

Feasibility Report

2022 Street & Utility Improvements
Ryan Drive & Woodlynn Avenue

City of Little Canada
December 01, 2021

Submitted by:

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Real People. Real Solutions.

Certification

Feasibility Report

For

2022 Street & Utility Improvements

Ryan Drive & Woodlynn Avenue

City of Little Canada

ON1.125241

December 01, 2021

PROFESSIONAL ENGINEER

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.

Signature: 

Typed or Printed Name: Eric J. Seaburg

Date: 12-01-2021 License Number: 53712

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I. INTRODUCTION

The City of Little Canada is planning reconstruction and rehabilitation efforts on several residential and industrial streets during the 2022 construction season, in accordance with the City's Capital Improvement Plan. The City's 2022 work plan includes proposed street and utility improvements to the following streets:

1. Ryan Drive
2. Woodlynn Avenue
3. Yorkton Ridge (*detailed in a separate report*)
4. Maple Lane – Jackson Street (*detailed in a separate report*)

Refer to Figure 1 in Appendix A for a depiction of the project areas.

This report focuses on City infrastructure improvements to the industrial areas of Ryan Drive and Woodlynn Avenue. Infrastructure improvements to these streets include pavement reclamation (Ryan Drive) and pavement reconstruction (Woodlynn Avenue), watermain improvements, storm sewer and sanitary sewer improvements, and other improvements in accordance with the City's Comprehensive Plan.

See Figures 2A and 2C in Appendix B for maps of the existing conditions on each street, respectively.

This report will review the existing conditions of each defined project area and discuss, in detail, the proposed improvements. The report will also provide preliminary cost estimates for the proposed improvements with financing for the projects coming from a combination of special assessments and the City's Infrastructure Capital Improvement Fund.

Informational meetings for each project area were held with affected property owners in attendance. There, the proposed project scope, costs, and funding sources were discussed with the opportunity for property owners to comment on the project and ask questions.

A. Ryan Drive Informational Meeting

A neighborhood meeting is planned with the Ryan Drive Industrial Park on Tuesday, December 14, 2021. There, the anticipated project scope, project costs, and anticipated assessments will be shared with the property owners. The results of this neighborhood meeting will be shared with the City Council in a staff report prior to the Public Improvement Hearing in January 2022.

The three parcels north of Ryan Drive and immediately west of Country Drive do not have sanitary sewer service. These property owners were contacted individually during the preparation of this feasibility report to determine if they were interested in adding sanitary sewer service to the project, with 100% of costs split between the three properties.

- **209 Ryan Drive** (Roger Stanke) – The owner noted that he would like to demolish and rebuild a portion of his property in the near future. He has independently started getting quotes for sanitary sewer service. He was moderately interested in adding sanitary sewer service with this project but overall non-committal.
- **221 Ryan Drive** (Mikrot Properties) – The owner indicated that the existing septic tank serving her property and tenant seemed to meet current needs and wasn't advocating for the improvement. That said, she said she understood the long-term benefit of having sewer access to her property and was not strongly opposed. If the improvement occurred, she preferred a deferred assessment option if available.

- **3151 Country Drive** (Meyer Companies) – After reviewing the costs associated with the work, this property owner noted that his septic system sufficiently suits his needs and that he is not in favor of adding public sewer service to this project.

B. Woodlynn Avenue Informational Meeting

Individual property owner meetings were held with impacted businesses on the eastern portion of Woodlynn Avenue on October 6, 2021. Representatives from each business were presented with preliminary designs with the opportunity to discuss the condition of existing infrastructure and provide feedback. Generally, owners voiced concerns about reductions in parking and commercial vehicle access. These comments were taken into consideration and preliminary designs were revised.

Follow-up meetings with impacted businesses were held November 3, 9, and 10, 2021. Revised preliminary designs were once again presented the businesses with the opportunity for further comment. Generally, property owners understood the need for the project and approved of the revised street layouts that were presented.

If the City elects to proceed with the proposed street and utility improvements detailed in this report, it is anticipated that construction would begin in 2022 as detailed in the project schedule found on Page 14.

II. RYAN DRIVE IMPROVEMENTS

A. Background

Ryan Drive is a rural City-street serving the Ryan Industrial Park. Annual average daily traffic (AADT) data for this road is unavailable but assumed to be less than 1,000 vehicles per day classifying it as a low-volume road. Refer to Figure 1 in Appendix A for a depiction of the project location.

Historically, Ryan Drive has received crack seal and sealcoat treatments to prolong the useful life of the existing pavement. Annual pavement patching has also occurred as needed. The utility infrastructure has been maintained on a routine basis since its last improvement in 2003.

As shown in Figure 2B in Appendix A, improvements have been, and will be occurring within the Ryan Drive Industrial Park in segments.

- Spruce Street and Ryan Lane were improved within the platted Ryan Drive Industrial Park in 2016.
- A portion of Ryan Drive is being rebuilt and raised in 2021 as a flood mitigation project by the Ramsey-Washington Metro Watershed District. This project also includes the construction of a new box culvert to improve drainage underneath Ryan Drive.
- The remaining portions of Ryan Drive will be improved in 2022.
- Future improvements to Spruce Street, outside of the platted Ryan Industrial Park, are scheduled in the City's Capital Improvement Plan for 2023. However, projects within the Capital Improvement Plan are subject to change based on annual review of the City's infrastructure and available funding.

B. Existing Conditions

1. Street

Ryan Drive is a bituminous roadway with an average width of 28 feet from edge to edge. Ryan drive has concrete curb & gutter at the intersection of Ryan Drive and Country Drive and rolled bituminous curb west of the intersection of Ryan Drive and Ryan Lane. The existing pavement within the project area shows signs of age-related distress including cracking and potholing.

The existing asphalt pavement along Ryan Drive is showing signs of aging and poor drainage. The asphalt is cracking, heaving, and is oxidizing (drying out due to sun, air, and water exposure).

The Ramsey-Washington Metro Watershed District (RWMWD) initiated a significant box culvert and flood mitigation improvement project along Ryan Drive for construction in the Fall of 2021. This project includes the installation of a new box culvert. It also includes reconstruction of Ryan Drive to an elevation



Exhibit 1 – Existing Ryan Drive

approximately 2' higher for a span of approximately 450'.

2. Watermain

The existing watermain in the project area is a 6-inch diameter ductile iron pipe that extends east from the Spruce Street main line before terminating approximately 120 feet east of the intersection of Ryan Drive and Ryan Lane. Refer to Figure 2A in Appendix A for a depiction of the existing utility infrastructure.

The water system has performed well historically and there are no known deficiencies with the system. Based on the age, type, and positive performance of the watermain, the existing system is anticipated to outlast the pavement improvements described in this report.

The three properties on the north side of Ryan Drive east of Ryan Lane are all served by a 1.5" water service that runs from the intersection of County Drive and Ryan Drive all the way west to the property at 209 Ryan Drive. The service continues to function and is sufficient for the needs of the properties.

3. Sanitary Sewer

All but three parcels within the Ryan Industrial Park are served by the City's sanitary sewer system. The three other parcels are currently served by private septic tanks.

The extension and commission of new sanitary sewer forcemain, laterals, and grinder pumps would provide City sanitary service to the remaining three unserved properties and complete the sewage collection system within the Ryan Industrial Park. Over time, septic systems age and require repair or replacement. Rules governing septic systems are becoming increasingly more stringent and, in some cases, impossible to achieve within parcels that have space limitations. Therefore, the availability of public sanitary sewer provides long-term access as septic tanks fail or are taken out of service.

4. Storm Sewer

The existing storm sewer network in the project area is a combination of privately installed infrastructure that conveys stormwater from Ryan Drive to the Owasso Basin retention pond located south of Ryan Drive.

The privately installed storm sewer network includes three separate lines. Two of these lines are west of the RWMWD culvert and take stormwater from 209 Ryan Drive and 200 Ryan Drive, respectively, and outlet northwest of the box culvert. These storm sewer systems are not installed within City right-of-way and are considered private.

The third storm sewer system located east of the culvert is within City right-of-way and takes surface drainage from Ryan Drive and adjacent properties west before discharging directly to the Owasso Basin. Preliminary structure evaluations were completed by Bolton and Menk staff on this storm sewer system. The existing structures were found to be covered with dirt and debris. Follow-up exploration and televising by City maintenance staff found the existing lines to be collapsed and filled with dirt and debris.

In its current condition, the existing storm sewer system is not capable of conveying stormwater from the street as intended and poses a risk of flooding in routine rain events. Replacement of the storm sewer system for this portion of Ryan Drive should be included within the scope of this project to address these risks.

C. Proposed Improvements

1. Street Improvements

Proposed pavement improvements on Ryan Drive would be completed in conjunction with the Watershed's current culvert construction project. As part of the Watershed's project, pavement areas impacted by the culvert construction will receive a base course of bituminous pavement. A proposed 2-inch bituminous wear course, also called a final lift, would be installed with the City's improvements and would complete street improvements in this section. A depiction of the proposed street and utility improvements is shown in Figure 3A in Appendix A.

The remaining pavement within the project area shows signs of surface-level distresses associated mostly with pavement age. The current distresses do not indicate deterioration of the aggregate roadway base. Accordingly, the proposed street improvement for the remaining pavement sections of Ryan Drive is a full depth reclamation (FDR).

Full depth reclamation is a cost-effective rehabilitation method that grinds the top 10-12 inches of existing bituminous pavement and aggregate base into a new aggregate that creates an improved foundation for 4 inches of new bituminous pavement.

2. Watermain Improvements

The existing ductile iron watermain is in good condition and is proposed to be left in place. Similarly, existing water services are proposed to be left in place.

3. Sanitary Sewer Improvements

To serve the remaining industrial properties in the Ryan Industrial Park, it is proposed that the following improvements are made:

- Installation of a pressurized 2-inch diameter public sanitary sewer forcemain
- Construction of two intermediate manholes with valving, backflow prevention, and cleanout capability

The private laterals from the right-of-way line to the existing septic tanks would not be installed as part of this project. Rather, private laterals and grinder pumps would be installed by individual property owners as septic tanks fail or are decommissioned.

4. Storm Sewer Improvements

The proposed replacement of the storm sewer system is considered an essential improvement to address the deteriorated pipe and structures currently in place. The proposed improvements include the replacement of the following storm sewer features:

- 767 feet of reinforced concrete pipe (RCP)
- Four boulevard catch basins
- One storm manhole
- Flared end structure at outlet to Owasso Basin



Exhibit 2 – Flared End Construction

The storm sewer improvements detailed above would restore drainage capacity to the existing system and outlast the pavement improvements detailed in this Report.

5. Water Quality Improvements

Rehabilitation of Ryan Drive will not trigger Ramsey-Washington Metro Watershed District (RWMWD) stormwater improvements. However, business owners will be given the opportunity during final design to opt into the City's rain garden program. Any raingardens installed would be credited by the watershed towards other or future street improvement projects that trigger stormwater improvements.

III. WOODLYNN AVENUE

A. Background

Woodlynn Avenue is a city street that serves industrial uses. West of the railroad, it has an urban section with curb and gutter. East of the railroad, it has a rural section without curb and gutter. Annual average daily traffic (AADT) data for this road is unavailable but assumed to be less than 1,000 vehicles per day, classifying it as a low-volume road. Refer to Figure 1 in Appendix A for a depiction of the project location.

Woodlynn Avenue was constructed in 1977. Watermain was installed in 1986 to serve the properties; portions of the street were re-paved as part of that project. Since then, the street has received pavement management treatments including to prolong the life of the pavement. Annual patching and utility infrastructure maintenance has also been performed on an as-needed basis.

B. Existing Conditions

1. Streets

Woodlynn Avenue is a bituminous roadway bisected by the railroad into two distinct segments. The west portion of Woodlynn Avenue has a width of 26 feet from face of curb to face of curb. Concrete curb & gutter on both sides of the street channel surface runoff west towards Rice Street. Pavement in this half shows early signs of wear and distress including some cracking and pavement oxidation.

The east portion of Woodlynn Avenue has a variable width averaging 30 feet from its bituminous edges, with no curb & gutter. The pavement in this portion project area shows significant wear and distress, as indicated by pavement oxidation, cracking, raveling, and potholes. A geotechnical investigation was performed by Braun Interotec. The investigation found that the existing pavement section includes 3 to 4 inches of bituminous pavement and 3 to 8 inches of aggregate base.

2. Watermain

The existing watermain is an 8-inch diameter ductile iron pipe extending east from Rice Street and terminating at the street's easternmost fire hydrant. Refer to Figure 2C in Appendix A for a depiction of the existing utility infrastructure. The watermain has performed well with no known deficiencies. Based upon the age, type, and positive performance of the watermain, the useful life of the system is anticipated to outlast the pavement improvements described in this report.



Exhibit 3 – Existing Woodlynn Avenue (East)

3. Sanitary Sewer

The existing sanitary sewer east of the railroad is a combination of PVC and vitrified clay pipe gravity sewer and cast-iron pressurized force main that conveys wastewater west across the railroad tracks to a sanitary collector line. The pressurized portion of the sanitary sewer system is fed by a lift station located in series with the system.

Public Works staff has noted that there are no known deficiencies with the sanitary sewer system. Bolton & Menk staff reviewed each of the sanitary structures within the project area. The structures are precast and in good to very good condition. Based on the age, material, and positive performance, the useful life of the sanitary system is expected to outlast the pavement improvements described in this report.

4. Storm Sewer

The existing storm sewer system for the west portion of Woodlynn Avenue is composed of 12-inch diameter storm sewer that conveys stormwater west from two roadway catch basins to a larger collector system located along Rice Street. This system is in good condition and are expected to outlast the pavement improvements described in this report.

The existing storm sewer system east of the railroad is located on the north half of Woodlynn Avenue and is composed of 12-inch and 15-inch diameter reinforced concrete pipe (RCP). The system receives stormwater from one greenspace catch basin at the west, two roadway catch basins located at midblock, the east low-point catch basin, and private storm sewer that collects parking lot runoff and conveys it to the roadway storm sewer.

Stormwater is channeled to the east before releasing to the adjacent drainage ditch located within the Waterworks Trail easement. City maintenance staff and property owners have noted that Woodlynn Avenue experiences drainage problems during heavy rain events. The low point catch basins becomes overwhelmed by overland drainage and ponds. Additionally, the downstream manhole just before the low-point catch basin will blow its lid during heavy rain events; this is a result of excessive pressure within the system, indicating inadequate system capacity.

- Two of the three existing 10-inch diameter outlet pipes to the Waterworks Trail easement have become plugged over time and no longer provide the adequate discharge rate. This deficiency is causing the stormwater surcharging experienced during rain events.

Aside from the drainage problems noted above, the system is in structurally sound condition. Aside from the downstream improvements discussed later in this report, the system is in good condition and is expected to outlast the pavement improvements described in this report.

5. Right-of-Way

The Woodlynn Avenue platted right-of-way is 40 feet wide, much less than the traditional 60-foot or 66-foot right-of-way. Additionally, the established roadway is not located entirely within the roadway; the current road crosses the northwest corner of the 90 Woodlynn Avenue parcel. For many years, private parking stalls within the industrial park have spilled into City right-of-way. With the lack of a defined roadway, sporadic vehicular parking, and tight roadway geometry, this street has presented unique challenges for vehicles, city maintenance staff, and truck delivery drivers for many years. This project presents the opportunity to clean the corridor up and define a true roadway.

C. Proposed Improvements

1. Street Improvements

Based on the varying pavement conditions in both portions of Woodlynn Avenue, proposed improvements vary to meet each segment's needs. A detailed depiction of the proposed surface and utility improvements can be seen in Figure 3C in Appendix A.

The proposed street improvement for the west portion of Woodlynn Avenue is full depth reclamation. This rehabilitation method grinds and mixes the upper 10-12 inches of existing pavement and aggregate base. This reclaimed material is then used as the aggregate base for 4 inches of new bituminous pavement. Existing curb & gutter will be spot repaired in locations where the existing curb has broken or settled over time.

Based upon the pavement age, distresses, and assumed poor sub-soils, the proposed street improvement for the east portion of Woodlynn Avenue is full reconstruction. Reconstruction will bring the roadway to City standard by installing geotextile fabric, 1 foot of select granular sub-base, drain tile, 8 inches of Class 5 aggregate base, and 4 inches of bituminous pavement. Surmountable curb & gutter will be installed over the entire project area with concrete valley gutters helping to further delineate the roadway where curb is not practical. Surmountable curbs are being proposed to maintain current parking patterns. The driveway areas behind the valley gutters will be saw cut and restored with like material, as necessary.

An emergency access will also be installed at the east end of Woodlynn Avenue to connect to the Waterworks Trail. This connection will serve as an emergency access to and from the industrial park as several property owners have noted a handful of occasions where the railroad tracks have been blocked and the owners had no means of ingress and egress.



Exhibit 4 – Roadway Base Reconstruction

2. Watermain Improvements

The existing ductile iron watermain is in good condition and is proposed to be left in place. Existing water services are also proposed to be left in place. However, existing fire hydrants and hydrant leads in the reconstruction area need to be relocated to fit the new roadway geometry. Due to the age of the hydrants, they will be replaced as part of the relocation.

Additionally, it is proposed that existing bolts on gate valves and mainline fittings in the reconstruction area be removed and replaced. These are typically the features that fail first within the water system. Bolt replacement is a proactive way to limit the number of leaks and breaks the system experiences as it ages.

3. Sanitary Sewer Improvements

The sanitary sewer system is in good condition and is proposed to be left in place. Existing sanitary structures located in the reconstructed pavement will receive new castings and be adjusted to the new pavement elevations. This typically involves removal of the existing casting and final adjustment and installation of the new casting following the base course of pavement. New castings will also be fitted with external I/I barriers. Additionally, any benches and inverts that have deteriorated within existing structures will receive mud work.

4. Storm Sewer Improvements

The existing storm sewer system on the west portion of Woodlynn Avenue is in good condition and is proposed to be left in place. Existing structures in the reclamation area with castings or adjustment rings in poor condition will be furnished and replaced. Additionally, minor mud work repairs to deteriorating inverts and doghouses will be completed as needed.

The addition of curb & gutter to the east portion of Woodlynn Avenue will result in an increase in stormwater directed toward the eastern outfall. Capacity improvements are proposed to the downstream section of the storm sewer system to relieve ponding and system pressurization. This will include:

- Installation of new catch basins
- Larger storm sewer pipe
- Replacement of existing storm manholes
- Installation of a new and larger outlet to the Waterworks Trail easement



Exhibit 5 – Storm Sewer Structure Installation

The proposed improvements would directly address historical drainage issues and increase system capacity.

5. Water Quality Improvements

The proposed reconstruction of Woodlynn Avenue east of the railroad tracks will result in land disturbance more than 1 acre, the threshold that triggers a permit from the Ramsey-Washington Metro Watershed District (RWMWD). The permit requires that the roadway be designed to achieve minimum standards for:

- Rate Control

Proposed runoff rates shall not exceed existing runoff rates for the 2, 10, and 100-year critical storm events using Atlas 14 rainfall depths and MSE3 rainfall distributions.

- Volume Reduction

Stormwater runoff volume reduction shall be achieved onsite in the amount of 1.1 inches of rainfall off new and reconstructed impervious surfaces. To achieve the most effective treatment, stormwater Best Management Practices (BMP's) may retain a

maximum of 2.5” of runoff over their tributary impervious surfaces.

- Water Quality

Developments must incorporate BMP’s that achieve 90% total suspended solids (TSS) removal from the disturbed area of the project on an annual basis. If applicants have sufficiently addressed the above Volume Reduction requirement, then TSS removal requirements are generally considered met without additional documentation – however, additional water quality calculations and/or water quality modeling may be requested.

Presently, the infrastructure that supports the Woodlynn industrial park includes zero accommodations for Rate Control, Volume Reduction, and Water Quality. This, coupled with the very limited right-of-way, makes it very challenging to meet watershed requirements within the sub-watershed. However, the City currently has a credit balance with the watershed for providing excess volume control on previous City projects. A portion of this credit balance will likely be used to satisfy the volume control requirements on this project.

- RWMWD requires project staff to first attempt to install improvements within the sub-watershed being permitted. Due to the space limitations discussed previously, RWMWD allows off-site treatment secondary option. When offsite treatment cannot be achieved, RWMWD allows the applicant to use its credit balance OR to pay into a stormwater bank at a rate of approximately \$100,000 per acre treated.

Project staff will attempt to install rain gardens or other BMP’s along other streets within the 2022 Street Improvement Project (Ryan Drive, Yorkton Ridge, Maple Lane, and Jackson Street) to meet the permit requirements for Woodlynn Avenue. In the event the permit requirements cannot be met off-site, the City will need to use existing credits to satisfy watershed requirements.

IV. ESTIMATED COSTS

The estimated project cost to complete the improvements proposed herein are presented below. These costs include estimated construction costs, a 10% contingency, 18% engineering, and allowances for geotechnical investigations.

These cost estimates are based upon public construction cost information. Since the consultant has no control over the cost of labor, materials, competitive bidding process, weather conditions, and other factors affecting the cost of construction, all cost estimates are opinions for general information of the client and no warranty or guarantee as to the accuracy of construction cost estimates is made. It is recommended that costs for project financing should be based upon actual, competitive bid prices with reasonable contingencies.

A. Ryan Drive

Table 1 – Estimated Cost Summary – Ryan Drive
(See Appendix B for Detailed Cost Estimate)

Item	Total Estimated Cost
Street	\$220,937
Storm Sewer	\$152,022
Public Forcemain	\$60,746
Private Forcemain Laterals (Est. \$23,500 per parcel)	Future Private Cost
Total	\$433,705

B. Woodlynn Avenue

Table 2 – Estimated Cost Summary – Woodlynn Ave
(See Appendix B for Detailed Cost Estimate)

Item	Reconstruction Area	Reclamation Area	Totals
Street	\$439,036	\$47,073	\$486,109
Curb & Gutter	\$57,534	\$0	\$57,534
Sanitary Sewer	\$6,101	\$0	\$6,101
Watermain	\$93,456	\$0	\$93,456
Storm Sewer	\$46,842	\$0	\$46,842
Rate Control, Volume Control, and Water Quality	Utilize Credit Balance		
Total	\$642,968	\$47,073	\$690,042

V. FINANCING

Street - Full Depth Reclamation (Ryan Drive):

The City's current assessment policy for rehabilitated urban streets outlines that 50% of street rehabilitation costs, including any cost associated with the installation or repair of curb and gutter, shall be assessed to the benefited properties. The remaining street costs will be funded using the City's Infrastructure Capital Improvement Fund.

The Ryan Drive Industrial Park and its associated properties have historically had a preexisting agreement with the City on special assessment policy for improvements within the Industrial Park. The agreement, utilized during the last three improvement projects in 1993, 2001, and 2016, outlines that **100% of street costs would be assessed to the industrial park**, with assessments based 50% on assessable front footage and 50% on lot area. Given the similarity in project scope to previous projects, it is recommended that the Ryan Drive Industrial Park be assessed per the details of the *preexisting assessment agreement* detailed above.

Street - Full Reconstruction (Woodlynn Avenue):

The City's current assessment policy for an upgraded rural commercial street outlines that 80% of the total street costs and 100% of the costs of new curb and gutter shall be assessed to the benefitting properties. The special assessment policy includes special provisions for corner lots, commercial properties, lots that have already been assessed, and minimum/maximum front footages; notes and adjustments for these parcels are listed in the Assessment Rolls in Appendix C. The remaining street costs will be funded using the City's Infrastructure Capital Improvement Fund.

The eastern portion of Woodlynn Avenue is recommended to be assessed on a *per unit* basis due to the similar size and nature of the properties being assessed. As such, parcels are assigned a unit value in accordance with the special provisions described above. The total assessable cost is then divided among the total units and assigned to each benefiting parcel according to its unit value.

The western portion of Woodlynn Avenue is recommended to be assessed on a *front footage* basis due to the varying sizes of property being assessed. As such, the total assessable cost is divided among the total front footage within the project area to establish an assessment rate per linear foot. This assessment rate is then applied to each benefiting property according to their respective front footage.

Water, Sewer, and Storm: Generally, the projects detailed in this Report include only minor water, sanitary, and storm sewer repairs. In these instances, and in accordance with the City's Special Assessment Policy, minor improvements and preventative maintenance to water, sanitary, and storm sewer infrastructure will not be assessed. Instead, they will be funded by the City's Infrastructure Capital Improvement Fund. Proposed improvements beyond the scope of preventative maintenance and their recommended assessment procedures are defined below.

The Ryan Drive project area includes the installation of sanitary sewer forcemain and laterals to three properties. Per the City's current policy on sanitary sewer assessments, sewer main or individual services installed directly to specific properties are fully assessed to the benefited properties.

The Ryan Drive project also includes proposed improvements to the existing storm sewer system. Per the preexisting agreement between the Ryan Industrial Park and the City, **100% of the costs associated with storm sewer improvements would be assessed to the Industrial Park** as detailed in the previous section.

A. Special Assessment – Street Costs Assessed

1. Ryan Drive (Reclamation)

Street improvement assessments were developed based upon the methods defined in the historical agreement between the Ryan Industrial Park and City given its utilization on the past three improvement projects. This includes 100% of the street costs being assessed to all Ryan Industrial Park properties at a rate of 50% by front footage and 50% by area.

Appendix C identifies the Assessment Roll and benefiting properties.

2. Woodlynn Avenue (Reclamation)

A front footage assessment method is being utilized for the western portion of Woodlynn Avenue due to the varying sizes of benefiting properties.

The per policy assessments for street improvements are:

- Assessment Rate Per Frontal Footage *\$46.79*

Appendix C identifies the Assessment Roll and benefiting properties.

3. Woodlynn Avenue (Reconstruction)

A per unit assessment method was used for the eastern portion of Woodlynn Avenue due to the consistency of adjacent property sizes and uses.

The per policy assessments for street improvements are:

- Street Reconstruction Assessment Per Unit *\$50,175.51*
- Curb & Gutter Assessment Per Unit *\$8,219.12*
- Total Assessment Per Unit *\$58,394.63*

Appendix C identifies the Assessment Roll and benefiting properties.

B. Special Assessment – Utility Costs Assessed

1. Ryan Drive – Storm Sewer

Storm sewer improvement assessments were developed based upon the methods defined in the historical agreement between the Ryan Industrial Park and City given its utilization on the past three improvement projects. This includes 100% of the storm sewer costs being assessed to all Ryan Industrial Park properties at a rate of 50% by front footage and 50% by area.

Appendix C identifies the Assessment Roll and benefiting properties.

2. Ryan Drive – Sanitary Sewer

A per unit assessment method was used for the public sanitary main due to the consistency in size and use of the benefiting properties.

The per policy assessments for utility improvements are:

- Sanitary Sewer Assessment Per Unit *\$20,248.80*

The City Council has the option of deferring the special assessments for these improvements until either the private connections are made by the property owners or the property ownership changes.

Appendix C identifies the Assessment Roll and benefiting properties.

C. Financing Summary

The financing summaries shown below are based on the city's Special Assessment Policy as described in the previous sections.

Table 3 – Financing Summary – Ryan Drive

Location	Total Estimated Cost	Infrastructure Capital Improvement Fund	Assessments	Funding Sources
Street	\$220,937	\$0	\$220,937	Special Assessments
Storm Sewer	\$152,022	\$0	\$152,022	Special Assessments
Public Forcemain	\$60,746	\$0	\$60,746	Special Assessments
Private Forcemain	Private Cost Estimated at \$23,500 per Parcel			
	\$433,705	\$0	\$433,705	

Table 4 – Financing Summary – Woodlynn Avenue

Location	Total Estimated Cost	Infrastructure Capital Improvement Fund	Assessments	Funding Sources
Street	\$486,109	\$111,344	\$374,765	Infrastructure Capital Improvement Fund, Special Assessments
Curb & Gutter	\$57,534	\$0	\$57,534	Special Assessments
Sanitary Sewer	\$6,101	\$6,101	\$0	Infrastructure Capital Improvement Fund
Watermain	\$93,456	\$93,456	\$0	Infrastructure Capital Improvement Fund
Storm Sewer	\$46,842	\$46,842	\$0	Infrastructure Capital Improvement Fund
Rate Control, Volume Control, and Water Quality	\$0	\$0	\$0	Infrastructure Capital Improvement Fund
	\$690,042	\$257,743	\$432,299	

VI. PROJECT SCHEDULE

The proposed project schedule is shown below:

Preliminary Informational Meeting (Woodlynn Avenue).....	October 6, 2021
Follow-Up Informational Meetings (Woodlynn Avenue)	November 3, 9, 10, 2021
Receive Feasibility Report, Call for Improvement Hearing*	December 1, 2021
Mail Improvement Hearing Notice.....	December 2, 2021
Advertise Improvement Hearing in Pioneer Press Newspaper	December 2 and 9, 2021
Informational Meeting (Ryan Industrial Park).....	December 14, 2021
Improvement Hearing, Order Plans and Specifications*	January 12, 2022
Approve Plans and Specifications, Authorize Bidding*	January 26, 2022
Bid Opening.....	February 15, 2022
Receive Bids and Award Project *	February 23, 2022
Begin Construction	May 2022
Final Completion	August 2022
Advertise Assessment Hearing in Pioneer Press Newspaper.....	September 15, 2022
Mail Assessment Hearing Notice.....	September 15, 2022
Assessment Hearing*	October 5, 2022

* Denotes Council action items

VII. EASEMENTS AND PERMITS

A. Ryan Drive

Ryan Drive improvements are anticipated to occur entirely within the City right-of-way. However, right of entries may be required to facilitate temporary disturbances adjacent to private property.

A Minnesota Pollution Control Agency permit will be required for the extension of public sanitary sewer forcemain.

B. Woodlynn Avenue

The reconstruction of Woodlynn Avenue's eastern segment exceeds one acre in land disturbance, thereby triggering the need for a Ramsey-Washington Metro Watershed District (RWMWD) Stormwater Management Permit. Acquisition of the permit and documentation of permit compliance detailed previously in the Report will be required prior to construction.

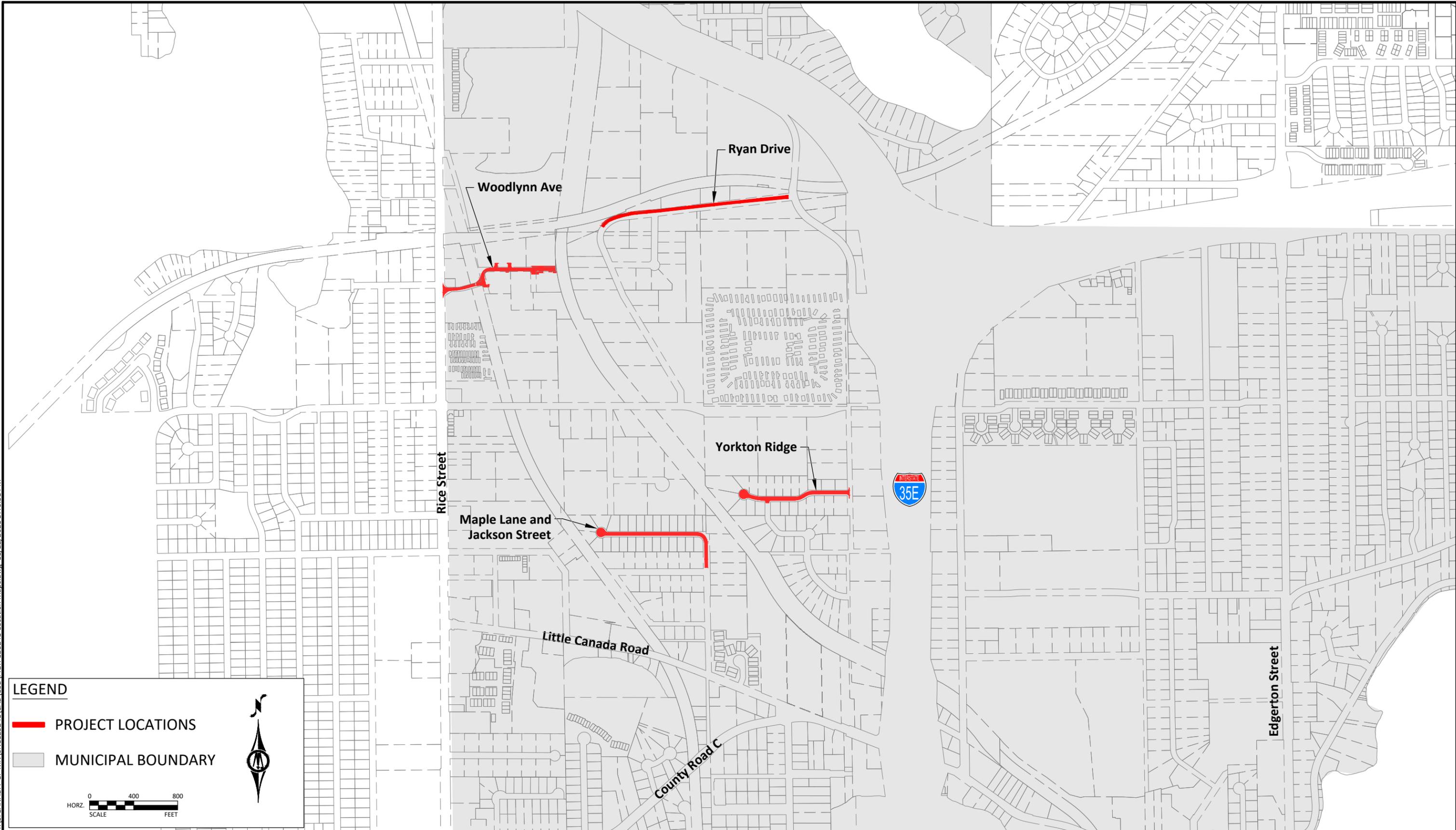
A right-of-way permit from Ramsey County will be required for street work within the Rice Street right-of-way.

Surface improvements to the eastern portion of Woodlynn Avenue will also require the acquisition of an easement from the property of 90 Woodlynn Avenue. Preliminary discussions with the property owner (Kath Fuel Oil Service) indicate they are open to an easement agreement, with the stipulation that they may continue to park in delineated parking spots located in City right-of-way. It is anticipated that easement acquisition in this area can be obtained through agreement with the property owner prior to construction. Project staff should continue to work with this property through final design to formalize the roadway easement.

VIII. CONCLUSION

From an engineering standpoint, this project as proposed is feasible, cost effective, and necessary. It can best be accomplished by letting competitive bids for the work under one contract in order to complete the work in an orderly and efficient manner. The City will have to determine the economic feasibility of the proposed improvements.

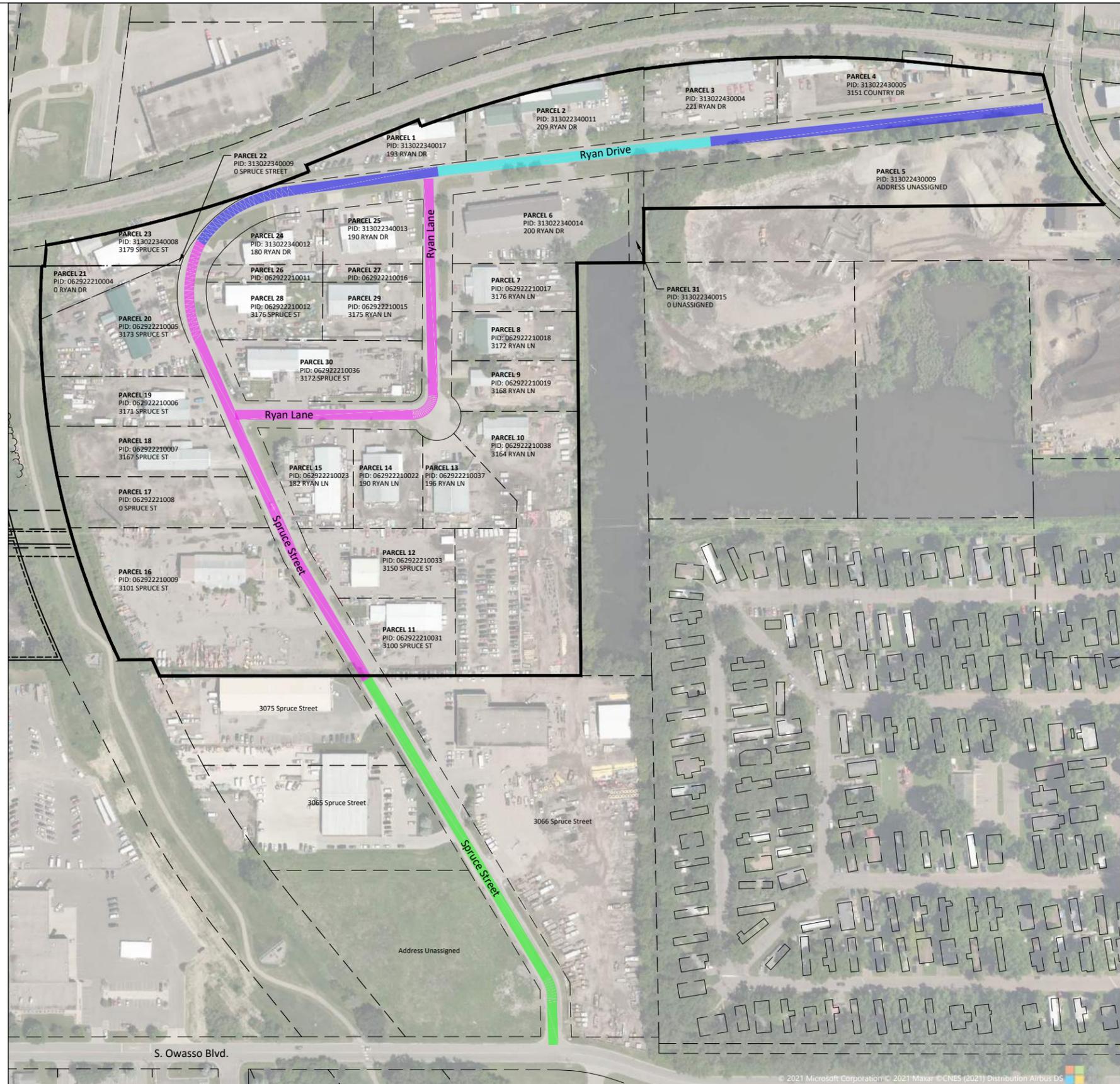
Appendix A: Figures



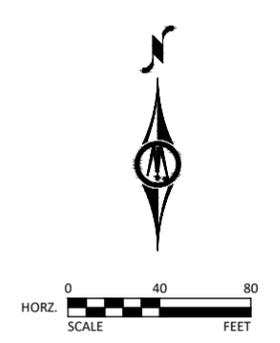
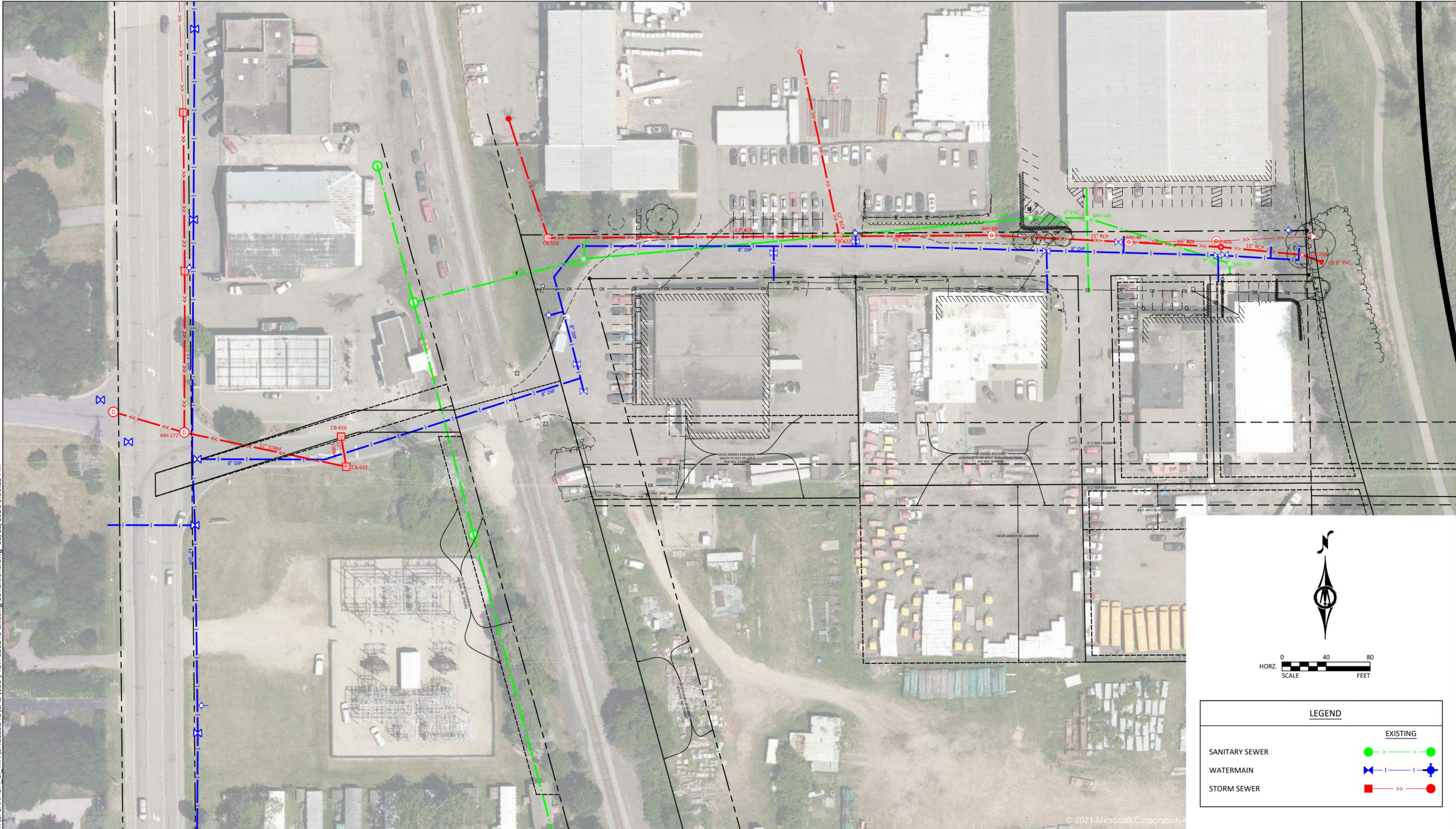
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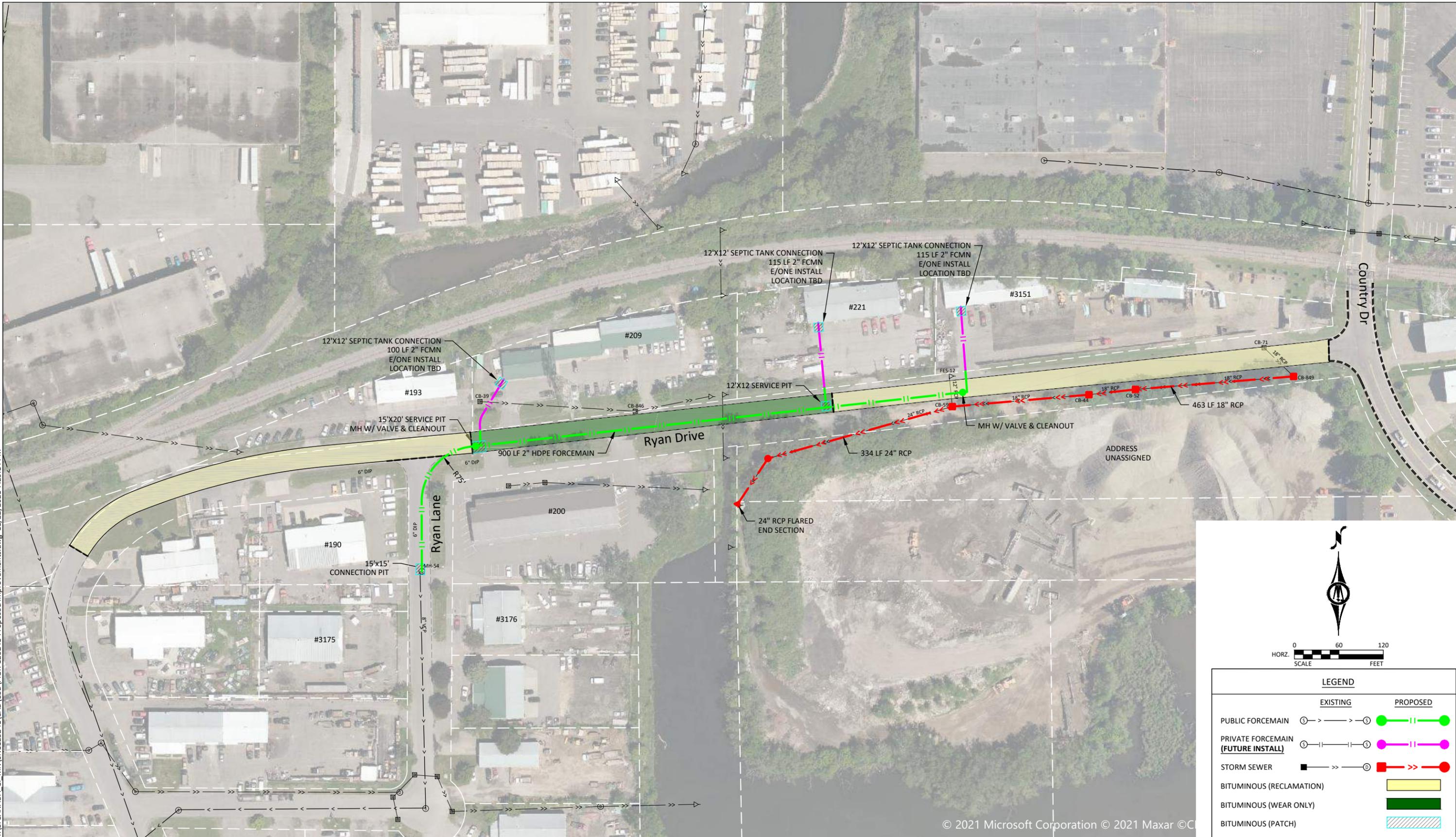


LEGEND	
2016 STREETS IMPROVEMENTS	
2021 WATERSHED IMPROVEMENTS	
2022 STREETS IMPROVEMENTS	
FUTURE REHABILITATION (2023+)	
RYAN INDUSTRIAL PARK BOUNDARY	



LEGEND	
	EXISTING
SANITARY SEWER	
WATERMAIN	
STORM SEWER	

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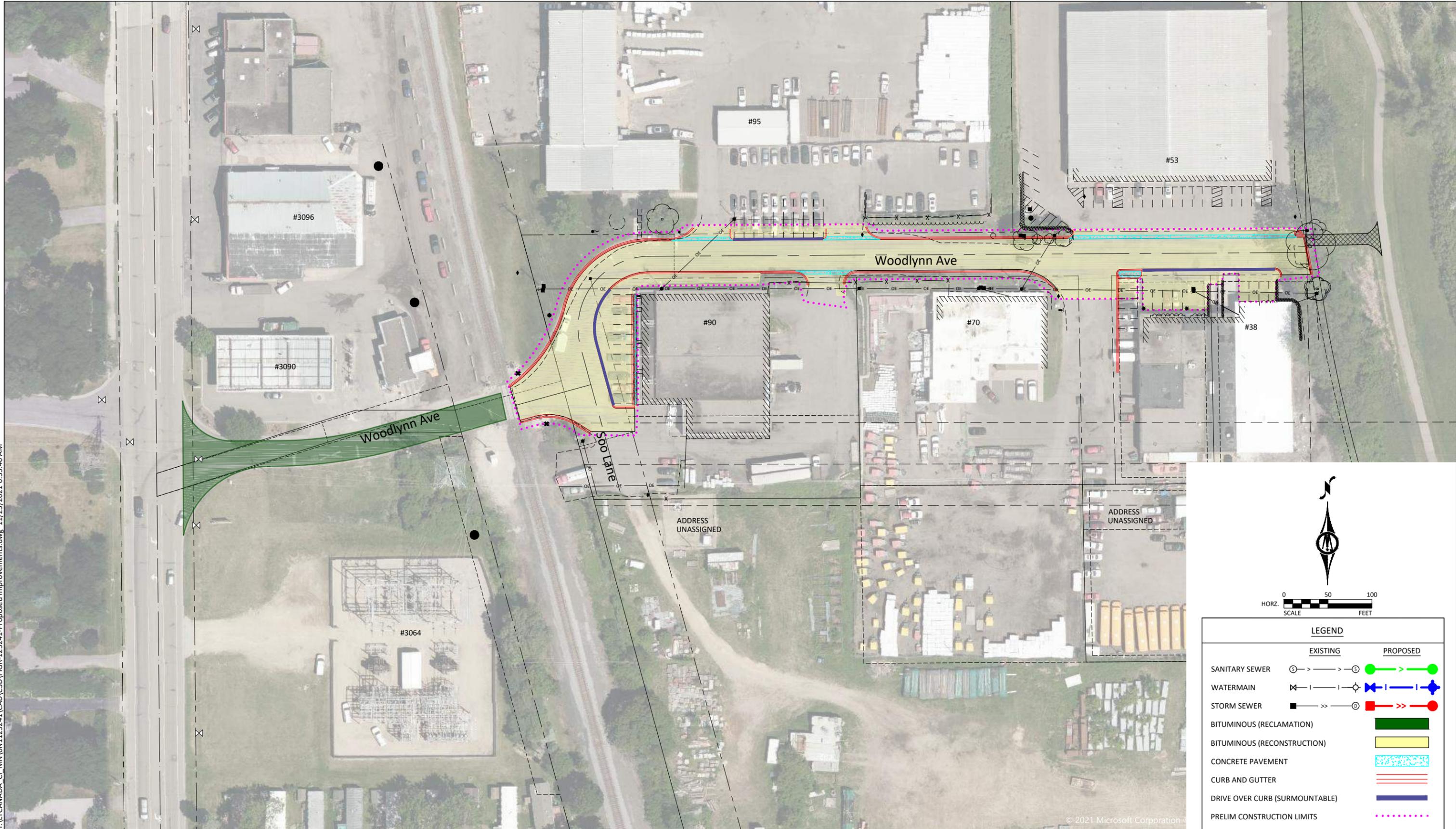


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LEGEND	
EXISTING	PROPOSED
PUBLIC FORCEMAIN	
PRIVATE FORCEMAIN (FUTURE INSTALL)	
STORM SEWER	
BITUMINOUS (RECLAMATION)	
BITUMINOUS (WEAR ONLY)	
BITUMINOUS (PATCH)	

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Appendix B: Preliminary Cost Estimates

CITY OF LITTLE CANADA
RYAN DRIVE - PRELIMINARY ENGINEER'S ESTIMATE

DATE: 11/02/21

ITEM NO.	MNDOT SPEC.NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	PRICE
PART 1: STREETS						
1	2021.501	MOBILIZATION	LS	\$18,200.00	1	\$18,200.00
2	2104.503	SAWCUT BITUMINOUS PAVEMENT	LF	\$5.00	52	\$260.00
3	2105.604	FINISH GRADING	SY	\$2.50	3,800	\$9,500.00
4	2123.51	COMMON LABORERS	HR	\$150.00	10	\$1,500.00
5	2123.610	STREET SWEEPER W/ PICKUP BROOM	HR	\$150.00	20	\$3,000.00
6	2130.523	WATER	MGAL	\$35.00	25	\$875.00
7	2215.504	FULL DEPTH RECLAMATION	SY	\$5.00	3,800	\$19,000.00
8	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GAL	\$3.00	400	\$1,200.00
9	2360.509	TYPE SP 12.5 NON WEARING COURSE MIX (3,C)	TN	\$85.00	500	\$42,500.00
10	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TN	\$85.00	700	\$59,500.00
11	2563.601	TRAFFIC CONTROL	LS	\$3,500.00	1	\$3,500.00
12	2573.501	EROSION CONTROL SUPERVISOR	LS	\$2,500.00	1	\$2,500.00
13	2573.503	SILT FENCE	LF	\$5.00	300	\$1,500.00
14	2573.501	STORM DRAIN INLET PROTECTION	EA	\$200.00	7	\$1,400.00
CONSTRUCTION SUBTOTAL PART 1: STREETS						\$164,435.00
10% CONTINGENCY						\$16,443.50
TOTAL CONSTRUCTION PART 1: STREETS						\$180,878.50
18% ENGINEERING						\$32,558.13
GEOTECHNICAL ENGINEERING						\$7,500.00
PROJECT TOTAL PART 1: STREETS						\$220,936.63
PART 2: STORM SEWER						
1	2101.624	CLEAR AND GRUB	TREE	\$750.00	10	\$7,500.00
2	2104.502	REMOVE DRAINAGE STRUCTURE	EA	\$600.00	5	\$3,000.00
3	2104.502	REMOVE OUTFALL APRON	EA	\$500.00	1	\$500.00
4	2104.503	REMOVE SEWER PIPE (STORM)	LF	\$8.00	797	\$6,376.00
5	2503.502	24" FLARED END SECTION WITH TRASH GUARD	EA	\$2,500.00	1	\$2,500.00
6	2503.503	18" RC PIPE SEWER CLASS III	LF	\$70.00	463	\$32,410.00
7	2503.503	24" RC PIPE SEWER CLASS III	LF	\$85.00	334	\$28,390.00
8	2503.602	CONNECT TO EXISTING STORM SEWER	EA	\$750.00	3	\$2,250.00
9	2506.602	4' DIA STORM SEWER MH, INCL CASTING & ADJ RINGS (DETAIL STO-1)	EA	\$4,000.00	1	\$4,000.00
10	2506.602	4' DIA STORM SEWER CBMH, INCL CASTING & ADJ RINGS (DETAIL STO-3)	EA	\$4,000.00	4	\$16,000.00
11	2511.507	RANDOM RIP RAP, CLASS 3	CY	\$120.00	12	\$1,440.00
12	2571.524	DECIDUOUS TREE 2" CALIPER B&B	TREE	\$750.00	6	\$4,500.00
13	2573.503	FLOATING SILT CURTAIN	LF	\$15.00	50	\$750.00
14	2574.507	TOPSOIL BORROW	CY	\$40.00	99	\$3,960.00
15	2575.504	SEED, FERTILIZE & TYPE 4 MULCH	SY	\$4.00	886	\$3,544.00
CONSTRUCTION SUBTOTAL PART 2: STORM SEWER						\$117,120.00
10% CONTINGENCY						\$11,712.00
TOTAL CONSTRUCTION PART 2: STORM SEWER						\$128,832.00
18% ENGINEERING						\$23,189.76
PROJECT TOTAL PART 2: STORM SEWER						\$152,021.76

CITY OF LITTLE CANADA
RYAN DRIVE - PRELIMINARY ENGINEER'S ESTIMATE

DATE: 11/02/21

ITEM NO.	MNDOT SPEC.NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	PRICE
PART 3: PUBLIC FORCEMAIN						
10		REMOVE BITUMINOUS PAVEMENT	SY	\$15.00	70	\$1,050.00
11		COMMON EXCAVATION	CY	\$40.00	20	\$800.00
12		SUBGRADE EXCAVATION	CY	\$40.00	70	\$2,800.00
13		AGGREGATE BASE (CV) CLASS 5	CY	\$40.00	20	\$800.00
14		BITUMINOUS PATCH	SY	\$50.00	67	\$3,350.00
15		CONNECT TO EXISTING MANHOLE	EA	\$4,500.00	1	\$4,500.00
16		2" HDPE SANITARY SERVICE (HDD - TRENCHLESS)	LF	\$25.00	900	\$22,500.00
17		4" DIA CLEANOUT/ACCESS MANHOLE W/HDPE RINGS AND CASTING	EA	\$5,500.00	2	\$11,000.00
CONSTRUCTION SUBTOTAL PART 4: PRIVATE SANITARY SEWER						\$46,800.00
10% CONTINGENCY						\$4,680.00
TOTAL CONSTRUCTION PART 4: PUBLIC SANITARY SEWER						\$51,480.00
18% ENGINEERING & INDIRECT						\$9,266.40
PROJECT TOTAL PART 3: PUBLIC FORCEMAIN						\$60,746.40
PART 4: PRIVATE FORCEMAIN						
18		REMOVE BITUMINOUS PAVEMENT	SY	\$20.00	48	\$960.00
19		COMMON EXCAVATION	CY	\$50.00	27	\$1,350.00
20		AGGREGATE BASE (CV) CLASS 5	CY	\$40.00	27	\$1,080.00
21		BITUMINOUS PATCH	SY	\$100.00	48	\$4,800.00
22		E/ONE GRINDER PUMP	EA	\$7,500.00	3	\$22,500.00
23		2" HDPE SANITARY SERVICE LATERAL	LF	\$25.00	330	\$8,250.00
24		ELECTRICAL HOOKUP	EA	\$3,500.00	3	\$10,500.00
25		PRIVATE CONNECTION CONTINGENCY	EA	\$1,500.00	3	\$4,500.00
CONSTRUCTION SUBTOTAL PART 3: PRIVATE SANITARY SEWER						\$53,940.00
10% CONTINGENCY						\$5,394.00
TOTAL CONSTRUCTION PART 3: PRIVATE SANITARY SEWER						\$59,334.00
18% ENGINEERING & INDIRECT						\$10,680.12
PROJECT TOTAL PART 4: PRIVATE FORCEMAIN						\$70,014.12

CITY OF LITTLE CANADA
WOODLYNN AVE RECON - PRELIMINARY ENGINEERS ESTIMATE

DATE: 10/31/21

ITEM NO.	MNDOT SPEC.NO	DESCRIPTION	NOTES	UNIT	UNIT COST	TOTAL	
						QTY	AMOUNT
PART 1: STREETS							
1	2021.501	MOBILIZATION		LS	\$23,000.00	1	\$23,000
2	2101.524	CLEARING		TREE	\$500.00	7	\$3,500
3	2101.524	GRUBBING		TREE	\$300.00	7	\$2,100
4	2104.502	REMOVE CONCRETE STEPS		EACH	\$50.00	2	\$100
5	2104.503	SAW CUT BITUMINOUS (FULL DEPTH)		LF	\$2.50	300	\$750
6	2104.503	SAW CUT CONCRETE (FULL DEPTH)		LF	\$2.50	25	\$63
7	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT		SY	\$5.00	1278	\$6,390
8	2104.504	REMOVE CONCRETE WALK		SF	\$2.50	290	\$725
9	2105.504	GEOTEXTILE FABRIC TYPE 5		SY	\$1.50	3889	\$5,834
10	2105.507	COMMON EXCAVATION	(P)	CY	\$25.00	2593	\$64,825
11	2105.509	SELECT GRANULAR BORROW		TON	\$13.00	2334	\$30,342
12	2106.507	COMMON EMBANKMENT - TRAIL	(CV)	CY	\$20.00	456	\$9,120
13	2211.509	AGGREGATE BASE CLASS 5		TON	\$20.00	1564	\$31,280
14	2211.509	AGGREGATE BASE CLASS 5 - TRAIL		TON	\$20.00	85	\$1,700
15	2215.504	RECLAIM BITUMINOUS PAVEMENT		SY	\$2.50	4389	\$10,973
16	2130.523	WATER		MGAL	\$40.00	100	\$4,000
17	2331.603	JOINT ADHESIVE (MASTIC)		LF	\$0.75	1600	\$1,200
18	2357.506	BITUMINOUS MATERIAL FOR TACK COAT		GAL	\$3.50	218	\$763
19	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)		TON	\$85.00	394	\$33,490
20	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,E), DRIVEWAY		TON	\$120.00	324	\$38,880
21	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,E), TRAIL		TON	\$120.00	54	\$6,480
22	2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C)		TON	\$85.00	394	\$33,490
23	2411.607	CONCRETE STEPS		EACH	\$600.00	2	\$1,200
24	2521.518	4" CONCRETE WALK		SF	\$10.00	203	\$2,030
25	2563.601	TRAFFIC CONTROL		LS	\$5,000.00	1	\$5,000
26	2573.501	EROSION CONTROL SUPERVISOR		LS	\$2,000.00	1	\$2,000
27	2573.501	STABILIZED CONSTRUCTION EXIT		LS	\$1,500.00	1	\$1,500
28	2573.502	STORM DRAIN INLET PROTECTION		EACH	\$200.00	4	\$800
29	2573.503	SILT FENCE TYPE MACHINE SLICED		LF	\$2.50	150	\$375
30	2574.507	FILTER TOPSOIL BORROW (LV)		CY	\$48.00	145	\$6,960
31	2575.504	HYDROSEED		SY	\$2.50	667	\$1,668
PART 1: STREETS - CONSTRUCTION SUBTOTAL							\$330,536
+10% CONTINGENCY							\$33,054
PART 1: STREETS - CONSTRUCTION TOTAL							\$363,590
18% ENGINEERING							\$65,446
GEOTECHNICAL ENGINEERING							\$10,000
PART 1: STREETS - PROJECT TOTAL							\$439,036

CITY OF LITTLE CANADA
WOODLYNN AVE RECON - PRELIMINARY ENGINEERS ESTIMATE

DATE: 10/31/21

ITEM NO.	MNDOT SPEC.NO	DESCRIPTION	NOTES	UNIT	UNIT COST	TOTAL	
						QTY	AMOUNT
PART 2: NEW CURB AND GUTTER							
24	2531.503	CONCRETE CURB AND GUTTER DESIGN B618 / SURMOUNTABLE		LF	\$20.00	1600	\$32,000
25	2531.604	8" CONCRETE VALLEY GUTTER		SY	\$85.00	145	\$12,325
PART 2: NEW CURB AND GUTTER - CONSTRUCTION SUBTOTAL							\$44,325
+10% CONTINGENCY							\$4,433
PART 2: NEW CURB AND GUTTER - CONSTRUCTION TOTAL							\$48,758
18% ENGINEERING							\$8,776
PART 2: NEW CURB AND GUTTER - PROJECT TOTAL							\$57,534
PART 3: SANITARY SEWER							
32	2104.502	REMOVE FRAME AND RING CASTING (SANITARY)		EACH	\$300.00	2	\$600
33	2506.602	NEW RINGS AND CASTING (SANITARY)		EACH	\$1,300.00	2	\$2,600
34	2506.602	CHIMNEY SEAL (FLEX-SEAL)		EACH	\$750.00	2	\$1,500
PART 3: SANITARY SEWER - CONSTRUCTION SUBTOTAL							\$4,700
+10% CONTINGENCY							\$470
PART 3: SANITARY SEWER - CONSTRUCTION TOTAL							\$5,170
18% ENGINEERING							\$931
PART 3: SANITARY SEWER - PROJECT TOTAL							\$6,101
PART 4: WATERMAIN							
35	2104.602	REMOVE HYDRANT & VALVE		EACH	\$1,200.00	3	\$3,600
36	2104.603	REMOVE HYDRANT LEAD		LF	\$20.00	60	\$1,200
37	2105.509	SELECT GRANULAR BORROW		CY	\$50.00	100	\$5,000
38	2504.602	HYDRANT AND VALVE		EACH	\$10,000.00	3	\$30,000
39	2504.602	6" DIP HYDRANT LEAD		LF	\$70.00	60	\$4,200
39	2506.602	REMOVE AND REPLACE GATE VALVE BOLTS		EACH	\$1,750.00	8	\$14,000
40	2506.602	REMOVE AND REPLACE GATE VALVE BOX		EACH	\$1,750.00	8	\$14,000
PART 4: WATERMAIN - CONSTRUCTION SUBTOTAL							\$72,000
+10% CONTINGENCY							\$7,200
PART 4: WATERMAIN - CONSTRUCTION TOTAL							\$79,200
18% ENGINEERING							\$14,256
PART 4: WATERMAIN - PROJECT TOTAL							\$93,456

CITY OF LITTLE CANADA
WOODLYNN AVE RECON - PRELIMINARY ENGINEERS ESTIMATE

DATE: 10/31/21

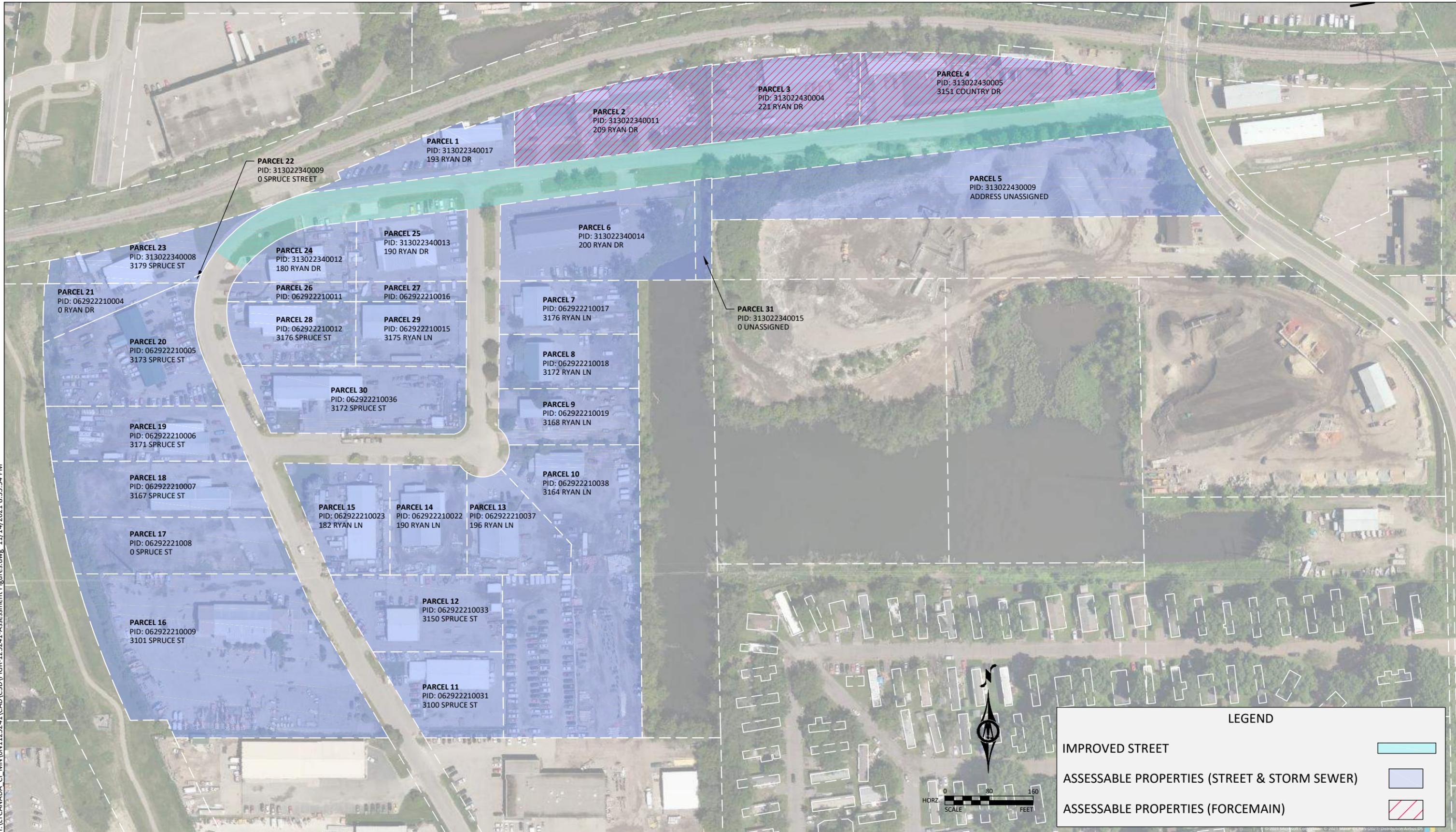
ITEM NO.	MNDOT SPEC.NO	DESCRIPTION	NOTES	UNIT	UNIT COST	TOTAL	
						QTY	AMOUNT
PART 5: STORM SEWER							
41	2104.502	REMOVE CASTING & RINGS (STORM)		EACH	\$250.00	1	\$250
42	2104.502	REMOVE DRAINAGE STRUCTURE		EACH	\$600.00	2	\$1,200
43	2104.503	REMOVE SEWER PIPE (STORM)		LF	\$8.00	36	\$288
44	2503.503	15" RC PIPE SEWER CLASS V		LF	\$70.00	40	\$2,800
45	2503.503	18" RC PIPE SEWER CLASS V		LF	\$85.00	20	\$1,700
46	2503.602	CONNECT TO EXISTING STORM SEWER		EACH	\$750.00	3	\$2,250
47	2506.602	2'X3' CB, INCL CSTG AND AJD RINGS (DETAIL STO-5)		EACH	\$3,000.00	3	\$9,000
48	2506.602	4' DIA STORM SEWER CBMH, INCL CSTG AND AJD RINGS (DETAIL STO-3)		EACH	\$4,000.00	1	\$4,000
49	2506.602	18" RC FES		EACH	\$2,500.00	1	\$2,500
50	2506.602	RECONSTRUCT DRAINAGE STRUCTURE		EACH	\$3,000.00	2	\$6,000
51	2506.602	NEW RINGS AND CASTING (STORM)		EACH	\$1,300.00	1	\$1,300
52	2511.507	RANDOM RIP RAP, CLASS 3		CY	\$120.00	40	\$4,800
PART 5: STORM SEWER - CONSTRUCTION SUBTOTAL							\$36,088
+10% CONTINGENCY							\$3,609
PART 5: STORM SEWER - CONSTRUCTION TOTAL							\$39,697
18% ENGINEERING							\$7,145
PART 5: STORM SEWER - PROJECT TOTAL							\$46,842
PART 6: RATE CONTROL, VOLUME REDUCTION, AND WATER QUALITY							
52	2506.602	5' DIA STORM MANHOLE SPECIAL - SCICLONE		EACH	\$15,000.00		
53		RETENTION BASIN		EACH	\$75,000.00		
PART 6: RATE CONTROL, VOLUME REDUCTION, AND WATER QUALITY - CONSTRUCTION SUBTOTAL							
+10% CONTINGENCY							
PART 6: RATE CONTROL, VOLUME REDUCTION, AND WATER QUALITY - CONSTRUCTION TOTAL							
18% ENGINEERING							
PART 6: RATE CONTROL, VOLUME REDUCTION, AND WATER QUALITY - PROJECT TOTAL							
PROJECT SUBTOTALS (INCLUDES CONTINGENCY AND INDIRECT)							
PART 1 - STREETS							\$439,036
PART 2 - CURB AND GUTTER							\$57,534
PART 3 - SANITARY SEWER							\$6,101
PART 4 - WATERMAIN							\$93,456
PART 5 - STORM SEWER							\$46,842
PART 6 - RATE CONTROL, VOLUME REDUCTION, AND WATER QUALITY							
PROJECT TOTAL							\$642,968

CITY OF LITTLE CANADA
WOODLYNN AVE FDR - PRELIMINARY ENGINEER'S ESTIMATE

CITY PROJECT NO.
 BMI PROJECT NO. 0N1.125241
 DATE: 10/29/21

ITEM NO.	MNDOT SPEC.NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	PRICE
PART 1: STREETS						
1	2021.501	MOBILIZATION	LS	\$4,000.00	1	\$4,000.00
2	2104.503	SAWCUT BITUMINOUS PAVEMENT	LF	\$5.00	120	\$600.00
3	2105.604	FINISH GRADING	SY	\$2.50	967	\$2,416.67
4	2130.523	WATER	MGAL	\$35.00	5	\$175.00
5	2215.504	FULL DEPTH RECLAMATION	SY	\$5.00	967	\$4,833.33
6	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GAL	\$3.00	68	\$203.00
7	2360.509	TYPE SP 12.5 NON WEARING COURSE MIX (3,C)	TN	\$85.00	122	\$10,394.08
8	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TN	\$85.00	122	\$10,394.08
9	2563.601	TRAFFIC CONTROL	LS	\$2,500.00	1	\$2,500.00
10	2573.501	EROSION CONTROL SUPERVISOR	LS	\$750.00	1	\$750.00
CONSTRUCTION SUBTOTAL PART 1: STREETS						\$36,266.17
10% CONTINGENCY						\$3,626.62
TOTAL CONSTRUCTION PART 1: STREETS						\$39,892.78
18% ENGINEERING						\$7,180.70
PROJECT TOTAL PART 1: STREETS						\$47,073.48

Appendix C: Preliminary Assessment Roll



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LEGEND

IMPROVED STREET	
ASSESSABLE PROPERTIES (STREET & STORM SEWER)	
ASSESSABLE PROPERTIES (FORCEMAIN)	

HORIZ. SCALE 0 80 160 FEET

PRELIMINARY ASSESSMENT ROLL
Ryan Drive - Street & Storm Sewer Improvements

Assessable Street Cost	Total Storm Sewer Costs	Total Assessable Cost
\$220,937	\$152,022	\$372,958

Parcel	Parcel ID	Site Address	Owner	Parcel Area (SF)	Front Footage	Assessable Front Footage	Streets Assessment	Storm Sewer Assessment	Total Assessment
1	313022340017	193 Ryan Drive	Robert S Kohl	23,087	398	398	\$10,085.62	\$6,939.70	\$17,025.32
2	313022340011	209 Ryan Drive	Roger D Stanke	43,124	360	360	\$11,201.61	\$7,707.59	\$18,909.20
3	313022430004	221 Ryan Drive	Mikrot Properties Inc.	36,590	270	270	\$8,796.80	\$6,052.89	\$14,849.70
4	313022430005	3151 Country Drive	Meyer Companies Inc.	43,996	547	547	\$15,024.24	\$10,337.86	\$25,362.09
5	313022430009	Address Unassigned	Frank M Frattalone	102,366	830	166	\$12,847.87	\$8,840.34	\$21,688.21
6	313022340014	200 Ryan Drive	Russell J Fischer & Judith K Fischer	59,242	513	399	\$13,485.59	\$9,279.15	\$22,764.74
7	062922210017	3176 Ryan Lane	Russell J Fischer & Judith K Fischer	26,136	100	100	\$4,430.21	\$3,048.33	\$7,478.55
8	062922210018	3172 Ryan Lane	Joshua Charles Properties LLC	26,136	100	100	\$4,430.21	\$3,048.33	\$7,478.55
9	062922210019	3168 Ryan Lane	Sona Properties LLC	25,700	107	107	\$4,522.16	\$3,111.60	\$7,633.76
10	062922210038	3164 Ryan Lane	3164 Ryan Lane LLC	121,968	55	55	\$12,458.39	\$8,572.35	\$21,030.74
11	062922210031	3100 Spruce Street	Birch Properties LLC	30,056	175	175	\$6,287.62	\$4,326.38	\$10,614.00
12	062922210033	3150 Spruce Street	Addison James Holdings LLC	39,640	158	158	\$6,845.56	\$4,710.28	\$11,555.83
13	062922210037	196 Ryan Lane	194 196 Ryan Lane LLC	28,750	64	64	\$3,953.58	\$2,720.37	\$6,673.96
14	062922210022	190 Ryan Lane	Sona Properties LLC	27,007	143	143	\$5,370.14	\$3,695.08	\$9,065.22
15	062922210023	182 Ryan Lane	David K Evans Li	27,443	408	233	\$7,198.93	\$4,953.43	\$12,152.36
16	062922210009	3101 Spruce Street	3101 Spruce Street LLC	114,127	340	340	\$17,425.79	\$11,990.31	\$29,416.11
17	062922210008	0 Spruce Street	3165-3167 Spruce Street LLC	41,818	109	109	\$6,075.09	\$4,180.14	\$10,255.22

PRELIMINARY ASSESSMENT ROLL
Ryan Drive - Street & Storm Sewer Improvements

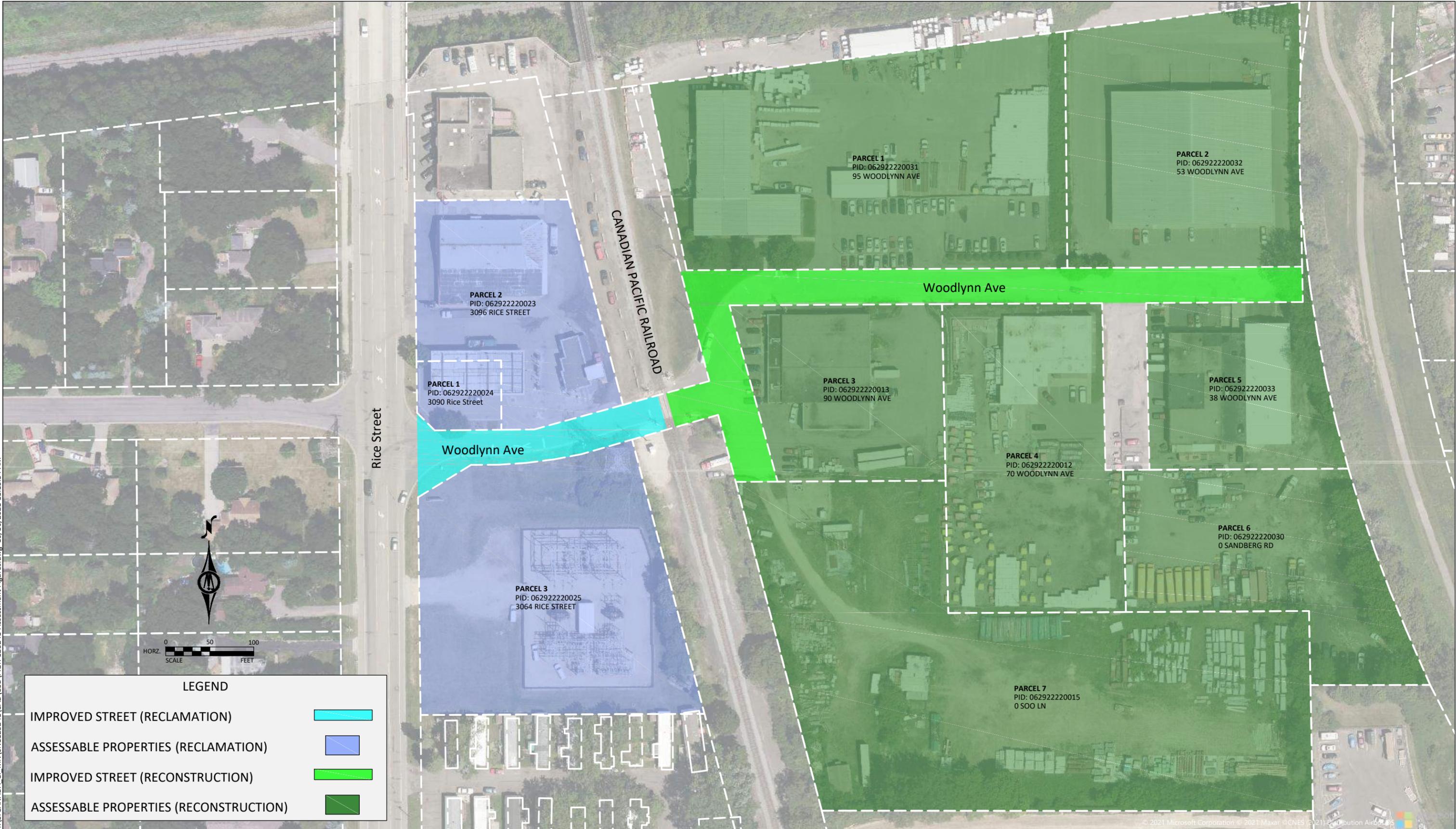
Assessable Street Cost	Total Storm Sewer Costs	Total Assessable Cost
\$220,937	\$152,022	\$372,958

Parcel	Parcel ID	Site Address	Owner	Parcel Area (SF)	Front Footage	Assessable Front Footage	Streets Assessment	Storm Sewer Assessment	Total Assessment
18	062922210007	3167 Spruce Street	3165-3167 Spruce Street LLC	38,768	109	109	\$5,791.07	\$3,984.71	\$9,775.78
19	062922210006	3171 Spruce Street	Daniel Neujahr	35,719	109	109	\$5,507.05	\$3,789.28	\$9,296.33
20	062922210005	3173 Spruce Street	St. Croix Incentives LLC	58,806	256	256	\$10,580.88	\$7,280.48	\$17,861.36
21	062922210004	0 Ryan Drive (3179 Spruce)	Donald J Valento Trustee/Janet R Valento Trustee	12,197	0	0	\$1,136.07	\$781.71	\$1,917.78
22	313022340009	0 Spruce Street (3173 Spruce)	St. Croix Incentives LLC	279	18	18	\$377.62	\$259.83	\$637.46
23	313022340008	3179 Spruce Street	Janet R Valento Trustee/ C/O Don Valento	49,658	149	149	\$7,598.54	\$5,228.39	\$12,826.93
24	313022340012	180 Ryan Drive	Roger Lillemoen/Ellen Lillemoen	27,878	257	257	\$7,731.66	\$5,319.99	\$13,051.65
25	313022340013	190 Ryan Drive	Twin City Hydro Properties LLC	22,216	331	234	\$6,746.97	\$4,642.44	\$11,389.41
26	062922210011	0 Ryan Drive (180 Ryan)	Roger Lillemoen/Ellen Lillemoen	10,454	37	37	\$1,712.21	\$1,178.14	\$2,890.35
27	062922210016	0 Ryan Drive (190 Ryan)	Twin City Hydro Properties LLC	9,148	37	37	\$1,590.49	\$1,094.38	\$2,684.87
28	062922210012	3176 Spruce Street	Donald J Valento Trustee	27,007	124	124	\$5,000.13	\$3,440.48	\$8,440.61
29	062922210015	3175 Ryan Lane	3175 Ryan Lane LLC	23,958	120	120	\$4,626.50	\$3,183.39	\$7,809.89
30	062922210036	3172 Spruce Street	JNF LLC	47,045	602	330	\$10,971.84	\$7,549.49	\$18,521.32
31	313022340015	0 UNASSIGNED	CITY OF LITTLE CANADA	5,663	30	30	\$1,126.19	\$774.91	\$1,901.10
Totals:				1,185,982	6,856	5,535	\$220,936.63	\$152,021.76	\$372,958.39

PRELIMINARY ASSESSMENT ROLL
 Ryan Drive - Sanitary Sewer Forcemain

Total Public Forcemain Cost	Total Private Lateral Forcemain Cost	Total Assessable Cost
\$60,746	\$70,014	\$60,746

Parcel	Parcel ID	Site Address	Owner	Public Forcemain Assessment	Private Forcemain Assessment	Total Assessment
1	313022340011	209 Ryan Drive	Roger D Stanke	\$20,248.80	Future Private Cost	\$20,248.80
2	313022430004	221 Ryan Drive	Mikrot Properties Inc.	\$20,248.80	Future Private Cost	\$20,248.80
3	313022430005	3151 Country Drive	Meyer Companies Inc.	\$20,248.80	Future Private Cost	\$20,248.80
Totals:				\$60,746.40	\$70,014.12	\$60,746.40



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**PRELIMINARY ASSESSMENT ROLL
WOODLYNN AVE**

Assessable Street Costs	Assessable Curb and Gutter Costs	Assessable Reclamation Costs
\$351,228.58	\$57,533.85	\$23,536.74
Street Rate per Unit	Curb and Gutter Rate per Unit	Reclamation Rate Per LF
\$50,175.51	\$8,219.12	\$46.79

Reconstruction						
Parcel #	Parcel ID	Site Address	Street Recon Assessment	Curb and Gutter Assessment	Total Assessment	Note
1	062922220031	95 WOODLYNN AVE	\$50,175.51	\$8,219.12	\$58,394.63	
2	062922220032	53 WOODLYNN AVE	\$50,175.51	\$8,219.12	\$58,394.63	
3	062922220013	90 WOODLYNN AVE	\$50,175.51	\$8,219.12	\$58,394.63	
4	062922220012	70 WOODLYNN AVE	\$50,175.51	\$8,219.12	\$58,394.63	
5	062922220033	38 WOODLYNN AVE	\$50,175.51	\$8,219.12	\$58,394.63	
6	062922220030	0 SANDBERG RD	\$50,175.51	\$8,219.12	\$58,394.63	
7	062922220015	0 SOO LN	\$50,175.51	\$8,219.12	\$58,394.63	
Totals:			\$351,228.58	\$57,533.85	\$408,762.43	

Reclamation					
Parcel #	Parcel ID	Site Address	Assessable Front Footage	Total Assessment	Note
1	062922220024	3090 RICE STREET	104.00	\$4,866.44	
2	062922220023	3096 RICE STREET	142.00	\$6,644.57	
3	062922220025	3064 RICE STREET	257.00	\$2,405.15	(1)
Totals:			503.00	\$13,916.16	

NOTES

- (1) Corner Lot with Driveway on Road Not Improved, Assessed at 20% Rate