2021



2021 Capital Improvement Plan



City of Fargo Engineering Department November 24, 2020

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2021 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 2021 CIP.

		Preliminary E	stimated Costs		Funding				
Project	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	\$21,779,358	\$7,186,236	\$3,484,697	\$32,450,291	\$15,876,719	\$0	\$14,327,272	\$0	\$2,246,301
Water Main & Street Recon Projects	\$8,050,000	\$0	\$2,093,000	\$10,143,000	\$0	\$0	\$2,701,771	\$2,500,000	\$4,941,229
Flood Control Projects	\$17,601,000	\$12,315,673	\$1,766,100	\$31,682,773	\$0	\$31,682,773	\$0	\$0	\$0
Pavement Preservation Projects	\$5,078,750	\$0	\$1,320,475	\$6,399,225	\$0	\$0	\$2,362,500	\$0	\$4,036,725
Storm Sewer Utility Projects	\$1,275,000	\$0	\$331,500	\$1,606,500	\$0	\$0	\$472,500	\$0	\$1,134,000
Traffic and Streetlight Projects	\$2,712,500	\$0	\$705,250	\$3,417,750	\$0	\$0	\$2,646,000	\$0	\$771,750
New Development Projects	\$26,971,919	\$5,045,406	\$6,201,699	\$38,219,024	\$1,352,000	\$0	\$36,867,024	\$0	\$0
Alley Paving Projects	\$420,000	\$0	\$109,200	\$529,200	\$0	\$0	\$529,200	\$0	\$0
Sidewalk Projects	\$420,000	\$0	\$109,200	\$529,200	\$0	\$0	\$264,600	\$0	\$264,600
Miscellaneous Projects	\$150,000	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Total 2021 CIP =	\$84,458,527	\$24,547,315	\$16,121,121	\$125,126,964	\$17,228,719	\$31,682,773	\$60,170,867	\$2,500,000	\$13,544,605

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

		Preliminary Estim	Funding				
Project	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Special Assessments	City Funds
University Dr N from 32 Ave N to 40 Ave N	\$7,001,722	\$741,791	\$1,120,276	\$8,863,789	\$4,500,000	\$4,363,789	\$0
64 Ave S from 38 St S to 33 St S*	\$14,777,636	\$6,444,445	\$2,364,422	\$23,586,503	\$11,376,719	\$9,963,483	\$2,246,301
Total Federal Aid Projects =	\$21,779,358	\$7,186,236	\$3,484,697	\$32,450,291	\$15,876,719	\$14,327,272	\$2,246,301

*Costs are based on actual bid prices

Water Main Replacement and/or Street Reconstruction Projects

Overview

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	512.58	100.00%
Asbestos Cement	86.29	16.83%
Cast Iron	36.01	7.02%
Ductile Iron	25.40	4.96%
PVC	364.89	71.19%

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/or street reconstruction projects for 2021 will replace a total of approximately 6,415 feet (1.21 miles) of cast iron and asbestos cement water main. 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 2021 is 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.

		Preliminary E	stimated Costs	Funding				
Project	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Special Assessments	Prairie Dog Funds	City Funds
7 Ave N from University Dr to								
Broadway	\$4,300,000	\$0	\$1,118,000	\$5,418,000	\$0	\$1,648,895	\$1,366,000	\$2,403,105
21 Ave S from Gold Dr to 15 St S	\$2,700,000	\$0	\$702,000	\$3,402,000	\$0	\$684,278	\$816,480	\$1,901,242
11 St S from NP Ave to 1 St N	\$1,050,000	\$0	\$273,000	\$1,323,000	\$0	\$368,598	\$317,500	\$636,882
Total Water Main Replacement and/or Street Recon Projects =	\$8,050,000	\$0	\$2,093,000	\$10,143,000	\$0	\$2,701,771	\$2,500,000	\$4,941,229

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.

		Preliminary Estir	mated Costs		Funding			
Project	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Outside Funding Sources	Flood Sales Tax	Special Assessments	
Belmont Addition – WTP Intake (Local								
Share for Flood Protection Only)	\$1,050,000	\$150,000	\$105,000	\$1,305,000	\$0	\$1,305,000	\$0	
Riverwood	\$3,271,000	\$5,150,000	\$327,100	\$8,748,100	\$0	\$8,748,100	\$0	
Royal Oaks	\$1,770,000	\$4,221,639	\$177,000	\$6,168,639	\$0	\$6,168,639	\$0	
Elm Circle	\$1,200,000	\$1,229,034	\$120,000	\$2,549,034	\$0	\$2,549,034	\$0	
Oak Grove	\$9,000,000	\$1,440,000	\$900,000	\$11,340,000	\$0	\$11,340,000	\$0	
South University Rip Rap	\$1,250,000	\$125,000	\$125,000	\$1,500,000	\$0	\$1,500,000	\$0	
Demolition – Flood Buyouts	\$60,000	\$0	\$12,000	\$72,000	\$0	\$72,000	\$0	
Total Flood Control Projects =	\$17,601,000	\$12,315,673	\$1,766,100	\$31,682,773	\$0	\$31,682,773	\$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

The two tables below summarize the size, surface type, and classification of the various roadways throughout the City of Fargo.

	Surface Type	Total Network	Arterial (31.64%)	Collector (14.36%)	Local (51.55%)	Alley (2.46%)
	All Streets	9,817,167	3,106,031	1,409,317	5,060,397	241,422
Area of Pavement	Asphalt (54.77%)	5,376,554	448,369	794,654	3,978,897	154,633
(Square Yards)	Composite (4.20%)	412,136	191,848	44,297	173,064	2,926
	Concrete (41.04%)	4,028,478	2,465,814	570,366	908,435	83,863

	Surface Type	Total Network	Arterial (31.64%)	Collector (14.36%)	Local (51.55%)	Alley (2.46%)
	All Streets	1,394.48	441.20	200.19	718.81	34.29
Length of Pavement	Asphalt (54.77%)	763.72	63.69	112.88	565.18	21.96
(Lane Miles)	Composite (4.20%)	58.54	27.25	6.29	24.58	0.42
	Concrete (41.04%)	572.23	350.26	81.02	129.04	11.91

The three tables below summarize the pavement condition rating and describe what that rating means for the various roadways throughout the City of Fargo. It is worth mentioning that we used slightly different PCI ranges and descriptions this year to summarize our pavement network. These changes were made in an effort to provide better descriptions that anyone reading this report will be able to understand.

	Surface Type	Total Network	Arterial	Collector	Local	Alley
	All Streets	82.48	88.81	81.68	79.88	60.35
Pavement Condition Index	Asphalt	78.77	73.14	76.58	81.12	46.02
	Composite	57.04	64.08	35.52	55.26	26.79
	Concrete	90.04	93.58	92.37	79.13	87.94

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

PCI Range	Description	Relative Remaining Life without Pavement Preservation Projects	Description of Condition
80 - 100	Excellent	15 to 25 Years	Like new to fairly new condition. Pavement is very smooth and has minimal deficiencies that impact ride quality. Little to no maintenance is required when the pavement is new. Patching, crack sealing, and surface treatments like seal coats are likely pavement preservation options for this PCI range.
60 - 80	Good	10 to 15 Years	Pavement is fairly smooth, but has some bumps and depressions that cause occasional roughness. Patching, crack sealing, and possible heavier surface treatments like thin overlays and local panel replacements are all viable pavement preservation options for this PCI range.
40 - 60	Fair	7 to 12 Years	Pavement is becoming uncomfortable to drive at times due to more frequent bumps and depressions. Progressively thicker overlays with localized repairs and moderate to extensive panel replacements are likely pavement preservation options for this PCI range.
20 – 40	Poor	5 to 10 Years	Pavement is uncomfortable to drive due to frequent bumps and depressions. Very thick overlays or surface replacement along with locations large areas of base reconstruction and subgrade stabilization will be necessary for pavements in this PCI range.
0 - 20	Very Poor	0 to 5 Years	Pavement is very uncomfortable to drive due to nearly constant bumps and depressions. Pavement preservation techniques are no longer feasible and full reconstruction is necessary.

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. There are no street reconstruction only projects in the 2021 CIP.

	Prelim	inary Estimated	Costs		Funding			
Project	Construction	Fees and Contingency	Total	Special Assessments	Prairie Dog	City Funds		
Asphalt Crack Seal - Various Locations City Wide	\$78,750	\$20,475	\$99,225	\$0	\$0	\$99,225		
Seal Coat - Various Locations City Wide	\$1,00,000	\$260,000	\$1,260,000	\$189,000	\$0	\$1,071,000		
Mill and Overlay- Various Locations City Wide	\$2,450,000	\$637,000	\$3,087,000	\$1,543,500	\$0	\$1,543,500		
Concrete Spot Repairs - Various Locations City Wide	\$550,000	\$143,000	\$693,000	\$0	\$0	\$693,000		
Concrete Rehab - 13 Ave S	\$1,000,000	\$260,000	\$1,260,000	\$630,000	\$0	\$630,000		
Total Pavement Preservation Projects =	\$5,078,750	\$1,320,475	\$6,399,225	\$2,362,500	\$0	\$4,036,725		

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 more than 80 storm sewer lift stations and nearly 500 miles of various sized collection piping along with several ponds.

The projects selected for the 2021 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.

		Preliminary Esti	Funding			
Project	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Special Assessments	City Funds
Storm Drainage Improvements	\$275,000	\$0	\$71,500	\$346,500	\$0	\$346,500
Storm Sewer Outfall Repairs	\$150,000	\$0	\$39,000	\$189,000	\$0	\$189,000
Storm Sewer Area Repairs	\$100,000	\$0	\$26,000	\$126,000	\$0	\$126,000
Lift Station Repairs - Citywide (LS #8, #10, #49)	\$750,000	\$0	\$195,000	\$945,000	\$472,500	\$472,500
Total Storm Sewer Utility Projects =	\$1,275,000	\$0	\$331,500	\$1,606,500	\$472,500	\$1,134,000

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.

		Preliminary Es	Funding			
Project	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Special Assessments	City Funds
Railroad Quiet Zone – 7 Ave N and 16 Ave N	\$1,000,000	\$0	\$260,000	\$1,260,000	\$1,260,000	\$0
Street Light Rehab – Citywide	\$262,500	\$0	\$68,250	\$330,750	\$0	\$330,750
New Street Lighting – Broadway to Elm, 27 Ave N to 29 Ave N	\$750,000	\$0	\$195,000	\$945,000	\$945,000	\$0
New Street Lighting – 40 Ave N from I-29 to University Dr N	\$350,000	\$0	\$91,000	\$441,000	\$441,000	\$0
Pavement Marking Replacement	\$200,000	\$0	\$52,000	\$252,000	\$0	\$252,000
Traffic Signal Maintenance – LED Replacement	\$150,000	\$0	\$39,000	\$189,000	\$0	\$189,000
Total Traffic and Streetlight Projects =	\$2,712,500	\$0	\$705,250	\$3,417,750	\$2,646,000	\$771,750

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 2021, 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

		Preliminary E	stimated Costs		Funding			
Project	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Special Assessments	Developer	City Funds	
Laverne's Addition*	\$1,971,919	\$0	\$512,699	\$2,484,618	\$2,484,618	\$0	\$0	
Madelyn's Meadows	\$2,000,000	\$0	\$520,000	\$2,520,000	\$2,520,000	\$0	\$0	
Eagle Valley (Developer to pay LOMR portion)	\$1,500,000	\$0	\$368,000	\$1,868,000	\$1,764,000	\$104,000	\$0	
Valley View Estates	\$1,000,000	\$0	\$260,000	\$1,260,000	\$1,260,000	\$0	\$0	
Bison Meadows (Developer to pay LOMR portion)	\$1,000,000	\$0	\$216,000	\$1,216,000	\$1,008,000	\$208,000	\$0	
Golden Valley	\$2,000,000	\$0	\$520,000	\$2,520,000	\$2,520,000	\$0	\$0	
Amber Valley Parkway S – East of 45 St S	\$1,000,000	\$0	\$260,000	\$1,260,000	\$1,260,000	\$0	\$0	
Southwest Metro Stormwater Pond	\$6,800,000	\$5,045,406	\$1,243,000	\$13,088,406	\$13,088,406	\$0	\$0	
40 Ave N Turn Lanes	\$500,000	\$0	\$130,000	\$630,000	\$630,000	\$0	\$0	
Wear Course Project	\$1,200,000	\$0	\$312,000	\$1,512,000	\$1,512,000	\$0	\$0	
45 St S and 64 Ave S Underground Utilities	\$4,500,000	\$0	\$1,170,000	\$5,670,000	\$5,670,000	\$0	\$0	
46 Ave N Storm Sewer, Water Main, and Gatewell	\$2,500,000	\$0	\$650,000	\$3,150,000	\$3,150,000	\$0	\$0	
44 Ave N – Private Installation	\$1,000,000	\$0	\$40,000	\$1,040,000	\$0	\$1,040,000	\$0	
New Development Projects Total =	\$26,971,919	\$5,045,406	\$6,201,699	\$38,219,024	\$36,867,024	\$1,352,000	\$0	

*Costs are based on Engineer Report

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	383,461	100.00%	29.19	100.00%
Asphalt	154,633	40.33%	10.19	34.92%
Brick	547	0.14%	0.06	0.21%
Composite	2,926	0.76%	0.20	0.69%
Gravel	141,493	36.90%	11.95	40.94%
Concrete	83,863	21.87%	6.78	23.24%

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.

	Prelimir	nary Estimated C	Funding		
Project	Construction	Fees and Contingency	Total	Special Assessments	City Funds
Blk 35 & 36, Roberts 2nd Addn, 3 Ave N to 4 Ave N between 11 St N and 12 St N	\$70,000	\$18,200	\$88,200	\$88,200	\$0
West Alley from 1 Ave N to 2 Ave N between Roberts and Broadway	\$150,000	\$39,000	\$189,000	\$189,000	\$0
Nestor Alley between 11 St N and 10 St N; NP Ave N and 1 Ave N	\$100,000	\$26,000	\$126,000	\$126,000	\$0
Alley Paving – Location to be determined	\$100,000	\$26,000	\$126,000	\$126,000	\$0
Alley Paving Projects Total =	\$420,000	\$109,200	\$529,200	\$529,200	\$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.

	Prelimi	inary Estimated	Funding			
Project	Construction	Fees and	Total	Special	City Funds	
	Construction	Contingency	TOLAI	Assessments		
Sidewalks: New/Repl Sidewalks (including APPR)	\$420,000	\$109,200	\$529,200	\$264,600	\$264,600	
Total Sidewalk Projects =	\$420,000	\$109,200	\$529,200	\$264,600	\$264,600	

Miscellaneous Projects

Overview

Miscellaneous projects vary from year to year, but this year the only project planned is a pavement condition survey. The pavement condition survey will update our Pavement Condition Index for all roadway segments throughout the City of Fargo.

		Preliminary Estin	Funding			
Project	Construction	ROW, Easements, Utilities, Outside Engineering	Fees and Contingency	Total	Special Assessments	City Funds
Pavement Condition Survey	\$150,000	\$0	\$0	\$150,000	\$0	\$150,000
Total Miscellaneous Projects =	\$150,000	\$0	\$0	\$150,000	\$0	\$150,000

2021 Capital Improvements Map



2010 to 2020 Water Main Break Map



January 1, 2010 - October 9, 2020

Break Year	Break Month	Address	Break Year	Break Month	Address	Break Year	Break Month	Address
2010	1	1200 1 AVE N	2013	10 10	102 3 ST N	2017	10 11	1101 21 ST S
2010	1	827 4 ST N	2013	10	724 1 ST N	2017	11 11 11	1111 8 AVE N
2010	3	747 OAK ST N	2013	11 11 12	825 21 AVE 5 500 1 AVE N 24 8 ST N	2017	11 11 11	2800 9 ST N 1111 8 AVE N 1641 BROADWAY N
2010	3	500 6 AVE S	2013	12	900 4 AVE S	2017	11 11 11	900 NORTHERN PACIFIC AVE N
2010	3	1026 10 ST N 100 12 ST N 1206 20 ST S	2014	1	1436 MAIN AVE	2017	11 12 12	801 6 AVE N
2010	3	1206 20 ST S 1206 20 ST S	2014	1	901 8 AVE N 820 9 AVE N 1028 12 ST N	2017	12	1136 7 31 N 1136 73 ST N
2010	4	1037 23 51 5 1145 5 ST N 1201 21 ST S	2014	2	1028 12 ST N 100 21 ST S	2018	1	20 8 AVE N 1202 7TH AVE N 201 6 AVE N
2010	4 7 7	1201 21 31 3 1146 OAK ST N	2014	2	401 9 AVE S 1570 32 AVE S	2018	1	711 7 AVE N 100 22 AVE N
2010	7	50 11 ST S	2014	2	1020 12 ST N	2018	2	619 OAK ST N
2010	7	1214 38 ST N 1214 38 ST N 1200 1 AVE N	2014	2	10 8 ST N	2018	2	910 12 ST N
2010	8	1472 43 ST N	2014	3	2800 11 AVE N	2018	2	924 7 ST N
2011 2011 2011	2	700 9 AVE S 727 OAK ST N	2014	4	26 ROBERTS ST N	2018	3	2856 ELWIST N 604 10 AVE N 2426 MADIE ST N
2011 2011	2	457 OAKLAND AVE 5 1013 21 ST S	2014	4 4 5	600 8 ST N	2018	4	604 10 AVE N
2011 2011	3	11 15 ST S	2014	5	8720 10 ST N 1436 MAIN AVE	2018	4 5	523 4 ST N
2011 2011	4 5	3800 4 AVE S	2014	5	400 7 ST N	2018	5 6	1024 12 ST N 1905 12 AVE S
2011	8	2509 EAST COUNTRY CLUB DR S	2014	6	1109 18 51 5 1105 21 ST S	2018	6	1905 12 AVE S 830 11 AVE N
2011 2011	8	1902 12 AVE S 121 11 ST S	2014	6 7	10 8 ST N 708 11 ST N	2018	7	1195 35 ST N 24 8 ST N
2011 2011	8	2300 ELM ST N 2830 2 ST N	2014	9	1330 MAIN AVE 27 11 ST N	2018	7	11 11 ST N 24 8 ST N
2011 2011	8	300 7 ST N 300 7 ST N	2014 2014	10 10	921 11 AVE N 512 OAK ST N	2018 2018	7 7	11 11 ST N 701 OAK ST N
2011 2011	10 10	700 19 ST N 1000 NORTHERN PACIFIC AVE N	2014 2014	12 12	400 1 AVE N 743 OAK ST N	2018	7	619 OAK ST N 24 8TH ST N
2011 2011	10 10	1019 1 AVE N 925 11 AVE N	2015 2015	<u>1</u> 1	426 10 AVE S 500 NORTHERN PACIFIC AVE N	2018 2018	7 8	1001 1 AVE N 1202 7 AVE N
2011 2011	10 11	2000 9 ST S 2509 EAST COUNTRY CLUB DR S	2015 2015	2	815 11 AVE N 510 0 ST N	2018 2018	8 8	37 7 ST N 2591 VILLA DRIVE SO
2011 2011	<u>11</u> 11	409 1 AVE N 602 21 AVE S	2015 2015	2	419 3 ST N 109 26 AVE N	2018 2018	8 8	914 8 AVE N 917 8 AVE N
2011 2011	11 11	900 26 AVE S 320 7 ST N	2015 2015	2	810 1 AVE N 1200 ELM ST N	2018 2018	8 10	914 8 AVE N 619 OAK ST N
2011 2011	<u>11</u> 11	2829 9 ST N 200 45 ST S	2015 2015	3	630 1 AVE N 27 11 ST N	2018 2018	11 11	11 8 ST N 1202 7 AVE N
2011 2011	12 12	600 6 AVE S 800 28 AVE N	2015 2015	3	27 11 ST N 1200 ELM ST N	2018 2018	11 11	24 8 ST N 117 35 AVE N
2011 2011	12 12	800 4 ST N 1222 9 ST S	2015 2015	4 5	1200 ELM ST N 800 OAK ST N	2018 2018	11 11	1202 21 ST S 1430 MAIN AVE
2012 2012	1 2	801 3 ST N 216 7 ST N	2015 2015	7	900 15 AVE N 123 15 1/2 ST N	2018 2018	12 12	3030 Broadway N 4637 16 AVE N
2012 2012	3	1458 SOUTH RIVER RD S 300 7 ST N	2015 2015	7 7	710 7 AVE N 909 6 AVE N	2018 2018	12 12	1146 ELM ST N 1138 28 ST N
2012 2012	3 7	1024 40 ST S 700 6 AVE N	2015 2015	8	1200 7 AVE N 2800 BRANDT DR S	2019 2019	1 2	722 7 ST N 619 OAK ST N
2012 2012	7 7	1116 8 ST S 736 9 ST N	2015 2015	9	917 6 AVE N 917 6 AVE N	2019 2019	2	619 OAK ST N 619 OAK ST N
2012 2012	7	1206 9 ST S 1013 11 ST N	2015 2015	9	3000 7 ST N 40 11 ST N	2019 2019	2	10 7 AVE N 106 23 AVE N
2012	7	1100 18 ST S	2015	<u>10</u> 10	1905 12 AVE S	2019	2	2620 SOUTHGATE DR 901 7 AVE N
2012	8	930 40 ST S	2015	10 10	700 12 AVE S	2019	3	1105 7 AVE N 71 28 AVE N
2012	8	1000 8 ST N 602 7 ST N	2015	<u>11</u> 12	401 NORTHERN PACIFIC AVE N 301 15 ST S	2019	3	20 8 AVE N 1010 7 AVE N
2012	8	1105 21 ST S	2015	1	2302 EVERGREEN RD 917 21 ST S	2019	3	1005 21 ST S
2012	8	2800 MAPLE ST N 2800 2 ST N	2016	3	301 NORTHERN PACIFIC AVE N	2019	3	730 11 ST N 10 1 ST N
2012	9	746 1 ST N 1385 FLM CIB N	2016	5	419 3 ST N 2505 FAST COUNTRY CLUB DR S	2019	3	2015 3 AVE N 117 14 ST N
2012	9	3500 2 ST N 1901 12 AVE S	2016	5	419 3 ST N 2701 1 AVE N	2019	3	2814 9 1/2 ST N 321 8 AVE N
2012	9	911 6 AVE N 3525 1 ST N	2016	777	1105 21 ST S	2019	6	102 3 ST N 902 40 ST S
2012	9	2825 LONGFELLOW RD N 2837 LONGFELLOW RD N	2016	7 7 7	308 1 AVE N	2019	6	1146 ELM ST N 921 6 AVE N
2012	9	2843 LONGFELLOW RD N 2843 LONGFELLOW RD N	2016	7 7 7	414 MILLS AVE N 312 9 ST N	2019	7	721 11 ST N 702 12 ST N
2012	9 9	ELM ST N & CEDAR AVE N 21 29 ΔV/F NF	2016	, 8 8	1116 8 ST S 364 9 AVE S	2019	, 7 8	677 43 ST N 777 34 St S
2012	10 11	2710 22 ST S 2116 31 AVE S	2016	8	79 28 AVE NE 917 21 ST S	2019	9 10	1122 8 ST S 1017 21 ST S
2012	11 11	1118 18 ST s	2016	9 9	123 15 1/2 ST N 419 3 ST N	2020	6	902 40 ST S
2012	11 11	24 8 ST N 909 6 AVE N	2016	10 10	311 8 ST N 523 4 ST N	2020	, 7 7	901 21 ST S 2849 FLM ST N
2013	1	1300 27 ST S 77 26 ΔVF N	2016	11 11	353 9 AVE S 3145 9 1/2 ST N	2020	, 7 7	3029 9 ST N 825 7 Δ\/F N
2013	<u> </u>	900 8 AVE N 2200 FLM ST N	2016	<u>12</u> 1	1010 7 AVE N 3501 12 Δ//ΓΝ	2020	, 7 7	2510 9 1/2 ST N 1024 40 ST S
2013	2	2300 1 AVE S	2017	<u> </u>	803 7 AVE N 1625 16 1/2 ST S	2020	, 8 8	1458 SOUTH RIVER RD S 2727 13 Δ\/F S
2013	2	2800 2 ST N 1202 8 AVE N	2017	1 2	419 3 ST N	2020	0	2121 IJ AVE 3
2013	2	2300 42 ST S	2017	2	710 9 AVE N			
2013	3	2500 2 31 IN 2500 9 AVE S	2017	5 4 F	803 1 ST N			
2013	5 4 4	400 5 AVE 5 409 1 AVE N	2017	5 6 6	27 11 51 N 11118 AVE N 221 0 57 N			
2013	4	400 15 ST S 1106 18 ST S	2017	6	5050 40 AVE S			
2013	4 4 5	1032 12 ST N	2017	6 7	321 9 ST N 522 BROADWAY N			
2013	5	2606 9 1/2 ST N 923 11 ST N	2017	/ 7	924 / ST N 1002 7 ST N			
2013 2013	5	800 9 AVE N 700 9 AVE N	2017	/ 8	1128 / ST N 309 4 ST N		<u> </u>	
2013	ь 6	100 8 AVE N	2017	8 9	2802 9 ST N 1202 21 ST S		Up	odated October 2020
2013	9	4300 13 AVE S	2017	9 10	1301 ELM ST N 1221 9 AVE N			

2021 – 2024 Capital Improvement Projects

Summary of proposed detailed projects by year:

	Federal Aid Projects
	32 Ave S from 32 St S to 22 St S
Ν	Water Main Replacement and/or Street Reconstruction Projects
02	21 St S from 13 Ave S to 9 Ave S
2	7 Ave N from 2 St N to Elm St; Oak St from 7 Ave to BNSF RR
	3 Ave N from 10 St N to 7 St N; 7 St N from 2 Ave N to 4 Ave N
	4 St N from Main Ave to 1 Ave N
	Federal Aid Projects
	52 Ave S from 63 St S to Sheyenne
Ν	Main Ave from 25 St to University Dr
02	Water Main Replacement and/or Street Reconstruction Projects
ω	8 St S from 9 Ave S to 13 Ave S
	7 Ave S from 4 St to East; 8 Ave S from 4 St to East
	2 Ave N from Broadway to 4 St N
	Federal Aid Projects
	32 Ave S from 22 St S to University Dr
	Water Main Replacement and/or Street Reconstruction Projects
2	1 St N from 32 Ave N to 35 Ave N
02,	Evergreen Rd N and Longfellow Rd N from 28 Ave N to 29 Ave N; 29
4	Ave N from Elm to Longfellow
	3 Ave N from Broadway Alley to 4 St N; 5 St N from 3 Ave N to 4 Ave N
	6 Ave S from 4 St to East; 9 Ave S from 4 St to East
	4 St N from 1 Ave N to 6 Ave N

2021 – 2024 Capital Improvements Map

