

CITY OF BRAINERD

10-YEAR STREET AND SEWER CAPITAL IMPROVEMENT PLAN

2024-2033



Table of Contents

Introduction3

Purpose of the 10-Year Capital Improvements Program3

Street System Overview.....4

Sanitary Sewer System Overview.....7

Funding Options for a 10-Year Capital Plan9

Determining an Appropriate Funding Level for a 10-Year Capital Plan11

Project Selections and Benefits in Combining Projects11

Appendix12

Tables

Table 1 - Miles of Road by Surface Rating5

Table 2 - Centerline Miles by Surface Rating6

Table 3 - Pavement Management Summary7

Figures

Figure 1 - Centerline Miles by Surface Rating6

Figure 2 - Centerline Miles by Pavement Age6

Figure 3 - Pavement Management Summary7

Figure 4 - Sanitary Sewer Pipe Size.....8

Figure 5 - Sanitary Sewer Pipe Material8

Figure 6 - Sanitary Sewer Average Age.....9

Introduction

The City of Brainerd was incorporated in 1881 and is governed by a Home Rule Charter. Brainerd is the County Seat of Crow Wing County and is in central Minnesota approximately 125 miles north of the Minneapolis/St. Paul Metropolitan area. The City is approximately 12.64 square miles and serves an estimated population of 14,395 (2020 census).

The City of Brainerd's 10-Year Capital Improvements Plan (CIP) is a 10-Year investment guide for the construction and/or improvement of City streets, sanitary sewers, and storm sewers. City staff have prepared the plan to assist the City Council in long range planning of capital infrastructure upgrades and to give a big picture perspective on the continuing need to fund a transportation and utility system that serves the constituents of Brainerd and uses their tax dollars in the most efficient and cost-effective manner.

It is important to note that 10-Year CIP is a fluid document, and therefore amendments thereto will be presented to the City Council on an annual basis when changes or amendments to the document are made. Changes to the document or priorities established in the plan should be expected and can be caused in reductions to funding levels, project delays due to price fluctuations, opportunities for grants or other aides, delays in obtaining construction permits or necessary approvals, emergency needs, or simply changes in community preferences.

Purpose of the 10-Year Capital Improvements Program

A capital improvement is simply a major expenditure of City funds for the acquisition or construction of public lands. A CIP is a document designed to anticipate capital improvement expenditures and schedule them over a ten-year period so that they may be financed in the most efficient and cost-effective method possible. A CIP allows the matching of expenditures with anticipated income. As potential expenditures are reviewed, the City considers the benefits, costs, alternatives, and impact on operating expenditures.

The City of Brainerd believes that the CIP process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical assets and sound fiscal management. In these financially difficult times, good planning is essential for the wise use of limited financial resources.

As stated above, the purpose of the 10-Year CIP is to guide staff and the City Council down the path of financial feasibility and sustainability, while maintaining the essential services that the City provides. More importantly, the 10-Year CIP:

1. Sets forth an estimated schedule, timing, and details of specific capital improvements.
2. Identifies estimated costs associated with the specific capital improvements.
3. Outlines the need for the improvements; and
4. The sources or revenues needed to pay for the improvements.

Street System Overview

The City of Brainerd maintains approximately 80.20 miles of streets of which 19.87 miles are covered under State Aid rules and eligible for State Aid funding. The City also maintains 16.26 miles of alleys, 2.73 of which are paved and 16.26 which are unpaved. The City uses a comprehensive pavement management system and database that rates and scores pavements based upon calculations of condition ratings based upon a 0-4 scale (0 being pavement that has completely failed and 4 being pavement that was just constructed). During this pavement rating process, City Staff use multiple different measurements on a street to measure certain types of cracking and distresses within the pavement that are turned into a pavement score using a linear regression equation. During this process, staff also use judgement to rate the curb condition on each street. These pavement ratings are used to identify and group projects into larger projects, thereby driving project costs down. There are other circumstances in which a street may need to be reconstructed or resurfaced, those being underlying utilities in critical or undersized conditions or the need for expansion or safety improvements. Generally,

improvements to storm sewer systems fall in line with street resurfacing and reconstruction.

The City has typically rated their pavements on 3-year cycles. The last comprehensive pavement rating was performed in 2018. Ratings in 2021 were likely not collected due to COVID-19 and staffing issues. City Council has discussed potentially hiring a consultant to automate the rating process. In 2018, the aggregate average pavement score in the City was 3.354 Average Rating per Linear Foot. This pavement score is a direct reflection of how the City has performed in keeping up and maintaining the pavement system and gives a big picture perspective on what City staff can do differently to improve street conditions. The average age of a City street in 2023 is 24.92 years old. The City also uses many types of pavement management techniques such as seal coating, crack sealing, and large patching to extend the life of the streets. There have been numerous research projects performed by local and state agencies that have proven that pavement management techniques such as the ones listed generally extend the life of pavements.

Miles of Road by Surface Rating										
Surface Rating	2005		2012		2015		2018		2021	
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%
0.00-0.25	0.03	0.04%	-	0.00%	0.04	0.05%	0.02	0.03%	-	0.00%
0.26-0.50	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
0.51-0.75	-	0.00%	0.51	0.63%	0.07	0.09%	-	0.00%	0.14	0.17%
0.76-1.00	0.62	0.80%	0.25	0.31%	0.33	0.41%	-	0.00%	0.17	0.21%
1.01-1.25	0.14	0.18%	0.36	0.44%	0.70	0.87%	0.21	0.27%	-	0.00%
1.26-1.50	2.29	2.93%	1.11	1.39%	1.05	1.31%	0.30	0.37%	0.33	0.42%
1.51-1.75	1.99	2.55%	1.08	1.35%	2.02	2.51%	0.82	1.02%	0.65	0.81%
1.76-2.00	4.63	5.92%	1.59	1.99%	3.12	3.89%	2.99	3.72%	3.25	4.05%
2.01-2.25	2.16	2.77%	6.54	8.16%	3.45	4.31%	2.81	3.50%	2.48	3.09%
2.26-2.50	3.18	4.07%	3.50	4.37%	3.46	4.31%	4.17	5.20%	3.37	4.20%
2.51-2.75	4.25	5.44%	3.85	4.80%	5.62	7.00%	3.03	3.77%	4.31	5.37%
2.76-3.00	10.47	13.40%	3.51	4.38%	5.40	6.74%	3.43	4.28%	4.09	5.10%
3.01-3.25	3.39	4.33%	6.82	8.50%	8.54	10.65%	8.08	10.07%	9.71	12.11%
3.26-3.50	6.47	8.27%	10.78	13.44%	9.88	12.32%	14.05	17.52%	7.81	9.73%
3.51-3.75	10.19	13.04%	11.40	14.22%	9.60	11.97%	12.75	15.90%	7.56	9.43%
3.76-4.00	28.32	36.25%	28.89	36.02%	26.92	33.57%	27.55	34.35%	36.34	45.31%
Totals	78.13	100.00%	80.21	100.00%	80.20	100.00%	80.20	100.00%	80.20	100.00%

Table 1 - Miles of Road by Surface Rating

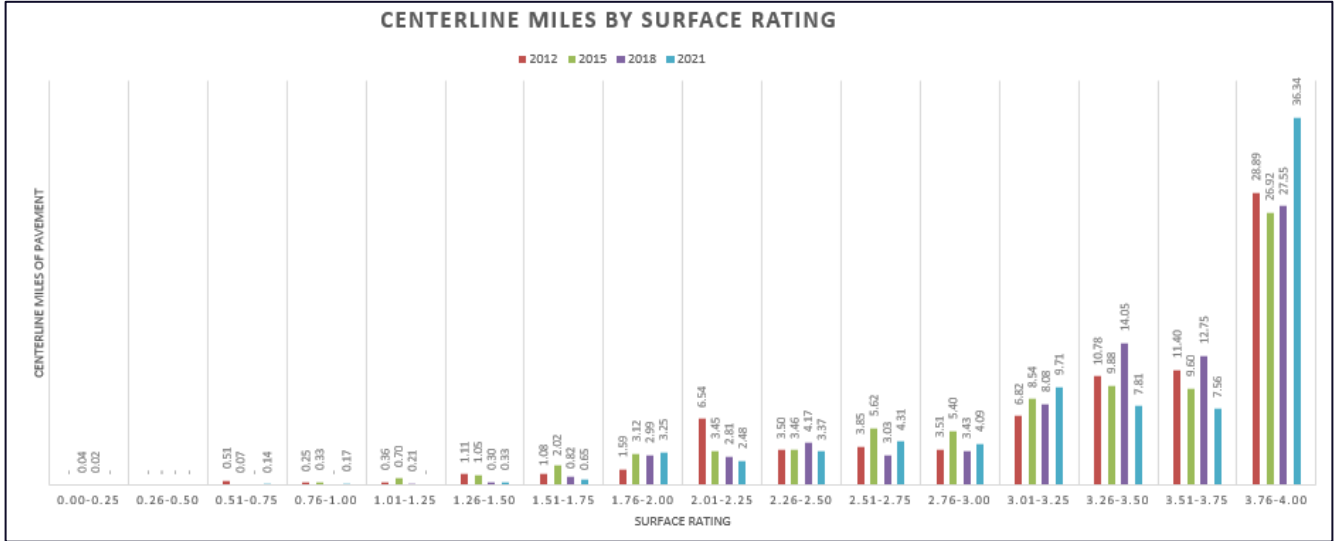


Figure 1 - Centerline Miles by Surface Rating

Miles of Road by Age

Pavement Age	2005		2012		2015		2018		2021	
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%
0-5	15.68	20.07%	11.79	14.70%	13.71	17.09%	12.86	16.03%	10.30	12.84%
6-10	10.35	13.25%	13.57	16.92%	6.96	8.68%	10.55	13.15%	9.28	11.58%
11-15	9.07	11.61%	10.83	13.50%	12.31	15.35%	10.61	13.22%	8.54	10.65%
16-20	11.72	15.00%	7.63	9.51%	9.76	12.17%	6.89	8.59%	11.40	14.21%
21-25	6.51	8.33%	11.82	14.74%	8.57	10.68%	10.13	12.62%	9.41	11.73%
26-30	3.87	4.95%	4.89	6.09%	10.57	13.18%	12.47	15.55%	8.32	10.38%
31-35	10.21	13.06%	3.21	4.00%	4.61	5.74%	2.50	3.11%	8.03	10.02%
36-40	5.98	7.66%	7.01	8.75%	2.25	2.80%	2.69	3.35%	3.21	4.01%
41-45	2.05	2.63%	6.11	7.61%	6.95	8.66%	5.83	7.27%	1.92	2.39%
46-50	2.03	2.60%	1.83	2.28%	2.36	2.95%	3.51	4.37%	6.00	7.48%
51-55	0.21	0.27%	0.98	1.22%	0.81	1.01%	0.54	0.68%	2.13	2.66%
56-60	0.17	0.21%	0.36	0.44%	1.13	1.41%	1.25	1.55%	0.56	0.70%
61-65	0.14	0.18%	0.05	0.06%	0.07	0.09%	0.26	0.32%	0.88	1.09%
66-70	-	0.00%	-	0.00%	-	0.00%	-	0.00%	0.07	0.09%
71-75	-	0.00%	0.14	0.17%	0.14	0.17%	-	0.00%	-	0.00%
76+	0.14	0.18%	-	0.00%	0	0.00%	0.14	0.17%	0.14	0.17%
Totals	78.13	100.00%	80.21	100.00%	80.20	100.00%	80.20	100.00%	80.20	100.00%

Table 2 - Centerline Miles by Surface Rating

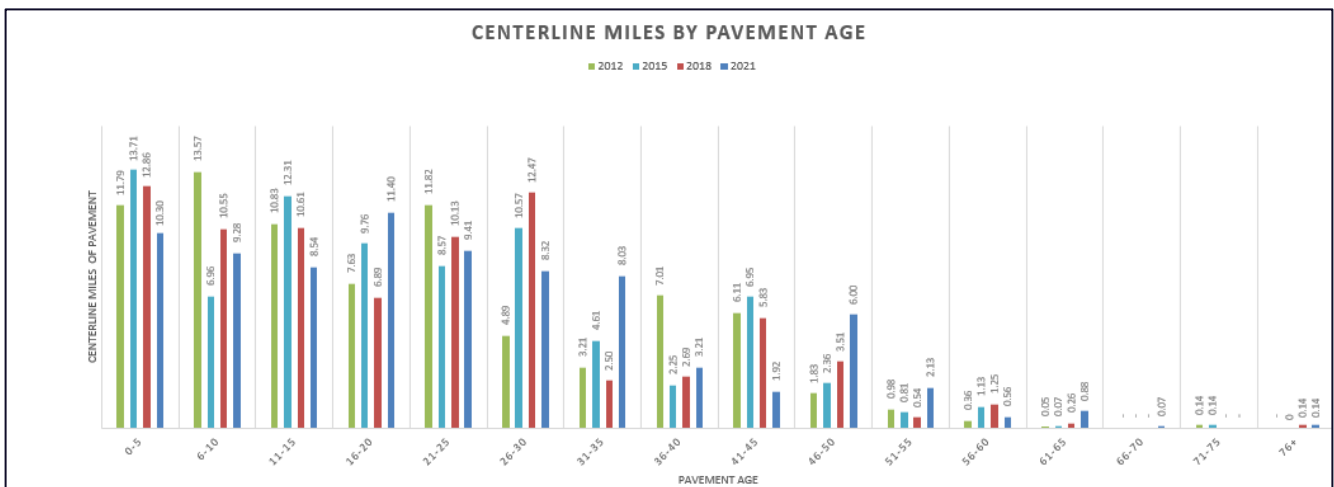


Figure 2 - Centerline Miles by Pavement Age

Pavement Management Summary					
	2005	2012	2015	2018	2021
Average Pavement Rating	3.246	3.273	3.216	3.354	3.400
Average Age of Street	18.92	20.48	21.01	20.94	24.92

Table 3 - Pavement Management Summary

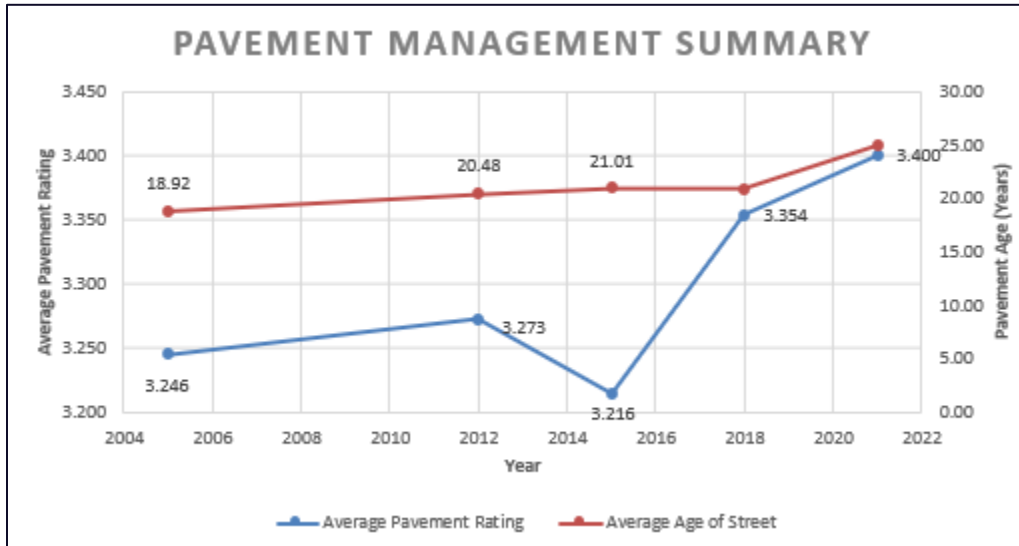


Figure 3 - Pavement Management Summary

Sanitary Sewer System Overview

The City of Brainerd operates and maintains approximately 77.44 miles of sanitary sewer, of which 49.7% is vitrified clay, 39.9% is poly-vinyl chloride, 5.9% is reinforced concrete, 0.1% is steel, and 1.8% is high-density polyethylene, and 2.7% is cured in place pipe. This equates to 203,089 linear feet (LF) of vitrified clay, 162,961 LF of poly-vinyl chloride, 24,250 LF of reinforced concrete, 470 LF of steel, and 7,218 LF of high-density polyethylene, and 10,887 LF of cured in place pipe. All the pipes range in size with the smallest pipes in the system being 6 inches and the largest being 27 inches. The current average age of the City's sewer system is about 52.1 years old. The current oldest sewer in the system was constructed in 1904, and the newest sewer in the system was constructed in 2023.

The City uses closed captioned television equipment to video the pipe and performs annual maintenance with flushing, root cutting, and rodding to the system every year. To properly maintain the sewer system, and to meet League of Minnesota Cities insurance requirements, the City adopted the League of Minnesota Cities Sewer Maintenance Policy, which states that major problem lines should be maintained 2-3 times/year, problem lines a time/year, clay lines every 2-5 years, PVC and CIPP pipe

every 6-10 years, and interceptors every 11-20 years. This, on average, means the City needs to maintain approximately 97,872 LF of pipe/year.

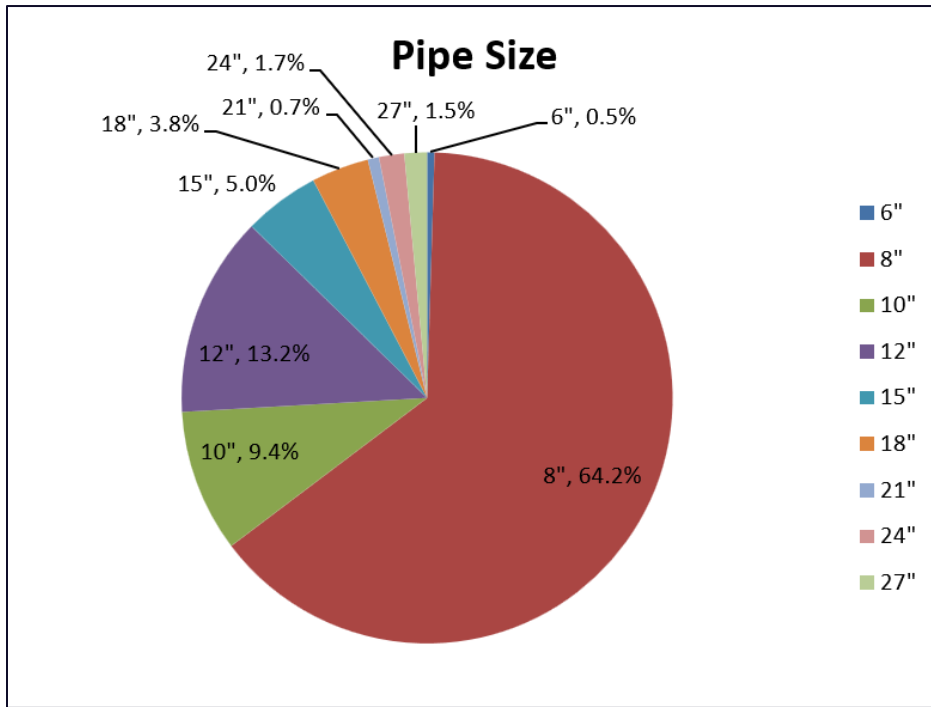


Figure 4 - Sanitary Sewer Pipe Size

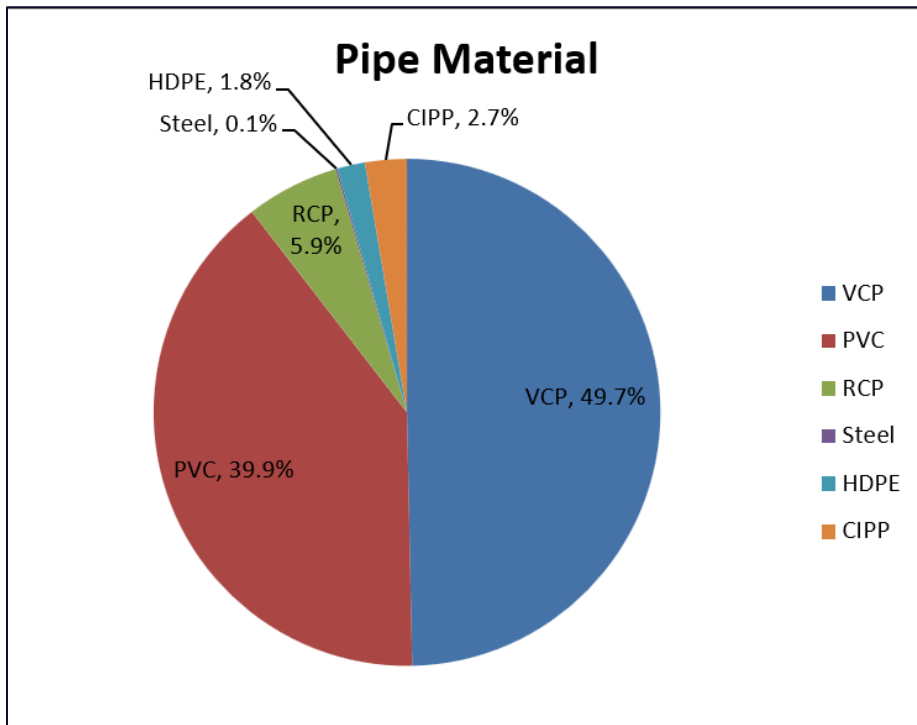


Figure 5 - Sanitary Sewer Pipe Material

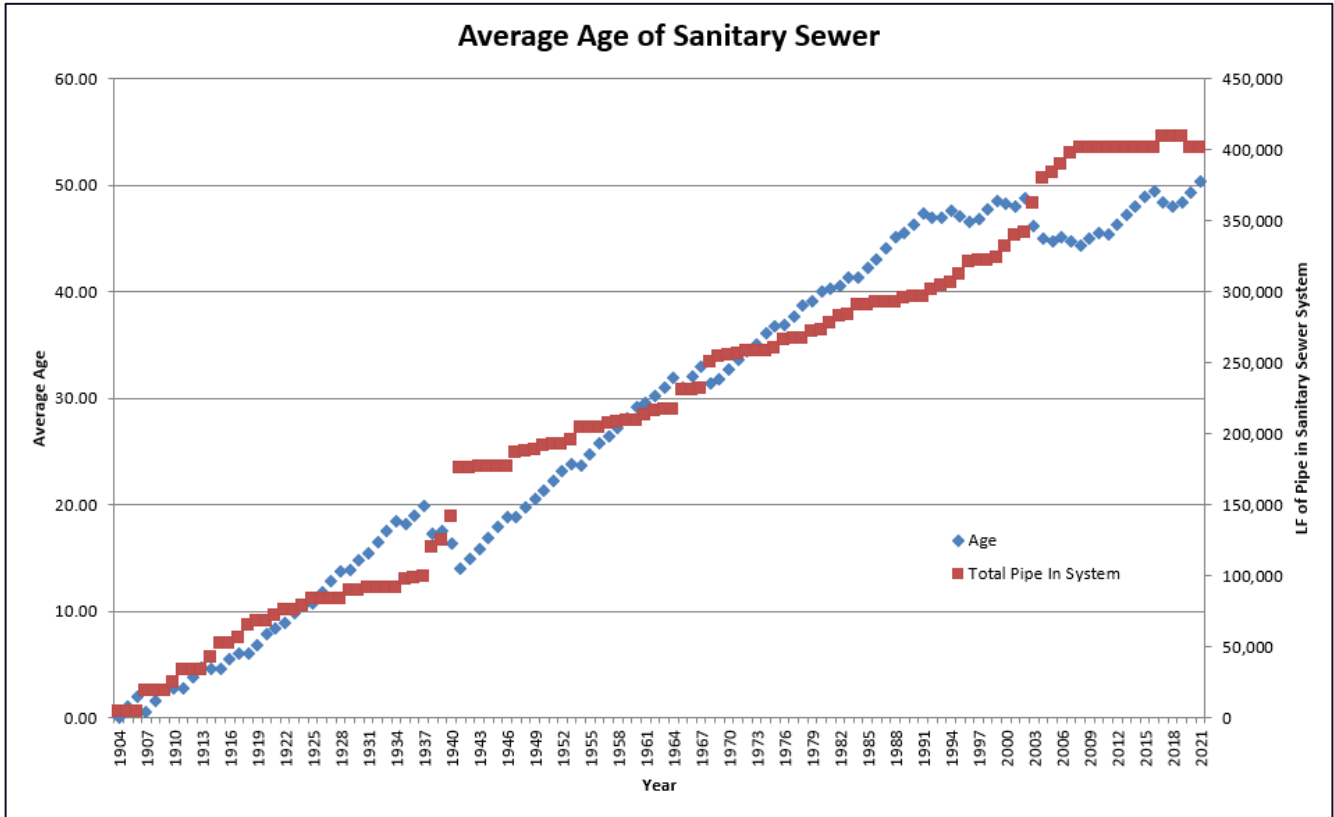


Figure 6 - Sanitary Sewer Average Age

Funding Options for a 10-Year Capital Plan

There are numerous ways to fund capital replacement and rehabilitation projects, both at a local level and laid out by Minnesota Statute. The most financially stable and viable solution to funding a 10-Year CIP is through levying money through local taxes. The City has numerous funds in which they pay for capital improvement projects, and include the Construction Fund 401, Sanitary Sewer Fund 237, Storm Sewer Fund 238. Currently, the City levies approximately \$375,000 into the construction fund 401. The City generates revenues into Sanitary Sewer Fund 237 and 238 through rates paid for by the users of each respective system. The current sanitary sewer rate is \$1.40 per 1,000 gallons plus a flat fee based upon water meter size serving the home or business. The current storm sewer rate is based upon a single-family residential fee of \$4.00/household. Commercial stormwater equivalent residential unit is based upon the single-family residential rate and get charged the single-family rate for every 1/12 acre of impervious area on the site. The sanitary sewer rate generates approximately \$850,000 of revenues into Sanitary Sewer Fund 237 every year while the storm sewer

rate generates approximately \$500,000 of revenues into the Storm Sewer Fund 238 every year.

Other sources of financing the 10-Year CIP are through assessing a portion of the improvement costs to the benefiting properties typically adjacent to the street or utility improvement. The City typically does not assess for replacement or rehabilitation of the storm sewer utility, as it is very difficult for the City to prove cost benefit of a replaced utility if the utility was functioning before the replacement. Minnesota Statute 429 lays out a very detailed process for assessing properties benefitted from a public improvement. The main objective when assessing properties for a portion of the cost of an improvement project is that the assessment bears a direct relationship to the value of the benefits (typically the fair market value) that the assessed property receives. The City of Brainerd's assessment policy assesses every property the same, whether it is on a busy collector street or a local side street, as such the City does not assess for anything over a typical residential street construction consisting of a 7-ton road design at the standard City street width of 35-foot curb-to-curb. This promotes fairness and equality to all constituents and businesses in the City so that residents or businesses are not being assessed for extra width or structure that may exist on some streets, but not others. The City assesses 50% of what a typical residential street costs to reconstruct or resurface. This is, in most cases, approximately \$35.00/front foot for a resurfacing project, \$75.00/front foot for a reconstruction project, and approximately \$175.00/front foot for new construction (storm sewer included, but no sanitary or water utilities). Typically, the City assesses the entire cost of sanitary sewer and water utilities to the adjacent property owner, as these utilities are a direct benefit to the property, they serve within the corporate City limits.

A last source of financing improvement projects is through the issuance of general obligation utility bonds or statute 429 bonds. State statute lays out specific guidelines and processes to issue bonds for capital infrastructure replacement, specifically in sections 429 and 475 of Minnesota Statute.

Determining an Appropriate Funding Level for a 10-Year Capital Plan

The City has used its available resources to fit a 10-Year plan to current funding levels and opportunities, while also recognizing the need to keep infrastructure within the City at an acceptable level to protect the health and safety of its constituents.

Project Selections and Benefits in Combining Projects

When compiling the data for the 10-year CIP, the City also considered location of projects as seeing the benefit in grouping similar projects near each other and thereby driving down project costs. As you can see from the upcoming listed projects, 2024 has a major focus in south Brainerd, 2025 has focus on southeast and south Brainerd, 2026 has focus on southeast Brainerd, and 2027 in northeast Brainerd, and 2027's primary focuses will be northeast and southeast Brainerd. Much of the infrastructure in northwest and southwest Brainerd is newer with much recent reconstruction occurring in north Brainerd, thus the focus is in centralized areas of southeast, northeast, and south Brainerd. This plan also reflects the focus on the reconstruction of Highway 210 through Brainerd in 2026 and 2027, in which the City will have a large role in assisting MnDOT throughout the project.

Appendix

10-YEAR CAPITAL IMPROVEMENT PLAN -- UPDATED 9-14-2023
 2024-2033
 CITY OF BRAINERD, MINNESOTA



YEAR	PROJ. NO.	PROJECT DESCRIPTION	TOTAL	CONSTRUCTION FUND	SPECIAL ASSESSMENTS	MUNICIPAL STATE AID	SANITARY SEWER FUND	STORM WATER UTILITY	WATER FUND (BPU)	OTHER SOURCES	COMMENTS
2024	24-01	2024 Seal Coat	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	
2024	24-02	2024 Crack Sealing	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	
2024	24-03	2024 Street Patching	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	
2024	24-04	2024 Street Striping	\$25,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	
2024		2024 Street Scanning	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	
2024	22-08	South Brainerd Reconstruction Project	\$4,280,000	\$1,225,000	\$915,000	\$0	\$490,000	\$350,000	\$1,300,000	\$0	Paul Circle, Madison Street (6th to 7th), S. 7th Street (Madison to Paul), Paul Street (6th to 8th), S. 8th Street (Paul to Wright), Todd Street (7th to Bane Park), Vine Street (6th to 7th), S. 7th Street (Pine to Tamarac), Rosewood Street, Sycamore Street, Tamarack Street
2024		Evergreen/Bluff Resurfacing Project	\$143,956	\$11,968	\$71,978	\$60,010	\$0	\$0	\$0	\$0	Evergreen Avenue (N. 10th to 1st NE), Bluff Avenue (10th to Evergreen)
2024	21-15	Buffalo Hills Gully Erosion Project	\$1,300,000	\$0	\$0	\$0	\$0	\$395,000	\$0	\$905,000	MN Clean Water Fund Grant Award
2024		Laurel Street Bridge Repairs	\$75,000	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	
2024		2024 Storm Sewer Outfall Replacement Project	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	O Street/10th Avenue NE
2024		2024 Sanitary Sewer Replacement Project	\$302,000	\$0	\$0	\$0	\$302,000	\$0	\$0	\$0	
		TOTAL 2024	\$6,445,956	\$1,531,968	\$986,978	\$135,010	\$792,000	\$795,000	\$1,300,000	\$905,000	
2025	25-01	2025 Seal Coat	\$160,000	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	
2025	25-02	2025 Crack Sealing	\$37,500	\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	
2025	25-03	2025 Street Patching	\$55,000	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	
2025	25-04	2025 Street Striping	\$26,000	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	
2025		S. 6th/Willow Roundabout Project	\$1,326,061	\$0	\$38,495	\$315,545	\$53,893	\$91,139	\$76,990	\$750,000	HSIP Grant Award, Includes Willow Street Reconstruction from from 6th to 7th
2025		Beech/Oakridge Reconstruction Project	\$2,223,925	\$108,089	\$345,413	\$489,691	\$377,249	\$364,556	\$538,927	\$0	Beech Street (Oak to Oakridge), Oakridge Street (Beech to 28th)
2025		S. 10th/Wright Resurfacing Project	\$404,022	\$0	\$176,001	\$228,021	\$0	\$0	\$0	\$0	S. 10th Street (Wright to Industrial Park), Wright Street (6th to 13th) includes Realignment
2025		South Brainerd Resurfacing Project	\$513,541	\$256,771	\$256,771	\$0	\$0	\$0	\$0	\$0	Ridge Drive, Ridge Court, Aspen Court, Carol Lane, Crestview Lane (Buffalo Hills to Pineview), Norway Court, Pineview Drive, Belle Rae Circle, Woodcrest Road, Graydon Avenue (Buffalo Hills to Woodcrest)
2025		Hawkins Drive Resurfacing Project	\$67,140	\$33,570	\$33,570	\$0	\$0	\$0	\$0	\$0	
2025		2025 Storm Sewer Outfall Replacement Project	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	
		TOTAL 2025	\$4,863,191	\$676,930	\$850,250	\$1,033,257	\$431,142	\$505,695	\$615,917	\$750,000	

YEAR	PROJ. NO.	PROJECT DESCRIPTION	TOTAL	CONSTRUCTION FUND	SPECIAL ASSESSMENTS	MUNICIPAL STATE AID	SANITARY SEWER FUND	STORM WATER UTILITY	WATER FUND (BPU)	OTHER SOURCES	COMMENTS
2026	26-01	2026 Seal Coat	\$160,000	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	
2026	26-02	2026 Crack Sealing	\$37,500	\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	
2026	26-03	2026 Street Patching	\$55,000	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	
2026	26-04	2026 Street Striping	\$26,000	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	
2026		TH 210/Washington Street Reconstruction Project (MnDOT)	\$3,351,000	\$0	\$0	\$2,710,000	\$66,000	\$0	\$575,000	\$0	
2026		Southeast Brainerd Reconstruction Project	\$2,004,940	\$505,666	\$373,015	\$0	\$412,279	\$46,481	\$667,500	\$0	Maple Street (17th to 19th), Norwood Street (17th to 19th), 18th Street SE (Oak to Laurel), 19th Street SE (Oak to Laurel)
2026		South Brainerd Resurfacing Project	\$550,413	\$275,207	\$275,207	\$0	\$0	\$0	\$0	\$0	Spruce Drive, Birchridge Drive, Linden Lane, Graydon Avenue (Woodcrest to S. 6th), Hillcrest Drive
2026		Pine Street Resurfacing Project	\$169,793	\$84,897	\$84,897	\$0	\$0	\$0	\$0	\$0	Pine Street (14th to Walnut)
2026		Dal-Mar Resurfacing Project	\$106,970	\$53,485	\$53,485	\$0	\$0	\$0	\$0	\$0	Dal-Mar Drive from end of curb to dead end
2026		S. 11th Street Resurfacing Project	\$327,986	\$163,993	\$163,993	\$0	\$0	\$0	\$0	\$0	S. 11th Street (Industrial Park to Thiesse)
2026		2026 Storm Sewer Outfall Replacement Project	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	
		TOTAL 2026	\$6,839,603	\$1,361,747	\$950,596	\$2,710,000	\$478,279	\$96,481	\$1,242,500	\$0	
2027	27-01	2027 Seal Coat	\$170,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$0	
2027	27-02	2027 Crack Sealing	\$40,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	
2027	27-03	2027 Street Patching	\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	
2027	27-04	2027 Street Striping	\$27,000	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	
2027		TH 210/Washington Street Reconstruction Project (MnDOT)	\$3,351,000	\$0	\$0	\$2,710,000	\$66,000	\$0	\$575,000	\$0	
2027		Northeast Brainerd Reconstruction Project	\$2,475,739	\$661,366	\$420,525	\$0	\$308,385	\$284,463	\$801,000	\$0	14th Avenue NE (L to O), 15th Avenue NE (Lum Park Rd to L), J Street NE (13th to 15th), K Street NE (13th to 15th), L Street NE (13th to 14th), M Street NE (13th to 14th)
2027		2027 Storm Sewer Outfall Replacement Project	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	
		TOTAL 2027	\$6,173,739	\$958,366	\$420,525	\$2,710,000	\$374,385	\$334,463	\$1,376,000	\$0	

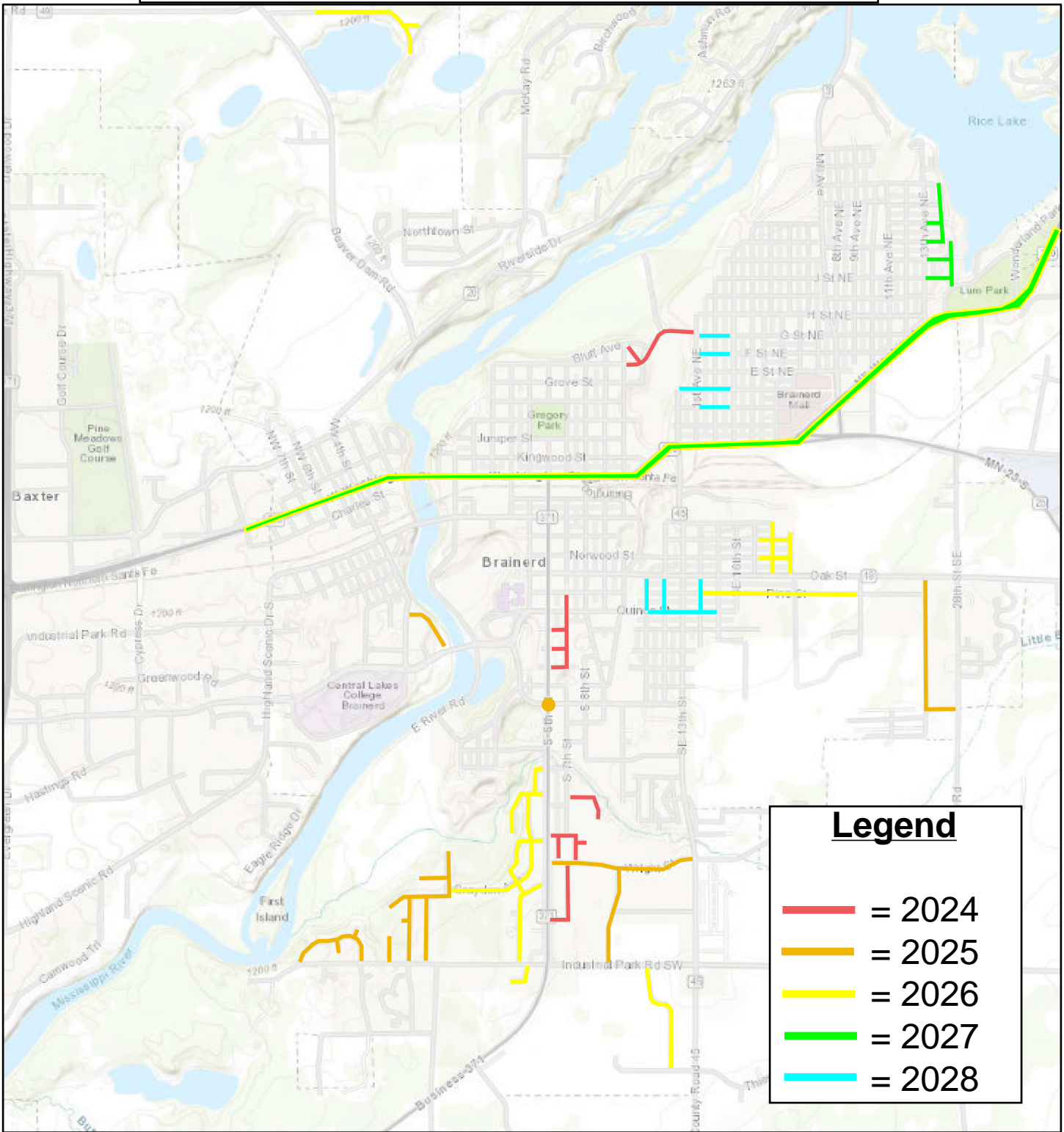
YEAR	PROJ. NO.	PROJECT DESCRIPTION	TOTAL	CONSTRUCTION FUND	SPECIAL ASSESSMENTS	MUNICIPAL STATE AID	SANITARY SEWER FUND	STORM WATER UTILITY	WATER FUND (BPU)	OTHER SOURCES	COMMENTS
2028	28-01	2028 Seal Coat	\$170,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$0	
2028	28-02	2028 Crack Sealing	\$40,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	
2028	28-03	2028 Street Patching	\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	
2028	28-04	2028 Street Striping	\$27,000	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	
2028		Southeast Brainerd Reconstruction Project	\$3,142,214	\$1,068,198	\$612,765	\$0	\$257,361	\$386,870	\$817,020	\$0	Quince Street (11th to 15th), 11th Street SE (Quince to Oak), 12th Street SE (Quince to Oak), 14th Street SE (Quince to Oak)
2028		Northeast Brainerd Resurfacing Project	\$365,083	\$182,541	\$182,541	\$0	\$0	\$0	\$0	\$0	C Street NE (1st to 3rd), D Street NE (Gillis to 3rd), F Street NE (1st to 3rd), G Street NE (1st to 3rd)
2028		2028 Storm Sewer Outfall Replacement Project	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	
		TOTAL 2027	\$3,854,297	\$1,547,740	\$795,306	\$0	\$257,361	\$436,870	\$817,020	\$0	
		TOTALS 2024-2028	\$28,176,785	\$6,076,750	\$4,003,654	\$6,588,267	\$2,333,167	\$2,168,509	\$5,351,436	\$1,655,000	
		% PARTICIPATION	100.0%	21.6%	14.2%	23.4%	8.3%	7.7%	19.0%	5.9%	

YEAR	PROJ. NO.	PROJECT DESCRIPTION	TOTAL	CONSTRUCTION FUND	SPECIAL ASSESSMENTS	MUNICIPAL STATE AID	SANITARY SEWER FUND	STORM WATER UTILITY	WATER FUND (BPU)	OTHER SOURCES	COMMENTS
2029	29-01	2029 Seal Coat	\$180,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	
2029	29-02	2029 Crack Sealing	\$42,500	\$42,500	\$0	\$0	\$0	\$0	\$0	\$0	
2029	29-03	2029 Street Patching	\$65,000	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	
2029	29-04	2029 Street Striping	\$28,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	
2029		2029 Street Scanning	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	
2029		Oak Street Reconstruction	\$2,989,961	\$0	\$591,235	\$703,852	\$55,182	\$56,308	\$1,583,384	\$0	Oak Street (16th St SE to TH 18/25)
2029		Laurel Street Resurfacing Project	\$266,344	\$133,172	\$133,172	\$0	\$0	\$0	\$0	\$0	Laurel Street (SW 4th St to S 6th St)
2029		Wright/Thiesse Extensions Resurfacing Project	\$632,153	\$316,076	\$316,076	\$0	\$0	\$0	\$0	\$0	Wright Street (13th to End), Thiesse Drive (West End to East End)
		TOTAL 2029	\$4,238,958	\$799,748	\$1,040,484	\$703,852	\$55,182	\$56,308	\$1,583,384	\$0	

YEAR	PROJ. NO.	PROJECT DESCRIPTION	TOTAL	CONSTRUCTION FUND	SPECIAL ASSESSMENTS	MUNICIPAL STATE AID	SANITARY SEWER FUND	STORM WATER UTILITY	WATER FUND (BPU)	OTHER SOURCES	COMMENTS
2030	30-01	2030 Seal Coat	\$180,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	
2030	30-02	2030 Crack Sealing	\$42,500	\$42,500	\$0	\$0	\$0	\$0	\$0	\$0	
2030	30-03	2030 Street Patching	\$65,000	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	
2030	30-04	2030 Street Striping	\$28,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	
2030		Southeast Brainerd Reconstruction Project	\$3,959,405	\$1,037,263	\$595,019	\$0	\$684,272	\$452,812	\$1,190,038	\$0	Maple Street (15th to 17th), Norwood Street (15th to 17th), 15th Street SE (Maple to Laurel), 16th Street SE (Norwood to Laurel)
2030		15th Street SE Resurfacing Project	\$66,233	\$33,117	\$33,117	\$0	\$0	\$0	\$0	\$0	Oak Street to Maple Street
		TOTAL 2030	\$4,341,138	\$1,385,880	\$628,136	\$0	\$684,272	\$452,812	\$1,190,038	\$0	
2031	31-01	2031 Seal Coat	\$190,000	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	
2031	31-02	2031 Crack Sealing	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	
2031	31-03	2031 Street Patching	\$70,000	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	
2031	31-04	2031 Street Striping	\$29,000	\$29,000	\$0	\$0	\$0	\$0	\$0	\$0	
2031		Pine/Quince Reconstruction Project	\$2,384,678	\$680,148	\$390,163	\$0	\$364,152	\$256,593	\$693,622	\$0	Pine Street (S. 6th to S. 10th), Quince Street (S. 6th to S. 11th)
2031		Northeast Brainerd Reconstruction Project	\$2,721,062	\$755,720	\$433,514	\$0	\$546,228	\$205,275	\$780,325	\$0	6th Avenue NE (E to H), 7th Avenue NE (E to H), F Street NE (6th to 8th), G Street NE (6th to 8th)
		TOTAL 2031	\$5,439,740	\$1,769,869	\$823,677	\$0	\$910,379	\$461,868	\$1,473,948	\$0	

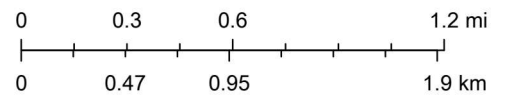
YEAR	PROJ. NO.	PROJECT DESCRIPTION	TOTAL	CONSTRUCTION FUND	SPECIAL ASSESSMENTS	MUNICIPAL STATE AID	SANITARY SEWER FUND	STORM WATER UTILITY	WATER FUND (BPU)	OTHER SOURCES	COMMENTS
2032	32-01	2032 Seal Coat	\$190,000	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	
2032	32-02	2032 Crack Sealing	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	
2032	32-03	2032 Street Patching	\$70,000	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	
2032	32-04	2032 Street Striping	\$29,000	\$29,000	\$0	\$0	\$0	\$0	\$0	\$0	
2032		Southeast Brainerd Reconstruction Project	\$3,999,796	\$1,194,794	\$685,386	\$0	\$495,246	\$209,380	\$1,414,990	\$0	11th Street SE (Willow to Quince), 12th Street SE (Willow to Quince), Rosewood Street (11th to 15th), 14th Street SE (Rosewood to Quince)
		TOTAL 2032	\$4,333,796	\$1,528,794	\$685,386	\$0	\$495,246	\$209,380	\$1,414,990	\$0	
2033	33-01	2033 Seal Coat	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	
2033	33-02	2033 Crack Sealing	\$47,500	\$47,500	\$0	\$0	\$0	\$0	\$0	\$0	
2033	33-03	2033 Street Patching	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	
2033	33-04	2033 Street Striping	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	
2033		Oak Street/TH 18/TH 25 Roundabout Project	\$1,075,000	\$0	\$0	\$1,000,000	\$0	\$0	\$75,000	\$0	
2033		Northeast Brainerd Reconstruction Project	\$3,245,329	\$943,502	\$541,234	\$0	\$599,867	\$213,568	\$947,159	\$0	12th Avenue NE (J to M), 13th Avenue NE (J to M), K Street NE (11th to 13th), L Street NE (11th to 13th), M Street NE (11th to 13th)
2033		South Brainerd Sanitary Sewer Rehabilitation Project	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	
		TOTAL 2033	\$5,172,829	\$1,296,002	\$541,234	\$1,000,000	\$1,099,867	\$213,568	\$1,022,159	\$0	
TOTALS 2029-2033			\$23,526,461	\$6,780,292	\$3,718,915	\$1,703,852	\$3,244,947	\$1,393,936	\$6,684,518	\$0	
% PARTICIPATION			100.0%	28.8%	15.8%	7.2%	13.8%	5.9%	28.4%	0.0%	
TOTALS 2024-2033			\$51,703,245	\$12,857,043	\$7,722,570	\$8,292,119	\$5,578,114	\$3,562,445	\$12,035,955	\$1,655,000	
% PARTICIPATION			100.0%	24.9%	14.9%	16.0%	10.8%	6.9%	23.3%	3.2%	

5-Year Capital Improvement Plan Map 2024-2028



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