

**FEASIBILITY REPORT
AND COST ESTIMATE
FOR
IMPROVEMENT PROJECT NO. 15-21
RECONSTRUCTION OF
COUNTY ROAD 10 SERVICE DRIVE
FROM JEFFERSON STREET TO ABLE STREET**

CITY OF BLAINE, MINNESOTA

April 6, 2017

**concrete curb and gutter, asphalt pavement replacement,
class 5 aggregate base, storm sewer, water main 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.



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Assistant City Engineer
Minn. Reg. No. 41290



CITY OF BLAINE
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Assistant City Engineer

FEASIBILITY REPORT 15-21 - TABLE OF CONTENTS

	EXECUTIVE SUMMARY	FR-1
1.	PROJECT HISTORY	FR-2
2.	PROJECT AREA CHARACTERISTICS	FR-2
3.	PROPOSED IMPROVEMENTS	FR-2
	A. Sanitary Sewer	FR-2
	B. Water Main	FR-3
	C. Street Construction	FR-3
	D. Storm Drainage	FR-3
4.	IMPACT OF PROPOSED IMPROVEMENTS	FR-4
5.	SUMMARY OF ESTIMATED PROJECT COSTS AND FUNDING	FR-5
6.	ASSESSMENT METHODOLOGY	FR-6
7.	FINANCE	FR-6
	A. Finance Director Statement	FR-6
8.	PROJECTED SCHEDULE	FR-7
9.	PROJECT FEASIBILITY AND RECOMMENDATION	FR-7

EXHIBITS

1. Project Location
2. Assessable Parcels
3. Proposed Assessment Roll

FEASIBILITY REPORT PROJECT NO. 15-21

EXECUTIVE SUMMARY

The proposed project will reconstruct the County Road 10 Service Drive from Jefferson Street to Able Street. Proposed improvements include replacing damaged concrete curb and gutter and sidewalk, storm sewer improvements, asphalt surface, traffic control signage, replacement of existing water main, and appurtenant construction.

The estimated cost of improvements is \$1,313,500.00 with \$111,733.34 proposed to be assessed over a ten-year period. Replacement of existing water main at an estimated cost of \$645,250.00 is proposed to be paid for by City Public Utility Funds. The remaining portion of \$556,516.66 is proposed to be paid from the City's Pavement Management Program Fund.

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 December 15, 2016, with Resolution No. 16-184.

This report is based on field observations, record drawing information, 2014 aerial photography, and a 2015 topographic survey.

2. PROJECT AREA CHARACTERISTICS

The project area includes the County Road 10 Service Drive, beginning at Jefferson Street and terminating at Able Street.

The existing segment of the County Road 10 Service Drive, approximately 2,800 feet long, had the east and west ends reconstructed in 1991 as an urban section with concrete curb and gutter. Concrete curb and gutter and sidewalk were added to the north side of the road in 1993. The majority of the road is approximately 24 feet wide. No concrete curb and gutter is present along approximately 1,660 feet of the south side of the road that is adjacent to County Road 10. Storm sewer, consisting of two storm sewer catch basins near the west end is present. A large portion of the road drains into a ditch that lies between the road and County Road 10.

The Anoka County Soil Survey indicates the predominant soil types in the project area to be Zimmerman fine sand, Sartell fine sand and Isanti fine sandy loam. Based on past projects in the area, the project may require dewatering operations to install some of the underground improvements.

The proposed project is located in the Coon Creek Watershed District. 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 reconstruction of the existing street section, additional storm sewer and replacement of water main. The improvements are necessary, cost-effective, and feasible. Each improvement is further described as follows:

A. Sanitary Sewer

Public Works and Engineering staff has reviewed the existing sanitary sewer along the County Road 10 Service Drive corridor and concur that there are no issues with the existing mains. The entire sewer main lies north of the road in an easement and was lined in 2011 as a part of the sanitary sewer lining project. The project will not involve any work to sanitary sewer facilities.

B. **Water Main**

Public Works and Engineering staff has reviewed the water main installation dates and water main break data along the County Road 10 Service Drive corridor and concur that the existing cast iron water main installed in 1960 should be replaced. Cast iron water main is more susceptible to water main breaks than modern ductile iron or PVC water main pipe. Because the lifespan of the new road is anticipated to be at least 30 years, the existing water main would be approaching or exceeding 100 years old before another opportunity would exist to replace it.

Therefore, the project will include replacement of existing cast iron water main in the project corridor. The work will include abandonment of existing water main, removal of existing hydrants, removal of existing water services to the right of way, and installation of new hydrants, valves, water main and water services.

C. **Street Construction**

The proposed construction will begin at the intersection of Jefferson Street and continue easterly within the existing County Road 10 Service Drive alignment, terminating at the intersection of Able Street. The proposed project will reconstruct the entire road, removing all existing pavement and any damaged curb and gutter or sidewalk, and constructing a new road with a typical section composed of four inches of bituminous on four to six inches of recycled Class 5 gravel base over a compacted subgrade. The portion of the south side of the road that currently does not have any concrete curb will receive concrete ribbon curb.

It is not anticipated that additional right-of-way will be needed for the project.

D. **Storm Drainage**

Storm water runoff from the street will be captured and controlled with catch basins and a storm sewer pipe system where barrier style curb is present at the east and west ends of the road. The existing storm sewer system on the west end will be supplemented with the addition of additional catch basins and storm sewer pipe to aid in capturing runoff. Sump catch basin structures will be utilized where appropriate to aid in the removal of sediments. The section of road with ribbon curb on the south side will continue to drain into the ditch/swale that lies between County Road 10 and the Service Drive.

During the design phase, staff will investigate the feasibility of utilizing infiltration practices at the east and west ends of the road where there is available land to do so within the existing right of way.

Coon Creek Watershed District will conduct a plan review for the project.

4. IMPACT OF PROPOSED IMPROVEMENTS

The proposed street improvements will not create any new maintenance issues for the Public Works staff other than the annual cleaning of the sump manholes. 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: 15-21

Description: County Road 10 Service Drive

Cost Item	Percent	Amount
Construction Costs		
Street Construction		\$ 495,000
Water Main		478,000
		\$ 973,000
Administrative Costs (rounded to nearest \$100)		
Engineering	18%	\$ 175,100
Assessment	1%	9,700
Legal	2%	19,500
Administration	4%	38,900
Capitalized Interest	8%	77,800
Bonding	2%	19,500
		\$ 340,500
TOTAL ESTIMATED PROJECT COSTS		\$ 1,313,500

Temporary Funding Source

City Internal Funds

Permanent Funding Source

Assessments, Pavement Management Program Funds (PMP Funds), and Public Utility Funds,

Funding

Total Paid from Public Utility Funds	\$ 645,250
Total Generation from Assessments	\$ 111,733.34
Total Paid from PMP Funds	\$ 556,516.66

6. ASSESSMENT METHODOLOGY

It is proposed that the project be assessed over 10 years in accordance with the City's Assessment Policy. It is proposed to assess this project using the linear foot method for the commercial/industrial/high density residential properties. Proposed linear foot assessments are based on 50% of the entire cost of the improved street section, and do not include costs for water main work.

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

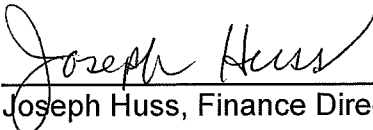
7. FINANCE

The proposed project will be temporarily financed by the City. Permanent funding will be provided by the Pavement Management Program Funds, city water and sewer utility 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 15-21 as prepared by the City of Blaine Engineering Department dated April 6, 2017, 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, Public Utility 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 \$111,733.34 will be assessed.
3. Sufficient moneys are currently available from the City's Public Utility Funds to pay for proposed utility improvements for street reconstruction at an estimated cost of \$645,250.



Joseph Huss, Finance Director

8. PROJECTED SCHEDULE

April 6, 2017	Receive Feasibility Report Order Public Hearing
April 11, 2017	Public Information Meeting to discuss project and proposed assessments
April 20, 2017	Hold Public Hearing Order Improvements and Order Preparation of Plans and Specifications
April 20, 2017	Approve Plans and Specifications Order Advertisement for Bids
May 23, 2017	Open Bids
June 1, 2017	Award Contract
June – Sept 2017	Construct Improvements
September 2017	Assess Project
2018	First assessment payment due with real estate taxes

9. PROJECT FEASIBILITY AND RECOMMENDATION

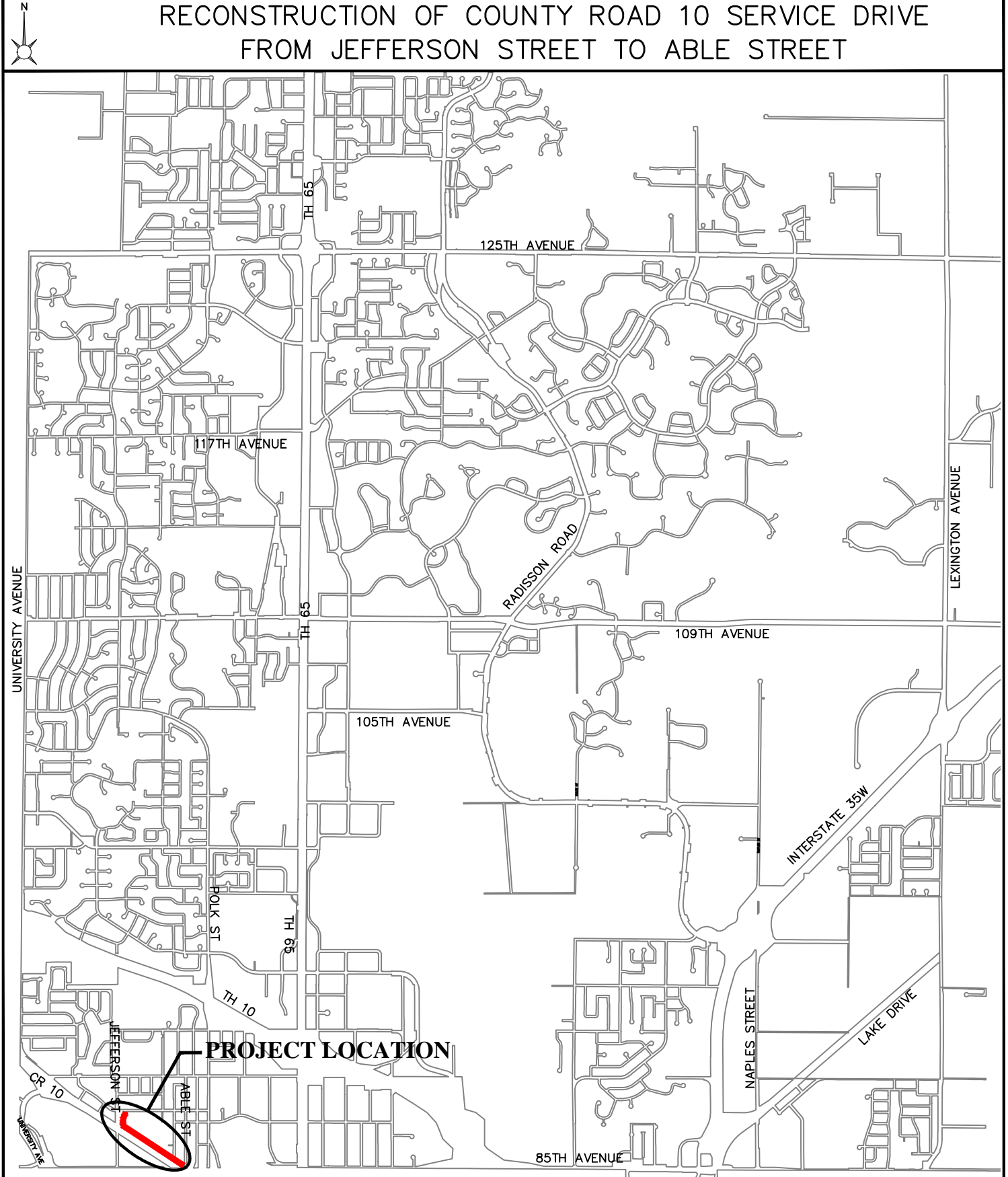
The project as proposed is technically and financially feasible, cost effective, and will result in a benefit to the properties proposed to be assessed. It is recommended that the Council accept this report, hold the public hearing, and order the improvements.



CITY OF BLAINE

EXHIBIT 1 - LOCATION MAP

RECONSTRUCTION OF COUNTY ROAD 10 SERVICE DRIVE
FROM JEFFERSON STREET TO ABLE STREET



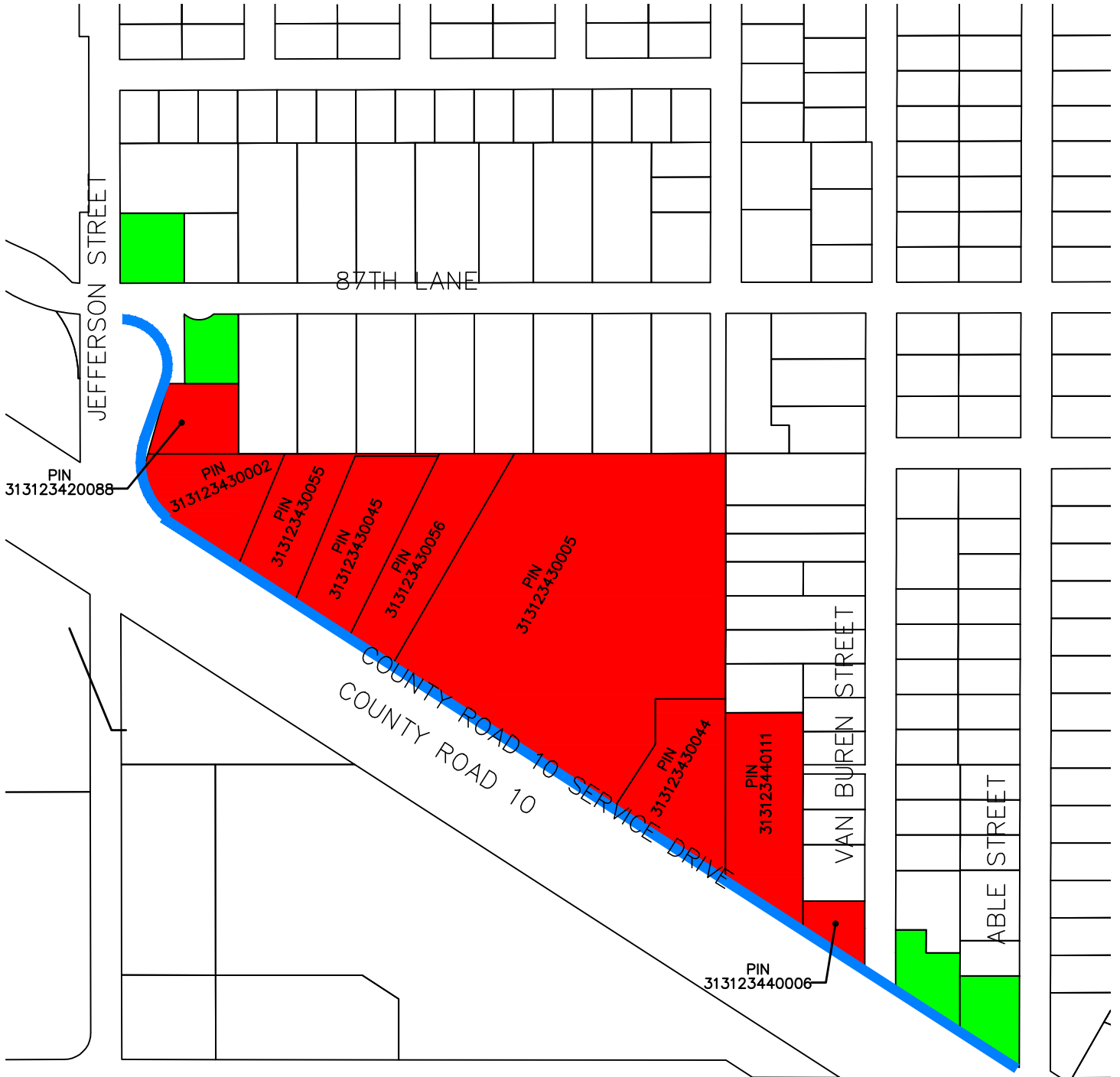


CITY OF BLAINE

EXHIBIT 2 - ASSESSMENT MAP



RECONSTRUCTION OF COUNTY ROAD 10 SERVICE DRIVE FROM JEFFERSON STREET TO ABLE STREET



- ASSESSABLE PARCELS
- NON ASSESSABLE PARCELS

PROJECT 15-21
 RECONSTRUCTION OF COUNTY ROAD 10 SERVICE DRIVE FROM JEFFERSON STREET TO ABLE STREET
 CITY OF BLAINE
 EXHIBIT NO. 3 - COMMERCIAL/INDUSTRIAL/HIGH DENSITY RESIDENTIAL PROPERTY
 PROPOSED ASSESSMENT ROLL

ASSESSMENT RATE BREAKDOWN					
CONSTRUCTION COSTS	\$495,000.00				
ADMINISTRATIVE COSTS	<u>\$173,250.00</u>				
TOTAL COST	\$668,250.00				
		TOTAL FRONT FOOTAGE		TOTAL COST PER FRONT FOOT	
ASSESSABLE COST	\$668,250.00 /	5310.20	=	\$125.84 *	50% = \$62.92

PROPERTY PIN	PROPERTY OWNER	PROPERTY ADDRESS	ASSESSABLE FRONT FOOTAGE	ASSESSMENT RATE PER FRONT FOOT		PROPOSED ASSESSMENT
313123420088	BLAINE ECONOMIC DEVELPOMENT AUTH.	UNADDRESSED	155.5	\$62.92		\$9,784.06
313123430002	PARADISE OFFICES LLC	601 COUNTY ROAD 10 NE	182.0*	\$62.92		\$11,451.44
313123430055	BANIANI MAHROKH	619 COUNTY ROAD 10 NE	142.3	\$62.92		\$8,953.52
313123430045	EDSGAN LLC	625 COUNTY ROAD 10 NE	138.6	\$62.92		\$8,720.71
313123430056	BARON RICHARD L	631 COUNTY ROAD 10 NE	110.0	\$62.92		\$6,921.20
313123430005	ANOKA CTY LIBRARY	707 COUNTY ROAD 10 NE	563.0	\$62.92		\$35,423.96
313123430044	MF BLAINE MN LLC	751 COUNTY ROAD 10 NE	281.6	\$62.92		\$17,718.27
313123440111	BOROFKA DEVELOPMENT CORP	805 COUNTY ROAD 10 NE	196.0	\$62.92		\$12,332.32
313123440006	SCHOOLEY PAULINE	8550 VAN BUREN STREET NE	6.8*	\$62.92		\$427.86
TOTALS:			1775.8			\$111,733.34

NOTES:
 *150 FOOT CORNER LOT CREDIT APPLIED TO ASSESSABLE FRONT FOOTAGE