

**BALDWIN TOWNSHIP ANNUAL MEETING
MARCH 10, 2009**

Baldwin Township Deputy Clerk Cheryl Goetz called the 2009 Annual Meeting for the Town of Baldwin to order at 8:02 p.m. All citizens present recited the Pledge of Allegiance. The deputy clerk accepted nominations for moderator. A motion was made by Tim Jenson and seconded by Stephanie Ketterl to approve Jess Hall moderator for the 2009 Annual Meeting. Motion carried.

Additions/Corrections to Agenda

None.

Approve Agenda

A motion was made by Tim Jenson and seconded by Michelle Ashe to approve the agenda. Motion carried.

Approve March 11, 2008 Annual Meeting Minutes

A motion was made by Dan Osborn and seconded by Herb Murphy to dispense with the reading of the March 11, 2008 Annual Meeting minutes. Motion carried. A motion was made by Paul Vollkommer and seconded by Stephanie Ketterl to approve the 2008 Annual Meeting minutes as presented. Motion carried.

Approve August 12, 2008 Special Town Meeting Minutes

A motion was made by Corrine Murphy and seconded by Tim Jenson to approve the August 12, 2008 Special Town Meeting minutes. Motion carried.

Board of Audit Report

The deputy clerk read the February 18, 2009 Board of Audit report.

2008 Treasurer's Report

The Deputy Clerk read the unaudited 2008 Treasurer's Report. The beginning balance was \$476,725.09; receipts of \$1,081,588.10; disbursements of \$866,014.87 leaving an ending balance of \$692,298.32.

2009 Budget Proposal

Bryan Lawrence welcomed everyone.

Bryan Lawrence reviewed, by fund, the proposed budget for 2010. The following is the proposed 2010 budget that had been determined by the town board prior to the Annual Meeting:

	<u>PROPOSED FOR 2010</u>	<u>CERTIFIED FOR 2009</u>
GENERAL FUND	\$190,000	\$200,000
ROAD & BRIDGE	\$390,000	\$400,000
CAPITAL FUND	\$ 70,000	\$ 80,000
FIRE FUND	\$141,000	\$151,000

CEMETERY FUND	\$ 1,000	\$ 4,000
PARK FUND	\$ 1,000	\$ 4,000
FIRE RELIEF FUND	\$ 15,000	\$ 25,000
 TOTAL	 \$808,000	 \$864,000

(Approximately 6.48% decrease)

A motion was made by Bryan Lawrence and seconded by Dan Osborn to approve the proposed 2010 levy in the amount of \$808,000.

Discussion followed along with a review of the Sherburne County Auditor/Treasurer 2009 and 2008 taxable market, net tax capacity value, and rate comparisons.

Approve/Disapprove Resolution #09-02, Authorizing the Creation of a Capital Reserve Fund for the Town

Bryan Lawrence read the resolution authorizing the creation of a capital reserve fund for the town. The resolution was brought before the voters as the board cannot create the fund by itself. Discussion followed regarding what the funds would be used for. Lawrence informed the meeting that the township attorney drafted the resolution and that the resolution has a specific intent.

Supervisor Jeff Holm gave an overview of H.F. 1035, a Minnesota House of Representatives Bill, and Senate Bill Summary S.F. 913, regarding greenhouse gas emissions reduction; land use, development, TIF, and state bond funding. This bill changes local governance and land use policies and controls. It directs the commissioner of education to consider energy and environmental impacts of proposed new school facilities and prohibits giving a negative review based on acreage. It prohibits municipal incorporations after June 1, 2009. It limits development in unincorporated areas and provides for city growth areas. It authorizes "compact development" TIF districts. There is a push from both the House and the Senate to get these bills passed.

A motion was made by Quintin Reese and seconded by Paul Vollkommer to approve Resolution #09-02 authorizing the creation of a capital reserve fund for the town. Motion carried.

**BALDWIN TOWNSHIP
SHERBURNE COUNTY, MINNESOTA**

**TOWN ELECTOR RESOLUTION
ANNUAL TOWN MEETING HELD MARCH 10, 2009
RESOLUTION NO. 09-02**

**RESOLUTION AUTHORIZING THE CREATION
OF A CAPITAL RESERVE FUND FOR THE TOWN**

WHEREAS, the town board of supervisors ("Town Board") of Baldwin Township ("Town") propose a capital reserve fund be established for the Town;

WHEREAS, Minnesota Statutes, section 365.10, subdivision 18 allows the Town electors to authorize the creation of a capital reserve fund and to designate its use for any lawful purpose; and

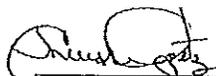
WHEREAS, the Town Board proposes to use the money from the capital reserve fund for the costs the Town incurs related to the annexation and municipal incorporation process and associated costs if the Town Board decides to pursue incorporation as permitted under Minnesota Statutes, section 414.02;

NOW, THEREFORE, BE IT RESOLVED, the Town electors present and voting at the annual town meeting hereby authorize and approve the following:

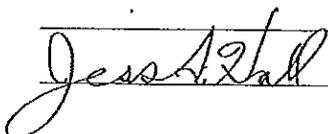
1. The Town Board is authorized pursuant to Minnesota Statutes, section 365.10, subdivision 18 to create a capital reserve fund for the Town;
2. The capital reserve fund shall be used to pay costs related to, and resulting from, annexations and the municipal incorporation process including, but not limited to, consulting fees, planning costs, legal fees, Town Board costs, and hearing costs; and
3. If the purpose of the capital reserve fund ends because Town Board determines to not pursue incorporation, the incorporation is denied, or the Town is incorporated as a city, it may either transfer the money, which shall be deemed surplus, from the fund to another fund as provided in Minnesota Statutes, section 366.04, or retain the money in the fund and seek elector authorization to designate its use for one or more other purposes.

Adopted this 10th day of March, 2009.

BY THE BALDWIN TOWN ELECTORS



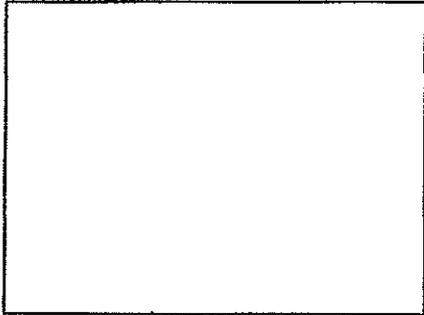
Cheryl Goetz, Deputy Clerk


_____, Moderator

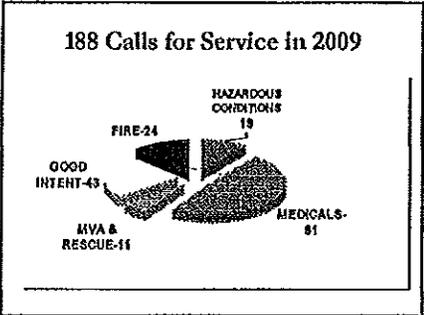
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Fire Department Report

Mary Beth Torborg presented the fire department report for 2008:



NORTHEAST SHERBURNE FIRE & RESCUE UPDATE



Membership

- 27 FIREFIGHTERS
- 4 NEW MEMBERS LAST YEAR.

TRAINING

- WE HAVE 2 FIREFIGHTERS GOING TO FF2 CLASS IN MARCH
- 1 FIREFIGHTER JUST COMPLETED FIRST RESPONDER AND STARTED FFI
- 1 FIREFIGHTER IN HAZMAT OPS
- 3 FIREFIGHTERS COMPLETED FAO COURSE

SCHOOLS

- SPRING STATE FIRE SCHOOL COURSES THROUGHOUT THE STATE
- PARTICIPATION OF 4 FIREFIGHTERS IN SCHOOLS LOCATED IN
 - MAINTOSHEN
 - MOONHEAD
 - JUNKATO
 - ALEXANDRIA
 - ROCHESTER
 - BRUNNARD, and
 - DULUTH

TRAINING

- PUMP OPERATIONS
- DNR – WILDLAND FIRE TRAINING
- ADVANCE AUTO EXTRICATION
- HOUSE BURN WITH ZIMMERMAN FD

COMMUNITY SERVICE/EVENTS

- GARAGE SALE
- CLEAN UP DAY
- FIRE PREVENTION WEEK OPEN HOUSE

- SAFETY EXPO
- DAY CARE CENTER VISITS

9/11 Tribute

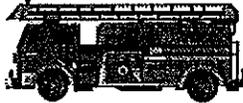
Thank you for joining us at our Community Events!

GRANTS

- FIREMANS FUND GRANT
 - Rescue
 - Training
 - Water supply
- 2 FEMA GRANTS
 - SCBA
 - Personal protective gear
 - Radios

LOOKING AHEAD

- AUTOMATIC TENDER
- NBW ENGINE
- NBW AIR COMPRESSOR
- ISO PROGRESS



BUDGET

- \$69,000.00 ROLL OVER
 - Approx 13,000 for wages
 - Approx 20,000 for relief
 - Approx 6,000 from 2008 budget
 - Approx 30,000 from past years put into budget for ie. grass rig compressor, fill station, thermal imager, hose, boots, monitor, nozzles, cascade system, pagers, and FEMA grant 5%.

BUDGET

FIRE (GENERAL)	\$38,805.08
FIRE EQUIPMENT	\$14,127.00
FIRE ADMINISTRATION	\$5,280.00
FIRE TRAINING	\$14,000.00
FIRE COMMUNICATION	\$5,000.00
FIRE TRUCK REPAIR SERVICES	\$11,600.00
MEDICAL SERVICES	\$2,370.00
FIRE STATION & BUILDING	\$9,942.00
DEBT SERVICE	\$39,875.02
TOTAL	\$141,000.00



FIRE ADMINISTRATION

Wages & Salaries	\$3,300.00
FICA	\$400.00
Medicare	\$130.00
Federal Tax	\$125.00
State Tax	\$75.00
Office Supplies	\$300.00
Postage	\$100.00
Mileage	\$200.00
Advertising	\$150.00
Printing & Binding	\$100.00
Software Support	\$100.00
Miscellaneous	\$300.00

\$5,280.00**FIRE TRAINING**

Continuing Education	\$12,350.00
Certification Renewals	\$150.00
Equipment	\$1,000.00
Office Supplies	\$200.00
Resources	\$300.00

\$14,000.00**FIRE COMMUNICATION**

Communications	\$5,000.00
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\$5,000.00**FIRE TRUCK REPAIR SERVICES**

Wages & Salaries	\$1,000.00
Repair & Maintenance	\$4,000.00
Parts	\$1,300.00
Repair Maintenance Contractual	\$5,000.00
Miscellaneous	\$300.00

\$11,600.00**MEDICAL SERVICES**

Fit Testing	\$750.00
SCBA User Physical	\$1,620.00

\$2,370.00

FIRE STATION & BUILDING

Wages & Salaries	\$1,300.00	
Telephone	\$1,350.00	
Internet	\$192.00	
Electric Utilities	\$2,700.00	
Gas Utilities	\$3,000.00	
Refuse Disposal	\$700.00	
Office Equipment	\$300.00	
Property Ins.	\$400.00	
		\$9,942.00

DEBT SERVICE

Principal	\$27,135.59	
Interest	\$12,740.33	
		\$39,875.92

<u>TOTAL</u>		<u>\$141,000</u>
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CAPITAL BUDGET FUTURE INVESTMENTS

Add on to station (2011)	\$70,000
Replacement of grass rig (2020)	\$20,000.00
Replacement of compressor (2012)	\$23,000.00
Purchase automatic 3500gal. tender (2015)	\$210,000.00

Torborg reported that working on bettering the ISO rating is an on-going process. She reported that there were 188 calls for service in 2009 with the majority being medicals at 91, good intent at 43, fire at 24, hazardous conditions at 19 and MVA and Rescue at 11. There are currently 27 firefighters serving on the Northeast Sherburne Fire and Rescue Department. The total budget for 2010 is \$141,000 broken down into the categories of wages, equipment, training, communications, repairs, medical, and debt service. Torborg also detailed the capital budget future investments of adding onto the station in 2011, replacement of a grass rig in 2020, replacement of a compressor in 2012 and a purchase of an automatic 3500 gallon tender in 2015. Jim Buell spoke about the benefits of the Fire Relief Association. Mark Bennett answered questions about water rescue.

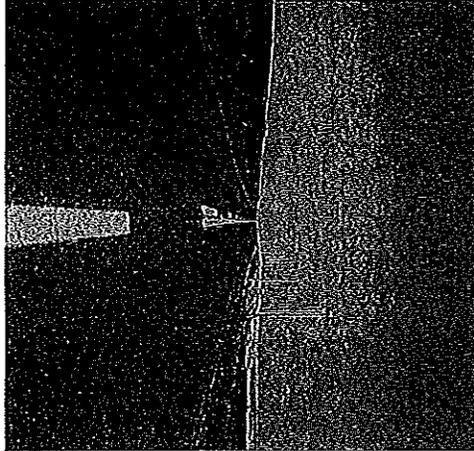
Baldwin Park Committee Progress Report

Dave Patten presented the Park Committee report for 2008. The major focus of the Park Committee is to keep working on the Kermit Young Park and seed the area with native seed, mowing trails in the spring, putting in a boardwalk, and continue to work on the plaque commemorating the Young family. The Park Committee has been working closely with other area organizations.

Road Report

Supervisor Jeff Holm gave highlights of the following report prepared by Bogart, Pederson and Associates, Inc.. From page 8 of Bogart's report on condition rating, Holm informed the meeting that there is 42.95 miles of roads that are in need of crack sealing.

Baldwin Township Capital Improvement Plan 2009-2013



January 2009

Prepared by
Bogart, Pederson and Associates, Inc.
Civil Engineers
43076 4th Street
Baldwin, MI
734-282-8822
(PRELIMINARY ONLY NOT YET APPROVED)

Background:

Located in Sturgeon County, Minnesota, Baldwin Township lies north of the City of Elk River along a growth corridor that extends from Rochester through the Minneapolis and St. Paul metropolitan area northwest to St. Cloud. Baldwin Township lies just to the south of the City of Princeton, in Miller Lake County.

During the decade of the 1990s and early 2000s, the Township experienced extraordinary growth. A suburban setting with zoning that requires no more than one home for every two and one half acres has attracted many individuals and families interested in a "small town" setting. The United States Census Bureau placed Baldwin Township's 1990 population at 2000 and was estimated by Sturgeon County to be 2000 in 2005. This accounts for a population increase of 200 percent. The City of Princeton has experienced an slightly smaller growth rate so that Baldwin Township is slightly larger in terms of population. Together, the Township and City population was estimated at 2000 in 2005.

This growth in residential development has brought with it its associated infrastructure. From 1990 to 2005 the Township's responsible road mileage increased from 2000 to 2000 miles. This represents an 88 percent increase in road mileage.

With the implementation of Governmental Accounting Standards Board (GASB) Statement 34 on January 1, 2004, the Township recognized the need to develop a comprehensive maintenance plan. Since then the Township has modified its accounting practices to comply with GASB Statement 34, developed a comprehensive Transportation Plan, refined its engineering standards and outlined several elements of the road maintenance schedule into this Capital Improvement Plan.

Goals:

In order to economically maintain its infrastructure, the Township has developed this Capital Improvement Plan to responsibly schedule construction and maintenance projects over the next 5 years. This plan outlines Board policy, corporate road maintenance and budget models, current and just road conditions summaries and a five year capital improvement plan. The budget model projects financial requirements for the next 10 years to maintain adequate quality of transportation with safety as the primary factor in prioritizing projects over the next 5 years.

Method:

The methodology used to accomplish the Capital Improvement Plan is as follows:

- Develop Board policy on the maintenance of each classification of roadway.
- Develop a budget model to forecast the cost of road maintenance.
- Conduct a road tour to rate the condition of each segment of roadway.
- Develop a Capital Improvement Plan based on budget/revenue while maintaining infrastructure and safety.

The Capital Improvement Plan will make use of project maintenance selection to prolong the life of the roads and make project estimating to develop a budget for the next 5 years. This is the first step in developing a road pavement management plan, which will provide an improved method of forecasting road maintenance costs over the next 5 years as well as provide a method to anticipate costs beyond the 5 years. This method is needed to even out the budget impact of major projects that may be needed for any one particular year.

Board Policy:

Township Board policy has been developed after careful consideration of GASIS Statement 34, consultation with professional civil engineers and the Board's perceptions of their constituents desires with respect to road maintenance. The ability of the Board to exercise its policies are limited by the authority of the residents in setting their tax levy during the annual Township meeting.

Beginning January 1, 2004 Baldwin Township was required to comply with the GASIS Statement 34. GASIS Statement 34 required the Township to capitalize its assets in financial statements. GASIS 34 afforded the Township some latitude in accounting for those assets. Having reviewed the effects of both the depreciation and modified approaches, the Township Board elected to utilize a modified approach in accounting for certain infrastructure assets. The Board felt that Township residents would prefer the roads maintained at a certain level in perpetuity and, as a result, selected the modified approach. The modified approach does, however, require the Township to meet certain requirements. Specifically, the Township must inventory and assess the condition of its roadways, decide on a minimum level of acceptable condition, estimate the amount of repair necessary to maintain and renew the roadways and then demonstrate that the Township's investment is meeting the established targets.

Components necessary for compliance with GASIS 34 are set forth in the Capital Improvement Plan. The Township Board has adopted a resolution establishing a modified approach as the Township's accounting standard and resolutions establishing both condition goals and a method for evaluating the quality of its roadway. Certified professional engineers have been contracted prior to establishing a Road Maintenance Model. Finally, a Budget Model was created to estimate costs associated with the Road Maintenance Model. To close the loop and ensure that its plan is meeting the established goals the Township will follow the inspection schedule in figure 1, and with the assistance of the Township's Engineer create a comprehensive Road Rating Report once every two years. Specific resolutions as amended are included in appendix A of this plan.

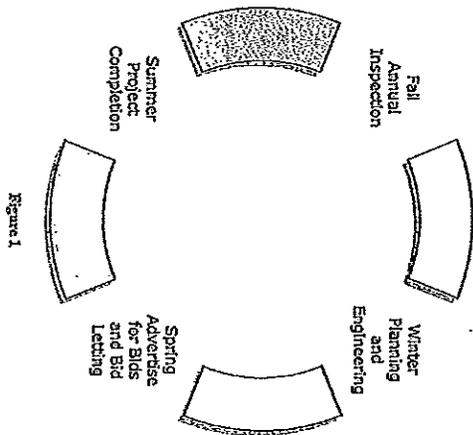


Figure 1

Road Maintenance Model

Township Board Resolution 09-02 serves as the basis for the Road Maintenance Model. The Board has elected to divide township roads, for fiscal planning purposes, into two main categories: residential and collector roads.

Figure 2 shows a graphical representation of a typical pavement life cycle for low volume roads (residential roads), which are indicative of a majority of the Township system.

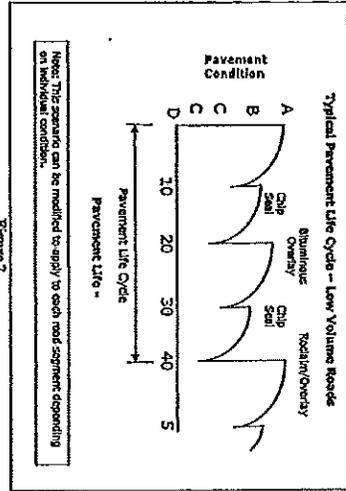


Figure 2

Figure 3 shows a graphical representation of a typical pavement life cycle for medium volume roads (collector roads), which are indicative of select township collector streets.

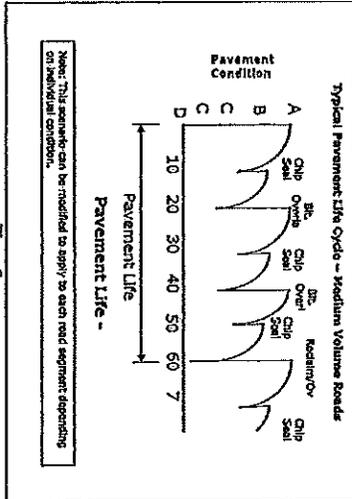


Figure 3

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Budget Model:

The Budget Model for maintenance of local streets and collector roads is shown in Appendix B. The spreadsheet compares the forecast and budget scenarios for 2009 through 2013. It also forecasts the budget needs until the year 2020 by assuming no growth until 2015 with a 0.5% annual increase thereafter in residential road mileage and a 5% increase in construction and material costs.

Existing Conditions

A previously prepared map classifies existing township roads into residential streets, and collectors. All township roads are of rural type design to minimize the need for curb, gutter and storm sewers, and keep maintenance costs as low as possible.

Baldwin Township currently maintains about \$1 million of roads.

Road condition ratings and goals that have been established by the Township Board in Resolution xxx are shown in table 1.

TABLE 1

Condition Rating	Recommended Repairs	Goal %	Cumulative % Goal	Life Cycle Years
A	No Repairs Needed	> 30%	30%	15-20
B	Crack Sealing	< 20%	50%	10-15
C	Chip Seal	< 20%	70%	5-10
D	Resurfacing/Overlay	< 30%	100%	3-5
E & F	Government Maintenance/Other	< 0%	100%	1-3

The life cycle for each repair is not a goal. It is a base or guideline to establish a maintenance and construction budget.

Assumptions:

- No growth until 2015 with a 0.5% annual increase thereafter in residential road mileage.
- An additional 5% annual inflation construction and material cost.

Based on the condition of the existing road system and the proposed goals, as a whole, Baldwin Township roads are in good condition. Many of the roads are without development. The maximum 30% Condition A goal is not being met at this time.

Chip sealing approximately 152 miles of Condition B roads would reach the established 30% goal for Condition A roads. One option to accomplish this goal would be to increase

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the mileage of chip sealing per year from 5 miles to 10 miles. Theoretically, the goal could be met in 3 years.

The more costly maximum Condition D goal is not being met. This goal would require about 11% or \$.9 million of road to be reconstructed. Limited funds may require interim measures to keep the roads in passable condition. This would delay major capital expenditures until such time funds could be generated to reconstruct these segments.

A detailed review of these roads along with budget estimates will help determine the funding for reconstruction of these segments. Appendix B includes the road maintenance budget forecast spreadsheet. Appendix C includes the current Road Segment Inventory spreadsheet. Appendix D includes the Road Condition Report for the current and past years.

Table 2 summarizes the rating of each road segment designation.

TABLE 2

Rating	Collector	Residential	Arterial	Highway
B	9.08	32.88	42.85	9.12
C1	0	2.94	2.94	
C2	1.03	5.03	7.06	
D	12.17	1.09	13.20	
E	0.0	5.75	5.75	
F	0.0	0.0	0.0	
G	0.0	0.48	0.48	
TOTAL	23.14	58.24	81.48	

Table 2 summarizes the rating of each road segment designation.

To properly review the status of the Baldwin Township road system, one must analyze the combined mileages for each condition category. Reviewing each condition category alone does not give an accurate depiction, but instead gives a snapshot of the system today. Reviewing the cumulative conditions can help plan a better construction program.

TABLE 3

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Condition Rating - Mileage & Percentage

Condition	Mileage	% of Total	Cumulative % of Total	% Goal	Cumulative % of Total
Recommended Repair	9.12	11.19%	11.19%	30.0%	30.0%
Good Sealing	42.85	52.71%	63.90%	30.0%	63.90%
Chip Seal	2.94	3.61%	67.51%	20.0%	83.51%
Bituminous Overlay	7.06	8.68%	76.17%	10.0%	93.0%
Reconstruction/Reclaim	13.2	16.2%	92.37%	5.0%	98.0%
Reclaim/Reconstruction	5.75	7.06%	100%		
Other	0.0	0.0%			
Subtotal	81.48	100%			
TOTAL	81.48	100%			

Condition A (No Major Repairs Needed): This condition is generally a maintenance issue. There is currently 9.12 miles in good condition. This is 11.19% of the total mileage. The Township goal is to maintain at least 30% of the total mileage in Condition A, which would be 24.44 miles. To meet this goal, 15.32 miles can be improved by a combination of crack sealing, chip sealing, overlaying, reclaim/overlay and reconstruction.

Condition B (Crack Sealing recommended): There is currently 42.85 miles of roads needing crack sealing. This is 52.71% of the total mileage. The Township goal is not more than 30%. This exceeds the goal by 18.5 miles. However, when combined with current mileage in Condition A, 63.97% is the goal which exceeds the combined goal of 60% for condition A & B.

Condition C1 (Chip Seal recommended): There is currently 2.94 miles of roads needing chip seal. This also exceeds the Township Goal of not more than 20%. Again, when combined with Condition A & B, the mileage totals 55.01 miles or 67.51% of the total compared to a combined goal of 30% or 65.15 miles.

Condition C2 (Bituminous Overlay recommended): There is currently 7.06 miles needing a bituminous overlay. This also falls under the maximum 10% goal or 8.15 miles. The cumulative % of 76.17 also falls short of the goal of 90%.

Condition D (Reconstruction/Reclaim/Overlay recommended): There is currently 13.2 miles or 16.2 miles needing to be reconstructed/reclaimed and overlaid. This also falls short of the maximum 5% goal or 4.07 miles. This is where the township will eventually have trouble. This is the most expensive condition to fix, so it makes sense to minimize whenever possible this condition by proactive maintenance. Once the roadway reaches this condition the repairing of it becomes very expensive.

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Condition E (Gravel): There is currently 7.06% or 5.25 miles of gravel roads.

Condition MD4 (Minimum Maintenance): There is currently no minimum maintenance roads in Baldwin Township.

Condition F (Unbuilt): There is currently 0.45 miles of unbuilt roads.

Proposed Major Construction Projects

The Township Board has selected the following road maintenance projects to be constructed in the next 5 years. Appendix B includes a cost estimate spreadsheet for major construction projects.

2009 Construction

- 9912 St. from 28th to terminus; Reconstruction of 0.128 miles; Cost is \$47,482
- 104th St. from CR37 to CR13; Reclaim Overlay of 0.5 miles; Cost is \$50,000
- 283rd Ave. from CR39 to TH169; Overlay of 1 miles; Cost is \$30,700
- 290th Ave. end of Cul-de-Sac; Reconstruction; \$5,250

2010 Construction

- 9912 St. 28th to Terminus; Overlay; 0.128 miles; Cost is \$10,644

2011 Construction

- 239th Ave and 12th ST, from CR45 to terminus; Reclaim Overlay for 0.7 miles; Cost is \$45,842

2012 Construction

- 100th St. from 27th to Sandy Ticker; Reclaim Overlay for 0.7 miles; Cost is \$97,241

2013 Construction

No construction planned to save funds for major reconstruction in 2014

APPENDIX C
Basic Road Data

BASIC ROAD DATA

Column A defines maintenance condition

Completion rates defined by % of total road miles to be completed each year

2008 Condition	2008 Budgetary Town-wide Road Mileage Volumes	Collector Miles	Residential Miles	Total Miles	% of 2007 Total Road	% of 2007 Collector Roads	2008 Completion Rate	2008 Current Cost Est. Budget
A	Non-Gravel Roads	0.51	8.11	8.62	11.26%	10.81%	\$1,813	\$1,813,000
B	Crack Sealing	0.24	0.22	0.46	0.61%	0.50%	\$1,303	\$1,303,000
C1	Chip Seal	2.81	2.54	5.35	6.83%	5.43%	\$12,800	\$12,800,000
C2	Blue-Top Overlay	1.83	0.03	1.86	2.37%	0.02%	\$73,200	\$73,200,000
D	Reconstruction/Resurfacing Overlay	14.15	1.09	15.24	19.36%	12.59%	\$124,500	\$124,500,000
E	Overlaid Road	0	0.73	0.73	0.93%	0.59%	\$33,000	\$33,000,000
F	Utility	0	0	0	0%	0%	\$258	\$258,000
MA	Minor Maintenance	0	0	0	0%	0%	\$0	\$0
P	Paved Road	0	0	0	0%	0%	\$0	\$0
	Total Mileage (Paved Roads)	23.11	10.13	33.24	42.00%	33.00%	\$1,565,000	\$1,565,000,000
	Total Mileage (All Roads)	23.11	10.13	33.24	42.00%	33.00%	\$1,565,000	\$1,565,000,000

Assumption: 75% of roads can be resurfaced and overlayed, 25% will need to be reconstructed

Event	Life Cycle	Typical Frequency	Miles per year	Completion Rate %	Budget per Year	2008 Budget	2008 Shortfall/Overage
1	10	Reconstruction/Overlay	1.50	22.00%	\$18,000	\$18,000	-\$18,000
2	10	Overlay	2.81	8.00%	\$12,000	\$12,000	-\$12,000
3	10	Chip Seal	2.81	10.00%	\$15,000	\$15,000	-\$15,000
4	10	Crack Sealing	0.24	20.00%	\$1,303	\$1,303	-\$1,303

Event	Life Cycle	Typical Frequency	Miles per year	Completion Rate %	Budget per Year	2008 Budget	2008 Shortfall/Overage
1	10	Reconstruction	0.51	1.00%	\$10,000	\$10,000	-\$10,000
2	10	Overlay	1.83	10.00%	\$10,000	\$10,000	-\$10,000
3	10	Chip Seal	2.81	10.00%	\$15,000	\$15,000	-\$15,000
4	10	Crack Sealing	0.24	20.00%	\$1,303	\$1,303	-\$1,303

Yearly Construction Budget \$91,000.00

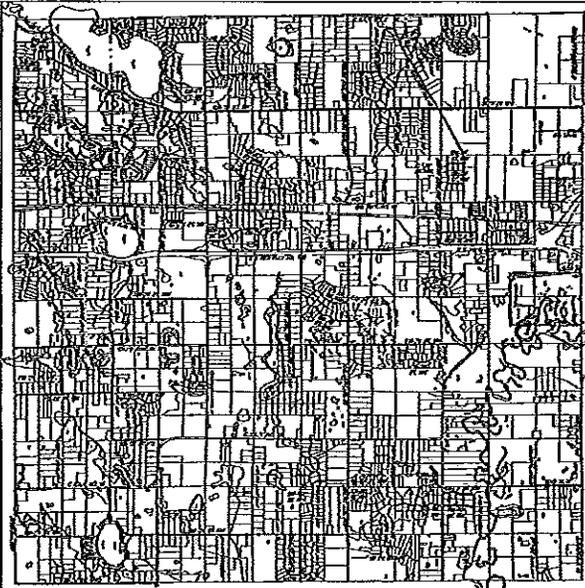
Condition	Recommended Road	Cost	Edging	Neighborhood	Cost	Edging	Neighborhood
Medium	A	10%	10%	10%	10%	10%	10%
Medium	B	10%	10%	10%	10%	10%	10%
Medium	C1	10%	10%	10%	10%	10%	10%
Medium	C2	10%	10%	10%	10%	10%	10%
Medium	D	10%	10%	10%	10%	10%	10%
Medium	E & MA	10%	10%	10%	10%	10%	10%
Medium	PAVA	10%	10%	10%	10%	10%	10%

APPENDIX D
Road Condition Reports

DAIRYWILL TOWNSHIP
Road Conditions September 2008



NOT TO SCALE



- 8.5/100 mile Condition A (New surface material)
- 4.0/100 mile Condition B (Good riding performance)
- 3.0/100 mile Condition C (Good riding performance)
- 2.0/100 mile Condition D (Good riding performance)
- 1.5/100 mile Condition E (Good riding performance)
- 1.0/100 mile Condition F (Good riding performance)
- 0.5/100 mile Condition G (Good riding performance)
- 0.2/100 mile Condition H (Good riding performance)
- 0.1/100 mile Condition I (Good riding performance)
- 0.0/100 mile Condition J (Good riding performance)



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Project Name	Project No.	Scale
DAIRYWILL TOWNSHIP	08-001	AS SHOWN
Client	Date	Sheet
DAIRYWILL TOWNSHIP	09/01/08	1 OF 1

Account	2009 Item Type	2009 Description	Assessment
3400	Capital/Infrastructure	Construction	
3410	Capital/Infrastructure	Construction	
3420	Capital/Infrastructure	Construction	
3430	Capital/Infrastructure	Construction	
3440	Capital/Infrastructure	Construction	
3450	Capital/Infrastructure	Construction	
3460	Capital/Infrastructure	Construction	
3470	Capital/Infrastructure	Construction	
3480	Capital/Infrastructure	Construction	
3490	Capital/Infrastructure	Construction	
3500	Capital/Infrastructure	Construction	
3510	Capital/Infrastructure	Construction	
3520	Capital/Infrastructure	Construction	
3530	Capital/Infrastructure	Construction	
3540	Capital/Infrastructure	Construction	
3550	Capital/Infrastructure	Construction	
3560	Capital/Infrastructure	Construction	
3570	Capital/Infrastructure	Construction	
3580	Capital/Infrastructure	Construction	
3590	Capital/Infrastructure	Construction	
3600	Capital/Infrastructure	Construction	
3610	Capital/Infrastructure	Construction	
3620	Capital/Infrastructure	Construction	
3630	Capital/Infrastructure	Construction	
3640	Capital/Infrastructure	Construction	
3650	Capital/Infrastructure	Construction	
3660	Capital/Infrastructure	Construction	
3670	Capital/Infrastructure	Construction	
3680	Capital/Infrastructure	Construction	
3690	Capital/Infrastructure	Construction	
3700	Capital/Infrastructure	Construction	
3710	Capital/Infrastructure	Construction	
3720	Capital/Infrastructure	Construction	
3730	Capital/Infrastructure	Construction	
3740	Capital/Infrastructure	Construction	
3750	Capital/Infrastructure	Construction	
3760	Capital/Infrastructure	Construction	
3770	Capital/Infrastructure	Construction	
3780	Capital/Infrastructure	Construction	
3790	Capital/Infrastructure	Construction	
3800	Capital/Infrastructure	Construction	
3810	Capital/Infrastructure	Construction	
3820	Capital/Infrastructure	Construction	
3830	Capital/Infrastructure	Construction	
3840	Capital/Infrastructure	Construction	
3850	Capital/Infrastructure	Construction	
3860	Capital/Infrastructure	Construction	
3870	Capital/Infrastructure	Construction	
3880	Capital/Infrastructure	Construction	
3890	Capital/Infrastructure	Construction	
3900	Capital/Infrastructure	Construction	
3910	Capital/Infrastructure	Construction	
3920	Capital/Infrastructure	Construction	
3930	Capital/Infrastructure	Construction	
3940	Capital/Infrastructure	Construction	
3950	Capital/Infrastructure	Construction	
3960	Capital/Infrastructure	Construction	
3970	Capital/Infrastructure	Construction	
3980	Capital/Infrastructure	Construction	
3990	Capital/Infrastructure	Construction	
4000	Capital/Infrastructure	Construction	

Proposed Major Future Construction Projects

Year	Item	Description	Quantity	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017
1st Year	1155h	CR28 to CR19	Reconstruction W/First LR	1	\$358,200	\$420,840	\$411,840	\$453,070	\$414,150	\$517,110	\$553,060
2nd Year	1155h	CR28 to CR19	Overly	1	\$28,510	\$90,624	\$95,157	\$99,810	\$104,850	\$115,160	\$121,440
1st Year	1105h BR	CR28 to CR13	Reconstruction W/First LR	1	\$358,200	\$410,840	\$411,840	\$453,070	\$414,150	\$517,110	\$553,060
2nd Year	1105h BR	CR28 to CR13	Overly	1	\$28,510	\$90,624	\$95,157	\$99,810	\$104,850	\$115,160	\$121,440
1st Year	1155h	CR19 to 855h	Reconstruction W/First LR	1.5	\$537,300	\$631,260	\$617,760	\$679,605	\$621,225	\$775,665	\$829,590
2nd Year	1155h	CR19 to 855h	Overly	1.5	\$129,450	\$391,872	\$412,733	\$432,225	\$437,275	\$495,240	\$528,120
1st Year	105h BR	CR19 to CR23	Reconstruction W/First LR	0.8	\$154,150	\$181,020	\$179,520	\$196,640	\$183,520	\$229,520	\$243,830
2nd Year	105h BR	CR19 to CR23	Overly	0.8	\$49,150	\$153,312	\$157,872	\$164,880	\$168,450	\$192,240	\$203,220
1st Year	115h	CR17 to CR18	Reconstruction W/First LR	0.8	\$154,150	\$181,020	\$179,520	\$196,640	\$183,520	\$229,520	\$243,830
2nd Year	115h	CR17 to CR18	Overly	0.8	\$49,150	\$153,312	\$157,872	\$164,880	\$168,450	\$192,240	\$203,220
1st Year	1105h	CR19 to CR9	Reconstruction W/First LR	1.2	\$455,250	\$546,360	\$532,320	\$581,160	\$540,960	\$676,200	\$714,630
2nd Year	1105h	CR19 to CR9	Overly	1.2	\$107,810	\$332,208	\$343,824	\$360,420	\$367,110	\$441,840	\$463,720
1st Year	1115h	CR19 to 245h	Reconstruction W/First LR	1	\$358,200	\$410,840	\$411,840	\$453,070	\$414,150	\$517,110	\$553,060
2nd Year	1115h	CR19 to 245h	Overly	1	\$28,510	\$90,624	\$95,157	\$99,810	\$104,850	\$115,160	\$121,440
1st Year	1165h	CR12 to Younkw	Reconstruction W/First LR	1.5	\$537,300	\$631,260	\$617,760	\$679,605	\$621,225	\$775,665	\$829,590
2nd Year	1165h	CR12 to Younkw	Overly	1.5	\$129,450	\$391,872	\$412,733	\$432,225	\$437,275	\$495,240	\$528,120
				0.25	\$3,740,710	\$4,010,550	\$4,450,610	\$4,852,090	\$4,654,700	\$5,728,530	\$6,036,330

Princeton Area Library, Update of Services and Request for Funding

A representative of the Princeton Area Library asked the township to approve \$1.00 per capita as a donation to the library. After discussion, it was explained that the current policy is that Baldwin Township is giving out no donations.

Approve 2010 Levy

Stephanie Ketterl proposed an amendment to raise the 2010 levy to \$900,000. The proposed amendment failed by a hand vote of 31 to 29. A motion was made by Quintin Reese and seconded by Michelle Ashe to call the question. The motion carried. Upon a hand vote of 26 to 23 to approve as presented at \$808,000, the motion carried.

GENERAL FUND	\$190,000
ROAD & BRIDGE	\$390,000
CAPITAL FUND	\$ 70,000
FIRE FUND	\$141,000
CEMETERY FUND	\$ 1,000
PARK FUND	\$ 1,000
FIRE RELIEF FUND	\$ 15,000
 TOTAL	 \$808,000

Legal Publisher/Depository/Public Postings

The deputy clerk stated that the current legal publisher is the Princeton Union-Eagle, the depositories are Bremer Bank (safe deposit box only) and U.S. Bank and the public postings are the town hall and Marv's True Value. A motion was made by Tim Jenson and seconded by Cal Schmock to approve the same. Motion carried.

Election Results

The Deputy Clerk, Cheryl Goetz, read the election results. On the question: "Shall option C, providing for the appointment of a town administrator by the town board, be adopted for the government of the town?" the total votes were 238 for no, and 102 for yes with the question not passing. For Supervisor "A": Larry Handshoe: 170 votes; Cal Schmock: 34 votes and Paul Vollkommer: 134 votes. For Supervisor "E": Lester Kriesel: 149 votes and Jay Swanson: 184 votes. The Board of Canvass will meet March 12, 2009 at 8:00 a.m. to officially certify the election results.

Adjourn

A motion was made by Marlys Heffron and seconded by Cal Schmock to adjourn at 11:17 p.m. Motion carried.

Respectfully submitted,



Cheryl Goetz
Deputy Clerk

Attendees: Dennis D. Lindberg, Stephanie Ketterl, Bev Weiss, Jerome DeLong, June DeLong, Paula Yankee, Ray McGraw, Mari Owens, Mary Beth Torberg, Phil Fadden, Peggy Fadden, Roger Patten, Jim Buell, Marlys Heffron, Jerry Heffron, J.E. Mueller, Tim Jensen, Carol Vollkommer, Paul Vollkommer, Elaine Philippi, Jim Oliver, Greg Ashe, Karen Boeke, Larry Boeke, Carilyn Brinwall, Mike Brinwall, Scott Case, Craid Hrkal, DeNice Janssen, Werner Janassen, Jess Hall, Bryan Lawrence, Jesse Ewert, Gary Taylor, Brad Chambers, Tom Rush, Daniel Osborn, Nancy Erbetm, Heidi Osborn, Chuck Nagle, Michael Seuer, Julius Dorweiler, Richard Anderson, Corrine Murphy, Herb Murphy, Kevin McGirty, Kristina Carlson, Cal Watson, Cal Schmock, Dale Hurni, Larry Handshoe, Jeff Holm, Lester Kriesel, Nancy Dorweiler, Llona Jorgenson, Rudie Jorgenson, David Patten, Ross Perry, Terry Carlile, Quintin Reece, Mark Bennett