

Kathy Schmitz

Subject: FW: Ramsey Station - Snow Melt Boiler Building
Attachments: Ramsey_Boiler Building Utilities_North 20121012.pdf; ATT00001.htm; Ramsey_Boiler Building Utilities_South 20121012.pdf; ATT00002.htm

Begin forwarded message:

From: <paul.danielson@kimley-horn.com>
Date: October 12, 2012, 11:29:47 AM MST
To: <tim.yantos@co.anoka.mn.us>, <kulrich@ci.ramsey.mn.us>, <Mark.Leemon@metrotransit.org>
Cc: <chris.leverett@kimley-horn.com>, <lisa.rasmussen@kimley-horn.com>
Subject: RE: Ramsey Station - Snow Melt Boiler Building

Attached are a few exhibits that provide a better idea of the issues that we are facing on the north side of the tracks. The other PDF show where the building would be located on the south side.

Kurt, if you need any additional information, please let me know. Thanks.

From: Danielson, Paul
Sent: Thursday, October 11, 2012 8:28 PM
To: tim.yantos@co.anoka.mn.us; Kurt Ulrich (kulrich@ci.ramsey.mn.us); Leemon, Mark (Mark.Leemon@metrotransit.org)
Cc: Leverett, Chris (chris.leverett@kimley-horn.com); Rasmussen, Lisa (lisa.rasmussen@kimley-horn.com)
Subject: Ramsey Station - Snow Melt Boiler Building

Tim/Kurt/Mark,

We have been diligently pursuing the design of the snow melt system and working on the design of a vault on the north side of the tracks (Ramsey City Hall side). We have met with the moving company to make sure that our design does not preclude the ability to move the old Ramsey Town Hall Building at a later date. In addition, we have met with the contractor to talk about how to construct and to get an order of magnitude cost on the building.

The status of our efforts is this: we do not believe that we can make this location work for a reasonable cost. Our contractor believes that the cost to locate this building and associated piping will definitely exceed \$500,000. The reasons are as follows;

- To allow for proper vertical clearance for the boilers and allowance for future installation of a building on top is driving the vault deeper than anticipated. We are now down 12-14 feet and will need to dewater in order to construct the vault.
- Due to the depth of the vault, we will need to drive sheet pile on the north side to keep Veteran's Drive in place. In addition, we are getting close to a storm sewer line on the north side and an underground power line on the south side that will require sheet pile on that side as well.
- Due to the depth of the vault and the water table at the site, we will need to install waterproofing under the bottom slab in addition to waterproofing in the walls. This waterproofing will required the construction of a "mud mat" (i.e. concrete mat) under the vault before starting construction of the vault.
- In order to provide the supply and return lines to the junction box on the platform, the hot water lines will virtually need to "snake" through electrical, communications, storm sewer lines as well as avoid the footing of the skyway pier and miss the existing bus shelter platform and concrete slab while not getting too close to Veteran's Drive. This alignment is further complicated in that it is the area where the contractor is performing most of his last minute work and is the "front door" to the station. If this is not completed by opening, we will have a major mess for the public.
- All of this work would need to be performed using winter conditions. This is further driving up the cost and the complexity of the project.

Our proposal is to locate the building on the south side of the tracks in an area that has minimal current construction and provide an above-ground building that only needs to meet the needs of the snow melt system. This includes:

- A smaller building footprint (likely 20 feet x 20 feet in lieu of 20 feet by 25 feet). This will keep the project costs down.

- Architectural design that could be consistent with the station. The contractor suggests a brick building with a metal roof shaped like the shelter could be done fairly inexpensively.
- A foundation system that only needs to go down 4-5 feet to provide a base for the building.
- The building could be accessed off the maintenance road that the City has for their existing storm water pond.
- Water and sanitary sewer are readily available.
- The only conflict that the supply/return lines for the boiler system would have is a single shallow storm sewer line. This excavation could be done now and be quite simple.
- Winter conditions for this work is still in play but much easier to control than underground features.
- No need for a “cellar access” door that was making the design more complicated.
- Gas service was originally identified to need to cross under the tracks, however there is a 4” gas line on the north side of TH 10 that could be used to provide the gas service required for the building – eliminating the need for an additional casing pipe under the railroad.

The Contractor is confident that he can complete this construction below \$500,000. We will work with him to continue to refine this cost and try to get it more in line with the budget of \$350,000.

I have talked to Tim Yantos and Kurt Ulrich so far. Kurt needs to take this to his City Council and is prepared to meet with his Council next Tuesday (October 16).

Other things to consider.

- The contractor believes that the cost of the vault will be higher than the cost of the aboveground building on the south side AND a shallow foundation on the north side for the future Old Ramsey Town Hall Building.
- We have not precluded the construction of the Old Ramsey Town Hall Building. It will however, require the relocation of the new electrical service that was put in for the station. This is a relatively low cost fix, and could be done any time if needed.
- The building located on the south could work within the context of the City architectural guidelines but needs to be considered part of the station for setback issues, etc.
- Water service would need to come off the fire hydrant line on the south side of the building. We need City concurrence that this acceptable.

We are preparing a few exhibits that I should be able to provide to you tomorrow. I don't have all of the PMT contacts, so please forward on to others within the PMT and your organizations.

We recommend that our design team shift gears and proceed immediately (after Tuesday's Ramsey City Council meeting) on the south side location. Let me know if you have any questions or concerns. Thanks.

Paul

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