

City of Spring Lake Park - Public Improvement Hearing
 2024 Street Improvements Project
 10-2-2023

City of Spring Lake Park


2024 Street Improvements Project
 Public Improvement Hearing

October 2, 2023




Slide 1

Project Location (area to be assessed)



Slide 2

Existing Conditions – Some potholes & bituminous flaking




- Many potholes.
- Cracking.
- Bituminous surface failing.
- Ongoing patching required.
- Existing concrete curbing is generally in acceptable condition.
- Existing sanitary sewer and water main is in acceptable condition.
- Some storm sewer structure improvements are necessary.

Slide 3

Feasibility Report

- The proposed project is a continuation of the City's Pavement Management Policy that began in the 1990's (Resolution 98-48).
- **Project area includes:**
 - Sanburnol Drive NE (AKA 85th Avenue),
 - Elm Drive NE, and
 - 83rd Avenue NE between University and Terrace.
- Streets last paved in 1994 and 1997.
- **Feasibility Report**
 - Proposed Improvements
 - Opinion of Probable Construction Costs
 - Assessment Information
 - Schedule
 - Preliminary Assessment Roll



Slide 4

Project Components

5

- **Street Improvements -**
 - Replace pedestrian ramps on sidewalks. Install short segment of new sidewalk on 83rd Avenue.
 - Reclaim Existing Bituminous to create Class 5 material (Sanburnol/Elm).
 - Shape and compact reclaim material (Sanburnol/Elm).
 - Mill off top 2-inches of existing bituminous (83rd Avenue).
 - Place new bituminous surface.
- **Storm Sewer Improvements -**
 - Replace some storm sewer structures.
 - Add some new storm pipe on Sanburnol Dr.
 - Replace structure castings, frames & concrete adjustment rings on all catch basins.
- **Sanitary Sewer and Water Main Improvements -**
 - No sanitary sewer or water main work proposed.



Slide 5

Road Design Section for Sanburnol-Elm Reclaim & Overlay

6

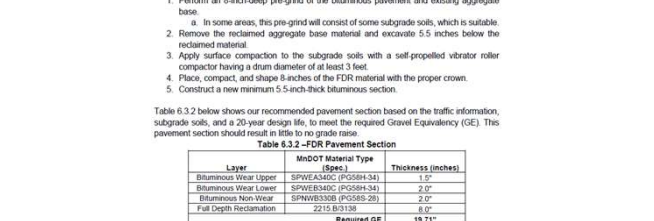
Sanburnol-Elm Recommended Pavement Section

1. Perform an 8-inch-deep pre-grind of the bituminous pavement and existing aggregate base
 - a. In some areas, this pre-grind will consist of some subgrade soils, which is suitable.
2. Remove the reclaimed aggregate base material and excavate 5.5 inches below the reclaimed material.
3. Apply surface compaction to the subgrade soils with a self-propelled vibrator roller compactor having a drum diameter of at least 3 feet.
4. Place, compact, and shape 8-inches of the FDR material with the proper crown.
5. Construct a new minimum 5.5-inch-thick bituminous section.

Table 6.3.2 below shows our recommended pavement section based on the traffic information, subgrade soils, and a 20-year design life, to meet the required Gravel Equivalency (GE). This pavement section should result in little to no grade raise.

Table 6.3.2 -FDR Pavement Section

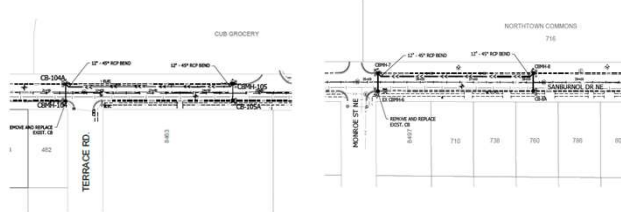
Layer	MnDOT Material Type (Spec)	Thickness (inches)
Bituminous Wear Upper	SPWES44DC (PG55H-34)	1.0"
Bituminous Wear Lower	SPWES44DC (PG55H-34)	2.0"
Bituminous Non-Wear	SPWES33SR (PG55S-28)	2.0"
Full Depth Reclamation	2215 B/S136	8.0"
Required GE		19.71*
Provided GE		20.38*

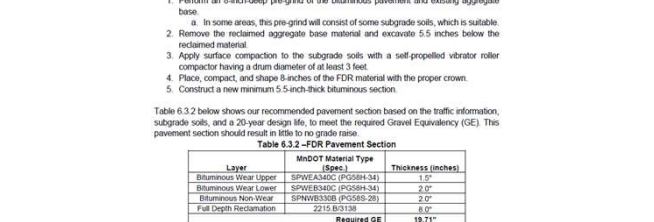


Slide 6

Proposed Storm Sewer Improvements

7



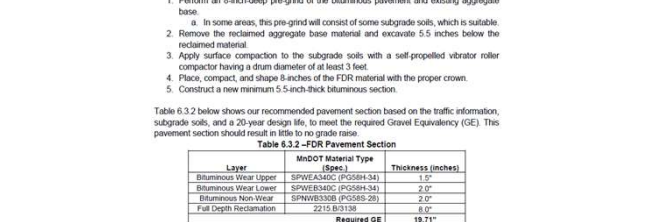


Slide 7

Estimated Project Costs & Funding

8

- **Estimated Total Project Cost -**
 - \$ 1,118,800
- **Approximate Funding Sources -**
 - City of Blaine (Sanburnol/85th Ave.): \$393,775
 - SLP Municipal State Aid: \$445,800
 - SLP Street and Utility Funds: \$57,316
 - SLP Assessments: \$218,909



Slide 8

Assessments - CITY ASSESSMENT POLICY AND PRACTICE

9

CITY ASSESSMENT POLICY AND PRACTICE

The City Council adopted Resolution 98-48 on November 16, 1998 establishing a Pavement Management Policy. The City adopted an addendum to the policy in January 1999 to clarify construction issues. Resolution 98-48 established assessment policy to be applied to street improvement projects. This policy provides that commercial, industrial, school, and church properties shall pay 100 percent of the actual cost based on the front footage of the property adjacent to the streets being improved. For purposes of this report, public lands are treated in a manner identical to school and church. This includes City-owned properties.

In residential areas, the policy says that costs will be split, with approximately 45% being assigned to the residential properties, and approximately 55% being funded by the City. The assignment of costs to residential properties will be made based on the total number of equivalent units involved in the project. For this method, a single-family lot is assigned a value of one unit. Multiple housing lots (if any) are counted as proportions of equivalent single-family lots. Duplex units are counted at a rate of 0.8 single-family lots per unit, town homes are counted at a rate of 0.6 single-family lots per unit, and apartments are counted as 0.4 single-family lots per unit. No differentiation will be made between attached and detached town home units.

In accordance with the Pavement Management Policy, all costs of public utility improvements incurred on this project, including sanitary sewer, water main, and storm sewer, will be completely funded by the City, with no portion assessed.

Residential lots are only to be assessed for one street improvement project. Therefore, corner lots that have been assessed for a previous street improvement project are not assessed twice.

Slide 9

Estimated Assessments

10

City assessment practice calls for assessing 45% of assessable project costs to adjacent residential properties. For commercial, industrial, and institutional properties, city practice calls for assessing 100% of the assessable costs.

Sanitary sewer, water main, and storm sewer costs are not considered assessable costs.

For Sanburnol Drive and Elm Drive, the cost for the street base and bituminous in excess of 2.5-inches is not included in the assessable costs. Assessment rates are based on the estimated cost of a typical city street mill and overlay.

Proposed Assessment Rates:	
2024 Street Improvements Project	
Unit Assessment Rate	\$2,000.00 / parcel
Per Front Foot Rate	\$59.25 per front foot
Sidewalk for 359 83 rd Ave.	\$8,600 total

Estimated Total Assessments:	
2024 Street Improvements Project	
Sanburnol-Elm Assessments	\$132,924.90
83 rd Avenue Assessments	\$85,964.63
Total Estimated Assessments	\$218,909.53

Slide 10

Project Schedule – Spring Lake Park 2024 Street Improvements


11

Authorize Feasibility Report Preparation	June and July 2023
Order Public Improvement Hearing	August 21, 2023
Public Improvement Hearing	October 2, 2023
Approve Construction Plans / Authorize Bidding	November 20, 2023
Receive Bids	January 2024
Public Assessment Hearing	March 18, 2024
Council Award Construction Bids	March 18, 2024
Begin Construction	May 2024

Slide 11

Conclusion - Questions from residents, then close hearing.

12



Questions?

Please come to podium.

City of Spring Lake Park
Feasibility Report

2024 Street Improvements Project
Sanburnol Drive NE,
Elm Drive NE,
and 83rd Avenue NE

August 2023
Spring Lake Park, Michigan

Slide 12