

**2024 through 2028
Five-Year Street Reconstruction Plan for the
City of Lino Lakes, Minnesota**

June 26, 2023



City of Lino Lakes
Five-Year Street Reconstruction Plan
2024 through 2028

I. PURPOSE

Street reconstruction is a major expenditure of city funds for the reconstruction of streets. Street reconstruction may include bituminous overlays, utility replacement and relocation, public safety street modifications, and other incidental activities, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction Plan (“SRP”) is a document designed to anticipate street reconstruction expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. An SRP helps enable the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Lino Lakes, Minnesota (the “City”) believes the street reconstruction process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical public assets, preservation of public assets and sound fiscal management. Good planning is essential for the wise and prudent use of limited financial resources.

The SRP is designed to be updated periodically. The Street Reconstruction Plan is a part of the City’s capital improvement plan. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

II. THE STREET RECONSTRUCTION PLANNING PROCESS

For the City to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. The street reconstruction planning process is as follows:

The City staff prepares an SRP reflecting the street reconstruction projects anticipated to be undertaken within the next five years (based on their priority, fiscal impact, and available funding) and the estimated costs thereof. If general obligation bonding is deemed necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. A public hearing is held to solicit input from citizens on the SRP and the issuance of bonds. Notice of such hearing must be published in the official newspaper of the City at least 10, but not more than 28 days prior to the date of the public hearing. The City Council must approve the SRP and the sale of street reconstruction bonds by a unanimous vote of those members present at the meeting following the public hearing.

Voters may petition for a reverse referendum on the issuance of street reconstruction bonds. If a petition bearing the signatures of voters equal to at least 5% of the votes cast in the last general election requesting a vote on the issuance of street reconstruction bonds is received by the City Clerk within 30 days after the public hearing, the City may only issue general obligation street reconstruction bonds after approval by voters at an election. If no petition is submitted, general obligation street reconstruction bonds may be issued without an election.

In subsequent years, the process is repeated annually or as expenditures are completed and new needs arise.

III. PROJECT SUMMARY AND FINANCING

Street reconstruction projects anticipated to be undertaken within the next five years and the estimated costs thereof are set forth in Appendix A. A map of the proposed project streets is included in Appendix B. Those for which street reconstruction bonds are anticipated to be issued are marked with an asterisk in Appendix A and are currently anticipated to include the following:

2024 Street Reconstruction Bond Financed Expenditures –

The 2024 Street Reconstruction Project includes the reconstruction of the following streets in the Pine Haven Area including 81st Street, Elbe Street, Danube Street along with Red Maple Lane by required upgrades of the existing stormwater management system and curb replacement, and bituminous surfacing. Diane Street and Evergreen Trail will receive a bituminous overlay.

General obligation street reconstruction bonds are proposed to be issued in 2024 in an aggregate principal amount of approximately \$4,550,000.00 for the costs of the 81st Street, Elbe Street, Danube Street, Red Maple Lane, Diane and Evergreen Trail, and the costs of issuing the bonds. Such bonds may be combined with other financing tools, including general obligation improvement bonds, to finance other capital improvements in the City.

The bonding for the 81st Street, Elbe Street, Danube Street, Red Maple, Diane and Evergreen Trail Improvements is expected to occur in 2024 but could happen at any time during the 2024 through 2028 Five-Year Street Reconstruction Plan.

Pine Haven Area and Red Maple Lane Improvements

The streets in these two neighborhoods are over 40 years old and in very poor condition. Large potholes have occurred in many areas of the roadway. In order to reconstruct the road, the roadway will need drainage issues corrected. The road reconstruction project will include reconstructing the street to meet the City's standard road requirements, improvement of the drainage system to keep stormwater from compromising the new roadway, meeting the City and Rice Creek Watershed District's rate control and water quality treatment requirements related to the construction of the new roadway.

Diane Street and Evergreen Improvements

The pavement of streets within the Diane and Evergreen are also in very poor condition. The road reconstruction project will include a bituminous overlay of the existing roadbed.

Street reconstruction bonds are included in the amount of indebtedness of the City which cannot, under Minnesota Statutes, Section 475.53, exceed 3% of the assessor's taxable market value for the City ("TMV"). The proposed bonds will not exceed statutory limits.

All other foreseeable capital expenditures are expected to be financed through other revenue or financing sources.

2027 Street Reconstruction Project

The 2027 Street Reconstruction Project includes the reconstruction of the following streets; Lakeview Drive from Elm Street to Glenview Drive, Fairmont Drive (from Sunrise Ave. to Sunset Avenue and Gladstone Drive from Sunrise Ave. to Sunset Ave., by required upgrades of the existing stormwater management system and bituminous surfacing.

No bonds are being contemplated for this project at the present time.

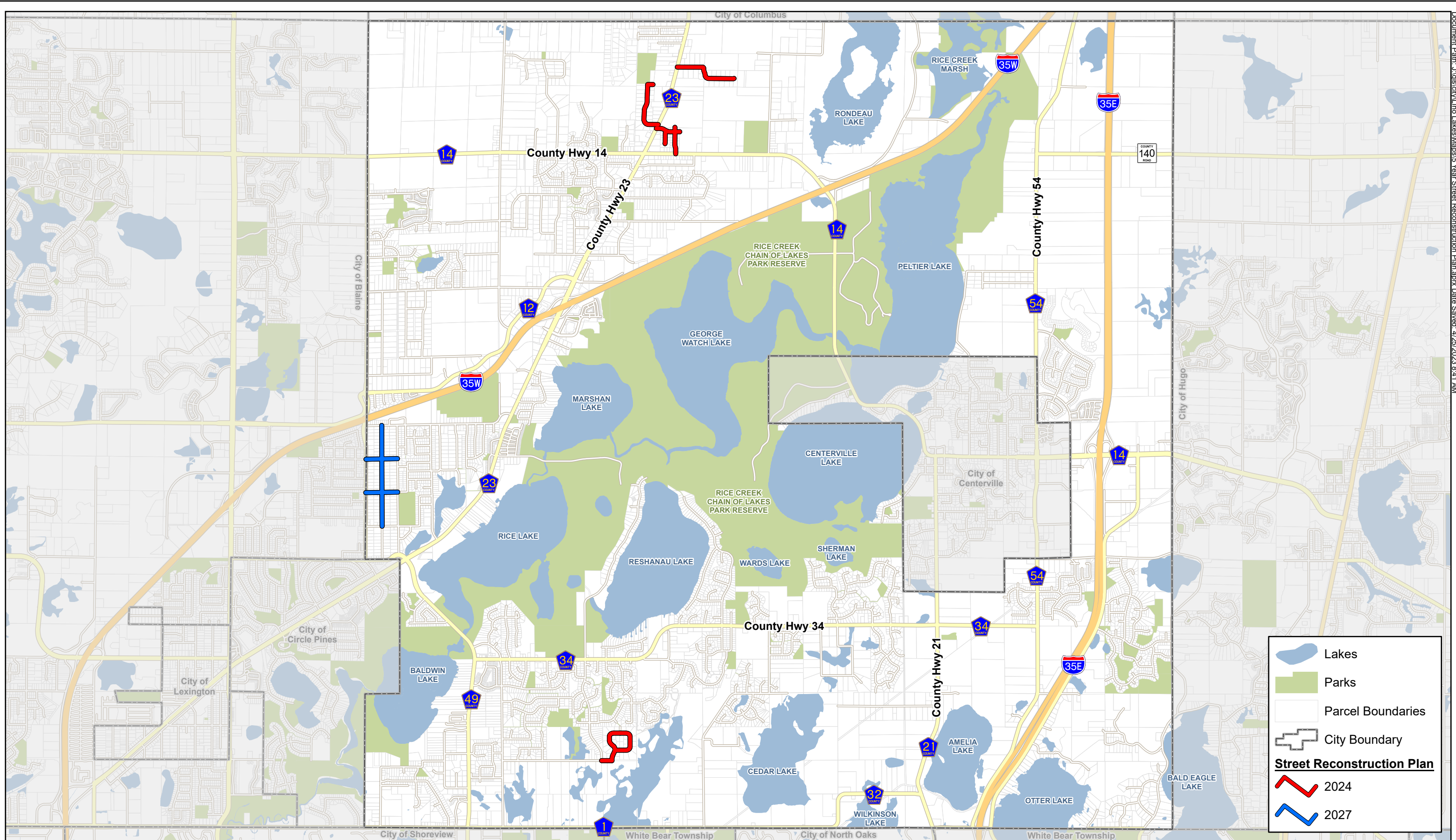
APPENDIX A

PROJECT COSTS

	2024	2025	2026	2027	2028
81 st Ave, Elbe St., Danube St., Red Maple LN., Diane Street and Evergreen Trail*	\$4,450,000				
Lakeview Dr., from Elm St. to Glenview, Fairmont Dr., from Sunrise Ave to Sunset Ave, and Gladstone Dr., from Sunrise Ave to Sunset Ave.				\$4,450,000	
<i>Totals by year</i>	\$4,450,000			\$4,450,000	

*Expenditures proposed to be financed by Street Reconstruction Bonds to be issued in an aggregate principal amount of approximately \$4,450,000 in 2024.

APPENDIX B
PROJECT LOCATION MAP



 Lakes

 Parks

 Parcel Boundaries

 City Boundary

Street Reconstruction Plan

 2024

 2027



5 Year Street Reconstruction Plan

Pavement Management
City of Lino Lakes, Minnesota

