



City of New Ulm

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TO: Honorable Mayor and City Council
FROM: Joseph E. Stadheim, P.E., City Engineer *JS*
DATE: November 19, 2024

SUBJECT: **ENGINEER'S REPORT ON THE PROPOSED 2025 CAPITAL IMPROVEMENT PLAN**

This report has been prepared as a planning tool and recommends various capital improvement projects as candidates for construction. Additionally, the intention of this report is to further advise the City Council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; to provide a reasonable estimate of the total amount of benefit to be specially assessed; and a description of the methodology used to calculate individual assessments for affected parcels. This report has the following sections and appendices:

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Section 1 - Roadway, Utility and Other Reconstruction Categories/Criteria

A. Paved Roadways

The City utilizes a pavement management system (ICON) to rate all of the paved municipal roadways, alleys and bituminous recreational trails within the City. The system includes a database of each segment that contains current and historical information relative to the segment. The inventory is updated by physically inspecting (surveying) one-third of the City's segments every year. The survey identifies the type of distress present on all pavement sections and determines the severity and quantity of each distress. When the survey information is entered into the program, the pavement management system assigns each segment an Overall Condition Index (OCI) rating on a scale of 0 to 100 with 0 being the worst and 100 the best. The roadway and alley segments are further categorized according to their OCI as follows:

- i. Failed: OCI 0 to 27
- ii. Marginal: OCI 28 to 65
- iii. Adequate: OCI 66 to 100

Failed segments are considered as candidates for reconstruction. Marginal segments are considered as candidates for either reconstruction or overlay, depending upon several other factors and adequate segments are scheduled to receive normal surface treatment and maintenance, such as crack sealing and seal coating.

Recent History of Roadway Reconstruction Activity			
Construction Year	Miles Reconstructed	Dollar Value (Millions)	Average Cost Per Mile (Millions)
2008	3.9	2.9	0.744
2009	4.6	3.6	0.783
2010	2.8	2	0.714
2011	3.1	2.7	0.871
2012	2.5	3.9	1.560
2013	2.1	2.5	1.190
2014	2.7	3	1.111
2015	2	2.8	1.400
2016	1.9	2	1.053
2017	1.7	2	1.176
2018	1.6	1.9	1.188
2019	2.1	5.7	2.714
2020	2.5	5.6	2.240
2021	1.7	2.8	1.647
2022	2.9	8.3	2.862
2023	3.6	5.8	1.611
2024	1.76	6.5	3.7
Summation	43.46	64	avg \$3.7M/year

Distribution of Pavement Condition							
Beginning January 1st	Failed		Marginal		Adequate		Total Paved Miles
	Miles	%	Miles	%	Miles	%	
2010	30.70	37.6%	10.22	12.5%	40.73	49.9%	81.65
2011	28.70	35.1%	9.53	11.7%	43.52	53.2%	81.75
2012	26.04	31.9%	10.22	12.5%	45.38	55.6%	81.64
2013	27.53	33.6%	10.54	12.9%	43.81	53.5%	81.88
2014	25.65	31.2%	10.54	12.8%	45.98	56.0%	82.17
2015	20.20	24.3%	14.56	17.5%	48.29	58.1%	83.05
2016	19.41	23.2%	16.47	19.7%	47.65	57.0%	83.53
2017	15.72	18.7%	18.44	21.9%	50.07	59.4%	84.23
2018	14.35	16.9%	18.19	21.5%	52.16	61.6%	84.70
2019	14.53	17.0%	19.15	22.5%	51.62	60.5%	85.30
2020	10.40	12.1%	25.19	29.4%	50.03	58.4%	85.62
2021	10.29	11.9%	25.15	29.0%	51.36	59.2%	86.80
2022	13.94	16.1%	20.88	24.1%	51.85	59.8%	86.67
2023	9.18	10.6%	21.42	24.7%	56.08	64.7%	86.68
2024	7.75	8.9%	19.33	22.3%	59.6	68.8%	86.68
2025	6.49	7.5%	19.3	22.2%	61.03	70.3%	86.82

B. Concrete Curb and Gutter

Criteria used to determine when concrete curb and gutter should be reconstructed include the following:

- i. Poor overall condition
- ii. Settled, tipped or uneven segments
- iii. Roadway grade changes
- iv. Sanitary sewer and water end service construction
- v. Underground utility reconstruction that impacts or undermines the existing concrete curb and gutter

C. Alleys

Alleys are considered as candidates for reconstruction when their Overall Condition Index (OCI) falls into the failed category ($OCI < 28$) of the Pavement Management System and/or by the recommendation of the Street Department personnel based on the time, effort and cost needed to maintain the existing bituminous or concrete surface.

Distribution of Alley Pavement Condition							
Beginning January 1st	Failed		Marginal		Adequate		Total Paved Alley Segments
	Each	%	Each	%	Each	%	
2013	88	40.2%	36	16.4%	95	43.4%	219
2014	85	38.5%	38	17.2%	98	44.3%	221
2015	82	36.9%	38	17.1%	102	45.9%	222
2016	78	35.1%	38	17.1%	106	47.7%	222
2017	71	31.6%	38	16.9%	116	51.6%	225
2018	70	30.6%	38	16.6%	121	52.8%	229
2019	75	32.2%	83	35.6%	75	32.2%	233
2020	75	32.2%	83	35.6%	75	32.2%	233
2021	75	32.2%	83	35.6%	75	32.2%	233
2022	73	31.3%	83	35.6%	77	33.0%	233
2023	67	28.8%	104	44.6%	62	26.6%	233
2024	67	28.8%	107	45.9%	59	25.3%	233
2025	59	25.3%	108	46.4%	66	28.3%	233

D. Watermain

Criteria used to determine when watermain should be reconstructed include the following:

- i. Transite pipe
- ii. Lead water services

- iii. Cast iron pipe with lead joints
- iv. Segments of pipe that have a history of breakage and/or have corrosive soil conditions
- v. Segments of inadequate domestic or fire flow

E. Sanitary Sewer Main

Criteria used to determine when sanitary sewer main should be reconstructed include the following:

- i. Pipe that is undersized to carry existing or future peak flows
- ii. Pipe that has cracking or other structural deficiencies
- iii. Pipe that has sags, misaligned joints, deposits or other obstructions
- iv. Pipe that has severe tree root invasion
- v. Pipe systems that allow inflow and/or infiltration
- vi. Aged clay pipe

F. ADA Improvements

In 2018, the City completed an ADA Transition Plan which was adopted by the City Council on June 4, 2019. The development of the Plan included an inventory and evaluation of pedestrian facilities within the public right-of-way. The City of New Ulm will use two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. The pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards whenever feasible. The second method includes standalone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the CIP on a case by case basis or may be completed by internal City forces as recommended by the City of New Ulm staff and ordered by the City Council.

Section 2 - City of New Ulm Complete Streets Policy and Active Transportation Action Plan.

Improvements considered for Plan inclusion are reviewed and designed to ensure projects are compliant with the City of New Ulm Complete Streets Policy and Active Transportation Action Plan.

City of New Ulm Complete Streets Policy

Introduction

Complete Streets is a transportation network approach that considers the needs of pedestrians, bicyclists, transit users, motorists, commercial and emergency vehicles, hereby referred to as all users. The goal of complete streets is a transportation system that is accessible, equitable and adapted to serve the needs of individuals regardless of how they choose to travel.

Vision and Purpose

The City of New Ulm's Complete Streets Policy will assist in the establishment of transportation corridors that are safe, functional, encourage active transportation and aesthetically attractive for all users. This Policy will help guide decision makers in planning, designing and constructing transportation networks to reasonably accommodate all anticipated users.

Policy

The City of New Ulm will consider the safety and accessibility of users of all abilities and transportation modes through the design, operation and maintenance of the transportation network. This approach will help create a connected network of facilities that accommodates each method of transportation that is consistent with and supportive of the local community. The Policy recognizes that streets are different and the needs of various users will be considered in a balanced and flexible manner.

Transportation network improvements may include facilities and amenities that contribute to Complete Streets. This includes but is not limited to street and sidewalk lighting, sidewalk and pedestrian ramp construction and bicycle infrastructure improvements.

Early consideration of all transportation modes will be important for this policy to succeed. Those that plan and design roadway improvement projects will give consideration to all users from the beginning of the planning and design process to its conclusion. This will require interested individuals and groups to provide input through the New Ulm Safety Commission at least 6 months in advance of the yearly Capital Improvement Plan development process.

The project development process will include consideration of the land use and transportation context of the project along with relevant information from the Comprehensive Plan for the City of New Ulm. Gaps and deficiencies in the transportation

network for various user groups will be considered and an assessment made of the tradeoffs necessary to balance those needs. Review and input from the City's Safety Commission and other interested individuals or groups will be taken into consideration during the project development process. Factors that may be given high priority include whether:

- The corridor provides primary access to a significant destination such as parks, recreation centers, schools, shopping centers, health care facilities, grocery stores or employment centers;
- The corridor provides primary access across a natural or manmade barrier such as a river or highway;
- The corridor is in an area where a high amount of active transportation and pedestrian traffic can be anticipated;
- A road corridor provides important continuity or connectivity links for the existing recreational trail network; or
- Nearby routes that provide a similar level of convenience and connectivity already exist.

A Complete Streets segment may be achieved through a single improvement project or through a series of improvement projects over a period of time.

City of New Ulm Active Transportation Action Plan – Executive Summary

The Action Plan serves as a living guide. It establishes clear, evidence-based and action-oriented priorities to guide future investments in making walking and bicycling safer and more accessible. The Plan identifies priority routes within New Ulm that are most in need of improvements.

Specific actions are recommended for consideration and implementation in the Action Plan, including creating a comfortable environment downtown and making strategic improvements to street infrastructure that connect places where people live, work, learn and recreate.

Roadway segments shall be designed using a Safe System Approach that focuses roadway safety efforts on ways to effectively design for the people and users in the system; manage vehicle speeds by design; employ proactive tools to manage risks across an entire roadway network, especially for the most vulnerable users and; foster integrated, collaborative and coordinated action.

Section 3 - Project Description and Summary of Preliminary Estimated Cost.

The following Projects are recommended as viable candidates for 2025 construction:

A. 2025 Utility, Street and Alley Improvement Project.

This group of work includes improvements that have been petitioned for and/or ordered in by the City Council, as well as other improvements that should be considered as potential construction candidates. The improvements and associated estimates of cost that I recommend for consideration are as follows:

i. Bridge Street from Cottonwood Street to Tower Road.

This project consists of the reconstruction of the existing watermain, sanitary sewer main, sewer and water end services, storm sewer modifications, and reconstruction of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, concrete curb and gutter, concrete sidewalk extension, pedestrian sidewalk ramps, street lighting and selective replacement of concrete driveway pavement and sidewalk.

Estimated Cost: \$3,614,250

ii. Lakeside Village Addition.

This project consists of initial roadway improvements on the existing roadway segments where underground utilities have been previously constructed. Project consists of grading, aggregate base, bituminous paving, concrete curb and gutter, concrete sidewalks, concrete driveway pavement, boulevard restoration and street lighting.

Estimated Cost: \$2,176,440

iii. Alley Block 59 South of Center Street.

Alley from 6th South Street to 7th South Street between Minnesota Street and German Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, selective seven inch (7") concrete alley approach pavement, miscellaneous removals and restoration.

Estimated Cost: \$50,050

iv. Alley Block 60 South of Center Street.

Alley from 5th South Street to 6th South Street between Minnesota Street and German Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, selective seven inch (7") concrete alley approach pavement, miscellaneous removals and restoration.

Estimated Cost: \$53,900

v. Miscellaneous Concrete Sidewalk and ADA Improvements.

This project consists of ADA pedestrian ramp and miscellaneous concrete improvements to compliment the improvements scheduled within the 2025 Capital Improvement Plan to meet the current ADA requirements as per New Ulm's adopted ADA Transition Plan and other deficient concrete sidewalk at locations determined by the City Engineer.

Estimated Cost: \$109,230

Summation of Estimated Cost

2025 Utility, Street & Alley Improvement Project

\$6,003,870

B. 2025 Surface Reconstruction Project.

This group of work includes improvements on roadway segments by the City Public Works Department. Improvements include removal of existing bituminous pavement, reshaping the existing gravel base, repave with four inches (4") of bituminous surfacing (unless noted otherwise) and selective replacement of concrete curb and gutter at the following locations:

i. 23rd North Street from North Broadway to Terrace Drive.

Estimated Cost: \$106,500

ii. 11th South Street from Payne Street to Jefferson Street.

Estimated Cost: \$45,000

iii. 5th North Street from Broadway to German Street.

Estimated Cost: \$127,100

- iv. 15th South Street from State Street to Washington Street.

Estimated Cost: \$43,000

- v. Summit Avenue from State Park Road to Golf Drive.

Estimated Cost: \$123,500

**Summation of Estimated Cost
2025 Surface Reconstruction Project**

\$445,100

C. 2025 Storm Sewer Improvement Project.

This group of work includes improvements to the New Ulm Storm Sewer Collection System.

- i. 18th South Street Storm Sewer Lift Station.

Construction of a storm sewer lift station at the 18th South Street pumping location at the Minnesota River Flood Levee. This project is partially funded by \$1,125,000 in Congressionally Directed Spending.

**Estimated Cost
2025 Storm Sewer Improvement Project**

\$2,530,000

D. 2025 Railroad Crossing Safety Improvement Project.

This group of work includes safety improvements to select railroad crossings.

- ii. 20th South Street Railroad Crossing Lights and Gates.

Construction of a light and gate crossing signal at the railroad crossing on 20th South Street. This project is partially funded by \$360,000 in State Railroad Crossing Safety funds.

**Estimated Cost
2025 Railroad Crossing Safety Improvement Project**

\$400,000

E. 2025 Airport Improvement Projects.

This group of work includes the following improvements to the Airport grounds, improvements include Federal and State funds:

- i. Crosswind Runway 9/27 Land Acquisition.

Acquisition of approximately 18.8 acres of land for construction of Crosswind Runway 9/27.

Estimated Cost: \$540,000

ii. Automated Weather Observation Station (AWOS) Site Work.

Prepare proposed site and extend utilities for the construction of a new AWOS.

Estimated Cost: \$55,000

iii. Crosswind Runway 9/27 Construction.

Construction of turf Crosswind Runway 9/27.

Estimated Cost: \$2,500,000

iv. Airport Fuel System Construction.

Construction of a new above-ground fuel system.

Estimated Cost: \$1,125,000

v. Apron Expansion & Pavement Maintenance.

Extension of the airport southeast apron to the proposed fueling system and miscellaneous runway pavement repairs.

Estimated Cost: \$625,000

vi. Taxilane Extension.

Construction of a taxilane extension off the southeast apron for future hangar development.

Estimated Cost: \$260,000

**Summation of Estimated Cost
2025 Airport Improvement Projects**

\$5,105,000

F. 2025 Tree Planting Project.

This group of work includes the planting of new and/or replacement trees on the proposed 2025 construction projects.

Estimated Cost

2025 Tree Planting Project

\$71,500

SUMMARY OF SECTION 3 – PRELIMINARY ESTIMATED COST FOR 2025 CIP

A. 2025 Utility, Street & Alley Improvement Project	\$6,003,870
B. 2025 Surface Reconstruction Project	\$445,100
C. 2025 Storm Sewer Improvement Project	\$2,530,000
D. 2025 Railroad Crossing Safety Improvement Project	\$400,000
E. 2025 Airport Improvement Projects	\$5,105,000
F. 2025 Tree Planting Project	\$71,500

SUMMATION 2025 CIP

\$14,555,470

Section 4 - Funding Sources and Projected Bonding Need

A. Summation of Estimated Dedicated Funding Sources.

PUC Water Department Rate Base Funding	\$450,000
PUC Wastewater Department Rate Base Funding	\$450,000
City Sewer & Water Infrastructure Fund	\$660,000
Street Department Funding (ADA)	\$100,000
Street Department Funding (Surface Reconstruction)	\$445,100
Federal FEMA Funding – 18 th South Street Storm Sewer Lift Station	\$1,125,000
State Funding – Railroad Crossing Safety Improvements	\$360,000
Airport Federal Funding – Land Acquisition	\$486,000
Airport State Funding - Land Acquisition	\$27,000
Airport State Funding – AWOS	\$38,500
Airport Federal Funding – Crosswind Runway 9/27 Construction	\$2,250,000
Airport State Funding - Crosswind Runway 9/27 Construction	\$125,000
Airport State Funding – Fuel System	\$787,500
Airport Federal Funding – Apron Expansion	\$593,750
Airport State Funding – Apron Expansion	\$15,625
Airport Federal Funding – Taxilane Extension	\$247,000
Airport State Funding – Taxilane Extension	\$6,500

Summation of Estimated Dedicated Funding	\$8,242,975
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B. Projected Bonding Need.

Estimated CIP Cost	\$14,555,470
Less Estimated Dedicated Funding	(\$8,242,975)
Add 1.0% Contingency (materials testing, etc.)	\$145,555
Add Estimated Cost to Issue Bond	\$60,000

PROJECTED GROSS 2025 BONDING NEED	\$6,518,050
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Section 5 - Necessity, Cost-Effectiveness and Feasibility

The City's pavement management system ratings and visual inspection clearly indicate that the recommended roadway reconstruction segments are in need of reconstruction. The ADA Improvements have been scheduled according to the implementation methodology outlined within the City of New Ulm ADA Transition Plan intended to meet the requirements of Title II of the Americans with Disabilities Act (ADA) of 1990.

The underground utility reconstruction is recommended as a systematic method to replace old, undersized or obsolete watermain and sanitary sewer main piping and materials, as well as pipe segments prone to breakage or infiltration. Storm sewer extensions are recommended when mandated to accommodate additional impervious surface, or when cost effective to eliminate storm water drainage problems and vehicular hazards created by pavement cross-gutters. Storm water quality ponds or other treatment facilities are required to meet NPDES or MPCA Stormwater Regulations and must be maintained to their original dimensional design standard. The balance of the recommended improvements have been petitioned for by adjoining property owners, have been contemplated within inplace Development Agreements, have been requested by Developers, property owners, or City Departmental personnel along with a corresponding budget appropriation. Therefore, I believe that all of the recommended improvements are necessary. In addition, the improvements outlined in this report are feasible and have been grouped to enhance constructability and to encourage competitive bidding from multiple contractors, which ultimately provides for a cost-effective Capital Improvement Plan.

Section 6 - Special Benefit and Methodology

The recommended special assessment to an affected property owner is based upon the property receiving a special benefit in at least the amount of the assessment proposed.

A. Initial Improvement.

- i. Roadway Improvements. The benefit for initial roadway improvements is normally assessed according to an existing Development Agreement for the area of development. Without an Agreement, the City's policy is to assess the benefit of the initial roadway improvements at the cost of a normal City street which is currently estimated to be \$330.00 per foot per side, which includes concrete curb and gutter and 10% for administration and engineering services. In the case of very narrow or very wide parcel front footage, a minimum and/or maximum benefit or a unit value of benefit may be assigned.
- ii. Utility Improvements. The benefit for the initial utility improvements is normally assessed according to an in-place Development Agreement for the area of development. Generally, 100% of the cost of the improvements is assessed to the benefiting properties. The cost of sewer and water end services are assessed to the benefiting property.
- iii. Concrete Sidewalk and Driveway Improvements. It has been customary to assign the benefit associated with concrete sidewalk and driveway improvements to the adjacent property owners as the contract unit cost of the improvements plus an allowance for administration and engineering multiplied by the area of concrete sidewalk and driveway construction. The concrete driveway pavement normally extends through the sidewalk area.
- iv. Alley Improvements. It has been customary to assign the benefit associated with alley improvements to the abutting property owners regardless of access on a front foot basis as the contract cost of a normal improvement plus an allowance for contract administration and engineering. Special benefit for improvements within a T-alley configuration will be assigned on a case-by-case basis and may be assigned on a unit basis.

B. Reconstruction of Existing Improvements.

- i. Roadway Reconstruction.

The policy utilized to assign benefit for roadway reconstruction improvements is based on City Council Resolutions No. 88-50 and No. 90-35. Resolution No. 88-50 resolved that the City shall reassess the cost of reconstruction of streets at 60% of the cost of a general City street. Resolution No. 90-35 established a unit

assessment policy for each buildable residential parcel. Non-residential properties are either assigned incremental benefit or may be assessed for 60% of the reconstruction cost for general City streets or 60% of the cost of the actual project, whichever is less, on a front foot basis, but will not be specially assessed less than the single family residential rate per parcel. In some cases, the benefit assigned to a larger non-residential parcel may be capped at a maximum amount. I recommend that the City Council continue the policy of assigning the benefit of roadway reconstruction on a unit basis to each single-family residential parcel at a rate of \$4,750.00 per parcel. The average estimated cost to reconstruct a general City street in 2025 is \$616.00 per centerline foot, or \$308.00 per foot per side. 60% of \$308.00 is \$184.80. The residential assessment rate using the normal 50-foot-wide frontage is then $\$184.80 \times 50 \text{ f.f.} = \$9,240.00$. To ensure that the amount of the special assessment is equal to or less than the amount of the special benefit to each affected property, I recommend that the \$9,240.00 amount be reduced to \$4,750.00. The \$4,750.00 per parcel rate should be considered the minimum benefit associated with roadway reconstruction and does not include any benefit associated with curb and gutter reconstruction, driveway, sidewalk and/or other requested improvements.

If a residential parcel has frontage on two (2) intersecting streets and both roadways are being reconstructed in the same construction season as part of the same or separate projects, the parcel will typically be specially assessed on both sides, one side at the full reconstruction rate and the other side at 60% of the full reconstruction rate. If a parcel has frontage on two (2) intersecting streets and has been specially assessed in the past ten (10) years for a roadway improvement or a reconstruction project excluding a surface reconstruction project on a front yard basis, a side yard calculation may be applied to the adjoining side at 60% of the current reconstruction assessment rate.

Each unit of a twin home or duplex is assessed at 75% of the current reconstruction assessment rate on the front yard side. Multi-unit residential facilities are assigned incremental benefit depending on the number of units.

ii. Underground Utility Reconstruction.

Reconstructed sanitary sewer and watermain are typically not specially assessed as the City infrastructure charge paid by each utility customer on the monthly PUC bill is used to partially fund main reconstructions.

iii. Surface Reconstruction and Overlays by City Forces.

The special benefit and methodology discussed in this paragraph is for surface reconstruction and overlay improvements constructed by the City Street Department. Surface reconstruction generally consists of removing the existing

bituminous pavement, reshaping the gravel base and repaving with four inches (4") of bituminous surfacing. The work may include selective replacement of concrete curb and gutter and minor subgrade correction. This work is approximately 45% of the work required for the reconstruction of a general City street. Therefore, I recommend that the benefit specially assessed for surface reconstruction be 45% of the full reconstruction rate of \$4,750 which would be \$2,140 assigned on a residential unit basis while assigning incremental benefit to larger, non-residential parcels. The \$2,140 per parcel rate should be considered the minimum benefit associated with surface reconstruction and does not include any benefit associated with curb and gutter reconstruction or subgrade correction. The full rate is applied to subdivided or half lots on side streets. Side yard calculations are not applied to corner lots when assessing surface reconstruction projects. Overlays constructed by City forces are not typically assessed.

iv. Full Depth Reclamation.

The special benefit and methodology discussed in this paragraph is for roadway reconstruction/reconditioning by the method of Full-Depth Reclamation (FDR). FDR generally consists of the reclamation of the existing full depth bituminous pavement and underlying aggregate base and paving of a new driving surface. The work may include selective replacement of concrete curb and gutter. This work is approximately 65% of the work required for the reconstruction of a general City street. Therefore, I recommend that the benefit specially assessed for full-depth reclamation be 65% of the full reconstruction rate of \$4,750 which would be \$3,090 assigned on a residential unit basis while assigning incremental benefit to larger, non-residential parcels. The \$3,090 per parcel rate should be considered the minimum benefit associated with full-depth reclamation and does not include any benefit associated with curb and gutter reconstruction or subgrade correction. The full rate is applied to subdivided or half lots on side streets. Side yard calculations are not applied to corner lots when assessing full-depth reclamation projects.

v. Alley Reconstruction.

The benefit associated with alley reconstruction will be assigned to the abutting property owners regardless of access on a front foot basis as the contract cost of a normal reconstruction plus an allowance for contract administration and engineering.

vi. Sidewalk Reconstruction.

The benefit associated with sidewalk reconstruction will be assigned to the adjacent property owners as the contract unit cost of the improvements plus an

allowance for administration and engineering multiplied by the area of concrete sidewalk reconstruction. In some cases, the City Council may order the reconstruction of existing concrete sidewalk as a means to resolve a safety hazard. If the existing sidewalk was previously constructed by the City's contractor, is less than ten (10) years old, and has a $\frac{3}{4}$ " vertical displacement and/or more than a one-inch longitudinal (1") gap, the cost of the sidewalk reconstruction will not typically be assessed. Sidewalk is generally not reconstructed to resolve a perceived aesthetic or cosmetic defect.

Section 7 - Estimated Special Assessment Amounts

A. 2025 Utility, Street and Alley Improvement Project.

i. Bridge Street from Cottonwood Street to Tower Road.

The development along this segment is a mix of multi-family housing and industrial.

The benefit of the roadway reconstruction improvement will be specially assessed on an incremental unit basis of \$4,750.00 to each multi-family, commercially or industrially zoned parcel abutting the project. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be 40 units at \$4,750.00 per unit split as follows: 4 units to commercial tool business, 1 unit to vehicle dealership, 16 units to multi-family parcel, 13 units to large industrial parcel and 6 units to the remaining industrial parcel, for a total assessment amount of \$190,000.

ii. Lakeside Village Addition.

The development in this subdivision is zoned single and multi-family.

The improvements proposed for Lakeside Village Addition are being undertaken according to the existing Development Agreement for this subdivision.

The Development Agreement stipulates that the Special Assessments shall include the cost of the Public Improvements plus an allowance for contract administration and engineering. The assessments will be assigned as benefit on a unit basis and specially assessed to the original 62 platted lots within the subdivision that have existing water and sanitary sewer end services into the parcels that are abutting the improvements, except that each lot within the subdivision will be assessed for the actual area (cost plus contract administration and engineering) of the concrete driveway improvements to serve each lot. The estimate of the total amount specially assessed for the Public Improvements to serve the subdivision is \$1,860,000 or \$30,000 per originally platted parcel which amount will be adjusted according to the actual final project cost plus contract administration and engineering costs.

iii. Alley Block 59 South of Center Street.

Alley from 6th South Street to 7th South Street between Minnesota Street and German Street.

The benefit of this residential alley reconstruction will be specially assessed to the abutting property on a front foot basis. The estimated project cost and benefit is \$71.50 per front foot per side. The estimate of the total amount to be assessed is \$50,050.

iv. Alley Block 94 North of Center Street.

Alley from 5th South Street to 6th South Street between Minnesota Street and German Street.

The benefit of this residential alley reconstruction will be specially assessed to the abutting property on a front foot basis. The estimated project cost and benefit is \$77.00 per front foot per side. The estimate of the total amount to be assessed is \$53,900.

v. Miscellaneous Concrete Sidewalk and ADA Improvements.

No special assessments will be assigned.

**Subtotal 2025 Utility, Street and Alley Improvement Project
Estimated Special Assessments** **\$2,153,950**

B. 2025 Surface Reconstruction Project by City Forces.

The benefit of the Surface Reconstruction by City Forces will be specially assessed at the rate of \$2,140 per residential parcel to the adjacent property while assigning incremental benefit to larger non-residential parcels estimated as follows:

i. 23rd North Street from North Broadway to Terrace Drive.

15 Residential Parcels x \$2,140 per parcel =	\$32,100
2 units to 1 Multi-Family Parcel x \$2,140 per unit =	\$4,280

ii. 11th South Street from Payne Street to Jefferson Street.

4 Residential Parcels x \$2,140 per parcel =	\$8,560
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iii. 5th North Street from Broadway to German Street.

13 Residential Parcels x \$2,140 per parcel =	\$27,820
3 units to 2 Commercial parcels x \$2,140 per unit =	\$6,420

iv. 15th South Street from State Street to Washington Street.

8 units to 3 Commercial Parcels x \$2,140 per unit = \$17,120

v. Summit Avenue from State Park Road to Golf Drive.

16 Units to Golf Course x \$2,140 per unit = \$34,240

4 Units to Commercial Parcel x \$2,140 per unit = \$8,560

Subtotal 2025 Surface Reconstruction Project

Estimated Special Assessments \$139,100

C. 2025 Storm Sewer Improvement Project.

i. 18th South Street Storm Sewer Lift Station.

No special assessments will be assigned.

Subtotal 2025 Storm Sewer Improvement Project

Estimated Special Assessments \$0.00

D. 2025 Railroad Crossing Safety Improvement Project.

This group of work includes safety improvements to select railroad crossings.

No special assessments will be assigned.

Subtotal 2025 Railroad Crossing Safety Improvement Project

Estimated Special Assessments \$0.00

E. 2025 Airport Improvement Projects.

This group of work includes improvements to various infrastructure at the New Ulm Municipal Airport.

No special assessments will be assigned.

Subtotal 2025 Airport Improvement Projects

Estimated Special Assessments \$0.00

F. 2025 Tree Planting Project.

This group of work includes the planting of new and/or replacement trees on the proposed 2025 construction projects.

No special assessments will be assigned.

**Subtotal 2025 Tree Planting Project
Estimated Special Assessments**

\$0.00

SUMMARY OF SECTION 7 – ESTIMATED SPECIAL ASSESSMENT AMOUNTS

Project	Estimated Project Cost	Estimated Special Assessments
2025 Utility, Street & Alley Improvements	\$6,003,870	\$2,153,950
2025 Surface Reconstruction Project	\$445,100	\$139,100
2025 Storm Sewer Improvement Project	\$2,530,000	\$0
2025 Railroad Crossing Safety Project	\$400,000	\$0
2025 Airport Projects	\$5,105,000	\$0
2025 Tree Planting Project	\$71,500	\$0
Summation 2025 CIP	\$14,555,470	\$2,293,050

Section 8 - Projected Five-Year Capital Improvement Plan Listing

Project Location		Project Code(s)	RC / OL Project Length (FT)	Pavement Surface Area (SY)	Average PCI Rating	Estimated Watermain Costs	Estimated Sanitary Sewer Costs	Estimated Storm Sewer Costs	Estimated Final Project Cost
2025 CIP Listing									
2025 Utility, Street & Alley Improvement Project									
	Bridge Street from Cottonwood St to Tower Rd	RC, SA, ST, WM, SL	2050		5	\$563,750	\$507,375	\$325,875	\$3,614,250
	Lakeside Village Addition	NC	3184		N/A			\$0	\$2,176,440
	Alley 59 South (6th S to 7th S, Minnesota-German)	RC		570	0			\$0	\$50,050
	Alley 60 South (5th S to 6th S, Minnesota-German)	RC		810	0			\$0	\$53,900
	Misc. Concrete & ADA Improvements	ADA						\$0	\$109,230
	2025 Utility, Street & Alley Improvement Project Totals:	0	5234	1380		\$563,750	\$507,375	\$325,875	\$6,003,870
2025 Surface Reconstruction Project		Estimated Unit Cost:	\$25.00	/SY of 4" Bituminous Pavement					
	23rd North Street from North Broadway to Terrace Dr	SR	1065	4260	34				\$106,500
	11th South Street from Payne St to Jefferson St	SR	450	1800	32				\$45,000
	5th North Street from Broadway to German St	SR	880	5084	15				\$127,100
	15th South Street from State St to Washington St	SR	430	1720	25				\$43,000
	Summit Avenue from State Park Rd to Golf Dr	SR	1235	4940	13				\$123,500
	2025 Surface Reconstruction Project Totals:	9.5 Blocks	4060	17804					\$445,100
2025 Storm Sewer Improvement Project									
	18th South Street Storm Sewer Lift Station	ST						\$2,530,000	\$2,530,000
2025 RR Crossing Safety Improvement Project									
	20th South Lights & Gates	RR							\$400,000
2025 Airport Improvement Projects									
	Crosswind Runway Land Acquisition 9/27								\$540,000
	AWOS Site Work								\$55,000
	Runway 9/27 Construction								\$2,500,000
	Fuel System								\$1,125,000
	Apron Expansion & Pavement Maintenance								\$625,000
	Taxilane Extension								\$260,000
	2025 Airport Improvement Projects:								\$5,105,000
2025 Tree Planting Project									
	New and/or Replacement Trees on 2025 Projects								\$71,500
2025 Capital Improvement Projects Totals:		RC/SR/OL	9294	19184		\$563,750	\$507,375	\$2,855,875	\$14,555,470

Project Location	Project Code(s)	RC / OL Project Length (FT)	Pavement Surface Area (SY)	Average PCI Rating	Estimated Watermain Costs	Estimated Sanitary Sewer Costs	Estimated Storm Sewer Costs	Estimated Final Project Cost
2026 CIP Listing								
2026 Utility, Street & Alley Improvement Project								
State Street from 12th North St to 16th North St	RC, SA, ST, WM, SL	1720	0	1	\$425,700	\$350,020	\$325,875	\$2,169,140
Junior Pioneer Park Low Zone Watermain Loop	WM				\$660,000			\$660,000
Alley 54 South (12th S to 11th S, Minnesota-German)	RC		570	19				\$50,050
Alley 55 South (11th S to 10th S, Minnesota-German)	RC		570	3				\$50,050
Alley 56 South (10th S to 9th S, Minnesota-German)	RC		570	6				\$50,050
Alley 57 South (9th S to 8th S, Minnesota-German)	RC		570	6				\$50,050
ADA & Misc. Concrete	ADA							\$137,225
2026 Utility, Street & Alley Improvement Project Totals:		1720	2280		\$1,085,700	\$350,020	\$325,875	\$3,166,565
2026 Surface Reconstruction Project								
3rd South Street from Broadway to Front Street	SR	2170	8680	37				\$390,600
2026 Surface Reconstruction Project Totals:	5 Blocks	2170	8680					\$390,600
2026 Airport Improvement Projects								
City-Owned Hangar Facility								\$500,000
2026 Airport Improvement Projects:								\$500,000
2026 Tree Planting Project								
New and/or Replacement Trees on 2026 Projects								\$44,000
2026 Capital Improvement Projects Totals:	RC/SR/OL	3890	10960		\$1,085,700	\$350,020	\$325,875	\$4,101,165

Project Location	Project Code(s)	RC / OL Project Length (FT)	Pavement Surface Area (SY)	Average PCI Rating	Estimated Watermain Costs	Estimated Sanitary Sewer Costs	Estimated Storm Sewer Costs	Estimated Final Project Cost
2027 CIP Listing								
2027 Utility, Street & Alley Improvement Project								
Junior Pioneer Park Ravine Stabilization	ST						\$940,500	\$940,500
Franklin Street from 5th North St to 12th North St	RC, SA, ST, WM, SL	3010		5	\$744,975	\$612,535	\$662,200	\$3,978,870
Alley 172 North (9th N to 10th N, Payne-Jefferson)	RC		570	3				\$50,050
Alley 158 North (16th N to 17th N, Franklin-Jefferson)	RC		570	6				\$50,050
Alley 125 North (16th N to 17th N, Wash-Frank)	RC		570	8				\$50,050
ADA & Misc. Concrete Improvements	ADA							\$90,200
2027 Utility, Street & Alley Improvement Project Totals:		3010	1710		\$744,975	\$612,535	\$1,602,700	\$5,159,720
2027 MSAS Improvement Project								
Garden Street from Center St to 5th North St	RC, ST, WM, SL	2150		37	\$1,368,934			\$5,624,916
2027 Surface Reconstruction Project								
Jonathon Drive from Summit Ave to S. Leg McIntosh	SR	2097	8388	39				\$209,700
Cottonwood Street from Broadway to Bridge Street	SR	290	1482	33				\$55,575
Karl Drive from CSAH 29 to N. Highland Avenue	SR	995	3980	44				\$99,500
Meyer Drive from Karl Drive to Terminus	SR	645	2580	36				\$64,500
2027 Surface Reconstruction Project Totals:	8 Blocks	4027	16430					\$429,275
2027 Airport Improvement Projects								
SRE Storage Facility								\$800,000
Taxiway A Reconfiguration								\$2,500,000
2027 Airport Improvement Projects:								\$3,300,000
2027 Tree Planting Project								
New and/or Replacement Trees on 2027 Projects								\$66,000
2027 Capital Improvement Projects Totals:								
	RC/SR/OL	9187	18140		\$2,113,909	\$612,535	\$1,602,700	\$14,579,911

Project Location	Project Code(s)	RC / OL Project Length (FT)	Pavement Surface Area (SY)	Average PCI Rating	Estimated Watermain Costs	Estimated Sanitary Sewer Costs	Estimated Storm Sewer Costs	Estimated Final Project Cost
2028 CIP Listing								
2028 Utility, Street & Alley Improvement Project								
German Street from Center St to 3rd South St	RC, SA, ST, WM, SL	1310		12	\$396,275	\$360,250	\$217,800	\$1,831,285
3rd North Street from Broadway to State St	RC, SA, ST, WM, SL	430		20	\$106,425	\$87,505		\$473,810
1st North Street from German St to Front St	RC, SA, ST, WM, SL	1270		3	\$698,500	\$55,000		\$2,215,575
Alley 110 South (4th S to 5th S, State-Washington)	RC		570	4				\$50,050
Alley 108 South (2nd S to 3rd S, State-Washington)	RC		570	14				\$50,050
Alley 103 South (2nd S to 3rd S, Broadway-State)	RC		570	6				\$50,050
ADA & Misc. Concrete Improvements	ADA							\$77,000
2028 Utility, Street & Alley Improvement Project Totals:		3010	1710		\$1,201,200	\$502,755	\$497,200	\$4,747,820
2028 Surface Reconstruction Project								
16th South Street from Minnesota to Valley Street	SR	1290	5160	36				\$161,250
15th South Street from Broadway to German Street	SR	860	3440	43				\$86,000
3rd South Street from Broadway to State Street	SR	430	1720	41				\$43,000
2028 Surface Reconstruction Project Totals:		2580	10320					\$290,250
2028 Airport Improvement Projects								
Wildlife Fencing - Phase I								\$450,000
2028 Airport Improvement Projects:								\$450,000
2028 Tree Planting Project								
New and/or Replacement Trees on 2028 Projects								\$66,000
2028 Capital Improvement Projects Totals:								
	RC/SR/OL	5590	12030		\$1,201,200	\$502,755	\$497,200	\$5,554,070

Project Location	Project Code(s)	RC / OL Project Length (FT)	Pavement Surface Area (SY)	Average PCI Rating	Estimated Watermain Costs	Estimated Sanitary Sewer Costs	Estimated Storm Sewer Costs	Estimated Final Project Cost
2029 CIP Listing								
2029 Utility, Street & Alley Improvement Project								
Payne Street from Center Street to 5th North Street	RC, SA, ST, WM, SL	2150		3	\$532,125	\$674,025	\$189,200	\$2,819,750
State Street from 5th North Street to 8th North Street	RC, SA, ST, WM, SL	1290		20	\$319,275	\$262,515	\$283,800	\$1,720,230
Alley - Valley 1st Addition (Blk 4-6-8, West-Linden)	RC		1205	6				\$142,120
Alley 64 South (1st S to 2nd S, Minnesota-German)	RC		795	0				\$50,050
Alley 65 South (Center to 1st S, Minnesota-German)	RC		803	6				\$73,788
Alley 65 North (Center to 1st N, Minnesota-German)	RC		795	20				\$61,600
ADA & Misc. Concrete Improvements	ADA							\$88,000
2029 Utility, Street & Alley Improvement Project Totals:	0	3440	3598		\$851,400	\$936,540	\$473,000	\$4,955,538
2029 Surface Reconstruction Project								
14th South Street from Broadway to German Street	SR	860		53				\$86,000
13th South Street from Franklin St to West Terminus	SR	215		31				\$21,500
1st South Street from Broadway to State St	SR	430		29				\$43,000
2nd North Street from Franklin St to Jefferson St	SR	430		38				\$43,000
2029 Surface Reconstruction Project Totals:		1935						\$193,500
2029 MSAS Improvement Project								
Center Street Corridor from Payne to Garden	RO	1000		0	\$247,500	\$247,500	\$220,000	\$6,700,000
2029 Airport Improvement Projects								
Wildlife Fencing - Phase II	0	0		0	\$0	\$0	\$0	\$450,000
2029 Airport Improvement Projects:	0	0		0	\$0	\$0	\$0	\$450,000
2029 Tree Planting Project								
New and/or Replacement Trees on 2029 Projects								\$66,000
2029 Capital Improvement Projects Totals:								
		5375			\$1,098,900	\$1,184,040	\$693,000	\$12,365,038
2025 - 2029 CAPITAL IMPROVEMENT PLAN TOTALS:								
		33,336	60,314		\$6,063,459	\$3,156,725	\$5,974,650	\$51,155,654
Total 2025 - 2029 Capital Improvement Plan Roadway Miles Reconstructed:		6.31						

Project Location		Project Code(s)	RC / OL Project Length (FT)	Pavement Surface Area (SY)	Average PCI Rating	Estimated Watermain Costs	Estimated Sanitary Sewer Costs	Estimated Storm Sewer Costs	Estimated Final Project Cost
Other Segments to be Considered									
Utility, Street & Alley or MSAS Improvement Projects									
PUC	Front Street from 3rd South St to Center St	RC, SA, ST, WM, SL	1290		84	\$425,700	\$1,419,000	\$283,800	\$2,979,900
Post PUC	Front Street from Center Street to 3rd North St	RC, SA, ST, WM, SL	1290		23	\$425,700	\$1,419,000	\$283,800	\$2,979,900
PUC	Cottonwood Watermain Loop & Redundant Line	WM				\$1,850,000			\$1,850,000
2030	Oakwood Avenue from Hazelwood to Hollywood	RC, SA, ST, WM, SL	554		19	\$137,115	\$112,739	\$121,880	\$712,998
2030	German Street from 3rd South St to 7th South St	RC, SA, ST, WM, SL	1720		22	\$425,700	\$350,020	\$378,400	\$2,213,640
2031	Payne Street from 5th North St to 11th North St	RC, SA, ST, WM, SL	2580		15	\$638,550	\$808,830	\$567,600	\$3,604,260
2031	State Street from Center St to 5th North Street	RC, SA, ST, WM, SL	2150		31	\$532,125	\$437,525	\$0	\$2,394,050
2032	Center Street from German to Front St	RC, SA, ST, WM, SL	1290		37	\$319,275	\$1,135,200	\$709,500	\$3,370,125
2032	State Street from Center Street to 7th South St	RC, SA, ST, WM, SL	3010		32	\$744,975	\$612,535	\$662,200	\$3,873,870
2033	3rd North Street from Broadway to Front St	RC, SL	2150		52	\$1,655,500	\$85,000	\$473,000	\$4,046,375
2034	Linden Street from 3rd North St to 5th North St	RC, SA, ST, WM, SL	860		1	\$212,850	\$175,010	\$189,200	\$1,106,820
2034	3rd North Street from Garden St to Linden St	RC, SA, SL	430		10		\$87,505	\$94,600	\$446,985
2035	West Street from South Terminus to 5th North St	RC, SA, ST, WM, SL	1080		5	\$267,300	\$219,780	\$237,600	\$1,389,960
	PUC Area East of Power Plant	RC		3000	N/A				\$555,000
	Cottonwood Street from Ridgeview Dr to Dacotah Dr	RC, ST	800		39			\$308,000	\$1,056,000
	Utility, Street & Alley or MSAS Improvement Project Totals:		19204			\$7,634,790	\$6,862,144	\$4,309,580	\$32,579,883

Section 9 - 2025 Project Basis of Preliminary Estimated Costs

A. 2025 Utility, Street and Alley Improvement Project.

i. Bridge Street from Cottonwood Street to Tower Road.

Existing Infrastructure:

Segment Termini	Watermain	Sanitary Sewer	Storm Sewer
Cottonwood to Tower	10" CIP (1954)	8" & 12" VCP (1954)	24" RCP (1954)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
646	Cottonwood to Tower	5	2024	1954	2,050

Estimated Project Element Length:

2,050 LF Watermain Reconstruction

2,050 LF Sanitary Sewer Reconstruction

1,520 LF Storm Sewer Modification

2,050 LF Roadway Reconstruction

Recommended Improvements and Estimated Cost:

Length	Est. Unit Cost	Total Est Cost
Watermain Reconstruction		
2050 LF	\$250 /LF	\$512,500
Sanitary Sewer Reconstruction		
2050 LF	\$225 /LF	\$461,250
Storm Sewer Reconstruction		
1050 LF	\$215 /LF (24")	\$225,750
470 LF	\$150 /LF (12")	\$70,500
Roadway Reconstruction		
2050 LF	\$950 /LF	\$1,947,500
Total Est. Contract Cost		
		\$3,217,500
Engineering Fees (10%)		
		\$321,750
PUC Street Lighting Fees		
		\$75,000
Estimated Total Project Cost		
		\$3,614,250

ii. Lakeside Village Addition.

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
Lake Ave	Highland to Village	N/A	N/A	N/A	477
Lake Ave	Village to Mack	N/A	N/A	N/A	478
Lake Ave	Mack to West Term.	N/A	N/A	N/A	323
Village Ln	Lake to Mack	N/A	N/A	N/A	889
Mack Ln	Lake to Village	N/A	N/A	N/A	577
Mack Ln	Village to N Term.	N/A	N/A	N/A	440
				Total:	3,184

Recommended Improvements and Estimated Cost:

Length	Est. Unit Cost	Total Est Cost
Roadway Construction		
3184 LF	\$600 /LF	\$1,910,400
Total Est. Contract Cost		\$1,910,400
Engineering Fees (10%)		\$191,040
PUC Street Lighting Fees		\$75,000
Estimated Total Project Cost		\$2,176,440

iii. Alley Block 59 South of Center Street.

Alley from 6th South Street to 7th South Street between Minnesota Street and German Street.

Segment ID	OCI	Inspection Year	Year Paved	Segment Length (LF)
1520	0	2023	1986	365

Recommended Improvements and Estimated Cost:

Length	Est. Unit Cost	Total Est Cost
Alley Reconstruction		
700 FF	\$65 /FF	\$45,500
Total Est. Contract Cost		\$45,500
Engineering Fees (10%)		\$4,550
Estimated Total Project Cost		\$50,050

iv. Alley Block 60 South of Center Street.

Alley from 5th South Street to 6th South Street between Minnesota Street and German Street.

Segment ID	OCI	Inspection Year	Year Paved	Segment Length (LF)
1521	0	2023	1957	365

Recommended Improvements and Estimated Cost:

Length	Est. Unit Cost	Total Est Cost
Alley Reconstruction		
700 FF	\$70 /FF	\$49,000
Total Est. Contract Cost		
		\$49,000
Engineering Fees (10%)		\$4,900
Estimated Total Project Cost		\$53,900

v. Miscellaneous Concrete Sidewalk and ADA Improvements.

Scheduled areas of Surface Reconstruction ADA Ramp Improvements:

a. 23rd North Street from North Broadway to Terrance Drive

(i) Non-compliant ramps:

1. Hoffmann Road – 4 Ramps
2. Terrance Drive – 1 Ramp

b. 11th South Street from Payne Street to Jefferson Street

(i) Non-compliant ramps:

1. Payne Street – 2 Ramps
2. Jefferson Street – 2 Ramps

c. 15th South Street from State Street to Washington Street

(i) Non-compliant ramps:

1. Washington Street – 2 Ramps

Summation of Non-Compliant Pedestrian Ramps = 11 Ramps

Estimated Contract Cost = \$88,000

Engineering Service Fee (10%) = \$8,800

ADA Ramp Reconstruction Subtotal: \$96,800

Scheduled areas of Misc. Concrete Reconstruction:

a. 5th North Street Alley Approach Broadway to Minnesota North Side

(i) Concrete Approach Reconstruction: 26 SY x \$125/SY = \$3,250

(ii) Concrete Curb & Gutter Reconstruction: 40 LF x \$50/LF = \$2,000

1. Subtotal: \$5,250

- b. 5th North Street Alley Approach Minnesota to German South Side
 - (i) Concrete Approach Reconstruction: 10 SY x \$125/SY = \$1,250
 - (ii) Concrete Curb & Gutter Reconstruction: 40 LF x \$50/LF = \$2,000
 - 1. Subtotal: \$3,250
- c. 1st North Street Frandsen Median Curb-Cut
 - (i) Subtotal: \$2,800

Estimated Contract Cost = \$11,300
 Engineering Service Fee (10%) = \$1,130

Misc. Concrete Reconstruction Subtotal: \$12,430

Total Misc Concrete and ADA Improvements: \$109,230

Summation of Estimated Cost

2025 Utility, Street and Alley Improvement Project \$6,003,870

B. 2025 Surface Reconstruction Project.

- i. 23rd North Street from North Broadway to Terrace Drive.

Existing Segment Conditions & Estimated Cost:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)	Pavement Area (SY)
972	Broadway to Hoffman	31	2022	1999	36	320	11,520	1280
488	Hoffman to Terrace	38	2022	1999	36	745	26,820	2980
Estimated Cost /SY =		\$25			Total Estimated Cost =			\$106,500

- ii. 11th South Street from Payne Street to Jefferson Street.

Existing Segment Conditions & Estimated Cost:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)	Pavement Area (SY)
585	Payne to Jefferson	32	2022	1977	36	450	16,200	1800
Estimated Cost /SY =		\$25			Total Estimated Cost =			\$45,000

iii. 5th North Street from Broadway to German Street.

Existing Segment Conditions & Estimated Cost:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)	Pavement Area (SY)
867	Broadway to Minn	13	2022	1940	52	450	23,400	2600
370	Minn to German	16	2022	1940	52	430	22,360	2484
Estimated Cost /SY =		\$25			Total Estimated Cost =			\$127,100

iv. 15th South Street from State Street to Washington Street.

Existing Segment Conditions & Estimated Cost:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)	Pavement Area (SY)
610	State to Wash	25	2022	1990	36	430	15,480	1720
Estimated Cost /SY =		\$25			Total Estimated Cost =			\$43,000

v. Summit Avenue from State Park Road to Golf Drive.

Existing Segment Conditions & Estimated Cost:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)	Pavement Area (SY)
808	St Park to Golf	13	2023	1975	36	1235	44,460	4940
Estimated Cost /SY =		\$25			Total Estimated Cost =			\$123,500

Summation of Estimated Cost

2025 Surface Reconstruction Project

\$445,100

C. 2025 Storm Sewer Improvement Project.

i. 18th South Street Storm Sewer Lift Station.

Total Estimated Cost = \$2,530,000

Based on June 18, 2024 Cost Estimate from Bolton & Menk, Inc.

Summation of Estimated Cost

2025 Storm Sewer Improvement Project

\$2,530,000

D. 2025 Railroad Crossing Safety Improvement Project.

i. 20th South Street Lights & Safety Gates.

Total Estimated Cost = \$400,000
Based on estimates from MnDOT Office of Rail.

Summation of Estimated Cost

2025 Railroad Crossing Safety Improvement Project \$400,000

E. 2025 Airport Improvement Projects.

i. Crosswind Runway Land Acquisition.

Estimated Cost: \$540,000

ii. Automated Weather Observation Station (AWOS).

Estimated Cost: \$150,000

iii. Runway 9/27 Construction.

Estimated Cost: \$2,500,000

iv. Fuel System Construction.

Estimated Cost: \$1,125,000

v. Apron Expansion and Pavement Maintenance.

Estimated Cost: \$625,000

vi. Taxilane Extension.

Estimated Cost: \$260,000

Summation of Estimated Cost

2025 Airport Improvement Projects \$5,105,000

F. 2025 Tree Planting Project.

Tree Plantings

65 Each x \$1,000/Each = \$65,000

Estimated Contract Cost = \$65,000

Engineering Service Fee (10%) = \$6,500

Total Estimated Cost = \$71,500

Estimated Contract Cost

2025 Tree Planting Project \$71,500

SUMMARY OF SECTION 9 – PRELIMINARY ESTIMATED COST FOR 2025 CIP

A. 2025 Utility, Street & Alley Improvement Project	\$6,003,870
B. 2025 Surface Reconstruction Project	\$445,100
C. 2025 Storm Sewer Improvement Project	\$2,530,000
D. 2025 Railroad Crossing Safety Improvement Project	\$400,000
E. 2025 Airport Improvement Projects	\$5,105,000
F. 2025 Tree Planting Project	\$71,500
SUMMATION 2025 CIP	\$14,555,470

Appendices – Maps #1 Through #10

Map #1 – 2010 Roadway OCI Map

Map #2 – 2025 Roadway OCI Map

Map #3 – 2025 Alley OCI Map

Map #4 – 2025 Combined Pavement OCI Map

Map #5 – 2025 CIP Map

Map #6 – 2026 CIP Map

Map #7 – 2027 CIP Map

Map #8 – 2028 CIP Map

Map #9 – 2029 CIP Map

Map #10 – 2025 – 2029 CIP Map



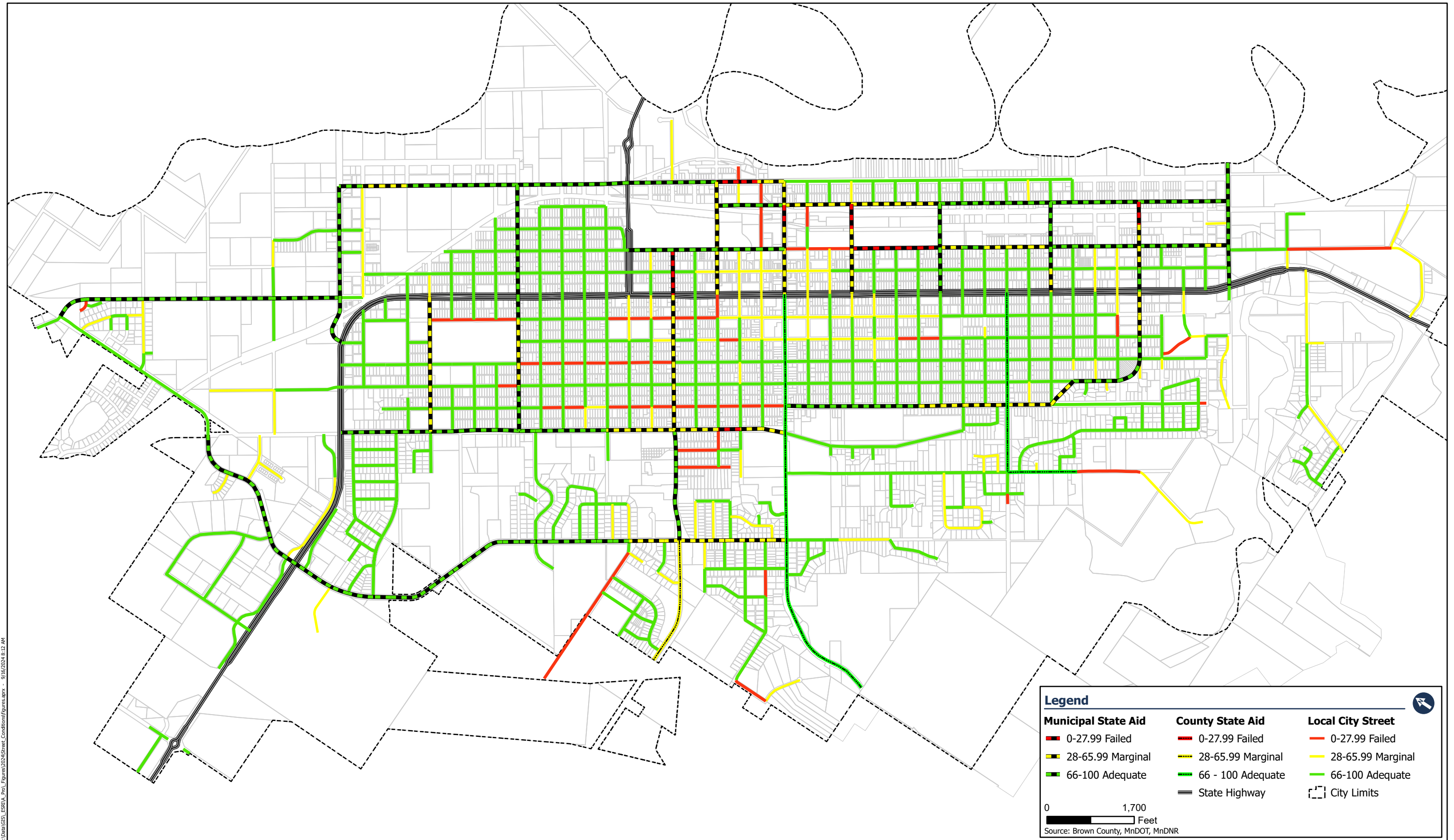
City of New Ulm Street Condition 2010

MAP #1



Map #1

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Legend

0-27.99 Failed

28-65.99 Marginal

66-100 Adequate

Street Centerline

City Limits

01,700

Feet

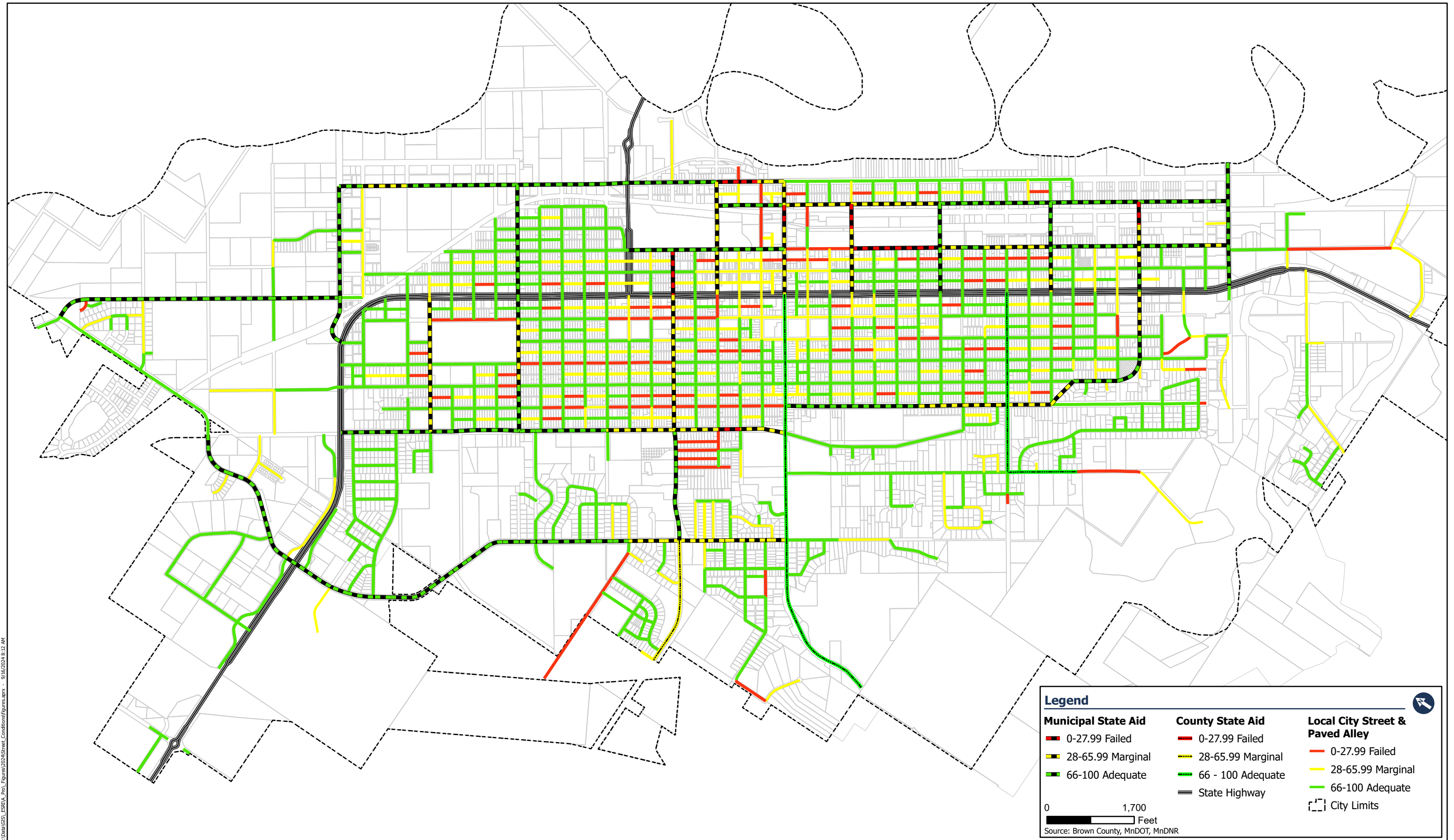
Source: Brown County, MnDOT, MnDNR

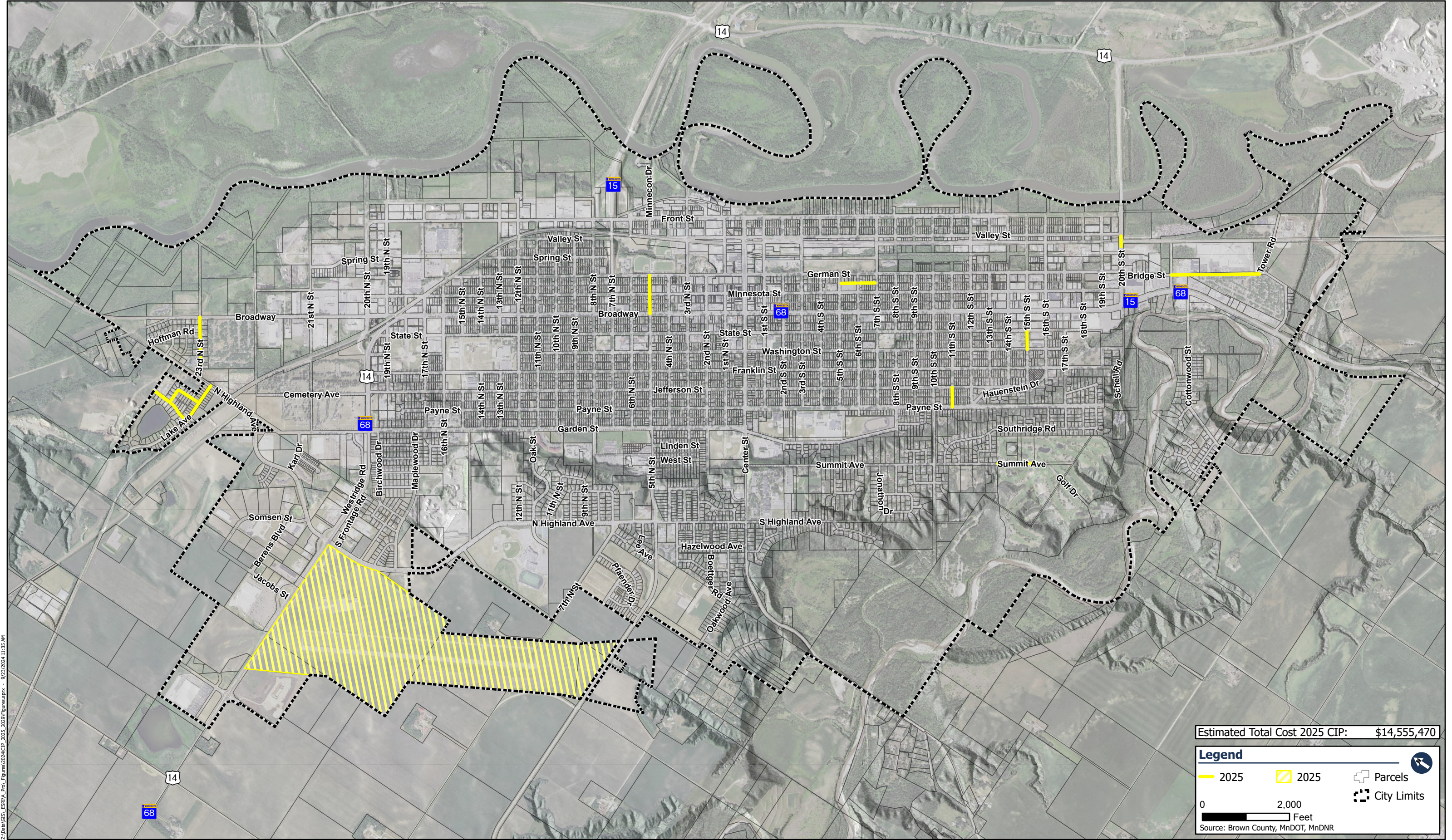
The seal of the State of Minnesota, featuring a shield with a star, a plow, and a sheaf of wheat, surrounded by the words "MINNESOTA" and "1858".

Map #3

2024 Alley Pavement Conditions
September 2024

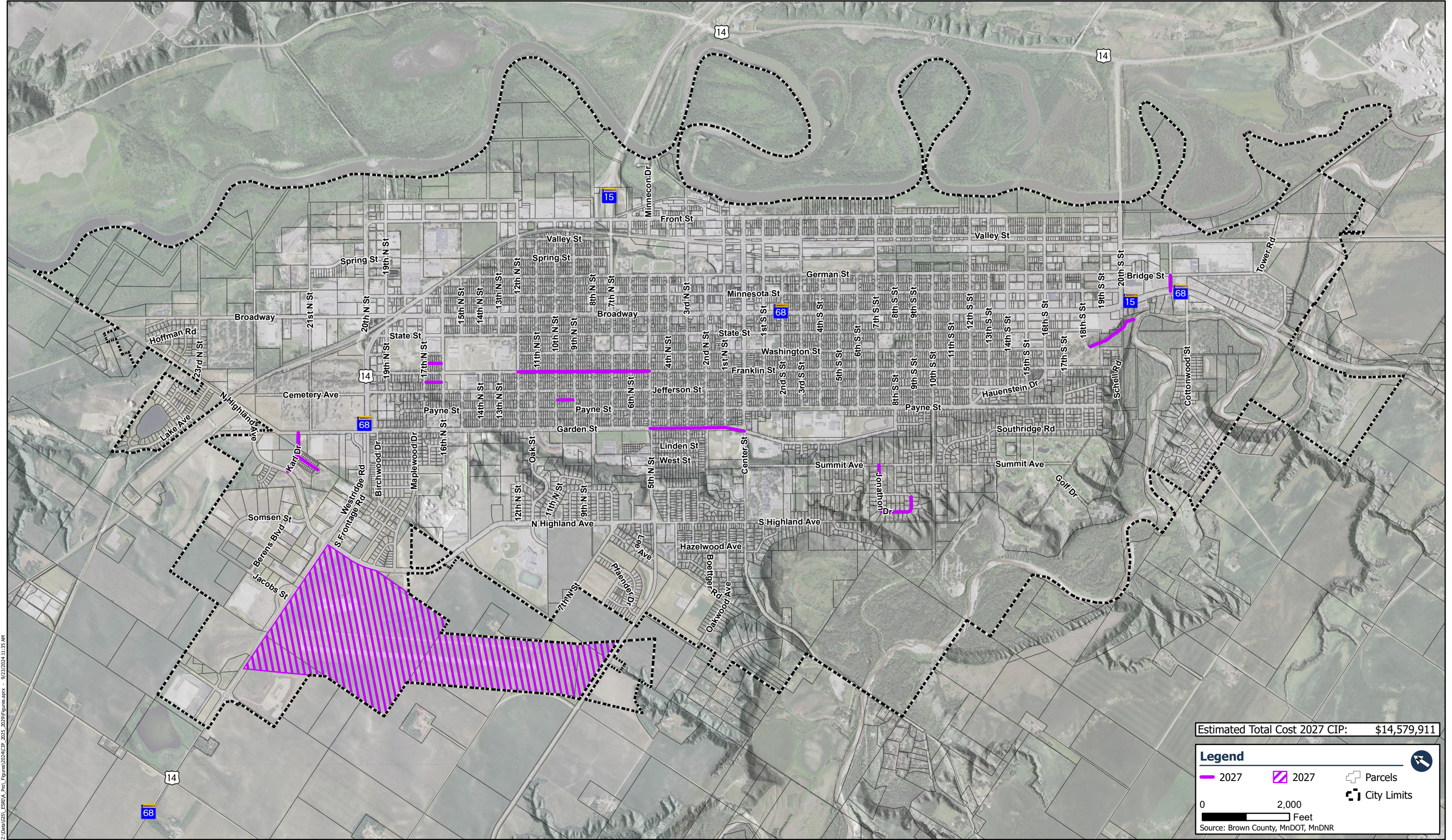
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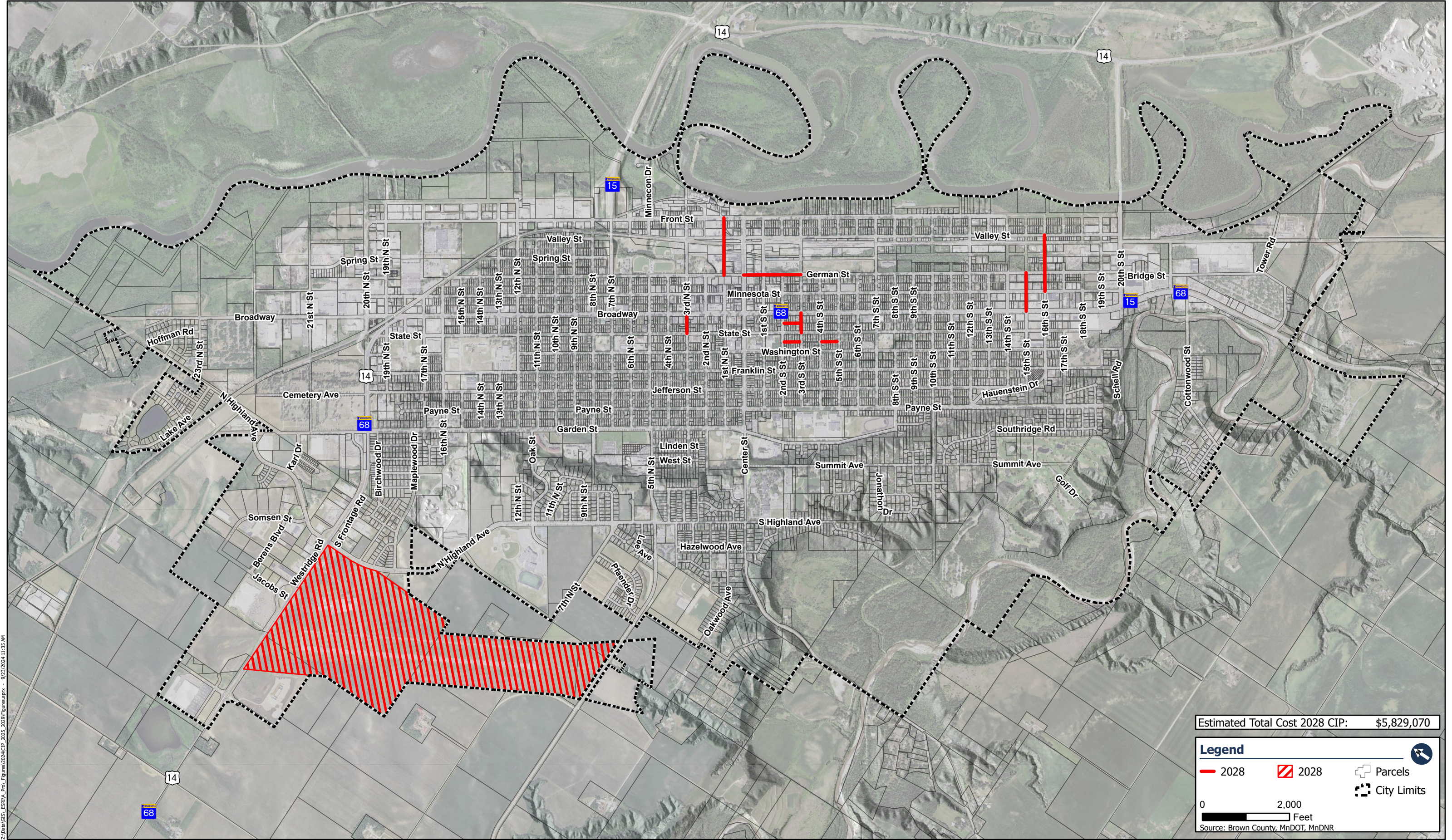
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Z:\Data\GIS\ESRI\A_Proj_Figures\2027\CIP_2025_2029\Figures.aprx - 9/23/2024 11:35 AM





Estimated Total Cost 2028 CIP: \$5,829,070

Legend

2028

2028

Parcels

City Limits

0

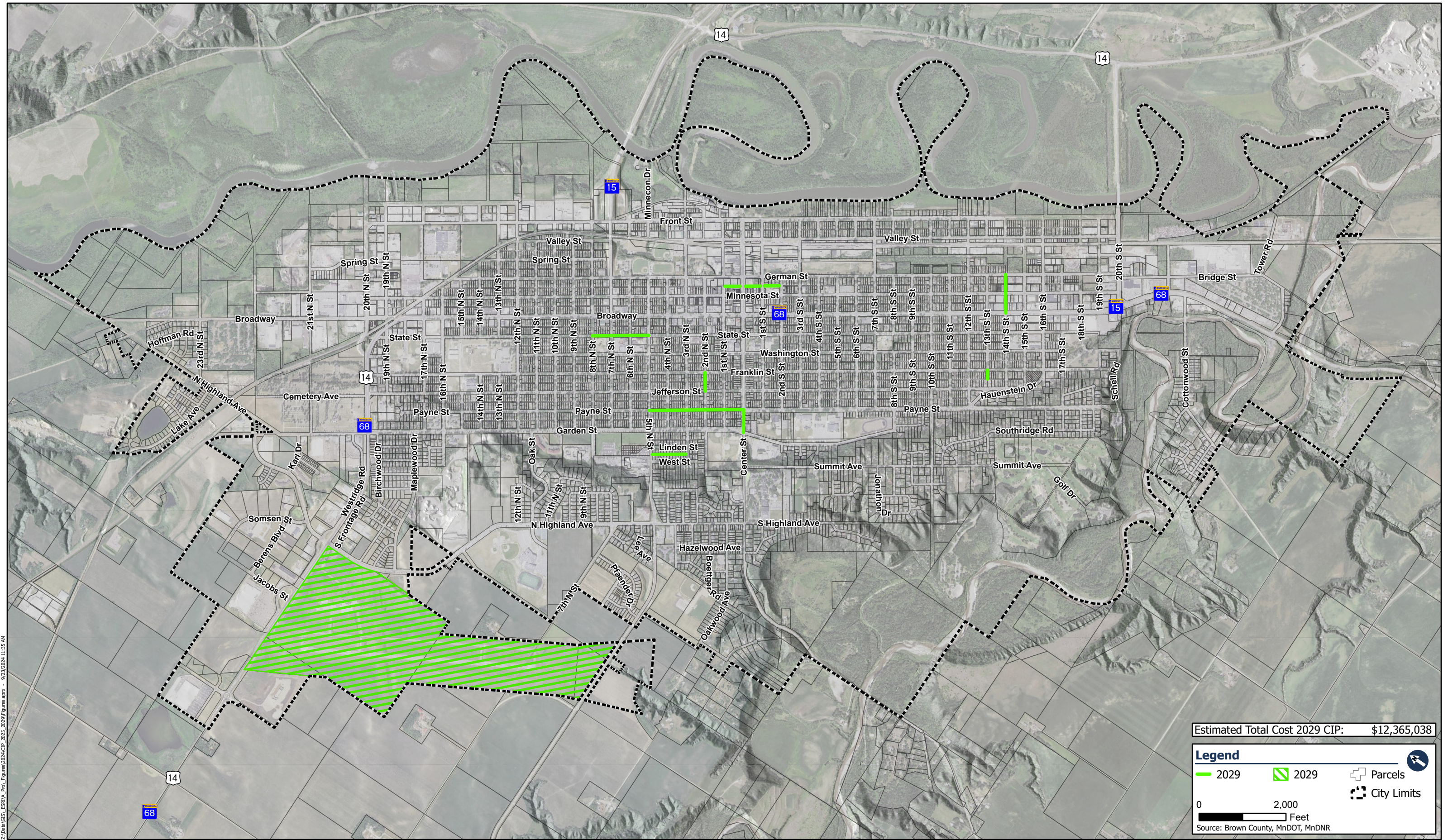
2,000

Feet

Source: Brown County, MnDOT, MnDNR

Z:\Data\GIS\ESRI\A_Proj_Figures\2024\CIP_2025_2029\Figures.aprx - 9/23/2024 11:35 AM





Estimated Total Cost 2029 CIP: \$12,365,038

Legend

2029

2029

Parcels

City Limits

0

2,000

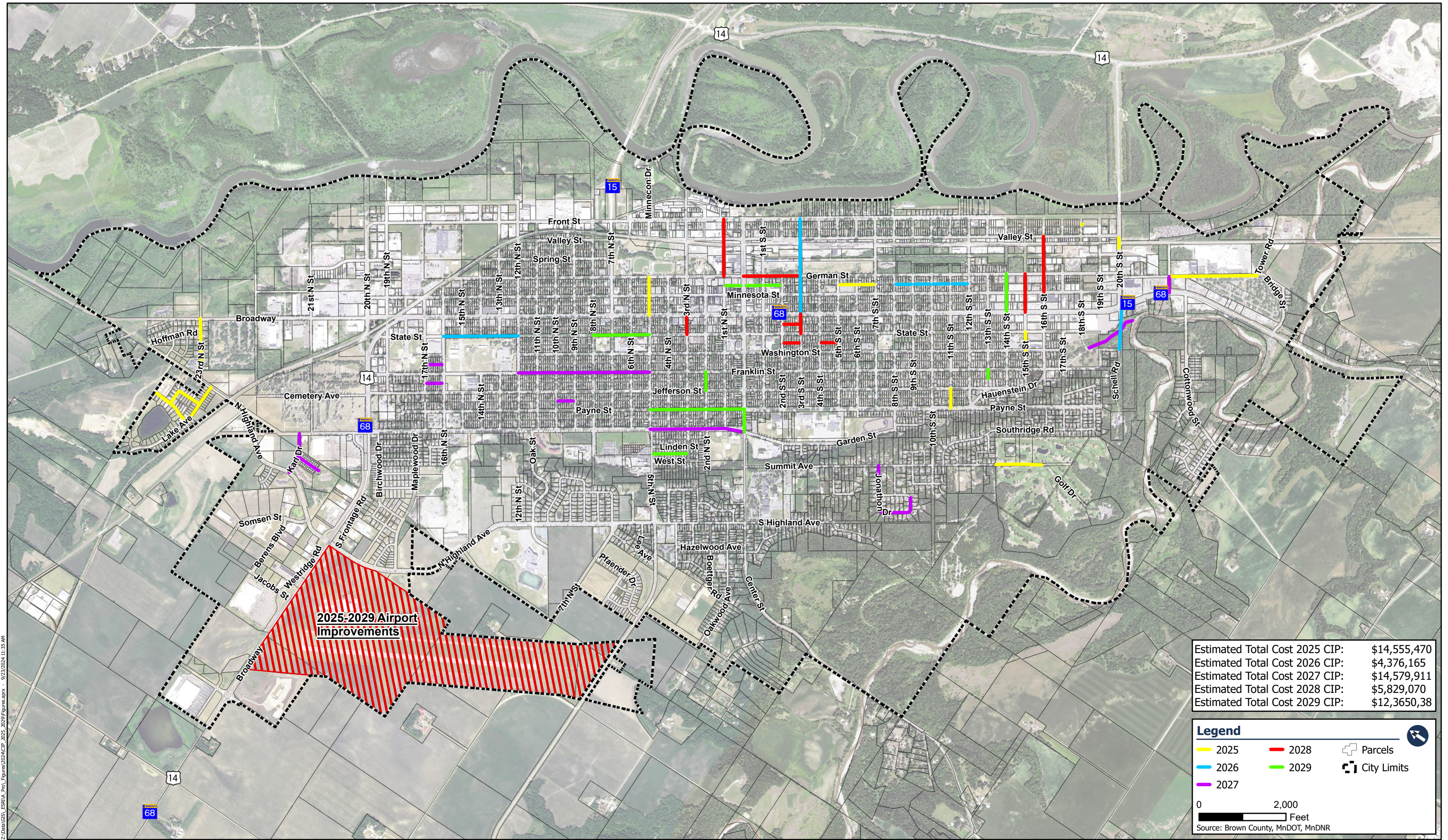
Feet

Source: Brown County, MnDOT, MnDNR

Z:\Data\GIS\ESRI\A_Proj_Figures\2024\CIP_2025_2029\Figures.aprx - 9/23/2024 11:35 AM

Map #9

2029 CIP
September 2024



Estimated Total Cost 2025 CIP:	\$14,555,470
Estimated Total Cost 2026 CIP:	\$4,376,165
Estimated Total Cost 2027 CIP:	\$14,579,911
Estimated Total Cost 2028 CIP:	\$5,829,070
Estimated Total Cost 2029 CIP:	\$12,3650,38

Legend

2025

2026

2027

2028

2029

Parcels

City Limits

0

2,000

Feet

Source: Brown County, MnDOT, MnDNR

