

City of Ramsey
Agenda
Public Works Committee
Tuesday November 20, 2012

5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
 1. Approve July 17, 2012 Public Works Committee meeting minutes.
Approve October 16, 2012 Public Works Committee meeting minutes.
- 5. Committee Business**
 1. Well # 4 Motor and Pump Repair
 2. Consider Proposal - HWY 47 and CSAH 116 Intersection Study
 3. Discuss 2013 Capital Improvement Street Projects
- 6. Committee/Staff Input**
- 7. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 11/20/2012

Submitted For: MaryJo Warner

By: MaryJo Warner, Engineering/Public Works

Title:

Approve July 17, 2012 Public Works Committee meeting minutes.
Approve October 16, 2012 Public Works Committee meeting minutes.

Background:

The Public Works Committee held its regular meeting on July 17, 2012.
The Public Works Committee held its regular meeting October 16, 2012.

Notification:

Observations:

At the September 18, 2012 Public Works Committee meeting approval of the July 17, 2012 meeting minutes were tabled to the next meeting. The minutes were omitted from the the October agenda thus resulting in bringing forward for approval at the November meeting.

Funding Source:

n/a

Staff Recommendation:

Committee Action:

Motion to approve the Public Works Committee meeting minutes dated July 17, 2012.
Motion to approve the Public Works Committee meeting minutes dated October 16, 2012.

Attachments

Minutes 07.17.12

Minutes 10.16.12

Form Review

Inbox
Grant Riemer
Kurt Ulrich

Reviewed By
Grant Riemer
Kurt Ulrich

Date
11/13/2012 09:17 AM
11/15/2012 03:56 PM
Started On: 11/06/2012 10:54 AM

Form Started By: MaryJo Warner

Final Approval Date: 11/15/2012

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

The Public Works Committee conducted a regular meeting on Tuesday, July 17, 2012 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Randy Backous
 Councilmember David Elvig
 Councilmember Colin McGlone

Also Present: Public Works Superintendent Grant Riemer
 Police Chief James Way
 Interim Engineer Ron Wagner
 Councilmember Jeff Wise
 City Attorney William Goodrich
 Development Manager Darren Lazan

1. CALL TO ORDER

Chairperson Backous called the regular meeting of the Public Works Committee to order at 7:14 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember McGlone, seconded by Chairperson Backous, to approve the agenda, as revised to consider Case 5.03 prior to Case 5.01 and reschedule Case 5.04 to a future meeting.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers McGlone, and Elvig.
Voting No: None.

4. APPROVE MINUTES

Motion by Councilmember McGlone, seconded by Councilmember Elvig, to approve the minutes from the May 15, 2012 Public Works Meeting.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers McGlone, and Elvig.
Voting No: None.

5. COMMITTEE BUSINESS

5.03: Review Overlay Project 11-05 (157th Lane East of Ramsey Boulevard)

Public Works Superintendent Riemer reviewed the staff report. He agreed the center line is not the best but any repair options will create a project that does not look as well. He advised that the core samples taken are all within specifications and he thinks the road is structurally sound, noting it shows no signs of stress after being driven on for one year. He recommended leaving the road as is and monitoring it to see if anything happens.

Dale McKusick, 6801 157th Lane NW, stated his concern that the asphalt is inconsistent in depth, especially as it approaches the curb, an area that carries water drainage and traffic from plows and garbage trucks. He stated he put in a new driveway for his neighbor and found there was only one-half inch of asphalt at that driveway. He agreed with Public Works Superintendent Riemer that grinding down the center would not be an acceptable repair. Mr. McKusick stated the asphalt mat should be a consistent 1.5 to 2 inches thick from edge of curb to edge of curb, but it is not and he thinks the road edges will come apart within several years. He noted the original road was surfaced only once in 30 years, held up well, and is providing a great base for the sealcoat project. However, as it deteriorates, there will be no recourse against the contractor and everyone will be mad at the City. Mr. McKusick stated there has to be someone accountable and if he is paying taxes, he wants it done right.

Chairperson Backous stated he agrees with Mr. McKusick's concern, noting the City enforces its building codes with strict inspections but he does not know about the inspection process for this project.

Councilmember McGlone noted at the time of this project, the City had two engineers and used the same engineering inspection team so there was not an issue with manpower to inspect the project.

Barb McKusick, 6801 157th Lane NW, stated they were told it would be 1.5 to 2 inches thick from curb to curb and that part of the existing bituminous curb would go away. However, along most of the street the bituminous curb remained so people are asking how thin the asphalt is if the curb is still showing.

Councilmember Elvig asked what is the depth of the asphalt.

Public Works Superintendent Riemer stated he can take additional core samples of the edges and may find some at one inch and others at two inches.

Ms. McKusick stated the issue is that the asphalt mat is not consistent.

Mr. McKusick agreed that most of the bituminous curb remains after the project so it means the matting is not consistent.

Councilmember Elvig stated the struggle is that a concrete curb it is definite but with bituminous curbs, the spreader floats so the mat undulates. He asked Mr. McKusick if he thinks an entire area is substandard.

Mr. McKusick stated he cut part of the asphalt when he installed his driveway and it was 2.5 inches, and today it is still 2.5 inches and you can see four inches of bituminous curbing all along the roadway. His question is how far the contractor slanted the mat as it approached the curb. His concern is that the curb area will deteriorate faster because of the truck traffic.

Councilmember Elvig noted this is an overlay project so it resurfaces the area and the idea is not to build thickness. The old road was stable and not deteriorating and the seal coating project added onto it. He asked if the road is worse now, thinking it can only be better with more and newer bituminous. Councilmember Elvig asked if areas with only one inch of overlay should be corrected.

Public Works Superintendent Riemer stated the City removed sections of alligatored asphalt from the old roadway prior to the project. He agreed that when on the paver, you are at the mercy of the road surface because the paver follows the bed underneath. He also agreed there are probably edge areas that are not perfectly correct but he believes the road is sound.

Chairperson Backous asked about the scenario where residents are assessed for a road project, the warranty expires, and then the road falls apart.

Public Works Superintendent Riemer stated if there are problems with the road within the warranty, the contractor would be responsible. If it occurs three years from the project, the contractor would not be responsible.

Chairperson Backous asked if residents would be expected to pay again for a new road.

Councilmember McGlone stated when a contractor's warranty is over, then the City picks up the cost and patches, as needed, so residents would not be reassessed. However, it increases the City's costs and that is covered through taxes.

Public Works Superintendent Riemer pointed out that residents are not assessed for seal coating.

Interim Engineer Wagner advised the general road contract is for a one-year warranty for roads and a longer warranty results in higher project costs.

Public Works Superintendent Riemer stated there is no problem now or in the past with overlay projects and staff will continue to monitor this roadway.

Councilmember McGlone stated regardless of the outcome in this case, the City needs to consider a road policy for the future in how it is funded, project standards, and contract language. He stated he was at the McKusick property three times and watched him pick off a piece of the road with his finger so there is no arguing that fact; however, the core samples tell the story in the locations they were dug. He stated his opinion there are road areas that are substandard and the City needs to look at how contracts are written, whether thickness or tonnage requirements, to assure residents are getting what they paid for. Councilmember McGlone stated he is not sure

he is comfortable with staff's recommendation because he is sure there are areas that are substandard.

Public Works Superintendent Riemer stated North Valley was the contractor for this project and also did the Alpine project and other overlays.

Chairperson Backous asked if North Valley will be used for future projects.

Public Works Superintendent Riemer answered they will be if they bid on projects.

Mr. McKusick explained it came up because he installed two concrete driveways and had purposely left the concrete up 1.5 inches so when the overlay was done, the driveway would slant up. However, the concrete is still 1.5 inches above the asphalt. He again stated he felt the asphalt mat should be consistently at 1.5 to 2 inches from curb to curb and asked what the City is going to do differently in future projects.

Chairperson Backous asked if the variance of depth resulted in requiring tonnage instead of mat depth.

Public Works Superintendent Riemer stated this project required tonnage and was two tons over.

Interim Engineer Wagner advised the specification for this project is standard and used Mn/DOT references, which allow a one-quarter inch tolerance and is measured behind the machine to assure it is laying an adequate mat. Interim Engineer Wagner explained how the road and curb edge is tacked but sometimes the asphalt does not adhere to the curb area because it is rough or dirty. Should that occur, the asphalt could be picked off.

Mr. McKusick noted the paver cannot get directly to the curbing so someone needs to manually spread asphalt to the curbing. If that is not done correctly, the roller compresses it flat to the surface.

Ms. McKusick stated Levi Dargis, 6741 157th Lane NW, who works for Mn/DOT, had explained that the paver should have unhooked and readjusted. This did not occur and that is why there are two different road levels.

Councilmember Elvig asked what is the repercussion with the contractor at this point.

Public Works Superintendent Riemer stated there is not much because the specifications say a 1.5-inch mat and the project met tonnage.

Interim Engineer Wagner explained if none of the core samples are found one-quarter inch below specifications, then it meets the requirements.

Councilmember Elvig noted if a series of cores are taken at the curb, it may find the majority are too thin.

Mr. McKusick stated the cores were not taken where the driveways were milled.

Councilmember McGlone noted the location where Mr. McKusick picked off asphalt was not in a driveway area.

Councilmember Elvig stated if the contention is that all the bituminous is in the middle of the road, he would suggest taking borings from the edge of the road to see if it is an issue.

Mr. McKusick noted the specifications do not say “curb to curb” so he believed it was a “gray area.” He restated he is only bringing this up so specifications for future road projects require consistent matting from curb to curb. He assured the Public Works Committee that if there is cracking, he will come back to the City and say “I told you so.”

Chairperson Backous thanked the McKusicks for bringing this issue forward and noted staff has recommended the City continue to monitor the road. In addition, the Public Works Committee will discuss the contract language.

Motion by Councilmember Elvig, seconded by Chairperson Backous, to recommend that the City Council accept Overlay Project 11-05, 157th Lane east of Ramsey Boulevard and let the warranty period expire, and direct staff to review the policy and propose alternate language.

Future discussion: Councilmember McGlone stated he thinks the road is substandard; however, the core samples tell another story. He stated he has a construction background and if being assessed, would also be upset. Councilmember Elvig stated he had suggested additional cores along the curb but Mr. McKusick stated his intention was to offer suggestions for future road contracts. Councilmember McGlone stated he will use this project as an example in the road standard policy that is to be created. He asked about milling the edge and installing a 1.5-foot wide strip of tar, noting if more core samples are taken the City could go to the contractor about covering the cost. Mr. McKusick stated Public Works Superintendent Riemer is standing behind the road, which is not an attractive road but better than what they had before. Mr. McKusick stated he does not want more holes drilled or strips of asphalt laid unless it is then entirely sealcoated to create a consistent surface. He stated he is concerned for future road projects, that is why he brought forward this issue. Councilmember McGlone stated he was advocating for the resident’s position and if they support accepting the project, he will then support the motion on the floor.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Elvig, and McGlone. Voting No: None.

5.01: Consider Traffic Control Change for Sunwood Drive / Sapphire Street Intersection

Public Works Superintendent Riemer reviewed the staff report and recommended Option 2, restrict on-street parking on Sunwood Drive.

Police Chief Way advised that a fair amount of speeding tickets are written in the 45-50 mph range. In addition, parking of larger vehicles in the first few spots restricts visibility. He noted

constructing a kick-out like on Dysprosium Street, would require vehicles to pull out farther to see past parked vehicles; however, it creates issues with plowing. He stated he understands the concern with removing parking spaces so he does not have a good answer but wanted to raise the issue.

Councilmember Elvig stated the City set the speed limit to keep it safe and the idea is to move buildings up to the face of the street, which is different for Ramsey and blocks some visibility. He suggested looking at a greater building setback to address driver visibility. Councilmember Elvig stated he is reluctant to remove the parking spaces on Sunwood Drive because it provides quick and convenient parking and access to the Engineering Department through non-carpeted areas. He suggested the key is speed control.

Councilmember McGlone advocated for Option #1, leave intersection as it is presently, noting a worse sight angle is the PSD building and that has been solved. He agreed that reducing parking impacts zoning and parking requirements and that bump outs are a plowing nightmare, offering no protection. Councilmember McGlone indicated when traffic warrants exist, something else can be considered at that time.

Chairperson Backous agreed that removing parking spaces will not calm traffic and he does not support adding costs or installing stop signs. He raised the option of a flashing yield or speed sign, which would be effective.

Public Works Superintendent Riemer stated they are expensive and require electric wiring but he would check on the cost. He agreed it may help with speed but not address visibility.

Chairperson Backous suggested using the Police speed trailer in that location more often.

Police Chief Way stated it has been used in that area frequently and been found to be effective to make the driver aware and slow the speed of traffic.

Interim Engineer Wagner suggested a sign that only flashes speed and operates from a solar panel.

Councilmember Elvig stated he would support looking at that option.

Public Works Superintendent Riemer stated he will get prices for that type of sign.

Police Chief Way stated he thinks the issue of speed will resolve itself as the area develops.

Motion by Councilmember McGlone, seconded by Chairperson Backous, to recommend that the City Council approve Option # 1, leave intersection as it is presently.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers McGlone, and Elvig.
Voting No: None.

Councilmember Elvig left the meeting at 8:04 p.m.

5.02: Tree Removal at 16490 Uranium Street

Public Works Superintendent Riemer reviewed the staff report.

Chairperson Backous stated he looked at the tree and agrees the size justifies the cost.

Motion by Councilmember McGlone, seconded by Chairperson Backous, to recommend that the City Council approve the use of Council Contingency Fund to contract with Olson Tree Service for tree removal and clean up at 16490 Uranium Street in an amount not to exceed \$3,300.00.

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

5.03: Review Overlay Project 11-05 (157th Lane East of Ramsey Boulevard)

This item was considered prior to Case 5.01.

5.04: Review Resident's Concerns with the Sunfish Lake Boulevard / CR116 Project

This item was removed upon adoption of the agenda and will be rescheduled to a future meeting.

Councilmember Elvig returned at 8:06 p.m.

5.05: Consider Purchase of AVL System for Public Works Fleet

Public Works Superintendent Riemer reviewed the staff report and advised the GPS can be added for \$1,300, which would eliminate the data plan (average \$11/truck/month) for the cellular telephones.

Chairperson Backous noted the costs would be about a "wash."

Councilmember McGlone stated he does not see the value in this system or that the few complaints with snow plowing justifies the cost.

Chairperson Backous noted the Public Works Committee was in favor of this system at an earlier meeting and asked what has changed since then.

Councilmember McGlone stated he was willing to look at the information but now that he sees the cost, he does not see the value.

The Public Works Committee discussed the features offered and considered whether it would result in staff efficiencies. It was noted that staff should already be filling out a daily log and informing Public Works Superintendent Riemer of maintenance issues.

Public Works Superintendent Riemer stated he had brought forward this information at the Public Works Committee's request and another option is to test the equipment for a period of 30 days at a cost of \$30/month.

Motion by Councilmember McGlone, seconded by Councilmember Elvig, to test the AVL system from Precise MRM for 30 days on the sweeper, starting in October. Staff will then provide a report on what did and did not work, and whether its use resulted in staff efficiencies.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers McGlone, and Elvig. Voting No: None.

6. COMMITTEE / STAFF INPUT

Chairperson Backous advised of complaints he received from the neighborhood on 149th Avenue about a deep murky retaining pond next to a front yard and concern with safety.

Interim Engineer Wagner described the reverse grade outlet pipe that provides some skimming.

Public Works Superintendent Riemer stated this retention pond takes drainage from the road and provides settling prior to discharge.

Chairperson Backous asked staff to conduct additional research and schedule the topic for a future meeting so those residents can be heard.

Councilmember McGlone read an e-mail complaint from a resident on Tonto Street relating to the "horrible job the City did when cutting ditches along the road" and damage to trees.

Public Works Superintendent Riemer stated he received a call about this matter but the caller did not leave a telephone number. He advised this area has been cleaned up and problem resolved but he will contact the resident.

Chairperson Backous asked about the broken the concrete in front of City Hall.

Public Works Superintendent Riemer explained it is due to the hot weather and that area will be ground down and repaired prior to winter.

Development Manager Lazan suggested cutting expansion joints to avoid this type of damage during hot weather.

The Public Works Committee agreed with the suggestion of Councilmember Elvig to direct staff look into that option and draft specifications/policy to assure it is handled correctly.

7. ADJOURNMENT

Motion by Councilmember Elvig, seconded by Councilmember McGlone, to adjourn the Public Works meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:23 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

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

The Public Works Committee conducted a regular meeting on Tuesday, October 16, 2012 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Randy Backous
 Councilmember David Elvig
 Councilmember Colin McGlone

Also Present: City Administrator Kurtis Ulrich
 Public Works Superintendent Grant Riemer
 Human Resources Manager Colleen Lasher
 City Clerk Jo Ann Thieling
 Interim Engineer Shane Nelson
 Mayor Bob Ramsey
 Councilmember Jeff Wise
 Development Manager Darren Lazan

1. CALL TO ORDER

Chairperson Backous called the regular meeting of the Public Works Committee to order at 5:30 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Elvig, and McGlone.
Voting No: None.

4. APPROVE MINUTES

Motion by Councilmember Elvig, seconded by Councilmember McGlone, to approve the minutes from the September 18, 2012 Public Works Meeting.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Elvig, and McGlone.
Voting No: None.

5. COMMITTEE BUSINESS

5.01: Review Bids for Snow Removal at Parking Ramp and Municipal Center

Public Works Superintendent Riemer reviewed the staff report. He reported that in September 2012, staff sent out a request for quotes for contracted snow removal services for the parking ramp and the municipal campus. Staff contacted 33 contractors on our bidder list to make them aware of the bid. Of those 33 contractors, seven picked up bid information; however, only two actually submitted quotes. The successful bidder would be responsible for all snow removal for the ramp, the municipal campus surface lots, and all sidewalks in the adjacent areas. The sidewalks included the segments leading into the rail station as well. The contractor would be responsible for application of de-icing materials for those areas. Mr. Riemer continued that the contract required a yearly lump sum for these services, with separate bids for the ramp and municipal center. The contract would run from November 2 through April 15, with a one-half inch snowfall to be the trigger point for service. He noted that if the snow event happened during business hours, staff would provide minimal service until the close of business. Mr. Riemer informed the Committee that the quotes received were as follows: On Call Sweeping Inc. bid \$29,000 for the parking ramp and \$20,000 for the Municipal Center for a total of \$49,000. Complete Grounds Maintenance bid \$32,700 for the parking ramp plus \$16,850 for the Municipal Center for a total of \$49,500. He presented some statistics regarding snowfall/snow removal beginning with 1998. From 1998 through the 2011-2012 seasons, there were 93 full-scale plowing events. The lowest snowfall was the 2002 – 2003 season with three events. The highest snowfall was 2010 – 2011 – with 16 events. Using 1998 to present, the yearly average was eight events. Mr. Riemer also presented statistics related to minor plowing events (sanding, minor snow falls, etc.). The lowest was six events in 2011-2012 and the highest was 29 for the 2001 – 2002 season. The average was 17 minor plowing events. Mr. Riemer estimated that the staff costs for snow removal at \$3,696.07 per event. The case cover sheet and attachments detailed how Mr. Riemer arrived at that amount. He suggested that with the building of the apartment complex, snow drifting into the parking structure should be minimal. He expressed concern that with the contract quotes coming in at \$49,000 and \$49,500, that's more than the City's snow removal budget would allow. However, if the two could be split - we could use the most help for the Municipal Campus versus the ramp.

City Administrator Ulrich stated he would like to “throw in a pitch” for taking the low bid. It would help significantly to have staff relieved of that snow removal duty and he was in support of what Mr. Riemer is saying.

Councilmember McGlone stated he has always been most critical of any snow removal that City staff does. He feels it is never up to standard and added he feels he is an expert on snow removal as he has done it every year since he was 17 years old. He recommended trying out a contractor, at least for the municipal piece. He continued that some issues came up last week about perception – and he feels that Ramsey has perception issues. This case “screams” it to us. We contact 33 contractors ourselves and put it in the newspaper twice and we only have two contractors bid on it. He reported that his contractors tell him they do not like bidding a project in Ramsey because it seems only certain contractors get the bid or staff really doesn't have any intention of awarding the bid anyway. Councilmember McGlone stated that he contacted the

low bidder for this case and talked with him about how he came up with his numbers. He (McGlone) suggested that with the numbers received from the contractor, it would appear that we could have snow removal done for about half the cost of staff. He added that when we bid these things out, we need to make it easier for the bidder to understand exactly what we are looking for.

Jeff Miller, On Call Sweeping, talked about the snow removal at the Municipal Center being mostly sidewalks. He stated that he was told to include the apartment sidewalks as well which may explain why his bid for that portion was a little higher than the other bid. He suggested that one of the reasons the City may not have received many bids is because the first thing it stated in the request for quote was the need for an articulated loader. He suggested that was an unnecessary piece of equipment and he felt that would discourage a lot of bidders.

Public Works Superintendent Riemer explained that was put in there because if a contractor wanted to use it in the bid – they could. It was not stated that it was mandatory for the bid.

Chairperson Backous asked for clarification on the bid for ½ inch of snowfall and the 2-inch snowfall on the road, which Public Works Superintendent Riemer provided. The ½ inch is for sidewalks – to keep ice clear and safe for walking. The policy for snow removal on the roads has been when there is two-inch accumulation.

Mr. Miller agreed you are always trying to get ice off the sidewalks.

Chairperson Backous stated he would remove the parking ramp contract because it is not an issue and thinks the decision would be based on the municipal center bids. He noted the parking ramp will be heavily used by Flaherty & Collins and asked what is its fair share of the cost.

Development Manager Lazan explained the snowplowing costs are allocated through the Parking Use Maintenance Agreement (PUMA) so Flaherty & Collins will absorb 3/8ths of that cost beginning this year even if they are not open. He indicated staff will follow up on that issue.

Councilmember McGlone asked if the other contract bid 500 feet of sidewalk.

Public Works Superintendent Riemer answered in the affirmative.

Chairperson Backous agreed the bid process can be flawed but without a solid argument why it is not accurate, he would have to support the low bid of \$16,850 from Complete Grounds Maintenance versus the \$20,000 bid from On Call Sweeping, Inc.

Councilmember Elvig asked if the City has history with either bidder.

Public Works Superintendent Riemer stated On Call Maintenance has done abatement work (mowing) for the City.

Councilmember Elvig asked whether Complete Grounds Maintenance had provided an insurance bond.

Public Works Superintendent Riemer answered in the affirmative.

Councilmember Elvig noted the staff recommendation had been changed to contract plowing for the Municipal Center and in-house plowing for the parking ramp.

Public Works Superintendent Riemer stated that is correct and indicated staff could use help around the Municipal Center since staffing was down one-half of a position. He stated he did not think the parking ramp would be a big issue, noting the first floor will have the most snow and last year they did not plow the top floor.

Councilmember Elvig agreed and pointed out the City does not know what to ask for with the parking ramp because there is not much history. He stated some contractors may not bid because it is for a city and a low-bid situation. In addition, an articulated loader is in the bid and that may have been an issue.

Motion by Councilmember Elvig, seconded by Chairperson Backous, to recommend that the City Council approve the \$16,850 bid for snow removal service with Complete Grounds Maintenance for the Municipal Center and use City staff and equipment for snow removal service at the parking ramp for the 2012-2013 snow season.

Further discussion: Councilmember McGlone asked for an estimate for one full-time equivalent (FTE). City Administrator Ulrich estimated \$65-70,000. Councilmember McGlone noted the subcontractor would provide labor, materials, vehicles, fuel, and insurance for \$16,850, which is far less than the City's cost for one employee. He felt in this particular case, it is clear that an employee is not cheaper than going with a subcontractor. Chairperson Backous concurred.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Elvig, and McGlone. Voting No: None.

5.02: Resident Concern – 167th Avenue (IP 08-27)

Interim Engineer Nelson reviewed the staff report and resident complaint that the top soil brought in by the City contained rocks, glass, and other debris. He stated the edge between the resident's lawn and the City's project was noticeable and while walking the site he did see a piece of glass and broken pieces of asphalt. Interim Engineer Nelson noted the City has previously attempted to resolve this issue but the residents feel they have not received what had been promised with this project. Interim Engineer Nelson stated he does not have all of the history on this issue and it is a policy decision of the Council to make. He presented the quotes submitted by Mack and Shayle Domiguez, noting the low quote for removal of top soil and installing black dirt totaled \$10,540.

Councilmember Elvig stated his road project had similar problems this past year so he "feels the pain" of the Dominquez family. He explained the City had poor policy and has taken action to remedy these issues. He asked about the private contractor that had been sent out to correct the issues.

Interim Engineer Nelson stated that was done after the fact.

Public Works Superintendent Riemer stated the City supplied the dirt the first time and brought it on site but did not grade the dirt to restore the properties.

Councilmember Elvig asked if another contractor was hired to do landscape work, indicating he does not remember approving that work to be done.

Councilmember McGlone stated he is also not aware of giving that direction.

Councilmember Elvig stated he is not in favor of hiring an outside contractor and wants the City's staff or the project contractor to remedy the issue.

Chairperson Backous stated the problem was the dirt supplied to the project, not the contractor.

Public Works Superintendent Riemer stated that is correct.

Chairperson Backous asked if the quotes appear to be high.

Interim Engineer Nelson stated the quotes are higher unit prices than the City pays on a road project. He presented the costs and indicated that given the small size of the project, he found the quotes are probably not too far off.

Shayle Dominquez, 7046 – 166th Avenue, stated this has been a four-year-long process. She explained the first dirt they put down contained a mesh, that gets stuck in their tractor, and planted clover. Ms. Dominquez stated they had purchased a lot of black dirt that the contractor dug up and brought back poor fill. She stated she had been in contact with former City Engineer Himmer during the entire process and Mr. Himmer had sent someone out who found a bucket full of glass. There are also large slates of rock, pieces of wood and asphalt, and green mesh. Ms. Dominquez stated when the new soil was brought in, it created a yard full of sand burrs. They had watered the grass and trees but the City was supposed to be watering the front yard once or twice a week. That did not occur.

Chairperson Backous asked how often the City watered the front yard.

Public Works Superintendent Riemer stated he has no knowledge of the watering schedule.

Councilmember Elvig asked who handles this issue.

Interim Engineer Nelson stated it is under Engineering since it is related to a project.

Public Works Superintendent Riemer stated Public Works brought the dirt to the site.

Councilmember Elvig noted there is no recourse with the contractor and advocated for the City to clean up its mess since it had not properly managed the project or supervised the contractor.

He suggested the Public Works Department clean the soil and develop a watering schedule for next spring.

City Administrator Ulrich asked about the extent of this issue in this neighborhood.

Public Works Superintendent Riemer stated it is confined to this property because most people used sod. He noted sod was also offered to Dominquez.

Ms. Dominquez stated they opted for seed because they do not have an irrigation system and have the biggest yard in the neighborhood. They also wanted the new yard area to better blend into their existing yard.

Mack Dominquez, 7046 – 166th Avenue, stated the area is 300 feet in width and 65 feet in depth so it is a large yard to water if sodded. He stated his neighbors had received \$400 watering bills for their City-sized lots to maintain the sod. Mr. Dominquez indicated they have been told by the two contractors that the soil was bad so the sod would not root well and rain would wash away the sand and expose the underlying Class V.

Public Works Superintendent Riemer asked when watering the grass would be considered no longer a City responsibility.

Mr. Dominquez clarified they did water the grass and had asked for grass seed because it is easier to establish and takes less watering than to establish sod.

Chairperson Backous noted the City's policy is sod to avoid this same situation.

Mr. Dominquez stated they are offering a compromise to get it cleaned up and better than the current situation.

Councilmember McGlone noted the area disturbed, 300 feet by 80 feet, seems like a large area.

Councilmember Elvig stated it used to be the road area.

Councilmember McGlone raised the option of leaving the soil and putting down a base of better soil, noting it will keep costs down. He stated if a depth of new base is put down, it should prevent the debris items from coming to the top and would also not disturb tree roots.

Ms. Dominquez stated the trees were planted on the boulevard to appease them and make it look better.

Public Works Superintendent Riemer pointed out that six inches of top soil could not be placed at an even depth and would have to be tapered toward the curb.

Chairperson Backous suggested the City install sod because it is now a cooler season and if well watered it will not dry out.

Public Works Superintendent Riemer agreed that it would be faster to establish with sod but asked at that point would the residents take over responsibility.

Ms. Dominquez stated they had planned to put in an irrigation system after the project.

Councilmember Elvig suggested an agreement be drafted to outline when the City starts and stops watering so all know the expectations. He stated if more top soil is put down, it would have to be cut down (tapered) back to the curb.

Chairperson Backous asked if it should be tilled prior to laying sod.

Public Works Superintendent Riemer answered in the affirmative.

Chairperson Backous stated if using sod it could be done in several weeks and would eventually blend with the rest of their lawn.

Mr. Dominquez stated with the last soil, the rain revealed large-sized boulders and when the City tried to till it, the green fiber got entangled in the tiller after one pass and they had to quit.

Chairperson Backous stated he could not support an expenditure of \$12,000 on this item.

Councilmember McGlone stated that is why he was suggesting to place additional top soil, taper the edges at the curb, and install sod on top. He stated it will look great from day one and the issue will be over.

Councilmember Elvig stated the term “easiest and cheapest” sounds like a poor use of words, noting the cost of sod will not be the cheapest but would bind the soils and be the best alternative.

Councilmember McGlone concurred and noted this is the best time of year to lay sod. He pointed out the City has expended money over and over on this issue and he thinks his suggestion will remedy the situation.

Mr. Dominquez stated he would like the City to remove an inch or two of existing soil to get out the weeds and then come in with new top soil and sod.

Councilmember McGlone stated a bucket can be used on the skid to pick up rocks and top soil in the same pass. He stated he would support taking that extra step in the procedure to remove the weeds and some of the rocks.

Public Works Superintendent Riemer stated it is already mid-October and needs to go before the City Council for approval.

City Administrator Ulrich stated this case can be placed on the Council agenda for next Tuesday.

Councilmember McGlone stated some planning will be needed and suggested approval contingent upon Council approval.

Public Works Superintendent Riemer agreed that staff will need time to order locates.

Motion by Councilmember Elvig, seconded by Councilmember McGlone, to recommend that the City Council direct Public Works to develop a plan to remove some rock and top coat, add sufficient top soil, and supply and install sod this fall, and to draft an agreement for a watering plan into the frost with the property owner then taking over responsibility.

Further discussion: Chairperson Backous asked if staff is available to complete this work during the fall season. Public Works Superintendent Riemer stated staff time will be tight because of tree planting that is already underway. City Administrator Ulrich stated the City does not have adequate staff available and suggested two quotes be obtained for this work. Mr. Dominquez stated that was tried twice with the original contractor but they ended the contract. With the second contractor, they were given the option of sod or seed and indicated if the seed did not take the contractor would remove the seed and put down sod, which was part of their \$6,000 contingency. Councilmember McGlone stated that is a problem the City will have to resolve on a different tract. He stated the City can "police" the contractor to assure it is done right. Chairperson Backous agreed and noted the City does not have enough staff to complete the work this fall. He asked Mr. or Ms. Dominquez to call if they don't think the project is going right. Mr. Dominquez asked if the project can be cleaned this fall and the sod laid in the spring. Councilmember McGlone stated he would then recommend nothing be done until the spring because that will be more cost effective. He stated he worked on another project where Sauter & Sons provided the dirt and that city tested the soil and demanded Sauter & Sons remove it. City Administrator Ulrich noted one of the quotes is \$10,540 and suggested staff obtain quotes to Harley-rig out the rocks and put down several inches of top soil with the cost not to exceed \$10,540. Interim Engineer Nelson clarified that \$10,540 bid is only for earth work and does not include sod or seed. He felt it may cost closer to \$15,000.

Councilmember Elvig withdrew his motion and Councilmember McGlone withdrew his second to the motion.

Councilmember McGlone noted if bid this fall for spring work it may result in a better price.

The consensus of the Public Works Committee was to direct staff to explore options and obtain two bids for raking out soil, adding top soil, and installing sod with the work to be completed by May 1, 2013.

Mr. Dominquez stated that would be acceptable.

Ms. Dominquez explained that people on work release were used to clean their yard, which was of concern to them because they both work in the law enforcement field.

Chairperson Backous stated the City Administrator will review the appropriateness of that procedure for residential yards.

5.03: Sunwood Drive Project – Completion of Signal System, Irrigation System and Sidewalks

Interim Engineer Nelson reviewed the staff report.

Councilmember McGlone asked why it was not known there is a 12 week lead on mast arms for the signal system.

City Administrator Ulrich stated he does not know about this particular situation, but there was a similar situation with the rail station. In that case, they were in the design process of the electronic components and did not have all the specifications needed for the cabinet.

Councilmember McGlone stated he walked the sidewalk today and it seems reasonable to get them installed.

Chairperson Backous noted there is not much choice with regard to the mast arms for the signal system.

Councilmember Elvig stated there are many checkpoints and certifications with this type of project. He stated he wants the project to keep moving forward and suggested negotiating a date by which it has to be completed.

Interim Engineer Nelson stated North Pine Aggregate is asking for an extension of time and staff is recommending a firm date so it is reasonable and the project does not drag on.

Councilmember Elvig recommended staff also get the contractor's signature on the completion date.

Councilmember McGlone asked if the sod will be installed on the boulevard this fall and if so, who will be watering it.

Interim Engineer Nelson stated the sod will be installed this fall and a maintenance period will be specified during which the contractor will be responsible for watering. He stated he will verify the timing of that maintenance.

Motion by Councilmember McGlone, seconded by Chairperson Backous, to recommend that the City Council approve the requested extension of time to December 31, 2012, or 10 days after delivery of mast arm, for completion of the signal system with the understanding that the work will be completed as soon as possible after receiving the components and an extension of time to May 15, 2013, for completion of the irrigation system and the sidewalk, if necessary, for City Project 12-20, Sunwood Drive Project, with the contractor signing the written agreement.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers McGlone, and Elvig.
Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Consider Boulevard Maintenance Options on Dysprosium Street

Public Works Superintendent Riemer reviewed the staff report.

Chairperson Backous suggested staff ask property owners to remove garbage cans from the street, noting that has been asked previously.

Councilmember McGlone suggested also asking Ace Solid Waste.

Councilmember Elvig asked if the trees are guaranteed.

Public Works Supervisor Riemer stated the contractor watered the trees for 30 days and there is a maintenance agreement for one year.

Councilmember McGlone stated he talked with Allen Young, Mid-America, who thanked the City for everything it has done with the project and reported his tenants were happy with the access maintained during the project. Mr. Young had also indicated they were satisfied with the sight lines but had received tenant calls about vibrations from the project.

Interim Engineer Nelson stated he had communicated with Mr. Young via e-mail and telephone.

Councilmember Elvig stated vibration from tamping equipment with another project had damaged his building. He suggested that issue be addressed during a project.

7. ADJOURNMENT

Motion by Councilmember Elvig, seconded by Councilmember McGlone, to adjourn the Public Works meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:55 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Carla Wirth, *TimeSaver Off Site Secretarial, Inc.*

Public Works Committee

5. 1.

Meeting Date: 11/20/2012

Submitted For: John Nelson

By: Grant Riemer, Engineering/Public Works

Title:

Well # 4 Motor and Pump Repair

Background:

Construction for municipal well #4 began October 15th 1997 and was completed April 29th 1998. Well #4 produces 850 gallons a minute and has pumped a total of 1.6 billion gallons of water since coming on line in 1998. Well #4 was drilled to a depth of 325 feet and draws water from the Ironton Galesville Aquifer. In construction of the well, approximately 817 pounds of explosives were detonated at a depth of 290 to 320 feet to create the underground void needed to supply the pumping capacity of the well.

Project cost was \$225,086.00

Pump and drive:

A 460 volt, 150 horse power Hitachi submersible motor was installed with a pump designed to pump 1,400 gallons per minute. Shortly after well #4 was put into service, it was found to pump sand when anything over 850 gallons a minute was produced. With no way to decrease the pump speed, because the pump drive is a soft start, the decision was made to partially close a downstream valve to limit the well pumping capacity to 850 gallons. This presents a couple of issues, increased electrical demand and a high pressure condition of 120 psi, between the pump and the partially closed valve. These concerns will be addressed in a future case in 2013.

Well maintenance program:

The City of Ramsey has taken a proactive approach on maintaining our eight municipal wells, since this is currently our only source of fresh water. In 2010 we added well rehabilitation to the Capital Improvement Program. Well use is highly variable throughout the year. Regular maintenance is scheduled during low demand periods to reduce the possibility that a well will be out of service when peak demand is required.

Notification:

Observations:

On October 9th E.H. Renner & Sons pulled the 10” 130’ drop pipe and the submersible pump and motor for well #4. The pump bowls were inspected and excessive wear was found on bearing surfaces and impellers. The 130’ drop pipe was also inspected and severe pitting was found on the entire length of pipe. The pump motor was shipped to Submersible Motor Engineering in Phoenix AZ., where testing could be performed. Tests came back showing that the electrical windings are weak and the insulation is leaking too much to risk putting it back into service. The good news is that both the pump and the motor can be rebuilt. The drop pipe though must be replaced, including the check valve, which was also found to be leaking.

Funding Source:

This repair would be funded through the #9601 Water Enterprise Fund

Staff Recommendation:

Contract with:

- EH Renner has provided a written quote of \$18,843.00. This quote includes all parts and labor necessary to repair the pump bowls, replacement of all drop pipe, check valve, installation and start up assistance.
- Submersible Motor Engineering USA has provided a written quote of \$10,983.00. Quote includes parts and labor to make all necessary repairs to the 150 Hp. Hitachi 12” pump motor. Their quote also includes testing and a 12 month warranty.

Committee Action:

Motion to accept/reject Staff's recommendation and forward to City Council for approval

Attachments

EH Renner Quote

SME USA Quote

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	11/15/2012 04:02 PM
Form Started By: Grant Riemer		Started On: 11/13/2012 02:01 PM
	Final Approval Date: 11/15/2012	

E.H. Renner & Sons

Incorporated

WELL DRILLING FOR FIVE GENERATIONS

15688 Jarvis Street NW * Elk River, Minnesota 55330

Phone (763) 427-6100 * Fax (763) 427-0533 * Toll Free (800) - 409-WELL

November 5, 2012

City of Ramsey

John Nelson

15153 Nowthen Boulevard N.W.

Ramsey, MN 55303

Jnelson@ci.ramsey.mn.us

Subject: Well Pump No 04

Re: Cost Estimate to Replace Wire, Drop Pipe, Repair Bowl and Reinstall Pump and Motor

Dear John

As requested the following is a quote to repair pump, replace drop pipe, replace wire and reinstall No. 04 deep well turbine pump.

<u>Description</u>	<u>Qty</u>	<u>Units</u>	<u>Price</u>	<u>Extension</u>
Labor to Install 130' x 10" x 250 MCM pump and motor.	1	L.S.	\$ 2,100.00	\$ 2,100.00
<u>Material</u>				
<i>Rebuild Peerless Bowl</i>				
Series Bowl Bearings	3	Ea.	\$ 90.00	\$ 270.00
Discharge Bearing	2	Ea.	\$ 50.00	\$ 100.00
Suction Bearing	1	Ea.	\$ 50.00	\$ 50.00
Bowl Shaft	1	Ea.	\$ 450.00	\$ 450.00
Bowl Wear Rings with Floor	2	Ea.	\$ 150.00	\$ 300.00
Impeller Wear Rings	3	Ea.	\$ 80.00	\$ 240.00
<i>Rubber Seal Rings</i>		<i>Ea.</i>	<i>Not Available</i>	
Machine Work - Estimated 3 Days	24	Hrs.	\$ 90.00	\$ 2,160.00
10" Flomatic Check Valve	1	Ea.	\$ 1,990.00	\$ 1,990.00
10" x 20' Drop Pipe Sch 40 T&C (120 Possible)	120	L.F.	\$ 55.00	\$ 6,600.00
10" x 10' Drop Pipe Sch 40 T&C (10 Possible)	10	L.F.	\$ 69.00	\$ 690.00
Submersible Cable 250MCM w/grd jacketed (140 Possible)	139	L.F.	\$ 27.00	\$ 3,753.00
Misc.	1	Ea.	\$ 140.00	\$ 140.00
Total				\$ 18,843.00

If you need additional information or have questions, I can be contacted at my office 763-390-8206 or on my cell phone at 651-755-3200.

Sincerely

Jerry Aljets

Jerry Aljets Project Manager

E.H. Renner & Sons, Inc.

SME USA

Company: City of Ramsey
Address: 15153 Nowthen Blvd. NW
 Ramsey, MN 55303
Phone: 763-433-9861
Email: jnelson@ci.ramsey.mn.us
Attention: John Nelson

Quotation No.: 012-207MR-REV2

Date: 11/5/2012

Reference: Motor Ser. #
G8901902H

Item	Quantity	Description	Net Each	Total Net
1	1	Standard Repair without Rewind for a Hitachi 12" 150HP, 4 Pole, 460/3/60, Std. Construction, Water Filled Submersible Motor. <u>(NO WARRANTY ON STATOR WINDINGS)</u> Scope of Repair: 1 Replace Lip Seals 2 Sleeve Seal area on Rotor 3 Replace both Graphite Guide Bearings 4 Check and Weld, Machine if needed both guide bearings for concentricity 5 Core Test Rotor for Hot Spots & Supply Report 6 Polish both Rotor Journal Bearings 7 Stub Rotor and Mill Keyway 8 Balance Rotor with Driver 9 Re-Lap Thrust Assembly i.e. down thrust, up thrust, & Driver Mandrel in Stator, Check, Weld and Machine for Concentricity if required 10 11 Core Test Stator for Hot Spots & Supply Report 12 Re-Lead Stator Winding 13 Tank Test & Hi-Pot and Surge Test - Stator Winding & Leads 14 Replace all O-Rings, Gaskets, and Expansion Bag 15 Re-Assemble 16 Re-Fill with Propylene Glycol water mix 17 No-Load Test Run and make ready for delivery	\$8,263	\$8,263
2	1	Rewind Stator (ONE YEAR WARRANTY ON STATOR WINDINGS OR EIGHTEEN MONTHS FROM THE DATE OF SHIPMENT WHICHEVER COMES FIRST) FOB: Destination Delivery: 4 to 6 Weeks ARO	\$2,675	\$2,675
TOTAL			\$10,938	\$10,938

TERMS: NET 30 DAYS and SME USA Inc. "Terms and Conditions"
 QUOTATION VALID FOR 30 DAYS

PREPARED BY: Mike Rolf
 TEL. (623) 258-6390

Public Works Committee

5. 2.

Meeting Date: 11/20/2012

By: Shane Nelson, Engineering/Public Works

Title:

Consider Proposal - HWY 47 and CSAH 116 Intersection Study

Background:

The Strategic Plan identifies this highway / intersection as a goal in the Transportation category. Specifically, the Strategic Plan lists the following goals:

- 11. Look for ways to increase capacity and improve traffic flow on 47
- 17. Review private street west of Hwy 47/Bunker - behind SA

Completion of this study would assist the City in the above goals by comprehensively identifying the issues related to access and capacity. As stated in the "Purpose of Study" section of the attached proposal, the study will include the following:

- 1. Provision for a northbound left-turn lane from TH 47 into the southwest quadrant
- 2. Provision for a median break and left-turns from westbound and eastbound CSAH 116, west of TH 47
- 3. Provision for a second southbound left-turn lane on TH 47 at CSAH 116
- 4. Provision of a 3/4 access intersection to local businesses on TH 47 north of CSAH 116
- 5. Provision of an additional through lane on TH 47 within the limits of the study area
- 6. Review of median widths and the ability to accommodate U-turns on TH 47 and CSAH 116

The City of Anoka also has similar goals at this intersection and would participate in the study.

Notification:

N/A

Observations:

Anoka County recently received a safety grant when re-constructing the intersection of CSAH 116 and Thurston Avenue. Any proposed revisions to the medians on CSAH 116, west of HWY 47 may require that the Thurston intersection project be re-scored, which has the potential to jeopardize the funding that was received. Anoka County staff has stated that they would not support a project that would have a negative effect on the scoring.

The initial proposal did not include collecting traffic counts, as both cities were requesting that Anoka County provide these as their contribution. However, Anoka County staff has since indicated that they will not provide the traffic counts.

The estimated cost for the study is \$24,082 plus an additional \$3,840 for the traffic counts. The cities of Anoka and Ramsey propose to split the costs equally, therefore, the total estimated cost to the City of Ramsey is \$13,961. The costs provided are estimates and final costs could vary.

Funding Source:

EDA and general admin professional services account.

Staff Recommendation:

Staff recommends accepting the proposal contingent upon the City of Anoka agreeing to pay half of the costs.

Committee Action:

Recommend that the City Council accept the proposal as per staff's recommendation

Attachments

WSB Proposal

Aerial

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	11/15/2012 10:26 AM
Grant Riemer	Grant Riemer	11/15/2012 11:20 AM
Kurt Ulrich	Kurt Ulrich	11/15/2012 03:56 PM
Form Started By: Shane Nelson		Started On: 11/01/2012 02:56 PM
	Final Approval Date: 11/15/2012	



October 16, 2012

Mr. Shane Nelson
Ramsey Interim City Engineer
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Evaluation of Potential Access and Capacity Improvements in the vicinity of the TH 47 and CSAH 116

Dear Mr. Nelson:

This letter presents WSB & Associates' proposal to provide engineering services for the evaluation of access and capacity improvements in the vicinity of the TH 47 and CSAH 116 intersection. The proposed study area would include TH 47 from just north of Coolidge Street NW to County Road 5 and TH 47 and CSAH 116 from east of Tower Pond Drive to the Rum River with the primary focus on the CSAH 116 and TH 47 intersection and the access points to the businesses in each of the quadrants of the intersection.

Project Background

The cities of Anoka and Ramsey have identified two major concerns with the current design of the intersection of TH 47 and CSAH 116. First, the access to businesses located in the different quadrants of the intersection, especially the southwest quadrant of CSAH 116 and TH 47, is a problem for the businesses in this area. When the intersection was reconstructed several years ago medians were constructed that restricted access to existing development in the area. Local businesses feel that it has hurt their business.

Second, the intersection of TH 47 and CSAH 116 experiences congestion and back-ups in both the am and pm peak hours. The congestion in the area is a combination of through traffic and traffic destined to the school and local businesses. This intersection was studied in MnDOT's Congestion Management Safety Plan and potential improvements were identified that would improve traffic flow and safety. Although no specific funding has been identified the project may be a candidate for Cooperative Agreement Funding or Highway Safety Improvement Funds.

CSAH 116 is under Anoka County's jurisdiction and TH 47 is under MnDOT's jurisdiction. Previous work has been completed in the area including some preliminary drawings developed by RLK, which were reviewed by MnDOT. MnDOT previously indicated that a northbound left turn from TH 47 into the southwest quadrant of the intersection may be acceptable as long as the left-out was prohibited. The RLK work also showed concepts for a left-in off of CSAH 116 west of TH 47. In addition, the MnDOT Congestion Management Safety Plan developed a concept for an additional northbound through lane on TH 47 from just south of the CSAH 116 to County Road 5.

Purpose of Study

The purpose of this study is to identify improvements to TH 47 and CSAH 116 in the area of the intersection that will improve access to local businesses and reduce congestion in the area of the intersection. The improvements may include median breaks on CSAH 116 and TH 47, as well as the potential addition of turn lanes. The study will analyze previously identified alternatives, as well as other possible alternatives in order to identify a plan that all affected agencies can support. The agencies involved include MnDOT (TH 47), Anoka County (CSAH 116), and the cities of Anoka and Ramsey. Alternatives that will be considered include:

1. Provision for a northbound left-turn from TH 47 into the southwest quadrant of the TH 47 and CSAH 116 intersection with no left-turn out (3/4 intersection)
2. Provision for a median break and left-turns from westbound and eastbound CSAH 116 west of TH 47 with no left-turn out
3. Provision for a second southbound left-turn lane on TH 47 at CSAH 116
4. Provision of a 3/4 access intersection to local businesses on TH 47 north of CSAH 116
5. Provision of an additional through lane on TH 47 within the limits of the study area
6. Review of median widths and the ability to accommodate U-turns on TH 47 and CSAH 116

The intersection of County Road 5 and TH 47 was also identified as a potential contributor to the concerns at CSAH 116 and TH 47 and will be reviewed to determine if modifications to this intersection can address the traffic congestion in this area.

Scope of Work

The following tasks will be completed as part of this study.

1. *Data Collection* – WSB will collect existing base mapping, previous alternatives, and existing and forecast traffic data. MnDOT and Anoka County will provide traffic counts they have for the CSAH 116 and TH 47 intersection and the County Road 5 and TH 47 Intersection. AM and PM peak hour turning movements will be compiled for the two intersections, as well as for the other access points into the adjacent businesses. We have identified seven locations (four full-access intersections and three partial-access intersections) where data is desired. We have assumed in our cost estimate that Anoka County is available to collect any additional traffic counts that are required.
2. *Traffic Forecasts* – Peak hour turning movement forecasts will be developed for the seven intersections identified above. The peak hour turning movement forecasts will be developed by factoring existing turning movement counts based on the projected growth in ADT between the existing ADT and the forecast 2035 ADT. The projected ADT growth will be based on the forecasting completed for the TH 47 study.
3. *Traffic Operations Analysis* – Synchro/Simtraffic will be used to analyze the traffic operations of the CSAH 116 and TH 47 Intersection, the 142nd and TH 47 Intersection, the CR 5 and TH 47 intersection, and the local business access points for the AM and PM peak hour for the existing and

forecast conditions. The analysis will document the level of service at each intersection, including the amount of vehicle delay by intersection, approach and turning movement and the length of queues. This information will be used to document any operational concerns with the existing conditions.

4. *Identify Potential Improvements* – This task will include developing a concept drawing for each of the alternatives to be considered. The alternatives that will be considered include:
 - Provision for a northbound left-turn from TH 47 into the southwest quadrant of the TH 47 and CSAH 116 intersection with no left-turn out (3/4 intersection).
 - Provision for a median break and left-turns from westbound and eastbound CSAH 116 west of TH 47 with no left-turn out
 - Provision for a second southbound left-turn lane on TH 47 at CSAH 116
 - Provision of a 3/4 access intersection to local businesses on TH 47 north of CSAH 116
 - Provision of additional through lanes on TH 47 within the study area
 - Review of median widths and the ability to accommodate U-turns on TH 47 and CSAH 116
 - Other alternatives identified by the affected agencies
5. *Analyze Traffic Operations for Potential Alternatives* – A traffic operations analysis will be conducted for each of the alternatives identified in Task 4 for all of the intersections within the study area. The analysis will include AM and PM peak hour existing and forecast conditions. The analysis will determine the impacts on level of service (delay by intersection, approach and turning movement) and queue lengths. Special attention will be paid to how queues may impact turning movements and adjacent intersections.
6. *Document Pros and Cons of Each Alternative* – Each alternative will be compared with the existing conditions and the benefits and drawbacks of each alternative will be documented.
7. *Prepare Draft and Final Report* – A report will be prepared documenting the alternatives and the results of the above analysis. A final report and recommendation will be prepared based on the analysis and the input from the affected agencies.
8. *Meeting/Agency Involvement* – The cities of Anoka and Ramsey, along with MnDOT and Anoka County, will meet up to three times during this study to review the analysis and concepts as they are developed and evaluated to provide input on the alternatives and potential improvement options.

Schedule

WSB will complete the work within three months of the notice to proceed. The final report and recommendations will depend on the scheduling of meetings with the affected agencies. It is anticipated that the agency meetings will occur on a monthly basis.

Cost

The attached table provides a detailed estimate of hours and costs to complete the scope of work identified in this proposal. Our estimated cost for the work identified in this proposal is \$24,082. If WSB needs to collect additional traffic data this would be an additional cost.

Mr. Shane Nelson
City of Ramsey
Page 4

Staffing

Tony Heppelmann will serve as WSB's Project Manager. WSB can provide additional information on staff if desired.

We appreciate the opportunity to submit this proposal. Please give me a call if you have any questions or comments on the scope of work or costs for this work.

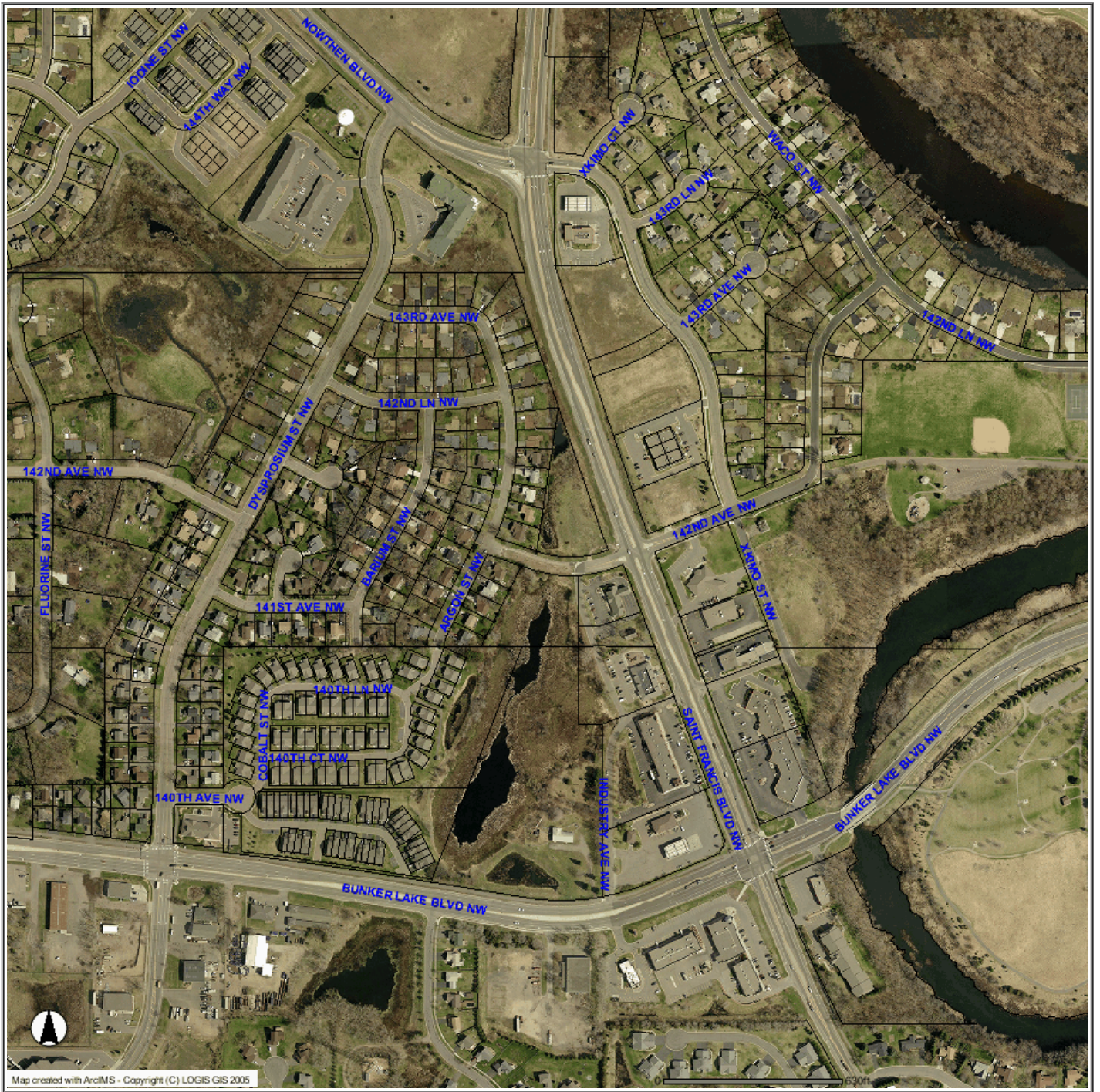
Sincerely,

WSB & Associates, Inc.

A handwritten signature in black ink that reads "Anthony Heppelmann". The signature is written in a cursive style with a long, sweeping underline.

Anthony Heppelmann, PE
Vice President

Attachment



Public Works Committee

5.3.

Meeting Date: 11/20/2012

By: Shane Nelson, Engineering/Public Works

Title:

Discuss 2013 Capital Improvement Street Projects

Background:

The Capital Improvement Program identifies several street projects for 2013. Staff would like to review the scheduled projects with the Public Works Committee and receive direction on how to proceed. The Capital Improvement Program identifies the following projects:

Riverdale Drive Extension (Armstrong to Traprock) - The City has received a Co-operative Agreement Grant from Mn/DOT in the amount of \$702,000 for this project. In order to receive the grant dollars, the project must be bid and awarded by June 30, 2013. This project will extend sewer from the Riverdale Drive / Armstrong Blvd intersection to the east into the undeveloped property currently owned by Hope Fellowship. It will also extend watermain from the Riverdale Drive / Armstrong Blvd intersection to Ramsey Blvd. The existing street segment of Riverdale Drive will be reconstructed and a new segment across the undeveloped property will be constructed to make a connection with Traprock Street. The existing accesses to Highway 10 at Alpaca Street and Traprock Street will be removed and a new access will be provided at the eastern end of the new Riverdale Drive. Storm water related improvements and mitigation will also be necessary. The total estimated project cost as stated in the CIP is \$2,948,000.

Riverdale Drive East Reconstruct to Tungsten - This project will reconstruct the existing segment of Riverdale Drive from Highway 10 (Ramsey Blvd) to Tungsten Street. The roadway section is proposed to be narrower, which will provide adequate space for an off-street trail (MRT) to be constructed under a separate contract. Watermain repairs may also be necessary, as the City has experienced two plugs that have failed. The total estimated project cost as stated in the CIP is \$1,350,000.

Garnet Street Reconstruction - This project will replace the failing pavement on Garnet Street, a local residential street. We understand that this project has been discussed on several occasions and may present some challenges in regards to the sewer and water extensions and City policy for reconstruction projects. The total estimated project cost as stated in the CIP is \$300,000, however, based on the extent of soil corrections that may be necessary this estimate may be understated.

Zeolite Street - This project will construct the permanent section of Zeolite Street in the COR. The total estimated cost as stated in the CIP is \$400,000.

Annual Street Reconstruction Program - This project consists of regularly scheduled maintenance of paved streets (i.e. seal coating, crack filling, patching). The total estimated cost as stated in the CIP is \$530,000.

Notification:

N/A

Observations:

As shown in the attached spreadsheet, the MSA fund would have a negative balance if the City proceeded with both Riverdale projects as programmed into the CIP. Please also note that \$422,107 of revenue is shown from Land Proceeds. There may not be adequate funding to complete both Riverdale projects unless another funding source is identified.

We understand that \$1,500,000 is currently budgeted for Long Term Road Reconstruction in 2013, however, all of the associated projects have not been identified. Staff is seeking input from the committee on the process for determining the additional projects that should be considered from this funding source.

The construction of Zeolite Street may not be necessary until further development occurs, based on committee input.

Funding Source:

The funding source for each project is summarized as follows:

Riverdale Drive Extension (Armstrong to Traprock)

Grants and Aids	\$702,000
MSA	\$1,466,000
Water Utility	\$273,000
Sewer Utility	\$507,000
Total	\$2,948,000

Riverdale Drive East Reconstruct to Tungsten

MSA	\$237,938
Public Improvement Revolving	\$837,602
Tax Increment #4	\$275,000
Total	\$1,350,000

Garnet Street

General Fund	\$300,000
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Zeolite Street

Tax Increment Fund #4	\$400,000
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Annual Street Reconstruction Program

General Fund	\$255,000
Tax Increment Fund #4	\$275,000
Total	\$530,000

Staff Recommendation:

N/A - for discussion purposes at this time.

Committee Action:

Based on discussion.

Attachments

CIP Riverdale Extension

CIP Riverdale East

CIP Garnet

CIP Zeolite

CIP Annual Reconstruction

MSA Cash Flows

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	11/15/2012 10:26 AM
Grant Riemer	Grant Riemer	11/15/2012 11:23 AM
Kurt Ulrich	Kurt Ulrich	11/15/2012 04:00 PM

Form Started By: Shane Nelson Started On: 11/09/2012 02:21 PM

Final Approval Date: 11/15/2012

Capital Improvement Program
City of Ramsey, Minnesota

2013 thru 2017

Department Street Improvements

Contact

Type Improvement

Useful Life 25

Category Street Improvement

Priority 6-Planned

Status Active

Total Project Cost: \$2,168,000

Project #	12-STR-007
Project Name	Riverdale Drive Extension Traprock - Armstrong

Description
This project would extend Riverdale Drive from Traprock to Armstrong Boulevard

Justification
The City has applied for a grant from MN/DOT for construction of this segment of street. The Armstrong Boulevard overpass will require the extension of Riverdale Drive to provide local access. This project includes installation of sanitary sewer and water with construction of the street. The utility costs are itemized on separate projects.
Watermain Extension \$ 273,000
Sewer Extension \$ 507,000
Total Project cost \$ 2,168,000 \$ 2,948,000

Expenditures	2013	2014	2015	2016	2017	Total
Improvements Other than Build	2,168,000					2,168,000
Total	2,168,000					2,168,000

Funding Sources	2013	2014	2015	2016	2017	Total
Grants and Aids	702,000					702,000
MSA	1,466,000					1,466,000
Total	2,168,000					2,168,000

Capital Improvement Program
City of Ramsey, Minnesota

2013 thru 2017

Department Street Improvements

Contact

Type Improvement

Useful Life 25

Category Street Improvement

Priority 6-Planned

Status Active

Total Project Cost: \$1,350,000

Project # **12-STR-008**
 Project Name **Reconstruct Riverdale Drive to Tungston Street**

Description

This project would reconstruct Riverdale Drive to Tungston Street

Justification

This project will reconstruct Riverdale Drive, grading the shoulder for a 10 foot bituminous trail which is part of the Mississippi River Trail grant from the National Park Service. This project as scoped removes all bituminous and curb. Storm sewer will be installed to meet MSA spacing guidelines. The curb will be replaced and new bituminous will be installed. This is an MSA route.

The roadway is scoped at two 12 foot driving lanes and two eight foot parking lanes. There could be cost savings through retaining the curb on one side of the road, installed one 8 foot parking lane and replacing curb.

Expenditures	2013	2014	2015	2016	2017	Total
Improvements Other than Build	1,350,000					1,350,000
Total	1,350,000					1,350,000

Funding Sources	2013	2014	2015	2016	2017	Total
MSA	237,938					237,938
Public Improvement Revolving	837,062					837,062
Tax Increment Fund #4	275,000					275,000
Total	1,350,000					1,350,000

Capital Improvement Program
City of Ramsey, Minnesota

2013 thru 2017

Department Street Improvements

Contact

Type Improvement

Useful Life 25

Category Street Improvement

Priority 6-Planned

Status Active

Total Project Cost: \$300,000

Project # 12-STR-005
 Project Name Garnet Street Reconstruction

Description
 Reconstruct Garnet Street north of 167th Avenue

Justification
 Garnet Street has needed reconstruction for several years. This project will replace the failing pavement. This is the beginning of the long term road construction initiative to be reimbursed through ultimate funding scenario as decided by City Council.

Expenditures	2013	2014	2015	2016	2017	Total
Improvements Other than Build	300,000					300,000
Total	300,000					300,000

Funding Sources	2013	2014	2015	2016	2017	Total
General Fund	300,000					300,000
Total	300,000					300,000

Capital Improvement Program
City of Ramsey, Minnesota

2013 *thru* 2017

Department Street Improvements
 Contact Unassigned
 Type Improvement
 Useful Life 20 Years
 Category Street Improvement
 Priority 6-Planned
 Status Active

Project # 04-STR-012
 Project Name Zeolite Roadway Improvements

Total Project Cost: \$400,000

Description

This project consists of the installation of a storm sewer in the western portion of the COR

Justification

These improvements will be necessary to support the development anticipated in the west COR area.

Expenditures	2013	2014	2015	2016	2017	Total
Improvements Other than Build	400,000					400,000
Total	400,000					400,000

Funding Sources	2013	2014	2015	2016	2017	Total
Tax Increment Fund #14	400,000					400,000
Total	400,000					400,000

Capital Improvement Program
City of Ramsey, Minnesota

2013 thru 2017

Department Street Improvements
Contact Unassigned
Type Improvement
Useful Life 7 Years
Category Street Improvement
Priority 6-Planned
Status Active

Project # 04-STR-001
Project Name Annual Street Reconstruction Program

Total Project Cost: \$3,360,000

Description
 Each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis. A listing of the schedule is included as an appendix to the CIP report.

Justification
 Regular scheduled maintenance safeguards the considerable investment the City has in its pavements by maximizing pavement life and minimizing emergency repairs.
 This includes gravel road elimination funded at 50% of the improvement cost.

Prior	Expenditures	2013	2014	2015	2016	2017	Total
510,000	Improvements Other than Build	530,000	550,000	570,000	590,000	610,000	2,850,000
Total	Total	530,000	550,000	570,000	590,000	610,000	2,850,000

Prior	Funding Sources	2013	2014	2015	2016	2017	Total
510,000	General Fund	255,000	275,000	570,000	590,000	610,000	2,300,000
	Tax Increment Fund #4	275,000	275,000				550,000
Total	Total	530,000	550,000	570,000	590,000	610,000	2,850,000

MSA Fund

	Actual 2009	Actual 2010	Actual 2011	Projected 2012	Projected 2013	Projected 2014	Projected 2015	Projected 2016
Beginning Balance	825,672	661,593	707,503	389,747	777,818	(90,698)	(68,328)	(1,941,435)
Revenues								
Current Year Allocation (Held at State)	944,856	957,571	1,015,240	1,070,753	993,280	933,000	933,000	933,000
MSA City Received from Held Allocation	194,699	824,093						
F&C Land Proceeds per policy				66,129				
McD & Superamerica Land Proceeds Est					222,107			
Est LandSale Proceeds Estimated Totally Unknown					200,000	200,000	300,000	300,000
Interest Earnings	20,420	30,085	15,875	1,000	(1,465)	(5,420)	(5,007)	(14,372)
Total Revenue	<u>1,985,647</u>	<u>2,473,342</u>	<u>1,738,619</u>	<u>1,527,630</u>	<u>2,191,740</u>	<u>1,036,882</u>	<u>1,159,665</u>	<u>(722,807)</u>
Expenditures								
Street Maintenance Projects	(94,102)	(168,600)						
MSA Maintenance (Received from State Held Allocation)	(140,000)	(140,000)	(140,000)	(140,000)	(140,000)	(150,000)	(150,000)	(150,000)
CIP Projects								
2012 Street Maint Alpine & alpaca Highway 47				(164,945)				
Sunwood Drive & Rhinestone in RTC								
County Road #5/Alpine Drive Realignment						(500,000)		
Armstrong/Bunker Bonding				(52,498)	(275,070)	(295,420)	(295,470)	(295,420)
Alpine/Roanoke 10-07		(242,241)	(309,428)					
Alpine Overlay			(56,300)	(231,002)				
Sunwood/Armstrong Intersection Impr (Reim with Future TIF 14)								
Bunker Lake Blvd/Sunwood Drive Traffic Signal							(500,000)	
Bunker Lake Blvd Extension							(2,000,000)	
Riverdale Drive Ext Traprock-Armstrong					(1,466,000)			
167th Avenue Extension - to Variolite								
Sunfish Lake Blvd/Alpine Drive Intersection Impr			(71,600)					
Dysprosium Street Reconstruction			(607,988)					
McKinley Street (see TIF 1)								
Riverdale Drive to Tungsten Street Reconstruction(\$837,062 PIR funded & \$275,000 TIF 4 funded)					(237,938)			
Variolite Street Alpine Drive to RTC								(1,700,000)
167th Avenue Extension - Jasper to Armstrong Blvd	(895,252)	(192,631)						
Sunwood Drive-Sunny Ponds								
Sunfish Blvd bond payments		(176,640)	(163,555)	(161,368)	(163,430)	(159,790)	(155,630)	(155,630)
Total Expenditures	<u>(1,324,054)</u>	<u>(1,765,839)</u>	<u>(1,348,871)</u>	<u>(749,812)</u>	<u>(2,282,438)</u>	<u>(1,105,210)</u>	<u>(3,101,100)</u>	<u>(2,301,050)</u>
Remaining Balance	<u>661,593</u>	<u>707,503</u>	<u>389,747</u>	<u>777,818</u>	<u>(90,698)</u>	<u>(68,328)</u>	<u>(1,941,435)</u>	<u>(3,023,857)</u>

NOTE: Revenue Source from Land Sales may not be there. Estimated only.

MSA Fund

Sources:

1. Annual MSA Allotments
2. Interest Earnings

Expenditure Uses:

1. Transfers to General Fund for budgeted general maintenance to state-aid streets
2. Costs associated with municipal state-aid improvement projects as detailed in CIP or as approved by City Council.