

**FEASIBILITY REPORT AND
COST ESTIMATE
FOR
IMPROVEMENT PROJECT NO. 16-14
PHEASANT RIDGE DRIVE NE
FROM LEXINGTON AVENUE NE
1700 FEET WEST OF LEXINGTON AVENUE NE**

**CITY OF BLAINE, MINNESOTA
April 20, 2017**

**Concrete curb and gutter replacement, concrete sidewalk replacement,
storm drainage improvements, asphalt pavement replacement,
turn lane construction, signal modifications, traffic control signage,
and striping, 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. 26771



CITY OF BLAINE
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Assistant City Engineer

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FEASIBILITY REPORT

PROJECT NO. 16-14

EXECUTIVE SUMMARY

The proposed project will reconstruct Pheasant Ridge Drive NE from Lexington Avenue NE to approximately 1700 feet west of Lexington Avenue NE. Proposed improvements include concrete curb and gutter replacement, concrete sidewalk replacement, storm sewer structure rehabilitation, asphalt surface replacement, turn lane construction, signal modifications, traffic control signage, striping, and appurtenant construction. The project will also include lane modifications to the westbound private street in The Village.

The estimated cost of improvements is \$1,184,250 with \$456,105 proposed to be assessed over a ten-year period. Replacement of existing sanitary sewer castings/rings and gate valve replacement at an estimated cost of \$15,450 is proposed to be paid for by the City Public Utility Fund. The remaining portion of \$712,695 is proposed to be paid from a combination of the City's Municipal State Aid Street Fund, the City's Pavement Management Program Fund, and the EDA's existing Pooled Tax Increment Financing.

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 January 5, 2017, with Resolution No. 17-006.

This report is based on field observations, record drawing information, 2014 aerial photography, and 2016 topographic survey.

2. PROJECT AREA CHARACTERISTICS

The project area includes Pheasant Ridge Drive NE, beginning at Lexington Avenue NE and terminating approximately 1700 feet west of Lexington Avenue.

This existing segment of Pheasant Ridge Drive was constructed in 1987 as a 71 feet wide parkway style roadway with two 18 foot wide lanes, paved as an urban section with storm sewer. There is an existing 6 foot wide concrete walk serving the industrial park which is located on the south side of Pheasant Ridge Drive NE extending from Lexington Avenue NE to the west and connecting to the newer portion of Pheasant Ridge Drive NE. This street segment has received a pavement preservation treatment of a seal coat in 1995.

There is currently no parking allowed on either side of the street for the entire length of the project.

The Anoka County Soil Survey indicates the predominant soil types in the project area to be Lacustrine sand with silt. Based on past projects in the area, the project will require dewatering operations to install underground improvements.

The proposed project is located in the Rice Creek Watershed District. Pheasant Ridge Drive NE drains to County Ditch 53-62 which is part of the Federal Emergency Management Agency designated flood area. As the project is not proposing to change the elevation of the roadway there will be no issue with the flood plain mitigation. 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 urban street section with landscaped median, modifying the signal system at Lexington Avenue, construction of a turn lane, modifying the existing storm drainage system, replacement of sanitary sewer castings and rings, and replacement of several gate valves on the water main. The improvements are necessary, cost-effective, and feasible. Each improvement is further described as follows:

A. **Sanitary Sewer**

Public Works and Engineering staffs have reviewed the existing sanitary sewer along the Pheasant Ridge Drive NE corridor and concur that there are no issues with the existing mains. The project will include the removal of the existing manhole castings/rings and installation of new castings/rings on all sanitary manholes.

See Exhibit No. 2 for the sanitary sewer location map.

B. **Water Main**

Public Works and Engineering staffs have also reviewed the water main installation dates and water main break data within the Pheasant Ridge Drive NE corridor and concur that there are no issues with the existing main. Therefore, the scope of the project will not include any replacement of existing water main. There are however, several gate valves that will need to be replaced as the existing ones are beginning to fail or are not operable.

See Exhibit No. 3 for the water main location map.

C. **Street Construction**

The proposed reconstruction will begin at the intersection of Lexington Avenue NE and continue west over the existing Pheasant Ridge Drive NE alignment terminating approximately 1700 feet west of the intersection. This will replace the old section of roadway and connect to the new section of Pheasant Ridge Drive that was constructed with the expansion of the industrial park over the last several years. The proposed street typical section will be constructed with a section composed of 5-inches bituminous on 6-inches of class V aggregate base over a compacted subgrade.

The City hired a consulting traffic engineer to examine the operations of the signal system and the geometric layout of the intersection of Lexington Avenue NE and Pheasant Ridge Drive NE. The report is recommending several changes including, the construction of an additional turn lane the west leg of Pheasant Ridge Drive, signal timing/phasing modifications, and lane reconfigurations on the private (east) leg from The Village.

A field survey of the existing sidewalk shows that it also needs to be replaced as many of the panels are settled or broke, creating an uneven walking surface.

The preliminary survey by E.G. Rud and Sons indicates dedicated right-of-way at 90 feet on Pheasant Ridge Drive NE. As such, additional Right-of-Way will not be required.

See Exhibit No. 4 for the proposed street and storm sewer location map.

D. Storm Drainage

Storm water runoff from the streets will be captured and controlled with the existing catch basins and storm sewer pipe system. The project is proposing to remove several of the existing storm sewer structures and convert them to sump structures to aid in the removal of sediments. The project will include the removal of the existing castings and rings and installation of new castings and rings on all storm sewer structures. It is anticipated that several infiltration practices will need to be incorporated to the existing storm sewer system to meet the watershed requirements.

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

See Exhibit No. 4 for the proposed street and storm sewer location map.

E. Lighting and Landscaping

The City currently owns the existing lighting along this corridor. The project is proposing to remove this lighting and then contract with the local electric company to provide new street lighting, which is the standard practice throughout the rest of the city.

The existing corridor has landscaping in the medians that is in poor condition and is proposed to be removed. The project is proposing to sod the medians to match what has been placed in the medians of the newer portion of Pheasant Ridge Drive NE to the west. The EDA will be pursuing an separate project which will construct landscaping in the medians similar which will consists of a combination of ornamental and overstory trees all within the maintained turf median.

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, removal of street lighting, median landscaping, water shut downs (during valve replacements). Project will coordinate with effected businesses to endure the best timing on these shut downs, 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: 16-14

Description: Pheasant Ridge Drive NE Improvements

Cost Item	Percent	Amount
Construction Costs		
Street Construction		\$ 704,000
Storm Sewer		32,100
Water Main		8,300
Sanitary Sewer		3,150
Signal Modifications		78,750
Lighting		55,600
Total Construction Costs		\$ 881,900
Administrative Costs		
Engineering	18%	\$ 152,750
Assessment	1%	8,800
Legal	2%	17,600
Administration	4%	35,200
Capitalized Interest	8%	70,400
Bonding	2%	17,600
Total Administrative Costs		\$ 302,350
TOTAL ESTIMATED PROJECT COSTS		\$ 1,184,250

Temporary Funding Source	City Internal Funds
Permanent Funding Source	MSAS Funds, Assessments, Pavement Management Program Funds (PMP Funds), Existing Pooled Tax Increment Financing (TIF) and Public Utility Funds.
Total Paid from Public Utility Funds	\$ 15,450
Total Generation from Assessments	\$ 456,105
Total Paid from MSAS Fund/PMP Funds/ Pooled TIF	\$ 712,695

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 properties. Proposed front foot assessments are based on 50% of the project cost as determined by the City Engineer. The commercial property on the eastside of Lexington Avenue has a private street leg at the intersection of Pheasant Ridge Drive and Lexington Avenue. It is proposed that the improvements of the signal modifications and lane reconfiguration on the private leg be assessed for 10 years for 100% of their share (1/4 of signal) of the project costs as determined by the City Engineer.

See Exhibit No. 5 for the parcels proposed to be assessed and Exhibit No. 6 for the proposed assessment roll.

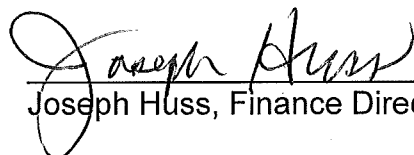
7. FINANCE

The proposed project will be temporarily financed by the City. Permanent funding will be provided by the MSAS account, MSAS Street Maintenance account, Pavement Management Program Funds, city water and sewer utility funds, Tax Increment Financing, 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 16-14 as prepared by the City of Blaine Engineering Department dated April 20, 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 City's Municipal State Aid Street Funds, MSAS Street Maintenance Funds, Pavement Management Program Funds, Public Utility Funds, Existing Pooled Tax Increment Financing, 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 \$456,105 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 \$15,450.



Joseph Huss, Finance Director

8. PROJECTED SCHEDULE

April 20, 2017	Receive Feasibility Report Order Public Hearing
May 3, 2017	Public/Business Information Meeting to discuss project and proposed assessments
May 4, 2017	Hold Public Hearing Order Improvements and Order Preparation of Plans and Specifications
June 1, 2017	Approve Plans and Specifications Order Advertisement for Bids
June 27, 2017	Open Bids
July 6, 2017	Award Contract
July – Oct 2017	Construct Improvements
October 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.



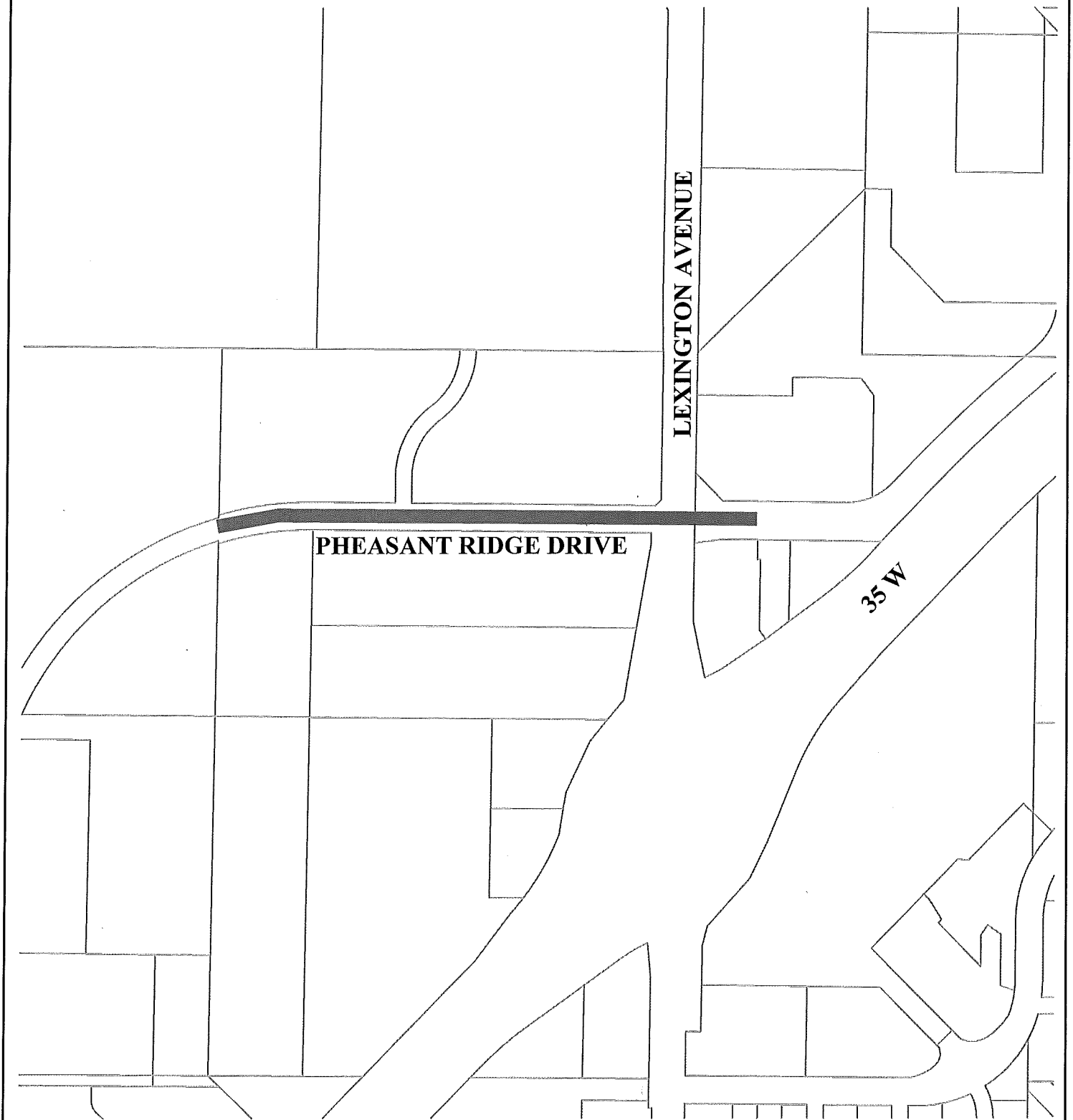
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LOCATION MAP

EXHIBIT 1



PROJECT NO. 16-14
PHEASANT RIDGE DRIVE RECONSTRUCTION
- PROJECT LOCATION

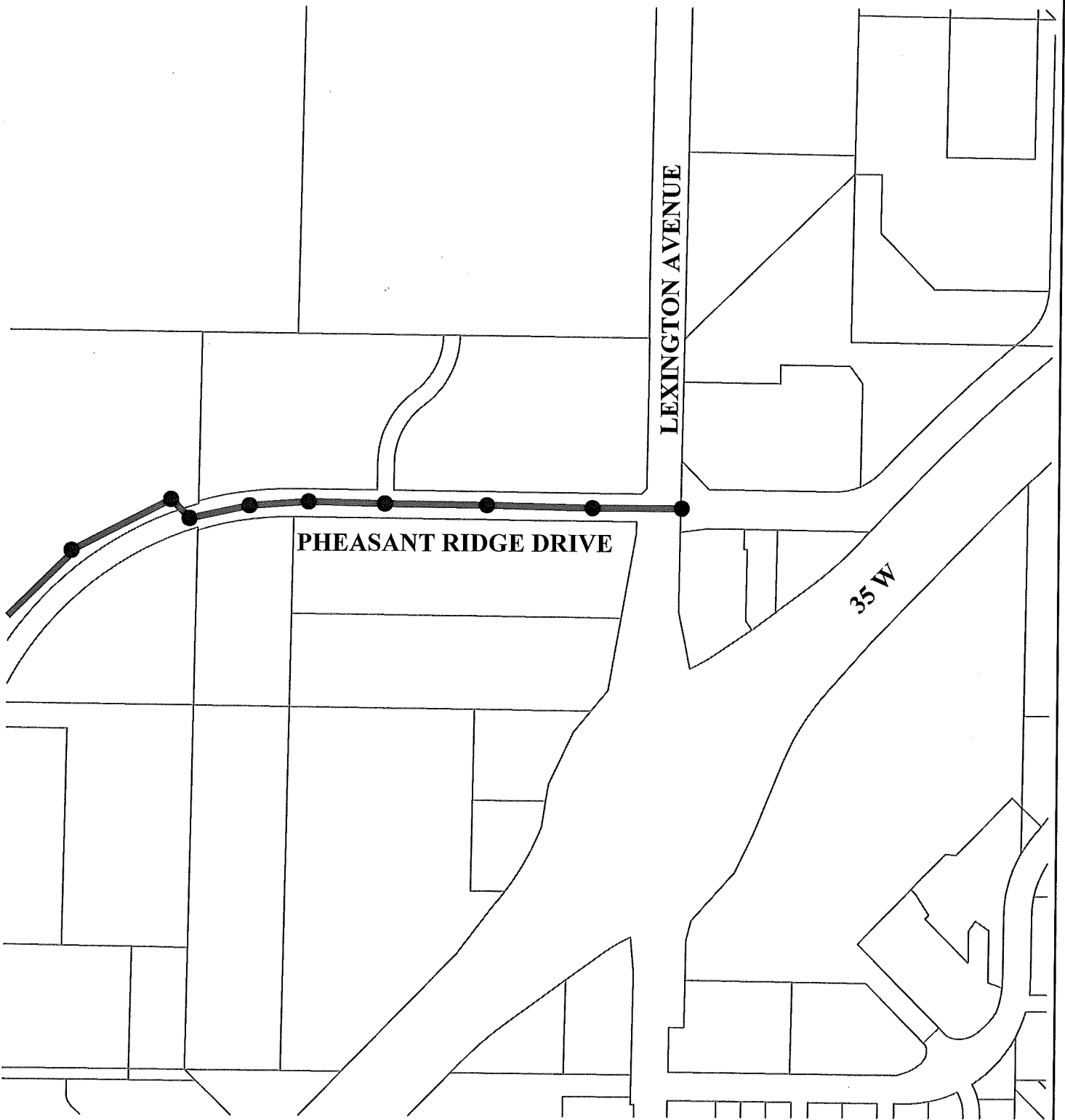




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SANITARY SEWER LOCATION MAP EXHIBIT 2

PROJECT NO. 16-14
PHEASANT RIDGE DRIVE RECONSTRUCTION

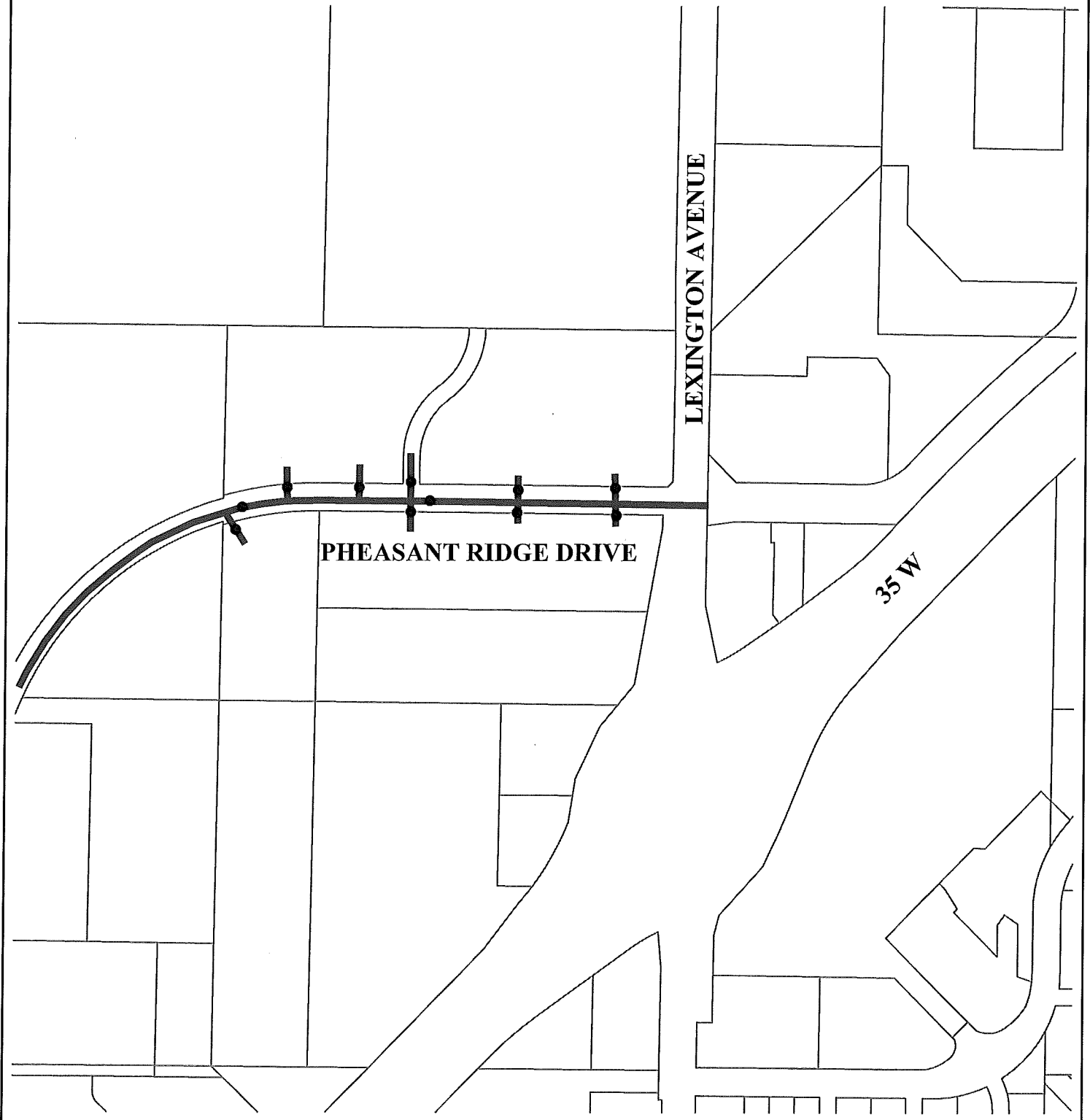




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WATERMAIN LOCATION MAP EXHIBIT 3

PROJECT NO. 16-14
PHEASANT RIDGE DRIVE RECONSTRUCTION





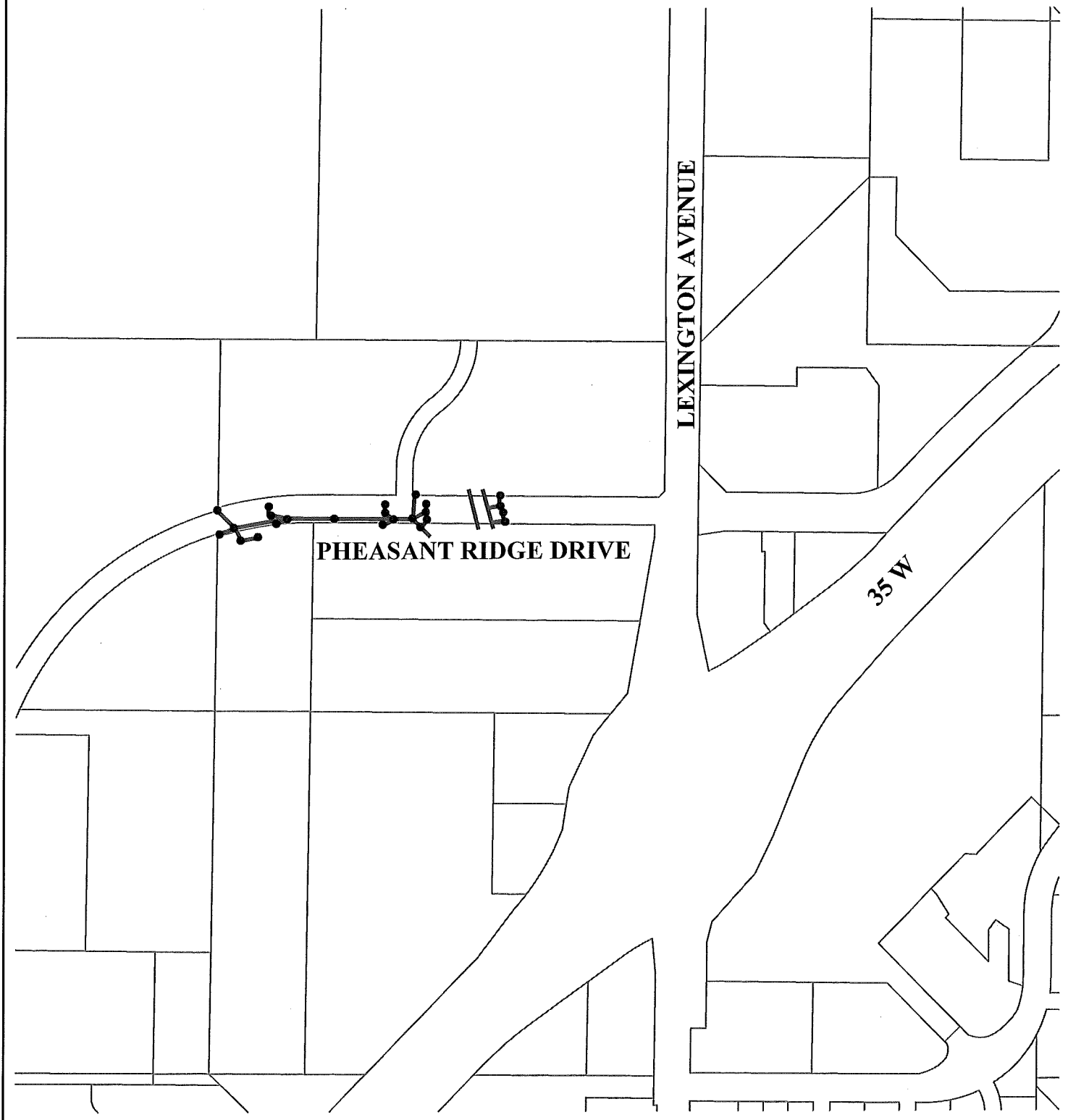
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STORM SEWER LOCATION MAP

EXHIBIT 4



PROJECT NO. 16-14
PHEASANT RIDGE DRIVE RECONSTRUCTION





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ASSESSMENT MAP

EXHIBIT 5



PROJECT NO. 16-14
PHEASANT RIDGE DRIVE RECONSTRUCTION

█ - PROJECT LOCATION

