

COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304-4005

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"Our passion is your safe way home."

August 25, 2014

Mr. Clark Arneson
City Manager
City of Blaine
10801 Town Square Dr.
Blaine, MN 55449

Re: County Road 87 (105th Avenue) Turnback

Dear Mr. Arneson:

Since 2008, the county and the city have had discussions regarding the turnback of County Road 87 (CR 87/105th Avenue) from the county to the city and this has been reflected as such in our 20-year Comprehensive Transportation Plan as well. This is due to the fact that 105th Avenue functions more as a city street than it does a county road and with the continued growth of the National Sports Center, this road will require more access, special event traffic control and pedestrian accommodations that aren't conducive for this being a county road.

The county board's position regarding turnback of county roads to its cities and townships is that we do not want to give an immediate maintenance problem. As such, the county typically performs a normal roadway rehabilitation project (or corresponding cash payment) prior to the turnback. This project is typically what the county would do to the road if it was still intending to keep the road.

In the case of 105th Avenue, if this were to remain a county road the county would perform a simple mill and overlay project to this roadway. I know there have been discussions about the subsoils under this roadway. In previous submittals to the city, we have provided the soil borings and construction plans for how this road was constructed and the extent that the unsuitable soils were or weren't removed. Based on the type of pavement distress we see on the roadway today, we are convinced that there are no subsoil issues remaining along this roadway. The pavement is the originally constructed pavement which is now 25 years old and has seen the end of its useful life. Again, if this road were to remain in county jurisdiction, we would be recommending a mill and overlay as the appropriate pavement rehabilitation project.

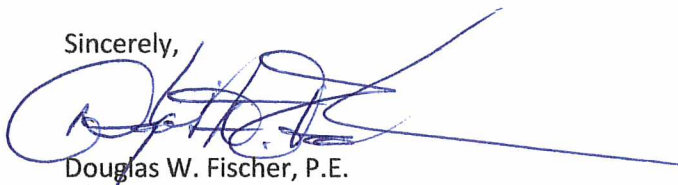
We have estimated the cost of performing the mill and overlay to be approximately \$500,000. In previous negotiations with the city, we had tentatively agreed that we would perform/pay for a more enhanced pavement rehabilitation which would be a "reclaim" and overlay in lieu of the mill and overlay. The cost of this pavement rehabilitation is \$1,123,000.

The county feels that this negotiated settlement for the turnback of 105th Avenue is fair and reasonable. It is also consistent with the turnback agreements we have had with our other communities. However, we are very disappointed that the city has indicated that this agreement is not sufficient and has asked for more. In past conversations the city has mentioned a new "vision" of the roadway which would require its total reconstruction. This reconstruction included a new traffic signal, landscaping, street lighting, pedestrian accommodations, and burying overhead utilities. These costs are for city preferred enhancements to the roadway and are not the responsibility of the county. Unfortunately, as these negotiations linger on 105th Avenue is getting in a worse condition and continued inaction is no longer acceptable. This is an embarrassment to the county and is becoming a maintenance nightmare for our crews.

Therefore, I have been instructed by the Transportation Committee to prepare and submit a turnback agreement to the city based on the reclaim and overlay rehabilitation option. Again, we feel that this is a fair and reasonable settlement to this jurisdictional transfer. Should the city choose not to accept this agreement, we will move forward with the standard mill and overlay that the county would normally perform and release the roadway to the city as allowed per Minnesota Statute 163. Again, it is our desire that we can mutually agree to the conditions of the turnback, but we cannot delay any further.

I would be very happy to meet with you and your staff in the preparation of the turnback agreement. Please let me know if you have any further questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Fischer', with a long horizontal flourish extending to the right.

Douglas W. Fischer, P.E.

Transportation Division Manager / County Engineer