

RANGE STREET RECONSTRUCTION

Project Feasibility Report

City Project Number 11214

February 2nd, 2026



Project Feasibility Report

Range Street Reconstruction

City Project Number 11214

City Of Mankato

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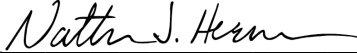
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II. CERTIFICATION PAGE

CERTIFICATION

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly registered professional engineer under the laws of the state of Minnesota.



Nathan J Hermer

Reg. No. 54848

02-02-2026
Date

III. PROJECT CONTACTS

TITLE	NAME	PHONE	EMAIL
Mayor	Najwa Massad	507.387.9693	nmassad@mankatomn.gov
Councilor at Large	Mike Laven	507.720.8674	mlaven@mankatomn.gov
Councilor Ward 1	Michael McLaughlin	507.720.1093	mmclaughlin@mankatomn.gov
Councilor Ward 2	Dennis Dieken	507.720.1817	ddieken@mankatomn.gov
Councilor Ward 3	Kevin Mettler	507.995.0070	kmettler@mankatomn.gov
Councilor Ward 4	Jenn Melby-Kelley	507.720.2502	jmelby-kelley@mankatomn.gov
Councilor Ward 5	Jessica Hatanpa	507.613.8067	jhatanpa@mankatomn.gov
City Manager	Susan Arntz	507.387.8695	sarntz@mankatomn.gov
City Engineer	Cory Bienfang	507.387.8643	cbienfang@mankatomn.gov
Project Engineer	Nathan Hermer - ISG	507.387.6651	nathan.hermer@isgic.com
Project Designer	Bill Karels - ISG	507.387.6651	bill.karels@isginc.com
Construction & Facilities Services Director	Jim Tatge	507.387.8504	jtatge@mankatomn.gov
Construction Manager	Luke Pederson	507.387.8541	lpederson@mankatomn.gov

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IV. EXECUTIVE SUMMARY

The existing Range Street corridor from Butterworth Street to West Lind Street, adjacent to U.S. Highway 169 (Hwy 169) will be removed as part of the Hwy 169 Revitalization project. The Hwy 169 project will include the closure of the West Lind Street and Hwy 169 intersection, reconfiguration of the West Lind Street and Range Street intersection, and a new roundabout at River Lane and Hwy 169. In conjunction with the Hwy 169 project, the city will construct Hiniker Parkway to provide access that was originally provided by Range Street. The Hiniker Parkway project will connect into Range Street approximately 265 feet south of West Lind Street intersection. The proposed project is to reconstruct the remaining 256 feet of Range Street.

Suggested improvements include grading, bituminous pavement, curb and gutter, storm sewer, trail connections, sidewalk, street lighting, striping, and turf restoration.

The estimated cost of these necessary improvements is approximately \$330,000.

From an engineering standpoint, the proposed improvements are necessary, cost effective, and feasible. This can best be accomplished by letting competitive bids for the work. It is recommended that the council accept this project feasibility report and order the preparation of final plans and specifications.

V. PROJECT INTRODUCTION

The recommended pavement improvements for Range Street are being proposed for the summer of 2026. In accordance with Minnesota Statutes, Chapter 429, the City Council has authorized the preparation of a project feasibility report to define the scope and determine the reasonableness of the project. The specific objectives of this preliminary engineering report are to:

- Evaluate the need for this project.
- Determine the necessary improvements.
- Provide information on the estimated costs for the proposed project.
- Determine the project schedule.
- Determine the feasibility of the proposed project.

This project, as proposed, is approximately 265 linear feet. Specific items that will be included in the construction are as follows:

- Street improvements including 3 lanes (northbound, southbound, and center turn lanes) with concrete curb and gutter.
- Driveway aprons for abutting properties
- ADA pedestrian ramps
- Street lighting
- 8' bituminous paved trail connection
- Storm sewer installations and connection to existing

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VI. EXISTING CONDITIONS

A. STREET

The existing Range Street is 37' feet wide with curb and gutter on both sides of the street. The connection to West Lind Street is currently a T-intersection. The existing bituminous pavement is in fair condition. Observed pavement distresses consisted mainly of transverse, longitudinal, and alligator cracking. The existing curb and gutter range from fair to good condition. The existing street layout for Range Street is located in Figure A

B. STORM SEWER

There is no existing storm sewer in the project area.

C. SANITARY SEWER

There is no existing sanitary sewer in the project area.

D. WATERMAIN

There is no existing watermain in the project area.

E. OTHER UTILITIES

Other non-municipal-owned utilities may be present in the right-of-way. These include natural gas, electric, and telecommunications. The condition of these utilities is unknown, and their replacement is beyond the scope of this report.

F. TREES

There are existing trees on both sides of Range street.

G. STREET LIGHTING

There is no existing street lighting on Range Street.

VII. PROPOSED IMPROVEMENTS

A. STREET

The proposed street plan can be found in Figure B, and the proposed street cross section and pavement section are located in Figure C. The street is proposed to be 40' gutter-to-gutter, and will include 2 – 13' wide lanes, for northbound thru, southbound thru, and 1 – 14' center turn lane traffic. Concrete curb and gutter will be type B618. An 8' wide bituminous trail will be installed on the west side of the roadway.

Any temporary damages that occur to the boulevard during construction will be repaired after the project with seeding or sod in all the disturbed areas. Trees, bushes, and other vegetation located in the construction zone will be protected where possible; however, some trees and bushes may need to be removed as part of construction due to direct conflict with the proposed utilities or due to unavoidable root damage.

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B. STORM SEWER

Storm sewer will be added throughout the street area. Improvements include concrete manholes, catch basins, reinforced concrete pipe, and curb subdrains, which will discharge into the existing city storm sewer system. A private storm sewer stub will be provided at 109 W Lind Street, to accommodate existing drainage issues. The proposed storm sewer is shown in Figure B in green.

C. SANITARY SEWER

There are no proposed sanitary sewer improvements.

D. WATERMAIN

There are no proposed watermain improvements.

E. OTHER UTILITIES

The design of the proposed improvements will be coordinated with the owners of private utilities such as natural gas, electric, telephone, and cable television. A design coordination meeting will be held with all private utility companies to identify those utilities that are in conflict with the proposed improvements. Private utility companies will be requested to submit proposed designs and construction schedules for any relocation. The construction schedule for the proposed improvements will be coordinated with the utility relocation schedule to avoid unnecessary delays.

F. TREES

All removed trees will be replaced at a 2:1 ratio.

G. STREET LIGHTING

Street lighting will be installed on the west side of the roadway. 35' standard LED light pole units will be installed, at approximately 200' spacing (light unit Type 6-35).

VIII. RIGHT-OF-WAY AND EASEMENT

The existing right-of-way is 60' wide. No additional right-of-way acquisition or easements are proposed with this project.

IX. APPROVALS/PERMITS

Approvals and permits are required from various agencies for the construction of the project. They include:

- City of Mankato Land Disturbance Permit
- Minnesota Pollution Control Agency Construction Stormwater Permit

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X. PROJECT COST ESTIMATE AND FINANCING

Estimated projections for the cost of this project are summarized below.

HINIKER PARKWAY	
ITEM	COST
Street and Landscaping	\$170,649.54
Stormwater Pollution Prevention	\$8,050.00
Lighting	\$17,300.00
Storm Drainage Construction	\$53,771.00
Sanitary Sewer Construction	\$0.00
Watermain Construction	\$0.00
TOTAL CONSTRUCTION	\$249,770.54
Construction Contingency	\$24,977.05
Admin/bonding	\$27,475.00
Engineering	\$27,475.00
TOTAL PROJECT COST	\$329,697.60

Funding for the proposed improvements is shown in the table below.

HINIKER PARKWAY		
FUNDING SOURCE	AMOUNT	PERCENT
General Obligation Bonds	\$160,208.37	49%
Special Assessments	\$103,888.50	32%
Stormwater Revenue	\$65,600.72	20%
TOTAL FUNDS	\$329,697.60	100%

XI. POSSIBLE SCHEDULE

The following is a possible schedule for the proposed improvements for Range Street:

02/09/2026	Accept Feasibility Report; Authorize Plans & Specifications and Ad for Bids
03/03/2026	Advertise for Bids
03/10/2026	Construction Documents Complete / Published
03/26/2026	Open Bids
04/13/2026	Award Contract
05/01/2026	Construction Begins
10/16/2026	Construction Substantial Completion
10/30/2026	Final Completion (Wearing Course Paving)
September 2027	Resolution declaring costs to be assessed and call for assessment hearing. Prepare final assessment roll.
October 2027	Assessment Hearing. Resolution adopting assessment.
November 2027	Adopt Final Assessments

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XII. CONCLUSION AND RECOMMENDATIONS

The reconstruction of Range Street is recommended due to the impending U.S. Highway 169 Revitalization project and Hiniker Parkway construction. The 265-foot section of roadway is in fair to poor condition and reconstructing it would allow the entire corridor from Butterworth Street to West Lind Street to be on the same maintenance schedule.

From an engineering standpoint, this project is cost effective, necessary, and feasible. The best way to accomplish this project is by letting competitive bids for the work. Feasibility is contingent upon City Council findings with respect to project financing.

We recommend the Council accept this project feasibility report, proceed with the improvement hearing, order the preparation final plans and specifications and instruct the City Manager to advertise for bids in accordance with the requirement of law.

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XIII. APPENDIX

A. FIGURE A: EXISTING LAYOUT OF RANGE STREET

See Attached

B. FIGURE B: PROPOSED LAYOUT OF RANGE STREET

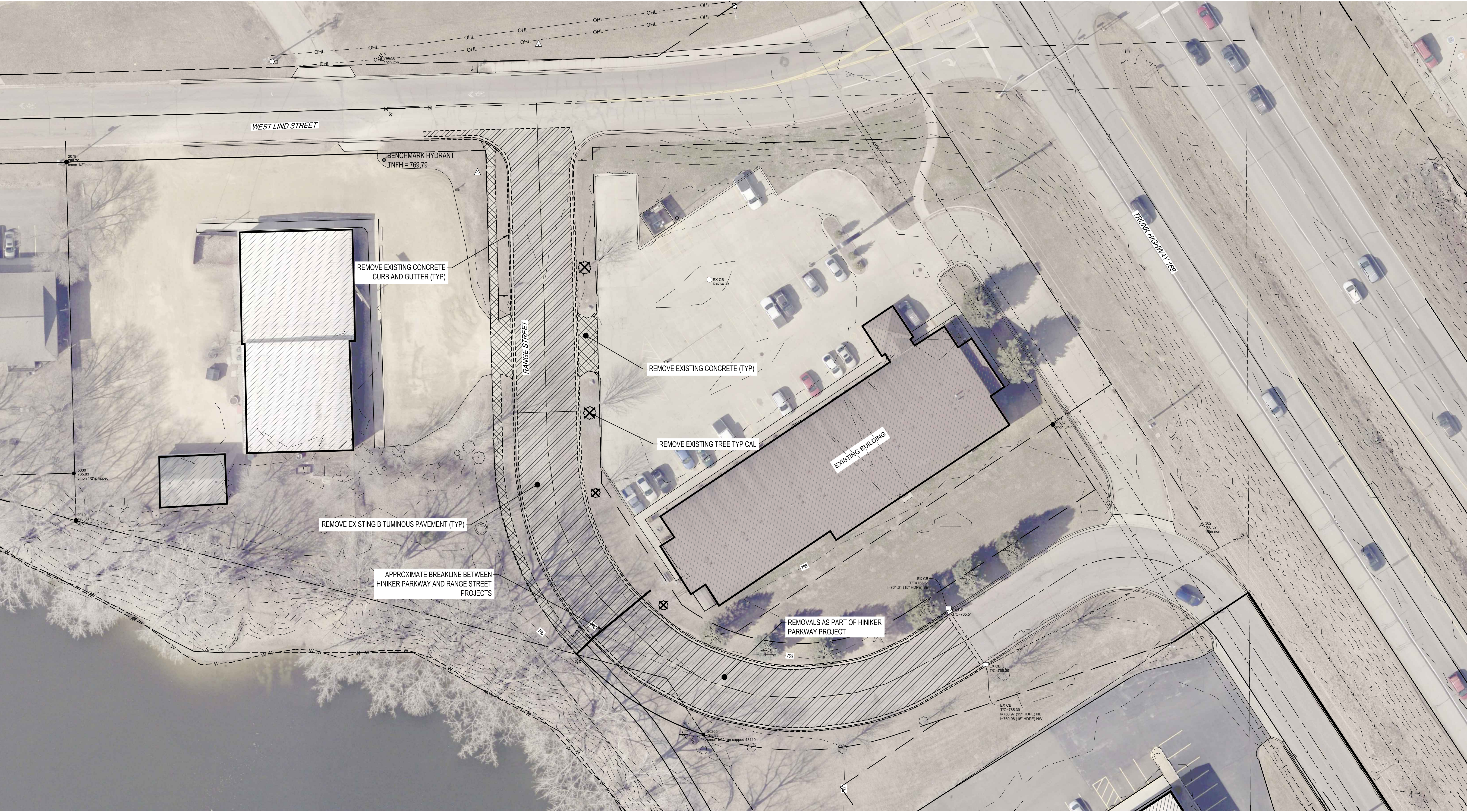
See Attached

C. FIGURE C: PROPOSED CROSS SECTION AND PAVEMENT SECTION

See Attached

D. FIGURE D: PRELIMINARY ASSESSMENT ROLL

See Attached

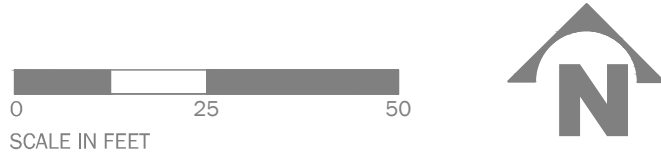


EXISTING LAYOUT OF RANGE STREET

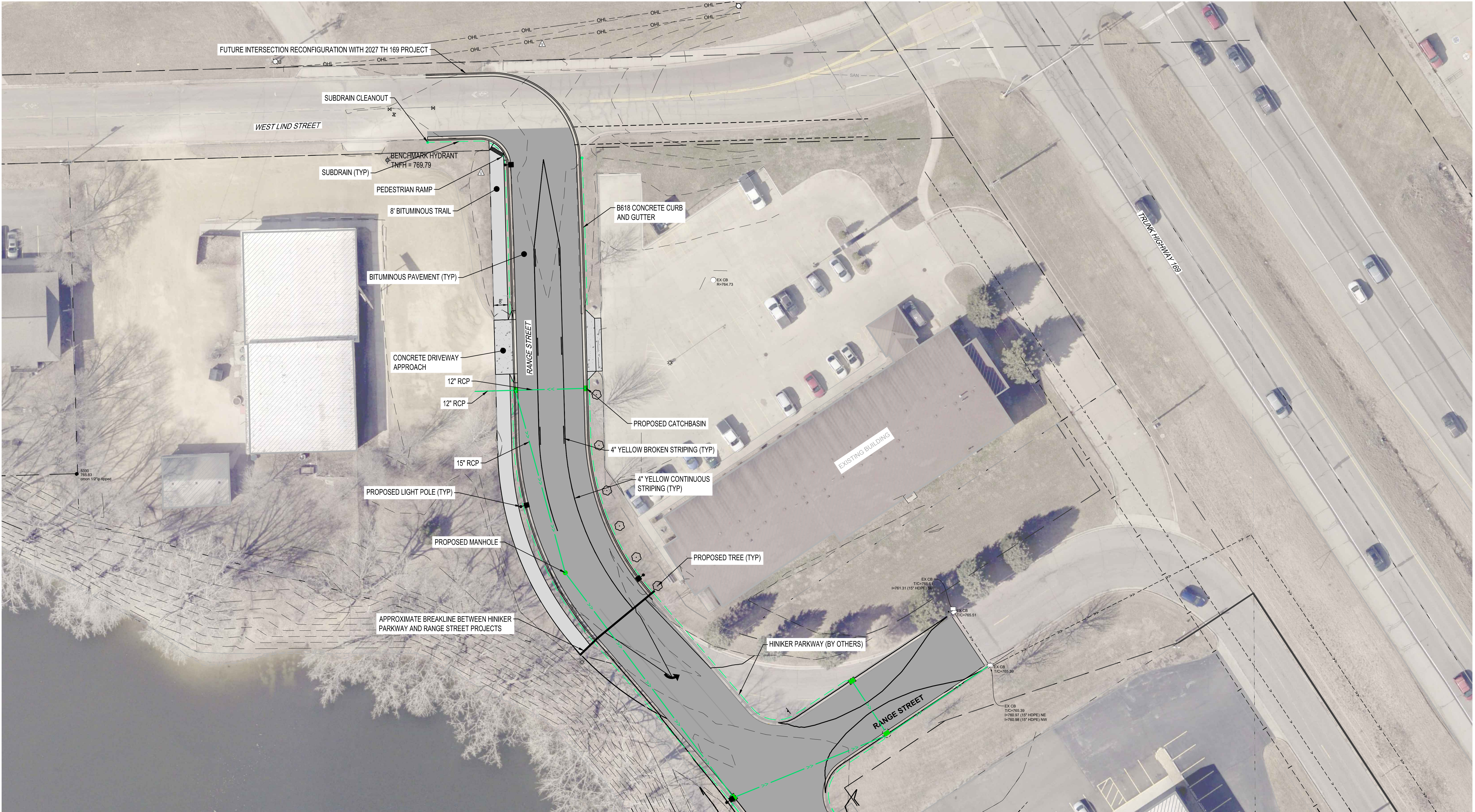


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MANKATO, MINNESOTA
ISG PROJECT NO. 26-33957



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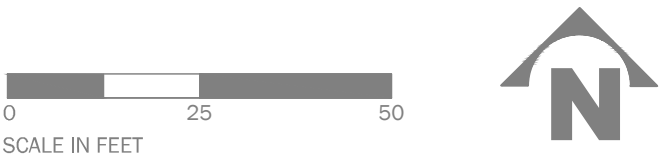


PROPOSED LAYOUT OF RANGE STREET

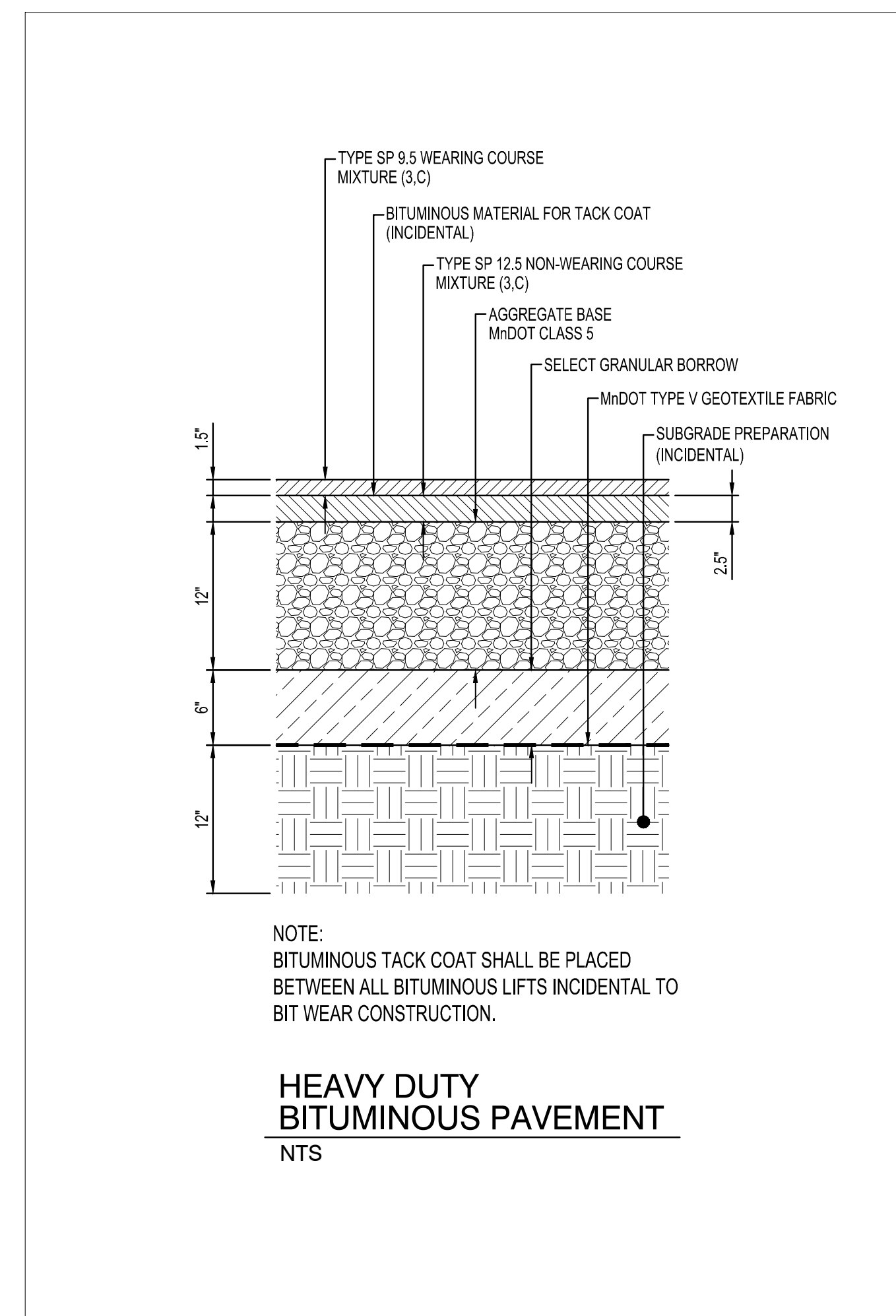
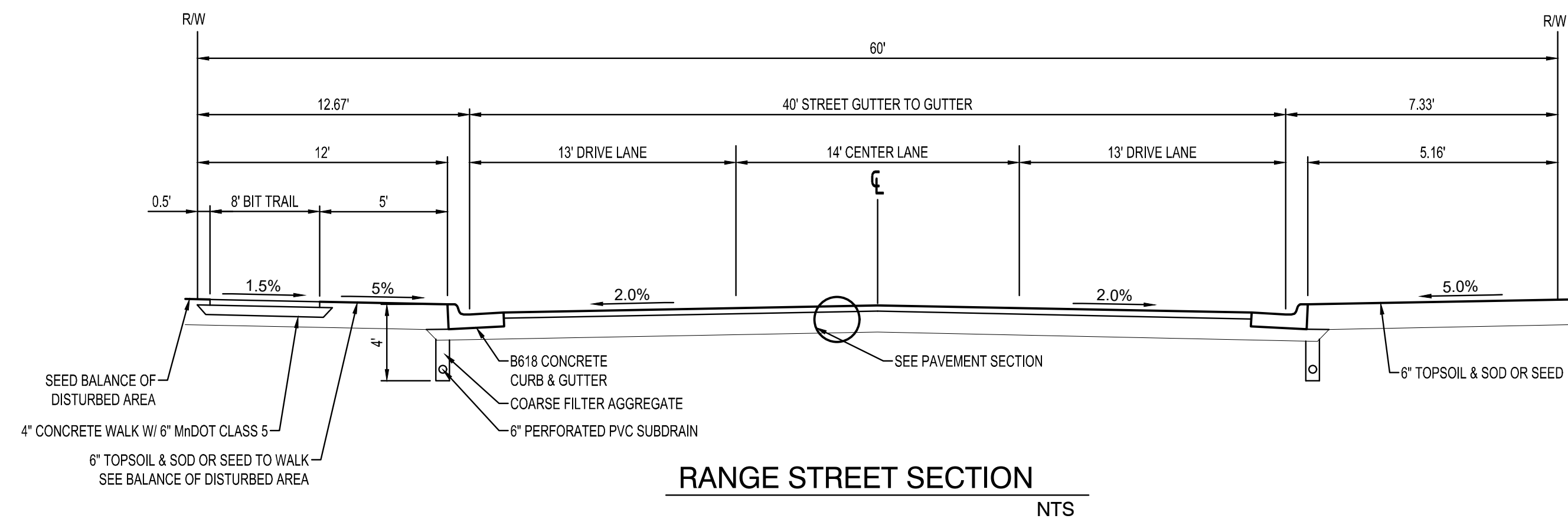


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PROPOSED CROSS SECTION AND PAVEMENT SECTION

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XIV. D. PRELIMINARY ASSESSMENT ROLL

1. Special Assessments

The estimated assessment for each property consists of three items. The street assessment, the sewer and water service cost (does not apply to this project), and the driveway apron cost. Additional items can be added to the assessment as a part of the project. The assessment rates used in this report are based on the 2025 rates set by City Council. This project's street assessments are proposed at an estimated rate of \$133.25 per frontage foot for homestead properties and \$194.50 per frontage foot for non-homestead properties. For homestead properties, the preliminary street assessment is capped at 8.0% of estimated market value of the property, which is consistent with historic city practice. Four methods are used to determine the street frontage: straight frontage, corner credit, rear frontage, and the offset measurement.

a. Street Assessment

The simplest assessment method used for an interior lot not on a corner and without rear access is multiplying front footage by the assessment rate. If a lot is 100 feet wide it would result in a street assessment of 100 feet x \$133.25 = \$13,325.00.

Lots that are on a corner of two streets are given a corner credit. The corner credit is equal to one-third of the first 120 feet, plus any length in excess of 120 feet. If a lot was 40 feet wide on the side street and 140 feet wide along the project frontage, the corner credit would be calculated for the long side of the property. The assessable frontage would be determined as one-third of 120 feet ($120/3=40$) plus the length in excess of 120 feet ($140-120=20$). The result of the assessable frontage would be $40+20 = 60$ feet. The assessment for this property is 60 feet x \$133.25 = \$7,995.00. If the project abuts the short side of the lot the assessment would be calculated using the paragraph above for straight frontage.

Corner lots abutting improvements on three sides: The shortest frontage dimension abutting an improvement shall be totally assessed against the benefiting property. The longest frontage (dimension) of a property abutting an improvement shall be assessed on the basis of one-third of the dimension, up to 120 feet, plus all frontage in excess of 120 feet. One-half of the footage will be assessed to the benefiting property in the event of improvements to the rear street.

Lots with improvements to the front street and rear street. The total frontage will be calculated by adding the lot frontage to one-half of the rear street frontage. If a lot is 80 feet wide on the front street and 70 feet wide on the rear street, it would result in a street assessment of $(80+(70*0.5)) = 115$ feet x \$ 133.25 = \$15,323.75.

Lots that are on a curve, cul-de-sac or otherwise irregular shaped have the assessment calculated using the offset measurement. In this type of measurement, frontage is measured 40-feet offset from the front lot line, making the dimension larger. Residents with offset measurements should contact construction services personnel to go over assessments individually.

b. Driveway approaches

Driveway approaches (removal & replacement) are assessed at the full contract cost. The cost shown on the preliminary assessment roll is estimated at \$100 per square yard for driveways. For example, a 20-foot-wide by 12-foot-deep residential driveway approach will cost $26.67 \text{ SY} \times \$100.00 = \$2,667.00$. This amount will be adjusted to the

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actual contract cost and field measurements once construction is complete. This adjustment will be made on the final assessment roll.

c. Additional assessment items

Other items that may be added to the assessment include complete driveway replacement, outwalk replacement and sewer and water services from the right-of-way into the home.

The process to add one or all of these items to an assessment for a property is as follows:

- 1) Obtain a special assessment form from the construction services department.
- 2) Have the work completed by a contractor chosen by the property owner.
- 3) Submit the contractor invoice and signed assessment form to the construction services department once the property owner is satisfied with the work.
- 4) The city will pay the invoice and add the cost to the final assessment.
- 5) Property owners (not the contractor) need to complete and submit assessment forms.
- 6) Assessments for extra work need to be submitted prior to adoption of the final assessment by the City Council.

d. Levies and hardship deferrals

Project assessments are scheduled to be levied in the fall of 2027 over a 10-year period beginning with the first half of 2028 property taxes. If a total assessment is more than \$5,000, residents may have it levied over a 15-year period. To do so, write a letter indicating the desire to do this and send it to the construction services department. Staff will note this on the final assessment.

Property owners may apply for a hardship deferral if they are: The property owner of a homesteaded property and will be over 65-years-old prior to adoption of the final assessments for whom it would be a hardship to make the payments; the property owner of a homesteaded property who is retired by virtue of a permanent and total disability for whom it would be a hardship to make the payments; a member of the National Guard or military reserves ordered to active duty, for whom it would be a hardship to make the payments. Deferral requests, or changing to a 15-year assessment period need to be applied for before the assessment hearing. After this report is presented, but prior to construction; the City will conduct a special benefit analysis for all parcels proposed to be assessed with the improvement. The analysis will utilize a qualified and licensed appraiser to interpret the increase in market value as a result of the improvement for each parcel. The final amount assessed against each parcel will be the lesser of the special benefit analysis versus the calculated assessment as described above. This adjustment will be made on the final assessment roll. The preliminary assessment roll is provided in the Appendix.

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RANGE STREET Preliminary Assessment Roll City Project Number 11214							
CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage							
Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge		Driveway Approach	Sewer & Water Services @ \$6,000.00	Total Preliminary Assessment
			Front Feet		Area (SY)		
			cost/ft		Cost/SY		
01.08.01.401.027 Pact Ministries Inc 105 W Lind St Mankato, MN 56001	GL 2 LYG W of Range St Sub E of Hiniker Pond Sub & N of Hiniker Pond Park 001 108 027 (109 W Lind St)	NH	223.00	\$43,373.50	\$4,000.00	\$0.00	\$47,373.50 10 yrs
			CC= 303.00		40.00		
			\$194.50		\$100.00		
01.08.01.401.015 MAA AMBE Inc 1285 Range St Mankato, MN 56001	Hiniker's Subdivision Excluding West 40 Feet of Lot 1 Block 1 Days Inn Motel	NH	270.00	\$52,515.00	\$4,000.00	\$0.00	\$56,515.00 10 yrs
					40.00		
			\$194.50		\$100.00		