TH 169 Revitalization Project

Project Feasibility Report

City Project Number 11189

October 5, 2026

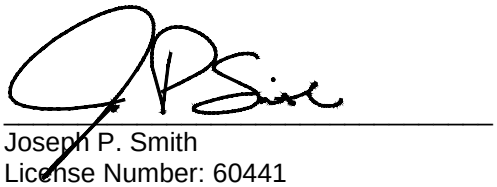
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II. CERTIFICATION PAGE

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.



Joseph P. Smith
License Number: 60441
Assistant City Engineer

Date: October 5, 2026

III. PROJECT CONTACTS

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IV. EXECUTIVE SUMMARY

The Trunk Highway (TH) 169 Revitalization Project proposes improvements from Belgrade Avenue to north of TH 14 along TH 169. This is a Minnesota Department of Transportation (MnDOT) led project and roadway with city owned utilities beneath the pavement and within the right-of-way. The cities of Mankato and North Mankato both own and maintain roadways and utilities that will be impacted by the proposed improvements. Cross Street represents the approximate dividing line between City of Mankato and City of North Mankato improvements.

This report presents preliminary investigations, design considerations, and estimated costs to evaluate the engineering feasibility of the proposed TH 169 Revitalization Project improvements connected with City of Mankato owned infrastructure. This report does not evaluate the project improvements related to other agencies.

This report was prepared as requested by the Mankato City Council to determine the feasibility of the proposed City of Mankato improvements associated with the TH 169 Revitalization Project. The location of the City proposed improvements is shown in **Appendix A.**

The existing public infrastructure within the project area includes aging sanitary sewer, watermain, and storm sewer that are reaching the end of their useful life and require significant maintenance. Without coordinated improvements as part of the TH 169 Revitalization Project, these systems will continue to deteriorate and become more costly to maintain.

Suggested City improvements include sanitary sewer, watermain, and storm sewer improvements under and adjacent to new sections of trunk highway and city streets. Additionally, there is a roundabout being proposed by MnDOT at N. River Lane that will require the realignment of Range Street to be completed by the City of Mankato in coordination with MnDOT's reconstruction of TH 169. The realignment includes the reconstruction of W. River Lane and N. River Lane outside of MnDOT right-of-way to connect to adjacent City streets – Hiniker Parkway and N. River Drive respectively. A pedestrian underpass is proposed near the Harley-Davidson building as a part of a trail system that is proposed for construction with the project.

MnDOT will be the lead agency for both the design and construction efforts to complete the project. The City of Mankato is cost participating in local City streets and municipal utilities. The coordinated project approach is intended to improve aging public infrastructure, align construction efforts, and reduce conflicts between municipal utility work and the trunk highway reconstruction.

The City's share of the project costs is estimated to be **$7,242,289.21.**

From an engineering standpoint, the proposed City of Mankato improvements connected to the TH 169 Revitalization Project are necessary, cost effective, and feasible. These improvements can best be accomplished by having MnDOT let competitive bids for the work. It is recommended that the council accept this project feasibility report and proceed with an improvement hearing for the proposed improvements.

V. PROJECT INTRODUCTION

This report evaluates the feasibility of sanitary sewer, watermain, storm sewer, and roadway improvements to be completed as part of the TH 169 Revitalization Project in coordination with MnDOT's reconstruction of TH 169. This report focuses on infrastructure owned by the City of Mankato and does not discuss in detail the larger improvement project being completed by MnDOT or City of North Mankato related improvements. City of Mankato improvements occur within the City limits north of Cross Street.

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 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

The project includes municipal utilities, sidewalk, lighting, pedestrian improvements, and street improvements that will be coordinated with MnDOT's reconstruction of TH 169. Major project elements are summarized below:

- Concrete sidewalk, bituminous trail, and ADA improvements
- Pedestrian underpass under TH 169
- Sanitary sewer main and service reconstruction/rehabilitation
- Storm sewer infrastructure reconstruction
- Watermain and service reconstruction
- Concrete curb & gutter, bituminous pavement, and aggregate base reconstruction
- Street lighting improvements

VI. EXISTING CONDITIONS

A. STREET

The TH 169 Revitalization Project corridor includes TH 169 from Belgrade Avenue to north of TH 14. This corridor goes through the cities of Mankato and North Mankato. In 2021 the Mankato/North Mankato Area Planning Organization (MAPO) released a TH 169 Corridor Study. The corridor study identifies some of the following issues along TH 169 within the project area:

- Intersections with movements operating below acceptable levels of service
- Excessive queuing issue during peak hours
    - W. Lind Street at TH 169 was one of the intersections listed.
- Access spacing – several intersections along TH 169 do not meet recommended spacing guidelines
- Safety - the intersection of W. Lind Street and TH 169 operates outside the normal range compared to similar intersections. Rear end crashes are the most common crash type.
- Regional trails - multiple regional trail connections exist within or around the project corridor. There are a few gaps remaining in the system including crossing accommodations for pedestrians and bicyclists at W. Lind Street.

Below is a list of City of Mankato streets adjacent to the project corridor

- Range Street from Cross Street to W. Lind Street
- W. Lind Street from Range Street to TH 169
- N. River Drive from Pauley Way to W. Lind Court
- Pauly Way from N. River Drive to its eastern terminus
- N. River Lane from TH 169 to N. River Drive
- W. Lind Court from River Drive to its northern terminus

The above roadways, except for Range Street south of Butterworth Street, have concrete curb and gutter and bituminous surfacing. Range Street south of Butterworth Street is a bituminous

roadway without curb and gutter. There are some short segments of sidewalk along W. Lind Street, Range Street near W. Lind Street, and along W. Lind Court. Otherwise, there is not any sidewalk in the project area.

Currently there is an intersection with TH 169 at N. River Lane and at N. River Drive/W. Lind Street. The proximity of these intersections to each other can cause delays on TH 169.

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

B. STORM SEWER

MnDOT, the City of Mankato, and the City of North Mankato have existing storm sewer systems throughout the project corridor.

There is existing storm sewer owned and maintained by the City of Mankato in the Range Street ditch system, along N. River Drive and W. Lind Court. Range Street, N. River Drive, and W. Lind Street storm sewer systems outlet to the Minnesota River at Pauley Way. The existing storm sewer infrastructure within the project area was installed during earlier reconstruction efforts and is functioning well in its current state.

C. SANITARY SEWER

The City of Mankato and the City of North Mankato have sanitary sewer along both sides of TH 169.

Along both sides of TH 169 the City of Mankato owns a 12” vitrified clay pipe (VCP) installed in the 1960s. 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. This area of the City serves primarily commercial properties that have 8” sewer services. Portions of the system include outdated pipe materials and older masonry structures that are susceptible to structural deterioration and groundwater infiltration. Existing service connections will need to be evaluated as part of final design to determine the extent of reconstruction required to support the TH 169 Revitalization Project improvements.

D. WATERMAIN

The City of Mankato and the City of North Mankato have watermain along both sides of TH 169.

The existing watermain along Range Street is 12” cast iron pipe (CIP) from the 1960s. Along the east side of TH 169 on River Drive, there is a 12” watermain that is ductile iron pipe (DIP) from 1983 for some segments and polyvinyl chloride (PVC) from 1998 for other segments. These pipe materials are consistent with the materials installed today and are within the expected lifespan for these materials. On W. Lind Court north of N. River Drive there is a 12” DIP watermain from 1973 that has exhibited signs of failure. In addition to the watermains, there are hydrants and commercial services serving the properties in the area.

E. 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.

F. TREES

There are not any trees located within the MnDOT right of way which is the primary focus of this project.

G. STREET LIGHTING

There is not any existing roadway lighting along Range Street from Cross Street to Butterworth Street. Other areas within the City that are part of the project have sufficient lighting.

VII. PROPOSED IMPROVEMENTS

A. STREET

The TH 169 Revitalization Project is proposing a complete pavement reconstruction from Belgrade Avenue to north of W. Lind Street. North of W. Lind Street to north of TH 14, a mill and overlay is proposed for the pavement. The proposed roadway improvements also include the following major elements throughout the corridor:

- Reconstruction of the SB TH 169 and Monroe Avenue intersection
- Construction of a retaining wall along SB TH 169 from Tyler Avenue to McKinley Avenue
- Construction of a roundabout at the intersection of Webster Avenue and TH 169
- Reconstruction of the intersection of Range Street and Webster Avenue
- Reconstruction/realignment of Range Street from Webster Avenue to Butterworth Street
- Elimination of Range Street from Butterworth Street to W. Lind Street
- Reconstruction/realignment of N. River Drive from Webster Avenue to Pauley Way
- Construction of a roundabout at the intersection of N. River Lane and TH 169
- Reconstruction of N. River Lane from TH 169 to N. River Drive
- Construction of W. River Lane from Hiniker Parkway to TH 169
- Construction of a cul-de-sac to terminate the roadway between Days Inn Hotel and Coratel Inn & Suites
- Elimination of the intersection of W. Lind Street and TH 169
- Construction of pedestrian underpasses near New Creation World Outreach Church just north of Webster Avenue and at Harley-Davidson just north of Butterworth Street
- Construction of a bituminous trail along the west side of TH 169/Range Street from Webster Avenue to W. Lind Street
- Construction of a bituminous trail along the east side of TH 169/N. River Drive from New Creation World Outreach Church to N. River Lane

Below is additional discussion regarding improvements that are specific to City of Mankato roadways.

Generally, the City roadways in the project area are in acceptable condition and will be left as is. Where roadway improvements are proposed, they generally include removal and replacement of existing pavement, aggregate base, concrete curb and gutter, and other appurtenant features within the municipal improvement area.

Some of the modifications to TH 169 by MnDOT will necessitate the realignment and modification of City roadways in the project area. These modifications and effects are listed below:

- MnDOT will be installing a roundabout at the intersection of N. River Lane, W. River Lane and TH 169.
    - The intersection of W. Lind Street/N. River Drive and TH 169 has been eliminated due to the proximity to the intersection of TH 169 and N. River Lane and the safety concerns that exist with the intersection of TH 169 and W. Lind Street.

  - As a part of the roundabout construction, N. River Lane will be reconstructed from N. River Drive to TH 169. The reconstructed roadway will include a 10-foot bituminous trail along the north side and a variable width bituminous roadway to accommodate the roundabout approach and turning movements for incoming or exiting vehicles.
  - Additionally, W. River Lane will be constructed connecting the newly constructed Hiniker Parkway to TH 169. W. River Lane will be a 36-foot-wide bituminous roadway with curb and gutter on both sides. A bituminous trail will be constructed on the south side and a concrete walk on the north side.
- Range Street is proposed to be eliminated north of Butterworth Street. Several improvements are proposed to replace the connections previously provided by Range Street.
  - Hiniker Parkway is being constructed as a separate project in 2026 from W. Lind Street to Butterworth Street to provide connections to the adjacent businesses and as a usable roadway during the TH 169 Revitalization Project.
  - A cul-de-sac will be constructed between Days Inn Hotel and Coratel Inn & Suites to terminate the roadway that was formerly Range Street and provide driveway access to the two hotels.
  - Range Street from Cross Street to Butterworth Street is proposed to be reconstructed as a 32-foot-wide bituminous roadway with curb and gutter on both sides. The proposed typical section is shown in **Appendix B**.
- MnDOT is proposing to construct a bituminous trail along both sides of TH 169/the frontage roads adjacent to TH 169.
  - A 10-foot-wide bituminous trail is proposed to be constructed along the newly constructed portion of Range Street to connect into the bituminous trail being constructed by MnDOT along both sides of TH 169. The trail will extend north to W. Lind Street.
  - A pedestrian underpass connection is proposed near Harley-Davidson to provide a safe place for pedestrians or bikers to cross TH 169.
  - The roundabout at N. River Lane and TH 169 will also include ADA compliant pedestrian crossings.
  - Sidewalk and ADA improvements will be incorporated at intersections throughout the project area to improve connectivity and meet current accessibility standards.

Any temporary damages that occur to the boulevard during construction will be repaired after the project with seeding in the disturbed areas. Commercial driveway aprons will be restored with a concrete apron adjacent to the curb and in-kind materials beyond the concrete apron to match existing conditions.

Appendix C identifies the locations of proposed curb and gutter, driveway apron, pavement, and underground utility improvements within the project area.

B. STORM SEWER

MnDOT will be installing new storm sewer along TH 169 to align with the proposed improvements and manage drainage. The proposed City improvements are to replace/reroute the storm sewer along the reconstructed portion of Range Street and connect it into a 60” storm sewer main crossing TH 169.

New storm sewer is proposed to collect drainage from City right-of-way along N. River Lane, W. River Lane, the cul-de-sac between Days Inn Hotel and Coratel Inn and Suites, and along the proposed bituminous trail on the west side of TH 169. This system will also be connected to the 60" storm sewer main that crosses TH 169.

All storm sewer systems will be designed to accommodate a 10-year rainfall event. Proposed storm sewer piping within the roadway will be reinforced concrete pipe (RCP), and drainage structures will be consistent with MnDOT standards.

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

C. SANITARY SEWER

Due to its age and condition, the existing City of Mankato VCP main along the west side of TH 169 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 pipe. All services will be reconstructed from the proposed PVC main to the right-of-way or easement line. 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.

Along the east side of TH 169, the existing City of Mankato VCP main is proposed to be improved by cured in place pipe (CIPP) lining. Televising videos of the existing pipe were taken to evaluate the condition of the pipe. The pipe was determined to have sufficient grade and the joints were in good condition such that lining was a feasible solution. Lining the pipe allows for the protection of the existing paved surfaces that this pipe runs under. The existing manhole structures that were determined to need improvements are proposed to be replaced with precast concrete sanitary sewer manholes and new castings that meet current city standards.

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

D. WATERMAIN

The existing City of Mankato 12" CIP watermain along the west side of TH 169 is proposed to be replaced with a new 12" PVC watermain. Gate valves and fire hydrants along the west side of TH 169 are proposed to be replaced to meet current City standards. All services along the west side of TH 169 are proposed to be replaced with a PVC pipe up to the right-of-way or easement line.

The existing City of Mankato 12" DIP main on the east side of TH 169 near the intersection of W. Lind Street/N. River Drive and TH 169 and going to the north is proposed to be replaced with a new 12" PVC watermain. The existing main is over 50 years old, and the closure of TH 169 represents an opportunity to reconstruct the infrastructure without having to address traffic or protect existing surfacing. Gate valves and fire hydrants along this segment of watermain are proposed to be replaced to meet current City standards. All services along the east side of TH 169 are proposed to be replaced with a PVC pipe up to the right-of-way or easement line.

New 12" PVC crossings are proposed at Butterworth Street and south of W. Lind Street. The existing crossing north of W. Lind Street is proposed to be abandoned and sandfilled.

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

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, as well as with MnDOT's TH 169

reconstruction. MnDOT will lead utility coordination meetings to identify conflicts, review relocation requirements, and align schedules. Private utility companies will be requested to submit proposed designs and construction schedules for any necessary relocation so the overall project can proceed efficiently.

F. TREES

MnDOT, the City of Mankato, and City of North Mankato placed an emphasis on the visual quality of this project. A visual quality committee, with members from all agencies, was formed to ensure visual quality enhancements were included with the project. Visual quality enhancements with this project include: roundabout landscaping, grassy medians with trees, native grasses, kasota stone, colored concrete, noisewalls, and stormwater retention areas.

G. STREET LIGHTING

A new City-owned lighting system is planned along the reconstructed portion of Range Street from Cross Street to Butterworth Street. There is currently not any lighting that exists along this portion of Range Street. The project provides an opportunity to improve visibility on this portion of the road.

An additional light is planned to be installed along W. River Lane between Hiniker Parkway and TH 169.

VIII. PUBLIC ENGAGEMENT

MnDOT has hosted numerous open house meetings for the TH 169 Revitalization Project. Residents within and adjacent to the project area were notified by mail. Representatives from the City of Mankato were available to answer questions regarding the proposed improvements and preliminary assessments, and representatives involved with the TH 169 reconstruction were available to discuss project coordination, access, and anticipated construction phasing.

The City of Mankato Construction Services Department partnered with MnDOT to host a neighborhood open house on September 2, 2026. Residents along the project corridor were invited to the open house via mailed notice. The purpose of the open house was to inform residents of MnDOT's upcoming construction project and present the City's preliminary assessment roll.

IX. RIGHT-OF-WAY AND EASEMENT

The existing right-of-way dimensions within the TH 169 Revitalization Project area vary throughout the corridor. All improvements will be contained to the available MnDOT or City right-of-ways and easements.

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 TH 169 Revitalization Project are summarized below.

ITEM	COST
North Pedestrian Underpass and Associated Items and Trails not Covered by Federal & State Grants (1)	$467,830.05
River Lane and Areas Associated with Access Relocation/Consolidation (2)	$259,755.04
Federal & State Funding Grants	$3,650,560.00
Sanitary Sewer Construction (3)	$824,172.09
Watermain Construction (3)	$938,600.08
Aesthetics	$400,000.00
Conduit for Fiber (3)	$161,271.95
TOTAL CITY CONSTRUCTION COSTS	$6,702,189.21
Construction Contingency	$192,500.00
Engineering	$211,700.00
City Administration	$105,900.00
Sanitary Sewer Televising for Plumbing Inspections	$30,000.00
TOTAL CITY OF MANKTO PROJECT COST	**$7,242,289.21**
MnDOT & CITY OF NORTH MANKATO PARTICIPATION	**$29,319,728.16**
TOTAL PROJECT COST	**$36,562,017.37**

(1) Purple Area on Cost Participation Exhibit
(2) Green Area on Cost Participation Exhibit
(3) Includes MnDOT's 3% Construction Engineering

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

FUNDING SOURCE	AMOUNT	PERCENT
State Aid	$727,586.00	10.0%
Special Assessments	$386,000.00	5.3%
Federal & State Funding Grants	$3,650,560.00	50.4%
Stormwater Revenue	$0.00	0.0%
Sewer Revenue	$947,800.00	13.1%
Water Revenue	$1,079,400.00	14.9%
Information Technology Capital Fund	$185,463.00	2.6%
General Obligation Bonds	$265,480.21	3.7%
TOTAL CITY OF MANKATO FUNDS	**$7,242,289.21**	**100.0%**

XII. POSSIBLE SCHEDULE

A possible schedule for the proposed improvements is outlined below.

3/9/2026	Resolution ordering preparation of feasibility report.
7/27/2026	Resolution calling for hearing on improvement.
9/2/2026	Public informational meeting.
10/13/2026	Project improvement hearing. Resolution receiving report, ordering improvement, preparation of plans & specifications, and authorizing advertisement for bids (preliminary assessment roll provided in report).

November 2026	Open bids and award construction contract, subject to final coordination with MnDOT.
Spring 2027	Begin construction, subject to final coordination with MnDOT.
Fall 2027	Construction substantially complete, subject to final coordination with MnDOT
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 the City infrastructure within the TH 169 Revitalization Project corridor are unfavorable with only further deteriorations expected. If these road and utility improvements are not made, maintenance costs will remain high and failure of the road and utility system will occur.

Based on the findings in this report, the proposed TH 169 Revitalization Project improvements are necessary, cost effective, and feasible. The best way to accomplish this project is by having MnDOT let competitive bids for the work. Feasibility is contingent upon City Council findings with respect to project financing.

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 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 $194.50 = $19,450.00.

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 $194.50 = $11,670.00. 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 $194.50 = $22,367.50.

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-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. 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 is provided in the preliminary assessment roll in **Appendix D.** 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 per square yard for driveways. For example, a 20-foot-wide by 12-foot-deep 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.

d. Subdivider's Agreement

Appendix G shows the executed subdivider's agreement between the City, Coratel Inn & Suites (R01.08.01.426.008), and Axis Lofts Apartments (R01.08.01.426.012). The two properties are responsible for 28% and 27% of the W. River Lane and Hiniker Parkway project costs, respectively.

Hiniker Parkway was constructed in 2026 and is not a part of this report. **Appendix H** provides a breakdown of how the costs associated with the Subdivider's Agreement are appropriately distributed between this project and the previously constructed Hiniker Parkway project. Additionally, the preliminary assessment roll for Hiniker Parkway is included in **Appendix I**.

e. 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.

Assessments were considered and ultimately not recommended for the properties along W. Lind Court. There are no street improvements in this area; however, some properties may have their water service connection to the City's distribution system reconnected with the improvement project. Since the scope of the water service improvements is only a connection to the City's distribution system, and not a full reconstruction from the distribution system to the right-of-way line, the recommendation is to defer the water service assessments along W. Lind Court to a future reconstruction project of W. Lind Court that would reconstruct the water services from the distribution system to the right-of-way line.

Assessments were considered and ultimately not recommended for the frontage road improvements on the west side of Trunk Highway 169, from W. Lind Street to W. River Lane. These roadways service the Days Inn Hotel and Coratel Inn & Suites and will be

private driveway accesses upon completion of the improvements, not public streets. These properties were both previously assessed for the Hiniker Parkway Improvements.

f. 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; 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 **Appendix D**. A map showing the basis for the preliminary roll is provided in **Appendix E.**

XV. APPENDIX

- Appendix A – Location Map
- Appendix B – Typical Sections
- Appendix C – Proposed Improvements
- Appendix D – Preliminary Assessment Roll
- Appendix E – Assessment Map
- Appendix F – MnDOT Cost Participation Exhibit
- Appendix G – Subdivider's Agreement
- Appendix H – Breakdown of Assessments for Coratel and Axis Lofts Apartments
- Appendix I – Hiniker Parkway Preliminary Assessment Roll

APPENDIX A

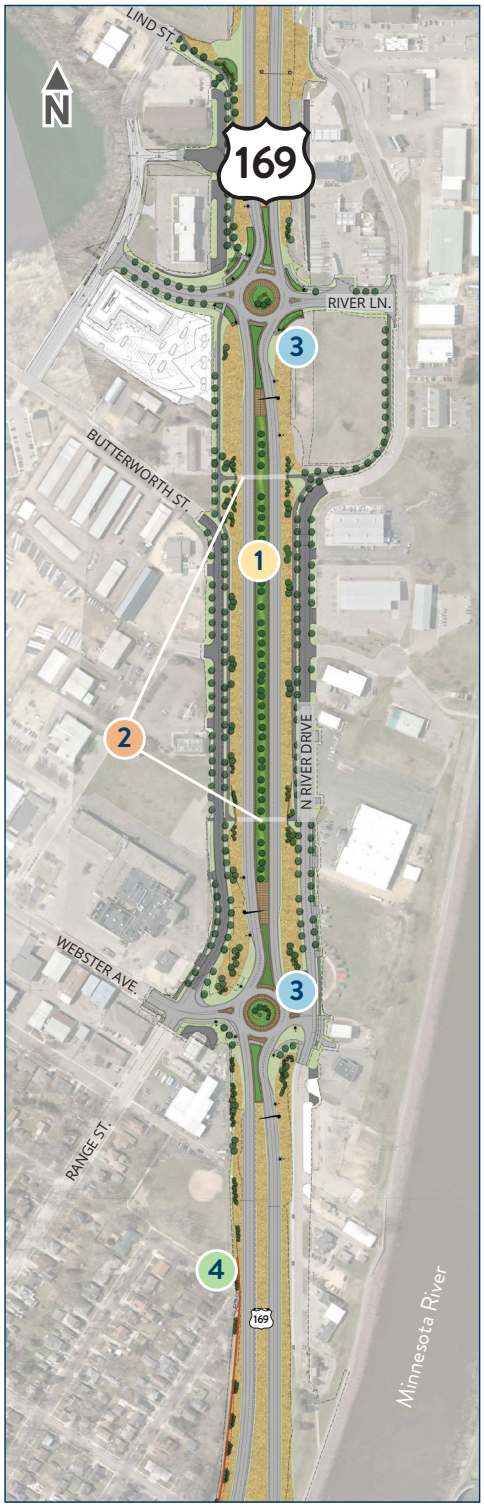
Location Map

City Project Number 11189

HWY 169
REVITALIZATION

REDESIGN • RECONSTRUCT • REPAIR

DEPARTMENT OF TRANSPORTATION

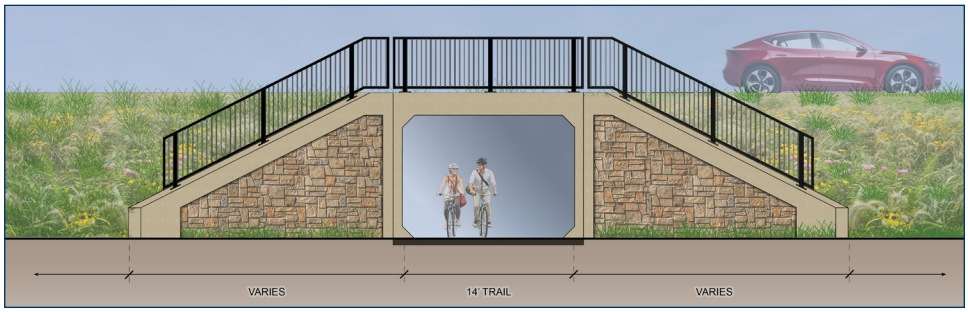


PROJECT FEATURES

KEY INTERSECTION CHANGES AND ROADWAY IMPROVEMENTS



1 The "River of Grasses" median landscape design will establish a parkway-like character for the roadway, which will be more visually engaging, help calm traffic and reduce vehicle speeds.



2 Two new pedestrian underpasses will be added beneath Hwy 169 in 2027, along with prairie plantings along the roadside.



3 Two new roundabouts will be constructed at Webster Ave. and N. River Ln. This visual shows what the raised landscape medians will look like at each roundabout.



4 View of noise wall, looking south on McKinley Ave.

Nick Ollrich, PE, PTOE, Project Manager
nicklaus.ollrich@state.mn.us | 507-978-0748

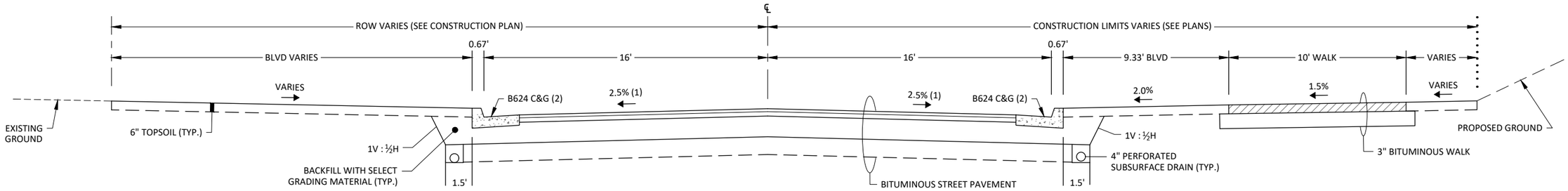
Website
mndot.gov/d7/projects/hwy169revitalization

APPENDIX B

Typical Sections

City Project Number 11189

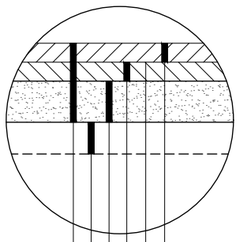




TYPICAL SECTION - RANGE STREET

STA 108+57.41 TO STA 118+37.13

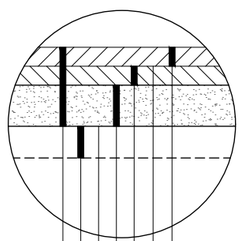
NOTES:
(1) STREET AND BOULEVARD CROSS SLOPES VARY AT TIMES. REFER TO INDEPENDENT CURB & GUTTER PROFILES AND INTERSECTION DETAILS.
(2) REFER TO STREET PLAN AND PROFILE SHEETS FOR TOP OF CURB LEFT AND RIGHT ELEVATIONS IN RELATION TO CENTERLINE.



1.5" TYPE SP 12.5 WEARING COURSE MIXTURE (SPWEB340C) (2360)
BITUMINOUS TACK COAT (2357) (INCIDENTAL)
2.5" TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330C) (2360)
10" AGGREGATE BASE, CLASS 6 (2211)
SUBGRADE PREPARATION (2112) (INCIDENTAL)
COMMON EXCAVATION ZONE 14"± (2106) PLAN VOLUME (P) QUANTITY

BITUMINOUS DRIVEWAY PAVEMENT

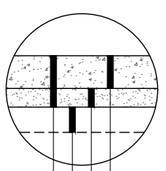
NOT TO SCALE



2" TYPE SP 12.5 WEARING COURSE MIXTURE (SPWEB340C) (2360)
BITUMINOUS TACK COAT (2357) (INCIDENTAL)
3" TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330C) (2360)
14" AGGREGATE BASE, CLASS 6 (2211)
GEOGRID, TYPE 1 (2108)
12" SUBGRADE PREPARATION (2112) (INCIDENTAL)
COMMON EXCAVATION ZONE 19"± (2106) PLAN VOLUME (P) QUANTITY

BITUMINOUS STREET PAVEMENT

NOT TO SCALE

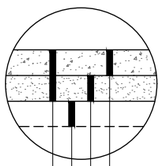


SEE NOTE (3)

7" CONCRETE DRIVEWAY PAVEMENT (2531)
6" AGGREGATE BASE, CLASS 6 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)
COMMON EXCAVATION ZONE 13"± (2106) PLAN VOLUME (P) QUANTITY

7" CONCRETE DRIVEWAY PAVEMENT

NOT TO SCALE



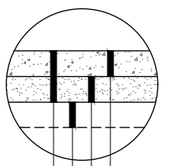
SEE NOTE (3)

4" CONCRETE WALK (2521)
4" AGGREGATE BASE, CLASS 6 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)
COMMON EXCAVATION ZONE 8"± (2106) PLAN VOLUME (P) QUANTITY

4" CONCRETE WALK

NOT TO SCALE

NOTE (3): AGGREGATE BASE SHALL EXTEND 6" BEYOND THE EDGE OF THE NEW PAVEMENT

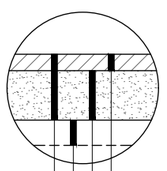


SEE NOTE (3)

6" CONCRETE WALK (2521)
6" AGGREGATE BASE, CLASS 6 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)
COMMON EXCAVATION ZONE 12"± (2106) PLAN VOLUME (P) QUANTITY

6" CONCRETE WALK

NOT TO SCALE



SEE NOTE (3)

3" TYPE SP 12.5 WEARING COURSE MIXTURE (SPWEB240C) (2360)
8" AGGREGATE BASE, CLASS 6 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)
COMMON EXCAVATION ZONE 11"± (2106) PLAN VOLUME (P) QUANTITY

3" BITUMINOUS WALK PAVEMENT

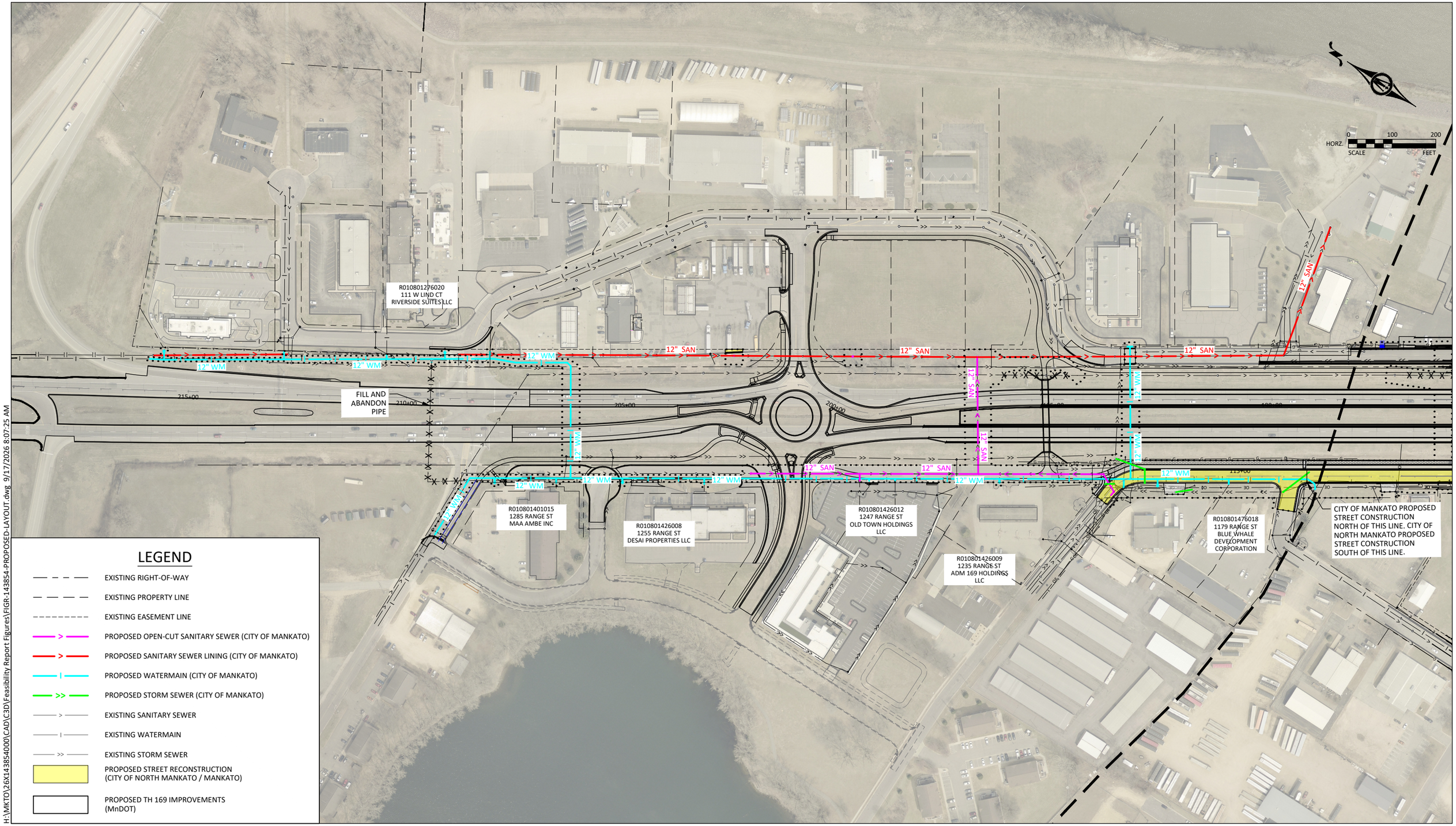
NOT TO SCALE

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APPENDIX C

Proposed Improvements

City Project Number 11189



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APPENDIX D

Preliminary Assessment Roll

City Project Number 11189

Preliminary Assessment Roll - City Project Number 11189 - TH 169 Revitalization

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 @ $19,000.00	Subdividers Agreement for W River Lane	**Total Preliminary Assessment**
R01.08.01.401.015 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	0.00 $194.50	$0.00	$0.00 0.00 $110.00	$14,000.00 WATER ONLY	$ -	$14,000.00
R01.08.01.426.008 Desai Properties LLC 1255 Range St Mankato, MN 56001	Axis Lots 1A & 1B Block 1 0.00	NH	0.00 $194.50	$0.00	$0.00 0.00 $110.00	$14,000.00 WATER ONLY	$ 60,957.12	$74,957.12
R01.08.01.426.012 Old Town Holdings LLC 1400 Madison Ave, Suite 730 Mankato, MN 56001	Axis Lots 1A & 1B Block 2 (1247 Range St)	NH	0.00 $194.50	$0.00	$0.00 0.00 $110.00	$19,000.00	$ 58,780.08	$77,780.08
R01.08.01.426.009 ADM 169 Holdings LLC 1400 Madison Ave, Suite 730 Mankato, MN 56001	Axis Lot 1C Block 2 (1235 Range St)	NH	0.00 $194.50	$0.00	$0.00 0.00 $110.00	$19,000.00	$ -	$19,000.00
R01.08.01.476.013 Blue Whale Development Corporation 14033 Commerce Ave NE Ste 178 Prior Lake, MN 55372	Range Street Addition Lot 1B Block 1 Excluding CIC 102 Buck Board Plaza (No Address)	NH	94.50 $194.50	$18,380.25	$0.00 0.00 $110.00	$28,000.00 TWO WATER	$ -	$46,380.25
R01.08.01.476.018 Blue Whale Development Corporation 14033 Commerce Ave NE Ste 178 Prior Lake, MN 55372	Range Street Addition Lot 1A Block 1 Excluding CIC 102 Buck Board Plaza (1179 Range St)	NH	43.50 $194.50	$8,460.75	$0.00 0.00 $110.00	$0.00	$ -	$8,460.75
R01.08.01.476.003 Gopher Welding Supply Co 10 Riverview Dr Danbury, CT 06810	Registered Land Survey #52 Lot A (1223 Range St) 0.00	NH	145.40 CC= 225.40 $194.50	$28,280.30	$14,630.00 133.00 $110.00	$19,000.00	$ -	$61,910.30
R01.08.01.428.001 KT Real Estate Holdings LLC 1626 Oak St La Crosse, WI 54603	Pauley Subidivision #4 Lots 1-A & 1-B 0.00 (1271 North River Dr)	NH	165.90 $194.50	$32,267.55	$33,770.00 307.00 $110.00	$0.00	$ -	$66,037.55
R01.08.01.429.001 Kwik Trip Inc PO Box 2107 La Crosse, WI 54602	Pauley Subidivision #4 Lot 1 Block 3 (1251 North River Dr)	NH	92.40 CC= 172.40 $194.50	$17,971.80	$0.00 0.00 $110.00	$0.00	$ -	$17,971.80

APPENDIX E

Assessment Map

City Project Number 11189

Mankato TH 169 Improvements

City of Mankato, MN - City Project No. 11189 - SP 5212-42

Figure 4: Assessment Map

September 2026

BOLTON & MENK

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HORZ. SCALE 0 100 200 FEET

N. River Dr

W. Lind Ct

W. Lind St

NB TH 169

SB TH 169

N. River Ln

W. River Ln

Range St

Cross St

Butterworth St

Proposed Hiniker Parkway

MANKATO AREA GYMNASTICS SCHOOL

MCDONALD'S

WILSON TRAILER SALES

PIER PLEASURE

BLUE EARTH NICOLLET COUNTY HUMANE SOCIETY

DUNGARVIN

HARLEY-DAVIDSON

FASTENAL

SERVPRO OF MANKATO/OWATONNA

PEST CONTROL

KWIK TRIP

DAYS INN HOTEL

CORATEL INN & SUITES

AXIS LOFTS APARTMENTS

BIN PRO DUMPSTER RENTAL

12" SAN

12" WM

R010801428001
1271 NORTH RIVER DR
KT REAL ESTATE HOLDINGS LLC
307 SY DRIVEWAY

R010801429001
1251 NORTH RIVER DR
KWIK TRIP INC.

172.4' (CC)

165.9'

R010801401015
1285 RANGE ST
MAA AMBE INC
1 COMM. WATER
0 COMM. SAN

R010801426008
1255 RANGE ST
DESAI PROPERTIES LLC
1 COMM. WATER
0 COMM. SAN

R010801426012
1247 RANGE ST
OLD TOWN HOLDINGS LLC
1 COMM. WATER
1 COMM. SAN

R010801426009
1235 RANGE ST
ADM 169 HOLDINGS LLC
1 COMM. WATER
1 COMM. SAN

R010801426003
1223 RANGE ST
GOPHER WELDING SUPPLY CO
1 COMM. WATER
1 COMM. SEWER
133 SY DRIVEWAY

225.4' (CC)

94.5'

43.5'

2 COMM. WATER
0 COMM. SAN
BLUE WHALE DEVELOPMENT CORPORATION
R010801476013
1179 RANGE ST

R010801476018
1179 RANGE ST
BLUE WHALE DEVELOPMENT CORPORATION

PROPERTY TO BE ASSESSED 28% OF THE W RIVER LANE PROJECT COSTS PER SUBDIVIDERS AGREEMENT FOUND IN APPENDIX G

W RIVER LANE PROJECT COST AREA (SHADED IN BLUE)

PROPERTY TO BE ASSESSED 27% OF THE W RIVER LANE PROJECT COSTS PER SUBDIVIDERS AGREEMENT FOUND IN APPENDIX G

CITY LIMITS

CITY OF MANKATO

CITY OF NORTH MANKATO

APPENDIX F

MnDOT Cost Participation Exhibit

City Project Number 11189

NOTES	TAB	SHEET NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	PROJECT TOTAL	SP 5212-42	SP 5271-77	SP 137-010-021	SP 150-010-005	(D)	(H)	SP 5713-42
							(A)	(B)	(C)	(D)	(E)	(F)	(G)
						ESTIMATED QUANTITY	ESTIMATED QUANTITY	ESTIMATED QUANTITY	ESTIMATED QUANTITY	ESTIMATED QUANTITY	ESTIMATED QUANTITY	ESTIMATED QUANTITY	ESTIMATED QUANTITY	ESTIMATED QUANTITY

MNDOT

MNDOT TRUNK HIGHWAY ELIGIBLE

NORTH MANKATO TRUNK HIGHWAY ELIGIBLE

NORTH MANKATO TRUNK HIGHWAY ELIGIBLE

MANKATO TRUNK HIGHWAY ELIGIBLE

MANKATO TRUNK HIGHWAY ELIGIBLE

100% CITY OF MANKATO

100% CITY OF NORTH MANKATO

SP 5212-42
(A)
81.42% FEDERAL NHPP, 18.58% STATE FUNDS (CAPPED), THEN 81.42% FEDERAL CRP, 18.58% STATE FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE LUMP SUM AGREEMENT NO. 1062685 WITH THE CITY OF MANKATO AND THE CITY OF NORTH MANKATO.

SP 5212-42
(A)
100% STATE FUNDS.

SP 5212-42
(A)
81.42% FEDERAL NHPP, 18.58% STATE FUNDS (CAPPED), THEN 81.42% FEDERAL CRP, 18.58% STATE FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE LUMP SUM AGREEMENT NO. 1062685 WITH THE CITY OF MANKATO AND THE CITY OF NORTH MANKATO.

SP 5212-42
(A)
100% STATE FUNDS.

SP 150-010-005
(D)
80% FEDERAL STBG, 20% CITY OF NORTH MANKATO FUNDS (CAPPED), THEN 80% FEDERAL STBG, 20% CITY OF NORTH MANKATO FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 150-010-005
(D)
80% FEDERAL STBG, 20% CITY OF NORTH MANKATO FUNDS (CAPPED), THEN 80% FEDERAL STBG, 20% CITY OF NORTH MANKATO FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 137-010-021
(C)
80% FEDERAL STBG, 20% CITY OF MANKATO FUNDS (CAPPED), THEN 100% CITY OF MANKATO FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 137-010-021
(C)
80% FEDERAL STBG, 20% CITY OF MANKATO FUNDS (CAPPED), THEN 100% STATE TED FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 137-010-021
(C)
80% FEDERAL STBG, 20% CITY OF MANKATO FUNDS (CAPPED), THEN 100% CITY OF MANKATO FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 150-010-005
(D)
80% FEDERAL STBG, 20% CITY OF NORTH MANKATO FUNDS (CAPPED), THEN 80% FEDERAL STBG, 20% CITY OF NORTH MANKATO FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 137-010-021
(C)
80% FEDERAL STBG, 20% CITY OF MANKATO FUNDS (CAPPED), THEN 100% STATE TED FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 137-010-021
(C)
80% FEDERAL STBG, 20% CITY OF MANKATO FUNDS (CAPPED), THEN 100% CITY OF MANKATO FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE AGREEMENT NO. 1063085.

SP 5212-42
(A)
81.42% FEDERAL NHPP, 18.58% STATE FUNDS (CAPPED), THEN 81.42% FEDERAL CRP, 18.58% STATE FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS. SEE LUMP SUM AGREEMENT NO. 1062685 WITH THE CITY OF MANKATO AND THE CITY OF NORTH MANKATO.

SP 5212-42
(A)
100% STATE FUNDS.

SP 5271-77
(B)
81.42% FEDERAL NHPP, 18.58% STATE FUNDS (CAPPED), REMAINDER 81.42% FEDERAL NHPP, 18.58% STATE FUNDS.

SP 5271-77
(B)
100% STATE FUNDS.

SOUTHERN BYPASS INSET

SP 5713-42 (G)
81.42% FEDERAL NHPP, 18.58% STATE FUNDS.

SP 5713-42
(G)
100% STATE FUNDS.

APPENDIX G

Subdivider's Agreement

City Project Number 11189

Drafted by:

Department of Community Development
City of Mankato
Mankato, MN 56001

Subdivider Copy _____
Engineering File Copy _____
City Clerk Copy X

CITY OF MANKATO
SUBDIVISION AGREEMENT FOR PUBLIC IMPROVEMENTS
FOR AXIS SUBDIVISION
CITY PROJECT NUMBER 11063

This Agreement is made and entered into the day and year set forth hereinafter, by and between Old Town Holdings, LLC, ADM 169 Holdings, LLC and Desai Properties, LLC Trust hereinafter collectively called the "Subdivider" and the City of Mankato, a municipal corporation, in the State of Minnesota, hereinafter called the "City".

RECITALS

The Subdivider is the owner of certain properties contained in a subdivision known as Axis Subdivision which is in the City of Mankato, Blue Earth County, State of Minnesota (the "Subdivision").

Chapter 11 of the Municipal Code of the City of Mankato, as amended, requires the Subdivider to enter into an agreement with the City to provide for the construction of on-site public improvements required to provide public infrastructure to the Subdivision, and to provide for a method to secure the conforming construction of the improvements.

NOW THEREFORE IT IS HEREBY AGREED AS FOLLOWS:

1. The Subdivider as owners of not less than 35 percent of the real property abutting the proposed onsite public improvements itemized in Exhibit "A" attached hereto hereby petition for said improvements per City Ordinance 96-0624-11 and pursuant to Minnesota Statutes, Chapter 429. The petitioned improvements will be constructed in connection with the Highway 169 intersection improvements that are included in the State of Minnesota Transportation Improvement Program as Project 0713-81 scheduled in 2027. The following provisions of this agreement shall apply to the petitioned public improvements and other requirements of the Subdivision approval by the City.

2. The City shall cause that preliminary construction plans for the required public improvements be prepared by a professional engineer who is registered in the State of Minnesota.

3. The City shall commence proceedings pursuant to Minnesota Statute 429 and City Charter providing that such improvements be made and assessed against the benefited properties. After preparation of preliminary plans and estimates, an improvement hearing, if required by law, will be called by the City Council for the purpose of ordering such City Improvements.

4. After preparation of the final plans of the public improvements to the specifications by the City Engineer, bids will be taken by the City in conformance with the City of Mankato bidding process. The City will let and administer contracts for construction of those improvements itemized in Exhibit "A" and will levy special assessments against the Subdivision, pursuant to the provisions of Minnesota Statutes, Chapter 429, as amended and as agreed to in this Agreement.

5. Grading and drainage work that is not located in the right-of-way or City property is considered private work and is not part of the public improvements. Grading and drainage work shall conform to the grading plan that is prepared by a professional engineer (the "Professional Engineer"), and submitted to the City Engineer for approval under the City's Land Disturbance Permit. The Professional Engineer for the grading and drainage shall be responsible for inspecting and certifying the private grading and drainage work that is not part of the public improvements.

   The Professional Engineer shall inspect and provide certification to the City for private grading, private roadway, private water and sanitary sewer services, and private drainage improvements during construction activities, including the inspection and certification of finished floor structure elevations and final lot grading in conformance with the approved plan Final certifications and as-built drawings shall be made available to the City prior to the issuance of Building Permits and Certificates of Occupancy for structures on private lots, its successors and assigns shall be responsible for maintaining the private improvements in conformance with the approved plans.

6. Subdivider shall be responsible for all provisions and contracts for the installation of natural gas, telecommunication, and electric private utility services for the private development lots. The designs for installing the private utilities shall be submitted to the City Engineer for review and approval prior to construction of the public improvements. Following review and approval by the City, Subdivider shall insure that all installations comply with applicable City, County and State design standards and show proof of security arrangements with said utility companies prior to the City undertaking the public improvements.

7. Standards for Subdivision Maintenance During Development. The following provisions shall apply to the subdivision during the term of development. The provisions shall be binding upon the Subdivider, their heirs and assigns, contractors, and purchasers:

a) Dirt and debris within public right-of-ways, and drainage and utility easements, resulting from construction shall be cleared by the end of each day. The Subdivider and/or its assigns shall be responsible for all necessary street and storm drain, line, and inlet maintenance including street sweeping, pipe cleaning, ditch cleaning and pond dredging, resulting from the accumulation of said dirt and debris, until all Certificates of Occupancy are issued.

b) Construction material and equipment for private development activities shall not be stored on public rights-of-way nor obstruct required fire lanes.

c) Warning signs shall be placed directing attention to detours when hazards develop in streets to prevent the public from traveling on same. If and when the streets become impassable, such streets shall be barricaded and closed. The Subdivider shall maintain a smooth, hard driving surface and adequate drainage on all temporary streets.

d) Lots within in the subdivision shall be maintained in conformance with the Mankato City Code. Private lots and abutting boulevards shall be seeded or sodded with approved ground cover and mowed in conformance with Section 6.04, Subdivision 10 of the Mankato City Code. This provision shall constitute the required notice as stipulated in Section 6.04, Subdivision 11 and the City may abate the nuisance immediately upon identification.

The Subdivider may make provision to plant agricultural crops on vacant lots; however, the frontage of the lot for a width of 10 feet shall be mowed and the side and rear property lines abutting developed lots shall be mowed for a width of 6 feet. In all cases the abutting boulevard shall be mowed and maintained per City standards. If agricultural crops are planted, the Subdivider shall inform the City of the planting and harvest plan.

e) Spoil piles of fill, construction debris, and other debris shall not be stored on vacant lots for more than 7-days.

f) All construction debris and refuse shall be stored within a container as required by Section 9.13, Subdivision 2 of the Mankato City Code. This provision shall constitute the required notice as stipulated in Section 9.13, Subdivision 5 and the City may abate the nuisance immediately upon identification.

g) The Subdivider's design engineer shall inspect and certify private grading and drainage improvements during construction activities within the Subdivision. Final certifications and as-built drawings shall be made available to the City prior to the issuance of Certificates of Occupancy in the subdivision. The Subdivider, their heirs and assigns shall be responsible for maintaining the private lot grading and drainage improvements in conformance with the approved plans and shall enter into agreements with the City consenting to City inspection of drainage improvements and consent to assessment for the failure to make the necessary repairs that are ordered by the City.

A violation of this Section shall result in the City undertaking any and all necessary work to correct the violation and the Subdivider and/or violator shall be billed for the City's work to correct the violation. Any unpaid bills for work shall be assessed to the Subdivider or the property on which the violation exists or is associated.

8. The amount of the special assessments levied against the Subdivision for the public improvements shall be equal to the total actual cost of the improvements, including construction costs, engineering, legal and administrative costs, capitalized interest cost, corrective actions and other contingent costs.

   The Subdivider hereby warrants and covenants that the Subdivision will have received a special benefit from the improvements in an amount that is equal to or greater than the amount of the special assessments to be levied, as outlined above and estimated in Exhibit "A", and that the market value of the assessed properties will have increased by such amount. Cost allocation shall be according to the City of Mankato adopted special assessment policy and per the terms of this Agreement. The special assessment of the improvements shall follow the City of Mankato adopted policy for special assessments and the Subdivider shall pay the special assessments over a ten-year repayment schedule. The Subdivider may pay the full amount of the special assessment before it is levied or at any time before the end of the repayment schedule without penalty. The Subdivider hereby waives all rights of appeal regarding the special assessment of the Improvements itemized in Exhibit "A".

9. The Subdivider will pay the current improvements bond rate plus 2% per annum interest on all special assessments following date of certification of assessments by the City Council. On bond rates over 12%, the rate shall be limited in accordance with state statutes.

10. At the time the Subdivider makes any sale, conveyance, or assignment of any parcel in the Subdivision prior to the completion, acceptance by the City, and/or certified assessment of the improvements agreed to herein, the Subdivider shall submit to the City Clerk a notarized copy of a concurrence document. The concurrence document shall state that the assignee acknowledges that they have seen and accepted the terms of this agreement and that they agree to be obligated for said improvements and to pay assessed costs of such improvements. Said concurrence document shall be attached and made a part of this Subdivision Agreement.

11. In the event the Subdivider violate any of the covenants, conditions or agreements herein contained to be performed by them, violate any ordinance, rule or regulation of the City, County of Blue Earth, State of Minnesota or other governmental entity having jurisdiction over the Subdivision, or fail to pay any installment of any special assessment levied against their respective properties pursuant hereto, or any interest thereon, when the same is to be paid pursuant hereto, the City at its option, in addition to its rights and remedies hereunder, after ten (10) days' written notice to the Subdivider, may declare all expenditure of funds by the City and the unpaid special assessments which are then estimated or levied against the Subdivider's property pursuant to this agreement due and payable in full, with interest.

The City, at its option, may commence legal action against the Subdivider to collect the entire amount of expended funds and unpaid balance of the special assessments then estimated or levied pursuant hereto, with interest, including reasonable attorney's fees, and the Subdivider shall be liable for such expended funds and special assessments. Also, if the Subdivider violates any term or condition of this Subdivision Agreement, or if any payment is not made by the Subdivider pursuant to this agreement the City, at its option, may refuse to issue building permits for any parcel subject to this Subdivision Agreement for which the assessments have not been paid.

12. In the event that a suit or action is brought to enforce the terms of this agreement, the prevailing party shall be entitled to recover reasonable attorney fees in an amount to be fixed by the Court.

13. A connection fee shall be paid where the development creates an increased demand for water and sanitary sewer utility services. This increased demand is determined by the difference between the existing use REU count and the proposed use REU count. The additional REU count is then subject to the current connection fee as approved by the City Council. The RUE count is determined based on the City of Mankato Manual of Assessment Standards.

14. The Subdivider agrees to conform to all conditions of preliminary plat approval as adopted by Mankato City Council on November 14, 2022.

15. The Subdivider will pay to the City, at the time this agreement is executed, cash in the amount of $17,280 which represents the payment-in-lieu of park land dedication. This is the amount for unplatted property that is included in the Subdivision. The amount is comprised of $7,110 for Lots 1A and 1B and $10,170 for Lots 2A and 2B

16. The following additional exhibits, attached hereto, are made a part hereof by reference:

    Exhibit "A" Estimated Cost of Public Improvements and Special Assessment Allocation
    Exhibit "B" Copy of Final Plat
    Exhibit "C" Draft Assessment Roll

17. That, in the event of presently unforeseen circumstances brought about by causes beyond the control of the Subdivider or the City, which makes the development of the Subdivision impractical or impossible prior to the expenditure of any monies by the City or Subdivider for the construction of the improvements listed in Exhibits "A" and "C", this agreement shall be voided. A simple majority vote of the City Council shall be required for recognition that such unforeseen circumstances in fact exist.

18. General Provisions.

(a) Entire Agreement. The entire agreement of the parties has been set forth in this Agreement and there are no representations, warranties or agreements between the parties except as set forth in this Agreement. Subdivider agrees that the City, its agents and employees, shall not be liable for any representations, warranties or agreements not contained in this Agreement and that if any such representations, warranties or agreements have been made, they are wholly unauthorized and not binding upon the City. Subdivider expressly waives any claims for damages or for rescission because of any representations, warranties or agreements made by the City, its agents or employees, other than as contained in this Agreement. All prior agreements, written or oral, concerning the subject matter of this Agreement are cancelled and superseded.

(b) Modifications in Writing. Neither this Agreement nor any of the provisions of this Agreement may be changed, waived, discharged or terminated except by an instrument in writing signed by the party against whom such enforcement of the change, waiver, discharge or termination is sought.

(c) Binding Effect and Assignment. This Agreement shall continue to bind and inure to the benefit of the parties and their respective representatives, heirs, successors and assigns.

(d) Severability of Provisions. It is intended each provision of this Agreement shall be viewed as separate and divisible, and in the event that any provision shall be held to be invalid, the remaining provisions shall continue to be in full force and effect.

(e) Governing Law. This Agreement and its construction, interpretation, and enforcement and the rights of the parties shall be determined under, governed by and construed in accordance with the internal laws of the State of Minnesota, without regard to principles of conflict of law. Each of the parties agrees that all actions or proceedings arising in connection with this Agreement shall be tried and litigated, at the sole option of City, in any court in which the City shall initiate legal or equitable proceedings and which has subject matter jurisdiction over the matter in controversy.

(f) Further Acts. Each party to this Agreement agrees to perform any further acts and deliver any documents as may be reasonably necessary to carry out the provisions of this Agreement.

(g) Recordation. The City shall record a copy of this Agreement, or a memorandum thereof, in the office of the Blue Earth County Recorder.

(h) Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be an original and facsimile signatures shall be treated as originals; however, in no event shall the Agreement be deemed fully executed without the signatures of all parties.

IN WITNESS WHEREOF, the parties have hereunto set their hands this 26th day of June, 2023

SUBDIVIDER: Old Town Holdings, LLC

David Schroff, Chief Manager

NOTARY'S CERTIFICATE

STATE OF MINNESOTA)
) SS
COUNTY OF Blue Earth)

On this 26th day of June, 2023, before me a Notary Public within and for said County personally appeared David Schroff, Chief Manager, known by me to be the person named in the foregoing instrument and who did acknowledge the same to be their free act and deed.

STACY M SANNES
Notary Public
STATE OF MINNESOTA
My Commission Expires 01/31/2024

Stacy Sannes 01/31/2024
Notary Public

SUBDIVIDER: ADM 169 Holdings, LLC

David Schaff, Chief Manager

NOTARY'S CERTIFICATE

STATE OF MINNESOTA)
) SS
COUNTY OF Blue Earth **)**

On this 21st day of June, 2023, before me a Notary Public within and for said County personally appeared David Schaff, Chief Manager, known by me to be the person named in the foregoing instrument and who did acknowledge the same to be their free act and deed.

STACY M SANNES
Notary Public
STATE OF MINNESOTA
My Commission Expires 01/31/2024

Stacy Sannes 01/31/2024

SUBDIVIDER: Desai Properties, LLC

Chetna Desai

CHETNA DESAI, Chief Manager

NOTARY'S CERTIFICATE

STATE OF MINNESOTA)
) SS
COUNTY OF Blue Earth)

On this 26th day of June, 2023, before me a Notary Public within and for said County personally appeared Chetna Desai, Chief Manager, known by me to be the person named in the foregoing instrument and who did acknowledge the same to be their free act and deed.

Stacy Sannes 01/31/2024

STACY M SANNES
Notary Public
STATE OF MINNESOTA
My Commission Expires 01/31/2024

THE CITY OF MANKATO, MINNESOTA

Susan MH Arntz
Susan MH Arntz, City Manager

Renae Kopischke
Renae Kopischke, MMC City Clerk

STATE OF MINNESOTA)
) SS
COUNTY OF BLUE EARTH)

On this 27th day of June, 2023, before me, a Notary Public, within and for said County, personally appeared Susan MH Arntz and Renae Kopischke to me personally known, who being each by me duly sworn did say that they are respectively the City Manager and the City Clerk of the City of Mankato, a municipal corporation named in the foregoing instrument, that the seal affixed to said instrument is the corporate seal of said municipal corporation by authority of the City Council of the City of Mankato and the said City Manager acknowledged said instrument to be the free act and deed of said municipal corporation.

Notary Public

JAMES ROBERT TATGE
Notary Public-Minnesota
My Commission Expires Jan. 31, 2028

EXHIBIT "A"

I. Onsite Public Improvements – Project 11063: Construction of West River Lane and Hiniker Parkway, including storm water management, sidewalks, and boulevard trees. Existing Range Street, located within the Street and Utility Easement T14803 and B198, P589, will be incorporated into the private site improvements for Lot 2A and 2B as approved by the City Council and may partially remain, if feasible, for an access to Block 1 provided there is no connection of Range Street to future West River Lane

Summary of Total Project Cost Estimated as of April 2023. Project costs to be updated during Feasibility Project hearings in connection with Project 0713-81, State of Minnesota Transportation Improvement Program. Special assessments to be based on final total project costs per Part 8 of this Agreement and per allocated per the percentages depicted in Exhibit C and summarized below.

TOTAL ESTIMATED PROJECT COST	**$**	**1,079,546.00**
ESTIMATED SPECIAL ASSESSMENT (55% of Total Estimated Project Costs)	**$**	**595,541.00**

Allocation Percentages of Special Assessment to Lots in Subdivision (refer to Exhibit "C")

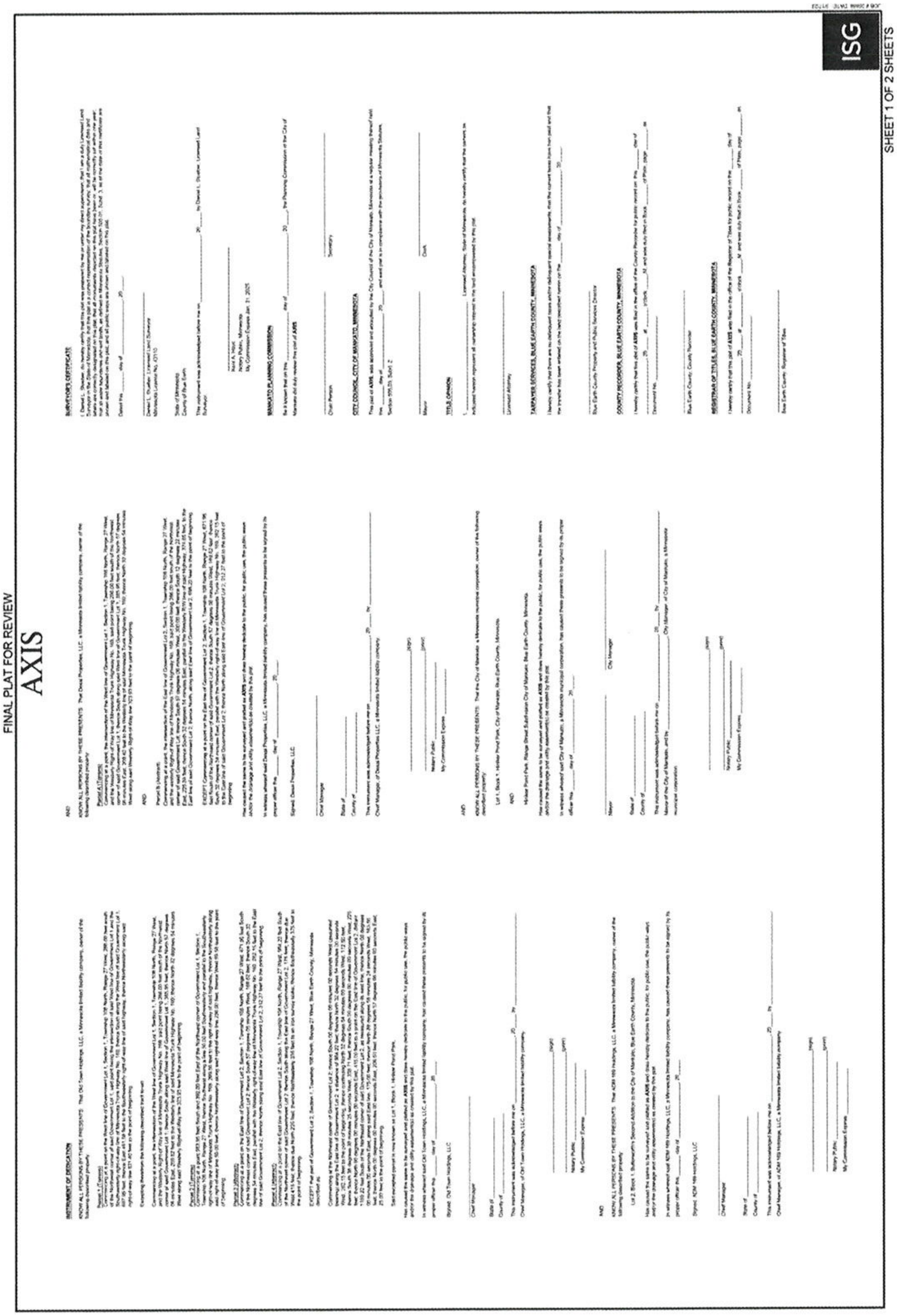
Lots 1A and 1B – 28%
Lots 2A and 2B – 27%

ESTIMATED CITY SHARE (45% of Total Estimated Project Costs)	**$**	**484,005.00**

Note: Improvements necessary for the construction of the intersection of West River Lane and US 169 that are above the require improvements of West River Lane are the responsibility of the City. This determination of what improvements are above the requirement for West River Land based on the difference between the required intersection improvements and the typical section for West River Lane. All intersection improvements necessary for the construction of the West River Lane and US 169 intersection within the US 169 ROW are the responsibility of the City.

CD
06/26/23

EXHIBIT "B"



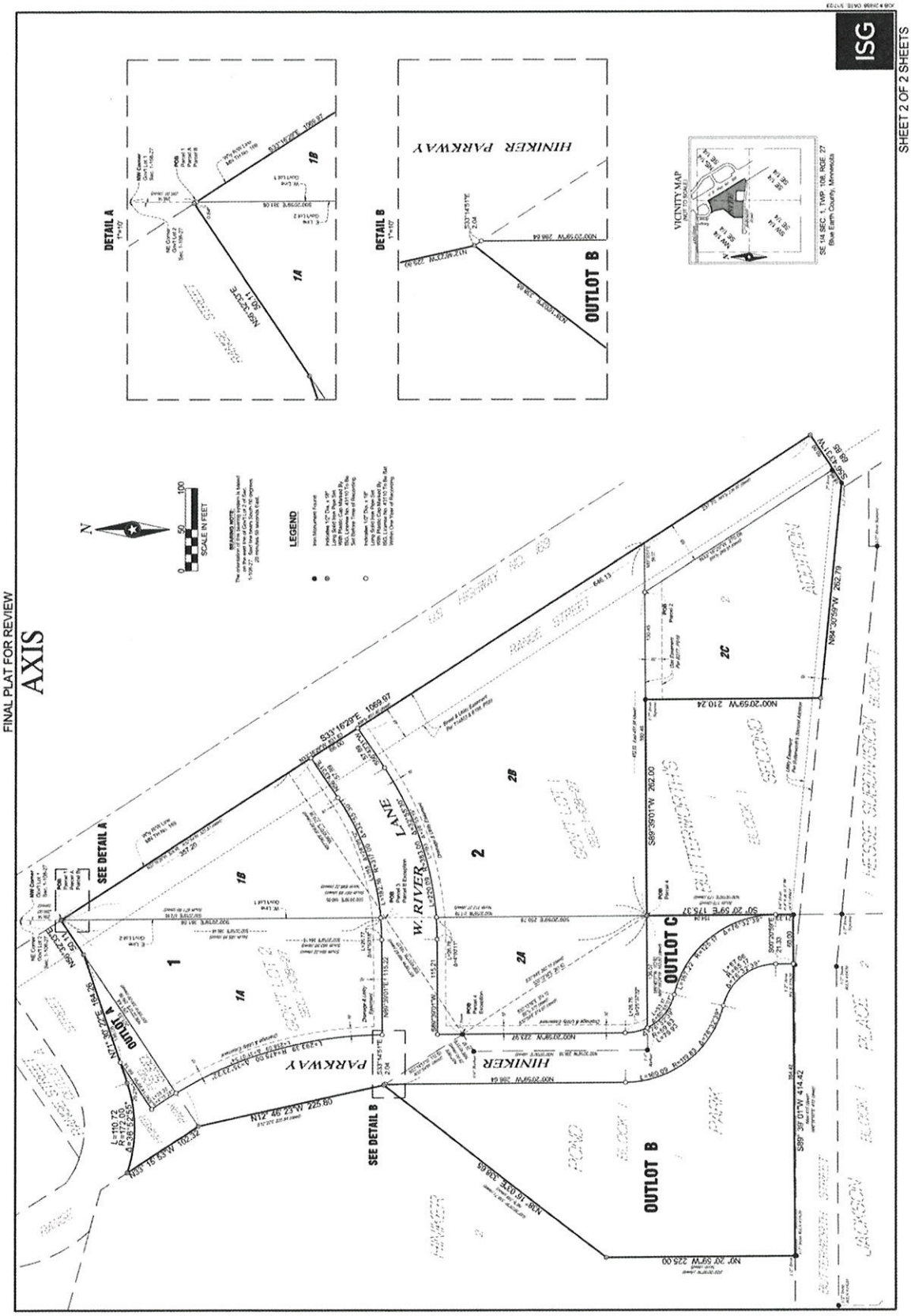

FINAL PLAT FOR REVIEW
AXIS
ISG
SHEET 2 OF 2 SHEETS
DETAIL A
DETAIL B
VICINITY MAP
LEGEND
SCALE IN FEET
SEE DETAIL A
SEE DETAIL B
OUTLOT A
OUTLOT B
OUTLOT C
W. RIVER LANE
HINIKER PARKWAY
BASE STREET
1A
1B
2A
2B
2C

EXHIBIT "C"

XXX Street Reconstruction

FINAL Assessment Roll
City Project XXXXX

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		Requested Additional Work	Total Preliminary Assessment
0.00	Outlot A	NH	35.30	$14,930.84		$14,930.84
0.00	0.00					
0.00	0.00					
Mankato, MN 56001	0.00		$422.97			
0.00	Outlot B	NH	539.16	$228,048.51		$228,048.51
0.00	0.00					
0.00	0.00					
Mankato, MN 56001	0.00		$422.97			
0.00	Outlot C	NH	241.72	$102,240.31		$102,240.31
0.00	0.00					
0.00	0.00					
Mankato, MN 56001	0.00		$422.97			
0.00	Lot 1 - Hiniker Pkwy	NH	293.39	$124,095.17		$124,095.17
0.00	0.00					
0.00	0.00					
Mankato, MN 56001	0.00		$422.97			
0.00	Lot 1 - W River Lane	H	368.81	$182,697.41		$182,697.41
0.00	0.00					
0.00	0.00	Cnt Line				
Mankato, MN 56001	0.00		$495.37			
0.00	Hiniker Pond Park	NH	328.12	$138,784.92		$138,784.92
0.00	Lot 2					
0.00	Block 1					
Mankato, MN 56001	0.00		$422.97			
0.00	Lot 2 - Hiniker Pkwy	NH	250.73	$106,051.27		$106,051.27
0.00	0.00					
0.00	0.00					
Mankato, MN 56001	0.00		$422.97			
0.00	Lot 2 - W River Lane	H	368.81	$182,697.41		$182,697.41
0.00	0.00	Cnt Line				
0.00	0.00					
Mankato, MN 56001	0.00		$495.37			
						$1,079,545.83

Total Frontage W River Ln	737.62	Total Frontage Hiniker Pkw	1688.42
Total Project Cost	$365,393.89	Total Project Cost	$714,146.72
Cost per foot	$495.37	Cost per foot	$422.97

City	$484,004.57	45%
Non-City	$595,541.26	55%

APPENDIX H

Breakdown of Assessments for Coratel and Axis Lofts Apartments

City Project Number 11189

Coratel - Assessment Costs for Hiniker Parkway & W River Lane (R01.08.01.426.008)	
2023 Subdividers Agreement	$306,792.58
2026 Estimated Project Costs not Excluding the Below **	$396,254.00
2026 Estimated Project Costs**	$341,040.00

**Cost excludes contaminated soils, stormwater pond & features, fiber, trees, granular borrow, excess bituminous pavement thickness, clearing & grubbing, roundabout pavements, and colored concrete pavement.

Coratel - Trunk Highway 169 Revitalization	
Trunk Highway 169 Estimated Utility Special Assessment	$14,000.00

Coratel	
Overall Total Estimated Assessment Cost	$355,040.00

Overall Total Estimated Assessment Cost will be Divided Into Two Separate Assessments:	
Hiniker Parkway	$280,082.88
Trunk Highway 169 Revitalization	$74,957.12

Axis Lofts - Assessment Costs for Hiniker Parkway & W River Lane (R01.08.01.426.012)	
2023 Subdividers Agreement	$288,748.68
2026 Estimated Project Costs not Excluding the Below **	$382,102.00
2026 Estimated Project Costs**	$328,860.00

**Cost excludes contaminated soils, stormwater pond & features, fiber, trees, granular borrow, excess bituminous pavement thickness, clearing & grubbing, roundabout pavements, and colored concrete pavement.

Axis Lofts - Trunk Highway 169 Revitalization	
Trunk Highway 169 Estimated Utility Special Assessment	$19,000.00

Axis Lofts	
Overall Total Estimated Assessment Cost	$347,860.00

Overall Total Estimated Assessment Cost will be Divided Into Two Separate Assessments:	
Hiniker Parkway	$270,079.92
Trunk Highway 169 Revitalization	$77,780.08

APPENDIX I

Hiniker Parkway Preliminary Assessment Roll

City Project Number 11189

A. PRELIMINARY ASSESSMENT ROLL

1. Special Assessments

   As previously mentioned, a subdivider agreement was made and entered as part of the Axis Subdivision. A preliminary assessment roll was prepared following the guidelines set forth in the subdivider agreement.

HINIKER PARKWAY

Preliminary Assessment Roll
City Project Number 11206

CC= Denotes Corner Credit Applied; SB= Denotes Setback; REAR=Denotes Rearage; R=Residential; NR=Nonresidential

Parcel Number / Owner / Address	Property Description	Property Class	Hiniker Parkway		Total Estimated Assessment
01.08.01.426.012 Old Town Holdings 1247 Range Street Mankato, MN 56001	Axis Lots 1A & 1B Block 2	R	27%	$270,079.92	**$270,079.92**
01.08.01.426.008 Desai Properties LLC 1255 Range Street Mankato, MN 56001	Axis Lot 1A & 1B Block 1	NR	28%	$280,082.88	**$280,082.88**
01.08.01.426.007 City of Mankato Mankato, MN 56001	Axis Outlot A	NR	3%	$30,008.88	**$30,008.88**
01.08.01.426.010 City of Mankato Mankato, MN 56001	Axis Outlot B	NR	20%	$200,059.20	**$200,059.20**
01.08.01.426.011 City of Mankato Mankato, MN 56001	Axis Outlot C	NR	9%	$90,026.64	**$90,026.64**
01.08.01.401.019	Hiniker Pond Park Lot 2 Block 1	NR	13%	$130,038.48	**$130,038.48**