

City of Ramsey
Agenda
Public Works Committee
Tuesday July 17, 2012
6:00 pm
Lake Itasca Room, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
 1. Approve May 15, 2012 meeting minutes.
- 5. Committee Business**
 1. Consider Traffic Control Change for Sunwood Dr/Sapphire St Intersection
 2. Tree Removal at 16490 Uranium St
 3. Review Overlay Project 11-05 (157th Ln east of Ramsey Blvd)
 4. Review Resident's Concerns With The Sunfish Lk Blvd/CR116 Project
 5. Consider Purchase of AVL System for PW Fleet
- 6. Committee/Staff Input**
- 7. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 07/17/2012

Submitted For: MaryJo Warner

By: MaryJo Warner, Engineering/Public Works

Title:

Approve May 15, 2012 meeting minutes.

Background:

The Public Works Committee held its regular meeting on May 15, 2012.

Notification:

Observations:

Funding Source:

n/a

Staff Recommendation:

Committee Action:

Motion to approve Public Works Committee meeting minutes dated May 15, 2012.

Attachments

Minutes 05.15.12

Form Review

Inbox
Grant Riemer
Kurt Ulrich

Reviewed By
Grant Riemer
Kurt Ulrich

Date
07/09/2012 01:24 PM
07/10/2012 01:02 PM
Started On: 07/09/2012 10:32 AM

Form Started By: MaryJo Warner

Final Approval Date: 07/10/2012

**PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Public Works Committee conducted a regular meeting on Tuesday, May 15, 2012 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Randy Backous
 Councilmember Colin McGlone

Also Present: City Administrator Kurtis G. Ulrich
 City Engineer Tim Himmer
 Fire Chief/Interim Public Works Director Dean Kapler
 Street Supervisor Grant Reimer
 Park Supervisor Mark Riverblood

Absent: Councilmember David Elvig (excused)

CALL TO ORDER

Chairperson Backous called the regular meeting of the Public Works Committee to order at 5:44 p.m.

CITIZEN INPUT

There was none.

APPROVE AGENDA

Motion by Councilmember McGlone, seconded by Chairperson Backous, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

APPROVE MINUTES

Motion by Councilmember McGlone, seconded by Chairperson Backous, to approve the minutes from the March 20, 2012 Public Works Meeting.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

COMMITTEE BUSINESS

Chairperson Backous stated to begin with Case 5.6 Winter Maintenance Summary to allow for resident attendance of Case 5.1 Consider Stormwater Improvements at 149th Lane.

Case #5.6: Winter Maintenance Summary

Street Supervisor Grant Reimer reviewed the comparison of the last two winter seasons. He stated the last storm of this season was the toughest, it took two days to clean up and that snowfall consisted of the most complaints. He reviewed the equipment breakdown that added to the delay. He also reviewed the overtime comparisons of the last two seasons.

Councilmember McGlone wanted to comment on the last snow plow event and didn't feel what he seen was acceptable in his neighborhood in Northfork.

Street Supervisor Riemer response to Councilmember McGlone's photos of Inverness Lane as it looked like the down pressure was working on the equipment and what he was seeing in the photo looked to him as snow packed from vehicle traffic. He explained when you get chemical on top of that and it warms back up it is going to loosen it up.

Street Supervisor Riemer responded to photos of St. Andrews Lane that the snowplows don't have down pressure and on the belly blade you only get 500 pounds.

Parks Supervisor Riverblood added to the conversation that he had a lot of complaints also and one of the issues was periodically the tandems would get thrown across the road and it was characterized as wet concrete.

Chairperson Backous stated he does not know what can be done in those kinds of situations, we did the best we could, maybe we could have gone back out again but those are judgment calls. He is going to trust the judgment of the staff that has been doing this for many years.

Councilmember McGlone wanted to make a suggestion in regards to replacement parts during these events. He stated Connexus has a state of the art facility that they work throughout the night; it would be a good resource to keep in mind for future events. He stated they stock parts for a lot of trucks that the City drives.

Chairperson Backous and Councilmember McGlone agreed to move onto Case #5.7 while the Committee is still waiting for the public to show up on their cases.

Case #5.7: The Use of AVL System in Public Works

Public Works Street Supervisor Riemer explained the Automatic Vehicle Locator system and how it would be a benefit to the City and its residents. He reviewed the fleet management package that could come with it. The abbreviated costs are upfront costs for hardware and operator training for 15 snow removal vehicles is about \$9112.00. The recurring monthly costs for the system is \$259.60/month or \$3,115.00/yr.

Councilmember McGlone stated he likes the idea of tracking these things. He asked why staff decided to go with the AVL system.

Street Supervisor Riemer stated it was reviewed by the Public Works Director and City Administrator and it was decided to go with this system. There are three contractors on the list for the State of Minnesota and this one was the most responsive to us.

City Administrator Ulrich wanted to comment that he likes the accountability and transparency of this for the public and for the service.

Chairperson Backous stated it was one of our strategic goals to be more transparent to the public and aside from that he thinks it is a nice tool for vehicle maintenance.

Street Supervisor Riemer discussed another part that can be added is on board cameras which could interface with a work order program.

Fire Chief/Interim Public Works Director Kapler stated that with storm season upon us, the public works department are the ones responsible for opening up our roadways and this would be a good tool to identify priorities of what comes first.

Motion by Councilmember McGlone, seconded by Chairperson Backous, to direct staff to continue to gather information and pricing for consideration in the 2013 budget.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

City Engineer Himmer requested that Case #5.2 be discussed because no one is present for Case#5.1 and continue moving on down the agenda.

Chairperson Backous agreed to move onto Case #5.2.

Case #5.2: Consider Stormwater Improvements to Rum River Hills Golf Course – A Continuation of Discussion Related to 2011 Flooding Concerns

City Engineer Himmer reviewed this item was presented last fall and at that time the Committee decided to look at these on a case by case basis.

City Engineer Himmer reviewed at Hole #1 (Area 1) we are talking about replacing the existing pipe with a larger pipe going from a 12” to an 18” and adding an outlet structure.

City Engineer Himmer continued to review the cart path area near the club house (Area 2A, B) again there is an undersized culvert through this area and this could be upsized but are just talking about upsizing this pipe also.

City Engineer Himmer reviewed the saturated soil along Hole #15 (Area 3) and discussed modifying that outlet just to drop that elevation a little bit more.

City Engineer Himmer reviewed the series of ponds in the Hole #3 and #17 (Area 4 A,B,C) and stated there are some undersized outlets and you won't get a significant amount of benefit from upsizing those pipes but enough such that there has been a lot of heaving of those. Sometimes your downstream invert is higher than your upstream invert.

City Engineer Himmer stated the costs for Area #1 estimated to be \$47,000 - \$50,000 range and stormwater utility would be the funding for this. We are out for bid on some storm improvements, depending on the outcome we could look to incorporate into the existing contract as a change order, or we could rebid these as a separate project, or if we should program the money into the CIP as a 2013 project.

Councilmember McGlone's concern here is he looks at it as a yours, mine and ours want. At what point is a 100 or 500 year storm all our problem. He is wondering if this should be shared bill.

Chairperson Backous does agree with some of Councilmember McGlone's point, the golf course was built at a different time when there wasn't as much home, concrete and pavement and everything to drain that water from. That's the argument he would use against his argument.

Rum River Hills Golf Course spoke to explain where the water is coming from which showed that it is coming from the City drainage system.

Staff recommends authorizing preparation of plans and specification for these various improvements, and request authority to advertise for bids. Depending on current staff workload, on this project may have to be consulted out to the engineering pool for completion this year to avoid future flooding concerns on the golf course.

Motion by Chairperson Backous, seconded by Councilmember McGlone, to recommend to City Council that staff be authorized to prepare plans and specifications for these various improvements and authorization to advertise for bids.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No None. Absent: Councilmember Elvig.

Chairperson Backous asked the golf course staff what is the preference to do these improvements.

There was discussion about late fall however there is a risk waiting until then.

City Engineer Himmer wanted to make it clear that these improvements are not going to alleviate all the flooding issues. If we get another 100 year events you design storm pipes for a 10 year rainfall, you design ponds to a 100 year event, the City was not involved in the design of these ponds, the rules back then were different.

Case #5.3: Consider Stormwater Improvements at 148th Lane – A Continuation of Discussion Related to 2011 Flooding Concerns

City Engineer Tim Himmer reviewed in his staff report that there is a low area across three lots south of 148th Lane that was created as a stormwater pond for the area and wetland mitigation for the development. There is a storm sewer inlet to this area along the west edge, which drains the subdivision to the north. There is also an outlet from this area on the east end that connects to a pipe that runs easterly and parallel to 148th Lane. The invert of this outlet pipe is approximately 2.5 feet above the low point in the basin. The outlet pipe also connects to a structure in the boulevard of 148th Lane that takes storm water runoff from the roadway and directs it easterly as described above. The inverts on both these pipes are at approximately the same elevations, and therefore water may be entering this basin that is not intended to flow there from the stormwater system. It was also observed that the basin has several undulations in the ground surface that do not allow the water to evenly spread out across the entire drainage and utility easement; basically there appears to be three separate, somewhat isolated basins.

Mr. Maul, 5590 148th Lane stated he prefers Option #3 in the proposal and along with that a backflow preventer and raise the elevation so the water can drain out.

Mr. Saba, 5630 148th Lane was present to discuss throughout the twenty five years all the sediment that is setting throughout the back of the homes.

Councilmember McGlone questioned the gate valve.

Motion by Chairperson Backous, seconded by Councilmember McGlone, to recommend to City Council staff's proposal to install a check valve in the storm pond outlet to block drainage from the street and only allow water to exit the basin through this structure, thereby eliminating additional flow to the area and include this as part of the change order to IP 12-24; 2012 Storm Sewer Improvements.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

This is being brought forward as a separate case at the June 12th, 2012 City Council meeting.]

Case #5.4 Consider the Installation of Stop Signs and an In-Street Pedestrian Crossing Sign near 150th Lane NW and Ute Street NW

City Engineer Tim Himmer reviewed in the staff report that on April 3, 2012 staff received a petition signed by twelve property owners in the neighborhood near the intersection of 150th Lane NW and Ute Street NW. They are requesting the installation of stop signs at this intersection, consideration for the installation of an in street pedestrian crossing at the location of the existing City trail crossing on 150th Lane, and reduction of the speed limit on 150th Lane to 15mph.

Motion by Councilmember McGlone look at the possibility of raising striping to cingulate the choker and monitor it at the pedestrian crossing.

City Engineer Himmer stated this concerns him, the motorists will see striping however the pedestrian will see it as a choker and think they have the right to be standing in the street.

Councilmember McGlone withdrew his motion.

Motion by Chairperson Backous, seconded by Councilmember McGlone to recommend to City Council to have signage in both directions, look at the sight lines to push them out far enough in advance to caution of pedestrian crossing ahead.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

5.5 Discuss Trail Easement at 15620 Krypton Street

City Engineer Tim Himmer reviewed in the staff report that the prospective buyers of the property at 15620 Krypton Street is concerned about having a trail through the center of the backyard and are requesting that the City relocate the trail into the easement along the common lot line.

City Engineer Himmer stated we could purchase the easement area at a reduced price, or do nothing and deal with it at a later date, or the City could come through and force it through eminent domain.

Motion by Councilmember McGlone, seconded by Chairperson Backous upon closing would enter into agreement with the new homeowners to remove the bituminous in the yard, reestablish turf, and accept the pedestrian trail easement on the entire edge of property on their side.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

5.7 Consider Stormwater Improvements at 149th Lane – A Continuation of Discussion Related to 2011 Flooding Concerns

City Engineer Tim Himmer reviewed this area is west of TH47 and east of 149th Lane, and the area in question is adjacent to the large DNR wetland that abuts TH47. The City Council accepted a petition on August 23, 2011 that was initiated by the resident at 5410 149th Lane NW. The homeowner contacted the City about water standing in their backyard. There is a draitile present across the neighboring lot to the south that connects this backyard to the DNR wetland. Stormwater and/or groundwater have flowed into the backyard, which is lower than the wetland in locations, and drainage and utility easements are recorded over this area on the property.

The DNR lists the normal water level of the wetland as 860.0, and there is a retaining wall with steps in the backyard with an elevation on the lowest step at approximately 860.1. The backyard

Slopes down to the east, away from the retaining wall, so there may be water present when the wetland is at normal elevation.

There is an outlet pipe under TH 47, with an outlet structure that controls the water elevation in the wetland. The lowest opening of the outlet structure was approximately 2 1/2 feet above the normal water elevation of the wetland at the time the elevated water concern was reported last summer. This structure was quickly modified to lower the outflow elevation, in an attempt to alleviate the high water concern, and the invert from the wetland is now approximately 10 inches above the normal water elevation.

For this project staff is proposing to remove the outlet control structure and 8 feet of pipe. We then propose to remove vegetation around this location, that may be impeding flow, and reinstall another section of pipe to create a flared end section outlet with an invert elevation of approximately 860 (the normal water level of the wetland).

Motion by Councilmember McGlone, seconded by Chairperson Backous to go with staff's recommendation to modify the outlet structure to lower the wetland outfall elevation, placement of a flared end section, and removal of vegetation around the outlet pipe and to include change order for City Council consideration.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

This will be brought forward as a separate case at the June 12th, 2012 City Council meeting.

COMMITTEE INPUT

ADJOURNMENT

Motion by Councilmember McGlone, seconded by Chairperson Backous to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:40 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Mary Jo Warner
City of Ramsey Public Works Secretary

Meeting Date: 07/17/2012

Submitted For: Grant Riemer

By: Grant Riemer, Engineering/Public Works

Title:

Consider Traffic Control Change for Sunwood Dr/Sapphire St Intersection

Background:

Traffic and pedestrian safety continue to be a challenge at the intersection of Sunwood Dr and Sapphire St. The angle of Sunwood Dr at the intersection, close proximity of the buildings, on street parking, and increased pedestrian use make for some challenges when entering the intersection from the Sapphire St. Traffic counts were taken at the intersection for a 48 hour period with the results as follows:

Sapphire St north of Sunwood Dr-215 vehicles avg in a 24 hr period

Sapphire St south of Sunwood Dr-898 vehicles avg in 24 hr period

Sunwood Dr east of Sapphire St-3826 vehicles avg in 24 hr period

Sunwood Dr west of Sapphire St-3280 vehicles avg in 24 hr period

It should also be mentioned there is no accident history at this intersection

Included in the options for consideration are a four way stop and a traffic signal. Following is excerpt from MUTCD concerning warrants needed to meet these conditions:

2B-5 Warrants for Stop Sign

Because the STOP sign causes a substantial inconvenience to motorists, it should be used only where warranted. A STOP sign may be warranted at an intersection where one or more of the following conditions exist:

1. An intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. A street enters a through highway or street.
3. An unsignalized intersection in a signalized area.
4. Other intersections where a combination of high speed, restricted view, and serious accident records indicates a need for control by the STOP sign.

Prior to the application of these warrants, consideration should be given to less restrictive measures, such as the YIELD sign, where a full stop is not necessary at all times. Periodic reviews of existing installations may be desirable to determine whether, because of changed conditions, the use of less restrictive control or no control could accommodate traffic demands safely and more effectively.

STOP signs should never be used on the through roadways or expressways. Properly designed expressway interchanges provide for the continuous flow of traffic, making STOP signs unnecessary even on the entering roadways. Where at-grade intersections are temporarily justified for local traffic in sparsely populated areas, STOP signs should be used on the entering roadways to protect the through traffic. STOP signs may also be required at the end of diverging roadways at the intersection with other highways not designed as expressways. In most of these cases the speeds will not warrant any great increase in the sign sizes.

Notification:

Observations:

Staff has compiled four options for the committees consideration:

Option #1 Leave intersection as it is presently. At present the north and south bound legs of Sapphire St are under a stop condition with Sunwood Dr being the main through street.

Option #2 Restrict on street parking on Sunwood Dr. By restricting on street parking the sight lines would be improved to AASHTO standards and would be the most economical solution, but would come at the cost of onstreet parking in front of the Municipal Center and Ramsey Office Plaza and Falls Cafe. To increase visibility to AASHTO standards, 10 parking spots would need to be eliminated in front of the municipal center on the south side

of Sunwood Drive and 8 on the north side. In front of the Ramsey Office Plaza 10 parking spots in total would be lost, 5 on each side.

Option #3 Install stop signs on the east/west legs of Sunwood Dr creating an all stop condition. At present time this intersection does not meet warrants for an all stop condition under the MUTCD, but could be installed by council direction.

Option #4 Install a traffic signal. Eventually this will be the solution for the intersection, in the future, after build out of the COR. At present time the intersection does not meet warrants for a signalized intersection nor is there a funding source. Rough estimate for a signalized intersection is \$250,000.00

Funding Source:

Cost Center 0260 -Traffic Engineering

Staff Recommendation:

Because the intersection does not meet warrants for a four way stop at present time, staff would recommend option#2. There is a loss of on street parking as a result of choosing this option, but the option also provides the safest alternative to a four way stop condition.

Committee Action:

Motion to accept staff recommendation of option#2 limiting on-street parking on Sunwood Dr

or

Motion to reject staff recommendation and choose an alternative based on committee discussion

Attachments

Sunwood Dr sight triangles

Form Review

Inbox

Kurt Ulrich

Form Started By: Grant Riemer

Reviewed By

Kurt Ulrich

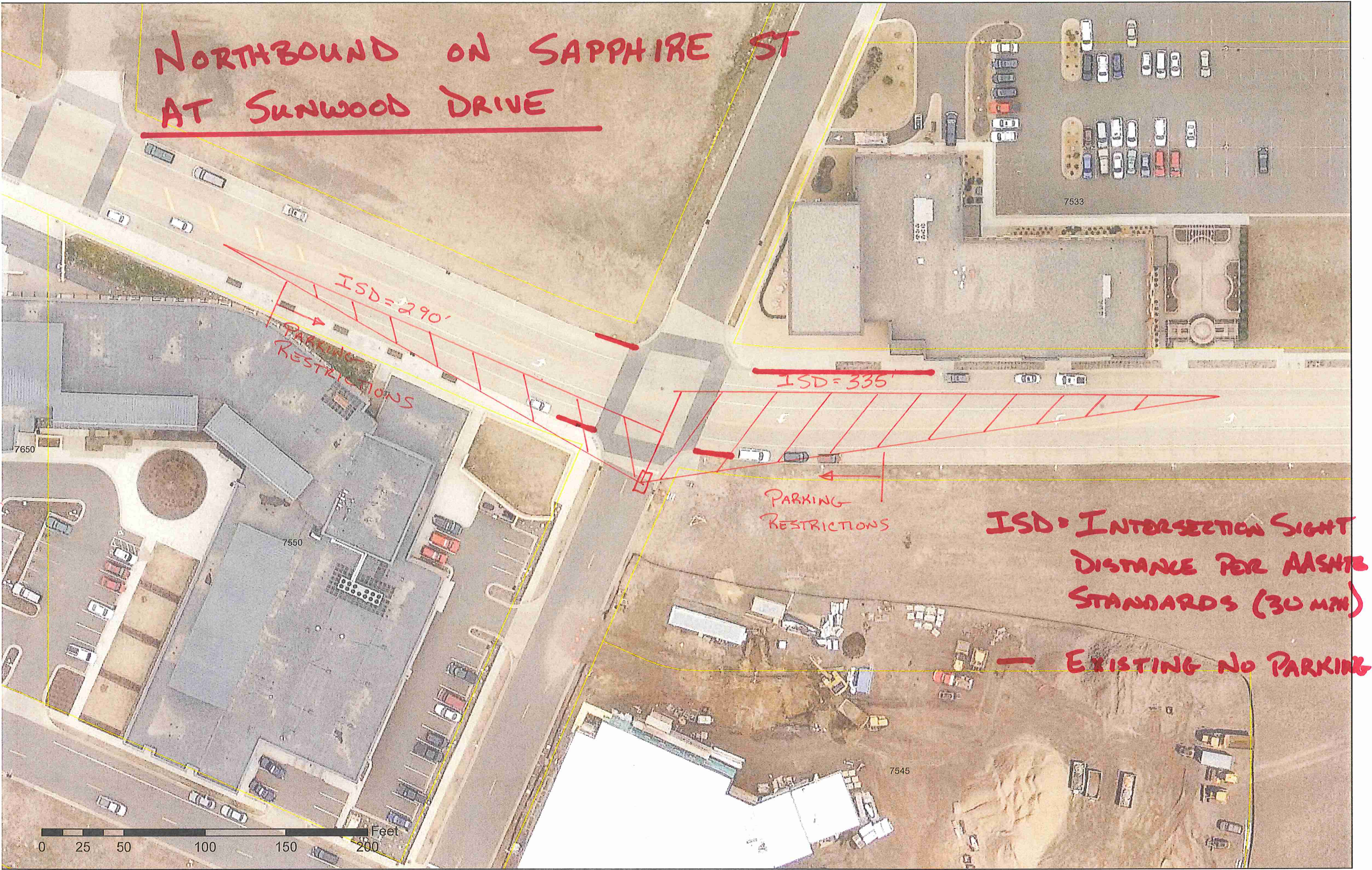
Date

07/12/2012 03:20 PM

Started On: 06/21/2012 09:19 AM

Final Approval Date: 07/12/2012

NORTHBOUND ON SAPPHIRE ST AT SUNWOOD DRIVE



ISD = 290'

ISD = 335'

PARKING RESTRICTIONS

PARKING RESTRICTIONS

ISD = INTERSECTION SIGHT DISTANCE PER AASHTO STANDARDS (30 MPH)

— EXISTING NO PARKING

0 25 50 100 150 200 Feet

SOUTHBOUND ON SAPPHIRE ST AT SUNWOOD DRIVE

PARKING
RESTRICTIONS

ISD = 335'

PARKING
RESTRICTIONS

ISD = 290'

ISD = INTERSECTION SIGHT
DISTANCE PER AASHTO
STANDARDS (30 MPH).

— EXISTING NO PARKING

0 25 50 100 150 200 Feet

Public Works Committee

5. 2.

Meeting Date: 07/17/2012

Submitted For: Grant Riemer

By: Grant Riemer, Engineering/Public Works

Title:

Tree Removal at 16490 Uranium St

Background:

Staff received a phone call from the residents at 16490 164th Ln stating that the large cottonwood tree in front of their home had split in half and was now hung up in their oak tree. Staff investigated the site and determined that the cottonwood tree was located in the ROW and therefore our responsibility to remove. Chris Anderson our environmental coordinator was asked to give an assessment of the tree and he concurred with the PW superintendent that the tree should be removed. Staff received quotes for removal from 3 companies and those quotes are attached to the case. The low bid for removal and clean up was from Olson Tree Service at \$3300.00

Notification:

Observations:

Funding Source:

Council Contingency Fund

Staff Recommendation:

Contract with Olson Tree Service for removal and clean up of the cottonwood tree at 16490 Uranium St for an amount not to exceed \$3300.00

Committee Action:

Motion to approve the use of the council contingency fund to contract with Olson Tree Service for tree removal and clean up at 16490 Uranium St in an amount not to exceed \$3300.00

Attachments

Tree removal estimates

Form Review

Inbox

Kurt Ulrich

Reviewed By

Kurt Ulrich

Date

07/10/2012 01:03 PM

Form Started By: Grant Riemer

Started On: 07/02/2012 09:42 AM

Final Approval Date: 07/10/2012

A Family Tree And Brush Service
 19920 Butternut ST NW
 Oak Grove, MN 55011

Estimate

| | |
|-----------|------------|
| Date | Estimate # |
| 6/25/2012 | 93 |

| |
|---|
| Name / Address |
| City of Ramsey Grant Rierner 7550 Sunwood Drive NW Ramsey, Minnesota 55303 |

| |
|---------|
| Project |
| |

| Item | Description | Total |
|---------------------------|---|------------|
| Tree Removal | Remove 2 large Cotton Wood trees at 16490 Uranium St Ramsey | 3,000.00T |
| Brush Hauling | Haul the brush and wood | 1,500.00 |
| Subtotal | | \$4,500.00 |
| Sales Tax (6.875%) | | \$206.25 |
| Total | | \$4,706.25 |

| |
|--------------|
| Phone # |
| 763-413-0694 |



WBE Certified
#2005113761
MSHA/OSHA Certified

PROPOSAL / WORK ORDER

No. 2186
Date 06/27

Rivard Contracting

19801 Highway 65 NE
East Bethel, MN 55011
Phone: (763) 753-7888 Fax: (763) 753-1314 Website: www.rivardcompanies.com

Proposal Submitted To:

Name City of Ramsey
Street _____
City _____ State _____
Phone _____ Fax _____
Cell Phone 763-286-7130

Work to be Performed At:

Project Title Two 48" Cottonwoods
Street 16491 Uranium St.
City _____ State _____
Bid Number _____
FAX 763-433-9898

We hereby propose to furnish the materials and perform the labor necessary for the completion of:

| Description | Qty. | Unit Price | Total |
|-------------|------|------------|-------|
|-------------|------|------------|-------|

| | | | |
|--|--|--|------------------------------|
| <u>Remove two Cottonwoods without CRANE (some damage will occur to surrounding trees & shrubs)</u> | | | <u>\$ 3500.⁰⁰</u> |
|--|--|--|------------------------------|

| | | | |
|---|--|--|----------------|
| <u>Remove two Cottonwood trees with using CRANE TO MINIMIZE DAMAGE TO SURROUNDING TREES</u> | | | <u>\$ 4500</u> |
|---|--|--|----------------|

Payment Terms: Upon Completion or Net 30 Days (with account approval).
All accounts not paid within the terms will have a 1.5% finance charge added monthly.

Sub Total _____
Sales Tax _____
TOTAL _____

PROPOSAL TERMS & CONDITIONS:

All material is guaranteed to be as specified, and the above work to be performed in accordance with drawings and specifications submitted. Before any work commences, Rivard Contracting needs a signed Contract Agreement (upon awarding of project) from an authorized project representative. Site must be clearly staked and marked before commencing work. Any delays due to incomplete and/or improper surveying/markings may result in additional charges. Unit prices are based on volume. If acreage to clear and grub or scope of work changes so may the unit price, acreage price or lump sum bid price. Any trees, stumps or tree debris which is found to have been previously buried or dumped onsite may be subject to additional charges. If Rivard Contracting finds it necessary to take legal action in order to collect past due payment(s) and if the court awards such payments, all legal fees including attorney fees and associated court costs shall be paid by the client. If any portion of the job is delayed for any reason and requires a return trip, mobilization fees may be charged. Any retainage withheld beyond 90 days of the date of invoice will be subject to financing charges.

Respectfully submitted by [Signature] Title [Signature]

ACCEPTANCE OF PROPOSAL:

This proposal may be withdrawn by us if not accepted within 30 days. The above prices, specifications, and conditions satisfactory and are hereby accepted. You are authorized to do the work as specified. We agree to the payment terms as are outlined above.

PRE-LIEN NOTICE
MECHANICS LIEN

THE FOLLOWING NOTICE IS PROVIDED TO YOU AS PROVIDED BY LAW:

ANY PERSON OR COMPANY SUPPLYING LABOR OR MATERIALS FOR THIS IMPROVEMENT TO YOUR PROPERTY MAY FILE A LIEN AGAINST YOUR PROPERTY IF THAT PERSON OR COMPANY IS NOT PAID FOR THE CONTRIBUTIONS

UNDER MINNESOTA LAW, YOU HAVE THE RIGHT TO PAY PERSONS WHO SUPPLIED LABOR OR MATERIALS FOR THIS IMPROVEMENT DIRECTLY AND DEDUCT THIS AMOUNT FROM OUR CONTRACT PRICE, OR WITHHOLD THE AMOUNTS DUE THEM FROM US UNTIL 120 DAYS AFTER COMPLETION OF THE IMPROVEMENT UNLESS WE GIVE YOU A LIEN WAIVER SIGNED BY PERSONS WHO SUPPLIED ANY LABOR OR MATERIAL FOR THE IMPROVEMENT AND WHO GAVE YOU TIMELY NOTICE.

Printed Name _____ Signature _____ Date _____

Remit to: Rivard Contracting · PO Box 448 · Cedar, MN 55011 Or fax to: 763-753-1314

OLSON TREE SERVICE

Tracey Olson • 642 Fourth Avenue SW • Cambridge, MN 55008

763-219-3893

| | | |
|--|---------------------------------------|------------------------|
| PROPOSAL SUBMITTED TO <i>City of Ramsey</i> | PHONE <i>763-286-7130</i> | DATE <i>6-24-12</i> |
| STREET <i>16491 Uranium St. NW</i> | JOB NAME <i>Aff. Mike McDonald</i> | |
| CITY <i>Ramsey Mn</i> | JOB LOCATION <i>Ramsey</i> | |
| STATE AND ZIP CODE <i>55303</i> | JOB NUMBER | |

WE PROPOSE

hereby to furnish material and labor – complete in accordance with specification below, for the sum of: dollars (\$ *3300⁰⁰*).

PAYMENT TERMS: *Paid Upon Completion*

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alterations or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Authorized Signature *[Signature]*

Note: This proposal may be withdrawn by us if not accepted within _____ days.

We hereby submit specifications and estimates for:

* *Remove 1 large Cotton Wood tree near road.*

* *Remove 1 large Cotton Wood tree hanging against another tree near residence property.*

* *total clean up of wood and brush.*

* *Cut stump of tree to ground level.*

If interested in Stump grinding would give estimate when tree is cut to get accurate measurement.

"NOTICE"

Any person or company supplying labor or materials for this improvement to your property may file a lien against your property if that person or company is not paid for the contributions.

Under Minnesota law, you have the right to pay persons who supplied labor or materials for this improvement directly and deduct this amount from our contract price, or withhold the amounts due them from us until 120 days after completion of the improvement unless we give you a lien waiver signed by persons who supplied any labor or material for the improvement and who gave you timely notice.

ACCEPTANCE OF PROPOSAL – The above price, specifications and conditions are satisfactory and hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature *[Signature]*

Date of Acceptance: _____

Signature _____

Traceys Copy



EMPLOYERS MUTUAL CASUALTY COMPANY

QUOTE NUMBER: D897479-02

Q U O T A T I O N - G E N E R A L L I A B I L I T Y

QUOTATION IS VALID: FROM 04/18/12 TO 06/02/12
PROPOSED POLICY PERIOD: FROM 04/23/12 TO 04/23/13

P R E P A R E D F O R :

P R E S E N T E D B Y :

OLSON, TRACEY M
DBA:JHT OLSON TREE SERVICE LLC
642 4TH AVE SW
CAMBRIDGE MN 55008-1428

BOZEMAN-NEWTON INSURANCE AGENCY
PO BOX 249
NORTH BRANCH MN 55056-0249

AGENT: AC 8457
AGENT PHONE: 651-674-4953

INSURED IS: LLC

L I M I T S O F I N S U R A N C E

| | | | |
|---|----|-----------|--------------------------------|
| EACH OCCURRENCE LIMIT | \$ | 1,000,000 | |
| DAMAGE TO PREMISES RENTED TO YOU LIMIT | \$ | 100,000 | ANY ONE PREMISES |
| MEDICAL EXPENSE LIMIT | \$ | 5,000 | ANY ONE PERSON |
| PERSONAL AND ADVERTISING INJURY LIMIT | \$ | 1,000,000 | ANY ONE PERSON OR ORGANIZATION |
| GENERAL AGGREGATE LIMIT | \$ | 2,000,000 | |
| PRODUCTS/COMPLETED OPERATIONS AGGREGATE LIMIT | \$ | 2,000,000 | |

C O V E R A G E S P R O V I D E D

P R E M I U M

| | | |
|--|----|--------|
| OTHER THAN PRODUCTS/COMPLETED OPERATIONS | \$ | 648.00 |
| TOTAL ESTIMATED POLICY PREMIUM | \$ | 648.00 |

AUDIT PERIOD: ANNUAL

DATE OF ISSUE: 04/18/12 BPP

BPP 04/18/12

314

TF

Public Works Committee

5.3.

Meeting Date: 07/17/2012

Submitted For: Grant Riemer

By: Grant Riemer, Engineering/Public Works

Title:

Review Overlay Project 11-05 (157th Ln east of Ramsey Blvd)

Background:

In April of 2011 an overlay project was approved for 157th Ln east of Ramsey Blvd. After the project some of the residents had questions about the workmanship. On November 8th members of the engineering staff, Council Member McGlone, and Mayor Ramsey met with residents to hear their concerns. Attached to the case is a letter containing a list of those concerns and the city's response. Since that meeting residents have met several more times to discuss the workmanship of the project with council members and staff. On July 9th public works and engineering staff met with residents Barb McKusick and Levi Dargis. After discussing of the project and reviewing the core samples taken at various points in the road, the two major concern remaining seem to be the depth of material at the curb line and the warranty period. Four core samples were taken on the project, with two of them taken in the south curb line one in front of 6828 157th Ln and the other taken at 7020 157th Ln. Both samples average 1-1/2 to 2" in depth approximately 9"-12" from the curb. The other concern was with the warranty period. The warranty period is the standard one year from the city's acceptance of the project. Staff has driven and inspected the curb line on this project and other overlay projects performed last year by the same contractor (North Valley). Staff found no signs of distress in the curb line on any of the projects. Other concerns were with the drainage in the cul-de-sac and the center seam of the road. Mr. Dargis reviewed the repairs made in the cul-de-sac with staff and was satisfied with the curbing and the drainage repairs. The center seam was and remains crooked. The height difference has been somewhat eliminated by snowplowing there is still a slight lip, but not consistently, through the project. Though this seam as not as straight as it should be it, it has no effect on the integrity of the road surface itself.

Notification:

Affected residents will be notified of the meeting time and location by mail.

Observations:

Though there are some concerns with the road staff feels the overlay is sound and will perform up to standards. Staff will continue to monitor the road edge for possible problems, but doesn't foresee any at this time.

Funding Source:

Dependant on discussion

Staff Recommendation:

Accept the road project and monitor for any defects. If any defects occur, treat as needed, within our routine maintenance schedule.

Committee Action:

Motion to accept road and let warranty period expire.

Attachments

Letter addressing resident concerns

Form Review

Inbox

Reviewed By

Date

Kurt Ulrich

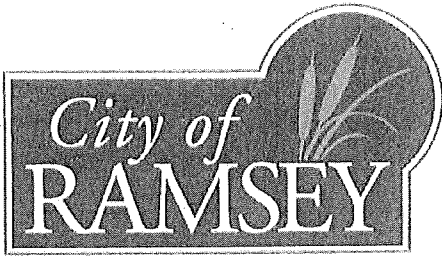
Kurt Ulrich

07/12/2012 03:20 PM

Form Started By: Grant Riemer

Started On: 07/02/2012 09:40 AM

Final Approval Date: 07/12/2012



7550 Sunwood Drive NW • Ramsey, Minnesota 55303
City Hall: 763-427-1410 • Fax: 763-427-5543
www.ci.ramsey.mn.us

November 28, 2011

RE: 157th Lane NW Overlay

Dear Property Owners,

This letter is intended to update you on the status of the project in your neighborhood. While the work is substantially complete, assessments have been levied, and the contractor has received final payment, the City still holds a one year warranty on the work. We have received some complaints regarding workmanship on this project, and continue to investigate the matter with the contractor. We have met with some of the property owners in the neighborhood on an individual basis, and continue to seek your input.

Some of the items of concern include:

- Turf restoration and drainage in and around the culvert installation. The contractor is aware of this issue and is working to complete the required restoration; this item is included on their punchlist for corrective action.
- Loss of curb in some locations due to the overlay. We have received similar complaints on overlay projects that take place on roadways with an existing bituminous curb. The City will be reviewing our process on all overlay projects in the future in an attempt to address this matter. We will also be reviewing this particular matter with the contractor to investigate whether we can correct the concerns on this project; particularly in areas where it may cause an erosion concern.
- Lack of erosion control (rip-rap) at the spillway on the end of the cul-de-sac. This work was outside the scope of the roadway project, and the City will be placing rip-rap in this location once the curb revisions have been addressed in the spring.
- Compaction of the asphalt at the gutter line. The City has reviewed this matter and we are confident that the compaction meets the project specifications. The contractor instituted the use of rubber tire rollers in these sensitive locations to avoid additional damage to the curb.
- Centerline offset of the pavement. We have discussed this issue with the contractor, and there are a couple of locations where this may be a concern. We will review again in the spring and work with the contractor to correct.
- Thickness of the pavement that was placed. The City has conducted pavement corings of the roadway, and reviewed the load tickets from the project, to determine that the required asphalt thickness (1 ½") was met.

I seek your assistance to provide me with any additional concerns that you may have regarding this project so I can thoroughly investigate them. Be assured that I will continue to monitor all issues brought to my attention in an effort to address them, as it is ultimately my responsibility to ensure that all projects completed in the City of Ramsey are completed to project specifications and City standards. I welcome your input on this matter and am available to document and respond to your concerns. Please feel free to contact me if I can be of any assistance.

Sincerely,

Tim Himmer
City Engineer
(763) 433-9893
thimmer@ci.ramsey.mn.us

Public Works Committee

5. 4.

Meeting Date: 07/17/2012

By: Grant Riemer, Engineering/Public Works

Title:

Review Resident's Concerns With The Sunfish Lk Blvd/CR116 Project

Background:

On June 13th city staff and the Ramsey City Council were cc 'd on an email from Ramsey resident Jessie Diaz and Charles Cadenhead of Anoka County Highway. The email was concerning the impact of the Sunfish Lake Blvd/CR116 project was having on her neighborhood, the Sunfish Pond Town homes. Staff has brought this case forward for review by the committee to see if any of the concerns merit city involvement. Jessie Diaz has been informed of this case and invited to attend. The list of concerns are as follows:

1. Use of the the town home developments private road by non residents
2. Limited access to Caseys General Store because of the center medians on Sunfish Lk Blvd and CR 116
3. Increased traffic in surrounding neighborhoods because of the center medians on Sunfish Lk Blvd and CR116
4. Gaps in the sound walls constructed as part of the county project.

Notification:

A Letter was sent to Ms. Diaz informing her that the Ramsey Public Works Committee would be review her concerns. Meeting location and time were included.

Observations:

Charles Cadenhead of Anoka County Highway has responded to Ms Diaz's email explaining the county's position on her concerns. The one suggestion he had for controlling non-resident traffic in her neighborhood was to post "Private Road" signs at the entrances to the development. These signs are already in place.

Funding Source:

N/A

Staff Recommendation:

Follow the county's guidlines and suggestions

Committee Action:

Based on discussion

Attachments

email re Sunfish Lake Blvd/Bunker Lake Blvd Construction Project

Form Review

| Inbox | Reviewed By | Date |
|-------------------------------|--------------------|---------------------------------|
| Kurt Ulrich | Grant Riemer | 07/12/2012 07:27 AM |
| Grant Riemer (Originator) | Jo Thieling | 07/12/2012 11:01 AM |
| Kurt Ulrich | Kurt Ulrich | 07/12/2012 03:20 PM |
| Form Started By: Grant Riemer | | Started On: 07/09/2012 07:54 AM |

Final Approval Date: 07/12/2012

Grant Riemer

From: Kurt Ulrich
Sent: Friday, June 15, 2012 11:34 AM
To: Tim Gladhill
Cc: Grant Riemer; Tim Himmer
Subject: RE: Sunfish Lake Blvd / Bunker Lake Blvd Construction Project (UNCLASSIFIED)

Tim,

Thanks for the e-mail. I hadn't seen this, nor the response from the County. I have asked Grant to schedule as an item for the July PW meeting, although I think it is primarily informational, we should consider whether any of their points might merit City involvement.

Kurt

-----Original Message-----

From: Tim Gladhill
Sent: Friday, June 15, 2012 11:04 AM
To: Kurt Ulrich
Subject: FW: Sunfish Lake Blvd / Bunker Lake Blvd Construction Project (UNCLASSIFIED)
Importance: High

You probably have already been forwarded this, but just in case...

Tim Gladhill
Senior Planner
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303
763-427-1410 (City Hall)
763-576-4308 (Direct)
763-482-4004 (Cell)
763-427-5543 (Fax)
tgladhill@ci.ramsey.mn.us

-----Original Message-----

From: Diaz, Jessie C MVP [mailto:Jessie.C.Diaz@usace.army.mil]
Sent: Thursday, June 14, 2012 9:12 AM
To: info@kellerpropertymgt.com
Cc: Mayor Ramsey; Randy Backous; Jeff Wise; David Elvig; CM McGlone; Jason Tossey; Sarah Strommen; Tim Gladhill; Josh Shenkle; Jacob Diaz; Tim Himmer; Andrew Witter; Doug Fischer; Charles Cadenhead; Jessie Diaz; Harry Grams
Subject: RE: Sunfish Lake Blvd / Bunker Lake Blvd Construction Project (UNCLASSIFIED)
Importance: High

Classification: UNCLASSIFIED
Caveats: NONE

Sunfish Ponds Townhome Association:

Please see the correspondence below. Was the Association who handles/maintains our account notified of the project and effects that it would have on our private road? This project is having significant impacts on the flow of traffic through our residences. There are many non-townhome owners who are now utilizing our privately owned road to

access Sunfish Lake Blvd and Bunker Lake Blvd. This is causing additional safety concerns due to these non-residents speeding through our neighborhood. The county should be held responsible for increasing the traffic through our residences; I don't feel that it should be the responsibility of our Association to address the issue. Those neighbors who I have spoken to are all unhappy with the project, and are concerned with the effects to our residential area. Does our Association have a legal advisor?

In addition, another issue at hand that may have to do with the project is the privacy fence that was put up along Bunker Lake Blvd. The fence does not extend along all of townhomes and is incomplete containing many gaps. Can you please inform me as to when this will be completed?

Thanks Greatly!

Jessie C. Diaz
Sunfish Ponds Townhomes Resident
Ramsey, Minnesota
763-227-6996

-----Original Message-----

From: Charles Cadenhead [mailto:Charles.Cadenhead@co.anoka.mn.us]

Sent: Wednesday, June 13, 2012 2:43 PM

To: Jessie Diaz; Harry Grams

Cc: mayorramsey@ci.ramsey.mn.us; rbackous@ci.ramsey.mn.us; jwise@ci.ramsey.mn.us; delvig@ci.ramsey.mn.us; colin@colinmcglone.com; jtossey@ci.ramsey.mn.us; sstrommen@ci.ramsey.mn.us; tgladhill@ci.ramsey.mn.us; Josh Shenkle; Jacob Diaz; Diaz, Jessie C MVP; thimmer@ci.ramsey.mn.us; Andrew Witter; Doug Fischer

Subject: RE: Sunfish Lake Blvd / Bunker Lake Blvd Construction Project

Jessie,

Thank you for informing us of your concerns and issues.

With regards to your comment regarding Xenon St. NW through the townhomes being a private street, I would offer that the County does not have any jurisdictional authority with regards to that street and therefore cannot dictate who does or does not drive on that street. I am not sure if you have a 'Private Road' sign already posted, but that might be one idea to give a try.

The City of Ramsey and Anoka County had many design meetings, open houses (notices to residents within 1/2 mile were sent), and discussions revolving around the use of medians and the design of Bunker Lake Blvd (CSAH 116) and Sunfish Blvd (CSAH 57). We held open houses for this project in March of 2009, February of 2010 and had a Public Hearing in January of 2011. Notices were sent to your address and we don't show any record of your attendance however we do show a sign in from one of your neighbors in the townhomes. We also completed a traffic study through the design process to evaluate and minimize the adverse impacts to the city street system. It was during these design meetings that it was decided to maintain the County policy of placing medians in the four lane divided roadway and keep the full access points a safe distance from the intersection to minimize the conflicts of left turning movements at the intersection.

This type of design is something that the County has performed on many projects throughout the county and have experienced great results in both efficient movement of traffic and safety. Another example of this type of configuration that has been working well is the intersection of Hanson Blvd. and Bunker Lake Blvd. U-Turns are an allowable traffic movement at the intersections and also a safe alternative given the protected left turn lane. This allows the U-turn traffic to not contend with the traffic traveling through the intersection.

We understand that these are probably not the answers that you were looking for with your request, but we hope that you understand our reasoning.

Charles M. Cadenhead, Jr., P.E.

Anoka County Construction Engineer

1400 Bunker Lake NW

Andover, MN 55304

Phone: 763-862-4237

Fax: 763-862-4201

Charles.Cadenhead@co.anoka.mn.us <mailto:Charles.Cadenhead@co.anoka.mn.us>

At the Anoka county Highway Department, our passion is your safe way home.

"Whatever you are, be a good one." - Abraham Lincoln

From: Jessie Diaz [mailto:jjh.diaz@yahoo.com]

Sent: Monday, June 11, 2012 11:38 AM

To: Harry Grams; Charles Cadenhead

Cc: mayorramsey@ci.ramsey.mn.us; rbackous@ci.ramsey.mn.us; jwise@ci.ramsey.mn.us; delvig@ci.ramsey.mn.us; colin@colinmcglone.com; jtossey@ci.ramsey.mn.us; sstrommen@ci.ramsey.mn.us; tgladhill@ci.ramsey.mn.us; Josh Shenkle; Jacob Diaz; jessie.c.diaz@usace.army.mil
Subject: Sunfish Lake Blvd / Bunker Lake Blvd Construction Project

Dear Mr. Grams & Mr Cadenhead:

I am a homeowner residing in the Sunfish Ponds Townhomes Community located behind Casey's General Store at the Intersection of Sunfish Lake Blvd and Bunker Lake Blvd in Ramsey, MN. I have recently noticed a median going in along the center of Bunker Lake Blvd, which raises concerns for both my neighbors and my husband and I. This median is going to cause a number of problems and inconveniences for our town home community and surrounding residents and businesses. Below is a list of my concerns in regard to the construction project:

1.) Sunfish Ponds Townhomes is a private road, which we pay to have maintained. Since construction has begun there has been a noticeable increase in traffic through our Townhome Residences due to Wolfram Streets closure. Although reopening Wolfram street after completion of construction may reduce some traffic, the median will prevent people from being able to turn left, therefore still increasing the traffic through our townhome residences. There are lots of children in this neighborhood, including a daycare, which further raises my concerns. There are many individuals who speed through our Townhome Residences who are not townhome owners. Since this is a private road, how do you plan to prevent and control non-Sunfish Pond Townhome owners from traveling on our privately owned road?

Solutions recommended:

- a.) Take out the median on Bunker Lake Blvd. allowing left turn access.
- b.) Put in a paid for and maintained county/city electronic gate for Sunfish Ponds Townhomes Association, which would provide only townhome owners access to the gated area.

2.) Limited access to Casey's General store, causes inconveniences and reduction of revenue for the business.

Solutions:

- a.) Allow turn access into Casey's on both roads traveling in all directions.
- 3.) An increase in accidents is likely to occur at the intersection of Sunfish Lake Blvd and Bunker Lake Blvd. due to more individuals turning right onto Bunker Lake Blvd and needing to make u-turns to access East Bound Bunker Lake Blvd. If u-turns are not allowed at the intersection, then this will further increase traffic through the neighborhoods, raising child and pedestrian safety concerns.

Solutions:

a.) Allow left turn access to Bunker Lake Blvd, by removing the median.

Thank you for taking the time to address and find solutions to my concerns. If you wish to further discuss this with me below is my contact information.

Regards,

Jessie C. Diaz

Sunfish Ponds Townhomes Resident

jjh.diaz@yahoo.com

(763) 227-6996

Click here

<https://www.mailcontrol.com/sr/6vPMPen7nonTndxIloX7UjaeDmea67kXMFSV7kTydD2qV6G6Q7GfIFT8GFgVM1NgIWfGJ4ErSQrgMdFy9yJ30A==>> to report this email as spam.

NOTICE: Unless restricted by law, email correspondence to and from Anoka County government offices may be public data subject to the Minnesota Data Practices Act and/or may be disclosed to third parties.

Classification: UNCLASSIFIED

Caveats: NONE

Public Works Committee

5. 5.

Meeting Date: 07/17/2012

Submitted For: Grant Riemer

By: Grant Riemer, Engineering/Public Works

Title:

Consider Purchase of AVL System for PW Fleet

Background:

At the May 15 PW Committee meeting staff gave a brief overview of AVL systems and how they could be used in our municipal fleet. Information gathered would primarily used in our plowing operation but could expand into other areas. An AVL system would track basic functions such as vehicle location, material use, vehicle speed, time spent on a particular route etc.... When talking to other users, total material used seems to be their biggest need. Boundaries called "Geo Fences" can be drawn around plow routes and data can be gathered on how much material was used on the road surface. With this information, managers can better control and fine tune material applications saving money and lessen environmental concerns. Mapping data can be supplied to the public, but not directly as staff was first informed. If you gave the general public access to the server it would quickly crash as people checked to see where the plow trucks were. One way around this would be to have the staff pull up the plow map, take a screen shot and then upload that image to the city web page, Facebook etc... Data gathering is performed basically the same in all 3 systems quoted. The tracking device is always gathering information, plow up plow down, sander on, vehicle speed, location and so on. Data retrieval intervals are entirely up to staff and effect operational costs of the system. In operations such as sweeping, roadside mowing, sewer cleaning, you may only need information at the end of the shift. In severe weather or plowing operations you may want information to be more immediate. Anoka County Highway uses the Precise MRM system on their plow fleet. They use the once a day data retrieval approach for the most part and average about \$11.00/month per vehicle.

Notification:

Observations:

RFP's were gathered from the 3 vendors on the State Bid list. Those vendors are Precise MRM, Location Technologies, and Ameri Trak. Precise MRM has the biggest foot print in Minnesota with 31 municipal customers and 1100 devices in service including Anoka County and the City of Duluth. Precise is owned by Force America a local company out of Burnsville, Mn. Force America builds the spreader controls used in our plow trucks so integration would be seamless.

Funding Source:

General fund cost center 0311-6580

Staff Recommendation:

Staff would recommend the Precise MRM system. The other municipalities I have spoke with have given high marks for the product itself, service, and tech support after the sale. They are using the AVL system for storm water reporting, accident investigation, sanitary sewer cleaning and vehicle maintenance reporting. As mentioned earlier the company is local and is the vendor for our ground speed sander controls. The use of the Precise system would make integration a plug and play set up. Staff will have the full financial breakdown available at the meeting as well as some different options to cut costs.

Committee Action:

Motion to include the purchase of AVL system from Precise MRM in the 2013 Budget

or

Motion to include the purchase of AVL system from Location Technologies in the 2013 Budget

or

Motion to deffer purchase of AVL system to a future budget year

Attachments

AVL Sysstem Cost Comparison

Form Review

| Inbox | Reviewed By | Date |
|-------------------------------|---------------------------------|---------------------------------|
| Kurt Ulrich | Kurt Ulrich | 07/12/2012 03:20 PM |
| Form Started By: Grant Riemer | | Started On: 06/21/2012 09:22 AM |
| | Final Approval Date: 07/12/2012 | |

PRECISE MRM

PW Snow Removal Fleet

Ameri Trak

| Quantities | Product | Product Description | Per unit cost | TOTAL COST | Quantities | Product |
|------------|-----------|--|---------------|--------------------|------------|-----------|
| 5 | IX301 | Base unit w/cable and magnetic antenna | \$699.00 | \$3,495.00 | 17 | AT-400 |
| 5 | 9873A001 | Key upgrade for 5100 spreader controller | \$122.50 | \$612.50 | 17 | AT-BP |
| 12 | IX101 | Base unit w/cable and magnetic antenna | \$350.00 | \$4,200.00 | 17 | |
| 5 | 2260007 | input harness for IX301 | \$19.95 | \$99.75 | | |
| 17 | MSS0012 | NAF+Software 12 month Access Fee+SW | \$129.99 | \$2,209.83 | 17 | |
| 17 | 2880020 | Position Switch | \$34.50 | \$586.50 | 17 | AT-CB-01 |
| 17 | Data Plan | Data Charges (low use) | \$8.00 | \$1,632.00 | 17 | AT-ACE-01 |
| 17 | Data Plan | Data Charges (high use) | \$20.00 | \$4,080.00 | 17 | AT-ACU-01 |
| 17 | Data Plan | Data Charges (average) | \$14.00 | \$2,856.00 | 17 | ATE-SA10 |
| | | Total Hardware Cost for Precise MRM System | | \$8,993.75 | 17 | AT-MP-04 |
| | | Total Annual Costs for Precise MRM System | | \$5,065.83 | 17 | |
| | | Start up cost | | \$14,059.58 | | |

Optional Police Department Fleet

| | | | | | | |
|----|-----------|--|----------|-------------------|-------------------|----------------|
| 11 | IX101 | Base unit w/cable and magnetic antenna | \$350.00 | \$3,850.00 | | |
| 11 | MSS0012 | NAF+Software 12 month Access Fee+SW | \$129.99 | \$1,429.89 | Quantities | Product |
| 11 | Data Plan | Data Charges unlimited plan | \$26.99 | \$3,562.68 | 11 | AT-400 |
| | | Total Hardware Cost for Precise MRM System | | \$3,850.00 | 11 | AT-CB-01 |
| | | Total Annual Costs for Precise MRM System | | \$1,429.89 | 11 | AT-ACE-01 |
| | | Start up cost | | \$5,279.89 | 11 | AT-ACU-01 |
| | | | | | 11 | ATE-SA10 |
| | | | | | 11 | AT-MP-04 |
| | | | | | 11 | |

Navigo**PW Snow Removal Fleet**

| Quantities | Product | Product Description | Per unit cost | TOTAL COST |
|-------------------|----------------|--|----------------------|--------------------|
| 17 | LT6 GPS | Cellular Modem | \$425.00 | \$7,225.00 |
| 17 | | Cable/Antenna | \$55.00 | \$935.00 |
| 17 | | Plow Monitor Switch | \$59.00 | \$1,003.00 |
| 5 | | Spreader interface | \$65.00 | \$325.00 |
| 17 | 9873A001 | Key upgrade for 5100 spreader controller | \$245.00 | \$4,165.00 |
| 17 | | Software 12 month Access Fee | \$1.65 | \$336.60 |
| 17 | Data Plan | Data Charges | \$10.99 | \$2,241.96 |
| 1 | | Per Account Monthly Charge | \$70.00 | \$70.00 |
| 1 | | User training | | \$1,250.00 |
| 1 | | Installation training | | \$1,250.00 |
| | | Total Hardware/Training Cost for Navigo | | \$13,653.00 |
| | | Total Annual Costs for Navigo | | \$2,648.56 |
| | | | Start up cost | \$16,301.56 |

Optional Police Department Fleet

| | | | | |
|----|---------|----------------|----------|------------|
| 11 | LT6/GPS | Cellular Modem | \$425.00 | \$4,675.00 |
|----|---------|----------------|----------|------------|

| | | | | |
|----|-----------|------------------------------|---------|------------|
| 11 | | Software 12 month Access Fee | \$1.65 | \$217.80 |
| 11 | Data Plan | Data Charges | \$10.99 | \$1,450.68 |

| | | | | |
|--|--|---------------------------------------|---------------|-------------------|
| | | Total Hardware Cost for Navigo System | | \$4,675.00 |
| | | Total Annual Costs for Navigo System | | \$1,668.48 |
| | | | Start up cost | \$6,343.48 |

PW Snow Removal Fleet

| Product Description | Per unit cost | TOTAL COST |
|---|----------------------|--------------------|
| Cellular/GPS Tracking Device | \$649.00 | \$11,033.00 |
| Battery Protector | \$60.00 | \$1,020.00 |
| Cellular/ GPS Combo Antenna | \$29.99 | \$509.83 |
| Software 12 month Access Fee | \$5.99 | \$1,221.96 |
| Circuit Board | \$85.00 | \$1,445.00 |
| Aircard Antenna Cable | \$9.99 | \$169.83 |
| Aircard USB Interface Cable | \$2.49 | \$42.33 |
| Event Module | \$249.00 | \$4,233.00 |
| Mounting Plate for At-400 | \$65.00 | \$1,105.00 |
| Data Charges | Not included | |
| Total Hardware Cost for Ameri Trak System | | \$19,557.99 |
| Total Annual Costs for Ameri Trak System | | \$1,221.96 |
| Start up cost | | \$20,779.95 |

Optional Police Department Fleet

| Product Description | Per unit cost | TOTAL COST |
|---|----------------------|--------------------|
| Cellular/GPS Tracking Device | \$649.00 | \$7,139.00 |
| Software 12 month Access Fee | \$5.99 | \$790.68 |
| Circuit Board | \$85.00 | \$935.00 |
| Aircard Antenna Cable | \$9.99 | \$109.89 |
| Aircard USB Interface Cable | \$2.49 | \$27.39 |
| Event Module | \$249.00 | \$2,739.00 |
| Mounting Plate for At-400 | \$65.00 | \$715.00 |
| Data Charges | Not included | |
| Total Hardware Cost for Ameri Trak System | | \$11,665.28 |
| Total Annual Costs for Ameri Trak System | | \$790.68 |
| Start up cost | | \$12,455.96 |