



**SPECIAL CITY COUNCIL WORKSESSION
RICHFIELD MUNICIPAL CENTER, BARTHOLOMEW ROOM
APRIL 9, 2019
5:15 PM**

Call to order

1. Discuss I-494 Corridor project with Bloomington City Council

Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.

CITY OF RICHFIELD, MINNESOTA
Office of City Manager

April 4, 2019

Council Memorandum No. 19

The Honorable Mayor
and
Members of the City Council

Subject: April 9, 2019, City Council Work Session

Council Members:

At the April 9, 2019, City Council work session with the City of Bloomington, staff will facilitate discussion regarding the development of locally focused goals for the I-494 Corridor Project. Staff members from both cities have coordinated in the formation of a number of draft goals listed on the attached document. The discussion of the draft goals will help inform each city's efforts to develop their final list of goals in the future.

Specific topics of discussion are expected to include:

- Review the regional goals developed with the project and discuss their benefit to both cities.
- Review and develop draft local/joint goals between the two cities (Transportation, Economic, and Environmental).
- Confirm that both cities are committed to the success of the regional system and the improvements proposed.

Please contact Kristin Asher, Public Works Director, at 612-861-9795 with questions.

Respectfully submitted,



Katie Rodriguez
City Manager

KR:kda
Attachment
Email: Department Directors

Draft Richfield/Bloomington I-494 Project Goals

4/9/19 Joint City Council Work Session

Regional Transportation Goals *(Developed as part of the I-494 Project process to date)*

- ☐ Address deficient infrastructure in the corridor (i.e. bridges, pavement conditions, retaining walls, etc.)
- ☐ Bring to ADA standards pedestrian facilities within construction limits
- ☐ Connect neighborhoods by constructing missing pedestrian facilities & providing improved facilities on new bridges
- ☐ Maintain/improve transit advantages
- ☐ Direct connection of planned Highway 77 MnPASS facility and planned I-494 MnPASS facility
- ☐ Access changes on 12th, Portland & Nicollet Avenue interchanges and 24th Ave via a new 77th Street connection under TH77
- ☐ Develop a phased implementation plan for the corridor expansion vision
- ☐ Improve safety along the I-494 corridor
- ☐ Improve travel time reliability on the I-494 corridor
- ☐ Reduce the amount of traffic diverting off the regional transportation system onto the local road system

Local Transportation Goals *(Developed by Richfield/Bloomington staff)*

Reliever System

- ☐ Completion of 77th Street underpass prior to access closures or changes at 12th, Portland, & Nicollet
- ☐ Maintain or improve operations on 77th Street and on American Boulevard (key intersections include Penn, Lyndale, Portland)
- ☐ Improve operations on 76th Street from I-35W to Xerxes Ave (coordinate with PRO2 signal timing project) including ramp access to I-35W

Local Mobility

- ☐ Minimize the amount of traffic diverting off the regional transportation system onto the local road system (North of 77th Street, south of American Boulevard)
- ☐ Improve multimodal crossings (and approaches to the crossings) of I-494 (both on Avenue bridges and bike/ped bridges)
- ☐ Facilitate continuity and expansion of transit service on the local road network (Metro Transit D Line and others)

Construction Impacts

- ☐ Environmental sustainability focus on solutions (storm water, air quality, etc.)
- ☐ Maintain or improve traffic operations along detour routes prior to I-494 traffic impacts (TH62 - Crosstown)
- ☐ Minimize impacts to local roadway network during construction

Local Economic Vitality Goals *(Developed by Richfield/Bloomington staff)*

- ☐ Develop an identifiable I-494 corridor and attractive gateways to Richfield/Bloomington (coordination with required bridge reconstructions)
- ☐ Provide access that will encourage the availability of quality goods, services, and employment opportunities for residents
- ☐ Provide access to encourage the Cedar Corridor Redevelopment
- ☐ Incorporate design that will provide community continuity and not barriers
- ☐ Accommodate business growth by addressing transportation needs
- ☐ Maximize/utilize excess right-of-way
- ☐ Limit right-of-way impacts to existing properties
- ☐ Environmental justice focus on solutions (social, community populations, economic disadvantaged, etc.)
- ☐ Help businesses to manage impacts of construction
- ☐ Minimize impacts to businesses during construction
- ☐ Minimize impacts to businesses access in final design
- ☐ Minimize local agency project costs



**REGULAR CITY COUNCIL MEETING
RICHFIELD MUNICIPAL CENTER, COUNCIL CHAMBERS
APRIL 9, 2019
7:00 PM**

INTRODUCTORY PROCEEDINGS

Call to order

Open forum (15 minutes maximum)

Each speaker is to keep their comment period to three minutes to allow sufficient time for others. Comments are to be an opportunity to address the Council on items not on the agenda. Individuals who wish to address the Council must have registered prior to the meeting.

Pledge of Allegiance

Approval of the minutes of the: (1) Special concurrent City Council, HRA, and Planning Commission work session of March 26, 2019; and (2) Regular City Council meeting of March 26, 2019.

PRESENTATIONS

1. Proclamation: National Public Safety Telecommunicator Week (April 14-20)

COUNCIL DISCUSSION

2.
 - Hats Off to Hometown Hits
 - Attending the Richfield Red, White, & Blue Days Parade (4th of July)

AGENDA APPROVAL

3. Approval of the Agenda
4. **Consent Calendar contains several separate items, which are acted upon by the City Council in one motion. Once the Consent Calendar has been approved, the individual items and recommended actions have also been approved. No further Council action on these items is necessary. However, any Council Member may request that an item be removed from the Consent Calendar and placed on the regular agenda for Council discussion and action. All items listed on the Consent Calendar are recommended for approval.**
 - A. Consider adoption of a resolution to support the Metro Transit D Line Bus Rapid Transit Project and the stops within Richfield along Portland Avenue at 66th, 70th, 73rd, and 77th Streets.

Staff Report No. 50
 - B. Consider adoption of a resolution authorizing Recreation Services staff to accept a \$25,000 outdoor recreation grant from the Minnesota Department of Natural Resources for improvements to a dock and boardwalk at Wood Lake Nature Center and execute agreements necessary to complete the project.

Staff Report No. 51

5. Consideration of items, if any, removed from Consent Calendar

OTHER BUSINESS

6. Consider acceptance of a bid tabulation and approve award of a contracts for the Citywide Water Meter Replacement Project to Core and Main LP for Schedule A work for \$2,808,741 and Vanguard Utility Service, Inc. for Schedule B and Schedule D work for \$1,070,677.45 and authorize the City Manager to approve contract changes up to \$175,000 without further City Council consideration.

Staff Report No. 52

7. Consider approval of:

- Final design plans and specifications for the Lyndale Avenue Reconstruction project from 66th Street to 76th Street; and
- The bid tabulation and award of contract to R.L. Larson Excavating, Inc. in the amount of \$10,672,483.27 and authorization of the City Manager to approve contract changes under \$175,000 without further City Council consideration.

Staff Report No. 53

8. Consider adoption of a resolution providing for the sale of \$8,865,000 General Obligation Bonds, Series 2019A.

Staff Report No. 54

9. Consider approval of a facility dedication request to dedicate the stage of the Richfield Community Band Shell to the Peterson Family.

Staff Report No. 55

CITY MANAGER'S REPORT

10. City Manager's Report

CLAIMS AND PAYROLLS

11. Claims and Payrolls

Open forum (15 minutes maximum)

Each speaker is to keep their comment period to three minutes to allow sufficient time for others. Comments are to be an opportunity to address the Council on items not on the agenda. Individuals who wish to address the Council must have registered prior to the meeting.

12. Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.



CITY COUNCIL MEETING MINUTES

Richfield, Minnesota

Special Concurrent City Council, Housing and Redevelopment Authority and Planning Commission Work Session

March 26, 2019

CALL TO ORDER

The work session was called to order by Mayor Regan Gonzalez at 5:45 p.m. in the Bartholomew Room.

Council Members Present: Maria Regan Gonzalez, Mayor; Mary Supple; Edwina Garcia; Simon Trautmann and Ben Whalen.

HRA Members Present: Mary Supple, Chair; Pat Elliott; and Maria Regan Gonzalez.

HRA Members Absent: Sue Sandahl and Erin Vrieze Daniels.

Planning Commission Members Present: Sean Hayford Oleary; James Rudolph; Susan Rosenberg; Peter Lavin; Kathryn Quam; and Allysen Hoberg, Chair (arrived at 6:00 p.m.).

Planning Commission Absent: Bryan Pynn.

Staff Present: Katie Rodriguez, City Manager; John Stark, Community Development Director; Julie Urban, Housing Manager; Melissa Poehlman, Planning & Redevelopment Manager/Assistant CD Director; and Kari Sinning, Deputy City Clerk.

Item #1

DISCUSS PROPOSED DEVELOPMENT FOR THE CITY GARAGE SOUTH (301 77TH STREET WEST) SITE

Mayor Regan Gonzalez introduced City Manager Rodriguez who reminded the Council and Commissioners that this meeting is not to decide what happens with the site but a discussion of the options for the site. She thanked Community Development Director Stark and Housing Manager Urban for their work on the presentation of which Council Member Garcia echoed.

Community Development Director Stark stated how the comprehensive plan and City policies can influence what the site could be and how the feedback (need) from the community affects the proposals.

Housing Manager Urban gave an overview of the site and the proposal from MWF Properties, a 55-unit workforce housing which could provide 1 bedroom units at 30% AMI for residents. The communities input for what will be built here is important.

Community Development Director Stark spoke about the financial aspects of the site and stated questions for the Council and Commissioners to discuss.

Planning Commissioner Lavin defined “workforce housing” as an affordable housing project. Community Development Director Stark stated that there is no single definition of workforce housing or affordable housing. Commissioner Hoberg gave examples of people that would be classified as workforce housing.

HRA Commissioner Elliott stated that what we call the housing isn’t important but what we offer the community is; the safety of children in the area is a concern. He posed a question regarding a potential nuisance claims from LaMettry’s Auto Body if a housing unit was built there. He also inquired if there was any commercial interest in the property (i.e. from Richfield Bloomington Honda). Community Development Director Stark responded that other cities have used different tools to address odor nuisance problems but he does not believe that this will be an issue and Richfield Bloomington Honda has not expressed any interest in the property.

Council Member Supple read aloud a statement of support from Commissioner Vrieze Daniels who was unable to attend.

Planning Commission Chair Hayford Oleary stated that the site is a good location for high-density housing and provides additional housing for Richfield residents.

Council Member Garcia agreed with Planning Commission Chair Hayford Oleary and stated that Richfield does not have area for expansion and we need affordable housing for the Residents. The proposed amenities and the building size are very much needed to invest into our people.

Council Member Whalen thanked the staff and the developers for the opportunity to have more 30% AMI units which is needed in Richfield. He also commented on the availability of units for people with disabilities and larger families.

Council Member Supple stated that the accessibility of the proposed plan and the support staff for those with disabilities is a significant influence. However, there is no green space available on the lot for children to play or families to spend time with one another. Overall the pros outweigh the cons; the City of Richfield needs housing and it’s great to have a local developer.

Commissioner Quam is in favor of the company and agrees that we need housing but we need to look at it as a whole.

Council Member Trautmann likes the developers and the financial aspects but dislikes the location. There are structural deficits of the site.

Mayor Regan Gonzalez is in support of the idea but it’s not an ideal site. She posed a question as to what could be done to make it more neighborhood like. Council Member Whalen stated that there is already housing along 77th street that already seems too ostracized from the rest of the City. There was discussion about the wall along 77th street.

Commissioner Rudolph posed a question of the impact on the schools which Community Development Director Stark stated that there will be a meeting with the School Board in May.

Commissioner Rosenberg stated that she is proud of the work to provide affordable homes for people and shared thoughts on how to include those already in the residential areas of 77th street.

ADJOURNMENT

The work session was adjourned by unanimous consent at 7:01 p.m.

Date Approved: April 9, 2019

Maria Regan Gonzalez
Mayor

Jared Voto
Executive Aide/Analyst

Katie Rodriguez
City Manager



CITY COUNCIL MEETING MINUTES

Richfield, Minnesota

Regular Meeting

March 26, 2019

CALL TO ORDER

The meeting was called to order by Mayor Regan Gonzalez at 7:01 p.m. in the Council Chambers.

Council Members Present: Maria Regan Gonzalez, Mayor; Mary Supple; Edwina Garcia; Simon Trautmann; and Ben Whalen.

Staff Present: Katie Rodriguez, City Manager; Mary Tietjen, City Attorney; Jay Henthorne, Police Chief; John Stark, Community Development Director; Amy Markle, Recreation Services Director; and Kari Sinning, Deputy City Clerk.

OPEN FORUM

None.

PLEDGE OF ALLEGIANCE

Mayor Regan Gonzalez led the Pledge of Allegiance.

At this time the meeting was moved to the Bartholomew Room to be audio recorded since the audio/visual functions were not operational in the Council Chambers.

The meeting was called back to order by Mayor Regan Gonzalez at 7:15 p.m. in the Bartholomew Room.

APPROVAL OF MINUTES

M/Garcia, S/Trautmann to approve the minutes of the: (1) Special City Council work session of March 12, 2019; and (2) Regular City Council meeting of March 12, 2019.

Motion carried 5-0.

Item #1

PROCLAMATION DECLARING APRIL NATIONAL SAFE DIGGING MONTH IN THE CITY OF RICHFIELD

Mayor Regan Gonzalez introduced the representatives from CenterPoint Energy and read the proclamation aloud.

Item #2	COUNCIL DISCUSSION <ul style="list-style-type: none">Hats Off to Hometown Hits
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Council Member Garcia gave a reminder about purchasing a legacy brick for the Bandshell at Veteran's Park; shared that Mayor Regan Gonzalez received a Bush Fellowship and is very proud of her accomplishments.

Council Member Trautmann congratulated Mayor Regan Gonzalez on her fellowship and mentioned registering for Richfield Parks Summer Programs.

Council Member Whalen also congratulated Mayor Regan Gonzalez; attended a session on the Bus Rapid Transit route and is excited to see the results; and extended kudos to Neil Ruhland, the City's Media Coordinator, for his continuing efforts.

Council Member Supple congratulated Mayor Regan Gonzalez; read aloud a letter from Brent Parsons from the Richfield Hockey Club which thanked the Ice Arena and City Staff; and shared that the Community Wellness Expo will be on April 13th at the High School.

Mayor Regan Gonzalez thanked everyone for their congratulations on her Bush Fellowship and explained the process and how this will help her to become a better leader for the community; mentioned the promotion of Josh Nelson to lieutenant in the Fire Department and thanked Brad Bennett for his 30 years of service in the Fire Department; mentioned the State of the Community is April 11th; reminded everyone that Earth Day is April 22nd and the Woodlake Nature Center is ; highlighted the City's Adopt a Park Program; attended MICC (Minnesota Independence College and Community) Gala and read aloud a statement from the program; and mentioned that the City was awarded the TRAIL (Transportation Resource to Aid Independent Living) Blazer Award for 2018.

Item #3	APPROVAL OF THE AGENDA
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M/Supple, S/Trautmann to approve the agenda.

Motion carried 5-0.

Item #4	CONSENT CALENDAR
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City Manager Rodriguez presented the consent calendar.

- A. Consideration of approval of the Pathway's to Policing Grant between the Minnesota Department of Public Safety and the City of Richfield Police Department to partially fund a non-traditional police officer candidate. The total funds available are \$25,392.31. (S. R. No. 45)
- B. Consideration of the approval of a bid tabulation and award of contract to Bituminous Roadways Inc. for the 2019 Mill and Overlay project in the amount \$2,051,632 and

authorization of the City Manager to approve contract changes under \$175,000 without further City Council consideration. (S. R. No. 46)

- C. Consideration of the adoption of a resolution supporting the elimination of the exemption that prevents Hennepin and Ramsey counties from receiving a portion of the sales tax on leased vehicles through the county state aid formula. (S. R. No. 47)

RESOLUTION NO. 11616
SUPPORTING THE REPEAL OF THE EXCLUSION OF HENNEPIN
AND RAMSEY COUNTIES FROM RECEIVING MOTOR
VEHICLE LEASE SALES TAX (MVLST) FUNDS AND A
RETURN TO THE ORIGINAL MVLST COUNTY STATE AID FORMULA

- D. Consideration of the approval of an amendment to the Hennepin County Cost Participation Agreement for the acquisition of right-of-way for the 77th Street Underpass of Trunk Highway 77 Project. (S. R. No. 48)

M/Garcia, S/Trautmann to approve the consent calendar.

Motion carried 5-0.

Item #5	CONSIDERATION OF ITEMS, IF ANY, REMOVED FROM THE CONSENT CALENDAR
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None.

Item #6	CONSIDERATION OF THE ADOPTION OF A RESOLUTION SUPPORTING THE 2020 CENSUS (S.R. NO. 49)
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Council Member Trautmann presented Staff Report No. 49 and stated the importance of the census.

Mayor Regan Gonzalez offered previous census statistics and how the 2020 census will help the community. She also stated a phrase given by the Census Bureau to “remember the babies” as children count in the census.

M/Trautmann, S/ Supple to adopt a resolution supporting the 2020 census.

RESOLUTION NO. 11617
RESOLUTION SUPPORTING THE 2020 CENSUS

Motion carried 5-0.

Item #7	CITY MANAGER’S REPORT
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City Manager Rodriguez had nothing to report.

Item #8	CLAIMS AND PAYROLLS
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M/Garcia, S/Trautmann that the following claims and payrolls be approved:

U.S. Bank	03/26/19
A/P Checks: 275951 - 276385	\$ 1,900,323.26
Payroll: 144253 – 144587; 43046	<u>928,542.50</u>
TOTAL	\$ 2,828,865.76

Motion carried 5-0.

OPEN FORUM

None.

Item #9	ADJOURNMENT
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The meeting was adjourned by unanimous consent at 7:50 p.m.

Date Approved: April 9, 2019

Maria Regan Gonzalez
Mayor

Jared Voto
Executive Aide/Analyst

Katie Rodriguez
City Manager



STAFF REPORT NO. 50
CITY COUNCIL MEETING
4/9/2019

REPORT PREPARED BY: Jeff Pearson, City Engineer

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
4/2/2019

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
4/2/2019

ITEM FOR COUNCIL CONSIDERATION:

Consider adoption of a resolution to support the Metro Transit D Line Bus Rapid Transit Project and the stops within Richfield along Portland Avenue at 66th, 70th, 73rd, and 77th Streets.

EXECUTIVE SUMMARY:

Metro Transit is planning improvements to the Route 5 corridor with the D Line Bus Rapid Transit (BRT) project, and are currently coordinating advocacy at the legislature to secure the remaining funding for the project. The project would be a positive asset to the city of Richfield and enhance the overall metro transit system.

The D Line will substantially replace Route 5, running primarily on Portland Avenue within Richfield and on Chicago, Emerson and Fremont Avenues in Minneapolis. Rapid bus brings better amenities, such as:

- Faster, more frequent service;
- Pre-boarding fare payment for faster stops;
- Neighborhood-scale stations with amenities;
- Enhanced security; and,
- Larger & specialized vehicles.

D Line stations in Richfield will be located at:

- Portland Ave. & 66th St.;
- Portland Ave. & 70th St.;
- Portland Ave. & 73rd St.; and,
- Portland Ave. & 77th St.

Currently, Route 5 is the Twin Cities' busiest bus route, carrying about 16,000 customers each weekday. During rush hours, Route 5 buses make up less than 2 percent of vehicle traffic but carry more than 20 percent of people traveling through the corridor. The D Line is projected to be about 20 percent faster than Route 5 with longer station spacing, fares collected at stations, and raised curbs for accessibility.

RECOMMENDED ACTION:

By motion: Adopt a resolution to support the Metro Transit D Line BRT Project and the stops within Richfield along Portland Avenue at 66th, 70th, 73rd, and 77th Streets.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- See Executive Summary

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- A similar resolution of support was approved by the Richfield City Council at the April 24, 2018, meeting.
- The Metro Transit D Line BRT Project is consistent with the City's 2040 Comprehensive Plan (Chapter 7 - Transportation).

C. CRITICAL TIMING ISSUES:

- Resolutions of support from project stakeholders will help Metro Transit as they attempt to secure funding for the project.
- The D Line is at a critical point in needing to secure final funding to move forward on schedule.
- The remaining \$20 million needed is included in the Governor's bonding proposal for the 2019 legislative session.
- Changes in elected leadership in Richfield and at the State level make it important to reaffirm Richfield's support for the Metro Transit D Line BRT Project.

D. FINANCIAL IMPACT:

- There are no financial impacts to the City in approving this resolution of support.

E. LEGAL CONSIDERATION:

- None

ALTERNATIVE RECOMMENDATION(S):

- None

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description		Type
<input type="checkbox"/>	Resolution	Resolution Letter
<input type="checkbox"/>	D Line BRT Fact Sheet	Backup Material

RESOLUTION NO.

RESOLUTION OF SUPPORT FOR THE METRO D LINE PROJECT

WHEREAS, the City of Richfield's Comprehensive Plan promotes an integrated transportation system that will serve the future needs of its residents, businesses, and visitors; as well as supports the City's redevelopment plans to complement the metropolitan transportation system; and

WHEREAS, Metro Transit's Bus Rapid Transit (BRT) offers riders fast, frequent service with numerous amenities, that will give riders on the region's transit system more mobility options and connect people with jobs; and

WHEREAS, the A Line BRT, which opened in summer 2016, has drawn increased ridership and is an overwhelming success; and

WHEREAS, the proposed build out of the region's BRT system would connect an additional 200,000 people to 500,000 jobs; and

WHEREAS, the existing local bus route in this corridor has the highest productivity in terms of carrying the most passengers each hour; and

WHEREAS, the D Line could result in a faster trip, up to 25% faster, by stopping less often, deploying bus priority at traffic signals, and implementing off-board fare payment; and

WHEREAS, the D Line would operate in Brooklyn Center, Minneapolis, Richfield, and Bloomington; and

WHEREAS, the City of Richfield will benefit from improvements to stops within Richfield, which will offer improved amenities, including security features, improved lighting, real-time signage, and heated shelters. The stop locations in Richfield are:

- Portland Ave. & 66th St.
- Portland Ave. & 70th St.
- Portland Ave. & 73rd St.
- Portland Ave. & 77th St.; and

WHEREAS, the D Line project still needs to secure \$20 million in funding to move forward with construction in 2020; and

WHEREAS, Governor Walz's capital budget directs \$20 million toward the implementation of the D Line Bus Rapid Transit (BRT) corridor.

NOW, THEREFORE, BE IT RESOLVED, that the City of Richfield expresses its support for the Metropolitan Council's D Line BRT project, with the inclusion of the four stops listed above, which would serve this community and urges the Minnesota Legislature to adopt Governor Tim Walz's state bonding proposal to invest \$20 million in the Metro Transit D Line BRT Project.

Adopted by the City Council of the City of Richfield, Minnesota this 9th day of April,
2019.

Maria Regan Gonzalez, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk

The new D Line

Faster transit is coming to the Route 5 corridor.

The D Line will improve transit on Chicago Avenue and Fremont Avenue.

Rapid bus improvements add up to a **faster trip** and a **more comfortable experience** on Metro Transit's busiest routes. Route 5 is the Twin Cities' busiest bus route, carrying about 16,000 customers each weekday. During rush hours, Route 5 buses make up less than 2 percent of vehicle traffic but carry more than 20 percent of people traveling through the corridor.

How will D Line rapid bus service improve my ride?

Rapid bus service is a package of transit enhancements that adds up to a **faster trip** and an **improved experience** with enhanced stations and larger specialized vehicles.

How much faster will the D Line be?

The D Line is projected to be about 20 percent faster than Route 5.

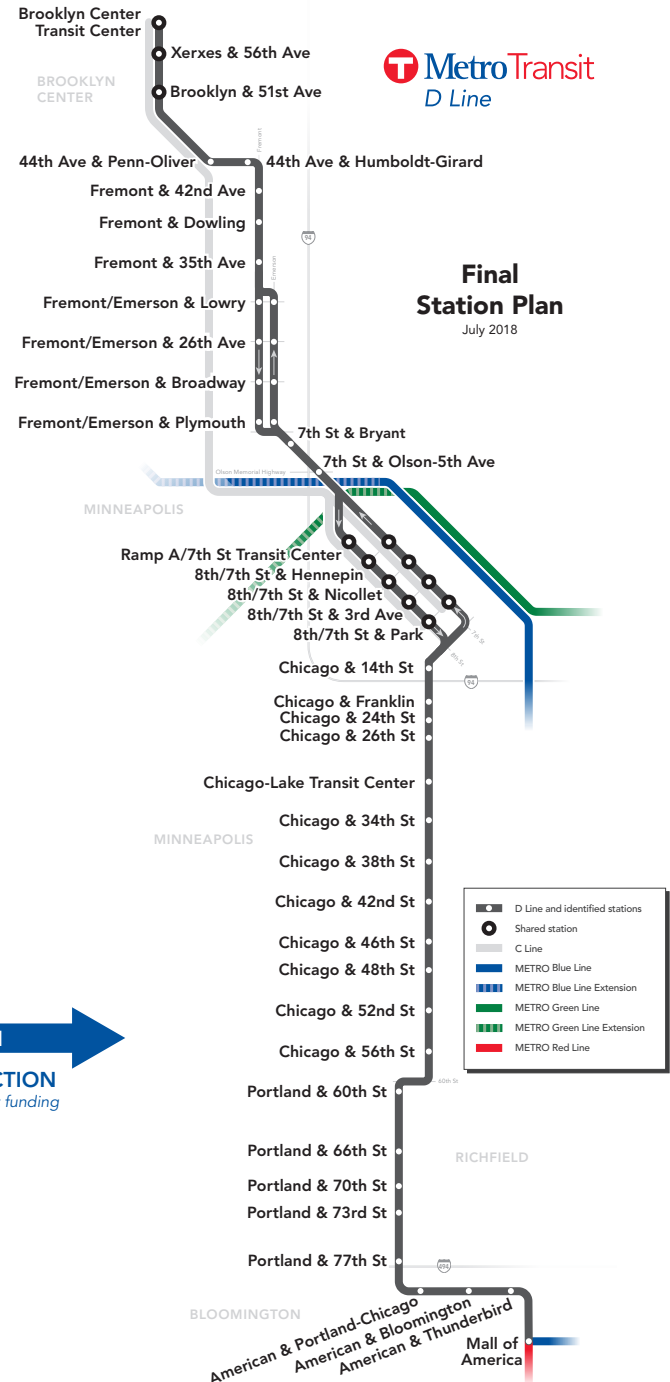
Instead of stopping every block, buses will make limited stops at stations spaced farther apart. Fares will be collected at stations—just like light rail—and not on the bus. Raised curbs at platforms will make it easier to step onto the bus. Complete snow removal will improve winter boarding, too. D Line buses will also communicate with traffic lights to shorten red lights.

PRELIMINARY PROJECT SCHEDULE (subject to change)



How will the project be funded?

The total project cost is about \$75 million. \$40 million has been identified. An additional \$35 million is needed to build stations along the entire D Line.



Limited stops, more frequent service

The D Line would be the primary service in the corridor, with increased service on nights and weekends.

Local bus Route 5 would continue to run at a reduced frequency to serve local trips at existing bus stops.

D Line



Service every 10 minutes, 1/2 mile between stations

Route 5



Service every 30 minutes, 1/8 mile between stops

More green time with signal priority

To keep moving, D Line buses can "ask" traffic signals for early or extended green lights.



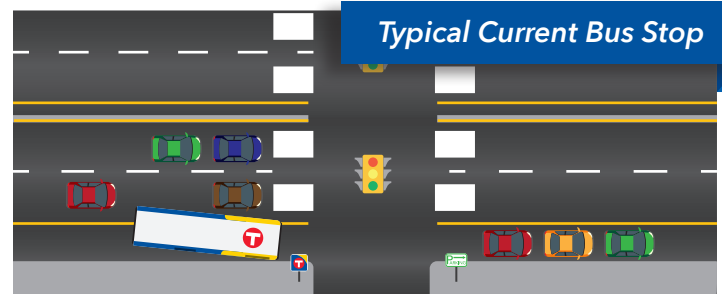
Pre-boarding fare payment for faster stops

For speedier boarding through all doors, D Line buses won't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Police officers – not bus operators – will ensure customers have paid.



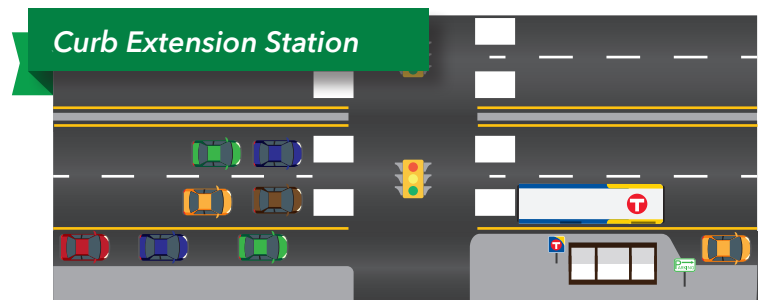
Curb extensions for speed & space

The D Line will run in general traffic and won't widen the roadway. Instead, the project will add curb extensions or bump-outs at many stations.



Typical Current Bus Stop

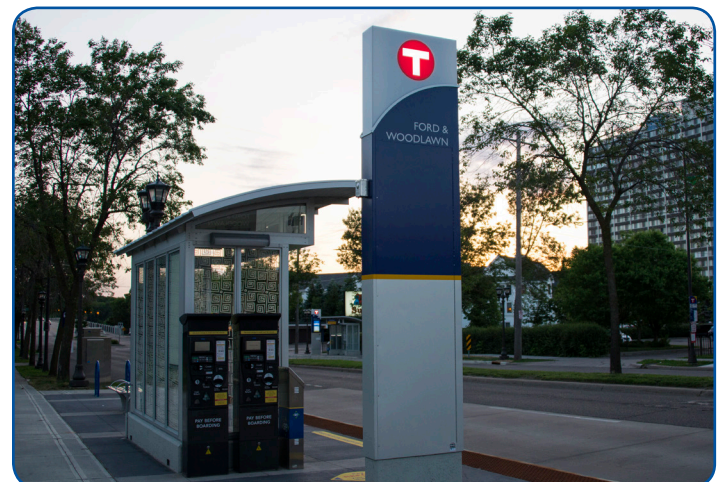
Today, buses stop in the right-turn lane with little space for customer amenities. Merging back into traffic causes delay.



Curb extension provides space for a D Line station and eliminates side-to-side weaving. Far side stops can use signal priority to help the bus keep moving.

Neighborhood-scale stations with amenities

Stations are equipped with features for a safe and comfortable experience, similar to light rail. Standard features include heat, lighting, security features, real-time bus departure information and trash receptacles.





STAFF REPORT NO. 51
CITY COUNCIL MEETING
4/9/2019

REPORT PREPARED BY: Amy Markle, Recreation Services Director

DEPARTMENT DIRECTOR REVIEW: Amy Markle, Recreation Services Director
3/29/2019

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
4/2/2019

ITEM FOR COUNCIL CONSIDERATION:

Consider adoption of a resolution authorizing Recreation Services staff to accept a \$25,000 outdoor recreation grant from the Minnesota Department of Natural Resources for improvements to a dock and boardwalk at Wood Lake Nature Center and execute agreements necessary to complete the project.

EXECUTIVE SUMMARY:

Wood Lake Nature Center applied for an Outdoor Recreation Grant for \$25,000 from the Minnesota Department of Natural Resources. The grant program is structured to increase and enhance outdoor recreation facilities in local and community parks throughout the state.

In addition, Wood Lake has been given a \$25,000 donation from retired Richfield teacher Marlene Glaus to improve the area of the already installed Marlene Glaus overlook. These funds will be used as matching funds for the grant.

Staff determined the best use of the grant funds, if received, is to remove the existing dock and replace it with a U-shaped boardwalk. This boardwalk would be two 40' docks attached by a horizontal 40' dock, all being 8 feet wide. This lagoon boardwalk would serve students better doing marsh studies and also be an amenity for weddings and the general public. Staff has received quotes for this project for slightly under \$50,000.

RECOMMENDED ACTION:

By motion: Adopt a resolution authorizing Recreation Services staff to accept a \$25,000 outdoor recreation grant from the Minnesota Department of Natural Resources for improvements to a dock and boardwalk at Wood Lake Nature Center and execute agreements necessary to complete the project.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- The Recreation Services Department has received a number of grants from the Minnesota Department of Natural Resources including several Conservation Partners Legacy Grants.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- The Minnesota Department of Natural Resources requires a resolution of Council approval in order to release the funds to the City.

- The Administrative Services Department issued a memo on November 9, 2004, requiring that all grants and restricted donations to departments be received by resolution and by a two-thirds majority of the City Council in accordance with Minnesota Statute 465.03.
- City Council considers approval for all City contracts and agreements by policy.

C. CRITICAL TIMING ISSUES:

- In order to complete the project in a timely fashion and finish construction in the warmer months, Council approval is required at the April 9 meeting.

D. FINANCIAL IMPACT:

- Without this grant, there would be insufficient funds to complete the lagoon boardwalk project.
- Wood Lake would lose out on valuable rental income and student field trip capacity.

E. LEGAL CONSIDERATION:

- Minnesota Statute 465.03 requires every acceptance of a grant or devise of real or personal property by a two-thirds majority of the City Council.
- The Minnesota Department of Natural Resources requires a resolution of Council approval in order to release the funds to the City of Richfield.

ALTERNATIVE RECOMMENDATION(S):

- There are no alternative recommendations associated with this item.

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description	Type
□ Resolution	Resolution Letter

RESOLUTION NO.

**RESOLUTION AUTHORIZING RECREATION SERVICES STAFF TO ACCEPT A \$25,000
OUTDOOR RECREATION GRANT FROM THE MINNESOTA DEPARTMENT OF
NATURAL RESOURCES FOR IMPROVEMENTS TO A DOCK AND BOARDWALK AT
WOOD LAKE NATURE CENTER AND EXECUTE AGREEMENTS NECESSARY TO
COMPLETE THE PROJECT.**

WHEREAS, the City of Richfield will act as legal sponsor for a project to improve and replace sections of dock and boardwalk at Wood Lake Nature Center, and

WHEREAS, an Outdoor Recreation Grant from the Minnesota Department of Natural Resources in the amount of \$25,000 will provide approximately 50% of the necessary funds for this project, and

WHEREAS, the City of Richfield has the legal authority to apply for financial assistance, and financial capability to meet the match requirement (if any) and ensure adequate construction, operation, maintenance and replacement of the proposed project for its design life, and

WHEREAS, the City of Richfield has not incurred any development costs and has not entered into a written purchase agreement to acquire the property described in the Cost Breakdown section on this application.

WHEREAS, the City of Richfield has fee title or permanent easement over the land described in the site plan included in the application, and

WHEREAS, upon approval of its application by the state, the City of Richfield may enter into an agreement with the State of Minnesota for the above-referenced project, and will comply with all applicable laws and regulations as stated in the grant agreement including dedicating the park property for uses consistent with the funding grant program into perpetuity.

NOW, THEREFORE, BE IT RESOLVED that the City of Richfield is hereby authorized to accept the grant funds from the Minnesota Department of Natural Resources and execute such agreements as are necessary to implement the project on behalf of the applicant.

Adopted by the City Council of the City of Richfield, Minnesota this 9th day of April, 2019.

Maria Regan Gonzalez, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk



STAFF REPORT NO. 52
CITY COUNCIL MEETING
4/9/2019

REPORT PREPARED BY: Russ "Butch" Lupkes, Utilities Superintendent

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
4/2/2019

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
4/2/2019

ITEM FOR COUNCIL CONSIDERATION:

Consider acceptance of a bid tabulation and approve award of a contracts for the Citywide Water Meter Replacement Project to Core and Main LP for Schedule A work for \$2,808,741 and Vanguard Utility Service, Inc. for Schedule B and Schedule D work for \$1,070,677.45 and authorize the City Manager to approve contract changes up to \$175,000 without further City Council consideration.

EXECUTIVE SUMMARY:

The City has 10,534 residential and 236 commercial water meters. These water meters serve a critical role in the City's water utility infrastructure since they serve as the "cash registers" for the utility division. The City's current water meters were installed between 2007-2009 and have reached the end of their expected lifespan. The batteries of these water meters are prone to failure and significant staff time and resources are being dedicated to replace failed meters on a case-by-case basis. City staff recommended a citywide water meter replacement project and on February 26, 2019, the City Council directed staff to solicit bids for this project.

The City held a bid opening for the project on March 27, 2019, and four bids were received. The bid documents included pricing provisions for furnishing and installation of the water meters and required bidders to break down their pricing into the following elements:

- Schedule A: Proposed unit pricing and quantities for furnishing the water meters.
- Schedule B: Proposed unit pricing and quantities for installing the water meters.
- Schedule C: Proposed unit pricing and quantities for furnishing and installation of the water meters.
- Schedule D: Proposed unit pricing and quantities for furnishing and installation of special items.

Based on review of the four bids, City staff recommends awarding two contracts. Award the first contract to Core and Main LP for \$2,808,741 to furnish the City's metering equipment (Schedule A) and award the second contract to Vanguard Utility Service, Inc. for \$1,070,677.45 to install the metering equipment and furnish and install special items (Schedule B & D). The result of this award combination yield the lowest cost to the City.

RECOMMENDED ACTION:

By motion: Accept the bid tabulation and approve award of contracts for the Citywide Water Meter Replacement project to Core and Main LP for Schedule A work for \$2,808,741 and Vanguard Utility

Service, Inc. for Schedule B and Schedule D work for \$1,070,677.45 and authorize the City Manager to approve contract changes up to \$175,000 without further City Council consideration.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

Public Works staff held a work session to brief Council on the project on February 11, 2019, and at the February 26, 2019, City Council meeting staff was authorized to solicit bids for the project. Staff provided Council with project details, including:

Problem

The City of Richfield Public Works Department Water Utility division has been working towards the implementation of a citywide water meter replacement project. Water meters serve a critical role in the City's water utility infrastructure since they serve as the "cash registers" for the utility division. The project is necessary due to the increasing failure rate of our existing water meters as they reach the end of their usable lifespan. Over 10% percent of meters read per week are reading faulty, resulting in inaccurate billings and significant staff time and resources being dedicated to replace the failed meters on a case-by-case basis.

Solution

Staff surveyed other municipalities with similar meter troubles and worked with engineering firm SEH, Inc., to identify a solution to this problem and it was determined that a citywide meter replacement project was the best option, since the margin of failing meters is expected to increase as time goes on. A citywide project rather than piecemeal replacement ensures that the meter and reading technology will be uniform throughout the City and will return stability to our water utility department and our customers' utility service.

Meter Selection Process

In pursuit of the best water meter for Richfield, staff surveyed other cities and met with multiple meter suppliers to select the best product. Richfield staff prioritized:

- Overall metering accuracy;
- Low-flow reading ability to allow for accurate leak detection to aid in water conservation;
- Low maintenance & ease of repair;
- Battery longevity & warranty; and
- An ability to upgrade to advanced metering infrastructure (AMI).

With these considerations in mind, staff selected Sensus brand water meters for this project, which have a 15-year warranty, including battery.

Timeline & Resident Outreach

The project will be a three (3) year program. The schedule is subject to change based on certain factors, but tentatively follows this timeline:

- Year 1 (2019): Pilot program, all commercial properties, failed meters, and 30% of residential meters
- Year 2 (2020): 30-40% of residential meters
- Year 3 (2021): Remaining residential meters & project completion.

General resident outreach will consist of:

- Social media postings;
- Utility billing inserts; and
- Sun Current advertisements.

Individual resident outreach by contractor will consist of:

- Mailing an initial appointment notice;
- Door knocking & door hanger notice;
- Mailing a second notice;
- Certified letter to the property owner; and

- Turning account over to Public Works for replacement by PW staff.

Contractor's Staff

As part of the project bid specifications, the contractor will be required to have all project staff undergo BCA background checks and wear the required ID badges that include the Richfield logo. The contractor is also required to have staff available to conduct all scheduling related to the replacement, a licensed plumber on staff and available, and supervisors in place to respond to customer concerns or complaints. At no point will the contractor's staff be allowed to enter a home if a competent adult over the age of 18 is not present at the property.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- Minnesota Statutes 471.345: For City contracts or purchases estimated to exceed \$175,000, sealed bids shall be solicited by public notice in the manner and subject to the law governing contracts or purchases by the City of Richfield.
- The scope of the project - 10,858 meters - means the contract cost will exceed the statutory threshold requiring sealed bids.
- The project has been identified in the 2019-2023 Capital Improvement Budget/Capital Improvement Plan.
- The ad for bid was published in the Richfield/Bloomington Sun Current on March 7 and 14, and on the Quest CDN website on February 27.

C. CRITICAL TIMING ISSUES:

- The acceptance of the bid tabulation and the award of contracts will allow the project stay on schedule to begin in May 2019.

D. FINANCIAL IMPACT:

- The project is identified in the 2019-2023 Capital Improvement Budget/Capital Improvement Plan.
- Funding for this project has been accounted for in the current year's Water Utility budget and in the coming years' budgets.
- The engineer's estimate for Schedules A, B & D of the project was over \$4,400,000.
- The cost of contracts being considered (Schedules A, B & D) will total \$3,879,418.45.
- Three (3) combinations of bids were received for Schedules A, B & D of the project with the lowest being \$3,879,418.45 and the highest being \$4,044,525.00.

E. LEGAL CONSIDERATION:

- The City Attorney reviewed the bid specifications and contracts and will be available to answer questions.

ALTERNATIVE RECOMMENDATION(S):

- None

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Award Recommendation Letter	Backup Material
<input type="checkbox"/> Bid Tabulation	Exhibit



Building a Better World
for All of Us®

April 1, 2019

RE: Richfield, Minnesota
Water Meter Replacement Project
SEH No. RICHF 148484

Russ Lupkes, Utilities Superintendent
City of Richfield
1901 E 66th St.
Richfield, MN 55423

At 1:30 p.m., Wednesday, March 27, 2019, four bids opened and read aloud for the above-referenced project. The project bid documents included pricing provisions for furnishing and installation of the water meters.

The project bid form was structured to require bidders to break down their pricing into the following elements:

- Schedule A: Proposed unit pricing and quantities for furnishing the water meters,
- Schedule B: Proposed unit pricing and quantities for installing the water meters,
- Schedule C: Proposed unit pricing and quantities for furnishing and installation of the water meters.
- Schedule D: Proposed unit pricing and quantities for furnishing and installation of special items.

A summary of the bids received is presented below and a detail bid tabulation is attached.

Contractor	SCHEDULE A FURNISH METERING EQUIPMENT	SCHEDULE B INSTALLATION OF METERING EQUIPMENT	SCHEDULE C FURNISH AND INSTALL METERING EQUIPMENT	SCHEDULE D FURNISH AND INSTALL METERING EQUIPMENT*
1 Core and Main LP	\$2,808,741.00	No Bid	\$4,063,929.33	\$136,854.20
2 Vanguard Utility Service Inc.	No Bid	\$1,028,677.45	No Bid	\$42,000.00
3 HydroCorp	No Bid	\$990,080.00	No Bid	\$128,720.00
4 Thirkettle Corporation	No Bid	\$1,162,231.91	No Bid	\$73,552.00
Engineer's Estimate	\$3,222,739.00	\$1,188,022.00	\$4,410,511.00	\$66,000.00

*Schedule D Is for furnishing and installing special items, (new isolation valves or meter horns), for small quantity items that will be need infrequently.

Evaluation of Bid Results

For the City, a complete project requires that the meters be supplied and installed. Accordingly, the results of the bids presents two different project award scenarios: Schedule A + Schedule B + Schedule D; or, Schedule C+ Schedule D.

Scenario 1

BID ELEMENTS	Bidder Combinations	BID PRICES	TOTAL PRICE OF AWARD OPTION	OPTION RANK	DIFFERENCE IN TOTAL PRICE
Schedule A + Schedule B + Schedule D	Core and Main LP + Vanguard Utility Service Inc.	\$2,808,741.00 + \$1,028,677.45+ \$42,000.00	\$3,879,418.45	Lowest Combined Price	--
	Core and Main LP + HydroCorp	\$2,808,741.00 + \$990,080.00+ \$128,720.00	\$3,927,541.00		\$48,122.55
	Core and Main LP + Thirkettle Corporation	\$2,808,741.00 + \$1,162,231.91+ \$73,552.00	\$4,044,524.91		\$165,106.46
Engineer's Estimate			\$4,476,761.44		

Scenario 2

BID ELEMENTS	Bidder Combinations	BID PRICES	TOTAL PRICE OF AWARD OPTION	DIFFERENCE IN TOTAL SCENARIO 1 PRICE
Schedule C + Schedule D	Core and Main LP	\$4,063,929.33+ \$136,854.20	\$4,200,783.53	+\$321,365.08
Engineer's Estimate			\$4,476,511.44	

Award Scenario 1

Under Scenario 1, the City would award one (1) contract to Core and Main LP in the amount of \$2,808,741.00 to furnish the City's metering equipment and then award a separate contract to Vanguard Utility Service, Inc. in the amount of \$1,070,677.45 to install the metering equipment (B & D) furnished by Core and Main LP. The result of this award combination yields the lowest pricing for scenario 1 to the City, but will require administration of two separate contracts.

Award Scenario 2

Under Scenario 2, the City would award one (1) contract to Core and Main LP in the amount of \$4,200,783.53 to furnish and install the City's metering equipment. The result of this award selection will cost the City an additional \$321,365.08, but will only necessitate administration of one contract.

Discussion of the Bids Received

A review of the bid values submitted and specifically the low bid combination submitted by Core and Main LP and Vanguard Utility Service Inc. compares favorably with the Engineer's estimate for the bid combination of A, B, & D \$4,476,761.00. SEH engineers can conclude that both contractors have a sufficient understanding of the project and equipment to perform the construction for which they bid. Accordingly, if the City wishes to award this project to the low bidder, the project should then be awarded to Core and Main LP in the amount of \$2,808,741.00 for Schedule A and Vanguard Utility Service Inc. in the amount of \$1,070,677.45 for Schedule B and Schedule D combined. SEH makes no representation or warranty as to the actual financial viability of the contractor or its ability to complete its work.

We thank you for the opportunity of working with the City of Richfield on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Miles B. Jensen', with a long horizontal flourish extending to the right.

Miles B. Jensen, PE
Project Manager

dmk

c: Jeff Ledin – SEH Brainerd Office



TABULATION OF BIDS

Water Meter Replacement Richfield, Minnesota SEH No.: RICHF 148484 Bid Date: 1:30 p.m., Wednesday, March 27, 2019		Engineer's Estimate	Core & Main LP 15800 W. 79th St. Eden Prairie, MN 55344	Vanguard Utility Service, Inc. 1421 W. 9th Street Owensboro, KY 42301	HydroCorp 5700 Crooks Rd, Suite 100 Troy, MN 48098	Thirkettle Corporation dba Utiliuse 16914 Alamo Parkway, Building 2 Selma, TX 78154
	Item	Total Price	Total Price	Total Price	Total Price	Total Price
Bid Values						
	Bid A - Furnish Metering Equipment	\$ 3,148,029.44	\$2,808,741.09			
	Bid B - Installation f Metering Equipment	\$ 1,188,022.00		\$1,028,677.45	\$990,080.00	\$1,162,231.91
	Bid C - Furnish and Install Metering Equipment	\$ 4,335,801.44	\$4,063,929.33			
	Bid D - Furnish and Install Metering Equipment	\$ 66,000.00	\$136,854.20	\$42,000.00	\$128,720.00	\$73,552.00

Award Option 1 - A, B & D		Engineer's Estimate	Core & Main LP	Vanguard Utility Service, Inc.	Core & Main LP	HydroCorp	Core & Main LP	Thirkettle Corporation dba Utiliuse
	Bid A - Furnish Metering Equipment	\$ 3,148,029.44	\$2,808,741.09		\$2,808,741.09		\$2,808,741.09	
	Bid B - Installation of Metering Equipment	\$ 1,188,022.00		\$1,028,677.45		\$990,080.00		\$1,162,231.91
	Bid D - Furnish and Install Metering Equipment	\$ 66,000.00		\$42,000.00		\$128,720.00		\$73,552.00
TOTAL BID PRICE - Award Option 1 (A + B&D)		\$4,402,051.44		\$3,879,418.54		\$3,927,541.09		\$4,044,525.00

Award Option 2 - C & D		Engineer's Estimate	Core & Main LP
	Bid C - Furnish and Install Metering Equipment	\$ 4,335,801.44	\$ 4,063,929.33
	Bid D - Furnish and Install Metering Equipment	\$ 66,000.00	\$136,854.20
TOTAL BID PRICE - Award Option 2		\$ 4,401,801.44	\$ 4,200,783.53



STAFF REPORT NO. 53
CITY COUNCIL MEETING
4/9/2019

REPORT PREPARED BY: Logan Vlasaty, Civil Engineer

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
4/2/2019

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
4/3/2019

ITEM FOR COUNCIL CONSIDERATION:

Consider approval of:

- Final design plans and specifications for the Lyndale Avenue Reconstruction project from 66th Street to 76th Street; and
- The bid tabulation and award of contract to R.L. Larson Excavating, Inc. in the amount of \$10,672,483.27 and authorization of the City Manager to approve contract changes under \$175,000 without further City Council consideration.

EXECUTIVE SUMMARY:

City Engineer Jeff Pearson will provide a short presentation on the final design and cover elements of the final layout and walk through the proposed construction timeline.

Lyndale Avenue is one of the oldest corridors in the city. Originally, Highway 65 crossed the state along this corridor and while major traffic was shifted to Interstate 35W, Lyndale Ave remains a critical corridor connecting Richfield residents to the commercial area at 66th Street, the Wood Lake Nature Center, Richfield High School, and provides a gateway to the community with access to both Interstate 494 and the Crosstown Highway. The physical condition of the roadway and underground utilities are past their service life and require reconstruction.

The Lyndale Avenue Reconstruction project was advertised for bid beginning on February 28, 2019, and bids were opened on April 1. Three bids were received. The bid documents contained an alternate item for bid of in-pavement lighting to supplement the pedestrian activated flashing lights at 75th and Lyndale Avenue. Staff reviewed the bids and recommends including the alternate bid item and awarding a contract to the lowest bidder, R.L. Larson Excavating, Inc., for \$10,672,483.27.

RECOMMENDED ACTION:

By motion:

1. Approve the final design plans and specifications for the Lyndale Avenue Reconstruction Project from 66th Street to 76th Street.
2. Approve the bid tabulation and award of contract to R.L. Larson Excavating, Inc. in the amount of \$10,672,483.27 and authorize the City Manager to approve contract changes up to \$175,000 without further City Council consideration.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

Final Design Development

- The City Council approved the preliminary layout for the reconstruction of Lyndale Avenue at the June 12, 2018 meeting.
- The recommended preliminary layout of Lyndale Avenue was developed through many Transportation Commission meetings, four public open houses, multiple business meetings, neighborhood meetings, and technical analysis.
- Many concerns were identified related to property owners, pedestrians, bicyclists, parking, and motorists within the corridor.
- Through the final design process, the project final design was developed to address the corridor issues identified in preliminary design.
- The design's effectiveness and impacts were reviewed and modifications to the final design were made to limit impacts.
- The final design is intended to improve the conditions for each of the modes as detailed below.

Project Description

Pedestrians - Concerns were identified related to discomfort and safety when crossing and walking along the corridor. Included in both the preliminary layout and final design are:

- Medians to provide refuge and one-way crossing of traffic to improve crossings
- Boulevards/trees to buffer a new sidewalk along the east side of Lyndale
- Boulevards/trees to buffer a new shared path on the west side of Lyndale

Bicyclists - Concerns were identified due to the lack of facilities for bicyclists. Included in both the preliminary layout and final design are:

- Bicycle cycle track from 66th Street to 67th Street
- On-street buffered bicycle lanes from 67th Street to 70th Street
- On-street bicycle lanes from 70th Street to 76th Street

Parking - Concerns were identified related to a lack of parking in the commercial areas as well as the residential areas with alley access. Included in both the preliminary layout and final design are:

- On-street parking on the east side of Lyndale north of 67th Street
- On-street parking near the businesses on the west side from 75th Street to south of 76th Street
- On-street parking near the residents on the east side from 72nd Street to 74th Street

Motorists - Concerns were identified with safety and mobility along the corridor. Safety concerns included above average crash and injury rates. In addition, the existing speeds make it uncomfortable and potentially dangerous for pedestrians and bicyclists. Mobility concerns included crossings and the delays at the signals at 77th and 76th Streets. The final design features include:

- 66th Street to 70th Street
 - Two lane roadway with center median
 - Compact roundabouts at 67th, 68th and 70th Streets
 - Lake Shore Drive "right-in/right-out" access
- 70th Street to 76th Street
 - Three lane roadway with left turn lanes and medians at intersections
 - Traffic signal at 73rd Street
 - Close access to Augsburg Avenue

Impacts - The existing right-of-way for Lyndale varies along the corridor from 66 feet to approximately 100 feet. The final design generally fits within the existing right-of-way, but there are impacts at some adjacent properties as described below:

- Sidewalk easements at the compact roundabouts
- Easements and retaining walls at the compact roundabouts along Wood Lake Nature Center
- Temporary grading easements along Wood Lake Nature Center to adjust to the new design
- Temporary grading easements and/or short retaining walls to adjust adjacent properties to the new design
- Driveway easements to adjust driveways to the new design

Additional Considerations - Since the preliminary design approval in summer of 2018, staff have contacted and/or met with each property owner along the corridor to discuss specific project needs and impacts with the property owners and adjust the final design appropriately. Such adjustments to the final design include:

- Re-routing the multi-use path to avoid conflicts with mature trees along the corridor.
- Additional plantings to help create private property screening from Lyndale Ave traffic.
- The addition of RRFBs (rectangular rapid flashing beacons) to aid in pedestrian crossings at the following roundabouts and high use crossings of Lyndale Ave:
 - 67th St
 - Lakeshore Drive
 - 70th St
 - 75th St

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- The reconstruction of Lyndale Avenue is consistent with the following approved plans:
 - 5 Year Street Reconstruction Plan
 - 2040 Comprehensive Plan (Chapter 7 - Transportation)
 - Bicycle Master Plan
 - Street Reconstruction Guiding Principles Document
 - Complete Streets Policy
 - Arterial Roads Study
- The City Council approved the preliminary design contract for the project at the August 8, 2017 City Council Meeting.
- The Transportation Commission recommended a preliminary design for Council approval at the May 16, 2018 commission meeting.
- The City Council approved the preliminary design for Lyndale at the June 12, 2018 City Council Meeting.
- Minnesota Statutes 471.345: For City contracts or purchases estimated to exceed \$175,000, sealed bids shall be solicited by public notice in the manner and subject to the law governing contracts or purchases by the City of Richfield.

C. CRITICAL TIMING ISSUES:

- The final design needs to be approved and contract awarded in order to achieve substantial completion of the project in the original 2019 construction timeline.

D. FINANCIAL IMPACT:

- A majority of project funding will come from the sale of Street Reconstruction Bonds that the City Council authorized at the July 10, 2018, meeting.
- Base bids ranged from \$10,650,433.27 to \$11,369,963.05.
- Base bids, including the alternate bid item, ranged from \$10,672,483.27 to \$11,394,693.05.
- Staff has elected to include the alternate bid item in the contract award, therefore, R.L. Larson Excavating, Inc. was the lowest bidder in the amount of \$10,672,483.27.
- The engineer's estimate from January 2019 at 95% plan submittal for the cost of construction was \$9,691,248.75.
- The roughly \$960,000 difference between the lowest base bid and the engineer's estimate is likely due to increased material costs and a small number of bidders.

E. LEGAL CONSIDERATION:

- The City Attorney has reviewed the contract and will be available to answer questions.

ALTERNATIVE RECOMMENDATION(S):

- None

PRINCIPAL PARTIES EXPECTED AT MEETING:

Residents impacted by the project

ATTACHMENTS:

Description	Type
▢ Bid Tabulation	Exhibit
▢ Ad for Bid	Exhibit
▢ 95% Submittal Engineers Estimate - January 2019	Exhibit
▢ Final Layout	Exhibit
▢ Preliminary Layout Section #1	Exhibit
▢ Preliminary Layout Section #2	Exhibit
▢ Open House 1 to 4 Summaries	Exhibit
▢ Performance Measures and Design Recommendations	Exhibit

CITY OF RICHFIELD, MINNESOTA

Bid Opening
April 1, 2019
1:00 p.m.

Lyndale Avenue Reconstruction
Bid No. 19-03

Pursuant to requirements of Resolution No. 1015, a meeting of the Administrative Staff was called by Elizabeth VanHoose, City Clerk, who announced that the purpose of the meeting was to receive; open and read aloud bids for the Lyndale Ave Reconstruction Project, as advertised in the official newspaper on February 28th and March 7th, 2019.

Present: Elizabeth VanHoose, City Clerk
Logan Vlasaty, Civil Engineer
Michael Peterson, Utilities Supervisor/Engineer
Jared Voto, City Manager Representative

The following bids were submitted and read aloud:

Bidder's Name	Base Bid	Bid Alternate	Total Amount Bid
RL Larson Excavating Inc	\$10,650,433.27	\$22,050.00	\$10,672,483.27
Ryan Contracting Co	\$11,369,963.05	\$25,000.00	\$11,394,693.05
S.M. Hentges & Sons	\$11,092,880.40	\$24,260.00	\$11,117,140.40

The City Clerk announced that the bids would be tabulated and considered at the April 9, 2019 City Council Meeting.


Elizabeth VanHoose, City Clerk

ADVERTISEMENT FOR BIDS
Lyndale Avenue Reconstruction
SAP 157-363-032

City of Richfield
Richfield, MN

RECEIPT AND OPENING OF PROPOSALS: Sealed proposals for the work described below will be received by the Richfield City Clerk, City of Richfield, 6700 Portland Avenue, Richfield, MN 55423 until 1:00 p.m. on March 27, 2019 at which time the bids will be opened and publicly read.

DESCRIPTION OF WORK: The work includes the construction of approximately:

REMOVE ROADWAY PAVEMENT	41,000	SQ YD	PREFABRICATED MODULAR BLOCK WALL	7,400	SQ FT
REMOVE WALK	70,500	SQ FT	CONSTRUCT DRAINAGE STRUCTURE	329	LIN FT
COMMON EXCAVATION	15,500	CU YD	LIGHTING UNIT	64	EACH
AGGREGATE BASE	12,000	CU YD	PEDESTRIAN FLASHER SYSTEM	7	EACH
CONCRETE PAVEMENT	1,800	SQ YD	TRAFFIC SIGNAL SYSTEM	2	EACH
CONCRETE WALK	75,000	SQ FT	RCP SEWER PIPE	5830	LIN FT
CONCRETE CURB & GUTTER	21,900	LIN FT	PVC SEWER PIPE (6-12")	11,800	LIN FT
TYPE SP 12.5 BITUMINOUS STREETS	9,500	TON	DIP WATERMAIN (6-12")	7,800	LIN FT
BITUMINOUS TRAIL	3,700	SQ YD	CONSTRUCT SANITARY MH	320	LIN FT

together with numerous related items of work, all in accordance with Plans and Specifications.

COMPLETION OF WORK: All work under the Contract must be substantially complete by November 15, 2019. Final completion shall by June 30, 2020.

PLAN HOLDERS LIST, ADDENDUMS AND BID TABULATION: The plan holders list, addendums and bid tabulations will be available for download on-line at www.bolton-menk.com or www.questcdn.com. Any addendums may also be distributed by mail, fax or email.

TO OBTAIN BID DOCUMENTS: Complete digital project bidding documents are available at www.bolton-menk.com or www.questcdn.com. You may view the digital plan documents for free by entering QuestCDN project #6158585 on the website's Project Search page. Documents may be downloaded for \$30.00. Please contact QuestCDN.com at 952-233-1632 or info@questcdn.com for assistance in free membership registration, viewing, downloading, and working with this digital project information. Specifications on file in the office of the City Engineer, 1901 66th Street East, Richfield, MN 55423. An optional paper set of project documents is also available for a nonrefundable price of \$100.00 per set, which includes applicable sales tax and shipping. Please make your check payable to Bolton & Menk, Inc. and send it to 12224 Nicollet Avenue, Burnsville, MN 55337-1649, (952) 890-0509, fax (952) 890-8065.

BID SECURITY: A certified check or proposal bond in the amount of not less than 5 percent of the total amount bid, drawn in favor of City of Richfield shall accompany each bid.

OWNER'S RIGHTS RESERVED: The Owner reserves the right to reject any or all bids and to waive any irregularities and informalities therein and to award the Contract to other than the lowest bidder if, in their discretion, the interest of the Owner would be best served thereby.

Dated: _____ /s/ Katie Rodriguez
City Manager

Published:

Richfield Sun-Current: February 28, 2019, March 7, 2019, Publish Thursday, submit Thursday by 2 pm 1 wk prior

QuestCDN: February 26, 2019,

ENGINEER'S ESTIMATE - 95% SUBMITTAL
LYNDALE AVENUE RECONSTRUCTION
CITY OF RICHFIELD
S.A.P. 157-363-032
BMI PROJECT NO. T16.114541

1/11/2019

ITEM NO.	MNDOT NO.	ITEM	NOTES	UNIT	ESTIMATED UNIT COST	ROADWAY		STORM SEWER		SANITARY SEWER		WATERMAIN		LANDSCAPE		TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
						QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST		
1	2021.501	MOBILIZATION		LUMP SUM	\$ 500,000.00	0.2	\$ 100,000.00	0.2	\$ 100,000.00	0.2	\$ 100,000.00	0.2	\$ 100,000.00	0.2	\$ 100,000.00	1	\$ 500,000.00
2	2031.502	FIELD OFFICE TYPE D		EACH	\$ 15,000.00	1	\$ 15,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 15,000.00
3	2101.524	CLEARING		TREE	\$ 300.00	90	\$ 27,000.00		\$ -		\$ -		\$ -		\$ -	90	\$ 27,000.00
4	2101.524	GRUBBING		TREE	\$ 200.00	90	\$ 18,000.00		\$ -		\$ -		\$ -		\$ -	90	\$ 18,000.00
5	2104.502	REMOVE LIGHTING UNIT		EACH	\$ 250.00	42	\$ 10,500.00		\$ -		\$ -		\$ -		\$ -	42	\$ 10,500.00
6	2104.502	REMOVE SIGN		EACH	\$ 50.00	70	\$ 3,500.00		\$ -		\$ -		\$ -		\$ -	70	\$ 3,500.00
7	2104.502	SALVAGE SIGN TYPE SPECIAL		EACH	\$ 76.00	12	\$ 912.00		\$ -		\$ -		\$ -		\$ -	12	\$ 912.00
8	2104.502	REMOVE MANHOLE		EACH	\$ 350.00		\$ -		\$ -	37	\$ 12,950.00		\$ -		\$ -	37	\$ 12,950.00
9	2104.502	REMOVE GATE VALVE & BOX		EACH	\$ 200.00		\$ -		\$ -		\$ -	47	\$ 9,400.00		\$ -	47	\$ 9,400.00
10	2104.502	SALVAGE HYDRANT		EACH	\$ 400.00		\$ -		\$ -		\$ -	18	\$ 7,200.00		\$ -	18	\$ 7,200.00
11	2104.502	REMOVE DRAINAGE STRUCTURE		EACH	\$ 350.00		\$ -	85	\$ 29,750.00		\$ -		\$ -		\$ -	85	\$ 29,750.00
12	2104.503	REMOVE SEWER PIPE (STORM)		LIN FT	\$ 12.00		\$ -	4460	\$ 53,520.00		\$ -		\$ -		\$ -	4460	\$ 53,520.00
13	2104.503	REMOVE WATERMAIN		LIN FT	\$ 8.00		\$ -		\$ -		\$ -	8635	\$ 69,080.00		\$ -	8635	\$ 69,080.00
14	2104.503	REMOVE SEWER PIPE (SANITARY)		LIN FT	\$ 10.00		\$ -		\$ -	10500	\$ 105,000.00		\$ -		\$ -	10500	\$ 105,000.00
15	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)		LIN FT	\$ 7.00	935	\$ 6,545.00		\$ -		\$ -		\$ -		\$ -	935	\$ 6,545.00
16	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)		LIN FT	\$ 4.00	2890	\$ 11,560.00		\$ -		\$ -		\$ -		\$ -	2890	\$ 11,560.00
17	2104.503	REMOVE CURB AND GUTTER		LIN FT	\$ 3.00	17257	\$ 51,771.00		\$ -		\$ -		\$ -		\$ -	17257	\$ 51,771.00
18	2104.503	REMOVE RETAINING WALL		LIN FT	\$ 8.00	183	\$ 1,464.00		\$ -		\$ -		\$ -		\$ -	183	\$ 1,464.00
19	2104.503	REMOVE FENCE		LIN FT	\$ 5.00	2020	\$ 10,100.00		\$ -		\$ -		\$ -		\$ -	2020	\$ 10,100.00
20	2104.503	REMOVE CABLES		LIN FT	\$ 0.50	37677	\$ 18,838.50		\$ -		\$ -		\$ -		\$ -	37677	\$ 18,838.50
21	2104.503	REMOVE NON-METALLIC CONDUIT		LIN FT	\$ 2.00	12559	\$ 25,118.00		\$ -		\$ -		\$ -		\$ -	12559	\$ 25,118.00
22	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT		SQ YD	\$ 8.00	2552	\$ 20,416.00		\$ -		\$ -		\$ -		\$ -	2552	\$ 20,416.00
23	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT		SQ YD	\$ 7.00	4718	\$ 33,026.00		\$ -		\$ -		\$ -		\$ -	4718	\$ 33,026.00
24	2104.504	REMOVE PAVEMENT (STREET)		SQ YD	\$ 10.00	41000	\$ 410,000.00		\$ -		\$ -		\$ -		\$ -	41000	\$ 410,000.00
25	2104.518	REMOVE CONCRETE SIDEWALK		SQ FT	\$ 1.00	70574	\$ 70,574.00		\$ -		\$ -		\$ -		\$ -	70574	\$ 70,574.00
26	2104.518	REMOVE CONCRETE MEDIAN		SQ FT	\$ 22.00	994	\$ 21,868.00		\$ -		\$ -		\$ -		\$ -	994	\$ 21,868.00
27	2104.603	ABANDON PIPE SEWER		LIN FT	\$ 6.00		\$ -		\$ -	520	\$ 3,120.00		\$ -		\$ -	520	\$ 3,120.00
28	2105.607	STRUCTURAL SOIL BORROW (CV)		CU YD	\$ 90.00		\$ -		\$ -		\$ -		\$ -	80	\$ 7,200.00	80	\$ 7,200.00
29	2106.507	EXCAVATION - COMMON		CU YD	\$ 9.00	15500	\$ 139,500.00		\$ -		\$ -		\$ -		\$ -	15500	\$ 139,500.00
30	2106.507	COMMON EMBANKMENT (CV)		CU YD	\$ 10.00	1550	\$ 15,500.00		\$ -		\$ -		\$ -		\$ -	1550	\$ 15,500.00
31	2211.507	AGGREGATE BASE CLASS 5		CU YD	\$ 25.00	12200	\$ 305,000.00		\$ -		\$ -		\$ -		\$ -	12200	\$ 305,000.00
32	2301.504	CONCRETE PAVEMENT 7.0"		SQ YD	\$ 60.00	960	\$ 57,600.00		\$ -		\$ -		\$ -		\$ -	960	\$ 57,600.00
33	2301.604	CONCRETE PAVEMENT 8.0" SPECIAL 1		SQ YD	\$ 90.00	286	\$ 25,740.00		\$ -		\$ -		\$ -		\$ -	286	\$ 25,740.00
34	2301.604	CONCRETE PAVEMENT 8.0" SPECIAL 2		SQ YD	\$ 90.00	562	\$ 50,580.00		\$ -		\$ -		\$ -		\$ -	562	\$ 50,580.00
35	2301.602	DRILL AND GROUT DOWEL BAR (EPOXY COATED)		EACH	\$ 20.00	1217	\$ 24,340.00		\$ -		\$ -		\$ -		\$ -	1217	\$ 24,340.00
36	2360.504	TYPE SP 12.5 WEAR COURSE MIX (3,C) 3.0" THICK (TRAIL)		SQ YD	\$ 25.00	3707	\$ 92,675.00		\$ -		\$ -		\$ -		\$ -	3707	\$ 92,675.00
37	2360.504	TYPE SP 12.5 WEAR COURSE MIX (3,C) 3.0" THICK (DRIVEWAY)		SQ YD	\$ 25.00	2189	\$ 54,725.00		\$ -		\$ -		\$ -		\$ -		\$ 54,725.00
38	2360.509	TYPE SP 12.5 WEARING COURSE MIX (3,C)		TON	\$ 70.00	6376	\$ 446,320.00		\$ -		\$ -		\$ -		\$ -	6376	\$ 446,320.00
39	2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (3,B)		TON	\$ 65.00	3188	\$ 207,220.00		\$ -		\$ -		\$ -		\$ -	3188	\$ 207,220.00
40	2411.618	PREFABRICATED MODULAR BLOCK WALL		SQ FT	\$ 75.00	7372	\$ 552,900.00		\$ -		\$ -		\$ -		\$ -	7372	\$ 552,900.00
41	2411.507	STRUCTURE EXCAVATION CLASS U		CU YD	\$ 20.00	2667	\$ 53,340.00		\$ -		\$ -		\$ -		\$ -	2667	\$ 53,340.00
42	2411.607	CONCRETE STEPS		CU YD	\$ 1,000.00	5	\$ 5,000.00		\$ -		\$ -		\$ -		\$ -	5	\$ 5,000.00
43	2451.607	STRUCTURAL BACKFILL		CU YD	\$ 25.00	2389	\$ 59,725.00		\$ -		\$ -		\$ -		\$ -	2389	\$ 59,725.00
44	2502.602	4" TP PIPE DRAIN CLEANOUT		EACH	\$ 500.00		\$ -	4	\$ 2,000.00		\$ -		\$ -		\$ -	4	\$ 2,000.00
45	2503.503	12" RC PIPE SEWER CLASS V		LIN FT	\$ 41.00		\$ -	2152	\$ 88,232.00		\$ -		\$ -		\$ -	2152	\$ 88,232.00
46	2503.503	15" RC PIPE SEWER CLASS V		LIN FT	\$ 45.00		\$ -	1920	\$ 86,400.00		\$ -		\$ -		\$ -	1920	\$ 86,400.00
47	2503.503	18" RC PIPE SEWER CLASS V		LIN FT	\$ 50.00		\$ -	291	\$ 14,550.00		\$ -		\$ -		\$ -	291	\$ 14,550.00
48	2503.503	21" RC PIPE SEWER CLASS III		LIN FT	\$ 55.00		\$ -	483	\$ 26,565.00		\$ -		\$ -		\$ -	483	\$ 26,565.00
49	2503.503	24" RC PIPE SEWER CLASS III		LIN FT	\$ 58.00		\$ -	604	\$ 35,032.00		\$ -		\$ -		\$ -	604	\$ 35,032.00
50	2503.503	27" RC PIPE SEWER CLASS III		LIN FT	\$ 62.00		\$ -	33	\$ 2,046.00		\$ -		\$ -		\$ -	33	\$ 2,046.00
51	2503.503	30" RC PIPE SEWER CLASS III		LIN FT	\$ 70.00		\$ -	174	\$ 12,180.00		\$ -		\$ -		\$ -	174	\$ 12,180.00
52	2503.503	48" RC PIPE SEWER CLASS III		LIN FT	\$ 130.00		\$ -	108	\$ 14,040.00		\$ -		\$ -		\$ -	108	\$ 14,040.00
53	2503.503	12" PVC PIPE SEWER (C900)		LIN FT	\$ 80.00		\$ -	20	\$ 1,600.00		\$ -		\$ -		\$ -	20	\$ 1,600.00
54	2503.503	16" PVC PIPE SEWER (C900)		LIN FT	\$ 85.00		\$ -	25	\$ 2,125.00		\$ -		\$ -		\$ -	25	\$ 2,125.00
55	2503.503	24" PVC PIPE SEWER (C900)		LIN FT	\$ 95.00		\$ -	20	\$ 1,900.00		\$ -		\$ -		\$ -	20	\$ 1,900.00
53	2503.602	CONNECT TO EXISTING STORM SEWER		EACH	\$ 800.00		\$ -	18	\$ 14,400.00		\$ -		\$ -		\$ -	18	\$ 14,400.00
54	2503.602	CONNECT TO EXISTING DRAINAGE STRUCTURE		EACH	\$ 1,300.00		\$ -	6	\$ 7,800.00		\$ -		\$ -		\$ -	6	\$ 7,800.00
55	2503.602	CONNECT TO EXISTING SANITARY SEWER		EACH	\$ 1,500.00		\$ -		\$ -	10	\$ 15,000.00		\$ -		\$ -	10	\$ 15,000.00
56	2504.602	CONNECT TO EXISTING SANITARY SEWER (INSERT A TEE)		EACH	\$ 5,000.00		\$ -		\$ -	1	\$ 5,000.00		\$ -		\$ -	1	\$ 5,000.00

ITEM NO.	MNDOT NO.	ITEM	NOTES	UNIT	ESTIMATED UNIT COST	ROADWAY		STORM SEWER		SANITARY SEWER		WATERMAIN		LANDSCAPE		TOTAL	TOTAL
						QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	ESTIMATED QUANTITY	ESTIMATED COST
57	2503.602	CONNECT TO EXISTING SANITARY SEWER SERVICE		EACH	\$ 300.00		\$ -		\$ -	117	\$ 35,100.00		\$ -		\$ -	117	\$ 35,100.00
58	2503.602	8"X6" PVC WYE (SDR 26)		EACH	\$ 375.00		\$ -		\$ -	5	\$ 1,875.00		\$ -		\$ -	5	\$ 1,875.00
59	2503.602	10"X6" PVC WYE (SDR 26)		EACH	\$ 425.00		\$ -		\$ -	11	\$ 4,675.00		\$ -		\$ -	11	\$ 4,675.00
60	2503.602	12"X6" PVC WYE (SDR 26)		EACH	\$ 500.00		\$ -		\$ -	100	\$ 50,000.00		\$ -		\$ -	100	\$ 50,000.00
61	2503.603	4" PVC PIPE SEWER (SDR 26)		LIN FT	\$ 30.00		\$ -		\$ -	40	\$ 1,200.00		\$ -		\$ -	40	\$ 1,200.00
62	2503.603	6" PVC PIPE SEWER (SDR 26)		LIN FT	\$ 35.00		\$ -		\$ -	5070	\$ 177,450.00		\$ -		\$ -	5070	\$ 177,450.00
63	2503.603	8" PVC PIPE SEWER (SDR 35)		LIN FT	\$ 60.00		\$ -		\$ -	704	\$ 42,240.00		\$ -		\$ -	704	\$ 42,240.00
64	2503.603	10" PVC PIPE SEWER (SDR 35)		LIN FT	\$ 65.00		\$ -		\$ -	720	\$ 46,800.00		\$ -		\$ -	720	\$ 46,800.00
65	2503.603	12" PVC PIPE SEWER (SDR 35)		LIN FT	\$ 70.00		\$ -		\$ -	5285	\$ 369,950.00		\$ -		\$ -	5285	\$ 369,950.00
66	2503.603	16" STEEL CASING PIPE		LIN FT	\$ 150.00		\$ -	16	\$ 2,400.00		\$ -		\$ -		\$ -	16	\$ 2,400.00
67	2503.603	24" STEEL CASING PIPE		LIN FT	\$ 175.00		\$ -	20	\$ 3,500.00		\$ -		\$ -		\$ -	20	\$ 3,500.00
68	2503.603	30" STEEL CASING PIPE		LIN FT	\$ 200.00		\$ -	16	\$ 3,200.00		\$ -		\$ -		\$ -	16	\$ 3,200.00
69	2504.601	TEMPORARY WATER SERVICE		LUMP SUM	\$ 60,000.00		\$ -		\$ -		\$ -	1	\$ 60,000.00		\$ -	1	\$ 60,000.00
70	2504.602	CONNECT TO EXISTING WATERMAIN		EACH	\$ 1,800.00		\$ -		\$ -		\$ -	9	\$ 16,200.00		\$ -	9	\$ 16,200.00
71	2504.602	CONNECT TO EXISTING WATER SERVICE (1")		EACH	\$ 350.00		\$ -		\$ -		\$ -	94	\$ 32,900.00		\$ -	94	\$ 32,900.00
72	2504.602	CONNECT TO EXISTING WATER SERVICE (1 1/2")		EACH	\$ 360.00		\$ -		\$ -		\$ -	1	\$ 360.00		\$ -	1	\$ 360.00
73	2504.602	CONNECT TO EXISTING WATER SERVICE (2")		EACH	\$ 370.00		\$ -		\$ -		\$ -	11	\$ 4,070.00		\$ -	11	\$ 4,070.00
74	2504.602	CONNECT TO EXISTING WATER SERVICE (4")		EACH	\$ 500.00		\$ -		\$ -		\$ -	3	\$ 1,500.00		\$ -	3	\$ 1,500.00
75	2504.602	CONNECT TO EXISTING WATER SERVICE (6")		EACH	\$ 600.00		\$ -		\$ -		\$ -	4	\$ 2,400.00		\$ -	4	\$ 2,400.00
76	2504.602	INSTALL HYDRANT		EACH	\$ 5,000.00		\$ -		\$ -		\$ -	16	\$ 80,000.00		\$ -	16	\$ 80,000.00
77	2504.602	1" CORPORATION STOP		EACH	\$ 300.00		\$ -		\$ -		\$ -	94	\$ 28,200.00		\$ -	94	\$ 28,200.00
78	2504.602	1 1/2" CORPORATION STOP		EACH	\$ 400.00		\$ -		\$ -		\$ -	1	\$ 400.00		\$ -	1	\$ 400.00
79	2504.602	2" CORPORATION STOP		EACH	\$ 500.00		\$ -		\$ -		\$ -	11	\$ 5,500.00		\$ -	11	\$ 5,500.00
80	2504.602	4" GATE VALVE & BOX		EACH	\$ 1,400.00		\$ -		\$ -		\$ -	3	\$ 4,200.00		\$ -	3	\$ 4,200.00
81	2504.602	6" GATE VALVE & BOX		EACH	\$ 1,500.00		\$ -		\$ -		\$ -	21	\$ 31,500.00		\$ -	21	\$ 31,500.00
82	2504.602	8" GATE VALVE & BOX		EACH	\$ 2,000.00		\$ -		\$ -		\$ -	6	\$ 12,000.00		\$ -	6	\$ 12,000.00
83	2504.602	12" GATE VALVE & BOX		EACH	\$ 2,500.00		\$ -		\$ -		\$ -	17	\$ 42,500.00		\$ -	17	\$ 42,500.00
84	2504.602	16" GATE VALVE & BOX		EACH	\$ 3,000.00		\$ -		\$ -		\$ -	1	\$ 3,000.00		\$ -	1	\$ 3,000.00
85	2504.602	1" CURB STOP & BOX		EACH	\$ 400.00		\$ -		\$ -		\$ -	94	\$ 37,600.00		\$ -	94	\$ 37,600.00
86	2504.602	1 1/2" CURB STOP & BOX		EACH	\$ 500.00		\$ -		\$ -		\$ -	1	\$ 500.00		\$ -	1	\$ 500.00
87	2504.602	2" CURB STOP & BOX		EACH	\$ 600.00		\$ -		\$ -		\$ -	11	\$ 6,600.00		\$ -	11	\$ 6,600.00
88	2504.603	1" TYPE K COPPER WATER SERVICE		LIN FT	\$ 30.00		\$ -		\$ -		\$ -	4193	\$ 125,790.00		\$ -	4193	\$ 125,790.00
89	2504.603	1 1/2" TYPE K COPPER WATER SERVICE		LIN FT	\$ 35.00		\$ -		\$ -		\$ -	27	\$ 945.00		\$ -	27	\$ 945.00
90	2504.603	2" TYPE K COPPER WATER SERVICE		LIN FT	\$ 40.00		\$ -		\$ -		\$ -	467	\$ 18,680.00		\$ -	467	\$ 18,680.00
91	2504.603	4" WATERMAIN DUCTILE IRON CL 52		LIN FT	\$ 40.00		\$ -		\$ -		\$ -	150	\$ 6,000.00		\$ -	150	\$ 6,000.00
92	2504.603	6" WATERMAIN DUCTILE IRON CL 52		LIN FT	\$ 45.00		\$ -		\$ -		\$ -	816	\$ 36,720.00		\$ -	816	\$ 36,720.00
93	2504.603	8" WATERMAIN DUCTILE IRON CL 52		LIN FT	\$ 50.00		\$ -		\$ -		\$ -	362	\$ 18,100.00		\$ -	362	\$ 18,100.00
94	2504.603	12" WATERMAIN DUCTILE IRON CL 52		LIN FT	\$ 65.00		\$ -		\$ -		\$ -	6576	\$ 427,440.00		\$ -	6576	\$ 427,440.00
95	2504.604	4" INSULATION		SQ YD	\$ 20.00		\$ -		\$ -		\$ -	200	\$ 4,000.00		\$ -	200	\$ 4,000.00
96	2504.608	DUCTILE IRON FITTINGS		POUND	\$ 8.00		\$ -		\$ -		\$ -	192	\$ 1,536.00		\$ -	192	\$ 1,536.00
97	2506.502	CASTING ASSEMBLY (SANITARY)		EACH	\$ 800.00		\$ -		\$ -	29	\$ 23,200.00		\$ -		\$ -	29	\$ 23,200.00
98	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL (2'X3')		EACH	\$ 1,300.00		\$ -	47	\$ 61,100.00		\$ -		\$ -		\$ -	47	\$ 61,100.00
99	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN H		EACH	\$ 1,500.00		\$ -	2	\$ 3,000.00		\$ -		\$ -		\$ -	2	\$ 3,000.00
100	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020		LIN FT	\$ 335.00		\$ -	217.26	\$ 72,782.10		\$ -		\$ -		\$ -	217	\$ 72,782.10
101	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60-4020		LIN FT	\$ 450.00		\$ -	24.33	\$ 10,948.50		\$ -		\$ -		\$ -	24	\$ 10,948.50
102	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 72-4020		LIN FT	\$ 575.00		\$ -	88.7	\$ 51,002.50		\$ -		\$ -		\$ -	89	\$ 51,002.50
103	2506.502	CASTING ASSEMBLY (STORM MH)		EACH	\$ 700.00		\$ -	28	\$ 19,600.00		\$ -		\$ -		\$ -	28	\$ 19,600.00
104	2506.502	CASTING ASSEMBLY (STORM CB)		EACH	\$ 750.00		\$ -	70	\$ 52,500.00		\$ -		\$ -		\$ -	70	\$ 52,500.00
105	2506.502	ADJUST FRAME & RING CASTING		EACH	\$ 400.00		\$ -	12	\$ 4,800.00		\$ -		\$ -		\$ -	12	\$ 4,800.00
106	2506.603	CONSTRUCT SANITARY SEWER MANHOLE (48" DIA)		LIN FT	\$ 300.00		\$ -		\$ -	320.9	\$ 96,270.00		\$ -		\$ -	321	\$ 96,270.00
107	2521.518	4" CONCRETE WALK		SQ FT	\$ 5.50	43934	\$ 241,637.00		\$ -		\$ -		\$ -		\$ -	43934	\$ 241,637.00
108	2521.518	4" CONCRETE WALK SPECIAL 1		SQ FT	\$ 7.50	12308	\$ 92,310.00		\$ -		\$ -		\$ -		\$ -	12308	\$ 92,310.00
109	2521.518	4" CONCRETE WALK SPECIAL 2		SQ FT	\$ 7.50	8163	\$ 61,222.50		\$ -		\$ -		\$ -		\$ -	8163	\$ 61,222.50
110	2521.518	6" CONCRETE WALK		SQ FT	\$ 9.00	10744	\$ 96,696.00		\$ -		\$ -		\$ -		\$ -	10744	\$ 96,696.00
111	2521.518	6" CONCRETE WALK SPECIAL 1		SQ FT	\$ 12.00	61	\$ 732.00		\$ -		\$ -		\$ -		\$ -	61	\$ 732.00
112	2531.503	CONCRETE CURB & GUTTER DESIGN B612		LIN FT	\$ 14.00	5770	\$ 80,780.00		\$ -		\$ -		\$ -		\$ -	5770	\$ 80,780.00
113	2531.503	CONCRETE CURB & GUTTER DESIGN B618		LIN FT	\$ 16.00	4130	\$ 66,080.00		\$ -		\$ -		\$ -		\$ -	4130	\$ 66,080.00
114	2531.503	CONCRETE CURB & GUTTER DESIGN B660		LIN FT	\$ 50.00	11710	\$ 585,500.00		\$ -		\$ -		\$ -		\$ -	11710	\$ 585,500.00
115	2531.503	CONCRETE CURB & GUTTER DESIGN R412		LIN FT	\$ 20.00	275	\$ 5,500.00		\$ -		\$ -		\$ -		\$ -	275	\$ 5,500.00
116	2531.503	CONCRETE CURB & GUTTER DESIGN V1012		LIN FT	\$ 80.00	56	\$ 4,480.00		\$ -		\$ -		\$ -		\$ -	56	\$ 4,480.00
117	2531.503	CONCRETE CURB DESIGN V6		LIN FT	\$ 30.00	25	\$ 750.00		\$ -		\$ -		\$ -		\$ -	25	\$ 750.00
118	2531.503	CONCRETE CURB DESIGN V10		LIN FT	\$ 35.00	25	\$ 875.00		\$ -		\$ -		\$ -		\$ -	25	\$ 875.00
119	2531.503	CONCRETE CURB DESIGN V10 (MODIFIED)		LIN FT	\$ 40.00	55	\$ 2,200.00		\$ -		\$ -		\$ -		\$ -	55	\$ 2,200.00
120	2531.503	CONCRETE CURB DESIGN B6		LIN FT	\$ 40.00	79	\$ 3,160.00		\$ -		\$ -		\$ -		\$ -	79	\$ 3,160.00
121	2531.504	6" CONCRETE DRIVEWAY PAVEMENT		SQ YD	\$ 65.00	1500	\$ 97,500.00		\$ -		\$ -		\$ -		\$ -	1500	\$ 97,500.00
122	2531.504	6" CONCRETE DRIVEWAY PAVEMENT SPECIAL 1		SQ YD	\$ 75.00	15	\$ 1,125.00		\$ -		\$ -		\$ -		\$ -	15	\$ 1,125.00
123	2531.504	8" CONCRETE DRIVEWAY PAVEMENT		SQ YD	\$ 90.00	714	\$ 64,260.00		\$ -		\$ -		\$ -		\$ -	714	\$ 64,260.00
124	2531.504	8" CONCRETE DRIVEWAY PAVEMENT SPECIAL 1		SQ YD	\$ 100.00	233	\$ 23,300.00		\$ -		\$ -		\$ -		\$ -	233	\$ 23,300.00
125	2531.603	CONCRETE SILL		LIN FT	\$ 13.00	971	\$ 12,623.00		\$ -		\$ -		\$ -		\$ -	971	\$ 12,623.00
126	2531.604	7" CONCRETE VALLEY GUTTER		SQ YD	\$ 75.00	123	\$ 9,225.00		\$ -		\$ -		\$ -		\$ -	123	\$ 9,225.00
127	2531.618	TRUNCATED DOMES		SQ FT	\$ 45.00	1736	\$ 78,120.00		\$ -		\$ -		\$ -		\$ -	1736	\$ 78,120.00
128	2540.602	ENTRANCE MONUMENT 1		EACH	\$ 50,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 50,000.00	1	\$ 50,000.00
129	2540.602	ENTRANCE MONUMENT 2		EACH	\$ 25,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000.00	1	\$ 25,000.00

ITEM NO.	MNDOT NO.	ITEM	NOTES	UNIT	ESTIMATED UNIT COST	ROADWAY		STORM SEWER		SANITARY SEWER		WATERMAIN		LANDSCAPE		TOTAL	TOTAL
						QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	ESTIMATED QUANTITY	ESTIMATED COST
130	2540.602	INSTALL BIKE RACK		EACH	\$ 200.00	4	\$ 800.00		\$ -		\$ -		\$ -		\$ -	4	\$ 800.00
131	2540.618	CONCRETE PAVERS (CONCRETE PAVERS ON CONCRETE SUBBASE)		EACH	\$ 12.00		\$ -		\$ -		\$ -		\$ -	4000	\$ 48,000.00	4000	\$ 48,000.00
132	2545.502	LIGHTING UNIT TYPE SPECIAL 1		EACH	\$ 4,000.00	28	\$ 112,000.00		\$ -		\$ -		\$ -		\$ -	28	\$ 112,000.00
133	2545.502	LIGHTING UNIT TYPE SPECIAL 2		EACH	\$ 4,000.00	36	\$ 144,000.00		\$ -		\$ -		\$ -		\$ -	36	\$ 144,000.00
134	2545.502	LIGHT FOUNDATION DESIGN E MODIFIED		EACH	\$ 800.00	64	\$ 51,200.00		\$ -		\$ -		\$ -		\$ -	64	\$ 51,200.00
135	2545.503	2" NON-METALLIC CONDUIT		LIN FT	\$ 6.00	12670	\$ 76,020.00		\$ -		\$ -		\$ -		\$ -	12670	\$ 76,020.00
136	2545.503	UNDERGROUND WIRE 1/C 6 AWG		LIN FT	\$ 1.25	26030	\$ 32,537.50		\$ -		\$ -		\$ -		\$ -	26030	\$ 32,537.50
137	2545.503	UNDERGROUND WIRE 1/C 8 AWG		LIN FT	\$ 1.25	13015	\$ 16,268.75		\$ -		\$ -		\$ -		\$ -	13015	\$ 16,268.75
138	2557.603	CHAIN LINK SAFETY FENCE		LIN FT	\$ 25.00	1350	\$ 33,750.00		\$ -		\$ -		\$ -		\$ -	1350	\$ 33,750.00
139	2563.601	TRAFFIC CONTROL		LUMP SUM	\$ 175,000.00	0.2	\$ 35,000.00	0.2	\$ 35,000.00	0.2	\$ 35,000.00	0.2	\$ 35,000.00	0.2	\$ 35,000.00	1	\$ 175,000.00
140	2563.601	ALTERNATE PEDESTRIAN ROUTE		LUMP SUM	\$ 20,000.00	0.2	\$ 4,000.00	0.2	\$ 4,000.00	0.2	\$ 4,000.00	0.2	\$ 4,000.00	0.2	\$ 4,000.00	1	\$ 20,000.00
141	2564.502	OBJECT MARKER TYPE X4-2		EACH	\$ 77.00	25	\$ 1,925.00		\$ -		\$ -		\$ -		\$ -	25	\$ 1,925.00
142	2564.502	OBJECT MARKER TYPE X4-4		EACH	\$ 124.00	24	\$ 2,976.00		\$ -		\$ -		\$ -		\$ -	24	\$ 2,976.00
143	2564.518	SIGN PANELS TYPE C		SQ FT	\$ 40.00	765	\$ 30,600.00		\$ -		\$ -		\$ -		\$ -	765	\$ 30,600.00
144	2564.518	SIGN PANELS TYPE SPECIAL		SQ FT	\$ 50.00	96	\$ 4,800.00		\$ -		\$ -		\$ -		\$ -	96	\$ 4,800.00
145	2564.602	INSTALL SIGN TYPE SPECIAL		EACH	\$ 200.00	12	\$ 2,400.00		\$ -		\$ -		\$ -		\$ -	12	\$ 2,400.00
146	2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM A		LUMP SUM	\$ 8,000.00	1	\$ 8,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 8,000.00
147	2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM B		LUMP SUM	\$ 8,000.00	1	\$ 8,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 8,000.00
148	2565.516	TRAFFIC CONTROL SIGNAL SYSTEM A		SYSTEM	\$ 210,000.00	1	\$ 210,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 210,000.00
149	2565.516	TRAFFIC CONTROL SIGNAL SYSTEM B		SYSTEM	\$ 190,000.00	1	\$ 190,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 190,000.00
150	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM A		SYSTEM	\$ 25,000.00	1	\$ 25,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000.00
151	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM B		SYSTEM	\$ 25,000.00	1	\$ 25,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000.00
152	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM C		SYSTEM	\$ 20,000.00	1	\$ 20,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 20,000.00
153	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM D		SYSTEM	\$ 25,000.00	1	\$ 25,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000.00
154	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM E		SYSTEM	\$ 25,000.00	1	\$ 25,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000.00
155	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM F		SYSTEM	\$ 25,000.00	1	\$ 25,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000.00
156	2565.616	PEDESTRIAN CROSSWALK FLASHER SYSTEM G		SYSTEM	\$ 25,000.00	1	\$ 25,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000.00
157	2571.502	DECIDUOUS TREE 2.5" CAL B&B		TREE	\$ 700.00		\$ -		\$ -		\$ -		\$ -	178	\$ 124,600.00	178	\$ 124,600.00
158	2571.502	DECIDUOUS TREE 2" CAL B&B		TREE	\$ 500.00		\$ -		\$ -		\$ -		\$ -	2	\$ 1,000.00	2	\$ 1,000.00
159	2571.505	DECIDUOUS SHRUB NO 5 CONTAINER		SHRB	\$ 70.00		\$ -		\$ -		\$ -		\$ -	180	\$ 12,600.00	180	\$ 12,600.00
160	2571.507	PERENNIAL 1 GAL CONTAINER		PLT	\$ 25.00		\$ -		\$ -		\$ -		\$ -	2500	\$ 62,500.00	2500	\$ 62,500.00
161	2571.602	TREE GRATE & FRAME		EACH	\$ 2,000.00		\$ -		\$ -		\$ -		\$ -	6	\$ 12,000.00	6	\$ 12,000.00
162	2571.524	TRANSPLANT TREE		TREE	\$ 600.00		\$ -		\$ -		\$ -		\$ -	6	\$ 3,600.00	6	\$ 3,600.00
163	2571.524	CONIFEROUS TREE 6' HT. B&B		TREE	\$ 500.00		\$ -		\$ -		\$ -		\$ -	5	\$ 2,500.00	5	\$ 2,500.00
164	2573.502	STORM DRAIN INLET PROTECTION		EACH	\$ 225.00	129	\$ 29,025.00		\$ -		\$ -		\$ -		\$ -	129	\$ 29,025.00
165	2573.503	SILT FENCE, TYPE MS		LIN FT	\$ 2.00	1500	\$ 3,000.00		\$ -		\$ -		\$ -		\$ -	1500	\$ 3,000.00
166	2574.507	COMMON TOPSOIL BORROW		CU YD	\$ 40.00		\$ -		\$ -		\$ -		\$ -	675	\$ 27,000.00	675	\$ 27,000.00
167	2574.507	LOAM TOPSOIL BORROW		CU YD	\$ 60.00		\$ -		\$ -		\$ -		\$ -	680	\$ 40,800.00	680	\$ 40,800.00
168	2575.504	SODDING TYPE LAWN		SQ YD	\$ 8.00	13050	\$ 104,400.00		\$ -		\$ -		\$ -		\$ -	13050	\$ 104,400.00
169	2575.508	HYDROMULCH (SEED MIX 36-711)		SQ YD	\$ 2.00	1279	\$ 2,558.00		\$ -		\$ -		\$ -		\$ -	1279	\$ 2,558.00
170	2575.513	MULCH MATERIAL TYPE 6		CU YD	\$ 68.00	120	\$ 8,160.00		\$ -		\$ -		\$ -		\$ -	120	\$ 8,160.00
171	2575.607	LANDSCAPE ROCK		CU YD	\$ 70.00		\$ -		\$ -		\$ -		\$ -	130	\$ 9,100.00	130	\$ 9,100.00
172	2582.503	4" SOLID LINE PAINT		LIN FT	\$ 1.60	566	\$ 905.60		\$ -		\$ -		\$ -		\$ -	566	\$ 905.60
173	2582.503	4" SOLID LINE MULTI-COMPONENT		LIN FT	\$ 1.20	13986	\$ 16,783.20		\$ -		\$ -		\$ -		\$ -	13986	\$ 16,783.20
174	2582.503	8" SOLID LINE MULTI-COMPONENT		LIN FT	\$ 2.80	11492	\$ 32,177.60		\$ -		\$ -		\$ -		\$ -	11492	\$ 32,177.60
175	2582.503	24" SOLID LINE MULTI-COMPONENT		LIN FT	\$ 24.00	242	\$ 5,808.00		\$ -		\$ -		\$ -		\$ -	242	\$ 5,808.00
176	2582.503	4" BROKEN LINE MULTI-COMPONENT		LIN FT	\$ 1.20	2780	\$ 3,336.00		\$ -		\$ -		\$ -		\$ -	2780	\$ 3,336.00
177	2582.203	4" DOTTED LINE MULTI-COMPONENT		LIN FT	\$ 3.00	298	\$ 894.00		\$ -		\$ -		\$ -		\$ -	298	\$ 894.00
178	2582.203	6" DOTTED LINE MULTI-COMPONENT		LIN FT	\$ 6.00	298	\$ 1,788.00		\$ -		\$ -		\$ -		\$ -	298	\$ 1,788.00
179	2582.203	12" DOTTED LINE MULTI-COMPONENT		LIN FT	\$ 20.00	203	\$ 4,060.00		\$ -		\$ -		\$ -		\$ -	203	\$ 4,060.00
180	2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT		LIN FT	\$ 3.00	2069	\$ 6,207.00		\$ -		\$ -		\$ -		\$ -	2069	\$ 6,207.00
181	2582.518	PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN		SQ FT	\$ 28.00	1099	\$ 30,772.00		\$ -		\$ -		\$ -		\$ -	1099	\$ 30,772.00
182	2582.518	CROSSWALK PREFORM THERMOPLASTIC GROUND IN		SQ FT	\$ 18.00	4980	\$ 89,640.00		\$ -		\$ -		\$ -		\$ -	4980	\$ 89,640.00
ESTIMATED CONSTRUCTION COSTS						\$ 5,948,224.65		\$ 815,973.10		\$ 1,128,830.00		\$ 1,233,321.00		\$ 564,900.00			\$ 9,691,248.75

BM=851.06
TNH
113+46.60
W75TH ST / LYNDAL AVE

BM=850.50
TNH
119+39.56
W74TH ST / LYNDAL AVE

BM=852.05
TNH
146+38.92
W70TH ST / LYNDAL AVE

BM=851.22
TNH
172.02+65
W66TH ST / LYNDAL AVE

CITY OF RICHFIELD

CONSTRUCTION PLANS FOR

LYNDAL AVE RECONSTRUCTION

CONSTRUCTION PLAN FOR: GRADING, AGGREGATE BASE, PLANT-MIXED BITUMINOUS SURFACE,
CONCRETE CURB & GUTTER, RETAINING WALL, SANITARY SEWER, WATERMAIN, STORM SEWER,
TRAFFIC SIGNALS, AND TURF RESTORATION

FEBRUARY, 2019

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS
PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE
CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR
TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE
LAW. NOTIFY GOPHER STATE ONE CALL, 1-800-252-1166 OR
651-454-0002.

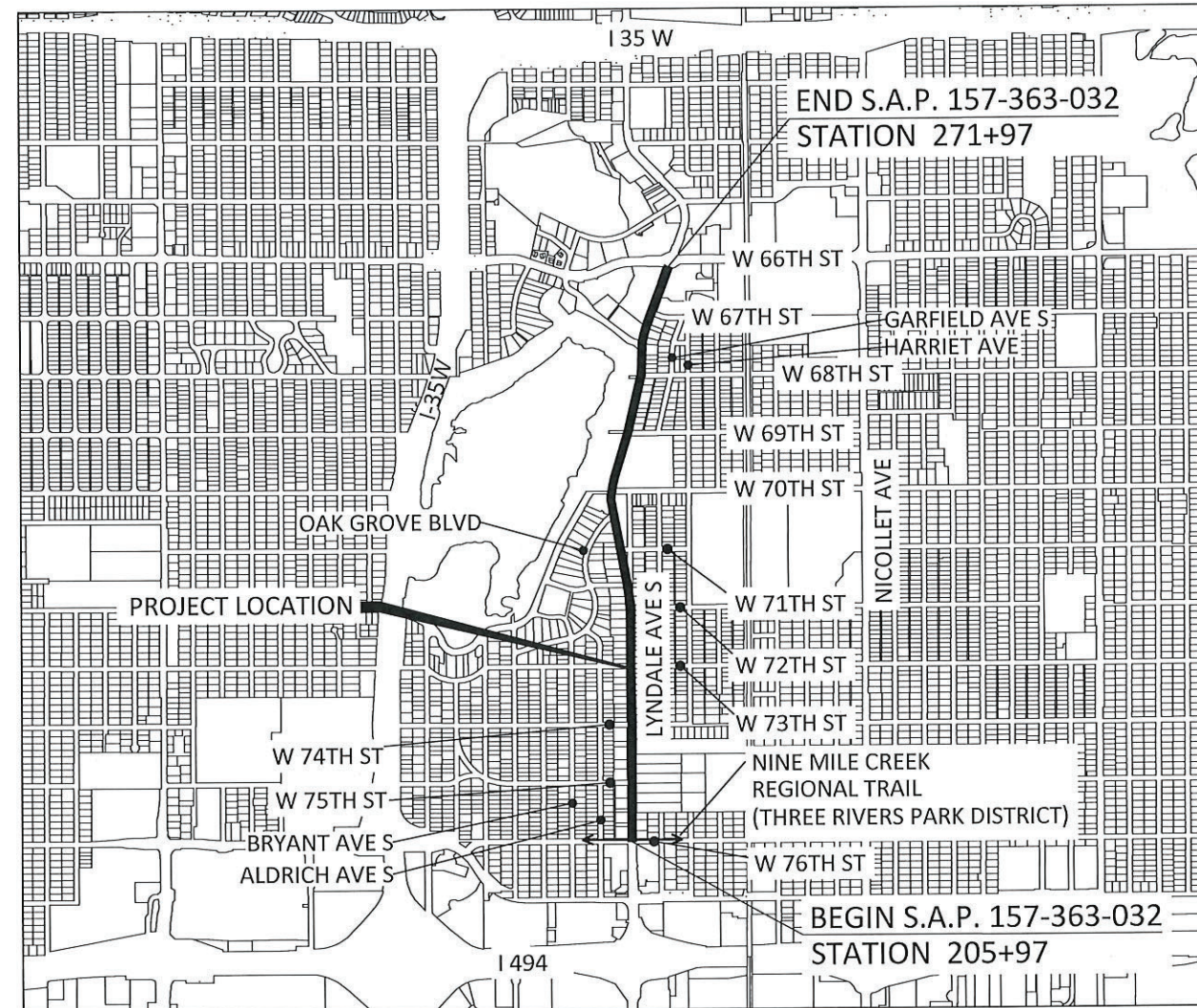
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS
UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS
DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE
38-02, ENTITLED "STANDARD GUIDELINES FOR THE
COLLECTION AND DEPICTION OF EXISTING SUBSURFACE
UTILITY DATA."

S.A.P. 157-363-032
FROM 76TH STREET TO 66TH STREET
LYNDAL AVE DESIGN DESIGNATION

GROSS LENGTH 6,697 FEET 1.27 MILES
R Value 30
Pres. ADT 10,200-12,400 (2019)
Proj. ADT 12,240-14,880 (2039)
Proj. HCADT 1,062-1,230
9 Ton Design
Shoulder Width
Roadway Classification MINOR RELIEVER
No. Of Traffic Lanes 2
No. Of Parking Lanes 0-1
Design Speed 30 MPH
Based On Stopping Sight Distance
Height Of Eye 3.5' Height Of Object 0.5'
Design Speed Not Achieved At
STA. 246+00 MPH. 15
STA. 259+70 MPH. 15
STA. 267+00 MPH. 15

DESIGN DESIGNATION - TRAIL

Design Speed: 20 MPH
Based On: Stopping Sight Distance
Height Of Eye 4.5' Height Of Object 0.0'
Design Speed Not Achieved At
STA. TO STA. MPH.
STA. TO STA. MPH.
STA. TO STA. MPH.



MAP LEGEND

PROJECT LIMITS

MAP OF THE
CITY OF RICHFIELD
HENNEPIN COUNTY, MN

0 1000 2000
SCALE FEET

SHEET NUMBER	SHEET TITLE
GENERAL	
G0.01 - G0.03	TITLE SHEET, LEGEND, GENERAL NOTES
G1.01 - G1.04	STATEMENT OF ESTIMATED QUANTITIES
G2.01	GENERAL LAYOUT
CIVIL	
C0.01 - C0.06	EXISTING CONDITIONS, REMOVALS PLAN
C1.01 - C1.33	TYPICAL SECTIONS, TABLES, DETAILS, PHASING PLAN
C2.01 - C2.08	EROSION CONTROL PLAN, SWPPP
C4.01 - G4.09	SANITARY SEWER & WATER PLAN & PROFILE
C5.01 - C5.10	STORM SEWER PLAN & PROFILE
C6.01 - C6.29	STREET PLAN & PROFILE, INTERSECTION DETAILS
C7.01 - C7.61	SIGNING & STRIPING, SIGNALS, LIGHTING
C8.01 - C8.20	STANDARD DETAIL PLATES, STANDARD PLANS
C9.01 - C9.07	RETAINING WALLS
C9.08 - C9.27	CROSS SECTIONS
LANDSCAPE	
L1.01 - L2.07	LANDSCAPING PLAN

THIS PLAN SET CONTAINS 232 SHEETS.

I HEREBY CERTIFY THAT THIS PLAN 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.

ENGR. Tim Lamkin Jr. DATE 02/19/2019
TIM LAMKIN JR LIC. NO. 47099

APPROVED [Signature] DATE 02/19/2019
RICHFIELD CITY ENGINEER

APPROVED [Signature] DATE 2/27/19
DISTRICT STATE AID ENGINEER
REVIEWED FOR COMPLIANCE WITH STATE AID RULES

RECORD DRAWING
INFORMATION
OBSERVER:
CONTRACTOR:
DATE:



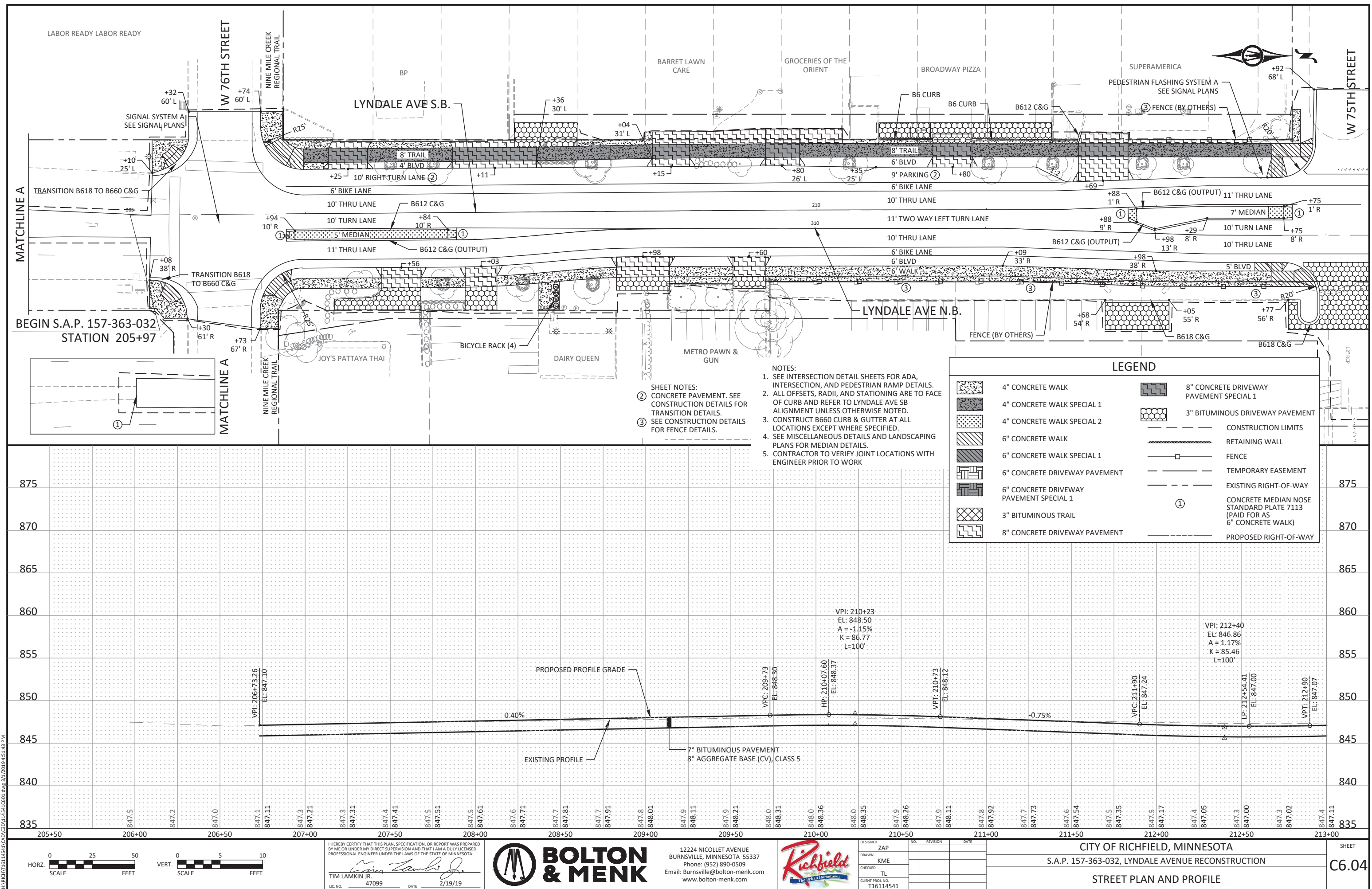
12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
Phone: (952) 890-0509
Email: Burns@bolton-menk.com
www.bolton-menk.com

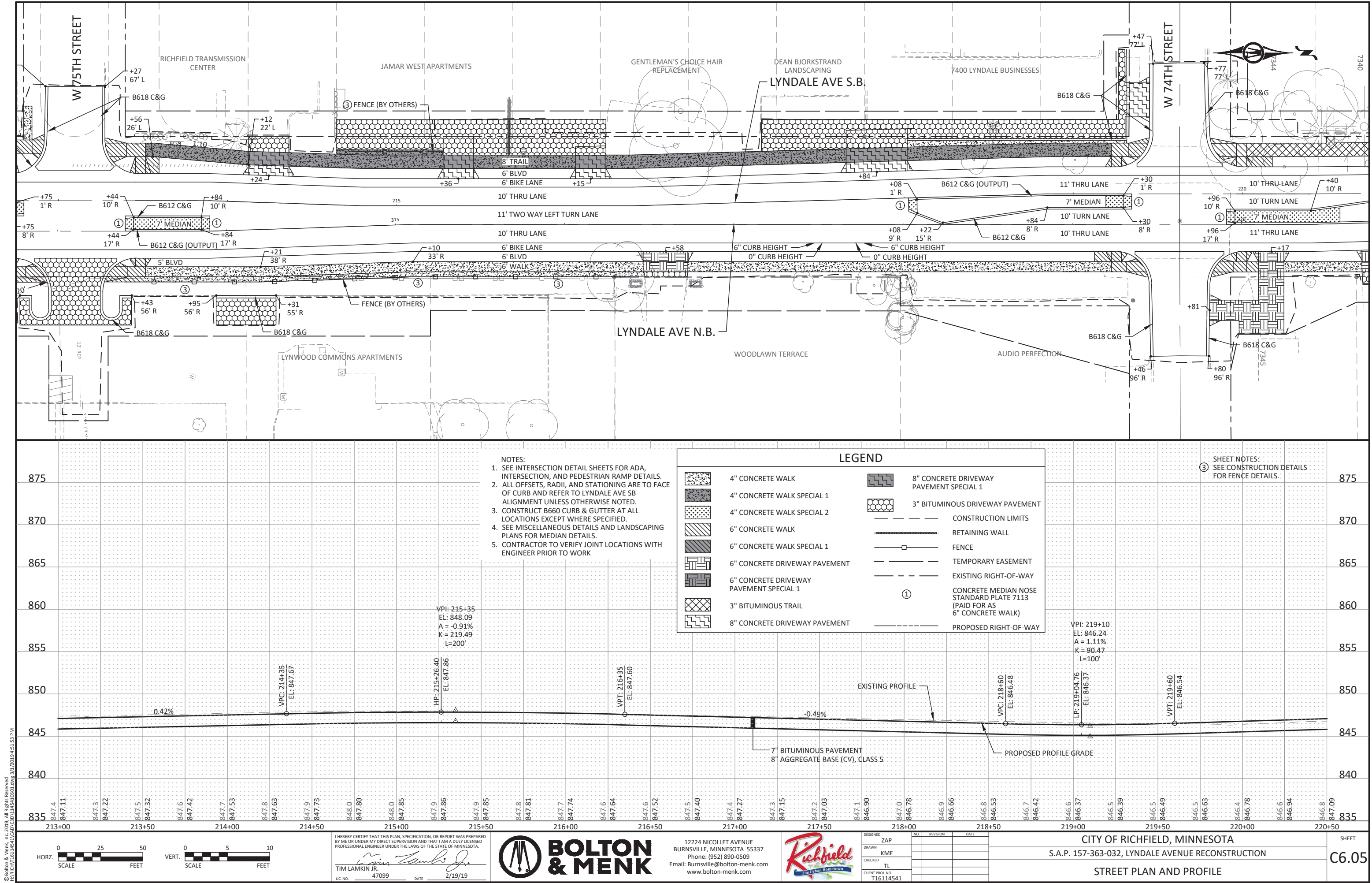


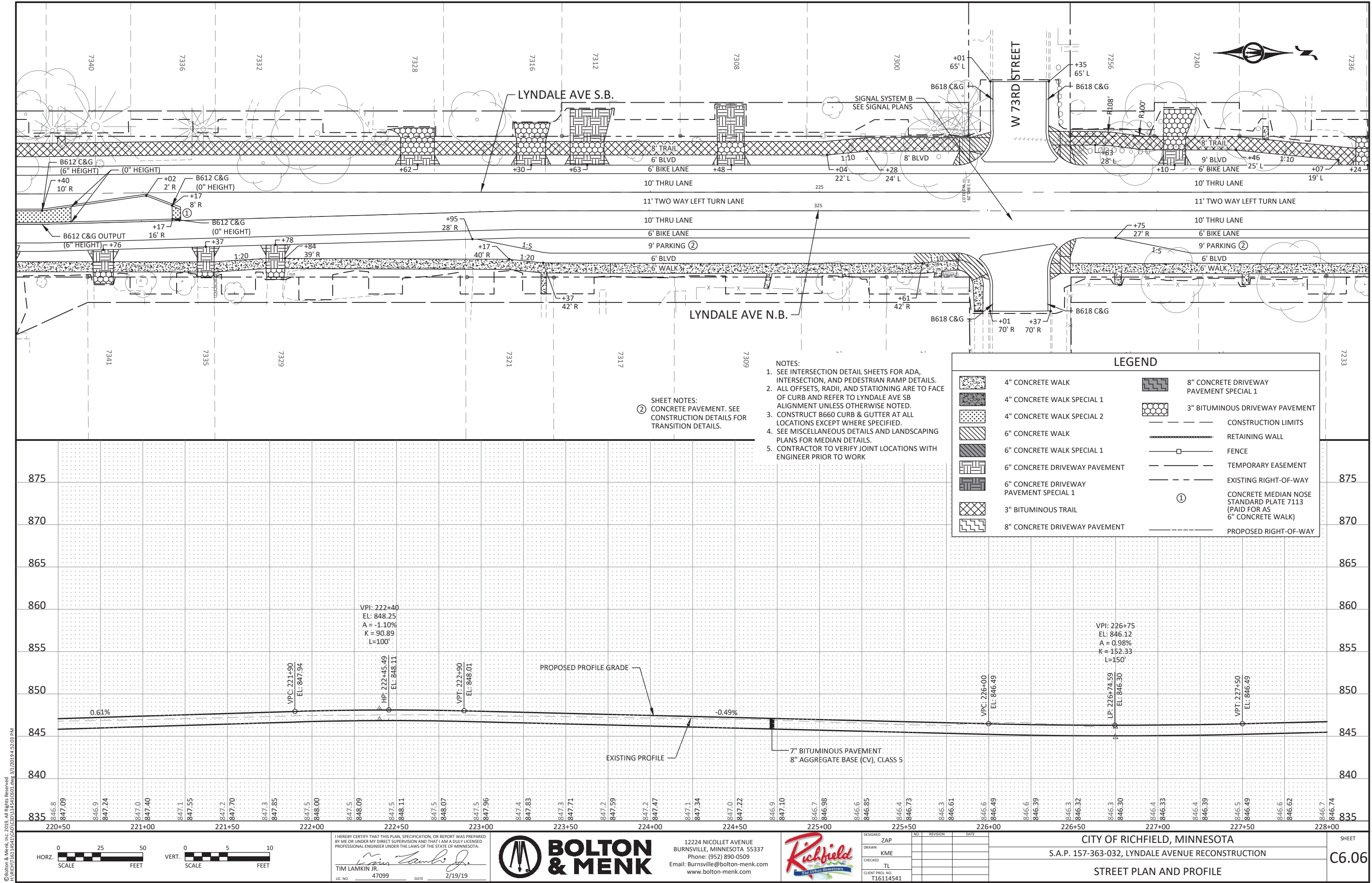
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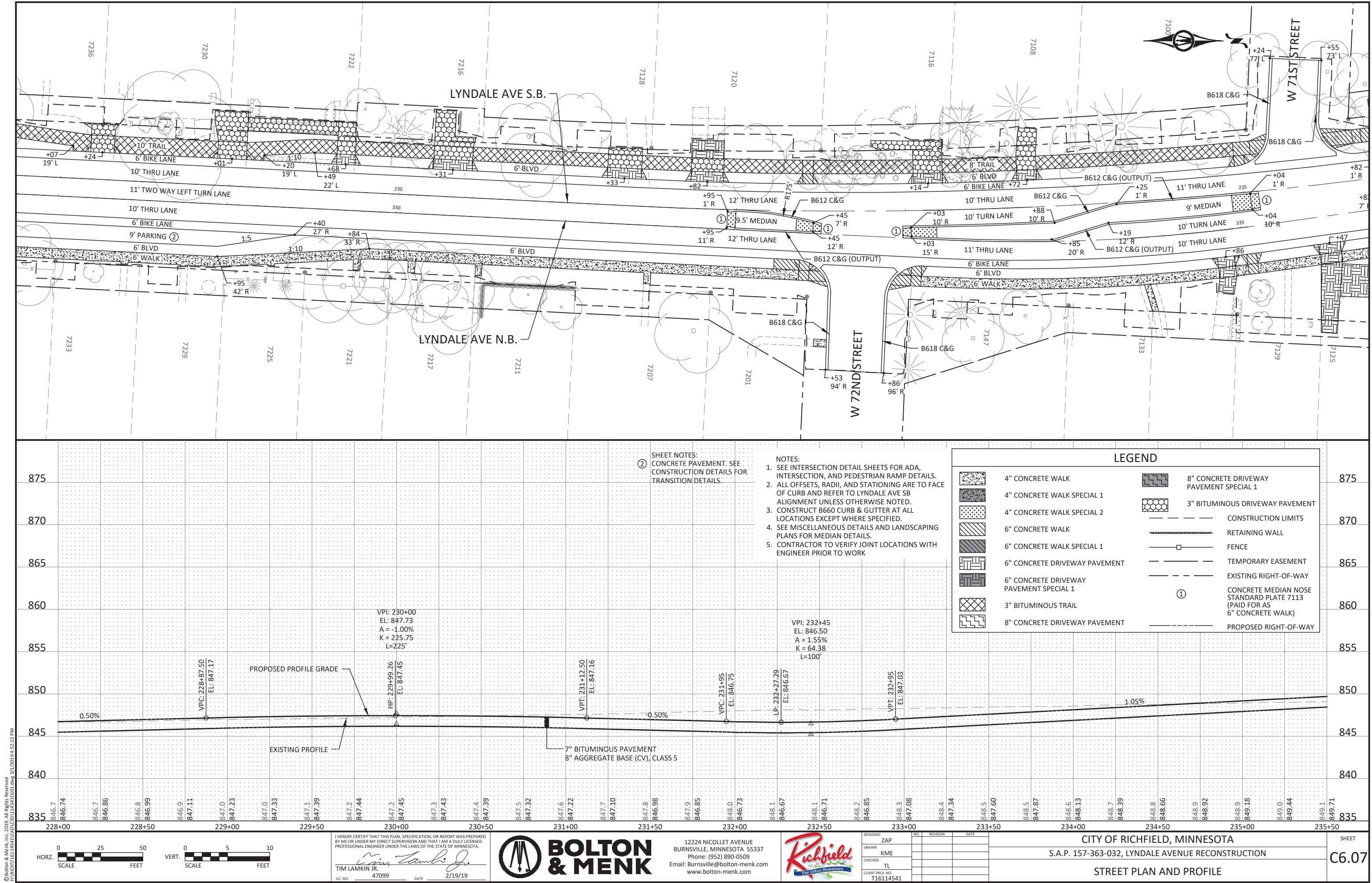
CITY OF RICHFIELD, MINNESOTA
S.A.P. 157-363-032, LYNDAL AVE RECONSTRUCTION
TITLE SHEET

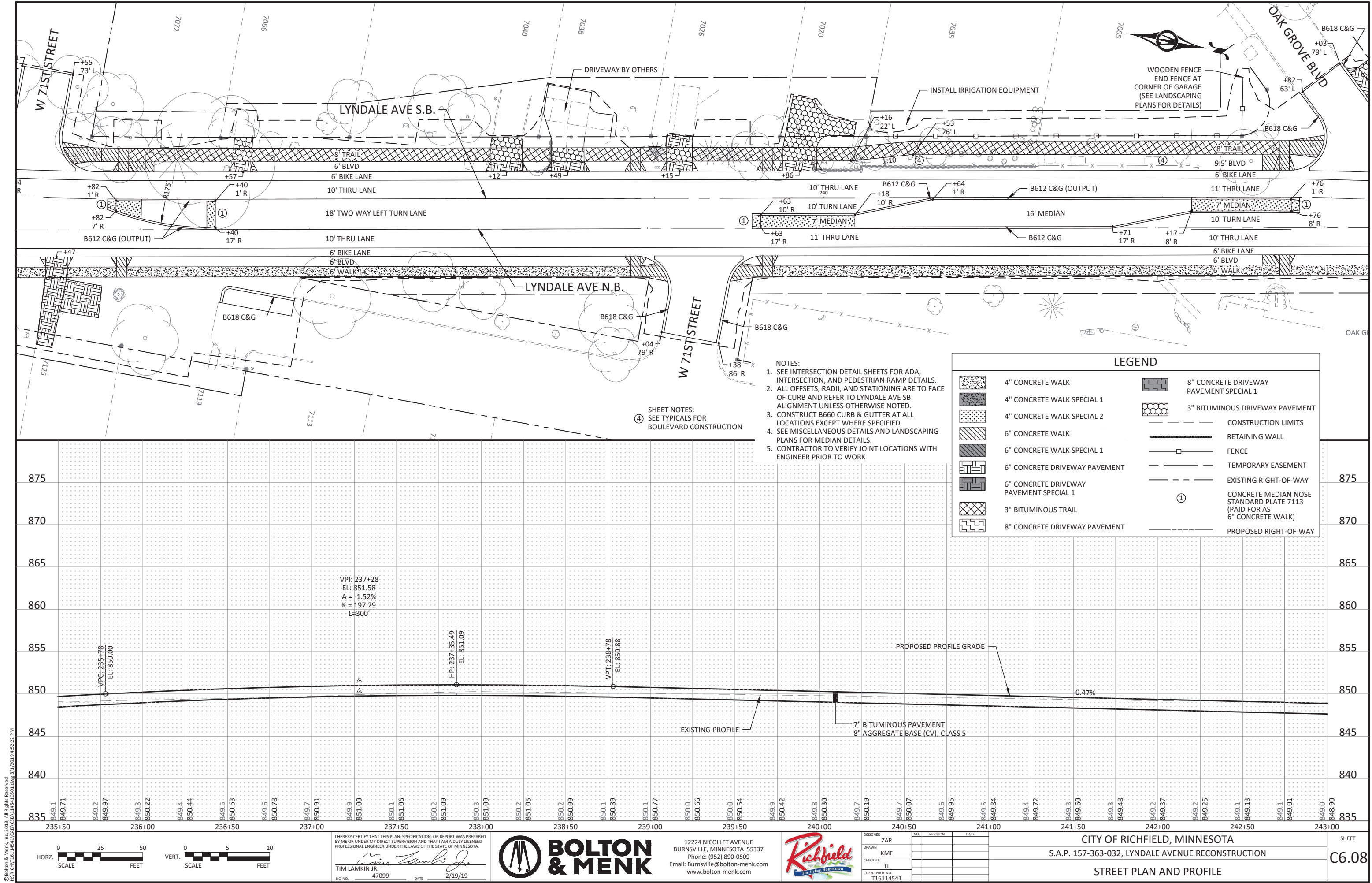
SHEET
G0.01

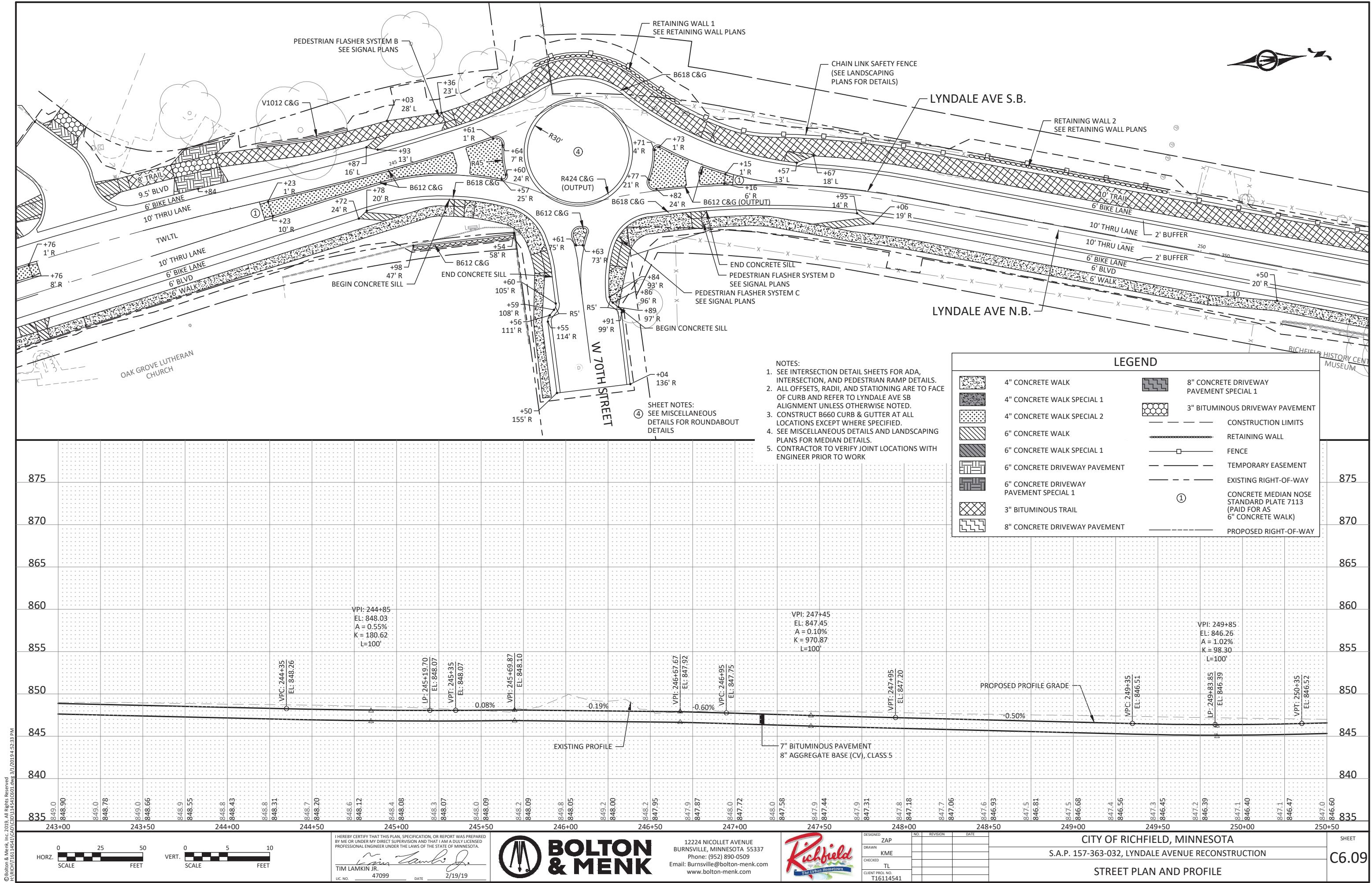


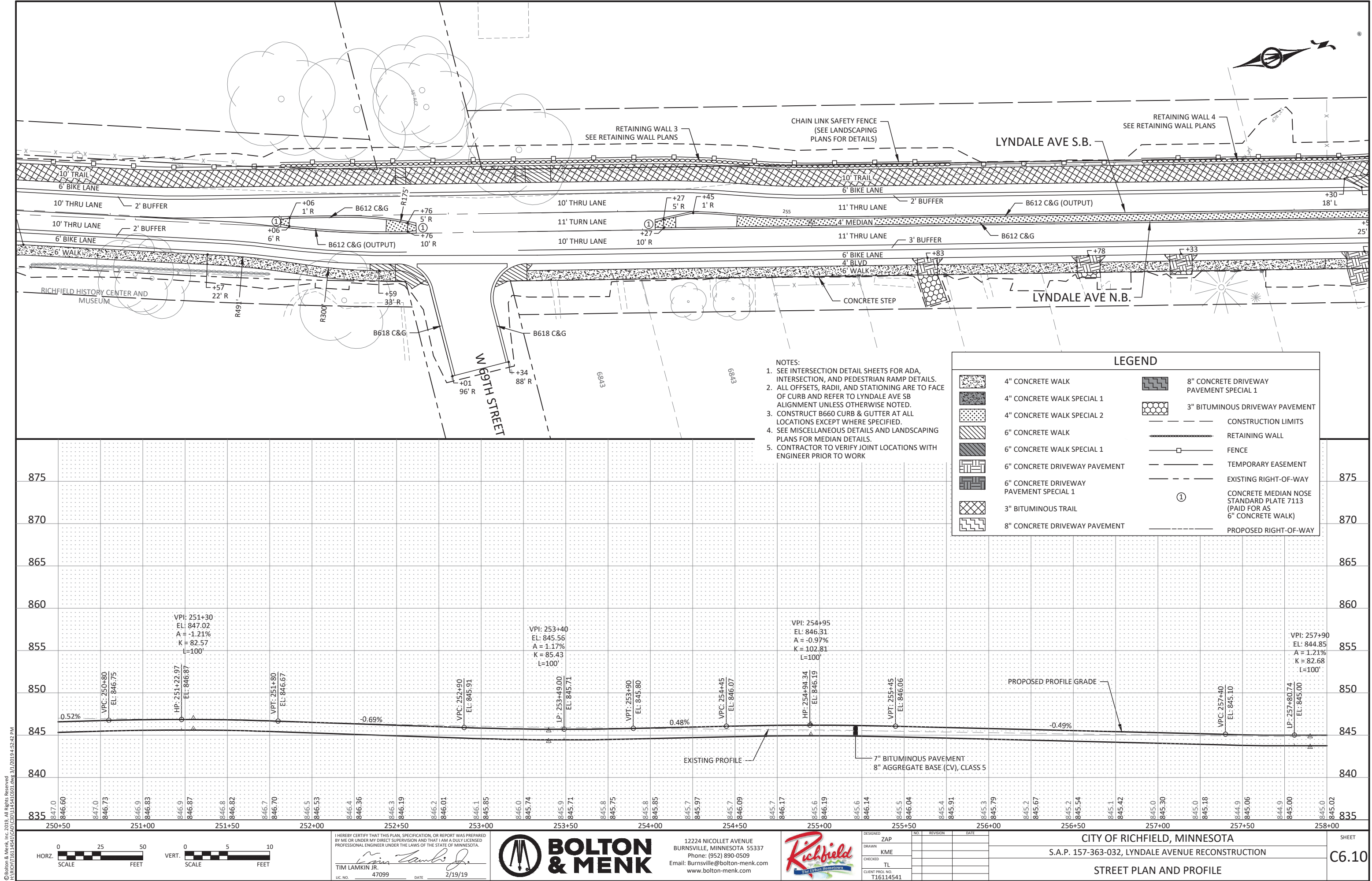


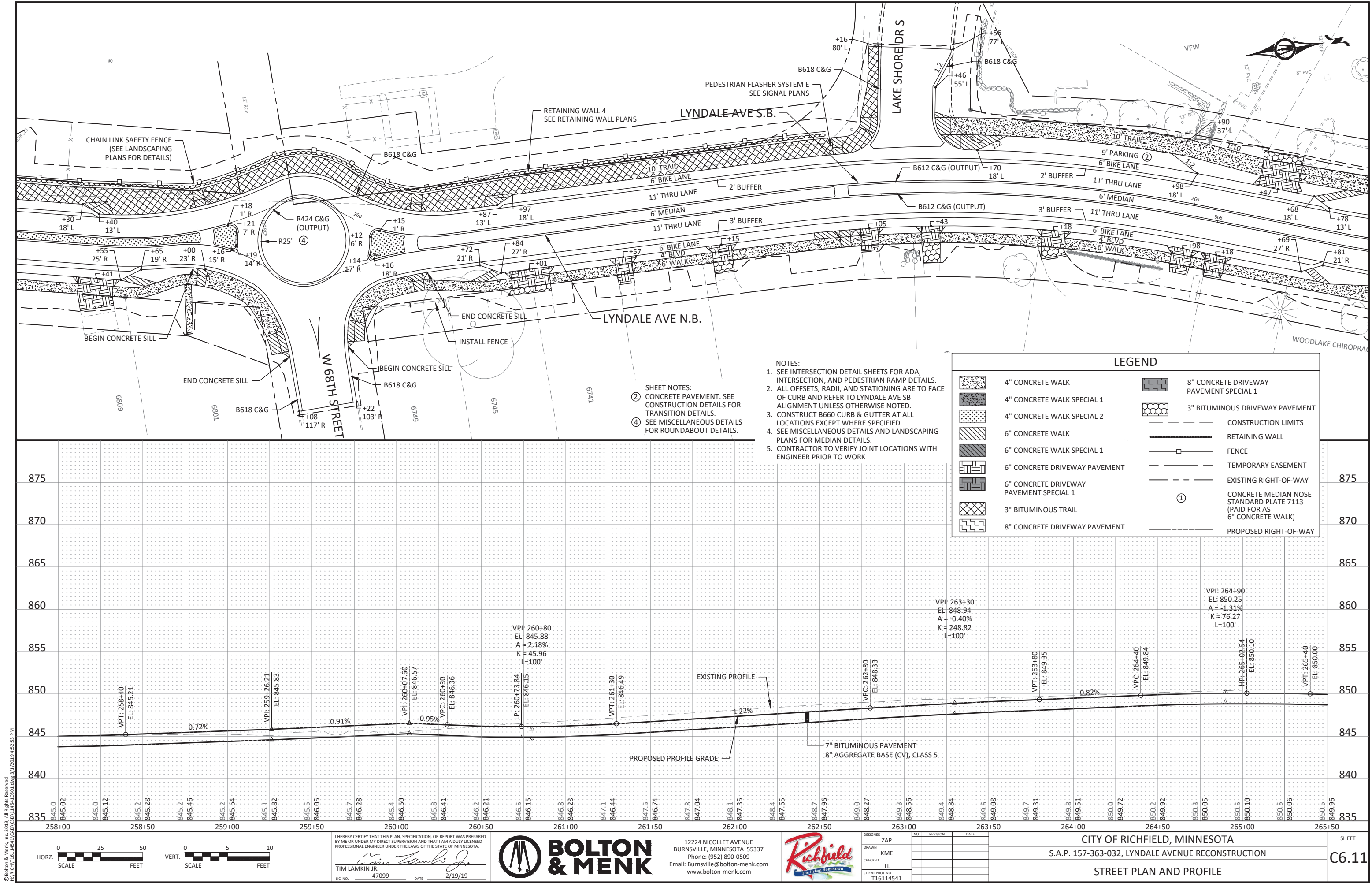


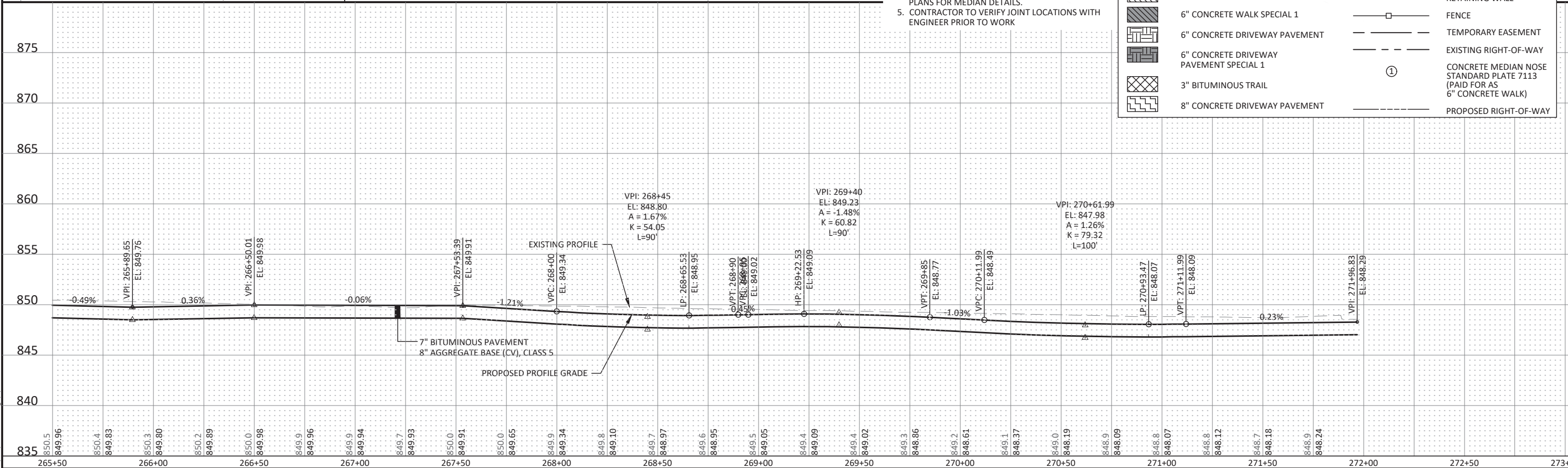
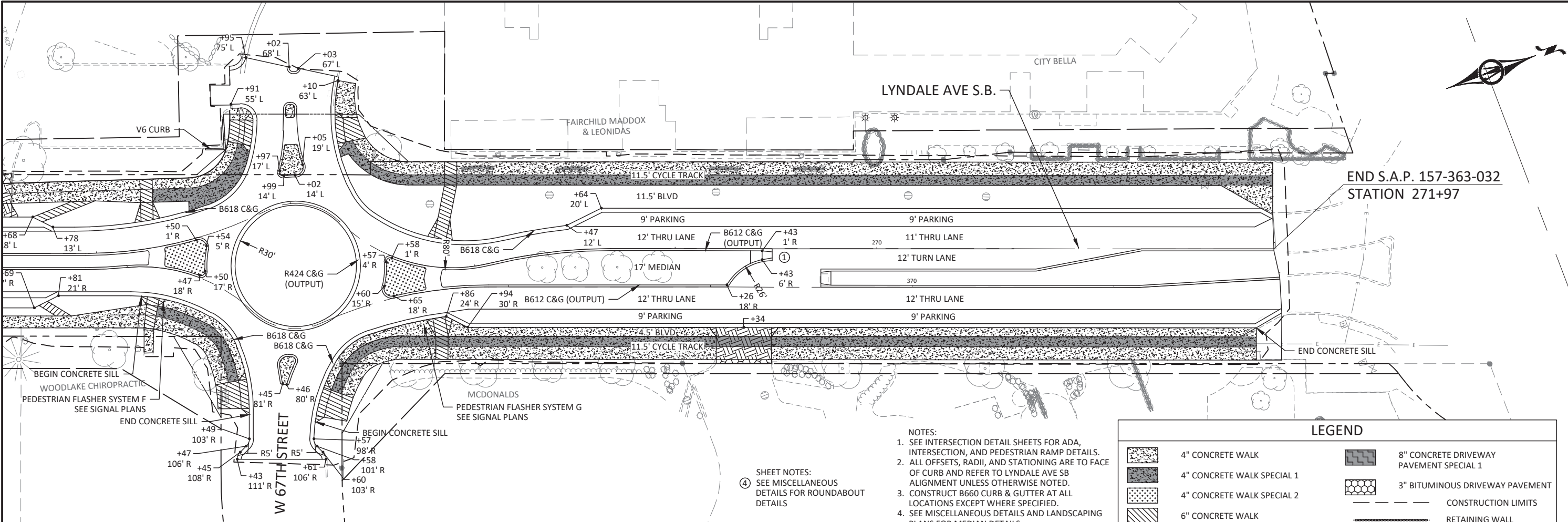












0 25 50
SCALE FEET

0 5 10
SCALE FEET

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.

TIM LAMKIN JR.
LIC. NO. 47099 DATE 2/19/19

BOLTON & MENK
12224 NICOLLET AVENUE
BURNSVILLE, MINNESOTA 55337
Phone: (952) 890-0509
Email: BurnsVille@bolton-menk.com
www.bolton-menk.com

Richfield
The Urban HomeTown

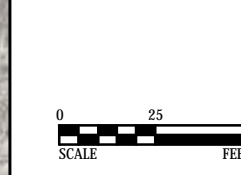
DESIGNED	ZAP	NO.	REVISION	DATE
DRAWN	KME			
CHECKED	TL			
CLIENT PROJ. NO.	T16114541			

CITY OF RICHFIELD, MINNESOTA
S.A.P. 157-363-032, LYNDALE AVENUE RECONSTRUCTION

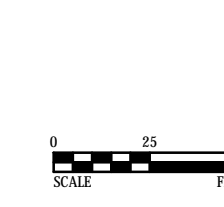
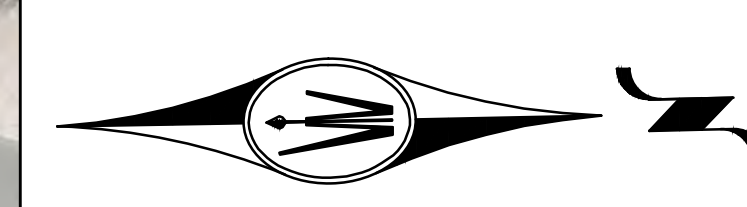
STREET PLAN AND PROFILE

SHEET
C6.12





LYNDALE AVENUE RECONSTRUCTION
RICHFIELD, HENNEPIN COUNTY



LYNDALE AVENUE RECONSTRUCTION
RICHFIELD, HENNEPIN COUNTY



**BOLTON
& MENK**

Real People. Real Solutions.

Lyndale Avenue Reconstruction City of Richfield

Open House Summary

October 25, 2017 – 4:00 to 7:00 PM
Wood Lake Nature Center

Purpose:

The purpose of this open house was to share the purpose of the Lyndale Avenue reconstruction project, project goals and objectives, project history, and solicit public input. This open house was geared toward building a common understanding of current conditions, opportunities, and potential impacts in the corridor and project area.

Staff Attendees:

BOLTON & MENK – Tim Lamkin, Sarah Rippke Lloyd, Haila Maze, Zachary Parsons.

CITY OF RICHFIELD – Jeff Pearson, Jack Broz, Kristin Asher, Liz Finnegan, Logan Vlasaty

RICHFIELD TRANSPORTATION COMMISSION MEMBERS – Wesley Dunser, Phil Chillman, Ken Severson, Gary Ness

Richfield Public Attendees:

There were approximately fifty (50) interested participants who attended the open house to review the materials and provide comments.

Materials Presented:

The material was set in a format allowing attendees the opportunity to view and visit with project staff at their leisure. Materials included

- Several boards with information on project overview, goals and objectives, related plans and policies, and community context
- Two large layouts of the corridor, with the opportunity to discuss and provide comments
- Surveys and comment cards to solicit input from participants

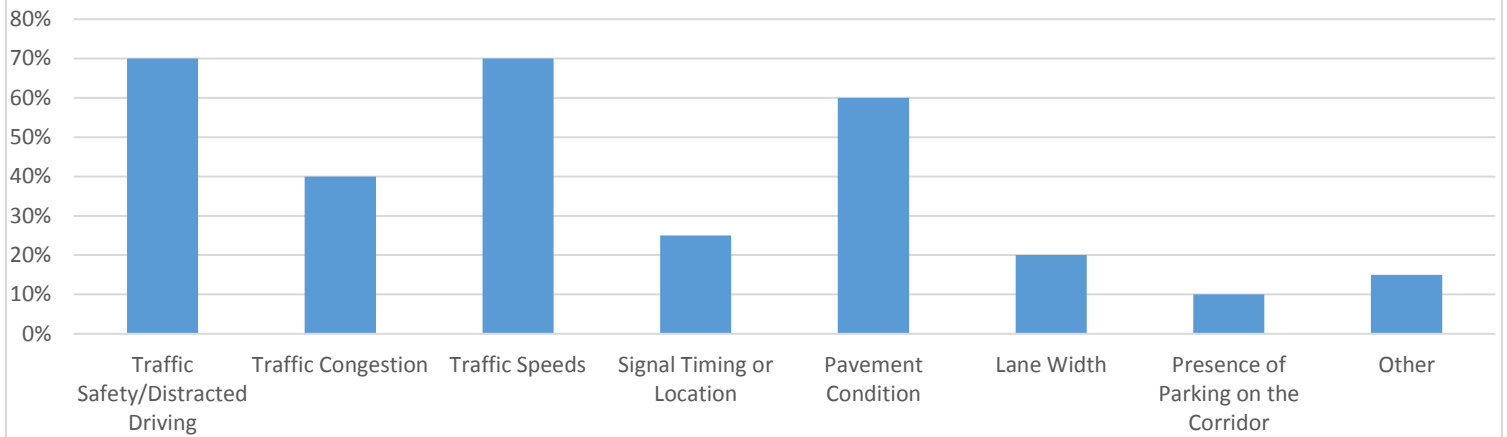
Comments Received:

Public input was collected through discussions with staff and through surveys and comment cards. The following summarizes the most frequently mentioned themes in the public comments collected:

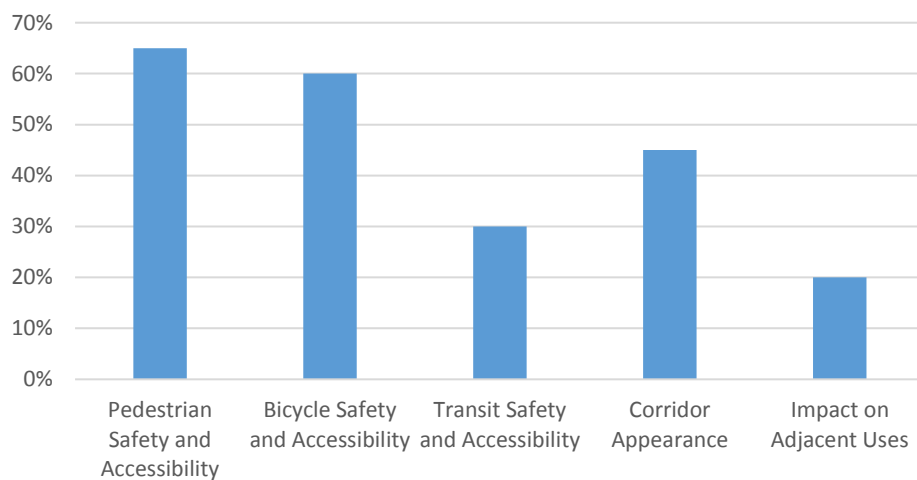
- Safe and improved pedestrian facilities, particularly sidewalks and crossings (19 mentions)
- Safe and dedicated bike lanes on corridor, with connections to other facilities (13 mentions, though 4 opposed)
- Address speeding, including via traffic calming (5 mentions)
- Maintain existing trees and green space (4 mentions)
- Improve signal at 73rd Street (4 mentions)
- Convert the road from 4 to 3 lanes (3 mentions, though 2 opposed)

- Safer pedestrian and auto access for apartments and businesses at southern end of corridor, particularly Lyndale Commons (3 mentions)

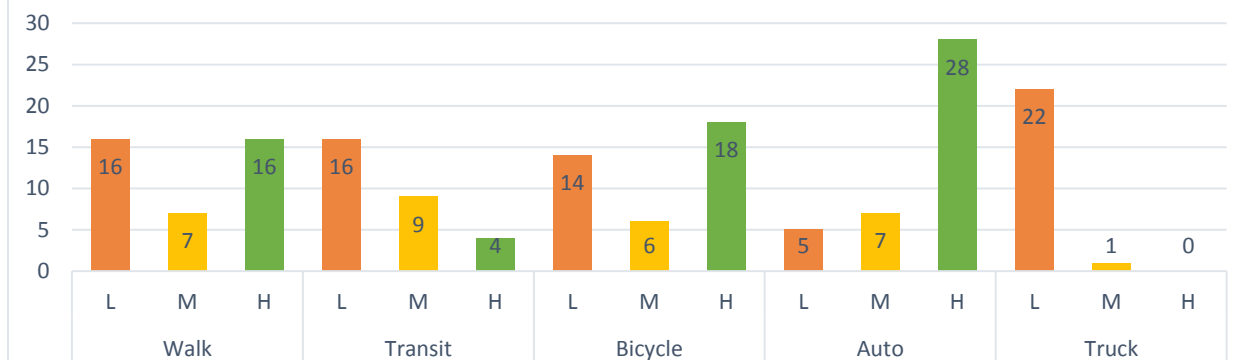
Traffic-Related Concerns Along the Corridor Today



Other Concerns About the Corridor Today



How is the Corridor Used





**BOLTON
& MENK**

Real People. Real Solutions.

Lyndale Avenue Reconstruction City of Richfield

Open House Summary

November 29, 2017 – 4:00 to 7:00 PM

Wood Lake Nature Center

Purpose:

The purpose of this open house was to reflect back feedback received to date, present a draft problem statement and goals, provide information on the corridor's existing issues, and educate on safety tools design elements that will address the corridor's issues. Feedback was collected on whether the process has been responsive to feedback to date, and whether the safety tool and design elements would be preferred on the corridor.

Staff Attendees

BOLTON & MENK

- Tim Lamkin, Sarah Rippke Lloyd, Haila Maze, Zachary Parsons

CITY OF RICHFIELD

- Jeff Pearson, Jack Broz, Kristin Asher, Liz Finnegan, Logan Vlasaty

RICHFIELD TRANSPORTATION COMMISSION MEMBERS

- Ken Severson, Jeffrey Walz, Gary Ness, Jack Wold, Sean Heyford-Oleary, Art Felgate

RICHFIELD CITY COUNCIL MEMBERS

- Maria Regan Gonzalez

Meeting Notification

The following notifications were done regarding the November 26 Open House:

- Approximately 900 mailers were sent to residents within proximity of the project, advertising both open houses.
- An ad in the Sun Current paper was printed in the November 23, 2017 publication.
- An ad on Facebook was promoted from November 22 – November 29, targeted towards those in Richfield.
- Multiple Facebook posts were created on both the City Facebook page as well as the Sweet Streets Facebook page.

Richfield Public Attendees:

There were approximately sixty (60) interested participants who attended the open house to review the materials and provide comments.

Materials Presented:

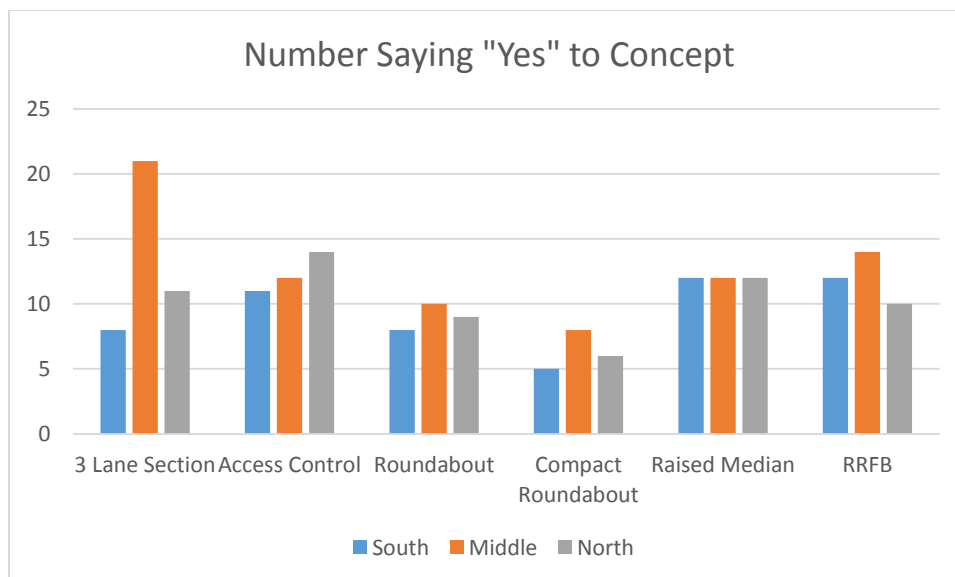
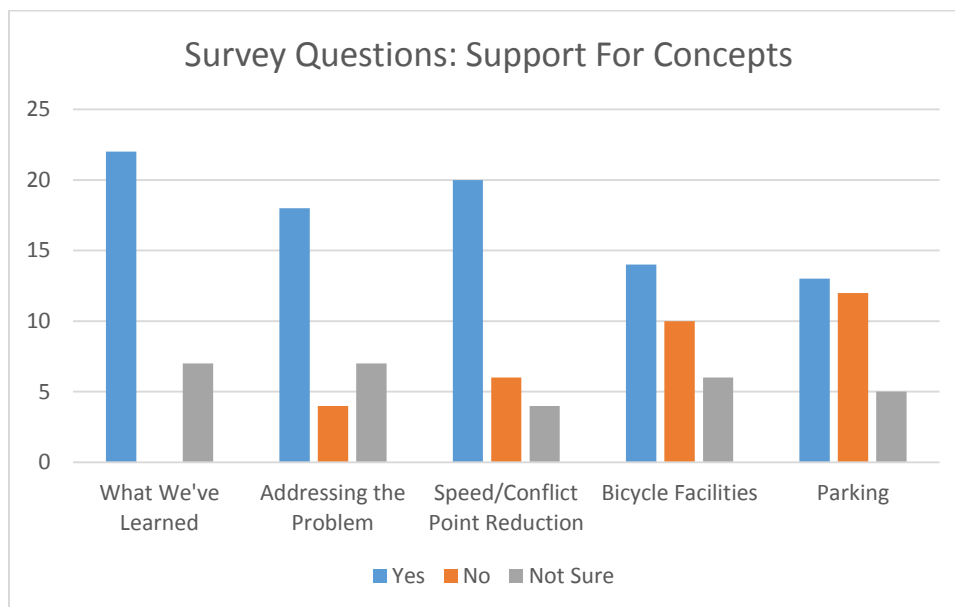
The material was set in a format allowing attendees the opportunity to view and visit with project staff at their leisure. Materials included

- Several boards with information on project overview, goals and objectives, related plans and policies, community context, problem statement, work done to date, and feedback summary
- Series of boards with information on specific design elements and safety tools
- Large layout of the corridor, with the opportunity to discuss and provide comments
- Surveys and comment cards to solicit input from participants

Comments Received:

Public input was collected through discussions with staff and through surveys and comment cards. The following summarizes public comments collected:

- Address ways to accommodate bicycles safety, and make connections to other facilities; difference of opinion if needed on Lyndale
- Pedestrian and business access improvements south of 74th
- Need better pedestrian facilities – sidewalks and crosswalks
- Difference of opinion on need for on-street parking





**BOLTON
& MENK**

Real People. Real Solutions.

**Lyndale Avenue Reconstruction
City of Richfield**

Open House Summary

**February 20, 2018 – 4:00 to 7:00 PM
Oak Grove Lutheran Church**

Purpose:

The purpose of this open house was to review what has been done to date to respond to community feedback and complete supporting technical analysis, and to provide input on potential design concepts for the corridor and for key intersections.

Staff Attendees:

BOLTON & MENK – Tim Lamkin, Sarah Lloyd, Zachary Parsons

CITY OF RICHFIELD – Jeff Pearson, Jack Broz, Logan Vlasaty

RICHFIELD TRANSPORTATION COMMISSION MEMBERS – Ken Severson, Paul Chillman, Jack Wold

Richfield Public Attendees:

There were approximately ninety (90) interested participants who attended the open house to review the materials and provide comments.

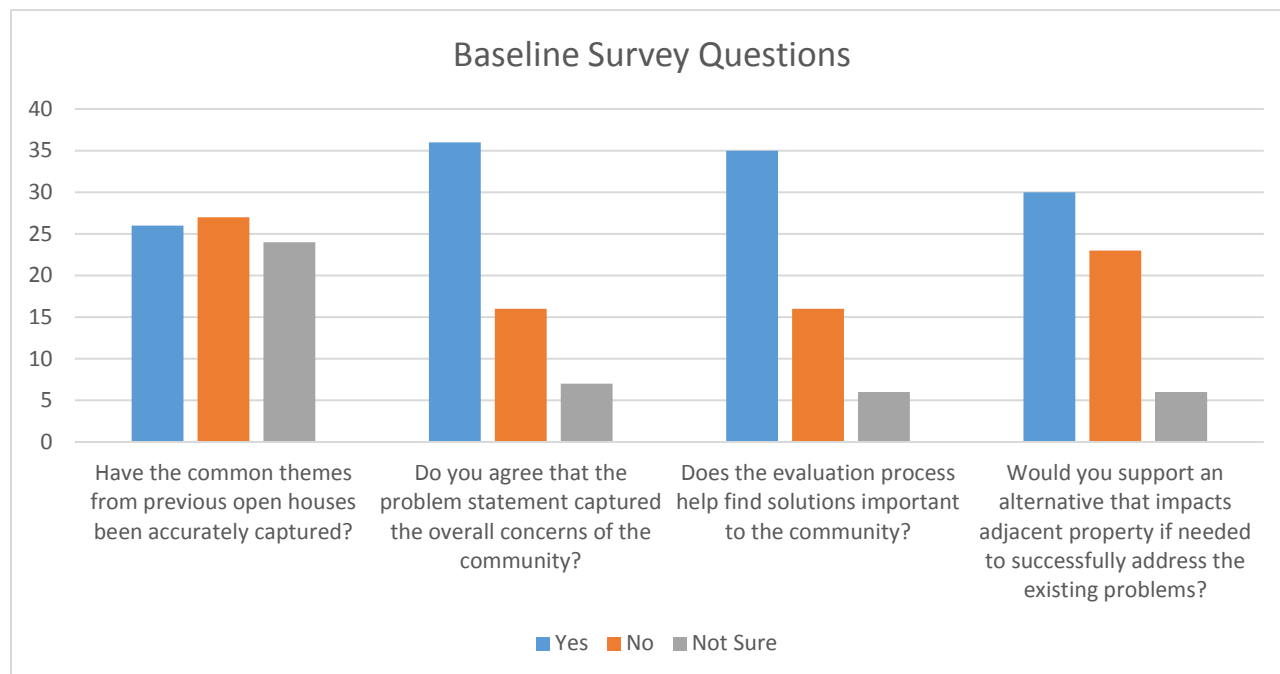
Materials Presented:

The material was set in a format allowing attendees the opportunity to view and visit with project staff at their leisure. Materials included:

- Several boards with information on project overview, goals and objectives, related plans and policies, community context, problem statement, work done to date, feedback summary, and evaluation process
- Boards outlining the different roadway, intersection, and bicycle alternatives
- Series of boards with information on specific design elements and safety tools
- Large layout of the corridor, with the opportunity to discuss and provide comments
- Surveys and comment cards to solicit input from participants

Comments Received:

Public input was collected through discussions with staff and through surveys and comment cards. In total, there were 65 comment cards and surveys submitted. The following summarizes public comments collected:



76th Street to 74th Street

- Concept 1: Many supported this concept – those that commented opposing the concept seem to dislike 3-lane concept.
- Concept 2: Many supported the compact roundabout with median— Concern with business/driveway access if a median would be installed
- Concept 3: Decent support for the 4 lane concept—but many disliked it and did not see it as a change to what is there already.

70th Street

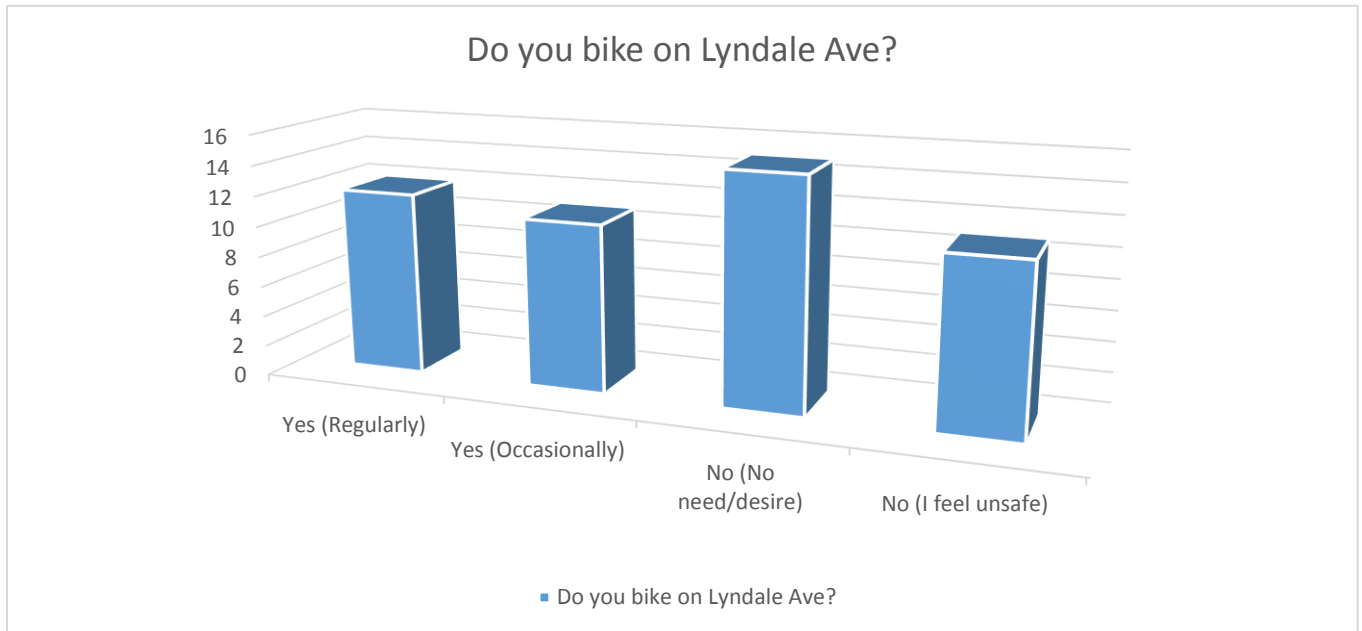
Most people preferred the roundabout. There was an overall pedestrian crossing safety concern.

- Concept 1: Most people preferred the compact roundabout as it would continue to move school traffic and reduce backups. The only worry here was pedestrian crossing safety.
- Concept 2: Most who supported this option requested faster signal times and generally said yes to this because they did not like the concept of a roundabout.

Lakeshore Drive to 67th Street

- Concept 1: People tended to support the compact roundabout concept more frequently than the signal. The main concerns were driveway access if a median were to be installed and safety crossing the intersection.

- Concept 2: People who supported this generally did so because they did not prefer roundabouts.



Bicycle Facilities

People liked the cycle track and moving the route to Aldrich the best.

- Concept 1 Traditional Bike Lane: many thought this option is unsafe and hazardous to drivers and bikers
- Concept 2 Buffered Bike Lane: People who liked this option liked how it was out of the way a bit, and that the area would be plowed in the winter
- Concept 3 Cycle Track: Most preferred option
- Concept 4 Move Route: Many people preferred this option as well, but people who preferred it also answered with the “No need/desire” when asked if they bike on Lyndale.

Parking

The concept of adding spaces was generally well received. Concerns were right of way issues, losing trees, and “not needing” it.

- Concept 1 Pocket: People liked pocket parking
- Concept 2 Parallel: People were neutral on this one.
- Concept 3 Back In: Either they loved it or hated it. The main concern was the actual task of backing into a spot. They said that is not only difficult, but would hold up traffic.



**Lyndale Avenue Reconstruction
City of Richfield
Open House Summary
May 1, 2018 – 4:00 to 7:00 PM
Oak Grove Lutheran Church**

Purpose:

The purpose of this open house was to provide the public an opportunity to review and comment on the recommended alternative for the corridor, prior to final approval by the City of Richfield.

Staff Attendees:

BOLTON & MENK – Tim Lamkin, Sarah Lloyd, Zachary Parsons

CITY OF RICHFIELD – Jack Broz, Logan Vlasaty, Liz Finnegan

RICHFIELD TRANSPORTATION COMMISSION MEMBERS – Ken Severson, Wesley Dunser

Richfield Public Attendees:

There were approximately seventy (70) interested participants who attended the open house to review the materials and provide comments.

Materials Presented:

The material was set in a format allowing attendees the opportunity to view and visit with project staff at their leisure. Materials included:

- Several boards with information on project overview, goals and objectives, related plans and policies, community context, problem statement, work done to date, feedback summary, and evaluation process
- Series of boards with information on specific design elements and safety tools
- Series of boards on traffic impacts of different intersection alternatives
- Large layout of the recommended alternative for the corridor, with the opportunity to discuss and provide comments
- One page handout summarizing project status
- Comment cards to solicit input from participants

Comments Received:

Public input was collected through discussions with staff and through comment cards. In total, there were 12 comment cards submitted. The following summarizes public comments collected:

- Generally positive response to recommended alternative, including improved bicycle and pedestrian crossings and safety
- Some remaining concerns about the safety of using roundabouts on this street
- Need to adequate turn restrictions and signalization to protect bicycles and pedestrians, with a few specific suggestions
- Specifics related to impacts of construction on individual properties, and how this should be addressed



Design Recommendations

Corridor

Improve Pedestrian Experience

WHAT?

- Bike Lanes, Trail/Sidewalk, Green Space, and On-street Parking

WHY?

PEDESTRIAN The goal of the pedestrian network is to provide for safe, secure and efficient movement along across the roadways. The following performance measures are used to evaluate the Pedestrian success of any alternative.

- ☒ Speed of traffic (slower)
- ☒ Offset to traffic (buffer zone)
- ☒ Crossing distances
- ☒ Median refuge
- ☒ Traffic controlled intersections
- ☒ Crosswalk visibility (i.e. pavement markings, signage)
- ☒ Number of conflict points with vehicles and bicycles
- ☒ Minimize circuitous routing
- ☒ Shade
- ☒ Lighting
- ☒ Resting areas (benches, short walls, drinking fountains)

BICYCLE The goal of the Bicycle network is to provide for a safe and efficient movement along and across the roadways. Considerations of the various bicycle skill level needs to be considered (i.e. commuter, recreational or young). The following performance measures will be used to evaluate the Bicycle success of any alternative.

- ☒ Speed of traffic (slower)
- ☒ Space allocated for bicycle lane or cycle-track
- ☐ Space allocated at intersections for left turning bicycles
- ☒ Buffer to traffic
- ☒ Signal "call button" access
- ☒ Conflict points reduced (vehicle, bus, pedestrian)
- ☒ Circuitous routing reduced
- Bicycle parking



Design Recommendations

Corridor

WHAT? 3-lane Section

WHY? Reduces excessive speeding.

- Speed study show's 40% of traffic speeds along Lyndale Ave during the core hours of the day.

- ✓ **PEDESTRIAN** Improve pedestrian experience both along & across the roadway
- ✓ **RECREATIONAL BICYCLING** Provide space comfortable for recreational bicycling
- ✓ **COMMUTER BICYCLING** Provide dedicated space for commuter bicyclists
- ✓ **VEHICLE SAFETY** Provide left turn lanes, narrow lanes, consolidate accesses to minimize conflict & reduce speeds
- ✓ **ENVIRONMENT** Add green space
- ✓ **MAINTENANCE** Add snow storage
- ✓ **BUSINESS/RESIDENTS** Add parking for better access to businesses & homes along the corridor

Proven to Reduce Crashes

- Half of the intersections have injury crash rates 3 times the state average. Lakeshore Dr & Lyndale Ave is 12 times the state average.

Narrows Roadway Footprint to allow for other Features

- Common theme from all open houses was to add biking, green space and parking throughout the corridor.

VEHICLE The goal of the Vehicle network is to provide for safe and efficient movement along and across the roadways. Critical issues include pavement condition, crash frequency and severity, accommodating the other modes along with operations along the corridor. The following performance measures will be used to evaluate the Vehicle success of any alternative.

- ✓ Reduce the frequency and severity of crashes
- ✓ Reduce speeds
- ✓ Corridor travel time
- ✓ Queue lengths (i.e. no impact to other arterials)

TRANSIT The goal of the Transit network is to provide for a safe and efficient pedestrian movement along and across the roadways to the transit waiting areas and efficient transit operations. The following performance measures will be used to evaluate the Transit success of any alternative.

- ✓ Speed of traffic (slower)
- ✓ Space for waiting and proximity to boarding
- ✓ Offset to traffic (buffer zone)
- ✓ Bench or shelter (heated shelter)
- ✓ Shade
- ✓ Trash receptacle
- ☐ Bicycle parking (secure)
- ☐ Park and Ride
- ☐ Real-time transit information
- ☐ Corridor travel time
- ☐ Travel predictability
- Frequency of service



Design Recommendations

South Business Area: 77th St – 74th St

77th St. to 76th St.

WHAT?

- Add dedicated turn lanes and reduce to one thru lane approaching 76th St.
- Add bike lanes and eight on-street parallel parking stalls along Kensington property.

WHY?

- Parking need at Kensington property.
- Consistency throughout the corridor.

76th St. to 74th St.

WHAT?

- Add a raised median at 76th St and 75th St and consolidate entrances at 75th St.
- Add pedestrian flashing system to south side of 75th St. Intersection.

WHY?

- Reduces conflicts points, which reduces number and severity of crashes.
- Provides refuge and shorter crossing for pedestrian and bicycle along and across the corridor.

- | | | |
|---|-------------------------------|--|
| ✓ | PEDESTRIAN | Improve pedestrian experience both along & across the roadway |
| ✓ | RECREATIONAL BICYCLING | Provide space comfortable for recreational bicycling |
| ✓ | COMMUTER BICYCLING | Provide dedicated space for commuter bicyclists |
| ✓ | VEHICLE SAFETY | Provide left turn lanes, narrow lanes, consolidate accesses to minimize conflict & reduce speeds |
| ✓ | ENVIRONMENT | Add green space |
| ✓ | MAINTENANCE | Add snow storage |
| ✓ | BUSINESS/RESIDENTS | Add parking for better access to businesses & homes along the corridor |

Features Considered, but not recommended

- Eliminating right turn lanes at 77th St and 76th St. Traffic would likely back up past 75th St to the north and 77th St to the south during morning and afternoon commutes.
- Roundabout at 75th St. Initially reviewed in conjunction with a center median to 76th St. But even without the median, the impacts to the properties at 75th St and impacts to business access was greater than the benefits of a roundabout at this location.
- Four lane undivided roadway. This option was reviewed in the case that driveways could not be consolidated. That is not the case and this option does not meet any of the project goals.



Design Recommendations

Residential Area - 74th St – 70th St

74th St Intersection

WHAT?

- Add a raised median

WHY?

- Reduces conflicts points, which reduces number and severity of crashes.
- Provides refuge for pedestrian and bicycle crossing.

- ✓ **PEDESTRIAN** Improve pedestrian experience both along & across the roadway
- ✓ **RECREATIONAL BICYCLING** Provide space comfortable for recreational bicycling
- ✓ **COMMUTER BICYCLING** Provide dedicated space for commuter bicyclists
- ✓ **VEHICLE SAFETY** Provide left turn lanes, narrow lanes, consolidate accesses to minimize conflict & reduce speeds
- ✓ **ENVIRONMENT** Add green space
- ✓ **MAINTENANCE** Add snow storage
- ✓ **BUSINESS/RESIDENTS** Add parking for better access to businesses & homes along the corridor

73rd St. to 72nd St.

WHAT?

- Add Pocket Parking & Bus Pull-out

WHY?

- Common theme from open house to provide bus pull out.
- Provide parking for residents short alley-only driveways.

73rd St. Intersection

WHAT?

- Replace Signal

WHY?

- Provides better access to Lyndale Ave during peak hours.
- Existing Signal.

- Close Access to Lyndale Ave.

WHY?

- Reduces conflicts points, which reduces number and severity of crashes.

Oak Grove Blvd Intersection

WHAT?

- Realign Intersection.

WHAT?

- Provide for School Bus Traffic.

WHY?

- Heavily used intersection by Richfield School.

WHY?

- Reduces speeds of turning vehicles
- Reduces potential cut-thru traffic.
- Improves sight lines

Augsburg Ave Intersection

WHAT?

Features Considered, but not recommended

- Roundabout and 73rd St. One of the trade-offs with a 3-lane section is that turning and crossing traffic onto Lyndale Ave may experience increased delay. There were also significant property impacts to the four corner properties at 73rd St.



- Close Access to Oak Grove Blvd from Lyndale Ave. Policy is that the entire neighborhood would need to agree and request the closure, which is not the case at this time.

Design Recommendations

Wood Lake Area - 70th St – 68th St

70th St Intersection

WHAT?

- Compact Roundabout

WHY?

- Reduces vehicular speeds.
- Reduces conflict points

<input checked="" type="checkbox"/>	PEDESTRIAN	Improve pedestrian experience both along & across the roadway
<input checked="" type="checkbox"/>	RECREATIONAL BICYCLING	Provide space comfortable for recreational bicycling
<input checked="" type="checkbox"/>	COMMUTER BICYCLING	Provide dedicated space for commuter bicyclists
<input checked="" type="checkbox"/>	VEHICLE SAFETY	Provide left turn lanes, narrow lanes, consolidate accesses to minimize conflict & reduce speeds
<input type="checkbox"/>	ENVIRONMENT	Add green space
<input type="checkbox"/>	MAINTENANCE	Add snow storage
<input checked="" type="checkbox"/>	BUSINESS/RESIDENTS	Add parking for better access to businesses & homes along the corridor

70th St to 69th St

WHAT?

- Narrowed Section with Buffered Bike Lanes

WHY?

- Reduces impacts to Wood Lake area.
- Left turn not needed, but adds space for bike lane
- Maintains adequate space for maintenance and emergency vehicles.

69th St to 68th St

WHAT?

- Narrowed Section with Median & Buffered Bike Lanes

WHY?

- Reduces impacts to Wood Lake area.
- Residents have access through alley.
- Adds space for bike lane and maintains adequate space for maintenance.

Features Considered, but not recommended

- Boulevard along Wood Lake area. Impacts to Wood Lake were considered too great to include a green boulevard in this area. There will be a narrow 2-ft paved boulevard, which will allow minimal snow storage. The trail is also buffered from traffic by the bike lane.
- Shifting the entire section to the east. Impacts were too great to residential properties with other options available.
- Two-way center left turn lane between 69th St and 68th St. The additional space the left turn lane would impact the residential properties and/or Wood Lake. These impacts



were considered too great with other options available. This was a common theme at previous open houses. Residents in this area have alley access to their properties.



Design Recommendations

North Business Area: 68th St – 66th St

68th St Intersection

WHAT?

- Compact Roundabout

WHY?

- Reduces vehicular speeds.
- Reduces conflict points
- Provides U-turn access for residents

Lakeshore Dr. Intersection

WHAT?

- Right In/Out Access
- Pedestrian flashing system

WHY?

- Reduces conflict points. Injury crash rate is 12 times the state average.
- Median will help slow vehicular traffic and provide refuge for pedestrian and bicycle crossings

67th St Intersection

WHAT?

- Compact Roundabout

WHY?

- Reduces vehicular speeds.
- Reduces conflict points
- Provides U-turn access to Lakeshore Dr.

Features Considered, but not recommended

- One-way stop, tee intersection at 68th St. Residents on the west side between 68th st and 67th St do not have an alley or through access on Garfield Ave. A roundabout provides a safe U-turn for access to their driveways. A roundabout also provides safer crossings for pedestrians as compared to the one-way stop.
- Full access at Lakeshore Dr. Injury crash rate is twelve times the state average at this intersection. Limiting vehicle turns will reduce the number and severity of crashes.
- Signal at 67th St. 40-50% of traffic speeds along the corridor, especially dangerous in this area with an older demographic. Roundabouts are proven to reduce traffic speeds. Roundabouts also reduce the number of conflict points for vehicles and pedestrians creating a safer environment.
- Back-in diagonal parking along City Bella property. This would provide an additional 15 parking stalls. This alternative is still be reviewed with the property and city planning staff and may be incorporated if a benefit is seen.

- ✓ **PEDESTRIAN** Improve pedestrian experience both along & across the roadway
- ✓ **RECREATIONAL BICYCLING** Provide space comfortable for recreational bicycling
- ✓ **COMMUTER BICYCLING** Provide dedicated space for commuter bicyclists
- ✓ **VEHICLE SAFETY** Provide left turn lanes, narrow lanes, consolidate accesses to minimize conflict & reduce speeds
- ✓ **ENVIRONMENT** Add green space
- ✓ **MAINTENANCE** Add snow storage
- ✓ **BUSINESS/RESIDENTS** Add parking for better access to businesses & homes along the corridor

68th St to 67th St

WHAT?

- Buffered Bike Lanes

WHY?

- Adds space for bike lane and maintains adequate space for maintenance.

67th St to 66th St

WHAT?

- Cycle Track & On-street Parking

WHY?

- Cycle track keeps consistency with 66th St.
- Addition of on-street parking was a common theme at all the open houses.



STAFF REPORT NO. 54
CITY COUNCIL MEETING
4/9/2019

REPORT PREPARED BY: Chris Regis, Finance Director

DEPARTMENT DIRECTOR REVIEW: Chris Regis, Finance Director
3/27/2019

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
4/3/2019

ITEM FOR COUNCIL CONSIDERATION:

Consider adoption of a resolution providing for the sale of \$8,865,000 General Obligation Bonds, Series 2019A.

EXECUTIVE SUMMARY:

Included within the City's 5-Year Street Reconstruction Plan, adopted by the City Council on July 10, 2018, are two projects, the reconstruction of 66th Street and the reconstruction of Lyndale Avenue.

The 66th Street project is a county road project and 2019 will be year three of construction. The project is estimated to cost \$61,292,000. The City's cost share includes 25% of road construction, 66% of storm sewer, 100% of water/sewer utility replacement, and any additional streetscape elements not cost-shared by the County. The project has included reconstruction of failing pavement, the replacement of City utilities, undergrounding of parallel overhead utility lines, and improved bicycle and pedestrian accommodations. The project also addresses safety and traffic flow concerns through the use of additional medians and roundabouts. Funding for the 66th Street project is provided by the combination of the issuance of general obligation bonds, Municipal State Aid, Federal grants, County and local funding, and utility rate payers.

The Lyndale Avenue project will reconstruct the roadway between 67th Street and 76th Street and include the replacement of City utilities.

The City previously issued for the 66th Street project the \$9,130,000 G.O. Street Reconstruction Bonds, Series 2017A and the \$9,770,000 G.O. Street Reconstruction Bonds, Series 2018A, of which \$4,000,000 was for the 66th Street project.

Staff is proposing issuing a bond in the par amount of \$8,865,000. The par amount is net of a \$1,000,000 cash contribution from the City. The source of the cash contribution would be Local Government Aid set aside funds.

Debt service for the bonds will be provided by an estimated annual debt service tax levy of \$477,390 and a \$151,340 contribution from the City's utility funds.

RECOMMENDED ACTION:

By motion: Adopt a resolution providing for the sale of \$8,865,000 General Obligation Bonds, Series 2019A.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- The 66th Street project began in 2017 and should be completed in 2019.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- The 66th Street Reconstruction project and the Lyndale Avenue project are part of the 5-Year Street Reconstruction Plan approved by the City Council on July 10, 2018.

C. CRITICAL TIMING ISSUES:

- Construction for the both projects is expected to begin in mid-April 2019 or as weather permits. Therefore, it is important to have the necessary financing in place.

D. FINANCIAL IMPACT:

- The estimated total cost of the Lyndale Avenue project is \$10,000,000.
- Funding for the project is to be provided by general obligation bonds, Municipal State Aid funds and Xcel rate payers. Estimated funding and costs is as follows:

2019 General Obligation Bonds (Net of Par)	\$7,500,000
2020 General Obligation Bonds (Net of Par)	2,000,000
Municipal State Aid	450,000
Xcel Rate Payers	50,000
Total Funding	\$10,000,000

Street Reconstruction	\$6,822,000
Utility	3,178,000
Total Project Cost	\$10,000,000

- The estimated total cost of the 66th Street Reconstruction Project is \$61,292,000.
- Funding for the project will be provided as follows:

2017 Street Reconstruction Bonds (Net of Par)	\$9,000,000
2018 Street Reconstruction Bonds (Net of Par)	4,000,000
2019 General Obligation Bonds (Net of Par)	2,200,000
Municipal State Aid	8,200,000
Federal Funds	9,632,000
Hennepin County	26,500,000
Overhead Utility Rate Payers	1,325,000
Other	435,000
Total Funding	\$61,292,000

- The par amount of the 2019 bonds to be issued is \$8,865,000 which is net of the \$1,000,000 City cash contribution.
- The City will contribute \$1,000,000 of Local Government Aid set aside funds to buy down the par amount of the bonds.
- The debt service on the bonds will be provided from an annual debt service tax levy and an annual contribution from the City's utility funds of \$151,340.
- The average annual estimated tax levy will be \$477,390.
- The estimated annual increase in taxes due to the issuance of these bonds for a residential property valued at \$230,000 will be approximately \$29.94.
- The final bonding for the Lyndale Avenue Street Reconstruction project will occur in 2020.

E. LEGAL CONSIDERATION:

- Legal Counsel has reviewed the Pre-Sale report and resolution.

ALTERNATIVE RECOMMENDATION(S):

- A second option for the City Council to consider would be to issue the bond at a par amount of \$9,875,000, forgoing the \$1,000,000 City cash contribution. The utility funds would still contribute \$151,340 annually to the debt service on the bonds.
- The estimated annual tax levy would now increase by \$72,610, to \$550,000.
- The estimated annual increase in taxes for a residential property valued at \$230,000 would increase to \$34.44.

PRINCIPAL PARTIES EXPECTED AT MEETING:

Brian Reilly, Ehlers & Associates, Inc.

ATTACHMENTS:

Description	Type
□ Resolution	Resolution Letter
□ Pre-Sale Report \$8,865,000 G.O. Bonds, Series 2019A	Exhibit

Resolution No. _____

Resolution Providing for the Sale of
\$8,865,000 General Obligations Bonds, Series 2019A

- A. WHEREAS, the City Council of the City of Richfield, Minnesota has heretofore determined that it is necessary and expedient to issue the City's \$8,865,000 General Obligations Bonds, Series 2019A (the "Bonds"), to finance the 66th Street and Lyndale Avenue street and utility projects in the City; and
- B. WHEREAS, the City has retained Ehlers & Associates, Inc., in Roseville, Minnesota ("Ehlers"), as its independent municipal advisor for the Bonds in accordance with Minnesota Statutes, Section 475.60, Subdivision 2(9);

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richfield, Minnesota, as follows:

- 1. Authorization; Findings. The City Council hereby authorizes Ehlers to assist the City for the sale of the Bonds.
- 2. Meeting; Proposal Opening. The City Council shall meet at 7:00 PM on May 14, 2019, for the purpose of considering proposals for and awarding the sale of the Bonds.
- 3. Official Statement. In connection with said sale, the officers or employees of the City are hereby authorized to cooperate with Ehlers and participate in the preparation of an official statement for the Bonds and to execute and deliver it on behalf of the City upon its completion.

Adopted by the City Council of the City of Richfield, Minnesota this 9^h day of April, 2019.

Maria Regan Gonzalez, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk

April 9, 2019

Pre-Sale Report for

City of Richfield, Minnesota

Estimated \$8,865,000 General Obligations Bonds, Series
2019A



Prepared by:

Rebecca Kurtz, CIPMA
Senior Municipal Advisor

Brian Reilly, CIPMA
Senior Municipal Advisor

Executive Summary of Proposed Debt

Proposed Issue:	<p>\$8,865,000 General Obligations Bonds, Series 2019A or \$9,875,000 General Obligation Bonds, Series 2019A</p> <p>The difference between the two options is a \$1,000,000 cash contribution that the City may make to reduce the bond amount.</p>
Purposes:	<p>The proposed issue includes financing for the following purposes:</p> <ul style="list-style-type: none"> 2019 Lyndale Avenue project. Ad valorem property taxes and utility revenues will be pledged to pay the debt service. 66th Street Reconstruction project. Debt service will be paid from ad valorem property taxes. <p>Tax impact information is attached.</p>
Authority:	<p>The Bonds are being issued pursuant to Minnesota Statutes, Chapters:</p> <ul style="list-style-type: none"> 475.58 – Allows cities to issue debt for street reconstruction after completing a Street Reconstruction Plan and holding a public hearing. 444 – Allows cities to issue debt without limitation as long as debt service is expected to be paid from water and/or sewer revenues 475 – General bonding authority <p>The City held a public hearing on July 10, 2018, and approved the 2019-2023 Five-Year Street Reconstruction Plan, which included the 2019 projects.</p> <p>The Bonds will be general obligations of the City for which its full faith, credit and taxing powers are pledged. The Street Reconstruction portion of the Bonds counts against the City's General Obligation Debt Capacity Limit of 3% of market value.</p>
Term/Call Feature:	<p>The Bonds are being issued for a term of 20 years. Principal on the Bonds will be due on February 1 in the years 2021 through 2040. Interest is payable every six months beginning February 1, 2020.</p> <p>The Bonds will be subject to prepayment at the discretion of the City on February 1, 2028 or any date thereafter.</p>
Bank Qualification:	<p>Because the City is not expecting to issue more than \$10,000,000 in tax exempt debt during the calendar year, the City will be able to designate the Bonds as "bank qualified" obligations. Bank qualified status broadens the market for the Bonds, which can result in lower interest rates.</p>

Rating:	<p>The City's most recent bond issues were rated by Standard & Poor's. The current ratings on those bonds are "AA+". The City will request a new rating for the Bonds.</p> <p>If the winning bidder on the Bonds elects to purchase bond insurance, the rating for the issue may be higher than the City's bond rating in the event that the bond rating of the insurer is higher than that of the City.</p>
Basis for Recommendation:	<p>Based on our knowledge of your situation, your objectives communicated to us, our advisory relationship as well as characteristics of various municipal financing options, we are recommending the issuance of tax-exempt general obligation bonds as a suitable financing option.</p> <ul style="list-style-type: none"> ▪ This option is in keeping with the City policy and past practices to finance these types of projects with this type of debt issue. ▪ The issuance of general obligation bonds provides the most overall cost-effective option that still maintains future flexibility for the repayment of the debt.
Method of Sale/Placement:	<p>We will solicit competitive bids for the purchase of the Bonds from underwriters and banks.</p> <p>We will include an allowance for discount bidding in the terms of the issue. The discount is treated as an interest item and provides the underwriter with all or a portion of their compensation in the transaction.</p> <p>If the Bonds are purchased at a price greater than the minimum bid amount (maximum discount), the unused allowance may be used to reduce your borrowing amount.</p>
Premium Pricing:	<p>In some cases, investors in municipal bonds prefer "premium" pricing structures. A premium is achieved when the coupon for any maturity (the interest rate paid by the issuer) exceeds the yield to the investor, resulting in a price paid that is greater than the face value of the bonds. The sum of the amounts paid in excess of face value is considered "reoffering premium." The underwriter of the bonds will retain a portion of this reoffering premium as their compensation (or "discount") but will pay the remainder of the premium to the City. The amount of the premium varies, but it is not uncommon to see premiums for new issues in the range of 2.00% to 10.00% of the face amount of the issue. This means that an issuer with a \$2,000,000 offering may receive bids that result in proceeds of \$2,040,000 to \$2,200,000.</p> <p>For this issue of Bonds, we have been directed to use the net premium to reduce the size of the issue/increase the net proceeds for the project. The resulting adjustments may slightly change the true interest cost of the issue, either up or down.</p> <p>The amount of premium can be restricted in the bid specifications. Restrictions on premium may result in fewer bids but may also eliminate large adjustments on the day of sale and unintended impacts with respect to debt service payment. Ehlers will identify appropriate premium restrictions for the Bonds intended to achieve the City's objectives for this financing.</p>

Other Considerations:	<p>Two financing structures are included for consideration:</p> <ul style="list-style-type: none"> ▪ \$8,865,000 G.O. Bonds includes a City cash contribution of \$1,000,000 to reduce the amount of debt. ▪ \$9,875,000 G.O. Bonds assumes the entire project would be financed.
Review of Existing Debt:	<p>We have reviewed all outstanding indebtedness for the City and find there are two potential refunding opportunities for issues that are callable later this year.</p> <p>We will continue to monitor the market and the call dates for the City's outstanding debt and will alert you as the call dates approach.</p>
Continuing Disclosure:	<p>Because the City has more than \$10,000,000 in outstanding debt (including this issue) and this issue is over \$1,000,000, the City will be agreeing to provide certain updated Annual Financial Information and its Audited Financial Statement annually, as well as providing notices of the occurrence of certain reportable events to the Municipal Securities Rulemaking Board (the "MSRB"), as required by rules of the Securities and Exchange Commission (SEC). The City is already obligated to provide such reports for its existing bonds and has contracted with Ehlers to prepare and file the reports.</p>
Arbitrage Monitoring:	<p>Because the Bonds are tax-exempt obligations, the City must ensure compliance with certain Internal Revenue Service (IRS) rules throughout the life of the issue. These rules apply to all gross proceeds of the issue, including initial bond proceeds and investment earnings in construction, escrow, debt service, and any reserve funds. How issuers spend bond proceeds and how they track interest earnings on funds (arbitrage/yield restriction compliance) are common subjects of IRS inquiries. Your specific responsibilities will be detailed in the Tax Certificate prepared by your Bond Attorney and provided at closing. You have retained Ehlers to assist you with compliance with these rules.</p>
Investment of and Accounting for Proceeds:	<p>In order to more efficiently segregate funds for this project and maximize interest earnings, we recommend using an investment advisor, to assist with the investment of bond proceeds until they are needed to pay project costs. Ehlers Investment Partners, a subsidiary of Ehlers and registered investment advisor, will discuss an appropriate investment strategy with the City.</p>

Other Service Providers:	<p>This debt issuance will require the engagement of other public finance service providers. This section identifies those other service providers, so Ehlers can coordinate their engagement on your behalf. Where you have previously used a particular firm to provide a service, we have assumed that you will continue that relationship. For services you have not previously required, we have identified a service provider. Fees charged by these service providers will be paid from proceeds of the obligation, unless you notify us that you wish to pay them from other sources. Our pre-sale bond sizing includes a good faith estimate of these fees, but the final fees may vary. If you have any questions pertaining to the identified service providers or their role, or if you would like to use a different service provider for any of the listed services please contact us.</p> <p>Bond Counsel: Kennedy & Graven, Chartered</p> <p>Paying Agent: Bond Trust Services Corporation</p> <p>Rating Agency: Standard & Poor's Global Ratings (S&P)</p>
Summary:	<p>The decisions to be made by the City Council are as follows:</p> <ul style="list-style-type: none"> • Accept or modify the finance assumptions described in this report • Determine if the City will provide a cash contribution for the project • Adopt the resolution attached to this report inserting the bond amount based on the cash contribution decision

This presale report summarizes our understanding of the City's objectives for the structure and terms of this financing as of this date. As additional facts become known or capital markets conditions change, we may need to modify the structure and/or terms of this financing to achieve results consistent with the City's objectives.

Proposed Debt Issuance Schedule

Pre-Sale Review by City Council:	April 9, 2019
Due Diligence Call to review Official Statement:	Week of April 22, 2019
Distribute Official Statement:	Week of April 29, 2019
Conference with Rating Agency:	Week of April 29, 2019
City Council Meeting to Award Sale of the Bonds:	May 14, 2019
Estimated Closing Date:	June 6, 2019

Attachments

Estimated Sources and Uses of Funds for each option
Estimated Proposed Debt Service Schedule for each option
Estimated Tax Impacts for each option
Resolution Authorizing Ehlers to Proceed with Bond Sale

Ehlers Contacts

Municipal Advisors:	Rebecca Kurtz	(651) 697-8516
	Brian Reilly	(651) 697-8541
Disclosure Coordinator:	Jen Chapman	(651) 697-8566
Financial Analyst:	Alicia Gage	(651) 697-8551

The Preliminary Official Statement for this financing will be sent to the City Council at their home or email address for review prior to the sale date.

City of Richfield, Minnesota

Estimated Tax Impact

March 19, 2019

Tax Levy and Utility Revenue Supported - \$1M Cash Contribution

BOND ISSUANCE INFORMATION	
Bond Issue Amount	\$8,865,000
Number of Years	20
Average Interest Rate	3.06%
Estimated Bond Rating	S&P AA+
PROPERTY TAX INFORMATION	
Proposed Net Tax Capacity - Payable 2019	\$34,035,272
Debt Levy @ 105% - Average	477,389
Estimated Tax Capacity Rate:	
Payable - 2019 Without Proposed Bonds	52.856%
Payable - 2019 With Proposed Bonds	54.259%
Estimated Tax Rate Increase	1.403%

TAX IMPACT ANALYSIS							
Type of Property	Estimated Market Value	Market Value Exclusion	Taxable Market Value	Net Tax Capacity	Current City Tax	Proposed Tax Increase*	Proposed City Tax
Residential Homestead	\$ 50,000	\$ 20,000	\$ 30,000	\$ 300	\$ 158.57	\$ 4.21	\$ 162.78
	75,000	30,000	45,000	450	237.85	6.31	244.16
	100,000	28,240	71,760	718	379.29	10.07	389.36
	125,000	25,990	99,010	990	523.33	13.89	537.21
	150,000	23,740	126,260	1,263	667.36	17.71	685.07
	175,000	21,490	153,510	1,535	811.39	21.53	832.92
	200,000	19,240	180,760	1,808	955.43	25.35	980.78
	230,000	16,540	213,460	2,135	1,128.26	29.94	1,158.20
	250,000	14,740	235,260	2,353	1,243.49	33.00	1,276.49
	300,000	10,240	289,760	2,898	1,531.56	40.64	1,572.20
Commercial/Industrial	\$ 100,000	\$ -	\$ 100,000	\$ 1,058	\$ 559.46	\$ 14.85	\$ 574.30
	200,000	-	200,000	2,293	1,212.16	32.17	1,244.32
	300,000	-	300,000	3,705	1,958.10	51.96	2,010.06
	400,000	-	400,000	5,116	2,704.04	71.76	2,775.80
	500,000	-	500,000	6,527	3,449.99	91.55	3,541.54
	1,000,000	-	1,000,000	13,584	7,179.70	190.53	7,370.23
Apartments (4 or more units)	\$ 200,000	\$ -	\$ 200,000	\$ 2,500	\$ 1,321.40	\$ 35.07	\$ 1,356.47
	300,000	-	300,000	3,750	1,982.10	52.60	2,034.70
	500,000	-	500,000	6,250	3,303.50	87.66	3,391.16
Agricultural Homestead **	\$ 150,000	\$ 23,740	\$ 126,260	\$ 1,263	\$ 667.36	\$ 17.71	\$ 685.07
	400,000	23,740	376,260	2,513	1,328.06	35.24	1,363.30
	500,000	23,740	476,260	3,013	1,592.34	42.26	1,634.60
	600,000	23,740	576,260	3,513	1,856.62	49.27	1,905.89
	800,000	23,740	776,260	4,513	2,385.18	63.30	2,448.47
	1,000,000	23,740	976,260	5,513	2,913.74	77.32	2,991.06
Agricultural Non-Homestead (dollars per acre)	\$ 1,500	\$ -	\$ 1,500	\$ 15	\$ 7.93	\$ 0.21	\$ 8.14
	2,000	-	2,000	20	10.57	0.28	10.85
	2,500	-	2,500	25	13.21	0.35	13.56
Seasonal/Recreation Residential	\$ 100,000	\$ -	\$ 100,000	\$ 1,000	\$ 528.56	\$ 14.03	\$ 542.59
	200,000	-	200,000	2,000	1,057.12	28.05	1,085.17
	300,000	-	300,000	3,000	1,585.68	42.08	1,627.76
	400,000	-	400,000	4,000	2,114.24	56.11	2,170.35

* The figures in the table are based on taxes for new bonded debt only, and do not include tax levies for other purposes. Tax increases shown above are gross increases, not including the impact of the state Property Tax Refund ("Circuit Breaker") program. Many owners of homestead property will qualify for a refund, based on their income and total property taxes. This will decrease the net tax effect of the bond issue for many property owners.

** For agricultural homestead property, a value of \$150,000 was assumed for the house, garage and one acre.

City of Richfield, Minnesota

\$8,865,000 General Obligation Bonds, Series 2019A

Assumes Current Market BQ AA+ Rates plus 25bps

Includes Utility Revenues and Cash Contribution

Sources & Uses

Dated 06/06/2019 | Delivered 06/06/2019

Sources Of Funds

Par Amount of Bonds	\$8,865,000.00
Planned Issuer Equity contribution	1,000,000.00
Total Sources	\$9,865,000.00

Uses Of Funds

Total Underwriter's Discount (1.000%)	88,650.00
Costs of Issuance	73,000.00
Deposit to Project Construction Fund	9,700,000.00
Rounding Amount	3,350.00
Total Uses	\$9,865,000.00

City of Richfield, Minnesota

\$8,865,000 General Obligation Bonds, Series 2019A

Assumes Current Market BQ AA+ Rates plus 25bps

Includes Utility Revenues and Cash Contribution

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	105% of Total	Revenue	Levy/(Surplus)
02/01/2020	-	-	164,176.88	164,176.88	172,385.72	151,339.24	21,046.48
02/01/2021	350,000.00	2.000%	251,505.00	601,505.00	631,580.25	151,339.24	480,241.01
02/01/2022	355,000.00	2.050%	244,505.00	599,505.00	629,480.25	151,339.24	478,141.01
02/01/2023	360,000.00	2.100%	237,227.50	597,227.50	627,088.88	151,339.24	475,749.64
02/01/2024	370,000.00	2.150%	229,667.50	599,667.50	629,650.88	151,339.24	478,311.64
02/01/2025	375,000.00	2.250%	221,712.50	596,712.50	626,548.13	151,339.24	475,208.89
02/01/2026	385,000.00	2.350%	213,275.00	598,275.00	628,188.75	151,339.24	476,849.51
02/01/2027	395,000.00	2.450%	204,227.50	599,227.50	629,188.88	151,339.24	477,849.64
02/01/2028	405,000.00	2.550%	194,550.00	599,550.00	629,527.50	151,339.24	478,188.26
02/01/2029	415,000.00	2.650%	184,222.50	599,222.50	629,183.63	151,339.24	477,844.39
02/01/2030	425,000.00	2.750%	173,225.00	598,225.00	628,136.25	151,339.24	476,797.01
02/01/2031	435,000.00	2.850%	161,537.50	596,537.50	626,364.38	151,339.24	475,025.14
02/01/2032	450,000.00	2.950%	149,140.00	599,140.00	629,097.00	151,339.24	477,757.76
02/01/2033	465,000.00	3.050%	135,865.00	600,865.00	630,908.25	151,339.24	479,569.01
02/01/2034	475,000.00	3.150%	121,682.50	596,682.50	626,516.63	151,339.24	475,177.39
02/01/2035	490,000.00	3.200%	106,720.00	596,720.00	626,556.00	151,339.23	475,216.77
02/01/2036	510,000.00	3.250%	91,040.00	601,040.00	631,092.00	151,339.23	479,752.77
02/01/2037	525,000.00	3.300%	74,465.00	599,465.00	629,438.25	151,339.23	478,099.02
02/01/2038	540,000.00	3.350%	57,140.00	597,140.00	626,997.00	151,339.24	475,657.76
02/01/2039	560,000.00	3.400%	39,050.00	599,050.00	629,002.50	151,339.24	477,663.26
02/01/2040	580,000.00	3.450%	20,010.00	600,010.00	630,010.50	151,339.23	478,671.27
Total	\$8,865,000.00	-	\$3,274,944.38	\$12,139,944.38	\$12,746,941.60	\$3,178,124.00	\$9,568,817.60

Significant Dates

Dated	6/06/2019
First Coupon Date	2/01/2020

Yield Statistics

Bond Year Dollars	\$106,856.88
Average Life	12.054 Years
Average Coupon	3.0647952%
Net Interest Cost (NIC)	3.1477566%
True Interest Cost (TIC)	3.1416885%
Bond Yield for Arbitrage Purposes	3.0385030%
All Inclusive Cost (AIC)	3.2277588%

City of Richfield, Minnesota

\$8,865,000 General Obligation Bonds, Series 2019A

Assumes Current Market BQ AA+ Rates plus 25bps

Includes Utility Revenues and Cash Contribution

Revenue Summary

DATE	Water Revenue	Sewer Revenue	Storm Revenue	TOTAL
02/01/2020	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2021	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2022	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2023	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2024	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2025	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2026	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2027	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2028	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2029	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2030	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2031	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2032	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2033	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2034	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2035	58,729.57	53,753.81	38,855.85	151,339.23
02/01/2036	58,729.57	53,753.81	38,855.85	151,339.23
02/01/2037	58,729.57	53,753.81	38,855.85	151,339.23
02/01/2038	58,729.58	53,753.81	38,855.85	151,339.24
02/01/2039	58,729.58	53,753.81	38,855.85	151,339.24
02/01/2040	58,729.58	53,753.80	38,855.85	151,339.23
Total	\$1,233,321.00	\$1,128,830.00	\$815,973.00	\$3,178,124.00

City of Richfield, Minnesota
Estimated Tax Impact
March 19, 2019
Tax Levy and Utility Revenue Supported

BOND ISSUANCE INFORMATION	
Bond Issue Amount	\$9,875,000
Number of Years	20
Average Interest Rate	3.06%
Estimated Bond Rating	S&P AA+
PROPERTY TAX INFORMATION	
Proposed Net Tax Capacity - Payable 2019	\$34,035,272
Debt Levy @ 105% - Average	549,101
Estimated Tax Capacity Rate:	
Payable - 2019 Without Proposed Bonds	52.856%
Payable - 2019 With Proposed Bonds	54.469%
Estimated Tax Rate Increase	1.613%

TAX IMPACT ANALYSIS							
Type of Property	Estimated Market Value	Market Value Exclusion	Taxable Market Value	Net Tax Capacity	Current City Tax	Proposed Tax Increase*	Proposed City Tax
Residential Homestead	\$ 50,000	\$ 20,000	\$ 30,000	\$ 300	\$ 158.57	\$ 4.84	\$ 163.41
	75,000	30,000	45,000	450	237.85	7.26	245.11
	100,000	28,240	71,760	718	379.29	11.58	390.87
	125,000	25,990	99,010	990	523.33	15.97	539.30
	150,000	23,740	126,260	1,263	667.36	20.37	687.73
	175,000	21,490	153,510	1,535	811.39	24.77	836.16
	200,000	19,240	180,760	1,808	955.43	29.16	984.59
	230,000	16,540	213,460	2,135	1,128.26	34.44	1,162.70
	250,000	14,740	235,260	2,353	1,243.49	37.96	1,281.45
	300,000	10,240	289,760	2,898	1,531.56	46.75	1,578.30
Commercial/Industrial	\$ 100,000	\$ -	\$ 100,000	\$ 1,058	\$ 559.46	\$ 17.08	\$ 576.53
	200,000	-	200,000	2,293	1,212.16	37.00	1,249.16
	300,000	-	300,000	3,705	1,958.10	59.77	2,017.87
	400,000	-	400,000	5,116	2,704.04	82.54	2,786.58
	500,000	-	500,000	6,527	3,449.99	105.30	3,555.29
Apartments (4 or more units)	\$ 1,000,000	\$ -	\$ 1,000,000	13,584	7,179.70	219.15	7,398.85
	\$ 200,000	\$ -	\$ 200,000	\$ 2,500	\$ 1,321.40	\$ 40.33	\$ 1,361.73
	300,000	-	300,000	3,750	1,982.10	60.50	2,042.60
Agricultural Homestead **	\$ 500,000	\$ -	\$ 500,000	\$ 6,250	\$ 3,303.50	\$ 100.83	\$ 3,404.33
	\$ 150,000	\$ 23,740	\$ 126,260	\$ 1,263	\$ 667.36	\$ 20.37	\$ 687.73
	400,000	23,740	376,260	2,513	1,328.06	40.54	1,368.60
	500,000	23,740	476,260	3,013	1,592.34	48.60	1,640.94
	600,000	23,740	576,260	3,513	1,856.62	56.67	1,913.29
Agricultural Non-Homestead (dollars per acre)	\$ 800,000	\$ 23,740	\$ 776,260	\$ 4,513	\$ 2,385.18	\$ 72.80	\$ 2,457.98
	1,000,000	23,740	976,260	5,513	2,913.74	88.94	3,002.68
	\$ 1,500	\$ -	\$ 1,500	\$ 15	\$ 7.93	\$ 0.24	\$ 8.17
Seasonal/Recreation Residential	\$ 2,000	\$ -	\$ 2,000	\$ 20	\$ 10.57	\$ 0.32	\$ 10.89
	2,500	-	2,500	25	13.21	0.40	13.62
	\$ 100,000	\$ -	\$ 100,000	\$ 1,000	\$ 528.56	\$ 16.13	\$ 544.69
	200,000	-	200,000	2,000	1,057.12	32.27	1,089.39
	300,000	-	300,000	3,000	1,585.68	48.40	1,634.08
	400,000	-	400,000	4,000	2,114.24	64.53	2,178.77

* The figures in the table are based on taxes for new bonded debt only, and do not include tax levies for other purposes. Tax increases shown above are gross increases, not including the impact of the state Property Tax Refund ("Circuit Breaker") program. Many owners of homestead property will qualify for a refund, based on their income and total property taxes. This will decrease the net tax effect of the bond issue for many property owners.

** For agricultural homestead property, a value of \$150,000 was assumed for the house, garage and one acre.

City of Richfield, Minnesota

\$9,875,000 General Obligation Bonds, Series 2019A

Assumes Current Market BQ AA+ Rates plus 25bps

Includes Utility Revenues

Sources & Uses

Dated 06/06/2019 | Delivered 06/06/2019

Sources Of Funds

Par Amount of Bonds	\$9,875,000.00
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Total Sources	\$9,875,000.00
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Uses Of Funds

Total Underwriter's Discount (1.000%)	98,750.00
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Costs of Issuance	76,000.00
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Deposit to Project Construction Fund	9,700,000.00
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Rounding Amount	250.00
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Total Uses	\$9,875,000.00
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City of Richfield, Minnesota

\$9,875,000 General Obligation Bonds, Series 2019A

Assumes Current Market BQ AA+ Rates plus 25bps

Includes Utility Revenues

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	105% of Total	Revenue	Levy/(Surplus)
02/01/2020	-	-	182,903.44	182,903.44	192,048.61	151,339.24	40,709.37
02/01/2021	385,000.00	2.000%	280,192.50	665,192.50	698,452.13	151,339.24	547,112.89
02/01/2022	395,000.00	2.050%	272,492.50	667,492.50	700,867.13	151,339.24	549,527.89
02/01/2023	405,000.00	2.100%	264,395.00	669,395.00	702,864.75	151,339.24	551,525.51
02/01/2024	410,000.00	2.150%	255,890.00	665,890.00	699,184.50	151,339.24	547,845.26
02/01/2025	420,000.00	2.250%	247,075.00	667,075.00	700,428.75	151,339.24	549,089.51
02/01/2026	430,000.00	2.350%	237,625.00	667,625.00	701,006.25	151,339.24	549,667.01
02/01/2027	440,000.00	2.450%	227,520.00	667,520.00	700,896.00	151,339.24	549,556.76
02/01/2028	450,000.00	2.550%	216,740.00	666,740.00	700,077.00	151,339.24	548,737.76
02/01/2029	460,000.00	2.650%	205,265.00	665,265.00	698,528.25	151,339.24	547,189.01
02/01/2030	475,000.00	2.750%	193,075.00	668,075.00	701,478.75	151,339.24	550,139.51
02/01/2031	485,000.00	2.850%	180,012.50	665,012.50	698,263.13	151,339.24	546,923.89
02/01/2032	500,000.00	2.950%	166,190.00	666,190.00	699,499.50	151,339.24	548,160.26
02/01/2033	515,000.00	3.050%	151,440.00	666,440.00	699,762.00	151,339.24	548,422.76
02/01/2034	530,000.00	3.150%	135,732.50	665,732.50	699,019.13	151,339.24	547,679.89
02/01/2035	550,000.00	3.200%	119,037.50	669,037.50	702,489.38	151,339.23	551,150.15
02/01/2036	565,000.00	3.250%	101,437.50	666,437.50	699,759.38	151,339.23	548,420.15
02/01/2037	585,000.00	3.300%	83,075.00	668,075.00	701,478.75	151,339.23	550,139.52
02/01/2038	605,000.00	3.350%	63,770.00	668,770.00	702,208.50	151,339.24	550,869.26
02/01/2039	625,000.00	3.400%	43,502.50	668,502.50	701,927.63	151,339.24	550,588.39
02/01/2040	645,000.00	3.450%	22,252.50	667,252.50	700,615.13	151,339.23	549,275.90
Total	\$9,875,000.00	-	\$3,649,623.44	\$13,524,623.44	\$14,200,854.61	\$3,178,124.00	\$11,022,730.61

Significant Dates

Dated	6/06/2019
First Coupon Date	2/01/2020

Yield Statistics

Bond Year Dollars	\$119,076.18
Average Life	12.058 Years
Average Coupon	3.0649484%
Net Interest Cost (NIC)	3.1478785%
True Interest Cost (TIC)	3.1418061%
Bond Yield for Arbitrage Purposes	3.0386555%
All Inclusive Cost (AIC)	3.2221903%

City of Richfield, Minnesota

\$9,875,000 General Obligation Bonds, Series 2019A

Assumes Current Market BQ AA+ Rates plus 25bps

Includes Utility Revenues

Revenue Summary

DATE	Water Revenue	Sewer Revenue	Storm Revenue	TOTAL
02/01/2020	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2021	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2022	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2023	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2024	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2025	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2026	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2027	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2028	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2029	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2030	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2031	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2032	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2033	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2034	58,729.57	53,753.81	38,855.86	151,339.24
02/01/2035	58,729.57	53,753.81	38,855.85	151,339.23
02/01/2036	58,729.57	53,753.81	38,855.85	151,339.23
02/01/2037	58,729.57	53,753.81	38,855.85	151,339.23
02/01/2038	58,729.58	53,753.81	38,855.85	151,339.24
02/01/2039	58,729.58	53,753.81	38,855.85	151,339.24
02/01/2040	58,729.58	53,753.80	38,855.85	151,339.23
Total	\$1,233,321.00	\$1,128,830.00	\$815,973.00	\$3,178,124.00



STAFF REPORT NO. 55
CITY COUNCIL MEETING
4/9/2019

REPORT PREPARED BY: Amy Markle, Recreation Services Director

DEPARTMENT DIRECTOR REVIEW: Amy Markle, Recreation Services Director
3/29/2019

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
4/2/2019

ITEM FOR COUNCIL CONSIDERATION:

Consider approval of a facility dedication request to dedicate the stage of the Richfield Community Band Shell to the Peterson Family.

EXECUTIVE SUMMARY:

The City Council adopted a Facility Dedication Policy in 2008 to establish guidelines for dedicating recreational facilities and amenities in the city. The policy states the City does not accept requests to permanently rename recreational facilities or amenities, but as an alternative offers guidelines to dedicate such facilities to the memory of an individual or organization by granting the installation of an onsite dedication plaque.

The City received a Richfield Facility Dedication proposal from the Friends of the Band Shell for a plaque at the Richfield Community Band Shell in dedication to the Peterson Family. The plaque would read, "Dedicated to the Peterson Family. Richfield's own & Minnesota's first family of music."

The Community Services Commission reviewed the proposal and discussed the request at their February 19 and March 19, 2019, meetings. Rick Jabs, Friends of the Richfield Band Shell Chair, explained the group's recommendation to the Commission is to dedicate the stage of the Richfield Community Band Shell to the Peterson Family. He said that the group is following the Facility Dedication Policy process to honor the Peterson Family, who, the group feels, made a significant contribution to the community. Some Community Services Commission members raised concerns, particularly that this seemed to be a naming of a facility after the Peterson Family and that they had not made a significant financial contribution to the project. Other members responded that the Peterson Family had made a significant musical contribution and Mr. Jabs clarified that the facility will still be named the Richfield Community Band Shell. In a follow-up communication with Mr. Jabs, staff clarified that the stage would also not be named for the Peterson Family. All promotional material and communication will refer to the Richfield Community Band Shell.

The Community Services Commission recommended approval of the proposal by a vote of six to two.

RECOMMENDED ACTION:

By motion: Approve a facility dedication request to dedicate the stage of the Richfield Community Band Shell to the Peterson Family.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- The Friends of the Band Shell was formed in 2016 to raise funds and promote the project.
- Ground was broken in 2017 for the Richfield Community Band Shell.
- The band shell has been designed to hold concerts, theater productions, choral groups, dance groups and will be available for weddings, church functions, youth programs and businesses that want to gather in a beautiful park. It is expected to attract many new people to Richfield.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- The City's Facility Dedication Policy was adopted by City Council in 2008 to establish guidelines for dedicating recreational facilities and amenities including athletic fields, park buildings, and other recreational structures located in the City of Richfield in honor of an individual or organization. As the policy indicates, the City does not accept requests to permanently rename a park, recreational facility or amenity in honor of an individual or organization, but as an alternative offers guidelines to dedicate such facilities to the memory of an individual or organization by granting the installation of a dedication plaque on-site of such facilities.

C. CRITICAL TIMING ISSUES:

- The Richfield Community Band Shell grand opening is scheduled for Thursday, June 6, the first day of the summer Entertainment in the Parks series.

D. FINANCIAL IMPACT:

- There is no financial impact to the City for the proposed facility dedication request.

E. LEGAL CONSIDERATION:

- There are no legal issues associated with the proposed facility dedication request.

ALTERNATIVE RECOMMENDATION(S):

- City Council has the option of denying or modifying the proposed facility dedication request.

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description	Type
□ Facility Dedication Policy	Backup Material
□ Bandshell Stage Dedication Request	Backup Material

City of Richfield Recreation Facility and Amenity Dedication Policy

Purpose: The purpose of this policy is to establish guidelines for dedicating recreational facilities and amenities including athletic fields, park buildings, and other recreational structures located in the City of Richfield in honor of an individual or organization. The City of Richfield does not accept requests to permanently rename a park, recreational facility or amenity in honor of an individual or organization, but as an alternative offers the following guidelines to dedicate such facilities to the memory of an individual or organization by granting the installation of a dedication plaque onsite of such facilities.

Nomination Criteria: Nominations for dedicating City of Richfield facilities or amenities in the memory of an individual or organization shall be based on one or more of the following criteria:

1. In honor of organizations or individuals (living or deceased) who have made a significant contribution, financial or otherwise, to the City of Richfield or who have played a leading role in advancing the City of Richfield as a good place to live, work or recreate..
2. In honor of a person, place or event that played a significant role in the history of the City of Richfield.

The individual or organization for which the dedication is sought shall be deemed to be of good general character and should not be associated with unlawful or unseemly activities.

Dedication Guidelines: The dedication of City recreational facilities via this policy shall be limited to significant facilities or amenities, including but not limited to buildings, rooms in buildings, athletic fields, ponds, bridges, playgrounds, and trails. The dedication of minor amenities such as water fountains and benches are not part of this policy and will be addressed by the Recreational Services Department. Fundraising projects conducted by the Friends of Wood Lake that benefit the Wood Lake Nature Center are exempt from this policy.

The dedication of City facilities or amenities shall normally be limited to no more than two per year to maintain the stature of the facility dedication honor. Any undedicated City recreational facility may be nominated for dedication using the criteria of this policy.

The nominating person(s) shall be entirely responsible for all costs associated with the dedication including application and background check fees, recognition, and memorial plaques. The size, style, text and location of the memorial plaque shall be subject to review and approval of the Recreation Services Director and the Nominating Committee.

Application Process: The process for dedicating a recreational facility or amenity to the memory of an individual shall be:

1. The nominating person(s) shall request a City of Richfield Recreational Facility Dedication Nomination form from the Recreation Services Department office. Nominations for deceased individuals will not be accepted until after a six-month time period from the date the individual passed away.
2. A fully completed City of Richfield Recreational Facility Dedication Nomination form shall be submitted to the Recreation Services Director and the Nominating Committee along with the specified application fee.
3. The completed application will be reviewed by Nominating Committee (consisting of assigned members of the Community Services Commission) for completeness, accuracy and adherence to policy guidelines.
4. All individuals nominated shall be subject to a criminal background check.
5. If the nomination is rejected based on the above review, the nominating person designated on the application will be notified in writing.
6. Nominations that pass the above review will be forwarded to the Community Services Commission for review at their next regularly scheduled meeting.
7. Within 60 days of the Community Services Commission meeting at which the application is received, a recommendation will be made. If rejected by the Community Services Commission, the nominating person designated on the application will be notified by City staff in writing.
8. If approved, the recommendation will be forwarded to the City Council for final review and approval or denial.
9. Nominating parties will be notified in writing of the City Council's actions within two weeks of the meeting at which action is taken.
10. The City Council shall have the authority to override this policy when they deem doing so to be in the best interest of the City.

Revocation:

Recreational facility dedications may be revoked by the Community Services Commission should information later come to light that runs counter to the substance and spirit of this policy.



Richfield Facility Dedication PROPOSAL FORM

The installation of any plaque as a dedication to an individual or group at a City facility must be approved by the Richfield City Council. Please fill out the form below. You will be notified of their decision.

NAME OF DONOR (INDIVIDUAL OR REPRESENTATIVE OF GROUP) <i>RICK TABS</i>		
NAME OF DONOR GROUP (IF APPLICABLE) <i>FRIENDS OF THE RICHFIELD BAND SHELL</i>		
ADDRESS <i>6805 KNOX AVE S.</i>	DAY PHONE	EVENING PHONE
<i>RICHFIELD, MN 55423</i>	E-MAIL <i>ricjabs@gmail.com</i>	
NAME OF PERSON/ORGANIZATION/EVENT BEING HONORED <i>THE PETERSON FAMILY</i>		
FACILITY AT WHICH DEDICATION WOULD BE LOCATED <i>RICHFIELD BAND SHELL</i>		
SPECIFIC LOCATION OF PLAQUE AT FACILITY <i>RICHFIELD BAND SHELL @ VETERANS PARK</i>		
DESCRIBE THE SIGNIFICANT CONTRIBUTIONS MADE BY THE HONOREE TO THE COMMUNITY (ATTACH AN EXTRA SHEET OR WRITE ON THE BACK OF THIS FORM, IF NECESSARY)		
<i>PLEASE SEE ATTACHED</i>		
PLEASE INDICATE THE TEXT TO APPEAR ON THE PLAQUE BEING PROPOSED. (ATTACH AN EXTRA SHEET OR WRITE ON THE BACK OF THIS FORM, IF NECESSARY)		
<i>THE PETERSON FAMILY PERFORMANCE STAGE RICHFIELD'S OWN & MINNESOTA'S "FIRST FAMILY OF MUSIC"</i>		

By signing below, I understand that I, or the group I represent, will take full responsibility for the cost of purchase and installation of this plaque and any other costs associated with the dedication. I understand that this plaque will be donated to, and become property of, the City of Richfield.

I understand that the approval of this dedication may be subject to a criminal background check of the honoree and that a facility dedication may be revoked by the City at a later date should information later come to light that runs counter to the substance and spirit of the dedication policy.

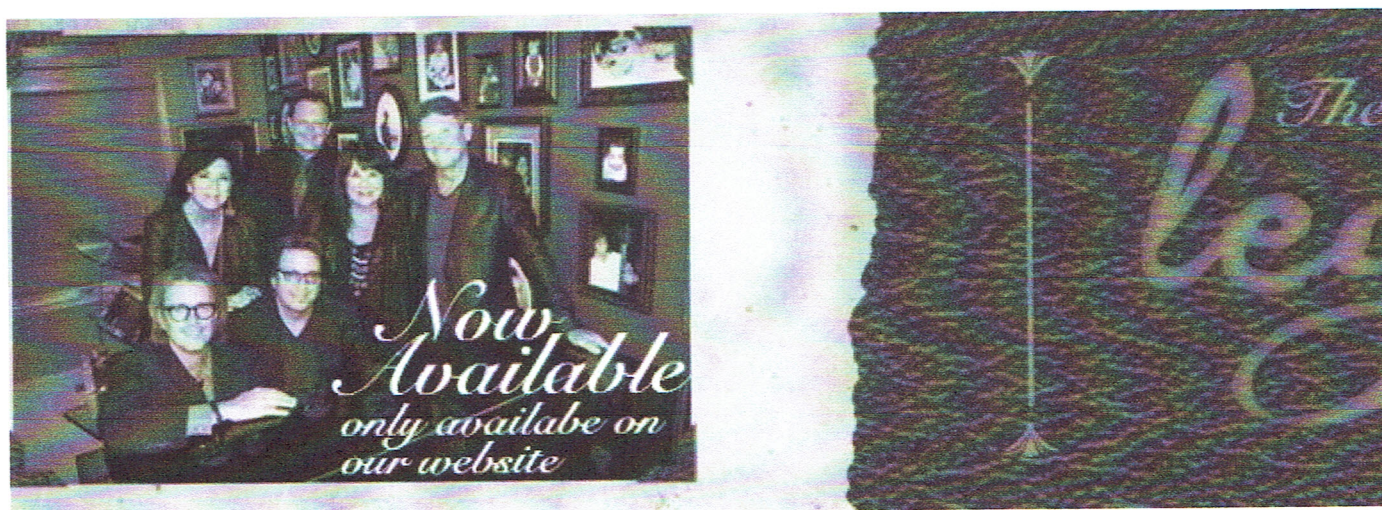
SIGNATURE *Richard Opel*

DATE *1/30/19*

PLEASE FORWARD THIS FORM TO JOHN EVANS AT THE RICHFIELD COMMUNITY CENTER:

BY MAIL OR IN PERSON	BY FAX	BY E-MAIL	BY PHONE
Richfield Community Center 7000 Nicollet Ave Richfield, MN 55423	612-861-9388	jevans@richfieldmn.gov	612-861-9395

The Peterson Family



The Peterson Family

Our Story

The Peterson Family is often referred to as "Minnesota's First Family of Music." Everyone in the Peter extended family (cousins Russy and Tommy), and the next generation. (Jason, Tracy, Isaac, Vanessa and Jeanne Taylor)

The Peterson Family has played with Dizzy Gillespie, Bob Dylan, Steve Miller, Prince, Kenny Loggin's, Mi



Jeanne Arland Peterson

The story begins with the late great Jeanne Arland and Willie Peterson. Mpls Star/Tribune music critic [Jo](#) 90th birthday celebration:

Jeanne Arland Peterson is the grande dame of Minnesota jazz. Not only has she raised five children who have amassed Minnesota Music Hall of Fame-worthy credits. 22 years in WCCO Radio's house band, led by her. Three years as the Minnesota Twins organist.

Performances with jazz stars **George Benson, Sonny Stitt and Roy Eldridge**, and entertainers **Bob Hope**. Six albums in print (2009's "88 Grand" is her most recent, and it is grand)."

Actually, Jeanne had 7 albums....her last being "[Dare to Dream, Jeanne Arlen plays Harold Arlen.](#)" This is Jeanne's incredible improv skills.

Linda Peterson



Linda Peterson

LINDA PETERSON

is an international recording artist, song writer, pianist and vocalist. She has appeared at the **Copenha**; Linda has five CDs to her credit, two of which were recorded in Copenhagen, Denmark and the most re famed Argentine guitarist, **Luis Salinas**. A new CD of Linda's original compositions was released in the **Somewhere**".

Ms. Peterson lives and works in Palm Springs, California during season and travels to Florida, Minnesota during the summer months.

Billy Peterson



Billy Peterson

BILLY PETERSON

is one of the premier, most celebrated bass players in the world. His uncompromising talents as a performer, recognition, as well as his plenty credits as a composer, arranger and producer. So it is no surprise that he is also compared with a chameleon, but not only as he can fill many positions, but also as he is at home in pop, R&B, soul, jazz, folk or country.

Peterson's contributions to the music scene are inestimable and his imagination and boundless enthusiasm are stunning. During his extensive musical career, the permanently in-demand bassist has worked with many artists among them Carlos Santana, Bob Dylan, Neil Young, Prince, Les Paul or Steve Miller, just to name a few.

Patty Peterson



Patty Peterson

PATTY PETERSON

is a dynamic vocalist with **7 Minnesota Music Awards** to her credit. She is a radio talk show host and is in the music industry. She has four CDs to her credit, the most recent is called "**The Very Thought of You.**" She is in across America and is in negotiations to have her own mind, spirit, body talk show on radio. She is a feature in **Rolling Stone Magazine**, and most recently had the honor of performing on national television for **CNBC'S** big reveal "Business". Patty is also the host of her own weekly contemporary jazz show on **KBEM 88.5FM**

Ricky Peterson

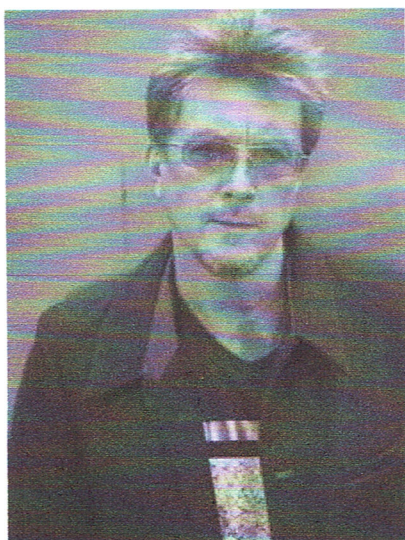


Ricky Peterson

RICKY PETERSON

is one of the most sought after studio and session keyboard players and producers in America. While a saxophonist, **David Sanborn**, Ricky has a solo career as a vocalist/keyboardist, with four CDs to his credit in the "World" for **Prince** and continues to produce for many other artists.

Paul Peterson



Paul Peterson

PAUL PETERSON

was discovered at age 17 by the legendary artist, **Prince**, and was featured in his award winning film **Purple Heart**. Prince dubbed him **St Paul**, and had him lead singing in his group **The Family**, now called **fDeluxe** on piano, guitar and drums. Paul is also a studio musician for **George Benson**, **Oleta Adams**, **Anita Baker**, and in the summer of 2016 touring on bass with legendary rocker **Peter Frampton**.

Jason Peterson DeLaire



Jason Peterson DeLaire

JASON PETERSON DeLAIRE -

Jason is the son of Linda Peterson, and was the first of the "next generation" to call music his occupation, playing the saxophone, as well as being a talented singer, songwriter and producer. Currently touring as the Saxophone Player, he has also toured and/or recorded with renowned artists such as **Prince, Alexander O'Neal, Richard Marx, Luther Vandross, Cherrelle** as well as **Bobby Brown, Ben Sidran and Jimmy Jam and Terry Lewis' Flyte Time Productions** in **Boston**, studying film score and musical harmony. He is a well-rounded and versatile performer with a reputation as a solid touring accompanist and 'front' solo performer. His debut CD "**In My Life**" received a nomination for Best New Artist from President Barack Obama for his reflective lyrics.

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