4141 Douglas Drive North • Crystal, Minnesota 55422-1696

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Posted: August 28, 2014

CRYSTAL CITY COUNCIL
SECOND WORK SESSION AGENDA

Tuesday, September 2, 2014
To immediately follow the Regular City Council Meeting
Conference Room A

Pursuant to due call and notice given in the manner prescribed by Section 3.01 of the City Charter, the second work session of the Crystal City Council was held at _____ p.m. on Tuesday, September 2, 2014 in Conference Room A located at 4141 Douglas Drive, Crystal, Minnesota.

I. Attendance

Council members	Staff
____ Hoffmann	____ Norris
____ Libby	____ Therres
____ Peak	____ Mathisen
____ Selton	____ Revering
____ Adams	____ Gilchrist
____ Budziszewski	____ Serres
____ Deshler	

II. Agenda

The purpose of the work session is to discuss the following agenda item:

- Review of North Lions Park Phase 14 Street Reconstruction Feasibility Study – Project No. 2014-14

III. Adjournment

The work session adjourned at _____ p.m.

Auxiliary aids are available upon request to individuals with disabilities by calling the City Clerk at (763) 531-1145 at least 96 hours in advance. TTY users may call Minnesota Relay at 711 or 1-800-627-3529.

COUNCIL STAFF REPORT
Phase 14 North Lions Streets Feasibility Update

FROM: **Tom Mathisen, Public Works Director & City Engineer**

TO: **Anne Norris, City Manager (for September 2 Council Work Session)**

DATE: **August 27, 2014**

RE: **Street Reconstruction Status and Project Costs – Project #2014-14**

Introduction

At the June 3, 2014 meeting, the Council ordered the Feasibility Study for the Phase 14 North Lions Park Street Reconstruction Project. Supporting documents are attached. The North Lions Park Project is scheduled for construction in the 2015-2016 timeframe.

The Feasibility Study is nearing completion. A presentation will be made by SEH at the work session regarding the status of the project including the estimated cost and the outlook for the remaining Phases 15-16 projects.

As the Council is aware, construction costs continue to increase from year to year, and estimating said costs are always a moving target due to fluctuations in oil and concrete prices, and issues with the labor market and overall economy. The cost estimates to be presented at the work session represent a best estimate based on information available today and historical information from previous projects as seen in the attachments.

Important Topics

Besides financing, several other important topics include the discussion of sidewalks, and the designation of 58th Avenue from Elmhurst to West Broadway Avenues as a State Aid route. Such a designation qualifies the route to use State Aid funds for reconstruction, and also, based on past practice, allows the use of State Aid funds to build a sidewalk on one side of the road. State Aid streets must be 32 feet wide to allow for parking on one side. The City standard for a local street is 30 feet wide.

Based on State Aid rules changes effective January 2014, the City can now undesignate several State Aid streets in the Bassett Creek Park neighborhood, that were rebuilt using State Aid funds in 1996. These include the Medicine Lake Road/27th Avenue route from Douglas Drive to the pedestrian bridge. This route has not met State Aid requirements since the Highway 100 Project in the year 2000 created a dead end, but until the rules change, the City would have been penalized for an undesignation. The case is similar for Brunswick Avenue from Medicine Lake Road to 32nd Avenue, a portion of which was rebuilt in 1996, and the remainder is the only gravel road in the City.

By moving some of this equivalent mileage to areas in the City yet to be rebuilt, the City can take advantage of using State Aid funds in the three remaining project areas. The State Aid program allows cities to designate up to 20% of their local street mileage as State Aid. It is important for Crystal to continue to have as close to the 20%, 17.94 miles, designated at all times.

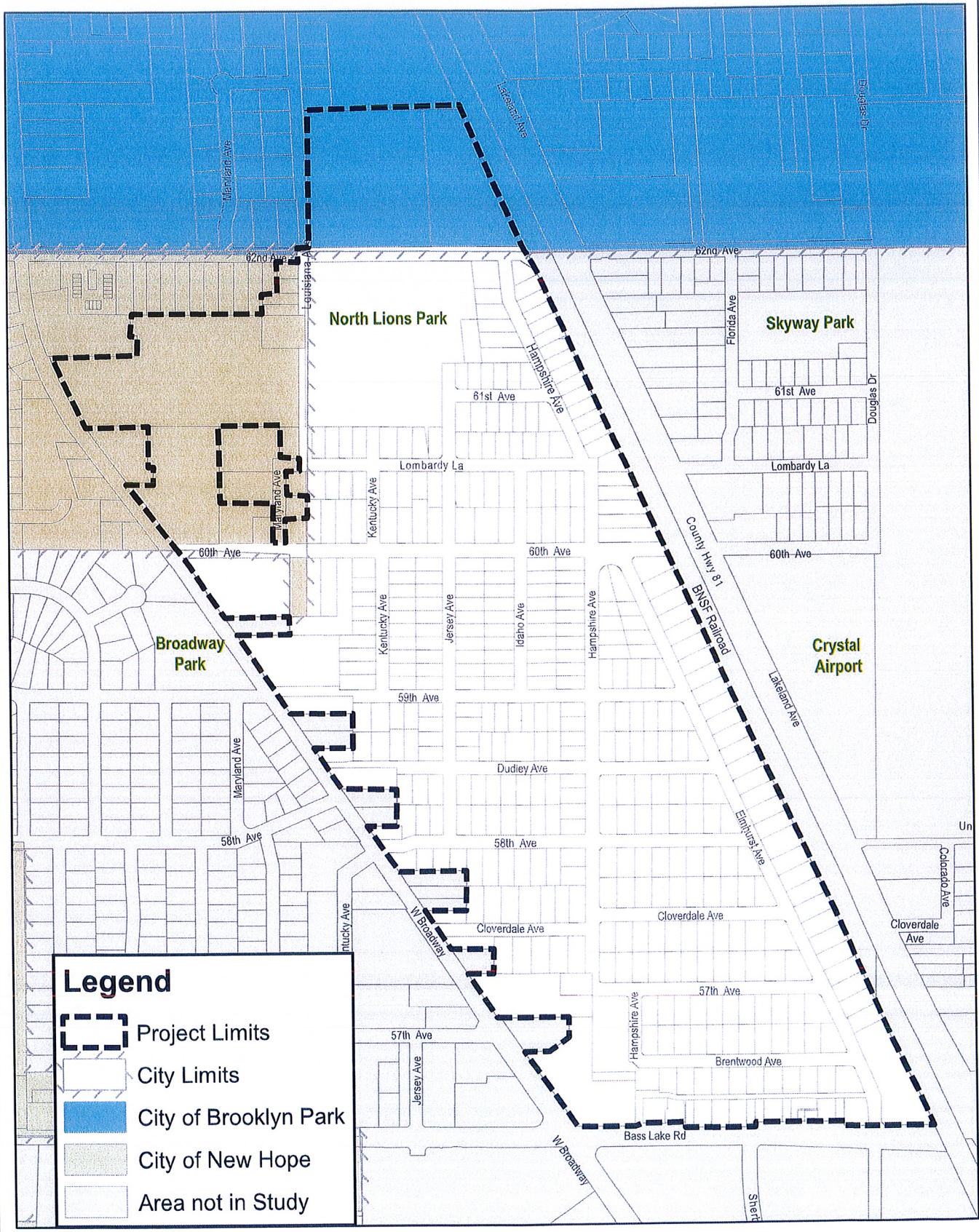
SUMMARY

In order for the project to stay on schedule, it is important for the Council to reach some tentative conclusions regarding these topics at the work session so the report can be finalized for presentation at the September 16 council meeting. At that time, a resolution would be presented to order the project and schedule the public improvement hearing for October7, 2014. A neighborhood project meeting is tentatively scheduled for 6:30 p.m., Thursday, October 2 at City Hall.

Respectfully submitted,

Tom Mathisen
City Engineer/DPW

I:pubworks/projects/Phase 14/feasibilityupdatemem



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Date: 5/29/2014

SEH

CITY OF CRYSTAL

PHASE 14 LOCATION MAP

0 275 550 Feet

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FIGURE 1

CRYSTAL, MINNESOTA
2015 - LIONS PARK STREET RECONSTRUCTION
CITY PROJECT NO. 2014-14
Street Reconstruction Construction Unit Costs Comparison Per Phase
Date: March 19, 2007
Revised: March 27, 2007; September 4, 2008; September 11, 2008; September 15, 2008
Revised: August 31, 2010; September 7, 2010; September 15, 2010; March 28, 2011; May 23, 2011
Revised: August 24, 2011; August 31, 2011; September 2, 2011; September 12, 2011; March 30, 2012
Revised: August 23, 2012; April 9, 2013; August 22, 2014

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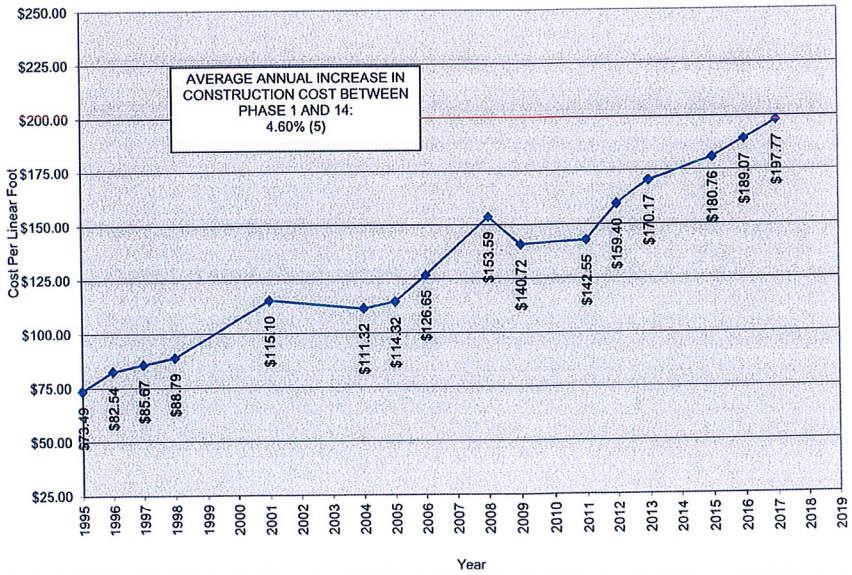
	1	2	3	4	5	6	
A	Phase	Total Construction Costs (1)(2)	Total Linear Footage	Cost Per Foot	Year	Percentage Change between Phase (6)	
B	1	$1,910,682.00	26,000	$73.49	1995	N/A	
C	2	$2,146,070.00	26,001	$82.54	1996	12.31%	
D	3	$2,955,272.32	34,496	$85.67	1997	3.79%	
E	4	$1,983,572.00	22,340	$88.79	1998	3.64%	
F					1999		
G					2000		
H	5	$1,833,244.82	15,928	$115.10	2001	29.63%	
J					2002		
K					2003		
L	6	$3,497,617.15	31,420	$111.32	2004	-3.28%	
M	7	$2,430,629.35	21,261	$114.32	2005	2.69%	
N	8	$3,754,632.48	29,645	$126.65	2006	10.79%	
O					2007		
P	9	$3,909,687.00	25,456	$153.59	2008	21.27%	
Q	10	$5,880,116.00	41,785	$140.72	2009	-8.38%	
R					2010		
S	11	$2,834,538.00	19,885	$142.55	2011	1.30%	
T	12	$5,139,067.15	32,240	$159.40	2012	11.82%	(8)
U	13	$5,069,105.00	29,789	$170.17	2013	6.76%	(8)
V					2014		
W	14	$4,865,766.00	26,919	$180.76	2015	6.22%	(3)
X	15	$5,607,816.20	29,660	$189.07	2016	4.60%	(7)
Y	16	$7,561,933.72	38,236	$197.77	2017	4.60%	(7)

(1) Costs without Sanitary, Watermain, and Private Costs
(2) Costs are in year the project was built (Phases 1-13)
(3) Based on Opinion of Probable Cost
(4) Not Used
(5) 14 Projects over 20 years
(6) Cell Formula equal to C4/B4 -1, etc.
(7) Based on average annual increase in construction cost between Phase 1 and 14
(8) Based on Awarded Bid Construction Cost

Street Reconstruction Construction Unit Costs Comparison Per Phase



SEH

CRYSTAL, MINNESOTA
2015 - LIONS PARK STREET RECONSTRUCTION
CITY PROJECT NO. 2014-14
Potential Future Single Family Duplex Assessment Rate Comparison
Current Assessment Rate Trends vs. Projected Construction Cost Trends
Date: September 11, 2008
Revised: September 15, 2009; September 2, 2010; September 7, 2010; September 15, 2010
Revised: March 28, 2011; August 24, 2011; August 31, 2011; September 2, 2011
Revised: September 12, 2011; March 30, 2012; August 23, 2012 ; August 27, 2012
Revised: March 14, 2013; August 22, 2014

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	1	2	3	4	5	6	7	
			(2C/2B)-1, etc.		4B-2B, etc.			
A	Phase	Single Family/ Duplex Assessment Rate (PER LOT) (1)	Percentage Change between Phase	Single Family/ Duplex Assessment Rate (PER LOT) (2)	Year to Year Difference	Year of Construction	Number of Years between Projects	
B	1	$2,782	N/A	$2,782	$0	1995	N/A	
C	2	$2,860	2.8%	$2,910	$50	1996	1	
D	3	$3,097	8.3%	$3,044	($53)	1997	1	
E	4	$3,190	3.0%	$3,184	($9)	1998	1	
F	5	$3,385	6.1%	$3,644	$259	2001	3	
G	6	$4,124	21.8%	$4,170	$46	2004	3	
H	7	$4,248	3.0%	$4,362	$114	2005	1	
J	8	$4,248	0.0%	$4,563	$315	2006	1	
K	9	$4,683	10.2%	$4,992	$309	2008	2	
L	10	$4,683	0.0%	$5,222	$539	2009	1	
M	11	$4,917	5.0%	$5,713	$796	2011	2	
N	12	$4,917	0.0%	$5,976	$1,059	2012	1	
O	13	$5,286	7.5%	$6,251	$965	2013	1	
P	14	$5,828	10.3%	$6,839	$1,011	2015	2	(3)
Q	15	$6,265	7.5%	$7,154	$889	2016	1	(4)
R	16	$6,735	7.5%	$7,483	$748	2017	1	(4)

(1) Actual costs are in year the project was built (Phases 1-13)
(2) $2,782 Assessment in 1995 Dollars @ 4.60% per year
(average annual increase in construction cost between Phase 1 and 14)
(3) Assumes a 5.0% increase per year from previous Phase
(4) Assumes a 7.5% increase per year from previous Phase

COUNCIL STAFF REPORT
Phase 14 Forest North Street Reconstruction

FROM: Tom Mathisen, Public Works Director & City Engineer

TO: Anne Norris, City Manager (for June 3 City Council Meeting)

DATE: May 29, 2014

RE: Consider Resolution Ordering Feasibility Study – Project #2014-14

Based on the results of the 2007 Update to the Overall Street Reconstruction Study, a recent update based on field observations, and the continuing review of the financial health of the Street Reconstruction Fund, the Engineering Department is proposing to continue major street reconstruction in the City in 2015. In February 2013, the Council authorized aerial photography and contour mapping of that portion of Crystal in the Lions North and Twin Oaks Parks, and the Skyway neighborhoods.

If the Street Reconstruction Program is to continue moving forward, it is important to take action at this time if the Phase 14 project is to be built in 2015. Due to the desired and required neighborhood involvement, plus the design time and State Aid review process, the project requires nearly a full year lead time in order to begin construction in late spring 2015.

At the June 3 Council meeting, a feasibility study proposal and tentative project schedule prepared by Short, Elliot, Hendrickson (SEH), will be presented for the Phase 14 project area. A copy of the proposal is attached and shows a proposed cost of $51,591. It will be proposed to reconstruct Phase 14 in a manner similar to Phases 1–13, including new storm sewer, drain tile, curb and gutter, recycling the existing asphalt and gravel base, and new asphalt pavement. As presented in the 2007 update report, and as observed during subsequent and recent evaluations in the field, the streets in the project area are in very poor condition. In addition, there are scattered areas with "B" and "D" curb, and many areas with no curb and gutter.

The proposed funding is a combination of special assessments, State Aid gas tax funds, Storm Drain Utility funds, and Street Reconstruction Fund funds. A detailed proposed funding mechanism will be presented at the conclusion of the feasibility study in late summer for final consideration by the Council.

Mr. Aaron Ditzler from SEH will be at both the work session and the Council meeting to answer questions. It is recommended that the City Council adopt the attached resolution, authorizing the feasibility study for North Lions Park Phase 14 with SEH conducting the study.

Respectfully submitted,

Tom Mathisen, City Engineer

COUNCIL STAFF REPORT
Phase 14 North Lions Feasibility Study

FROM: Tom Mathisen, Public Works Director & City Engineer

TO: Anne Norris, City Manager (for June 3 Council Work Session)

DATE: May 29, 2014

RE: Discuss Commencement of Phase 14 Street Project #2014-14

The Phase 13 Becker Park Street Reconstruction Project began construction in Spring 2013 and will be completed by the end of June 2014 with the paving of the wear course layer of asphalt. This project started with the Feasibility Study ordered by the Council in June 2012. Phases 11 – 13 were built in three consecutive years with a break programmed in the schedule in 2014.

In order to resume the reconstruction program, the Feasibility Study for Phase14 North Lions Park Neighborhood should be ordered this June in order to meet all the required deadlines.

The purpose of the work session is to re-introduce the Council to the process for conducting a street reconstruction project, as it has been two years since the last project.

Short, Elliot, and Hendrickson (SEH) has prepared a proposal to conduct the study which would be completed for review by the council at the end of the summer. Mr. Aaron Ditzler, SEH project manager, will be present to discuss the project. One of the first actions will be a first class mailing to impacted property owners alerting them to the project and requesting that they fill out a questionnaire relating to many aspects of the project.

Respectfully submitted,

Tom Mathisen, City Engineer/DPW

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