

Preliminary Engineering Report

1st Avenue SE (CSAH 60) Turnback Project

New Prague, Minnesota

NEWPR 192121 | August 17, 2026



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August 17, 2026

RE: 1st Avenue SE (CSAH 60) Turnback
Project
Preliminary Engineering Report
New Prague, Minnesota
SEH No. NEWPR 192121 4.00

Honorable Mayor and
Members of the City Council
City of New Prague
118 Central Avenue North
New Prague, MN 56071

Dear Mayor and Council Members:

Pursuant to your request, Short Elliott Hendrickson Inc. (SEH®) is submitting this Preliminary Engineering Report for the potential turnback of 1st Avenue SE (CSAH 60) from Le Sueur County to the City of New Prague. This road extends approximately 1 mile from 15th Street SE (CSAH 29) to Main Street E (TH19). The purpose of this report is to identify the potential improvements to this street and their related costs. This information will be used for a future Memorandum of Understanding between the City and County. The required information for a Feasibility Report, primarily including proposed assessments, is not contained within this study. A thorough review of city-owned utilities including sanitary sewer, water main, and electrical was also not included within this study, but would be considered with a future Feasibility Study.

First Avenue SE is split into three areas based on its most recent construction.

1. Area 1 was constructed in 1998 and includes the portion of 1st Avenue SE from CSAH 29 to the existing south city limits.
2. Area 2 was constructed in 1986 and includes the portion of 1st Avenue SE from the city limits to a 1/2 section line located approximately 600 feet south of 5th Street SE.
3. Area 3 was constructed in 2004 and includes the portion of 1st Avenue SE from approximately 600 feet south of 5th Street SE to approximately 140 feet south of TH19.
4. Area 4 includes the remaining portion of 1st Avenue SE and was reconstructed with the Main Street (TH19) reconstruction in 2021.

As noted, the purpose of this study is to identify improvements to 1st Avenue SE to be completed as part of the potential turnback of the roadway from Le Sueur County ownership to City of New Prague ownership. If this project proceeds, it is expected to occur in 2027.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 10 North Bridge Street, Chippewa Falls, WI 54729-2550

715.720.6200 | 800.472.5881 | 888.908.8166 fax | sehinc.com

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Honorable Mayor and
Members of the City Council
August 17, 2026
Page 2

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.

A handwritten signature in black ink, appearing to read "Chris Knutson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chris Knutson, PE
City Engineer/Project Manager
(Lic. MN)

jb

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Preliminary Engineering Report

1st Avenue SE (CSAH 60) Turnback Project

Prepared for City of New Prague, Minnesota

1 Introduction/Background

1st Avenue SE (CSAH 60) extends approximately 1-mile from 15th Street SE (CSAH 29) to Main Street E (TH19). This roadway is owned by Le Sueur County is on their County State Aid Highway (CSAH) system. Several conversations have taken place between the City and County regarding the potential turnback of this roadway from County control to City control. This is a process the City has followed on multiple other streets over the last 10 years including Columbus Avenue N (formerly CSAH 15) and 7th Street NE/10th Avenue NE (formerly CSAH 37).

The purpose of this report is to identify the potential improvements to this street and their related costs. This information will be used for a future Memorandum of Understanding between the City and County. It would be expected that Le Sueur County would contribute significantly toward improvements to the existing street such that the City would not be burdened with costs related toward improvements. These improvements would match State Aid participating costs including roadway, sidewalks, driveways, and related items. It would not include potential costs for sanitary sewer or water main items as those are considered city utilities.

For the purpose of this study, 1st Avenue is split into four areas based on its most recent construction.

1. Area 1 was constructed in 1998 and includes the portion of 1st Avenue SE from CSAH 29 to the existing south city limits.
2. Area 2 was constructed in 1986 and includes the portion of 1st Avenue SE from the city limits to a 1/2 section line located approximately 600 feet south of 5th Street SE.
3. Area 3 was constructed in 2004 and includes the portion of 1st Avenue SE from approximately 600 feet south of 5th Street SE to approximately 140 feet south of TH19.
4. Area 4 includes the remaining portion of 1st Avenue SE and was reconstructed with the Main Street (TH19) reconstruction in 2021.

2 Pavement

2.1 Existing Pavement and Sidewalk Condition

The existing pavement condition on 1st Avenue SE (CSAH 60) varies along its alignment, generally reflecting the age of the most recent improvements. There have been four significant reconstruction projects on this roadway as shown in the table below. The pavement sections as noted below come from their original design documents. A visual inspection of the street was completed, and notes are provided in the table below.

Table 1 – Existing Pavement Conditions

Location	Last Improvement	Existing Pavement Section	Visual Inspection Notes
Area 1	1998	B618 Curb and Gutter 5.5" Bituminous Pavement 12" Aggregate Base	Surface deterioration throughout. Some areas of cracking and loss of surface smoothness. Curb and gutter generally in good condition with some settlement around catch basins.
Area 2	1986	B618 Curb and Gutter 3.0" Bituminous Pavement 15" Aggregate Base	Pavement surface is cracked throughout with multiple potholes and areas of severe deterioration. A "skim coat" of bituminous surface was applied to the driving lanes in this areas. Curb and gutter in generally okay condition, with some areas of replacement identified.
Area 3	2004	B618 Curb and Gutter 7.0" Bituminous Pavement 8" Aggregate Base 24" Select Granular Geotextile Fabric Edge Drain	Pavement surface in generally good conditions. Curb and gutter generally in good condition, though several areas of settlement or cracking noted. Much of existing sidewalk and curb ramps are not ADA compliant. Sidewalk located within driveways typically too steep.
Area 4	2004 (reconstruct) 2021 (pavement)	B618 Curb and Gutter 7.0" Bituminous Pavement 8" Aggregate Base 24" Select Granular Geotextile Fabric Edge Drain	In good condition. No areas of deficiency noted.

The pavement conditions on 1st Avenue SE south of 5th Street SE have been poor for a number of years, especially in Area 2. An overlay of the driving lanes within Area 2 was constructed in the spring of 2026 to extend its lifespan further until a more significant improvement could be made.

2.2 Pavement Improvements

As part of reviewing the existing pavement section and potential improvements, the roadway pavement section was reviewed using MnDOT calculators for traffic and pavement sections. As a State Aid Route, this roadway is required to allow commercial truck traffic and meet a 10-ton standard. The following was determined using the MnDOT State Aid 10 Ton ESAL Traffic Forecast Calculator and the Flexible Pavement Design, R-Value Method Calculator.

Current Average Daily Traffic (ADT) from 2024	1,953 vehicles per day
20-Year Projected Average Daily Traffic (ADT)	1,980 vehicles per day
20-Year Flexible Forecast ESAL Calculator	216,000
Minimum Granular Equivalent (GE) for pavement	23.05

It is worth noting that the above ESAL (Equivalent Single Axle Load) is based on traffic counts collected in 2017, 2022, and 2024. Traffic counts in 2017 were approximately 250 vehicles per day higher than in 2024. This type of reduction is not typical and may be related to the pavement

conditions as some drivers may elect to take alternate routes. With expected improvements and potential development adjacent to 1st Avenue SE, it is expected that traffic counts will increase in the future.

Throughout 1st Avenue SE, preservation type pavement improvements were considered for potential improvements. This includes "Mill and Overlay" and "Pavement Reclamation". More extensive improvement including Full reconstruction and partial reconstruction were generally not considered as extensive utility replacements are not expected and most curb and gutter is in acceptable condition. As such, the roadway geometrics will not be altered by the proposed project improvements.

Mill and Overlay

A mill and overlay improvement includes removal of the top 2.0" of pavement surface and replacement with a new bituminous mat. Some patching may be required and leveling mixes may be utilized to improve the crown of the road and promote better drainage. The curb and gutter and most of the underlying pavement is left in-place. This is considered a maintenance activity and is typically performed every 20-25 years on a street. This does not significantly affect the structure of the street but does improve drainage along with surface and ride quality.

Pavement Reclamation

A pavement reclamation improvement includes milling the pavement surface along with a portion of the aggregate below. The material is mixed together in-place to a depth of approximately 8 inches to 10 inches. This provides a gravel surface material. In preparation for new bituminous pavement, the excess material is removed and the gravel surface shaped with a crown, similar to new construction. The existing curb and gutter is left in-place and 6.0 inches of new bituminous pavement is constructed. Some utility improvements may take place, though they are usually limited as most of the underlying soils are not disturbed. The 6.0 inches of new bituminous surface is thicker than typical for city streets. This is primarily due to the limited existing aggregate materials.

2.2.1 Area 1

This portion of 1st Avenue SE was most recently reconstructed in 1998 and has 5.5 inches of bituminous over 12 inches of aggregate base. There is no subsurface drainage and the curb condition is generally in good condition with some smaller areas of spot repairs needed due to settlement or cracking. Most of the surrounding areas is agricultural, though residential development is expected to occur in the future on either side of the street.

Both mill and overlay and pavement reclamation were considered for this area. When reviewing the pavement section and potential improvements, a mill an overlay including removal and replacement of the top 2.0 inches of surfacing would result in a 22.63 inch granular equivalent and not meet a minimum 10-ton standard street for the traffic. With the age of the pavement nearing 30 years and observed deterioration of the surface, a pavement reclamation is proposed for this portion of Area 1. Subsurface drainage is also proposed on either side of the street.

2.2.2 Area 2

This portion of 1st Avenue SE was most recently reconstructed in 1998 and has 3.0 inches of bituminous over 15 inches of aggregate base. There is no subsurface drainage and the curb condition is generally in good condition with some smaller areas of spot repairs needed primarily due to settlement. Most of the surrounding areas is residential. The pavement surface is poor

throughout most of this area, primarily due to the limited amount of bituminous surfacing and age of the street.

Due to the thin layer of existing bituminous pavement and poor condition of the road surface, only a pavement reclamation was considered for this area. Subsurface drainage is also proposed on either side of the street.

2.2.3 Area 3

This portion of 1st Avenue SE was most recently reconstructed in 2004 and has 7.0 inches of bituminous over 8 inches of aggregate base, with 24 inches of select granular borrow and subsurface drainage. The curb condition is generally in good condition with some smaller areas of spot repairs due to settlement or cracking. More extensive curb repairs may be needed due to ADA requirements as discussed in the Existing Sidewalks section below. Most of the surrounding area is residential.

Only a mill and overlay was considered for this area. When reviewing the pavement section and potential improvements, the pavement was noted as generally in good condition with some surface level cracking. The existing pavement section is similar to the City's standard for reconstruction and also includes a thicker bituminous section. Improvements to this portion of 1st Avenue SE may not be imminently needed, but would generally be expected within 5-years.

2.2.4 Area 4

This portion of 1st Avenue SE was reconstructed in 2004 and has 7.0 inches of bituminous over 8 inches of aggregate base, with 24 inches of select granular borrow and subsurface drainage. The pavement surface was replaced with improvements to Main Street (TH19) in 2021. The curb condition is generally in good condition with no areas of repair or replacement expected. No improvements are proposed for this portion of 1st Avenue SE.

3 Other Improvements

3.1 Existing Sidewalks

There is sidewalk throughout most of the north half of 1st Avenue SE, primarily located on both sides of Areas 3 and 4. Much of that sidewalk is also located directly behind the curb and without boulevard. A field review of the sidewalk found that much of the existing sidewalk does not meet current ADA requirements due to steep cross slopes or non-conforming curb ramps. It is proposed that sidewalks that are in either poor condition or non-compliant condition be replaced as part of the Project improvements. As many of these sidewalks also cross sidewalks, it will also be necessary to replace portions of the adjacent sidewalks and curb to make them ADA-complaint.

3.2 New Sidewalk

As noted above, most of Areas 3 and 4 include sidewalk on both sides of the street. Extensions of this sidewalk are proposed on the east side of 1st Avenue SE within Areas 1 and 2. Sidewalk on both sides of the street would be preferable, but would be complicated due to steeper boulevards and driveways on the west side of the street. This sidewalk is expected to provide a connection to multiple city streets east and west of 1st Avenue SE and also to a future conceptual

trail to be located on CSAH 29. No immediate plans are in-place for construction of this trail, though accommodations would be made for its future potential construction.

3.3 Sanitary Sewer and Water Main

Existing sanitary sewer and water main is in-place along 1st Avenue SE from 11th Street Circle SE and Main Street SE. Water main extends slightly south of 11th Street Circle SE to provide service to one home and a hydrant for fire protection. At this time, it is not expected that either of these two utilities will require significant repairs or replacement as part of improvements on 1st Avenue SE. One sanitary sewer repair of a settled sewer main has been identified around Station 24+00 on the attached figures. This is likely due to adjacent storm sewer.

It is proposed that sanitary sewer and water main be extended south of 11th Street Circle all the way to CSAH 29 to provide service for future development of this area. This is likely to include areas west and east of 1st Avenue SE and south of CSAH 29. As the existing utilities are east of the curb and not within the street section, it is expected that these utilities could be installed either with improvements on 1st Avenue SE or in the future. Horizontal Directional Drilling (HDD) would be a viable option for their installation to minimize impact to the surrounding areas and allow installation without disrupting the roadway. It may be desirable to include a sanitary sewer and water main crossing of 1st Avenue SE for potential development west of the roadway. This may be done through open cut or directional drilling methods. Sewer and water service to existing homes would also be proposed where not currently provided.

Moving the sewer and water utilities to the street may be considered. This would, however, require more extensive reconstruction of the street pavement than the pavement condition requires. It would be expected that the City may incur additional costs if this would take place.

3.4 Storm Sewer

Storm sewer is located throughout 1st Avenue SE. No significant deficiencies are known to this system and most areas where no areas of flooding have been noted beyond those due to pavement conditions. Two improvements are proposed for surface and subsurface drainage.

1. Installation of a catch basin and storm lead around Sta. 3+00 within Area 1. This catch basin would be directly across from existing storm sewer and reduce runoff that would otherwise continue south toward CSAH 29 where there is no storm sewer.
2. Installation of drain tile on either side of the street within Areas 1 and 2, where feasible. A drain tile would be constructed below the in-place street section, approximately 2-feet below the street surface and 3-feet from the B618 curb and gutter toe. This will improve drainage within the street section and reduce the likelihood of frost heaves occurring. This will only be feasible where there is storm sewer to discharge the drain tile, so it will not be possible to construct south of approximately Sta. 3+00.

3.5 Private Utilities

Private utilities are not expected to be significantly impacted by this project. Both the mill and overlay and pavement reclamation will have relatively minor impacts. The drain tile location will be within the street section where there is typically less utilities. Where sidewalks or trails are reconfigured at intersections, a review of above-ground infrastructure (poles, pedestals, transformers, etc.) will be required at each location with modifications likely made to accommodate both. The sanitary sewer and water main installation in the Area 1 portion of the

project may impact some utilities, which will be determined through later topographic survey and utility locates.

4 Rights-of-Way/Easements

All work is proposed to be completed within existing or acquired right-of-way or easements. Agricultural parcels on the east side 1st Avenue SE within Area 1 have property lines that extend to the centerline of the street. Right-of-way acquisition will be required to complete the proposed improvements and also to include this portion of 1st Avenue SE as a CSAH turnback on the Cities Municipal State Aid System. This process is proposed to take place prior to or concurrently with the turnback agreement to ensure the City can collect future State Aid funding for maintenance of this newly acquired street.

5 Required Permits and Approvals

The following permits are anticipated to be needed:

- Minnesota Department of Health (MDH) (Water Main Improvements)
- Minnesota Pollution Control Agency (MPCA) (NPDES General Stormwater Permit)
- Minnesota Pollution Control Agency (MPCA) (Extension of Sanitary Sewer)
- MnDOT Right of Way Permit (Traffic Control Signing on Highway)

The project may require review and approval by MnDOT for use of State Aid funds, depending on the funding sources used. Previous turnback projects led by the City have not required MnDOT review and approval.

6 Cost Estimates and Funding

The costs quoted herein are estimates only. The actual cost of the work would be determined through the public bidding process and a reconciliation of all project related costs. Detailed cost estimates are included in Appendix A. The cost estimates include budget amounts for construction cost, project related costs (20% of construction), and contingency costs (10% of construction).

Construction costs as shown in this report are based on the average bid received on the 2026 Street Project plus 1-year of inflation with the assumption that the turnback process is initiated in 2027. The 2026 Street Project included multiple improvements similar to what is proposed for this turnback Project.

The Estimated Construction Costs are shown in the tables below. Area 4 has minimal improvements proposed (driveway) and is included with Area for the purpose of cost estimating as they'd be assumed to be completed together.

Table 2 – Area 1 Estimated Project Costs

Improvements	Construction Costs	Project Costs
Eligible Street Costs	\$276,100	\$372,735
ADA Walk and Driveways	\$0	\$0
New Sidewalk Construction	\$54,200	\$73,170
Storm Sewer	\$12,900	\$17,415
Sanitary Sewer	\$144,600	\$195,210
Water Main	\$139,800	\$188,730
Total All Improvements	\$627,600	\$847,260
Notes: Project Costs include 25% Project Related Costs and 10% Contingency Costs		

Table 3 – Area 2 Estimated Project Costs

Improvements	Construction Costs	Project Costs
Eligible Street Costs	\$558,900	\$754,515
ADA Walk and Driveways	\$0	\$0
New Sidewalk Construction	\$121,900	\$164,565
Storm Sewer	\$6,300	\$8,505
Sanitary Sewer	\$33,700	\$45,495
Water Main	\$3,200	\$4,320
Total All Improvements	\$724,000	\$977,400
Notes: Project Costs include 25% Project Related Costs and 10% Contingency Costs		

Table 4 – Areas 3 and 4 Estimated Project Costs

Improvements	Construction Costs	Project Costs
Eligible Street Costs	\$335,600	\$453,060
ADA Walk and Driveways	\$170,200	\$229,770
New Sidewalk Construction	\$0	\$0
Storm Sewer	\$8,800	\$11,880
Sanitary Sewer	\$7,800	\$10,530
Water Main	\$5,900	\$7,965
Total All Improvements	\$528,300	\$713,205
Notes: Project Costs include 25% Project Related Costs and 10% Contingency Costs		

Table 5 – Total Estimated Project Costs

Improvements	Project Costs
Eligible Street Costs	\$1,810,080
ADA Walk and Driveways	\$229,770
New Sidewalk Construction	\$237,735
Storm Sewer	\$17,415
Sanitary Sewer	\$251,235
Water Main	\$201,015
Total All Improvements	\$2,517,480

Funding for the project is expected to be split between Le Sueur County and the City of New Prague on Eligible Street Costs and Storm Sewer Costs. For this report, the funding has been split as presented on previous turnback projects between Scott County and the City of New Prague. This would be as follows:

1. Pavement, curb, and striping – 100% County Cost
2. Existing Sign Replacement – 100% County Cost for Materials. City will purchase, remove and replace signage within the Project Area.
3. Curb replacement on roadway – 100% County Cost
4. Sidewalk and curb ramp replacement for ADA compliance – 50% County/50% City (Equal Cost)
5. Driveway replacement necessitated for ADA compliance – 50% County/50% City (Equal Cost)
6. Stormwater structures – 50% County/50% City (Equal Cost)
7. Sanitary sewer and water main – 100% City Cost
8. New sidewalk, curb ramp, and driveway construction – 100% City Cost
9. Engineering, materials testing, and other project related costs to be apportioned based on construction costs.

City Costs are expected to be split funded by each of the utility funds (water, sanitary sewer, storm sewer), assessments, and the general fund. Assessment amounts will be determined with a feasibility report.

Table 6 – Area 1 Estimated Project Funding

Improvements	Total Project Costs	County Funding	City Funding			
			Streets	Sanitary Fund	Water Fund	Stormwater Fund
Eligible Street	\$372,735	\$372,735	\$0	\$0	\$0	\$0
ADA Walk and Driveways	\$0	\$0	\$0	\$0	\$0	\$0
New Sidewalk Construction	\$73,170	\$0	\$73,170	\$0	\$0	\$0
Storm Sewer	\$17,415	\$8,708	\$0	\$0	\$0	\$8,708
Sanitary Sewer	\$195,210	\$0	\$0	\$ 195,210	\$0	\$0
Water Main	\$188,730	\$0	\$0	\$0	\$ 188,730	\$0
Total All Improvements	\$847,260	\$381,443	\$73,170	\$195,210	\$188,730	\$8,708

Table 7 – Area 2 Estimated Project Funding

Improvements	Total Project Costs	County Funding	City Funding			
			Streets	Sanitary Fund	Water Fund	Stormwater Fund
Eligible Street	\$754,515	\$754,515	\$0	\$0	\$0	\$0
ADA Walk and Driveways	\$0	\$0	\$0	\$0	\$0	\$0
New Sidewalk Construction	\$164,565	\$0	\$164,565	\$0	\$0	\$0
Storm Sewer	\$8,505	\$4,253	\$0	\$0	\$0	\$4,253
Sanitary Sewer	\$45,495	\$0	\$0	\$45,495	\$0	\$0
Water Main	\$4,320	\$0	\$0	\$0	\$4,320	\$0
Total All Improvements	\$977,400	\$758,768	\$164,565	\$45,495	\$4,320	\$4,253

Table 8 – Area 3 and 4 Estimated Project Funding

Improvements	Total Project Costs	County Funding	City Funding			
			Streets	Sanitary Fund	Water Fund	Stormwater Fund
Eligible Street	\$453,060	\$453,060	\$0	\$0	\$0	\$0
ADA Walk and Driveways	\$229,770	\$114,885	\$114,885	\$0	\$0	\$0
New Sidewalk Construction	\$0	\$0	\$0	\$0	\$0	\$0
Storm Sewer	\$11,880	\$5,940	\$0	\$0	\$0	\$5,940
Sanitary Sewer	\$10,530	\$0	\$0	\$10,530	\$0	\$0
Water Main	\$7,965	\$0	\$0	\$0	\$7,965	\$0
Total All Improvements	\$713,205	\$573,885	\$114,885	\$10,530	\$7,965	\$5,940

Table 9 – Total Estimated Project Funding

Improvements	Total Project Costs	County Funding	City Funding			
			Streets	Sanitary Fund	Water Fund	Stormwater Fund
Eligible Street	\$1,580,310	\$1,580,310	\$0	\$0	\$0	\$0
ADA Walk and Driveways	\$229,770	\$114,885	\$114,885	\$0	\$0	\$0
New Sidewalk Construction	\$237,735	\$0	\$237,735	\$0	\$0	\$0
Storm Sewer	\$37,800	\$18,900	\$0	\$0	\$0	\$18,900
Sanitary Sewer	\$251,235	\$0	\$0	\$251,235	\$0	\$0
Water Main	\$201,015	\$0	\$0	\$0	\$ 201,015	\$0
Total All Improvements	\$2,537,865	\$1,714,095	\$352,620	\$251,235	\$201,015	\$18,900

7 Standard of Care

The conclusions and recommendations contained in this report were arrived at in accordance with generally accepted professional engineering practice at this time and location. Other than this, no warranty is implied or intended.

Figures

Figure 1 – Existing Condition - Area 1 and Area 2

Figure 2 – Existing Condition - Area 3 and Area 4

Figure 3 – Typical Sections

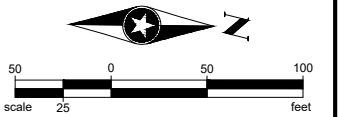
Figure 4 – Proposed Improvements - Sta. 0+00 to Sta. 15+00

Figure 5 – Proposed Improvements - Sta. 15+00 to Sta. 31+00

Figure 6 – Proposed Improvements - Sta. 31+00 to Sta. 47+00

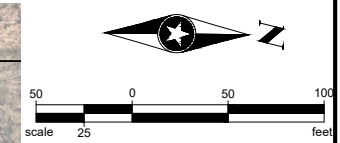
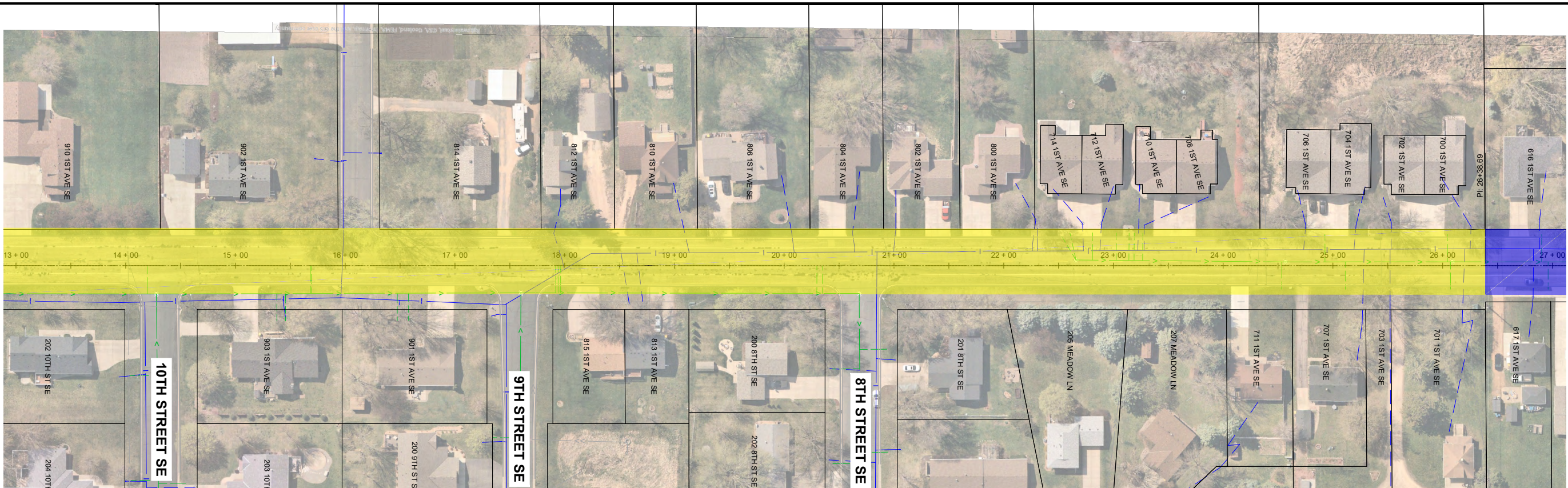
Figure 7 – Proposed Improvements - Sta. 47+00 to Sta. 50+00

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- YEAR OF LAST IMPROVEMENT**
- AREA 1
1998 CONSTRUCTION
 - AREA 2
1986 CONSTRUCTION
 - AREA 3
2004 CONSTRUCTION
 - AREA 4
2004 CONSTRUCTION
2021 PAVING

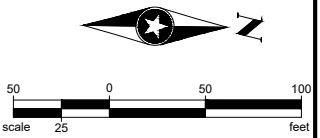
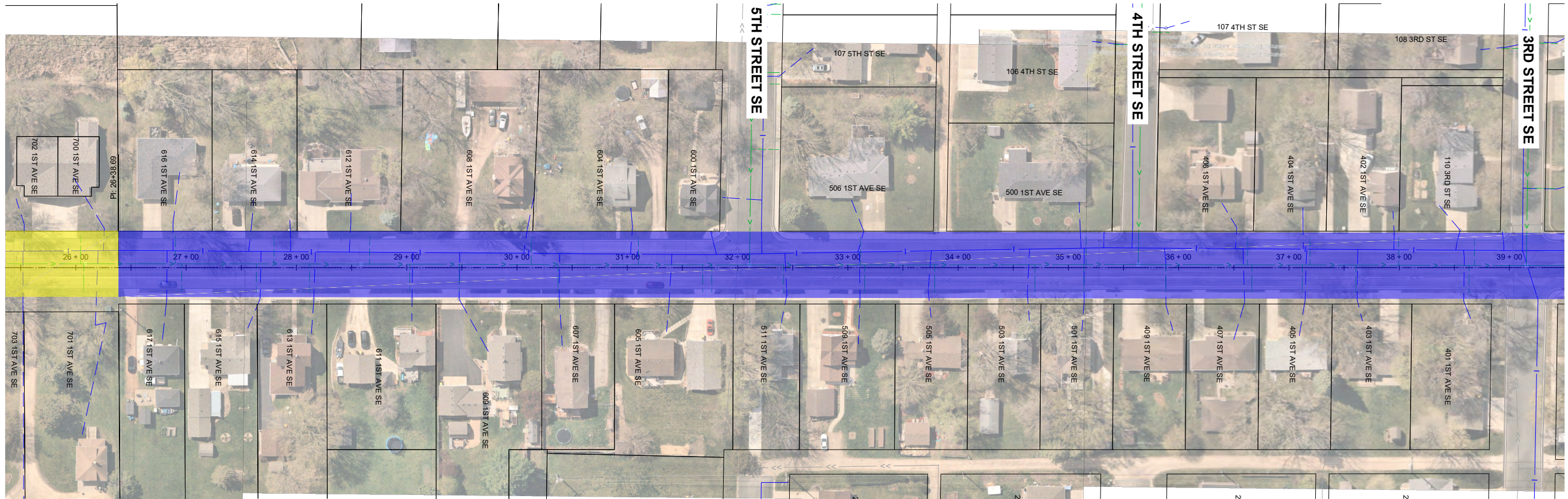
1ST AVENUE SE (CSAH 60)



- YEAR OF LAST IMPROVEMENT**
- AREA 1
1998 CONSTRUCTION
 - AREA 2
1986 CONSTRUCTION
 - AREA 3
2004 CONSTRUCTION
 - AREA 4
2004 CONSTRUCTION
2021 PAVING

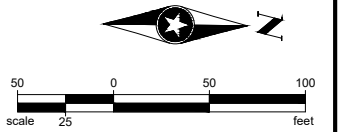
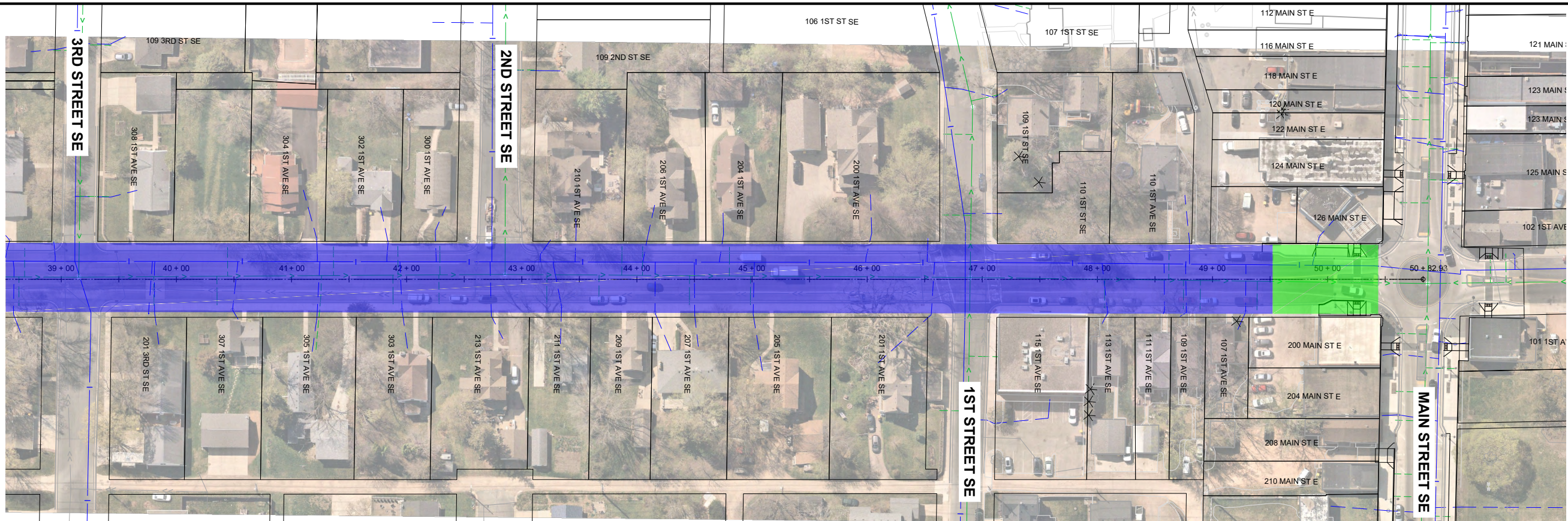
	PROJECT NO. NEWPR 192121	EXISTING CONDITION 1ST AVENUE SE / CSAH 60 TURNBACK NEW PRAGUE, MINNESOTA	FIGURE NO. 1
	DATE: 08/11/2026		

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YEAR OF LAST IMPROVEMENT	
AREA 1	1998 CONSTRUCTION
AREA 2	1986 CONSTRUCTION
AREA 3	2004 CONSTRUCTION
AREA 4	2004 CONSTRUCTION 2021 PAVING

1ST AVENUE SE (CSAH 60)



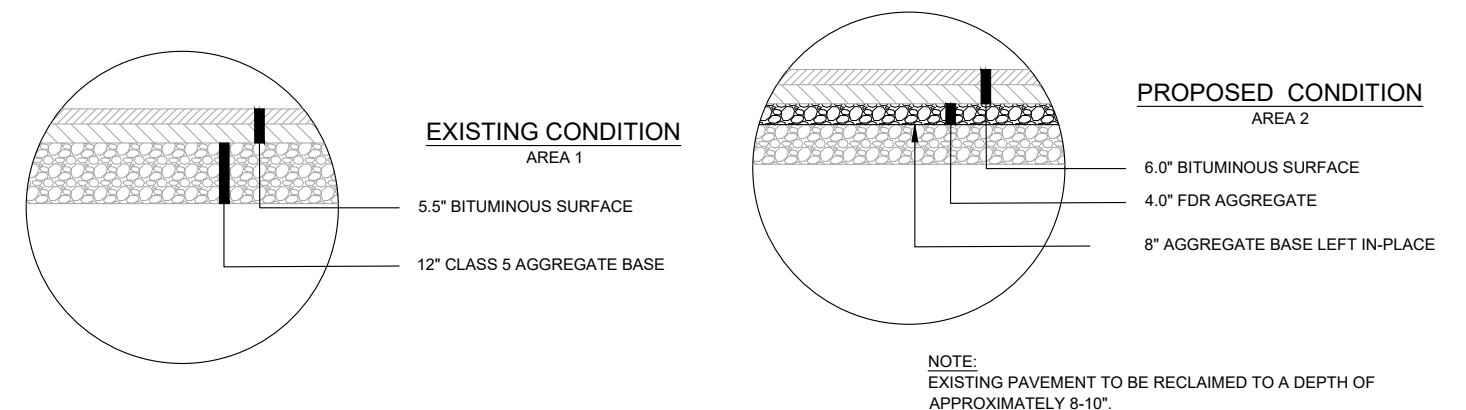
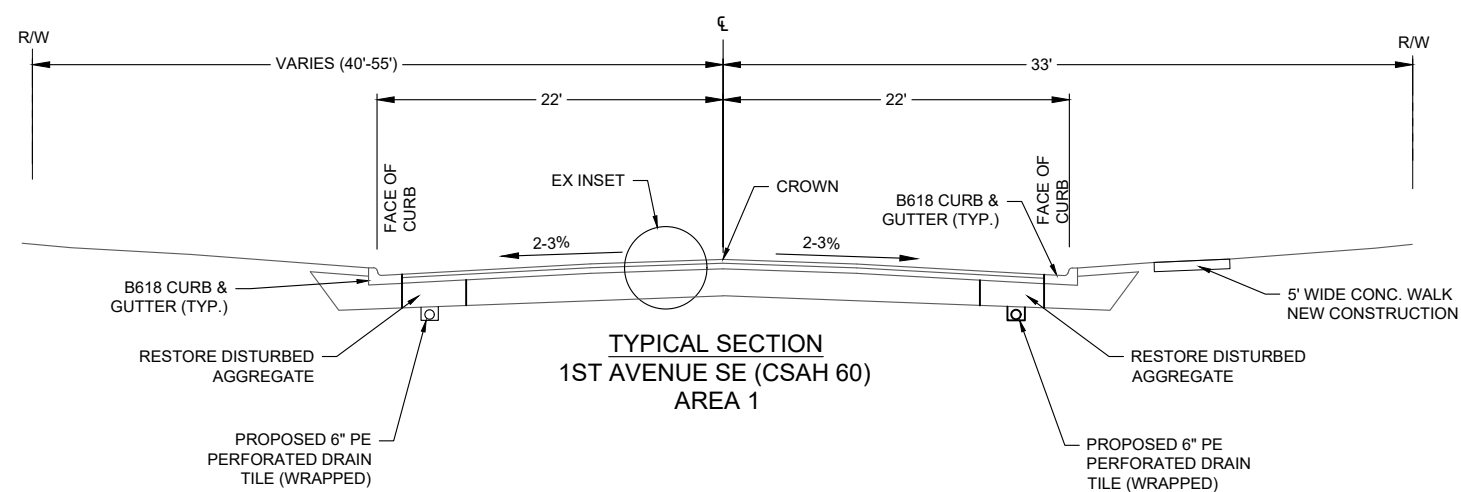
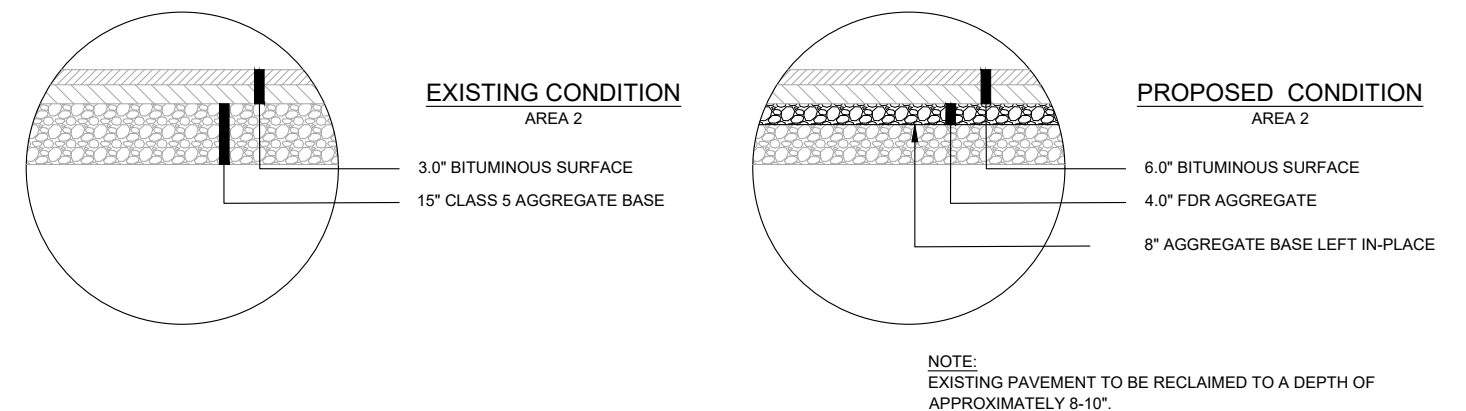
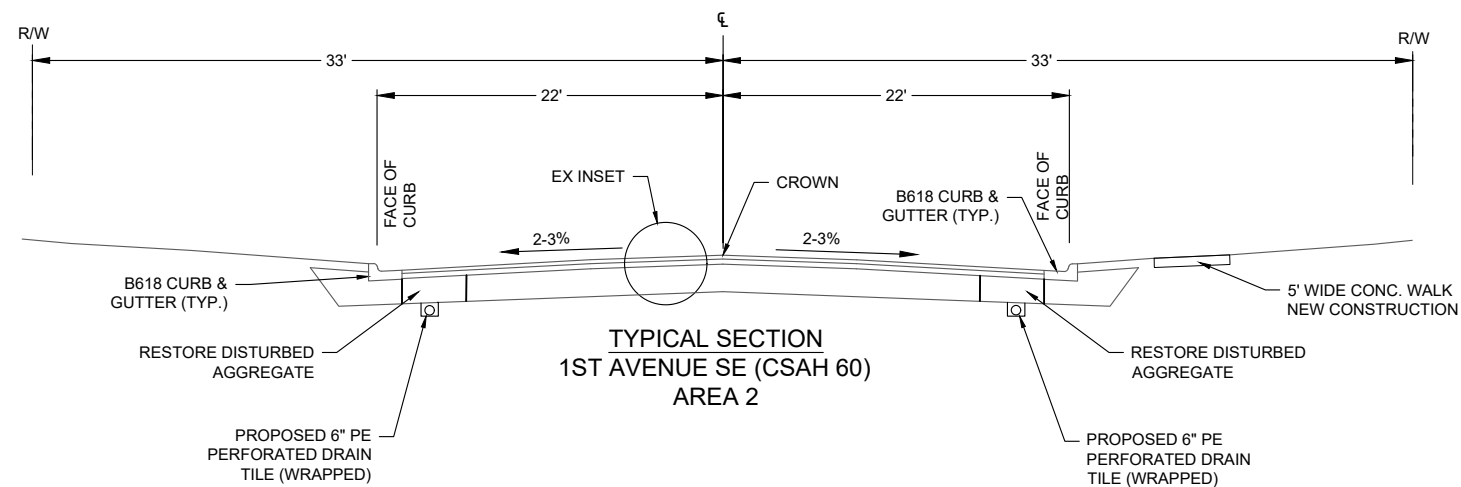
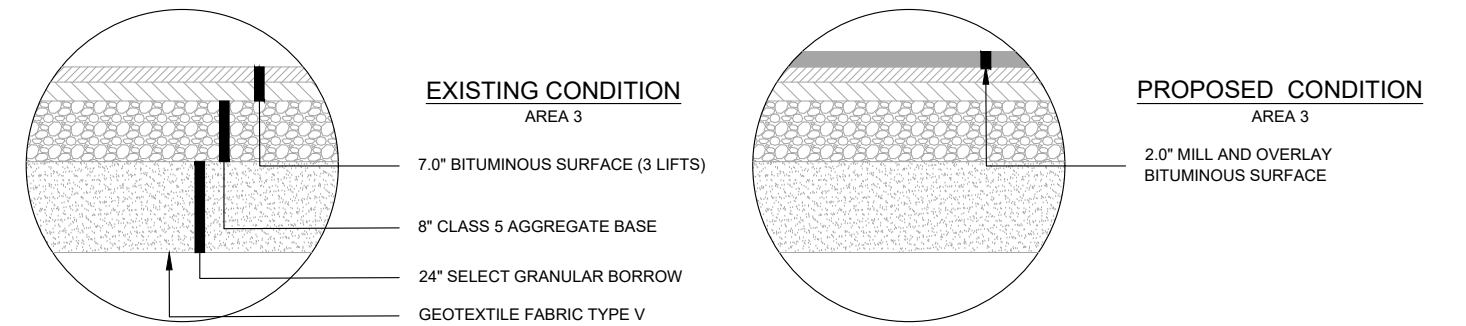
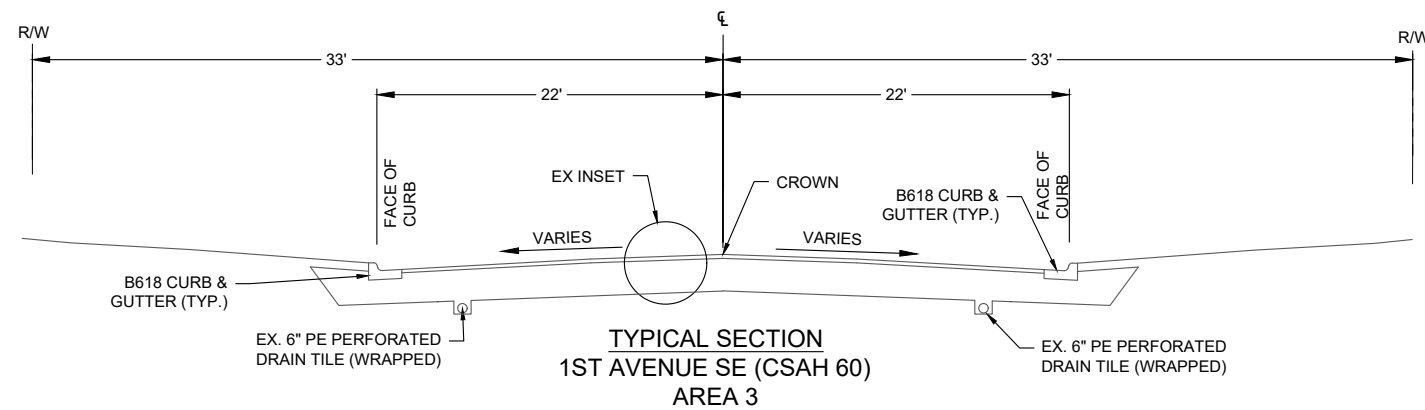
YEAR OF LAST IMPROVEMENT	
AREA 1	1998 CONSTRUCTION
AREA 2	1986 CONSTRUCTION
AREA 3	2004 CONSTRUCTION
AREA 4	2004 CONSTRUCTION 2021 PAVING



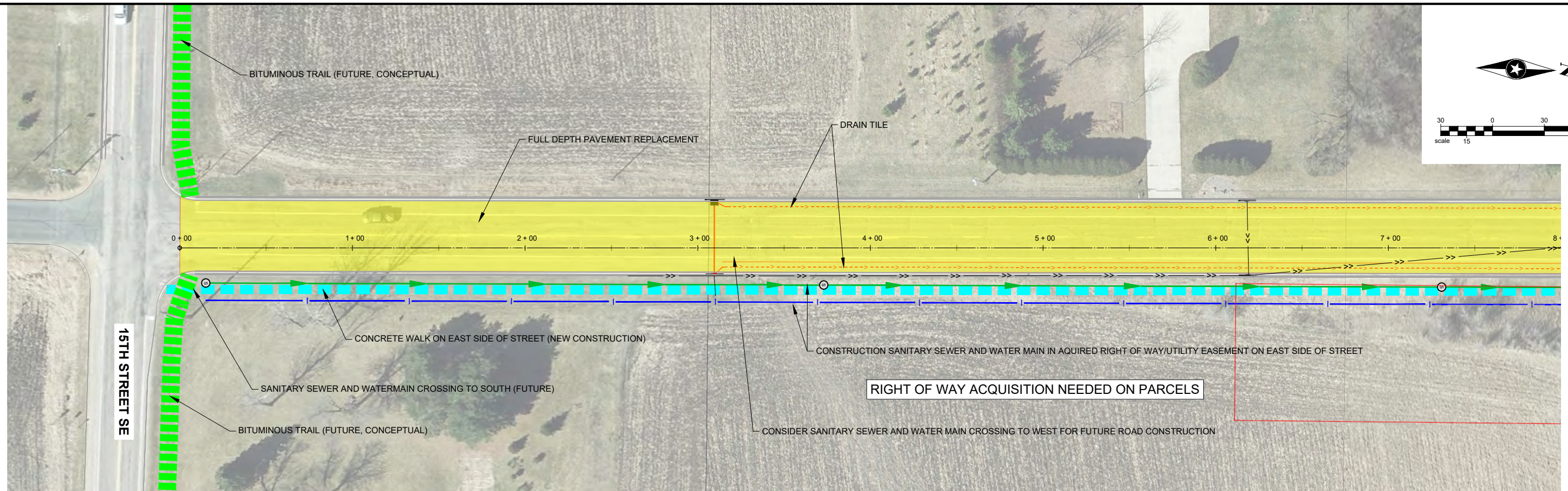
PROJECT NO.
NEWPR 192121
DATE:
08/11/2026

EXISTING CONDITION
1ST AVENUE SE / CSAH 60 TURNBACK
NEW PRAGUE, MINNESOTA

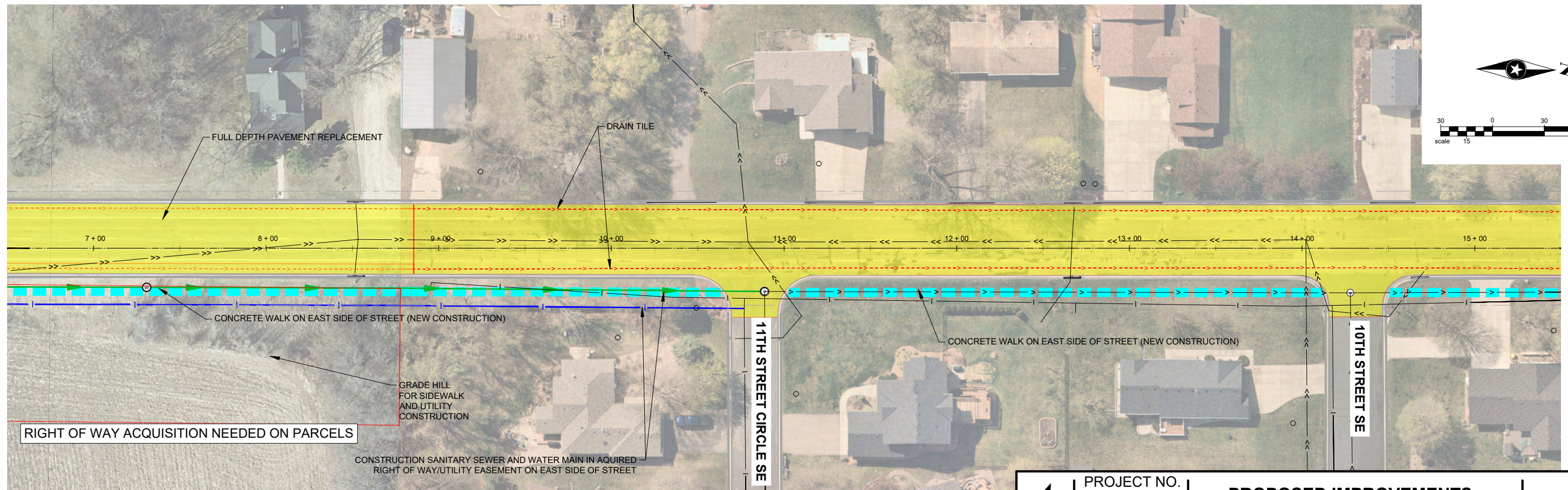
FIGURE NO. 2



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1ST AVENUE SE (CSAH 60)

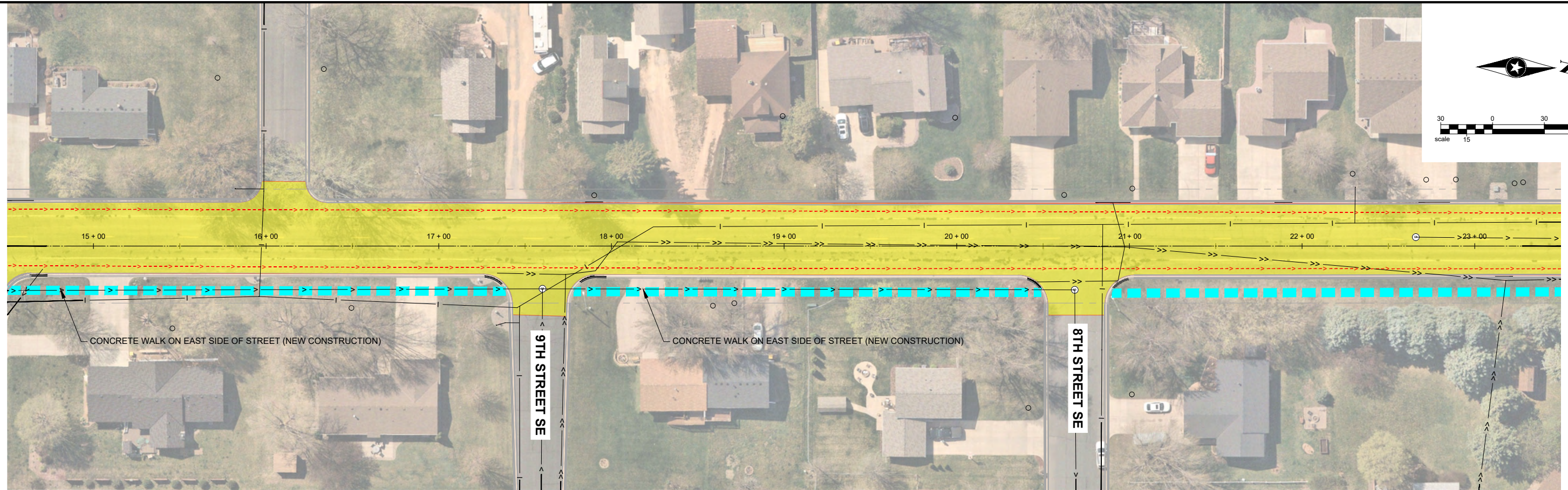


PROJECT NO.
NEWPR 192121
DATE:
08/11/2026

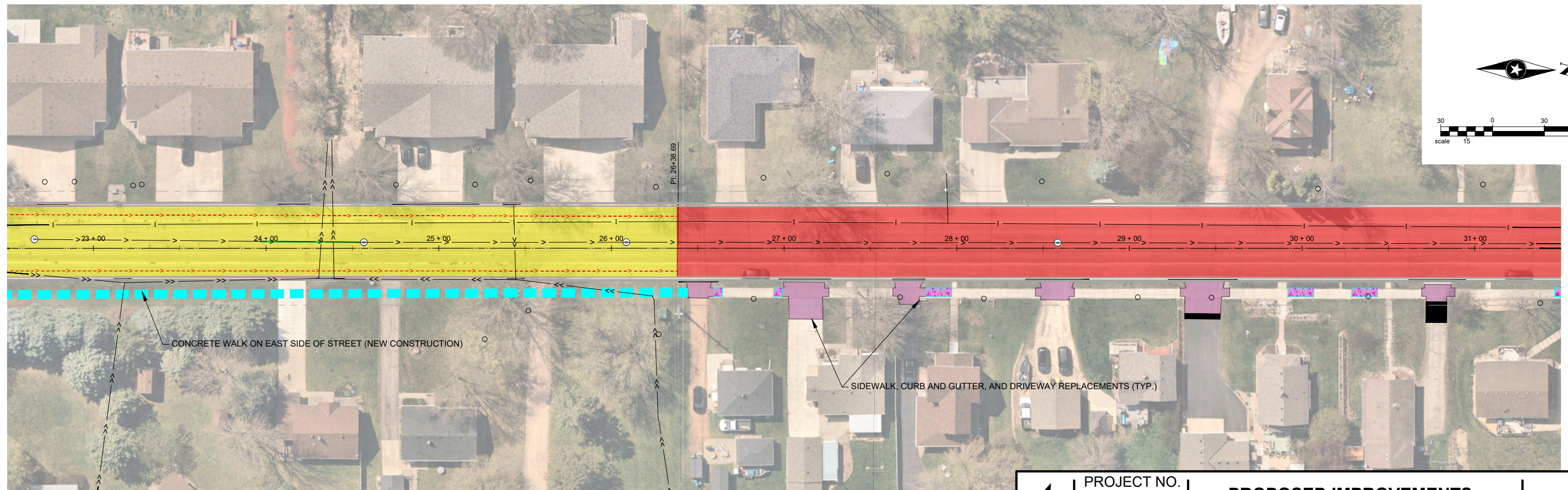
PROPOSED IMPROVEMENTS
1ST AVENUE SE / CSAH 60 TURNBACK
NEW PRAGUE, MINNESOTA

**FIGURE
NO. 4**

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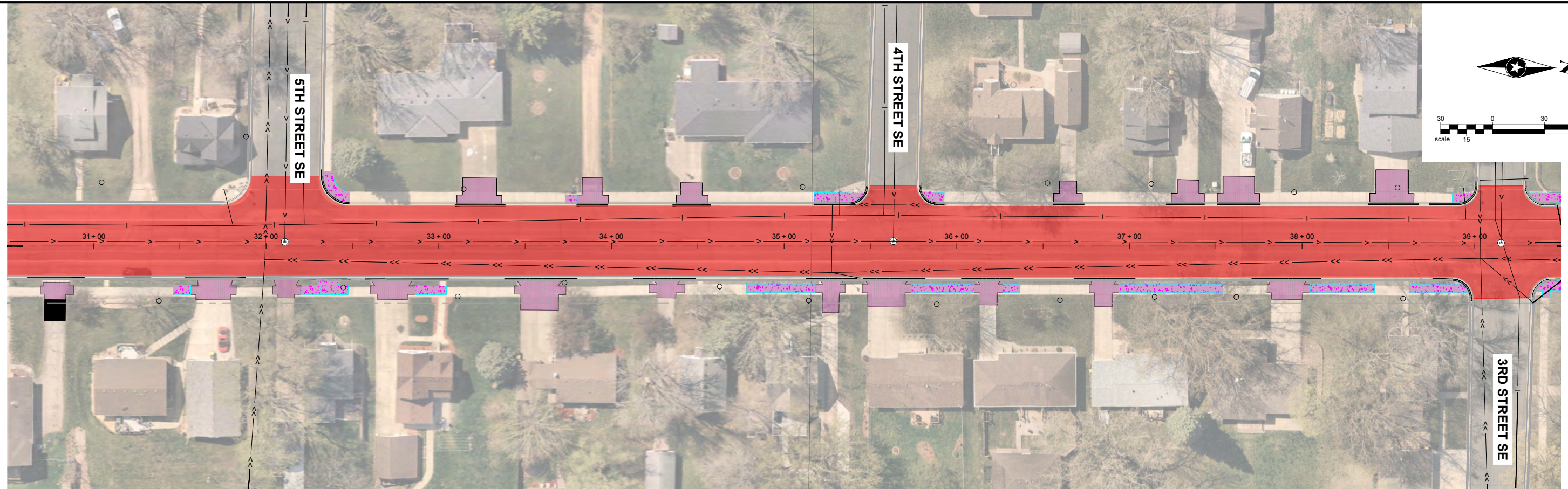


1ST AVENUE SE (CSAH 60)

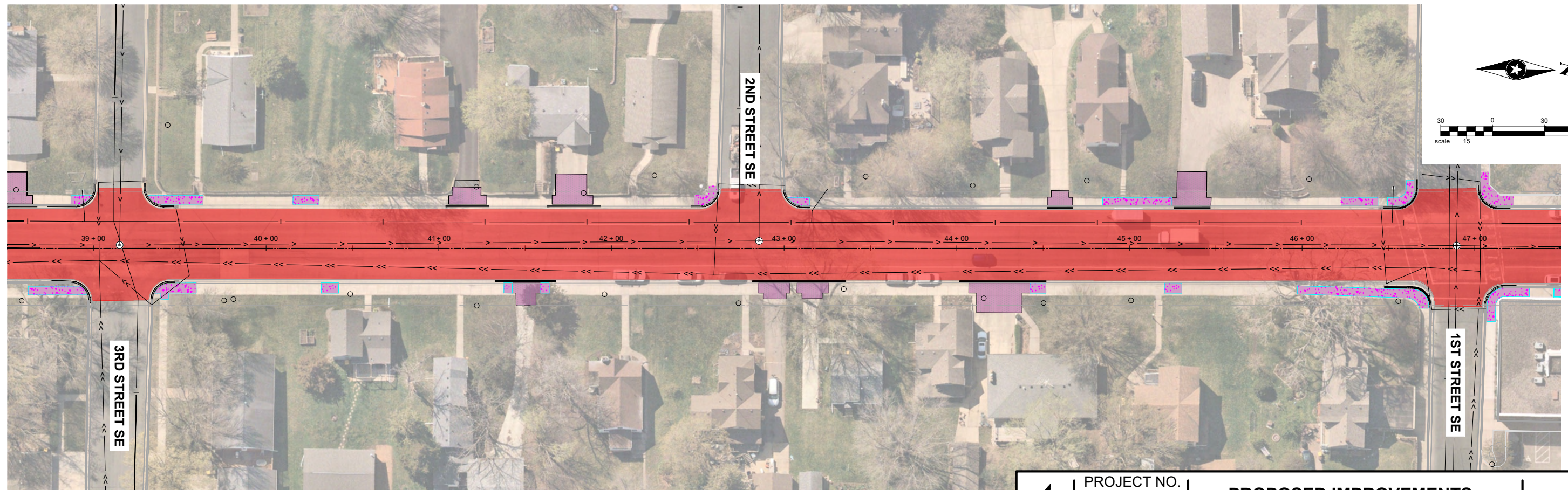


	PROJECT NO. NEWPR 192121	PROPOSED IMPROVEMENTS 1ST AVENUE SE / CSAH 60 TURNBACK NEW PRAGUE, MINNESOTA	FIGURE NO. 5
	DATE:		
	08/11/2026		

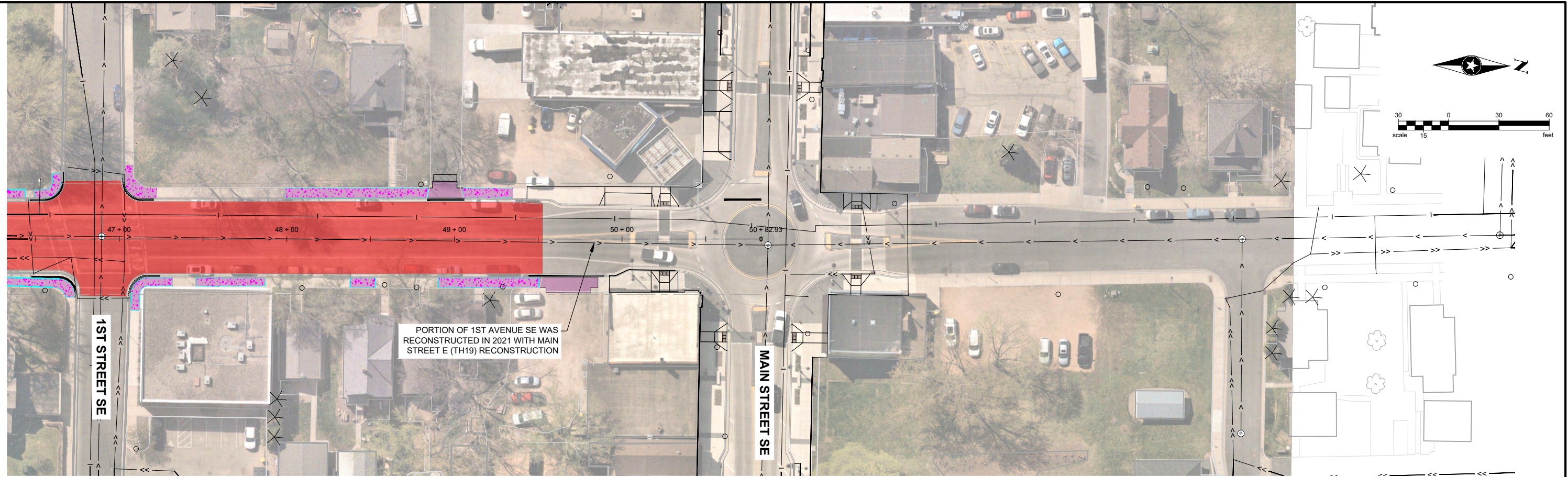
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1ST AVENUE SE (CSAH 60)



	PROJECT NO. NEWPR 192121	PROPOSED IMPROVEMENTS 1ST AVENUE SE / CSAH 60 TURNBACK NEW PRAGUE, MINNESOTA	FIGURE NO. 6
	DATE:		
	08/11/2026		



1ST AVENUE SE (CSAH 60)

Appendix A

Cost Estimates



COST ESTIMATE

SEH COST ESTIMATE				AREA 1		AREA 2		AREA 3		ALL AREAS	
Item No.	Item	Unit	Unit Price	Est. Quantity	Total Price	Est. Quantity	Total Price	Est. Quantity	Total Price	Est. Quantity	Total Price
Street, Curb & Gutter, Sidewalk, Driveways, Drainage Pipe											
2021.501	MOBILIZATION	LUMP SUM	\$ 80,000.00	0.2	\$ 16,000	0.4	\$ 32,000	0.4	\$ 32,000	1.0	\$ 80,000
2104.503	SAWING BITUMINOUS PAVEMENT	LIN FT	\$ 3.00	1,100.0	\$ 3,300	150.0	\$ 450	360.0	\$ 1,080	1,610.0	\$ 4,830
2104.503	SAWING CONCRETE PAVEMENT	LIN FT	\$ 7.00	-	\$ -	150.0	\$ 1,050	150.0	\$ 1,050	300.0	\$ 2,100
2104.504	FULL DEPTH RECLAMATION (P)	SQ YD	\$ 7.00	4,040.0	\$ 28,280	8,470.0	\$ 59,290	-	\$ -	12,510.0	\$ 87,570
2104.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$ 3.00	-	\$ -	-	\$ -	10,960.0	\$ 32,880	10,960.0	\$ 32,880
2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	\$ 250.00	8.0	\$ 2,000	20.0	\$ 5,000	20.0	\$ 5,000	48.0	\$ 12,000
2302.502	DRILL & GROUT REINF BAR (EPOXY COATED)	EACH	\$ 25.00	24.0	\$ 600	208.0	\$ 5,200	100.0	\$ 2,500	332.0	\$ 8,300
2331.603	JOINT ADHESIVE (MASTIC)	LIN FT	\$ 1.00	1,780.0	\$ 1,780	3,600.0	\$ 3,600	4,700.0	\$ 4,700	10,080.0	\$ 10,080
2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	\$ 5.00	570.0	\$ 2,850	1,100.0	\$ 5,500	880.0	\$ 4,400	2,550.0	\$ 12,750
2360.509	TYPE SP 12.5 WEAR COURSE MIX (3,C) (SPWEB340C)	TON	\$ 110.00	1,460.0	\$ 160,600	2,910.0	\$ 320,100	1,320.0	\$ 145,200	5,690.0	\$ 625,900
2502.503	6" PERF HDPE PIPE DRAIN	LIN FT	\$ 18.00	1,200.0	\$ 21,600	3,500.0	\$ 63,000	-	\$ -	4,700.0	\$ 84,600
2502.602	6" PVC PIPE DRAIN CLEANOUT	EACH	\$ 500.00	4.0	\$ 2,000	8.0	\$ 4,000	-	\$ -	12.0	\$ 6,000
2521.518	6" CONCRETE WALK	SQ FT	\$ 12.00	4,450.0	\$ 53,400	7,125.0	\$ 85,500	-	\$ -	11,575.0	\$ 138,900
2521.518	REMOVE AND REPLACE CONCRETE WALK	SQ FT	\$ 14.00	-	\$ -	-	\$ -	5,300.0	\$ 74,200	5,300.0	\$ 74,200
2531.503	REMOVE AND REPLACE CONCRETE CURB & GUTTER, DESIGN B618	LIN FT	\$ 40.00	100.0	\$ 4,000	325.0	\$ 13,000	1,400.0	\$ 56,000	1,825.0	\$ 73,000
2531.504	REMOVE AND REPLACE 7" CONCRETE DRIVEWAY PAVEMENT (ADA OR CONDITION)	SQ YD	\$ 100.00	-	\$ -	140.0	\$ 14,000	960.0	\$ 96,000	1,100.0	\$ 110,000
2531.504	REMOVE AND REPLACE 7" CONCRETE DRIVEWAY PAVEMENT (NEW SIDEWALK)	SQ YD	\$ 100.00	-	\$ -	300.0	\$ 30,000	-	\$ -	300.0	\$ 30,000
2531.618	TRUNCATED DOMES	SQ FT	\$ 80.00	10.0	\$ 800	80.0	\$ 6,400	190.0	\$ 15,200	280.0	\$ 22,400
2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 16,000.00	0.2	\$ 3,200	0.4	\$ 6,400	0.4	\$ 6,400	1.0	\$ 16,000
2573.502	STORM DRAIN INLET PROTECTION	EACH	\$ 180.00	7.0	\$ 1,260	8.0	\$ 1,440	12.0	\$ 2,160	27.0	\$ 4,860
2575.501	TURF ESTABLISHMENT	LUMP SUM	\$ 25,000.00	0.2	\$ 5,000	0.4	\$ 10,000	0.4	\$ 10,000	1.0	\$ 25,000
2575.501	SITE GRADING (GRADE HILL)	LUMP SUM	\$ 15,000.00	1.0	\$ 15,000	-	\$ -	-	\$ -	1.0	\$ 15,000
2575.507	BOULEVARD TOPSOIL BORROW (LV)	CU YD	\$ 60.00	80.0	\$ 4,800	120.0	\$ 7,200	100.0	\$ 6,000	300.0	\$ 18,000
2582.503	4" SOLID LINE MULTI-COMPONENT	LIN FT	\$ 1.00	1,800.0	\$ 1,800	3,500.0	\$ 3,500	4,600.0	\$ 4,600	9,900.0	\$ 9,900
2582.503	8" SOLID LINE MULTI-COMPONENT	LIN FT	\$ 2.00	-	\$ -	320.0	\$ 640	880.0	\$ 1,760	1,200.0	\$ 2,400
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT	LIN FT	\$ 2.00	900.0	\$ 1,800	1,750.0	\$ 3,500	2,300.0	\$ 4,600	4,950.0	\$ 9,900
2582.503	24" DOTTED LINE MULTI-COMPONENT	LIN FT	\$ 9.00	20.0	\$ 180	-	\$ -	-	\$ -	20.0	\$ 180
Street, Curb & Gutter, Sidewalk Driveways, Drainage Pipe Subtotal					\$ 330,300		\$ 680,800		\$ 505,800		\$ 1,516,900
Storm Sewer											
2503.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	\$ 1,200.00	1.0	\$ 1,200	-	\$ -	-	\$ -	1.0	\$ 1,200
2506.502	CASTING ASSEMBLY (STORM)	EACH	\$ 1,050.00	1.0	\$ 1,050	-	\$ -	-	\$ -	1.0	\$ 1,050
2503.602	PIPE DRAIN CONNECTION	EACH	\$ 500.00	1.0	\$ 500	-	\$ -	-	\$ -	1.0	\$ 500
2503.503	15" RC PIPE SEWER CLASS IV	LIN FT	\$ 90.00	44.0	\$ 3,960	-	\$ -	-	\$ -	44.0	\$ 3,960
2506.502	ADJUST FRAME RING & CASTING (STORM)	EACH	\$ 1,250.00	2.0	\$ 2,500	5.0	\$ 6,250	7.0	\$ 8,750	14.0	\$ 17,500
2506.503	CONSTRUCT DRAINAGE STRUCTURE SPECIAL (TYPE 477)	LIN FT	\$ 900.00	4.0	\$ 3,600	-	\$ -	-	\$ -	4.0	\$ 3,600
Storm Sewer Subtotal					\$ 12,900		\$ 6,300		\$ 8,800		\$ 28,000
Sanitary Sewer											
2503.602	CONNECT TO EXISTING SANITARY MANHOLE	EACH	\$ 3,000.00	-	\$ -	1.0	\$ 3,000	-	\$ -	1.0	\$ 3,000
2503.602	10" X 4" PVC WYE (SADDLE TAP)	EACH	\$ 6,000.00	2.0	\$ 12,000	-	\$ -	-	\$ -	2.0	\$ 12,000
2503.602	SEWER INSPECTION (VIDEO INSPECTION SERVICE)	EACH	\$ 500.00	2.0	\$ 1,000	-	\$ -	-	\$ -	2.0	\$ 1,000
2503.603	SEWER INSPECTION (VIDEO INSPECTION MAINLINE POST INSTALLATION)	LIN FT	\$ 3.00	900.0	\$ 2,700	200.0	\$ 600	-	\$ -	1,100.0	\$ 3,300
2503.603	4" PVC SANITARY SEWER SERVICE PIPE (HDD)	LIN FT	\$ 60.00	120.0	\$ 7,200	-	\$ -	-	\$ -	120.0	\$ 7,200
2503.603	10" SDR-35 PVC SANITARY SEWER (REGARDLESS OF DEPTH) (HDD)	LIN FT	\$ 105.00	900.0	\$ 94,500	200.0	\$ 21,000	-	\$ -	1,100.0	\$ 115,500
2506.502	CASTING ASSEMBLY	EACH	\$ 1,050.00	3.0	\$ 3,150	-	\$ -	-	\$ -	3.0	\$ 3,150
2506.602	CONSTRUCT SANITARY MANHOLE DESIGN 4007	EACH	\$ 8,000.00	3.0	\$ 24,000	-	\$ -	-	\$ -	3.0	\$ 24,000
2506.502	ADJUST FRAME RING & CASTING (SANITARY)	EACH	\$ 1,300.00	-	\$ -	7.0	\$ 9,100	6.0	\$ 7,800	13.0	\$ 16,900
Sanitary Sewer Subtotal					\$ 144,600		\$ 33,700		\$ 7,800		\$ 186,100
Water Main											
2104.502	REMOVE GATE VALVE & BOX	EACH	\$ 280.00	1.0	\$ 280	-	\$ -	-	\$ -	1.0	\$ 280
2104.502	REMOVE HYDRANT	EACH	\$ 450.00	1.0	\$ 450	-	\$ -	-	\$ -	1.0	\$ 450
2104.503	REMOVE WATER MAIN	LIN FT	\$ 4.50	10.0	\$ 45	-	\$ -	-	\$ -	10.0	\$ 45
2504.602	ADJUST VALVE BOX	EACH	\$ 450.00	-	\$ -	7.0	\$ 3,150	13.0	\$ 5,850	20.0	\$ 9,000
2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$ 1,900.00	1.0	\$ 1,900	-	\$ -	-	\$ -	1.0	\$ 1,900
2504.602	HYDRANT SYSTEM	EACH	\$ 6,800.00	2.0	\$ 13,600	-	\$ -	-	\$ -	2.0	\$ 13,600
2504.602	6" GATE VALVE & BOX	EACH	\$ 2,600.00	2.0	\$ 5,200	-	\$ -	-	\$ -	2.0	\$ 5,200
2504.602	10" GATE VALVE & BOX	EACH	\$ 3,500.00	1.0	\$ 3,500	-	\$ -	-	\$ -	1.0	\$ 3,500
2504.602	1" CORPORATION STOP (WITH SADDLE)	EACH	\$ 410.00	2.0	\$ 820	-	\$ -	-	\$ -	2.0	\$ 820
2504.602	1" CURB STOP & BOX	EACH	\$ 600.00	2.0	\$ 1,200	-	\$ -	-	\$ -	2.0	\$ 1,200
2504.603	1" SERVICE PIPE, TYPE PE PIPE (HDD)	LIN FT	\$ 75.00	120.0	\$ 9,000	-	\$ -	-	\$ -	120.0	\$ 9,000
2504.603	6" C900 PVC WATER MAIN PIPE W/TRACER WIRE	LIN FT	\$ 75.00	40.0	\$ 3,000	-	\$ -	-	\$ -	40.0	\$ 3,000
2504.603	10" C900 PVC WATER MAIN PIPE (HDD)	LIN FT	\$ 110.00	900.0	\$ 99,000	-	\$ -	-	\$ -	900.0	\$ 99,000
2504.608	WATER MAIN FITTINGS	POUND	\$ 15.00	120.0	\$ 1,800	-	\$ -	-	\$ -	120.0	\$ 1,800
Water Main Subtotal					\$ 139,800		\$ 3,200		\$ 5,900		\$ 148,900
Total Estimated Construction Costs					\$ 627,600		\$ 724,000		\$ 528,300		\$ 1,879,900

Cost Estimate Summaries

Total Estimated Construction Costs		Area 1	Area 2	Area 3	Total
	Eligible Street Costs	\$ 276,100	\$ 558,900	\$ 335,600	\$ 1,170,600
	ADA Walk and Driveways	\$ -	\$ -	\$ 170,200	\$ 170,200
	New Sidewalk	\$ 54,200	\$ 121,900	\$ -	\$ 176,100
	Storm Sewer	\$ 12,900	\$ 6,300	\$ 8,800	\$ 28,000
	Sanitary Sewer	\$ 144,600	\$ 33,700	\$ 7,800	\$ 186,100
	Water Main	\$ 139,800.00	\$ 3,200.00	5,900.0	\$ 148,900
		\$ 627,600	\$ 724,000	\$ 528,300	\$ 1,879,900

Total Estimated Project Costs		Construction	10% Contingency	25% Project Related	Total Project Cost
Area 1					
	Eligible Street Costs	\$ 276,100	\$ 27,610	\$ 69,025	\$ 372,735
	ADA Walk and Driveways	\$ -	\$ -	\$ -	\$ -
	New Sidewalk	\$ 54,200	\$ 5,420	\$ 13,550	\$ 73,170
	Storm Sewer	\$ 12,900	\$ 1,290	\$ 3,225	\$ 17,415
	Sanitary Sewer	\$ 144,600	\$ 14,460	\$ 36,150	\$ 195,210
	Water Main	\$ 139,800	\$ 13,980	\$ 34,950	\$ 188,730
		\$ 627,600	\$ 62,760	\$ 156,900	\$ 847,260

Total Estimated Project Costs		Construction	10% Contingency	25% Project Related	Total Project Cost
Area 2					
	Eligible Street Costs	\$ 558,900	\$ 55,890	\$ 139,725	\$ 754,515
	ADA Walk and Driveways	\$ -	\$ -	\$ -	\$ -
	New Sidewalk	\$ 121,900	\$ 12,190	\$ 30,475	\$ 164,565
	Storm Sewer	\$ 6,300	\$ 630	\$ 1,575	\$ 8,505
	Sanitary Sewer	\$ 33,700	\$ 3,370	\$ 8,425	\$ 45,495
	Water Main	\$ 3,200	\$ 320	\$ 800	\$ 4,320
		\$ 724,000	\$ 72,400	\$ 181,000	\$ 977,400

Total Estimated Project Costs		Construction	10% Contingency	25% Project Related	Total Project Cost
Area 3					
	Eligible Street Costs	\$ 335,600	\$ 33,560	\$ 83,900	\$ 453,060
	ADA Walk and Driveways	\$ 170,200	\$ 17,020	\$ 42,550	\$ 229,770
	New Sidewalk	\$ -	\$ -	\$ -	\$ -
	Storm Sewer	\$ 8,800	\$ 880	\$ 2,200	\$ 11,880
	Sanitary Sewer	\$ 7,800	\$ 780	\$ 1,950	\$ 10,530
	Water Main	\$ 5,900	\$ 590	\$ 1,475	\$ 7,965
		\$ 528,300	\$ 52,830	\$ 132,075	\$ 713,205

Total Estimated Project Costs		Area 1	Area 2	Area 3	Total Project Cost
	Eligible Street Costs	\$ 372,735	\$ 754,515	\$ 453,060	\$ 1,580,310
	ADA Walk and Driveways	\$ -	\$ -	\$ 229,770	\$ 229,770
	New Sidewalk	\$ 73,170	\$ 164,565	\$ -	\$ 237,735
	Storm Sewer	\$ 17,415	\$ 8,505	\$ 11,880	\$ 37,800
	Sanitary Sewer	\$ 195,210	\$ 45,495	\$ 10,530	\$ 251,235
	Water Main	\$ 188,730	\$ 4,320	\$ 7,965	\$ 201,015
		\$ 847,260	\$ 977,400	\$ 713,205	\$ 2,537,865

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