2027 Long Street and Emerson Lane Reconstruction

Project Feasibility Report

City Project Number 11121

August 17, 2026

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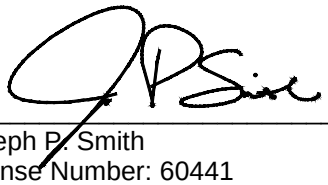
II. CERTIFICATION PAGE

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.



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Date: August 17 , 2026

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IV. EXECUTIVE SUMMARY

The Long Street and Emerson Lane Reconstruction Project proposes improvements along Long Street from E. Main Street to Madison Avenue and on Emerson Lane from Pfau Street to N. Belmont Drive.

This report presents preliminary investigations, design considerations, and estimated costs to evaluate the feasibility of the proposed Long Street and Emerson Lane Reconstruction Project.

This report was prepared as requested by the Mankato City Council to determine the feasibility of the street and utility improvements on the streets listed above. The location of the proposed improvements is shown in **Appendix A.**

The existing street, sanitary sewer, watermain, and storm sewer systems were installed in the 1950's and are reaching the end of their useful life and require significant maintenance. Both Long Street and Emerson Lane have an existing roadway width of 36 feet with curb and gutter on both sides. There is a continuous existing sidewalk along the west side of Long Street. There is intermittent sidewalk along the east side of Long Street. There is an existing sidewalk along the back of curb on the north side of Emerson Lane. Without improvements on the streets listed above, these systems will continue to warrant high maintenance costs along with further deterioration until failure.

Suggested improvements include complete reconstruction of all pavements, sanitary sewer (except for north of Belle Avenue), watermain (except for north of Belle Avenue), storm sewer, sewer and water services to each lot, concrete curb & gutter, driveway aprons, sidewalks, intersection improvements, traffic signal improvements, signage, and pavement striping. These improvements were determined through a review and evaluation of City infrastructure. It is noted that a Hilltop Planning Study was completed in 2025 and part of the findings of that study was that there is a large amount of cut-through traffic, high speeds, and concern about pedestrian safety along Long Street. Additional discussion on how to address these issues is included in the proposed improvements section.

The estimated project costs of these necessary improvements is approximately **$5,028,000.** The breakdown of these costs is shown in **Appendix G**.

From an engineering standpoint, the proposed improvements are necessary, cost effective, and feasible. These improvements 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 improvement.

V. PROJECT INTRODUCTION

This report recommends pavement and utility improvements on Long Street from E. Main Street to Madison Avenue and on Emerson Lane from Pfau Street to N. Belmont Drive.

The improvements are being proposed for the summer of 2027. 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 project feasibility 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

The primary goals of this project are to:

- Replace aging pavement and utilities
- Calm traffic speeds
- Discourage vehicle cut-through traffic
- Enhance visibility of pedestrian crossings from side streets
- Provide a safe corridor for all users and abilities

This project, as proposed, is approximately 3,500 linear feet of roadway consisting of about 7 city blocks. Major project elements are summarized below:

- Concrete sidewalk and ADA improvements
- Sanitary sewer main and service reconstruction
- Storm sewer infrastructure reconstruction
- Watermain and service reconstruction
- Concrete curb & gutter, bituminous pavement, and aggregate base reconstruction
- Intersection improvements
- Traffic calming
- Traffic signal improvements at Long Street and Madison Avenue

VI. EXISTING CONDITIONS

A. STREET

- Long Street from E. Main Street to Madison Avenue is classified as a minor collector and municipal state aid street within the City of Mankato. It has concrete curb and gutter and bituminous surfacing. The existing roadway is 36 feet-wide measured from face of curb to face of curb. Records indicate that the last major construction project took place in 1955 from Emerson Lane to Marsh Street. Records of the last major construction project for the rest of Long Street were not located, but it is anticipated that the last major construction for the rest of Long Street also took place in the 1950's.
- Emerson Lane from Pfau Street to N. Belmont Drive is a local city street within the City of Mankato. It has concrete curb and gutter and bituminous surfacing. The existing roadway is 36 feet-wide measured from face of curb to face of curb. Records indicate that the last major construction project took place in 1955 from Emerson Lane to Marsh Street. Improvements along Pfau Street and N. Belmont Drive were completed in 2023 and 2024 respectively. The completion of the proposed project would lead to new improvements on Emerson Lane connecting to these newly constructed streets.
- Long Street and Emerson Lane were included in the Hilltop Planning Study completed in September of 2025. Here are some of the key takeaways from the study regarding Long Street
    - The study concluded that 47% of the vehicle trips on Long Street are cut through trips.
    - Long Street was identified as one of the roadways within the neighborhood with the highest speeds.
    - The study points out that there are concerns about stop signs being ignored along Belle Avenue at Long Street.
    - Another theme of the study was a concern regarding the pedestrian crossings at Madison Avenue and Emerson Lane.

There are no records of more recent major street maintenance in the proposed project area. In general, the existing bituminous pavement is in poor condition with enough cracks and raveling to warrant deeper rehabilitation. Soil borings have been taken by a geotechnical engineer, and the geotechnical report will be referenced during final design and bidding.

B. SIDEWALKS

There is a continuous sidewalk along the west side of Long Street. There is intermittent sidewalk along the east side of Long Street from Emerson Lane to Marsh Street. There is a continuous sidewalk along the north side of Emerson Lane along the back of curb.

C. STORM SEWER

The existing storm sewer system on Emerson Lane and on Long Street from Emerson Lane to Marsh Street is reinforced concrete pipe (RCP) and was installed in 1955. The main varies in size from 18” by Marsh Street to 48” on Emerson Lane from Long Street to N. Belmont Drive.

There is an additional RCP storm sewer system between Belle Avenue and Madison Avenue on Long Street. There is not any other storm sewer along Long Street.

D. SANITARY SEWER

There are three separate existing sanitary sewer systems along Long Street and Emerson Lane. From Main Street to 400’ north of Emerson Lane, the sanitary sewer flows to Emerson Lane, goes east along Emerson Lane and then exits the project area on N. Belmont Drive. There is one segment of 10” vitrified clay pipe (VCP) along Emerson Lane east of Long Street, everything else is 8” VCP. This system was installed in the 1950s. From 400’ north of Emerson Lane to Marsh Street, the sanitary sewer flows north to Marsh Street where it exits the project area. This system consists of 8” VCP.

The last system runs along Belle Avenue and crosses Long Street. This main was replaced in 2020 during the Belle Avenue project and consists of 8” polyvinyl chloride (PVC).

The sanitary sewer structures were constructed using a combination of brick and block. Over time, brick and block structures begin to structurally fail and allow ground water to infiltrate. Approximately 45 residential services are connected to the sanitary system.

E. WATERMAIN

The existing watermain along Long Street from Main Street to Marsh Street and on Emerson Lane consists of 6”-8” cast iron pipe (CIP) from the 1950s. The existing CIP mains are beyond their expected service life. There are 4 hydrants in the project area and approximately 45 residential water services are connected to the watermain system.

There is also an 8” PVC water main that crosses Long Street at Marsh Street and at Belle Avenue that was installed in 2010 on Marsh Street and 2020 on Belle Avenue.

F. OTHER UTILITIES

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

G. TREES

Boulevard trees of varying size, spacing, and age are located throughout the project corridor.

H. STREET LIGHTING

The existing lighting system along Long Street and Emerson Lane consists of lights mounted to power poles owned by Xcel Energy at the intersections within the project corridor.

VII. PROPOSED IMPROVEMENTS

A. STREET

The proposed street improvements include removing and replacing the existing bituminous pavement, aggregate base, concrete curb & gutter, and concrete sidewalks. The typical bituminous pavement section proposed is shown in **Appendix B**.

- Long Street is proposed as a 36-foot-wide roadway with concrete curb and gutter on both sides. The typical section is proposed to meet a Minnesota Department of Transportation (MnDOT) design standard for a 10-ton road since Long Street is a municipal state aid street. The proposed typical section is available in **Appendix B.**
- See the intersection improvements section below for discussion of improvements at the intersections.
- Traffic signal improvements are proposed to provide pedestrian safety improvements that are feasible with the existing traffic signal equipment at the intersection of Long Street and Madison Avenue. The existing signal infrastructure at the intersection is currently not compatible with Leading Pedestrian Interval (LPI) technology. In the City's community investment plan, staff have programmed traffic signal controller upgrades for the 9 signalized intersections along Madison Avenue from Riverfront Drive to State Highway 22. It's the opinion of staff that a future improvement to the traffic signal at Madison Avenue & Long Street would be the appropriate time to upgrade the signal technology to be compatible with LPI technology. With the 2027 Long Street improvements, staff are continuing to vet solutions for safer signal timing patterns, signal head configurations, and protecting pedestrians from certain turning movements at the signalized intersection to enhance pedestrian safety.
- Centerline and edge of lane line striping are proposed to define the travel way and control speeds throughout Long Street.
- Emerson Lane is proposed as a 32-foot-wide roadway with concrete curb and gutter on both sides. The typical section is representative of a typical local street in the City of Mankato and can be found in **Appendix B.** The reduced roadway width will allow for the construction of a 5-foot sidewalk with a grassy boulevard along the north side of Emerson Lane.

Any temporary damage that occurs to the boulevard during construction will be repaired after the project with sod in the disturbed areas. Residential and commercial driveway aprons will be restored with a concrete apron adjacent to the curb and in-kind materials beyond the concrete apron/sidewalk to match existing conditions.

B. INTERSECTION IMPROVEMENTS

As mentioned in the Streets section of Existing Conditions, the Hilltop Planning Study completed in September of 2025 mentioned numerous concerns along Long Street:

- 47% of the vehicle trips on Long Street are cut through trips.
- High speeds
- Concerns of stop signs being ignored at Belle Avenue and Long Street
- Safety of pedestrian crossings at Madison Avenue and Emerson Lane

The project considered three different alternatives to address the above items. Figures showing these options can be found in **Appendix C.** These three options were also presented to residents at an Open House that was held on June 25, 2026. In addition to the intersection configuration

changes, all three alternatives include bump-outs at the intersections. Bump-outs involve the elimination of the parking lane so that the curb and sidewalk extend into the parking lane. Bump-outs are proven to reduce pedestrian crossing distances, improve pedestrian visibility, and calm traffic by narrowing the roadway.

Alternate A – Traffic Circles
In this alternate, traffic circles were proposed at the intersections of Long Street and Emerson Lane, Long Street and Fair Street, and Long Street and Belle Avenue. In addition to the traffic circles, bump-outs were proposed on the Long Street leg of each of these intersections.
The positive impacts of the traffic circles alternative are:

- Adds traffic control at Emerson Lane, Fair Street, and Belle Avenue
- Narrows road at Marsh Street to calm traffic and shorten pedestrian crossings
- Discourages cut-through traffic
- Minimal parking restrictions

The negative impacts of the traffic circles alternative are:

- Traffic circles are a new concept for this neighborhood; there is one example in Mankato at the intersection of Dancing Waters Circle and Shalom Avenue
- High maintenance needs if landscaped

No traffic circle is proposed at the intersection of Long Street and Marsh Street. Marsh Street dead ends two blocks east of Long Street and the 2025 Hilltop Planning Study does not recommend a traffic circle at this intersection. Bump outs will be provided on Long Street at the Marsh Street intersection for traffic calming and pedestrian safety enhancement purposes.

Alternate B – Medians
In this alternate, raised medians with plantings were proposed at all intersections along the project corridor like Warren Street near the Minnesota State University Campus. There would also be a mid-block raised median between E. Main Street and Emerson Lane and between Emerson Lane and Fair Street. In between the raised medians would be a striped median throughout the corridor. This alternative also included bump-outs at all the intersections as well as a bump-out on Belle Avenue as it approaches Long Street from both the east and the west. Parking would only be permitted along the east side of Long Street in this alternative.

The positive impacts of the medians alternative are:

- Intersection and mid-block medians are the most effective use for speed management
- Discourages cut-through traffic
- Narrows road at intersections and mid-block to calm traffic and shorten pedestrian crossings

The negative impacts of the traffic circles alternative are:

- No new intersection traffic control on Long Street
- Parking restricted on one side of Long Street
- High maintenance needs if landscaped

Alternate C – Chicanes
In this alternate, chicane intersections would be constructed at the intersection of Long Street and Emerson Lane, Long Street and Fair Street, and Long Street and Belle Avenue. A chicane intersection involves shifting the travel lanes when approaching an intersection to force drivers to slow down. The chicane intersections would also include bump-outs at all intersections along

Long Street as well as a bump-out on Belle Avenue as it approaches Long Street from both the east and the west.

The positive impacts of the chicanes alternative are:

- Manage travel speeds
- Shorten pedestrian crossings

The negative impacts of the chicanes alternative are:

- No new intersection traffic control on Long Street
- Restricts some parking at intersections
- Chicanes are a new concept in Mankato

Recommended Intersection Improvements

All the alternatives listed would help with the project goals of calming traffic speeds, discouraging cut-through traffic, and improving pedestrian crossings.

This report recommends the traffic circles alternative **(Appendix C; Alternate A)** for the following reasons:

- A neighborhood open house was held on 6/25/2026. Feedback received from the residents in attendance provided the most support for the traffic circle option.
- Additional feedback was received online through Mankato Every Voice survey. Feedback from this survey also provided the most support for the traffic circle option.
- The traffic circle option does the best job of adding traffic control to intersections where drivers were not following the in-place traffic control.
- The traffic circle option is the least impactful to on street parking
- There is an instance of one other traffic circle in Mankato, and staff acknowledge that traffic circles may be an applicable traffic calming measure for other intersections throughout the City.

The traffic circles will be designed to accommodate turning movements produced by a SU-40 design vehicle without mounting the traffic circle. The following vehicles would fit the SU-40 design vehicle parameters:

- Standard School Bus
- Standard Delivery Vehicle

The City Council has indicated a preference to install landscaping within the traffic circle for visual enhancements. It is important to note that vehicles larger than the SU-40 will be required to mount the traffic circle, likely damaging the landscaping and causing additional maintenance efforts. The following vehicles would need to mount the traffic circles:

- Fire Truck
- Semi-Trailer type moving truck

During final design, staff will review options for landscaping or colored concrete installed within the center of the traffic circles. Landscaping within the center of the traffic circles will come with a significant maintenance effort for the following reasons:

- Snowplows will plow over top of the landscaping, resulting in yearly winter damage
- Winter salt application will create a harsh landscaping environment
- Public works staff will water & weed throughout the growing season
- Traffic circles are designed to be mounted by large vehicles, which will damage the landscaping on an annual basis.

Staff will present renderings of the traffic circle centers during final design for additional discussion.

C. SIDEWALKS

A 5-foot sidewalk is proposed along the west side of Long Street. This is consistent with existing conditions. The isolated segments of sidewalk on the east side of Long Street are recommended to be removed to achieve a consistent ADA complaint corridor.

The City's 2015 critical link sidewalk plan shows a proposed sidewalk section to be constructed along both sides of Long Street from E. Main Street to Madison Avenue; however, the residents on Long Street are largely in favor of no new sidewalk construction on the east side of Long Street. Staff acknowledge that sidewalk on both sides of Long Street would create the most pedestrian friendly environment for a roadway classified as a minor collector (like Long Street); however, due to the neighborhood feedback (See section VIII – Public Engagement) staff are not recommending the installation of sidewalk on the east side of Long Street. This report recommends the City update its 2015 critical link sidewalk plan to remove the segment on the east side of Long Street from Main Street to Madison Avenue.

A 5-foot-wide sidewalk is proposed along the north side of Emerson Lane. This is consistent with existing conditions.

D. STORM SEWER

New mainline storm sewer, manholes, and catch basins are proposed to be installed to improve the drainage system in the project area. The storm sewer pipe sizing will be designed to accommodate a 10-year rainfall event. The proposed storm sewer system south of Marsh Street is similar in extent to the existing system, but it will include additional structures at the intersections to help collect the stormwater. An additional pipe is being proposed from Marsh Street to Belle Avenue to aid in the collection of stormwater at the intersection of Belle Avenue.

Proposed storm sewer piping within the roadway will be reinforced concrete pipe (RCP) or polypropylene pipe (PP) and drainage structures will be consistent with City standards. This report recommends reconstruction of all storm sewer mains and catch basins to meet modern standards.

The proposed storm sewer improvements are shown in **Appendix D.**

E. SANITARY SEWER

Due to its age and condition, the existing VCP from E. Main Street to Marsh Street is proposed to be removed and replaced with a PVC main. PVC pipe is gasketed and will mitigate infiltration produced by cracks or joints in the existing VCP. A new sanitary main from Marsh Street to 125 feet north of Marsh Street is proposed to collect the sanitary sewer from 216 Long Street. The existing VCP on Emerson Lane is proposed to be replaced with new PVC. The new sanitary sewer main is proposed to match the existing 10-inch on Emerson Lane from Long Street to N. Belmont Drive. Preliminary investigations show the remainder of the proposed sanitary sewer will be 8-inch.

All services will be reconstructed from the proposed PVC main to the right-of-way. Prior to construction, the City plumbing inspector will review the condition of existing services. If a service is deemed to be non-compliant, the property owner will be notified by the plumbing inspector and required to replace the service up to the house. The existing brick and block manhole structures are proposed to be replaced with precast concrete sanitary sewer manholes and new castings that meet current city standards.

The existing PVC sanitary main that crosses Long Street at Marsh Street and at Belle Avenue is proposed to be left in place.

The proposed sanitary sewer improvements are shown in **Appendix D.**

F. WATERMAIN

The existing cast iron pipe (CIP) watermain from E. Main Street to Marsh Street on Long Street and on Emerson Lane from Pfau Street to N. Belmont Drive is proposed to be replaced with new 8" PVC watermain. A new 8" PVC watermain is proposed to be constructed from Marsh Street to Belle Avenue to provide a service connection adjacent to 216 Long Street. Gate valves and fire hydrants are proposed to be replaced to meet current City standards. All services along Long Street are proposed to be replaced with a PVC pipe up to the right-of-way or easement line.

The proposed watermain improvements are shown in **Appendix D**.

G. 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 conflict with the proposed improvements. Private utility companies will be requested to submit proposed designs and construction schedules for any necessary relocation. The construction schedule for the proposed improvements will be coordinated with the utility relocation schedule to avoid unnecessary delays.

H. TREES

Due to the impacts from roadway, underground utility, and sidewalk construction in the project area, some boulevard trees are planned to be removed. In residential areas, trees will be replanted in available boulevard space as deemed appropriate by the City's natural resources specialist.

I. STREET LIGHTING

This report recommends leaving the existing lighting system along Long Street and Emerson Lane in place. This system consists of lights mounted to power poles privately owned by Xcel Energy. Staff will determine if the in-place lighting system will adequately light the intersections where traffic circles are proposed. If additional intersection lighting is warranted, staff will coordinate with Xcel Energy.

VIII. PUBLIC ENGAGEMENT

Staff hosted a community open house on June 25, 2026, where the three alternative intersection designs referenced in the Intersection Improvements section of Proposed Improvements were presented. 27 residents signed into the meeting. The table below shows the input received from residents at the Open House.

Chicanes		Traffic Circles		Medians	
Would Support	Would not Support	Would Support	Would not Support	Would Support	Would not Support
4	7	15	3	4	9

A survey was also posted on Every Voice Mankato where residents could vote on the alternatives presented. 36 responses were tallied. Below is a breakdown of the preferred option:

- Chicane – 10 (27.8%)
- Traffic Circles – 20 (55.6%)
- Medians – 6 (16.7%)

Sidewalks were an additional discussion topic at the June 25, 2026 open house and on Every Voice Mankato. Four residents from the open house indicated that they are opposed to a new sidewalk on the east side of Long Street. One resident on Every Voice Mankato indicated that they are in favor of a new sidewalk on the east side of Long Street.

Another open house was held on August 12, 2026, to present the proposed improvements to residents throughout the project area prior to the Improvement Hearing. Residents along the project area were mailed invitations to the open house. 24 residents signed the sign-in sheet, and additional residents were present. Staff presented the traffic circle layout to attendees. With the invitation, staff included a sidewalk survey specifically asking residents to check one of two boxes:

- I would support sidewalk on the east side of Long Street from Main St to Madison Ave
- I do not support sidewalk on the east side of Long Street from Main St to Madison Ave

The following results were tallied:

New Sidewalk on the East Side of Long Street	
Would Support	Would not Support
2	25

Sidewalks were the primary discussion at the August 12, 2026 open house. As noted in the sidewalk survey results tallied above, residents were not in favor of a new sidewalk on the east side of Long Street. In general, the majority of residents voiced their displeasure with the concept of a new sidewalk on the east side of Long Street at the open house.

IX. RIGHT-OF-WAY AND EASEMENT

The existing right-of-way (ROW) dimensions along Long Street and Emerson Lane are as noted below:

- Long Street – 66-foot-wide
- Emerson Lane – 50-foot-wide

There is not anticipated to be any acquisition of ROW or easement along Long Street or Emerson Lane to construct the proposed improvements at this time. The need for temporary easement for grading purposes will be further evaluated during final design.

X. APPROVALS/PERMITS

Construction of the proposed improvements will require permits, reviews, and approvals from the agencies listed below:

- City of Mankato Land Disturbance
- Minnesota Pollution Control Agency (MPCA) Construction Stormwater Permit
- Minnesota Department of Health (MDH) Watermain Plan Review
- MnDOT State Aid Plan Approval

XI. PROJECT COST ESTIMATE AND FINANCING

Estimated project costs for the City of Mankato items proposed to be installed with the 2027 Long Street and Emerson Lane Reconstruction Project are summarized below.

ITEM	COST
Roadway (LRIP Eligible)	$2,404,500.00
Streetscaping (Non-Participating)	$100,000.00
Storm Drainage Construction (LRIP Eligible)	$645,750.00
Sanitary Sewer Construction (Non-Participating)	$278,250.00
Watermain Construction (Non-Participating)	$438,900.00
TOTAL CITY CONSTRUCTION COSTS	$3,867,400.00
Construction Contingency	$386,740.00
Engineering, Legal, & Administration	$935,920.00
TOTAL CITY PROJECT COST	**$5,190,060.00**

A preliminary funding plan for the proposed improvements is summarized in the table below.

FUNDING SOURCE	AMOUNT	PERCENT
Local Road Improvement Grant	$1,500,000.00	28.90%
Special Assessments	$1,087,000.00	20.94%
Stormwater Revenue	$775,000.00	14.93%
Sewer Revenue	$334,000.00	6.44%
Water Revenue	$527,000.00	10.15%
State Aid	$500,000.00	9.63%
General Obligation Bonds	$467,060.00	9.00%
TOTAL FUNDS	**$5,190,060.00**	**100.00%**

The tables listed above are estimated costs associated with the recommended traffic circles design option. The cost difference between the 3 roadway design alternatives is minimal and would impact the overall cost of the project by less than 2%.

XII. POSSIBLE SCHEDULE

A possible schedule for the proposed improvements is outlined below.

6/8/2026	Resolution ordering preparation of feasibility report
6/25/2026	Public open house presenting 3 roadway alternatives
7/13/2026	Council Work Session
7/27/2026	Resolution ordering improvement hearing
8/12/2026	Public informational meeting
8/24/2026	Project improvement hearing. Resolution receiving report, ordering improvement, preparation of plans & specifications, and authorizing advertisement for bids (preliminary assessment roll provided in report).
12/31/2026	Submit 100% Plans to MnDOT
2/25/2027	Advertise for bid
3/25/2027	Open bids
4/12/2027	Award bid
4/28/2027	Pre-construction public informational meeting
May/June 2027	Begin construction
Fall 2027	Construction substantial completion
6/30/2028	Construction final completion
September 2028	Resolution declaring costs to be assessed and call for assessment hearing. Prepare final assessment roll.
October 2028	Assessment hearing. Resolution adopting assessment.
November 2028	Certify assessment roll to county auditor.

XIII. CONCLUSION AND RECOMMENDATIONS

The existing conditions of Long Street and Emerson Lane are unfavorable with only further deteriorations to come. If these road and utility improvements are not made, maintenance costs will remain high, and failure of the road and utility system will occur. This would also not meet the City's goals of calming traffic speeds, discouraging vehicle cut-through traffic, enhancing visibility of pedestrian crossings, and providing a safe corridor for all users and abilities.

Based on the findings in this report, the proposed improvements are necessary, cost-effective, 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 feasibility report, set a date for the improvement hearing, order the City Engineer to prepare final plans and specifications, and instruct the City Manager to advertise for bids in accordance with the requirements of law.

XIV. PRELIMINARY ASSESSMENT ROLL

1. Special Assessments

The estimated assessment for each property consists of two items. The street assessment and the sewer and water service cost. Additional items such as driveway and sewer and water services on private property 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 shape have the assessment calculated using the offset measurement. In this type of measurement, frontage is measured 40-foot 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. Sewer and water end services

The cost of the sewer and water services are assessed to the property owner that benefit from the services. The estimated costs for sanitary and water services are provided in the preliminary assessment roll in **Appendix E.** This amount will be adjusted to the actual contract cost and field measurements once construction is complete. This adjustment will be made on the final assessment roll.

c. Driveway approaches

Driveway approaches (removal & replacement) are assessed at the full contract cost. The cost shown on the preliminary assessment roll is estimated at $110.00 per square yard for residential driveways, and $125.00 per square yard for commercial driveways. For example, a 20-foot-wide by 12-foot-deep residential driveway approach will cost 26.67 SY x $110.00 = $2,933.70. This amount will be adjusted to the actual contract cost and field measurements once construction is complete. This adjustment will be made on the final assessment roll.

For properties that have a driveway that occurs in a bump-out, the driveway area was calculated as if there was not a bump-out there and as if the roadway was at its full width so that those property owners are not penalized by the bump-out.

d. 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's 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.

e. Levies and hardship deferrals

Project assessments are scheduled to be levied in the fall of 2028 over a 10-year period beginning with the first half of 2029 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; and 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 the adoption of final assessments; 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 **Appendix E**. A map showing the basis for the preliminary roll is provided in **Appendix F.**

XV. APPENDIX

- Appendix A – Location Map
- Appendix B – Typical Sections
- Appendix C – Alternates Considered
- Appendix D – Proposed Improvements
- Appendix E – Preliminary Assessment Roll
- Appendix F – Assessment Map
- Appendix G – Preliminary Engineer's Estimate

APPENDIX A

Location Map

City Project Number 11121

2027 Long St and Emerson Ln Reconstruction

Figure 1: Location Map

City of Mankato, MN - City Project No. 11121

August 2026

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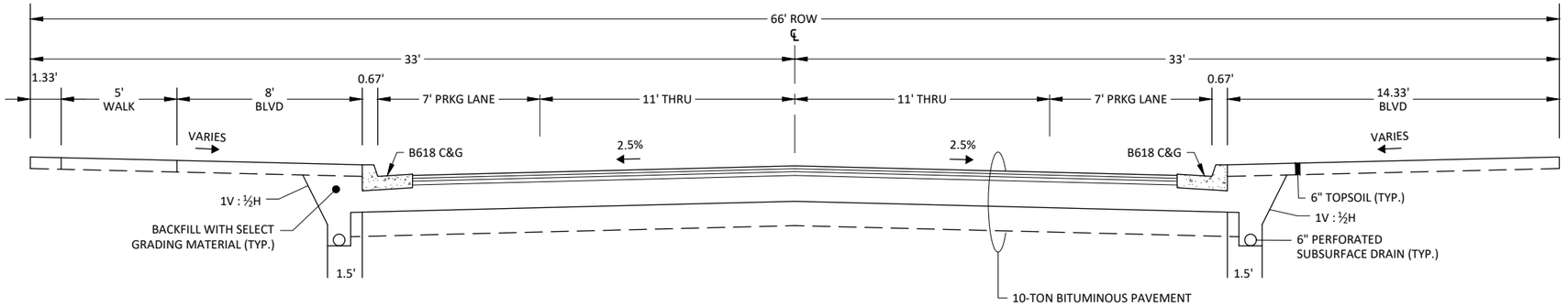
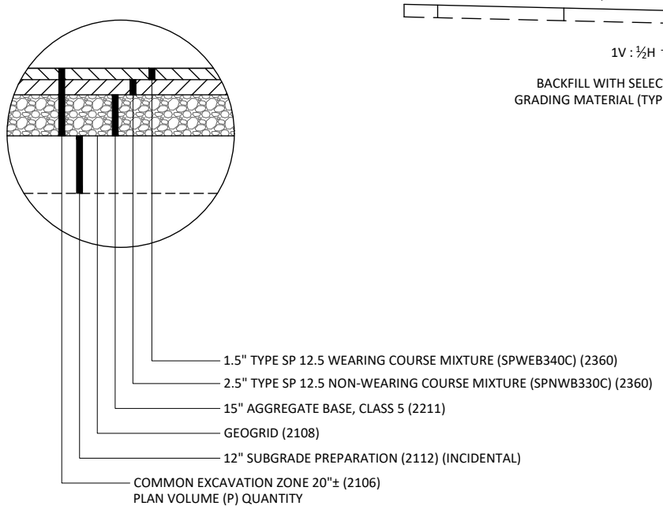
APPENDIX B

Typical Sections

City Project Number 11121

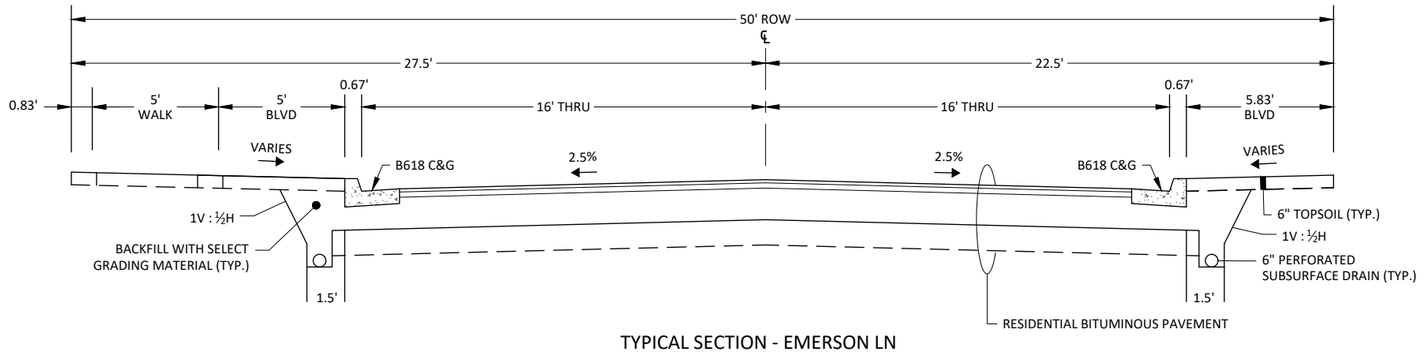


TYPICAL SECTION - LONG ST

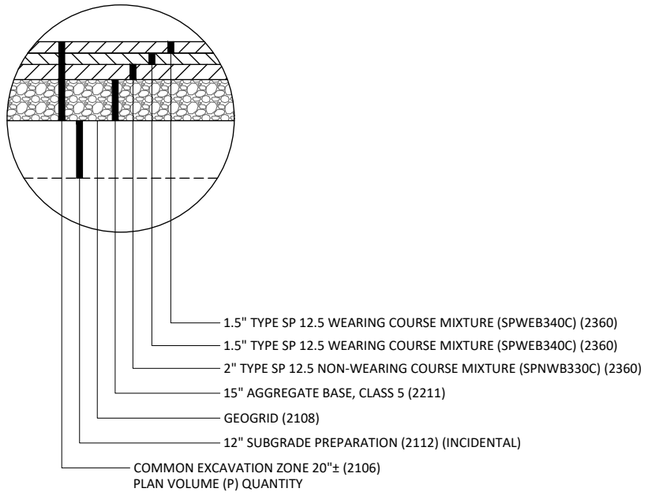


RESIDENTIAL BITUMINOUS PAVEMENT (EMERSON LANE)

NOT TO SCALE

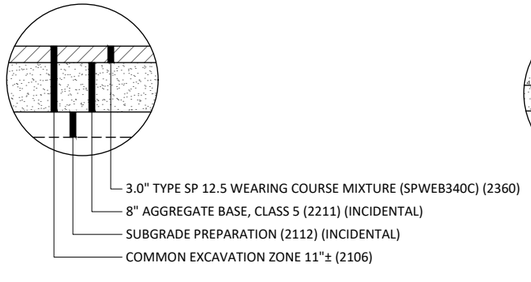


TYPICAL SECTION - EMERSON LN



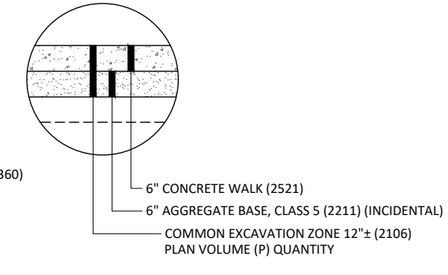
10-TON BITUMINOUS PAVEMENT (LONG STREET)

NOT TO SCALE



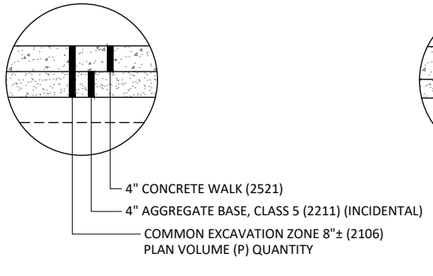
BITUMINOUS DRIVEWAY PAVEMENT

NOT TO SCALE



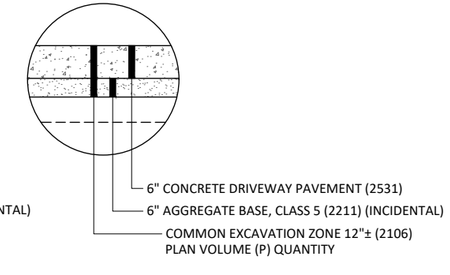
CONCRETE PEDESTRIAN RAMP DETAIL

NOT TO SCALE



4" CONCRETE WALK

NOT TO SCALE



6" CONCRETE DRIVEWAY PAVEMENT

NOT TO SCALE

APPENDIX C

Alternates Considered

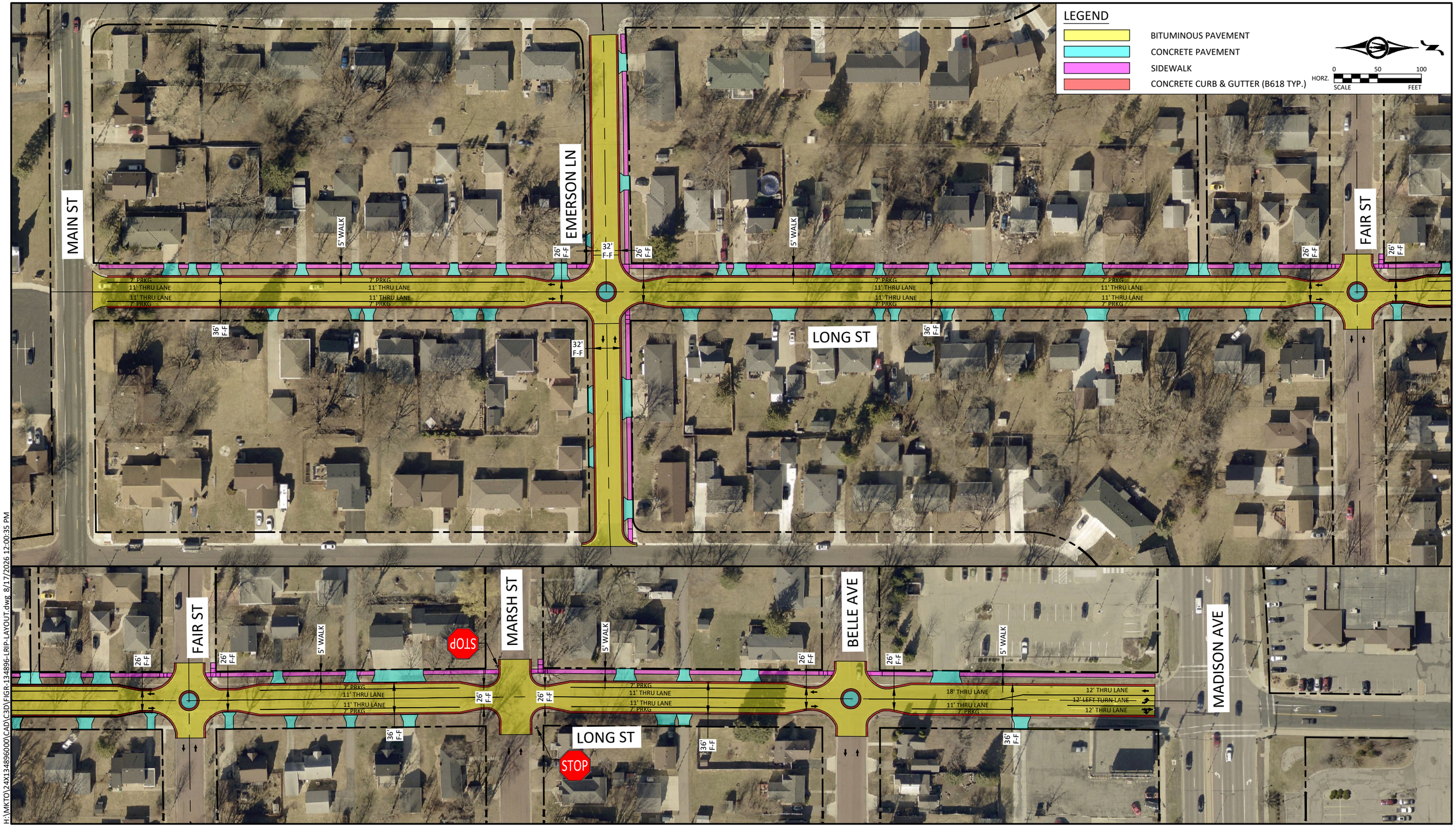
City Project Number 11121

2027 Long Street and Emerson Lane Reconstruction

City of Mankato, Minnesota

Figure 3: Alternate A - Traffic Circle

August 2026



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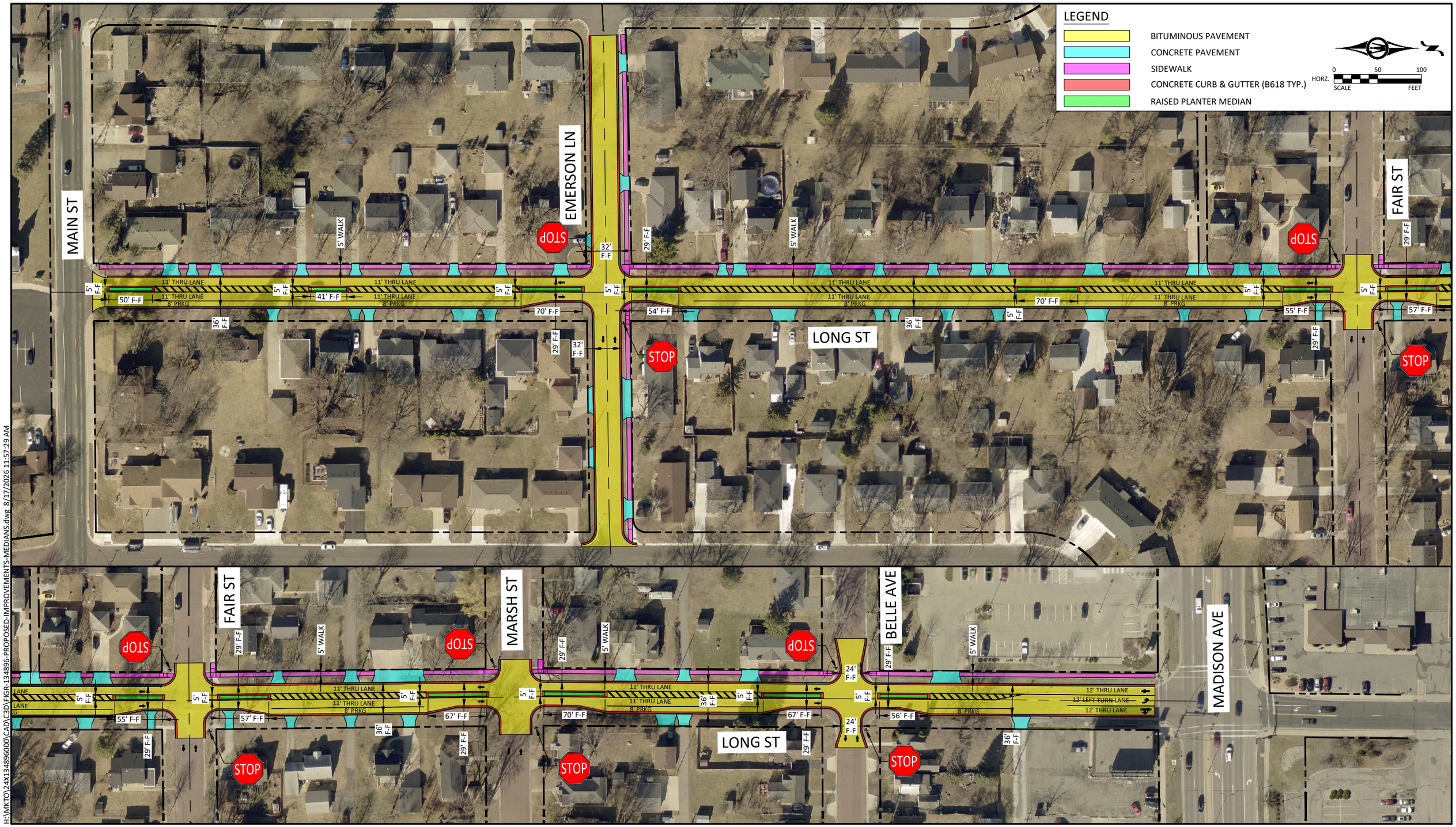
2027 Long Street and Emerson Lane Reconstruction

City of Mankato, Minnesota

Figure 4: Alternate B - Medians

August 2026



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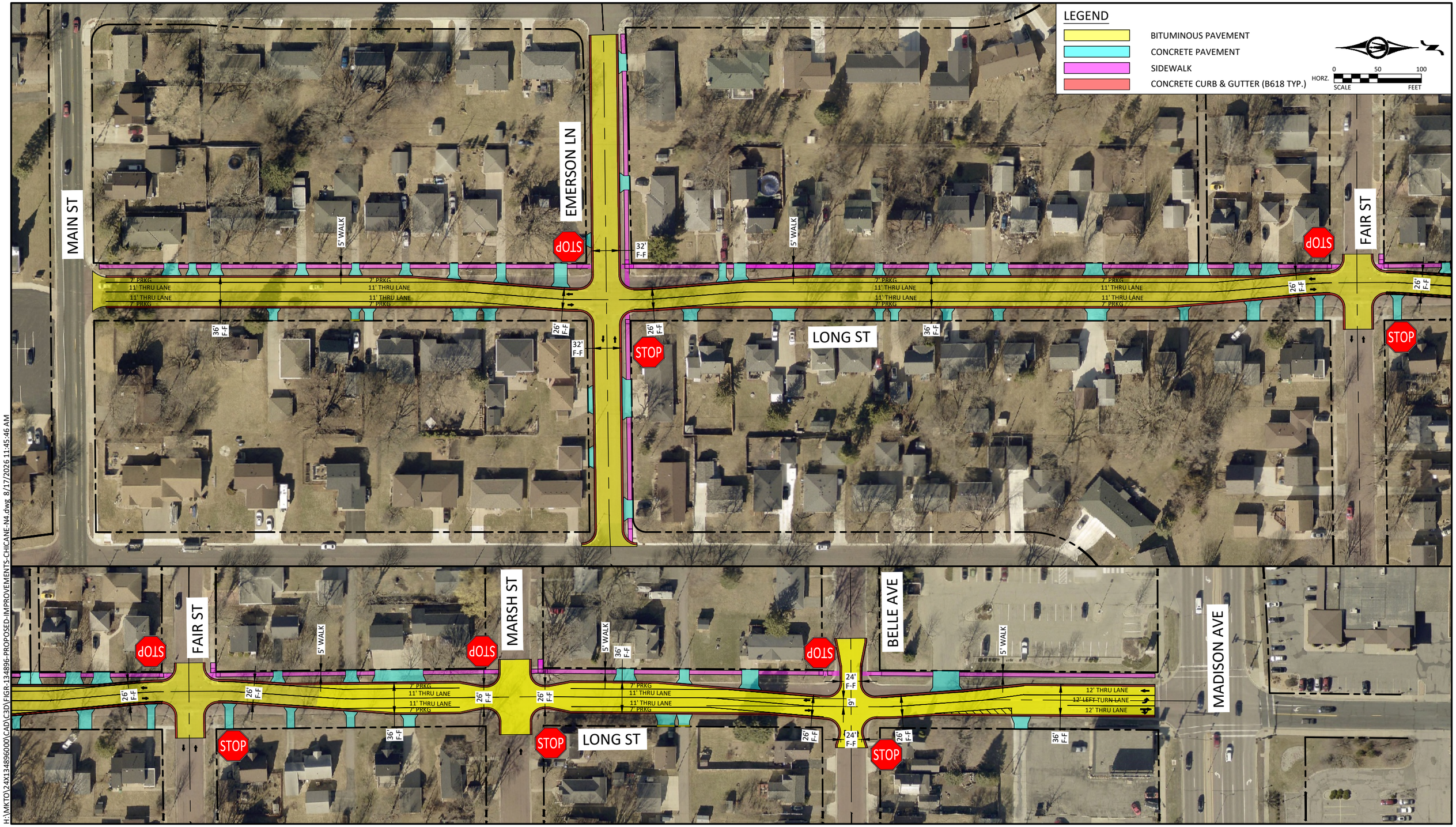
2027 Long Street and Emerson Lane Reconstruction

City of Mankato, Minnesota

Figure 5: Alternate C - Chicanes

August 2026



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APPENDIX D

Proposed Improvements

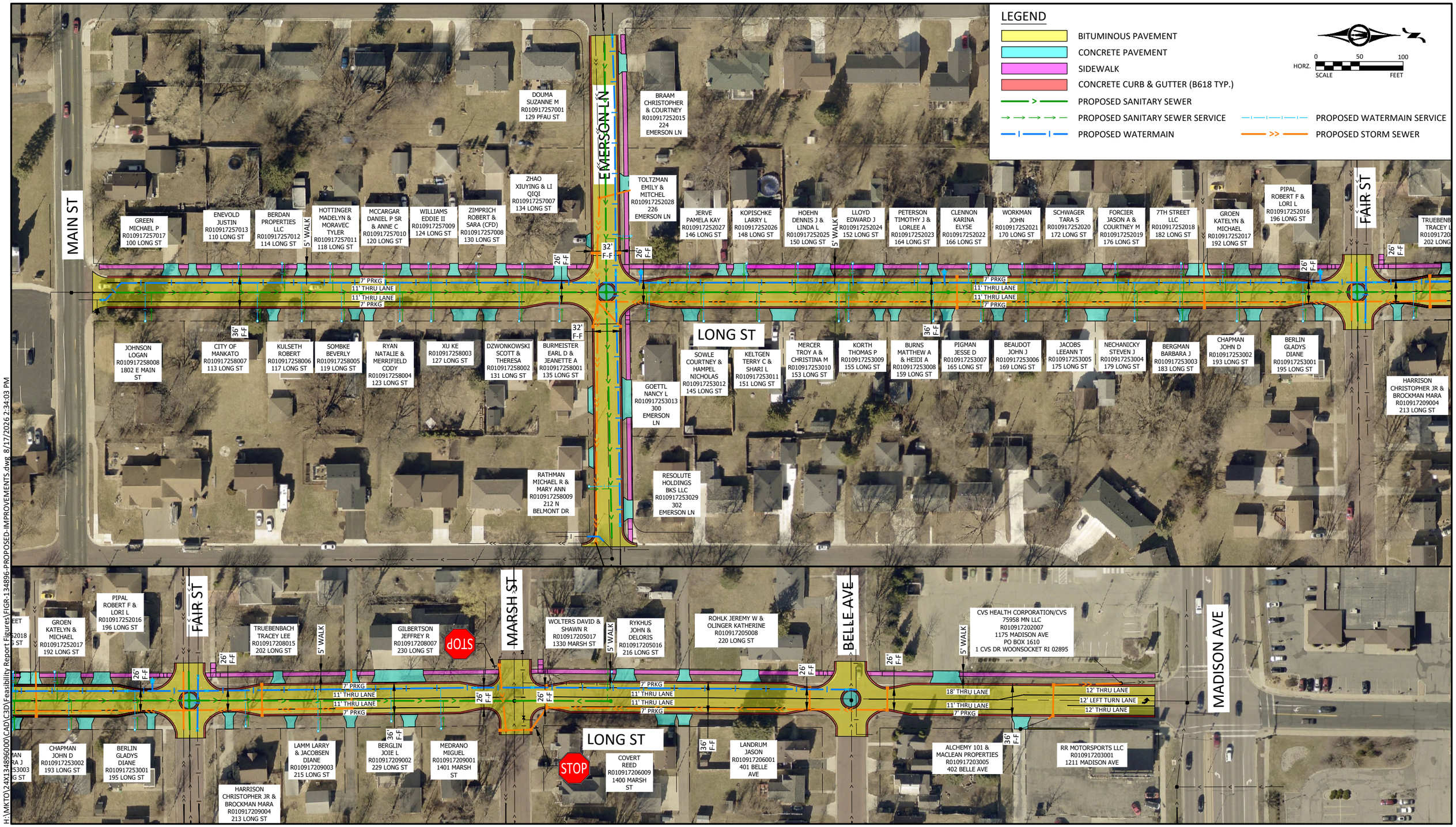
City Project Number 11121

2027 Long Street and Emerson Lane Reconstruction

City of Mankato, MN - City Project No. 11121

Figure 6: Proposed Improvements

August 2026



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APPENDIX E

Preliminary Assessment Roll

City Project Number 11121

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet cost/ft	Frontage Charge	Driveway Approach Area (SY) Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.202.007 CVS 75958 MN LLC 1 CVS Dr Woonsocket, RI 02895	First Extension to East Mankato Lots 3-12 & East 19 ' of Lot 13 & Vac Alley Adj... (1175 Madion Ave)	NH	239.00 CC= 319.00 $194.50	$46,485.50	$6,350.00 50.80 $125.00	$0.00	$52,835.50 **10 yrs**
01.09.17.202.007 RR Motorsports LLC 1211 Madison Ave Mankato, MN 56001	First Extension to East Mankato Lot 1 Block 12 0.00	NH	72.20 CC= 152.20 $194.50	$14,042.90	$0.00 0.00 $125.00	$0.00	$14,042.90 **10 yrs**
01.09.17.203.005 Alchemy 101 & Maclean Properties PO Box 426 Mankato, MN 56002	First Extension to East Mankato Lot 16 Block 12 (402 Belle Ave)	NH	72.00 CC= 152.00 $194.50	$14,004.00	$0.00 0.00 $110.00	$0.00	$14,004.00 **10 yrs**
01.09.17.205.008 Jeremy W Rohlk & Katherine Olinger 220 Long St Mankato, MN 56001	First Extension to East Mankato East 64 Feet of Lot 8 Block 6	H	72.10 CC= 152.10 $133.25	$9,607.33	$3,762.00 34.20 $110.00	$6,000.00	$19,369.33 **10 yrs**
01.09.17.205.016 John & Deloris Rykhus 216 Long St Mankato, MN 56001	First Extension to East Mankato North 79.5 Feet of Lot 9 Block 6	H	79.60 $133.25	$10,606.70	$3,938.00 35.80 $110.00	$6,000.00	$20,544.70 **10 yrs**
01.09.17.205.017 David & Shawn R Wolters 1330 Marsh St Mankato, MN 56001	First Extension to East Mankato South 72.5 Feet of Lot 9 Block 6	H	72.60 $133.25	$9,673.95	$0.00 0.00 $110.00	$6,000.00	$15,673.95 **10 yrs**
01.09.17.206.001 Jason Landrum 401 Belle Ave Mankato, MN 56001	First Extension to East Mankato Lot 1 Block 11	H	72.10 CC= 152.10 $133.25	$9,607.33	$0.00 0.00 $110.00	$6,000.00	$15,607.33 **10 yrs**
01.09.17.206.009 Reed Covert 1400 Marsh St Mankato, MN 56001	First Extension to East Mankato Lot 16 Block 11	H	72.10 CC= 152.10 $133.25	$9,607.33	$3,432.00 31.20 $110.00	$6,000.00	$19,039.33 **10 yrs**

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet cost/ft	Frontage Charge	Driveway Approach Area (SY) Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.208.007	First Extension to East	H	67.00	$8,927.75	$10,087.00	$6,000.00	$25,014.75
Jeffrey R Gilbertson	Mankato		CC=				**10 yrs**
230 Long St	Lot 10		147.00		91.70		
Mankato, MN 56001	Block 7		$133.25		$110.00		
01.09.17.208.015	First Extension to East	H	67.00	$8,927.75	$2,222.00	$6,000.00	$17,149.75
Tracey Lee Truebenbach	Mankato		CC=				**10 yrs**
202 Long St	Lot 11		147.00		20.20		
Mankato, MN 56001	Block 7		$133.25		$110.00		
01.09.17.209.001	First Extension to East	H	73.40	$9,780.55	$0.00	$6,000.00	$15,780.55
Miguel Medrano	Mankato						**10 yrs**
1401 Marsh St	North Half of Lots 1 & 2				0.00		
Mankato, MN 56001	Block 10		$133.25		$110.00		
01.09.17.209.002	First Extension to East	H	73.40	$9,780.55	$2,706.00	$6,000.00	$18,486.55
Joie L Berglin	Mankato						**10 yrs**
229 Long St	South Half of Lots 1 & 2				24.60		
Mankato, MN 56001	Block 10		$133.25		$110.00		
01.09.17.209.003	First Extension to East	H	73.40	$9,780.55	$1,914.00	$6,000.00	$17,694.55
Larry Lamm & Diane Jacobsen	Mankato						**10 yrs**
215 Long St	North Half of Lots 15 & 16				17.40		
Mankato, MN 56001	Block 10		$133.25		$110.00		
01.09.17.209.004	First Extension to East	H	73.40	$9,780.55	$1,881.00	$6,000.00	$17,661.55
Christopher Harrison Jr & Mara Brockman	Mankato						**10 yrs**
213 Long St	South Half of Lots 15 & 16				17.10		
Mankato, MN 56001	Block 10		$133.25		$110.00		
01.09.17.252.015	Washington Subdivision	H	57.40	$7,648.55	$2,629.00	$6,000.00	$16,277.55
Christopher & Courtney Braam	Lot 1		CC=				**10 yrs**
224 Emerson Ln	0.00		137.40		23.90		
Mankato, MN 56001	0.00		$133.25		$110.00		
01.09.17.252.016	First Extension to East	NH	29.40	$5,718.30	$3,674.00	$6,000.00	$15,392.30
Robert F & Lori L Pipal	Mankato		CC=				**10 yrs**
54 Skyline Dr	North 94' of Lot 10		88.20		33.40		
Mankato, MN 56001	Block 8 (196 Long St)		$194.50		$110.00		

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet cost/ft	Frontage Charge	Driveway Approach Area (SY) Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.252.017 Katelyn & Michael Groen 192 Long St Mankato, MN 56001	First Extension to East Mankato Excluding North 94' of Lot 10 Block 8	H	52.00 $133.25	$6,929.00	$5,258.00 47.80 $110.00	$6,000.00	$18,187.00 **10 yrs**
01.09.17.252.018 7th Street LLC 28612 Hub Dr Madison Lake, MN 56063	Second Extension to East Mankato Lot 1 Block 21 (182 Long St)	NH	59.60 $194.50	$11,592.20	$1,892.00 17.20 $110.00	$6,000.00	$19,484.20 **10 yrs**
01.09.17.252.019 Jason A & Courtney M Forcier 176 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 2 Block 21	H	59.60 $133.25	$7,941.70	$1,892.00 17.20 $110.00	$6,000.00	$15,833.70 **10 yrs**
01.09.17.252.020 Tara S Schwager 172 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 3 Block 21	H	59.60 $133.25	$7,941.70	$1,892.00 17.20 $110.00	$6,000.00	$15,833.70 **10 yrs**
01.09.17.252.021 John Workman 170 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 4 Block 21	H	59.60 $133.25	$7,941.70	$3,740.00 34.00 $110.00	$6,000.00	$17,681.70 **10 yrs**
01.09.17.252.022 Karina Elyse Clennon 166 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 5 Block 21	H	59.60 $133.25	$7,941.70	$3,146.00 28.60 $110.00	$6,000.00	$17,087.70 **10 yrs**
01.09.17.252.023 Timothy J & Lorlee A Peterson 164 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 6 Block 21	H	59.60 $133.25	$7,941.70	$2,090.00 19.00 $110.00	$6,000.00	$16,031.70 **10 yrs**
01.09.17.252.024 Edward J Lloyd 152 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 7 Block 21	H	59.60 $133.25	$7,941.70	$2,035.00 18.50 $110.00	$6,000.00	$15,976.70 **10 yrs**

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet / cost/ft	Frontage Charge	Driveway Approach Area (SY) / Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.252.025 Dennis J & Linda L Hoehn 150 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 8 Block 21	H	59.60 $133.25	$7,941.70	$3,410.00 31.00 $110.00	$6,000.00	$17,351.70 **10 yrs**
01.09.17.252.026 Larry L Kopischke 220 Belle Ave Mankato, MN 56001	Second Extension to East Mankato Lot 9 Block 21 (148 Long St)	H	59.60 $133.25	$7,941.70	$2,849.00 25.90 $110.00	$6,000.00	$16,790.70 **10 yrs**
01.09.17.252.027 Pamela Kay Jerve 146 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 10 Block 21	H	59.60 $133.25	$7,941.70	$1,859.00 16.90 $110.00	$6,000.00	$15,800.70 **10 yrs**
01.09.17.252.028 Emily & Mitchel Toltzman 226 Emerson Ln Mankato, MN 56001	Second Extension to East Mankato North 54' of Lot 11 Block 21	H	107.70 CC= 187.70 $133.25	$14,351.03	$2,519.00 22.90 $110.00	$6,000.00	$22,870.03 **10 yrs**
01.09.17.253.001 Gladys Diane Berlin 195 Long St Mankato, MN 56001	First Extension to East Mankato North 80' of Lots 1 & 2 Block 9	H	80.00 $133.25	$10,660.00	$1,782.00 16.20 $110.00	$6,000.00	$18,442.00 **10 yrs**
01.09.17.253.002 John D Chapman 193 Long St Mankato, MN 56001	First Extension to East Mankato Vacated Alley Adj & South 60' of Lot 1 Block 2	H	69.70 $133.25	$9,287.53	$2,981.00 27.10 $110.00	$6,000.00	$18,268.53 **10 yrs**
01.09.17.253.003 Barbara J Bergman 183 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 1 Block 22	H	59.90 $133.25	$7,981.68	$2,057.00 18.70 $110.00	$6,000.00	$16,038.68 **10 yrs**
01.09.17.253.004 Steven J Nechanicky 179 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 2 Block 22	H	59.60 $133.25	$7,941.70	$2,563.00 23.30 $110.00	$6,000.00	$16,504.70 **10 yrs**

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet cost/ft	Frontage Charge	Driveway Approach Area (SY) Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.253.005	Second Extension to East	H	59.60	$7,941.70	$1,716.00	$6,000.00	$15,657.70
Leeann T Jacobs	Mankato						**10 yrs**
175 Long St	Lot 3				15.60		
Mankato, MN 56001	Block 22		$133.25		$110.00		
01.09.17.253.006	Second Extension to East	H	59.60	$7,941.70	$2,310.00	$6,000.00	$16,251.70
John J Beaudot	Mankato						**10 yrs**
169 Long St	Lot 4				21.00		
Mankato, MN 56001	Block 22		$133.25		$110.00		
01.09.17.253.007	Second Extension to East	H	59.60	$7,941.70	$2,255.00	$6,000.00	$16,196.70
Jesse D Pigman	Mankato						**10 yrs**
165 Long St	Lot 5				20.50		
Mankato, MN 56001	Block 22		$133.25		$110.00		
01.09.17.253.008	Second Extension to East	H	59.60	$7,941.70	$1,936.00	$6,000.00	$15,877.70
Matthew A & Heidi A Burns	Mankato						**10 yrs**
159 Long St	Lot 6				17.60		
Mankato, MN 56001	Block 22		$133.25		$110.00		
01.09.17.253.009	Second Extension to East	H	59.60	$7,941.70	$1,925.00	$6,000.00	$15,866.70
Thomas P Korth	Mankato						**10 yrs**
155 Long St	Lot 7				17.50		
Mankato, MN 56001	Block 22		$133.25		$110.00		
01.09.17.253.010	Second Extension to East	H	59.60	$7,941.70	$2,442.00	$6,000.00	$16,383.70
Troy A & Christina M Mercer	Mankato						**10 yrs**
153 Long St	Lot 8				22.20		
Mankato, MN 56001	Block 22		$133.25		$110.00		
01.09.17.253.011	Second Extension to East	H	59.60	$7,941.70	$2,442.00	$6,000.00	$16,383.70
Terry C & Shari L Keltgen	Mankato						**10 yrs**
151 Long St	Lot 9				22.20		
Mankato, MN 56001	Block 22		$133.25		$110.00		
01.09.17.253.012	Second Extension to East	H	59.60	$7,941.70	$3,157.00	$6,000.00	$17,098.70
Courtney Sowle & Nicholas Hampel	Mankato						**10 yrs**
145 Long St	Lot 10				28.70		
Mankato, MN 56001	Block 22		$133.25		$110.00		

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet cost/ft	Frontage Charge	Driveway Approach Area (SY) Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.253.013 Nancy L Goettl 300 Emerson Ln Mankato, MN 56001	Second Extension to East Mankato Lot 11 Block 22	H	107.20 CC= 187.20 $133.25	$14,284.40	$5,918.00 53.80 $110.00	$6,000.00	$26,202.40 **10 yrs**
01.09.17.253.029 Resolute Holdings BKS LLC 830 N Broad St Mankato, MN 56001	Belmont Heights Addition Lot 1 (302 Emerson Ln) 0.00	NH	36.67 CC= 110.00 $194.50	$7,131.67	$3,036.00 27.60 $110.00	$6,000.00	$16,167.67 **10 yrs**
01.09.17.257.001 Suzanne M Douma 129 Pfau St Mankato, MN 56001	Schulz and Dauk Subdivision Lot 8 Block 2	H	55.80 CC= 135.80 $133.25	$7,435.35	$0.00 0.00 $110.00	$6,000.00	$13,435.35 **10 yrs**
01.09.17.257.007 Zhao Xiuying & Li Qiqi 134 Long St Mankato, MN 56001	Second Extension to East Mankato South 16' of Lot 12 & all of Lot 13 & North 15' of lot 14 Block 21	H	142.90 CC= 222.90 $133.25	$18,408.00	$3,949.00 35.90 $110.00	$6,000.00	$28,357.00 **10 yrs**
01.09.17.257.008 Robert & Sara Zimprich (Cfd) 130 Long St Mankato, MN 56001	Second Extension to East Mankato South 45' of Lot 14 & N 11' of Lot 15 Block 21	H	55.70 $133.25	$7,422.03	$2,233.00 20.30 $110.00	$6,000.00	$15,655.03 **10 yrs**
01.09.17.257.009 Eddie Williams II 124 Long St Mankato, MN 56001	Second Extension to East Mankato South 49' of Lot 15 & North 7' of Lot 16 Block 21	H	55.70 $133.25	$7,422.03	$2,079.00 18.90 $110.00	$6,000.00	$15,501.03 **10 yrs**
01.09.17.257.010 Daniel P Sr & Anne C McCargar 120 Long St Mankato, MN 56001	Second Extension to East Mankato South 53' of Lot 16 & North 4' of Lot 17 Block 21	H	56.70 $133.25	$7,555.28	$2,035.00 18.50 $110.00	$6,000.00	$15,590.28 **10 yrs**
01.09.17.257.011 Madelyn Hottinger & Tyler Moravec 118 Long St Mankato, MN 56001	Second Extension to East Mankato South 56' of Lot 17 Block 21	H	55.70 $133.25	$7,422.03	$1,936.00 17.60 $110.00	$6,000.00	$15,358.03 **10 yrs**

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet / cost/ft	Frontage Charge	Driveway Approach Area (SY) / Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.257.012 Berdan Properties LLC 40380 Timm Rd North Mankato, MN 56003	Second Extension to East Mankato Lot 18 Block 21 (114 Long St)	NH	59.80 $194.50	$11,631.10	$2,145.00 19.50 $110.00	$6,000.00	$19,776.10 **10 yrs**
01.09.17.257.013 Justin Enevold 110 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 19 Block 21	H	59.80 $133.25	$7,968.35	$2,365.00 21.50 $110.00	$6,000.00	$16,333.35 **10 yrs**
01.09.17.257.017 Michael P Green 100 Long St Mankato, MN 56001	Second Extension to East Mankato Easterly 57' of Lots 20 and 21 Block 21	H	50.10 CC= 130.10 $133.25	$6,675.83	$5,170.00 47.00 $110.00	$6,000.00	$17,845.83 **10 yrs**
01.09.17.258.001 Earl D & Jeanette A Burmeister 135 Long St Mankato, MN 56001	Second Extension to East Mankato South 16' of Lot 12 and North 44' of Lot 13 Block 22	H	112.00 CC= 192.00 $133.25	$14,924.00	$2,145.00 19.50 $110.00	$6,000.00	$23,069.00 **10 yrs**
01.09.17.258.002 Scott & Theresa Dzwonkowski 131 Long St Mankato, MN 56001	Second Extension to East Mankato South 16' of Lot 13 and North 44' of Lot 14 Block 22	H	60.00 $133.25	$7,995.00	$2,651.00 24.10 $110.00	$6,000.00	$16,646.00 **10 yrs**
01.09.17.258.003 Xu Ke 127 Long St Mankato, MN 56001	Second Extension to East Mankato South 16' of Lot 14 and all of Lot 15 Block 22	H	76.00 $133.25	$10,127.00	$5,049.00 45.90 $110.00	$6,000.00	$21,176.00 **10 yrs**
01.09.17.258.004 Natalie Ryan & Cody Merrifield 123 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 16 Block 22 0.00	H	59.80 $133.25	$7,968.35	$2,112.00 19.20 $110.00	$6,000.00	$16,080.35 **10 yrs**
01.09.17.258.005 Beverly Sombke 119 Long St Mankato, MN 56001	Second Extension to East Mankato Lot 17 Block 22 0.00	H	59.80 $133.25	$7,968.35	$1,815.00 16.50 $110.00	$6,000.00	$15,783.35 **10 yrs**

Long Street and Emerson Lane Reconstruction

PRELIMINARY Assessment Roll
City Project 11121

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage

Parcel Number / Owner / Address	Property Description	Property Class	Frontage Charge: Front Feet cost/ft	Frontage Charge	Driveway Approach Area (SY) Cost/SY	Sewer & Water Services @ $6,000.00	**Total Preliminary Assessment**
01.09.17.258.006 Robert Kulseth 117 Long St Mankato, MN 56001	Second Extension to East Mankato North 52' of Lot 18 Block 22	H	52.00 $133.25	$6,929.00	$2,123.00 19.30 $110.00	$6,000.00	$15,052.00 **10 yrs**
01.09.17.258.007 City of Mankato 10 Civic Center Plaza Mankato, MN 56001	Second Extension to East Mankato Excluding North 52' of Lot 18 & all of Lots 19 & 20 …. (113 Long St)	NH	94.00 $194.50	$18,283.00	$0.00 0.00 $110.00	$6,000.00	$24,283.00 **10 yrs**
01.09.17.258.008 Logan Johnson 1802 E Main St Mankato, MN 56001	103.5'x132' in SE Cor of W2 of E2 of SW4 of NE4 S of Lot 20 Block 22 Second Ext to E Mankato….	H	103.10 $133.25	$13,738.08	$0.00 0.00 $110.00	$6,000.00	$19,738.08 **10 yrs**
01.09.17.258.009 Michael R & Mary Ann Rathman 212 N Belmont Dr Mankato, MN 56001	Belmont Heights Addition North 74.15' of West 110' of Lot 46 0.00	H	36.67 CC= 110.00 $133.25	$4,885.83	$1,639.00 14.90 $110.00	$6,000.00	$12,524.83 **10 yrs**

APPENDIX F

Assessment Map

City Project Number 11121

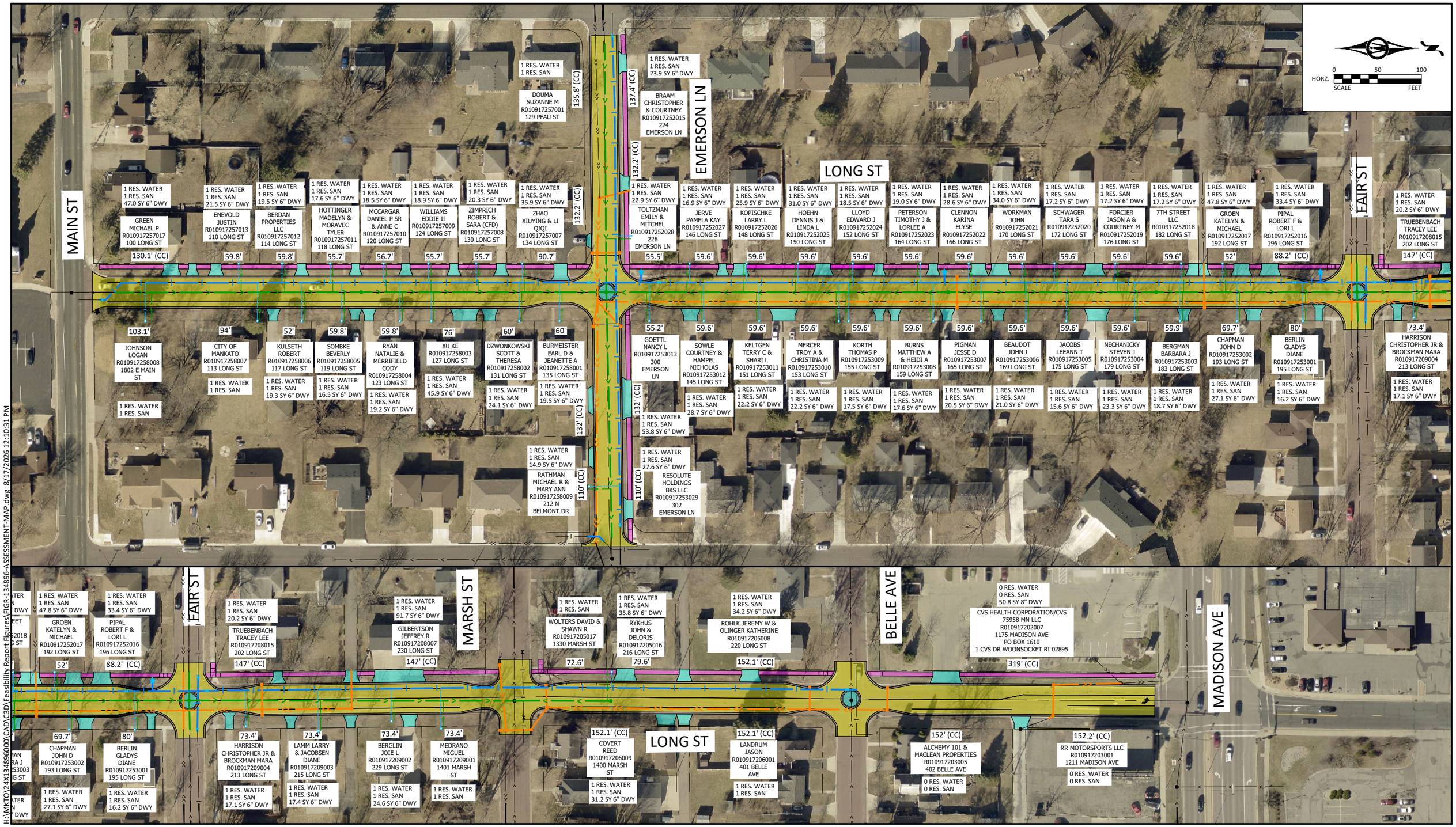
2027 Long Street and Emerson Lane Reconstruction

City of Mankato, MN - City Project No. 11121

Figure 7: Assessment Map

August 2026

BOLTON & MENK



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APPENDIX G

Preliminary Engineer's Estimate

City Project Number 11121

PRELIMINARY ENGINEER'S ESTIMATE
Long Street and Emerson Lane Reconstruction
City of Mankato, MN

August 10, 2026

Item	Unit	Unit Price	Long Street		Emerson Lane		Total	
			Qty	Cost	Qty	Cost	Qty	Cost
ROADWAY & SIDEWALK (LRIP ELIGIBLE)								
CLEARING & GRUBBING	EACH	$ 500.00	40	$ 20,000		$ -	40	$ 20,000
REMOVE BITUMINOUS PAVEMENT	SQ YD	$ 3.00	10880	$ 32,640	1660	$ 4,980	12540	$ 37,620
REMOVE CURB AND GUTTER	LIN FT	$ 2.00	5114	$ 10,228	1025	$ 2,050	6139	$ 12,278
REMOVE WALK/DRIVEWAY	SQ YD	$ 8.00	3680	$ 29,440	420	$ 3,360	4100	$ 32,800
GEOGRID TYPE 2	SQ YD	$ 2.50	12310	$ 30,775	2140	$ 5,350	14450	$ 36,125
EXCAVATION - COMMON (CV)	CU YD	$ 15.00	7720	$ 115,800	1190	$ 17,850	8910	$ 133,650
EXCAVATION - SUBGRADE (CV)	CU YD	$ 12.00	1080	$ 12,960	190	$ 2,280	1270	$ 15,240
STABILIZING AGGREGATE	CU YD	$ 30.00	1080	$ 32,400	190	$ 5,700	1270	$ 38,100
EXPLORATORY EXCAVATION	HOUR	$ 1,000.00	10	$ 10,000	2	$ 2,000	12	$ 12,000
AGGREGATE BASE (CV) CLASS 5	CU YD	$ 32.00	5870	$ 187,840	1010	$ 32,320	6880	$ 220,160
BITUMINOUS WEAR COURSE	TON	$ 80.00	1940	$ 155,200	160	$ 12,800	2100	$ 168,000
BITUMINOUS NON WEAR COURSE	TON	$ 75.00	1290	$ 96,750	270	$ 20,250	1560	$ 117,000
6" DRAINTILE	LIN FT	$ 15.00	5114	$ 76,710	1025	$ 15,375	6139	$ 92,085
CURB AND GUTTER	LIN FT	$ 21.00	5114	$ 107,394	1025	$ 21,525	6139	$ 128,919
4" CONCRETE WALK	SQ FT	$ 7.00	19144	$ 134,008	2078	$ 14,546	21222	$ 148,554
6" CONCRETE WALK	SQ FT	$ 19.00	1767	$ 33,573	70	$ 1,330	1837	$ 34,903
TRUNCATED DOMES	SQ FT	$ 60.00	140	$ 8,400	10	$ 600	150	$ 9,000
6" CONCRETE DRIVEWAY	SQ YD	$ 85.00	1178	$ 100,130	172	$ 14,620	1350	$ 114,750
8" CONCRETE PAVEMENT	SQ YD	$ 125.00	210	$ 26,250		$ -	210	$ 26,250
1.5" NON-METALLIC CONDUIT (LIGHTING)	LIN FT	$ 6.00	5114	$ 30,684		$ -		
LIGHT POLE & FOUNDATION	EACH	$ 5,500.00	26	$ 143,000		$ -		
VEHICLE SPEED FEEDBACK SIGN	EACH	$ 10,000.00	2	$ 20,000		$ -		
SERVICE CABINET TYPE L1	EACH	$ 15,000.00	1	$ 15,000		$ -		
REVISE SIGNAL SYSTEM	SYSTEM	$ 250,000.00	1	$ 250,000		$ -		
DECIDUOUS TREE 2" CAL B&B	EACH	$ 700.00	40	$ 28,000		$ -	40	$ 28,000
TURF ESTABLISHMENT	SQ YD	$ 4.00	6260	$ 25,040	690	$ 2,760	6950	$ 27,800
ORGANIC TOPSOIL BORROW	CU YD	$ 35.00	1100	$ 38,500	120	$ 4,200	1220	$ 42,700
Subtotal				**$ 1,771,000**		**$ 184,000**		**$ 1,955,000**
Contingency	5%			**$ 88,550**		**$ 9,200**		**$ 97,750**
Total Estimated Construction Cost				**$ 1,859,550**		**$ 193,200**		**$ 2,052,750**
DRAINAGE (LRIP ELIGIBLE)								
REMOVE DRAINAGE PIPE	LIN FT	$ 10.00	1710	$ 17,100	470	$ 4,700	2180	$ 21,800
REMOVE DRAINAGE STRUCTURE	EACH	$ 400.00	22	$ 8,800	2	$ 800	24	$ 9,600
SUMP SERVICE	EACH	$ 400.00	39	$ 15,600	2	$ 800	41	$ 16,400
CONNECT TO EXISTING STORM SEWER	EACH	$ 1,000.00	6	$ 6,000	3	$ 3,000	9	$ 9,000
12" RC PIPE SEWER	LIN FT	$ 55.00	531	$ 29,205	70	$ 3,850	601	$ 33,055
15" RC PIPE SEWER	LIN FT	$ 65.00	470	$ 30,550		$ -	470	$ 30,550
18" RC PIPE SEWER	LIN FT	$ 70.00	150	$ 10,500		$ -	150	$ 10,500
24" RC PIPE SEWER	LIN FT	$ 100.00		$ -	120	$ 12,000	120	$ 12,000
36" RC PIPE SEWER	LIN FT	$ 200.00	50	$ 10,000		$ -	50	$ 10,000
42" RC PIPE SEWER	LIN FT	$ 250.00	890	$ 222,500		$ -	890	$ 222,500
48" RC PIPE SEWER	LIN FT	$ 350.00		$ -	280	$ 98,000	280	$ 98,000
DRAINAGE STRUCTURE (manholes)	LIN FT	$ 800.00	73	$ 58,400	26	$ 20,800	99	$ 79,200
DRAINAGE STRUCTURE (catch basins)	LIN FT	$ 500.00	55	$ 27,500	9	$ 4,500	64	$ 32,000
STORM CASTING ASSEMBLY	EACH	$ 1,000.00	24	$ 24,000	5	$ 5,000	29	$ 29,000
Subtotal				**$ 461,000**		**$ 154,000**		**$ 615,000**
Contingency	5%			**$ 23,050**		**$ 7,700**		**$ 30,750**
Total Estimated Construction Cost				**$ 484,050**		**$ 161,700**		**$ 645,750**
RESTORATION & MISC ITEMS (LRIP ELIGIBLE)								
MOBILIZATION	6.0%	of all		$ 200,000		$ 40,000		$ 240,000
SIGNING & PAVEMENT MARKING	3.0%	of roadway		$ 40,000		$ 10,000		$ 50,000
EROSION CONTROL	1.0%	of roadway		$ 12,000		$ 3,000		$ 15,000
TRAFFIC CONTROL	LS			$ 25,000		$ 5,000		$ 30,000
Subtotal				**$ 277,000**		**$ 58,000**		**$ 335,000**
Contingency	5%			**$ 13,850**		**$ 2,900**		**$ 16,750**
Total Estimated Construction Cost				**$ 290,850**		**$ 60,900**		**$ 351,750**
SANITARY (NON-PARTICIPATING)								
REMOVE SANITARY PIPE	LIN FT	$ 3.00	1970	$ 5,910	320	$ 960	2290	$ 6,870
REMOVE SANITARY STRUCTURE	EACH	$ 450.00	6	$ 2,700		$ -	6	$ 2,700
CONSTRUCT SANITARY MANHOLE DES 4007C	LIN FT	$ 550.00	50	$ 27,500		$ -	50	$ 27,500
4" SANITARY SEWER SERVICE	LIN FT	$ 35.00	1443	$ 50,505	53	$ 1,855	1496	$ 52,360
8" SANITARY SEWER	LIN FT	$ 50.00	1970	$ 98,500	566	$ 28,300	2536	$ 126,800
10" SANITARY SEWER	LIN FT	$ 55.00		$ -	285	$ 15,675	285	$ 15,675
CONNECT TO EXISTING SANITARY SEWER	EACH	$ 1,200.00	5	$ 6,000	2	$ 2,400	7	$ 8,400
8" X 4" SANITARY WYE	EACH	$ 350.00	44	$ 15,400	2	$ 700	46	$ 16,100
10" x 4" SANITARY WYE	EACH	$ 500.00		$ -	1	$ 500	1	$ 500
ADJUST SANITARY FRAME & RING CASTING	EACH	$ 600.00	2	$ 1,200		$ -	2	$ 1,200
SANITARY SEWER CASTING ASSEMBLY	EACH	$ 1,200.00	5	$ 6,000		$ -	5	$ 6,000
Subtotal				**$ 214,000**		**$ 51,000**		**$ 265,000**
Contingency	5%			**$ 10,700**		**$ 2,550**		**$ 13,250**
Total Estimated Construction Cost				**$ 224,700**		**$ 53,550**		**$ 278,250**
WATERMAIN (NON-PARTICIPATING)								
TEMPORARY WATER SERVICE	LUMP SUM	$ 45,000.00	0.9	$ 40,500	0.1	$ 4,500	1	$ 45,000
REMOVE WATERMAIN PIPE	LIN FT	$ 2.00	2267	$ 4,534	561	$ 1,122	2828	$ 5,656
REMOVE GATE VALVE & BOX	EACH	$ 200.00	11	$ 2,200	2	$ 400	13	$ 2,600
REMOVE HYDRANT	EACH	$ 600.00	3	$ 1,800		$ -	3	$ 1,800
CONNECT TO EXISTING WATERMAIN	EACH	$ 1,300.00	4	$ 5,200	4	$ 5,200	8	$ 10,400
6" GATE VALVE & BOX	EACH	$ 2,500.00	3	$ 7,500		$ -	3	$ 7,500
8" GATE VALVE & BOX	EACH	$ 3,500.00	10	$ 35,000	2	$ 7,000	12	$ 42,000
HYDRANT	EACH	$ 6,500.00	3	$ 19,500		$ -	3	$ 19,500
1" CURB STOP & BOX	EACH	$ 400.00	39	$ 15,600	2	$ 800	41	$ 16,400
1" CORPORATION STOP	EACH	$ 400.00	39	$ 15,600	2	$ 800	41	$ 16,400
1" WATER SERVICE PIPE	LIN FT	$ 35.00	1520	$ 53,200	70	$ 2,450	1590	$ 55,650
6" WATERMAIN	LIN FT	$ 50.00	40	$ 2,000		$ -	40	$ 2,000
8" WATERMAIN	LIN FT	$ 55.00	2227	$ 122,485	561	$ 30,855	2788	$ 153,340
WATERMAIN FITTINGS	POUND	$ 14.00	2267	$ 31,738	561	$ 7,854	2828	$ 39,592
Subtotal				**$ 357,000**		**$ 61,000**		**$ 418,000**
Contingency	5%			**$ 17,850**		**$ 3,050**		**$ 20,900**
Total Estimated Construction Cost				**$ 374,850**		**$ 64,050**		**$ 438,900**
TOTAL ESTIMATED CONSTRUCTON COST *(LRIP ELIGIBLE)*				**$ 2,634,450**		**$ 415,800**		**$ 3,050,250**
Total Estimated Sanitary & Watermain Construction Costs				$ 599,550		$ 117,600		$ 717,150
Streetscaping				$ 80,000		$ 20,000		$ 100,000
Total City Construction Costs				$ 3,314,000		$ 553,400		$ 3,867,400
Construction Contingency	10%			$ 331,400		$ 55,340		$ 386,740
Engineering, Legal & Administration				$ 796,920		$ 139,000		$ 935,920
TOTAL ESTIMATED PROJECT COST				**$ 4,442,000**		**$ 748,000**		**$ 5,190,000**