Pursuant to due call and notice thereof, a regular meeting of the North Mankato City Council was held in the Municipal Building Council Chambers on February 22, 2022. Mayor Dehen called the meeting to order at 7:00 pm, asking that everyone join in the Pledge of Allegiance. The following were present for roll call: Council Members Norland, Oachs, Whitlock and Steiner, City Administrator Harrenstein, Finance Director McCann, and City Clerk Van Genderen.

Approval of Agenda

Council Member Norland moved, seconded by Council Member Oachs, to approve the agenda as presented. Vote on the Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

Approval of Council Minutes from February 7, 2022, Council Meeting.

Council Member Oach moved, seconded by Council Member Norland, to approve the Council meeting minutes of February 7, 2022. Vote on the Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

Consent Agenda

Council Member Steiner moved, seconded by Council Member Norland, to approve the Consent Agenda.

- A. Bills and Appropriations.
- B. Approved Audio Permit for Bells on Belgrade on the 200 Block of Belgrade Avenue on December 3, 2022, from 12:00 pm to 7:00 pm.
- C. Approved Parade Permit for A.B.A.T.E. of Minnesota on May 7, 2022, from 1:10 pm to 1:30 pm.
- D. Approved Audio Permit for Party on the Prairie at Benson Park on October 1, 2022, from 8:00 am to 6:00 pm.
- E. Approved Audio Permit for Bier on Belgrade on the 200 Block of Belgrade Avenue on September 24, 2022, from 2:00 pm to 10:00 pm.
- F. Approved Audio Permit for Art Splash at 1920 Lee Boulevard on June 18, 2022, from 11:00 am to 3:00 pm.
- G. Approved Audio Permit for Blues on Belgrade on July 30, 2022, from noon to 11:00 pm.
- H. Approved Parade Permit for Bookin' on Belgrade on May 21, 2022, from 9:00 am to 10:30 am.
- I. Approved Audio Permit for Movies in the Park at Benson Park on August 5, 2022, from 8:00 pm to 11:00 pm.
- J. Approved Audio Permit for Movies in the Park at Spring Lake Park on June 17, 2022, from 8:00 pm to 11:00 pm.
- K. Approved Parade and Audio Permit for Running for Rescues 5K on August 28, 2022.
- L. Res. No. 21-22 Waiving Waiting Period for Exemption from Lawful Gambling License for Holy Rosary Church.
- M. Approved League of Minnesota Cities Insurance Trust Liability Coverage Waiver Form.

Vote on the motion Norland, Oachs, Whitlock, Steiner and Dehen, aye; no nays. Motion carried.

Public Comments Concerning Business Items on the Agenda.
None.

Business Items

Res. No. 22-22 Consider Local Government Resolution for the North Mankato Caswell Park Improvements Bonding Appropriations.

Finance Director McCann reported the State is requiring a resolution providing confirmation of the local matching funds. He reported \$839,248 would be from the General Fund and the Caswell Indoor Rec Facility, \$550,000 would be General Obligation Bond Proceeds from the 2021A Sales Tax Revenue Bonds, and \$40,919 would be Premiums on the 2021A Sales Tax Revenue Bonds. The match totals \$1,430,167.

Council Member Norland moved, seconded by Council Member Steiner, to adopt Res. No. 22-22 Local Government Resolution for the North Mankato Caswell Park Improvements Bonding Appropriations. Vote on the Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

Res. No. 23-22 Requesting the Advance of Municipal State Aid Funds for Municipal Construction Projects and Bond Principal Payment.

City Engineer Sarff reported that the Minnesota Department of Transportation (MnDOT) allows cities to advance municipal state aid funds as required to construct state-aid projects when the City's Municipal State Aid Construction account does not have adequate funds to cover the eligible funds project costs. The City of North Mankato is requesting an advance of Municipal State Aid Funds in the amount of \$400,000 to construct the Lor Ray Drive Improvement Project. An advance is also being requested in the amount of \$240,000 to pay the bond principal for the existing State Aid bond taken out in 2015 for the TH 14/CSAH 41 interchange project.

Council Member Norland moved, seconded by Council Member Steiner, to adopt Res. No. 23-22 Requesting the Advance of Municipal State Aid Funds for Municipal Construction Projects and Bond Principal Payment. Vote on the Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

Set Public Hearing for March 7, 2022, at 7:00 pm to Consider Amending City Code Chapter 11: Precinct Boundaries.

City Clerk Van Genderen reported the Congressional and Legislative districts that the State approved did not divide the City of North Mankato. So if the Council desires, they could move forward with a Public Hearing on March 7, 2022, to consider the preferred staff option that was presented at the January 3, 2022, Council Meeting.

Council Member Oachs moved, seconded by Council Member Norland, to Set a Public Hearing for March 7, 2022, at 7 pm to Consider Amending City Code Chapter 11: Precinct Boundaries. Vote on the Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

City Administrator and Staff Comments

City Administrator Harrenstein reported the City is hiring for multiple summer seasonal employment opportunities, including Caswell Sports Officials, Caswell Parks Maintenance & Concessions Staff, Caswell Sports Youth Recreation Coaches & Staff, Public Works Staff, and Swim Facility attendants, concession workers, and lifeguards. People interested in applying can visit the North Mankato City website.

City Administrator Harrenstein reported the Spring 2022 issue of the North Kato Magazine is available.

Mayor and Council Comments

Council Member Steiner reported he wanted the City Attorney at meetings. Mayor Dehen commented that the City used specialized attorneys for different topics. Council Member Steiner stated he thought the Council should decide which attorney appeared.

Council Member Norland moved, seconded by Council Member Steiner, to adjourn to Closed Session for Performance Review. Vote on the Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

Council Member Steiner moved, seconded by Council Member Oachs, to return to Open Session. Vote on the Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

Council Member Norland moved, seconded by Council Member Whitlock, to Launch an Executive Search Process Co-Chaired by Council Member Oachs and Mayor Dehen. Vote on the Motion Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

Council Member Steiner moved, seconded by Council Member Norland, to have the Co-Chairs Recommend an Interim City Administrator with Duties as Determined Until a New City Administrator is Hired. Vote on the Motion Norland, Oachs, Whitlock, Steiner and Dehen aye; no nays. Motion carried.

At 9:11 pm, on a motion by Council I	Member Norland, second	ed by Council Member Oachs,
the Council Meeting was adjourned.		
	Mayor	
City Clerk		

COUNCIL WORK SESSION February 28, 2022

Pursuant to due call and notice thereof, a Council Work Session of the North Mankato City Council was held in the Council Chambers on February 28, 2022. Mayor Dehen called the meeting to order at 12:05 pm. The following were present for roll call: Council Members Norland, Oachs, Whitlock, Steiner, Mayor Dehen, City Administrator Harrenstein, Community Development Director Fischer, City Planner Lassonde, and City Clerk Van Genderen.

Community Development Annual Report

Community Development Director Fischer thanked the Council for their support throughout the year. The Community Development Department is guided by the North Mankato Strategic Plan and Council direction. The department has six members, with the majority new to their position, but with a strong vision for the City. Community Development Director Fischer commented that bringing City Planner Lassonde onboard has provided the City with transportation planning, data analysis, and plan preparation. He commented that Mr. Lassonde also assists other departments with planning needs.

Community Development Director Fischer reviewed the department's responsibilities, including planning, housing initiatives, transportation planning, City Code enforcement, building permits, issuing rental licenses, assessment searches, preparation of planning studies, and data analysis. The staff participates in many committees, including Regional Economic Development Alliance, Mankato/North Mankato Area Planning Organization, City Art, SW Chapter of Building Officials, and South Central Business Development Network.

Community Development Director Fischer reported the department participated or prepared the following plans or study, including the Housing Study, Highway 169 Corridor Study, Lookout Drive Corridor Study, Taylor Library Strategic Plan, Greater Mankato Trail Systems Branding, Highway 14 Pedestrian Bridge Feasibility Study, and the Webster Avenue Area Development Plan. Additional work included the MHFA funding for first-time homebuyers, meeting with developers, participating in School District facilities planning, conducting wetland mitigation, participating in the Hylife transition, holding two pollinator habitat citizen meetings, and working on MSA designation and the opening and closing of 47 code enforcement cases. Additional items are included in the report.

Community Development Director Fischer also reviewed the Planning Commission activities, which included the Platting of The Waters North and The Waters North No. 2, Plating of Pleasant View Cottages, Zoning for the Waters North Phases 1 and 2, Zoning classifications for Pleasant View Cottages, R-4 City Code amendment and Review and Approval of the Webster Avenue Area Plan.

Community Development Director Fischer reviewed the building permits issued, the number of inspections conducted, and plan reviews for 2021: 1,645 building permits, 1,642 building inspections, 294 construction plan reviews, and 127 rental inspections. Additional information was included in the year-end report.

Community Development Director Fischer reported the 2022 priorities included revising the sign code, continued work on the redevelopment of Commerce Drive, implementation of the Webster Avenue Area Plan, preparation for the indoor recreation building, continued recruitment of developers, and continued rental inspections work on different plans.

Council Member Whitlock commented that he thought patio homes would benefit the housing market. City Administrator Harrenstein commented that the City continues to work to find developers to develop areas for patio homes.

COUNCIL WORK SESSION February 28, 2022

City Clerk

City Administrator Harrenstein reviewed the monthly Community Development report, including yearly goals. He reported Community Development sets annual goals based on historical averages. City Administrator Harrenstein commented that the purposes are taken out of the strategic plan with the overall goal of ensuring North Mankato continues to be a place of growth and choice for residential, commercial, and industrial uses. The department has four objectives under the goal, which include: permit issuance in accordance with the state of Minnesota Building Code and North Mankato City Ordinance, implementation and development of land use plans and transportation plans for North Mankato, responding to nuisance complaints and city code violations, and promoting economic growth of the community through residential, commercial and industrial development.

Council Member Norland moved, seconded by Council Member Oachs, to adjourn the

Council Work Session at 12:47 pm.		J
	\(\frac{1}{2}\)	
	Mayor	

Pursuant to due call and notice thereof, a special meeting of the North Mankato City Council was held in the Municipal Building Council Chambers on February 28, 2022. Mayor Dehen called the meeting to order at 12:50 p.m. The following were present for roll call: Council Members Whitlock, Oachs, Steiner, and Norland, City Administrator Harrenstein, and City Clerk Van Genderen.

Approval of Agenda

Council Member Norland moved, seconded by Council Member Steiner, to approve the agenda as presented. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.

Council Member Norland moved, seconded by Council Member Steiner, to adjourn to Closed Session for Performance Review. Vote on the motion: Steiner, Norland, Oachs, Whitlock and Dehen aye; no nays. Motion carried.

Council Member Steiner moved, seconded by Council Member Oachs, to return to Open Session. Vote on the motion: Steiner, Norland, Oachs, Whitlock and Dehen aye; no nays. Motion carried.

Council Member Norland moved, seconded by Council Member Steiner, that Upon Review of Performance and Qualifications of Michael Fischer the North Mankato City Council Appoints Michael Fischer to Serve as Interim City Administrator Starting on a Date to Be Determined.

Vote on the motion: Steiner, Norland, Oachs, Whitlock and Dehen aye; no nays. Motion carried.

At 1:01 p.m., on a motion by	Council Member Norland,	, seconded by Council	l Member Steiner,
the Council Meeting was adjourned.			

	Mayor	
City Clerk		

The Free Press THE LAND

P.O. Box 3287, Mankato, MN 56002 www.mankatofreepress.com phone: (507) 344-6314, fax: (507) 625-1149

Affidavit of Publication

STATE OF MINNESOTA, COUNTY OF BLUE EARTH, SS.

Steve Jameson, being duly sworn, on oath states as follows: 1. I am the publisher of The Free Press, or the publisher's designated agent. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.

2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.

3. The dates of the month and the year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows:

The printed notice which is attached was cut from the columns of said newspaper, and was printed and published the following dates: 02/25/22, and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

abcdefghijklmnopgrstuvwxyz

4. The Publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to

§331A.06, is as follows: 24,34.

5. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notice: The newspaper's known office is located in Blue Earth County. The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

Public Notice
February 25, 2022
NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN
that the City Council of the City
of North Mankato will hold a public hearing on Monday, March
7, 2022, commencing at 7:00 pm
in the Council Chambers of the
North Mankato Municipal Building, North Mankato, MN, to
consider adopting an Ordinance
Amending City Code Chapter 11:
Precinct Boundaries. A copy of
the proposed Boundary Changes is available upon request by
contacting 507-625-4141 or visiting
www.northmankato.com.
Dated this 22nd day of February
2022. **Public Notice**

April Van Genderen <u>City Clerk</u> City of North Mankato

FURTHER YOUR AFFIANT SAITH NOT.

Steve Jameson, Publisher

Sworn to and subscribed before me, this day 02/25/2022



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of the City of North Mankato will hold a public hearing on Monday, March 7, 2022, commencing at 7:00 pm in the Council Chambers of the North Mankato Municipal Building, North Mankato, MN, to consider adopting an Ordinance Amending City Code Chapter 11: Precinct Boundaries. A copy of the proposed Boundary Changes is available upon request by contacting 507-625-4141 or visiting www.northmankato.com.

Dated this 22nd day of February 2022.

April Van Genderen City Clerk City of North Mankato

ORDINANCE NO. 148

AN ORDINANCE OF THE CITY OF NORTH MANKATO, MINNESOTA AMENDING NORTH MANKATO CITY CODE CODE CHAPTER 11.01 PRECINCT BOUNDARIES

WHEREAS, state law allows upon release of the new decennial census information that precinct boundaries may be adjusted; and

WHEREAS, state law allows the City to realign precincts to accommodate population changes or to change polling locations; and

WHEREAS, precinct changes must be completed by March 29, 2022; and

WHEREAS, proposed precinct changes have been presented to Council, and a Public Hearing was held concerning the precinct boundaries.

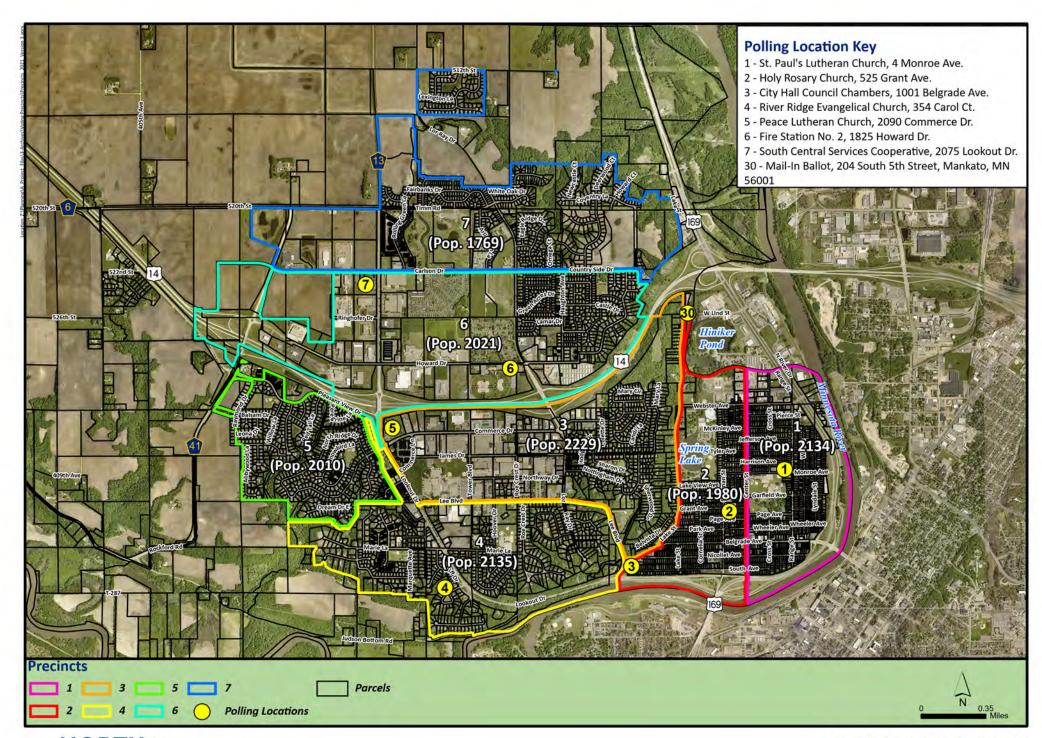
NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA;

SECTION 1. The currently adopted Chapter 11.01 Precinct Boundaries are hereby removed and Exhibit A as attached is adopted.

SECTION 2. After adoption, signing, and attestation, this Ordinance shall be published once in the official newspaper of the City and shall be in effect on or after the date following such publication.

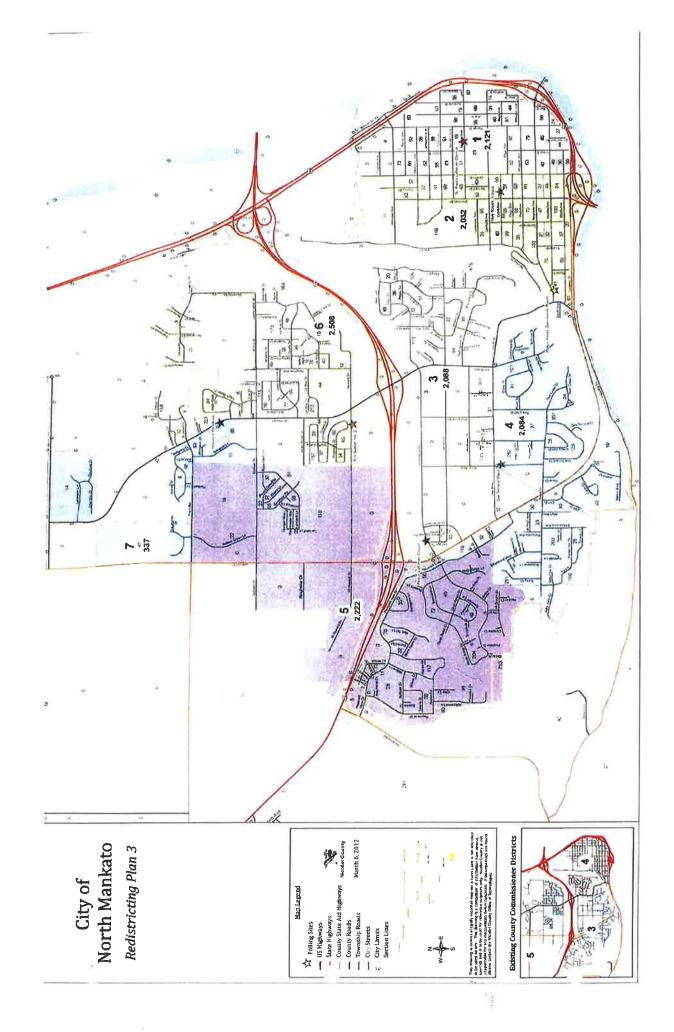
Adopted by the City Council this 7th day of March 2022.

	_	
	Mayor	
ATTEST:		
City Clerk		





North Mankato Precincts





City of North Mankato, MN

Claims List - Regular

By Vendor Name

Date Range: 3-7-22

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Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Davis and Assault	Niconhau
Bank Code: APBNK-A		rayment bate	rayment type	Discount Amount	Payment Amount	Number
00029		02/07/2022	Dogular	0	570.45	05440
00023	AG SPRAY EQUIPMENT	03/07/2022	Regular	0	678.16	95448
00133	ARNOLD'S OF MANKATO, INC.	03/07/2022	Regular	0	306.84	95449
	BELGRADE TOWNSHIP TREASURER	02/23/2022	Regular	0	268.70	95436
00136	BENCHS	03/07/2022	Regular	0	90.00	95450
03714	BERDAN, CORWIN	03/07/2022	Regular	0	1,550.00	95451
00147	BLACKSTONE PUBLISHING	03/07/2022	Regular	0	38.00	95452
02169	BLUE LINE SHARPENING & SALES	03/07/2022	Regular	0	47.00	95453
00212	BUSINESS ON BELGRADE	03/07/2022	Regular	0	10,000.00	95454
00401	EXPRESS SERVICES, INC.	03/07/2022	Regular	0	1,618.39	95455
03692	FRANSON, SALLY	03/07/2022	Regular	0	45.05	95456
00499	GRAINGER	03/07/2022	Regular	0	44.50	95457
00508	GREEN TECH RECYCLING, LLC	03/07/2022	Regular	0	192.60	95458
02778	HIM & HER DESIGN LLC	03/07/2022	Regular	0	90.00	95459
00639	KIBBLE EQUIPMENT LLC	03/07/2022	Regular	0	4,990.00	95460
03710	KIETZER, BRETT	03/02/2022	Regular	0	5,494.69	95446
01137	LINDE GAS & EQUIPMENT INC.	03/07/2022	Regular	0	28.58	95461
00829	MANKATO PUBLIC SCHOOLS	03/07/2022	Regular	0	78.50	95462
00847	MATHESON TRI-GAS, INC.	03/07/2022	Regular	0	204.97	95463
02991	MED COMPASS (MOBILE HEALTH SERVICES LLC	03/07/2022	Regular	0	5,025.00	95464
00920	MINNESOTA DEPARTMENT OF HEALTH	03/07/2022	Regular	0	12,915.00	95465
00936	MINNESOTA POLLUTION CONTROL AGENCY	03/03/2022	Regular	0	55.00	95447
03709	MISSION CRITICAL CONCEPTS	02/24/2022	Regular	0	1,300.00	95443
01035	NICOLLET COUNTY SHERIFF'S OFFICE	03/07/2022	Regular	0	785.00	95466
01057	NORTH MANKATO MOTOR VEHICLE REGISTRA		Regular	0	54.00	95445
02060	NORTHERN COMFORT	03/07/2022	Regular	0		
01092	PARTNERS FOR AFFORDABLE HOUSING	02/25/2022	Regular	0	52.00	95467
01106	PETTY CASH	03/07/2022	Regular	0	1,000.00	95444
03169	PLEVA MECHANICAL INC.	03/07/2022	_	0	41.32	95468
01133			Regular		12,368.00	95469
02953	POWERPLAN/RDO EQUIPMENT	03/07/2022	Regular	0	1,350.48	95470
03711	R & E ENTERPRISES OF MANKATO	03/07/2022	Regular	0	1,186.17	95471
	RDO EQUIPMENT CO	03/07/2022	Regular	0		95472
01248	SCHMIDT SIDING & WINDOW, INC.	03/07/2022	Regular	0	172.52	95473
01263	SCHWICKERT'S TECTA AMERICA LLC	03/07/2022	Regular	0	·	95474
01278	SHERWIN-WILLIAMS CO.	03/07/2022	Regular	0		95475
03712	SHIN, SUN YUNG	03/07/2022	Regular	0	588.44	95476
01352	STREICHER'S, INC	03/07/2022	Regular	0	196.99	95477
03254	TAFT	03/07/2022	Regular	0	34,500.00	95478
01414	TOWMASTER	03/07/2022	Regular	0	598.08	95479
03713	VISUAL IMAGING RESOURCES	03/07/2022	Regular	0	1,703.80	95481
01504	WATCH GUARD VIDEO	03/07/2022	Regular	0	5,470.00	95482
01523	WENZEL AUTO ELECTRIC CO	03/07/2022	Regular	0	235.91	95483
02033	AMAZON.COM	02/23/2022	Bank Draft	0	59.99	DFT0006478
00241	CHARTER COMMUNICATIONS	02/22/2022	Bank Draft	0	267.43	DFT0006473
02058	CONSOLIDATED COMMUNICATIONS	03/01/2022	Bank Draft	0	69.69	DFT0006479
02058	CONSOLIDATED COMMUNICATIONS	03/01/2022	Bank Draft	0	49.24	DFT0006480
02058	CONSOLIDATED COMMUNICATIONS	03/01/2022	Bank Draft	0	1,535.53	DFT0006481
02058	CONSOLIDATED COMMUNICATIONS	03/01/2022	Bank Draft	0		DFT0006482
02058	CONSOLIDATED COMMUNICATIONS	03/01/2022	Bank Draft	0		DFT0006483
02058	CONSOLIDATED COMMUNICATIONS	03/01/2022	Bank Draft	0		DFT0006484
02058	CONSOLIDATED COMMUNICATIONS	03/01/2022	Bank Draft	0		DFT0006485
00297	CORPORATE GRAPHICS COMMERCIAL	02/22/2022	Bank Draft	0		DFT0006471
00311	CULLIGAN (HEALTHY WATER SOLUTIONS LLC)	03/01/2022	Bank Draft	0		DFT0006506
00311	CULLIGAN (HEALTHY WATER SOLUTIONS LLC)	03/01/2022	Bank Draft	0		DFT0006507
00447	FREE PRESS	02/22/2022	Bank Draft	0		DFT0006307
00447	FREE PRESS	03/02/2022	Bank Draft	0		
00506	GREATER MANKATO GROWTH, INC.	02/28/2022	Bank Draft	0		DFT0006509
00733	LAKES GAS CO #10	02/22/2022	Bank Draft	0		DFT0006505
	3 dr.0 do // 10	JE LE LULL	Dank Drait	U	88.43	DFT0006474

00733	LAKES GAS CO #10	03/01/2022	Bank Draft	0	88.43	DFT0006508
00910	MINNESOTA VALLEY TESTING LAB, INC.	02/16/2022	Bank Draft	0	717.76	DFT0006468
00910	MINNESOTA VALLEY TESTING LAB, INC.	02/18/2022	Bank Draft	0	61.75	DFT0006469
00910	MINNESOTA VALLEY TESTING LAB, INC.	02/22/2022	Bank Draft	0	42.75	DFT0006476
00910	MINNESOTA VALLEY TESTING LAB, INC.	02/24/2022	Bank Draft	0	185.25	DFT0006503
00910	MINNESOTA VALLEY TESTING LAB, INC.	02/28/2022	Bank Draft	0	86.25	DFT0006512
01335	STAPLES ADVANTAGE	02/16/2022	Bank Draft	0	320.54	DFT0006467
01335	STAPLES ADVANTAGE	02/22/2022	Bank Draft	0	166.33	DFT0006475
01337	STAR TRIBUNE	03/02/2022	Bank Draft	0	648.86	DFT0006511
03279	STERICYCLE INC	02/21/2022	Bank Draft	0	27.56	DFT0006470
02591	UNITED TEAM ELITE	02/23/2022	Bank Draft	0	3,239.00	DFT0006477
03221	ZIBSTER	02/27/2022	Bank Draft	0	31.00	DFT0006504
00028	AFFORDABLE TOWING OF MANKATO, INC.	03/09/2022	EFT	0	300.00	4919
00036	ALEX AIR APPARATUS, INC.	03/09/2022	EFT	0	448.00	4920
01090	AMERICAN SOLUTIONS FOR BUSINESS	03/09/2022	EFT	0	715.20	4921
00105	AUTO VALUE MANKATO	03/09/2022	EFT	0	191.34	4922
00172	BOHRER, TOM	03/09/2022	EFT	0	487.92	4923
00174	BOLTON & MENK, INC.	03/09/2022	EFT	0	5,766.00	4924
00216	C & S SUPPLY CO, INC.	03/09/2022	EFT	0	167.17	4925
02757	CINTAS	03/09/2022	EFT	0	188.16	4926
02706	CORE & MAIN LP	03/09/2022	EFT	0	1,708.74	4927
00310	CRYSTEEL TRUCK EQUIPMENT, INC	03/09/2022	EFT	0	1,193.90	4928
00322	DALCO	03/09/2022	EFT	0	286.80	4929
00403	FASNACHT, MICHAEL	03/09/2022	EFT	0	197.74	4930
00404	FASTENAL COMPANY	03/09/2022	EFT	0	269.22	4931
00463	G & L AUTO SUPPLY, LLC	03/09/2022	EFT	0	44.78	4932
00482	GMS INDUSTRIAL SUPPLIES, INC.	03/09/2022	EFT	0	202.08	4933
00503	GREAT AMERICAN BUSINESS PRODUCTS	03/09/2022	EFT	0	617.60	4934
00743	LARKSTUR ENGINEERING & SUPPLY, INC.	03/09/2022	EFT	0	195.60	4935
03271	LARSON, MATTHEW	03/09/2022	EFT	0	161.98	4936
00776	LLOYD LUMBER CO.	03/09/2022	EFT	0	261.09	4937
00797	MAC TOOLS DISTRIBUTOR	03/09/2022	EFT	0	11.39	4938
02644	MACQUEEN EMERGENCY GROUP	03/09/2022	EFT	0	300.07	4939
00796	MACQUEEN EQUIPMENT, INC.	03/09/2022	EFT	0	443.77	4940
00874	MENARDS-MANKATO	03/09/2022	EFT	0	177.20	4941
00889	MIDWEST TAPE/HOOPLA	03/09/2022	EFT	0	811.45	4942
02532	MIKE'S EMERGENCY VEHICLE INSTALLATIONS I	03/09/2022	EFT	0	195.00	4943
00902	MINNESOTA IRON & METAL CO	03/09/2022	EFT	0	44.00	4944
02323	MOBOTREX	03/09/2022	EFT	0	82.00	4945
00985	MOSS & BARNETT	03/09/2022	EFT	0	3,856.50	4946
00997	MTI DISTRIBUTING CO	03/09/2022	EFT	0	209.10	4947
01052	NORTH CENTRAL INTERNATIONAL	03/09/2022	EFT	0	232.57	4948
02005	PANTHEON COMPUTERS	03/09/2022	EFT	0	3,710.79	4949
02747	RENT-N-SAVE	03/09/2022	EFT	0	95.00	4950
01198	RETROFIT COMPANIES, INC.	03/09/2022	EFT	0	350.25	4951
01211	RIVER BEND BUSINESS PRODUCTS	03/09/2022	EFT	0	750.54	4952
01281	SIGN PRO	03/09/2022	EFT	0	42.00	4953
03276	VITZTHUM, JACOB	03/09/2022	EFT	0	90.98	4954
03442	WASMUND, LARRY	03/09/2022	EFT	0	500.00	4955
00234	CENTER POINT ENERGY	03/02/2022	Bank Draft	0	16,135.13	DFT0006500
02003	MINNESOTA DEPT OF REVENUE	02/25/2022	Bank Draft	0	5,878.80	DFT0006490
02003	MINNESOTA DEPT OF REVENUE	02/25/2022	Bank Draft	0	567.33	DFT0006495
01477	VIKING ELECTRIC SUPPLY, INC.	02/22/2022	Bank Draft	0	532.50	DFT0006466
01557	XCEL ENERGY	02/25/2022	Bank Draft	0	16,838.41	DFT0006498
					\$ 388,917.10	
					•	

Authorization Signatures

All Council

The above manual and regular claims lists for i	3-7-22 are approved by:
MARK DEHEN- MAYOR	
DIANE NORLAND- COUNCIL MEMBER	
WILLIAM STEINER- COUNCIL MEMBER	
SANDRA OACHS- COUNCIL MEMBER	_
JAMES WHITLOCK- COUNCIL MEMBER	

RESOLUTION APPROVING DONATIONS/CONTRIBUTIONS/GRANTS

WHEREAS, the Minnesota Statute 465.03 and 465.04 allows the governing body of any city, county, school district or town to accept gifts for the benefit of its citizens in accordance with terms prescribed by the donor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, that the following donations/contributions/grants are approved as follows:

Donor	Restriction	Amount
Kathy Mork	Library Donation	\$10.00
Renee Mathiason	Library Donation	\$15.00
James and Kay Ackil	Swim Donation	\$100.00
Waco Scaffolding & Supply	Library Donation	\$100.00
Claire Walchuk	Youth Sports Scholarship	\$10.00
Total		\$235.00

Adopted by the City Co.	ancil this 7 th day of March 2022.	
	Mayor	
City Clerk		

CITY OF NORTH MANKATO

NICOLLET COUNTY, MINNESOTA

DEVELOPER AGREEMENT FOR PRIVATELY FINANCED IMPROVEMENTS BURNETTS RAVINE RIDGE NO. 7

THIS AGREEMENT, made and entered into this 26th day of 10, 2022, by and between the City of North Mankato, a municipal corporation, in the State of Minnesota, hereafter called "City", and Burnett Farms, Inc.., hereafter called the "Developer." The Developer has asked the City to approve a plat legally described in Exhibit "A" attached hereto.

NOW THEREFORE IT IS HEREBY AGREED AS FOLLOWS:

- A. City Responsibilities
- 1. The City will furnish and install street signs, stop signs, and other permanent traffic control signs.
- 2. If not completed by developer, City to install final lift within two years of the first lift with remaining proceeds from cash deposit or Irrevocable Letter of Credit from the Developer associated with the final lift portion of the contractor's bid.
 - **B.** Developer's Responsibilities
- 1. The City has been petitioned by the Developer for permission to privately construct the improvements itemized in Exhibit "B" attached hereto (the "Improvements") to be paid for by the Developer for the development as itemized in Exhibit "A".
- 2. The following plans shall be delivered to the City by the Developers on a time schedule set forth in this agreement.
 - A. Final Plat
 - B. Engineering Plans and Specifications for the Improvements

If the plans vary from the written terms of this Agreement, the written terms of this Agreement shall control. All the foregoing plans will be prepared by and will be delivered to the City with the signature of a Minnesota registered engineer and/or surveyor.

- 3. The Developer shall privately finance the Improvements.
- 4. The Developer shall install or ensure installation at its sole cost and expense and in accordance with all state, federal and local rules, regulations, ordinances, and laws the following:

- A. Site Grading Improvements
- B. Surveying and Staking
- Street Improvements (Excavation/Grading, Aggregate Base, Geotextile Fabric, Perforated Edge Drains, Curb & Gutter, Bituminous Base and Bituminous Wearing Course)
- D. Sanitary Sewer Improvements
- E. Water main improvements
- F. Storm Sewer and Rear Lot Drainage Improvements
- G. Temporary and Permanent Erosion Control Improvements
- H. Setting of Lot and Block Monuments
- I. Gas, Telephone, Cable TV, and Electrical Utilities
- J. Streetlights
- K. Temporary Traffic Control and Signage
- L. Sidewalks
- M. Mailboxes and concrete pad

Unless extended in writing by the City, the Developer shall complete the Improvements described therein in Exhibit B within twelve months from the date of this Agreement, except that the final lift of bituminous surfacing shall be installed within 24 months from the date of this Agreement. The Developer shall be responsible for the necessary repairs to maintain the Improvements.

Until completion of the Street Improvements, the Developer shall be solely responsible for maintenance and repair of the Street Improvements, including but not limited to snow and ice removal, cleaning of roadway, and storm water catch basins. In the event the Developer fails to perform necessary work within 24 hours of notification from the City, the City may perform all necessary services and bill Developer for all costs to City. No building permits or certificates of occupancy will be issued to the Developer if payment for services is not paid to City within 10 days.

The Developer shall reimburse the City in the amount of \$5,371 for the installation of approximately 170 feet of 8-inch diameter watermain with related fittings, valves, and other appurtenances from Raymond Drive along the lot line between Lot 1 and Lot 2, Block 1 of Burnett's Ravine Ridge No. 6 Subdivision in June of 2020, as shown on Exhibit C. Payment is due upon the execution of this agreement.

- 5. The Developer hereby grants the City, its agents, employees, officers, and contractors under the construction contract a license to enter the platted property to perform all work and inspections deemed appropriate by the City during the installation of the Improvements under this Agreement. The license shall expire after all Improvements to be installed pursuant to this Agreement have been installed and accepted by the City.
- 6. Upon completion and acceptance of all work and construction required by this Agreement, the Improvements described in paragraph 4 under C, D, E, F, J, and L lying within public easements and/or rights-of-way (the "Public Improvements") shall become City property without further notice or action.

- 7. The Developer shall promptly clean dirt and debris from streets, curb and gutter and perform all other erosion and sediment control work as required by the MPCA NPDES Construction Stormwater Permit and Stormwater Pollution Prevention Plan (SWPPP) prior to the Public Improvements being dedicated to the City upon the completion of the Public Improvements.
- 8. All costs associated with the Development subdivision, including City Engineer, City Attorney, permit fees and any other city costs outlined in this Agreement shall be paid by the Developer within 30 days of receiving an invoice from the City.

The Developer will be required, upon execution of this Agreement, to furnish the City with a cash deposit or Irrevocable Letter of Credit equal to the Cities liability exposure, which is determined to be one hundred ten percent (110%) of the cost of the Improvements, including change order that may necessitate an additional cash deposit or letter of credit. Based on the itemized costs in Exhibit B, the cash deposit or Irrevocable Letter of Credit required totals \$592,992.

If the Developer provides the City with a cash deposit, the City agrees to pay interest monthly on such deposit at the rate of interest the City earns on the investment of such funds.

If the Developer provides a letter of credit, the form of the letter of credit shall be subject to the approval of the City. The letter of credit shall be for a term ending when the Improvements are completed and accepted.

All outside consulting, legal, and engineering costs incurred by the City shall be billed directly to the Developer and paid within thirty (30) days. The City may draw down on the letter of credit for any violation of the terms of this Agreement or upon receiving notice that the letter of credit will be allowed to lapse before all Improvements have been completed and paid for. For actual costs not to exceed \$10,000.

With City approval, the letter of credit may be reduced from time to time as the Developer's financial obligations under this Agreement are paid.

With City approval, a cash deposit can be exchanged for a letter of credit at any point for 110% of the remaining project costs, including any change orders.

- 9. The Developer shall warranty all work to be free of all defects in workmanship and materials for a period of one year extending from the date of acceptance by the City of the Public Improvements as defined in Paragraph B.6.
- 10. The Developer shall be responsible for all costs associated with construction inspections and engineering review as performed by the City Engineer.
- 11. Construction Staking. The Developer will provide all staking services for grading, sanitary sewer, water main, storm sewer, lot services, sidewalks, and all roadway improvements.
- 12. The Developer shall pay for all costs incurred by it and the City in conjunction with the development of the plat, included without limiting the generality thereof, legal, planning, engineering, inspection expenses, permits in connection with approval and acceptance of the plat,

the preparation of this Agreement, and all costs and expenses incurred by the City in monitoring and inspecting development of the plat.

- 13. The Developer shall hold the City and its officers, agents, and employees harmless from claims made by itself and third parties for damages sustained or costs incurred resulting in plat approval or supervision or obligation that the City has undertaken pursuant to this Agreement. The Developer shall indemnify the City and its officers, agents and employees for all costs, damages, or expenses which the City may pay or incur in consequence of such claims, including attorney's fees. The Developer shall reimburse the City for costs incurred in the enforcement of this Agreement, including engineering, attorney's fees, and costs of litigation. This is an obligation of the Developer and shall continue in full force and effect even if the Developer sells one or more lots, the entire plat, or any part of it.
- 14. In the event of default by the Developer as to any of the work to be performed by it hereunder, the City may, at its option, perform the work and the Developer shall promptly reimburse the City for any expense incurred by the City, provided the Developer is first given the notice of work in default, not less than 24 hours in advance. This Agreement is a license for the City to act, and it shall not be necessary for the City to seek a court order for permission to enter the land. When the City does any such work, the City may, in addition to its other remedies, assess the cost in whole or in part and withhold the issuance of any building permit or occupancy permit.
- 15. The Developer represents to the City that the plat complies with all city, county, state and federal laws and regulations, including but not limited to subdivision ordinances, zoning ordinances and environmental regulations. City staff and consulting engineers shall diligently work to review compliance with the above-mentioned laws and regulations. If the City determines that the plat does not comply, the City may, at its discretion and upon written notification to the Developer, refuse to allow construction or development work in the plat area until the Developer complies. Upon the City's demand, the Developer immediately shall cease work until there is compliance.
- 16. Third parties shall have no recourse against the City under this Agreement. Breach of the terms of this Agreement by the Developer shall be grounds for denial of building permits or certificates of occupancy. If any portion, section, subsection, sentence, clause, paragraph, or phase of this Agreement is for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Agreement.
- 17. The Developer shall place iron monuments at all lot and block corners and at all other angle points on boundary lines. If iron monuments are disturbed, they shall be replaced at the Developer's expense before a certificate of occupancy is granted.
- 18. The Developer agrees to maintain, at all times before acceptance of the Street Improvements by the City, an access road suitable for use by emergency, police, and fire department equipment. The adequacy of such road shall be solely determination by the City. Furthermore, such access road shall be located no more than 150 feet from any structure built within the Subdivision.
- 19. The Improvements must meet the Adopted Standard Construction Specifications and Details of the City of North Mankato.

20. The Developer shall be responsible for obtaining the necessary permits including: MPCA Sanitary Sewer Extension Permit, Minnesota Department of Health Plan Review Permit, Minnesota Pollution Control Agency, NPDES Construction Stormwater Permit and any other permits necessary to construct the Improvements.

Building Permits

- 1. The Developer further agrees that City Sewer, Water, Storm Sewer, and Aggregate Base construction of the Streets and temporary street signs, will be completed prior to the issuance of building permits.
- 2. Any stormwater ponds must be satisfactorily built in accordance with the approved plans before a building permit is issued.
- 4. The City agrees that certificates of occupancy will be granted when gas, electric, and telephone service are provided to the development and all other requirements have been met by the Developer.
- 5. If building permits are issued prior to the completion and acceptance of the Improvements, the Developer assumes all liability and cost resulting in delays in completion of Improvements and damage to the Improvements caused by the City, Developer, its contractors, subcontractors, material men, employees, agents or third parties. No construction of a building and/or structure may be initiated prior to obtaining a City building permit.

Recording and Release

1. The Developer agrees that the terms of this Developer Agreement shall be a covenant on any and all property included in the Subdivision. The Developer agrees that the City shall have the right to record a copy of this Developer Agreement with the Nicollet County Recorder to give notice to future purchasers and Developers.

Property Taxes

1. The Developer must continue to pay all property taxes on the land described in Exhibit A on a timely manner. Failure to pay property taxes on any property on the land described in Exhibit A by the Developer or its assigns will result in the City not issuing any additional building permits.

Snow Removal:

- 1. In the event that the base course of asphalt is placed, but final course of asphalt is not placed, the City shall clear snow from the roadways but will not be responsible for damage to manholes, valve boxes, curb and gutter and any other obstruction within the roadway. Developer may elect to hire out snow removal services until the road is turned over to the city, developer is to notify the city in writing if private contractor is conducting snow removal services.
 - 2. The developer is responsible for snow removal on all sidewalks within

development that have not been turned over to the homeowner. This includes snow removal around fire hydrants and mailboxes.

General Provisions

- 1. The action or inaction of the City shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties and approved by written resolution of the City Council. The City's failure to promptly take legal action to enforce this Agreement shall constitute a waiver or release.
- 2. This Agreement shall run with the land and may be recorded against the title to the property described in Exhibit A. After the Developer has completed the work required of it under this Agreement, at the Developer's request the City will execute and deliver to the Developer a release of this Agreement.
- 3. Each right, power or remedy herein conferred upon the City is cumulative and in addition to every other right, power or remedy, expressed or implied, now or hereafter arising available to the City, a law or in equity, or under any other agreement, and each and every right, power and remedy herein set forth or otherwise so existing may be exercised from time to time as often and in such order an may be deemed expedient by the City and shall not be a waiver of the right to exercise at any time thereafter any other rights, power or remedy.
- 4. The Developer shall require any contractor to maintain liability and personal injury insurance with limits of liability of not less than \$1,000,000.00 per person and \$2,000,000 in the aggregate. The City must be named as additional insured under such policy. The contractor must also maintain the adequate worker's compensation insurance and property insurance. The term of the insurance shall be renewable until the construction of the Improvements is complete.
- 5. All disputes associated with this Agreement, shall be submitted to District Court in Nicollet County, Minnesota. Minnesota law shall apply to all disputes.
- 6. Required notices to the Developer shall be in writing and shall be either hand delivered to the Developer, its employees or agents or mailed to the Developer by registered mail at the following address:

Notices to the City shall be in writing and shall be either hand delivered to the City Administrator, or mailed to the City by registered mail in care of the City Administrator at the following address:

City of North Mankato P.O. Box 2055 North Mankato, MN 56002-2055 Attention: City Administrator

CITY OF NORTH MANKATO

	Ву	
(SEAL)	Mayor	
	Ву	
	City Administrator	
STATE OF MINNESOTA		
COUNTY OF NICOLLET		
The foregoing instrument was	acknowledged before me this	day of,
2022, by, Ma	yor and by	, City Administrator of
North Mankato, a Minnesota municip	oal corporation, on behalf of the cor	poration and pursuant to
the authority of the City Council.	•	•
Notary Public		

BURNETT FARMS INC.

EXHIBIT A – LEGAL DESCRIPTION

Description:

Lots 1-15, Block 1, BURNETT'S RAVINE RIDGE NO. 7

EXHIBIT B – ITEMIZED IMPROVEMENT

ITEM NO.	ITEM	APPROX. QUANT.	UNIT	UNIT PRICE	AMOUNT
1	MOBILIZATION	1	LS	\$11,649.00	\$11,649.00
2	TRAFFIC CONTROL	1	L5	\$0.01	\$0.01
3	REMOVE CONCRETE WALK	10	SY	\$10,00	\$100.00
4	REMOVE CONCRETE CURB & GUTTER	25	LF	\$3.50	\$87.50
5	COMMON EXCAVATION (P)	2300	CY	\$11,20	\$25,760.00
6	GEOTEXTILE FABRIC, TYPE V	4100	SY	\$1.10	\$4,510.00
7	AGGREGATE BASE CLASS 5 (CV)	850	CY	\$30.20	\$25,670.00
8	SELECT GRANULAR BORROW (CV)	690	CY	\$19.10	\$13,179.00
9	BITUMINOUS NON WEAR COURSE	500	TON	\$76.25	\$38,125.00
10	BITUMINOUS WEAR COURSE	300	TON	\$77.00	\$23,100.00
11	CONCRETE CURB AND GUTTER DESIGN B618	25	LF	\$30.00	\$750.00
12	CONCRETE CURB AND GUTTER DESIGN 5418, MODIFIED	1746	LF	\$14.49	\$25,299.54
13	4" PERFORATED PVC UNDERDRAIN	1756	LF	\$9.75	\$17,121.00
14	4" UNDERDRAIN CLEANOUT	3	EA	\$259.20	\$777.60
15	5" CONCRETE SIDEWALK	3620	SF	\$7.19	\$26,027.80
16	6" CONCRETE SIDEWALK	160	SF	\$13.80	\$2,208.00
17	TRUNCATED DOMES	20	SF	\$60.00	\$1,200.00
18	INLET PROTECTION	16	EA	\$175.00	\$2,800.00
19	PERIMETER CONTROL	2500	LF	\$1.90	\$4,750.00
20	STABILIZED CONSTRUCTION EXIT	1	EA	\$1,000.00	\$1,000.00
21	PERMANENT TURF ESTABLISHMENT (SEED MIX 25-151)	0.7	AC	\$6,416.00	\$4,491.20
22	COVER CROP ESTABLISHMENT (SEED MIX 22-111)	6.7	AC	\$2,885,00	\$19,329.50
23	INSTALL UTILITY TRACER WIRE SYSTEM (SANITARY SEWER)	1	LS	\$3,962.00	\$3,962.00
24	CONSTRUCT SANITARY MANHOLE DES 4007C	63.2	LF	\$415.55	\$26,262.76
25	SANITARY SEWER CASTING ASSEMBLY	5	EA	\$860.60	\$4,303.00
26	CONNECT TO EXISTING SANITARY PIPE	1	EΑ	\$679.30	\$679.30
27	8" SANITARY SEWER	820	LF	\$41.10	\$33,702.00
28	8" X 4" SANITARY WYE	15	EA	\$222.30	\$3,334.50
29	4" SANITARY SERVICE PIPE	497	LF	\$24.55	\$12,201.35
30	INSTALL UTILITY TRACER WIRE SYSTEM (WATERMAIN)	1	LS	\$4,161.80	\$4,161.80
31	CONNECT TO EXISTING WATERMAIN	2	EA	\$1,018.10	\$2,036.20
32	8" GATE VALVE & BOX	2	EA	\$2,517.60	\$5,035.20
33	6" GATE VALVE & BOX	2	EA	\$1,752.95	\$3,505.90
34	HYDRANT	2	ĒΑ	\$4,852.30	\$9,704.60
35	6" PVC WATERMAIN	21	LF	\$44.20	\$928.20
36	8" PVC WATERMAIN	1054	LF	\$44.30	\$46,692.20
37	1" CURB STOP	15	EA	\$286.60	\$4,299.00
38	1" CORPORATION STOP	15	ĒΑ	\$256.20	\$3,843.00
39	1" WATER SERVICE PIPE	480	LF	\$20.00	\$9,600.00
40	WATERMAIN FITTINGS	450	LB	\$11,60	\$5,220.00
41	REMOVE STORM PIPE, ALL SIZES	140	LF	\$2,00	\$280.00
42	CONNECT TO EXISTING STORM STRUCTURE	1	EΑ	\$500,00	\$500.00
43	CONNECT TO EXISTING STORM PIPE	1	EA	\$500.00	\$500.00
44	8" PIPE SEWER	865	LF	\$31.05	\$26,858.25
45	12" PIPE SEWER	90	LF	\$47.60	\$4,284.00
46	15" PIPE SEWER	287	LF	\$47.65	\$13,675.55
47	24" PIPE SEWER	236	LF	\$97.40	\$22,986.40
48	18" INLET (W/CASTING)	4	EA	\$1,756.70	\$7,026.80
49	8" HEADWALL STRUCTURE (MNDOT STD. PLATE 3131)	1	EA	5400.00	\$400.00
50	CONSTRUCT DRAINAGE MANHOLE, DESIGN R-1	16	LF	\$504.20	\$8,067.20
51	CONSTRUCT DRAINAGE MANHOLE, DESIGN 48-4020	27	LF	\$478.45	\$12,918.15
52	CONSTRUCT DRAINAGE MANHOLE, DESIGN 72-4020	5.6	LF	\$1,041.20	\$6,871.92
53	STORM SEWER CASTING ASSEMBLY	9	EA	\$746.60	\$6,719.40
54	RANDOM RIP RAP CLASS III	10	TON	\$59.00	\$590.00
5-4	10 11 TO THE TOTAL CONTRACTOR OF			TAL AMOUNT:	\$539,083.83

EXHIBIT C – DETAILED COST BREAKDOWN OF WATERMAIN INSTALLATION PAID FOR BY THE CITY

Kelly & Sons Excavating, LLC

216 Abbot Ave SW Madelia, MN 56062 US +1 5079651309 kyle kellysons gomai com



INVOICE

Bacio

City Of North Mankato

DATE TERMS DUE DATE 1113 06/08/2020 Net 30 07/08/2020

DATE ACTIVITY DESCRIPTION QTY RATE AMOUNT Raymond ct water main extension 4,871.00 4.871.00 Sales Install approximately 170 of c900 water main, tie on to existing stub, salvage plug, install 2 45dg bends, bed and blind pipe in sand, block bends, reinstall salvaged plug Exclusions: Disconnect of gas line Disconnect of power Driveway maintenance Seed/sod Permits Soil correction other than noted Hazardous material testing or removal Dewatering Surveying/Layout Pavement/Concrete/Bituminous Landscaping Temp/Permanent Turf Geo technical Services Side walk prep nauling of spoil off site any site grading other than noted demolition of existing structures 500.00 Sales Testing of watermain system 500.00 plug is 220' off valve in street and 28' off center of catch basin in field, 6' 2x4

\$5,371.00

BALANCE DUE

marking end of line

CITY OF NORTH MANKATO





Agenda Item # 12A	Departmen	t: Administra	ation (Council Mee	ting Date: 3	/7/22
TITLE OF ISSUE: Consider Ordinance	No. 148 Aı	n Ordinance	of North	Mankato, M	Iinnesota A	mending North
Mankato City Code Chapter 11.01 Preci				,		8
BACKGROUND AND SUPPLEMENTA	L INFOR	MATION:	The State	redistricting	plan has be	een adopted and
all cities must proceed with establishing						-
places as required under Minn. Stat. 204		_	-		_	
The City of North Mankato has the City'	's precinct	boundaries	codified so	the City m	ust adopt a	n Ordinance to
change the precinct boundaries. The pro	posed bou	ndary chang	ges will ass	sist with the	organizatio	on of the election
process. The Mayor and Council Memb						
*						
						ach a separate sheet
REQUESTED COUNCIL ACTION: Add Amending North Mankato City Code Ch For Clerk's Use:	_	1 Precinct B	oundaries	•	IENTS ATT	
Motion By:		Dagalution	Ordinance	e Contract	Minutes	Man
Second By:		Resolution	Ordinance	e Contract	willutes	Map
Vote Record: Aye Nay			X			
Whitlock		Other (s	pecify) <u>F</u>	Precinct Bound	dary Maps	
Steiner Norland		(-				
Oachs		(
Dehen						
		2				
Workshop			Refer to	o:		
X Regular Meeting			Table u	ıntil:		
Special Meeting			Other:	8		
	II II					

ORDINANCE NO. 148

AN ORDINANCE OF THE CITY OF NORTH MANKATO, MINNESOTA AMENDING NORTH MANKATO CITY CODE CODE CHAPTER 11.01 PRECINCT BOUNDARIES

WHEREAS, state law allows upon release of the new decennial census information that precinct boundaries may be adjusted; and

WHEREAS, state law allows the City to realign precincts to accommodate population changes or to change polling locations; and

WHEREAS, precinct changes must be completed by March 29, 2022; and

WHEREAS, proposed precinct changes have been presented to Council, and a Public Hearing was held concerning the precinct boundaries.

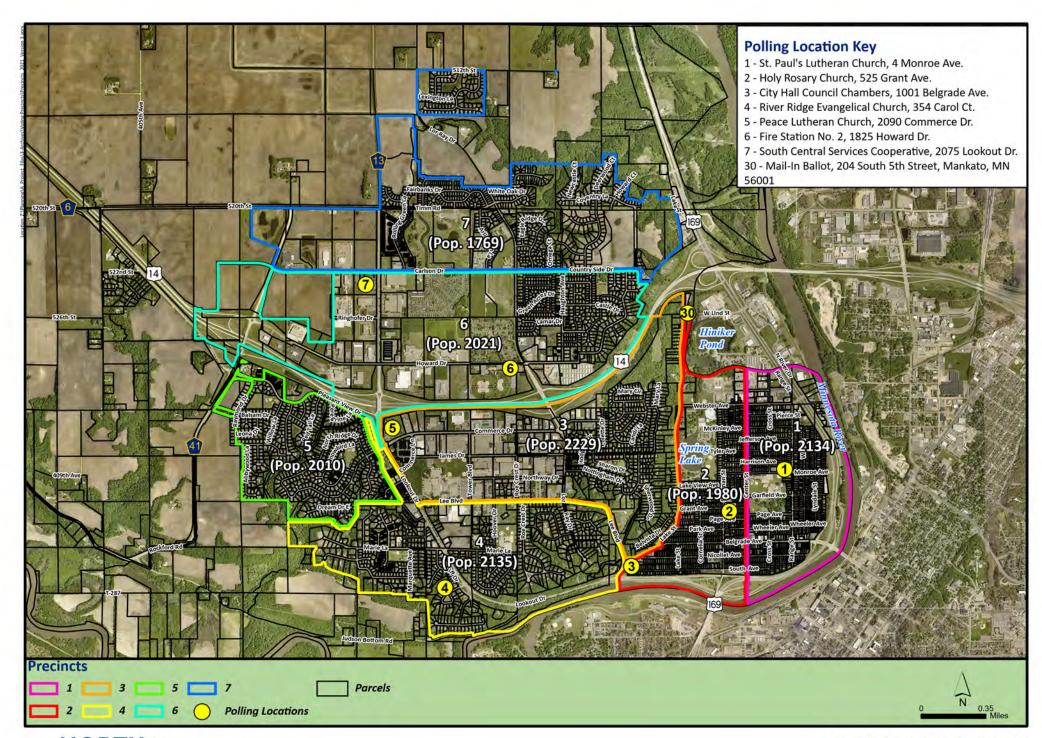
NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA;

SECTION 1. The currently adopted Chapter 11.01 Precinct Boundaries are hereby removed and Exhibit A as attached is adopted.

SECTION 2. After adoption, signing, and attestation, this Ordinance shall be published once in the official newspaper of the City and shall be in effect on or after the date following such publication.

Adopted by the City Council this 7th day of March 2022.

	:	
	Mayor	
ATTEST:		
City Clerk		





North Mankato Precincts

CITY OF NORTH MANKATO REQUEST FOR COUNCIL ACTION



Agenda Item # 12B	Department: Administration	Council Meeting Date: 3/7/22
TITLE OF ISSUE: Consider A Resolution	on Designating the Polling I	Places for 2022.
BACKGROUND AND SUPPLEMENTA polling locations.	AL INFORMATION: The	City must also pass a resolution designating the
REQUESTED COUNCIL ACTION: Add	opt Resolution Designating	the Polling Places for 2022.
For Clerk's Use:	SUPPO	RTING DOCUMENTS ATTACHED
Motion By: Second By: Vote Record: Aye Nay Whitlock	Resolution Ord X Other (specify	
Steiner Norland Oachs Dehen		
Workshop		efer to:
X Regular Meeting Special Meeting		able until: Other:

A RESOLUTION DESIGNATING THE POLLING PLACES FOR 2022

WHEREAS, the legislature of the State of Minnesota has been redistricted; and

WHEREAS, Minnesota Statue section 204B.14, subd.3 (d) requires that precinct boundaries must be reestablished within 60 days of when the legislature has been redistricted or at least 19 weeks before the state primary election, whichever comes first;

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of North Mankato, County of Nicollet, and State of Minnesota hereby establishes the boundaries of the voting precincts and polling places as follows:

Precinct 1 St. Paul's Lutheran Church

304 Monroe Avenue

That part of the City lying west of the river and east of

Center Street

Precinct 2 Holy Rosary School

546 Grant Avenue

That part of the City lying west of Center Street and east of

Lake Street

Precinct 3 Municipal Building, Council Chambers

1001 Belgrade Avenue

That part of the City Lying West of Lake Street North of Lee

Boulevard and South of Highway 14

Precinct 4 River Ridge Evangelical Church

350 Carol Court

That part of the City lying south of Lee Blvd and Dream

Drive East

Precinct 5 Peace Lutheran Church

2090 Commerce Drive

That part of the City lying North of Dream Drive, West of

Lookout Drive and South of Highway 14

Precinct 6 Fire Station No. 2

1825 Howard Drive

That part of the City Lying North of Highway 14 and South

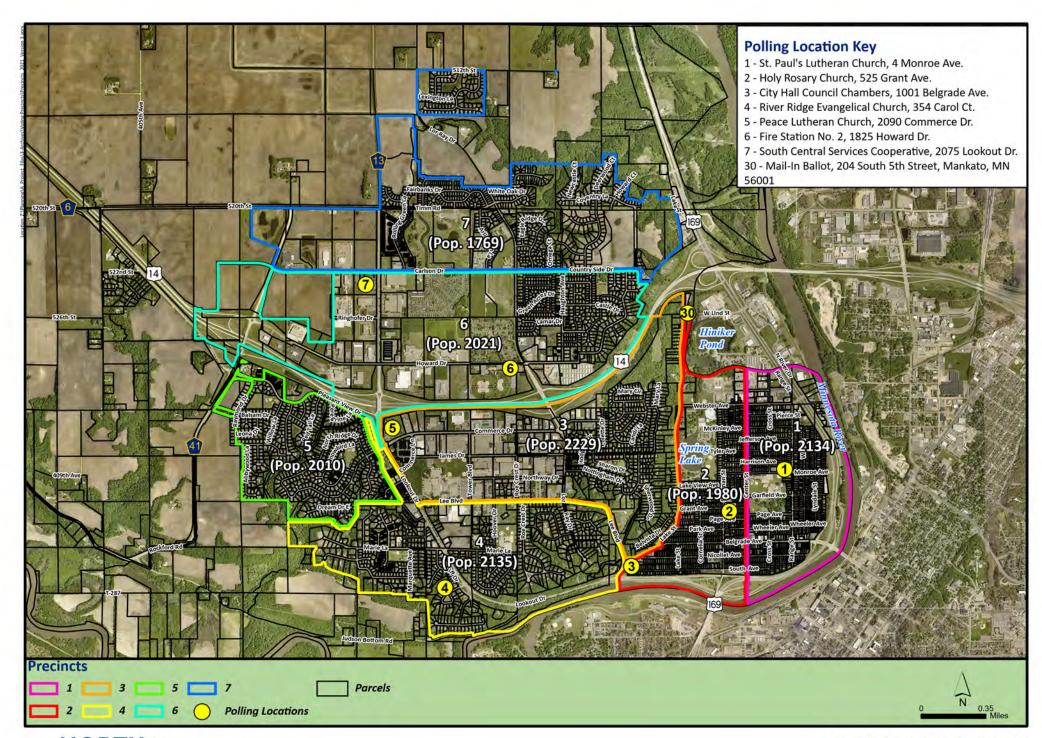
of Carlson Drive and Country Side Drive

	That part of the City Lying North of Carlson Drive and Country Side Drive		
Precinct 30	204 South 5 th Street Mankato, MN 56001 Mail Ballot 200 and 202 West Lind Street		
Adopted by the City Council of t Minnesota, this the 7 th day of M	he City of North Mankato, County of Nicollet, State of larch 2022.		
	Mayor		
ATTEST			

2075 Lookout Drive

South Central Services Cooperative

Precinct 7





North Mankato Precincts

REQUEST FOR COUNCIL ACTION

CITY OF NORTH MANKATO



Agenda Item # 12C	Department: Community Dev. Council Meeting Date: 3/7/22				
TITLE OF ISSUE: Receive Update on the	ne MAPO Highway 169 Corridor Study.				
BACKGROUND AND SUPPLEMENTA	BACKGROUND AND SUPPLEMENTAL INFORMATION: Angie Bersaw, Bolton & Menk, will present the				
	Organization Hwy 169 Corridor Study update.				
	If additional space is required, attach a separate sheet				
REQUESTED COUNCIL ACTION: Rec	eive update.				
For Clerk's Use:	SUPPORTING DOCUMENTS ATTACHED				
Motion By:	Resolution Ordinance Contract Minutes Map				
Second By: Vote Record: Aye Nay Whitlock	Other (specify) Presentation				
Steiner	Tresentation				
Norland Oachs					
Dehen	,				
Workshop	Refer to:				
X Regular Meeting	Table until:				
Special Meeting	Other:				



Hwy 169 Corridor Study

North Mankato City Council March 7, 2022



Agenda

01

Welcome and Introductions

03

Preliminary Recommended Vision & Implementation Plan

Study Overview

04

Next Steps

Resolutions of Support

05



Study Goals

Project Goals



Reliable mobility for all users

Safety of all system users

Respect the environment and people

Financial responsibility

Agency and public support



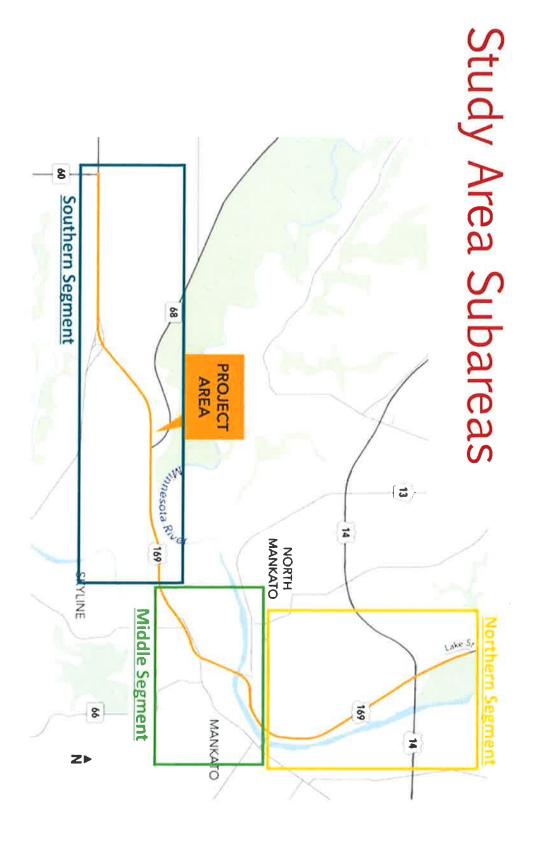






Study Schedule

- Phase 1: Issues, opportunities, and priorities
- Business focus groups
 Public Open House #1
- City Council updates
- Phase 2: Identify and evaluate design concepts
- Business focus groups
- Pop-up events
- Public Open House #2
- Phase 3: Develop recommendations and implementation plan
- Public Open House #3
- City Council/County Board presentations



Implementation Plan Recommended Vision and

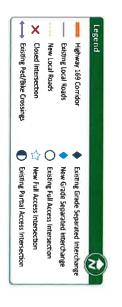


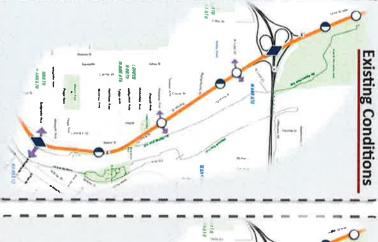


Highway 169 Corridor

Northern Subarea Access Options

Option 1A-1C









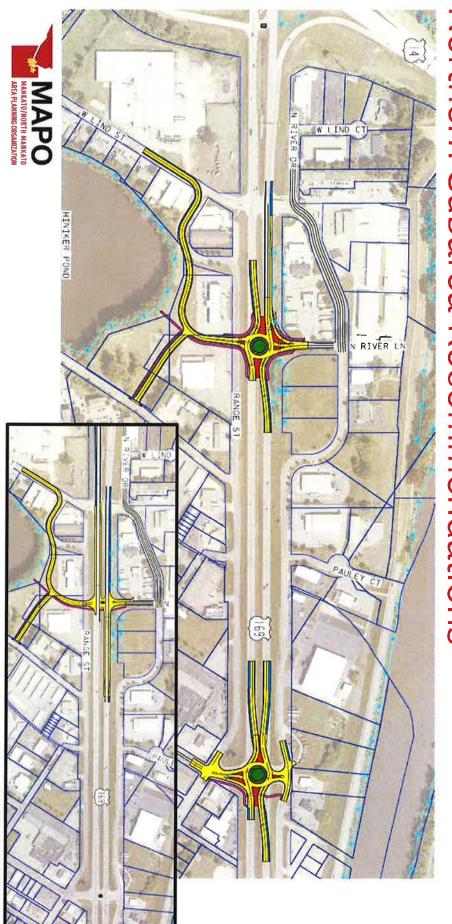
Concepts considered improvements at:

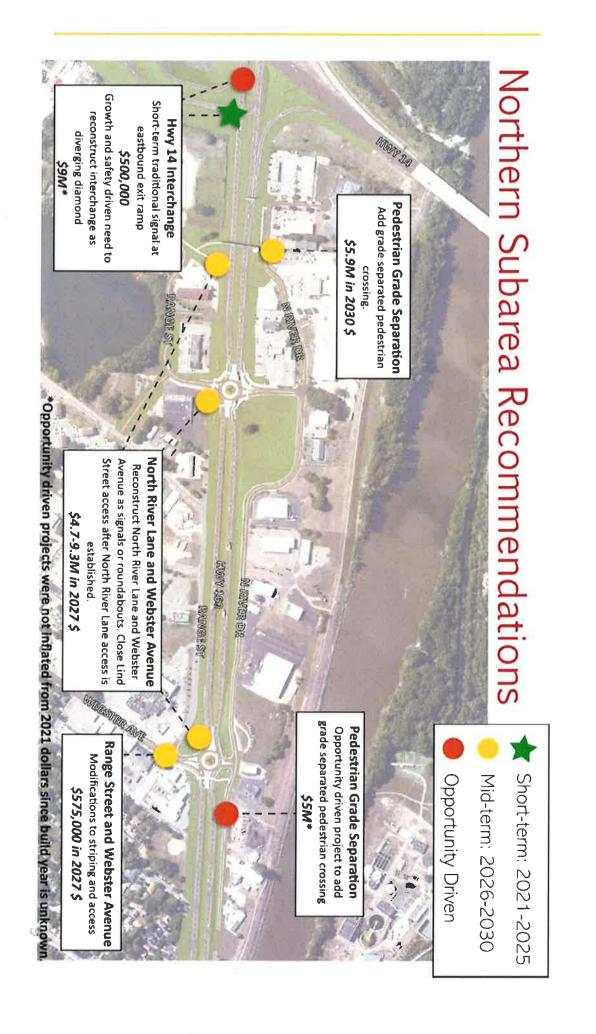
- Highway 14/169 interchange
- Hwy 14 exit ramp signal

Option 1D
Freeway Option

- Diverging Diamond Interchange
- Full Cloverleaf Interchange
- N. River Ln and Webster Ave
- Signals
- Roundabouts
- Signalized Restricted U-Turns
- Range Street at Webster Ave
- Cul-de-sac
- Median
- Striping and access modifications
- Grade separated pedestrian crossing

Northern Subarea Recommendations





Northern Subarea

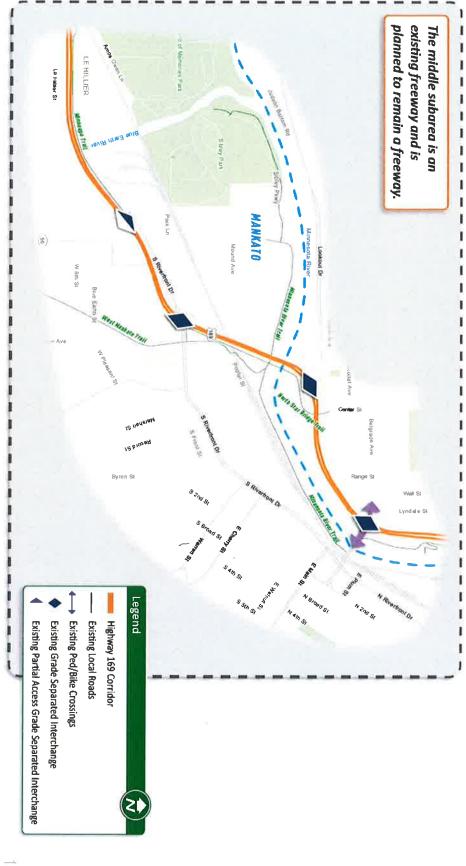


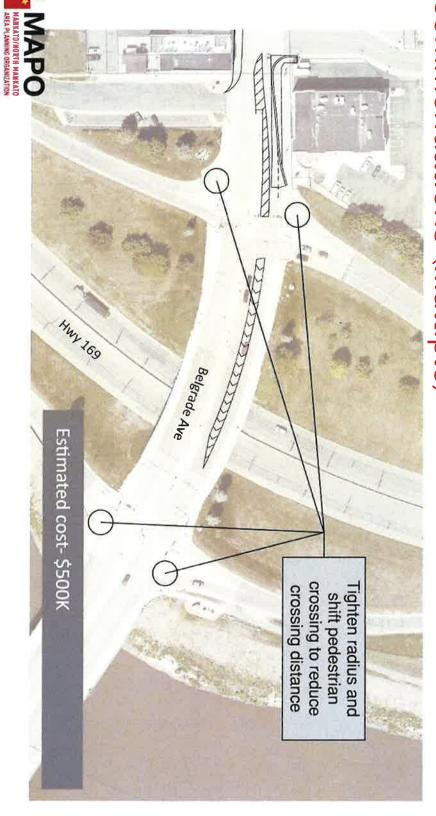
The Middle Subarea





Highway 169 Corridor Middle Subarea Access Options





Belgrade Ave Roundabout Concept

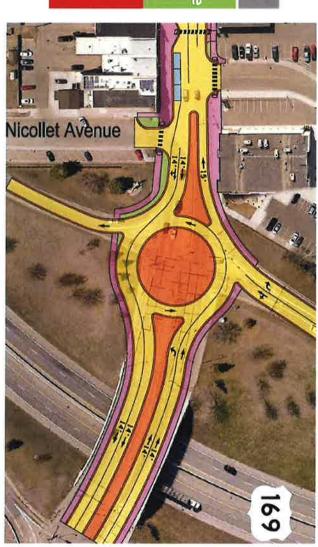
Estimated cost- \$2M



- Improves pedestrian crossings
- Improves traffic flow on Belgrade Ave
- reduced section west of Hwy 169 Improves traffic flow into potentially



Cost for construction





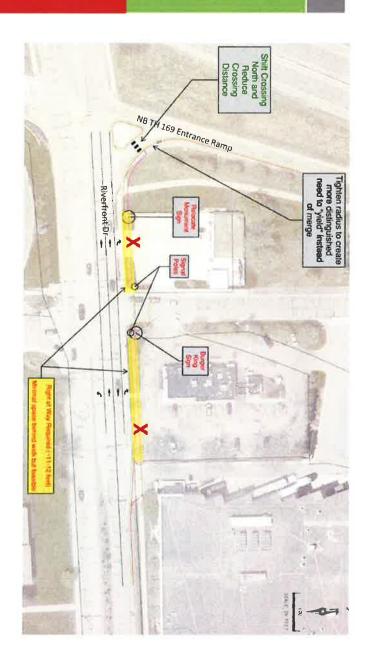
Riverfront Dr Right Turn Lane Concept

Estimated cost- \$850K

- Improves pedestrian crossing
- Enforces need for westbound traffic turning right to yield for pedestrians
- Adds westbound right turn lane
- Reduces westbound rear end crashes
- Reduces potential conflict points along Riverfront Dr
- - Increases delay for westbound traffic turning right
 - Requires property acquisition



businesses

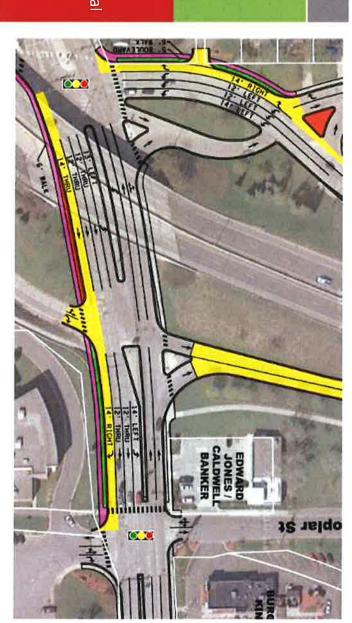


Riverfront Dr Signalized Corridor Concept

Estimated cost- \$1M



- Improves traffic flow
- Maintains full access at all
- May require property acquisition
- May require bridge work to accommodate lanes (or removal of sidewalk)
- May have a learning curve as drivers get familiar with road design



Riverfront Dr East of Hwy 169 Concept

Estimated cost- \$4.5M

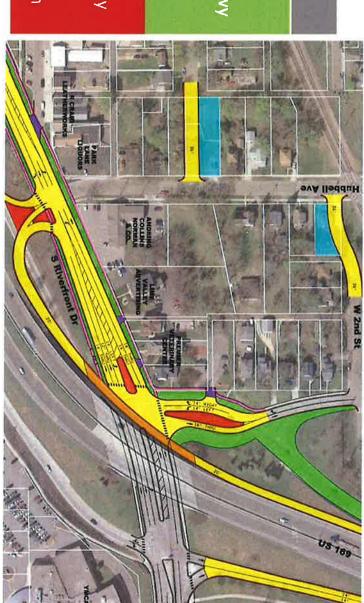


- Improves traffic flow
- Maintains accesses east of Hwy 169 along Riverfront Dr



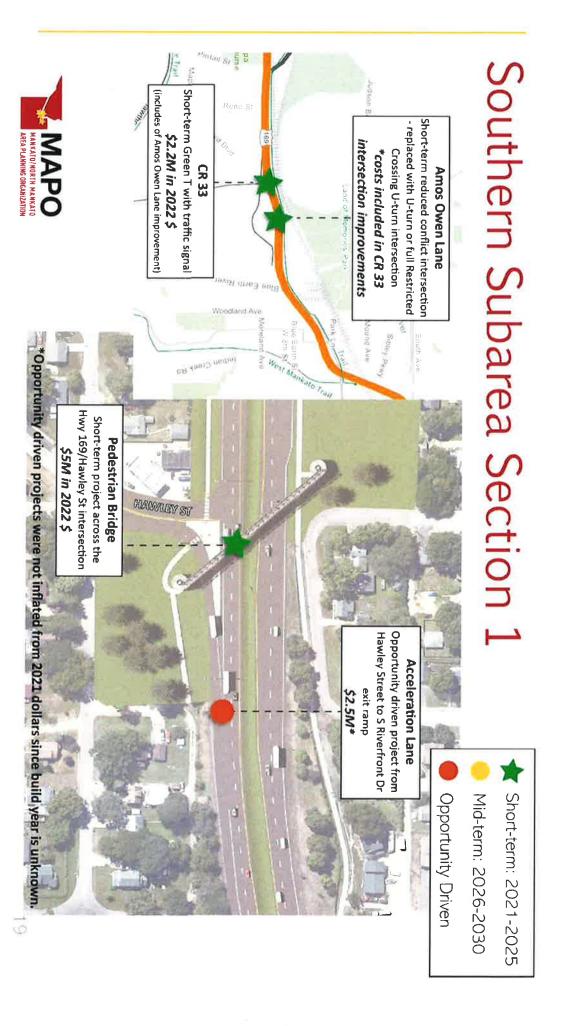
- Cost of construction
- Creates design issues that may require raising Riverfront Dr
- Removes Hubbell

Ave/Riverfront Dr intersection

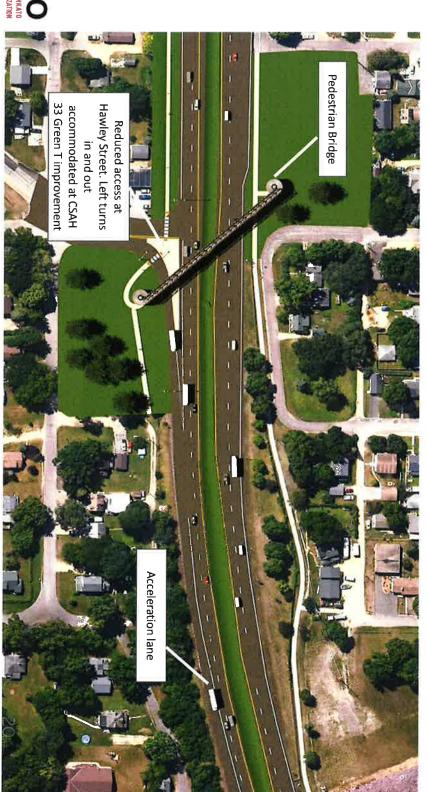


The Southern Subarea Vision

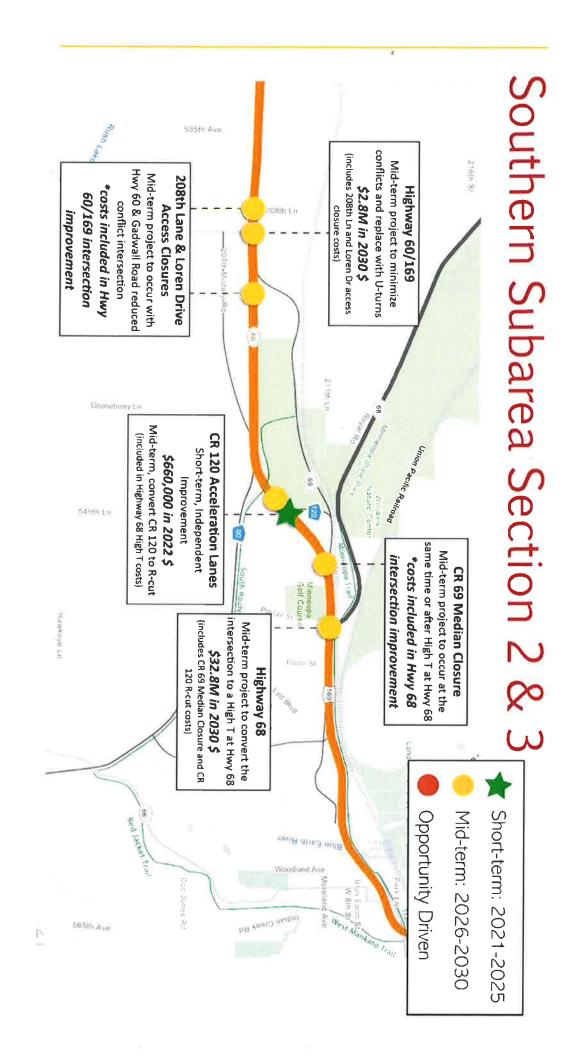




Southern Subarea - Hawley Street







Summary of Approvals and Next Steps

Resolutions of Support:

- Nicollet County December 2021
- Blue Earth County January 2022
- City of Mankato February 2022

Next Steps:

- Pursue funding
- Partner agencies conduct additional planning/design work as needed

www.hwy169corridorstudy.com

CITY OF NORTH MANKATO





Agenda Item # 12D	Department	: Communit	y Dev.	Council Mee	ting Date: 3	/7/22
TITLE OF ISSUE: Consider Resolution (MAPO) Highway 169 Corridor Study.	of Support	for the Mai	ıkato/No	rth Mankato	Area Planı	ning Organization
DACKCDOUND AND SUDDIEMENTA	I INFOD	MATION, I	atonim C	iter Administ	rator Fisch	y will warriour the
REQUESTED COUNCIL ACTION: Add Planning Organization (MAPO) Highway	opt Resolut	ion of Supp		lf additional space	e is required, atta	ach a separate sheet
	71					
For Clerk's Use:		SU	PPORTI	NG DOCUM	IENTS ATI	TACHED
Motion By:		Resolution	Ordinan	ce Contract	Minutes	Map
Second By:		v	0.000			ap
		X				
Vote Record: Aye Nay Whitlock		Oth an (an	:¢.)			
Steiner		Other (sp	beeny)			
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				\	_	
Workshop			Refer	to:		
X Regular Meeting			Tahle	until:		
Special Meeting						
special Meeting			Other:			

Resolution of Support for the Mankato/North Mankato Area Planning Organization (MAPO) Highway 169 Corridor Study

Whereas, the Mankato/North Mankato Area Planning Organization (MAPO) is the federally-recognized Metropolitan Planning Organization (MPO) servicing the Mankato/North Mankato area; and

Whereas, the Corridors of Commerce program was created and funded by the Minnesota Legislature for the specific purpose of funding the expansion and improvement of trunk highways like Highway 160, which play an important role in the movement of freight and people between regions of our State; and

Whereas MAPO is responsible for development of a range of transportation studies, plans, and policy decisions, and for directing transportation planning and funding programming within the Mankato/North Mankato area; and

Whereas, over 2020-2021, in its capacity as an MPO, MAPO established a comprehensive, cooperative, and continuing (3-C) transportation planning process to facilitate development of a Highway 169 Corridor Study (Study); and

Whereas, Highway 169 is the primary transportation corridor for funneling freight into the Twin Cities from the Mankato/North Mankato region and southern Minnesota; and

Whereas, development of the Study included participation, contribution, and direction from staff of the counties of Blue Earth and Nicollet, the cities of Mankato and North Mankato, and District 7 Minnesota Department of Transportation; and

Whereas, the City of North Mankato, through Resolution No. 53-19, authorized the Study and directed certain mandates to include, without limitation, that the Study include maintaining a full access intersection at Webster Avenue; or, if Webster Avenue is relocated, that such relocation must remain within the boundaries of the City of North Mankato and that is be in an area economically viable and feasible for redevelopment and reinvestment; and

Whereas, the Locally Recommended Vision and Implementation Plan conforms to the City of North Mankato's strategic and planning priorities and to Resolution No. 53-19; and

Now, therefore, be it resolved, that the North Mankato City Council supports the outcomes and recommendations of the Mankato/North Mankato Area Planning Organization's Highway 169 Corridor Study and endorses the Locally Recommended Vision and Implementation Plan; and

Now therefore, be it further resolved, that the City of North Mankato reserves the municipal rights under Minnesota Statute 161 to review and either approve or disapprove final layouts for all construction, reconstruction, or improvements along the Highway 169 corridor that are subject to municipal review, including any local cost share associated with future projects.

Adopted this day of March, 2022		
	Mayor	
Attest:		

CITY OF NORTH MANKATO





Agenda Item # 12E	Department:	Engineering	g C	ouncil Mee	ting Date: 3	3/7/22
TITLE OF ISSUE: Consider Resolution	Approving	Plans and S	pecificatio	ns and Oro	lering Adv	ertisement for
Bids Project No. 21-05 ABCDEF Lor Ra						
BACKGROUND AND SUPPLEMENTA	L INFORM	IATION: P	ease revie	w the provi	ided memo	from City
Engineer Sarff.			···	additional space	is required atte	ach a separate sheet
REQUESTED COUNCIL ACTION: Add	pt Resolution	on Approvi				
Advertisement for Bids Project No. 21-05	S ABCDEF 1	Lor Ray Dri	ve Improv	vement Pro	ject.	8
For Clerk's Use:		SUF	PORTIN	G DOCUM	ENTS ATT	ГАСНЕО
Motion By:Second By:		Resolution	Ordinance	Contract	Minutes	Мар
Vote Record: Aye Nay		X				
Whitlock		Other (sp	ecify)			
Steiner Norland						
Oachs	1					
Dehen						
Workshop			Refer to:		1	
X Regular Meeting			Table un	til:		
Special Meeting			Other:			



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MEMORANDUM

Date:

February 28, 2022

To:

John Harrenstein, City Administrator

From:

Daniel R. Sarff, P.E., City Engineer

CC:

Nate Host, Public Works Director Kevin McCann, Finance Director

Subject:

Lor Ray Drive Improvement Project, City Project No. 21-05 ABCDEF

BMI Project No. 0M1.125174

Plans and specifications have been prepared for the Lor Ray Drive Improvement Project. The proposed improvements are essentially the same as that presented with the Preliminary Engineering Report and subsequent City Council discussions. The following is a summary of the proposed improvements:

Project Locations: Lor Ray Drive from a point approximately 250 feet north of White Oak Drive to Somerset Lane

Proposed Improvements:

Sanitary Sewer:

- Extend 8" diameter sanitary sewer from the lift station near Lexington Lane, south along Lor Ray Drive to a point approximately 1000 feet north of White Oak Drive – will serve the currently undeveloped properties adjacent to Lor Ray Drive.
- Extend 12" diameter sanitary sewer from the lift station, north along Lor Ray Drive to Somerset Lane will serve the future development areas to the west of Lor Ray Drive and north of Somerset Lane.
- Extend 8" diameter sanitary sewer stubs at appropriate locations for future extension into development areas adjacent to Lor Ray Drive.
- Construct sanitary sewer services for the three residences along Lor Ray Drive

Watermain:

- No mainline watermain improvements are required south of Lexington Lane
- Extend 12" diameter PVC watermain along Lor Ray Drive from Lexington Lane to Somerset Lane will
 provide service to future development areas adjacent to Lor Ray Drive and north of Somerset Lane
- o Extend 8" diameter watermain stubs at appropriate locations for future extension into development areas adjacent to Lor Ray Drive
- o Construct water services for the three residences along Lor Ray Drive

Storm Sewer:

- o Construct storm sewer ranging in size from 12 to 24 inches in diameter
- Construct inlets at low points and at intermediate points along the new curb
- Construct new manholes at appropriate intervals to provide access for maintenance and cleaning
- o Two new ponds proposed at head of ravines east of Lor Ray Drive
 - Approximately 1200 feet north of White Oak Drive
 - Approximately 2500 feet north of White Oak Drive
- Ponds would be designed so that they could be expanded to accommodate stormwater runoff from future developments east of Lor Ray Drive
- o Storm sewer carrying the discharge from the storm water ponds will be extended to the bottom of the ravine at each location

Street and Surface:

- o 40-foot-wide bituminous street with concrete curb and gutter on both sides:
 - Provides for one traffic lane in each direction and a shoulder area adjacent to each curb
 - Proposed width would accommodate on-street parking or left turn lanes at selected locations if required in the future
- o New street would be lowered 2 to 4 feet top curb at or below grade of adjacent ground
- o 8' wide concrete walk along the east side
- o 8' wide bituminous trail along the west side
- o Bituminous pavement section designed to meet State Aid standards for projected future traffic
- Restore all disturbed turf areas with seed
- Street Lights
 - o Provide street lighting system with sixteen new residential style lights

Estimated Project Costs and Funding:

ltem	Estimated Cost
Street and Surface Improvements/Street Lights	\$2,416,200
Storm Sewer	\$641,700
Sanitary Sewer	\$570,400
Watermain	\$135,700
ESTIMATED CONSTRUCTION BID AMOUNT	\$3,764,000
Estimated Right of Way/Easement Cost	\$76,000
Street Light Poles and Fixtures (to be purchased directly by the City)	\$32,000
ESTIMATED PROJECT COST:	\$3,872,000
ESTIMATED FUNDING:	
Corona Virus Relief Fund:	\$1,100,000
Local Road Improvement Program Grant	\$575,000
Municipal State Aid Funds	\$400,000
Assessments/GO Bonds	\$1,797,000

Recommended Action: Adopt resolution approving plans and specifications and ordering advertisement for bids. A copy of the resolution is included in Council Packet.

RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND ORDERING ADVERTISEMENT FOR BIDS PROJECT NO. 21-05 ABCDEF LOR RAY DRIVE IMPROVEMENT PROJECT

WHEREAS, pursuant to a resolution of the City Council adopted the 15th day of November 2021, the City Engineer has prepared plans and specifications for Project No. 21-05 ABCDEF, Lor Ray Drive Improvement Project and has presented such plans and specifications to the council for approval.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, as follows:

- 1. Such plans and specifications, a copy of which is on file in the City Clerk's office and made a part hereof, are hereby approved.
- 2. The city clerk shall prepare and cause to be inserted in the official paper and on Quest Construction Data Network, an advertisement for bids upon the making of such improvement under such approved plans and specifications. The advertisement shall be published for not less than three weeks, shall specify the work to be done, shall state that bids will be received by the clerk until 11:00 a.m. on March 29, 2022, at which time they will be publicly opened in the Council Chambers of the City Hall by the City Clerk and the City Engineer
- 3. The bids will then be tabulated and will be considered by the City Council at their regular meeting at 7:00 p.m. on May 2, 2022, in the Council Chambers of the City Hall. Any bidder whose responsibility is questioned during consideration of the bid will be given an opportunity to address the council on the issue of responsibility.
- 4. No bids will be considered unless sealed and filed with the clerk and accompanied by a cash deposit, cashier's check, bid bond or certified check payable to the clerk for five (5) percent of the amount of such bid.

Adopted by the City Council this 7th day of March 2022.

ATTEST:	Mayor	
City Clerk		

CITY OF NORTH MANKATO REQUEST FOR COUNCIL ACTION



Agenda Item # 12F	Department: Engineering	Council Meeting Date: 3/7/22
TITLE OF ISSUE: Consider Resolution De Project No. 21-06 ABCDEF McKinley Avenu		I, and Ordering Preparation of Proposed Assessment nent Project
REQUESTED COUNCIL ACTION: Add	opt Resolution Declaring	If additional space is required, attach a separate sheet Cost to Be Assessed, and Ordering Preparation
of Proposed Assessment Project No. 21-0	6 ABCDEF MCKINIEY AV	venue Street & Utility Improvement Project
For Clerk's Use:	SUPI	PORTING DOCUMENTS ATTACHED
Motion By: Second By: Vote Record: Aye Nay	Resolution (
Whitlock Steiner	Other (spec	cify)
Norland Oachs		
Dehen		
Workshop		Refer to:
X Regular Meeting		Table until:
Special Meeting		Other:



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MEMORANDUM

Date: March 1, 2022

To: John Harrenstein, City Administrator

From: Daniel R. Sarff, P.E., City Engineer

CC: Nate Host, Public Works Director

Kevin McCann, Finance Director April Van Genderen, City Clerk

Subject: City Project No. 21-06 ABCDEF McKinley Avenue Street & Utility Improvement Project:

BMI Project Nos. 0M1.125173

Bids were received and opened on Tuesday, March 1st at 11:00 a.m. for the McKinley Avenue Street & Utility Improvement Project. This project includes street and utility reconstruction of McKinley Avenue from Sherman Street to Range Street.

Two (2) bids were received, and the results of the bids are tabulated below:

<u>Bidder</u>	Bid Amount
Holtmeier Construction, Inc.	\$1,379,976.87
Kuechle Underground, Inc.	\$1,895,195.50

Engineer's Estimate \$1,373,100

The low bidder for the project is Holtmeier Construction, Inc from Mankato, Minnesota. The low bid is very close to the Engineer's Estimate and approximately 27% below the next lowest bid.

Based on past performance with Holtmeier Construction, Inc, it is our opinion that they are qualified to perform the work required under this contract.

According to the City's standard process for projects involving special assessments, an assessment hearing will be held prior to awarding the contract for the project. The assessment hearing is scheduled for April 4, 2022. Finance Director McCann has prepared the proposed assessment roll for the project and City Clerk Van Genderen has prepared the following resolutions for consideration at the March 7th City Council meeting:

- Resolution Declaring Cost to be Assessed and Ordering Preparation of Proposed Assessment
- Resolution for Hearing on Proposed Assessment

Finance Director McCann, City Clerk Van Genderen, and I will be available at the March 7th City Council meeting to review this information with the council and answer any questions they have.

Recommended Action: Adopt the Resolution Declaring Cost to be Assessed and Ordering Preparation of Proposed Assessment and the Resolution for Hearing on Proposed Assessment. Copies of the resolutions are included in Council Packet.

RESOLUTION DECLARING COST TO BE ASSESSED, AND ORDERING PREPARATION OF PROPOSED ASSESSMENT PROJECT NO. 21-06 ABCDEF MCKINLEY AVENUE STREET & UTILITY IMPROVEMENT PROJECT

WHEREAS, bids have been received for the Project No. 21-06 ABCDEF McKinley Avenue Street & Utility Improvement Project, and the estimated cost for such improvement, including contingencies, is \$1,449,000.00, and the expenses incurred or to be incurred in the making of such improvement amount to \$295,000.00, so that the total cost of the improvement will be \$1,744,000.00.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, that the portion of the cost of such improvement to be paid by the City is hereby declared to be \$1,313,832.82, and the portion of the cost to be assessed against benefited property owners is declared to be \$430,167.18, and

BE IT FURTHER RESOLVED, that assessments shall be payable in equal annual installments extending over a period of 15 years, the first of the installments to be payable on or before the first Monday in January 2023 and shall bear interest at the rate of two percent (2%) greater than the average coupon interest rate of the bonds, rounded to the nearest quarter of a percent, from the date specified in the assessment resolution and notices.

BE IT FURTHER RESOLVED, that the City Clerk, with the assistance of the City Engineer, shall forthwith calculate the proper amount to be specially assessed for such improvement against every assessable lot, piece or parcel of land within the district affected, without regard to cash valuation, as provided by law, and he/she shall file a copy of such proposed assessment in his/her office for public inspection.

BE IT FURTHER RESOLVED, that the City Clerk shall upon the completion of such proposed assessment, notify the City Council thereof.

Adopted by the City Council this 7th day of March 2022.

	Mayor	
Attest:		
	City Clerk	

П				ASS	SESSABLE UN	ITS			CALCULATED	ASSESSMENT					1
							etheet eten:								
				STREET &	SANITARY		STREET/STORM SEWER/STREET LIGHTS	SANITARY SEWER MAINLINE	SANITARY SEWER SERVICE	WATERMAIN MAINLINE	WATER SERVICE				
				RECON- STRUCT	SEWER SERVICE	WATER SERVICE	(LIN FT)	(EACH)	(EACH)	(EACH)	(EACH)	TOTAL	MAXIMUM ASSESSMENT	PROPOSED	
LINE	PID	PROPERTY ADDRESS	PROPERTY OWNER NAME	(LIN FT)	(EACH)	(EACH)	\$123.63	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	CALCULATED ASSESSMENT	\$7,500.00	PROPOSED ASSESSMENT	COMMENT
1	185571560	941 RANGE STREET	JOHN GEORGE	49.50	0	0	\$6,119.89	\$0.00	\$0.00	\$0.00	\$0.00	\$6,119.89	\$7,500.00	\$6,119.89	
2	185571850	1001 RANGE STREET	LORRAINE B MARDEN	55.00	1	1	\$6,799.88	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,327.80	\$7,500.00	\$7,500.00	
3	185571540	309 MCKINLEY AVENUE	HANNAH SANDERS	82.00	1	1	\$10,138.00	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$17,665.92	\$7,500.00	\$7,500.00	
4	185571840	310 MCKINLEY AVENUE	PAUL KEHR	100.00	1	1	\$12,363.41	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$19,891.34	\$7,500.00	\$7,500.00	
5	185571530	311 MCKINLEY AVENUE	WILLIAM A RITTENHOUSE	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
6	185571830	314 MCKINLEY AVENUE	CHASTEEN GERALD - LIFE ESTATE ETAL	65.00	1	1	\$8,036.22	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,564.14	\$7,500.00	\$7,500.00	
7	185571820	318 MCKINLEY AVENUE	DALE E HIMMELMAN	65.00	1	1	\$8,036.22	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,564.14	\$7,500.00	\$7,500.00	
8	185571450	321 MCKINLEY AVENUE	DUSTIN MCCABE	85.00	1	1	\$10,508.90	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$18,036.82	\$7,500.00	\$7,500.00	
9	185571810	324 MCKINLEY AVENUE	DONALD W SWANSON	65.00	1	1	\$8,036.22	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,564.14	\$7,500.00	\$7,500.00	
10	185571440	325 MCKINLEY AVENUE	MAXWELL G & STEFFANEY K THOMAS	60.00	1	1	\$7,418.05	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,945.97	\$7,500.00	\$5,774.00	\$1,067 CREDIT FOR WATER SERVICE; \$659 CREDIT FOR SIDEWA
11	185571800	330 MCKINLEY AVENUE	BRADLEY HESS	52.00	1	1	\$6,428.97	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,956.90	\$7,500.00	\$7,500.00	
12	185571430	331 MCKINLEY AVENUE	TERRY HALLS	65.00	1	1	\$8,036.22	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,564.14	\$7,500.00	\$7,500.00	
13	185571790	332 MCKINLEY AVENUE	CHARLES A & KAREN A JONGBLOEDT	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
14	185571420	335 MCKINLEY AVENUE	BUZICK ALVERNA M REV TRUST	59.50	1	1	\$7,356.23	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,884.15	\$7,500.00	\$7,500.00	
15	185571780	336 MCKINLEY AVENUE	LEO J & MARIE BERNARDY LE ETAL	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
16	185571410	339 MCKINLEY AVENUE	JON PROVOST	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
17	185571770	340 MCKINLEY AVENUE	GARY L GEORGE	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
18	185571400	343 MCKINLEY AVENUE	ASHLEY POPE	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
19	185571760	1000 CROSS STREET	DANIEL J WERSAL & JESSICA M KOWALSKI	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
19	185571300	401 MCKINLEY AVENUE	JAMES C & BETTY L WHITEOAK LE	53.90	1	1	\$6,663.88	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,191.80	\$7,500.00	\$7,500.00	
20	185571290	407 MCKINLEY AVENUE	GARY PIPES	60.17	1	1	\$7,439.06	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,966.99	\$7,500.00	\$7,500.00	
21	187030050	409 MCKINLEY AVENUE	MATTHEW HOBELSBERGER	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
22	185572300	410 MCKINLEY AVENUE	BERNARD D THOMPSON	61.00	1	1	\$7,541.68	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,069.61	\$7,500.00	\$7,500.00	
23		412 MCKINLEY AVENUE	PAUL H LOKKEN	47.00	1	1	\$5,810.80	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,338.73	\$7,500.00	\$7,500.00	
24		414 MCKINLEY AVENUE	JOSEPH J BOHRER	59.00	1	1	\$7,294.41	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,822.34	\$7,500.00	\$7,500.00	
25		415 MCKINLEY AVENUE	SARA MILLER	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
26		416 MCKINLEY AVENUE	ROBERTS ROBYN & JOSEPH ROBERTS	44.00	1	1	\$5,439.90	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$12,967.83	\$7,500.00	\$7,500.00	
27		418 MCKINLEY AVENUE	MICAH HALER	58.00	1	1	\$7,170.78	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,698.70	\$7,500.00	\$7,500.00	
28		419 MCKINLEY AVENUE	ALBERTO LARA	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
29		420 MCKINLEY AVENUE	KEITH LOMAX	66.00	1	1	\$8,159.85	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,687.78	\$7,500.00	\$7,500.00	
30			RICHARD L JR & CINDY L FLYNN	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
31		422 MCKINLEY AVENUE	THOMAS J PIOTROWSKI	66.00	1	1	\$8,159.85	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,687.78	\$7,500.00	\$6,812.00	\$688 ADJUSTMENT FOR SIDEWALK
32		424 MCKINLEY AVENUE	MARK K FISCHER	57.75	1	1	\$7,139.87	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,667.79	\$7,500.00	\$7,500.00	POST NECOTIVILITY OF OID LANDER
33			C L ROSTEN FAMILY TRUST	57.10	1	1	\$7,059.51	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,587.43	\$7,500.00	\$7,500.00	
34		426 MCKINLEY AVENUE	KARISSA JULIAR	57.75	1	1	\$7,039.51	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,667.79	\$7,500.00	\$7,500.00	
35		429 MCKINLEY AVENUE	PAULA MICHAEL	66.00	1	1	\$8,159.85	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,687.78	\$7,500.00	\$7,500.00	
36			ABBY ZOELLMER	49.00	1	1	\$6,058.07	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,586.00	\$7,500.00	\$7,500.00	
37		433 MCKINLEY AVENUE	ORMAND C REYNOLDS	66.00	1	1	\$8,058.07	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,687.78	\$7,500.00	\$7,500.00	
38		942 CENTER STREET	JASON LUNDBERG	49.50	0	0	\$6,119.89	\$0.00	\$0.00	\$0.00	\$0.00	\$6,119.89	\$7,500.00	\$6,119.89	
			JOHN FODERICK		0	U			-						
39	188/30010	947 CENTER STTREET	JOHN PODERION	49.50	U	U	\$6,119.89	\$0.00	\$0.00	\$0.00	\$0.00	\$6,119.89	\$7,500.00	\$6,119.89	

FINAL ASSESSMENT ROLL - BASED ON BID PRICES
MCKINLEY AVENUENUE - SHERMAN STREET TO RANGE STREET
CITY PROJECT NO. 21-06 ABCDEF
CITY OF NORTH MANKATO, MINNESOTA
BMI PROJECT NO. M18.125173

				ASSESSABLE UNITS CALCULATED ASSESSMENT									I		
LINE	PID	PROPERTY ADDRESS	PROPERTY OWNER NAME	STREET & UTILITY RECON- STRUCT (LIN FT)	SANITARY SEWER SERVICE (EACH)	WATER SERVICE (EACH)	STREET/STORM SEWER/STREET LIGHTS (LIN FT) \$123.63	SANITARY SEWER MAINLINE (EACH) \$1,603.77	SANITARY SEWER SERVICE (EACH) \$1,681.13	WATERMAIN MAINLINE (EACH) \$2,231.70	WATER SERVICE (EACH) \$2,011.32	TOTAL CALCULATED ASSESSMENT	MAXIMUM ASSESSMENT \$7,500.00	PROPOSED ASSESSMENT	COMMENT
40	185572210	1004 CENTER STREET	MICHAEL G & JODIE L KEINZ	50.00	0	0	\$6,181.71	\$0.00	\$0.00	\$0.00	\$0.00	\$6,181.71	\$7,500.00	\$6,181.71	
41	185572770	506 MCKINLEY AVENUE	SHEILA YOCOM	45.00	0	0	\$5,563.54	\$0.00	\$0.00	\$0.00	\$0.00	\$5,563.54	\$7,500.00	\$5,563.54	
42	184240010	509 MCKINLEY AVENUE	JASON HANSON	53.00	1	1	\$6,552.61	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,080.53	\$7,500.00	\$7,500.00	
43	185572660	512 MCKINLEY AVENUE	JASON LUANGAPHAY	60.00	1	1	\$7,418.05	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$14,945.97	\$7,500.00	\$7,500.00	
44	184240020	513 MCKINLEY AVENUE	BRIAN H SCHOLL	70.00	1	1	\$8,654.39	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$16,182.31	\$7,500.00	\$7,500.00	
45	185572650	516 MCKINLEY AVENUE	LEVI A PARPART	40.00	1	1	\$4,945.36	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$12,473.29	\$7,500.00	\$7,500.00	
46	185572650	518 MCKINLEY AVENUE?	TERRY NESS & CODY NESS	40.25	0	0	\$4,976.27	\$0.00	\$0.00	\$0.00	\$0.00	\$4,976.27	\$7,500.00	\$4,976.27	
47	185572630	520 MCKINLEY AVENUE	TERRY NESS & CODY NESS	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
48	184240030	521 MCKINLEY AVENUE	CHRISTOPHER HEICHEL	65.00	1	1	\$8,036.22	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,564.14	\$7,500.00	\$7,500.00	
49	184240040	529 MCKINLEY AVENUE	BETTY A DAUFFENBACH	65.00	1	1	\$8,036.22	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$15,564.14	\$7,500.00	\$7,500.00	
50	185572460	530 MCKINLEY AVENUE	ZRT PROPERTIES LLC	46.88	1	1	\$5,795.35	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,323.27	\$7,500.00	\$7,500.00	
51	185572450	532 MCKINLEY AVENUE	KENNETH W LLOYD	45.00	1	1	\$5,563.54	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,091.46	\$7,500.00	\$7,500.00	
52	185572440	536 MCKINLEY AVENUE	THOMAS MAY	40.00	1	1	\$4,945.36	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$12,473.29	\$7,500.00	\$7,500.00	
53	184240050	537 MCLINLEY AVENUE	AMANI HOMES LLC	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
54	184240060	543 MCKINLEY AVENUE	EVAN CARSTENSEN	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
55	185572430	544 MCKINLEY AVENUE	B & B PROPERTIES LLC	82.20	1	1	\$10,162.72	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$17,690.65	\$7,500.00	\$7,500.00	
56	184240070	547 MCKINLEY AVENUE	KARL PAGEL	100.00	1	1	\$12,363.41	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$19,891.34	\$7,500.00	\$7,500.00	
57	185572420	548 MCKINLEY AVENUE	LADDIE MIRO & LISA DARLENE DOSEDEL	41.13	1	1	\$5,084.45	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$12,612.38	\$7,500.00	\$7,500.00	
58	184240080	549 MCKINLEY AVENUE	RICKELL NIELSON	50.00	1	1	\$6,181.71	\$1,603.77	\$1,681.13	\$2,231.70	\$2,011.32	\$13,709.63	\$7,500.00	\$7,500.00	
				3364.12	53	53	\$415,920.00	\$85,000.00	\$89,100.00	\$118,280.00	\$106,600.00	\$814,900.00		\$430,167.18	

CITY OF NORTH MANKATO





Agenda Item # 12G	Department: Engineering	Council Meeting Date: 3/7/22
TITLE OF ISSUE: Consider Resolution McKinley Avenue Street & Utility Impro	-	essment Project No. 21-06 ABCDEF
BACKGROUND AND SUPPLEMENTA Engineer Sarff.	AL INFORMATION: Please r	eview the provided memo from City
REQUESTED COUNCIL ACTION: Add ABCDEF McKinley Avenue Street & Uti		If additional space is required, attach a separate sheet Proposed Assessment Project No. 21-06
For Clerk's Use:	SUPPOR	FING DOCUMENTS ATTACHED
Motion By: Second By: Vote Record: Aye Whitlock Steiner Norland Oachs Dehen	Resolution Ordin X Other (specify)	ance Contract Minutes Map
Workshop X Regular Meeting	Tab	er to: le until:
Special Meeting	Oth	er:

RESOLUTION FOR HEARING ON PROPOSED ASSESSMENT PROJECT NO. 21-06 ABCDEF MCKINLEY AVENUE STREET & UTILITY IMPROVEMENT PROJECT

WHEREAS, by a resolution passed by the City Council on March 7, 2022, the Finance Director and the City Engineer, were directed to prepare a proposed assessment of the cost of the Project No. 21-06 ABCDEF McKinley Avenue Street & Utility Improvement Project, and

WHEREAS, the clerk has notified the council that such proposed assessment has been completed and filed in his/her office for public inspection,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, that a hearing shall be held on the 4th day of April 2022 in the City Council Chambers of City Hall, 1001 Belgrade Avenue, North Mankato, Minnesota at 7:00 p.m., to pass upon such proposed assessment. All persons owning property affected by such improvement will be given an opportunity to be heard with reference to such assessment, and

BE IT FURTHER RESOLVED, that the City Clerk is hereby directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing, and the City Clerk shall state in the notice the total cost of the improvement. The City Clerk shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing.

BE IT FURTHER RESOLVED, that the owner of any property so assessed may, at any time prior to the date specified in the assessment resolution and notices, pay the whole of the assessment on such property, with interest accrued to the date of payment, to the City Clerk, except that no interest shall be charged if the entire assessment is paid by the date specified in the assessment resolution and notices. An owner may at any time thereafter, pay to the City Clerk the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15 or interest will be charged through December 31 of the succeeding year.

Adopted by the City Council this 7th day of March 2022.

	Mayor	
Attest:		
	City Clerk	

CITY OF NORTH MANKATO



REQUEST FOR COUNCIL ACTION

Agenda Item # 12H	Department: Finance	Council Meeting Date: 3/7/22
TITLE OF ISSUE: Consider Resolution Accepting Bid Splashpad Installation Project.		
BACKGROUND AND SUPPLEMENTAL INFORMATION: Finance Director McCann will review the bids and		
REQUESTED COUNCIL ACTION: Add	opt Resolution Accepting Bid S	If additional space is required, attach a separate sheet plashpad Installation Project.
For Clerk's Use:	SUPPORT	ING DOCUMENTS ATTACHED
Motion By: Second By: Whitlock	Resolution Ordinar X Other (specify)	
Workshop	Refer	to:
X Regular Meeting	Table	until:
Special Meeting	Other	: ,

RESOLUTION ACCEPTING BID SPLASHPAD INSTALLATION PROJECT

WHEREAS, bids were received, opened, and tabulated for the Splashpad installation on February 18, 2022, and

WHEREAS the following bids were received complying with the advertisement:

Bidder Bid
Commercial Recreation Specialists (CRS) \$186,628.94
Apex Companies \$734.400.00

WHEREAS, the low bid of \$186,628.94 is \$16,628.94 over the engineering estimate of \$170,000.00; and

WHEREAS, it appears that CRS, of Verona, Wisconsin is the lowest responsible bidder.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, AS FOLLOWS:

- 1) The Mayor and Administrator are hereby authorized and directed to enter into a construction contract with CRS of Verona, Wisconsin for the contract amount of \$186,628.94 in the name of the City of North Mankato, Minnesota for the Splashpad installation project.
- 2) The city clerk is hereby authorized and directed to return forthwith to all bidders the deposits made with their bids, except that the deposits of the successful bidder and the next lowest bidder shall be retained until a contract has been signed.

Adopted by the City Council this 7th day of March 2022.

	Movee	
ATTEST:	Mayor	
TITEST.		
City Clerk		

(553,675.00) No Bid	\$ (55	40	No Bid		No Bid	[5,903.94]	S		+/- Total Project
903,675.00 \$	\$ 90	1	₩	//#	S	355,903.94	S	350,000.00	Total Project \$ 350,000.00 \$
169,275.00 \$	\$ 16		s	٠	·s	169,275.00 \$	s	180,000.00	Subtotal Owner Coordinated Items: \$
19,900.00 No Bid	S		No Bid		No Bid	19,900.00 No Bid	s	20,000.00	Utilities Brought to Project Site \$
149,375.00 No Bid	\$ 14		No Bid		No Bid	149,375.00 No Bid	S	160,000.00	Equipment Purchase \$
							ı		CALICI COGIMILATED ICELIA

Ward Family Foundation Donation
City of North Mankato - General Fund - Parks

150,000.00 \$ 150,000.00 \$ 50,000.00 \$

150,000.00 150,000.00 55,903.94 **355,903.94**

Total \$ Diff. \$

AARPA Funds

Sources

Splashpad

Uses

Total \$

350,000.00 \$ 355,903.94 350,000.00 **\$ 355,903.94**

Original Project Revised Project

Estimate

Estimate

Owner Coordinated Items											
Equipment Purchase \$	160,000.00	S	149,375.00 No Bid	No Bid		No Bid		₩.	149,375.00	No Bid	
Utilities Brought to Project Site \$	20,000.00	S	19,900.00 No Bid	No Bid		No Bid		s	19,900.00	No Bid	
Subtotal Owner Coordinated Items: \$	180,000.00 \$ 169,275.00	S	169,275.00	\$		s	ě	s	169,275.00	··	i
Total Project \$ 350,000.00 \$	350,000.00		355,903.94	S	/#		ï	₩	903,675.00	S	
+/- Total Project		60	[5,903.94]	No Bid		No Bid		s	(553,675.00)	No Bid	

					l						
Base Bid Subtotal: \$	170,000.00 \$ 186,628.94	S	186,628.94	↔	ideo)	Ş	•	\$	734,400.00	\$	ï
+/- Base Bid	N/A	s	(16,628.94)	S	i	₩.	Ė	\$	(564,400.00) \$	\$	ř
Owner Coordinated Items											
Equipment Purchase \$	160,000.00	\$	149,375.00 No Bid	No Bid		No Bid		₩	149,375.00	No Bid	
Utilities Brought to Project Site \$	20,000.00	s	19,900.00 No Bid	No Bid		No Bid		s	19,900.00	No Bid	
Subtotal Owner Coordinated Items: \$	180,000.00 \$ 169,275.00 \$	S	169,275.00	\$		s	9	S	169,275.00	w	¥.
Total Project \$ 350,000.00 \$ 355,903.94	350,000.00	S	355,903.94	S	*	₩	ï	٠	903,675.00	S	
+/- Total Project		٥	IS 903 941 No Bid	No Bid		No Bid		n	6 (662 676 OO) NO B	No Did	

Base Bid

Base Bid

÷

Engineers Estimate \$ 170,000.00 **\$**

186,628.94 CRS

RW Carlstrom Rice Companies Apex Companies Global Specialty Contractors

No Bid No Bid \$ 734,400.00 No Bid

170,000.00 \$

CITY OF NORTH MANKATO





Agenda Item # 12I	Department: Community Dev.	Council Meeting Date: 3/7/22
TITLE OF ISSUE: Receive Update on t	he Feasibility Study TH 14 Ped	estrian Bridge.
RACKCDOUND AND SUDDIEMENT	AT INFORMATION: City Play	anon I assaudo will prosent the plan
REQUESTED COUNCIL ACTION: Re		If additional space is required, attach a separate sheet
For Clerk's Use:	STIPPODT	ING DOCUMENTS ATTACHED
Motion By:Second By:	Resolution Ordina	nce Contract Minutes Map
Vote Record: Aye Nay Whitlock	Other (specify)	
Steiner Norland	1-	
Oachs		
Dehen	-	
Workshop	Refe	r to:
X Regular Meeting		
		\$
Special Meeting	Othe	r:

Feasibility Study

TH 14 Pedestrian Bridge

Mankato/North Mankato Area Planning Organization December 2021

Submitted by:Bolton & Menk, Inc.
1960 Premier Drive
Mankato, MN 56001
P: 507-625-4171
F: 507-625-4177
BMI No. 0T1.124556



Real People. Real Solutions.

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Appendix

Appendix A: Electronic Inventory of Existing Literature

Appendix B: Recreational Corridor Map

Appendix C: Utility Mapping

Appendix D: Public Comment Log

I. Executive Summary

This study focused on developing alternatives for a safe and efficient pedestrian crossing of U.S. Highway 14 in upper North Mankato. The study was developed from guidance and collaboration amongst the following agencies: Mankato/North Mankato Area Planning Organization (MAPO), the City of North Mankato, and the Minnesota Department of Transportation (MnDOT). The study team looked at previous efforts (studies, plans, projects, etc.) associated with enhancing multimodal opportunities in upper North Mankato to help understand what has been done and what needs and concerns of the public remain. The study identified some of the constraints associated with a proposed pedestrian crossing of Highway 14 in upper North Mankato, including, but not limited to;

- Highway 14 future expansion
- Land uses in and around the area
- Existing pedestrian infrastructure in the area
- Property impacts associated with any proposed Highway 14 pedestrian crossing

These previous efforts and key considerations helped identify a location and pedestrian crossing alternatives that are recommended for further consideration after this study is complete.

The recommended location is between the Highway 14 interchanges with Lor Ray Drive and Lookout Drive. More specifically, a pedestrian crossing location was identified that is close to the Tower Boulevard/Commerce Drive intersection on the south side of Highway 14 and the Caswell Park Softball Complex on the north side of Highway 14. This location helps serve all segments of the population and aligns with current and future multimodal opportunities in upper North Mankato. Bridge alternatives that were considered include a clear span truss bridge that will span the entirety of Highway 14, and precast concrete beam bridges that require a pier support in the median of Highway 14. Abutment types include traditional concrete abutments with retaining walls to limit property impacts, and Helical style approaches that minimize property impacts. Flexibility exists so that bridge and abutment types can be interchanged as further exploration of a preferred alternative is undertaken. Planning-level costs for the various alternatives ranged from between \$3 to \$4 million dollars (2021 dollars). Multiple funding streams (including local matches and possibly federal funding sources) will need to be pursued to help minimize local cost impacts of any preferred alternative.

II. Purpose & Need Statement

To help guide the development of the feasibility study and the bridge alternatives identified, a purpose and need (P&N) statement was developed. The purpose and need statement was established by the members of the PMT (MAPO, North Mankato, MnDOT, Bolton & Menk) and helped identify the vision for the feasibility study. The purpose and need statement is as follows:

Build on past planning efforts to identify a pedestrian bridge location that spans US Highway 14 that will provide safe and efficient pedestrian connectivity for North Mankato. The bridge location will provide value to all segments of the population and should increase multimodal transportation options while considering current and future development, minimizing impacts to possible Highway 14 expansion, and sourcing future funding for the improvements.

III. Existing Literature Summary

As mentioned in the purpose and need statement, a pedestrian bridge spanning Highway 14 has been mentioned in numerous studies that have been completed by local agencies over the last six years. The study is meant to be a continuation of these efforts and has helped inform the

development of the considerations and alternatives associated with a possible Highway 14 pedestrian bridge. An existing literature summary document is included in the appendix. Highlighted below are the key studies and findings based off the research completed as part of this study.

- North Mankato Safe Routes to School (SRTS) Plan (2015): The safe routes to school plan included plans for the development and implementation of pedestrian facilities in North Mankato, including areas directly adjacent to Highway 14 in upper North Mankato. In and around the Highway 14 corridor, pedestrian facility upgrades included trail and sidewalk upgrades in and around the Dakota Meadows Middle School (including mid-block crossings at Howard Drive across from Caswell Park). Public Input was also included as part of the SRTS Plan. Through this public input process, numerous residents that participated noted the complications associated with school age children utilizing pedestrian facilities at the Lookout Drive and Lor Ray Drive interchanges with Highway 14. Public input noted safety concerns for children walking or biking to school at the same time that heavy traffic volumes are present at the interchanges. This traffic/pedestrian interaction was noted as the primary reasons for apprehension from parents to allow their children to utilize the inplace pedestrian infrastructure to walk or bike to school.
- Commerce Drive Improvements (2019): Pedestrian accommodations were upgraded along Commerce Drive in 2019 to include the addition of sidewalks throughout the majority of the corridor. This corridor was identified to have multiple destinations for pedestrians. Prior to the improvements, pedestrian facilities that allowed for safe pedestrian travel to and from these destinations were largely absent.

The SRTS upgrades, along with the Commerce Drive Improvements, provided pedestrian upgrades on either side of Highway 14. However, no pedestrian upgrades were undertaken at the Highway 14 interchange with Lor Ray Drive. These upgrades, in combination with vehicle traffic volumes at the interchange, identified the need to further study a safer pedestrian crossing of Highway 14 that did not include traversing the interchanges.

In addition to the plans and improvements associated with the immediate area, highlighted below are two additional efforts that are more regional in nature.

- MAPO Long Range Transportation Plan (2020): The 2020 updates to MAPO's Long Range Transportation Plan (LRTP) included a pedestrian and bicycle project that identified a "Grade Separated pedestrian and bicycle crossing" for Highway 14 in the Caswell Park area. The development of the LRTP includes input from various local agencies and is completed as part of MAPO's service to the local agencies within it's jurisdiction. The LRTP noted that this grade separated crossing could be completed in 2026-2030, or as funding allows.
- Additional Development of Recreational Activities in the area (Ongoing): Numerous recreational opportunities have been recently completed or are in the process of being designed and completed, including:
 - Caswell Park Expansions Including a possible indoor recreation center just west of the Caswell Park Softball Facility
 - o Fallenstein Park An ADA compliant playground just west of the Caswell Park Softball Facility
 - o Educational Facilities in the area Including a new elementary school near Good Samaritan Lutheran Church along Lor Ray Drive
 - o Numerous Trail Infrastructure Upgrades Including trail Infrastructure around and within Benson Park on the north side of Highway 14
 - Caswell North Soccer Complex Including new soccer fields just south of Good
 Samaritan Lutheran Church that will supplement the inplace fields at Good Samaritan

Church and help serve both local soccer clubs and host regional soccer tournaments

o Continued redevelopment of Commerce Drive and the South Central College Campus

IV. Existing Conditions

The existing conditions were evaluated from a pedestrian and recreational perspective. As discussed in the existing conditions literature, many inplace pedestrian and recreational opportunities exist on both the south and north side of Highway 14. A recreational corridor map has been included in the appendix that illustrates these opportunities. They are also listed below.

South of Highway 14:

- Education & Recreation: Hoover Elementary School & South Central College
- Recreation: Tennis Courts on Tower Boulevard, Forest Heights Park, Roe Crest Park, King Arthur Park, Bluff Park, and North Ridge Park
- Trails: An extensive sidewalk network that links neighborhoods from Lor Ray Drive to Rockford Road, including the Highway 14 trail that connects upper North Mankato to Lower North Mankato
- Commerce: Destination businesses that include restaurants, retail, and commercial land uses along Commerce Drive and areas south of Highway 14

North of Highway 14:

- Education & Recreation: Dakota Meadows Middle School, Concordia Classical Academy,
 Peter Pan Preschool & Child Care, and a new elementary school just south of Good Samaritan
 Church that is slated to be built in the near future
- Recreation: Caswell Park Softball and Soccer Complexes, a new Caswell Park indoor recreation center adjacent to the softball complex, the MAYBA Warehouse, Benson Park, Walter S Farm Park, and The Reserve Park
- Trails: An extensive trail and sidewalk system that connects the numerous parks, neighborhoods, and educational facilities

The list above highlights the key amenities that could be better accessed if a safer pedestrian crossing of Highway 14 was established. It is also important to note that North Mankato continues to see robust growth, specifically residential development north of Highway 14. As development continues, additional recreational opportunities will continue to unfold for area residents. Not noted, but present in the area, are numerous churches, assisted living facilities, and additional child care facilities.

After considering all of the variables associated with the various land uses in upper North Mankato, and in collaboration with local agencies and representatives, the preferred location to explore a possible grade separated crossing of Highway 14 was identified between the Lookout and Lor Ray Drive Interchanges, ideally lining up with Tower Boulevard on the south side of Highway 14 and Caswell Park on the north side of Highway 14. Additional considerations for this location are listed below in subsequent sections.

V. Evaluation Criteria

As discussed in the purpose and need statement, various considerations need to be vetted as preferred locations and grade separated configurations are considered. The major considerations identified as part of this study are listed below:

Minimize Private Property Impacts: A Highway 14 pedestrian crossing should minimize

impacts to private property to every extent practical so that future redevelopment is not inhibited by the placement of a pedestrian crossing.

- Future Expansion of Highway 14: As the region continues to grow, Highway 14 may need upgrades or expansions to facilitate the efficient flow of traffic. Any grade separated pedestrian crossing should accommodate future Highway 14 expansion so that upgrades or modifications to the pedestrian crossing are not needed.
- Pedestrian Utilization: A Highway 14 crossing should be located and configured such that all pedestrian users are able to be accommodated. The goal of the crossing is to maximize pedestrian usage so that pedestrian safety and opportunities are enhanced in the area and multimodal transportation opportunities continue to be fostered as future growth occurs.

The preferred location to study a grade separated crossing, as mentioned in the existing conditions section of this report, is between the Lor Ray Drive and Lookout Drive interchanges. More specifically, the south side connection point is preferred to be near the intersection of Tower Boulevard and Commerce Drive. The north side connection point is preferred to be west of the Caswell Park Softball Complex. The following section identifies key issues that were identified and considered as this location and crossing configurations were explored further.

VI. Issues Identification

The preferred location between Lor Ray Drive and Lookout Drive was explored further for issues and complications associated with this location. They are discussed in further detail below.

Private property impacts are unavoidable given the current land use configuration at the preferred location. As part of the study development, PMT members discussed crossing locations with the impacted properties, more specifically the properties on the south side of Highway 14. There are two key properties that will see some impacts from any of the preferred crossing configurations. While the property owners are generally supportive of a pedestrian crossing at this location and seemed willing to participate in acquisitions, they do have the following concerns:

- Coloplast Manufacturing: Coloplast is a manufacturing company in the northwest quadrant of
 the Tower Boulevard/Commerce Drive intersection. Their site requires and is configured for
 truck circulation to allow for shipping operations. The preferred crossing configuration will
 need to accommodate these circulation patterns while allowing for future expansion of their
 warehouse/production facilities. Security is also a concern if additional pedestrian traffic is
 routed around or in the general vicinity of their property, additional fencing will likely be
 required to negate this concern.
- Lloyd Lumber & Rental: Lloyds operations include lumber sales and distribution along with equipment rentals. Any crossing configuration should limit impacts to their inventory storage areas. They also have security concerns associated with additional pedestrian traffic. Their current fence configuration is 4'-6' tall and will not exclude pedestrians from easily accessing their site and possibly impacting their operations. It is likely that additional fencing will be needed to negate this concern.

As discussed previously, future Highway 14 expansions should not be impacted by any pedestrian crossing. In discussion with MnDOT, Highway 14 may be expanded to a 6-lane section (3-lanes in each direction), but this expansion is not currently in any short- or long-term MnDOT funding streams. Because of the design life of any pedestrian crossing, it will be imperative that it is designed to allow for future expansion of Highway 14.

Private utility infrastructure is also in and around the preferred location. Xcel Energy has large transmission lines that cross Highway 14 at this location. These transmission lines are in an easement that was secured by Xcel Energy at the time of construction. Any required alterations to

these lines that result from the construction of a pedestrian crossing will need to be funded by the agency that is causing the impacts. Mapping was provided by Xcel Energy to help ensure that any impacts to these transmission lines from a pedestrian crossing are avoided, as these impacts carry a significant financial burden. Xcel Energy estimated that any alterations to these facilities would be at least \$200,000. CenterPoint Energy also has natural gas infrastructure in the preferred location. It is likely that minimal impacts will occur from any of the preferred alternatives, but this infrastructure was nevertheless noted. Xcel and CenterPoint Energy mapping is provided in the appendix.

VII. Alternatives Development

Alternatives were developed at the preferred location based off the existing conditions and issues identification that were explained in previous sections. The alternatives are discussed below.

A grade separated crossing could be either above ground (bridge) or below ground (tunnel). A tunnel option was explored as a screening level alternative to identify the viability of a proposed tunnel in this location. A 12' Span x 10' Tall tunnel alternative was dismissed for the following reasons:

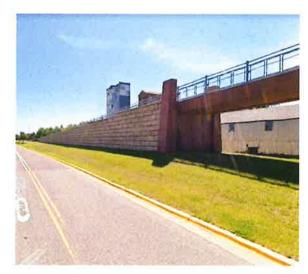
- Safety: Any tunnel would need to be in excess of 240' long. This length of tunnel has various safety complications which include; tunnel lighting and ventilation concerns, security concerns associated with this length of tunnel and the inability to monitor the tunnel for illegal activities.
- Private Property Impacts: The tunnel would need to be placed significantly lower (8' +/-) than the existing ground on either side of Highway 14. In order to get trail infrastructure down to the tunnel elevation, significant impacts would manifest themselves, specifically at either Coloplast or Lloyds. Retaining walls could help limit private property impacts.
- Highway 14 Impacts: Directionally boring a tunnel of this size is infeasible. Without boring, Highway 14 would need to be closed and detoured to allow for construction of the tunnel. This would introduce significant costs to the project and impacts to the travelling public.
- Maintenance: Because of the surface grades in the area, stormwater runoff could not be adequately drained away from the tunnel entrances by gravity systems. Without the ability to drain runoff by gravity systems, the installation of a stormwater lift station to keep ponding water out of the tunnel system would be warranted. These systems are costly to install and require significant ongoing maintenance when compared to conventional stormwater systems.

After eliminating a tunnel as a viable option, bridge alternatives were developed. The key components of the bridge alternatives are the pier types and bridge types. Abutment and bridge types are described below. The City of North Mankato will be responsible for ongoing maintenance, including snow clearing, repairs, etc. MnDOT will provide bridge inspections as required by bridge maintenance standards. These alternatives are then combined into formal bridge configuration alternatives in the alternatives evaluation section of this report.

Two different types of abutments were identified as part of the study, which include a conventional and a helical style abutment. For either alternative, the abutments must be located outside of the Highway 14 clear zone so that they are not considered an obstruction for Highway 14 traffic. This includes the clear zone associated with any Highway 14 future expansions. Both styles of abutments will provide ADA compliant facilities for pedestrians. The abutment types are described below:

• Conventional Abutment: Conventional abutments are utilized as piers on the vast majority of roadway bridges in Minnesota. They typically include a concrete abutment on which the bridge structure is placed. Retaining walls or earthen embankment would be utilized to bring the pedestrian facility up to the bridge crossing. Conventional abutments are a cost effective

approach to bridge structures. They do however, create additional private property impacts due to their width and embankment needs (even with retaining walls).



Conventional Abutment with Retaining Wall

Helical Style Abutment: A helical style approach abutment employs a corkscrew
configuration that would bring pedestrian traffic down from the bridge to the inplace ground.
This corkscrew approach is utilized often in parking structures to bring parking vehicles to
different levels within a parking ramp. The main advantage of the helical style approach is the
greatly reduced impact. While costs are somewhat elevated, these types of approaches are
often utilized in constrained areas where pedestrian bridges are desired.



Helical Style Abutment

Multiple bridge structures were also looked at based off the location and alternatives desired. For both types of bridges, the vertical clearance between Highway 14 and the bottom of the bridge structure will be a minimum of 17'-4" to meet MnDOT standards for pedestrian facilities. An assumed beam depth of 4.5' would put the walking surface of the bridge approximately 22' above Highway 14. The bridge deck itself is anticipated to be 16' wide to accommodate standards. Both types of bridges would be operable during summer and winter months. Two different types of

bridge structures were identified:

• Precast Concrete Beams: Precast concrete beam bridges are often utilized given their relative availability within the bridge industry. They consist of concrete beams and a bridge deck that can meet all standards associated with pedestrian facilities. Concrete beam bridges, at the preferred bridge location, would require a center pier in the median of TH 14. Guardrail will be required along Highway 14 to ensure that vehicle strikes do not compromise the integrity of the bridge. While beam bridges are cost effective, there are certain site conditions, notably the inplace vehicle crossover, that complicate utilizing this type of bridge as an alternative. These will be discussed in more detail in the alternatives evaluation segment of this study.



Concrete Beam Bridge

• Clear Span Steel Truss Bridge: A steel truss bridge was identified as an additional alternative. The "clear span" annotation illustrates that the bridge will span the entirety of the Highway 14 corridor, eliminating the need for a center pier in the Highway 14 median. The clear span bridge, because of it's truss design, has elements of the required bridge railing that are not present in a concrete beam bridge. The clear span bridge is considered by most a more aesthetically pleasing bridge element when compared to a concrete beam bridge. During construction, it is likely that a clear span bridge would be staged and pieced together in the Highway 14 median, after which a night closure of Highway 14 would occur to lift the bridge into place. This can act as a community event to watch the bridge lift take place. The clear span bridge does have more cost when compared to the concrete beam bridge, but has the benefits of no pier in the Highway 14 median (eliminating vehicle crossover concerns) and the aesthetic elements that are not a part of the concrete beam bridge.



Clear Span Truss Bridge

As summarized above, the study looked at two bridge types and two abutment types to help develop site specific alternatives. The following section highlights the three alternatives that were explored and discusses the benefits and complications of each alternative.

VIII. Alternatives Evaluation

Three different alternatives were studied. The findings of the study are discussed below and shown graphically in the figures on subsequent pages.

Alternative A:

Bridge Alternative A is located just east of the existing Highway 14 vehicle crossover, traversing Highway 14 between Lloyd Lumber and the existing parking lot for the Caswell Softball Complex. The Highway 14 vehicle crossover is a section of paved median that facilitates traffic shifts from one segment of the highway to another for maintenance and construction activities on Highway 14. To minimize impacts to both Lloyd and Caswell, Helical style approaches are proposed with this alternative. A clear span or pier supported concrete beam bridge would be possible in this alternative, as the location of the bridge should not impact the Highway 14 vehicle crossover. The alternative eliminates any impacts to the Xcel power lines and Highway 14 crossover but does require approximately 0.25 acres of property acquisition from Lloyd Lumber. To connect the bridge to the pedestrian infrastructure on the south side of Highway 14, the preferred trail route traverses the green space between Lloyd and Coloplast and connects to Commerce Drive directly at the Tower Boulevard intersection. An alternative pedestrian connection could traverse the MnDOT R/W to the east and run down to Commerce Drive just east of the C&N Sales building. MnDOT verified that a trail is allowable along their Right-Of-Way with the caveat that a limited use permit will be needed. On the north side of Highway 14, the bridge could be connected to the trail system by a new trail along the west end of the Caswell Park Softball Complex that would eventually tie into the sidewalk along the proposed Caswell Recreation Center. Using helical style approaches results in a planning-level cost estimate of \$3.9 million dollars for Alternative A.

Alternative B:

Bridge Alternative B is located just west of the Coloplast property and crosses Highway 14 at a slight angle so that the north bridge abutment is placed on the west side of the Caswell Sports property (between Caswell Sports and North Central International). Conventional abutments are included with this alternative that include retaining walls to limit the embankment needs (and subsequent property impacts) associated with the conventional abutments. To eliminate impacts to the inplace vehicle crossover on Highway 14, a clear span truss bridge is included with this alternative. While no impacts will take place on the Lloyd property, Coloplast properties will be slightly impacted. To facilitate continued truck circulation on the Coloplast property, a secondary bridge is proposed to span the inplace parking lot on the north end of the Coloplast property. This secondary bridge will allow for continued loading and unloading in the Coloplast loading docks. The bridge also traverses the west Coloplast property line so that full expansion capabilities are maintained for Coloplast in the future. On the south end of the bridge, a proposed trail will run down the west side of Coloplast's property to Commerce Drive and will need to be extended east to the Commerce Drive/Tower Boulevard intersection. On the north end of the bridge, a proposed trail would traverse the west property line of Caswell Sports, eventually tying into the Howard Drive pedestrian infrastructure (or Caswell Park Rec Center pedestrian facilities). The approximate cost of this alternative is \$3.0 million dollars.

Alternative C:

Alternative C is located at the same location as alternative B (west side of Coloplast and Caswell Sports) and is different from Alternative B by including a helical approach on the north side of Highway 14. This could allow for multiple trail routes leaving the helical approach (one to Howard Drive, one to the Caswell Softball Complex). Because of the helical approach on the north end, Alternative C costs are higher than Alternative B and are anticipated to be \$3.5 million dollars.

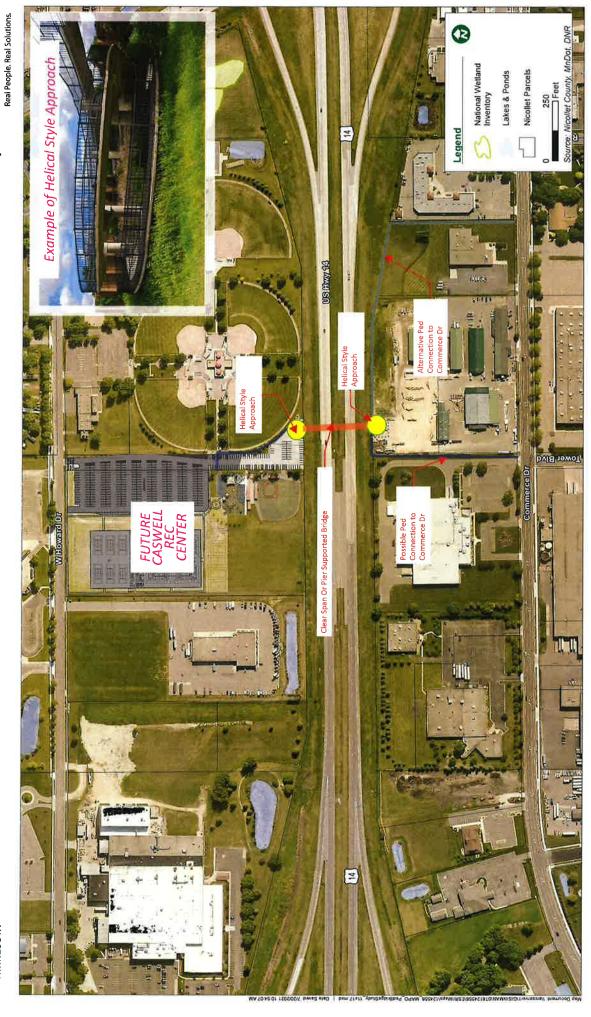
Overall, there is flexibility in all of the alternatives. As additional design and public engagement is undertaken, approach and span types can be swapped between alternatives to arrive at a preferred build alternative. Because all of these alternatives are ADA compliant, elevators or other

ALTERNATIVE A \$3.9 Million Approx Cost

MAPO TH 14 Pedestrian Bridge Study City of North Mankato, Minnesota



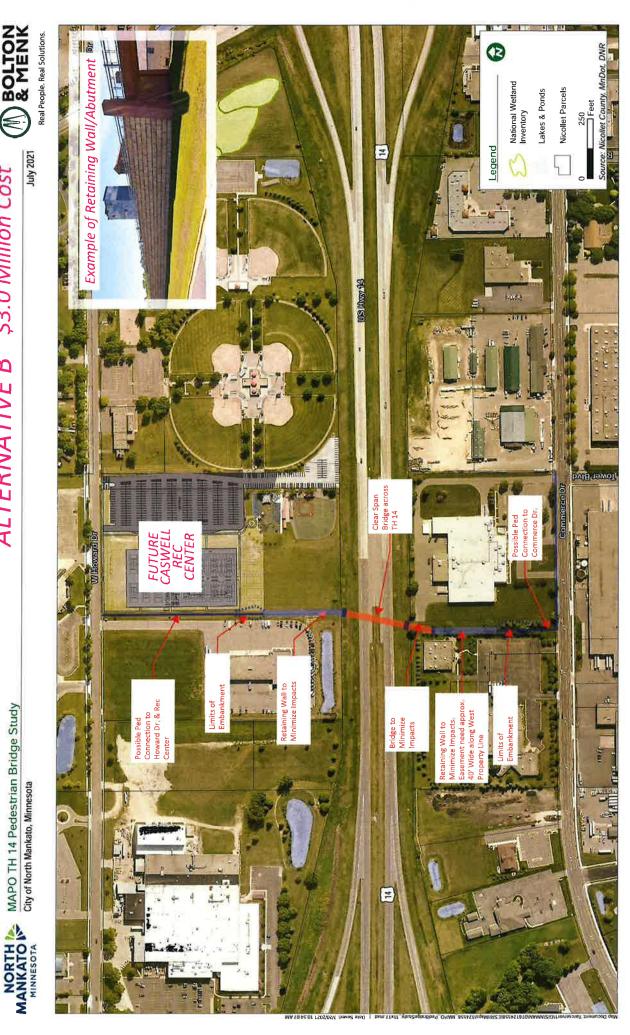
July 2021



ALTERNATIVE B \$3.0 Million Cost

MAPO TH 14 Pedestrian Bridge Study City of North Mankato, Minnesota



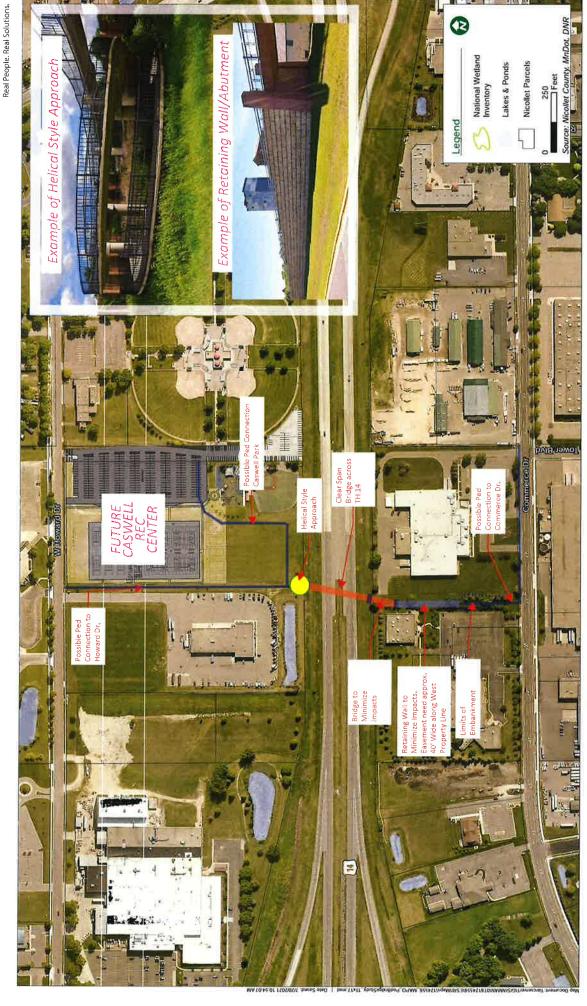


ALTERNATIVE C \$3.5 Million Cost

MAPO TH 14 Pedestrian Bridge Study City of North Mankato, Minnesota







mechanical devices were not considered. If elevators or other additions are desired, they could be added; however, they would incur significant additional cost. This report stops short of recommending a preferred alternative to give maximum flexibility as recreational activities in the area continue to evolve.

IX. Environmental Justice Summary

Identifying any adverse or beneficial impacts for those living in the area is a key consideration of the study. It is important to note the beneficial impacts that increased multimodal opportunities provide for disadvantaged populations.

For Dakota Meadows Middle School, a 2-mile radius from the school currently exists in which no bus service is provided for area students. This can be a challenge for those that do not have vehicles to transport school aged children to their place of education. In lieu of these students traversing the busy interchanges at Lor Ray and Lookout Drive, the proposed pedestrian bridge will provide a safer means to travel to and from school. A pedestrian bridge may provide additional options and benefits to families living in the area who have limited or no access to a vehicle, and who incur greater burdens in trying to arrange or provide safe transportation for their children A separated bridge increases transportation options for everyone, but might be more helpful to those with limited or no access to a private vehicle.

The proposed pedestrian bridge and corresponding trail infrastructure will be fully ADA compliant, providing opportunities for handicapped or elderly community members to efficiently traverse Highway 14 without having to navigate the busy interchanges at Lor Ray and Lookout Drive.

Finally, the pedestrian bridge could be a source of additional potential for community events that strive at bringing community members from all walks of life together. Running, biking, and other events could include the bridge as a feature, either as a means to access the event, or as part of the event itself, thereby improving access for nearby residents and building a sense of inclusivity within the community.

X. Environmental Impact Summary

A desktop review of possible environmental considerations was completed as part of the study. No known wetlands, contamination sites, drinking water wells, septic systems, or other environmental concerns were uncovered as part of this review. There is minimal risk of encountering atypical environmental conditions during design or construction of any of the alternatives. If the project progresses from study to design, the required environmental due diligence will be performed to confirm this desktop review.

XI. Possible Funding Mechanisms

Given the three- to four-million dollar estimates for bridge construction, funding options need to be identified to help facilitate the construction of the bridge. It is likely that multiple funding streams will be needed due to the costs associated with the project, and the relatively low level of funds available to construct standalone pedestrian facilities. A review of possible funding streams was completed as part of this study. These possible funding streams could be combined to help maximize local dollars. It should also be noted that funding mechanisms are constantly evolving, and new funding sources are constantly being identified. Local agencies can use this report to help tailor funding applications to have a greater chance of success in securing funding. A list of possible funding sources is provided below.

- Safe Routes to School (SRTS) Infrastructure
- Transportation Alternatives (TA) MnDOT

- Active Transportation (AT) program MnDOT
- Surface Transportation Block Grant Program (STBGP) FHWA
- Local Partnership Program (LPP) MnDOT
- Federal Recreational Trail Program MnDNR

Local matching funding is likely needed on many of these grant opportunities. Monitoring funding agencies for additional opportunities and engaging agency representatives before and during the solicitation process could help bring multiple funding sources together so that project funding is achieved.



Open House

XII. Public Input

Public input was solicited during the development of the study. An open house was completed on September 13th, 2021 to solicit opinions from interested members of the public and present the alternatives and locations of the bridge alternatives. Approximately 10 people attended the open house. Support for the proposed bridge was mixed, as some attendees viewed the improvement as valuable while others questioned the need for the facility. The majority of questions raised at the open house centered on the funding mechanisms and ability of local agency budgets to help fund the bridge. MAPO also hosted an online comment session. The comments from this are included in the appendix of this study.

The Mankato Free Press also conducted an online survey with the following question: *If funding becomes available, would you support a proposed pedestrian bridge across Highway 14 in North Mankato?* The results of the survey, in which 268 people participated, showed that 54% of participants supported the pedestrian bridge, 46% did not support.

Presentations to local elected officials also took place, notably a presentation to the City Council during a work session on September 27th, 2021. Topics that were raised by the council largely echoed some of the concerns that were voiced during the Safe Routes to School Plan and Study Open House, notably the safety concerns with children at the Lor Ray and Lookout Drive interchanges. Additional conversations with representatives from the local school district indicated planning for a new school to be constructed in the vicinity of the existing soccer fields. This forthcoming development is anticipated to further increase demand for multimodal services.

Generally speaking, based on the input that was gathered from various initiatives (open house, survey, online comments), public support exists for the pedestrian bridge location. The questions largely centered on securing funding for the improvements to ease the burden on local taxpayers.

If funding becomes available, would you support a proposed pedestrian bridge across Highway 14 in North Mankato?

	0	
Yes	\$3,73%	144
No .	46.27%	124
	logal Vote	cs 268

Free Press Poll Results

Appendix A: Electronic Inventory of Existing Literature

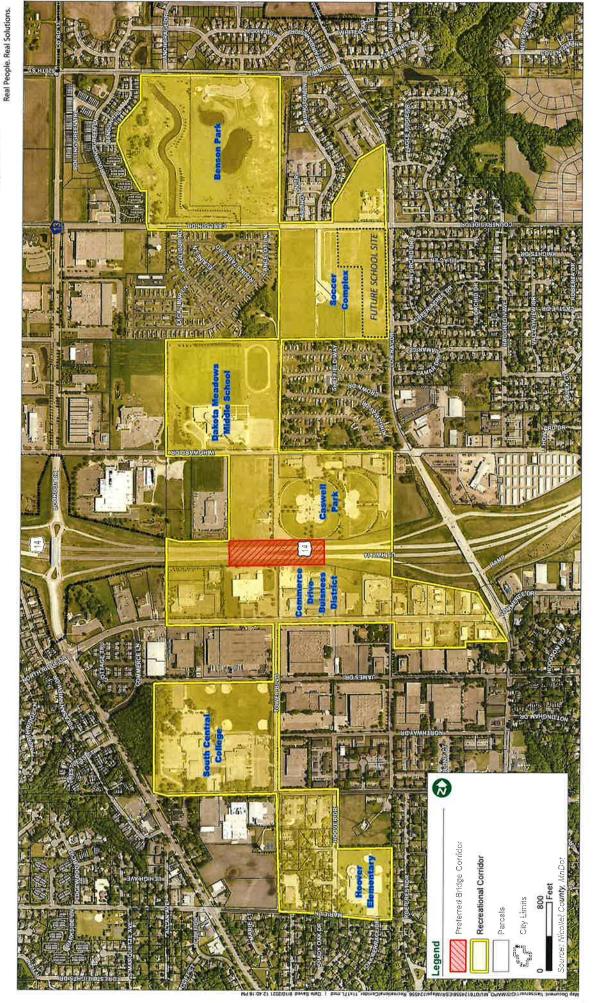
Electronic Inventory of Existing Literature

ltem	Location
MAPO Long Range Transportation Plan	https://mnmapo.files.wordpress.com/2020/11/mapo Irtp 2045 update final.pdf
MAPO Previously Completed Studies	https://mnmapo.org/planning-documents/
North Mankato Safe Routes to School Plan	https://www.northmankato.com/sites/default/files/images/Safe%20Routes%20to%20School.pdf
	https://clients.bolton-
	menk.com/commercedrive/#:~:text=The%20improvements%20proposed%20for%20this,entrance%20constr
Commerce Drive 2019 Improvements	uction%20and%20modifications%2C%20street
City of North Mankato Comprehensive Plan	https://www.northmankato.com/citynorthmankato/comprehensive-plan
	https://www.northmankato.com/sites/default/files/documents/2022-
North Mankato Capital Improvement Plan	2026%20CIP%20Memo%20and%20Attachments%20-%20UPDATED%2011-4-21.pdf
Highway 14 Construction Plans Inventory (Control	
Section 5203)	https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/ProfileSearch
MnDOT Roadway Design Manual	https://roaddesign.dot.state.mn.us/
MnDOT Bridge Design Manual	https://www.dot.state.mn.us/bridge/Irfd.html
MnDOT Statewide ITS Plan	https://www.dot.state.mn.us/its/projects/2006-2010/mnitsarchitecture/statewideitsplan.pdf
MnDOT Towards Zero Deaths	https://www.minnesotatzd.org/
US Census Data	https://data.census.gov/cedsci/
	https://beacon.schneidercorp.com/Application.aspx?ApplD=371&LayerID=6438&PageTypeID=1&PageID=33
Property Owner Information & Linework	75-
	https://gis.bolton-menk.com/Html5Viewer/Index.html?configBase=https://gis.bolton-
	menk.com/Geocortex/Essentials/REST/sites/NorthMankato/viewers/Mobile/virtualdirectory/Resources/Con
North Mankato GIS Mapping	fig/Default#
Topographic Information	http://arcgis.dnr.state.mn.us/maps/mntopo/

Appendix B: Recreational Corridor Map

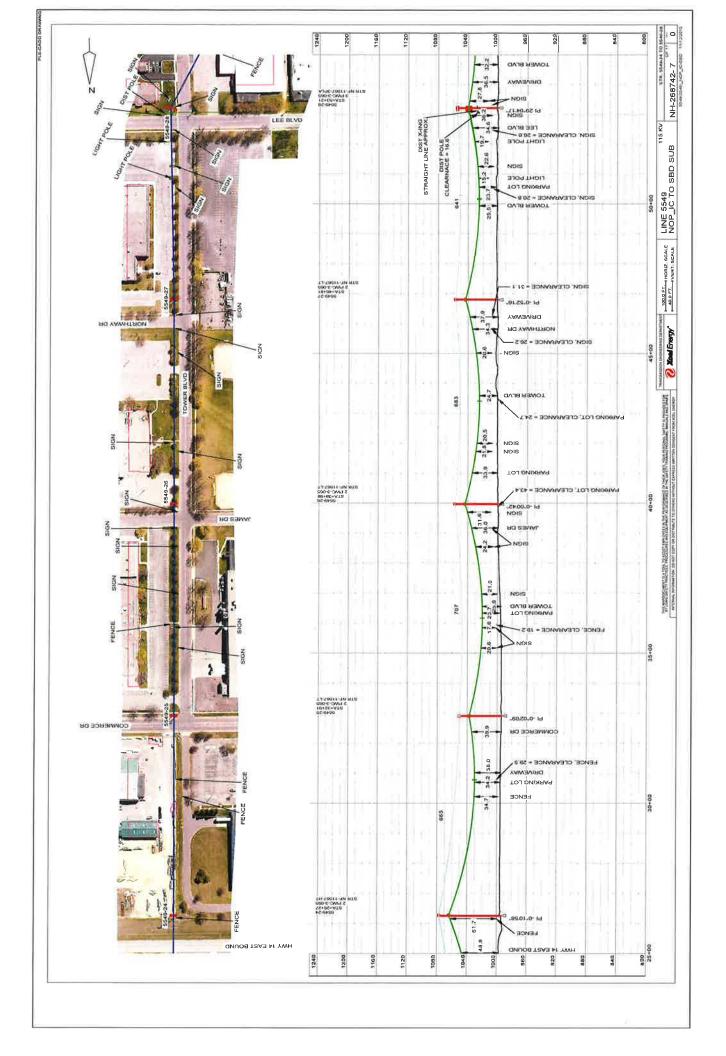
September 2021





Appendix C: Utility Mapping





Appendix D: Public Comment Log

Public Comment Log - Highway 14 Pedestrian Bridge Feasibility Study

Comment	
Number	Comment
	I absolutely love the idea of a pedestrian bridge lining Caswell to the other side of highway 14! Far fast for childre
	getting to school boys walking and biking, far more convenient to walk to restaurants or games to and from Casw
	and while signal options too! We need to feel connected as a city and this does that sound with adding safety and
1	travel options that aren't cars
	A waste of taxpayer dollars unless 100% paid for by Federal or State Tax dollars. Homeowners in the city of North
	Mankato and Nicollet County (example \$325,000 assessed value) pay \$600 per year more in taxes than Mankato
	Blue Earth County. It is time that North Mankato gets responsible and forget about a bridge that will cost millions
	dollars that will go mostly unused by anyone. A complete waste of money. North Mankato will never be a commu
	who has anything to offer other than high taxes. The bridge downtown in Mankato from Hy Vee over to the Mall
2	a disaster, dangerous and a eyesore. They tore it down because it was only used by those needing a place to live of
2	worse things that are unmentionable. Just saying.
3	1. How many if any pedestrian/auto accidents have there been in this area? To my knowledge none. So what sa concerns are you addressing?
	2. Isn't there already multimodal access across Hwy 14 in two locations those being Lor Ray and the Lookout Dri
4	roundabout? Both of these locations are in a reasonable (pedestrian) distance to Caswell.
	3. There are 23 Parks in North Mankato so isn't it a stretch to make this expenditure on the rationale to access
5	(one) Benson Park?
_	4. North Mankato's population growth is less than one percent a year so isn't it also a stretch to make this
6	expenditure to aid future development?
7	5. The Caswell complex is a regional asset therefore the user comes from the greater Mankato area. How likely was the complex in a regional asset therefore the user comes from the greater Mankato area. How likely was the complex in a regional asset therefore the user comes from the greater Mankato area.
7	this class of participants, use this bridge?
8	6. Will the bridge, as shown be of any use in freezing temperatures?
9	7. What assurances are available that the motorist under the bridge will not be subject to debris thrown from a top?
	8. Safe routes to school? North Mankato has already spent thousands on "safe routes to school" on Howard Driv
10	and Carlson Drive and the trail connecting each(recently) and intersections.
	9. Is there an implied guarantee the fabled North Mankato Indoor Recreation Center will be built especially in lie
11	of Bethany's \$10 million dollar indoor recreation center which is shovel ready?
	10. Where is there land available to support "future development" of Commerce Drive or Howard Drive
	commercial business districts? There is basically only one parcel on Howard Drive and that is earmarked for a
40	recreation center not a parcel to support future business development (unfortunately).
12	
	I think that this pedestrian bridge would be a waste of money and time and that NO one would use it and it would torn down in 10 years just like the one in Mankato we have better things to spend our money on. There are already
	crossings that are under utilized or maybe on game nights you could run buses or shuttle vans to cross the highway
13	is simply NOT worth the time and money.
14	Is it an option to put a stop sign at or lights [at potential bridge location]
15	Option to put in a tunnel?
16	"This would have been really awesome ten years ago for my boys"
17	Concern for lack of sidewalks on Commerce Drive
18	Questions about connectivity to greater sidewalk network
19	Potential trail along Hwy 14?
	"We feel this is totally not necessary. Where is this money supposed to come from. If the Caswell ball players w
	it, they should pay for it. If they come to play ball they shouldn't mind walking to the intersection, to get to the
20	other side."
	Alternative B: possible to take a 90 degree turn East on the North abutment to connect to Caswell parking lot or
21	other side.
22	Snow removal a concern – can't push snow over onto 14

Public Comment Log - Highway 14 Pedestrian Bridge Feasibility Study

r ublic Com	Potentially have two approaches on one end; helical and stairs for peds who want to use stairs and avoid "long
23	walk up" helical ramp
24	Potentially install ½ helical, then transition the helical into retaining wall approach mid-way up.
25	Why not just make Lookout and Lor Ray safer? "Instead of spending way too much money."
23	
	Has anyone tracked the visitors to Benson Park to identify their transportation methods to access the park? Are
26	most visitors walking? In the many times we have walked around Benson Park, we rarely see anyone and so wou
20	contend Mr. Hagen's assessment is correct.
	It is my feeling that the majority of usage, at this time, for Caswell Park includes individuals/teams from the other
	cities. Therefore, in most of these instances, they are using their own vehicle/bus transportation to access Caswe
27	If they choose to utilize Benson Park, they are already on the same side of Hwy 14 and a special pedestrian acces across Hwy 14 would not be necessary.
21	
	Considering the cost, I feel a closer look should be taken to determine the method of transportation people are
20	using to get to the park and a new survey (the other school survey was from 2015) on the pedestrian traffic that
28	would be using the bridge to access schools.
	I would only be in favor of this if it's funded from money outside the city budget as I am skeptical about the amou
	of use it will get. That being said, I definitely like the clear span truss model better than the helical approach (which
	had lots of experience with both biking and walking at the University of Iowa years ago). Alternative C seems to
	connect best to the playground, ball diamonds and Dakota Meadows. Since there's no bike or walking trail on the
	north side of Commerce, I would be concerned about people crossing without a light. It's a very busy street that I
	on several times every day. How would the crossing of Commerce Dr. be handled? Last comment: I think people of
	the east side of LorRay Blvd would just use the LorRay bridge to cross 14 and people on the west side of Lookout
	would use the Lookout Drive bridge which has a very wide (new) sidewalk. That leaves only the middle residences
	between Lookout and LorRay as possibly having this pedestrian bridge be a more convenient crossing point. Havi
	been a sports parent, I honestly believe people at the hotel for tournaments, etc. will drive to Caswell. Too much
29	gear to carry.
	Having safe foot passage between caswell and commerce dr. business district is vital to the growth and
30	redevelopment of upper north. Connections between both ends of the corridor.
31	I like Alternative "B". I like the ramp style approach verses the helical approach.
	I think the bridge is a good idea. It most importantly, a stop light at the four way stop signs of lor ray and Howard
	This is so dangerous especially during all times of the year when people are trying to cross, bike or get to their
	destination safely. During school, the traffic so so horrible no one takes turns! The bridge will help with this for
32	school age biking or walking to school but the traffic is so horrible.
	I think a pedestrian bridge over Hwy 14 would be a huge waste of money. I don't think there would be enough for
33	traffic to justify the cost.
	Ultimately, the fundamental question for this project is: Who will use this bridge? The likely answer is school aged
34	children traveling to and from the schools, Caswell park users, and recreational bikers.
	One of the main issues with this idea is that there are minimal residential neighborhoods on the south side of 14 to
	are proximal to any of the options that would utilize this bridge. There are also sparingly low residential
	neighborhoods north of the proposed bridge. I live in Northridge and it would make no sense for my children to
	travel a further distance west to cross a pedestrian bridge when the Lookout Drive has an ample over pass bridge
	closer to my neighborhood. The same can be said for the Mary Circle residential areas to the East and Lor Ray Dri
	If you look at the residential areas further south around Hoover, those neighborhoods likely exceed distances tha
35	allow for bussing; so projecting school aged children to utilize this bridge does not make sense.
	The second possible group to utilize this bridge are people utilizing Caswell park; but this is fundamentally flawed
	thinking because as teams wait between games, the most important aspect is that parents and coaches are looking
	for areas to allow for rest and/ or cool environments on a hot summer day in order to not exacerbate the athletes
36	who are utilizing the park. This bridge will not attract users of caswell park to walk out of way distances to be
	connected to the limited options on the south side of highway 14 for the athletes.

Public Comment Log - Highway 14 Pedestrian Bridge Feasibility Study

37	The third possible group is recreational bikers to utilize the bridge. Let me first ask the question of how many recreational bikers currently utilize Benson park? And is this an appropriate park to encourage bike traffic by tryin to create a connective path from the bike route that runs along Pleasant View Drive to Commerce to Bluff Park? I appreciate the ability to walk at Benson Park without having to worry about which side of the path a biker may be trying to pass me. Attempting to link this park with that of Bluff park seems wasteful and will serve more harm the good. Development of new trails or bike routes in areas of future growth for the city seems to be a much better option if trying to appease recreational bikers.
3/	option it dying to appease recreational pixers.
38	This bridge would be a huge success if there were more proximal and heavily populated neighborhoods close to it whom could utilize it. Unfortunately the closest neighborhoods are at least 0.5 mile or greater from the bridge and the amount of foot traffic of people who would utilize the bridge does not seem justifiable for the expense. My recommendation would be to scrap this idea and look at ideas for foot bridges that connect Mankato's Riverfront park with the new developments that are being planned around Webster Ave. Finding ways to utilize the river to develope a riverwalk type attraction for retail and restaurants would turn North Mankato into more a destination place similar to a place like Stillwater and would only improve the city of North Mankato.
39	I would like to provide comment on the proposed highway 14 pedestrian bridge.
	Many years ago I recall the MSU students requesting a pedestrian bridge that would span the intersection across Stadium Road. It was a busy intersection for both pedestrian and vehicle traffic, resulting in long waiting lines for both. It was determined that the cost was prohibitive - the initial cost as well as the ongoing maintenance costs fo
40	such a bridge in Minnesota climate. At the time, I felt it was a legitimate request for something that was needed.
	When I heard about the proposal for the bridge across highway 14 (1/4/ mile? 1/2 mile?) I wondered how much i
	would be used. Were there many strong supporters for the project at the meeting? That usually gives a good
41	indication of the probable usage, doesn't it?
42	I also wondered if the millions of dollars from state and federal funding could
42	fill other more important needs? And what about local funding? Don't we have more pressing needs? I guess if we
43	don't we must be in pretty great shape.
44	Thank you for allowing me to convey my thoughts on this issue!
45	One thing that comes to mind around this proposed pedestrian bridge would be the connections on the south sid (commerce drive side) of the bridge. Putting this proposed bridge directly into the Caswell Park area is a no braine and would be awesome! The other side of the bridge is kind of polar opposite. What I mean by that is that I am concerned the bridge won't be utilized as much without clear and safe routes connecting the residential neighborhoods of Upper North Mankato to the bridge on the Commerce Drive side. If the lets say North Ridge neighborhood had this bridge line up with it and go directly into Caswell that would be amazing. Obviously the alignments of the neighborhoods won't support this. So I'd suggest focusing on getting the bridge very well and clearly connected to the neighborhoods so that the bridge is fully utilized and not just a hey that's great we have i but I don't want my kid riding through the Commerce Drive area to use it type of deal.
	Please continue to keep us in the loop and again thanks so much for thinking of us. I hope this project comes to
46	fruition and let us know how we can help.
47	Great opportunity for area recreation. Awesome north/south connection for pedestrians and bicycles
	Provides a safe connection for peds/bikes rather than interchanges with Hwy 14 that are unsafe. Have seen mar
48	children and other individuals crossing at highway ramps in sketchy situations
49	This bridge connection will be a great benefit to the community for bicyclists
50	This will provide a safe route to schools for children crossing the highway where children now cross at unsafe interchanges
51	This will be a great connection for Caswell Park visitors to access businesses and the hotel on Commerce Drive



Highway 14 Pedestrian Bridge Feasibility Study Final Report Presentation

North Mankato City Council Meeting - March 7th

Agenda

- Review
- Preferred Location of Pedestrian Bridge
- Possible Bridge Configurations
- Moving Forward

Review

•Study began in early 2021 with a focus on developing alternatives for a safe/efficient Highway 14 pedestrian/bicycle crossing

•Funded by the Mankato/North Mankato Area Development Organization (MAPO)

Oversight from a Project Management Team including:

North Mankato City Staff

MAPO reps

MnDOT reps

Consulting Staff

Identifies constraints associated with bridge construction

Provides options for bridge implementation that fit constraints

Review

Options considered include:

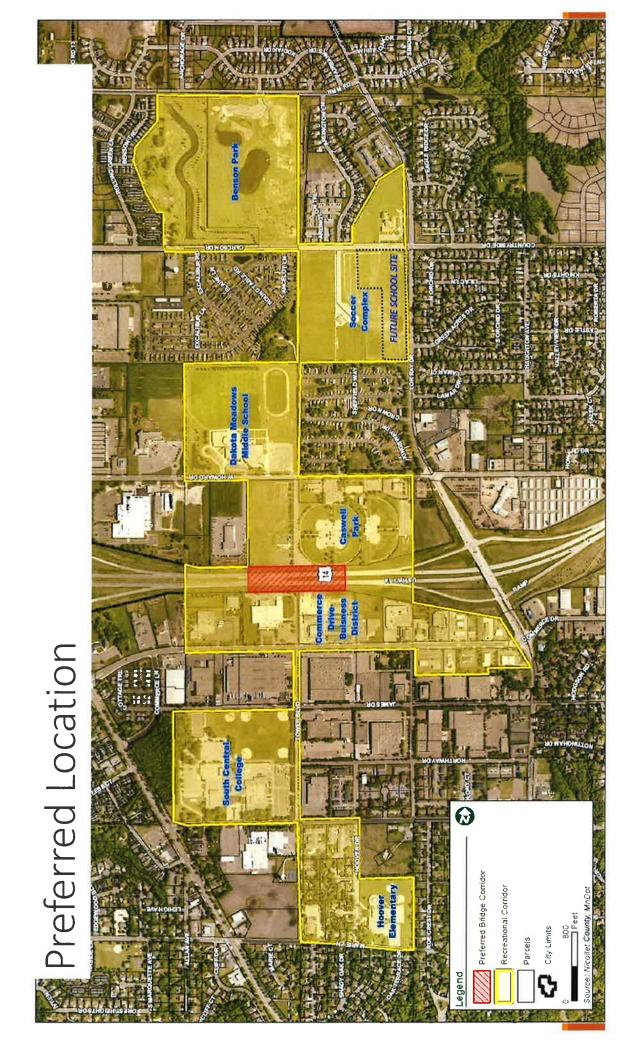
- Underground Tunnel: Dropped due to Highway 14 Impacts & Safety Concerns
- Clear Span: Spans Highway 14 without a middle pier
- "Truss" Style Bridge that will minimize construction impacts to Highway 14
- Pier Supported: Utilizes Middle Pier in Highway 14 median
- Concrete Beam Style Bridge

Approach Types:

- Traditional Abutment
 Abutment & Retaining Walls to "touch down" to existing ground
- Helical Approach







ALTERNATIVE A \$3.9 Million Approx Cost

MAPO TH 14 Pedestrian Bridge Study City of North Mankato, Minnesota

MANKATO IV



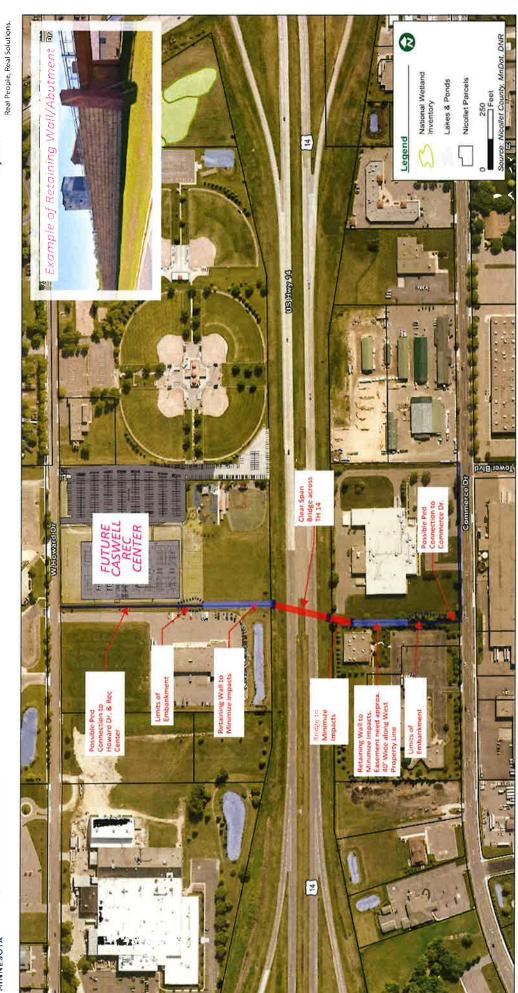


National Wetland Inventory

Nicollet Parcels Lakes & Ponds

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MANKATO IV





Moving Forward

City staff to begin researching to create a funding plan.

Potential Funding Options:

- Safe Routes to School (SRTS) Infrastructure
- Transportation Alternatives (TA) MnDOT
- Active Transportation (AT) program MnDOT
- Surface Transportation Block Grant Program (STBGP) FHWA
- Local Partnership Program (LPP) MnDOT
- Federal Recreational Trail Program MnDNR



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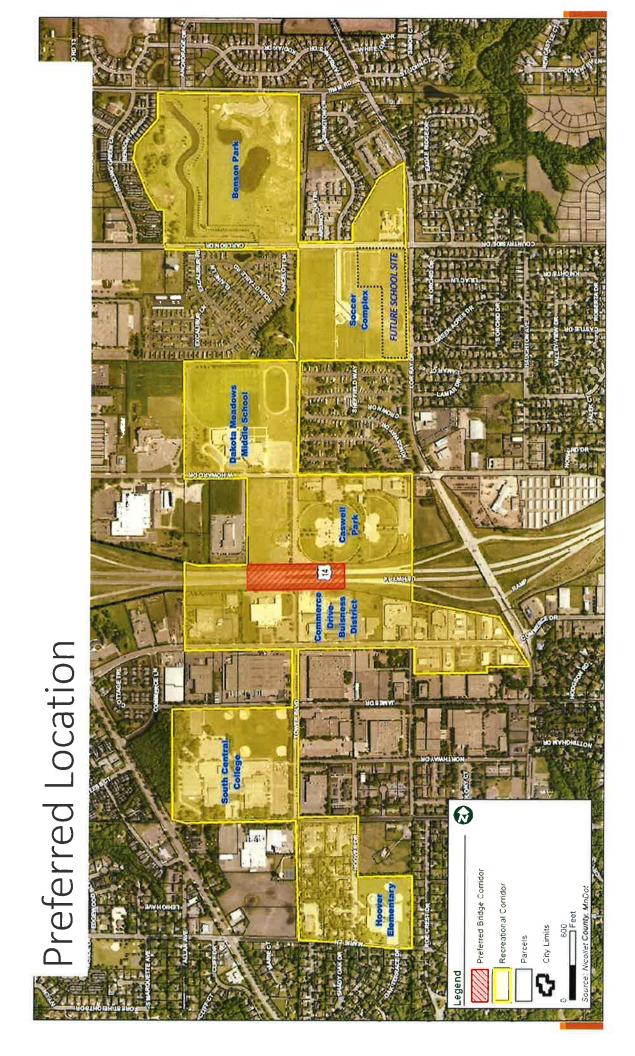
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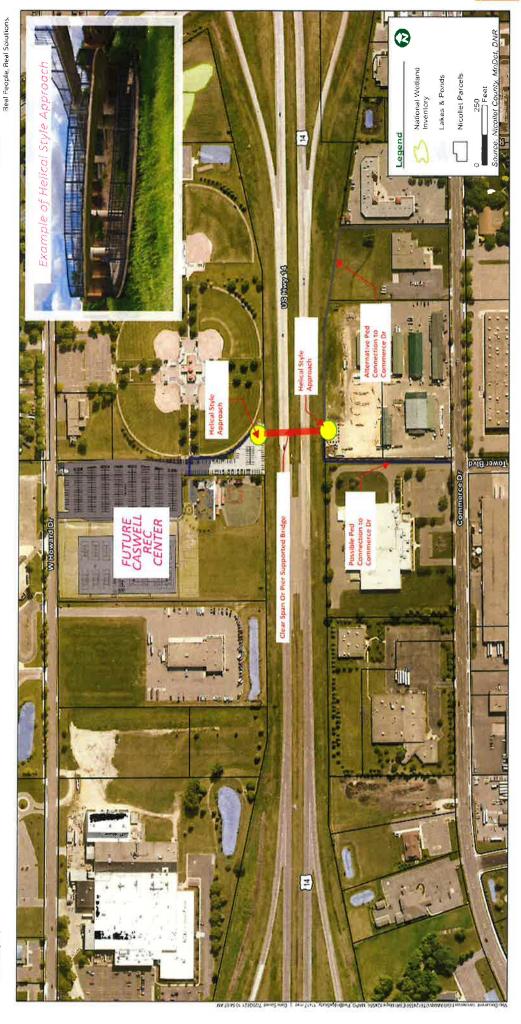
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MAPO TH 14 Pedestrian Bridge Study City of North Mankato, Minnesota

MANKATO W





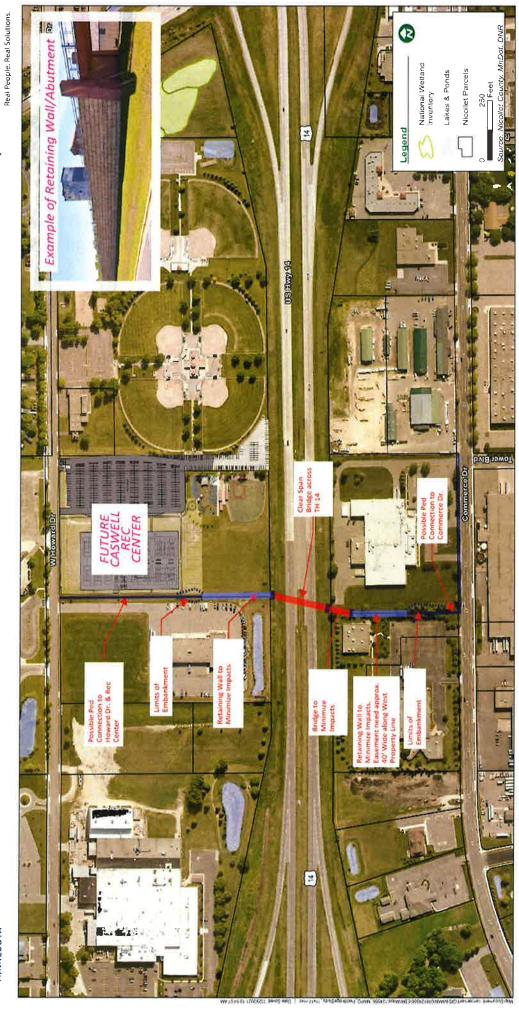


MAPO TH 14 Pedestrian Bridge Study City of North Mankato, Minnesota

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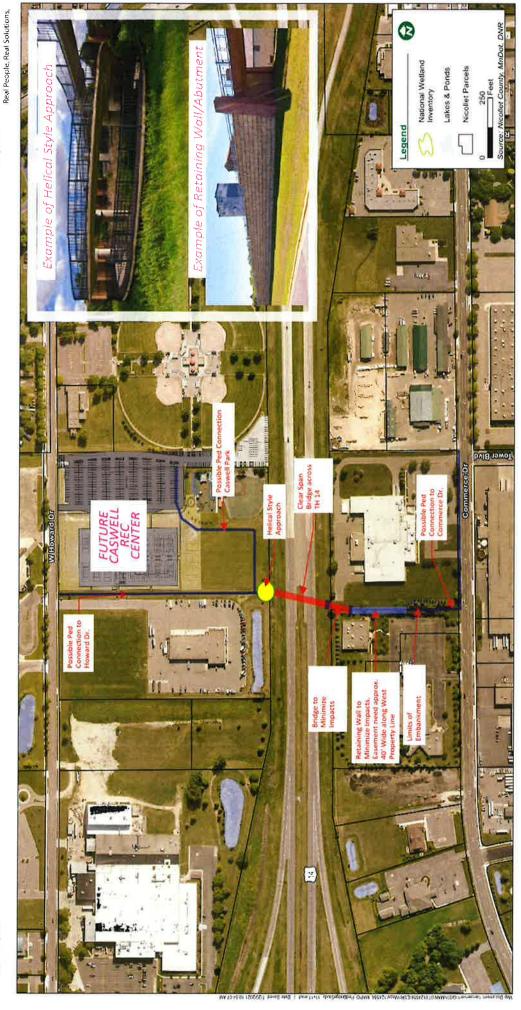






July 2021





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