.00	\$1,000.00
36	2580.503 INTERIM PAVEMENT MARKING	LF	23646	\$0.20	\$4,729.20	\$0.05	\$1,182.30	\$0.16	\$3,783.36	\$0.15	\$3,546.90	\$0.15	\$3,546.90	\$0.15	\$3,546.90	\$0.15	\$3,546.90
37	2582.503 4" SOLID LINE MULTI COMP	LF	6932	\$0.25	\$1,733.00	\$0.21	\$1,455.72	\$0.22	\$1,525.04	\$0.21	\$1,455.72	\$0.21	\$1,455.72	\$0.21	\$1,455.72	\$0.21	\$1,455.72
38	2582.503 4" BROKEN LINE MULTI COMP	LF	2700	\$0.25	\$675.00	\$0.21	\$567.00	\$0.22	\$594.00	\$0.21	\$567.00	\$0.21	\$567.00	\$0.21	\$567.00	\$0.21	\$567.00
39	2582.503 6" SOLID LINE MULTI COMP GR IN (WR)	LF	31739	\$0.70	\$22,217.30	\$0.73	\$23,169.47	\$0.77	\$24,439.03	\$0.74	\$23,486.86	\$0.73	\$23,169.47	\$0.73	\$23,169.47	\$0.73	\$23,169.47
40	2582.503 24" SOLID LINE MULTI COMP GR IN (WR)	LF	24	\$10.00	\$240.00	\$20.00	\$480.00	\$21.00	\$504.00	\$20.30	\$487.20	\$20.00	\$480.00	\$20.00	\$480.00	\$20.00	\$480.00
Totals for Project SAP 001-612-022					\$603,569.95		\$592,262.61		\$593,424.70		\$661,191.12		\$681,295.27		\$766,466.96		\$934,485.54
% of Estimate for Project SAP 001-612-022							-1.87%		-1.68%		9.55%		12.88%		26.99%		54.83%
Totals for Contract 20182					\$3,159,029.50		\$3,489,566.86		\$3,543,350.51		\$3,695,667.44		\$3,719,117.63		\$3,799,736.67		\$4,417,271.93
% of Estimate for Contract 20182							10.46%		12.17%		16.99%		17.73%		20.28%		39.83%

I hereby certify that this is an exact reproduction of bids received.

Certified By: John Wells License No. 24340

Date: 5-22-18

## Maintaining safe and reliable access to North American crude oil.



# Line 3 Replacement Project – Maintenance and integrity driven

Crude oil is refined into petroleum products we use every day – from fuel for our cars to heating oil for our homes, to the clothes we wear and the household products we buy.

Enbridge has been safely and reliably transporting crude oil to U.S. refineries through its pipelines for decades. Built in the 1960s, Line 3 is part of the Enbridge crude oil pipeline system known as the Mainline System. Line 3 is a 1,097-mile pipeline from Edmonton, Alberta to Superior, Wisconsin and currently operates below its designed capacity.

Enbridge is proposing to replace Line 3 to maintain high safety standards, reduce future maintenance activities and the resulting disruptions to landowners and the environment, as well as to provide long-term reliable delivery of North American crude oil. This is an integrity and maintenance driven program.

The U.S. portion of the Line 3 Replacement Program is referred to as the Line 3 Replacement “Project.”

The Project includes installing a 36-inch diameter pipeline to replace the existing 34-inch diameter pipeline generally along the existing Line 3 pipeline corridor from Joliette, North Dakota to Clearbrook, Minnesota. The replacement pipeline will follow other existing pipelines and electric power lines for more than 75 percent of the route east of Clearbrook to Superior, Wisconsin.

Line 3 will continue to operate while the replacement pipeline is being installed to ensure the needed supplies of crude oil reach markets throughout North America. The replaced pipeline will be permanently removed from operation, or ‘deactivated’, once the replacement pipeline is installed, tested, and commissioned for service. To see a video about the Line 3 deactivation process, visit: [minnesotaprojects.enbridge.com/line3deactivation](http://minnesotaprojects.enbridge.com/line3deactivation).

### Project Cost

Overall cost of the pipeline project, including deactivation of the existing

pipeline and associated station and terminal facilities, is estimated at \$2.6 billion in the U.S, with the Minnesota portion of the Replacement Project accounting for approximately \$2.1 billion.

### Line 3 Replacement Project – Joliette, ND to Superior, WI

**Ownership:** Enbridge Energy, Limited Partnership

**Length:** 364 miles in the U.S.

**Pipe:** 36-inch diameter

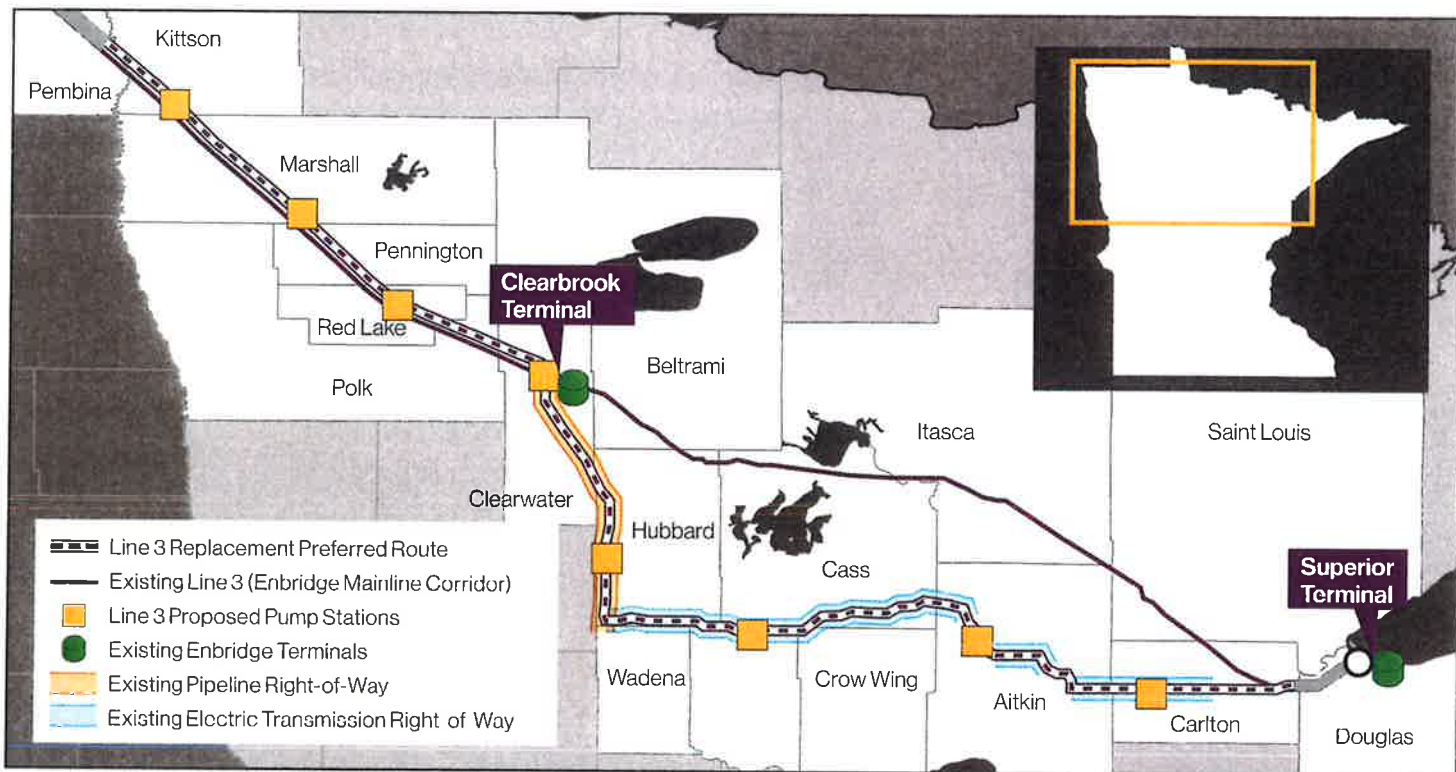
**Construction:** Pending regulatory approval, 2018-2019

**In-service date:** 2019

**Project timing:** Pending receipt of regulatory and associated permit approvals, construction will begin in 2018 with Line 3 in service in 2019. We will update individual landowners and other stakeholders as we move through the planning and regulatory process. Pre-construction activities, including surveying, land acquisition, engineering and design, began in 2014.

### > Learn more about the Line 3 Replacement Project

- [minnesotaprojects.enbridge.com](http://minnesotaprojects.enbridge.com)
- Toll-free phone number: 1 (855) 788-7812
- Email: [enbridgeinmn@enbridge.com](mailto:enbridgeinmn@enbridge.com)



### Project Need

This purpose of the Project is two-fold:

- Reduce future repair activities and resulting disruptions to landowners and the environment; and,
- Restore the historical operating capabilities of Line 3, to support North American energy independence.

### Project Benefits

Installing new facilities will bring added property tax revenue to Minnesota communities, as well as provide an influx of sales taxes from locally purchased materials and equipment. Thousands of skilled workers and laborers will be needed during peak construction periods resulting in increased local employment opportunities. Many workers will be drawn from the local workforce.

### Regulatory Oversight and Permitting

Interstate liquid petroleum pipelines are regulated by various federal and state laws and regulations. Comprehensive national standards, federal laws and regulations have been developed over many decades that prescribe the design, construction, operation and maintenance of liquid petroleum pipelines. The agency exclusively responsible for regulating interstate crude oil pipeline safety is the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety, as designated in the Pipeline Safety Act. A number of other federal and state regulatory agencies are involved in the planning and permitting of the Line 3 Replacement Pipeline Project.

More information on pipeline operation and regulation is available at [www.pipeline101.org](http://www.pipeline101.org).

### Maintaining Safe, Reliable Pipelines

Enbridge builds safety into every step of pipeline construction and operations. Preventive measures are taken to promote the safe, reliable operation of our liquid petroleum pipelines and related facilities, including:

- Using high-quality steel and anti-corrosion coatings when constructing our pipelines;
- Installing cathodic protection (a low-level electrical charge) to inhibit corrosion;
- Testing new and existing pipelines in accordance with regulation;
- Regularly inspecting the inside and outside of the pipeline with sophisticated tools;
- Conducting preventive maintenance and inspection;
- 24-hour pipeline monitoring from Enbridge's control center, which has remote shutdown capabilities and can monitor pipeline pressures and conditions during operation;
- Clearly marking the location of the pipeline and participating in the national one-call program;
- Completing regular ground and aerial inspections of the right-of-way;
- Providing public awareness safety information to emergency responders, local public officials, excavators and those who live and work along our pipelines.

# Enbridge Pipelines in Minnesota: Fueling Minnesota's economic engine

Enbridge's energy infrastructure has helped fuel quality of life in Minnesota for more than 65 years. Enbridge pipelines deliver the products that heat homes and businesses, fuel vehicles, and power industry across the state.

## Line 1

A 1,098-mile pipeline carrying NGL and light crude from Edmonton, Alberta to Superior, Wis.

## Line 2B

A 502-mile pipeline from Cromer, Manitoba to Superior, Wis. carrying light crude. Line 2A, a 24" pipeline, originates in Edmonton, Alberta and connects with line 2B in Cromer.

## Line 3\*\*

A 1,097-mile pipeline carrying primarily light crude from Edmonton, Alberta to Superior, Wis. (The existing Line 3 will be deactivated following in service of the Line 3 Replacement).

## Line 4

A 1,098-mile pipeline carrying a variety of crude oil from Edmonton, Alberta to Superior, Wis.

## Line 13

A 1,588-mile pipeline carrying diluent from Manhattan, Ill. to Edmonton, Alberta.

## Line 65\*\*

A 313-mile pipeline carrying a variety of crude oil from Cromer, Manitoba to Enbridge's Clearbrook terminal in Clearbrook, Minn. where it connects with Minnesota Pipe Line System.

## Line 67\*\*

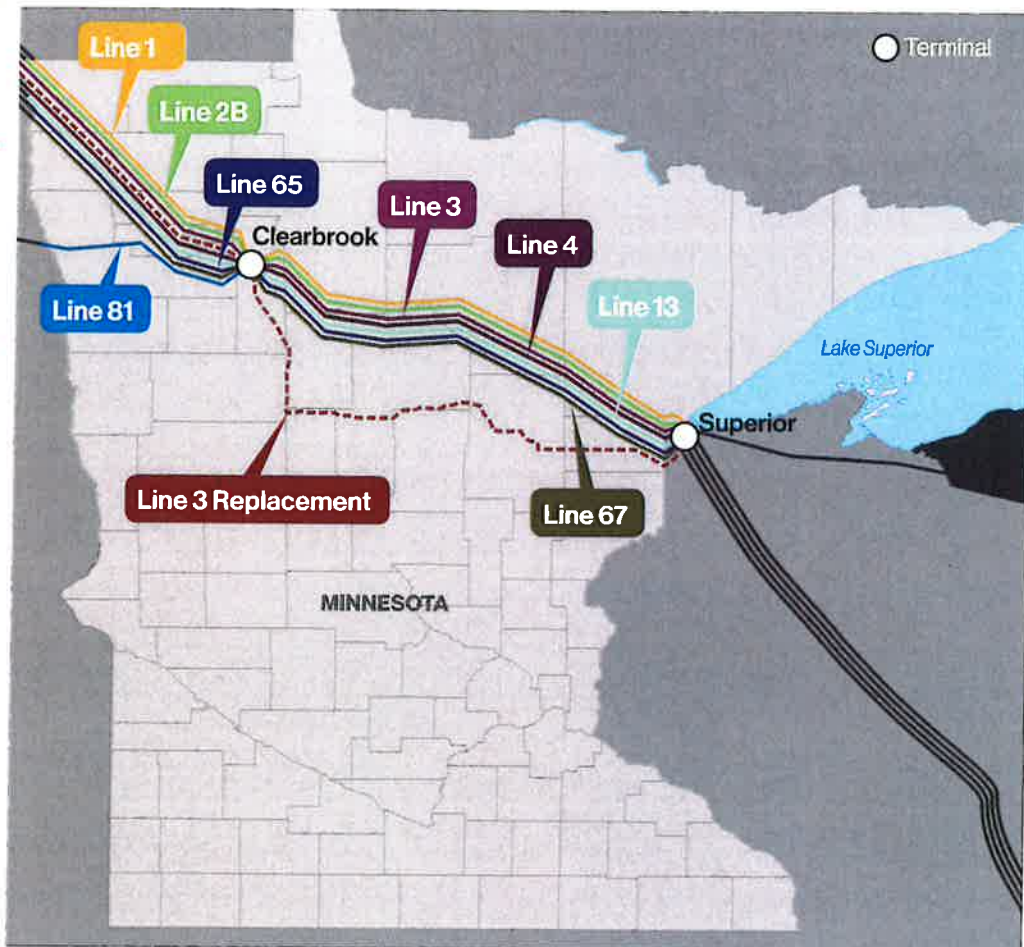
A 999-mile pipeline carrying heavy crude from Hardisty, Alberta to Superior, Wis.

## Line 81\*

A 283-mile pipeline carrying light Bakken crude oil from Minot, N.D. to Clearbrook, Minn.

## Line 3 Replacement\*\*

A proposed replacement of 1,031 miles of pipeline from Hardisty, Alberta to Superior, Wis. which will carry a variety of crude oil.



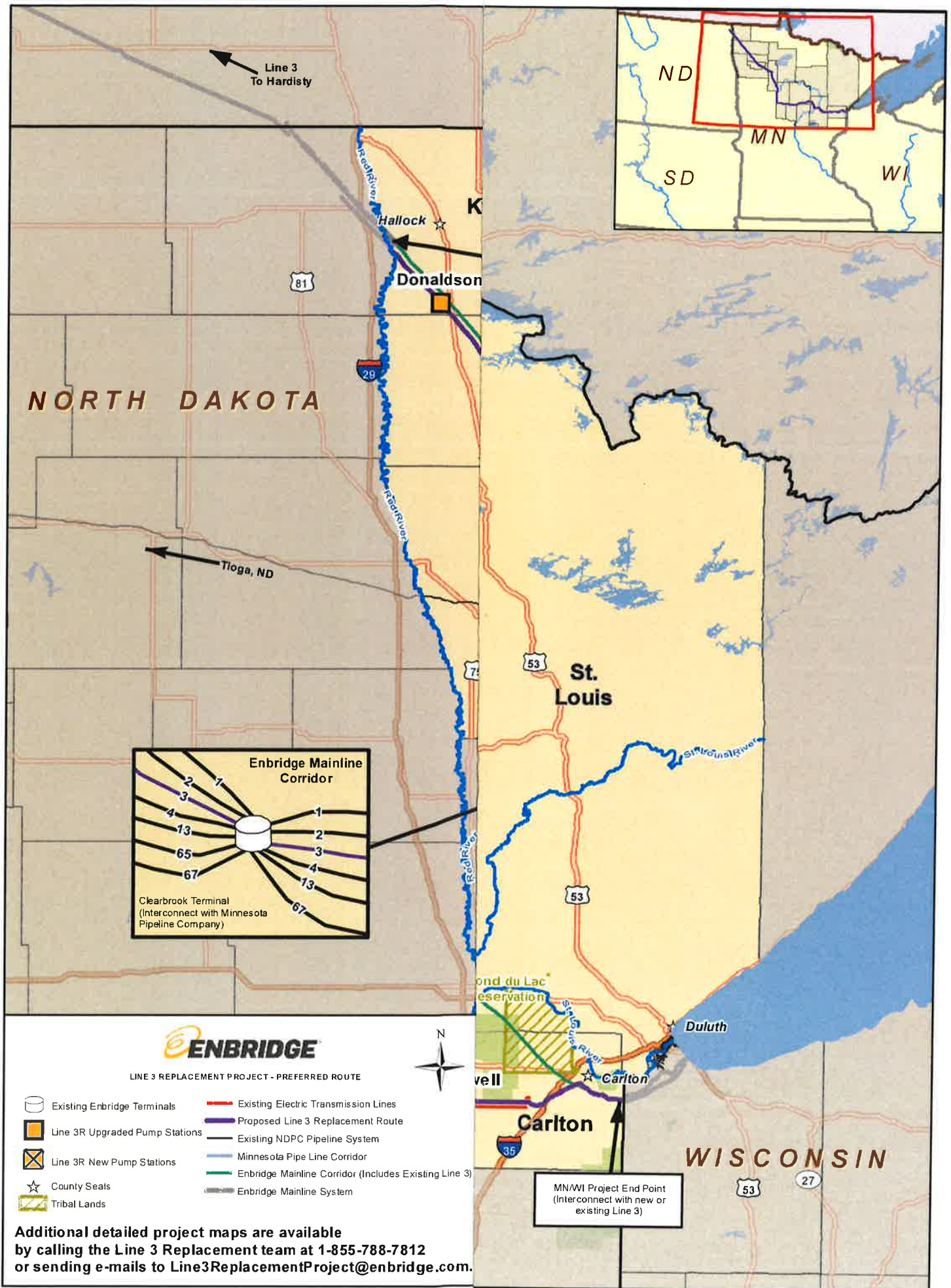
Current Operations	Line 1	Line 2B	Line 3	Line 4
CAPACITY: (Thousands of barrels per day)	237	442	390	796
PIPE SIZE:	18/20 inch	24/26 inch	34 inch	36/48 inch
CONSTRUCTED:	1950	1957	1968	Early 1970s
Current Operations	Line 13	Line 65	Line 67	Line 81
CAPACITY: (Thousands of barrels per day)	180	186	800	210
PIPE SIZE:	20 inch	20 inch	36 inch	16 inch
CONSTRUCTED:	2010	2010	2009	1962
Proposed Project	Line 3 Replacement			
CAPACITY: (Thousands of barrels per day)	760			
PIPE SIZE:	36 inch			
IN SERVICE:	Early 2019***			

\* Owned by North Dakota Pipeline Company LLC, which is operated by Enbridge.

\*\* Deliver crude oil to Minnesota refineries - Enbridge meets 80 percent of refining demand in Minnesota

\*\*\*pending regulatory approvals



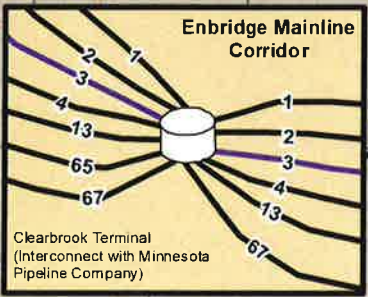


Line 3  
To Hardisty



**NORTH DAKOTA**

Tioga, ND



St. Louis

Pond du Lac  
Reservation

Duluth

Carlton

**WISCONSIN**



LINE 3 REPLACEMENT PROJECT - PREFERRED ROUTE



- Existing Enbridge Terminals
- Line 3R Upgraded Pump Stations
- Line 3R New Pump Stations
- County Seats
- Tribal Lands
- Existing Electric Transmission Lines
- Proposed Line 3 Replacement Route
- Existing NDPC Pipeline System
- Minnesota Pipe Line Corridor
- Enbridge Mainline Corridor (Includes Existing Line 3)
- Enbridge Mainline System

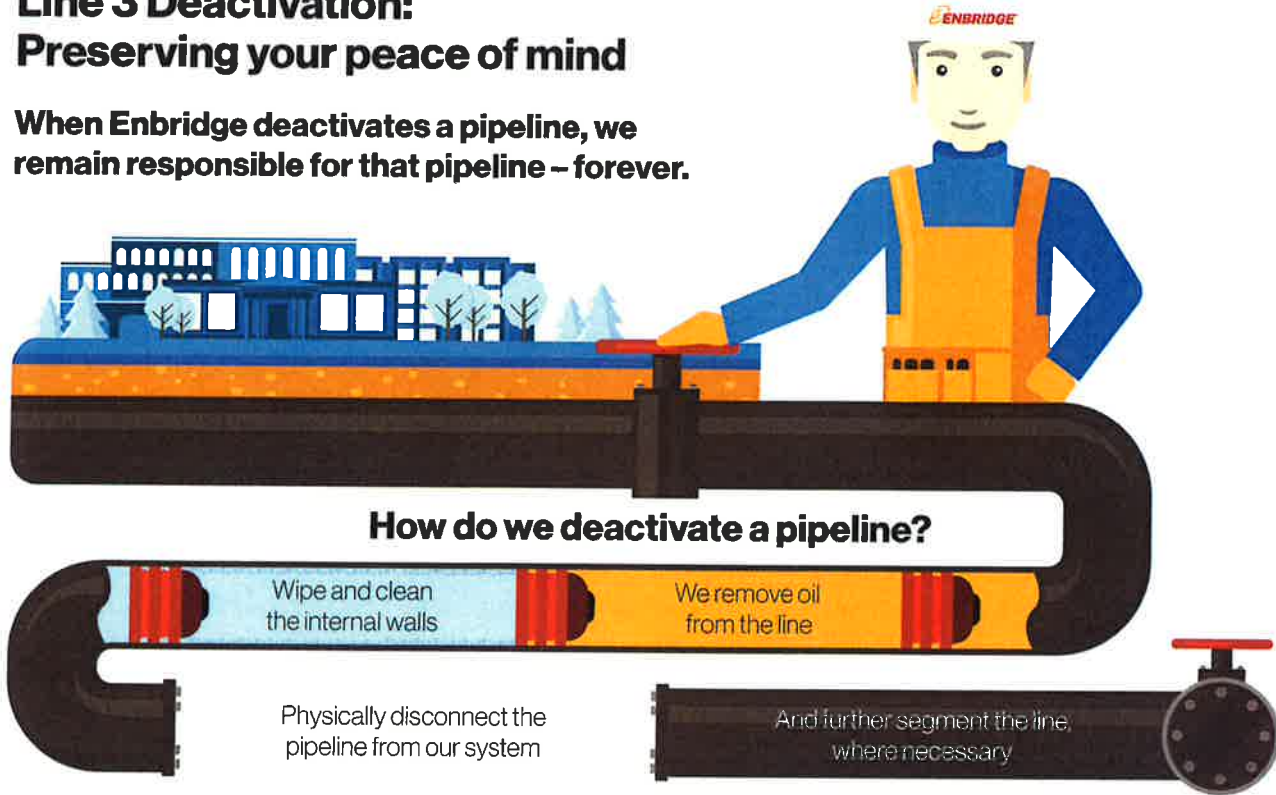
MN/WI Project End Point  
(Interconnect with new or existing Line 3)

**Additional detailed project maps are available by calling the Line 3 Replacement team at 1-855-788-7812 or sending e-mails to Line3ReplacementProject@enbridge.com.**



# Line 3 Deactivation: Preserving your peace of mind

When Enbridge deactivates a pipeline, we remain responsible for that pipeline – forever.



A pipeline deactivated in place will have a very long remaining life as a load-bearing structure. Independent engineering research and analysis suggests the rate of corrosion would be extremely slow, and occur gradually over centuries.

## Enbridge continues to monitor deactivated pipelines by:



Maintaining cathodic protection (an electrical current that curbs corrosion)



Right-of-way monitoring and maintenance



Depth-of-cover surveys



Maintaining signage and contact info



Ensuring the line stays on one-call program databases

## Why is the pipeline left in place?

Deactivation in place is designed to minimize the effect on communities and the environment:

It reduces the risk of soil stability issues



### > Learn more

- [minnesotaprojects.enbridge.com/line3deactivation](http://minnesotaprojects.enbridge.com/line3deactivation)
- [enbridgeinmn@enbridge.com](mailto:enbridgeinmn@enbridge.com)
- Toll-free phone number: 1 (855) 788-7812





## Deactivation Facts

- A pipeline deactivated in place will have a very long remaining life as a load-bearing structure. Historical knowledge along with independent engineering research and analysis suggests the rate of corrosion would be extremely slow, and occur gradually over centuries. Enbridge will continue monitoring the right-of-way and mitigate concerns related to our pipeline should a need develop that impacts public safety, the environment or land use.
- Environmental regulatory requirements prohibit altering current hydrology without a permit. Therefore, the Line 3 deactivation process will protect water resources to ensure that the deactivated pipeline will not drain or flood any fields, lakes, rivers, streams or wetland areas.
- Enbridge has a vested interest to ensure that any deactivated pipeline does not compromise land use or the integrity of other pipelines that share the right-of-way.
- Enbridge will continue to operate the existing pipeline safely while the new pipeline is installed so that refineries in the Midwest may rely on continuous deliveries of crude oil to provide the gasoline, heating oil, and other products that we all use every day.

## About Line 3 Deactivation

The Line 3 Replacement Project is integrity and maintenance driven. Once the Line 3 Replacement pipeline becomes operational, the existing Line 3 will be permanently deactivated in place.

Deactivation in place is the most widely used method for pipeline deactivation and follows all regulatory requirements. Leaving the permanently deactivated pipeline in place is the safest option as it reduces the risk of soil stability issues, avoids major construction activities and reduces the potential risk to existing pipelines from heavy equipment.

The process by which Line 3 will be permanently taken out of service adheres to all applicable statutes, rules and regulations to protect the public, the environment, land use and cultural resources.

Enbridge will continue to monitor the right-of-way. Monitoring will include continued patrolling of surface conditions, mowing brush, maintaining signage, continued inclusion in the “Call Before You Dig” programs, and retaining the pipeline within Enbridge’s emergency response protocols.

**Enbridge is responsible for its pipelines, whether they are active or not. Enbridge will continue to monitor and maintain the right-of-way.**



## Pumps Keep Oil Moving

Pump stations play a vital role in moving crude oil through the Enbridge pipeline system. In general, pump stations contain one or more electrically driven pumping units, and they are strategically located to boost internal pipeline pressure and flow within safe operating limits of the pre-tested pipeline. Pump stations then move the crude oil through the pipeline and on to the next station or to its final market destination. Typically, pump stations are situated 40 - 60 miles apart; however,

their exact location is determined by a variety of factors, including engineering design, terrain, power availability and delivery needs.

Enbridge pump stations are designed, built and landscaped to minimize visual impact. As well-maintained facilities, they generally have little effect on nearby landowners or the community. Typically, pump stations are located on several acres and include the pump units themselves,

which are coupled with electric motors, the electrical switchgear equipment and above ground valve controls as well as one or more small auxiliary or support buildings. Stations can include above ground as well as underground piping. Station facilities are secured and fenced, with lighting designed to provide security yet minimal disturbance to neighbors. A qualified Enbridge technician maintains one or more stations.

### Fast Facts On Pump Stations

- Enbridge's pump stations are carefully designed and built to meet or exceed federal safety regulations as well as national and industry building and fire codes and relevant environmental regulations.
- The pipeline and station piping are designed as fully enclosed systems, in part so that petroleum and vapors do not escape. No crude oil is stored at pump station sites.
- Although a major release at a pump station is highly unlikely, Enbridge personnel are trained and prepared to respond immediately. All pump stations are monitored 24-hours per day from a state-of-the-art control center, and multiple on-site detectors and transmitters are employed to promptly initiate remote shutdown and isolation, if needed.
- Enbridge stations meet state and local noise standards. Typical background noise levels in a rural setting are approximately 40 decibels at a distance of about a quarter mile away which is equivalent to the hum of a refrigerator.
- Enbridge operates more than 130 pump stations along our US liquids pipeline systems.
- Enbridge's more than 65 years of operating experience, protection equipment and emergency procedures have helped it minimize and prevent impact to the public.

# Line 3 Replacement

Update & ALJ Report Review



May 10, 2018

## Line 3 Replacement Project Update



- Critical infrastructure
- Wisconsin construction complete
- Minnesota regulatory process advancing on timeline
  - ALJ recommendation April 23
  - Exceptions report filing May 9
  - MPUC vote expected in June

An integrity & maintenance driven project

- **Pre-construction: Now**
- **In-service date: 2019**
- **Construction:** Pending regulatory approval, **2018-2019**
- **Existing Line 3 deactivation activities begin: 2019**

## Line 3 Replacement = \$2 billion+ Investment in MN



- Local businesses benefit from pipeline work including union workers, engineering firms, and contractors.
- "They spent on average about eight times as much as our regular customers when they came in." Bill Batchelder, Bemidji Woolen Mills.

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## Communities are engaged on the Line 3 Replacement Project



<p><b>5,400+</b> Contacts with private landowners in 2017</p>	<p>Secured easements on our preferred route from <b>94%</b> of private landowners thus far</p>	<p>we've had <b>740+</b> meetings with local officials, community leaders and others in 2017 and <b>1,800+</b> meetings since 2014</p>	<p><b>90</b> elected officials, cities, townships &amp; counties have passed resolutions or submitted letters in support of replacing Line 3</p>
<p>Strong working relationships have been developed with Tribal and local emergency management personnel - <b>55</b> ER meetings w/ Ops</p>	<p><b>627 unique</b> speakers at the ALJ hearings: 315 in support, 310 opposed and 2 neutral</p>	<p>State, Federal &amp; Local officials delivered <b>public comments</b>; <b>38</b> in support and only 3 in opposition</p>	<p><b>311</b> written comments were submitted to the MPUC via the Take Action page on <a href="http://Enbridge.com">Enbridge.com</a></p>

Doing the responsible thing

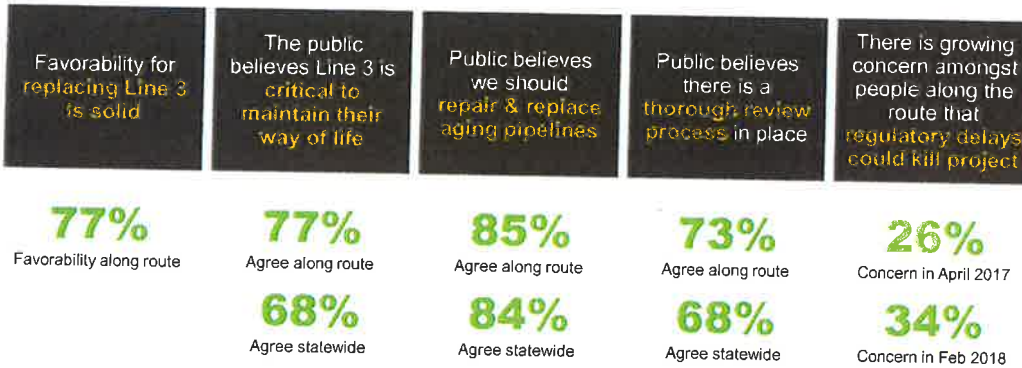
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## Summary of Key Research Findings



February 2018 polling showed strong support for Line 3 along the ROW  
Support was up significantly from the previous benchmark in April 2017

Key highlights from the research:



# ALJ Report



## ALJ Report Confirms Project Need



### Helps Minnesota Energy Needs & Relieves Apportionment

"...there is sufficient evidence in the record that the Project will have some positive effects on the state's energy needs. This occurs by reducing or eliminating apportionment on the Mainline System and allowing Minnesota refineries more ample access to crude of all types...more security and greater reliability in their supplies. This, in turn, helps Minnesota's refineries remain competitive in the marketplace and reduces the cost of refined products for Minnesota consumers."

### Meets Customer Demands for Crude

"Accordingly, Applicant has established by a preponderance of the evidence that current facilities are unable to meet current customer demands for heavy crude transport, and are unlikely to meet any increases in future demand should they occur."

### Denial Hurts Customers

"Therefore, the ALJ finds that a new Line 3 will be more reliable than the Existing Line 3; and that denial of the Project could adversely impact the reliability of energy supply to Applicant's customers..."

ALJ confirmed L3RP is needed to meet shipping demands of Minnesota and neighboring states

## Lack of Pipeline Capacity is a Significant Issue



Apportionment: When demand exceeds available capacity on the pipeline -- customers receive only a portion of the volumes they have requested.

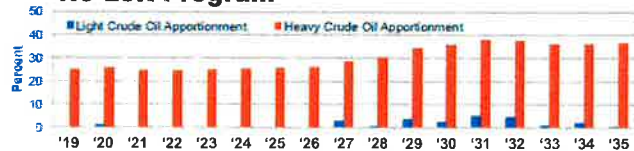
### Benefits of reducing apportionment to Minnesota & Midwest refineries:

- Increased adequacy and reliability of crude oil supply by pipeline, instead of rail and truck transportation
- Insurance that the refineries remain competitive
- Midwestern refineries have limited options: L3RP helps avoid crude oil supply shortfalls that reduce local supply of refined products

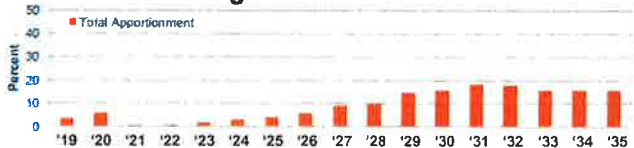
### Minnesota refiners agree:

"Landlocked refineries have fewer options to relieve apportionment... This is among the reasons why replacing Enbridge Line 3 is so important to Minnesota." (Flint Hills)

Enbridge Mainline Apportionment Forecast:  
**No L3R Program**



Enbridge Mainline Apportionment Forecast:  
**With L3R Program**



Enbridge's current Mainline System cannot meet customer demand

The North American energy market

## Minnesota benefits from an integrated energy market

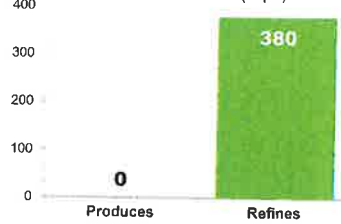
ENBRIDGE

Minnesota is not an energy island – it participates in a dynamic system of imports & exports

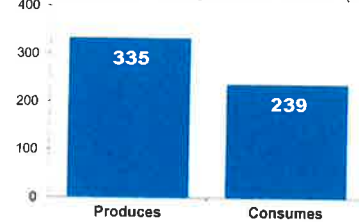


Illustration

Minnesota Crude Oil\* (kbpd)



Minnesota Transportation Fuels\* (kbpd)



As a state without a domestic source of crude oil, Minnesota relies on imports to serve its energy needs.

When Minnesota refiners can't get the supply they need, they are forced to produce less OR source it through more costly modes of transportation, like rail, which drives up costs and impacts their competitiveness.

Supply disruptions lead to higher gasoline prices impacting Minnesota and the surrounding region.

North America's oil markets are highly integrated; crossing state and international borders

\*Source: EIA

## ALJ Route Recommendation Ignores State Analysis

ENBRIDGE

### Support of Enbridge's Preferred Route – Final Environmental Impact Statement (FEIS):

- The FEIS indicates that Enbridge's preferred route would impact far fewer acres of forested wetlands, scrub-shrub wetlands and emergent wetlands than the route recommended by the ALJ (RA-07).
- The ALJ indicated that the existing right of way would impact fewer acres and numbers of wild rice waterbodies than Enbridge' preferred route. This contradicts the State's FEIS which indicated that Enbridge's preferred route would affect the least number of acres of wild rice waterbodies.

	Acres of drinking water exposed	Acres of populated areas exposed	Acres of Public Lands crossed - federal & state	Acres of Cultural Interest impacted (Reservation lands)	Acres of Biological Significance impacted
<b>ALJ's Recommended Route</b>	2,942	20,807	1,000	44,000+	11
<b>Enbridge's Preferred Route</b>	501	4,814	440	0	0

Annotations for Enbridge's Preferred Route:

- 80% fewer (drinking water exposed)
- 75% fewer (populated areas exposed)
- Including Chippewa National Forest (Public Lands crossed)
- Star icon (Cultural Interest impacted)
- Star icon (Biological Significance impacted)

The L3R FEIS – prepared by the Minnesota Department of Commerce and deemed adequate by the PUC in March 2018 – demonstrates that Enbridge's proposed route is the least impactful to Tribal cultural resources, drinking water and high population areas

Source: Table ES-4 Summary of Potentially Exposed Resources of Concern from an Unanticipated Release of Crude Oil from the Applicant's Preferred Route and Route Alternatives (acres)



## L3R Preferred Route



### Leech Lake issued a news release condemning the ALJ's recommended route:

- "This is a clear attack on sovereignty and Tribal communities."
- "After reviewing the congested corridor and being told by the Leech Lake Band of Ojibwe they must find a new route around, Enbridge agreed to take their pipeline on a route away from the reservation."
- "Line 3 Replacement is now being recommended to stay on the reservation because the risk to Tribal lands is acceptable... The judge has made this horrific recommendation without even holding a single ALJ hearing on the Leech Lake Reservation and gave a recommendation on a route that has not had the same level of environmental review."



The ALJ-recommended route ignores the longstanding wishes of the Leech Lake Band of Ojibwe

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## Safety Risk



From Enbridge's testimony:

### Increased Safety Hazards:

- L3 in the middle of the Enbridge Mainline System right-of-way, a multi-pipeline corridor containing 7 crude oil pipelines west of Clearbrook and 6 crude oil pipelines east of Clearbrook. L3 also crosses under 300+ roads and railroads combined.

- The spacing between L3 and other pipelines ranges between 10 to 20 feet. To replace Line 3 in the same trench, would need to excavate, expose, cut, handle, remove, and then replace the existing pipeline. This process would take place between multiple operating pipelines and within a very restricted workspace.

- Risk of damaging an operating pipeline through accidental contact with equipment, overloads on the surface above the pipelines, cave-ins, and adjacent pipe movement. In addition, pipe removal under roads/railroads will create an inherent risk to public safety.

### Working Over Existing Pipelines:

- Would need to operate heavy equipment and place spoil - soil removed from the trench - **directly on top of operating pipelines during construction**. This work would create the risk of overstressing the operating pipelines or posing the threat of accidental strikes from backfilling equipment.



The ALJ's recommended route would require in-trench replacement of the existing pipeline in the current right-of-way, introducing unnecessary safety, environmental and public/private land use risks

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## Impact of L3 to the market

- Enbridge system delivers crude to the Midwest market and beyond
- If Line 3 is taken out of service for an extended period for replacement in the same trench, **Midwest refinery access to crude would be significantly impacted** (390 kbpd)

### Enbridge meets:

**~80%**  
Refining demand  
in **Minnesota**

**100%**  
Refining demand  
in **Wisconsin**

**~70%**  
Refining demand  
in broader **Midwest**

### Reduction of Gasoline

**8.2**  
millions gallons/day

### Reduction of Diesel

**4.7**  
millions gallons/day

### Reduction of Jet Fuel

**1.1**  
millions gallons/day

**390**

kbpd of crude oil

=

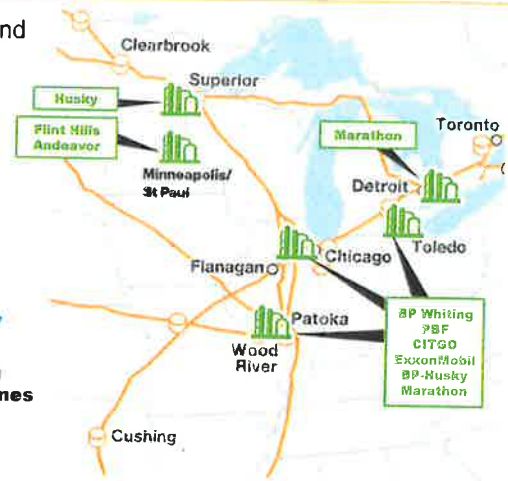
**14**

millions gallons/day  
of refined fuel

By comparison  
Minnesota consumes

**~10**

millions gallons/day  
of refined fuel



Constructing RA-07 in-trench would require lengthy pipeline outages, which would cause extended supply disruptions leading to higher gasoline prices impacting Minnesota and the surrounding region

Source: 2017 EIA refinery yield on L3 crude capacity

## ALJ Report Summary

- In the ALJ Report, the Judge reaffirmed that the Line 3 pipeline is **important today, will continue to be long into the future, and clearly should be replaced.**
- The ALJ Report also recognizes the economic importance of a **modernized Line 3** that will have **significant benefits to businesses and communities** across Minnesota.
- The L3RP is the **most responsible way** of continuing to safely transport needed, and growing, quantities of crude oil into and through Minnesota. **If the L3RP is not approved, oil will still be transported—but via rail, truck and the existing Line 3.**
- However, the ALJ's suggestion of an alternative route **ignores the extensive record** compiled by the State of Minnesota in issuing a comprehensive Environmental Impact Statement that incorporates input from **thousands of Minnesotans who are in favor of our proposed route.**
- The ALJ's recommended route **ignores the longstanding wishes** of the Leech Lake Band of Ojibwe that the **replacement not be constructed across their reservation.**

Doing the responsible thing

# Conclusion

As we do with all of our projects, we've placed a top priority on safety, environmental protection, and respecting the views and concerns of communities, including Tribal Nations.

Because of this approach, we believe the PUC should approve the replacement of Line 3 as we proposed.

Thank you for your continued support!



## FACT SHEET

### Points in support of Need and Preferred Route

Final EIS and Administrative Law Judge report

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*The points below are taken from Administrative Law Judge Ann C. O'Reilly's report on the Line 3 Replacement Project and the Line 3 Project Final Environmental Impact Statement (FEIS) prepared by the Minnesota Department of Commerce, Energy Environmental Review and Analysis (EERA) staff.*

#### **Points in Support of Need (ALJ Report):**

- The ALJ recognized that replacement of the line is “reasonable and prudent” and that Line 3 is “old, needs significant repair, and poses significant integrity concerns for the State.”
- The ALJ confirmed that Line 3 can't meet the current energy demands of Minnesota and neighboring states.
- The ALJ confirmed that the Line 3 Replacement is needed to meet the current and future shipping demands of Minnesota and neighboring states.
- The ALJ confirmed that the Line 3 Replacement would provide benefits to refiners in Minnesota and neighboring states, as well as to the people of Minnesota.
- The Report recognized that requiring in-trench replacement would increase apportionment on the Mainline System for the duration of the Project. In-trench replacement is the only Route Alternative that causes this problem.

#### **Points in Support of Route (FEIS):**

- The Preferred Route (501 acres) exposes over 80% fewer acres of drinking water resources than does the ALJ's recommended route (2,942 acres).
- The Preferred Route (4,814 acres) exposes over 75% fewer acres of populated areas than does the ALJ's recommended route (20,807 acres).
- The Preferred Route potentially impacts no areas of Cultural interest, whereas the ALJ's recommended route impacts over 44,000 acres.
- The ALJ indicated that the existing right of way would impact fewer acres and numbers of wild rice waterbodies than Enbridge's preferred route. However, the State's FEIS indicated that Enbridge's preferred route would affect the least number of acres of wild rice waterbodies.

- The FEIS indicates that Enbridge's preferred route would impact far fewer acres of forested wetlands, scrub-shrub wetlands and emergent wetlands than the route recommended by the ALJ.
- The ALJ's recommended route would impact over 1,000 acres of federal and state public lands (including the Chippewa National Forest) as compared to 440 acres of crossed by Enbridge's preferred route.
- The in-trench route recommended by the ALJ would cross fewer waterbodies, but in-trench replacement would create greater environmental impacts at wetland and waterbody crossings.
- If the ALJ's recommended route is used, the presence of Enbridge's other lines precludes construction activities adjacent to the Line 3 trench, meaning that the construction area would expand from a width of approximately 120 feet for normal construction to approximately 205 feet for removal and replacement.
- The ALJ's recommended route would impact approximately 11 acres of Minnesota Lakes of Biological Significance, while Enbridge's preferred route would not impact any.
- The ALJ's recommended route would impact approximately 8 acres of Aquatic Management Areas, while Enbridge's preferred route would impact less than one acre of such areas.

# Replacing Line 3: The Facts

**The Line 3 Replacement Project will replace existing aging infrastructure with new state of the art technology while protecting our environment, providing jobs and economic benefits to Minnesotans. The facts speak for themselves.**

## Strong support from the public

- 85 resolutions and letters of support were submitted to the MN Public Utilities Commission from federal, state and local elected officials and governments; this includes resolutions of support from a majority of the counties on Enbridge's preferred route
- More than 50% of unique speakers and thousands of attendees at the 16 public hearings in Fall 2017 were in support of the project
- As of year-end 2017, more than 2,000 supporters have called Governor Dayton to say they support replacing Line 3
- An independent survey showed the overwhelming majority of people in Minnesota believe that we should repair and replace aging pipelines even if they oppose further fossil fuel projects in Minnesota (85% route, 75% Twin Cities suburbs, 80% statewide)

## Landowners and communities are engaged

- Agreements have already been signed with 95% of landowners along the route (Over 5,400 contacts with private landowners in 2017)
- Over 840 meetings with local officials, community leaders and other interested stakeholders were held in 2017; more than 1,800 meetings since 2014
- An independent survey showed 73% of respondents along the route said they trust state agencies and regulators to conduct a thorough environmental review of pipeline projects
- That same study showed the top concern about the L3R project as reported by participants along the route is that regulatory delays may kill it and that fear has increased over time

## Safer and better for our environment

- The new Line 3 will utilize the most advanced technology, including advances in welding, pipe-manufacturing, and construction quality plus use of fusion-bonded epoxy coatings
- While the existing Line 3 crosses two reservations, the proposed L3RP route does not cross any
- A new 36 inch Line 3 uses less energy than either a new 34" pipeline or continued use of the existing Line 3 with rail supplementing

## Robust regulatory oversight

- An administrative law judge concluded that, from an environmental perspective, replacing Line 3 is superior to maintaining the existing line
- There have been 65 public meetings and numerous public comment periods over the past four years
- SA-04 is NOT a viable option; it will not be built
- The Fond du Lac Band of Lake Superior Chippewa have been contracted to conduct the Tribal Cultural Properties Survey required by the U.S. Corp of Army Engineers permitting process

## Benefits to Minnesota

- ✓ Reliable supply of crude oil to Minnesota refineries for years to come
- ✓ Additional \$19.5 million annual property taxes to Minnesota after its first year in service
- ✓ \$2+ billion private investment into Minnesota supporting 8,600 jobs during construction
- ✓ Economic development & employment opportunities for MN Tribes including more than \$3 million paid to Tribal owned companies in 2017

*"The Obama administration ordered the pipeline replaced because the current pipeline is aging and a threat to the environment. Not replacing it would be irresponsible for the environment, and Minnesotans would lose out on the tremendous economic benefits."*

**GOP House Speaker Kurt Daudt and GOP Senate Majority Leader Paul Gazelka**

*"As elected officials, we value a robust and transparent process with ample opportunity for public input. After nearly 3 years of analysis and more than 60 public meetings, we believe these goals have been achieved. The majority of the counties, cities and townships we represent support the need for this project."*

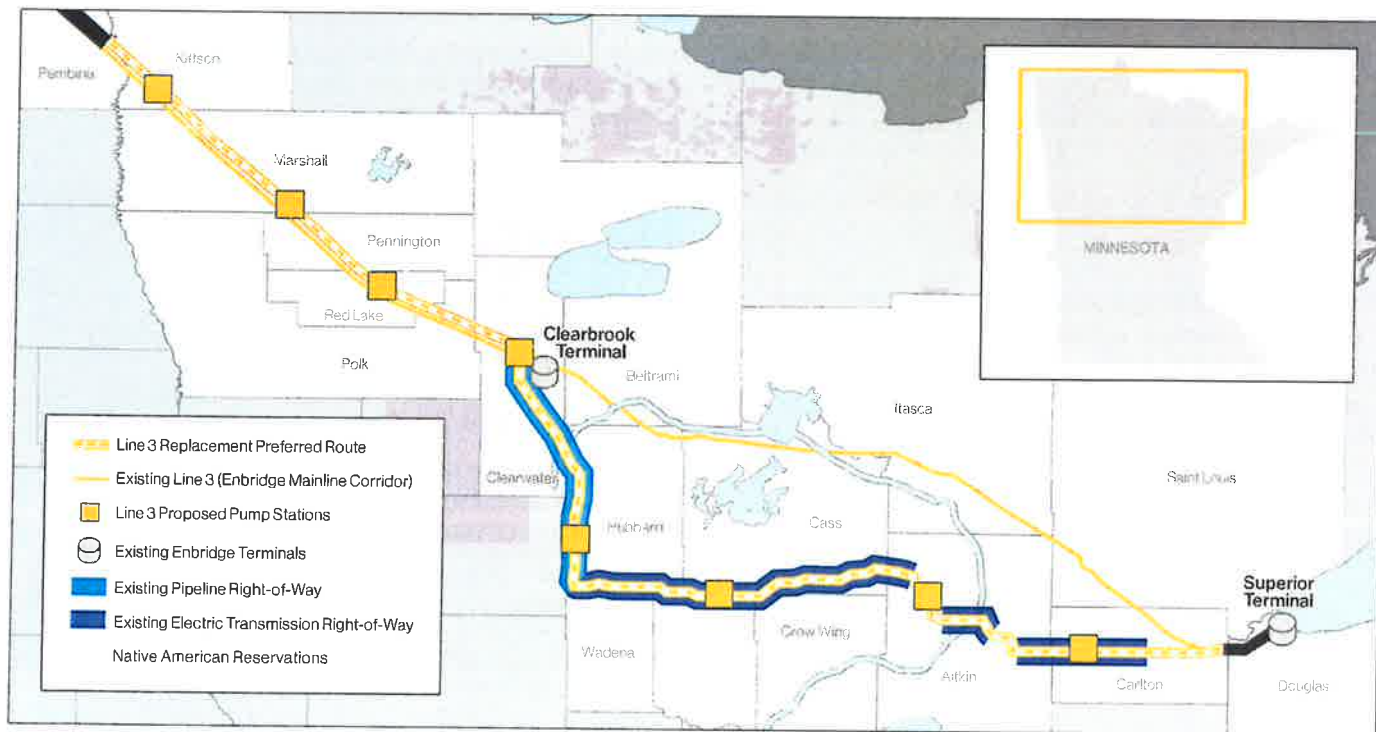
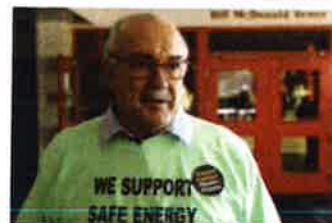
**DFL Leaders Thomas Bakk, David Tomassoni and Rob Ecklund**

*"I fail to see how soon it will be before we can plant anything in any field without oil."*

**Representative Debra Kiel, MN District 1B**

*"I think that a lot of people don't realize that Enbridge sets the standard, a very high standard. I can go back to our Elders and explain to them how we keep our standards up, who we all report to, how we stay compliant."*

**Audrey, Pipeliner, raised in the American southwest on the Navajo Nation**



**Questions?**  
▶ [EnbridgeInMN@enbridge.com](mailto:EnbridgeInMN@enbridge.com)  
▶ [enbridge.com/line3](http://enbridge.com/line3)



## NEWS RELEASE

### **Enbridge Completes Initial Assessment of Recommendations of Minnesota Administrative Law Judge on Line 3 Replacement Project**

#### ***ALJ Acknowledges Need for the Project, but Route Recommendation Ignores State Analysis and Tribal Sovereignty***

**CALGARY, ALBERTA and HOUSTON, TEXAS, April 25, 2018** – After review of the Minnesota Administrative Law Judge (ALJ) recommendation on the Line 3 Replacement Project released earlier this week, Enbridge Inc. (TSX: ENB) (NYSE: ENB) and Enbridge Energy Partners, L.P. (NYSE: EEP) (collectively referred to as Enbridge) commented on the recommendations. The ALJ's recommendations are not binding on the Minnesota Public Utilities Commission (PUC) and Enbridge expects the PUC to vote on the Line 3 Replacement Project in June 2018.

Commenting on the ALJ recommendation, Al Monaco, President & CEO, Enbridge Inc. said: "We are pleased that the ALJ's recommendation clearly confirms the need to replace this critical piece of infrastructure that will enhance safety and environmental protection with the latest in pipeline technology and construction methods. The ALJ recommendation also recognizes the economic importance of a modernized Line 3 that will have significant benefits to businesses and communities across Minnesota.

"That being said, the ALJ's suggestion of an alternative route ignores the extensive record compiled by the State of Minnesota in issuing a comprehensive Environmental Impact Statement that incorporates input from thousands of Minnesotans who are in favor of our proposed route. Most notably, the ALJ's recommended route ignores the longstanding wishes of the Leech Lake Band of Ojibwe that the replacement not be constructed across their reservation."

The ALJ's recommended route (RA-07) would require in-trench replacement of the existing pipeline in the current right-of-way, introducing unnecessary safety, environmental and economic risks. Constructing RA-07 would require lengthy pipeline outages, which would cause extended supply disruptions leading to higher gasoline prices impacting Minnesota and the surrounding region.

Mr. Monaco continued: "From the beginning, we placed a top priority on respecting the views and concerns of communities including Tribal Nations. Our proposed route follows extensive study and is the result of significant input from stakeholders across Minnesota. It acknowledges the legitimate concerns of Tribal Nations, it best protects the environment and it has the overwhelming support of communities. We would like to thank the thousands of Minnesotans representing farmers, small business owners, unions, civic leaders and others for their efforts in support of this critical project."

Enbridge's proposed route has secured easements from landowners for 95% of the right-of-way, and follows existing energy infrastructure corridors for more than 80% of the route. A Final





# Apportionment is adversely affecting Minnesota refineries

## Excerpts from Flint Hills Resources' Comments to the ALJ Report:

"The Pine Bend refinery relies exclusively on the Enbridge pipeline system to provide the crude oil it needs to help meet demand for all these products."

"Neither the ALJ or the Minnesota Department of Commerce has properly assessed the harm chronic apportionment on the Enbridge system poses to Minnesota shippers."

"The replacement of Enbridge Line 3 is critical to maintaining proper crude oil supplies and addressing apportionment, which will continue to worsen to the detriment of Minnesota refineries, if left unresolved."

**"Flint Hills Resources strongly disagrees with the ALJ's assertions that Minnesota shippers such as Flint Hills Resources have sufficient crude oil supplies to meet their needs."**



# We are already seeing increased volumes of crude moving by rail

## Excerpts from Alberta Energy Minister Comments to the ALJ Report:

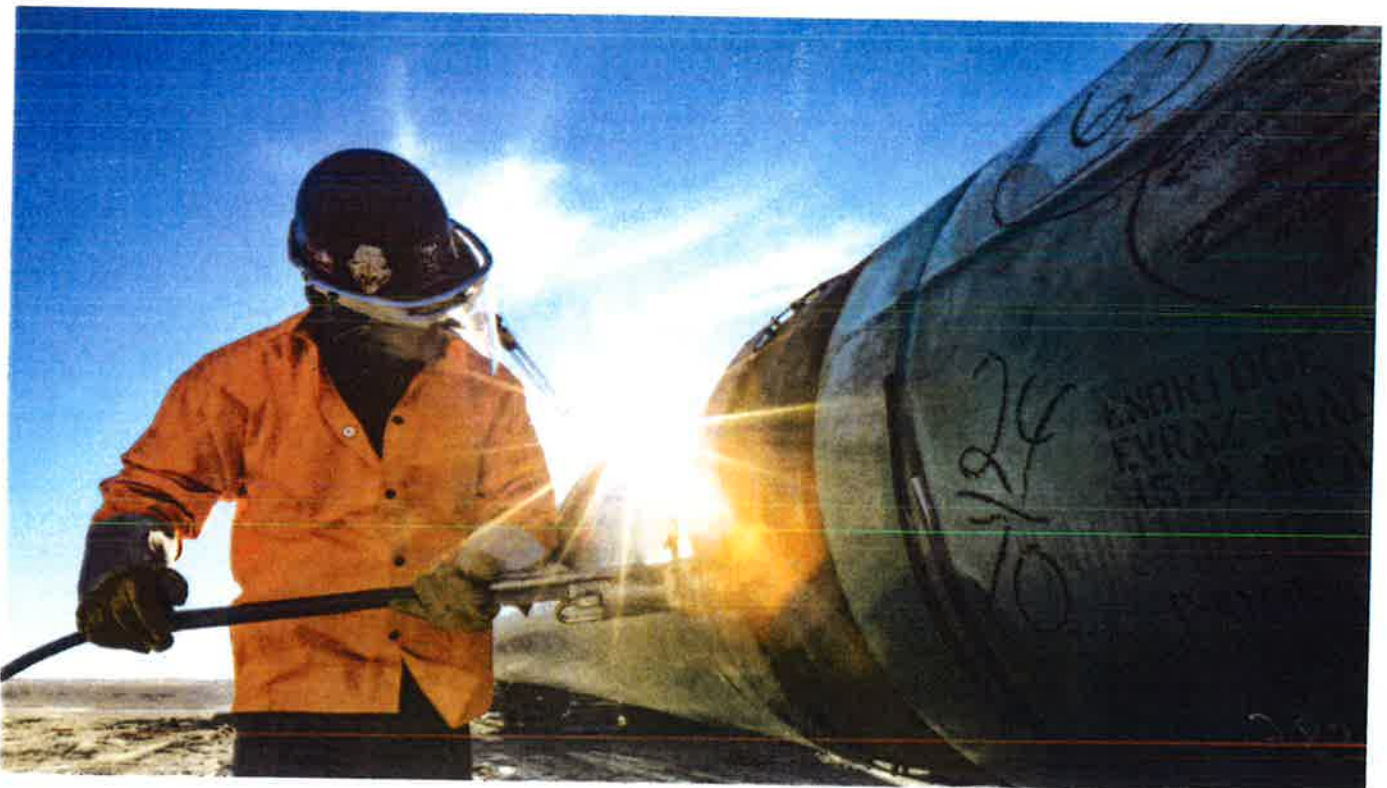
"A sustained shutdown of the Line 3 pipeline will further increase crude oil by rail and can displace the movement of other goods on an already congested network."

"Given apportionment is already taking place, any additional reduction in heavy crude transportation capacity will likely create upward pressure on the price differential..."

"An increased price differential, especially for a sustained period, increases the likelihood that shippers will use rail as an alternative mode of transportation to Midwest and Gulf Coast markets."

"Alberta is the only crude oil supplier to Minnesota which has a price on carbon, an overall limit on sector emissions, and a plan to reduce methane emissions by 45 percent by 2025. No other Minnesota supplier has these policies."

**"Our government understands Minnesota needs to make determinations about infrastructure projects to ensure they safely serve the interests of Minnesotans and neighbouring states. The privately financed Enbridge Line 3 Replacement Project does just that."**





# Third party comments on the ALJ report

## The alternative route suggested by the ALJ is inferior to the route proposed by Enbridge

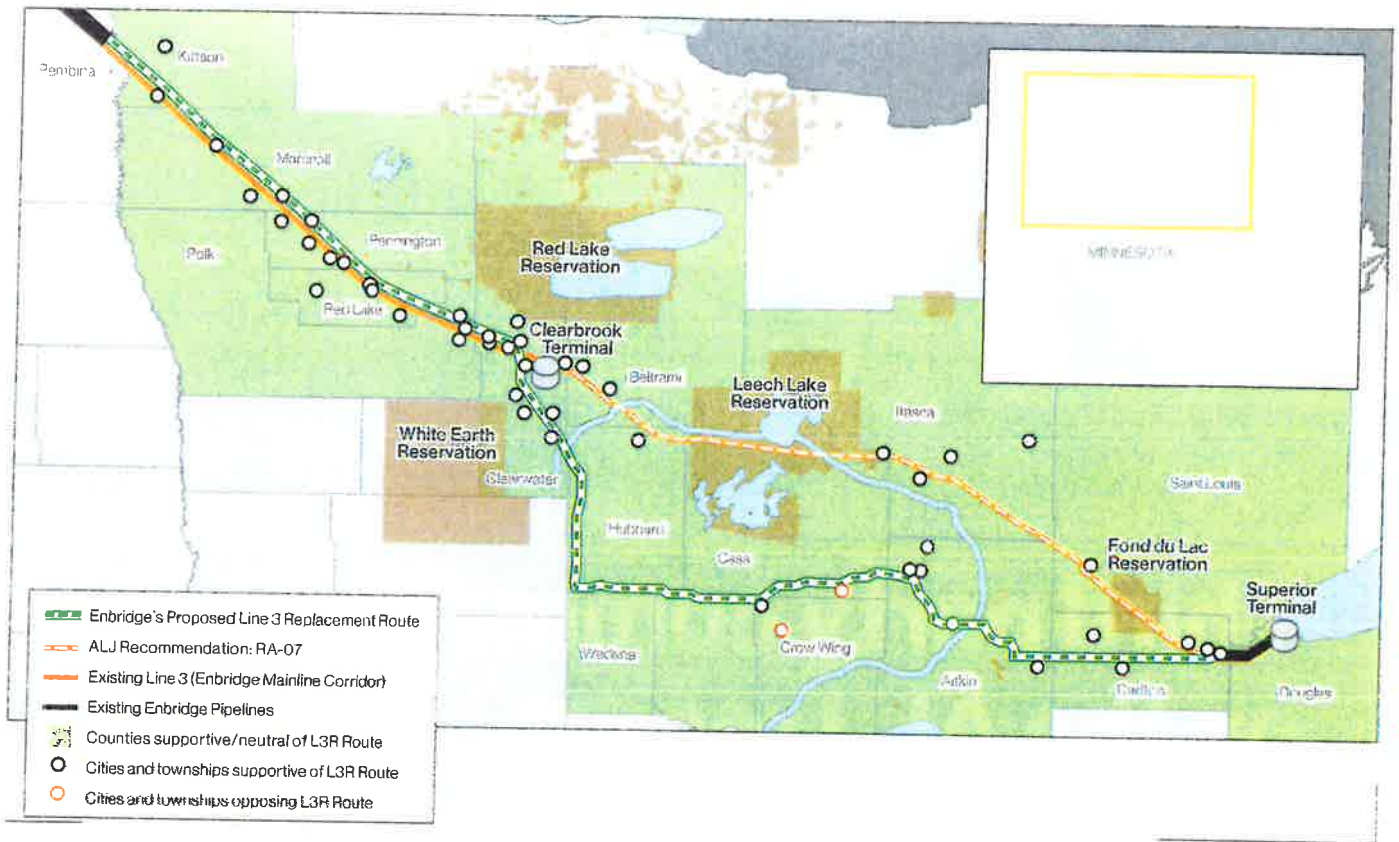
### Excerpts from Association of Oil Pipe Lines Comments to ALJ Report:

"As confirmed by the State's own environmental review, Enbridge's proposed route would best ensure continued service to Minnesotans, protection of other existing pipelines, and protection of environmental, cultural, and tribal resources."

"The ALJ alternate route traverses more drinking water resources, forested wetlands, tribal reservation lands, and other populated areas than the route carefully suggested by Enbridge."

"Given the demonstrated need for Line 3, the benefits of the proposed route, and the substantial negative impacts associated with the ALJ's alternative route, AOPL urges the Minnesota Public Utilities Commission to grant a Certificate of Need and Route Permit for the Line 3 Replacement Project to ensure the reliability and adequacy of crude oil supply to Minnesota and the neighboring states."

**"In-trench replacement of Line 3 in its current corridor would require shutting down the line for nine to twelve months, severely impacting Minnesota's energy supply and causing significant economic harm to Minnesotans."**



## Connecting need to route contravenes the law

### Excerpts from Shippers Group Exceptions to the ALJ Report:

"In-trench replacement would require that Line 3 be taken out of service for around 16 months and would have significant adverse impacts on shippers and consumers. The Mainline already cannot meet shipper demand. This recommendation in the Report only makes matters worse."

**"The Project is Not a Utility Investment.** The costs of the Project, fully used or otherwise, are split between Enbridge and its shippers per the agreement."

"The Report's suggestion that only Canadian producers are Mainline shippers and customers is simply wrong. The record demonstrates that Enbridge's customers and shippers are diverse."

"The Leech Lake Band has repeatedly stated that it is unwilling to allow any replacement of Line 3, including in-trench replacement, through the existing right-of-way over its reservation."

"The need and route determinations are separate, albeit related, statutory processes that cannot be mixed and matched as the Report suggests."

**Cooperative Construction Agreement (Amended Version 5-2-18)**  
**Between**  
**The City of Aitkin and Aitkin County**  
**For Project**  
**State-Aid Project (SAP) 001-594-003**

THIS AGREEMENT is made and entered into by and between the City of Aitkin acting by and through it's City Council, hereinafter referred to as the "City" and the County of Aitkin acting by and through it's Board of Commissioners, hereinafter referred to as the "County".

WHEREAS, the City is planning to perform grading, aggregate base, plant mixed bituminous pavement, concrete curb and gutter, ADA improvements, storm sewer, landscaping, and related appurtenances on 1st Street Northwest from 2<sup>nd</sup> Avenue Northwest to 4<sup>th</sup> Avenue Northwest within the corporate limits of the City of Aitkin in accordance with construction plans, specifications and special provisions prepared and designated by the City as State Aid Project (SAP) 001-594-003; and

WHEREAS, the City and County have mutually agreed that a new storm sewer outlet is needed at the 3<sup>rd</sup> Avenue intersection to eliminate occasional flooding in the vicinity of this intersection caused by the lack of adequate capacity in the existing storm sewer system; and

WHEREAS, the County has requested and the City has agreed to include additional items and quantities of work into the project to improve the existing diagonal parking spaces on both the north and south sides of 1<sup>st</sup> Street Northwest between 2<sup>nd</sup> Avenue and 3<sup>rd</sup> Avenue to state-aid standards.

**IT IS, THEREFORE, MUTUALLY AGREED AS FOLLOWS:**

**ARTICLE I - CONSTRUCTION BY THE CITY**

**Section A. Contract Award and Construction**

The City shall receive bids and award a construction contract to the lowest responsible bidder, subject to concurrence by the County in that award, in accordance with construction plans and specifications prepared by the city and approved by the State of Minnesota as SAP 001-594-003. The contract construction shall be performed in accordance with these plans and specifications that are on file in the office of the Aitkin City Administrator, and are incorporated into this Agreement by reference.

**Section B. Documents to be Furnished to the County**

The City shall, within 7 days of opening bids for the construction contract, submit to the County Administrator's office an abstract of all bids together with the City's request for concurrence by the County in the award of the construction contract. The City shall not award the construction contract until the County advises the City in writing of its concurrence therein.

**Section C. Rejection of Bids**

The City may reject and the County may request the City to reject any or all bids for the construction contract. The party rejecting or requesting the rejection of bids must provide the other party written notice of that rejection or request for rejection no later than 30 days after opening bids. Upon the rejection of all bids pursuant to this section, a party may request, in writing, that the bidding process be repeated. Upon the other party's written approval of such request, the City will repeat the bidding process in a reasonable period of time, without cost or expense to the County.

**Section D. Direction, Supervision and Inspection of Construction**

The contract construction shall be under the direction of the City and under the supervision of a licensed professional engineer capable of providing professional construction inspection for the various aspects of construction under this contract.

**ARTICLE II – PROJECT COSTS AND ALLOCATION OF FUNDING**

**Section A. Preliminary Attachment A**

Preliminary Attachment A contains the cost estimate for all work included in SAP 001-594-003 with construction quantities separated into three columns as described below.

Column 1 includes only those items related to construction of the new storm sewer outlet from the intersection of 1<sup>st</sup> Street Northwest and 3<sup>rd</sup> Avenue Northwest south to the Ripple River. Included are costs for removing and reconstructing six catch basins and two manholes within this intersection and the storm sewer leads between these structures. Storm sewer items east of manhole 4 are not included in this column.

Column 2 includes only those items of planned construction work outside of the existing public street right of way on County property on the north side of 1<sup>st</sup> Street Northwest and those items of planned construction work in the diagonal parking area on the south side of 1<sup>st</sup> Street Northwest that represent increased costs from the City's original parallel parking design through this area.

Column 3 includes all remaining items of work not shown in column 1 or column 2 related to grading, aggregate base, plant mixed bituminous pavement, concrete curb and gutter, ADA

improvements, storm sewer, landscaping, and related appurtenances on the entire project.

**Section B. Preliminary Attachment B**

Preliminary Attachment B contains the breakdown of funding for costs incurred under SAP 001-594-003 including construction costs from Preliminary Attachment A and professional services costs for engineering and project management services provided by Bolten & Menk, Inc through an agreement with the City. Professional service costs are separated into columns 1, 2, and 3 based on the approximate percentage that the construction items in that column bear to the entire project construction cost.

**Section C. Allocation of Funding**

The City has received a \$500,000 Local Road Improvement Program (LRIP) Grant to assist with the construction costs of this project. The City and the County agree that these funds will be first allocated to construction costs shown in Column 3, with all remaining LRIP funds allocated to construction costs shown in Column 1 of Preliminary Attachment B.

The City and the County each agree to pay 50% of the construction costs remaining in Column 1 after subtracting those costs to be paid by LRIP funds. The City and the County further each agree to pay 50% of professional services costs shown in Column 1 of Preliminary Attachment B.

The County agrees to pay 100% of the construction costs and professional services costs shown in Column 2 of Preliminary Attachment B.

The City agrees to pay 100% of the professional services costs shown in Column 3 of Preliminary Attachment B.

**Section D. Revised Attachments A and B**

The City and the County agree that the estimated unit prices shown in Preliminary Attachment A will be updated with unit prices from the awarded contract and will be subsequently shown as Revised Attachment A to this Agreement. The City and the County further agree that Preliminary Attachment B will be updated based on Revised Attachment A and will be shown as Revised Attachment B to this Agreement. The total amount of County Cost shown on Revised Attachment B shall be the final amount owed by the County to the City under this agreement, subject to additional costs for construction change orders and work orders as outlined in Section E below. However, \$115,375 shall be the maximum amount owed by the County to the City under this agreement, regardless of the County Cost shown on Revised Attachment B.



**Section E. Change Orders and Work Orders**

The County agrees to participate in the costs of construction contract change orders and work orders that are necessary to complete items of work for which the County has participated in the cost under this Agreement. The City shall not incur any construction cost related to such change orders or work orders until allocation of costs is agreed to by the City and the County and written approval is given therefore by the County. Such additional costs to the County shall not be subject to the \$115,375 maximum amount owed by the County as outlined in Article II, Section D of this agreement.

**Section F. Liquidated Damages**

Any liquidated damages assessed to the City's contractor as part of the construction contract shall result in a credit shared by each party in the same proportion as their total construction cost share covered under this Agreement is to the total contract construction cost before any deduction for liquidated damages.

**ARTICLE III - PAYMENT BY THE COUNTY**

**Section A. Estimate and Payment of the City's Cost Share**

Based on Preliminary Attachment B, the County's estimated share of the costs of the contract construction and engineering services for SAP 001-594-003 is \$105,375. Final costs payable by the County will be revised as outlined in Article II, Section D of this agreement.

Following actual payment to the Contractor for the corresponding work, the City shall send a payment request to the County based on the dollar amount of completed work that involved County cost participation. Upon completion of the project covered under this Agreement, the City shall send a final payment request to the County for the balance of the total amount owed by the County. The County shall pay to the City the requested amount within 30 days of each payment request submitted by the City.

**ARTICLE IV – MAINTENANCE PROVISIONS**

**Section A. Maintenance by the City**

The City shall be responsible for all future maintenance of the entire storm sewer system constructed under SAP 001-594-003, including the new storm sewer outlet from the intersection of 1<sup>st</sup> Street Northwest and 3<sup>rd</sup> Avenue Northwest, without cost or expense to the County.

**Section B. Maintenance by the County**

Upon satisfactory completion of the diagonal parking areas on 1<sup>st</sup> Street Northwest between 2<sup>nd</sup> Avenue Northwest and 3<sup>rd</sup> Avenue Northwest, the County shall be responsible for plowing and removal of snow and ice from the diagonal parking spaces. All other routine maintenance of the diagonal parking spaces shall be the responsibility of the City.

Upon satisfactory completion of the concrete sidewalk adjacent to the diagonal parking area on the north side of 1<sup>st</sup> Street Northwest between 2<sup>nd</sup> Avenue Northwest and 3<sup>rd</sup> Avenue Northwest, the County shall be responsible for all maintenance of this sidewalk area..

Upon satisfactory completion of the concrete sidewalk adjacent to the diagonal parking on the south side of 1<sup>st</sup> Street Northwest between 2<sup>nd</sup> Avenue Northwest and 3<sup>rd</sup> Avenue Northwest, the County shall be responsible for removal of snow and ice from the sidewalk directly adjacent to the diagonal parking area. All other routine maintenance of this sidewalk area shall be the responsibility of the City.

**ARTICLE V - AUTHORIZED AGENTS**

Before this Agreement becomes binding and effective, it shall be approved by resolutions of the Aitkin County Board of Commissioners and the Aitkin City Council.

The County's Authorized Agent for the purpose of the administration of this Agreement is Jessica Seibert, Aitkin County Administrator, or her successor.

The City's Authorized Agent for the purpose of the administration of this Agreement is Kathleen Ryan, Aitkin City Administrator, or her successor.

IN TESTIMONY WHEREOF the parties have executed this Agreement by their authorized officers.

**AITKIN COUNTY**

**CITY OF AITKIN**

By \_\_\_\_\_

By \_\_\_\_\_

Title \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

Revised Attachment A:			Column 1		Column 2		Column 3		Total Project	
Item	Unit	Unit Price	Storm Sewer Cost		Aitkin County Cost		Street Cost		Total Project	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
Mobilization	LS	\$ 21,547.55	0.21	\$ 4,524.99	0.08	\$ 1,723.80	0.71	\$ 15,298.76	1.00	\$ 21,547.55
Clearing	Tree	\$ 450.00	2	\$ 900.00		\$ -		\$ -	2.00	\$ 900.00
Grubbing	Tree	\$ 450.00	2	\$ 900.00		\$ -		\$ -	2.00	\$ 900.00
Remove Sewer Pipe (Storm)	LF	\$ 7.00	218	\$ 1,526.00		\$ -	329	\$ 2,303.00	547.00	\$ 3,829.00
Remove Curb and Gutter	LF	\$ 2.00		\$ -		\$ -	1413	\$ 2,826.00	1413.00	\$ 2,826.00
Remove Water Main	LF	\$ 17.50	15	\$ 262.50		\$ -	15	\$ 262.50	30.00	\$ 525.00
Remove Bituminous Walk	SF	\$ 1.65	175	\$ 288.75		\$ -		\$ -	175.00	\$ 288.75
Remove Concrete Walk	SF	\$ 0.75		\$ -	280	\$ 210.00	1225	\$ 918.75	1505.00	\$ 1,128.75
Remove Concrete Driveway Pavement	SF	\$ 6.00		\$ -		\$ -	90	\$ 540.00	90.00	\$ 540.00
Remove Bituminous Pavement	SY	\$ 1.00		\$ -	61	\$ 61.00	4406	\$ 4,406.00	4467.00	\$ 4,467.00
Remove Bituminous Driveway Pavement	SY	\$ 2.75		\$ -	225	\$ 618.75	580	\$ 1,595.00	805.00	\$ 2,213.75
Remove Manhole (Storm)	Each	\$ 300.00	1	\$ 300.00		\$ -	1	\$ 300.00	2.00	\$ 600.00
Remove Catch Basin	Each	\$ 175.00	6	\$ 1,050.00		\$ -	2	\$ 350.00	8.00	\$ 1,400.00
Remove Casting	Each	\$ 250.00	7	\$ 1,750.00		\$ -	3	\$ 750.00	10.00	\$ 2,500.00
Abandon Manhole (Steam)	Each	\$ 1,850.00		\$ -		\$ -	3	\$ 5,550.00	3.00	\$ 5,550.00
Salvage Sign Special	Each	\$ 50.00		\$ -		\$ -	1	\$ 50.00	1.00	\$ 50.00
Common Excavation	CY	\$ 10.00		\$ -	613	\$ 6,130.00	4953	\$ 49,530.00	5566.00	\$ 55,660.00
Select Granular Borrow	CY	\$ 17.50		\$ -	351	\$ 6,142.50	3149	\$ 55,107.50	3500.00	\$ 61,250.00
Geotextile Fabric Type V	SY	\$ 1.35		\$ -	526	\$ 710.10	4709	\$ 6,357.15	5235.00	\$ 7,067.25
Aggregate Surfacing (CV) Class 5	CY	\$ 57.50		\$ -		\$ -	23	\$ 1,322.50	23.00	\$ 1,322.50
Aggregate Base (CV) Class 5	CY	\$ 30.00		\$ -	117	\$ 3,510.00	1063	\$ 31,890.00	1180.00	\$ 35,400.00
Bituminous Patch Special	SY	\$ 42.50		\$ -		\$ -	89	\$ 3,782.50	89.00	\$ 3,782.50
Type SP 9.5 Wearing Course Mix (2,B)	ton	\$ 73.10		\$ -	10	\$ 731.00	390	\$ 28,509.00	400.00	\$ 29,240.00
Type SP 9.5 Non Wearing Course Mix (2,B)	ton	\$ 68.20		\$ -	16	\$ 1,091.20	644	\$ 43,920.80	660.00	\$ 45,012.00
36" RC Pipe Apron	Each	\$ 2,600.00	1	\$ 2,600.00		\$ -		\$ -	1.00	\$ 2,600.00
4" PVC Pipe Drain Clean Out (One Way)	Each	\$ 225.00	0	\$ -		\$ -	8	\$ 1,800.00	8.00	\$ 1,800.00
4" PVC Pipe Drain Clean Out (Two Way)	Each	\$ 800.00	0	\$ -		\$ -	2	\$ 1,600.00	2.00	\$ 1,600.00
Drain Tile	LF	\$ 10.00	0	\$ -		\$ -	1508	\$ 15,080.00	1508.00	\$ 15,080.00
12" RC Pipe Sewer	LF	\$ 72.50	85	\$ 6,162.50		\$ -	45	\$ 3,262.50	130.00	\$ 9,425.00
15" RC Pipe Sewer	LF	\$ 65.00	14	\$ 910.00		\$ -		\$ -	14.00	\$ 910.00
18" RC Pipe Sewer	LF	\$ 70.00	84	\$ 5,880.00		\$ -		\$ -	84.00	\$ 5,880.00
36" RC Pipe Sewer	LF	\$ 124.00	374	\$ 46,376.00		\$ -	351	\$ 43,524.00	725.00	\$ 89,900.00
36" HDPE Pipe Sewer	LF	\$ 86.00	174	\$ 14,964.00		\$ -		\$ -	174.00	\$ 14,964.00
4" PVC Sanitary Service Pipe	LF	\$ 33.00	30	\$ 990.00		\$ -	30	\$ 990.00	60.00	\$ 1,980.00
48" Steel Casing (Jacked)	LF	\$ 1,050.00	60	\$ 63,000.00		\$ -		\$ -	60.00	\$ 63,000.00
Plug and Abandon Pipe Sewer	LS	\$ 7,600.00	0	\$ -		\$ -	1	\$ 7,600.00	1.00	\$ 7,600.00
Adjust Gate Valve and Box	Each	\$ 350.00		\$ -		\$ -	1	\$ 350.00	1.00	\$ 350.00
8" Watermain Offset	Each	\$ 5,200.00	1	\$ 5,200.00		\$ -		\$ -	1.00	\$ 5,200.00
10" Watermain Offset	Each	\$ 5,600.00	0	\$ -		\$ -	1	\$ 5,600.00	1.00	\$ 5,600.00
1" Type K Copper Pipe	LF	\$ 41.00	30	\$ 1,230.00		\$ -	30	\$ 1,230.00	60.00	\$ 2,460.00
Construct Drainage Structure Des. R-1	LF	\$ 300.00	4.53	\$ 1,359.00		\$ -		\$ -	4.53	\$ 1,359.00
Construct Drainage Structure Des. R-2	LF	\$ 313.00	20.5	\$ 6,416.50		\$ -	8	\$ 2,504.00	28.50	\$ 8,920.50
Construct Drainage Structure Des. 72-4020	LF	\$ 810.00	20.67	\$ 16,742.70		\$ -	4.88	\$ 3,952.80	25.55	\$ 20,695.50
Construct Drainage Structure Des. 84-4020	LF	\$ 1,050.00	5.56	\$ 5,838.00		\$ -		\$ -	5.56	\$ 5,838.00
Casting Assembly (R-1733)	Each	\$ 705.00	4	\$ 2,820.00		\$ -	1	\$ 705.00	5.00	\$ 3,525.00
Casting Assembly (R-3347)	Each	\$ 1,500.00	5	\$ 7,500.00		\$ -	2	\$ 3,000.00	7.00	\$ 10,500.00
Casting Assembly (R-3246-A)	Each	\$ 1,500.00	1	\$ 1,500.00		\$ -		\$ -	1.00	\$ 1,500.00
Adjust Frame and Ring Casting	Each	\$ 360.00		\$ -		\$ -	1	\$ 360.00	1.00	\$ 360.00
Casting Assembly (Draintile Cleanout)	Each	\$ 280.00	0	\$ -		\$ -	5	\$ 1,400.00	5.00	\$ 1,400.00
Random Riprap Class II	CY	\$ 80.00	11	\$ 880.00		\$ -		\$ -	11.00	\$ 880.00
4" Concrete Walk	SF	\$ 6.15		\$ -	219	\$ 1,346.85	3945	\$ 24,261.75	4164.00	\$ 25,608.60
6" Concrete Sidewalk Special	SF	\$ 7.50		\$ -	315	\$ 2,362.50	781	\$ 5,857.50	1096.00	\$ 8,220.00
4" Concrete Sidewalk with Thickened Edge	LF	\$ 11.85		\$ -	804	\$ 9,527.40		\$ -	804.00	\$ 9,527.40
Concrete Curb and Gutter Des. B624	LF	\$ 19.50		\$ -	44	\$ 858.00	1444	\$ 28,158.00	1488.00	\$ 29,016.00
Concrete Curb and Gutter Des. Special	LF	\$ 35.00		\$ -	148	\$ 5,180.00		\$ -	148.00	\$ 5,180.00
8" Concrete Driveway Pavement	SY	\$ 68.25		\$ -		\$ -	408	\$ 27,846.00	408.00	\$ 27,846.00
4" Concrete Valley Gutter	SY	\$ 80.00		\$ -	90	\$ 7,200.00	61	\$ 4,880.00	151.00	\$ 12,080.00
Truncated Domes	SF	\$ 45.00		\$ -	24	\$ 1,080.00	89.28	\$ 4,017.60	113.28	\$ 5,097.60
Traffic Control	LS	\$ 500.00	0.21	\$ 105.00	0.08	\$ 40.00	0.71	\$ 350.00	1.00	\$ 500.00
Install Sign Type C	SF	\$ 40.00		\$ -		\$ -	24.75	\$ 990.00	24.75	\$ 990.00
Install Sign Type Special	Each	\$ 150.00		\$ -		\$ -	1	\$ 150.00	1.00	\$ 150.00
Silt Fence Type MS	LF	\$ 4.00		\$ -		\$ -	355	\$ 1,420.00	355.00	\$ 1,420.00
Storm Drain Inlet Protection	Each	\$ 150.00		\$ -		\$ -	16	\$ 2,400.00	16.00	\$ 2,400.00
Stabilized Construction Exit	LS	\$ 600.00	0.21	\$ 126.00	0.08	\$ 48.00	0.71	\$ 426.00	1.00	\$ 600.00
Fertilizer Type I	pound	\$ 2.00	70	\$ 140.00		\$ -		\$ -	70.00	\$ 140.00
Common Topsoil Borrow	CY	\$ 36.00	150	\$ 5,400.00		\$ -	150	\$ 5,400.00	300.00	\$ 10,800.00
Soil Bed Preparation	acre	\$ 2,000.00	0.2	\$ 400.00		\$ -		\$ -	0.20	\$ 400.00
Seeding	acre	\$ 2,000.00	0.2	\$ 400.00		\$ -		\$ -	0.20	\$ 400.00
Seed Mix 25-151	pound	\$ 4.00	36	\$ 144.00		\$ -		\$ -	36.00	\$ 144.00
Sodding Type Lawn	SY	\$ 9.00		\$ -		\$ -	1000	\$ 9,000.00	1000.00	\$ 9,000.00
Erosion Control Blanket Category 3	SY	\$ 5.00	66	\$ 330.00		\$ -		\$ -	66.00	\$ 330.00
Hydraulic Bonded Fiber Matrix	pound	\$ 4.00	700	\$ 2,800.00		\$ -		\$ -	700.00	\$ 2,800.00
4" Solid Line Multi Component	LF	\$ 2.80		\$ -	549	\$ 1,537.20	40	\$ 112.00	589.00	\$ 1,649.20
Crosswalk Multi Component	SF	\$ 5.20		\$ -	0	\$ -	312	\$ 1,622.40	312.00	\$ 1,622.40
Pavement Marking Special	SF	\$ 25.00		\$ -		\$ -	5.8	\$ 145.00	5.80	\$ 145.00
<b>Total:</b>				<b>\$ 211,715.94</b>		<b>\$ 50,108.30</b>		<b>\$ 465,569.01</b>		<b>\$ 727,393.25</b>

**Revised Attachment B:**

	<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Total</b>
	<b>Storm Sewer Cost</b>	<b>Aitkin County Cost</b>	<b>Street Cost</b>	
<b>Costs:</b>				
<b>Construction Cost</b>	\$ 211,715.94	\$ 50,108.30	\$ 465,569.01	\$ 727,393.25
<b>Professional Services Cost</b>	\$ 25,200.00	\$ 9,600.00	\$ 85,200.00	\$ 120,000.00
<b>Total Costs</b>	\$ 236,915.94	\$ 59,708.30	\$ 76,406.32	\$ 847,393.25
<b>Construction Cost Funding Source:</b>				
<b>LRIP Grant</b>	\$ 34,430.99	0	\$ 465,569.01	\$ 500,000.00
<b>City of Aitkin</b>	\$ 88,642.47	\$ -	0	\$ 88,642.47
<b>Aitkin County</b>	\$ 88,642.47	\$ 50,108.30	0	\$ 138,750.78
<b>Professional Services Funding Source:</b>				
<b>LRIP Grant</b>	0	0	0	
<b>City of Aitkin</b>	\$ 12,600.00	0	\$ 85,200.00	\$ 97,800.00
<b>Aitkin County</b>	\$ 12,600.00	\$ 9,600.00	0	\$ 22,200.00
<b>Total Project Funding Source:</b>				
<b>LRIP Grant</b>	\$ 34,430.99	\$ -	\$ 465,569.01	\$ 500,000.00
<b>City of Aitkin</b>	\$ 101,242.47	\$ -	\$ 85,200.00	\$ 186,442.47
<b>Aitkin County</b>	\$ 101,242.47	\$ 59,708.30	\$ -	\$ 160,950.78

