2020

Capital Improvement Plan

THE CITY OF Fargo
FAR MORE

City of Fargo Engineering Department

December 2, 2019

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2020 Capital Improvement Plan Summary

Overview

Each year the City of Fargo Engineering Department is responsible for creating and managing a capital improvement plan (CIP) for the initial construction, preservation, and reconstruction of the city's infrastructure. Below is a summary of the 2020 CIP.

Proposed Projects

Project	Preliminary Estimated Costs				Funding				
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Flood Sales Tax	Special Assessments	Prairie Dog Funds	City Funds
Federal Aid Projects	$10,928,715	$1,874,446	$822,337	$13,625,498	$8,088,668	$0	$2,580,323	$0	$2,956,507
Water Main & Street Recon Projects	$6,637,000	$473,575	$1,583,895	$8,694,470	$0	$0	$2,233,198	$3,794,489	$2,666,783
Arterial Roadway Projects	$15,988,021	$2,356,562	$4,017,484	$22,362,068	$0	$0	$14,747,842	$2,851,409	$4,762,817
Flood Control Projects	$25,310,000	$5,967,000	$5,182,800	$36,459,800	$12,655,000	$23,804,800	$0	$0	$0
Pavement Preservation Projects	$6,425,000	$0	$1,991,750	$8,416,750	$0	$0	$3,151,345	$4,757,780	$507,625
Storm Sewer Utility Projects	$1,500,000	$0	$465,000	$1,965,000	$0	$0	$890,800	$0	$1,074,200
Traffic and Streetlight Projects	$3,075,000	$0	$953,250	$4,028,250	$0	$0	$2,620,000	$0	$1,408,250
New Development Projects	$7,000,000	$0	$2,170,000	$9,170,000	$0	$0	$9,170,000	$0	$0
Alley Paving Projects	$484,000	$0	$150,040	$634,040	$0	$0	$634,040	$0	$0
Sidewalk Projects	$870,000	$0	$269,700	$1,139,700	$0	$0	$524,000	$0	$615,700
Miscellaneous Projects	$1,560,000	$0	$465,000	$2,025,000	$0	$0	$0	$0	$2,025,000
Total 2020 CIP =	**$79,777,736**	**$10,671,583**	**$18,071,257**	**$108,520,576**	**$20,743,668**	**$23,804,800**	**$36,551,548**	**$11,403,678**	**$16,016,882**

Federal Aid Projects

Overview

Federal aid projects are for major improvements that typically include coordination with other local entities, such as the North Dakota Department of Transportation, West Fargo, Cass County, and the City of Moorhead. The Federal Aid we receive is programmed through Metro COG and is programmed out for four years. There are many different types of federal aid and they are as follows: Interstate Maintenance funds (for use on I-29 and I-94 mainline and service and system interchanges), Regional Highway Funds (for use on US 81 & US 10, which are 52nd Ave S, University Drive, 10th Street, 19th Ave N, and Main Ave), Urban Roads Funds (which can be spent on any road classified as an arterial or collector), Urban Grant Program (specifically for projects in the downtown) and Transportation Alternatives Program (which are funds set aside for shared use paths and pedestrian bridges).

Proposed Projects

Project Location	Preliminary Estimated Costs				Funding		
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Special Assessments	City Funds
Main Ave from University Dr. to Broadway	$10,928,715	$1,874,446	$822,337	$13,625,498	$8,088,668	$2,580,323	$2,956,507
Total Federal Aid Projects =	**$10,928,715**	**$1,874,446**	**$822,337**	**$13,625,498**	**$8,088,668**	**$2,580,323**	**$2,956,507**

Water Main Replacement/Street Reconstruction Projects

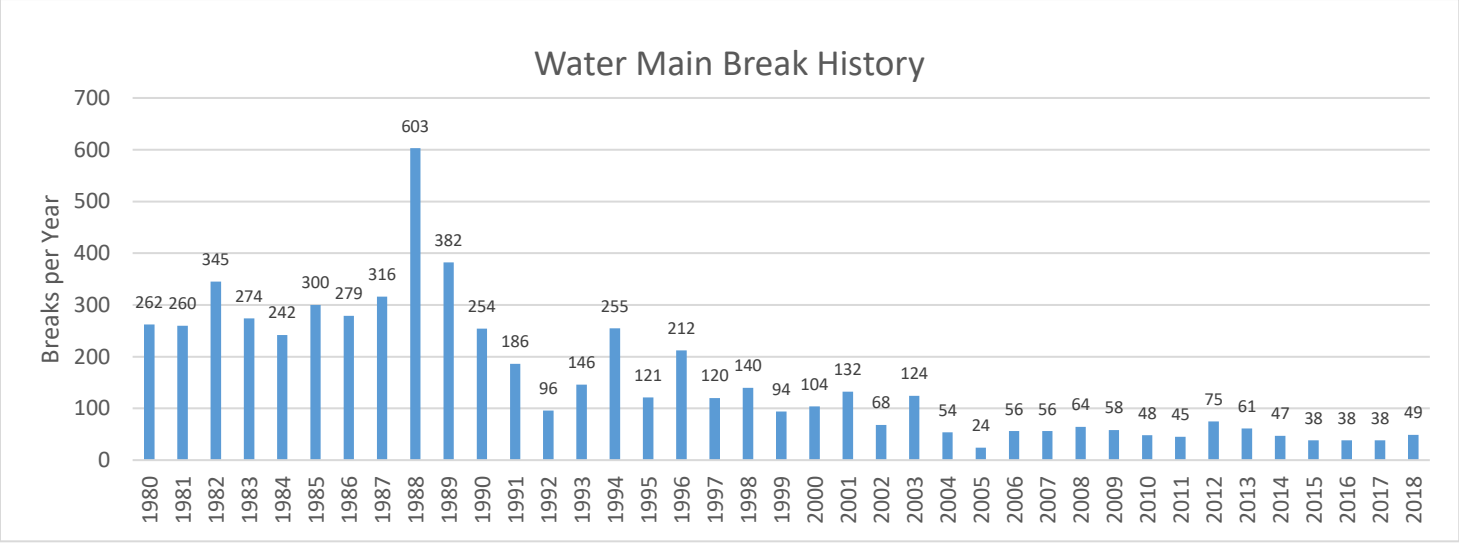
Overview

The reinstatement of the 2013 Infrastructure Funding Policy in May of 2018 significantly reduced the amount special assessed for replacement projects and therefore increased the amount funded by the City of Fargo. To offset that shift in funding, water main replacement/street reconstruction projects were eliminated for 2019. After taking a one-year break from these important projects, we are eager to resume the progress that has already been made in drastically reducing the number of water main breaks in the City of Fargo each year.

The City of Fargo has over 500 miles of water main. Cast iron water main is typically the oldest and most susceptible to breakage. Asbestos cement water main is typically the next oldest and is most susceptible to breakage during dry conditions when the soil shrinks.

Water Main Material Type	Length (Miles)	Percentage Of Network
All Material Types	504.72	100.00%
Asbestos Cement	86.65	17.17%
Cast Iron	38.14	7.56%
Ductile Iron	25.40	5.03%
PVC	354.53	70.24%

Water main replacement/street reconstruction projects must meet two conditions: pavement condition that is so poor that pavement preservation is no longer cost effective and history of a high number of water main breaks. The proposed water main replacement and street reconstruction projects meet both of those conditions. Each of the proposed projects have had multiple water main breaks since 2010.



Proposed Projects

The proposed water main replacement and street reconstruction projects for 2020 will replace a total of approximately 6,340 feet (1.20 miles) of cast iron and asbestos cement water main. Water main will also be replaced on projects summarized under Federal Aid Projects and Arterial Roadway Projects. All together, the 2020 CIP will replace approximately 11,592 feet (2.20 miles) of cast iron and asbestos cement water main or about 0.43% of our water main network. Life expectancy of water main varies from material to material, but it is generally estimated to have a life expectancy of 100 years. Based on that life expectancy, our goal should be to replace approximately 1% of our water main network each year.

While the amount of water main being replaced in 2020 is significantly less than our goal, we do not feel there is need to 'sound the alarm' as the amount of water main that is replaced will inevitably vary from year to year. Arguably, the best way to measure the long-term trends in overall water main condition is through the continued tracking of annual breaks.

Project Location	Preliminary Estimated Costs				Funding			
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Special Assessments	Prairie Dog Funds	City Funds
10 St N from 19 Ave N to 28 Ave N	$2,425,000	$128,000	$623,750	$3,176,750	$0	$594,652	$1,220,492	$1,361,606
3 Ave N from University to 10 St N; 12 St N from 3 Ave N to 4 Ave N; 11 St N from 2 Ave N to 4 Ave N	$2,500,000	$235,200	$539,800	$3,275,000	$0	$715,305	$1,814,887	$744,808
17 St S from 25 Ave S to 21 Ave S; 25 Ave S from 17 St S to 16 St S	$1,712,000	$110,375	$420,345	$2,242,720	$0	$923,241	$759,110	$560,369
Total Water Main Replacement /Street Recon Projects =	**$6,637,000**	**$473,575**	**$1,583,895**	**$8,694,470**	**$0**	**$2,233,198**	**$3,794,489**	**$2,666,783**

Arterial Roadway Projects

Overview

Arterial roadway projects are typically on arterial roadway corridors and are necessary to address poor pavement condition and traffic congestion caused by high traffic volumes.

Proposed Projects

Project Location	Preliminary Estimated Costs				Funding			
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Special Assessments	Prairie Dog Funds	City Funds
45 St S from 52 Ave S to 64 Ave S	$6,000,000	$200,000	$1,860,000	$8,060,000	$0	$8,060,000	$0	$0
64 Ave S from west of 33 St to 25 St S	$5,888,021	$1,606,562	$1,236,484	$8,731,068	$0	$5,492,694	$0	$3,238,374
7 Ave N Broadway to Elm St; Oak St N from BNSF RR to 7 Ave N	$4,100,000	$550,000	$921,000	$5,571,000	$0	$1,195,148	$2,851,409	$1,524,443
Total Arterial Roadway Projects =	**$15,988,021**	**$2,356,562**	**$4,017,484**	**$22,362,068**	**$0**	**$14,747,842**	**$2,851,409**	**$4,762,817**

Flood Control Projects

Overview

Flood control projects are part of the overall FM Diversion Project and include projects east of I-29 along the Legal Drain systems and along the Red River of the North. The proposed flood control projects also include the acquisition of properties that will need to be moved or demolished for the construction of flood control projects.

Fifty percent (50%) of Flood Control Projects eligible costs are reimbursable from the North Dakota State Water Commission per the cost-share policy.

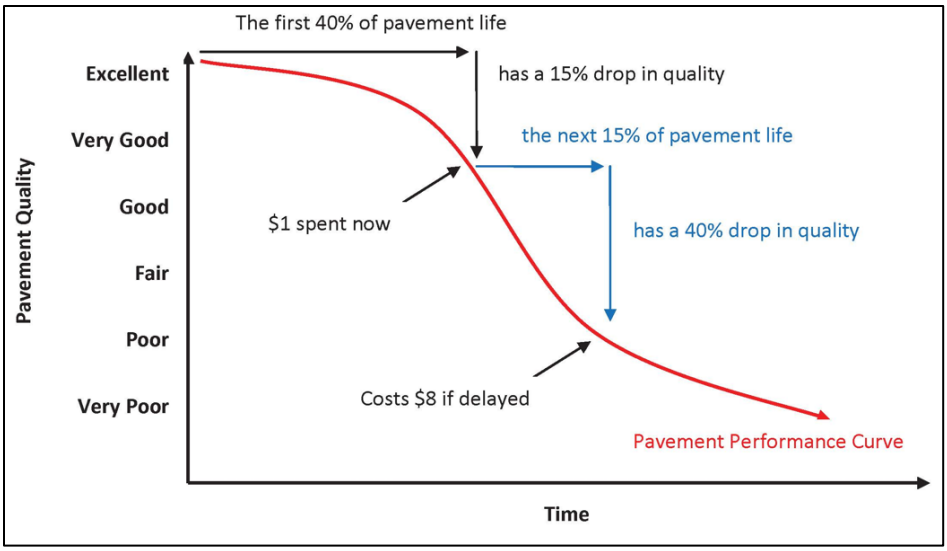
Proposed Projects

Project Location	Preliminary Estimated Costs				Funding		
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Flood Sales Tax	Special Assessments
Northside Protection	$12,400,000	$3,364,000	$2,480,000	$18,244,000	$6,200,000	$12,044,000	$0
Woodcrest Area	$8,500,000	$1,890,000	$1,700,000	$12,090,000	$4,250,000	$7,840,000	$0
Elm Circle	$1,000,000	$670,000	$200,000	$1,870,000	$500,000	$1,370,000	$0
I-29 Ditch	$390,000	$43,000	$78,000	$511,000	$195,000	$316,000	$0
Demolition - Flood Buyout	$300,000	$0	$72,000	$372,000	$150,000	$222,000	$0
Demolition - Flood Buyout	$720,000	$0	$172,800	$892,800	$360,000	$532,800	$0
Storm Lift Station #24	$2,000,000	$0	$480,000	$2,480,000	$1,000,000	$1,480,000	$0
Total Flood Control Projects =	**$25,310,000**	**$5,967,000**	**$5,182,800**	**$36,459,800**	**$12,655,000**	**$23,804,800**	**$0**

Pavement Preservation Projects

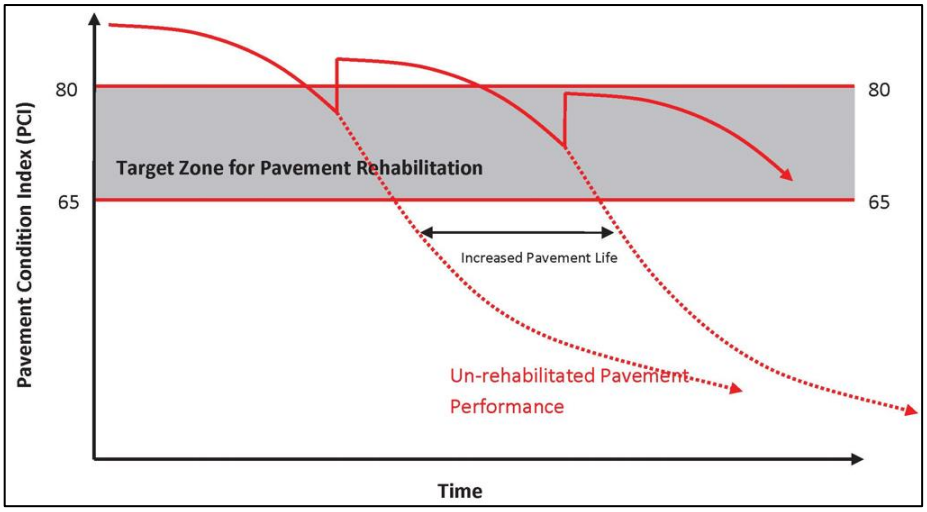
Overview

Pavement preservation projects are arguably the most important projects in our annual CIP. Pavement preservation is a proactive approach that implements a series of low-cost, preventative maintenance treatments that are aimed at preserving the investment of our roadway network, extending the pavement life, and meeting our citizens' needs. No pavement will last forever, but with timely applications of these projects, we can extend the pavement life resulting in cost savings.



A $1 investment after 40% lifespan is much more effective than deferring maintenance until heavier overlays or reconstruction is required just a few years later.

Pavement life can be extended through the application of timely rehabilitation activities.



Pavement Network Overview

	Surface Type	Total Network	Arterial (31.42%)	Collector (14.30%)	Local (51.82%)	Alley (2.46%)
Area of Pavement (Square Yards)	All Streets	9,767,717	3,069,274	1,396,624	5,061,276	240,543
	Asphalt (55.17%)	5,388,421	479,201	793,546	3,959,764	155,910
	Composite (4.34%)	424,246	211,705	44,297	165,318	2,926
	Concrete (40.49%)	3,955,050	2,378,369	558,781	936,194	81,707

	Surface Type	Total Network	Arterial (31.42%)	Collector (14.30%)	Local (51.82%)	Alley (2.46%)
Length of Pavement (Lane Miles)	All Streets	1,387.46	435.98	198.38	718.93	34.17
	Asphalt (55.17%)	765.40	68.07	112.72	562.47	22.15
	Composite (4.34%)	60.26	30.07	6.29	23.48	0.42
	Concrete (40.49%)	561.80	337.84	79.37	132.98	11.61

	Surface Type	Total Network	Arterial	Collector	Local	Alley
Pavement Condition Index	All Streets	83.66	89.09	83.64	81.34	63.33
	Asphalt	81.13	75.17	79.54	83.39	50.19
	Composite	59.89	66.07	40.23	57.75	30.53
	Concrete	89.66	93.95	92.91	76.84	89.58

	Surface Type	Total Network	Arterial	Collector	Local	Alley
Pavement Condition Description	All Streets	Very Good	Very Good	Very Good	Very Good	Good
	Asphalt	Very Good	Very Good	Very Good	Very Good	Fair to Marginal
	Composite	Fair to Marginal	Good	Fair to Marginal	Fair to Marginal	Poor
	Concrete	Very Good	Excellent	Excellent	Very Good	Very Good

Repair and Rehabilitation Projects Overview

Repair and rehabilitation projects include asphalt crack seal and concrete spot repairs. The annual crack seal project is typically located in the same areas as the seal coat project and aids in preserving and extending the life of the asphalt roadway. The citywide concrete spot repair project repairs relatively small concrete issues that arise throughout the city each year.

Seal Coat Projects Overview

Seal coat projects take place throughout the city and are a way to extend the life of asphalt pavement. As the name implies, they are utilized to seal the pavement and help keep water from penetrating the road structure. They also prevent deterioration of the asphalt surface from the effects of aging and oxidation due to water and the sun. Many state DOTs have studied the benefits of seal coats and have found that seal coats are most effective when placed within one or two years after the surface layer (asphalt wear course) is placed. After two years, the pavement has already been damaged from the effects of the sun and will no longer benefit from a seal coat. Studies also recommend a seal coat be reapplied approximately every eight years.

Based on that research, seal coats are installed on new wear course projects no later than two years after installation and are funded 100% by special assessments. Seal coats are installed on mill and overlay projects no later than two years after installation and are funded 100% by city funds. Subsequent seal coats are installed every eight years and are funded 100% by city funds.

Mill and Overlay Projects Overview

The anticipated frequency of asphalt mill and overlay projects can vary widely depending on a number of factors, such as pavement subgrade and drainage, traffic volumes, weight of vehicle traffic, and initial quality of asphalt pavement, but is typically once every 25 years. Mill and overlay projects are performed on arterial, collector, and local roadways and they are utilized to extend the life of the asphalt pavement and improve the ride quality. As part of these projects, drainage issues are corrected and sidewalk curb ramps that do not meet Federal ADA requirements are replaced. Mill and Overlay projects are funded equally with special assessments and city funds.

Street Reconstruction Projects Overview

The City of Fargo uses the above-mentioned methods to preserve pavement quality as long as practical, but unfortunately not all pavement can be preserved or rehabilitated. Sometimes pavement deterioration happens so quickly and is so severe that there are no viable options other than replacement. Street reconstruction projects are for those roadways that have reached the end of their useful life, but do not require replacement of underground utilities like sanitary sewer mains or water mains.

Proposed Projects

The City of Fargo has 9,767,717 SY of pavement. There are a number of different categories in the annual CIP in which pavement replacement is incorporated; Federal Aid Projects, Arterial Roadway Projects, Water Main Replacement/Street Reconstruction Projects, and Pavement Preservation Projects all contain pavement replacement. The 2020 CIP will replace approximately 31,408 SY of concrete pavement and 19,973 SY of asphalt pavement for a total of approximately 51,381 SY or about 0.52% of our roadway pavement network.

While it can vary widely depending on a number of factors (pavement subgrade and drainage, traffic volumes, weight of vehicle traffic, and initial quality of pavement), it is generally anticipated that with appropriate maintenance asphalt pavement will have a life expectancy of 50 years and concrete pavement will have a life expectancy of 80 years. Based on the percentage of concrete and asphalt pavement in the City of Fargo the average life expectancy for our roadway network calculates to be approximately 63 years. Therefore, our goal should be to reconstruct approximately 1.59% of our roadway pavement network each year.

While the amount of pavement being replaced in 2020 is significantly less than our goal, we do not feel there is need to 'sound the alarm' as the amount of pavement that is replaced will certainly vary from year to year. The best way to measure the long-term trends in overall pavement condition is through a citywide pavement condition survey. These surveys are performed every four years, with our most recent survey being performed in 2017.

Project Location	Preliminary Estimated Costs			Funding		
	Construction	Fees and Contingency	Total	Special Assessments	Prairie Dog	City Funds
Asphalt Crack Seal - Various Locations City Wide	$75,000	$23,250	$98,250	$0	$0	$98,250
Concrete Spot Repairs City Wide	$750,000	$232,500	$982,500	$0	$982,500	$0
Seal Coat	$1,250,000	$387,500	$1,637,500	$245,625	$982,500	$409,375
Mill and Overlay	$3,600,000	$1,116,000	$4,716,000	$2,358,000	$2,358,000	$0
Street Reconstruction	$750,000	$232,500	$982,500	$547,720	$434,780	$0
Total Pavement Preservation Projects =	**$6,425,000**	**$1,991,750**	**$8,416,750**	**$3,151,345**	**$4,757,780**	**$507,625**

Storm Sewer Utility Projects

Overview

The storm sewer utility was created in 1998 and a designated fee was implemented for the maintenance and repair of the city storm sewer infrastructure. In 2019, the storm sewer utility completed a financial modeling evaluation of the system needs versus the present budget and the flat rate fee structure was replaced by an overall impervious and lot area formula for non-residential parcels. The present value of the storm sewer utility infrastructure is in excess of $215 million dollars and is comprised of 81 storm sewer lift stations and approximately 490 miles of various sized collection piping along with several ponds.

The projects selected for the 2019 Capital Improvement Plan have been identified by storm sewer pipe televising, annual inspections and cleaning operations of lift stations and river/drainage outfalls, identified failure and recurring maintenance locations by the street department, and the 2011 lift station evaluation report.

Proposed Projects

Project	Preliminary Estimated Costs				Funding	
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Special Assessments	City Funds
Storm Sewer - Local Neighborhood Rehabilitation	$700,000	$0	$217,000	$917,000	$366,800	$550,200
Lift Station Repairs - Citywide (LS #8, #10, #49)	$800,000	$0	$248,000	$1,048,000	$524,000	$524,000
Total Storm Sewer Utility Projects =	**$1,500,000**	**$0**	**$465,000**	**$1,965,000**	**$890,800**	**$1,074,200**

Traffic and Streetlight Projects

Overview

Traffic and street light projects improve the safety and efficiency of traffic operations by providing for the initial installation, maintenance, and improvements of street lights, traffic signals, communication cable, intelligent transportation systems, and pavement markings.

Proposed Projects

Project Location	Preliminary Estimated Costs				Funding	
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Special Assessments	City Funds
Street Light Rehab/Repair Citywide	$250,000	$0	$77,500	$327,500	$0	$327,500
Traffic Signal & Street Light Maintenance - LED Replacement	$300,000	$0	$93,000	$393,000	$0	$393,000
New Street Lighting - 17th to 21st St; 6th to 13th Ave S	$500,000	$0	$155,000	$655,000	$655,000	$0
New Street Lighting - Broadway to 10th St; 19th to 32nd Ave N	$1,500,000	$0	$465,000	$1,965,000	$1,965,000	$0
Pavement Marking - 2nd Ave N from 4th to 10th St	$125,000	$0	$38,750	$163,750	$0	$163,750
Pavement Marking Replacement	$400,000	$0	$124,000	$524,000	$0	$524,000
Total Traffic and Streetlight Projects =	**$3,075,000**	**$0**	**$953,250**	**$4,028,250**	**$2,620,000**	**$1,408,250**

New Development Projects

Overview

The number and scope of new development projects can vary widely from year to year as they are driven by developer's requests. For 2020, we have either received or are likely to receive the projects listed in the table below.

Wear course projects are also part of new development projects. Wear course projects include drainage correction and the placement of the final surface layer of asphalt in new developments. These projects take place anywhere from just a couple of years to as many as 15 years after the initial construction of a new development. Wear course projects are not typically constructed until nearly all of the building construction in a new development is complete. This allows private contractors time to construct buildings without fear of damaging the final surface of asphalt. It also allows settlement to occur, which is corrected during the wear course project.

Proposed Projects

Project Location	Preliminary Estimated Costs			Funding	
	Construction	Fees and Contingency	Total	Special Assessments	City Funds
Madelyn Meadows 2nd Addition	$1,000,000	$310,000	$1,310,000	$1,310,000	$0
New Storm Lift Station - Selkirk	$2,000,000	$620,000	$2,620,000	$2,620,000	$0
Legacy Addition	$1,000,000	$310,000	$1,310,000	$1,310,000	$0
Golden Valley 3rd Addition	$1,000,000	$310,000	$1,310,000	$1,310,000	$0
Valley View Estates	$1,000,000	$310,000	$1,310,000	$1,310,000	$0
Wear Course Projects	$1,000,000	$310,000	$1,310,000	$1,310,000	$0
New Development Projects Total =	**$7,000,000**	**$2,170,000**	**$9,170,000**	**$9,170,000**	**$0**

Alley Paving Projects

Alley Network Overview

Alley paving projects are at the request of property owners. There are typically an increase in requests in years where the condition of gravel alleys are difficult to maintain due to a lot of precipitation. As shown in the table below, most of the alleys in the City of Fargo are either gravel or asphalt. Most of the asphalt alleys were constructed in 1983 and were constructed with a thin asphalt pavement section. Many of these asphalt alleys have met, or will soon meet, the end of their useful life. All alleys that are constructed or reconstructed are done so with concrete pavement.

Alley Surface Type	Area (Square Yards)	Percentage by Area	Length (Centerline Miles)	Percentage by Length
All Surface Types	383,978	100.00%	29.23	100.00%
Asphalt	155,910	40.60%	10.30	35.24%
Brick	547	0.14%	0.06	0.21%
Composite	2,926	0.76%	0.20	0.69%
Gravel	142,888	37.21%	12.07	41.29%
Concrete	81,707	21.28%	6.60	22.58%

Proposed Projects

Alley paving projects must be petitioned by at least 55 percent of the benefitting property owners to be included in the annual CIP. Typically, a property owner going door-to-door with a petition to get signatures from the benefitting property owners does this. Upon verification of signatures, the Engineering Department then moves forward with the design, creation, bidding, and construction of the petitioned alley project. All alley paving projects are 100% special assessed. The following projects have been petitioned.

Project Location	Preliminary Estimated Costs			Funding	
	Construction	Fees and Contingency	Total	Special Assessments	City Funds
Blk 3, Hectors Addn, 11 Ave N to 12 Ave N between 3 St N and 4 St N	$150,000	$46,500	$196,500	$196,500	$0
Blk 3, Woodruffs Addn, 9 Ave S to 10 Ave S between 4 St S and 5 St S	$114,000	$35,340	$149,340	$149,340	$0
Blk 12, Hectors Addn, 10 Ave N to 11 Ave N between 3 St N and 4 St N	$150,000	$46,500	$196,500	$196,500	$0
Blk 35 & 36, Roberts 2nd Addn, 3 Ave N to 4 Ave N between 11 St N and 12 St N	$70,000	$21,700	$91,700	$91,700	$0
Alley Paving Projects Total =	**$484,000**	**$150,041**	**$634,040**	**$634,040**	**$0**

Sidewalk Projects

Overview

Sidewalk projects are included annually in the CIP to address areas of town where the property owner has not yet installed sidewalks and areas of town where tripping hazards or nonconforming conditions exist. The list of sidewalk locations to be improved is typically generated by citizen complaint. Upon notice from the city, property owners have the option to make the improvements by hiring and paying a licensed sidewalk contractor directly or property owners can elect to have the improvements included in the annual sidewalk project and be assessed.

Proposed Projects

Project Location	Preliminary Estimated Costs			Funding	
	Construction	Fees and Contingency	Total	Special Assessments	City Funds
North Sidewalks: New/Repl Sidewalks (including APPR)	$470,000	$145,700	$615,700	$262,000	$353,700
South Sidewalks: New/Repl Sidewalks (including APPR)	$400,000	$124,000	$524,000	$262,000	$262,000
Total Sidewalk Projects =	**$870,000**	**$269,700**	**$1,139,700**	**$524,000**	**$615,700**

Miscellaneous Projects

Overview

Miscellaneous projects vary from year to year, but this year they include tree planting, water service lowering, sanitary sewer/manhole rehabilitation, and public relations/communications.

The tree planting project is for plantings along arterial roadways and is funded utilizing city funds.

The water service lowering project is an annual project to lower water services throughout the city that are known to be susceptible to freezing. Currently these property owners need to run water continuously during winter in order to reduce the risk of a frozen water service. This project will reduce the amount of freezing water services and eliminates the need to continuously run water during the winter.

The sanitary sewer lining/manhole rehabilitation project is to repair sanitary sewer mains and manholes that have been discovered by Public Work's televising program. This project uses "no dig" repairs as much as feasible and is necessary to prevent what will otherwise become very costly repairs in the near term.

The public relations/communications project is to aid in the communication of capital improvement projects. This project is critical to a successful construction project as it allows us to successfully communicate with the public by providing construction progress updates, notice of upcoming road closures, changing access and detour routes, and other items that aid in a positive public perception of roadway projects.

Proposed Projects

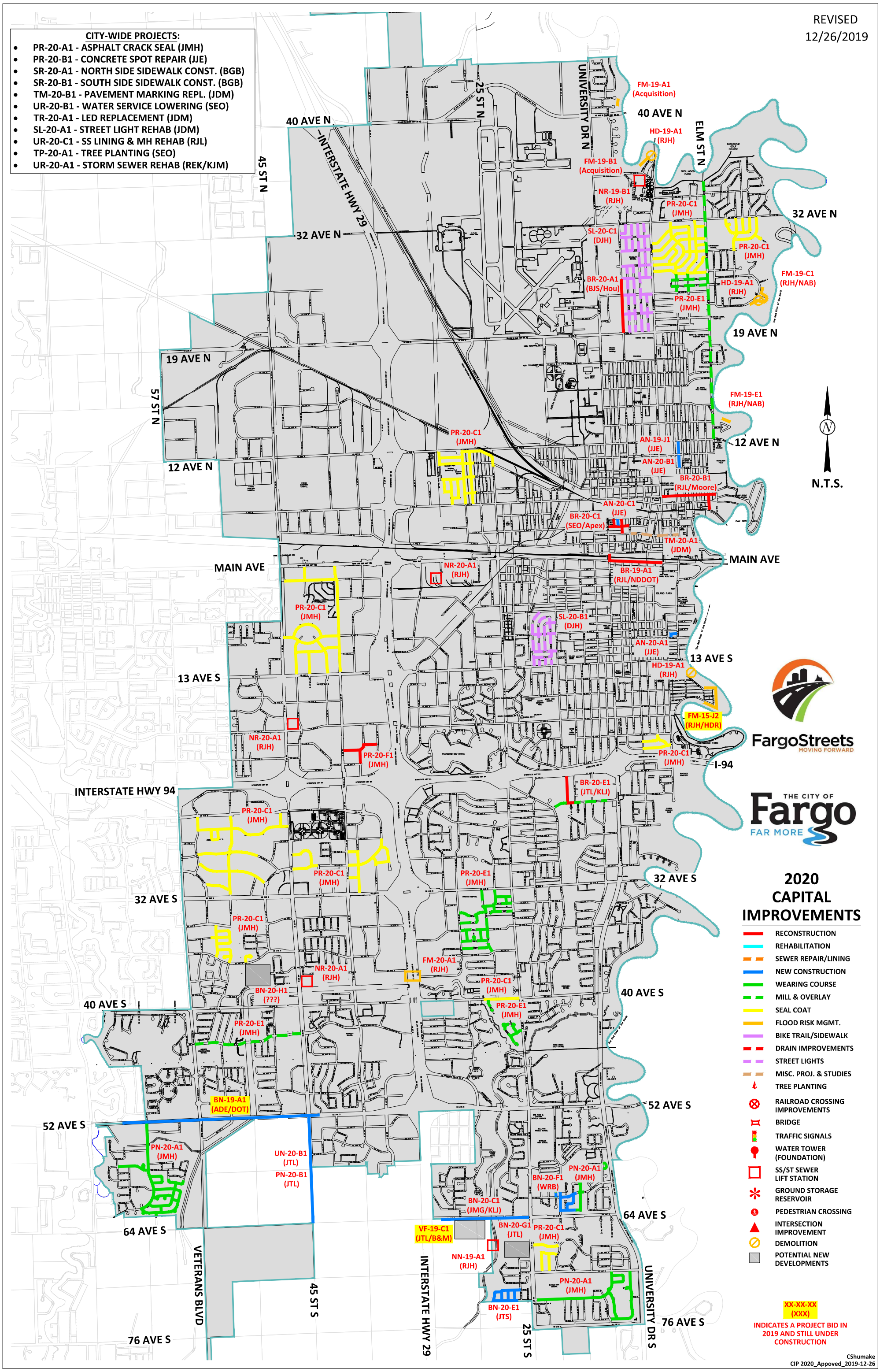
Project	Preliminary Estimated Costs				Funding		
	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Special Assessments	City Funds
Tree Planting	$150,000	$0	$46,500	$196,500	$0	$0	$196,500
Water Service Lowering	$350,000	$0	$108,500	$458,500	$0	$0	$458,500
Sanitary Sewer Lining/Manhole Rehab	$1,000,000	$0	$310,000	$1,310,000	$0	$0	$1,310,000
Public Information Coordinator Services	$60,000	$0	$0	$60,000	$0	$0	$60,000
Total Miscellaneous Projects =	**$1,560,000**	**$0**	**$465,000**	**$2,025,000**	**$0**	**$0**	**$2,025,000**

2020 Capital Improvement Map

REVISED
12/26/2019

CITY-WIDE PROJECTS:

- PR-20-A1 - ASPHALT CRACK SEAL (JMH)
- PR-20-B1 - CONCRETE SPOT REPAIR (JJE)
- SR-20-A1 - NORTH SIDE SIDEWALK CONST. (BGB)
- SR-20-B1 - SOUTH SIDE SIDEWALK CONST. (BGB)
- TM-20-B1 - PAVEMENT MARKING REPL. (JDM)
- UR-20-B1 - WATER SERVICE LOWERING (SEO)
- TR-20-A1 - LED REPLACEMENT (JDM)
- SL-20-A1 - STREET LIGHT REHAB (JDM)
- UR-20-C1 - SS LINING & MH REHAB (RJL)
- TP-20-A1 - TREE PLANTING (SEO)
- UR-20-A1 - STORM SEWER REHAB (REK/KJM)



FargoStreets
MOVING FORWARD

THE CITY OF Fargo FAR MORE

2020 CAPITAL IMPROVEMENTS

- RECONSTRUCTION
- REHABILITATION
- SEWER REPAIR/LINING
- NEW CONSTRUCTION
- WEARING COURSE
- MILL & OVERLAY
- SEAL COAT
- FLOOD RISK MGMT.
- BIKE TRAIL/SIDEWALK
- DRAIN IMPROVEMENTS
- STREET LIGHTS
- MISC. PROJ. & STUDIES
- TREE PLANTING
- RAILROAD CROSSING IMPROVEMENTS
- BRIDGE
- TRAFFIC SIGNALS
- WATER TOWER (FOUNDATION)
- SS/ST SEWER LIFT STATION
- GROUND STORAGE RESERVOIR
- PEDESTRIAN CROSSING
- INTERSECTION IMPROVEMENT
- DEMOLITION
- POTENTIAL NEW DEVELOPMENTS

XX-XX-XX (XXX)

INDICATES A PROJECT BID IN 2019 AND STILL UNDER CONSTRUCTION

CShumake
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