

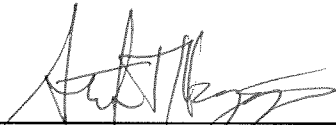
**FEASIBILITY REPORT
AND COST ESTIMATE
FOR
IMPROVEMENT PROJECT NO. 13-22
RECONSTRUCTION OF FLOWERFIELD ROAD
FROM LAKE DRIVE TO LEXINGTON AVENUE**

CITY OF BLAINE, MINNESOTA

May 7, 2015

**spot concrete curb and gutter replacement, curb and gutter, asphalt pavement replacement,
class 5 aggregate base, storm sewer and related appurtenant construction.**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Stefan T. Higgins, PE
Assistant City Engineer
Minn. Reg. No. 41290



CITY OF BLAINE
10801 Town Square Drive NE
Blaine, Minnesota 55449
(763) 784-6700

Prepared By: Stefan Higgins, PE
Assistant City Engineer

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EXHIBITS

1. Project Location
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3. Residential Property Proposed Assessment Roll
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FEASIBILITY REPORT PROJECT NO. 13-22

EXECUTIVE SUMMARY

The proposed joint project between the City of Lexington and the City of Blaine will reconstruct Flowerfield Road from Lake Drive to Lexington Avenue. The work will consist of reclaiming the existing bituminous pavement, spot concrete curb and gutter replacement of existing concrete curb and gutter, installation of new concrete curb and gutter where not already present, minor storm sewer improvements, aggregate base, installation of new bituminous pavement and appurtenant construction.

The estimated cost of the improvements is \$656,060. The estimated cost split is 53% of the costs to the City of Lexington and 47% of the costs to the City of Blaine. The estimated City of Blaine portion of the cost of improvements is \$308,400 with \$107,650.74 proposed to be assessed over a ten-year period. The remaining portion of \$200,749.26 is proposed to be paid from the City's Pavement Management Program Funds.

The project is necessary, cost-effective, and feasible and will result in a benefit to the properties proposed to be assessed.

1. PROJECT HISTORY

The Blaine City Council initiated the project and ordered the preparation of a feasibility report on November 7, 2013, with Resolution No. 13-180. A Joint Powers Agreement with the City of Lexington was signed on May 1, 2014 with Resolution No. 14-077 for the reconstruction of Flowerfield Road from Lake Drive to Lexington Avenue.

This report is based on field observations, record drawing information, a 2014 topographic survey and 2014 aerial photography.

2. PROJECT AREA CHARACTERISTICS

The project area includes Flowerfield Road, beginning at Lake Drive on the west end and ending at Lexington Avenue (CSAH 17) on the east end. The centerline of Flowerfield Road serves as the border between the cities of Blaine and Lexington (Blaine on the south side). The road is an urban section road with a mix of concrete curb and gutter and bituminous curb and varies in width from 30 to 32 feet. The surrounding land use is primarily residential housing with some commercial/industrial use on both sides of the road near Lake Drive.

The existing segment of Flowerfield Road was last overlaid in 1998. The road is in poor condition with clear evidence of pavement structure failure along its entire length. Severe deterioration of pavement structure is present along the roadway edges and certain intersection areas where there is a lack of defined storm drainage and storm water runoff becomes trapped, causing further deterioration of the pavement structure.

Storm sewer is present in a few locations along the road and is composed of a combination of catch basins and spillways with culverts.

Utilities owned by the City of Blaine within the road corridor consist of a 16-inch water main and an 8-inch sanitary sewer line, both of which are located in the south boulevard. An 8-inch sanitary sewer line under the north half of the road and an 8-inch water main in the north boulevard are owned by the City of Lexington.

The proposed project is located in the Rice Creek Watershed Districts. No portion of the project will impact wetlands as identified on the City's wetland inventory map.

See Exhibit No. 1 for the project location.

3. PROPOSED IMPROVEMENTS

The proposed improvements will include partial reconstruction of the existing urban street section to a 3 inch bituminous pavement over 4-6 inches of reclaimed aggregate base material, spot replacement of failed curb and gutter, installation of concrete curb and gutter in locations that previously had bituminous curb and installation of storm sewer and catch basins at the intersections with Hamline Avenue and Griggs/Austin Streets. The

improvements are necessary, cost-effective, and feasible. Each improvement is further described as follows:

A. **Water Main**

Public Works and Engineering staff has reviewed the water main installation dates and water main break data along the project streets and concur that there are no issues with the existing main which lies in the boulevard on the south side of the street. Therefore, the scope of the project will not include any replacement of existing water main along the corridor. The project will include adjusting existing gate valve boxes if necessary.

B. **Sanitary Sewer**

Public Works and Engineering staff has reviewed the existing sanitary sewer along the proposed street reconstruction corridors and concur that there are no issues with the existing mains.

C. **Street Construction**

The proposed project will partially reconstruct the existing road by reclaiming the failed pavement surface and aggregate base and then installing a new pavement surface in accordance with city standards. The street typical section will be reconstructed with a section composed of 3 inches of bituminous on 4-6 inches of reclaimed gravel base over a compacted subgrade. Partial reconstruction of the existing curb is proposed where necessary due to curb failure. Installation of new curb and gutter is proposed for the sections of roadway that currently have a bituminous curb.

D. **Storm Drainage**

Storm water runoff from the streets will be captured and controlled with the existing catch basins and storm sewer pipe system. In addition, new catch basins and storm pipe will be added at the intersections with Hamline Avenue and Griggs/Austin Street to correct issues with standing water that currently exist. Public Works has inspected and/or completed rehabilitation on all catch basins so no additional storm sewer work is anticipated with this project.

4. **IMPACT OF PROPOSED IMPROVEMENTS**

The proposed street improvements will not create any new maintenance issues for the Public Works staff. The City will work with affected property owners and the Contractor to resolve any situation that may arise during construction. Short term traffic delays, construction dust and noise, and erosion will occur. Efforts to minimize these impacts include the restriction of work hours and dust and erosion control measures included in the project. Any disruptions that occur to existing yards, sprinkler systems, and driveways will be restored.

5. SUMMARY OF ESTIMATED PROJECT COSTS AND FUNDING

Project: 13-22

Description: Reconstruction of Flowerfield Road

Cost Item	Percent	Amount
Construction Costs		
Flowerfield Road Construction		\$ 485,970
Total Construction Costs		\$ 485,970
City of Lexington Cost Share Portion	53%	\$ 257,570
City of Blaine Cost Share Portion	47%	\$ 228,400
Administrative Costs (rounded to nearest \$100)		
Engineering	18%	\$ 41,100
Assessment	1%	2,300
Legal	2%	4,600
Administration	4%	9,100
Capitalized Interest	8%	18,300
Bonding	2%	4,600
Total Administrative Costs		\$ 80,000
TOTAL ESTIMATED PROJECT COSTS		\$ 308,400

Temporary Funding Source	City Internal Funds
Permanent Funding Source	Assessments, Pavement Management Program Funds (PMP Funds)

Funding

Total Generation from Assessments	\$ 107,650.74
Total Paid from PMP Funds	\$ 200,749.26

6. ASSESSMENT METHODOLOGY

Project costs are proposed to be divided between the two cities based on the frontage each city has along the project corridor. In addition, each city will pay for the costs associated with the concrete curb and gutter on its side of the road.

It is proposed that the project be assessed over 10 years in accordance with the City's Assessment Policy. It is proposed to assess residential properties using the unit method for residential properties based on 25% of the entire cost of the improved street section. It is proposed to assess properties zoned commercial/industrial using the linear foot method for commercial/industrial/high density residential zoned properties based on 50% of the entire cost of the improved street section. Both assessment methods are per the city special assessment policy.

See Exhibit No. 2 for the parcels proposed to be assessed and Exhibit Nos. 3 and 4 for the proposed assessment rolls.

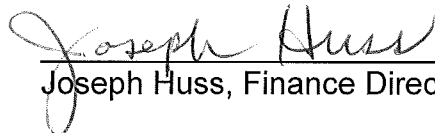
7. FINANCE

The proposed project will be temporarily financed by the City. Permanent funding will be provided by the Pavement Management Program Funds, and the costs assessed to the benefiting parcels in accordance with current City Assessment Policy and Minnesota Statutes Chapter 429, Special Assessment Laws.

A. Finance Director Statement

With reference to this Feasibility Report for Improvement Project 13-22 as prepared by the City of Blaine Engineering Department dated May 7, 2015, I find the following:

1. The project will be temporarily funded through existing City internal funds whereupon permanent financing will be obtained through the Pavement Management Program Funds, and assessments.
2. Sufficient moneys are currently available from the City's internal funds to temporarily fund the special assessment portion of the project. It is estimated that \$107,650.74 will be assessed.



Joseph Huss, Finance Director

8. PROJECTED SCHEDULE

May 7, 2015	Receive Feasibility Report Order Public Hearing
May 18, 2015	Public Information Open House to discuss project and proposed assessments
June 4, 2015	Hold Public Hearing Order Improvements and Order Preparation of Plans and Specifications
June 4, 2015	Approve Plans and Specifications Concur with City of Lexington on Advertisement for Bids
June 18, 2015	Concur with City of Lexington in Accepting Bid and Awarding Contract
July-Sept 2015	Construct Improvements
Sept 2015	Assess Project
2016	First assessment payment due with real estate taxes

9. PROJECT FEASIBILITY AND RECOMMENDATION

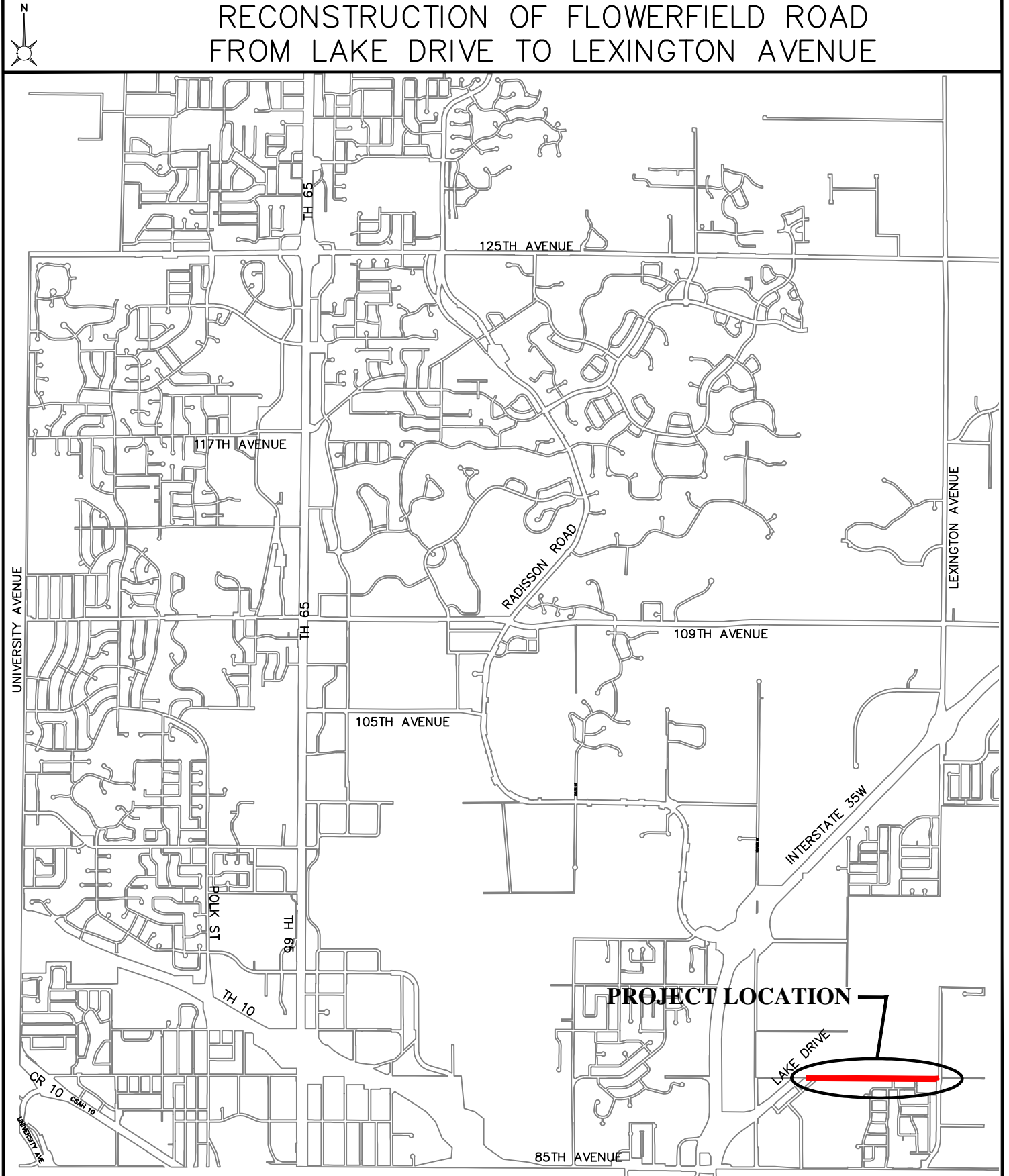
The project as proposed is technically and financially feasible, cost effective, and will result in a benefit to the properties proposed to be assessed in accordance with Minnesota Statute 429. It is recommended that the Council accept this report, hold the public hearing, and order the improvements.

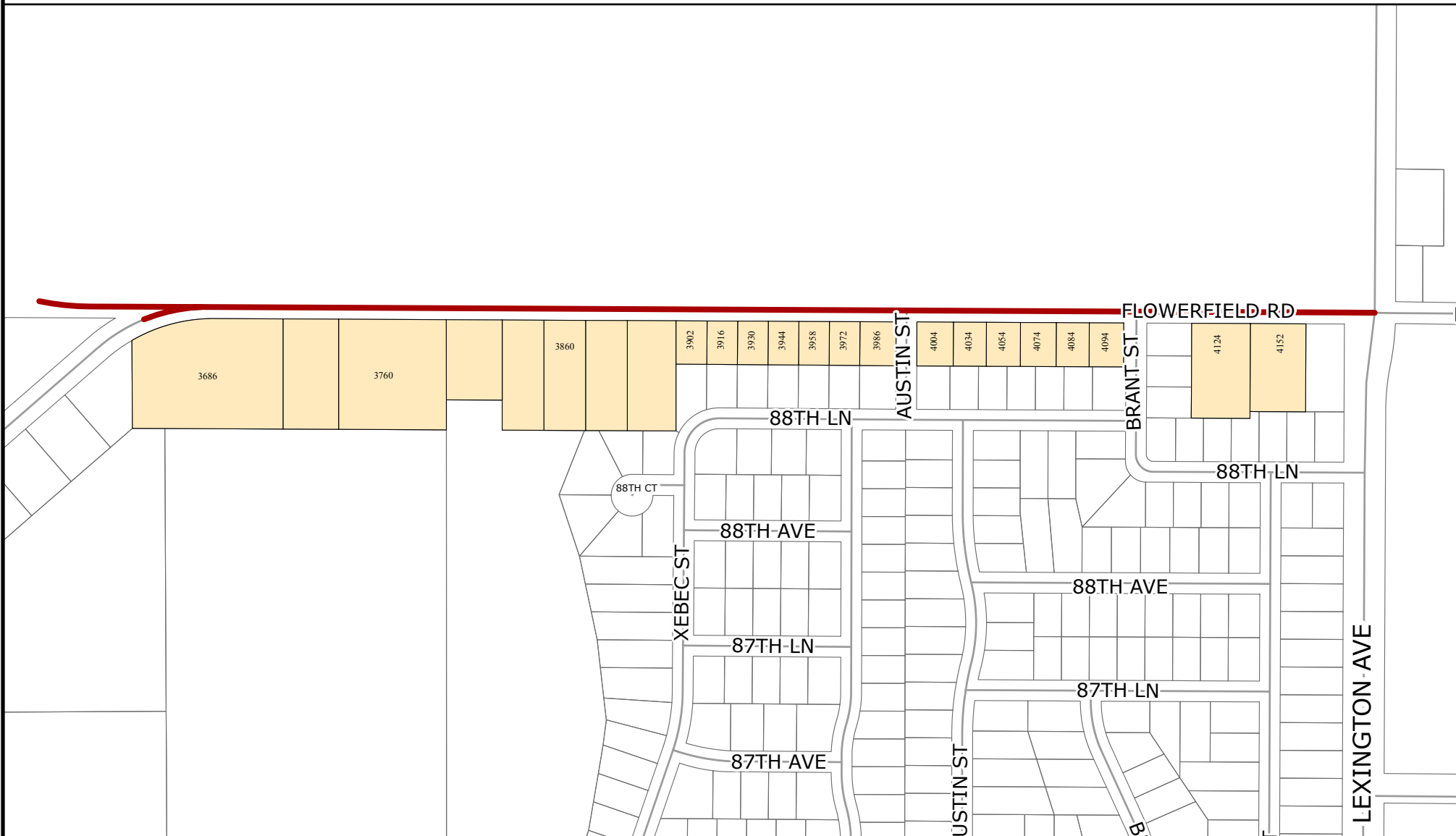


CITY OF BLAINE

EXHIBIT 1 - LOCATION MAP

RECONSTRUCTION OF FLOWERFIELD ROAD FROM LAKE DRIVE TO LEXINGTON AVENUE



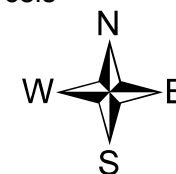


 Assessable Parcels



RECONSTRUCTION OF FLOWERFIELD ROAD

Project 13-22



PROJECT 13-22
 RECONSTRUCTION OF FLOWERFIELD ROAD FROM LAKE DRIVE TO LEXINGTON AVENUE
 CITY OF BLAINE
 EXHIBIT NO. 4 - COMMERCIAL/INDUSTRIAL PROPERTY
 PROPOSED ASSESSMENT ROLL

ASSESSMENT RATE BREAKDOWN						
CONSTRUCTION COSTS	\$228,400.00					
ADMINISTRATIVE COSTS	<u>\$80,000.00</u>					
TOTAL COST	\$308,400.00					
		TOTAL FRONT FOOTAGE	TOTAL COST PER FRONT FOOT	COMMERCIAL/ INDUSTRIAL ASSESSMENT PERCENTAGE	COMMERCIAL/ INDUSTRIAL ASSESSMENT RATE PER FRONT FOOT	
ASSESSABLE COST	\$308,400.00 /	3373.70*	= \$91.41	* 50%	= \$45.71	

PROPERTY PIN	PROPERTY OWNER	PROPERTY ADDRESS	ASSESSABLE FRONT FOOTAGE	ASSESSMENT RATE PER FRONT FOOT	PROPOSED ASSESSMENT
353123310010	KKR REAL ESTATE HOLDINGS III LLC	3760 FLOWERFIELD RD NE	310.0	\$45.71	\$14,170.10
353123310012	CHASKA CONSOLIDATED	3686 FLOWERFIELD RD NE	445.6	\$45.71	\$20,368.38
353123310013	CHASKA CONSOLIDATED	UNADDRESSED	160.0	\$45.71	\$7,313.60
353123420002	SONLIGHT CHRCH OF THE NAZARENE	UNADDRESSED	120.0	\$45.71	\$5,485.20
353123420003	SONLIGHT CHRCH OF THE NAZARENE	3860 FLOWERFIELD RD NE	120.0	\$45.71	\$5,485.20
353123420004	SONLIGHT CHRCH OF THE NAZARENE	UNADDRESSED	120.0	\$45.71	\$5,485.20
353123420005	SONLIGHT CHRCH OF THE NAZARENE	UNADDRESSED	140.0	\$45.71	\$6,399.40
353123420006	SONLIGHT CHRCH OF THE NAZARENE	UNADDRESSED	160.8	\$45.71	\$7,350.17
TOTALS:			<u><u>1576</u></u>		<u><u>\$72,057.24</u></u>

NOTES:

* Includes 239.6 feet of non assessable frontage that is assigned as a City cost