



**PLAINVIEW CITY COUNCIL
SPECIAL MEETING/WORK SESSION
AGENDA**

Tuesday August 24, 2021 5:00 P.M.

**Location: Plainview City Hall
241 West Broadway Plainview, MN 55964**

Special meetings are meetings held at a time or place that is different from the regularly scheduled meetings. These are often scheduled to deal with specific items that need to be addressed before the next regular meeting. Generally, any matter that can be addressed at a regular meeting can also be addressed at a special meeting if it has been properly noticed. The clerk must post written notice of the date, time, place, and purpose of the special meeting on the city's principal bulletin board at least three days before the meeting.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF AGENDA**
Because this is a special meeting, no business may be addressed that is not posted (part of the original agenda).
- 4. UNFINISHED BUSINESS**
- 5. NEW BUSINESS**
 - A. Pleasant Acres Preliminary Plat – Resolution 2021-27
 - B. Infrastructure Plan Review– Brian Malm Bolton & Menk
 - C. Capital Finance Plan – Mike Bubany
 - D. Bolton & Menk – Pay Estimate No. 6 and Final – Rochester Sand and Gravel
- 6. ADJOURN**

PLAINVIEW

CITY COUNCIL ACTION



Executive Summary

City Council Special Meeting: August 24th, 2021, at 5:00 PM

AGENDA ITEM: Pleasant Acres Preliminary Plat	AGENDA SECTION: New Business
PREPARED BY: David Todd, City Administrator	AGENDA NO. 5.A.
ATTACHMENTS: Resolution 2021-27, Bolton and Menk Staff Report	APPROVED BY: DT
RECOMMENDED ACTION: Motion to approve resolution 2021-27 denying preliminary plat and general development plan for Pleasant Acres Subdivision	

SUMMARY

The subject property is in the southern part of Plainview, south of Highway 42 and between 10th St SW and 4th St SW. The property is zoned R-1 and totals approximately 11.72 acres.

The request by the applicant is for approval of a general development plan and preliminary plat for 14 single-family lots and four outlots. The single-family lot sizes will be between 13,300 square feet and 39,000 square feet with a range of lot widths (street frontage) between 49 feet and 105 feet. Of the overall 11.72 acres, 5.58 acres are proposed as single-family lots. The overall density for the development, without outlots, will be around two homes per acre. As detailed below and further within this report, the applicant will adhere to R-1 zoning.

Plainview Planning Commission held a public hearing on Tuesday, June 1st, 2021, during their regularly scheduled meeting. No public comment was received. At the June 1, 2021, Planning Commission meeting, the Planning Commission recommended denial of this project to City Council based on the proposal's lack of connectivity to the adjacent property as well as the length of the cul-de-sac.

At the June 8th, 2021, regular City Council meeting, the developer/applicant asked that the preliminary plat and GDP be removed from the Council agenda so that

developer and engineer could work through potential solutions to the design standards of the subdivision. Staff and Council granted developer and his engineer a 60-day extension under Minnesota State Statute 15.99. City Code 620.3 stipulates that Council must act on the preliminary plat and GDP applications within 120 days of the application date of May 11th, 2021.

Staff recommends the City Council deny the preliminary plat and general development plan for the proposed Pleasant Acres Subdivision for the following reasons (see Bolton and Menk Staff Report):

1. That the proposed subdivision design conflicts with the Land Management Ordinance, specifically sections 622.2, paragraph 1; 622.2, paragraph 5; and 622.4; and/or
2. The cul-de-sac design will create an undue burden on the City's traffic system due increased maintenance costs for pavement and snow removal, increased emergency service response time, and access complications for the undeveloped property to the west.

Respectfully Submitted,

David Todd
City Administrator



Real People. Real Solutions.

2900 43rd Street NW
Suite 100
Rochester, MN 55901

Ph: (507) 208-4332
Fax: (507) 208-4155
Bolton-Menk.com

MEMORANDUM

Date: June 3, 2021
To: City of Plainview City Council
From: Harry Davis, AICP
Brian Malm, P.E.
Subject: Pleasant Acres – General Development Plan and Preliminary Plat Application
City of Plainview

Meeting Date: June 8, 2021

Request:

Applicants: Tony Montgomery / Widseth (Craig Button)
Owner: Anastacia Development, Inc.
Property Location: Southwest of Highway 42 and County Road 4
Property ID: 26.00116.03

Background:

The subject property is located in the southern part of Plainview, south of Highway 42 and between 10th St SW and 4th St SW. The property is zoned R-1 and totals approximately 11.72 acres.

Table 1

Direction	Land Use	Zoning
North	Undeveloped; Residential	R-2, Residential; R-1, Residential
South	Golf Course	Wabasha County
East	Large Lot Residential	R-1, Residential
West	Undeveloped	R-1, Residential

Request:

The request by the applicant is for approval of a general development plan and preliminary plat for 14 single-family lots and four outlots. The single-family lot sizes will be between 13,300 square feet and 39,000 square feet with a range of lot widths (street frontage) between 49 feet and 105 feet. Of the overall 11.72 acres, 5.58 acres are proposed as single-family lots. The overall density for the development, without outlots, will be around two homes per acre. As detailed below and further within this report, the applicant will adhere to R-1 zoning:

Table 2

	Current Minimum Requirement	Proposed Minimum Requirement
Lot Area Single-family	7,500 sq. ft.	7,500 sq. ft.
Lot Frontage	60 feet	60 feet
Zoning Setbacks	Front: 25 feet (from ROW) Back: 5 feet Side: 5 feet (15 feet total)	Front: 25 feet (from ROW) Back: 5 feet Side: 5 feet (15 feet total)

Public Comment:

No public comment was received as of publishing this report.

Neighborhood Notification:

All property owners within 350' feet of this property were notified within ten days of the Planning Commission public hearing and published in the paper on May 27, 2021 that a public hearing would be held on June 1, 2021. No additional notification is required for City Council.

Infrastructure:

Streets: The subject parcel has access to County Road 4, a partially improved road with no sidewalk. The property abuts Highway 42, which is a partially improved road with a trail on the north side, however, access to Highway 42 is controlled by MnDOT and would not be allowed without MnDOT approval.

Water: Public water is not readily available to the subject property. A watermain extension will be required to provide water service to the property.

Sewer: Public sanitary sewer is available to the subject property.

Drainage: This property is within a Wellhead Protection Area, as is most of Plainview, and in the southern watershed. A small drainage way is present in the south and southwestern parts of the property. The 100-yr flood elevation for the drainage way is unknown. A wetland delineation has not been submitted at this time.

2040 Comprehensive Plan:

One of the land use goals in the comprehensive plan is to “encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state, and utility costs”. A sub-goal under the goal above is to require coordination between growth and utility capacities (sewer, water, etc.). Under the housing goals in the comprehensive plan, there are various goals that address supporting a “variety of housing types and densities”, “encourage a range of housing ... [fitting community] character”, and “maintain and enhance the quality of Plainview’s homes and neighborhoods”.

The Future Land Use Map designates the subject properties as Mixed Use Residential and Commercial and in a Planned Development Area. The Existing Functional Classification and Future Roadways Map indicates future access to Highway 42 in this general area.

Staff Findings:

1. A determination of whether the proposed preliminary plat meets zoning and overlay requirements.

Finding: The lots in the proposed Pleasant Acres development generally meet zoning requirements for lot area, frontage, and uses in R-1 zoning, with the exception of Lot 8. Lot 8 does not have the minimum required 50-feet of street frontage along a cul-de-sac, although it appears that the frontage could easily be adjusted to meet this requirement.

2. A determination of whether the proposed preliminary plat meets subdivision development standards.

Finding: Easements: The applicant has proposed right-of-way in the preliminary plat that satisfy code requirements. Drainage and utility easements should be added along

all side and rear yard lot lines (10-ft minimum total width). The applicant will need to make it clear on the final plat the location of easements with labels. Final review and determination of easement locations and widths to be included on the final plat will be coordinated with review of the proposed public infrastructure final plans and specifications.

Parkland Dedication: City Code requires dedication of 5% of the subdivision's land for public parks in R-1 zones, or payment of fees in-lieu. Since the preliminary plat does not indicate any parkland dedication, it is assumed that the applicant intends to pay fees in-lieu. In accordance with the Code, the fee should be a sum equal to 5% of the undeveloped value of the subdivided land. This amount will need to be determined as a part of the final plat and development agreement process.

Variances: The applicant has not submitted any separate zoning variance requests. However, the applicant should make it clear of their request(s) for any development- or subdivision-related variances.

Lot Configurations: The applicant has proposed lot configurations that generally meet code requirements.

Block and Street Configuration/Design: The applicant has proposed a street configuration that does not meet three sections of code:

1. Where adjoining areas are not subdivided, the arrangement of streets in new subdivisions shall make provision for the proper projection of streets so that parcels will not be landlocked (City Code 622.2, paragraph 1). When a new subdivision adjoins developable land, then the new streets shall be carried to the boundaries of such unsubdivided land; and
2. Streets designed and laid out so as to have one end permanently closed shall not exceed five hundred (500) feet in length, except where the Planning and Zoning Commission has approved additional length due to property limitations or large lot size (City Code 622.2, paragraph 5); and
3. Cul-de-sacs are to be discouraged in subdivisions because of their effect of reducing the efficiency of traffic flow and circulation. However, when necessary due to topographical constraints, the maximum length of a street terminating in a cul-de-sac shall be 500 feet, measured from the centerline of the street of origin to the end of the right-of-way (City Code 622.4).

Although staff understands that connectivity is not possible with every development and for every part of the city, the combination of no connectivity to the western, undeveloped property and an approximately 1,000-foot long dead-end or cul-de-sac street is ill-advised. There are no topographical challenges faced by the applicant for a possible connection to the west. Longer dead-end streets make it harder to provide emergency services in a timely manner and negatively impact traffic flow both within the subdivision and the larger area. In addition, given MnDOT controlled access along Highway 42, it appears that failure to provide connectivity to the adjacent western, undeveloped property

may result in that property being land-locked, if access to Highway 42 is not granted by MnDOT.

The applicant should formally request in writing variances to the above code sections and provide reasoning behind the requests.

Required Improvements:

Streets - The proposed streets of the subdivision meet the City's roadway section requirements.

Sidewalks – The proposed sidewalk meets City Code requirements for sidewalk construction in new subdivisions.

Drainage/Stormwater Management – The proposed storm sewer layout appears reasonable, however, it is unclear how the applicant proposes to meet MPCA NPDES Construction Stormwater requirements for water quality treatment, and City requirements for stormwater discharge rate control. The applicant will need to provide information on how these requirements will be met, and whether lot configuration changes will be required, or if the requirements will be met through construction on adjacent property.

Sanitary Sewer - The proposed sanitary sewer layout appears reasonable.

Watermain - The proposed watermain layout within the subdivision appears reasonable. However, as noted above, a watermain extension will be required to provide water service to the property. The logical connection point is along Highway 42 to the northeast, near the Kwik Trip entrance. The City will need to determine how this watermain extension is accomplished, including cost allocation.

Other Jurisdictional Approvals: This development is subject to all local, county, and state requirements for development. Failure to receive necessary approvals will render any plat approval null and void. Since this plat abuts both MnDOT and County Highway right-of-way, it will need to be submitted to those agencies for review and comment.

Denial of Plan and/or Plat: In the case of all subdivisions, the Planning Commission shall recommend denial of, and the City Council may deny, approval of a general development plan, preliminary or final plat if it makes any of the following findings:

- a) That the proposed subdivision, including the design, is in conflict with any adopted component of the Plainview Comprehensive Plan, Land Management Ordinance, Storm Water Pollution Control Ordinance, or any other provision of the City Code;
- b) That the physical characteristics of this site, including but not limited to topography, vegetation, susceptibility to erosion and siltation, susceptibility

to flooding, water storage, drainage and retention, are such that the site is not suitable for the type of development or use contemplated;

- c) That the site is not physically suitable for the proposed density of development;
- d) That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage;
- e) That the design of the subdivision or the type of improvements is likely to cause serious public health problems;
- f) That the design of the subdivision or the type of improvements will conflict with easements of record;
- g) That the design will create a significantly higher density than the surrounding areas;
- h) That the design will create an undue burden on the City's traffic system or water/wastewater infrastructure.

The subdivision does not appear to violate findings b) through g) above.

Related to finding a) above, the general development plan shows an intent to use the proposed outlots for future higher-density residential and commercial use. This is not in conflict with the city's comprehensive plan. However, the City Code requires major streets in a subdivision to project to adjacent areas. The City Code also discourages cul-de-sacs, absent any topographic constraint necessitating them, and limits the length of cul-de-sacs to 500-ft when they are necessary. There are no topographical constraints requiring a cul-de-sac in this case, and the proposed cul-de-sac is nearly double the maximum length allowed in the Code. Therefore, the proposed subdivision is in conflict with Land Management Ordinance requirements. A variance to this Code requirement would be necessary for these items.

Related to finding h) above, it could be argued that the lack of street connectivity to the undeveloped property to the west, combined with the lack of certainty in future access to Highway 42 may create an undue burden on the City's traffic system. Staff does not believe this burden would be related to expected traffic volumes, as those are expected to be relatively low based on the proposed development. Rather, the burden may be in increased maintenance costs for pavement and snow removal associated with cul-de-sacs, in increased emergency service response time, and in access complications for the undeveloped property to the west.

Planning Commission June 1, 2021 Meeting:

At the June 1, 2021 Planning Commission meeting, the Planning Commission recommended denial of this project to City Council based on the proposal's lack of connectivity to the adjacent property.

Recommendation:

Staff recommends the City Council make a determination on the following two issues:

1. Should a variance to the City Code requirements for street connectivity and cul-de-sacs be granted?
2. Will a lack of street connectivity create an undue burden on the City's traffic system?

If the City Council determines that a variance should not be granted for the street connectivity and cul-de-sac requirements, and/or that the lack of street connectivity will create an undue burden on the City's traffic system, then Staff recommends that the City Council deny the general development plan and preliminary plat, for the following reasons:

1. That the proposed subdivision design is in conflict with the Land Management Ordinance, specifically sections 622.2, paragraph 1; 622.2, paragraph 5; and 622.4; and/or
2. The design will create an undue burden on the City's traffic system due increased maintenance costs for pavement and snow removal, increased emergency service response time, and access complications for the undeveloped property to the west.

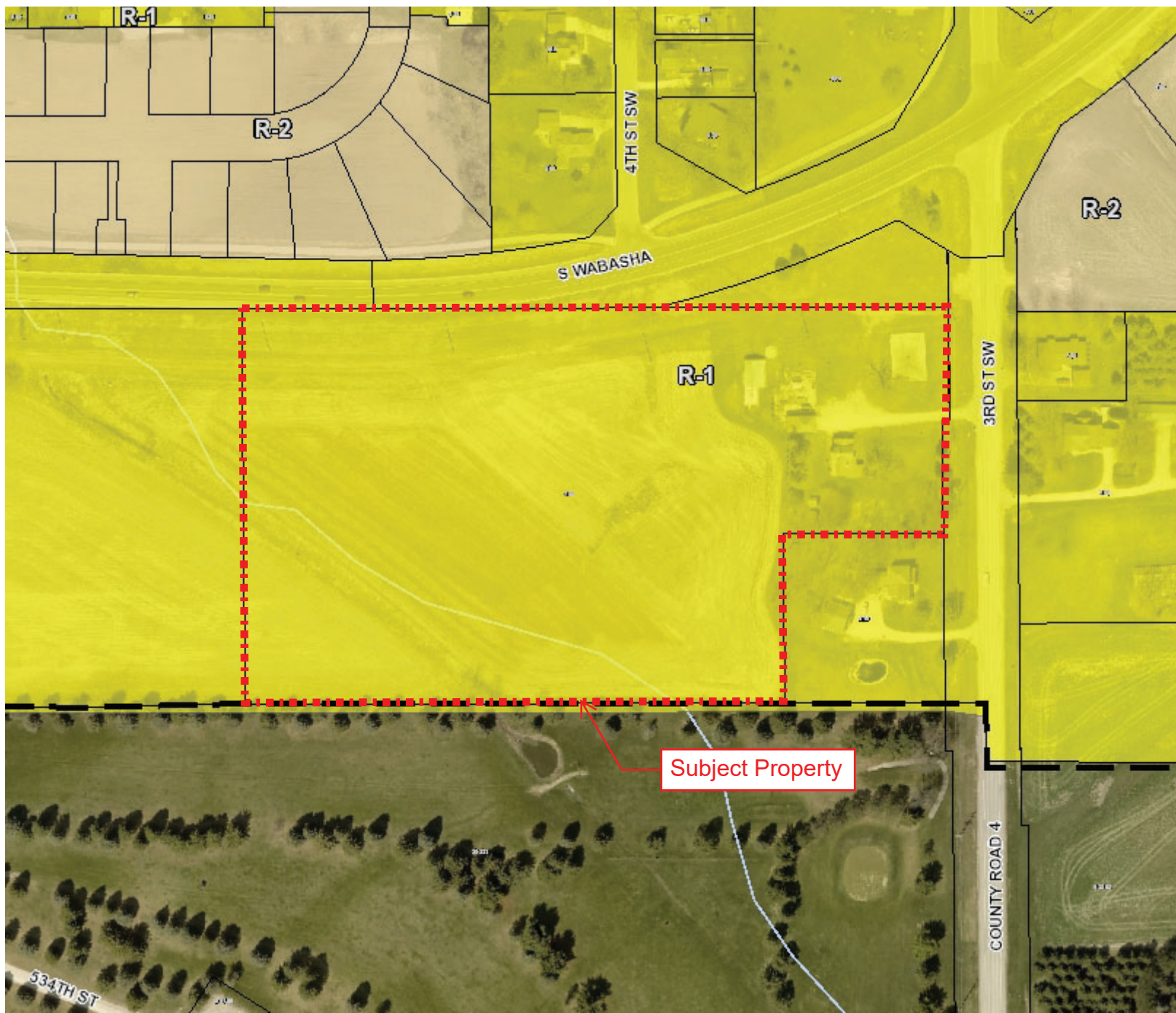
If the City Council determines that a variance should be granted for the street connectivity and cul-de-sac requirements, and that the lack of street connectivity will not create an undue burden on the City's traffic system, then Staff recommends that the City Council approve the general development plan and preliminary plat, with the following conditions:

1. A determination granting a variance to street connectivity to the west.
2. A determination granting a variance to a maximum 500-feet for dead-end streets and cul-de-sacs.
3. A determination that the proposed general development plan and preliminary plat does not conflict with any conditions listed in Section 620.4 of the Plainview City Code, and thus approval of the general development plan and preliminary plat is appropriate.
4. City staff shall submit the preliminary plat to MnDOT and Wabasha County for review and comment.
5. A method for accomplishing the needed watermain extension for the development will need to be determined, including cost allocation, prior to approval of the Final Plat.
6. The applicant shall address and satisfy the following conditions prior to City Council:
 - a. Show required setbacks on the preliminary plat.
 - b. Provide further detail regarding the applicant's intention to provide either parkland or fees in-lieu.
 - c. Submit a letter requesting and providing support for the above-mentioned variances to street connectivity, cul-de-sacs, and length.
 - d. Adjust lot frontage for Lot 8 to meet requirements.
 - e. Provide further information on the proposed stormwater management design.
 - f. Add drainage and utility easements along all side and rear yard lot lines (10-ft minimum total width).
7. A wetland delineation shall be completed for the property. If wetlands are determined to be present, then Wetland Conservation Act requirements shall be followed.
8. The preliminary plat shall generally be consistent with the general development plan. Denial of the general development plan will render approval of the preliminary plat null and void.
9. Plans and specifications for the required infrastructure improvements shall be submitted for City review and approval.
10. A Development Agreement to install the required infrastructure improvements necessary to support development on lots within the proposed subdivision will be required as a condition of Final Plat approval in accordance with City Code.

11. Easements included on the final plat shall conform with those shown on the preliminary plat, as well as any adjustments or additions determined to be needed by the City during preparation and review of final plans and specifications for the proposed subdivision improvements.
12. The parkland dedication cash in lieu of land amount shall be determined and finalized as a part of the development agreement.
13. All other comments or conditions from city departments, franchise service and utility providers, or other authorities with jurisdiction over this development shall apply to this development.
14. Unless earlier rescinded by the City Council, approval of a preliminary plat is limited to a period of one year, after which time the applicant is required to resubmit a preliminary plat. Upon application filed with the City Clerk, the City Council may continue the approval for an additional period of time. The application shall be filed at least 20 days prior to expiration of the approval of the preliminary plat. In the event the developer does not submit a final plat for approval within this time limits listed herein, the preliminary plat approval in this resolution shall expire.

Attachments:

- Current Zoning Map
- Plainview Comprehensive Plan
 - o Future Land Use Map
 - o Environmental Resources
 - o Existing Functional Classification and Future Roadways Map
- General Development Plan
- Preliminary Plat



Legend

- City Limits**
- Parcels (11/1/2020)**
- Zoning**
- Protected Waters - Watercourse**

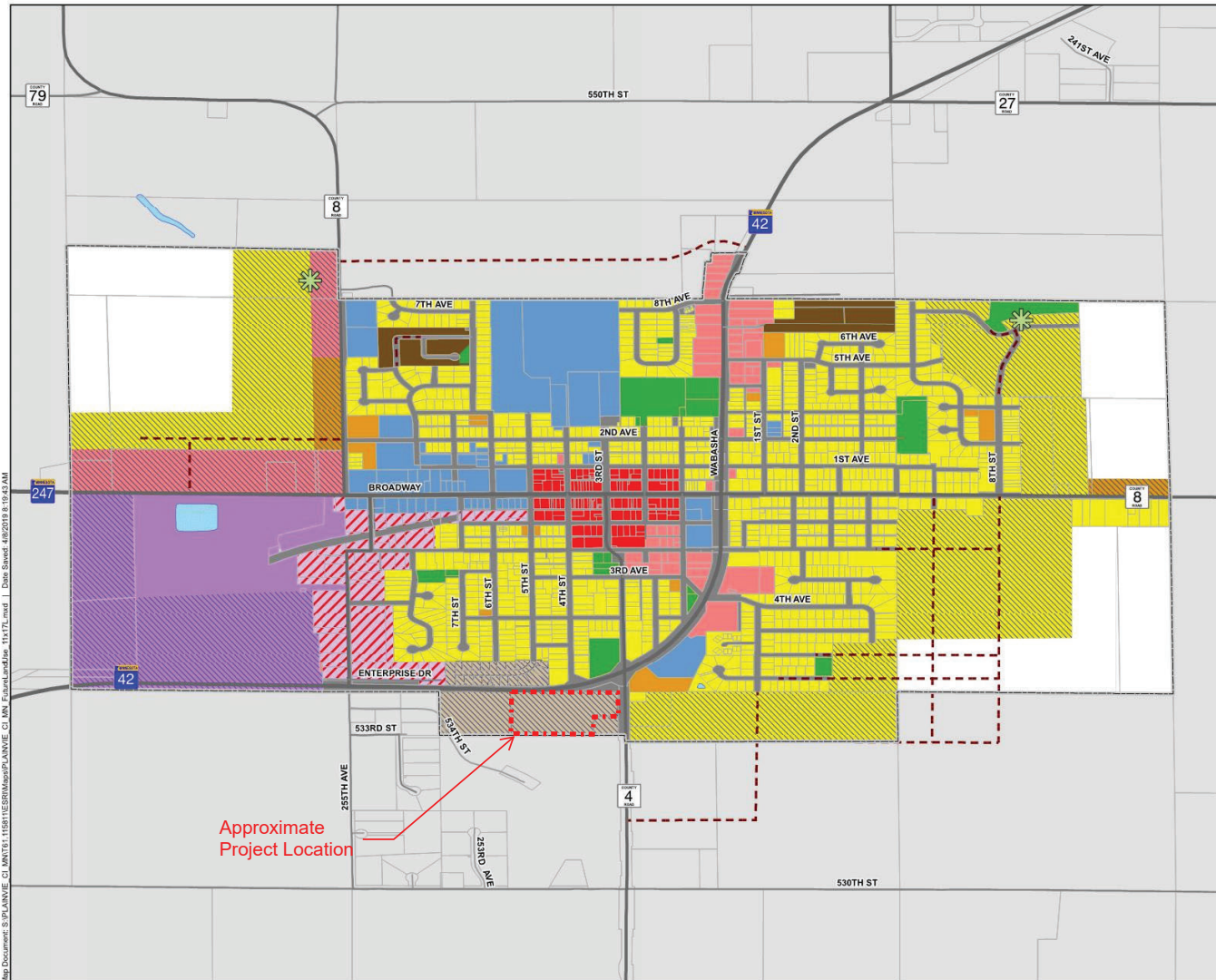
Map Name



Disclaimer:
This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. The City of Plainview is not responsible for any inaccuracies herein contained.

PADCO Property - Future Land Use Map

Map: Future Land Use



Map #3: Future Land Use

2040 Comprehensive Plan
Plainview, Minnesota

Legend

- City Limits
- Parcels
- Waterbodies
- Future Roadways
- Planned Development Areas
- Future Park Areas

Future Land Uses

- Agricultural
- Central Business
- Service Commercial
- Commercial/Industrial
- Industrial and Utilities
- Institutional
- Mixed Residential / Commercial
- Residential
- Multi-Family Residential
- Manufactured Housing Park
- Parks, Open Space, and Recreational Areas
- Road and Railway Right of Way

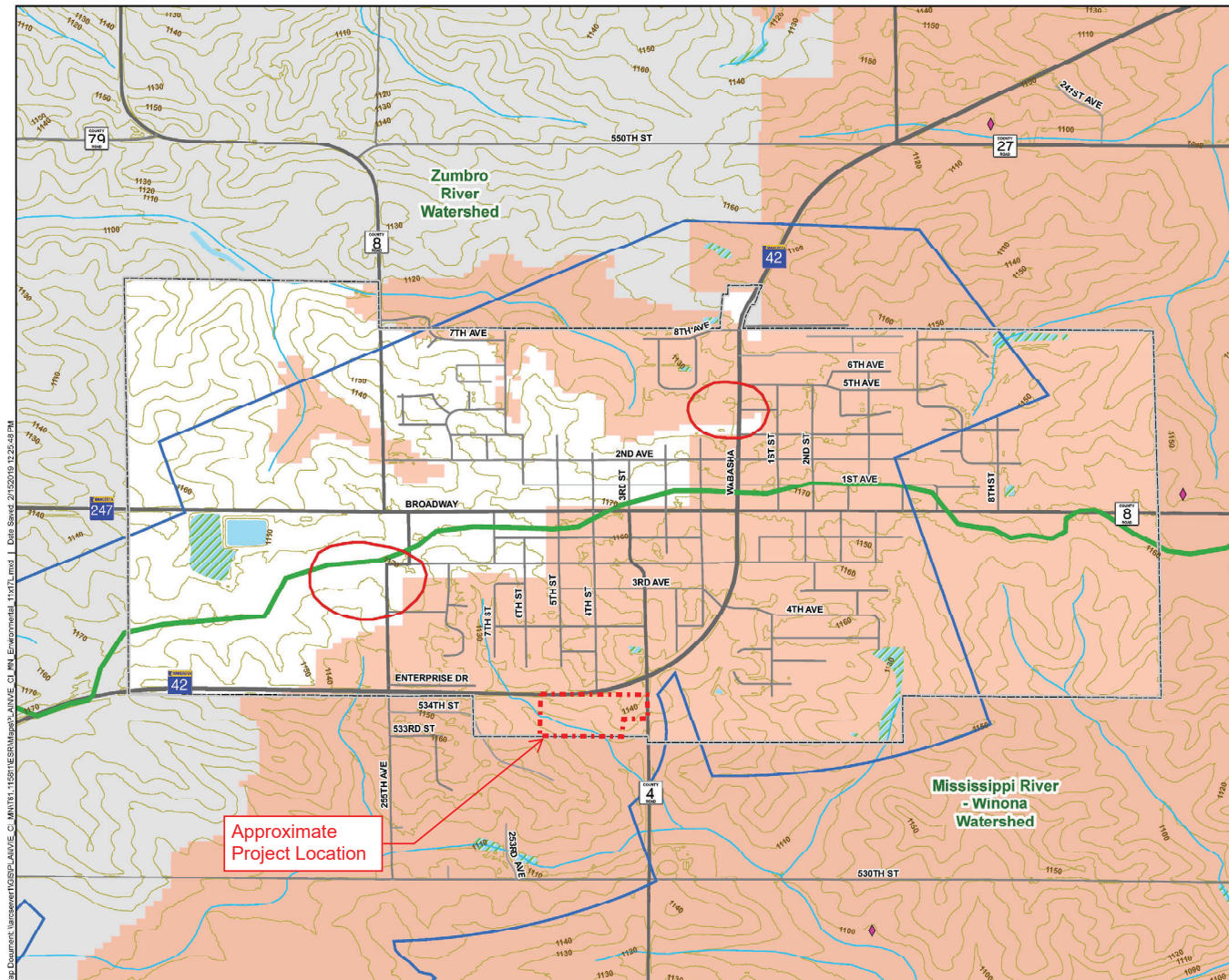
0 0.5 Miles
Source: Wabasha County, MnGeo



Real People. Real Solutions.

April 2019

Orchard Hills 7th Subdivision - Environmental Resources Map Map: Environmental Resources



Map #13: Environmental Resources

2040 Comprehensive Plan
Plainview, Minnesota

Legend

- City limits
- Environmental Resources**
- Waterbodies
- Streams and Ditches
- National Wetland Inventory
- Watershed Boundary
- ERA: Emergency Response Area
- WPA: Wellhead Protection Area
- Prone to Surface Karst Feature Development: Carbonate and Sandstone
- Karst Feature: Sinkhole
- 10ft Contours (LIDAR)

0 0.5 Miles

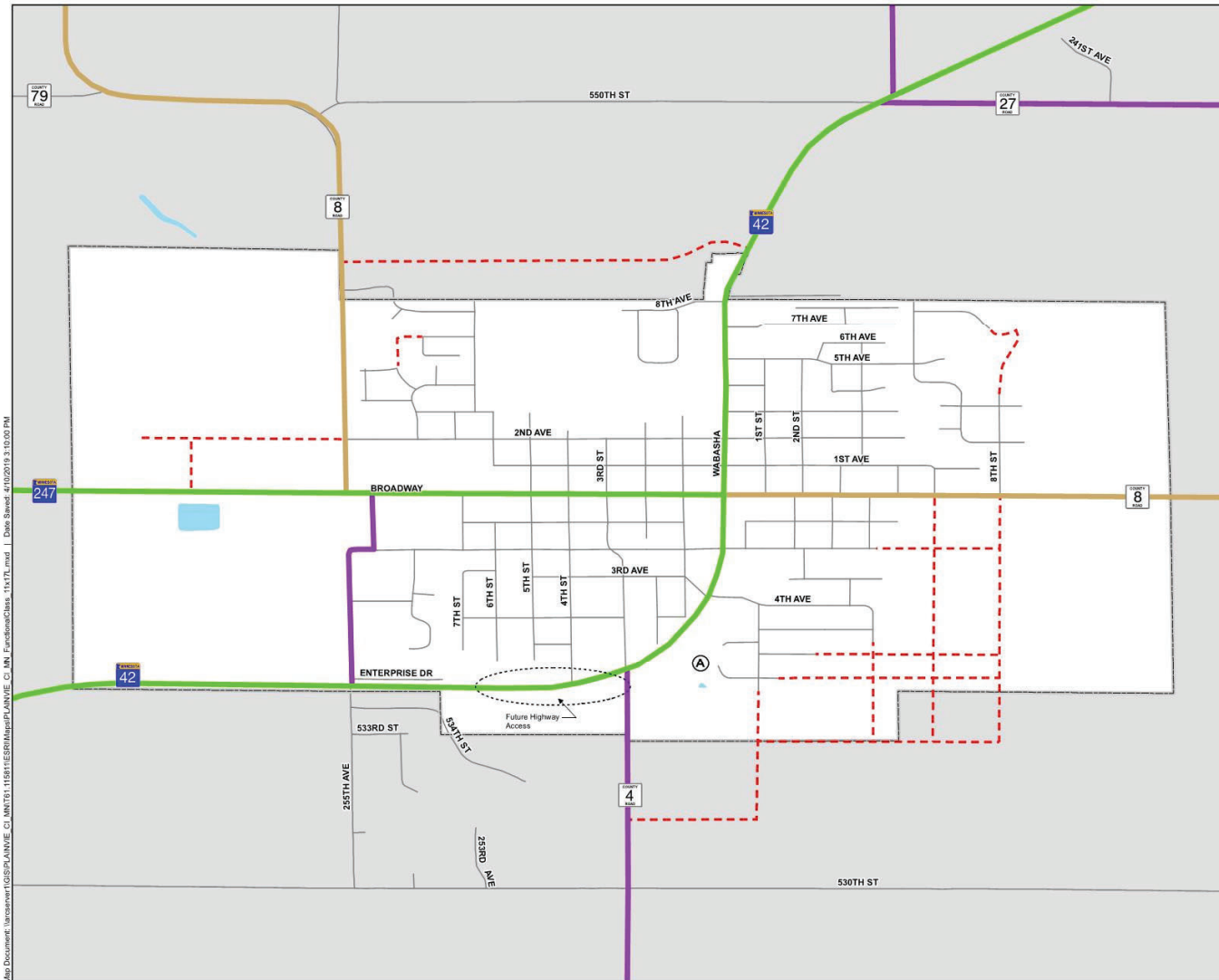
Source: Wabasha County, MnDNR, MiroGeo, USFWS



Real People. Real Solutions.

February 2019

Map: Existing and Planned Functional Classification



Map #6: Existing Functional Classification and Future Roadways

2040 Comprehensive Plan
Plainview, Minnesota

Legend

- City Limits
- Waterbodies

Functional Classification

- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads

- Future Roadways

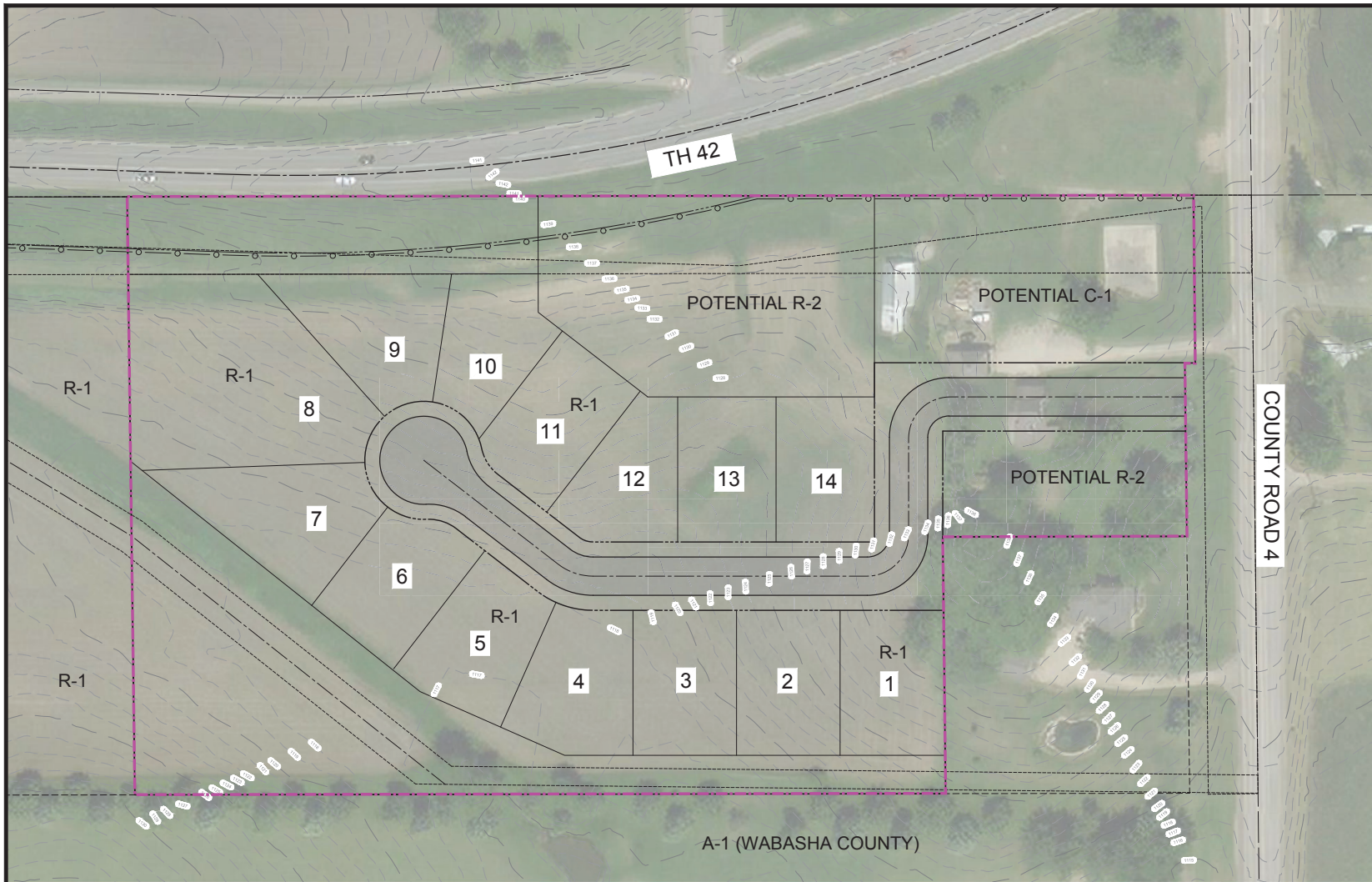
* Future roadway locations are not final.
As development occurs, connectivity
issues will be resolved.

- Future Public Street Alignment
The alignment between
Kwik Trip and the church property
will be addressed in the future.

0 0.5 Miles
Source: Wabasha County, MnDOT, MnGeo



April 2019



OWNER/SUBDIVIDER: ANASTACIA DEVELOPMENT INC
 630 2ND ST. NW
 PLAINVIEW, MN 55964
 CONTACT: TONY MONTGOMERY

WIDSETH
 ARCHITECTS • ENGINEERS • SURVEYORS

MINNESOTA CHAPTER OF THE NATIONAL ASSOCIATION OF ARCHITECTS
 MINNESOTA CHAPTER OF THE NATIONAL ASSOCIATION OF ENGINEERS
 MINNESOTA CHAPTER OF THE NATIONAL ASSOCIATION OF SURVEYORS
 THE LANDS OF THE STATE OF MINNESOTA

DATE: 08/11/2011
 SCALE: AS SHOWN
 DRAWN BY: CMB
 CHECKED BY: CMB
 DESIGNER: 1070R

ANASTACIA DEVELOPMENT INC
 PLAINVIEW, MINNESOTA

CONCEPT PLAN

SHEET NO. **1**

DATE: 08/11/2011
 SCALE: AS SHOWN
 DRAWN BY: CMB
 CHECKED BY: CMB
 DESIGNER: 1070R

ANASTACIA DEVELOPMENT INC
 PLAINVIEW, MINNESOTA

CONCEPT PLAN

SHEET NO. **1**

PRELIMINARY PLAT OF PLEASANT ACRES



0 50 100
SCALE (IN FEET)

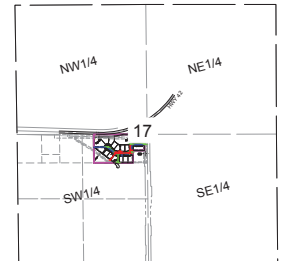
EXISTING FEATURES LEGEND

	DENOTES EXISTING SANITARY SEWER
	DENOTES EXISTING STORM SEWER
	DENOTES EXISTING WATER MAIN
	DENOTES EXISTING EASEMENT
	DENOTES EXISTING PROPERTY BOUNDARY
	DENOTES EXISTING SETBACK LINE
	DENOTES EXISTING RIGHT OF WAY LINE
	DENOTES EXISTING CONTROLLED ACCESS
	DENOTES EXISTING UNDERGROUND ELECTRIC
	DENOTES EXISTING ELECTRIC POLE
	DENOTES EXISTING SANITARY MANHOLE
	DENOTES EXISTING HYDRANT
	DENOTES EXISTING 2% SLOPES AND GREATER

PROPOSED FEATURES LEGEND

	DENOTES PROPOSED CONCRETE
	DENOTES PROPOSED BITUMINOUS
	DENOTES PROPOSED RIGHT OF WAY LINE
	DENOTES PROPOSED SETBACK
	DENOTES PROPOSED EASEMENT LINE
	DENOTES PROPOSED WATERMAIN SERVICE
	DENOTES PROPOSED SANITARY SERVICE
	DENOTES PROPOSED STORM SEWER SERVICE
	DENOTES PROPOSED CATCH BASIN

VICINITY MAP SEC. 17, T. 108 N., R. 11 W.



NOT TO SCALE

SITE ADDRESS: 750 3RD STREET SE
PLAINVIEW, MN 55934
PROPOSER: ANASTACHA DEVELOPMENT INC.
630 2ND ST. NW
PLAINVIEW, MN 55964
CONTACT: TONY MONTGOMERY
CIVIL ENGINEER: WIDSETH SMITH NOLTING
3777 40TH AVE NW, SUITE 200
ROCHESTER, MN 55901
CONTACT: CRAIG BRITTON
PH: (507) 292-8743
EMAIL: CRAIG.BRITTON@WIDSETH.COM
SURVEYOR: WIDSETH SMITH NOLTING
3777 40TH AVE NW, SUITE 200
ROCHESTER, MN 55901
CONTACT: PETER OETIKER
PH: (507) 292-8743
EMAIL: PETER.OETIKER@WIDSETH.COM

LEGAL DESCRIPTION
1. SEE EXHIBIT A

WIDSETH
ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

DATE: 05/11/2021 LAC NO. 4208
CRAIG BRITTON

DATE: 05/11/2021 LAC NO. 4208
CRAIG BRITTON

DATE: 05/11/2021 LAC NO. 4208
CRAIG BRITTON

DATE: 05/11/2021 LAC NO. 4208
CRAIG BRITTON

DATE: 05/11/2021 LAC NO. 4208
CRAIG BRITTON

RESOLUTION 2021-27

DENYING THE PRELIMINARY PLAT AND GENERAL DEVELOPMENT PLAN
OF PROPOSED PLEASANT ACRES SUBDIVISION

WHEREAS, Anastacia Development, Inc. (the “Petitioner” or "Applicant") has submitted an application for preliminary plat and general development plan approval of the proposed Pleasant Acres Subdivision (the “Preliminary Plat”), upon the real property incorporated herein by reference (the “Development Property” and “General Development Plan”); and

WHEREAS, the above-mentioned Preliminary Plat is attached hereto and incorporated herein by reference as Exhibit A; and

WHEREAS, the Planning Commission (“Commission”) in accordance with provisions of the Plainview City Code, Chapter 620, held a public hearing to consider the Preliminary Plat on June 1, 2021; and

WHEREAS, all required notices regarding the public hearing were properly made; and

WHEREAS, City Staff and the Planning Commission have reviewed the submittal of the Preliminary Plat and General Development Plan and have determined that those documents fail to meet the requirements of certain sections of the Plainview City Code, Chapter 600; and

WHEREAS, the Bolton and Menk June 3, 2021 staff report is incorporated herein by reference; and

WHEREAS, the Planning Commission recommended that the City Council of the City of Plainview (“City Council”) deny the proposed Preliminary Plat and General Development Plan for the Pleasant Acres Subdivision at its June 1, 2021 meeting; and

WHEREAS, the City Council of the City of Plainview reviewed the proposed Preliminary Plat and General Development Plan of the Pleasant Acres Subdivision for compliance with the City of Plainview, Chapter 620, and applicable statutes of the State of Minnesota at its meeting held on June 24, 2021.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL THAT: the City Council hereby adopts the following Findings of Fact:

1. The length of the cul-du-sac depicted on the Preliminary Plat and referenced in the General Development Plan exceeds 500 feet in length, as outlined in the Bolton and Menk staff report dated August 19, 2021, which violates the following City Code Provisions:
 - a. Streets designed and laid out so as to have one end permanently closed shall not exceed five hundred (500) feet in length, except where the

Planning and Zoning Commission has approved additional length due to property limitations or large lot size. (City Code 622.2, Paragraph 5)

- b. Cul-de-sacs are to be discouraged in subdivisions because of their effect of reducing the efficiency of traffic flow and circulation. However, when necessary due to topographical constraints, the maximum length of a street terminating in a cul-de-sac shall be 500 feet, measured from the centerline of the street of origin to the end of the right-of-way. (City Code 622.4)
2. The termination of the cul-du-sac does not allow for the continuation or projection of the road right of way onto the neighboring parcel, which is not currently subdivided, which violates the following City Code Provision:
- a. The arrangement of major streets in a subdivision shall provide for the continuation or projection of existing streets in adjacent areas or conform to a plan approved by the Planning and Zoning Commission where topographic or other conditions make continuance or conformation to existing streets impracticable. (City Code 622.2, Paragraph 1)

BE IT FURTHER RESOLVED THAT: the petition of Anastacia Development, Inc. for approval of the proposed Preliminary Plat for the Pleasant Acres Subdivision is hereby **DENIED**.

Passed by the City Council this _____ day of _____, 2021.

Aaron Luckstein
Mayor

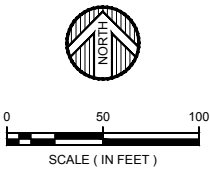
Attest:

Carol Kujath
City Clerk

EXHIBIT A

Preliminary Plat

PRELIMINARY PLAT OF
PLEASANT ACRES



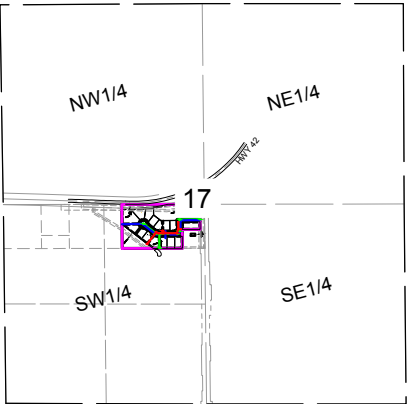
EXISTING FEATURES LEGEND

	DENOTES EXISTING SANITARY SEWER
	DENOTES EXISTING STORM SEWER
	DENOTES EXISTING WATER MAIN
	DENOTES EXISTING EASEMENT
	DENOTES PROPERTY BOUNDARY
	DENOTES SETBACK LINE
	DENOTES EXISTING RIGHT OF WAY LINE
	DENOTES CONTROLLED ACCESS
	DENOTES EXISTING UNDERGROUND ELECTRIC
	DENOTES EXISTING ELECTRIC POLE
	DENOTES EXISTING SANITARY MANHOLE
	DENOTES EXISTING HYDRANT
	DENOTES EXISTING 25% SLOPES AND GREATER

PROPOSED FEATURES LEGEND

	DENOTES PROPOSED CONCRETE
	DENOTES PROPOSED BITUMINOUS
	DENOTES PROPOSED RIGHT OF WAY LINE
	DENOTES PROPOSED SETBACK
	DENOTES PROPOSED EASEMENT LINE
	DENOTES PROPOSED WATERMAIN SERVICE
	DENOTES PROPOSED SANITARY SERVICE
	DENOTES PROPOSED STORM SEWER SERVICE
	DENOTES PROPOSED CATCH BASIN

VICINITY MAP
SEC. 17, T. 108 N., R. 11 W.



NOT TO SCALE

SITE ADDRESS: 750 3RD STREET SE
PLAINVIEW, MN 55934

PROPOSER: ANASTACIA DEVELOPMENT INC.
630 2ND ST. NW
PLAINVIEW, MN 55964
CONTACT: TONY MONTGOMERY

CIVIL ENGINEER: WIDSETH SMITH NOLTING
3777 40TH AVE NW, SUITE 200
ROCHESTER, MN 55901
CONTACT: CRAIG BRITTON
PH: (507) 292-8743
EMAIL: CRAIG.BRITTON@WIDSETH.COM

SURVEYOR: WIDSETH SMITH NOLTING
3777 40TH AVE NW, SUITE 200
ROCHESTER, MN 55901
CONTACT: PETER OETLIKER
PH: (507) 292-8743
EMAIL: PETER.OETLIKER@WIDSETH.COM

LEGAL DESCRIPTION

1. SEE EXHIBIT A



**BOLTON
& MENK**

Real People. Real Solutions.

2900 43rd Street NW
Suite 100
Rochester, MN 55901

Ph: (507) 208-4332
Bolton-Menk.com

MEMORANDUM

Date: 8/19/21
To: Craig Britton, P.E., Widseth
From: Brian Malm, P.E., City Engineer
Cc: David Todd, City Administrator
Subject: Pleasant Acres Preliminary Plat
City of Plainview, MN
Project No.: 0H1.123353

As you know, the City Staff review of the proposed Pleasant Acres general development plan (GDP) and preliminary plat identified three areas of non-conformance with City Code, as follows:

1. City Code 622.2, paragraph 1, requires that subdivision streets shall provide for the continuation or projection of existing streets in adjacent areas unless topographic or other conditions make continuance impracticable. The proposed cul-de-sac shown on the preliminary plat does not conform to this provision of the code.
2. City Code 622.2, paragraph 5, requires that cul-de-sac streets not exceed 500-ft in length except where approved due to property limitations. The proposed cul-de-sac shown on the preliminary plat exceeds this length.
3. City Code 622.4 limits cul-de-sac street length to 500-ft. The proposed cul-de-sac shown on the preliminary plat exceeds this length.

Based on discussions we've had with you at meetings with city staff on 7/12/21, the Planning Commission meeting on 8/4/21, and again with city staff on 8/12/21, we understand that the developer is claiming that a practical difficulty related to topography and a stream crossing exists if the City requires that the street right-of-way extend to the adjacent property. Although a formal variance application has not been submitted, as you are aware, we have had several discussions about whether a practical difficulty, based topography and the stream crossing, actually exists.

At the 8/4/21 Planning Commission meeting, you presented engineering information related to the design of a possible culvert stream crossing. At that meeting we expressed concern that the proposed culvert system for the crossing had not been sized large enough to prevent flooding and velocity-based erosion concerns with the crossing. At our 8/12/21 meeting, we further discussed that concern, and I believe we agreed that although the crossing could be upsized to avoid flooding and erosion concerns, that is was possible that the cost of the crossing would make the development financially unfeasible. At the end of the meeting, we indicated that you would need to make that case in a variance application so that the Planning Commission could review and consider it.

Also at that meeting, we asked if the developer would still claim that a practical difficulty existed if the City were to require the road right-of-way to extend to the west property line without a requirement that the actual culvert stream crossing be built. Based on the discussion at the meeting, we understand that the developer still felt that a practical difficulty would exist based on the fact that a lot would be lost in order

Name: Craig Britton, WSN

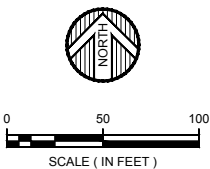
Date: 8/19/21

Page: 2

to extend the roadway, and that would still create an economic issue, regardless of the cost of the culvert being eliminated.

After reviewing that specific issue, if you refer to the attached sketch, it appears that the proposed plat could be modified to extend the right-of-way to the west property line without encountering the stream crossing, and that the number of proposed lots would actually increase by 1 lot. If you choose to proceed with submittal of a formal variance application, we request that you respond to this layout or a layout similar to this, and whether a practical difficulty would exist if the City required the roadway to extend to the property line as shown.

PRELIMINARY PLAT OF
PLEASANT ACRES



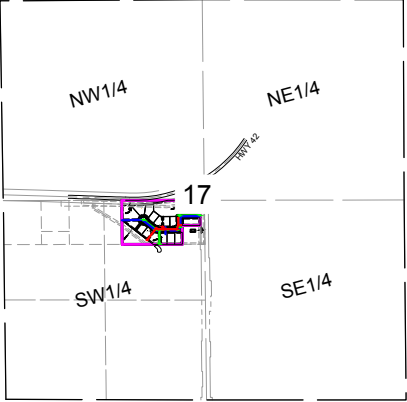
EXISTING FEATURES LEGEND

	DENOTES EXISTING SANITARY SEWER
	DENOTES EXISTING STORM SEWER
	DENOTES EXISTING WATER MAIN
	DENOTES EXISTING EASEMENT
	DENOTES PROPERTY BOUNDARY
	DENOTES SETBACK LINE
	DENOTES EXISTING RIGHT OF WAY LINE
	DENOTES CONTROLLED ACCESS
	DENOTES EXISTING UNDERGROUND ELECTRIC
	DENOTES EXISTING ELECTRIC POLE
	DENOTES EXISTING SANITARY MANHOLE
	DENOTES EXISTING HYDRANT
	DENOTES EXISTING 25% SLOPES AND GREATER

PROPOSED FEATURES LEGEND

	DENOTES PROPOSED CONCRETE
	DENOTES PROPOSED BITUMINOUS
	DENOTES PROPOSED RIGHT OF WAY LINE
	DENOTES PROPOSED SETBACK
	DENOTES PROPOSED EASEMENT LINE
	DENOTES PROPOSED WATERMAIN SERVICE
	DENOTES PROPOSED SANITARY SERVICE
	DENOTES PROPOSED STORM SEWER SERVICE
	DENOTES PROPOSED CATCH BASIN

VICINITY MAP
SEC. 17, T. 108 N., R. 11 W.



NOT TO SCALE

SITE ADDRESS: 750 3RD STREET SE
PLAINVIEW, MN 55934

PROPOSER: ANASTACIA DEVELOPMENT INC.
630 2ND ST. NW
PLAINVIEW, MN 55964
CONTACT: TONY MONTGOMERY

CIVIL ENGINEER: WIDSETH SMITH NOLTING
3777 40TH AVE NW, SUITE 200
ROCHESTER, MN 55901
CONTACT: CRAIG BRITTON
PH: (507) 292-8743
EMAIL: CRAIG.BRITTON@WIDSETH.COM

SURVEYOR: WIDSETH SMITH NOLTING
3777 40TH AVE NW, SUITE 200
ROCHESTER, MN 55901
CONTACT: PETER OETLIKER
PH: (507) 292-8743
EMAIL: PETER.OETLIKER@WIDSETH.COM

LEGAL DESCRIPTION
1. SEE EXHIBIT A

Reconfigure lots.
New layout provides
6 lots vs 5 lots in
cul-de-sac layout.

Stream location

Eliminate cul-de-sac. Extend 60-ft
R/W to property line. Construct
roadway grade to accomodate
future stream crossing located on
adjacent parcel. (Actual layout
should include curve).

WIDSETH

ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

DATE: MAY 2021

SCALE: AS SHOWN

DRAWN BY: RSH

CHECKED BY: CNB

JOB NUMBER: 2021-10730

REVISIONS DESCRIPTION

DATE

BY

REVISIONS DESCRIPTION

DATE

BY

PLEASANT ACRES SUBDIVISION

ANASTACIA DEVELOPMENT INC

PLAINVIEW, MINNESOTA

CONCEPT PLAN

SHEET NO.

1



Executive Summary

City Council Special Meeting: August 24, 2021

AGENDA ITEM: Infrastructure Plan Review	AGENDA SECTION: New Business
PREPARED BY: Vicki Axley, Finance Director	AGENDA NO. 5.B
ATTACHMENTS: 2019 Infrastructure Management Plan	APPROVED BY: DT
RECOMMENDED ACTION: NONE	

SUMMARY

Brian Malm from Bolton & Menk will be here to review the 2019 Infrastructure Management Plan. The purpose of this plan is to summarize the overall conditions of pavements and utilities within the City of Plainview. It provides the information needed for budgeting and planning future projects.

Infrastructure Management Plan

City of Plainview, MN

August 2019

Submitted by:

Bolton & Menk, Inc.
2900 43rd Street NW, Suite 100
Rochester, MN 55906
P: 507-208-4332



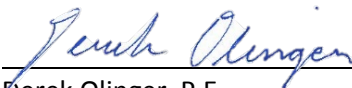
Certification

2019 Infrastructure Management Plan

City of Plainview, Minnesota

August 2019

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

By: 
Derek Olinger, P.E.
License No. 54287

Date: 8/5/19

Table of Contents

I.	INTRODUCTION.....	2
A.	Purpose.....	2
B.	Method & Scope	2
II.	PAVEMENT MANAGEMENT	2
A.	Introduction & Approach.....	2
B.	Street Life Cycle	3
C.	Findings.....	5
III.	UTILITY MANAGEMENT	7
A.	Introduction & Approach.....	7
B.	Watermain.....	7
C.	Sanitary Sewer	7
IV.	EXECUTION.....	8
A.	Seal Coat & Crack Fill Program	8
B.	Overlay & Patching Program	9
C.	Reconstruction Program.....	9
V.	CONCLUSION & RECOMMENDATIONS	10

Figures

Figure 1: Typical Pavement Lifecycle No Seal Coat, Crack Fill or Overlay.....	3
Figure 2: Typical Pavement Lifecycle w/ Seal Coating & Crack Filling	4
Figure 3: Typical Pavement Lifecycle w/ Seal Coating, Crack Filling and Overlays	4

Tables

Table 1 – Pavement Life Cycle Cost Analysis.....	5
Table 2 – Pavement Conditional Ratings Description.....	6
Table 3 – Pavement Conditional Ratings Summary	6
Table 4 – Infrastructure Management Programs.....	8

Appendix

Appendix A: Pavement Management Terminology

Appendix B: Figures

Appendix C: Cost Estimates

I. INTRODUCTION

A. Purpose

The purpose of this report is to summarize the overall conditions of pavements and utilities within the City of Plainview. Once the existing conditions are understood, the need for maintenance and replacement costs can be better understood. This report will provide the information needed for budgeting and planning future projects.

B. Method & Scope

Traditionally, many cities approach infrastructure management from a reactive approach. As needs arise, a City will respond to the most immediate needs first. From a logical standpoint, this type of infrastructure management may seem efficient since only the most critical elements are being replaced.

This report describes an infrastructure management strategy that is more proactive than traditional methods. This approach recognizes that the street and utility systems within Plainview are interwoven. Proper timing for maintenance and replacement for all elements will ensure that the useful life of all infrastructure within a given corridor is maximized prior to replacement.

This report will discuss the existing conditions, maintenance, and replacement procedures for public streets, water distribution system piping, and sanitary collection system piping within the Plainview city limits.

The following sections first include discussion on pavement management, followed by utility (watermain and sanitary sewer) management. The report is concluded with a summary of how to use this information for future infrastructure maintenance and replacement planning.

II. PAVEMENT MANAGEMENT

A. Introduction & Approach

The timing of maintenance and rehabilitation of bituminous pavements can greatly influence their effectiveness, costs, and overall pavement life. In general, once a pavement needs treatment, the sooner maintenance or rehabilitation activity is undertaken, the more cost-effective it will be. Plainview maintains over 16 ½ miles of bituminous paved streets which represent a significant capital investment that needs to be well managed.

During the summer of 2018, Bolton & Menk, Inc. staff conducted a visual condition survey of City streets. Alleys were not included in this survey. This process was undertaken to determine the current condition of these assets and rate their condition relative to each other. The City can use this baseline data for determining the appropriate timing of cost effective road treatments.

The visual conditions were evaluated using the general guidelines of the Pavement Surface Evaluation and Rating (PASER) system, quantifying several different types of pavement distress. This rating system assigns a numerical rating to each street within the community. The City can use this data to prioritize needs and assign the proper level of maintenance for each street.

Total reconstruction of a street is a very costly procedure. Research shows that periodic maintenance of streets in good condition can extend their service life at a reduced cost. Maintenance of streets after reconstruction is more cost effective than undergoing multiple reconstructions without maintenance.

B. Street Life Cycle

The condition of a street pavement is affected by a number of factors, including:

- Street section (bituminous and gravel base thickness)
- Traffic characteristics and loading
- Subgrade soil (sand, clay, silt)
- Drainage (street profile, cross section, storm sewer)
- Age
- Maintenance program (crack fill/seal coating, patching)

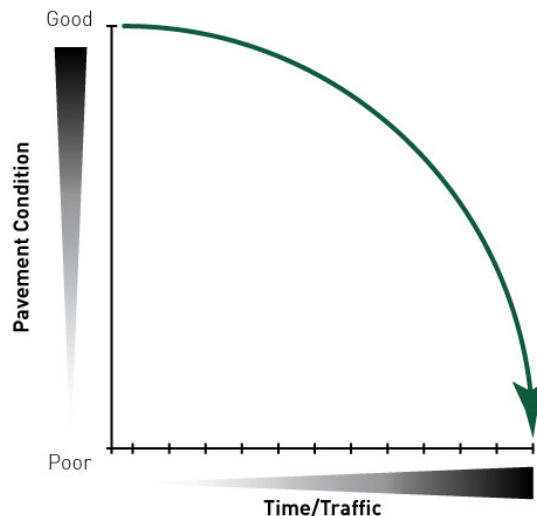
Each of the above listed items contributes to the overall condition and lifecycle of a public street. It is not uncommon for streets in the same area and constructed at the same time, to vary in condition.

In many cases, the approach utilized by cities includes rehabilitation and reconstruction to address the poorest condition road segments first with less attention paid to preventative maintenance. This approach is common when budgets do not allow funding for roadway maintenance. The approach advocated by pavement experts recommends that more attention be placed on preventative maintenance and preserving the pavement condition to extend the useful life of the road segment.

After the initial construction, bituminous pavements require periodic maintenance and rehabilitation to maximize the life of the pavement. In general, bituminous pavements perform well, deteriorating slowly during the first 15 to 20 years of the street lifecycle. Following this period, pavements tend to deteriorate more rapidly. Proactive maintenance such as repairing cracks and seal coating in the earlier stages of a street lifecycle is recommended as a cost-effective pavement maintenance practice. As the pavement condition deteriorates and the pavement surface becomes exceedingly deteriorated, seal coat and crack fill applications are no longer recommended as the most cost-effective maintenance. During this time, more extensive pavement rehabilitation such as a mill and overlay is required. Without these more extensive pavement rehabilitation measures, the pavement condition will continue to decline to the point where further maintenance and rehabilitation is not effective and complete reconstruction of the pavement is required.

Figure 1 illustrates how the typical street condition will deteriorate with little to no maintenance or rehabilitation.

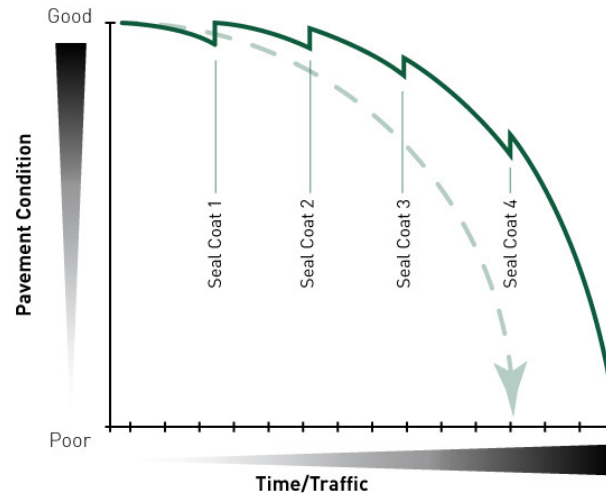
Figure 1: Typical Pavement Lifecycle No Seal Coat, Crack Fill or Overlay



The first and most cost-effective approach to extending the life of pavement is through seal

coating and crack filling. This type of maintenance slows the oxidation and associated weakening of bituminous surfaces and prevents the migration of surface water into the underlying soils. Collectively, seal coating and crack filling will increase the life of pavements moderately, if completed on a regular 6- to 8-year schedule. Figure 2 illustrates a comparative life cycle for pavements with regular seal coating and crack filling programs.

Figure 2: Typical Pavement Lifecycle w/ Seal Coating & Crack Filling



Eventually, pavements will deteriorate to a level where maintenance costs increase and the benefits of the sealing coating and crack filling decrease. In these cases, the next level of pavement management will include bituminous overlays and patching.

With the proper combination of crack filling, seal coating and periodic overlays, a pavement can be serviceable for 50 years or more. Figure 3 shows how the pavement lifecycle can be maximized using the proper combination of maintenance and rehabilitation.

Figure 3: Typical Pavement Lifecycle w/ Seal Coating, Crack Filling and Overlays

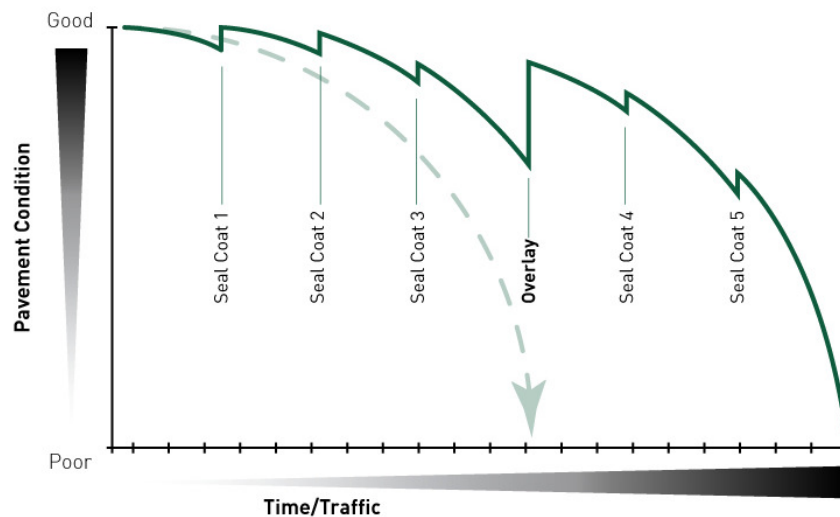


Table 1 provides an example cost analysis for comparing the costs of pavement management with and without an active maintenance program. Anticipated costs and general pavement conditions are provided over a 50-year period.

Table 1 – Pavement Life Cycle Cost Analysis			
Item	Year	Approx. Cost Per Foot of Street	
		With Maintenance	Without Maintenance
Initial Construction	0	\$250.00	\$250.00
Crack Fill & Chip Seal	7	\$11.00	
Crack Fill & Chip Seal	14	\$11.00	
Mill & Overlay	20	\$92.00	
Crack Seal	22	\$1.75	
Reconstruction	25		\$220.00
Chip Seal	27	\$9.25	
Crack Fill & Chip Seal	35	\$11.00	
Mill & Overlay	40	\$92.00	
Crack Fill	42	\$1.75	
Chip Seal	47	\$9.25	
Salvage Value Adjustment	50	\$170.00	\$250.00
Life Cycle Cost per Foot		\$659.00	\$720.00
Difference		-\$61.00	-

	Good Pavement Condition
	Fair Pavement Condition
	Poor Pavement Condition

*Costs indicated above are based on typical costs for the area in 2019 dollars. Unit pricing per foot is based on an average 36-foot wide residential street pavement.

As indicated above, the overall life cycle costs for managing pavements with an active maintenance program results in a net savings in comparison to management without maintenance. It should also be noted that over the life of both scenarios presented above, driving surface conditions are drastically improved when streets are regularly addressed with preventative maintenance. It should also be noted that the additional reconstruction project required on the street without maintenance will require a major disruption to adjacent landowners for one construction season. In comparison, the street with regular maintenance will not require major disruption until after 50 years of service life.

The actual serviceable life of any pavement is highly dependent on several factors and will vary from the scenarios presented in Table 1. Furthermore, the point at which a pavement has “failed” is subjective and will vary depending on the expectations of street users and City officials.

Over the past years, an active preventative maintenance program has been in place in Plainview; however, the timing and overall scale of the program does not meet the overall need. As a result, premature weathering of newer pavements is becoming evident. The following sections describe the findings of our field pavement survey.

C. Findings

The bituminous streets in Plainview were evaluated by visually observing the condition of the pavement surface. The pavement was rated using a numerical condition rating system for several types of pavement distress. The rating scale ranged from 10 for a newly surfaced street to 1 for a failed surface. Gravel streets and alleys were not included in this evaluation.

The pavement condition ratings are illustrated in *Appendix B-1*.

Table 2, below, shows a summary of typical recommended maintenance and rehabilitation options based on the current pavement condition rating.

Table 2 – Pavement Conditional Ratings Description		
Conditional Rating	Condition Description	Typical Recommended Maintenance Activity
7 – 10	Excellent to Good	Crack Fill & Seal Coat Program (every 6-8 years)
5 – 6	Good to Fair	Mill & Overlay, Patching as needed
1 – 4	Fair to Very Poor	Full Depth Reconstruction

Table 3, below, provides a summary of the overall pavement condition throughout the city.

Table 3 – Pavement Conditional Ratings Summary		
Conditional Rating	Total Street Length (Miles)	Percentage of Total Miles
7 – 10	9.1	54%
5 – 6	7.1	43%
1 – 4	0.5	3%
Total	16.7	100%

As presented in Table 3, the City has a relatively high proportion (54%) of streets in excellent to good condition (Rating 7 – 10). As discussed previously, the condition of these streets into the future is highly dependent on the City’s ability to provide timely maintenance.

A similar percentage (43%) of streets are designated as fair to good condition (Rating 5 – 6). These streets are beginning to deteriorate more rapidly. Preventative maintenance (such as seal coating and crack filling) within these streets will likely be costly and will not adequately address the needs of the street section. When considering options for pavement management alone, these streets are recommended for bituminous overlays with full depth patching, as needed.

The small remainder of streets with a fair to poor rating have reached a level of deterioration where neither seal coating nor overlays would be appropriate methods of rehabilitation. These streets are generally addressed through a full depth replacement of the pavement surface and aggregate base.

When prioritizing pavement management projects, it is important to first consider the streets in good conditions and continue with a regularly scheduled maintenance program. Once a seal coat and crack fill program is properly funded and in place, a regular overlay and patching program can be funded. For most cities using this approach, these programs exhaust the street maintenance cash budget. As a result, the costlier reconstructions of heavily deteriorated streets are given a minimal amount of attention until a project can be financed for funded with other alternative sources.

Prior to executing an effective pavement management plan, understanding the needs of underground public utility mains is crucial. In many cases, the needs of utilities will drastically change future pavement maintenance activities. The following section contains discussion on utility management, followed by recommendations for combining pavement and utility management into an effective infrastructure management program.

III. UTILITY MANAGEMENT

A. Introduction & Approach

The following contains a brief review of the City of Plainview's current sanitary collection system and water distribution pipe networks. The report does not address the condition of water storage tanks, wells, or treatment systems.

Over the past year, Bolton & Menk has been reviewing record drawing information for the sanitary and watermain pipe networks throughout the community. Information collected from these documents is summarized in this report. The following sections discuss the condition and needs of the water distribution and sanitary sewer pipe networks.

B. Watermain

The water distribution system within the City of Plainview consists of pipe diameters between 4 inches and 12 inches in diameter. Pipe materials consist of mostly cast iron, ductile iron pipe. Generally, pipe installed prior to the 1970s is smaller diameter (4 inch to 6 inch). During the 1970s, most municipal water systems started using ductile iron pipe. To date, only ductile iron watermain has been permitted for use in new developments within Plainview.

Cast iron pipe within the City's water system is over 50 years old. Cast iron of this age tends to lose strength due to corrosion of pipe walls over time. Pipe which is severely corroded is susceptible to watermain breaks resulting in unplanned, costly repairs. In less severe cases, corrosion of the pipe can cause pin holes in pipe walls, leading to water loss within the system.

The City of Plainview should begin the process of replacing small diameter and/or cast iron pipe within the existing water distribution system. Over time, the replacement of this pipe with new 8 inch or larger PVC or ductile iron pipe will reduce the occurrence of watermain breaks, decrease water loss, and provide increased hydraulic conductivity.

In many cases the replacement of watermain is most cost effective if completed with regularly scheduled street reconstruction projects. During these projects, the overlying pavement surface is already being replaced, which provides the opportunity to excavate and replace with new piping. This is also a good opportunity to replace water service lines and curb stops within the public right-of-way. Replacement of service lines during reconstructions allows the City to ensure that piping is buried to adequate depth for frost protection and curb stops are functional.

The layout of the existing water distribution system is illustrated in *Appendix B-2*.

In addition to small diameter pipe and cast-iron pipe replacement, the City should also consider implementing a regular hydrant flushing and valve exercising program. Annual hydrant flushing will improve water quality throughout the system by removing sediment from the system. Most cities, flush hydrants 1-2 times per year. Exercising (opening and closing) valves every 1-2 years also extends the useable life and allows the City to better understand which valves are operable and inoperable for emergency situations.

C. Sanitary Sewer

The existing sanitary sewer collection system within Plainview consists of 8-inch through 24-inch diameter mainline pipe. Pipe materials installed prior to the 1970s consist of vitrified clay pipe (VCP). VCP sanitary sewer typically consists of short (3- to 5-foot) segments of pipe with cement mortar joints. Typically, VCP sanitary sewer is susceptible to increased groundwater infiltration into system, resulting in increased wastewater treatment costs (for both plant oversizing and greater equipment run times during high flow events) and increased potential for wastewater backups and emergency overflows during heavy rainfall events. In areas with VCP sanitary main, it is common to find concrete block or brick manhole

structures in use. These structures are also susceptible to groundwater infiltration.

The City of Plainview will benefit from implementing a sanitary sewer rehabilitation and replacement plan. From a high-level planning standpoint, target areas of the system should generally include those with clay pipe sanitary main.

The layout of the existing sanitary collection system is illustrated in *Appendix B-3*.

Over time, additional information on key problem areas can be added to the details of this report. In years past, Plainview had a regular sanitary sewer cleaning and televising program. Information gathered from televising of mains can be used to further prioritize future improvements to the sanitary sewer system.

Moving forward, the City should consider restarting the televising and cleaning program. This form of inspection allows the City to prioritize sanitary sewer replacements in the future. More importantly, critical failures within the collection system can often be identified and addressed prior to the occurrence of backups. In most cases, Cities with televising and cleaning programs use a 5- to 10-year cycle for all sanitary mains within the City. The City should also consider the implementing smoke testing and sump pump inspection programs. Both of these types of investigation were last completed in 2006; however regular inspection programs will better assure that few major clear water inflow contributors exist within the system over a long period of time.

Sanitary sewer can be replaced or rehabilitated using several different methods. In the most basic forms, these methods include either open excavation replacement or lining methods. If sanitary sewer replacement is planned with other street improvements, open excavation, removal of old piping and replacement with new pipe is the most cost-effective means of implementing improvements. In most cases, sanitary services are in similar or worse condition than the main located below the street. For this reason, replacement of sanitary service lines within the public right-of-way should also be planned with sanitary improvement projects.

IV. EXECUTION

As discussed in the pavement management and utility management sections of this report, the infrastructure needs can be broken down into a few separate categories, as summarized in the table below.

Table 4 – Infrastructure Management Programs		
Improvement Type	Infrastructure Type	Goal
Seal Coat/Crack Fill	Pavement	Preserve condition of existing surface
Overlay & Patching	Pavement	Rehabilitate the existing surface
Full Reconstruction	Pavement	Replace the existing surface
	Watermain	Replace small diameter and/or cast-iron pipe
	Sanitary Sewer	Replace clay (VCP) pipe

As provided above, infrastructure management within Plainview can be divided into 3 separate programs including: Preventative Maintenance (Seal Coat & Crack Fill), Bituminous Overlay/Patching, and Full Reconstructions. Additional details for each program are included below.

A. Seal Coat & Crack Fill Program

Regular seal coating and crack filling should be completed for all streets in good or better condition (Rating ≥ 7). As previously discussed, these streets currently make up the majority of streets maintained by the City (54%). These streets will only remain in their current condition with regular maintenance.

Streets to be considered for future seal coating and crack filling are illustrated in **Appendix B-4**. Planning level cost estimates for all streets in the seal coat and crack fill program are included in **Appendix C-1**. It is recommended that the City budget approximately \$70,000 annually for the seal coat and crack seal program. This budget is based on the current street conditions and an average useful life of 7 years between seal coat and crack fill applications.

Please note that many of the streets in the seal coat and crack fill program may require replacement of utilities in the future. Ideally, the City could address those utility needs as soon as possible. For the purposes of this report, it was assumed that utility replacement below good condition streets could be delayed until a future date when the pavement has deteriorated to a level that warrants reconstruction. This type of planning is intended to maximize the value of reconstruction projects.

In the interim, it is recommended that the City continue to maintain these streets as they would any other street in good condition.

B. Overlay & Patching Program

Approximately 43% of the existing streets have a current conditional rating which warrant bituminous overlays and partial pavement patching. These streets have the following in common:

- Pavement Conditional Rating of 5 or 6
- No public utilities below street or utilities below street in satisfactory condition

Please note that streets to be considered for a mill and overlay do not include those with known utility replacement needs below the pavement surface. Streets recommended for a bituminous overlay are illustrated in **Appendix B-4**. Planning level cost estimates are included in **Appendix C-2**. Currently, there is approximately \$1.2 million worth of mill and overlay projects recommended. The City may implement these improvements in phases; however, failure to address these streets within the next 5 to 10 years will likely result in deterioration of the pavement, requiring more robust repairs (such as a full reconstruction).

Although completing a mill and overlay project over older utilities is not typically recommended, there may be cases in the future where a street is deteriorating rapidly while funds are insufficient for utility replacement. In these cases, the City will be taking a risk that the utility in question may fail shortly after the street improvements are completed. This is sometimes unavoidable; however, as a general rule, this type of planning should be avoided.

C. Reconstruction Program

Street and utility reconstruction projects are expensive and invasive. When planning for these projects, it is important that adequate funds are available. Proper timing of these projects will also ensure that a high degree of value with each project.

As the City has recently discussed with their financial advisor, a capital improvement plan can be prepared to understand the size of each project and the frequency at which reconstruction projects can be competed. Once this is understood, the City can move forward with selecting an actual project.

The Street Reconstruction Map is illustrated in **Appendix B-5**. These areas are characterized based on the need for a reconstruction. These categories include the following:

- *Reconstruction based on street and utility condition*
 - Street requires overlay, patching or reconstruction
 - Sanitary and/or watermain requires replacement
- *Reconstruction based on unsatisfactory utility condition only*
 - Street in good condition, no current need for reconstruction/rehabilitation
 - Sanitary and/or watermain requires replacement
- *Reconstruction based on unsatisfactory street condition only*
 - Street requires reconstruction
 - Sanitary and/or watermain in satisfactory condition or does not exist

Complete excavation and replacement of a pavement surface provides an opportunity for more cost effective underground utility replacement. Streets requiring a reconstruction based on the poor conditions of both street and utility conditions will provide the most value to the City. In comparison, streets with unsatisfactory utility conditions only may be delayed, utilizing the remaining overlying pavement life while other improvements are completed.

A complete list of all streets currently recommended for reconstruction is provided in *Appendix C-3*. Once reconstruction projects are added to the 5-year capital improvement plan, this list can be used to select individual projects, while understanding approximate total project costs.

Based on the reconstruction cost estimates provided, over \$44 million of reconstruction projects have a pavement, sanitary sewer, and/or watermain need to address in the future. Of this, approximately \$23 million are higher priority projects with both pavement and utility needs. Although these costs are high and will not be entirely addressed within a standard capital improvement planning period of 5 to 10 years, it is important to note that the City will benefit from beginning to address these needs. Over time, improving these streets will result in less costly maintenance requirements and an overall increase to the quality of the street and utility systems.

The timing and size of each improvement project can be determined by the City's financial advisor when preparing the Capital Improvement Plan. For the sake of discussion, most cities the size of Plainview implement street and utility improvement projects between \$1 million and \$4 million. Projects smaller than \$1 million can sometimes result in increased cost per foot of street, due to some of the fixed costs (i.e. mobilization, portions of design costs, etc.) associated with any project.

Although street improvement projects are most typically financed through the sale of bonds, other outside funding sources do arise from time to time. In some cases, these funding opportunities offer grants. The information contained in this report will allow the City to respond to funding/grant opportunities quickly.

V. CONCLUSION & RECOMMENDATIONS

This report is intended to be used for high level pavement and utility management. The recommendations below summarize the key takeaways from this report.

- Implement an on-going **Seal Coat and Crack Fill Program** using cost estimates and street conditional ratings from this report.
 - Applies to street rating of 7 or more.
 - Preventative maintenance budgeting can be placed on a 7-year average rotation.
- Implement an on-going **Bituminous Overlay (and Patching) Program** using cost estimates and street conditional ratings from this report.
 - Applies to street rating of 5 or 6.

- Complete recommended overlay projects within the next 5-10 years.
- Develop a **Street and Utility Capital Improvement Plan** for budgeting reconstruction projects.
 - Once Capital Improvement Plan is developed, prioritize streets with both pavement and utility needs for individual project selection.
- Budgeting for pavement management can be optimized by **aggressively targeting preservation improvements (Seal Coat and Crack Fill) first.**
- Implement Utility management programs such as hydrant flushing, valve exercising and sanitary sewer televising and cleaning.
- Information from **this report should be updated at least every five years,** or with every regularly scheduled reconstruction project, as part of the project selection process.

Appendix A: Pavement Management Terminology

Pavement Management Terminology

Crack Fill – A crack fill repair consists of routing cracks to create a reservoir that is filled with a hot sealant. This procedure reduces the amount of moisture and debris entering the pavement sub-grade through surface cracks. This protection provides for a more stable roadway base and can reduce pavement breakup and potholes due to the effects of freeze/thaw cycles. The City has used crack filling in the past to address pavement cracking. Crack filling is effective for a few years and then must be repeated. It is, however, a very effective way for lengthening the pavement life.

Seal Coat – A seal coat consists of an application of bituminous material on the roadway followed by a coating of fine aggregate. The aggregate (or “chip”) is typically left on the roadway for a period of time to allow for traffic to drive on it, before a road sweeper is used to remove any excess and loose aggregate. This treatment method is used to minimize the infiltration of water through the surface, reduce surface oxidation, and potentially improve skid resistance/surface roughness of the pavement. This treatment provides for an extension of the pavement surface life by minimizing the effects of the sun and weather on the existing bituminous material and re-establishing a wearing surface with a desired level of friction. This approach will not prevent ultimate pavement failure due to age or poor sub-grade conditions. The life expectancy of a seal coat is approximately 6 to 8 years. It is also recommended to seal coat new pavements within 6 to 8 years of initial construction.

Patching – Provides for the correction of localized pavement deterioration and is generally done to “buy time” until a rehabilitation or reconstruction procedure can be done. Street patching is generally cost effective on small sections of roadway that have experienced pavement failure due to a soft base material or other contributing conditions. A roadway’s need for patching generally increases each year and therefore the annual costs of street patching exceed the cost of major maintenance procedures at some point. Patching also provides for a smoother driving surface and extends the life of the pavement. From past practice, we understand the City has used patching most commonly to repair failed areas.

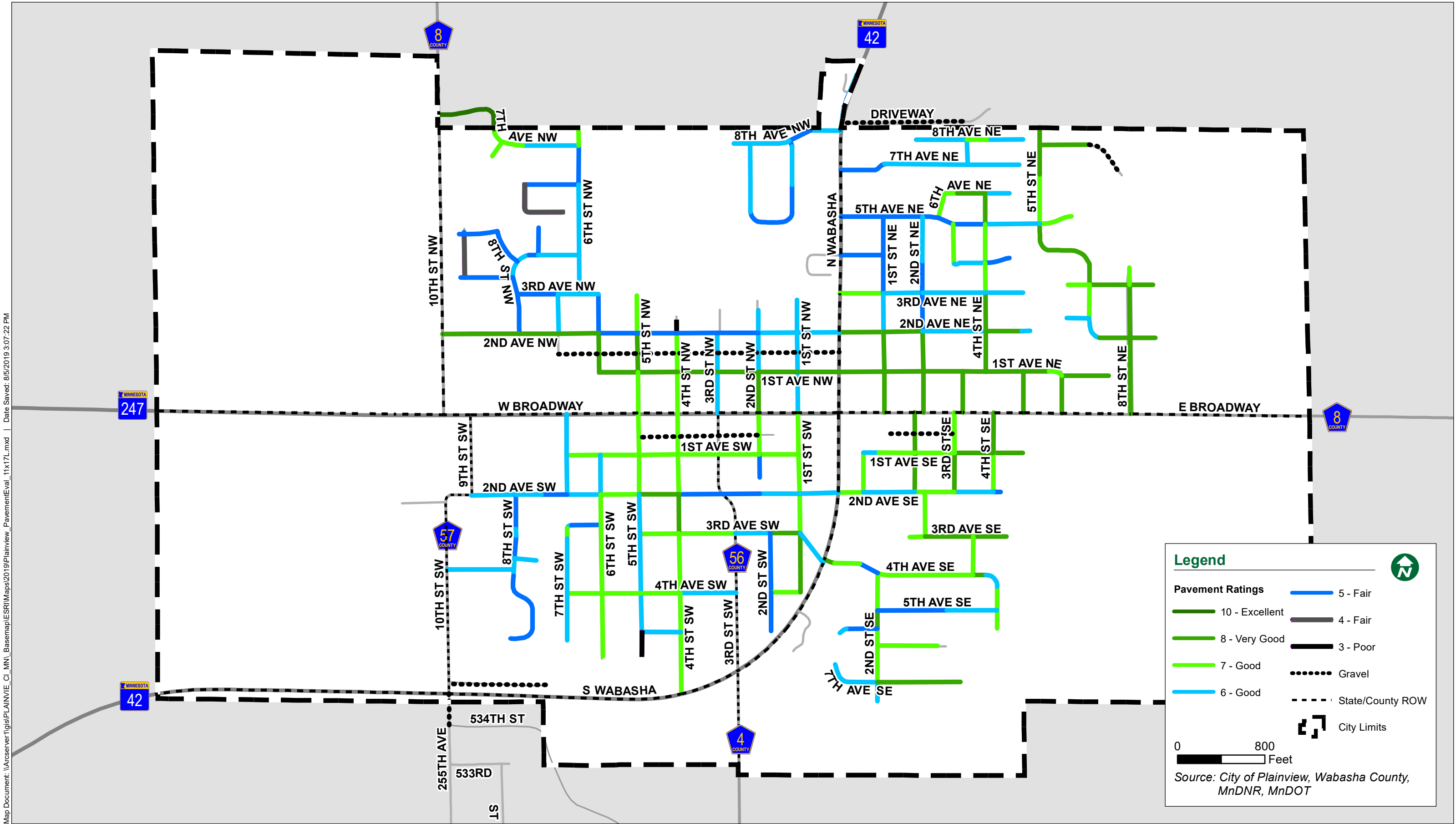
Edge Mill and Overlay, Mill and Overlay or Simple Overlay – A mill and overlay includes the milling (grinding and removal) of the upper 1.5 to 3 inches of pavement and placement of a new layer of asphalt pavement to maintain or increase from pre-existing thicknesses. In urban sections (streets with curb & gutter), edge milling is done adjacent to the curb and gutter to maintain the current surface elevations and then a pavement overlay is placed. In some situations, the City may want to consider a mill and inlay approach which would result in the removal, by milling, of a thin layer of pavement in the driving lanes and replacement of the bituminous layer.

Mill and overlay treatment can extend the life of the roadway by adding additional bituminous material to the surface, reestablishing the cross slope of the road to promote drainage and create a smooth driving surface. A mill and overlay does not address existing pavement cracking in the underlying pavement. Generally, these cracks will propagate through (reflective cracking) the new overlay pavement appearing in the new surface in as soon as 6 months but more typically within 1 to 3 years, at which point crack sealing would be necessary. The life expectancy of a mill and overlay can range from approximately 10 to 20 years, before the pavement has reached the original deficient condition. The life expectancy depends on existing pavement structure, traffic and other factors.

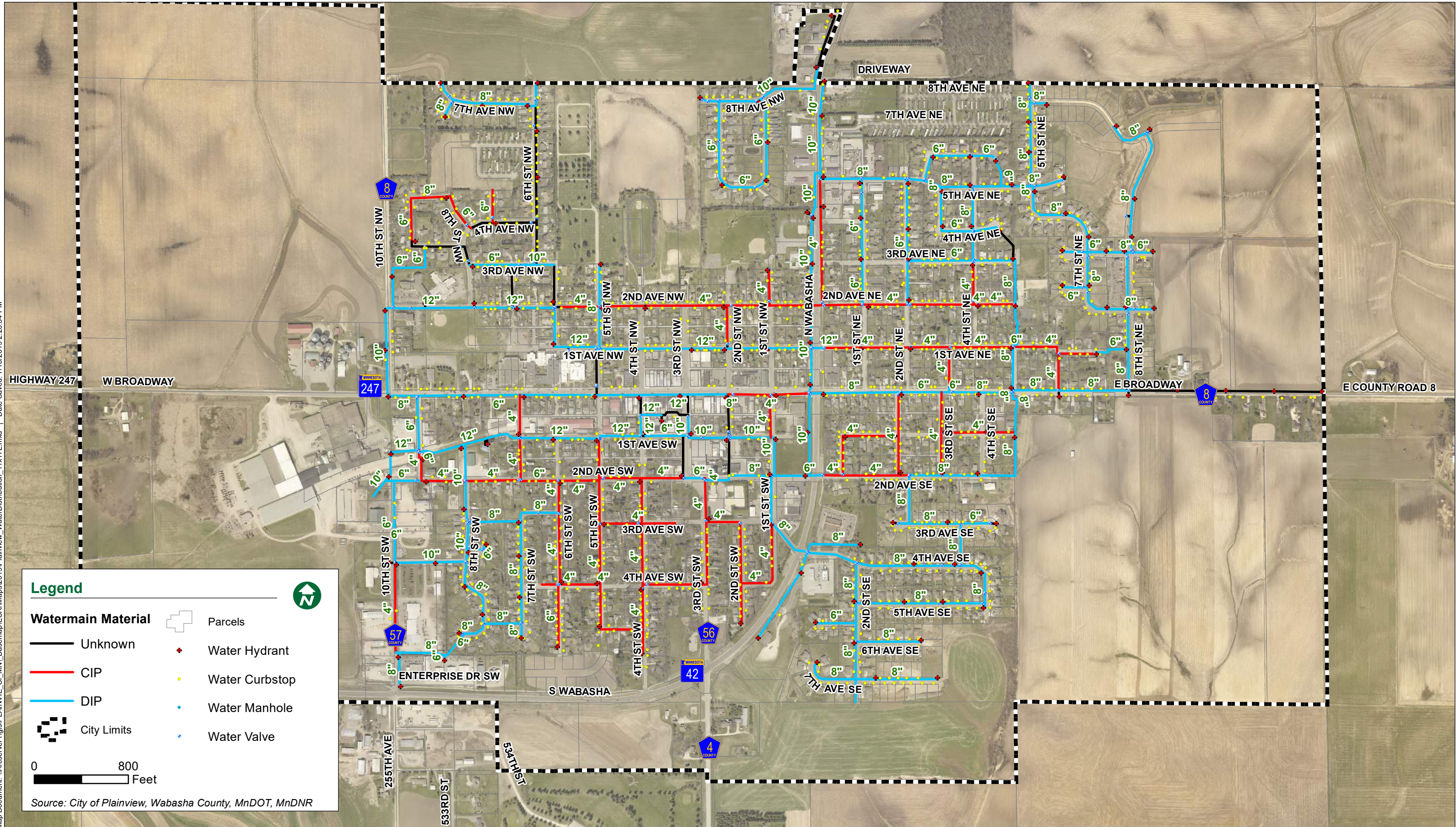
Full Reconstruction – A street reconstruction includes the complete removal of existing layers of asphalt and aggregate base and replacement with new base and pavement. In many cases, a portion of the existing subgrade soils are removed and replaced with a structural sand/rock layer (subgrade correction), and portions or all of the curb and gutter may be replaced in urban sections. This option requires the largest investment and is typically applied in areas where pavements are showing significant areas of major distress or the underlying municipal utility conditions warrant replacement. However, this option provides a period of 20-30 years before major rehabilitation is required.

Appendix B: Figures

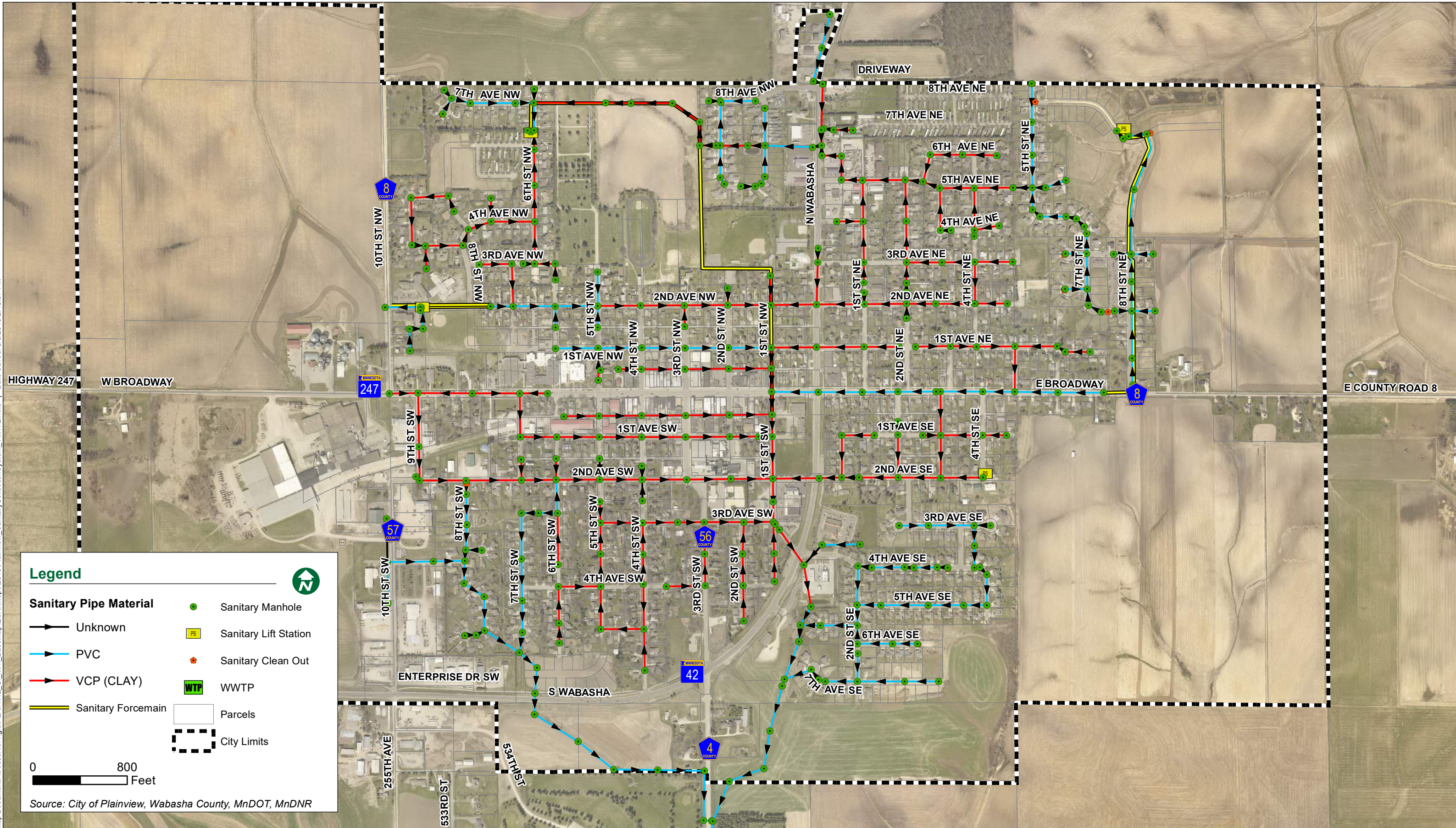
Map Document: \\Arcserver1\gis\PLAINVIEW_CI_MN\Basemap\ESRI\Maps\2019\Plainview_PavementEval_11x17L.mxd | Date Saved: 8/5/2019 3:07:22 PM



Map Document: \\arserver1\gis\PLAINVIEW_CI_MN_Basemap\ESRI\Maps\2019\Plainview_WaterDistribution_11x17L.mxd | Date Saved: 7/16/2019 2:26:34 PM



Map Document: \\Arcserver1\gis\PLAINVIEW_CI_MN\Basemap\ESRI\Maps\2019\Plainview_SanitaryCollectionSystem_11x17L.mxd | Date Saved: 8/5/2019 2:45:07 PM



Legend

Sanitary Pipe Material

- Unknown
- PVC
- VCP (CLAY)
- Sanitary Forcemain

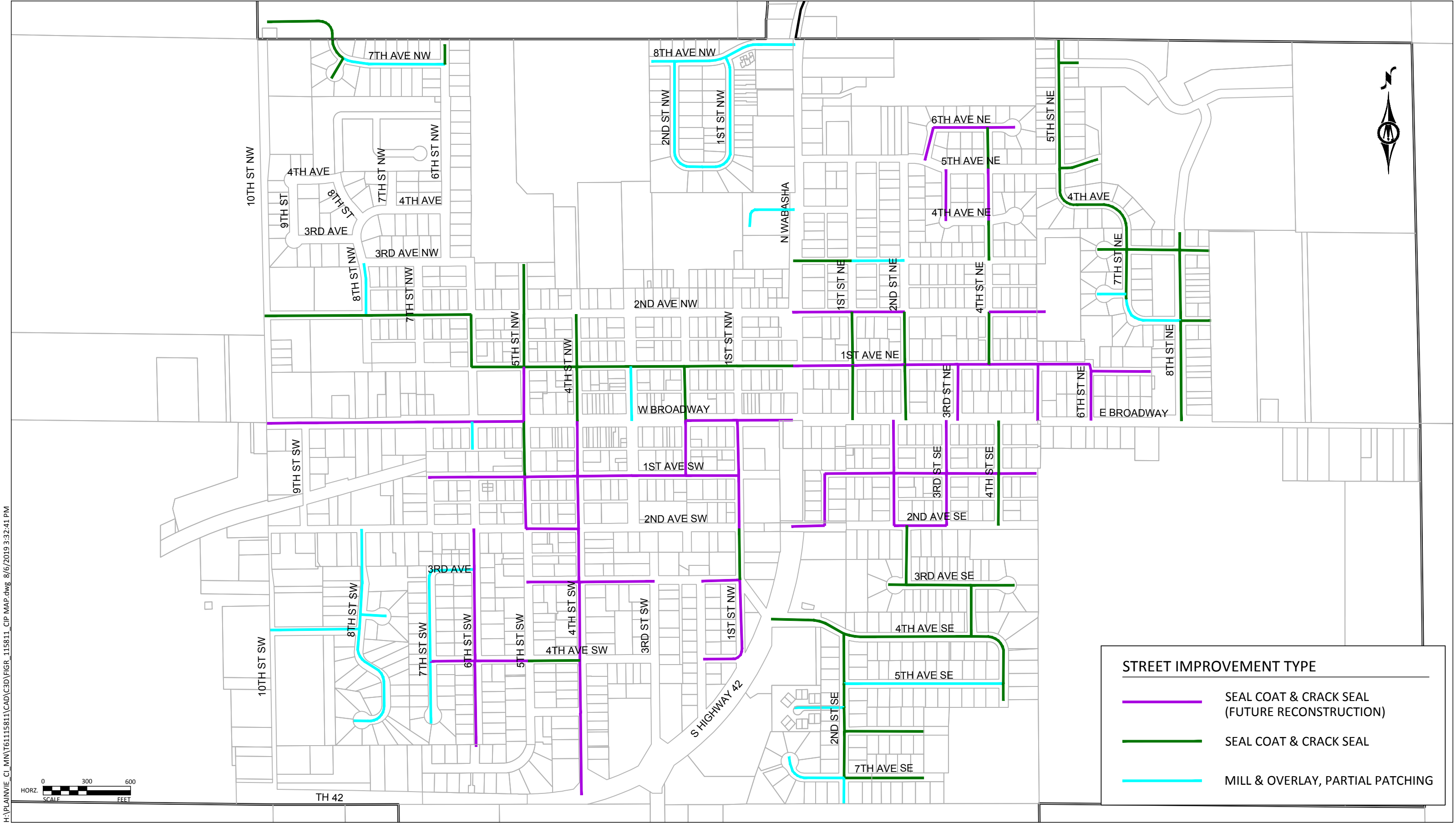
- Sanitary Manhole
- Sanitary Lift Station
- Sanitary Clean Out
- WWTP
- Parcels
- City Limits

0 800
Feet

Source: City of Plainview, Wabasha County, MnDOT, MnDNR

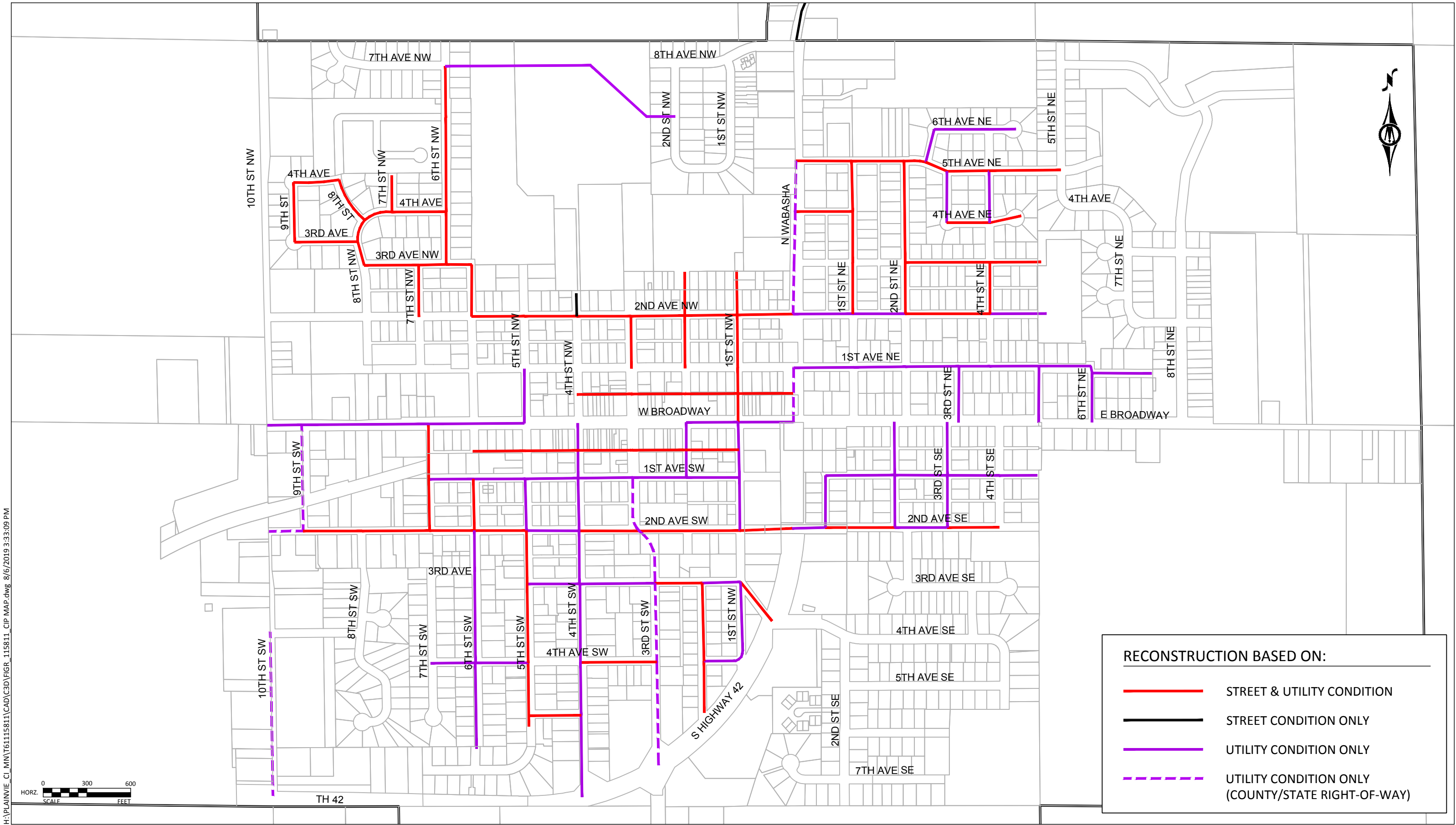


H:\PLAINVIEW_CI_MN\T61115811\CAD\C3D\FIGR_115811_CIP MAP.dwg 8/6/2019 3:32:41 PM





H:\PLAINVIEW_CI_MN\T61115811\CAD\C3D\FGR_115811_CIP MAP.dwg 8/6/2019 3:33:09 PM



RECONSTRUCTION BASED ON:

- STREET & UTILITY CONDITION
- STREET CONDITION ONLY
- UTILITY CONDITION ONLY
- UTILITY CONDITION ONLY (COUNTY/STATE RIGHT-OF-WAY)

Appendix C: Cost Estimates

APPENDIX C-1



INFRASTRUCTURE MANAGEMENT PLAN

SEAL COAT/CRACK FILL PROJECTS (by street segment)

CITY OF PLAINVIEW, MN

Street	From	To	Street Length	Street Width	Pavement Area	Seal Coat & Crack Fill Estimated Cost	Street Rating
			(Ft)	(Ft)	(Sq. Yd)	\$2.95 Per Sq. Yd	
East-West Streets							
7th Ave NW*	North terminus	Cul-de-sac	1000	40	4120	\$12,154.00	7
7th Ave NE	5th St NE	East terminus	125	36	460	\$1,357.00	9
6th Ave NE*	5th Ave NE	4th St NE	660	36	2420	\$7,139.00	7
6th Ave NE*	4th St NE	East terminus	240	36	880	\$2,596.00	7
5th Ave NE	5th St NE	East terminus	300	42	1300	\$3,835.00	7
4th Ave NE	5th Ave NE	3rd Ave NE	880	36	3230	\$9,528.50	7
3rd Ave NE	Wabasha St	1st St NE	385	36	1420	\$4,189.00	7
3rd Ave NE	West terminus	7th St NE	200	36	740	\$2,183.00	7
3rd Ave NE	7th St NE	8th St NE	360	36	1320	\$3,894.00	7
3rd Ave NE	8th St NE	East terminus	200	36	740	\$2,183.00	7
2nd Ave NW	10th St NW	8th St NW	690	36	2530	\$7,463.50	10
2nd Ave NW	8th St NW	7th St NW	370	36	1360	\$4,012.00	10
2nd Ave NW	7th St NW	6th St NW	375	36	1380	\$4,071.00	10
2nd Ave NE	Wabasha St	1st St NE	400	36	1470	\$4,336.50	7
2nd Ave NE	1st St NE	2nd St NE	350	36	1290	\$3,805.50	8
2nd Ave NE	4th St NE	Northeast terminus	440	36	1620	\$4,779.00	8
2nd Ave NE	8th St NE	East terminus	200	36	740	\$2,183.00	8
1st Ave NW	6th St NW	5th St NW	360	42	1560	\$4,602.00	7
1st Ave NW	5th St NW	4th St NW	355	42	1540	\$4,543.00	7
1st Ave NW	4th St NW	3rd St NW	385	42	1670	\$4,926.50	8
1st Ave NW	3rd St NW	2nd St NW	365	36	1340	\$3,953.00	7
1st Ave NW	2nd St NW	1st St NW	350	36	1290	\$3,805.50	7
1st Ave NW	1st St NW	Wabasha	385	36	1420	\$4,189.00	7
1st Ave NE	Wabasha	1st St NE	400	36	1470	\$4,336.50	8
1st Ave NE	1st St NE	2nd St NE	360	36	1320	\$3,894.00	7
1st Ave NE	2nd St NE	3rd St NE	375	36	1380	\$4,071.00	8
1st Ave NE	3rd St NE	4th St NE	215	36	790	\$2,330.50	7
1st Ave NE	4th St NE	5th St NE	330	36	1210	\$3,569.50	7
1st Ave NE	5th St NE	6th St NE	380	36	1400	\$4,130.00	7
1st Ave NE	6th St NE	East Terminus	415	36	1530	\$4,513.50	7
1st Ave SW	7th St SW	6th St SW	310	36	1140	\$3,363.00	7
1st Ave SW	6th St SW	5th St SW	355	36	1310	\$3,864.50	7
1st Ave SW	5th St SW	4th St SW	360	36	1320	\$3,894.00	7
1st Ave SW	4th St SW	3rd St SW	375	36	1380	\$4,071.00	7
1st Ave SW	3rd St SW	2nd St SW	375	36	1380	\$4,071.00	7
1st Ave SW	2nd St SW	1st St SW	350	36	1290	\$3,805.50	7
1st Ave SE	1st St SE	2nd St SE	500	36	1840	\$5,428.00	7
1st Ave SE	2nd St SE	3rd St SE	400	36	1470	\$4,336.50	7
1st Ave SE	3rd St SE	4th St SE	315	36	1160	\$3,422.00	7
1st Ave SE	4th St SE	East terminus	260	36	960	\$2,832.00	8
2nd Ave SW	5th St SW	4th St SW	365	36	1340	\$3,953.00	8
2nd Ave SE	Wabahsa St	1st St SE	225	36	830	\$2,448.50	7
2nd Ave SE	2nd St SE	3rd St SE	360	36	1320	\$3,894.00	7
3rd Ave SW	5th St SW	4th St SW	350	36	1290	\$3,805.50	7
3rd Ave SW	4th St SW	3rd St SW	520	36	1910	\$5,634.50	7
3rd Ave SW	2nd St SW	1st St SW	600	36	2200	\$6,490.00	7
3rd Ave SE*	2nd St SE	3rd St SE	590	36	2170	\$6,401.50	8
3rd Ave SE*	3rd St SE	East terminus	340	36	1250	\$3,687.50	8

APPENDIX C-1



INFRASTRUCTURE MANAGEMENT PLAN

SEAL COAT/CRACK FILL PROJECTS (by street segment)

CITY OF PLAINVIEW, MN

Street	From	To	Street Length	Street Width	Pavement Area	Seal Coat & Crack Fill Estimated Cost	Street Rating
			(Ft)	(Ft)	(Sq. Yd)	\$2.95 Per Sq. Yd	
4th Ave SW	7th St SW	6th St SW	310	36	1140	\$3,363.00	7
4th Ave SW	6th St SW	5th St SW	365	36	1340	\$3,953.00	7
4th Ave SW	5th St SW	4th St SW	355	36	1310	\$3,864.50	7
4th Ave SW	2nd St SW	1st St SW	250	36	920	\$2,714.00	7
4th Ave SE	Wabasha St	2nd St SE	500	36	1840	\$5,428.00	7
4th Ave SE	2nd St SE	3rd St SE	900	36	3300	\$9,735.00	7
4th Ave SE	3rd St SE	4th St SE	300	36	1100	\$3,245.00	7
6th Ave SE	2nd St SE	East terminus	550	35	1960	\$5,782.00	7
7th Ave SE	2nd St SE	East terminus	190	36	700	\$2,065.00	8
North-South Streets							
6th St SW	South terminus	4th Ave SW	565	36	2080	\$6,136.00	7
6th St SW	4th Ave SW	3rd Ave SW	640	36	2350	\$6,932.50	7
6th St SW	3rd Ave SW	2nd Ave SW	280	36	1030	\$3,038.50	7
6th St NW	1st Ave NW	2nd Ave NW	360	20	680	\$2,006.00	7
6th St NW	7th Ave NW	North terminus	135	36	500	\$1,475.00	7
5th St SW	2nd Ave SW	1st Ave SW	370	36	1360	\$4,012.00	7
5th St SW	1st Ave SW	W Broadway	370	36	1360	\$4,012.00	7
5th St NW	W Broadway	1st Ave NW	380	36	1400	\$4,130.00	7
5th St NW	1st Ave NW	2nd Ave NW	360	36	1320	\$3,894.00	7
5th St NW	2nd Ave NW	Cemetery	360	36	1320	\$3,894.00	7
4th St SW	Wabasha St	5th Ave SW	530	36	1950	\$5,752.50	7
4th St SW	5th Ave SW	4th Ave SW	355	36	1310	\$3,864.50	7
4th St SW	4th Ave SW	3rd Ave SW	550	36	2020	\$5,959.00	7
4th St SW	3rd Ave SW	2nd Ave SW	365	36	1340	\$3,953.00	8
4th St SW	2nd Ave SW	1st Ave SW	355	36	1310	\$3,864.50	7
4th St SW	1st Ave SW	W Broadway	375	42	1630	\$4,808.50	7
4th St NW	W Broadway	1st Ave NW	385	42	1670	\$4,926.50	7
4th St NW	1st Ave NW	2nd Ave NW	360	42	1560	\$4,602.00	7
2nd St NW	W Broadway	1st Ave NW	380	42	1650	\$4,867.50	7
1st St SW	4th Ave SW	3rd Ave SW	530	36	1950	\$5,752.50	8
1st St SW	3rd Ave SW	2nd Ave SW	355	42	1540	\$4,543.00	7
1st St SW	2nd Ave SW	1st Ave SW	370	42	1610	\$4,749.50	7
1st St SW	1st Ave SW	W Broadway	375	42	1630	\$4,808.50	7
1st St SE	2nd Ave SE	1st Ave SE	360	36	1320	\$3,894.00	7
1st St NE	E Broadway	1st Ave NE	365	36	1340	\$3,953.00	7
1st St NE	1st Ave NE	2nd Ave NE	370	36	1360	\$4,012.00	7
2nd St SE	7th Ave SE	6th Ave SE	320	36	1180	\$3,481.00	7
2nd St SE	6th Ave SE	Orchard Manor Dr SE	160	36	590	\$1,740.50	7
2nd St SE	Orchard Manor Dr SE	5th Ave SE	260	36	960	\$2,832.00	7
2nd St SE	5th Ave SE	4th Ave SE	345	36	1270	\$3,746.50	7
2nd St SE	3rd Ave SE	2nd Ave SE	400	36	1470	\$4,336.50	8
2nd St SE	2nd Ave SE	1st Ave SE	355	36	1310	\$3,864.50	8
2nd St SE	1st Ave SE	E Broadway	370	36	1360	\$4,012.00	7
2nd St NE	E Broadway	1st Ave NE	375	36	1380	\$4,071.00	8
2nd St NE	1st Ave NE	2nd Ave NE	365	36	1340	\$3,953.00	8
3rd St SE	4th Ave SE	3rd Ave SE	350	36	1290	\$3,805.50	7
3rd St SE	2nd Ave SE	1st Ave SE	360	36	1320	\$3,894.00	8
3rd St SE	1st Ave SE	E Broadway	370	36	1360	\$4,012.00	7
3rd St NE	E Broadway	1st Ave NE	380	36	1400	\$4,130.00	7
3rd St NE*	4th Ave NE	5th Ave NE	395	36	1450	\$4,277.50	7

APPENDIX C-1

 BOLTON & MENK INFRASTRUCTURE MANAGEMENT PLAN SEAL COAT/CRACK FILL PROJECTS (by street segment) CITY OF PLAINVIEW, MN							
Street	From	To	Street Length	Street Width	Pavement Area	Seal Coat & Crack Fill Estimated Cost	Street Rating
			(Ft)	(Ft)	(Sq. Yd)	\$2.95 Per Sq. Yd	
4th St SE	South Terminus	5th Ave SE	175	36	650	\$1,917.50	7
4th St SE	5th Ave SE	4th Ave SE	480	36	1760	\$5,192.00	7
4th St SE	2nd Ave SE	1st Ave SE	360	36	1320	\$3,894.00	7
4th St SE	1st Ave SE	E Broadway	270	36	990	\$2,920.50	7
4th St NE	1st Ave NE	2nd Ave NE	366	36	1350	\$3,982.50	8
4th St NE	3rd Ave NE	4th Ave NE	275	36	1010	\$2,979.50	7
4th St NE	4th Ave NE	5th Ave NE	355	36	1310	\$3,864.50	7
4th St NE	5th Ave NE	6th Ave NE	280	36	1030	\$3,038.50	7
5th St NE	E Broadway	1st Ave NE	380	36	1400	\$4,130.00	7
5th St NE	5th Ave NE	North terminus	880	36	3230	\$9,528.50	7
6th St NE	E Broadway	1st Ave NE	365	36	1340	\$3,953.00	7
7th St NE*	2nd Ave NE	3rd Ave NE	510	36	1870	\$5,516.50	7
8th St NE	E Broadway	2nd Ave NE	690	60	4370	\$12,891.50	8
8th St NE	2nd Ave NE	3rd Ave NE	490	60	3110	\$9,174.50	7
8th St NE	3rd Ave NE	North terminus	140	60	890	\$2,625.50	7
Total Estimated Cost Per 7-Year Life Cycle						\$489,729.50	
Annual Seal Coating Cost						\$70,000.00	

APPENDIX C-2



**BOLTON
& MENK**

INFRASTRUCTURE MANAGEMENT PLAN

MILL & OVERLAY PROJECTS (by street segment)

CITY OF PLAINVIEW, MN

Street	From	To	Street Length	Street Width	Pavement Area	Mill & Overlay, Partial Patch Estimated Cost	Street Rating
			(Ft)	(Ft)	(Sq. Yd)	\$29.00 Per Sq. Yd	
East-West Streets							
8th Ave NW	West terminus	2nd St NW	160	36	590	\$17,110.00	6
8th Ave NW	2nd St NW	1st St NW	350	36	1280	\$37,120.00	6
8th Ave NW	1st St NW	Wabasha St	485	36	1780	\$51,620.00	5
7th Ave NW	Cul-de-sac	6th St NW	1000	40	4110	\$119,190.00	6
4th Ave NW	Pool Parking Lot	Wabasha St	400	24	930	\$26,970.00	5
3rd Ave NE	1st St NE	2nd St NE	355	36	1300	\$37,700.00	6
2nd Ave NE	7th St NE	8th St NE	330	36	1210	\$35,090.00	6
3rd Ave SW	7th St SW	6th St SW	300	36	1100	\$31,900.00	5
4th Ave SW	10th St SW	8th St SW	605	36	2220	\$64,380.00	6
5th Ave SE	2nd St SE	4th St SE	1115	36	4090	\$118,610.00	5
Orchard Manor Dr SE	West cul-de-sac	2nd St SE	370	22	780	\$22,620.00	6
7th Ave SE	West cul-de-sac	2nd St SE	520	36	1910	\$55,390.00	6
North-South Streets							
8th St SW	South cul-de-sac	4th Ave SW	905	36	3320	\$96,280.00	5
8th St SW	4th Ave SW	2nd Ave SW	680	36	2490	\$72,210.00	5
8th St NW	2nd Ave NW	3rd Ave NW	350	36	1280	\$37,120.00	5
7th St SW	South cul-de-sac	4th Ave SW	455	36	1670	\$48,430.00	5
7th St SW	4th Ave SW	3rd Ave SW	625	36	2290	\$66,410.00	6
6th St SW	1st Ave SW	W Broadway	190	36	700	\$20,300.00	6
3rd St NW	W Broadway	1st Ave NW	370	42	1600	\$46,400.00	5
2nd St NW	1st St NW	8th Ave NW	875	36	3210	\$93,090.00	6
1st St NW	2nd St NW	8th Ave NW	900	36	3300	\$95,700.00	6
2nd St SE	South terminus	7th Ave SE	175	36	640	\$18,560.00	6
Total Estimated Mill & Overlay Costs						\$1,212,200.00	

Notes: 1) Refer to attached Street Maintenance Map for illustrations of referenced projects.

2) Costs presented above are in 2019 dollars including estimated design and construction.

3) Costs based on 2" mill & overlay with 15% of surface area requiring a full depth pavement patch, contingency and engineering.

4) Pricing for mill & overlay projects is highly dependent on bituminous prices.



APPENDIX C-3

INFRASTRUCTURE MANAGEMENT PLAN

RECONSTRUCTION PROJECTS (by street segment)

CITY OF PLAINVIEW, MN

Street	From	To	Improvement Length (ft) & Cost										Estimated Total Project Cost	Reconstruction Based On:	
		Improvement	Street & Site Improvements				Utility Improvements							Utility Condition	Street Condition
			36' Street w/ Curb	40' Street w/Curb	18' Alley	Total Street Cost	Storm Sewer	Storm Sewer Cost	Sanitary Sewer	Sanitary Sewer Cost	Watermain Cost	Watermain Cost			
East-West Streets															
7th Ave NW	6th St NW	2nd St NW	0			\$0.00	0	\$0.00	1700	\$255,000.00	0	\$0.00	\$255,000.00		
6th Ave NE	5th Ave NE	4th St NE	660			\$310,200.00	660	\$85,800.00	600	\$90,000.00	520	\$78,000.00	\$564,000.00		
6th Ave NE	4th St NE	East terminus	240			\$112,800.00	240	\$31,200.00	200	\$30,000.00	250	\$37,500.00	\$211,500.00		
5th Ave NE	Wabasha St	1st St NE		375		\$183,750.00	375	\$48,750.00	187.5	\$28,125.00	375	\$56,250.00	\$316,875.00		
5th Ave NE	1st St NE	2nd St NE		350		\$171,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$322,000.00		
5th Ave NE	2nd St NE	3rd St NE		300		\$147,000.00	300	\$39,000.00	300	\$45,000.00	300	\$45,000.00	\$276,000.00		
5th Ave NE	3rd St NE	4th St NE		285		\$139,650.00	285	\$37,050.00	285	\$42,750.00	285	\$42,750.00	\$262,200.00		
5th Ave NE	4th St NE	5th St NE		500		\$245,000.00	500	\$65,000.00	500	\$75,000.00	600	\$90,000.00	\$475,000.00		
4th Ave NW	9th St NW	8th St NW	390			\$183,300.00	390	\$50,700.00	315	\$47,250.00	315	\$47,250.00	\$328,500.00		
4th Ave NW	8th St NW	6th St NW	550			\$258,500.00	550	\$71,500.00	550	\$82,500.00	550	\$82,500.00	\$495,000.00		
4th Ave NE	Wabasha	1st St NE	385			\$180,950.00	385	\$50,050.00	300	\$45,000.00	0	\$0.00	\$276,000.00		
4th Ave NE	3rd St NE	4th St NE	275			\$129,250.00	275	\$35,750.00	275	\$41,250.00	275	\$41,250.00	\$247,500.00		
4th Ave NE	4th St NE	East terminus	270			\$126,900.00	270	\$35,100.00	210	\$31,500.00	155	\$23,250.00	\$216,750.00		
3rd Ave NW	9th St NW	8th St NW	505			\$237,350.00	505	\$65,650.00	505	\$75,750.00	505	\$75,750.00	\$454,500.00		
3rd Ave NW	8th St NW	7th St NW	375			\$176,250.00	375	\$48,750.00	375	\$56,250.00	375	\$56,250.00	\$337,500.00		
3rd Ave NW	7th St NW	6th St NW	365			\$171,550.00	365	\$47,450.00	365	\$54,750.00	365	\$54,750.00	\$328,500.00		
3rd Ave NE	2nd St NE	4th St NE	575			\$270,250.00	575	\$74,750.00	575	\$86,250.00	575	\$86,250.00	\$517,500.00		
3rd Ave NE	4th St NE	East Terminus	340			\$159,800.00	340	\$44,200.00	340	\$51,000.00	340	\$51,000.00	\$306,000.00		
2nd Ave NW	6th St NW	5th St NW	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
2nd Ave NW	5th St NW	4th St NW	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
2nd Ave NW	4th St NW	3rd St NW	365			\$171,550.00	365	\$47,450.00	365	\$54,750.00	365	\$54,750.00	\$328,500.00		
2nd Ave NW	3rd St NW	2nd St NW	375			\$176,250.00	375	\$48,750.00	375	\$56,250.00	375	\$56,250.00	\$337,500.00		
2nd Ave NW	2nd St NW	1st St NW	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
2nd Ave NW	1st St NW	Wabasha St	380			\$178,600.00	380	\$49,400.00	380	\$57,000.00	380	\$57,000.00	\$342,000.00		
2nd Ave NE	Wabasha St	1st St NE	400			\$188,000.00	400	\$52,000.00	400	\$60,000.00	400	\$60,000.00	\$360,000.00		
2nd Ave NE	1st St NE	2nd St NE	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
2nd Ave NE	2nd St NE	4th St NE	580			\$272,600.00	580	\$75,400.00	580	\$87,000.00	580	\$87,000.00	\$522,000.00		
2nd Ave NE	4th St NE	Northeast terminus	440			\$206,800.00	440	\$57,200.00	440	\$66,000.00	440	\$66,000.00	\$396,000.00		
1st Ave NE	Wabasha St	1st St NE	400			\$188,000.00	400	\$52,000.00	400	\$60,000.00	400	\$60,000.00	\$360,000.00		
1st Ave NE	1st St NE	2nd St NE	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
1st Ave NE	2nd St NE	3rd St NE	375			\$176,250.00	375	\$48,750.00	375	\$56,250.00	375	\$56,250.00	\$337,500.00		
1st Ave NE	3rd St NE	4th St NE	215			\$101,050.00	215	\$27,950.00	215	\$32,250.00	215	\$32,250.00	\$193,500.00		
1st Ave NE	4th St NE	5th St NE	330			\$155,100.00	330	\$42,900.00	330	\$49,500.00	330	\$49,500.00	\$297,000.00		
1st Ave NE	5th St NE	6th St NE	380			\$178,600.00	380	\$49,400.00	380	\$57,000.00	380	\$57,000.00	\$342,000.00		
1st Ave NE	6th St NE	East Terminus	415			\$195,050.00	415	\$53,950.00	415	\$62,250.00	415	\$62,250.00	\$373,500.00		
Alley	5th St NW	4th St NW	200			\$94,000.00	0	\$0.00	200	\$30,000.00	0	\$0.00	\$124,000.00		
Alley	4th St NW	3rd St NW	380			\$178,600.00	0	\$0.00	380	\$57,000.00	0	\$0.00	\$235,600.00		
Alley	3rd St NW	2nd St NW	360			\$169,200.00	0	\$0.00	360	\$54,000.00	0	\$0.00	\$223,200.00		
Alley	2nd St NW	1st St NW	360			\$169,200.00	0	\$0.00	360	\$54,000.00	0	\$0.00	\$223,200.00		
W Broadway	10th St NW	9th St SW	MNDOT			\$0.00	240	\$31,200.00	240	\$36,000.00	240	\$36,000.00	\$103,200.00		
W Broadway	9th St SW	7th St SW	MNDOT			\$0.00	860	\$111,800.00	860	\$129,000.00	860	\$129,000.00	\$369,800.00		
W Broadway	7th St SW	6th St SW	MNDOT			\$0.00	300	\$39,000.00	300	\$45,000.00	300	\$45,000.00	\$129,000.00		
W Broadway	6th St SW	5th St SW	MNDOT			\$0.00	370	\$48,100.00	0	\$0.00	370	\$55,500.00	\$103,600.00		
W Broadway	2nd St SW	1st St SW	MNDOT			\$0.00	360	\$46,800.00	0	\$0.00	360	\$54,000.00	\$100,800.00		
W Broadway	1st St SW	Wabasha St	MNDOT			\$0.00	380	\$49,400.00	380	\$57,000.00	380	\$57,000.00	\$163,400.00		

 INFRASTRUCTURE MANAGEMENT PLAN RECONSTRUCTION PROJECTS (by street segment) CITY OF PLAINVIEW, MN															
Street	From	To	Improvement Length (ft) & Cost										Estimated Total Project Cost	Reconstruction Based On:	
		Improvement	Street & Site Improvements				Utility Improvements							Utility Condition	Street Condition
			36' Street w/ Curb	40' Street w/Curb	18' Alley	Total Street Cost	Storm Sewer	Storm Sewer Cost	Sanitary Sewer	Sanitary Sewer Cost	Watermain Cost	Watermain Cost			
							\$130.00		\$150.00		\$150.00				
Alley	6th St SW	5th St SW			355	\$71,000.00	0	\$0.00	355	\$53,250.00	0	\$0.00	\$124,250.00		
Alley	5th St SW	4th St SW			360	\$72,000.00	0	\$0.00	360	\$54,000.00	0	\$0.00	\$126,000.00		
Alley	4th St SW	3rd St SW			375	\$75,000.00	0	\$0.00	375	\$56,250.00	0	\$0.00	\$131,250.00		
Alley	3rd St SW	2nd St SW			375	\$75,000.00	0	\$0.00	375	\$56,250.00	0	\$0.00	\$131,250.00		
Alley	2nd St SW	1st St SW			350	\$70,000.00	0	\$0.00	350	\$52,500.00	0	\$0.00	\$122,500.00		
1st Ave SW	7th St SW	6th St SW	310			\$145,700.00	310	\$40,300.00	310	\$46,500.00	310	\$46,500.00	\$279,000.00		
1st Ave SW	6th St SW	5th St SW	355			\$166,850.00	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$319,500.00		
1st Ave SW	5th St SW	4th St SW	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
1st Ave SW	4th St SW	3rd St SW	375			\$176,250.00	375	\$48,750.00	375	\$56,250.00	375	\$56,250.00	\$337,500.00		
1st Ave SW	3rd St SW	2nd St SW	375			\$176,250.00	375	\$48,750.00	375	\$56,250.00	375	\$56,250.00	\$337,500.00		
1st Ave SW	2nd St SW	1st St SW	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
1st Ave SE	1st St SE	2nd St SE	500			\$235,000.00	500	\$65,000.00	250	\$37,500.00	500	\$75,000.00	\$412,500.00		
1st Ave SE	2nd St SE	3rd St SE	400			\$188,000.00	400	\$52,000.00	200	\$30,000.00	200	\$30,000.00	\$300,000.00		
1st Ave SE	3rd St SE	4th St SE	315			\$148,050.00	315	\$40,950.00	315	\$47,250.00	315	\$47,250.00	\$283,500.00		
1st Ave SE	4th St SE	East terminus	260			\$122,200.00	260	\$33,800.00	260	\$39,000.00	260	\$39,000.00	\$234,000.00		
2nd Ave SW	10th St SW	9th St SW	230			\$108,100.00	230	\$29,900.00	0	\$0.00	230	\$34,500.00	\$172,500.00		
2nd Ave SW	9th St SW	8th St SW	400			\$188,000.00	400	\$52,000.00	400	\$60,000.00	400	\$60,000.00	\$360,000.00		
2nd Ave SW	8th St SW	7th St SW	450			\$211,500.00	450	\$58,500.00	450	\$67,500.00	450	\$67,500.00	\$405,000.00		
2nd Ave SW	7th St SW	6th St SW	315			\$148,050.00	315	\$40,950.00	315	\$47,250.00	315	\$47,250.00	\$283,500.00		
2nd Ave SW	6th St SW	5th St SW	365			\$171,550.00	365	\$47,450.00	365	\$54,750.00	365	\$54,750.00	\$328,500.00		
2nd Ave SW	5th St SW	4th St SW	715			\$336,050.00	715	\$92,950.00	715	\$107,250.00	715	\$107,250.00	\$643,500.00		
2nd Ave SW	4th St SW	3rd St SW	425			\$199,750.00	425	\$55,250.00	425	\$63,750.00	425	\$63,750.00	\$382,500.00		
2nd Ave SW	3rd St SW	2nd St SW	325			\$152,750.00	325	\$42,250.00	325	\$48,750.00	325	\$48,750.00	\$292,500.00		
2nd Ave SW	2nd St SW	1st St SW	345			\$162,150.00	345	\$44,850.00	345	\$51,750.00	345	\$51,750.00	\$310,500.00		
2nd Ave SW	1st St SW	Wabasha St	365			\$171,550.00	365	\$47,450.00	365	\$54,750.00	365	\$54,750.00	\$328,500.00		
2nd Ave SE	Wabasha St	1st St SE	225			\$105,750.00	225	\$29,250.00	225	\$33,750.00	225	\$33,750.00	\$202,500.00		
2nd Ave SE	1st St SE	2nd St SE	475			\$223,250.00	475	\$61,750.00	475	\$71,250.00	475	\$71,250.00	\$427,500.00		
2nd Ave SE	2nd St SE	3rd St SE	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
2nd Ave SE	3rd St SE	4th St SE	345			\$162,150.00	345	\$44,850.00	345	\$51,750.00	345	\$51,750.00	\$310,500.00		
3rd Ave SW	5th St SW	4th St SW	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
3rd Ave SW	4th St SW	3rd St SW	520			\$244,400.00	520	\$67,600.00	520	\$78,000.00	520	\$78,000.00	\$468,000.00		
3rd Ave SW	3rd St SW	2nd St SW	320			\$150,400.00	320	\$41,600.00	320	\$48,000.00	320	\$48,000.00	\$288,000.00		
3rd Ave SW	2nd St SW	1st St SW	280			\$131,600.00	280	\$36,400.00	280	\$42,000.00	0	\$0.00	\$210,000.00		
3rd Ave SW	1st St SW	Wabasha	330			\$155,100.00	330	\$42,900.00	330	\$49,500.00	330	\$49,500.00	\$297,000.00		
4th Ave SW	7th St SW	6th St SW	310			\$145,700.00	310	\$40,300.00	0	\$0.00	310	\$46,500.00	\$232,500.00		
4th Ave SW	6th St SW	5th St SW	365			\$171,550.00	365	\$47,450.00	365	\$54,750.00	365	\$54,750.00	\$328,500.00		
4th Ave SW	4th St SW	3rd St SW	525			\$246,750.00	525	\$68,250.00	525	\$78,750.00	525	\$78,750.00	\$472,500.00		
4th Ave SW	2nd St SW	1st St SW	250			\$117,500.00	250	\$32,500.00	0	\$0.00	250	\$37,500.00	\$187,500.00		
5th Ave SW	5th St SW	4th St SW	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		

BOLTON & MENK

APPENDIX C-3

INFRASTRUCTURE MANAGEMENT PLAN

RECONSTRUCTION PROJECTS (by street segment)

CITY OF PLAINVIEW, MN

Street	From	To	Improvement Length (ft) & Cost										Estimated Total Project Cost	Reconstruction Based On:	
		Improvement	Street & Site Improvements				Utility Improvements							Utility Condition	Street Condition
			36' Street w/ Curb	40' Street w/Curb	18' Alley	Total Street Cost	Storm Sewer	Storm Sewer Cost	Sanitary Sewer	Sanitary Sewer Cost	Watermain Cost	Watermain Cost			
							\$130.00		\$150.00		\$150.00				
North-South Streets															
10th St SW	TH 42	4th Ave SW				COUNTY	0	\$0.00	200	\$30,000.00	1120	\$168,000.00	\$198,000.00		
9th St SW	2nd Ave SW	W Broadway				COUNTY	0	\$0.00	725	\$108,750.00	725	\$108,750.00	\$217,500.00		
9th St NW	3rd Ave NW	4th Ave NW	400			\$188,000.00	400	\$52,000.00	400	\$60,000.00	400	\$60,000.00	\$360,000.00		
8th St NW	3rd Ave NW	4th Ave NW	175			\$82,250.00	175	\$22,750.00	75	\$11,250.00	175	\$26,250.00	\$142,500.00		
8th St NW	4th Ave NW	4th Ave NW	160			\$75,200.00	160	\$20,800.00	80	\$12,000.00	160	\$24,000.00	\$132,000.00		
7th St SW	2nd Ave SW	1st Ave SW	360			\$169,200.00	360	\$46,800.00	180	\$27,000.00	360	\$54,000.00	\$297,000.00		
7th St SW	1st Ave SW	W Broadway	385			\$180,950.00	385	\$50,050.00	385	\$57,750.00	385	\$57,750.00	\$346,500.00		
7th St NW	2nd Ave SE	3rd Ave SE	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
7th St NW	4th Ave NW	North Terminus	140			\$65,800.00	140	\$18,200.00	140	\$21,000.00	140	\$21,000.00	\$126,000.00		
6th St SW	South terminus	4th Ave SW	565			\$265,550.00	565	\$73,450.00	565	\$84,750.00	565	\$84,750.00	\$508,500.00		
6th St SW	4th Ave SW	3rd Ave SW	640			\$300,800.00	640	\$83,200.00	500	\$75,000.00	640	\$96,000.00	\$555,000.00		
6th St SW	3rd Ave SW	2nd Ave SW	280			\$131,600.00	280	\$36,400.00	280	\$42,000.00	280	\$42,000.00	\$252,000.00		
6th St SW	2nd Ave SW	1st Ave SW	365			\$171,550.00	365	\$47,450.00	182.5	\$27,375.00	0	\$0.00	\$246,375.00		
6th St SW	1st Ave SW	3rd Ave NW	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
6th St NW	3rd Ave NW	4th Ave NW	370			\$173,900.00	370	\$48,100.00	370	\$55,500.00	370	\$55,500.00	\$333,000.00		
6th St NW	4th Ave NW	6th Ave NW	640			\$300,800.00	640	\$83,200.00	640	\$96,000.00	640	\$96,000.00	\$576,000.00		
6th St NW	6th Ave NW	7th Ave NW	355			\$166,850.00	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$319,500.00		
5th St SW	5th Ave SW	4th Ave SW	370			\$173,900.00	370	\$48,100.00	0	\$0.00	370	\$55,500.00	\$277,500.00		
5th St SW	4th Ave SW	3rd Ave SW	550			\$258,500.00	550	\$71,500.00	550	\$82,500.00	550	\$82,500.00	\$495,000.00		
5th St SW	3rd Ave SW	2nd Ave SW	360			\$169,200.00	360	\$46,800.00	180	\$27,000.00	360	\$54,000.00	\$297,000.00		
5th St SW	2nd Ave SW	1st Ave SW	370			\$173,900.00	370	\$48,100.00	275	\$41,250.00	550	\$82,500.00	\$345,750.00		
5th St NW	W Broadway	1st Ave NW	380			\$178,600.00	380	\$49,400.00	185	\$27,750.00	380	\$57,000.00	\$312,750.00		
4th St SW	Wabasha St	5th Ave SW	530			\$249,100.00	530	\$68,900.00	400	\$60,000.00	300	\$45,000.00	\$423,000.00		
4th St SW	5th Ave SW	4th Ave SW	355			\$166,850.00	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$319,500.00		
4th St SW	4th Ave SW	3rd Ave SW	550			\$258,500.00	550	\$71,500.00	550	\$82,500.00	550	\$82,500.00	\$495,000.00		
4th St SW	3rd Ave SW	2nd Ave SW	365			\$171,550.00	365	\$47,450.00	182.5	\$27,375.00	365	\$54,750.00	\$301,125.00		
4th St SW	2nd Ave SW	1st Ave SW	355			\$166,850.00	355	\$46,150.00	100	\$15,000.00	0	\$0.00	\$228,000.00		
4th St SW	1st Ave SW	W Broadway		375		\$183,750.00	375	\$48,750.00	0	\$0.00	375	\$56,250.00	\$288,750.00		
4th St SW	2nd Ave NW	North Terminus		140		\$68,600.00	140	\$18,200.00	0	\$0.00	0	\$0.00	\$86,800.00		
3rd St NW	4th Ave SW	3rd Ave SW				COUNTY	0	\$0.00	540	\$81,000.00	540	\$81,000.00	\$162,000.00		
3rd St NW	3rd Ave SW	2nd Ave SW				COUNTY	0	\$0.00	0	\$0.00	390	\$58,500.00	\$58,500.00		
3rd St NW	2nd Ave SW	1st Ave SW				COUNTY	0	\$0.00	0	\$0.00	385	\$57,750.00	\$57,750.00		
3rd St NW	1st Ave NW	2nd Ave NW				COUNTY	0	\$0.00	185	\$27,750.00	0	\$0.00	\$27,750.00		
2nd St SW	South terminus	4th Ave SW	355			\$166,850.00	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$319,500.00		
2nd St SW	4th Ave SW	3rd Ave SW	535			\$251,450.00	535	\$69,550.00	535	\$80,250.00	535	\$80,250.00	\$481,500.00		
2nd St SW	1st Ave SW	W Broadway		380		\$186,200.00	380	\$49,400.00	0	\$0.00	380	\$57,000.00	\$292,600.00		
2nd St NW	1st Ave NW	2nd Ave NW		365		\$178,850.00	365	\$47,450.00	0	\$0.00	365	\$54,750.00	\$281,050.00		
2nd St NW	2nd Ave NW	North terminu		285		\$139,650.00	285	\$37,050.00	100	\$15,000.00	0	\$0.00	\$191,700.00		

 INFRASTRUCTURE MANAGEMENT PLAN RECONSTRUCTION PROJECTS (by street segment) CITY OF PLAINVIEW, MN															
Street	From	To	Improvement Length (ft) & Cost										Estimated Total Project Cost	Reconstruction Based On:	
		Improvement	Street & Site Improvements				Utility Improvements							Utility Condition	Street Condition
			36' Street w/ Curb	40' Street w/Curb	18' Alley	Total Street Cost	Storm Sewer	Storm Sewer Cost	Sanitary Sewer	Sanitary Sewer Cost	Watermain Cost	Watermain Cost			
							Cost per Lineal Foot		\$470.00		\$490.00				
1st St SW	4th Ave SW	3rd Ave SW		530		\$259,700.00	530	\$68,900.00	530	\$79,500.00	0	\$0.00	\$408,100.00		
1st St SW	2nd Ave SW	1st Ave SW		370		\$181,300.00	370	\$48,100.00	355	\$53,250.00	355	\$53,250.00	\$335,900.00		
1st St SW	1st Ave SW	W Broadway		375		\$183,750.00	375	\$48,750.00	375	\$56,250.00	375	\$56,250.00	\$345,000.00		
1st St NW	W Broadway	1st Ave NW		385		\$188,650.00	385	\$50,050.00	385	\$57,750.00	0	\$0.00	\$296,450.00		
1st St NW	1st Ave NW	2nd Ave NW		355		\$173,950.00	355	\$46,150.00	385	\$57,750.00	0	\$0.00	\$277,850.00		
1st St NW	2nd Ave NW	North Terminus		300		\$147,000.00	300	\$39,000.00	355	\$53,250.00	0	\$0.00	\$239,250.00		
N Wabasha St	E Broadway	1st Ave NW				MNDOT	375	\$48,750.00	0	\$0.00	375	\$56,250.00	\$105,000.00		
N Wabasha St	2nd Ave NW	3rd Ave NW				MNDOT	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$152,650.00		
N Wabasha St	3rd Ave NW	4th Ave NW				MNDOT	350	\$45,500.00	0	\$0.00	350	\$52,500.00	\$98,000.00		
N Wabasha St	4th Ave NW	5th Ave NW				MNDOT	350	\$45,500.00	0	\$0.00	350	\$52,500.00	\$98,000.00		
1st St SE	2nd Ave SE	1st Ave SE	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
1st St NE	2nd Ave NE	3rd Ave NE	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
1st St NE	3rd Ave NE	4th Ave NE	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
1st St NE	4th Ave NE	5th Ave NE	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
2nd St SE	2nd Ave SE	1st Ave SE	355			\$166,850.00	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$319,500.00		
2nd St SE	1st Ave SE	E Broadway	370			\$173,900.00	370	\$48,100.00	150	\$22,500.00	370	\$55,500.00	\$300,000.00		
2nd St NE	2nd Ave NE	3rd Ave NE	350			\$164,500.00	350	\$45,500.00	350	\$52,500.00	350	\$52,500.00	\$315,000.00		
2nd St NE	3rd Ave NE	5th Ave NE	705			\$331,350.00	705	\$91,650.00	705	\$105,750.00	705	\$105,750.00	\$634,500.00		
3rd St SE	2nd Ave SE	1st Ave SE	360			\$169,200.00	360	\$46,800.00	360	\$54,000.00	360	\$54,000.00	\$324,000.00		
3rd St SE	1st Ave SE	E Broadway	370			\$173,900.00	370	\$48,100.00	370	\$55,500.00	370	\$55,500.00	\$333,000.00		
3rd St NE	E Broadway	1st Ave NE	380			\$178,600.00	380	\$49,400.00	0	\$0.00	380	\$57,000.00	\$285,000.00		
3rd St NE*	4th Ave NE	5th Ave NE	395			\$185,650.00	395	\$51,350.00	395	\$59,250.00	395	\$59,250.00	\$355,500.00		
4th St NE	2nd Ave NE	3rd Ave NE	355			\$166,850.00	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$319,500.00		
4th St NE	4th Ave NE	5th Ave NE	355			\$166,850.00	355	\$46,150.00	355	\$53,250.00	355	\$53,250.00	\$319,500.00		
5th St NE	E Broadway	1st Ave NE	380			\$178,600.00	380	\$49,400.00	380	\$57,000.00	380	\$57,000.00	\$342,000.00		
6th St NE	E Broadway	1st Ave NE	365			\$171,550.00	365	\$47,450.00	0	\$0.00	365	\$54,750.00	\$273,750.00		
Totals			41975	5670	1815	\$22,869,550.00		\$6,537,050.00		\$7,315,125.00		\$7,437,000.00	\$44,158,725.00		
High Priority Totals (5)			22180	3500	1815	\$12,502,600.00		\$3,169,400.00		\$3,837,750.00		\$3,332,250.00	\$22,842,000.00		

- Notes: 1) Refer to attached Project Area Maps for illustrations of referenced projects.
- 2) Street & Site costs include estimated pavement, aggregate base, curb & gutter, sidewalk (1 side), driveways, turf reestablishment, watermain, sanitary sewer and storm sewer
- 3) Utility costs include mainline pipe as well as service line replacement.
- 4) Costs presented above are in 2019 dollars, including estimated design and construction.
- 5) "High Priority" projects include those with both street and utility needs.



Executive Summary

City Council Special Meeting: August 24, 2021

AGENDA ITEM: Capital Finance Plan	AGENDA SECTION: New Business
PREPARED BY: Vicki Axley, Finance Director	AGENDA NO. 5.C
ATTACHMENTS: NONE	APPROVED BY: DT
RECOMMENDED ACTION: NONE	

SUMMARY

Mike Bubany, Municipal Financial Advisor from David Drown Associates will be here to review our capital financial planning process and present the updated Capital Finance Plan.

PLAINVIEW

CITY COUNCIL ACTION



Executive Summary

City Council Meeting: August 24, 2021

AGENDA ITEM: 2020 Mill & Overlay	AGENDA SECTION: New Business
PREPARED BY: Brian Malm, Bolton & Menk	AGENDA NO. 5.D.
ATTACHMENTS: Estimate No. 1 and Final	APPROVED BY:
RECOMMENDED ACTION: Motion to approve the Pay Estimate No. 6 and Final to Rochester Sand & Gravel Inc. in the amount of \$6,245.12.	

SUMMARY

See Memo from Brian Malm.



Real People. Real Solutions.

2900 43rd Street NW
Suite 100
Rochester, MN 55901

Ph: (507) 208-4332
Fax: (507) 208-4155
Bolton-Menk.com

July 30, 2021

Bob Mahon
Rochester Sand & Gravel
4105 East River Road NE
Rochester, MN 55901

RE: 2020 Mill & Overlay Street Improvements
City of Plainview
Project No.: H19.119930-1

Dear Mr. Mahon:

Enclosed is Contractor's Estimate No. 6 and Final in the amount of \$6,245.12.

Please review the quantities and amounts shown to be assured of complete satisfaction. If everything is in order, please sign in DocuSign.

Please send to us via email:

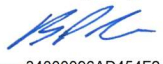
- *Consent of Surety for Final Payment (AIA Form G707)* from your bonding company.
- Copies of Form *IC-134, certifying withholding of income tax*, for you and all of your subcontractors. These forms may be obtained from the Minnesota Department of Revenue.

Payment will be recommended to the City of Plainview upon receipt of all the described paperwork.

If you have any questions, please feel free to call.

Sincerely,

Bolton & Menk, Inc.

DocuSigned by:

34000096AD454F2...
Brian Malm, P.E.
City Engineer

Enclosures

cc: Carol Kujath, City Clerk, City of Plainview

CONTRACTOR'S PAY REQUEST 2020 MILL & OVERLAY STREET IMPROVEMENTS		 BOLTON & MENK Real People. Real Solutions.		DISTRIBUTION: CONTRACTOR (1) OWNER (1) ENGINEER (1)	
CITY OF PLAINVIEW BMI PROJECT NO. H19.119930-1					
TOTAL AMOUNT BID PLUS APPROVED CHANGE ORDERS			\$663,870.07		
TOTAL, COMPLETED WORK TO DATE			\$624,511.97		
TOTAL, STORED MATERIALS TO DATE			\$0.00		
DEDUCTION FOR STORED MATERIALS USED IN WORK COMPLETED			\$0.00		
TOTAL, COMPLETED WORK & STORED MATERIALS			\$624,511.97		
RETAINED PERCENTAGE (0.0%)			\$0.00		
TOTAL AMOUNT OF OTHER PAYMENTS OR (DEDUCTIONS)			\$0.00		
NET AMOUNT DUE TO CONTRACTOR TO DATE			\$624,511.97		
TOTAL AMOUNT PAID ON PREVIOUS ESTIMATES			\$618,266.85		
PAY CONTRACTOR AS ESTIMATE NO. 6 - FINAL			\$6,245.12		

Certificate for Final Payment

I hereby certify that, to the best of my knowledge and belief, all items quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between the Owner and the undersigned Contractor, and as amended by any authorized changes, and that the foregoing is a true and correct statement of the amount for the Final Estimate, that the provisions of M. S. 290.92 have been complied with and that all claims against me by reason of the Contract have been paid or satisfactorily secured.

Contractor: ROCHESTER SAND & GRAVEL
 405 EAST RIVER ROAD NE
 ROCHESTER, MN 55906

DocuSigned by:

By Brian Schumacher

247A1E0AF0A941E...

VP

Name

Title

Date August 10, 2021

Approved See Consent for Surety Form

Contractor's Surety

Date

CHECKED AND APPROVED AS TO QUANTITIES AND AMOUNT:

ENGINEER: BOLTON & MENK, INC., 2900 43RD STREET NW, STE 100, ROCHESTER, MN 55901

DocuSigned by:

By Brian Malm

34000096AD454F2...

Brian Malm, PE

Date July 30, 2021

APPROVED FOR PAYMENT:

OWNER:

By _____

Carol Kujath

City Clerk

Date

Pay Request No.:**6 - FINAL****2020 MILL & OVERLAY STREET IMPROVEMENTS****CITY OF PLAINVIEW****BMI PROJECT NO. H19.119930-1****WORK COMPLETED THROUGH WEDNESDAY, JULY 28, 2021**

ITEM NO.	ITEM	UNIT PRICE	AS BID		PREVIOUS ESTIMATE		COMPLETED TO DATE	
			ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT
1	MOBILIZATION	\$57,569.00	1.00 L S	\$57,569.00	1.00 L S	\$57,569.00	1.00 L S	\$57,569.00
2	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	\$3.00	7,276.00 L F	\$21,828.00	5,394.00 L F	\$16,182.00	5,394.00 L F	\$16,182.00
3	REMOVE CURB AND GUTTER	\$20.00	309.00 L F	\$6,180.00	573.00 L F	\$11,460.00	573.00 L F	\$11,460.00
4	SUBGRADE EXCAVATION	\$35.00	50.00 C Y	\$1,750.00	0.00 C Y	\$0.00	0.00 C Y	\$0.00
5	STABILIZING AGGREGATE	\$35.00	50.00 C Y	\$1,750.00	0.00 C Y	\$0.00	0.00 C Y	\$0.00
6	SITE GRADING	\$2,500.00	1.00 L S	\$2,500.00	1.00 L S	\$2,500.00	1.00 L S	\$2,500.00
7	BITUMINOUS PATCH SPECIAL 1	\$45.00	1,541.00 S Y	\$69,345.00	65.00 S Y	\$2,925.00	65.00 S Y	\$2,925.00
8	BITUMINOUS PATCH SPECIAL 2	\$30.00	1,437.00 S Y	\$43,110.00	2,758.00 S Y	\$82,740.00	2,758.00 S Y	\$82,740.00
9	MILL BITUMINOUS SURFACE	\$2.41	26,067.00 S Y	\$62,821.47	26,067.00 S Y	\$62,821.47	26,067.00 S Y	\$62,821.47
10	BITUMINOUS MATERIAL FOR TACK COAT	\$0.01	2,710.00 GAL	\$27.10	2,570.00 GAL	\$25.70	2,570.00 GAL	\$25.70
11	TYPE SP 9.5 BITUMINOUS MIXTURE FOR LEVELING (2,B)	\$74.50	60.00 TON	\$4,470.00	60.00 TON	\$4,470.00	60.00 TON	\$4,470.00
12	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	\$74.50	3,173.00 TON	\$236,388.50	3,159.00 TON	\$235,345.50	3,159.00 TON	\$235,345.50
13	TYPE SP 9.5 BITUMINOUS MIXTURE FOR PATCHING (2,B)	\$74.50	45.00 TON	\$3,352.50	45.00 TON	\$3,352.50	45.00 TON	\$3,352.50
14	ADJUST VALVE BOX	\$220.00	23.00 EACH	\$5,060.00	1.00 EACH	\$220.00	1.00 EACH	\$220.00
15	CASTING ASSEMBLY (SANITARY)	\$810.00	1.00 EACH	\$810.00	1.00 EACH	\$810.00	1.00 EACH	\$810.00
16	ADJUST FRAME AND RING CASTING (SANITARY)	\$840.00	12.00 EACH	\$10,080.00	12.00 EACH	\$10,080.00	12.00 EACH	\$10,080.00
17	ADJUST FRAME AND RING CASTING (STORM)	\$860.00	15.00 EACH	\$12,900.00	15.00 EACH	\$12,900.00	15.00 EACH	\$12,900.00
18	ADJUST FRAME AND RING CASTING (CLEAN-OUT)	\$715.00	7.00 EACH	\$5,005.00	7.00 EACH	\$5,005.00	7.00 EACH	\$5,005.00
19	REPAIR CATCH BASINS	\$800.00	3.00 EACH	\$2,400.00	7.00 EACH	\$5,600.00	7.00 EACH	\$5,600.00
20	REPAIR MANHOLES (SANITARY)	\$800.00	16.00 EACH	\$12,800.00	17.00 EACH	\$13,600.00	17.00 EACH	\$13,600.00
21	REPAIR MANHOLES (STORM)	\$1,042.00	2.00 EACH	\$2,084.00	3.00 EACH	\$3,126.00	3.00 EACH	\$3,126.00
22	REPAIR DRAINAGE STRUCTURE	\$650.00	20.00 L F	\$13,000.00	2.00 L F	\$1,300.00	2.00 L F	\$1,300.00
23	SANITARY SEWER I&I BARRIER	\$345.00	16.00 EACH	\$5,520.00	16.00 EACH	\$5,520.00	16.00 EACH	\$5,520.00
24	STORM SEWER EXTERNAL SEAL	\$535.00	5.00 EACH	\$2,675.00	11.00 EACH	\$5,885.00	11.00 EACH	\$5,885.00
25	CONCRETE CURB & GUTTER	\$47.00	309.00 L F	\$14,523.00	671.00 L F	\$31,537.00	671.00 L F	\$31,537.00
26	TRAFFIC CONTROL	\$16,000.00	1.00 L S	\$16,000.00	1.00 L S	\$16,000.00	1.00 L S	\$16,000.00
27	AMENDED TOPSOIL BORROW (LV)	\$25.00	101.00 C Y	\$2,525.00	0.00 C Y	\$0.00	0.00 C Y	\$0.00
28	SEED, FERTILIZE, & HYDROMULCH	\$6.50	343.00 SY	\$2,229.50	351.00 SY	\$2,281.50	351.00 SY	\$2,281.50
29	SEED, FERTILIZE, & BLANKET	\$7.50	90.00 SY	\$675.00	0.00 SY	\$0.00	0.00 SY	\$0.00
30	CONSTRUCTION ALLOWANCE	\$1.00	10,000.00 UNIT	\$10,000.00	0.00 UNIT	\$0.00	0.00 UNIT	\$0.00
CO1-1	6" CONCRETE DRIVEWAY PAVEMENT	\$131.00	80.00 SY	\$10,480.00	55.30 SY	\$7,244.30	55.30 SY	\$7,244.30
CO1-2	7" CONCRETE VALLEY GUTTER	\$36.00	667.00 LF	\$24,012.00	667.00 LF	\$24,012.00	667.00 LF	\$24,012.00
	TOTAL AMOUNT:			\$663,870.07		\$624,511.97		\$624,511.97