



**BOLTON
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MEMORANDUM

Date: July 22, 2020
To: Mayor and City Council Members
Elizabeth Mursko, City Administrator
Jim Windingstad, Public Works Director
Bill Griffith, City Attorney
From: Kevin F. Bittner, City Engineer
Subject: Projects Review – 2020-2021
City Council Workshop – July 22, 2020
Project No.: R16.115896

Attached is a review of current and future projects for discussion at the City Council Workshop of July 22, 2020:

Zurich Street (2020)

Bids for the project were obtained on July 15, with North Pine Aggregate submitting the low bid of \$609,735.00. Bids were higher due to improvements required by Anoka County for the east-bound left turn lane and for temporary signal measures. We are still working through final Anoka County comments and waiting for the Rice Creek Watershed District to approve our permit, which is imminent. We also discussed concerns with Tom Norton of the Viking Industrial Development regarding their requirement to construct a driveway off the north end of the street improvements within the City's right of way, and that has been resolved.

Award of the project is recommended, contingent upon Anoka County approval and obtaining the RCWD permit.

Thurnbeck Preserve Phase II (2020)

The public improvements have been completed up through the bituminous base course of the streets. The bituminous wearing course will be constructed this fall. A date has not yet been scheduled. Once the improvements are completed, along with all punch list items, the full letter of credit will be released.

Furman Street Improvements (2021)

This project is the improvement of Furman Street along the limits of the Thurnbeck Preserve Phase II plat and will also involve the assessment of the improvements to benefitting properties on the east side of the roadway. The length of the improvement is approximately 2,300 feet. The project scope is the shaping and bituminous paving of the existing gravel roadway. Because the project benefit will be assessed, the Minnesota Statute 429 process must be followed, beginning with the City Council calling for a Feasibility Report. It may be advantageous to bid the project with another improvement, such as Hornsby Street,

depending on the schedule for Hornsby, which is elaborated on in the Hornsby Street paragraph below. Following is a draft schedule for Furman Street, subject to the schedule of a potential tied project:

Call for Feasibility Report August 12
Present Feasibility Report September 9
Conduct Public Hearing October 14
Complete plans, authorize bids November 23
Open bids January 2021 (depending on tied project schedule, if any)
Commence/complete construction Summer 2021
Assessment hearing Fall 2021

Hornsby Street South (2021)

This project, which runs from TH 97 to 145th Avenue NE, is slated as a 2021 improvement. The Preliminary Engineering Report, as authorized by the City Council, is intended to be presented at the August 12 meeting. An updated cost estimate will be developed as part of the Preliminary Engineering Report. The previous estimate of the project cost was \$2.2 million. If authorized, plans and specifications will be completed by November and the project ready to bid in December 2020 or January 2021.

One of the intentions of early plan development is to be prepared for any potential stimulus infrastructure funding that may come out of a future federal stimulus bill. At this point, there is no clear indication that infrastructure stimulus funding would be part of a future bill. Even if funding were passed within the next few months, it will likely take several more weeks to determine how the funding would be distributed and what types of projects would be eligible. This makes it unlikely that stimulus funding would be available for an early 2021 bid schedule. We will continue to monitor this and provide updates as new information becomes available.

West Freeway Drive North (2021 - 2022)

This project, also referred to as Evers Street North, involves the construction of a new street connection off the north leg of the West Freeway Drive South roundabout and reconstruction of the existing road leading to the Lamprey Pass State WMA. Based on TKDA's preliminary work on the project, the total estimated cost of the project is approximately \$2.5 million, including construction, engineering, legal and contingencies. The City has been notified by the Minnesota DNR of a grant award to the project from the State Park Road Account in the amount of \$1,186,750. We are also waiting action by the Minnesota Legislature on a bonding bill, which, if included, would contain an amendment to reallocate remaining LRIP funds of \$1.2 million to this project. Special Session No. 2 adjourned on Tuesday morning with no action taken on a bonding bill. We wait to see if Governor Walz calls a third session to act on a bonding bill. Both the State Park Road Account funds and the LRIP reallocated funds would only be for construction and right-of-way acquisition. Engineering and other soft costs would be a local responsibility.

Because of the potential work through wetlands, some of the work will be best accomplished after the ground is frozen, in the late November through January time frame. Therefore, even if the project is bid and awarded in 2021, a 2022 completion will be needed to allow for this winter work to occur. Because of the environmental hurdles with the wetland permitting, I would recommend beginning preliminary work in August, which will consist of wetland delineation, topographic survey and soil borings. This can be accomplished for a fee of \$30,000. Engineering fees for project design will be approximately \$200,000, which includes the \$30,000 for the preliminary work. I recommend authorization of the \$30,000 for this initial work and to make further project decisions once the outcome of the bonding bill is known.