

## INTRODUCTION

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This preliminary feasibility report outlines the proposed 2017 Pavement Management Project.

This report consists of a detailed investigation of the streets proposed for improvements, listed below. A map showing the street locations can be found in Appendix A:

### University Grove Neighborhood

- Folwell Ave, from Fulham St to Hoyt Ave
- Vincent St, from Hoyt Ave to Folwell Ave
- Northrup Ave, from Hoyt Ave to Folwell Ave
- Burton St, from Hoyt Ave to Folwell Ave
- Coffman St, From Hoyt Ave to Larpenteur Ave

The proposed project involves street reclamation, spot curb replacement, utility improvements, and watermain replacement in certain areas. As has been discussed during development of the CIP, the City Council has expressed the desire to complete maintenance on City streets that, if neglected for too long, would need to be reconstructed. The proposed 2017 PMP achieves this, while also maintaining a neighborhood approach. The neighborhood approach minimizes the inconveniences residents experience due to construction.

The proposed project also includes improvements to the pathway on Roselawn Avenue using the reclamation process.

Utility improvements for the project include the repair of selected storm sewer manholes and catch basins. The watermain system is owned and operated by St. Paul Regional Water Services and they have identified a number of the watermains in the project area that they will be replacing as part of this project.

The total project cost is estimated to be \$ 831,000, which includes contingencies and overhead costs. Funding for the project will be provided through assessments from the benefitting properties, Stormwater utility funds, street infrastructure funds, and Municipal State Aid (MSA) funds.

It is expected that if these improvements are approved, the work will be completed during the 2017 construction season. The project was initiated by council/staff as part of the City's Pavement Management Program.

## **PUBLIC INVOLVEMENT**

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An informational meeting was held on April 20, 2016, for residents who live within the proposed 2017 PMP project. Meeting notices were sent out about two weeks in advance to the adjacent property owners. Approximately 30 people attended. The meeting was an open house format, where staff was available to discuss the City's Pavement Management Program, the roadways being proposed for improvement, and the City's Assessment Policy. Most of the questions City staff received pertained to the scope of the project, the proposed project schedule, the City's assessment policy, and about pedestrian facilities.

## EXISTING CONDITIONS

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### General Comments

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Falcon Heights' pavement management system utilizes a pavement condition index (PCI) rating of 0 to 100. This rating is based on surficial pavement observations. Street condition ratings are divided into three categories: "adequate" (66 to 100), "marginal" (36 to 65) and "problem" (0 to 35). Generally, the indices correspond to a level of most cost effective improvement as follows: problem = Reclaim Pavement; marginal = Mill and Overlay. This rating system assists in prioritizing roadway improvements and projecting costs for use in the City's pavement management and capital improvements plan.

Street	Est. 2017 Rating	2017 Category
Burton Street, Hoyt Ave to Folwell Ave	43	Marginal
Coffman Street, Hoyt Ave to Folwell Ave	42	Marginal
Coffman Street, Folwell Ave to Larpenteur Ave	14	Problem
Folwell Ave, Fulham St to Vincent Ave	13	Problem
Folwell Ave, Vincent Ave to Northrup Ave	12	Problem
Folwell Ave, Northrup Ave to Burton St	32	Problem
Folwell Ave, Burton St to Coffman St	38	Marginal/ Problem
Folwell Ave, Coffman St to Ford St	6	Problem
Folwell Ave, Ford St to Hoyt Ave	6	Problem
Northrup Ave, Hoyt Ave to Folwell Ave	22	Problem
Vincent Ave, Hoyt Ave to Folwell Ave	23	Problem

Actual levels of street improvements are determined by obtaining soil borings and a comprehensive geotechnical evaluation report.

The project areas include single family, town homes, commercial and tax-exempt properties. The neighborhoods are fully developed. All of the streets are delineated with concrete curb and gutter.

### Special Considerations

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#### A. Street Design

The streets within the proposed project vary from 28 feet to 34 feet in width. The right of way width for the streets vary with the University Grove Neighborhood typically 50 feet.

#### B. Pathway

##### 1. *Roselawn Avenue*

There is an existing 8-foot wide bituminous trail located on the south side of Roselawn. The pavement surface shows signs of severe oxidation, as can be seen by the exposed pavement

aggregates. Cracking is visible along the entire path, with vegetation growing in the more severe cracks. The pavement has served its useful life and is recommended for rehabilitation.

### C. Utility Conditions

City utilities located within the project limits include storm sewer, water, and sanitary sewer. A summary of the City's utilities are listed below. Private utilities include gas, electric, cable television, and telephone.

#### 1. *Water System*

St. Paul Water Utility maintains the water system in Falcon Heights. They have identified the watermain in the University Grove neighborhood for replacement.

#### 2. *Sanitary Sewer System*

All of the sanitary sewers that are within the project areas have been lined via the CIPP rehabilitation process. There is no work anticipated on the sanitary sewer system as part of this project.

#### 3. *Storm Sewer System/ Drainage*

Various storm sewer repairs will be made to existing catch basins and storm sewer manholes as part of this project. There may be some catch basins added to help alleviate poor drainage as part of this project as well. This will be determined during the preliminary design stage of the project.

## PROPOSED CONSTRUCTION

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### General Comments

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Due to the pavement condition in the University Grove neighborhood reclamation of the pavement is proposed as the method of pavement construction. This process involves the removal of all the bituminous pavement along with the gravel layer. These materials are mixed together and placed back in place. Some of the material is removed, while the rest is re-compacted and used as aggregate base. Then new layers of bituminous will be placed down to bring the road back to the current grad. Spot curb repair and various storm sewer improvements will be done as well.

The watermain system is owned and operated by St. Paul Regional Water Services and they have identified a number of the watermains in the University Grove Neighborhood that they will be replacing as part of this project. This all costs associated with the watermain replacement will be paid by St. Paul Regional Water Services.

### ESTIMATED COSTS AND PROPOSED FUNDING

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Proposed project costs for the 2017 PMP Improvement Project (including bituminous streets, storm sewer, and restoration) are summarized below. The cost estimate is based on recent construction projects of similar character and assumes that the proposed improvements would begin in 2017. Actual costs will be determined through competitive bids following final design for the project. Therefore the actual costs will be dependent upon the market conditions that exist at the time of the bidding.

	Estimated Cost*	MSA	Street Infrastructure Funds	Assessments	Sanitary Sewer Fund	Storm Sewer Fund
Street Improvements	\$750,000	\$200,000	\$181,980	\$310,520	\$0	\$57,500
Pathway Improvements	\$81,000	\$0	\$81,000	\$0	\$0	\$0
Total	\$ 831,000	\$200,000	\$262,980	\$310,520**	\$0	\$57,500

\*Includes Engineering

\*\*Includes assumed negotiated U of M payment of \$133,003.10

The proposed project is eligible for assessments according to the City of Falcon Heights Assessment Policy. Per City Policy, a portion of the street improvements will be assessed to the benefitting properties. Along with assessments, street costs will be financed through the Street Infrastructure Fund and Municipal State Aid. Typically, only roads that have been added to the City's Municipal State Aid system (MSA) are eligible for funding through the City's portion of state gas tax revenues. However, the City of Falcon Heights has a Certified Municipal State Aid Street system. As a result, the City can use MSA funds to pay for the City's portion of the project costs.

Pathway improvements can be assessed per the Assessment Policy. However, given that the Roselawn pathway is an existing facility, staff recommends not assessing property owners. This would be consistent with past practice; the City did not assess for pathway replacement along Roselawn Ave in 2015.

Utility improvements will be funded from the appropriate infrastructure fund, and are not assessable.

Assessments will be levied to the benefitting properties as outlined in Minnesota State Statute Chapter 429 and the City’s Assessment Policy, which is summarized below. The assessed amount is levied on a front footage basis.

Assuming this project is completed by fall 2017, the final assessment amount would be determined following an assessment hearing in the fall of 2017 and a thorough review of the proposed assessments by the Council.

The following City of Falcon Heights assessment policies are being followed:

- Corner lots assessed 100% long, 0% short side
- If the property being assessed is a non-single family residential parcel, both sides will be assessed.
- Mill & Overlay and Reclaim Assessment Rates:
  - Residential - 40% of project cost
  - Commercial and Multi-Unit Residential - 60% of project cost
  - Tax-exempt- 100% of project cost

The tables below list the breakdown of costs for the reclaim streets along with the frontage and per foot rates based on percentage.

<b>Preliminary Assessment Summary- University Grove</b>	
100% of project cost/ foot	<b>\$70.00</b>
60% of project cost/ foot	<b>\$42.00</b>
40% of project cost/ foot	<b>\$28.00</b>

The following factors regarding the City of Falcon Heights assessment policies should be considered:

- The University of Minnesota owned properties in the University Grove Neighborhood that are tax-exempt parcels, and have been included in the preliminary assessment roll as such. The University, however, has provided the City with statutory information that indicates University property is not subject to assessments. The City will be meeting with the University Real Estate division to discuss if they are willing to consider a payment in lieu of assessment. Staff expects that if a payment is offered, it may not be the full amount that a typical tax-exempt parcel would pay in assessments. This may result in a higher City cost, which could be offset by using additional State Aid funds. Staff will update the City Council as information becomes available.

## **PROPOSED PROJECT SCHEDULE**

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Neighborhood Meeting	April 20, 2016
Prepare Feasibility Report	Spring 2016
Preliminary Design	Fall 2016
Neighborhood Meeting	Fall 2016
Public Hearing/Authorize Plans and Spec	December 14, 2016
Construction	Summer 2017
Final Assessment Hearing	October 2017

## **PRELIMINARY ASSEMENT ROLL**

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