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Feasibility Report for

# CSAH 36 Improvements

## City of Le Sueur, Le Sueur County, MN

April 2021

**State Aid Project No. 040-636-013**

**Submitted by:**

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BMI Project No. 0M1.123360



# Certification

Feasibility Report

for

CSAH 36 Improvements

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April 2021

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

By: Cory L Bienfang  
Cory Bienfang, P.E.  
License No. 51292

Date: April 20, 2021

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## 1.0 INTRODUCTION

The City of Le Sueur, in cooperation with Le Sueur County, is working on developing a plan for the reconstruction of CSAH 36. The project limits include South Main Street from 3<sup>rd</sup> Street to Ferry Street, Ferry Street from the West Parking Lot to 4<sup>th</sup> Street, and the West Parking Lot. This report examines the proposed street and utility improvements for this reconstruction project. The project purpose is to address the following:

- Poor pavement condition
- Lack of pedestrian/bike facilities
- Poor drainage
- Poor retaining wall condition
- Watermain replacement
- Sanitary sewer replacement
- Sanitary sewer extension
- Sewer and water service replacement
- Electrical utility and streetlight relocation as needed.

This report presents street improvements consisting of a full street reconstruction to include construction of new concrete curb & gutter, water main replacement, storm sewer improvements, sanitary sewer improvements, replacement of existing driveway aprons, and addition/improvement of pedestrian facilities.

See **Figure 1 in Appendix A** for proposed project location and improvements map.

This report will review the existing conditions in the project area and discuss, in detail, the proposed improvements. It will also provide preliminary cost estimates for the proposed improvements with financing for the project coming from a combination of assessments, City funds, and Le Sueur County consisting of county state aid funds.

If the City decides to proceed with the proposed street and utility improvements described in this report, it is anticipated construction would begin in 2022 as shown in the project schedule found on **Page 12**.

## 2.0 CSAH 36 RECONSTRUCTION

### 2.1 S Main Street (3<sup>rd</sup> Street to Ferry Street)

#### 2.1.1 Existing Conditions

CSAH 36 (S Main Street), from 3<sup>rd</sup> Street to Ferry Street is a major collector running north/south in an urban portion of Le Sueur. The road provides access to both residential and commercial properties. S Main Street is a major trucking route for trucks coming into Le Sueur from the south and heading to Trunk Highway (TH) 169. Average Annual Daily Traffic (AADT) for this road segment averages 1,450 vehicles per day. The speed limit for this road segment is 30 mph.

At 3<sup>rd</sup> Street, which is also the southern city limits, CSAH 36 transitions from a rural section to an urban section with a 40-foot width and curb and gutter on both sides. CSAH 36 remains 40 feet wide until Davis Street. From Davis Street to Risedorph Street the road widens from 40 feet to 49 feet and maintains this width until Smith Street where the roadway widens to 55 feet. Also, at the Davis the right-of-way

(ROW) increases from 60 feet to 75 feet.

A 5-foot concrete sidewalk begins on the west side of CSAH 36 just south of Cantwell Street. North of Davis Street a 5-foot concrete sidewalk exists on both sides of the roadway. The block of CSAH 36 from Smith to Ferry is a downtown urban section with storefronts at ROW on both sides of the road. Mature trees exist on both sides of the roadway throughout the corridor.

The bituminous pavement within the study area shows wear and distress due to traffic loading as well as typical weathering effects experienced with aged bituminous pavement. The existing pavement contains transverse cracking, longitudinal cracking, alligator cracking, raveling, oxidation, and potholes.

A 15-inch vitrified clay pipe (VCP) sanitary sewer runs along Main Street from Ferry to Smith where it reduces to 10-inch. At Risedorph a 12-inch main that provides service to the southwest portion of the City tees into the main on S Main Street. South of Risedorph there is one more segment of 8-inch VCP that flows to mid-block between Davis and Risedorph before it becomes too shallow to provide service farther south. City records show that there are varying methods of sewer service south of Davis. Some homes have septic systems, some homes have grinder pumps, and some homes have gravity services that connect to sewer mains in the intersection of Main and Cantwell and Main and Second. The existing condition of the sanitary sewer system was documented by videotaping of the sewer main and televising revealed that the pipe contains offset joints and a broken portion of pipe.

There is an existing 12-inch watermain that runs from Ferry to Smith Street. From Smith Street to Risedorph the watermain is 6-inch cast iron pipe (CIP). At Risedorph the watermain reduces to 4-inch CIP until it terminates at Cantwell Street. An 8-inch segment of watermain exists from 2<sup>nd</sup> Street to Maag Street. There are water services to the properties throughout the corridor that vary in size.

Just west of Davis Street a storm sewer system that collects water from the east and from the south outlets before eventually flowing to the Minnesota River. Along S Main Street the storm sewer varies from 36-inch reinforced concrete pipe (RCP) to 18-inch RCP.

See **Figures 2A-2B in Appendix A** for a depiction of existing watermain, sanitary sewer and storm sewer for the project area.

### **2.1.2 Proposed Street Improvements**

Based on the roadway age, surface deterioration, and sub-soils; the proposed improvements for CSAH 36 from 3<sup>rd</sup> Street to Ferry Street is a complete reconstruction of the existing road section. The new roadway is proposed to be constructed as an urban section with curb and gutter on both sides. The proposed width is 40 feet from face of curb to face of curb. Two 12-foot driving lanes with 8-foot parking lanes on both sides of centerline will make up the roadway. The 40-foot roadway section will be used for the entire roadway except for the segment from Cantwell Street to 2<sup>nd</sup> Street. Instead of an 8-foot parking lane there will be a 4-foot shoulder on the east side of the roadway to provide some separation from the garage that exists one-foot behind the existing back of curb. See **Figure 3 in Appendix A** for a depiction of the proposed typical sections.

A 5-foot sidewalk will run along the entire west side of the roadway. North of Davis Street a 5-foot sidewalk is proposed on both sides of the roadway. The new sidewalk will be constructed to meet the American with Disabilities Act (ADA) Standards.

The new roadway alignment is expected to be similar to the existing roadway. South of Davis Street many of the roads intersect Main Street at a skew. The proposed design

will emphasize larger radii at the intersections, to lessen the skew. The roadway profile will be brought up approximately 2 feet at Davis Street, so that the vertical curve can meet state aid design standards. Other than this, the profile will be similar to the existing profile. The street will be reconstructed to a minimum 10-ton design requirement. The proposed roadway section will include 5 inches of bituminous pavement (2 wear course layers of 1.5 inches and 1 non-wear course layer of 2 inches), 8 inches of aggregate base, and 18 inches of select granular base. When pockets of poor soil are encountered during construction, the soil will be removed and replaced with select granular borrow.

Subsurface drain tile will be installed below the street section under the curb line to ensure the new roadway section will remain free draining, helping to reduce stress on pavement from freeze/thaw action. The existing driveway aprons will be removed and replaced with concrete aprons. Behind the apron will be replaced with existing material. All disturbed boulevard areas will be restored with topsoil and new sod.

Architectural design elements are proposed for the block of S Main Street from Smith Street to Ferry Street. This block is proposed to include elements similar to the proposed design of S Main Street from Ferry Street to Bridge Street that is proposed to be constructed in the summer of 2021.

#### **2.1.3 Proposed Street Lighting and Electrical Improvements**

The existing street lighting is proposed to be replaced with all new streetlights along the corridor. The new street lighting is proposed to be consistent with the City standard light. Additionally, buried electric lines are planned to be installed along the west side of S Main Street to replace the overhead lines that run behind the homes on the west side of S Main Street. See **Figures 9-11 in Appendix A** for a depiction of the preliminary proposed electrical improvements.

#### **2.1.4 Proposed Sanitary Sewer Improvements**

As a part of the CSAH 36 Improvements Project, the City had a goal to provide all homeowners an option for gravity sewer service and to extend sewer to the southern limits for service of future development. Two options were considered for sewer service. The first option involved flattening the grade on the gravity sewer to provide more cover on the pipe, and the second option was to add a lift station for the new service area. Bolton and Menk conducted an analysis of both options. A discussion of this analysis can be found below, and figures can be found in **Appendix B**.

In addition to providing additional sewer service; the age, material, and televising results of the existing sewer warrant replacement of the sewer main. All new sanitary sewer main will be polyvinyl chloride (PVC).

All existing services will be replaced with 6-inch PVC up to the ROW. Additionally, provisions will be included in the contract to provide homeowners with the option to replace their sewer service from the ROW up to their home. At all properties that do not currently have a service, a new service would be installed up to ROW. The contract will include provisions for property owners to connect to the new sewer service at their own cost but utilizing the City's contractor. These items will include provisions for plumber hours, basement floor replacement, and septic system removal and disposal.

##### **2.1.4.1 Option 1 - Gravity Flow Sanitary Sewer**

In this option, all replacement pipes are proposed to be installed at the minimum allowable grade according to the *Recommended Standards for Wastewater Facilities* developed by the Great Lakes – Upper Mississippi River Board. In **Appendix B**, figures of the proposed sanitary sewer plan and profile can be found. These figures

show the cover that will be provided over the sanitary sewer. The minimum cover over the pipe would occur just south of Davis and would be just over 7 feet. The figure also shows that the sewer main extended for development to the south would have a depth of 19 feet at the southern parcel limits.

The procedure used to analyze the ability to service each home is described as follows. The finished floor elevations were collected for all the homes along S Main Street that are not currently serviced by sanitary sewer along S Main Street. A 10-foot basement depth was assumed at each of these homes to determine what elevation a sewer service would need to be installed at to gravity service the home. Based on the elevations of the proposed sewer main at minimum grade, services were run from the main to the house at a standard grade of 2%. The elevation of the basement depth was then compared to the elevation of the sewer service. This comparison can be found in **Table 1 of Appendix B**. Based off this analysis sewer service was able to be provided to all properties along the corridor. Three properties, 429 S Main St, 500 S Main St, and 518 S Main would have a service that at a minimum grade would be installed less than 2 feet below their assumed basement depth. Services for all other properties could be installed more than 2 feet below their assumed basement depth.

The final analysis conducted on providing gravity sewer was to determine how the capacity of the sanitary sewer main would be impacted by minimizing the grade of the sanitary sewer. For this analysis, a model was created to show all the sanitary sewer that contributes to the main along S Main Street. The methods used for this model were similar to the methods used in the preparation of the *Sanitary Sewer Plan* for the City of Le Sueur. A base flow was calculated by assuming a standard sewer usage for all properties that border a sewer main that connects to the main on S Main Street. A peaking factor was applied to the base flows and the percent full the pipe would be at peak conditions was calculated. These values can be viewed in the Sanitary Sewer Analysis Figure found in **Appendix B**.

#### **2.1.4.2 Option 2 - Lift Station**

In this option, all existing sanitary sewer was proposed to be replaced as is. A lift station would be placed at Davis Street and this would be the low point for all the new sanitary sewer. The lift station would be placed at a depth of approximately 10 feet to ensure service could be provided to all homes along S Main Street. The new sanitary sewer to the south would be installed at a minimum grade like the previous option to ensure service could be provided for any future expansion.

The lift station option would ensure that service could be provided to all homes as they are, and it would allow the existing sanitary sewer being replaced to remain at the same grade. This option would have costs similar to the first option for pipe installation, and it would include the added cost of a lift station. Lift stations also require annual maintenance to ensure proper operation.

Based on the assumptions made, the first option would be able to provide service to all homes. The assumptions on the heights of the basement would need to be verified to ensure service could be provided to all homes. If the actual height of the basement were greater than what was assumed, these property owners would need to install a grinder pump to get their sewage to gravity sewer being provided.

Based on the analysis conducted for this report, Option 1 - Gravity Flow Sanitary Sewer is the recommended option. The risk involved with this option does not outweigh the added initial and long-term cost of a lift station.

#### **2.1.5 Proposed Watermain Improvements**

Based on the watermain age, material type, and break history; all the watermain is

proposed to be replaced with new ductile iron pipe (DIP). The watermain is proposed to be 12-inch from Ferry to Risedorph and 8-inch from Risedorph to the southern city limits. Hydrants are proposed to be replaced/added to meet spacing standards.

All water services and curb stops, will be removed and replaced with new copper services from the watermain to the ROW. To provide water service to affected residents throughout the duration of the new watermain construction, a temporary system will be installed and connected to each house/business.

Recent practices include all water service lines being inspected for compliance with current Minnesota Department of Health (MDH) standards at the time of construction. If a service is made of lead or other materials not accepted by the MDH beyond the ROW, it will be the property owner's responsibility to replace the line. Similar to the sewer services, provisions will be included in the contract to provide property owners an option to replace their service.

#### **2.1.6 Proposed Storm Sewer Improvements**

Existing storm structures are proposed to be removed and replaced as a part of the new storm sewer system. All new storm sewer structures will be designed to meet City standards and all new pipes will be RCP. Structures will be added at intersections to improve intersection drainage and to provide a connection point for future projects.

See **Figures 4-7 in Appendix A** for a depiction of the proposed sanitary sewer, watermain, and storm sewer improvements.

### **2.2 Ferry Street (Main Street to 4<sup>th</sup> Street)**

#### **2.2.1 Existing Conditions**

CSAH 36 (Ferry Street), from Main Street to 4<sup>th</sup> Street is a major collector running east/west in an urban portion of Le Sueur. The road provides access to both residential and commercial properties including Le Sueur City Hall. Average Annual Daily Traffic (AADT) for this road segment averages 2,650 vehicles per day. The speed limit through this road segment is 30 mph.

CSAH 36 from Main Street to 2<sup>nd</sup> Street exists as a 49-foot wide bituminous roadway with curb and gutter on both sides. From 2<sup>nd</sup> Street to 4<sup>th</sup> Street the roadway is 44 feet wide with curb and gutter on both sides. Roadway width is measured from face of curb to face of curb. There are 5-foot sidewalks on both sides of the roadway. Large retaining walls of varying material and condition exist between 3<sup>rd</sup> Street and 4<sup>th</sup> Street on Ferry. City records show that this portion of roadway was reconstructed in 1953.

A geotechnical investigation was performed by American Engineering Testing in 2019 as a part of the CSAH 22 Improvements Project. During this investigation data was collected from 2<sup>nd</sup> to 4<sup>th</sup>, which included 5 soil borings/cores for roadway reconstruction. The soil borings indicated that the bituminous thickness ranges between 6 inches and 10 inches and the aggregate base layer is 6 inches.

The bituminous pavement within the study area shows wear and distress due to traffic loading as well as typical weathering effects experienced with aged bituminous pavement. The existing pavement contains transverse cracking, longitudinal cracking, alligator cracking, raveling, oxidation, and potholes.

A 6-inch VCP sanitary sewer crosses Ferry Street at 3<sup>rd</sup> Street. Additionally, a 6-inch VCP sanitary sewer main runs from mid-block of Main Street and 2<sup>nd</sup> Street to Main Street. Sanitary sewer services ranging from 4-inch to 6-inch service the properties throughout the corridor. The existing condition of the sanitary sewer system was documented by videotaping of the sewer main, and televising revealed that the pipe contains offset joints and a broken portion of pipe.

There is an existing 6-inch cast iron pipe (CIP) which crosses Ferry at 3<sup>rd</sup> Street. There is a separate 6-inch CIP watermain that runs from 2<sup>nd</sup> Street to Main Street on the north side of the roadway. There are water services to the properties throughout the corridor that vary in size.

A storm sewer system exists on Ferry Street starting mid-block between 2<sup>nd</sup> and 3<sup>rd</sup> Street and flowing west along Ferry until it outlets at the Minnesota River.

See **Figures 2A-2B in Appendix A** for a depiction of existing watermain, sanitary sewer and storm sewer for the project area.

### **2.2.2 Proposed Street Improvements**

Based on the roadway age, surface deterioration, retaining wall condition and sub-soils; the proposed improvements for CSAH 36 from Main Street to 4<sup>th</sup> Street is a complete reconstruction of the existing road section. The new roadway is proposed to be constructed as an urban section with curb and gutter on both sides. The proposed width is 40 feet from face of curb to face of curb. Two 12-foot driving lanes with 8-foot parking lanes on both sides of centerline will make up the roadway. This section matches the roadway that was constructed on Ferry Street as a part of the CSAH 22 Improvements Project. The sidewalk will be replaced on both sides of the roadway and upgraded to meet American with Disabilities Act (ADA) Standards.

The new roadway alignment and profile are expected to remain similar to the existing roadway. The street will be reconstructed to a minimum 10-ton design requirement. The proposed roadway section will include 5 inches of bituminous pavement (2 wear course layers of 1.5 inches and 1 non-wear course layer of 2 inches), 8 inches of aggregate base, and 18 inches of select granular base. When pockets of poor soil are encountered during construction, the soil will be removed and replaced with select granular borrow.

Subsurface drain tile will be installed below the street section under the curb line to ensure the new roadway section will remain free draining, helping to reduce stress on pavement from freeze/thaw action. The existing driveway aprons will be removed and replaced with concrete aprons. Behind the apron will be replaced with existing material. All disturbed boulevard areas will be restored with topsoil and new sod.

Due to the poor condition of the existing retaining walls, all the retaining walls are proposed to be replaced with modular block retaining walls. In addition to improving the structural integrity of the walls, this will provide a consistent aesthetic for the walls.

Architectural design elements are proposed for the block of Ferry from Main Street to 2<sup>nd</sup> Street and in front of City Hall. This block is intended to be similar to the block of Bridge Street from Main Street to 2<sup>nd</sup> Street that was constructed as a part of the CSAH 22 Improvements Project.

### **2.2.3 Proposed Street Lighting and Electrical Improvements**

The existing street lighting is proposed to be replaced with all new streetlights along the corridor. The new street lighting is proposed to be consistent with the City standard light. Additionally, buried electric lines coming from Main Street will be connected to the existing system at the intersection of Ferry and Second Street.

### **2.2.4 Proposed Sanitary Sewer Improvements**

Based on the sewer pipe age, material type, and televising results; the existing main from Main Street to the mid-block of Main Street and 2<sup>nd</sup> Street is planned to be replaced. Additionally, a new main is planned to connect to the existing main at 2<sup>nd</sup> Street and run up to 3<sup>rd</sup> Street. This main will shorten the service lengths to the properties on the north side of Ferry, and it will allow for the lowering of the main on

3<sup>rd</sup> Street north of Ferry to ensure service can be provided to this entire block. All new sanitary sewer main will be 8-inch PVC.

All services will be replaced with 6-inch PVC up to the ROW. Additionally, provisions will be included in the contract to provide homeowners with the option to replace their sewer service from the ROW up to their home.

#### **2.2.5 Proposed Watermain Improvements**

Based on the watermain age, material type, and break history; all the watermain is proposed to be replaced with new 10-inch DIP. During past construction projects the City has encountered water pressure issues in the southern area of the City when mains on Main Street and 2<sup>nd</sup> Street are shut down at the same time. To provide a more consistent water supply to the southern portion of town and improve looping of the watermain system, the 10-inch watermain is proposed to be extended up to 3<sup>rd</sup> Street where it will connect with the existing main. Hydrants are proposed to be replaced/added to meet spacing standards.

All water services and curb stops, will be removed and replaced with new copper services from the watermain to the ROW. To provide water service to affected residents throughout the duration of the new watermain construction, a temporary system will be installed and connected to each house/business.

Recent practices include all water service lines being inspected for compliance with current MDH standards at the time of construction. If a service is made of lead or other materials not accepted by the MDH beyond the ROW, it will be the property owner's responsibility to replace the line. Similar to the sewer services, provisions will be included in the contract to provide property owners an option to replace their service.

#### **2.2.6 Proposed Storm Sewer Improvements**

Existing storm structures are proposed to be removed and replaced as a part of the new storm sewer system. All new storm sewer structures will be designed to meet City standards and all new pipes will be RCP. Structures will be added at intersections to improve intersection drainage. Storm sewer will be added up to 3<sup>rd</sup> Street and designed for future extension on 3<sup>rd</sup> Street north of Ferry Street since there is not any existing storm sewer on this block.

See **Figures 4-7 in Appendix A** for a depiction of the proposed sanitary sewer, watermain, and storm sewer improvements.

### **3.0 FERRY STREET RECONSTRUCTION (WEST PARKING LOT TO MAIN STREET)**

#### **3.1.1 Existing Conditions**

Ferry Street, from the West Parking Lot to Main Street is a local road in the urban portion of Le Sueur. The road primarily acts as a conduit from CSAH 36 to the City owned West Parking Lot. The speed limit through this road segment is 30 mph.

Ferry Street from the West Parking Lot to Main Street exists as 49-foot wide bituminous road with curb and gutter on both sides. There are 7-foot sidewalks on both sides of the roadway that go up to the edge of the buildings. Both sides of the street have on street parking that is critical for the businesses on Main Street and the apartment units above the businesses at the northwest corner of Ferry and Main Street.

The bituminous pavement within the study area shows wear and distress due to traffic loading as well as typical weathering effects experienced with aged bituminous pavement. The existing pavement contains transverse cracking, longitudinal cracking, alligator cracking, raveling, oxidation, and potholes.

There is not any sanitary sewer or watermain that run along this segment of Ferry. A large storm sewer main runs through this stretch of Ferry from CSAH 36 before it outlets to the Minnesota River. The storm sewer is 36-inch RCP.

See **Figures 2A-2B in Appendix A** for a depiction of existing watermain, sanitary sewer and storm sewer for the project area.

### **3.1.2 Proposed Street Improvements**

Based on the roadway age, surface deterioration, sub-soils, and drainage impact on CSAH 36; the proposed improvements for Ferry Street from the West Parking Lot to Main Street is a complete reconstruction of the existing road section. The new roadway is proposed to be constructed as an urban section with curb and gutter on both sides. The proposed width is 40 feet from face of curb to face of curb. Two 12-foot driving lanes with 8-foot parking lanes on both sides of centerline is the proposed section. This matches the portion of Ferry Street that is CSAH 36. The sidewalk will be replaced on both sides of the roadway up to the edge of the building and upgraded to meet American with Disabilities Act (ADA) Standards.

The new roadway alignment and profile are expected to remain similar to the existing roadway. To support the truck traffic for deliveries, the street will be reconstructed to a minimum 10-ton design requirement. The proposed roadway section will include 5 inches of bituminous pavement (2 wear course layers of 1.5 inches and 1 non-wear course layer of 2 inches), 8 inches of aggregate base, and 18 inches of select granular base. When pockets of poor soil are encountered during construction, the soil will be removed and replaced with select granular borrow.

Subsurface drain tile will be installed below the street section under the curb line to ensure the new roadway section will remain free draining, helping to reduce stress on pavement from freeze/thaw action.

### **3.1.3 Proposed Street Lighting and Electrical Improvements**

The existing street lighting is proposed to be replaced with all new streetlights along the corridor. The new street lighting is proposed to be consistent with the City standard light.

### **3.1.4 Proposed Sanitary Sewer Improvements**

No sanitary sewer improvements are recommended for this block of Ferry at this time.

### **3.1.5 Proposed Watermain Improvements**

No watermain improvements are recommended for this block of Ferry at this time.

### **3.1.6 Proposed Storm Sewer Improvements**

As a continuation of the storm sewer improvements proposed on CSAH 36, the storm sewer on the westernmost block of Ferry Street is proposed to be removed and replaced. This will allow all pipe in the system to be properly sized and not limited by the existing pipe. This also provides flexibility in the depth of the storm sewer system, allowing for extension south on CSAH 36. Finally, replacing this storm sewer system will allow for a consistent and predictable alignment along Ferry Street. All new storm sewer structures will be designed to meet City standards and all new pipes will be RCP.

See **Figures 4-7 in Appendix A** for a depiction of the proposed storm sewer improvements.

## 4.0 WEST PARKING LOT IMPROVEMENTS

### 4.1.1 Existing Conditions

The West Parking Lot provides parking for employees as well as customers of the businesses along the west side of Main Street. At the time this report was written there is access to the parking lot from north (entrance only) off Bridge Street and from the south off Ferry Street (entrance and exit). As a part of the S Main Street Reconnection Project proposed for the summer of 2021, the north entrance to the parking lot is proposed to be closed off and the northern parking area is to be utilized as a future lot.

The bituminous parking lot has one two-sided row of a parking in the center of the lot and one row of one-sided parking along the far west edge of the parking lot. The southern portion of the parking lot is 90-degree parking, but the rest of the lot is angled parking. The alley widths vary throughout the parking lot. The northern border of the parking lot has curb and gutter, but the rest of the parking lot does not have curb and gutter.

The bituminous pavement within the study area shows wear and distress due to traffic loading as well as typical weathering effects experienced with aged bituminous pavement. The existing pavement contains transverse cracking, longitudinal cracking, alligator cracking, raveling, oxidation, and potholes.

There is not any sanitary sewer or watermain that run through the parking lot. A large storm sewer main coming from Ferry Street runs through the parking lot before it outlets to the Minnesota River. The storm sewer is 36-inch RCP, and changes to 42-inch corrugated metal pipe prior to the outlet on the west side of the railroad tracks. In the northwest corner of the parking lot a single catch basin exists and outlets to the hillside of TH 93.

Two electrical transformers and numerous streetlights exist throughout the parking lot. The transformers are protected by bollards, trees, and some bituminous curb.

See **Figures 2A-2B in Appendix A** for a depiction of existing watermain, sanitary sewer and storm sewer for the project area.

### 4.1.2 Proposed Improvements

Based on the parking lot age, surface deterioration, sub-soils, drainage considerations, and the redevelopment of the area; the proposed improvement for the West Parking Lot is a complete reconstruction. The existing pavement will be removed and replaced with a section of 2-inch wear course, 2-inch non-wear course, and 10-inches of aggregate base. Curb and gutter is proposed along the entire exterior of the parking lot. The curb and gutter will improve drainage in the parking lot, provide a barrier along the outside of the parking lot, and add support to the bituminous. In addition to the curb and gutter, storm sewer will be added to help keep the parking lot drained. All new storm sewer structures will be designed to meet City standards and all new pipes will be RCP.

The two-sided row of parking is proposed to remain in a similar location due to the location of the electrical transformers, but all the stalls will be striped as 90-degree parking. A singular row of 90-degree parking running parallel to the interior rows is proposed along the western edge of the parking lot. This will create a consistent alley width for the parking lot. Additional handicap parking spaces will be striped to meet standards. Making all parking spaces 90 degrees and having a consistent alleyway will improve the appearance of the parking lot and make it more predictable for users.

During final design, coordination will be done with business owners along the parking lot to ensure access during the road closures of Ferry and Main Street that will occur in

construction.

See **Figure 8 in Appendix A** for a Concept Plan of the Proposed Parking Lot.

## 5.0 ESTIMATED COSTS/FINANCING

### 5.1 Cost Estimate

The estimated project cost to complete the improvements proposed herein are presented below. The first table is an estimated construction cost with a 20% contingency for the full reconstruction areas.

Table 1 - Estimated Construction Cost Summary (See Appendix C for Detailed Cost Estimate)					
Location	Roadway Cost*	Storm Sewer Cost	Sanitary & Water Cost	Electrical Cost	Total Estimated Cost
CSAH 36 (S Main St) <sup>(1)</sup>	\$2,307,323	\$541,542			\$2,848,865
CSAH 36 (Ferry Street) <sup>(2)</sup>	\$1,227,750	\$200,904			\$1,428,654
Ferry Street <sup>(3)</sup> (100% City)	\$137,148	\$41,256			\$178,404
West Parking Lot (100% City)	\$385,856	\$112,884			\$498,740
Non-Participating (100% City) <sup>(4)</sup>	\$587,818	\$7,200	\$1,689,962	\$1,568,459	\$3,853,439
<b>TOTALS</b>	<b>\$4,645,895</b>	<b>\$903,786</b>	<b>\$1,689,962</b>	<b>\$1,568,459</b>	<b>\$8,808,102</b>

\*Cost does not include Right of Way or easement needs.

<sup>(1)</sup> 3<sup>rd</sup> Street to Ferry Street

<sup>(2)</sup> Main Street to 4<sup>th</sup> Street

<sup>(3)</sup> West Parking Lot to Main Street

<sup>(4)</sup> Includes streetscape allowance for aesthetic upgrades matching S Main St Reconnection

These cost estimates are based upon public construction cost information. Since the consultant has no control over the cost of labor, materials, competitive bidding process, weather conditions, and other factors affecting the cost of construction, all cost estimates are opinions for general information of the client and no warranty or guarantee as to the accuracy of construction cost estimates is made.

The total estimated project cost to complete the improvements proposed herein are presented below. These costs include estimated construction costs, a 20% contingency, and 17% overhead cost consisting of financial, legal, administration, and engineering.

Table 2 - Total Estimated Project Cost			
Location	Construction Cost *	Overhead Cost (17%)	Total Estimated Cost
CSAH 36 <sup>(1)</sup>	\$4,277,519	\$727,178	\$5,004,697
Non-Participating <sup>(2)</sup>	\$4,530,583	\$770,199	\$5,300,782
<b>TOTALS</b>	<b>\$8,808,102</b>	<b>\$1,497,377</b>	<b>\$10,305,479</b>

\*Cost does not include Right of Way or easement needs.

<sup>(1)</sup> City and County

<sup>(2)</sup> 100% City

## 5.2 Financing

All the CSAH 36 roadway funding will be provided by Le Sueur County. The sanitary sewer, watermain, electrical, and non-participating roadway costs will be paid for by the City, and a cost share of 55% and 45% split respectively between the County and the City will be used to finance the storm sewer on CSAH 36. 100% of the non-participating storm sewer will be paid for by the City.

Actual costs for project financing shall be based upon actual, competitive bid pricing with reasonable contingencies. The City share of the project costs will be funded through utility enterprise funds, ad valorem (general tax obligation) funds, through special assessments per the City's Special Assessment Policy for abutting properties, and General Obligation Bonds. A preliminary bond schedule is included in **Appendix G** for all City project costs with exception of electrical. The electrical project costs will be required to be bonded for separately.

The amount proposed to be assessed to the benefitting properties will be determined by council. A benefit analysis is being completed by a third party to determine project benefit. The City's Special Assessment Policy as found in **Appendix E**. An assessment roll map and table can be found in **Appendix D**.

Table 3 - Total Estimated Cost by Agency						
	Roadway Cost	Storm Sewer Cost	Sanitary Sewer Cost	Watermain Cost	Electrical Cost <sup>(1)</sup>	Total Estimated Cost
Le Sueur County						
Construction Cost	\$3,535,073	\$408,345	\$0	\$0	\$0	\$3,943,418
Overhead Cost (17%)	\$600,962	\$69,419	\$0	\$0	\$0	\$670,381
<b>Subtotal</b>	<b>\$4,136,035</b>	<b>\$477,764</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,613,799</b>
City of Le Sueur						
Construction Cost	\$1,110,822	\$495,441	\$760,721	\$929,241	\$1,568,459	\$4,864,684
Overhead Cost (17%)	\$188,840	\$84,225	\$129,323	\$157,971	\$266,638	\$826,996
<b>Subtotal</b>	<b>\$1,299,662</b>	<b>\$579,666</b>	<b>\$890,044</b>	<b>\$1,087,212</b>	<b>\$1,835,097</b>	<b>\$5,691,680</b>
<b>TOTALS</b>	<b>\$5,435,697</b>	<b>\$1,057,430</b>	<b>\$890,044</b>	<b>\$1,087,212</b>	<b>\$1,835,097</b>	<b>\$10,305,479</b>

<sup>(1)</sup>Electrical will be bonded for separately

## 6.0 PROJECT SCHEDULE

The proposed project schedule is shown below:

Table 3 - Proposed Project Schedule	
Task	Date
Order Feasibility (Preliminary Engineering) Report*	February 8, 2021
Receive Feasibility (Preliminary Engineering) Report*	April 26, 2021
Call for Public Hearing*	April 26, 2021
Mail Neighborhood Info Meeting (Open House #1) Notice & Project Questionnaire to Residents	May 21, 2021
Hold Neighborhood Info Meeting in Library Parking Lot (Open House #1)	June 9, 2021
Mail Hearing Notice to Residents	June 11, 2021
Send Hearing Notice to Le Sueur County News	June 11, 2021
Hearing Notice is published in Le Sueur County News (Repeat on 6/23/21)	June 16, 2021
Public Improvement Hearing*	June 28, 2021
Order Project & Preparation of Plans*	July 12, 2021
Hold Public Neighborhood Info Meeting (Open House #2)	November 4, 2021
Approve Plans & Specs; Authorize Ad for Bids*	January 10, 2022
Send Ad for Bid to Quest CDN & Le Sueur County News	January 14, 2022
Advertise Le Sueur County News (Repeat publication on 2/2/22 & 2/9/22)	January 19, 2022
Open Bids at 11am	February 17, 2022
Award Bid Contingent on County*	February 28, 2022
Award Bid (County Board Meeting)	March 1, 2022
Preconstruction Meeting	April 1, 2022
Hold Neighborhood Info Construction Meeting (Open House #3)	April 14, 2022
Construction Start	May 1, 2022
Order Preparation of Proposed Assessment; Call for Assessment Hearing 9/26*	August 22, 2022
Hold Neighborhood Info Assessment Meeting (Open House #4)	September 15, 2022
Hold Assessment Hearing*	September 26, 2022
Adopt Assessment Roll*	October 10, 2022
Construction Substantial Completion	October 31, 2022
Approve Certification of Assessment Roll & File with County Auditor	November 30, 2022
Construction Final Completion	June 30, 2023

\* City Council Meeting

## 7.0 PUBLIC INVOLVEMENT

The City of Le Sueur seeks the active participation of all interested and/or affected members of the public in all phases of the project. It is the City's goal, regarding public participation, to ensure that differing values and concerns are identified and considered. This will aid the City in making informed decisions that are consistent with the needs, values, and concerns of the citizens of Le Sueur.

Public informational meetings, open houses, city council meetings, public hearings, individual contacts and project newsletters will be used throughout the project to ensure that opportunities for

participation are made available to all interested and/or affected members of the public. In addition, a project questionnaire sheet will be created and sent to all abutting property owners to gain specific feedback along the project corridor. A sample questionnaire sheet is included in **Appendix F**.

## **8.0 EASEMENTS AND PERMITS**

Most of the proposed improvements will be constructed within the existing street ROW along CSAH 36, but temporary easements will be required on the west side of CSAH 36 from 3<sup>rd</sup> Street to Davis Street to construct the sidewalk.

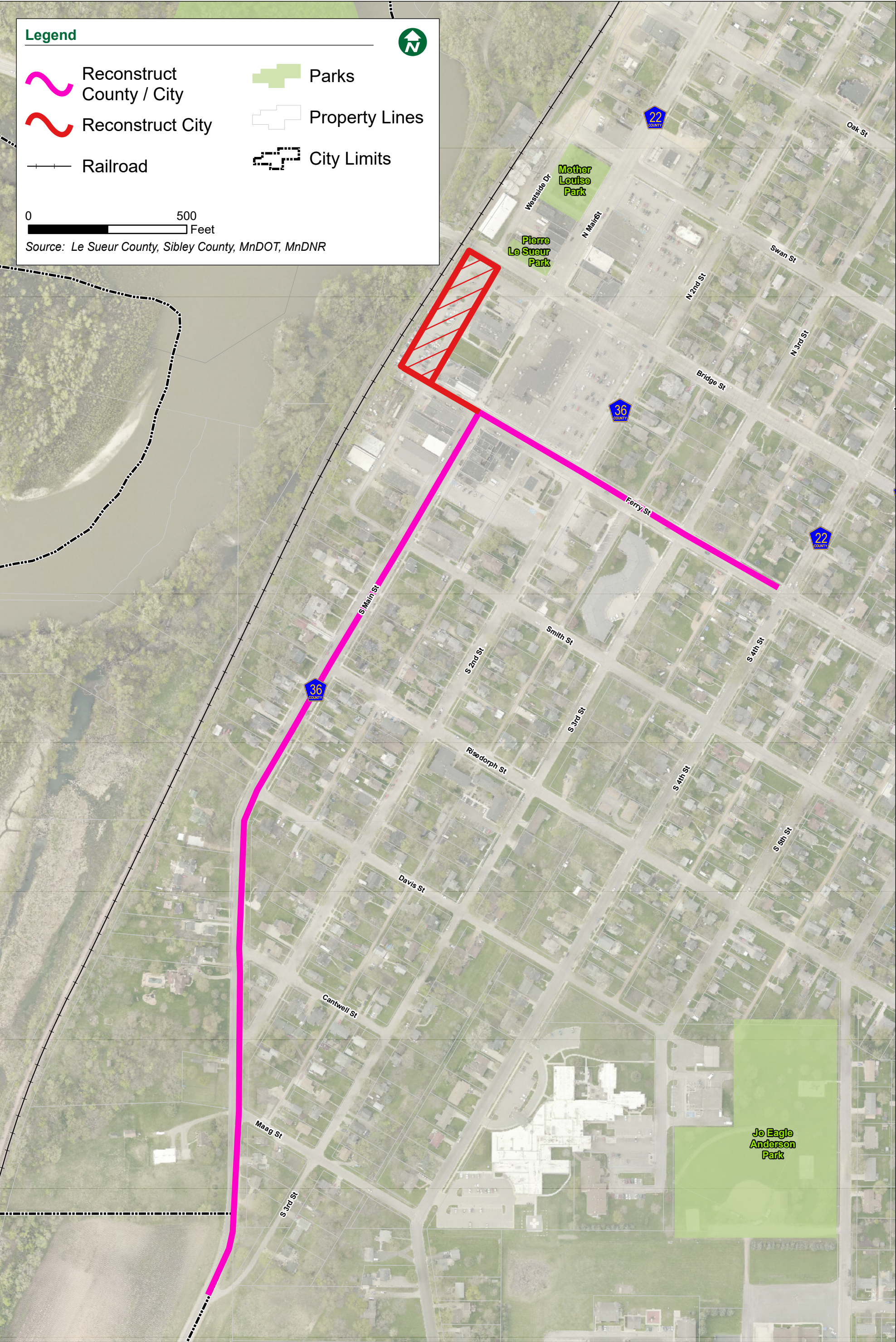
Permits and approvals may be required from the following:

- Minnesota Pollution Control Agency (MPCA) – General Storm Water Permit for Construction Activities under the National Pollutant Elimination System (NPDES) program
- MPCA Sanitary Sewer Extension Permit
- MDH Permit for Watermain Extension
- Private Property – Temporary Easements for construction grading and driveway tie-ins

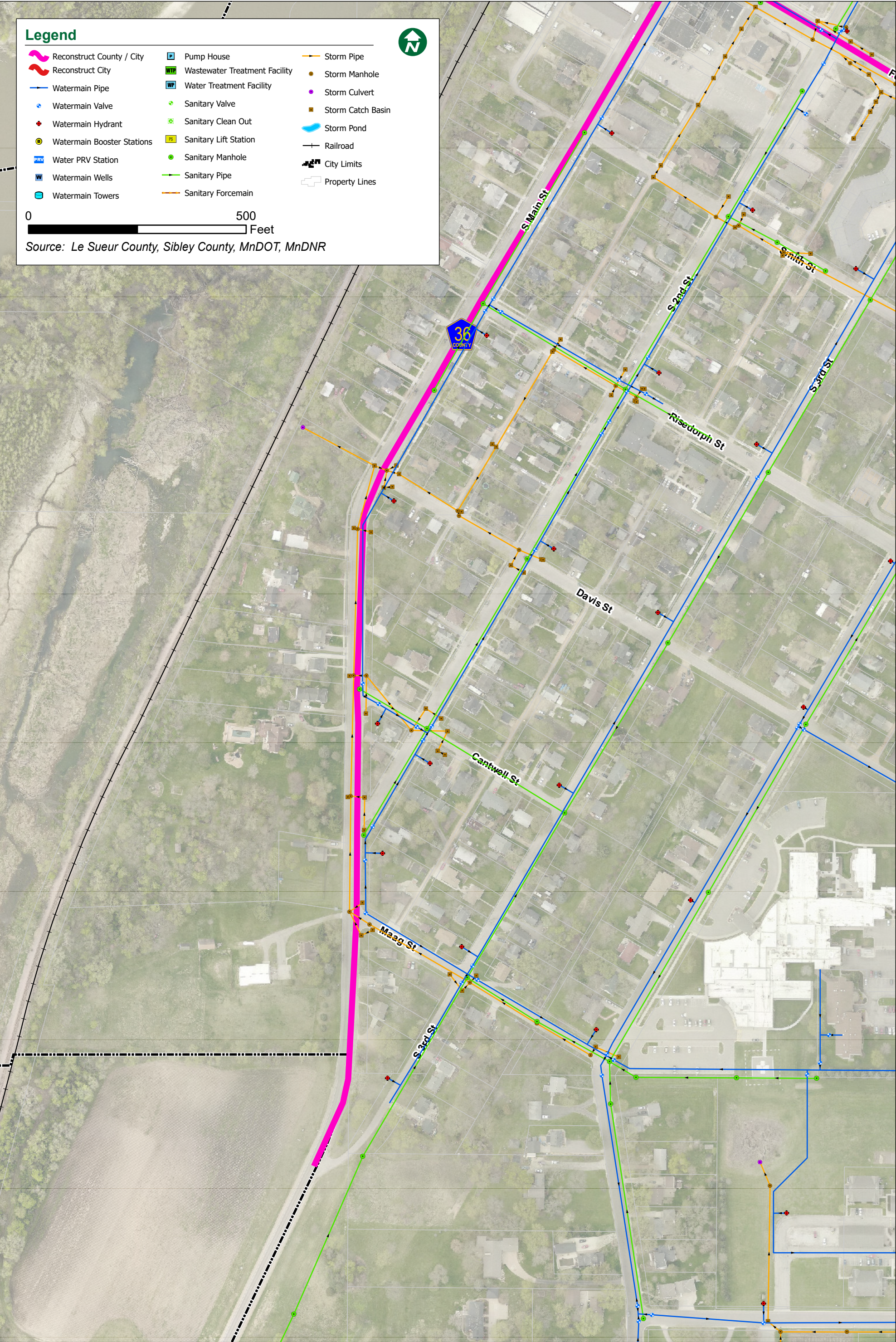
## **9.0 CONCLUSION**

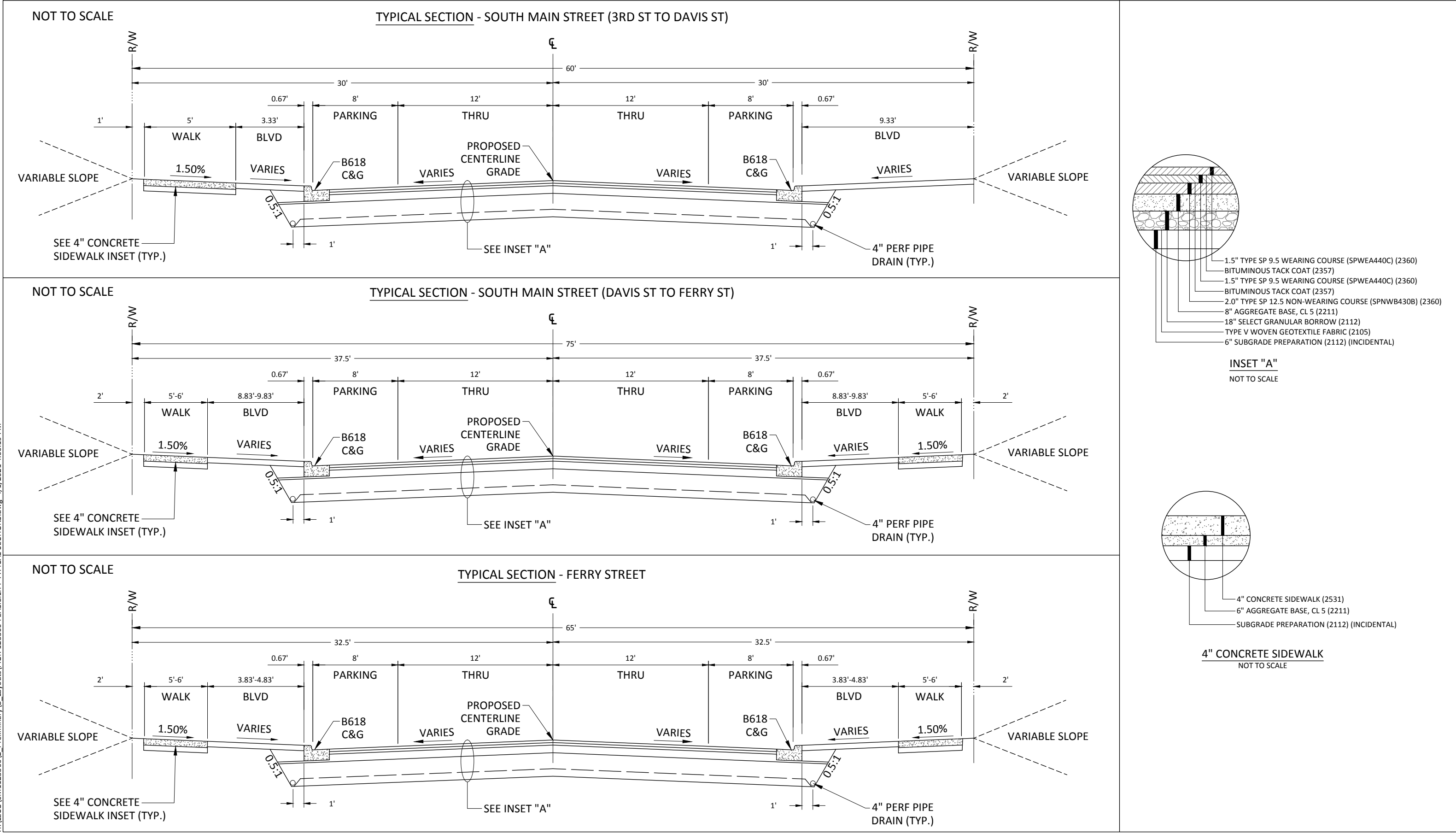
From an engineering standpoint, this project, as proposed, is feasible, cost effective, and necessary. It can best be accomplished by letting competitive bids for the work under one contract to complete the work in an orderly and efficient manner. The City, its financial consultant, and the persons assessed will have to determine the economic feasibility of the proposed improvements.

## Appendix A: Figures

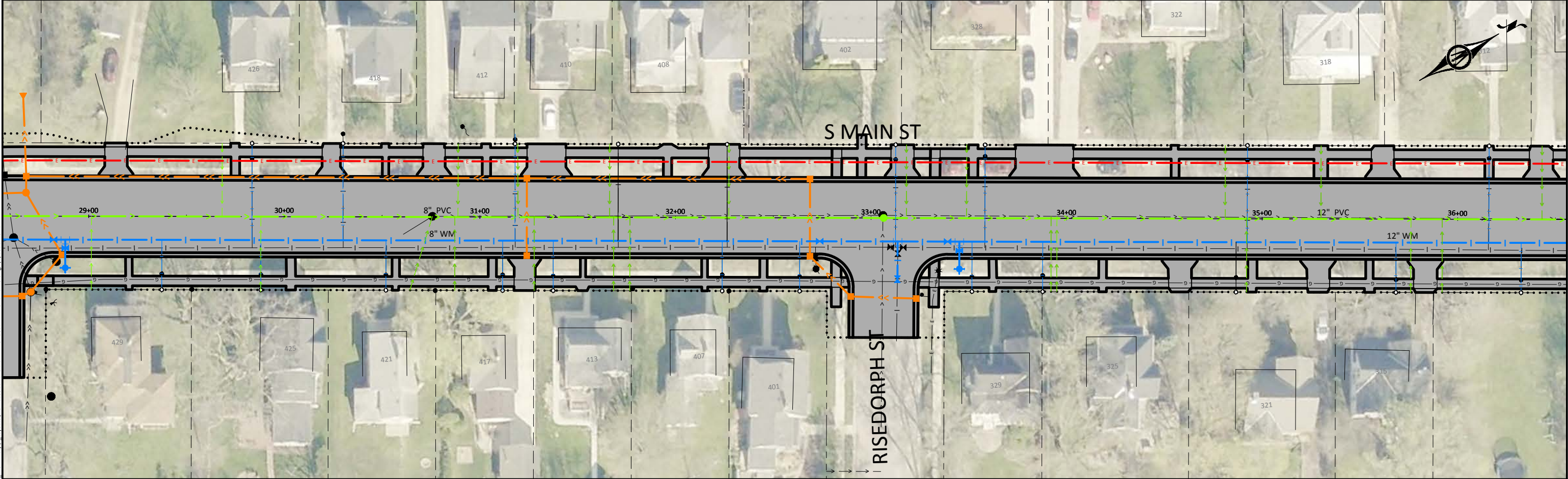
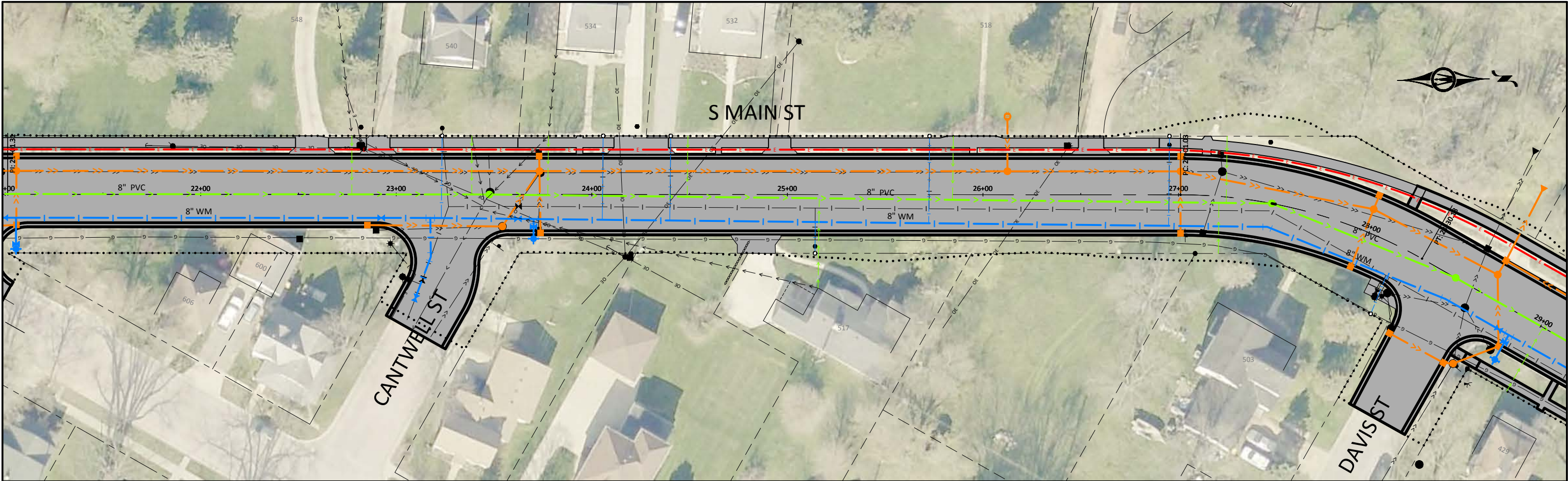












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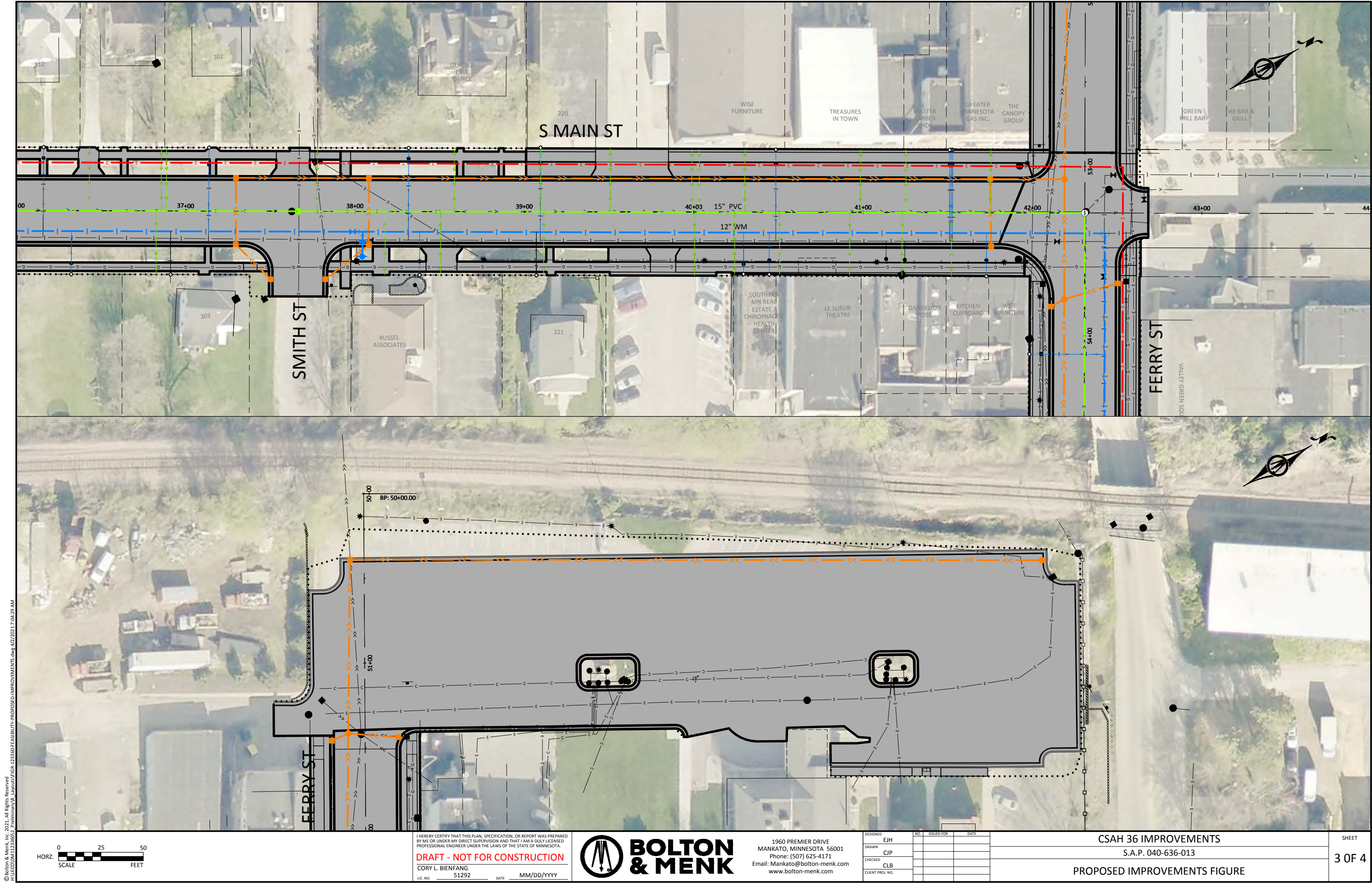
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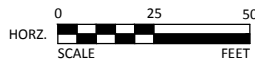
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CSAH 36 IMPROVEMENTS  
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PROPOSED IMPROVEMENTS FIGURE



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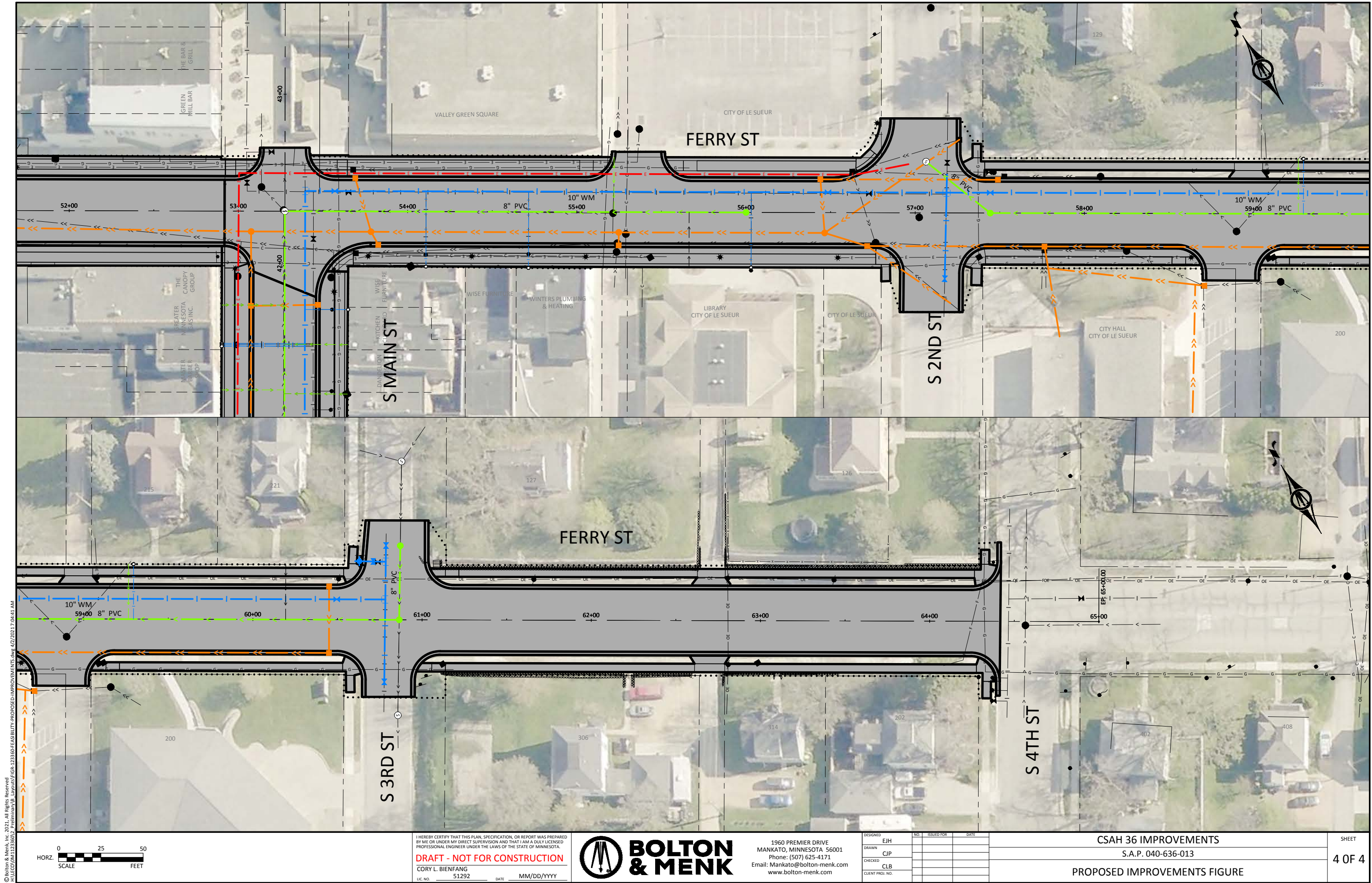


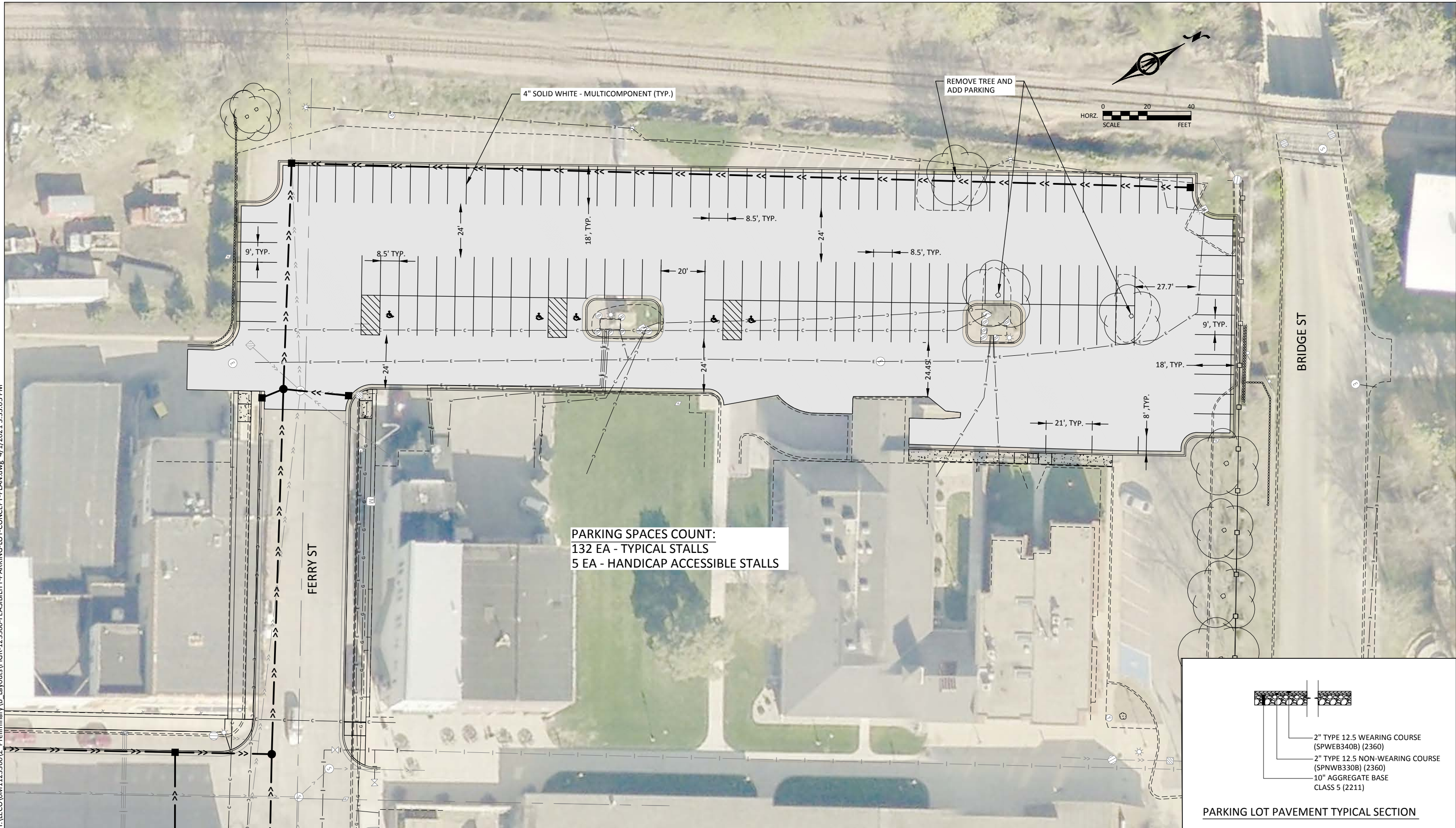
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**CSAH 36 IMPROVEMENTS**  
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**PROPOSED IMPROVEMENTS FIGURE**





# CSAH 36 Project

Thursday, October 8, 2020 10:04 AM

Something needs to be done

Starts at Maag and goes north to Ferry?

This would include the 2400 along Main st.

Want to get ahead of this so the services can be assessed during the project  
If wait to long, LMU would have to pay for services

Open ducts East of 2nd street that could be used for some of this

Justin didn't want manholes for mainstreet work. Just put xfmr in easements along road

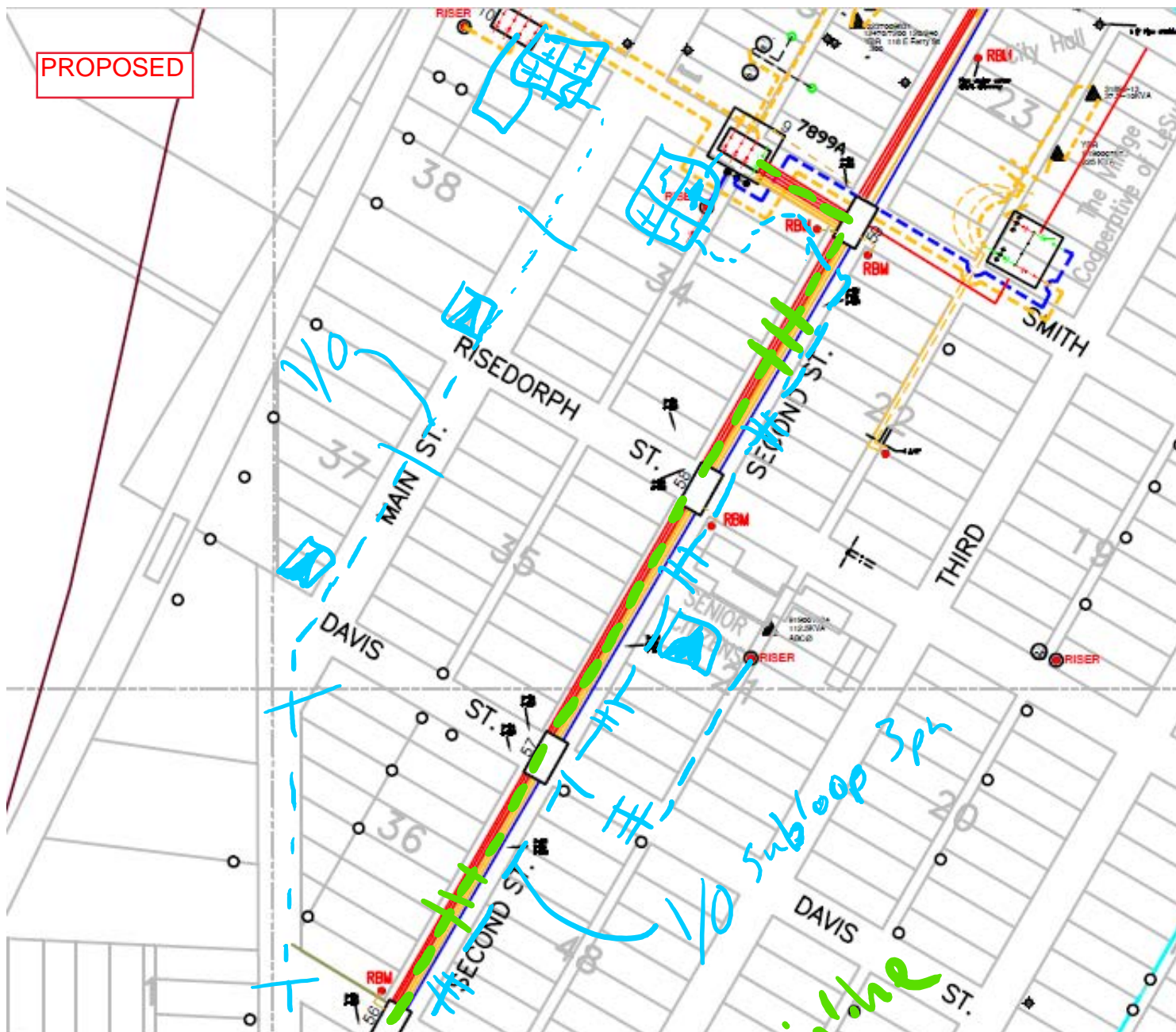


FIGURE 10

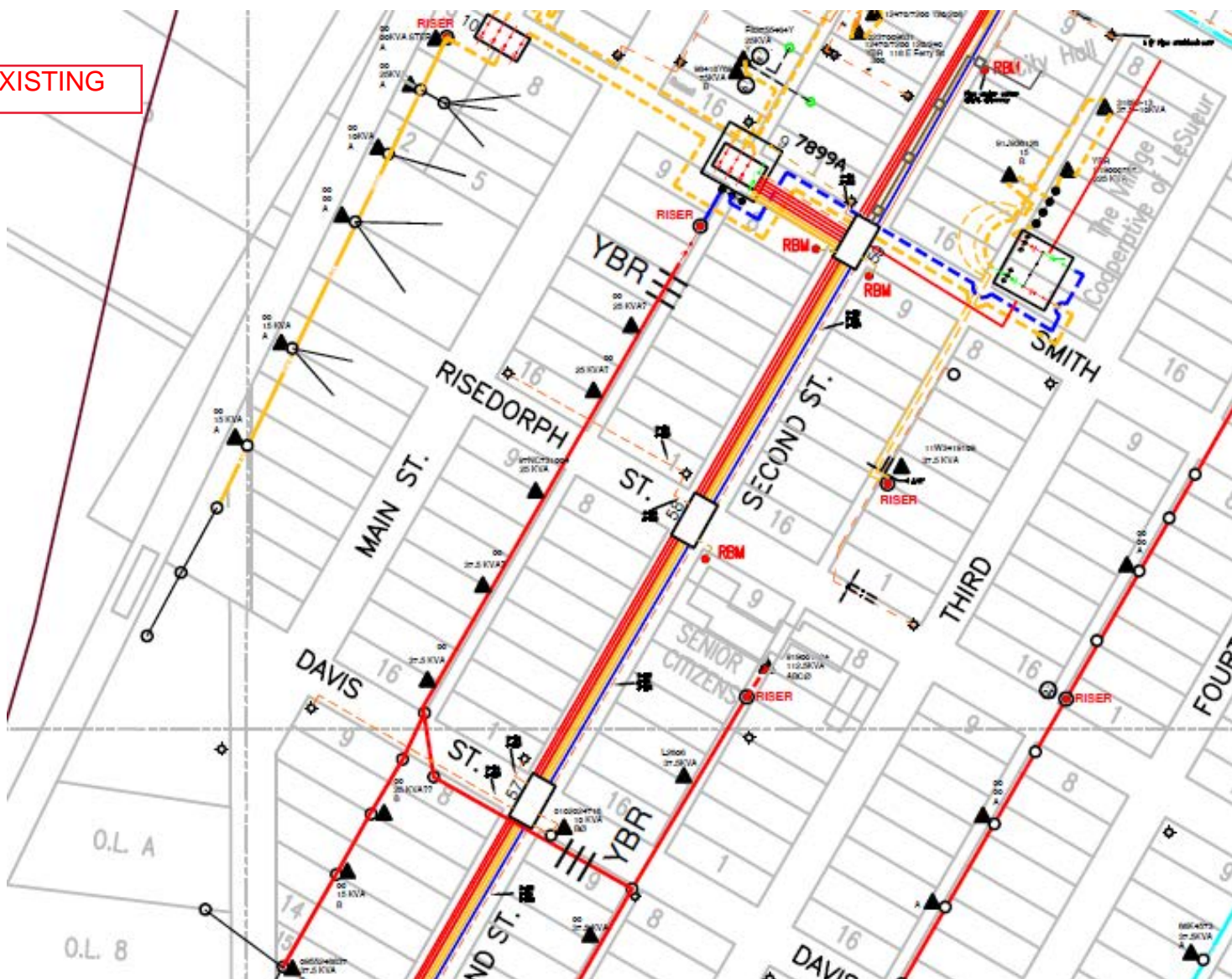
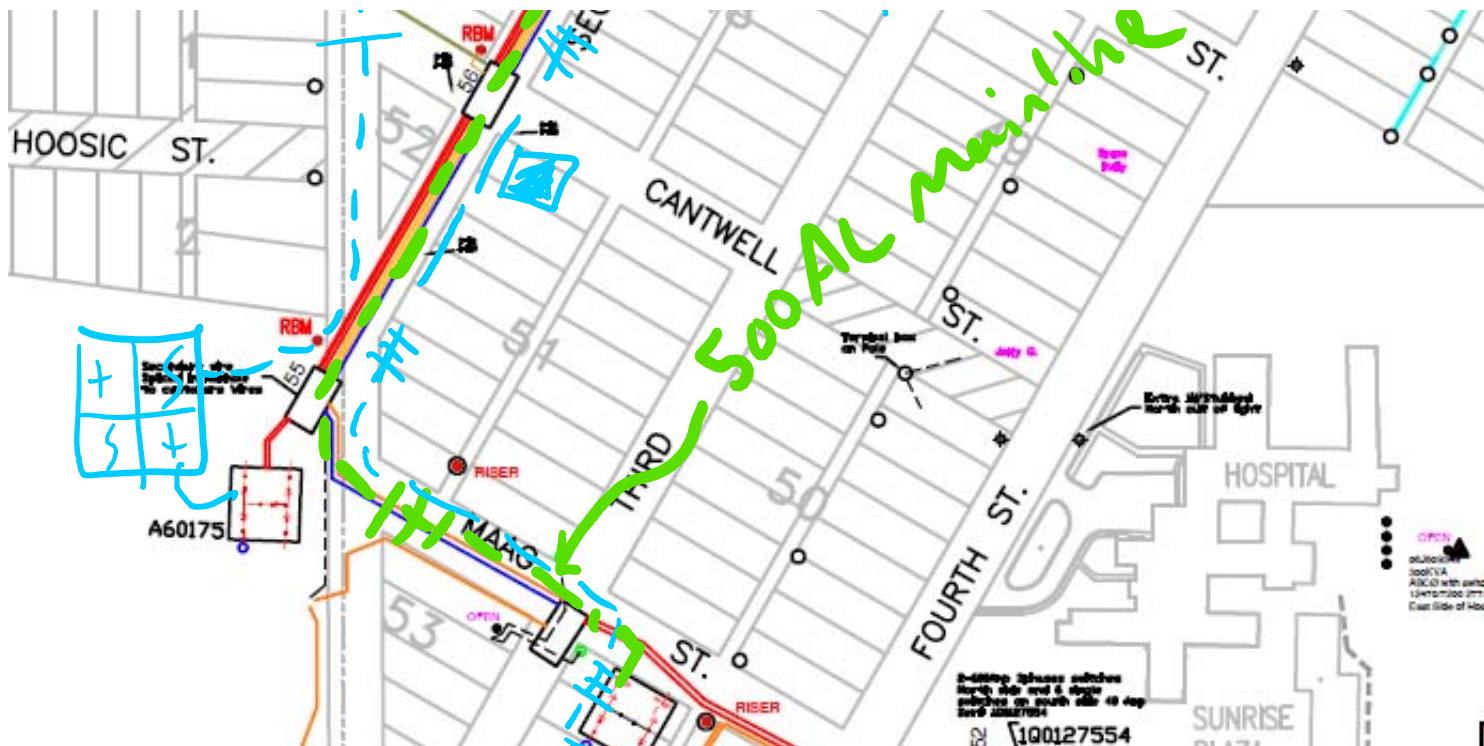
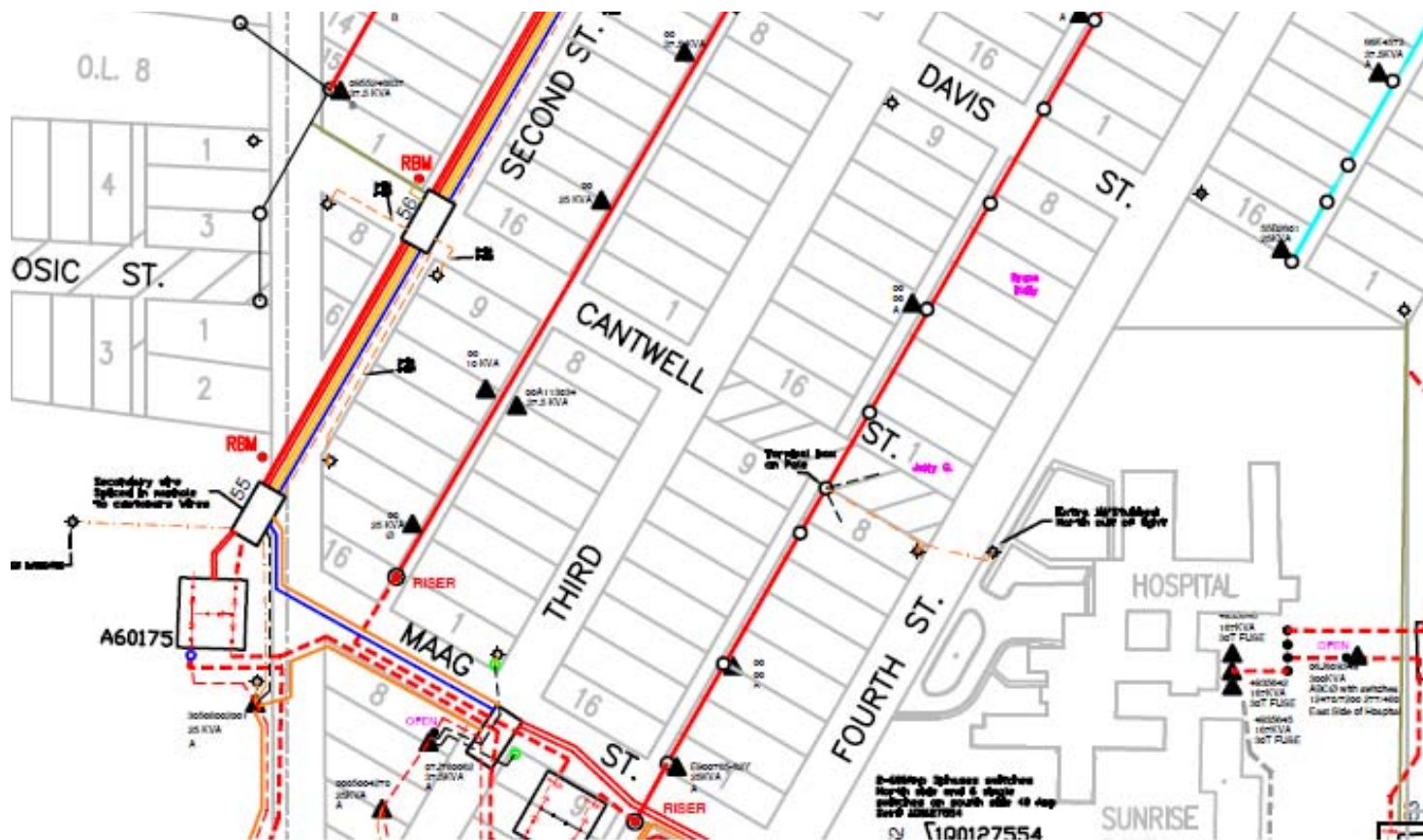
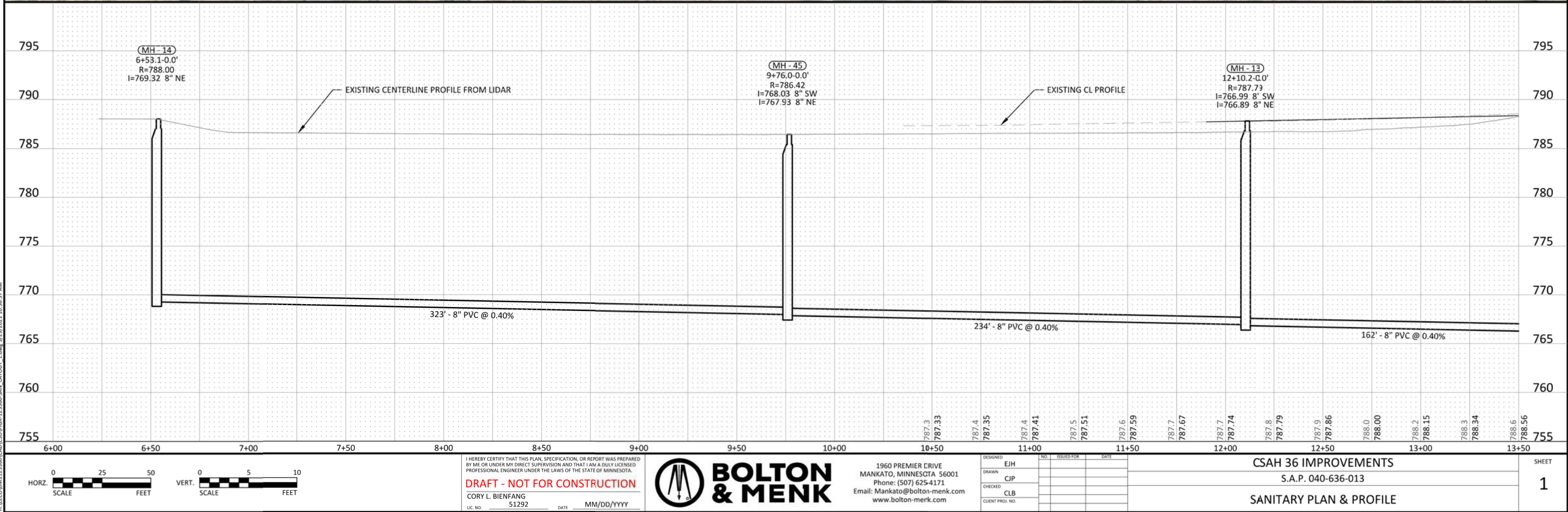
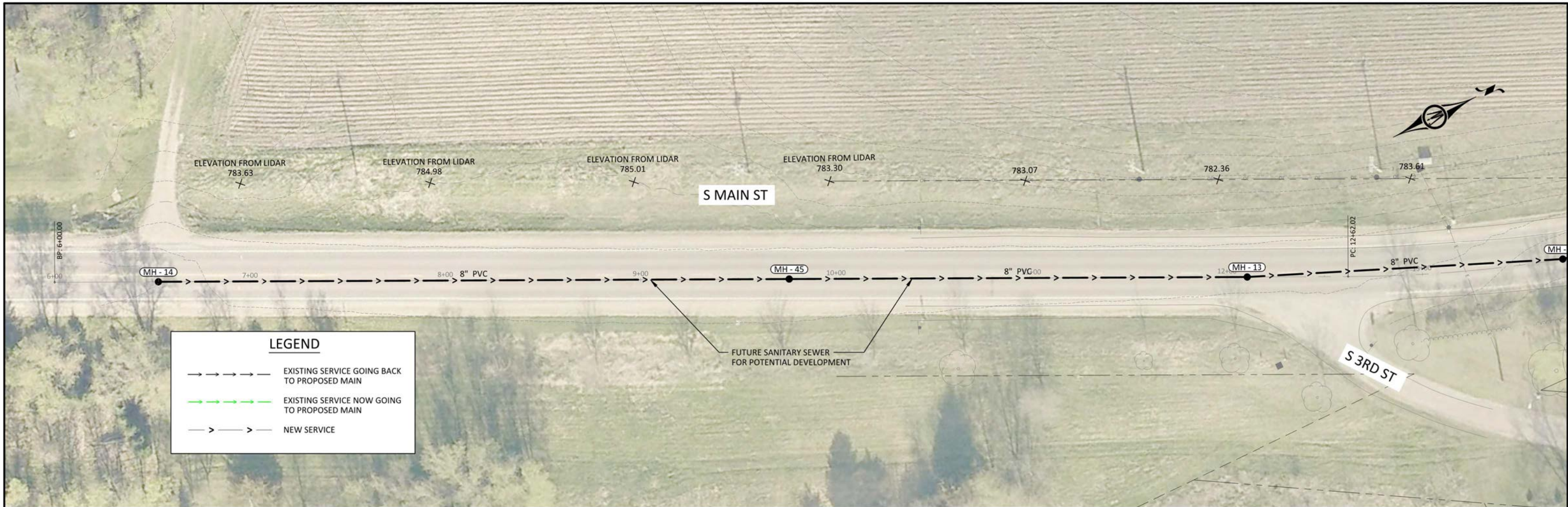


FIGURE 11



## Appendix B: Sanitary Sewer Analysis



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PROJECT: 040-636-013 SANITARY PLAN & PROFILE



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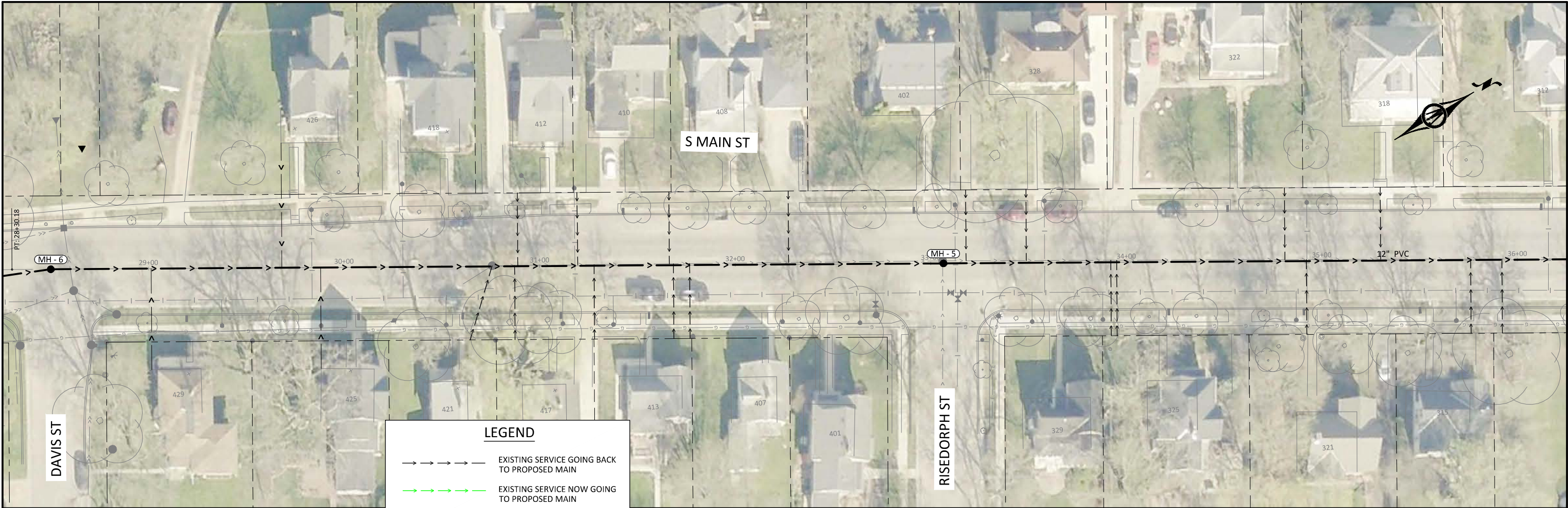
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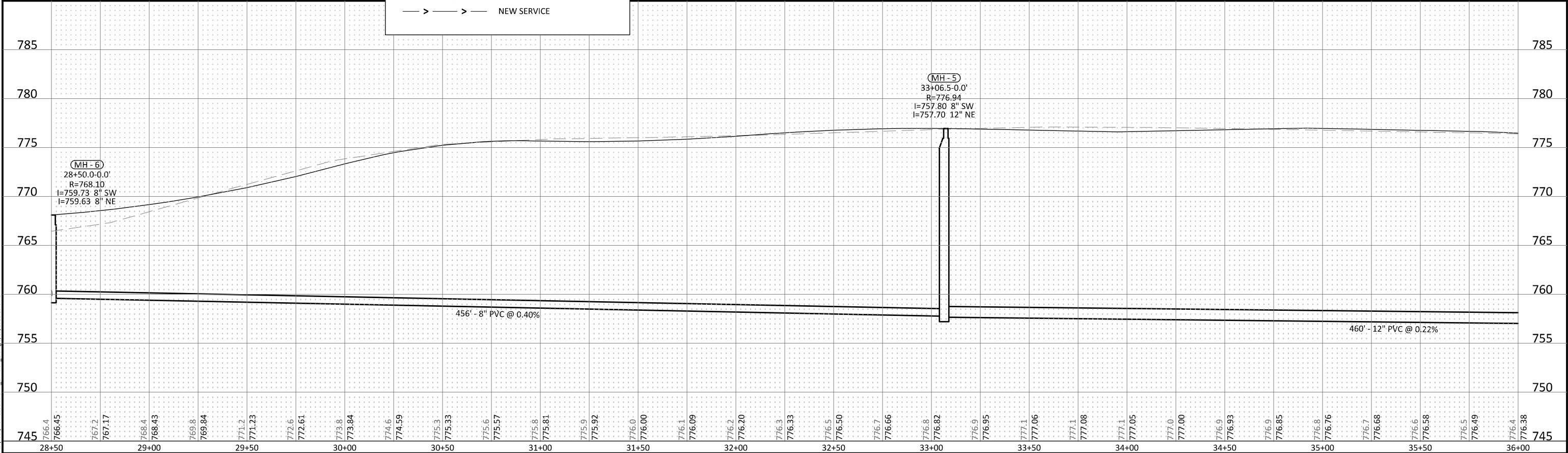


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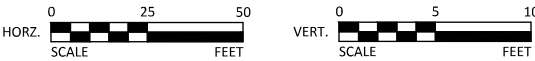
EXISTING SERVICE GOING BACK TO PROPOSED MAIN

EXISTING SERVICE NOW GOING TO PROPOSED MAIN

NEW SERVICE



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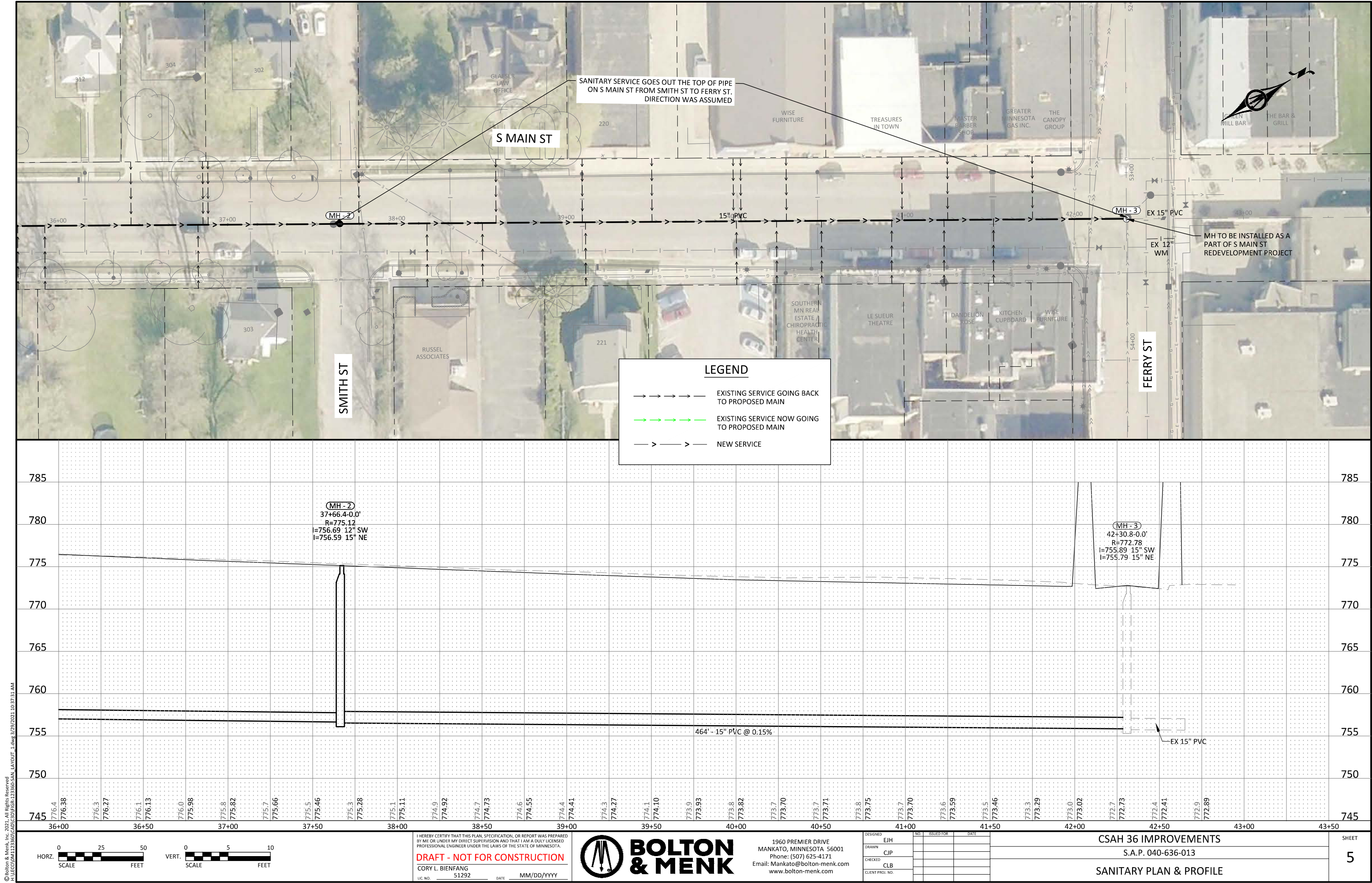


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TABLE 1: CSAH 36 - SANITARY SEWER ANALYSIS

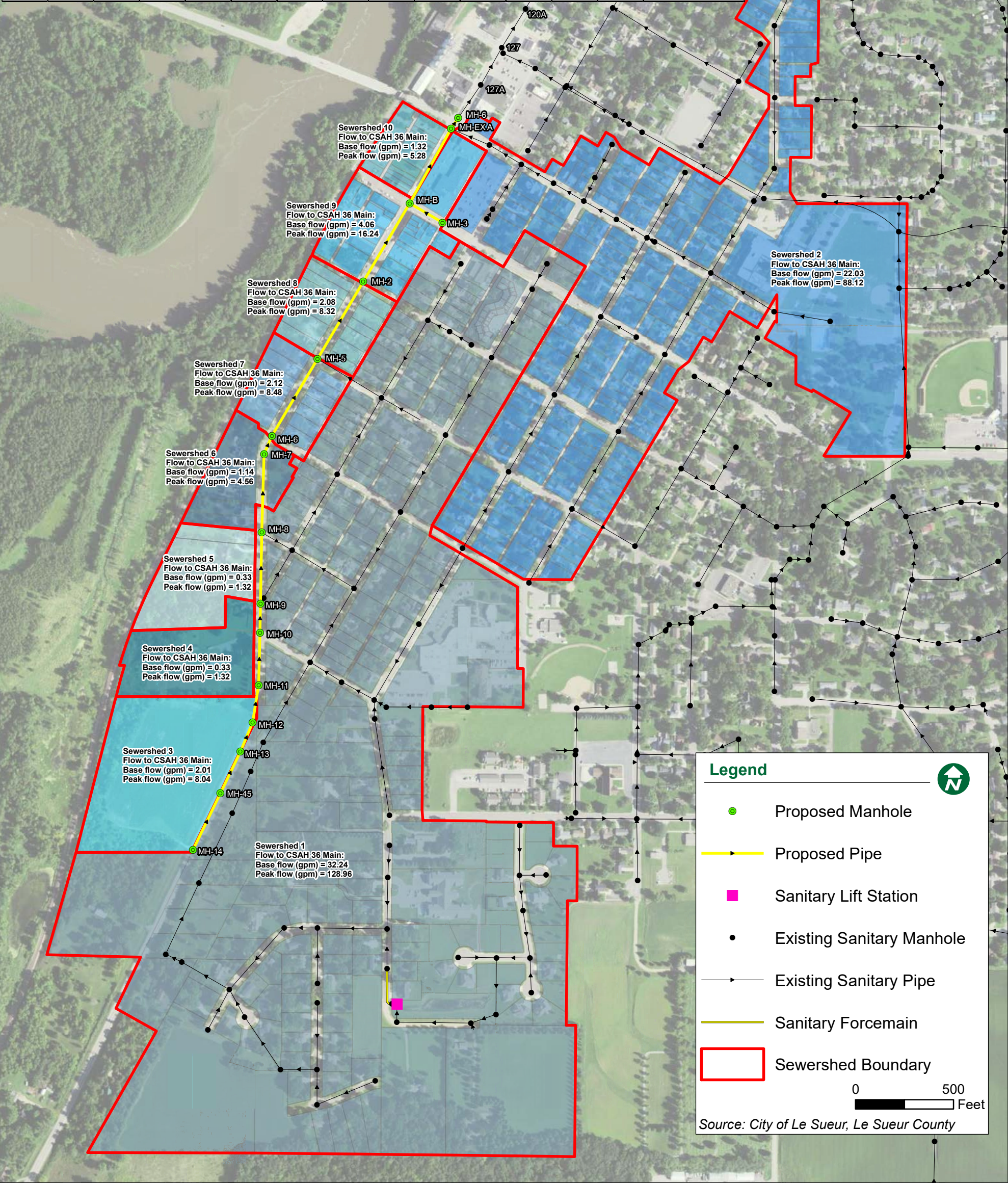
LE SUEUR, LE SUEUR COUNTY, MN

PARCEL ID	HOUSE #	HOUSE FFE OR TOP OF FOUNDATION	HOLD DOWN TO HOUSE STUB (LF)	ELEV OF STUB AT HOUSE	LENGTH OF SERVICE (LF)	SERVICE SLOPE (LF/LF)	MAX. COVER OVER SERVICE (LF)	MIN. COVER OVER SERVICE (LF)	STA OF SERVICE WYE	STA OF DOWNSTREAM MH	INVERT AT MH	LENGTH OF MAIN (LF)	MAIN SLOPE (LF/LF)	ELEV OF MAIN AT WYE	ELEV OF SERVICE AT HOUSE	ELEV DIFFERENCE (STUB AT HOUSE - SERVICE AT HOUSE)	REMARKS
NORTH OF DAVIS ST																	
	412	779.44	10	769.44	61	0.02	16.1	15.0	3086.7	3306.5	757.8	219.8	0.004	758.68	759.90	9.54	
	417	777.37	10	767.37	61	0.02	16.2	15.2	3090.7	3306.5	757.8	215.8	0.004	758.66	759.88	7.49	
	418	779.86	10	769.86	59	0.02	16.0	14.3	3029.3	3306.5	757.8	277.2	0.004	758.91	760.09	9.77	
	421	776.74	10	766.74	59	0.02	15.3	14.3	3039.9	3306.5	757.8	266.6	0.004	758.87	760.05	6.69	
	426	778.27	10	768.27	64	0.02	15.0	11.5	2968.2	3306.5	757.8	338.3	0.004	759.15	760.43	7.84	
	425	775.03	10	765.03	52	0.02	13.7	12.7	2988	3306.5	757.8	318.5	0.004	759.07	760.11	4.92	
	429	771.89	10	761.89	52	0.02	8.7	7.7	2901.4	3306.5	757.8	405.1	0.004	759.42	760.46	1.43	LESS THAN 8' MIN COVER
SOUTH OF DAVIS ST																	
	500	774.38	10	764.38	118	0.02	10.5	6.9	2724.5	2748	760.24	23.5	0.004	760.33	762.69	1.69	LESS THAN 8' MIN COVER
	503	774.26	10	764.26	51	0.02	9.1	6.4	2721	2748	760.24	27	0.004	760.35	761.37	2.89	LESS THAN 8' MIN COVER
	517	777.82	10	767.82	52	0.02	13.7	11.1	2494.7	2748	760.24	253.3	0.004	761.25	762.29	5.53	
	518	773.93	10	763.93	141	0.02	9.8	8.0	2584.4	2748	760.24	163.6	0.004	760.89	763.71	0.22	0.22' BELOW STUB AT HOUSE, MIN COVER EXACTLY 8'
	532	777.53	10	767.53	75	0.02	13.1	12.4	2448.8	2748	760.24	299.2	0.004	761.44	762.94	4.59	
	534	780.2	10	770.2	75	0.02	14.3	13.3	2381	2748	760.24	367	0.004	761.71	763.21	6.99	
	540	781.39	10	771.39	67	0.02	15.6	13.6	2312.1	2347.6	761.94	35.5	0.004	762.08	763.42	7.97	
	548	779.39	10	769.39	175	0.02	14.6	13.0	2204.9	2347.6	761.94	142.7	0.004	762.51	766.01	3.38	

	SERVICE PIPE SHALLOWER THAN STUB AT HOUSE
	SERVICE PIPE WITHIN 2' OF STUB AT HOUSE
	SERVICE PIPE GREATER THAN 2' BELOW STUB AT HOUSE

Note: Services were assumed to be at the south end or upstream side of the house

Table 1: Proposed Conditions Pipe Capacity														
Node ID #		Base Flow		Peaking Factor	Peak Flow		Size (in)	Length (ft)	US Invert (ft)	DS Invert (ft)	Slope (%)	Capacity		Sanitary Sewer % Full
From	To	(gpm)	(MGD)		(gpm)	(MGD)						(gpm)	(MGD)	
MH-14	MH-45	2.01	0.003	4.0	8.04	0.012	8	323	769.60	768.31	0.40	343.48	0.495	2%
MH-45	MH-13	2.01	0.003	4.0	8.04	0.012	8	234	768.21	767.27	0.40	343.48	0.495	2%
MH-13	MH-12	2.01	0.003	4.0	8.04	0.012	8	162	767.17	766.52	0.40	343.48	0.495	2%
MH-12	MH-11	2.01	0.003	4.0	8.04	0.012	8	194	766.42	765.64	0.40	343.48	0.495	2%
MH-11	MH-10	2.01	0.003	4.0	8.04	0.012	8	267	765.54	764.47	0.40	343.48	0.495	2%
MH-10	MH-9	2.01	0.003	4.0	8.04	0.012	8	148	764.37	763.78	0.40	343.48	0.495	2%
MH-9	MH-8	2.34	0.003	4.0	9.36	0.013	8	366	763.68	762.22	0.40	343.48	0.495	3%
MH-8	MH-7	2.67	0.004	4.0	10.68	0.015	8	400	762.12	760.52	0.40	343.48	0.495	3%
MH-7	MH-6	2.67	0.004	4.0	10.68	0.015	8	101	760.42	760.01	0.40	343.48	0.495	3%
MH-6	MH-5	3.81	0.005	4.0	15.24	0.022	8	456	759.91	758.08	0.40	343.48	0.495	4%
MH-5	MH-2	38.17	0.055	4.0	152.68	0.220	12	460	757.98	756.69	0.28	846.16	1.218	18%
MH-2	MH-B	40.25	0.058	4.0	161.00	0.232	15	464	756.59	755.89	0.15	1122.92	1.617	14%
MH-B	MH-EX A	44.31	0.064	4.0	177.24	0.255	15	435	755.79	755.14	0.15	1122.92	1.617	16%
MH-EX A	MH-6	67.66	0.097	4.0	270.64	0.390	15	67	755.04	754.51	0.79	2577.00	3.711	11%
MH-6	127A	67.66	0.097	4.0	270.64	0.390	18	203	754.51	754.36	0.07	1081.07	1.557	25%
127A	127	67.66	0.097	4.0	270.64	0.390	18	220	754.36	754.18	0.08	1155.71	1.664	23%
127	120A	205.24	0.296	3.6	738.86	1.064	18	232	754.18	753.74	0.19	1781.07	2.565	41%



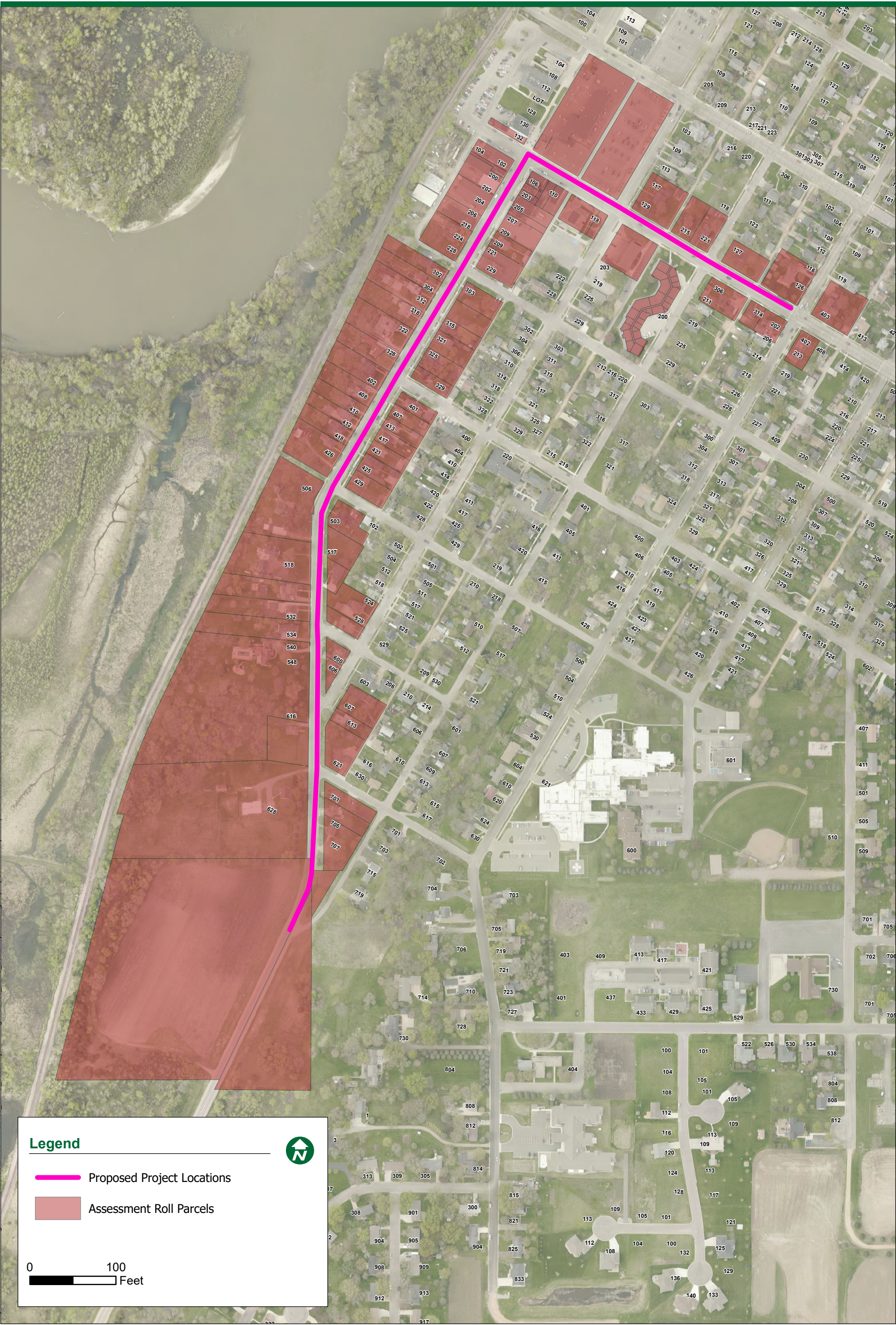
## Appendix C: Cost Estimate

ENGINEER'S ESTIMATE OF CONSTRUCTION COST - FEASIBILITY REPORT																	
S.A.P. 040-636-013																	
CSAH 36 IMPROVEMENTS																	
4/21/2021																	
S MAIN STREET						FERRY STREET (MAIN ST TO 4TH ST)				FERRY STREET (PARKING LOT TO MAIN ST)				PARKING LOT		SEWER, WATER, AND ELECTRIC	
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	TOTAL QUANTITY	TOTAL COST	S.A.P. 040-636-013				S.A.P. 040-636-013				NON-PART		NON-PART	
						ROADWAY		STORM SEWER		ROADWAY		STORM SEWER		ROADWAY		ROADWAY	
						QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	100% CITY OF LE SUEUR		100% CITY OF LE SUEUR	
														QUANTITY	COST	QUANTITY	COST
2011.601	AS BUILT	LUMP SUM	\$15,000.00	1	\$15,000.00	1	\$15,000.00										
2021.501	MOBILIZATION	LUMP SUM	\$400,000.00	1	\$400,000.00	0.31	\$124,000.00	0.07	\$28,000.00	0.17	\$68,000.00	0.02	\$8,000.00	0.02	\$8,000.00	0.07	\$28,000.00
2031.502	FIELD OFFICE TYPE D	EACH	\$25,000.00	1	\$25,000.00	0.31	\$7,750.00	0.07	\$1,750.00	0.17	\$4,250.00	0.02	\$500.00	0.02	\$500.00	0.07	\$1,750.00
2051.501	MAINT AND RESTORATION OF HAUL ROADS	LUMP SUM	\$5,000.00	1	\$5,000.00	1	\$5,000.00										
2101.524	CLEARING	TREE	\$200.00	59	\$11,800.00	57	\$11,400.00									2	\$400.00
2101.524	GRUBBING	TREE	\$200.00	59	\$11,800.00	57	\$11,400.00									2	\$400.00
					\$0.00												
2104.502	REMOVE PIPE APRON	EACH	\$300.00	1	\$300.00	1	\$300.00										
2104.502	REMOVE MANHOLE (SANITARY)	EACH	\$750.00	6	\$4,500.00												
2104.502	REMOVE DRAINAGE STRUCTURE	EACH	\$300.00	40	\$12,000.00	24	\$7,200.00			13	\$3,900.00					3	\$900.00
2104.502	REMOVE SIGN TYPE C	EACH	\$50.00	17	\$850.00	11	\$550.00			3	\$150.00					3	\$150.00
2104.502	REMOVE SIGN TYPE SPECIAL	EACH	\$70.00	10	\$700.00	8	\$560.00			2	\$140.00						
2104.502	REMOVE LIGHTING UNIT	EACH	\$200.00	27	\$5,400.00												
2104.502	REMOVE CONCRETE STEPS	EACH	\$225.00	25	\$5,625.00	15	\$3,375.00			10	\$2,250.00						
2104.502	REMOVE LIGHT FOUNDATION	EACH	\$400.00	27	\$10,800.00												
2104.502	SALVAGE CASTING (STORM)	EACH	\$150.00	40	\$6,000.00												
2104.502	SALVAGE CASTING (SANITARY)	EACH	\$150.00	6	\$900.00												
2104.502	SALVAGE VALVE BOX	EACH	\$200.00	16	\$3,200.00												
2104.502	SALVAGE HYDRANT	EACH	\$500.00	6	\$3,000.00												
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$5.00	742	\$3,710.00	421	\$2,105.00			321	\$1,605.00						
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	816	\$2,448.00	370	\$1,110.00			380	\$1,140.00					66	\$198.00
2104.503	REMOVE WATER MAIN	LIN FT	\$9.00	858	\$7,722.00												
2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	\$10.00	1471	\$14,710.00					956	\$9,560.00			337	\$3,370.00	178	\$1,780.00
2104.503	REMOVE SEWER PIPE (SANITARY)	LIN FT	\$11.00	1620	\$17,820.00												
2104.503	REMOVE CURB AND GUTTER	LIN FT	\$2.00	9724	\$19,448.00	6277	\$12,554.00			2213	\$4,426.00			358	\$716.00	876	\$1,752.00
2104.503	REMOVE RETAINING WALL	LIN FT	\$30.00	620	\$18,600.00					620	\$18,600.00						
2104.504	REMOVE CONCRETE WALK	SQ YD	\$3.00	3939	\$11,817.00	2123	\$6,369.00			1579	\$4,737.00			237	\$711.00		
2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$3.00	715	\$2,145.00	505	\$1,515.00			210	\$630.00						
2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$8.00	61	\$488.00					61	\$488.00						
2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	\$4.00	126	\$504.00	55	\$220.00			71	\$284.00						
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$3.50	27274	\$95,459.00	14834	\$51,919.00			5914	\$20,699.00			750	\$2,625.00	5776	\$20,216.00
2105.504	GEOTEXTILE FABRIC TYPE 5	SQ YD	\$2.00	23058	\$46,116.00	15887	\$31,774.00			6418	\$12,836.00			753	\$1,506.00		
2106.507	EXCAVATION - COMMON	CU YD	\$13.00	23225	\$301,925.00	14365	\$186,745.00			5803	\$75,439.00			681	\$8,853.00	2376	\$30,888.00
2106.507	EXCAVATION - SUBGRADE	CU YD	\$13.00	2325	\$30,225.00	1437	\$18,681.00			581	\$7,553.00			69	\$897.00	238	\$3,094.00
2106.507	SELECT GRANULAR EMBANKMENT (CV)	CU YD	\$18.00	11530	\$207,540.00	7944	\$142,992.00			3209	\$57,762.00			377	\$6,786.00		
2106.507	COMMON EMBANKMENT (CV)	CU YD	\$15.00	2593	\$38,895.00	1774	\$26,610.00			556	\$8,340.00			35	\$525.00	228	\$3,420.00
2106.507	STABILIZING AGGREGATE (CV)	CU YD	\$40.00	2325	\$93,000.00	1437	\$57,480.00			581	\$23,240.00			69	\$2,760.00	238	\$9,520.00
2123.510	COMMON LABORERS	HOURL	\$100.00	90	\$9,000.00	25	\$2,500.00			15	\$1,500.00			5	\$500.00	5	\$500.00
2123.510	DOZER	HOURL	\$170.00	34	\$5,780.00	10	\$1,700.00			5	\$850.00			2	\$340.00	2.00	\$340.00
2123.510	10 CU YD TRUCK	HOURL	\$110.00	24	\$2,640.00	10	\$1,100.00			5	\$550.00			2	\$220.00	2.00	\$220.00
2123.510	3.0 CU YD FRONT END LOADER	HOURL	\$170.00	34	\$5,780.00	10	\$1,700.00			5	\$850.00			2	\$340.00	2.00	\$340.00
2123.610	CRAWLER MOUNTED BACKHOE	HOURL	\$200.00	39	\$7,800.00	10	\$2,000.00			5	\$1,000.00			2	\$400.00	2.00	\$400.00
2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	\$140.00	70	\$9,800.00	40	\$5,600.00			20	\$2,800.00			5	\$700.00	5.00	\$700.00
2211.507	AGGREGATE BASE (CV) CLASS 2	CU YD	\$45.00	20	\$900.00	20	\$900.00										
2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	\$38.00	7782	\$295,716.00	4210	\$159,980.00			1716	\$65,208.00			237	\$9,006.00	1619.00	\$61,522.00
2231.604	BITUMINOUS PATCH SPECIAL	SQ YD	\$45.00	100	\$4,500.00												
2301.504	CONCRETE PAVEMENT 8" HIGH EARLY	SQ YD	\$120.00	67	\$8,040.00					67	\$8,040.00						
2301.602	DRILL AND GROUT DOWEL BAR (EPOXY COATED)	EACH	\$30.00	50	\$1,500.00					50	\$1,500.00						
2301.602	DRILL AND GROUT REINFORCEMENT BAR (EPOXY COATED)	EACH	\$11.00	960	\$10,560.00	335	\$3,685.00			470	\$5,170.00			130	\$1,430.00	25.00	\$275.00
2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	\$150.00	18	\$2,700.00	18	\$2,700.00										
2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (4,C)	TON	\$90.00	4407	\$396,630.00	2551	\$229,590.00			1079	\$97,110.00			119	\$10,710.00	658.00	\$59,220.00
2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (4,B)	TON	\$75.00	3158	\$236,850.00	1701	\$127,575.00			719	\$53,925.00			80	\$6,000.00	658.00	\$49,350.00
2411.607	CONCRETE STEPS	CU YD	\$1,000.00	10	\$10,000.00	5	\$5,000.00			5	\$5,000.00						
2411.618	MODULAR BLOCK RETAINING WALL	SQ FT	\$60.00	3185	\$191,100.00					3185	\$191,100.00						
2451.607	TRENCH STABILIZATION MATERIAL	CU YD	\$50.00	225	\$11,250.00			50	\$2,500.00			25	\$1,250.00				
2503.502	36" RC PIPE APRON	EACH	\$5,000.00	1	\$5,000.00			1	\$5,000.00								
2502.503	4" PERF TP PIPE DRAIN	LIN FT	\$13.00	8875	\$115,375.00	6218	\$80,834.00			2310	\$30,030.00			347	\$4,511.00		

ENGINEER'S ESTIMATE OF CONSTRUCTION COST - FEASIBILITY REPORT																	
S.A.P. 040-636-013																	
CSAH 36 IMPROVEMENTS																	
4/21/2021																	
S MAIN STREET						FERRY STREET (MAIN ST TO 4TH ST)				FERRY STREET (PARKING LOT TO MAIN ST)				PARKING LOT		SEWER, WATER, AND ELECTRIC	
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	TOTAL QUANTITY	TOTAL COST	S.A.P. 040-636-013				S.A.P. 040-636-013				NON-PART		NON-PART	
						ROADWAY		STORM SEWER		ROADWAY		STORM SEWER		ROADWAY		ROADWAY	
						QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	100% CITY OF LE SUEUR		100% CITY OF LE SUEUR	
														QUANTITY	COST	QUANTITY	COST
2502.602	4" TP PIPE DRAIN CLEANOUT	EACH	\$240.00	20	\$4,800.00	16	\$3,840.00			4	\$960.00						
2502.602	4" PVC PIPE DRAIN CLEANOUT	EACH	\$450.00	60	\$27,000.00											60	\$27,000.00
2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$60.00	1911	\$114,660.00			830	\$49,800.00			574	\$34,440.00	40	\$2,400.00	467	\$28,020.00
2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$65.00	1877	\$122,005.00			1503	\$97,695.00			374	\$24,310.00				
2503.503	21" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$80.00	691	\$55,280.00			586	\$46,880.00			105	\$8,400.00				
2503.503	24" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$80.00	769	\$61,520.00			501	\$40,080.00			268	\$21,440.00				
2503.503	27" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$95.00	70	\$6,650.00			70	\$6,650.00								
2503.503	36" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	\$130.00	280	\$36,400.00			43	\$5,590.00			71	\$9,230.00	166	\$21,580.00		
2503.602	CONSTRUCT BULKHEAD (SANITARY)	EACH	\$750.00	1	\$750.00											1	\$750.00
2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	\$1,000.00	4	\$4,000.00											4	\$4,000.00
2503.602	CONNECT TO EXISTING SANITARY SEWER (MANHOLE)	EACH	\$2,000.00	2	\$4,000.00											2	\$4,000.00
2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$900.00	7	\$6,300.00			3	\$2,700.00			3	\$2,700.00			1	\$900.00
2503.602	8"X6" PVC WYE	EACH	\$500.00	28	\$14,000.00											28	\$14,000.00
2503.602	12"X6" PVC WYE	EACH	\$600.00	13	\$7,800.00											13	\$7,800.00
2503.602	15"X6" PVC WYE	EACH	\$750.00	19	\$14,250.00											19	\$14,250.00
2503.603	6" PVC PIPE SEWER (SANITARY)	LIN FT	\$50.00	2546	\$127,300.00											2546	\$127,300.00
2503.603	8" PVC PIPE SEWER	LIN FT	\$60.00	2841	\$170,460.00											2841	\$170,460.00
2503.603	12" PVC PIPE SEWER	LIN FT	\$80.00	460	\$36,800.00											460	\$36,800.00
2503.603	15" PVC PIPE SEWER	LIN FT	\$100.00	465	\$46,500.00											465	\$46,500.00
2503.603	LINING SEWER PIPE 42"	LIN FT	\$275.00	200	\$55,000.00										200	\$55,000.00	
2504.601	TEMPORARY WATER SERVICE	LUMP SUM	\$75,000.00	1	\$75,000.00											1	\$75,000.00
2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$1,200.00	9	\$10,800.00											9	\$10,800.00
2504.602	HYDRANT	EACH	\$4,800.00	9	\$43,200.00											9	\$43,200.00
2504.602	INSTALL GATE VALVE & BOX	EACH	\$4,000.00	5	\$20,000.00											5	\$20,000.00
2504.602	1" CORPORATION STOP	EACH	\$400.00	50	\$20,000.00											50	\$20,000.00
2504.602	6" GATE VALVE & BOX	EACH	\$1,700.00	9	\$15,300.00											9	\$15,300.00
2504.602	8" GATE VALVE & BOX	EACH	\$2,100.00	18	\$37,800.00											18	\$37,800.00
2504.602	10" GATE VALVE & BOX	EACH	\$2,800.00	2	\$5,600.00											2	\$5,600.00
2504.602	12" GATE VALVE & BOX	EACH	\$3,300.00	3	\$9,900.00											3	\$9,900.00
2504.602	CONSTRUCT CURB BOX COVER	EACH	\$400.00	15	\$6,000.00											15	\$6,000.00
2504.602	1" CURB STOP & BOX	EACH	\$500.00	50	\$25,000.00											50	\$25,000.00
2504.603	1" TYPE K COPPER PIPE	LIN FT	\$40.00	1820	\$72,800.00											1820	\$72,800.00
2504.603	6" WATERMAIN DUCTILE IRON CL 52	LIN FT	\$60.00	144	\$8,640.00											144	\$8,640.00
2504.603	8" WATERMAIN DUCTILE IRON CL 52	LIN FT	\$65.00	2239	\$145,535.00											2239	\$145,535.00
2504.603	10" WATERMAIN DUCTILE IRON CL 52	LIN FT	\$75.00	810	\$60,750.00											810	\$60,750.00
2504.603	12" WATERMAIN DUCTILE IRON CL 52	LIN FT	\$90.00	1001	\$90,090.00											1001	\$90,090.00
2504.604	4" POLYSTYRENE INSULATION	SQ YD	\$45.00	200	\$9,000.00											200	\$9,000.00
2504.608	WATERMAIN FITTINGS	POUND	\$8.00	4194	\$33,552.00											4194	\$33,552.00
2506.502	CASTING ASSEMBLY (STORM)	EACH	\$900.00	69	\$62,100.00			46	\$41,400.00			17	\$15,300.00	3	\$2,700.00	3	\$2,700.00
2506.502	CASTING ASSEMBLY (SANITARY)	EACH	\$900.00	14	\$12,600.00											14	\$12,600.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	LIN FT	\$400.00	217	\$86,800.00											217.0	\$86,800.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 1	LIN FT	\$400.00	124	\$49,600.00			88	\$35,200.00			24.0	\$9,600.00	8	\$3,200.00	4	\$1,600.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	\$450.00	85	\$38,250.00			65	\$29,250.00			15.0	\$6,750.00			5	\$2,250.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60-4020	LIN FT	\$600.00	78	\$46,800.00			60	\$36,000.00			18	\$10,800.00				
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 72-4020	LIN FT	\$750.00	48	\$36,000.00			18	\$13,500.00			18	\$13,500.00	6	\$4,500.00	6	\$4,500.00
2506.603	CONSTRUCT 8" INSIDE DROP	LIN FT	\$300.00	15	\$4,500.00											15.0	\$4,500.00
2511.507	RANDOM RIPRAP CLASS III	CU YD	\$100.00	50	\$5,000.00			50	\$5,000.00								
2521.518	4" CONCRETE WALK	SQ FT	\$7.00	38911	\$272,377.00	21937	\$153,559.00			13128	\$91,896.00			3468	\$24,276.00	378	\$2,646.00
2521.518	4" CONCRETE WALK SPECIAL 1	SQ FT	\$11.00	4235	\$46,585.00											4235	\$46,585.00
2521.518	6" CONCRETE WALK	SQ FT	\$12.00	3008	\$36,096.00	1218	\$14,616.00			1545	\$18,540.00			160	\$1,920.00	85	\$1,020.00
2531.618	TRUNCATED DOMES	SQ FT	\$50.00	524	\$26,200.00	240	\$12,000.00			250	\$12,500.00			24	\$1,200.00	10	\$500.00
	CONCRETE SCORING	SQ FT	\$2.00	3240	\$6,480.00											3240	\$6,480.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	\$20.00	9875	\$197,500.00	6218	\$124,360.00			2310	\$46,200.00			347	\$6,940.00	1000	\$20,000.00
2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$80.00	657	\$52,560.00	657	\$52,560.00										
2531.504	8" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$100.00	165	\$16,500.00	104	\$10,400.00			61	\$6,100.00						
2531.504	8" CONCRETE DRIVEWAY PAVEMENT SPECIAL 1	SQ YD	\$115.00	61	\$7,015.00											61	\$7,015.00
2531.603	CONCRETE SILL	LIN FT	\$11.00	1426	\$15,686.00	550	\$6,050.00			576	\$6,336.00			300	\$3,300.00		
2531.603	CONCRETE CURB DESIGN V	LIN FT	\$30.00	100	\$3,000.00	50	\$1,500.00			50	\$1,500.00						
2540.602	STREETSCAPE ALLOWANCE	LUMP SUM	\$400,000.00	1	\$400,000.00											1	\$400,000.00
2540.602	RELOCATE MAIL BOX SUPPORT	EACH	\$150.00	32	\$4,800.00	29	\$4,350.00			3	\$450.00						
2545.502	ELECTRICAL ALLOWANCE	LUMP SUM	\$1,000,000.00	1	\$1,000,000.00											1	\$1,000,000.00
2545.502	LIGHTING UNIT TYPE SPECIAL 1	EACH	\$3,000.00	1	\$3,000.00											1	\$3,000.00
2545.502	LIGHT FOUNDATION DESIGN E	EACH	\$850.00	1	\$850.00											1	\$850.00
2545.502	SERVICE CABINET - TYPE L1	EACH	\$5,000.00	1	\$5,000.00											1	\$5,000.00
2545.502	EQUIPMENT PAD	EACH	\$750.00	1	\$750.00											1	\$750.00



## Appendix D: Special Assessment Roll & Map



CSAH 36 (S MAIN ST) IMPROVEMENTS  
PRELIMINARY ASSESSMENT ROLL - APRIL 12, 2021

CSAH 36 (SAP 040-636-013) IMPROVEMENTS									
OWNER	PID	PHYSICAL ADDRESS	MAILING ADDRESS	MAILING CITY	MAILING STATE	MAILING ZIP	PROJECT TYPE	TYPE OF LOT	
NATHAN L OLSON	21.570.0020	532 MAIN ST S	532 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
SCOTT D & MARY J WILSON	21.800.3290	204 MAIN ST S	33252 301ST AVE	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
SCOTT A SCHLUETER	21.680.0700	621 MAIN ST S	621 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
PAUL BRANCAMP	21.680.0690	613 2ND ST S	613 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
GERALD & PHYLLIS AUFDERHAR	21.680.0680	607 2ND ST S	607 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
PEKA HOMES LLC	21.680.0710	606 2ND ST S	31349 221ST AVE	LE CENTER	MN	56057	RECONSTRUCTION	Single Family Residential	
NANCY M SETH	21.680.0720	600 2ND ST S	28306 290TH ST	HENDERSON	MN	56044	RECONSTRUCTION	Single Family Residential	
DAVID C PALMQUIST & & KAYLA CHAMPAGNE	21.680.0170	528 2ND ST S	528 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
DANIEL F STEPKA	21.680.0740	705 MAIN ST S	705 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
JEFFREY C ITEN	21.430.0220	707 MAIN ST S	200 WELLINGTON PLACE	FINDLAY	OH	45840	RECONSTRUCTION	Single Family Residential	
LEONA RADEMACHER ESTATE	21.680.0750	701 MAIN ST S	701 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
TIMOTHY O RINEHART TRUST & & KIMBERLY R RINEHART TRUST	21.002.0200		804 4TH ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
SCOT & SANDRA M ROBERTSON	21.002.0100	616 MAIN ST S	616 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
ERIC H CHADWICK & & ANDREA L FACHES	21.570.0040	540 MAIN ST S	548 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
QUENTIN A & AMY MUEHLICH	21.570.0030	534 MAIN ST S	534 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
JULIE ROBERTS	21.680.0190	524 2ND ST S	524 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
SEUNGMO SUNG & & BRENN A E SCHMITT	21.680.0180	517 MAIN ST S	517 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
THOMAS A ZIEMER & & SANDI A BRAUN	21.570.0010	518 MAIN ST S	518 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
YOLANDA J HAGLUND	21.800.3090	429 MAIN ST S	429 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
AMANDA FORSBERG	21.800.3080	425 MAIN ST S	425 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
SHANNON C BARKE	21.800.3070	421 MAIN ST S	421 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
HOWARD D MORTENSON & & DESIREE MORTENSON	21.800.3110	426 MAIN ST S	426 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
JOHN K & JANE H KING	21.800.3150	418 MAIN ST S	418 S MAIN ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
TERRY D & KATHLEEN A STARK	21.800.3030	401 MAIN ST S	401 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
ROBERT C & JOAN E REASONER	21.800.3120	412 MAIN ST S	412 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
PAUL A RUTKA	21.800.3140	410 MAIN ST S	410 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
JUDITH A JONES	21.800.2950	329 MAIN ST S	329 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
SCOTT & BONNIE BERGLUND	21.800.2940	325 MAIN ST S	46410 CAPE TRL	CLEVELAND	MN	56017	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0101	200 3RD ST S #101	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0102	200 3RD ST S #102	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0202	200 3RD ST S #202	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
JASON D & JESSICA E TUREK	21.800.0480	402 FERRY ST	402 FERRY ST E	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
LARISSA PRESHO	21.800.2930	321 MAIN ST S	321 S MAIN ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0103	200 3RD ST S #103	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0104	200 3RD ST S #104	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
ANTHONY W & ALISON ZWART	21.800.3170	328 MAIN ST S	328 S MAIN	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0105	200 3RD ST S #105	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
MICHAEL J & MERRI K LARSON	21.800.1430	202 4TH ST S	202 4TH ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0106	200 3RD ST S #106	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
BRITTNEY P WARK ETAL	21.800.1440	314 FERRY ST	314 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
LEROY D & LAURALEE J SWENSON	21.800.2910	309 MAIN ST S	113 BIG ROUND TOP	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0107	200 3RD ST S #107	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0108	200 3RD ST S #108	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
DANIEL J MORGAN	21.800.2900	303 MAIN ST S	127 WOODCREST TERR	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
JOHN & KAY KING	21.800.0660	403 FERRY ST	403 E FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
WILLIAM A VONLEHE	21.800.3190	318 MAIN ST S	318 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0109	200 3RD ST S #109	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
ROSCOE R FADDEN	21.800.1450	306 FERRY ST	306 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0110	200 3RD ST S #110	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0214	200 3RD ST S #214	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
VILLAGE CO OP OF LE SUEUR	21.840.0111	200 3RD ST S #111	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
MARY G SCHWARTZ	21.800.3200	312 MAIN ST S	312 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
TAYLOR P & KAREN L STOCKWELL	21.800.1270	126 4TH ST S	126 4TH ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
DONALD E & LINDA J COIL	21.800.3220	304 MAIN ST S	304 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	
TRAXLER INVESTMENT PROPERTIES	21.800.2810	229 MAIN ST S	227 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Business	
BRIAN C KINCAID	21.800.1360	127 3RD ST S	127 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential	

CSAH 36 (S MAIN ST) IMPROVEMENTS  
PRELIMINARY ASSESSMENT ROLL - APRIL 12, 2021

CSAH 36 (SAP 040-636-013) IMPROVEMENTS								
OWNER	PID	PHYSICAL ADDRESS	MAILING ADDRESS	MAILING CITY	MAILING STATE	MAILING ZIP	PROJECT TYPE	TYPE OF LOT
MICHAEL & ANGELA MCLAIN	21.800.3210	302 MAIN ST S	302 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
TRACY D GRIEVES	21.800.2800	221 MAIN ST S	221 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
CITY OF LE SUEUR	21.999.0100	203 2ND ST S	203 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Public
CITY OF LE SUEUR	21.999.0195	203 2ND ST S	203 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Public
CITY OF LE SUEUR	21.999.0180		203 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Public
ANNETTE M RASMUSEN TRUST & ARLENE O'BRIEN-FINN	21.800.3230	228 MAIN ST S	27271 ST THOMAS RD	HENDERSON	MN	56044	RECONSTRUCTION	Business
ERIC T SAUGEN	21.800.2790	211 MAIN ST S	211 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Business
ROBERT J SIMONETTE	21.800.1850	221 FERRY ST	221 E FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
STEVEN & ERIN THAEMERT	21.800.1840	215 FERRY ST	215 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
LE SUEUR THEATER LLC	21.800.2780	209 MAIN ST S	PO BOX 19	LE SUEUR	MN	56058	RECONSTRUCTION	Business
S&W PROPERTIES OF LE SUEUR LLC	21.800.3250	220 MAIN ST S	106 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Business
CITY OF LE SUEUR	21.999.0190	118 FERRY ST E	203 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Public
JODY L WINTERS TRUST	21.800.2720	110 FERRY ST	30902 356TH ST	LE SUEUR	MN	56058	RECONSTRUCTION	Business
S&W PROPERTIES OF LE SUEUR LLC	21.800.2730	106 FERRY ST	106 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Business
S&W PROPERTIES OF LE SUEUR LLC	21.800.2750	203 MAIN ST S	106 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Business
S&W PROPERTIES OF LE SUEUR LLC	21.800.3270	218 MAIN ST S	106 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Business
CORMAC M & MARNI L DUNNING	21.800.1940	129 2ND ST S	325 CEDAR TRL DR	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
S&W PROPERTIES OF LE SUEUR LLC	21.800.2740	201 MAIN ST S	106 FERRY ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
DAVID C LEONARD REV TRUST	21.800.3280	206 MAIN ST S	702 4TH ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Business
BLM PROPERTIES LLC	21.800.3300	200 MAIN ST S 202 MAIN ST S	200 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Apartment
MR FLOORING INC & ATTN MARK MCMILLEN	21.800.3320	132 MAIN ST S	PO BOX 26	LE CENTER	MN	56057	RECONSTRUCTION	Business
CITY OF LE SUEUR	21.999.0150		203 2ND ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Public
DEWARD O & VIOLET A SAVAGE	10.002.0200		720 OTTAWA RD	LE SUEUR	MN	56058	RECONSTRUCTION	Agricultural
KIMBERLYN HAMMES	21.002.0400	628 MAIN ST S	36272 311TH AVE	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
ERIC H CHADWICK & ANDREA L FACHES	21.570.0050	548 MAIN ST S	548 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
MARY F DEVINE	21.680.0260	503 MAIN ST S	503 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
LISA M JONES	21.800.3060	417 MAIN ST S	417 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
JORDAN VOLK	21.800.3050	413 MAIN ST S	413 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
HILTON & EDITH SCHLUP TRUST	21.800.3040	407 MAIN ST S	220 INNER DR	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
ARTHUR M BROWN JR & PATRICIA BROWN	21.800.3130	408 MAIN ST S	408 S MAIN ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
GREGORY A HAGG TRUST	21.800.3160	402 MAIN ST S	402 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
DANIEL J MORGAN	21.800.2920	315 MAIN ST S	127 WOODCREST TERR	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
JARED M FISHER	21.800.3180	322 MAIN ST S	322 S MAIN ST	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
KATHRYN SASSE	21.800.2770	207 MAIN ST S	124 TODD CT	NEW MARKET	MN	55054	RECONSTRUCTION	Business
PATRICIA A RUTKA	21.800.2760	205 MAIN ST S	205 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Business
VILLAGE CO OP OF LE SUEUR	21.840.0201	200 3RD ST S #201	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0203	200 3RD ST S #203	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0204	200 3RD ST S #204	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0205	200 3RD ST S #205	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0206	200 3RD ST S #206	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0207	200 3RD ST S #207	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0209	200 3RD ST S #209	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0210	200 3RD ST S #210	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0211	200 3RD ST S #211	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0212	200 3RD ST S #212	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VILLAGE CO OP OF LE SUEUR	21.840.0213	200 3RD ST S #213	200 3RD ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
JEFFREY C ITEN	21.680.0760	707 MAIN ST S	200 WELLINGTON PLACE	FINDLAY	OH	45840	RECONSTRUCTION	Single Family Residential
JANETTE M HAHN TRUST	21.800.3100	506 MAIN ST S	506 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential
VALLEYGREEN SQUARE INC & C/O CAROL WARD	21.800.2690	202 VALLEY GREEN SQ	206 CANTWELL ST	LE SUEUR	MN	56058	RECONSTRUCTION	Business
MARY F DEVINE	21.680.0230		503 MAIN ST S	LE SUEUR	MN	56058	RECONSTRUCTION	Single Family Residential

## Appendix E: Special Assessment Policy

# City of Le Sueur, Minnesota

## Special Assessment Policy

### Purpose

The primary purpose of the City of Le Sueur's special assessment policy is to outline the areas of sidewalk and trail repair, road surface repairs, infrastructure repairs, or new infrastructure construction, and how the City may choose to levy special assessments based on the benefit to properties affected by the improvements.

### Definitions

The following phrases have special meanings as used in this policy:

- A. **Sidewalk** refers to any walkway in public right-of-way or easement that is designated for public use.
- B. **Trail** refers to any pedestrian pathway that is located either on public owned land or is located within the city right-of-way or easement.
- C. **Road surface repairs** means areas within the public right-of-way or easement including the road surface, curb, gutter, and boulevard.
- D. **Infrastructure repairs** means areas within the public right-of-way or easement that contain infrastructure related to any city services. These include water, wastewater, stormwater, electric, or street lighting.
- E. **New infrastructure** means any new infrastructure related to the road surface, curb, gutter, water, wastewater, stormwater, electric, or street lighting.
- F. **Benefit Appraisal** refers to a report professionally prepared by a Certified General Real Property Appraiser or other applicable certification, that compares the benefit received by properties affected by the public improvement. The benefit received to the property is that of only the land value as guided by Minnesota Statutes Chapter 429.
- G. **Minnesota Statutes Chapter 429** refers to the State of Minnesota's guidelines that allow for municipal organizations to levy special assessments.

### 1. Sidewalk and Trail Special Assessments

The City of Le Sueur does not levy special assessments for any sidewalk or trail repair, or any new construction of sidewalks and trails. The City of Le Sueur shall fund these improvements through the general levy or other means such as grants, as City Council feels appropriate.

## **2. Roadway Improvement and Repair Special Assessments**

All road surface improvement projects that replace any portion of the road surface shall utilize a benefit appraisal to determine the benefit to any properties, of which will be used to determine the assessment levied against said property. Projects that are included in this section of the assessment policy include, but are not limited to, mill and overlays, reclamation projects, and full surface rehabilitation projects. Projects that are exempt from this assessment policy include, but are not limited to, seal coating, crack sealing, spot curb repair, or any other normal road surface maintenance. Special assessments shall be levied using guidance from Minnesota Statute Chapter 429 which allows City Council control over the final levied assessments.

## **3. New Roadway and Utility Construction Special Assessments**

All new roadway and utility construction projects that create new public infrastructure shall utilize a benefit appraisal to determine the benefit to any properties, of which will be used to determine the assessment levied against said property. Special assessments shall be levied using guidance from Minnesota Statute Chapter 429 which allows City Council control over the final levied assessments.

**ADOPTED BY CITY COUNCIL: JULY 22, 2019**

## Appendix F: Example Questionnaire Sheet



# PROJECT QUESTIONNAIRE

## LE SEUER, MN

The City values input from residents and business owners along the project corridor as you have firsthand knowledge of how the streets and utilities function. Your comments/concerns will assist us during the final design phase of our project. We encourage you to take a few minutes to fill out the following questionnaire:

**1. Have you observed street ponding after a significant rain?**

\_\_\_\_ No, I have not observed street ponding after a significant rain.

\_\_\_\_ Yes, I have observed street ponding after a significant rain.

If you have observed street ponding after a significant rain, please provide a location.

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**2. Have you had any problems with stormwater drainage within your property?**

\_\_\_\_ No, I have not had any problems with stormwater drainage within my property.

\_\_\_\_ Yes, I have had problems with stormwater drainage within my property.

If you have had problems with stormwater drainage within your property, please explain \_\_\_\_\_

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**3. Have you experienced any problems with your sanitary sewer service?**

\_\_\_\_ No, we have not experienced any problems with our sanitary sewer service.

\_\_\_\_ Yes, we have experienced problems with our sanitary sewer service.

If you have had problems with your sanitary sewer service, please explain \_\_\_\_\_

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Continued on back....



# PROJECT QUESTIONNAIRE

## LE SEUER, MN

#### 4. Watermain

\_\_\_\_ We **DO** / **DO NOT** / **UNSURE** have a lead water service (please circle one).

\_\_\_\_ We do not have any problems with our water service.

\_\_\_\_ We have experienced problems with our water service.

If you have had problems with your water service, please explain

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#### 5. Are you aware of any encroachments along your property within the City Right-of-Way that include but are not limited to (irrigation, landscaping, retaining walls, permanent mailboxes, underground dog fences, etc.)

\_\_\_\_ No, we are not aware of any encroachments along our property within the City Right-of-Way.

\_\_\_\_ Yes, we are aware of encroachments along our property within the City Right-of-Way.

If you are aware of any encroachments along your property, please explain

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#### 6. Please note any additional thoughts or concerns you have about this project

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The following information is optional and will remain confidential but is needed in the event we have a question on any of your responses:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

Take this questionnaire online at [www.bolton-menk.com/clientsites/th122turnback](http://www.bolton-menk.com/clientsites/th122turnback)

Please share this opportunity with others!

## Appendix G: Preliminary Bond Schedule

\$3,955,000  
General Obligation Improvement Bonds, Series 2022A

Uses of Funds			
Street & Utility Reconstruction (No Electric)		3,856,584	
Other		-	
<b>Total Project Costs</b>		<b>3,856,584</b>	
Underwriter's Discount Allowance	1.200%	47,460	
Unused Underwriter's Discount Allowance		-	
Fiscal Fee		21,000	
Bond Counsel		12,000	
Pay Agent/Registrar		750	
Printing & Misc		1,500	
Rating Agency Fee		15,750	
Capitalized Interest		-	
Accrued Interest		-	
Rounding		-	
		<u>3,955,044</u>	
<b>Sources of Funds</b>			
Bond Issue		<b>3,955,000</b>	
Construction Fund Earnings		44	
Cash Contribution		-	
		<u>3,955,044</u>	

Payment Schedule & Cashflow

Payment Schedule					
12-Month Period ending	Principal	Interest Rate	Interest	Payment Total	plus 5% Coverage
6/1/2022	-		-	-	
2/1/2023	-	0.00%	47,955	<b>47,955</b>	50,353
2/1/2024	240,000	0.75%	71,933	<b>311,933</b>	327,529
2/1/2025	240,000	0.85%	70,133	<b>310,133</b>	325,639
2/1/2026	245,000	1.00%	68,093	<b>313,093</b>	328,747
2/1/2027	245,000	1.10%	65,643	<b>310,643</b>	326,175
2/1/2028	250,000	1.25%	62,948	<b>312,948</b>	328,595
2/1/2029	250,000	1.45%	59,823	<b>309,823</b>	325,314
2/1/2030	255,000	1.65%	56,198	<b>311,198</b>	326,757
2/1/2031	260,000	1.85%	51,990	<b>311,990</b>	327,590
2/1/2032	265,000	2.00%	47,180	<b>312,180</b>	327,789
2/1/2033	270,000	2.20%	41,880	<b>311,880</b>	327,474
2/1/2034	275,000	2.30%	35,940	<b>310,940</b>	326,487
2/1/2035	280,000	2.40%	29,615	<b>309,615</b>	325,096
2/1/2036	285,000	2.50%	22,895	<b>307,895</b>	323,290
2/1/2037	295,000	2.60%	15,770	<b>310,770</b>	326,309
2/1/2038	300,000	2.70%	8,100	<b>308,100</b>	323,505
	<u>3,955,000</u>		<u>756,093</u>	<u><b>4,711,093</b></u>	<u>4,946,647</u>

Bond Details	
Set Sale Date	4/11/2022
Sale Date	5/15/2022
Dated Date	6/1/2022
Closing Date	6/1/2022
1st Interest Payment	8/1/2021
Proceeds spent by:	12/31/2021
	to Dated Date
Purchase Price	3,907,540.00
Net Interest Cost	803,552.50
Net Effective Rate	<b>2.2641%</b>
Average Coupon	2.1303%
Yield	TBD
Average Life	8.9739
Call Option	2/1/2029
Purchaser	Preliminary
Bond Counsel	Taft Stettinius & Hollister LLP
Pay Agent	U.S. Bank, N.A.
Tax Status	<b>Tax Exempt, Bank Qualified</b>
Continuing Disclosure	Full
Rebate	TBD
Statutory Authority	M.S. 429 & 475

Pledged Revenues						Account Balances	
Collection Year	Tax Levy	Water Revenues	Special Assessments	Storm Revenues	Other Revenues	Surplus (deficit)	Account Balance
Capitalized & accrued interest >						-	-
2022		35,247	-	15,106	-	-	-
2023	105,881	91,708	80,811	49,129	-	-	-
2024	104,803	91,179	80,811	48,846	-	-	-
2025	106,575	92,049	80,811	49,312	-	-	-
2026	105,109	91,329	80,811	48,926	-	-	-
2027	106,488	92,007	80,811	49,289	-	-	-
2028	104,618	91,088	80,811	48,797	-	-	-
2029	105,441	91,492	80,811	49,014	-	-	-
2030	105,915	91,725	80,811	49,138	-	-	-
2031	106,029	91,781	80,811	49,168	-	-	-
2032	105,849	91,693	80,811	49,121	-	-	-
2033	105,287	91,416	80,811	48,973	-	-	-
2034	104,494	91,027	80,811	48,764	-	-	-
2035	103,464	90,521	80,811	48,493	-	-	-
2036	105,185	91,366	80,811	48,946	-	-	-
2037	103,587	90,581	80,811	48,526	-	-	-
	<u>1,578,724</u>	<u>1,406,209</u>	<u>1,212,164</u>	<u>734,444</u>	<u>-</u>		<u>-</u>