



# City of New Ulm

## Office of the City Engineer

100 North Broadway  
New Ulm, MN 56073

Telephone: (507)-359-8380

Fax: (507)-359-8306

Email: [joes@newulmmn.gov](mailto:joes@newulmmn.gov)

---

TO: Honorable Mayor and City Council  
FROM: Joseph E. Stadheim, P.E., City Engineer *JS*  
DATE: November 12, 2021

SUBJECT: **ENGINEER'S REPORT ON THE PROPOSED 2022 CAPITAL IMPROVEMENT PROGRAM (CIP)**

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 addendums:

- Section I. Project Description and Summary of Preliminary Estimated Cost*
- Section II. Funding Sources and Projected Bonding Need*
- Section III. Roadway, Utility and Other Reconstruction Categories/Criteria*
- Section IV. City of New Ulm Complete Streets Policy*
- Section V. Necessity, Cost-Effectiveness and Feasibility*
- Section VI. Special Benefit Methodology*
- Section VII. Estimated Special Assessment Amounts*
- Section VIII. Projected Three-Year (2022, 2023 and 2024) Capital Improvement Listing*
- Addendum No. 2022. Project Description and Detailed Basis of Estimated Cost*
- Maps 1-6. 2010 OCI Map, 2022 OCI Map (Street & Alley), 2022-2024 Project Maps*

The following Projects are recommended as viable candidates for 2022 construction:

**Section I. Project Description and Summary of Preliminary Estimated Cost.**

**A. 2022 Utility, Street and Alley Improvements – Group I.**

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. Jacobs Street and Somsen Street Utility and Roadway Extension.**

This project consists of the extension of watermain, sanitary sewer main, storm sewer main, construction of water and sewer end services, grading, aggregate base, bituminous base, concrete curb and gutter, concrete sidewalk, concrete driveway pavement, bituminous surfacing, boulevard restoration and street lighting in the Airport Industrial Park Third Addition.

Estimated Cost: \$1,425,910.00

**ii. German Street from 7<sup>th</sup> North Street to 12<sup>th</sup> North Street.**

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

Estimated Cost: \$2,472,340.00

**iii. Alley Block 174 South of Center Street.**

Alley from 7th South Street to 8th South Street between Payne Street and Jefferson Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Estimated Cost: \$61,600.00

**iv. Alley Block 196 North of Center Street.**

Alley from 14th North Street to 15th North Street between Garden Street and Payne Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Estimated Cost: \$61,600.00

- v. Alley Block 190 North of Center Street.  
Alley from 8th North Street to 9th North Street between Garden Street and Payne Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Estimated Cost: \$61,600.00

- vi. Sanitary Sewer Repairs.  
This project consists of repairing damaged sanitary sewer piping on 19<sup>th</sup> North Street in the intersection of State Street and lining the sanitary sewer manhole at 1<sup>st</sup> South and Broadway.

Estimated Cost: \$25,000.00

- vii. Concrete Sidewalk and ADA Improvements.  
This project consists of ADA pedestrian ramp improvements to compliment the improvements scheduled within the 2022 Surface Reconstruction Project 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: \$129,580.00

**Summation of Estimated Cost**  
**2022 Utility, Street & Alley Improvements – Group I** **\$4,237,630.00**

- B. 2022 MSAS Improvement Project.  
This group of work includes improvements on roadway segments and bridges currently on New Ulm’s Municipal State Aid System (MSAS) except as noted.

- i. 20<sup>th</sup> North Street from North Broadway to Front Street and Front Street from 19<sup>th</sup> North Street to 20<sup>th</sup> North Street.  
This project consists of the removal of the existing bituminous pavement, storm sewer modifications, grading, aggregate base, bituminous base, concrete curb and gutter, concrete sidewalk, bituminous recreational trail, concrete driveway pavement, bituminous surfacing, boulevard restoration and street lighting.

**2022 MSAS Improvement Project** **\$1,913,562.00**

- C. 2022 Brown County Improvement Project.  
This group of work includes improvements on roadway segments and bridges currently on Brown County’s County State Aid System (CSAH) that are within the New Ulm Corporate Limits and included within New Ulm’s Municipal State Aid System (MSAS).

- i. North Highland Avenue/CSAH 13 (Boundary Street) from CSAH 29 to North Broadway.

This project consists of the removal of the existing bituminous pavement, storm sewer modifications, grading, aggregate base, bituminous base, concrete curb and gutter, concrete sidewalk, bituminous recreational trail, concrete driveway pavement, bituminous surfacing, boulevard restoration and street lighting.

**2022 Brown County Project**

**\$3,783,456.00**

D. 2022 Surface Reconstruction Project by City Forces.

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. 19<sup>th</sup> North Street from Broadway to Franklin (2.5 Blocks)

Estimated Cost: \$94,864.00

- ii. Franklin Street from 12<sup>th</sup> North Street to 17<sup>th</sup> North Street (5 Blocks)

Estimated Cost: \$189,200.00

- iii. Washington Street from 19<sup>th</sup> North Street to HWY 14 (1 Block)

Estimated Cost: \$37,048.00

- iv. 10<sup>th</sup> South Street from Summit Avenue to Roslyn Road (1 Block)

Estimated Cost: \$36,960.00

- v. Roslyn Road from 10<sup>th</sup> South Street to South Terminus (1 Block)

Estimated Cost: \$27,632.00

- vi. Washington Street from 15<sup>th</sup> South Street to 17<sup>th</sup> South Street (2 Blocks)

Estimated Cost: \$75,680.00

**Summation of Estimated Cost**

**2022 Surface Reconstruction Project by City Forces**

**\$461,384.00**

E. 2022 Airport Project.

This group of work includes improvements to the Airport grounds by installing the first phase of wildlife safety fencing around the airport grounds.

**Estimated Contract Cost**

**2022 Airport Project**

**\$400,000.00**

**SUMMARY OF SECTION I – PRELIMINARY ESTIMATED COST FOR 2022 CIP**

A. 2022 Utility, Street & Alley Improvements – Group I	\$4,237,630.00
B. 2022 MSAS Improvement Project	\$1,913,562.00
C. 2022 Brown County Project	\$3,783,456.00
D. 2022 Surface Reconstruction Project by City Forces	\$461,384.00
E. 2022 Airport Project	\$400,000.00

**SUMMATION 2022 CIP**

**\$10,796,032.00**

**Section II. Funding Sources and Projected Bonding Need**

**A. Summation of Estimated Dedicated Funding Sources**

PUC Water Department Rate Base Funding	\$410,000.00
PUC Wastewater Department Rate Base Funding	\$410,000.00
City Sewer & Water Infrastructure Fund	\$630,000.00
Street Department Funding (ADA)	\$100,000.00
Street Department Funding (Surface Reconstruction)	\$461,384.00
Federal Funding (2022 MSAS Project)	\$1,360,772.00
MSAS Funding (2022 MSAS Project)	\$382,693.00
Brown County Funding (North Highland Ave/CSAH 13)	\$2,876,729.00
MSAS Funding (North Highland Ave/CSAH 13)	\$743,042.00
Airport Funding (Wildlife Fencing)	\$380,000.00
American Rescue Plan Funding (Jacobs & Somsen Storm Sewer)	\$350,000.00

**Summation of Estimated Dedicated Funding** **\$8,104,620.00**

**B. Projected Bonding Need**

Estimated CIP Cost	\$10,796,032.00
Less Estimated Dedicated Funding	(\$8,104,620.00)
Add 1.0% Contingency (materials testing, etc.)	\$107,960.00
Add Estimated Cost to Issue Bond	\$60,000.00

**PROJECTED GROSS 2022 BONDING NEED** **\$2,859,372.00**

### Section III. 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 and alleys within the City. The system includes a computerized inventory or database of each roadway and alley segment which contains current and historical information relative to the segment. The inventory is updated by physically inspecting (surveying) one-third of the City’s roadways or alleys 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:

- OCI 0 to 27.99 (Failed)
- OCI 28 to 65.99 (Marginal)
- OCI 66 to 100 (Adequate)

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 (Thousands)
2008	3.9	2.9	743
2009	4.6	3.6	782
2010	2.8	2.0	714
2011	3.1	2.7	871
2012	2.5	3.9	1,560
2013	2.1	2.5	1,190
2014	2.7	3.0	1,111
2015	2.0	2.8	1,423
2016	1.9	2.0	1,031
2017	1.7	2.0	1,143
2018	1.6	1.9	1,187
2019	2.1	5.7	2,730
2020	2.5	5.6	2,240
2021	1.7	3.9 (Est.)	2,278 (Est.)
Summation	35.2	44.5	

Distribution of Pavement Condition				
Beginning January 1 <sup>st</sup>	Failed (Miles)	Marginal (Miles)	Adequate (Miles)	Total Paved (Miles)
2010	30.70	10.22	40.73	81.65
2011	28.70	9.53	43.52	81.75
2012	26.04	10.22	45.38	81.64
2013	27.53	10.54	43.81	81.88
2014	25.65	10.54	45.98	82.17
2015	20.20	14.56	48.29	83.05
2016	19.41	16.47	47.65	83.53
2017	15.72	18.44	50.07	84.23
2018	14.35	18.19	52.16	84.70
2019	14.53	19.15	51.62	85.30
2020	10.40	25.19	50.03	85.62
2021	10.29	25.15	51.36	86.52
2022	13.94	20.88	51.85	86.67

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 Conditions				
Beginning January 1 <sup>st</sup>	Failed (Each)	Marginal (Each)	Adequate (Each)	Total Paved (Each)
2013	88	36	95	219
2014	85	38	98	221
2015	82	38	102	222
2016	78	38	106	222
2017	71	38	116	225
2018	70	38	121	229
2019	75	83	75	233
2020	75	83	76	234
2021	75	83	76	234
2022	73	83	78	234

### 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 IV. 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 Program 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.

## **Section V. 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 Program.

## Section VI. Special Benefit and Methodology

The specific improvements contemplated in the Plan are discussed in detail below. In each case, 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 in-place 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 \$260.00 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 \$4,000.00 per parcel. The average estimated cost to reconstruct a general City street in 2022 is \$520.00 per centerline foot, or \$260.00 per foot per side. 60% of \$260.00 is \$156.00. The residential assessment rate using the normal 50 foot wide frontage is then \$156.00 x 50 f.f. = \$7,800.00. 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 \$7,800.00 amount be reduced to \$4,000.00. The \$4,000.00 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 residential unit 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 \$4,000.00 which would be \$1,800.00 assigned on a residential unit basis while assigning incremental benefit to larger, non-residential parcels. The \$1,800.00 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. 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.

v. 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 VII. Estimated Special Assessment Amounts

### A. 2022 Utility, Street and Alley Improvements – Group I Project

#### i. Jacobs Street and Somsen Street Utility and Roadway Extension.

This area is currently City-owned agricultural land planned for future development of the Airport Industrial Park.

The benefit of the utility and roadway improvements of Jacobs Street from Berens Boulevard to Somsen Street and Somsen Street from West Terminus to Jacobs Street will be specially assessed on a front-foot basis for each industrially zoned parcel abutting the project. The estimated assessment cost per front foot is \$463.00. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be 2,320 front feet at \$463.00 per front foot for a total assessment amount of \$1,074,160.00.

#### ii. German Street from 7<sup>th</sup> North Street to 12<sup>th</sup> North Street.

The development along this five-block segment of German Street is primarily residential with one block split between commercial and residential.

The benefit of the roadway reconstruction improvement from 7<sup>th</sup> North Street to 12<sup>th</sup> North Street will be specially assessed on a unit basis of \$4,000.00 to each residentially zoned parcel abutting the project and an incremental benefit for the three commercial parcels abutting the project. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be 61 single family parcels at \$4,000.00 per parcel, 1 commercial parcel at 1 unit, 1 commercial parcel at 1.5 units and 1 commercial parcel at 2 units for a total assessment amount of \$262,000.00

#### iii. Alley Block 174 South of Center Street.

Alley from 7<sup>th</sup> South Street to 8<sup>th</sup> South Street between Payne Street and Jefferson 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 \$70.00 per front foot per side. The estimate of the total amount to be assessed is \$49,000.

#### iv. Alley Block 196 North of Center Street.

Alley from 14<sup>th</sup> North Street to 15<sup>th</sup> North Street between Garden Street and Payne 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

\$70.00 per front foot per side. The estimate of the total amount to be assessed is \$49,000.

v. Alley Block 190 North of Center Street.

Alley from 8<sup>th</sup> North Street to 9<sup>th</sup> North Street between Garden Street and Payne 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 \$70.00 per front foot per side. The estimate of the total amount to be assessed is \$49,000.

vi. Sanitary Sewer Repairs.

No special assessments will be assigned.

vii. Concrete Sidewalk and ADA Improvements.

No special assessments will be assigned.

**Subtotal 2022 Utility, Street and Alley Improvements – Group I**  
**Estimated Special Assessments** **\$1,483,160.00**

B. 2022 MSAS Improvement Project

i. 20<sup>th</sup> North Street from North Broadway to Front Street and Front Street from 19<sup>th</sup> North Street to 20<sup>th</sup> North Street

The development along this segment of 20<sup>th</sup> North Street primarily consists of 23 commercial parcels along the combined segments.

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 estimated to be \$260.00 per foot per side. Because this segment of roadway acts as a local collector, the benefit assigned as a special assessment will be reduced to 60% of the \$260.00 rate or \$156.00 per front foot with a maximum of 100 feet being assessed. The assessments for concrete driveway approaches will be assessed according to the actual area constructed to serve each parcel. Any amount of assigned benefit will have an added allowance of 10% for administration and engineering services. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be \$365,199.00. In addition, the contract cost for the concrete driveway approach pavement and administrative and engineering fees will be added to the benefitting parcels special assessment amount.

**Subtotal 2022 MSAS Improvement Project**  
**Estimated Special Assessments** **\$365,199.00**

C. 2022 Brown County Project.

i. North Highland Avenue (CSAH 13) from CSAH 29 to North Broadway

This is a Brown County led project with the City participation for the construction of utility extensions, concrete sidewalks, bituminous recreational trail and street lighting.

No special assessments will be assigned.

**Subtotal 2022 Brown County Project**

**Estimated Special Assessments**

**\$0.00**

D. 2022 Surface Reconstruction Project by City Forces.

The benefit of the Surface Reconstruction by City Forces will be specially assessed at the rate of \$1,800.00 per residential parcel to the adjacent property while assigning incremental benefit to larger non-residential parcels estimated as follows:

i. 19<sup>th</sup> North Street from Broadway to Franklin Street (2.5 Blocks)

16 Units to 7 Parcels x \$1,800.00 per parcel = \$28,800.00

ii. Franklin Street from 12<sup>th</sup> North Street to 17<sup>th</sup> North Street (5 Blocks)

28 Residential Parcels x \$1,800.00 per parcel = \$50,400.00

16 Units (Fairgrounds/Civic Center) x \$1,800.00 per unit = \$28,800.00

8 Units (Washington Learning Center) x \$1,800 per unit = \$14,400.00

iii. Washington Street from 19<sup>th</sup> North Street to HWY 14 (1 Block)

9 Units to 6 Parcels x \$1,800.00 per parcel = \$16,200.00

iv. 10<sup>th</sup> South Street from Summit Avenue to Roslyn Road (1 Block)

5 Residential Parcels x \$1,800.00 per parcel = \$9,000.00

v. Roslyn Road from 10<sup>th</sup> South Street to South Terminus (1 Block)

6 Residential Parcels x \$1,800.00 per parcel = \$10,800.00

vi. Washington Street from 15<sup>th</sup> South Street to 17<sup>th</sup> South Street (2 Blocks)

17 Residential Parcels x \$1,800.00 per parcel = \$30,600.00

National Guard Facility Not Assessed

**Subtotal 2022 Surface Reconstruction Project  
Estimated Special Assessments**

**\$189,000.00**

- E. 2022 Airport Improvement Project.  
Phase I wildlife fencing.

No special assessments will be assigned.

**Subtotal 2022 Airport Improvement Project  
Estimated Special Assessments**

**\$0.00**

**SUMMARY OF SECTION VII – ESTIMATED SPECIAL ASSESSMENT AMOUNTS**

Project	Estimated Project Cost	Estimated Special Assessments
2022 Utility, Street & Alley Improvements	\$4,237,630.00	\$1,483,160.00
2022 MSAS Improvement Project	\$1,913,562.00	\$365,199.00
2022 Brown County Project	\$3,783,456.00	\$0.00
2022 Surface Reconstruction Project	\$461,384.00	\$189,000.00
2022 Airport Project	\$400,000.00	\$0.00
<b>Summation 2022CIP</b>	<b>\$10,796,032.00</b>	<b>\$2,037,359.00</b>

**Section VIII. Projected Three-Year Capital Improvement Plan Listing**  
**YEAR 2022 - 2022 Utility, Street and Alley Improvement – Group I Project**

- Jacobs Street and Somsen Street Utility & Roadway Extension
  - Watermain, sanitary sewer main, storm sewer and roadway extension, ADA, street lighting and concrete sidewalk improvements
- German Street from 7<sup>th</sup> North Street to 12<sup>th</sup> North Street
  - Watermain, sanitary sewer and roadway reconstruction, storm sewer extension and ADA improvements
- Alley Block 174 South of Center Street
  - 7<sup>th</sup> South Street to 8<sup>th</sup> South Street between Payne Street & Jefferson Street
  - Alley reconstruction
- Alley Block 196 North of Center Street
  - 14<sup>th</sup> North Street to 15<sup>th</sup> North Street between Garden Street & Payne Street
  - Alley reconstruction
- Alley Block 190 North of Center
  - 8<sup>th</sup> North Street to 9<sup>th</sup> North Street between Garden Street and Payne Street
  - Alley reconstruction
- Sanitary Sewer Repairs
  - Repair sanitary sewer at 19<sup>th</sup> North Street and State Street intersection and line the sanitary structure at 1<sup>st</sup> South and Broadway
- Concrete Sidewalk & ADA Improvements
  - To fulfill the 2022 Surface Reconstruction Project ADA requirements
- **Estimated Cost: \$4,237,630.00**

**2022 MSAS Improvement Project**

- 20<sup>th</sup> North Street from Broadway to Front Street and Front Street from 19<sup>th</sup> North Street to 20<sup>th</sup> North Street
  - Roadway improvements, storm sewer modifications, sidewalk & trail construction
- **Estimated Cost: \$1,913,562.00**

**2022 Brown County Project**

- North Highland Avenue (CSAH 13) from CSAH 29 to North Broadway
  - Roadway improvements, storm sewer modifications, sidewalk & trail construction
- **Estimated Cost: \$3,783,456.00**

**2022 Surface Reconstruction Project (City Forces)**

- 19<sup>th</sup> North Street from Broadway to Franklin Street (2.5 Blocks)
- Franklin Street from 12<sup>th</sup> North Street to 17<sup>th</sup> North Street (5 Blocks)
- Washington Street from 19<sup>th</sup> North Street to HWY 14 (1 Block)
- 10<sup>th</sup> South Street from Summit Avenue to Roslyn Road (1 Block)
- Roslyn Road from 10<sup>th</sup> South Street to South Terminus (1 Block)
- Washington Street from 15<sup>th</sup> South St. to 17<sup>th</sup> South St. (2 Blocks)
- **Estimated Cost: \$461,384.00**

**2022 Airport Project**

- Phase I of wildlife fencing
- **Estimated Cost: \$400,000.00**

**Estimated Total Cost 2022 CIP: \$10,796,032.00**

**YEAR 2023**

**2023 Utility, Street and Alley Improvement – Group I Project**

- Bridge Street from Cottonwood Street to Tower Road
  - Watermain, sanitary sewer main, roadway reconstruction, storm sewer extension and ADA improvements
- 12<sup>th</sup> South Street from Minnesota Street to Valley Street
  - Roadway Reconstruction & ADA Improvements
- Alley Block 96 South of Center Street
  - 9<sup>th</sup> South Street to 10<sup>th</sup> South Street between Broadway & State Street
  - Alley Reconstruction
- Alley Block 93 South of Center Street
  - 12<sup>th</sup> South Street to 13<sup>th</sup> South Street between Broadway & State Street
  - Alley Reconstruction
- Alley Block 77 North of Center Street
  - 11<sup>th</sup> North Street to 12<sup>th</sup> North Street between Broadway & Minnesota Street
  - Alley Reconstruction
- Concrete Sidewalk & ADA Improvements
  - To fulfill the 2023 Surface Reconstruction Project ADA requirements
- **Estimated Cost (2021 Dollars): \$3,449,800.00**

**2023 MSAS Improvement Project**

- North Highland Avenue from Oak Street to HWY 14
  - Mill & Overlay and ADA improvements
- North Broadway from 20<sup>th</sup> North Street to CSAH 13
  - Mill & Overlay and ADA improvements
- **Estimated Cost (2021 Dollars): \$1,182,754.00**

**2023 Brown County Project**

- CSAH 26 (10<sup>th</sup> South Street from Broadway to Summit Avenue and Summit Avenue to Flandrau State Park Entrance
  - Mill & Overlay and ADA improvements
- **Estimated Cost (2021 Dollars): \$1,000,000.00**

**2023 Railroad Improvements**

- Valley Street railroad crossing safety improvements
- **Estimated Cost (2021 Dollars): \$350,000.00**

**2023 Surface Reconstruction Project (City Forces)**

- German Street from 12<sup>th</sup> South Street to 16<sup>th</sup> South Street (4 Blocks)
- State Street from 17<sup>th</sup> North Street to 19<sup>th</sup> North Street (2 Blocks)
- 8<sup>th</sup> North Street from Broadway to Washington Street (2 Blocks)
- 17<sup>th</sup> North Street from Franklin Street to Jefferson Street (1 Block)
- 6<sup>th</sup> South Street from Broadway to German Street (2 Blocks)
- 1<sup>st</sup> South Street from Valley Street to Front Street (1 Block)
- **Estimated Cost (2021 Dollars): \$454,080.00**

**Estimated Total Cost 2023 CIP: \$6,436,634.00**

**YEAR 2024**

**2024 Utility, Street and Alley Improvement – Group I Project**

- Washington Street from 8<sup>th</sup> South Street to 10<sup>th</sup> South Street
  - Watermain, sanitary sewer main, roadway reconstruction, storm sewer extension and ADA improvements
- Minnesota Street from 7<sup>th</sup> North Street to 9<sup>th</sup> North Street
  - Watermain, sanitary sewer main, roadway reconstruction, storm sewer extension and ADA improvements
- Oakwood Avenue from Boettger Road to Milford Street
  - Roadway reconstruction & ADA Improvements
- Alley Block 94 North of Center Street
  - Alley Reconstruction
- Alley Block 97 South of Center Street
  - Alley Reconstruction
- Concrete Sidewalk & ADA Improvements
  - To fulfill the 2023 Surface Reconstruction Project ADA requirements
- **Estimated Cost (2021 Dollars): \$3,448,200.00**

**2024 MSAS Improvement Project**

- 20<sup>th</sup> South Street from HWY 15 to Minnesota River Bridge
  - Roadway and Utility Reconstruction
- **Estimated Cost (2021 Dollars): \$4,464,942.00**

**2024 Mn/DOT Project**

- Roundabout construction at HWY 14 & Highland Avenue
- **Estimated Cost (2021 Dollars): \$2,400,000.00**

**2024 Airport Project**

- Phase II Wildlife Fencing
- **Estimated Cost (2021 Dollars): \$400,000.00**

**2024 Surface Reconstruction Project (City Forces)**

- 10<sup>th</sup> South Street from Valley Street to Front Street (1 Block)
- 8<sup>th</sup> South Street from Valley Street to Front Street (1 Block)
- 7<sup>th</sup> South Street from RR Tracks to Front Street (1 Block)
- 5<sup>th</sup> South Street from Valley Street to Front Street (1 Block)
- 6<sup>th</sup> South Street to Valley Street to Front Street (1 Block)
- German Street from 19<sup>th</sup> North Street to 20<sup>th</sup> North Street (1 Block)
- Payne Street from 16<sup>th</sup> North Street to North Terminus (2 Blocks)
- Courtland Circle from Jonathon Drive to Terminus (1 Block)
- 11<sup>th</sup> South Street from Payne Street to Jefferson Street (1 Block)
- South Park Road from 17<sup>th</sup> South Street to 18<sup>th</sup> South Street (2 Blocks)
- **Estimated Cost (2021 Dollars): \$473,000.00**

**Estimated Total Cost 2024 CIP: \$11,186,142.00**

## **FUTURE PROJECTS IDENTIFIED BEYOND 2024**

### **Utility, Street and Alley Improvements / MSAS Improvements**

- State Street from 12<sup>th</sup> North Street to 16<sup>th</sup> North Street
- German Street from Center Street to 3<sup>rd</sup> North Street
- German Street from 3<sup>rd</sup> South Street to Center Street
- German Street from 7<sup>th</sup> South Street to 3<sup>rd</sup> South Street
- Minnesota Street from 19<sup>th</sup> North Street to 20<sup>th</sup> North Street
- State Street from 8<sup>th</sup> North Street to 5<sup>th</sup> North Street
- State Street from 5<sup>th</sup> North Street to Center Street
- State Street from Center Street to 2<sup>nd</sup> South Street
- State Street from 2<sup>nd</sup> South Street to 7<sup>th</sup> South Street
- Center Street from Broadway to German Street
- Center Street from German Street to Front Street
- 1<sup>st</sup> North Street from German Street to Front Street
- 1<sup>st</sup> South Street from Broadway to Front Street
- 3<sup>rd</sup> South Street from Broadway to Front Street
- 3<sup>rd</sup> North Street from Minnesota Street to Front Street
- Oakwood Avenue from Hazelwood Avenue to Hollywood Avenue
- West Street from 5<sup>th</sup> North Street to South Terminus
- Linden Street from 5<sup>th</sup> North Street to 3<sup>rd</sup> North Street
- 3<sup>rd</sup> North Street from Garden Street to Linden Street
- Payne Street from Center Street to 8<sup>th</sup> North Street
- Alley Reconstruction
  - 103 North – 2<sup>nd</sup> North to 3<sup>rd</sup> North, State and Broadway
  - 110 South – 4<sup>th</sup> South to 5<sup>th</sup> South, State and Washington
  - 0 South – Center to 1<sup>st</sup> South, Front and Valley
  - 2 North – 3<sup>rd</sup> North to 2<sup>nd</sup> North, Front and Valley
  - 3 South – 3<sup>rd</sup> South to 4<sup>th</sup> South, Front and Valley
  - 62 North – 3<sup>rd</sup> North to 4<sup>th</sup> North, German and Minnesota
  - 60 South – 5<sup>th</sup> South to 6<sup>th</sup> South, German and Minnesota
  - Valley 1<sup>st</sup> Addition – 3<sup>rd</sup> North to 5<sup>th</sup> North, West and Linden
- Recreational Trail Rehab/Overlay
  - 20<sup>th</sup> South Street to Front Street/8<sup>th</sup> North Street
  - 20<sup>th</sup> North Street to CSAH 13

### **Surface Reconstruction Improvements**

- Golf Drive from Summit Avenue to Terminus
- Karl Drive from North Highland Avenue to CSAH 29
- Meyer Drive from Karl Drive to Terminus
- Jonathon Drive from Summit Avenue to South Leg of McIntosh Drive
- 13<sup>th</sup> South Street from Broadway to German Street
- Summit Avenue from State Park Road to Golf Drive



## ADDENDUM NO. 2022

### Project Description and Basis of Preliminary Estimated Cost:

A. 2022 Utility, Street and Alley Improvements – Group I 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. Jacobs Street and Somsen Street Utility & Roadway Extension.

Extension of water main, sanitary sewer main, storm sewer main, sewer and water end service construction, and extension of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, concrete curb and gutter, pedestrian sidewalk ramps, street lighting and concrete sidewalk.

Existing Infrastructure:

Segment Termini	Watermain	Sanitary Sewer	Storm Sewer
Jacobs & Berens	12" DIP (2004)	8" PVC (2004)	30" RCP (2004)
Somsen Termini	12" DIP (2004)	12" PVC (2004)	30" RCP (2004)

Existing Segment Conditions:

Existing agricultural land.

Estimated Project Element Length:

1,160 LF Watermain Construction  
1,160 LF Sanitary Sewer Construction  
1,160 LF Roadway Construction  
1,480 LF Storm Sewer Construction

Recommended Improvements and Estimated Cost:

a. Watermain Construction	
1,160 LF 12" PVC x \$160/LF =	\$185,600.00
b. Water End Services	
7 Each x \$5,000/Each =	<u>\$35,000.00</u>
Total Watermain & Water End Services =	\$220,600.00
c. Sanitary Sewer Main Construction	
860 LF 8" SDR 26 PVC x \$120/LF =	\$103,200.00
300 LF 12" SDR 26 PVC x \$140/LF =	\$42,000.00
d. Sewer End Services	
7 Each x \$2,500/Each =	<u>\$17,500.00</u>
Total Sanitary Main & End Services =	\$162,700.00

e. Roadway Construction	
1,160 LF x \$580/LF =	\$672,800.00
f. Storm Sewer Construction	
1,480 LF Storm Sewer Pipe x \$150/LF =	\$222,000.00
Estimated Contract Cost =	\$1,278,100.00
Engineering Service Fee (10%) =	\$127,810.00
PUC Street Lighting Charges	
8 Standards x \$2,500/Each =	\$20,000.00
Total Estimated Cost =	\$1,425,910.00

ii. German Street from 7<sup>th</sup> North Street to 12<sup>th</sup> North Street.

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

Existing Infrastructure:

Segment Termini	Watermain	Sanitary Sewer	Storm Sewer
7 <sup>th</sup> to 8 <sup>th</sup> North	6" Transite (1935)	15" Clay (1935)	24" RCP (1980)
8 <sup>th</sup> to 9 <sup>th</sup> North	6" Transite (1935)	15" Clay (1935)	24" RCP (1980)
9 <sup>th</sup> to 10 <sup>th</sup> North	6" Transite (1935)	12" Clay (1935)	N/A
10 <sup>th</sup> to 11 <sup>th</sup> North	6" Transite (1935)	12" Clay (1935)	N/A
11 <sup>th</sup> to 12 <sup>th</sup> North	6" Transite (1935)	10" Clay (1935)	Inlets at 12 <sup>th</sup> North

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
36	7 <sup>th</sup> to 8 <sup>th</sup> North	0	2021	1952	430 LF
37	8 <sup>th</sup> to 9 <sup>th</sup> North	8	2021	1952	430 LF
38	9 <sup>th</sup> to 10 <sup>th</sup> North	1	2021	1952	430 LF
39	10 <sup>th</sup> to 11 <sup>th</sup> North	0	2021	1952	430 LF
40	11 <sup>th</sup> to 12 <sup>th</sup> North	1	2021	1952	430 LF
	5 Blocks Total				2150 LF

Roadway Plan & Profile:

Plan File 5213-20

Estimated Project Element Length:

2,150 LF Watermain Reconstruction

2,150 LF Sanitary Sewer Reconstruction

860 LF Storm Sewer Extension  
 2,150 LF Roadway Reconstruction

Recommended Improvements and Estimated Cost:

a. Watermain Reconstruction	
2,150 LF 8" PVC x \$150/LF =	\$322,500.00
b. Replace Existing Water End Services	
75 Each x \$2,100/Each =	<u>\$157,500.00</u>
Total Watermain & Water End Services =	\$480,000.00
c. Sanitary Sewer Main Reconstruction	
2,150 LF 8" SDR 26 PVC x \$120/LF =	\$258,000.00
d. Replace Existing Sewer End Services	
75 Each x \$1,200/Each =	<u>\$90,000.00</u>
Total Sanitary Main & End Services =	\$348,000.00
e. Storm Sewer Extension	
860 LF 15" RCP x \$125/LF =	\$107,500.00
f. Roadway Reconstruction	
2,150 LF x \$520/LF =	\$1,118,000.00
g. Pedestrian Ramps	
20 Each x \$4,000/Each =	\$80,000.00
h. Street Lighting Conduit System	
2,150 LF x 2 sides x \$13/LF =	\$55,900.00
Estimated Contract Cost =	\$2,189,400.00
Engineering Service Fee (10%) =	\$218,940.00
PUC Street Lighting Charges	
20 Decorative Standards x \$3,200/Each =	\$64,000.00
Total Estimated Cost =	\$2,472,340.00

iii. Alley Block 174 South of Center Street.

Alley from 7<sup>th</sup> South Street to 8<sup>th</sup> South Street between Payne Street and Jefferson Street.

Reconstruction of the existing alley pavement section (14' wide) including grading, aggregate base (12"), bituminous surfacing (3"), seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Recommended Improvements and Estimated Cost:

a. Alley Reconstruction	
700 Front Foot x \$80/Front Foot =	\$56,000.00
Estimated Contract Cost =	\$56,000.00
Engineering Service Fee (10%) =	\$5,600.00

Total Estimated Cost = \$61,600.00

iv. Alley Block 196 North of Center Street.

Alley from 14<sup>th</sup> North Street to 15<sup>th</sup> North Street between Garden Street and Payne Street.

Reconstruction of the existing alley pavement section (14' wide) including grading, aggregate base (12"), bituminous surfacing (3"), seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Recommended Improvements and Estimated Cost:

a. Alley Reconstruction

700 Front Foot x \$80/Front Foot = \$56,000.00

Estimated Contract Cost = \$56,000.00

Engineering Service Fee (10%) = \$5,600.00

Total Estimated Cost = \$61,600.00

v. Alley Block 190 North of Center Street.

Alley from 8<sup>th</sup> North Street to 9<sup>th</sup> North Street between Garden Street and Payne Street.

Reconstruction of the existing alley pavement section (14' wide) including grading, aggregate base (12"), bituminous surfacing (3"), seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Recommended Improvements and Estimated Cost:

a. Alley Reconstruction

700 Front Foot x \$80/Front Foot = \$56,000.00

Estimated Contract Cost = \$56,000.00

Engineering Service Fee (10%) = \$5,600.00

Total Estimated Cost = \$61,600.00

vi. Sanitary Sewer Repairs.

Repair sanitary sewer piping at the intersection of 19<sup>th</sup> North Street and State Street and line the sanitary sewer manhole at the intersection of 1<sup>st</sup> South Street and Broadway.

Recommended Improvements and Estimated Cost:

a. Sanitary Sewer Repairs

Estimated Contract Cost = \$22,500.00

Engineering Service Fee (10%) =	\$2,500.00
Total Estimated Cost =	\$25,000.00

vii. Concrete Sidewalk and ADA Improvements.

ADA pedestrian ramp improvements to compliment the improvements scheduled within the 2022 Surface Reconstruction Project to meet the current ADA requirements as per New Ulm’s adopted ADA Transition Plan and other miscellaneous concrete repairs.

Scheduled areas of Surface Reconstruction:

- a. 19<sup>th</sup> North Street from Franklin to Broadway  
 Non-compliant ramps:  
     Washington Street          6 Ramps  
     State Street                  6 Ramps
  
- b. Franklin Street from 16<sup>th</sup> North Street to 17<sup>th</sup> North Street  
 Non-compliant ramps:  
     17<sup>th</sup> North Street          4 Ramps  
     16<sup>th</sup> North Street          4 Ramps
  
- c. Franklin Street from 12<sup>th</sup> North Street to 14<sup>th</sup> North Street  
 Non-compliant ramps:  
     13<sup>th</sup> North Street          4 Ramps  
     14<sup>th</sup> North Street          6 Ramps

Summation of Non-Compliant Pedestrian Ramps = 30 Ramps

Recommended Improvements and Estimated Cost:

a. Pedestrian Ramp Reconstruction	
30 Ramps x \$3,600/Ramp =	\$108,000.00
b. Misc. Concrete Replacement – Alley 65 North of Center, south approach	
Remove & Replace Approach =	\$8,622.00
Estimated Contract Cost =	\$116,622.00
Engineering Service Fee (10%) =	\$12,958.00
Total Estimated Cost =	\$129,580.00

**Summation of Estimated Cost**  
**2022 Utility, Street and Alley Improvement – Group I Project    \$4,237,630.00**

B. 2022 MSAS Improvement Project.

This group of work includes improvements on roadway segments and bridges currently on New Ulm’s Municipal State Aid System (MSAS) except as noted.

i. 20<sup>th</sup> North Street from North Broadway to Front Street and Front Street from 19<sup>th</sup> North Street to 20<sup>th</sup> North Street.

Removal of the existing bituminous pavement, storm sewer modifications, grading, aggregate base, bituminous base, concrete curb and gutter, concrete sidewalk, bituminous recreational trail, concrete driveway pavement, bituminous surfacing, boulevard restoration and street lighting.

Roadway Plan Set:

Plan File 8601-37, 8512-37, 8616-37, 1801-53

Estimated Project Length:

2,587 LF Roadway Improvements

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
476	Broadway to Minnesota	60	2019	2004	431 LF
477	Minnesota to German	93	2019	2004	430 LF
478	German to Spring	91	2019	2004	432 LF
962	Spring to Valley	77	2019	2018	431 LF
961	Valley to Front	100	2019	2018	431 LF
1085	19 <sup>th</sup> North to 20 <sup>th</sup> North	100	2021	2018	432 LF
					2,587 LF

Recommended Improvement and Estimated Cost:

a. Storm Sewer Modifications	
Extension & Modifications =	\$21,252.00
b. Roadway Construction	
2,587 LF x \$650/LF =	\$1,679,713.00
Estimated Contract Cost =	\$1,700,965.00
Engineering Service Fee (10%) =	\$170,097.00
PUC Street Lighting Charges	
17 Standards x \$2,500/Each =	\$42,500.00
Total Estimated Cost =	\$1,913,562.00

**Estimated Cost**

**2022 MSAS Improvement Project**

**\$1,913,562.00**

C. 2022 Brown County Improvement Project.

This group of work includes improvements on roadway segments and bridges currently on Brown County’s County State Aid System (CSAH) that are within the New Ulm Corporate Limits and included within New Ulm’s Municipal State Aid System (MSAS).

i. North Highland Avenue/CSAH 13 from CSAH 29 to North Broadway.

Removal of the existing bituminous pavement, storm sewer modifications, grading, aggregate base, bituminous base, concrete curb and gutter, concrete sidewalk, bituminous recreational trail, concrete driveway pavement, bituminous surfacing, boulevard restoration and street lighting.

Note: This is a Brown County led project with City participation for the utility extensions, concrete sidewalks, recreational trail and street lighting.

Roadway Plan Set:

Plan File 0501-47 (Boundary Street Utilities & Paving)

Estimated Project Length:

4,600 LF Roadway Improvements (Proposed Alignment)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
1730	CSAH 29 to Lake	34	2019	2005	1,900 LF
644	Lake to 23 <sup>rd</sup> N	33	2019	2005	263 LF
1729	23 <sup>rd</sup> N to Stoneridge	-	-	Unpaved	971 LF
1728	Stoneridge to Hoffman	-	-	Unpaved	481 LF
-	Hoffman to N Broadway	-	-	Unopened	985 LF
					4,600 LF

Recommended Improvement and Estimated Cost:

The Brown County Engineer’s Estimate for this project is:

Estimated Project Cost:	\$3,672,456.00
City of New Ulm MSAS Eligible:	\$743,042.00
City of New Ulm Non-Eligible:	\$52,685.00
PUC Street Lighting Charges	
37 Standards x \$3,000/Each =	\$111,000.00
Total City of New Ulm Share:	\$906,727.00

**Estimated Cost**

**2022 Brown County Improvement Project**

**\$3,783,456.00**

D. 2022 Surface Reconstruction Project by City Forces.

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. 19<sup>th</sup> North Street from Broadway to Franklin Street (2.5 Blocks)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (LF)	Segment Length (LF)	Pavement Area (SF)
472	Broadway to State	19	2019	1984	36 LF	218 LF	7,848 SF
473	State to Washington	5	2019	1984	36 LF	430 LF	15,480 SF
474	Washington to Franklin	4	2019	2002	36 LF	430 LF	15,480 SF
	Average OCI:	9				1,078 LF	38,808 SF

Estimated Cost:

Convert to SY:  $(1\text{SY}/9\text{SF}) \times 38,808 \text{ SF} = 4,312 \text{ SY}$

$4,312 \text{ SY} \times \$22/\text{SY} = \$94,864.00$

ii. Franklin Street from 12<sup>th</sup> North Street to 17<sup>th</sup> North Street (5 Blocks)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (LF)	Segment Length (LF)	Pavement Area (SF)
109	12 <sup>th</sup> N to 13 <sup>th</sup> N	4	2021	1975	36 LF	430 LF	15,480 SF
110	13 <sup>th</sup> N to 14 <sup>th</sup> N	4	2021	1975	36 LF	430 LF	15,480 SF
111	14 <sup>th</sup> N to 15 <sup>th</sup> N	4	2021	1979	36 LF	430 LF	15,480 SF
1164	15 <sup>th</sup> N to 16 <sup>th</sup> N	4	2021	1970	36 LF	430 LF	15,480 SF
112	16 <sup>th</sup> N to 17 <sup>th</sup> N	1	2021	1979	36 LF	430 LF	15,480 SF
	Average OCI:	3.4				2,150 LF	77,400 SF

Estimated Cost:

Convert to SY:  $(1\text{SY}/9\text{SF}) \times 77,400 \text{ SF} = 8,600 \text{ SY}$

$8,600 \text{ SY} \times \$22/\text{SY} = \$189,200.00$

iii. Washington Street from 19<sup>th</sup> North Street to HWY 14 (1 Block)

Existing Segment Conditions:



Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (LF)	Segment Length (LF)	Pavement Area (SF)
96	19 <sup>th</sup> N to HWY 14	4	2021	1995	36 LF	421 LF	15,156 SF

Estimated Cost:

Convert to SY:  $(1\text{SY}/9\text{SF}) \times 15,156 \text{ SF} = 1,684 \text{ SY}$

$1,684 \text{ SY} \times \$22/\text{SY} = \$37,048.00$

iv. 10<sup>th</sup> South Street from Summit Avenue to Roslyn Road (1 Block)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (LF)	Segment Length (LF)	Pavement Area (SF)
576	Summit to Roslyn	4	2019	1969	36 LF	420 LF	15,120 SF

Estimated Cost:

Convert to SY:  $(1\text{SY}/9\text{SF}) \times 15,120 \text{ SF} = 1,680 \text{ SY}$

$1,680 \text{ SY} \times \$22/\text{SY} = \$36,960.00$

v. Roslyn Road from 10<sup>th</sup> South Street to South Terminus (1 Block)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (LF)	Segment Length (LF)	Pavement Area (SF)
789	10 <sup>th</sup> S to Terminus	6	2019	1968	36 LF	314 LF	11,304 SF

Estimated Cost:

Convert to SY:  $(1\text{SY}/9\text{SF}) \times 11,304 \text{ SF} = 1,256 \text{ SY}$

$1,256 \text{ SY} \times \$22/\text{SY} = \$27,632.00$

vi. Washington Street from 15<sup>th</sup> South Street to 17<sup>th</sup> South Street (2 Blocks)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (LF)	Segment Length (LF)	Pavement Area (SF)
290	15 <sup>th</sup> S to 16 <sup>th</sup> S	5	2021	1983	36 LF	430 LF	15,480 SF
291	16 <sup>th</sup> S to 17 <sup>th</sup> S	4	2021	1983	36 LF	430 LF	15,480 SF
	Average OCI:	4.5				860 LF	30,960 SF

Estimated Cost:

Convert to SY: (1SY/9SF) x 30,960 SF = 3,440 SY

3,440 SY x \$22/SY = \$75,680.00

**Summation of Estimated Cost**

**2022 Surface Reconstruction Project by City Forces \$461,384.00**

E. 2022 Airport Improvement Project.

This group of work includes improvements to the Airport grounds by installing the first phase of wildlife safety fencing around the airport grounds.

**Estimated Contract Cost**

**2022 Airport Improvement Project \$400,000.00**

**SUMMARY OF ADDENDUM 2022 – PRELIMINARY ESTIMATED COST FOR 2022 CIP**

A. 2022 Utility, Street & Alley Improvements – Group I	\$4,234,630.00
B. 2022 MSAS Improvement Project	\$1,913,562.00
C. 2022 Brown County Improvement Project	\$3,783,456.00
D. 2022 Surface Reconstruction Project by City Forces	\$461,384
E. 2022 Airport Project	\$400,000.00
<b>SUMMATION 2022 CIP</b>	<b>\$10,796,032.00</b>