

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday March 19, 2013**  
**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 November 20, 2012 meeting minutes.
5. **Committee Business**
  1. Nominate Chair and Vice-Chair for the Public Works Committee.
  2. Consider Interim Trail in the ROW of U.S. Hwy's #10 & #169
  3. Review AVL System and Consider Purchase
6. **Committee/Staff Input**
  1. Update on Turf Restoration at 7046 166th Ave ( Mack and Shayle Dominquez)
7. **Adjournment**

**Public Works Committee**

**4. 1.**

**Meeting Date:** 03/19/2013

Submitted For: MaryJo Warner

By: MaryJo Warner, Engineering/Public Works

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Title:

Approve November 20, 2012 meeting minutes.

Background:

The Public Works Committee held its regular meeting on November 20, 2012.

Notification:

Observations/Alternatives:

Funding Source:

n/a

Staff Recommendation:

Action:

Motion to approve Public Works Committee meeting minutes dated November 20, 2012.

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**Attachments**

Minutes 11.20.12

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**Form Review**

**Inbox**  
Grant Riemer  
Kurt Ulrich

**Reviewed By**  
Grant Riemer  
Kurt Ulrich

**Date**  
03/11/2013 04:21 PM  
03/14/2013 11:53 AM  
Started On: 02/04/2013 10:02 AM

Form Started By: MaryJo Warner

Final Approval Date: 03/14/2013

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

The Public Works Committee conducted a regular meeting on Tuesday, November 20, 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  
                            Parks and Assistant Public Works Superintendent Mark Riverblood  
                            Civil Engineer II Leonard Linton  
                            Development Services Manager Timothy Gladhill  
                            Utilities Supervisor John Nelson  
                            Interim Engineer Ron Wagner  
                            Interim Engineer Shane Nelson  
                            Mayor Bob Ramsey  
                            Councilmember Sarah Strommen  
                            Councilmember Jeff Wise  
                            Development Manager Darren Lazan  
                            Councilmember-Elect Mark Kuzma  
                            Councilmember-Elect Chris Riley

**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 July 17, 2012 and October 16, 2012, Public Works Meetings.

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

#### **5. COMMITTEE BUSINESS**

##### **5.01: Well #4 Motor and Pump Repair**

Utilities Supervisor Nelson reviewed the staff report and explained the need to rebuild the Well #4 pump and motor and replace the 130-foot drop pipe including the leaking check valve. He presented the quotes received and indicated funding would be through the #9601 Water Enterprise Fund.

Chairperson Backous asked about the workload of all eight pumps and the replacement plan.

Utilities Supervisor Nelson explained that some wells are used more than others and the City tries to not use the two larger pumps during the winter months since the smaller pumps use less electricity. He advised that Well #5 is the next one scheduled for replacement in several years.

Chairperson Backous asked if other quotes were obtained.

Utilities Supervisor Nelson stated they were not because it was a unique situation where you have to pull the motor out of the ground to determine if something is wrong with it.

Chairperson Backous asked if the costs are reasonable.

Utilities Supervisor Nelson stated most of the City's wells were constructed by E.H. Renner, a fair company to work with. He indicated there are only three companies in the United States that will fix a Hitachi motor and E.H. Renner said Submersible Motor Engineering USA is one of the most reasonable and they have had the best luck with them.

Councilmember McGlone advocated for creating a pool of qualified companies for well repair so the City does not find itself in special situations. He noted the City could bid out the work with a three-year contract and during that time if something needs to be fixed, the City would already have the price list. He stated he hopes the Council considers that in the New Year.

Councilmember Elvig asked about the warranty on the E.H. Renner work.

Utilities Supervisor Nelson stated the wear rings and impellers are new and portions of the pump will need to be machined. He indicated he will get the information on their warranty, thinking it is 12 months.

Councilmember Elvig noted there are electrolysis and sand issues with this 20+ year old well and he would like to know if there are other options with new technology.

Utilities Supervisor Nelson stated in 2013 he will bring forward a case to addresses that option. He described the equipment and motor controls and that a soft start drive will be used to softly start the motor and then ramp it up to 1,400 gallons a minute. Utilities Supervisor Nelson stated he would like Wells #3 and #4 to have a variable frequency drive to slow down the frequency of the motor to pump 850 gallons per minute without using so much electricity. He explained that when Well #4 comes on, it draws up 1,400 gallons a minute, which stirs up sand. E.H. Renner has said if the motor starts slower at 850 gallons a minute, it will not stir up the sand and the motor can then be ramped up to get 1,000 to 1,400 gallons per minute without the sand problem.

Councilmember Elvig stated the electrolysis is accelerated when pulling sand so he would rather do it the right way now instead of waiting until the 12 months for warranty runs out.

Utilities Supervisor Nelson stated the well was televised when it was new and after they pulled the pump. One spot was found where sand was coming into the well. However, the well is only one foot more shallow today than it was in 1998, which is excellent. He advised that all new municipal wells have variable frequency drives and also receives a discount on the electric bill.

Motion by Councilmember Elvig, seconded by Councilmember McGlone, to recommend that the City Council award the written quote of E.H. Renner in the amount of \$18,843.00 for all parts and labor necessary to repair the pump bowls, replace all drop pipe, check valve including installation and start up assistance, and the written quote of Submersible Motor Engineering USA in the amount of \$10,983.00 for all parts and labor to make all necessary repairs to the 150 HP Hitachi 12-inch pump motor including testing and a 12-month warranty.

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

Councilmember Elvig stated he would like staff to get quotes on new technology for this well.

Interim Engineer Nelson stated he will bring that information back in January of 2013.

#### **5.02: Consider Proposal – Highway 47 and CSAH 116 Intersection Study**

Interim Engineer Nelson reviewed the staff report and recommendation to accept the proposal of WSB in the amount of \$24,082 for the Highway 47 and CSAH 116 intersection study plus an additional \$3,840 for traffic counts contingent upon the City of Anoka agreeing to pay one-half of the costs.

Councilmember McGlone indicated he would like the State to take the lead role and the City not spend \$27,800 for a study. He felt the City had not done any due diligence to prod the State to take this over and he was dissatisfied with WSB's work in this project so he would not recommend giving them an un-bid project based on qualifications.

Chairperson Backous asked why it was not bid.

Interim Engineer Nelson stated there had been discussions with his predecessor and it had been agreed by all parties that WSB would be a good fit because it was in the City's consulting pool and an Anoka County preferred engineering firm. He noted that whatever the study yields, Anoka County will have to buy into it.

Chairperson Backous stated he understands the concern that the State should be more involved and maybe this study will make that happen. He indicated he was surprised the City of Anoka will pay one-half of the bill. Because Anoka is willing to participate, he thinks it would be money well spent, and as soon as possible because it is a priority.

Councilmember McGlone noted this is a State and County highway and asked why Ramsey is thinking about stepping in to spend its money on the preferred contractor of Anoka County. He stated he would prefer a process where the State comes to the table, admits there are problems, and becomes part of paying the \$27,800.

Chairperson Backous asked if credit would be given for the cost of this traffic study towards a future project.

Interim Engineer Nelson stated it is not likely.

Chairperson Backous noted the City may have to wait a long time before the State gets involved and this study will document the issues.

Councilmember Elvig stated this issue is on the State's radar and they have done studies as well as the City. He asked how recent the study has to be to get credit for it. Councilmember Elvig stated demographics have changed that may show something more but he did not think the State would become the lead agency until they hear a few municipalities cry out and having Anoka County join in crying out is a help. Councilmember Elvig stated he thinks the State will cut some red tape to move things along faster than usual. He indicated he also does not like spending the City's money but appreciates only having to spend one-half the cost. Councilmember Elvig stated the City needs to stay diligent on this project.

Mayor Ramsey reviewed that this project started because of the access issues and that is why it is at this point. Now staff has decided this is how to proceed. Mayor Ramsey clarified the City's issue was getting access to SuperAmerica and asked if that is part of the study.

Interim Engineer Nelson stated it is included in the study but Anoka County cautioned there may be a lot of red tape in trying to open that median because a grant was awarded to reduce traffic accidents by limiting access. Those are factors that Anoka County cannot commit in how it would affect the study but it may come up in the future. Interim Engineer Nelson stated it can be expected that in order to allow a three-quarters access into SuperAmerica and the shopping complex, a left turn lane will have to be added to northbound TH 47 so traffic does not back up past that access during peak hours. He indicated the traffic study will prove what the lane

configuration has to be to allow median cuts and more direct business access. Once that is known, there will be a much larger cost issue to look at in how to construct it.

Mayor Ramsey stated this entire project was predicated on that median cut and that is why the City got involved. If that is not included in this project, it is “food for thought.”

Councilmember McGlone stated when the Council took the last vote on a road project with a median he had said that the only way he would approve it was on condition of starting a process with staff working backward to the County, through Mn/DOT, to the federal level to change the rules on the money received in grants. He stated he does not believe the City will get the curb cut that predicated the whole thing because the rules are screwed up so this study is a waste of time and money. He preferred to have staff work this from the Legislative angle because once the rules are changed on the money, curb cuts will be easier to do.

Chairperson Backous stated whether or not the curb cut happens, it will not be ruled out for the future. He pointed out that other improvements are included in this study that merit moving forward. He noted two left hand turn lanes are needed for taking kids to school and another northbound lane would be great.

Councilmember McGlone agreed there is no argument that other improvements are needed on this State road that intersections with a County road but this proposal studies something that everyone knows Ramsey will not get.

Chairperson Backous indicated all know that Anoka County will not provide that cut and jeopardize the grant dollars it has in hand. He stated that piece of the study could be removed.

Interim Engineer Nelson explained the study will show what the lane configuration has to be to allow the curb cut. That information can be used to convince Anoka County and elected officials that it works but the policy does not allow it. He felt Anoka County would say that if this median is opened, they will have additional requests.

Councilmember McGlone felt in the future it would be worthwhile to invite the Anoka County Public Works Committee and Mn/DOT staff to hear this conversation.

Chairperson Backous stated the Council could also show up at their meetings.

Interim Engineer Nelson advised that Anoka County and Mn/DOT staff were involved in two meetings before this proposal was prepared.

Chairperson Backous asked about the funding source.

Interim Engineer Nelson stated it is from the EDA and the Administrative Professional Services account.

City Administrator Ulrich noted this matter has not yet gone before the EDA so if it is recommended for approval, it will be presented to the EDA prior to Council consideration.

Councilmember-Elect and EDA Chair Riley advised this has been on the EDA's radar because it has a direct impact on businesses. The EDA has discussed this issue but not the funding. He noted that one by one, accesses are being removed from businesses.

Chairperson Backous stated if this cut is not made then it takes the EDA out of it.

Councilmember Elvig noted this is looking at improving TH 47 and 116 and he supports moving ahead and to "shake a stick" at Anoka County. He stated if there is an impact based on the speed limit, then he would like to look at that option. Councilmember Elvig stated this study will bring forward that information and staff has indicated this is the approach that should be taken to move to the next layer.

Councilmember McGlone pointed out the City has already heard from the two agencies that own the roadway that they are not interested in participating in this study so he does not want to waste the City's the money.

Motion by Councilmember Elvig, seconded by Chairperson Backous, to recommend that the City Council accept the proposal of WSB in the amount of \$24,082 for the Highway 47 and CSAH 116 intersection study plus an additional \$3,840 for traffic counts contingent upon the City of Anoka agreeing to pay one-half of the costs and EDA approval of funding.

Further discussion: Chairperson Backous stated he does not like to consider a motion prior to EDA consideration and prefers that the motion be contingent upon that consideration. Interim Engineer Nelson stated it is proposed to complete the study in a three-month time frame and it is better to do traffic counts when there is not inclement weather. Mayor Ramsey cautioned the Council that if this cut is approved, then the one at 142<sup>nd</sup> will go away with this study. Chairperson Backous noted the study will not automatically close 142<sup>nd</sup>, the last life-blood of those businesses. Mayor Ramsey stated it has been discussed before. Interim Engineer Nelson stated the WSB study does not include an accident study but accident reports will be compiled from the Ramsey Police Department and Anoka County Sheriff's Department. Councilmember Wise stated if doing a study that is based on safety, and if that is not included, what is being studied. Interim Engineer Nelson stated the study is of stacking distance. Chairperson Backous asked if there is ramification to delaying this study until springtime so the City can work with Anoka County during the interim. Parks and Assistant Public Works Superintendent Riverblood stated the City would want the high school to be in session. Chairperson Backous asked about putting together a plan to meet with the State and Mn/DOT. He stated he is leery about not supporting the motion and losing momentum but he does agree with Councilmember McGlone. Councilmember McGlone reviewed the City's success in obtaining design build authority for a bridge project and indicated he thinks there is nothing different with this consideration. He found this to be a legislative issue and the City needs to get the Legislators to agree. Chairperson Backous stated it definitely goes to Mn/DOT but maybe not the Legislators. Councilmember Elvig stated the City has been talking about this project for two years or more and now staff has prepped this report. He doubted there was a way to get something started by asking the Legislature to spend its money and even if the cuts are not approved, the serious problems that exist need to be addressed.

Motion carried. Voting Yes: Chairperson Backous and Councilmember Elvig. Voting No: Councilmember McGlone.

### **5.03: Discuss 2013 Capital Improvement Street Projects**

Interim Engineer Nelson reviewed the staff report, schedule of 2013 street projects, and funding options.

Councilmember McGlone asked about the likelihood of the Mississippi River Trail being built in Ramsey or if the grant money for that project can wait.

Parks and Assistant Public Works Superintendent Riverblood stated staff is working through those questions with the City of Anoka and finding the same budgetary problems. He explained the federal processes are costly and complicated and staff is facing engineering costs that had not been projected and engineering work that cannot be handled in-house. In terms of the \$380,000 grant shared between Ramsey and Anoka, it is for a 2013 project and he does not know if they can get an extension. Parks and Assistant Public Works Superintendent Riverblood indicated staff has looked into this question in great detail and determined there are implications that are not favorable for the quality of the Mississippi River trail along Riverdale Drive if the project is not shrunk. He reviewed potential options for separated trail and pavement marking but noted that is not what the City said it would do. In addition, there are improvements to Riverdale Park that adds value to the grant.

Councilmember McGlone asked whether the trail can be installed and road project done afterwards.

Parks and Assistant Public Works Superintendent Riverblood stated that is one of the original problems, to have adequate boulevards for snow storage. He noted if it is on the south side, it impacts seven residential homes. If the road is shrunk, it would move the road away from the homes and that may be a good thing for the residents. Parks and Assistant Public Works Superintendent Riverblood stated if the City does the trail or a wide sidewalk on the south side, it may get separated and maintain snow storage.

Councilmember McGlone asked if there is ability to build the trail with the funds received. He also asked if there is enough room to build at its width at the back of the curb irrespective of the road project. He felt the City could get the boulevard later when the road project happens.

City Administrator Ulrich advised there is a need to value engineer the project to get the best value. He stated the issues include whether to tear up a road with an estimated ten years of life to construct a \$1.3 million project for a \$380,000 grant. He indicated the City will need to determine what makes the most sense, solutions to lower the cost, and to leverage the grant.

Chairperson Backous noted this will be discussed with the City Council and the purpose tonight is to provide information.

Interim Engineer Nelson stated that is correct and requested concurrence whether this is the right tract to deliver the projects next year.

The Committee agreed that is the case.

Interim Engineer Nelson stated Zeolite was scheduled this year and will remain until development is adjacent even though that project is within the 2013 CIP.

The Committee expressed no objection.

Councilmember Elvig noted Garnet Street has been put off for years and he felt those residents are owed an answer about what the City will do with road funding.

## **6. COMMITTEE / STAFF INPUT**

City Administrator Ulrich reported the City has received news that the Federal Highway Administration approved the environmental document for the Armstrong Boulevard interchange. It is planned to hold an open house the second week of January for the public.

## **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 6:36 p.m.

Respectfully submitted,

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Grant Riemer  
Public Works Superintendent

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

**Public Works Committee**

**5. 1.**

**Meeting Date:** 03/19/2013

Submitted For: Grant Riemer

By: MaryJo Warner, Engineering/Public Works

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Title:

Nominate Chair and Vice-Chair for the Public Works Committee.

Background:

Annually, the Public Works Committee nominates a Chair and Vice-Chair for their meetings.

Notification:

Observations/Alternatives:

Funding Source:

n/a

Staff Recommendation:

Action:

Motion to nominate \_\_\_\_\_ as Chair and \_\_\_\_\_ as Vice-Chair of the Public Works Committee.

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Form Review

**Inbox**  
Grant Riemer  
Kurt Ulrich

**Reviewed By**  
Grant Riemer  
Kurt Ulrich

**Date**  
03/11/2013 04:05 PM  
03/14/2013 11:44 AM  
Started On: 01/22/2013 10:32 AM

Form Started By: MaryJo Warner

Final Approval Date: 03/14/2013

## Public Works Committee

5. 2.

**Meeting Date:** 03/19/2013

**By:** Mark Riverblood, Engineering/Public Works

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Title:

Consider Interim Trail in the ROW of U.S. Hwy's #10 & #169

Background:

In 2011 MnDot issued a letter to the City of Ramsey to allow for an application for Transportation Enhancement funds for the Mississippi River Trail between the Mississippi West Regional Park and city limits, west of the Wayside Rest - some of it within the Right of Way (ROW) of U.S. Hwy's #10 & #169. As the Committee may be aware, that Federal funding request was granted, and the 1.12 million dollar project is approved for construction in 2015 (or before under 'advance construction' authorization).

Perhaps as testament for the need for this trail, at the first City Council meeting of this year, a resident came forward requesting that the city construct an interim walking path within MnDOT's ROW between Bowers' Drive and Llama Street. The issue is that the 1+ mile Bowers' Drive with residential homes along much of both sides, is essentially 'landlocked' and disconnected from both trails and parks, and thus residents are dependent upon autos to recreate or reach destinations outside of their neighborhood.

Upon hearing the aforementioned resident describe peddling on the highway with his children to reach the COR and parks and trails, Council acknowledged his request to investigate a 'rustic' trail and thus the purpose of this case.

Notification:

Observations/Alternatives:

In anticipation that the Committee may recommend to City Council that Staff proceed in some manner with the temporary trail, Staff initiated contact with MnDOT to receive concurrence that it is permissible to mow and/or maintain an 'interim' trail within the ROW between these two city streets mentioned above – pending the bituminous trail in a subsequent year. As of this case preparation Staff has not heard back from MnDOT, but anticipates that there would not be significant concerns or objections.

The trail as proposed would be held as far away as possible from the pavement in the south part of the ROW, and its alignment is shown in the attached exhibit, together with the 2011 letter from MnDOT permitting a bituminous trail in this same location.

The Committee would appear to be presented with six options which are summarized as follows:

1. Do nothing at this time to create a interim trail.
2. Alter driveway/ditch approaches etc. such that a trail may be mowed by the **City** a few times a year at minimal expense.
3. Alter driveway/ditch approaches etc. such that a trail may be mowed by **volunteers** a few times a year at their mowing expense.
4. Alter driveway/ditch profiles as may be necessary and apply a thin 'vener' of recycled bituminous base that the City has in its stockpiles for said trail.
5. Do any *one* of the above, *and* investigate the 'permanent', grant funded bituminous trail for construction in 2014 (with reimbursement of Federal monies at some point in 2015).
6. 'Act' on item #1 (by 'doing nothing'), do none of options #2 - #5, yet investigate the 'permanent', grant funded bituminous trail for construction in 2014 (with reimbursement in 2015).

Funding Source:

Option #1 has no cost. Options #2 - #5 would be funded via parks and public works operational budgets for equipment and staff time (recycled base if used is already in the city's possession). Option #6 would have no cost implications aside from staff salary that is already provided for.

Staff Recommendation:

Staff recommends 'Option #5', with part #2 if the Committee and Staff believe the interim trail's use will be only occasional.

- or -

'Option #5' with part #4 if the Committee and Staff believe the interim trail's use would be more regular (and especially if the 'permanent' trail is more likely to be constructed in 2015 versus 2014).

Action:

Motion to recommend to City Council option(s) \_\_\_\_\_ for addressing the request for a temporary trail within the ROW of Highway's #10 & #169 between Bowers' Drive and Llama Street.

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Attachments

MnDOT Authorization and Exhibit

TE Award letter

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Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	03/11/2013 04:17 PM
Kurt Ulrich	Kurt Ulrich	03/14/2013 11:50 AM
Form Started By: Mark Riverblood		Started On: 01/30/2013 09:31 AM
Final Approval Date: 03/14/2013		



Minnesota Department of Transportation

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Metropolitan District  
Waters Edge  
1500 West County Road B-2  
Roseville, MN 55113-3174

June 23, 2011

Mark Riverblood  
Parks Supervisor  
City of Ramsey  
7550 Simwood Drive  
Ramsey, MN 55303

Re: Mississippi River National and Regional Greenway Project in the City of Ramsey

Dear Mr. Riverblood:

Thank you for your letter dated May 4, 2011 requesting Mn/DOT support for the federal application for the continuation of the Mississippi River National and Regional Trail within the City of Ramsey.

We understand that the proposed project will have some impact to the Mn/DOT roadway system in the area of TH 10. Mn/DOT is aware that a portion of the project is proposed to run parallel to TH 10. Please note that Mn/DOT does not commit to operate and maintain the pedestrian facility and expects that the city would assume this responsibility for the useful life of the improvement.

After review of the project materials and our knowledge of the project area, we find that the proposed project is consistent with the Mn/DOT Metro District Highway Investment Plan.

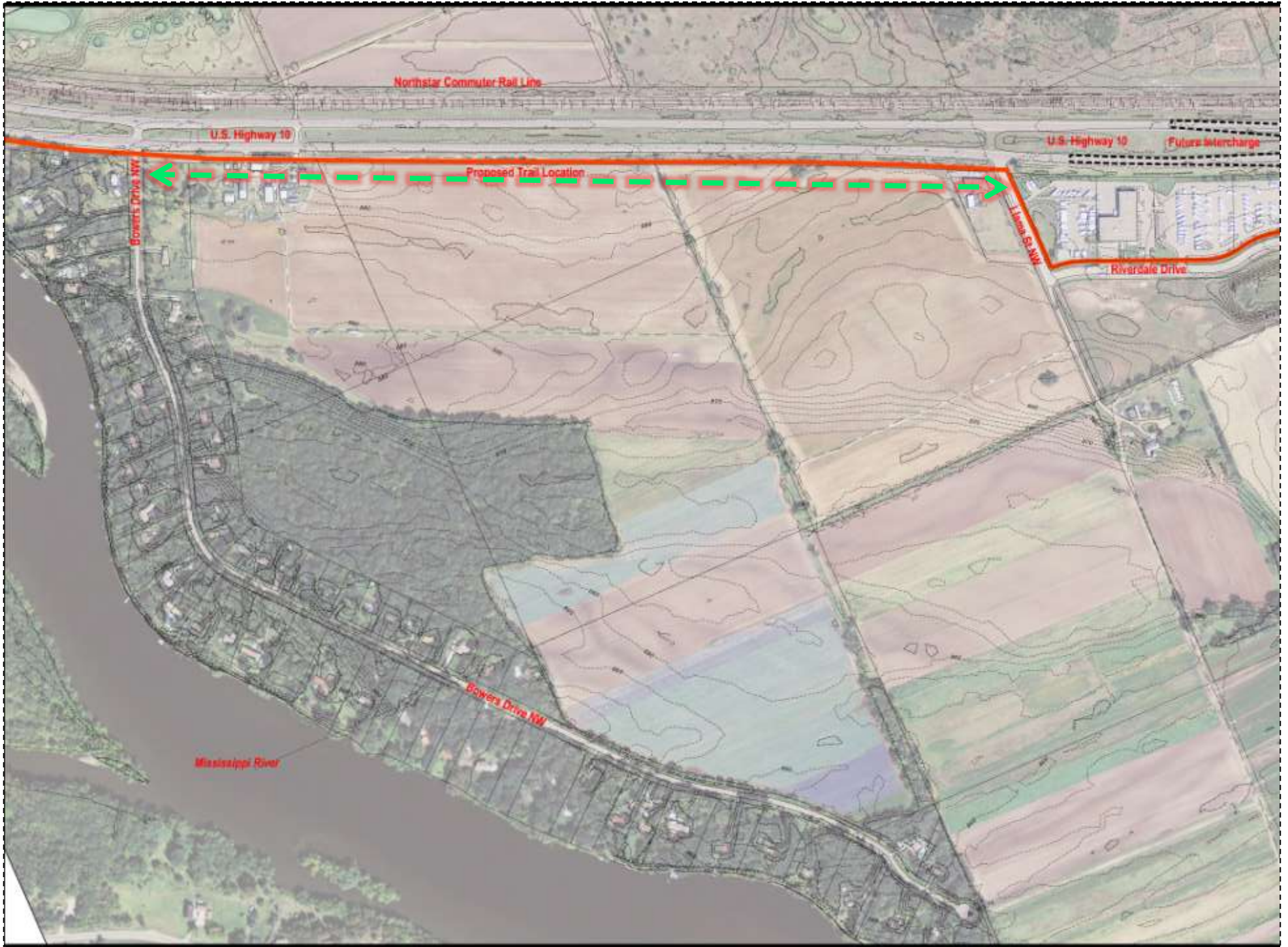
Mn/DOT supports this proposed project for Federal funding, but our support of this project does not constitute financial commitment to share in the cost of the project. Please continue to work with Wayne Norris, North Area Manager, as you continue to develop this project.

Sincerely,

A handwritten signature in black ink that reads "Scott L McBride".

Scott McBride, P.E.  
Metro District Engineer

C: Wayne Norris, North Area Manager  
Pat Bursaw, Metro Program Management



Northstar Commuter Rail Line

U.S. Highway 10

U.S. Highway 10

Future Interchange

Proposed Trail Location

Bowers Drive NW

Riversdale Drive

Mississippi River

Bowers Drive NW

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

August 22, 2012

Bill Hargis  
Chair

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Andy Westerberg  
Anoka County

Randy Maluchnik  
Carver County

Paul Krause  
Dakota County

Jan Callison  
Hennepin County

Tony Bennett  
Ramsey County

Jon Ulrich  
Scott County

Dennis Hegberg  
Washington County

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Bethany Tjornhom  
Chanhassen City Council

Julia Whalen  
Champlin City Council

James Hovland  
Mayor of Edina

Becky Petryk  
Hugo City Council

Will Rossbach  
Mayor of Maplewood

Robert Lilligren  
Minneapolis City Council

Steven Gallagher  
Newport City Council

Sue Sanger  
St. Louis Park City Council

Russ Stark  
St. Paul City Council

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Thomas Heffelfinger - B  
Jennifer Janovy - C  
Kenya McKnight - D  
Ashraf Siddiqui - E  
Bill Hargis - F  
Margaret Donahoe - G  
Karl Drotning - H

Agency Representatives

Adam Duinick  
Metropolitan Council

Scott McBride  
Minnesota DOT

Lisa Peilen  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Aaron Isaacs  
Transit

David Van Hattum  
Transit

Ron Have  
Freight

Ethan Fawley  
Non-motorized

Mark Riverblood  
Parks Supervisor  
7550 Sunwood Drive NW  
Ramsey, Minnesota 55303

Mr. Riverblood:

Thank you for submitting transportation project proposals in the 2011 regional solicitation process. A total of 134 applications in the Surface Transportation Program-Urban Guarantee, Congestion Mitigation Air Quality Program, the Transportation Enhancement Program and the Bridge Improvement Replacement program met the qualifying criteria. Teams of transportation professionals from around the region scored the responses to the weighted criteria and ranked the projects by their total score. The Technical Advisory Committee (TAC) developed two funding options from the ranked project lists and forwarded them to the Transportation Advisory Board (TAB) for consideration.

On Wednesday, June 20, the TAB completed its review and discussion of the funding options. The regional solicitation is a very competitive process and the TAB awarded funds to 58 projects. The TAB is pleased to inform you that the city of Ramsey has been awarded Transportation Enhancement funds for the Ramsey section of the Mississippi River Trail.

**A complete list of all the projects selected to receive federal funds in these four categories can be found on the Metropolitan Council's website at:**

<http://www.metrocouncil.org/planning/transportation/regsolicit.htm>


The selected projects will be programmed in the region's 2013-2016 Transportation Improvement Program (TIP) and the State TIP through an amendment that will be prepared later this year. The recently-passed federal transportation funding Act, MAP-21, combines many federal programs and changes the amount of funds available to the TAB in the solicitation process. The impacts of MAP-21 are not fully understood yet and the TIP amendment process will begin after the impacts to the current program of projects are better understood. The TAB will make every effort to program selected projects in the years when they were requested by the project sponsor. Even though the federal funds awarded to your projects cannot be used until the amendment has been approved by the US Dept. of Transportation, the TAB has officially selected these projects and makes a commitment to include them in the TIP as long as they are still federally eligible. The TAB will notify you when we begin the amendment process and when we receive notice that the amendment has been approved. **In the meantime, you should contact the MnDOT Metro State Aid Office to arrange a meeting and begin developing your project.**

When programmed into the TIP, the federal and match amounts for construction projects will be adjusted for anticipated inflation in construction materials such as bituminous, concrete, structural steel, etc...to the program year. Projects programmed in 2015 will receive an additional 10% adjustment and projects programmed in 2016 will receive an **additional 12% adjustment.** The federal amount that appears in the TIP and State TIP is a fixed cost cap that will not be adjusted in future Programs.

In addition, the TAB will consider changing its sunset date policy as it applies to the projects awarded funds in the 2011 regional solicitation. If the TAB does change its sunset date policy, the Board will notify all affected project sponsors. **The TAB strongly encourages project sponsors to make every effort to get their projects ready for letting in the program year.**

If you have any questions, please contact TAB Coordinator Kevin Roggenbuck at 651-602-1728 or [kevin.roggenbuck@metc.state.mn.us](mailto:kevin.roggenbuck@metc.state.mn.us).

Sincerely,

*for*   
Bill Hargis, Chair

**Public Works Committee**

**5.3.**

**Meeting Date:** 03/19/2013

**By:** Grant Riemer, Engineering/Public Works

**Title:**

Review AVL System and Consider Purchase

**Background:**

The use of an Automatic Vehicle Locator System (AVL) for our plow equipment was first brought up in May 2012 as a way of gathering plowing information to relay to residents, as well as tracking salt usage and other factors in our plowing operation. Public Works has been testing the Precise MRM (mobile resource management) system in our sweeping operation, as well as one of our plow trucks starting in the fall of 2012. The system collects data from the equipment and transmits that data back to an Internet website over a cellular network. The information is always being collected, but the transmittal rate is determined by the end user. During snow storms or emergency situations you would want the information more readily available to make maintenance decisions, such as what vehicle could respond quicker or supplying route completion information to residents or council. During mowing or sweeping operations gathering data once per day would be sufficient.

Besides route information and vehicle location the software has the potential to provide other useful information that can be used in our operation. Vehicle maintenance intervals can be loaded into the program and tracked through the software, with alerts being issued once trigger points are reached. The biggest advantage of the software would be the ability to track salt usage more closely. Even a 5% reduction in salt use would pay for the capitol investment in the first year and give us information that would allow us to fine tune our application rates system wide. Effective use of salt is one way we can lower our operating expenses, as well as protect the environment. Staff will present a short power point presentation on the Precise MRM System and show some examples of data collected off our demo truck.

**Notification:**

**Observations/Alternatives:**

Alternative #1 Continue to operate PW equipment without AVL software (not recommend)

Pros: City would save the initial hardware cost of \$4995.50 and the annual operating cost of \$4025.91

Cons: City would lose the ability to track/ collect real time information on equipment use

Alternative #2 Install AVL software on large, main route, snow removal equipment and sidewalk clearing unit (recommend)

Pros: Would give the PW department the ability to track real time use of equipment during plowing events and collect data on location, material use, percentage of route completion and any streets that way have been missed in the plowing operation. The information collected is also useful in tort claims and citizen complaints. The AVL equipment would be transferred to vehicles used in summer maintenance activities after the snow season ended.

Cons: The initial hardware cost of \$4996 and the annual operating cost of \$4026, however, these costs would be recovered over time with operational savings.

**Funding Source:**

General Fund cost center 0312-6580

This purchase was funded in the 2013 general fund budget at \$15,000.00

**Staff Recommendation:**

Staff recommendation is to purchase the Precise MRM system and install in all large plow equipment and sidewalk clearing machine.

Action:

Motion for Public Works Committee to accept staff recommendation and move to full council for action

or

Motion for Public Works Committee to deny staff recommendation and discuss other alternatives

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Attachments

Pricing Sheet

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Form Review

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Kurt Ulrich	Kurt Ulrich	03/14/2013 12:01 PM
Form Started By: Grant Riemer		Started On: 03/01/2013 09:56 AM
	Final Approval Date: 03/14/2013	

PreCise MRM hardware, annual software fees, and annual data fees

PreCise MRM	PW Snow Removal Fleet		Per unit cost	TOTAL COST
Quantities	Product	Product Description		
4	IX403	Base unit w/cable and magnetic antenna	\$675.00	\$2,700.00
4	9873A001	Key upgrade for 5100 spreader controller	\$75.00	\$300.00
5	IX101	Base unit w/cable and magnetic antenna	\$325.00	\$1,625.00
4	2260007	Input harness for IX-403	\$15.00	\$60.00
9	2880020	Position Switch	\$34.50	\$310.50
9	MSS0012	NAF+Software 12 month Access Fee+SW	\$129.99	\$1,169.91
9	Data Plan	Data Charges (low use)	\$8.00	\$1,632.00
9	Data Plan	Data Charges (high use)	\$20.00	\$4,080.00
9	Data Plan	Data Charges (average )	\$14.00	\$2,856.00
Total Hardware Cost for PreCise MRM System				\$4,995.50
Total Annual Costs for PreCise MRM software/data				\$4,025.91
Start up cost				\$9,021.41



**Public Works Committee**

**6. 1.**

**Meeting Date:** 03/19/2013

**By:** Grant Riemer, Engineering/Public Works

**Title:**

Update on Turf Restoration at 7046 166th Ave ( Mack and Shayle Dominquez)

**Background:**

The residents' property was impacted by the 167th Avenue Reconstruction Project, City Project 08-27, that was constructed in 2009. The resident called City Administrator Ulrich on 7/10/12 and expressed that she was not satisfied with the restoration of her yard. Interim City Engineer Nelson returned the phone call and spoke with Mrs. Dominquez on July 11, 2012 and listened to her concerns, summarized as follows:

- Weeds in grass, feels that they are moving into the rest of her yard
- Insufficient topsoil quality
- Pieces of asphalt in yard
- Pieces of glass in yard
- Pieces of slate in yard
- Pieces of shingles in yard
- Sparse grass
- Clover instead of bluegrass (wrong mix)
- Remnants of erosion control netting

It was the consensus of the Public Works Committee at the October 15th meeting to have the PW department work with the Dominguez's' to reach a suitable resolution to the problem, which included re-mulching existing soil, remove debris, top dress with 4" of suitable black dirt and re-seeding.

**Notification:**

The attached letter was sent to Mack and Shayle Dominquez outlining the tentative schedule for the turf repairs.

**Observations/Alternatives:**

**Funding Source:**

General Fund - Street maintenance cost center 0311

**Staff Recommendation:**

**Action:**

Informational only

**Attachments**

Letter

**Form Review**

**Inbox**

Kurt Ulrich

**Reviewed By**

Kurt Ulrich

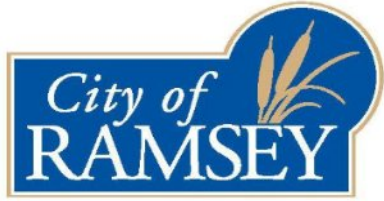
**Date**

03/14/2013 12:03 PM

Form Started By: Grant Riemer

Started On: 03/04/2013 07:40 AM

Final Approval Date: 03/14/2013



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[www.cityoframsey.com](http://www.cityoframsey.com)

March 13, 2013

Mack Dominguez  
7046 166<sup>th</sup> Avenue NW  
Ramsey MN 55303

Dear Resident:

This letter is to inform you on the turf restoration project scheduled for your property this spring. As soon as the snow melts off, I would like to meet with you onsite and go over the scope of the project and the timeline for completion.

I'm hopeful that the snow will be gone by late March and we can get started on the actual turf repair by mid-April, with a completion of the project by early May. The biggest factor determining the start date and completion will be ground moisture and spring rain.

Please contact me at your earliest convenience to schedule an onsite meeting. My cell phone number is 763-286-0282.

Sincerely,

Grant Riemer  
Public Works Superintendent