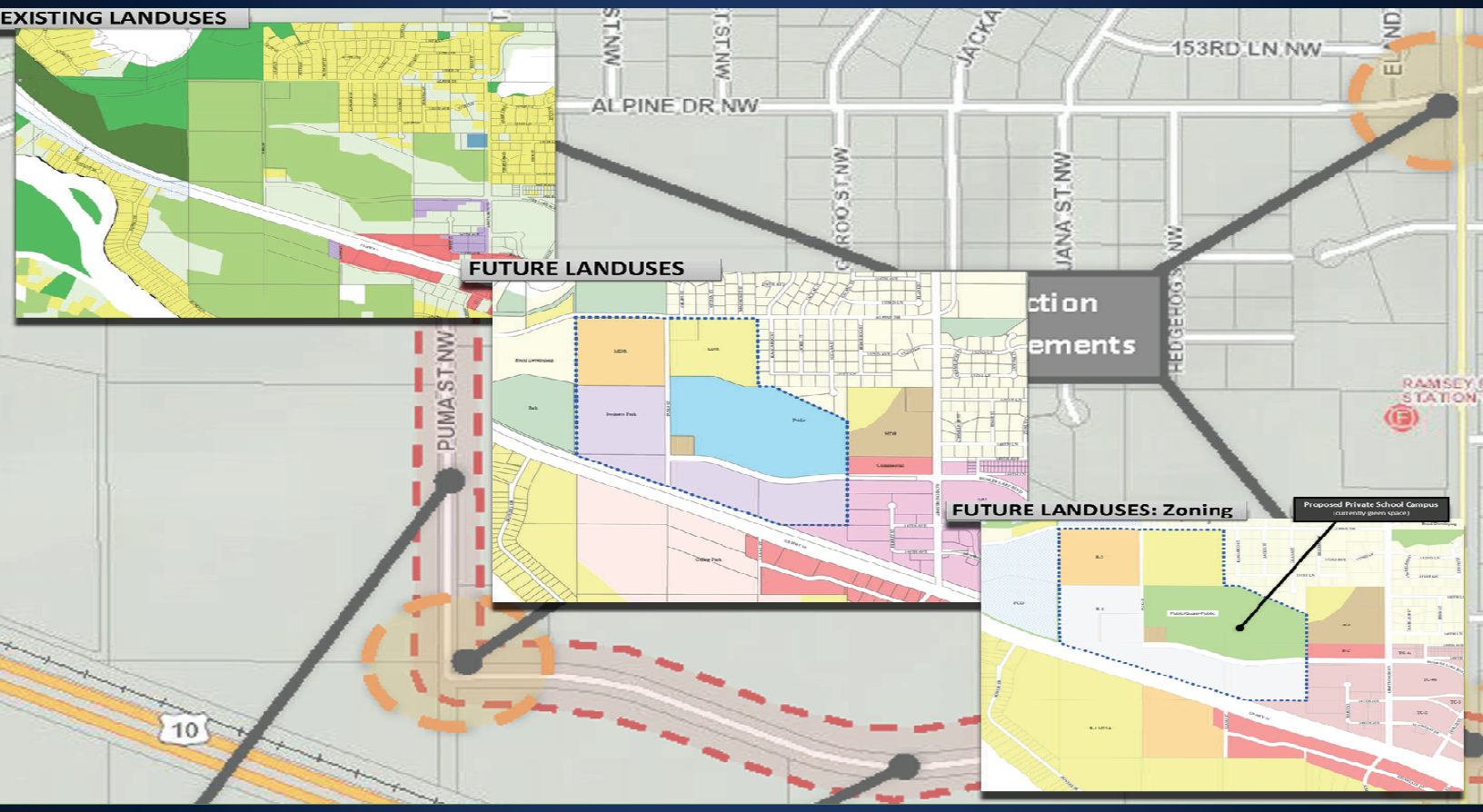
Proposal For Professional Engineering Services For The City of Ramsey Bunker Lake Boulevard and Puma Street



January 5, 2015

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Prepared by:

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Hakanson Anderson

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35 YEARS

January 5, 2014

Patrick Brama
Economic Development Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Proposal for Engineering Services
Future Business Park RFQ
City of Ramsey

Dear Mr. Brama:

We have carefully selected a dedicated team that will provide the best combination of experience and flexibility available to accomplish your project goals and objectives. This team of energetic professionals are qualified and well suited to successfully accomplish the engineering services and continually meet your expectations.

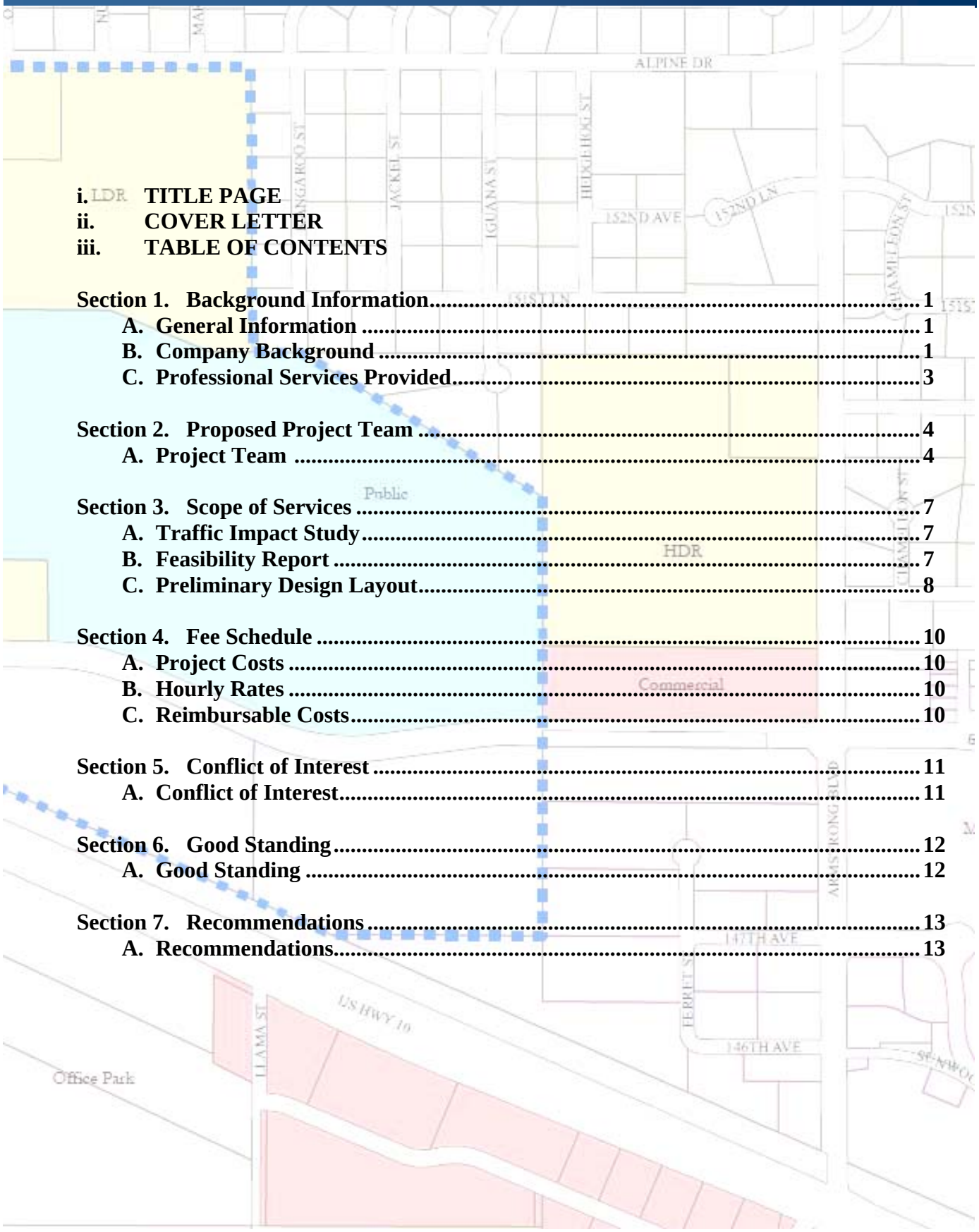
Municipal engineering is what we do and we do it well. Our experienced team will provide leadership and efficient delivery of engineering services for this project that are second to none.

Once again, we appreciate the opportunity in providing you with our Proposal for Professional Engineering Services for the Future Business Park. If you have any questions or need additional information please contact me at 763-852-0479 or Ron Wagner at 763-852-0478.

Sincerely,
Hakanson Anderson

Shane M. Nelson, P.E.
Vice President/Project Manager

Ronald J. Wagner, P.E.
CEO/Planning Specialist



Hakanson Anderson
Anoka, Minnesota

… meeting client needs and expectations by providing the finest professional service for a fair and reasonable cost.

Anoka Area Chamber 2012
Business of the Year

Hakanson Anderson

A. General Information

Mission Statement:

Hakanson Anderson is a Civil and Municipal Engineering and Land Surveying firm, whose purpose is to meet client needs and expectations by providing the finest professional service for a fair and reasonable cost.

Company Founded: 1975

Proposed Contact: Shane M. Nelson, P.E.

E-mail Address: shanen@haa-inc.com

Web Address: www.haa-inc.com

Office Location: 3601 Thurston Avenue
Anoka, MN 55303
Office Phone Number: 763-427-5860
Direct Phone Number: 763-852-0479
Fax Number: 763-427-0520

Whom We Serve: Municipal Engineering

B. Company Background

Hakanson Anderson is a client-centered practice that provides professional consulting services in the areas of civil engineering traffic/transportation, municipal engineering and land surveying. We have provided these services to clients in the metropolitan area and many outstate communities for over 35 years.

Founded in 1975, we believe strongly in responding to client's needs with quality design, environmental sensitivity and respect for budget requirements. Hakanson Anderson has extensive experience in projects ranging from gravel road reconstructions to large-scale public works projects. We have worked with public institutions as well as municipal, county, state and federal agencies on a wide range of projects. Our approach reflects an equitable balance of economic considerations, sound design standards, aesthetics and concern for our client's policies.

Our firm is employee owned (ESOP) and prides itself in having all of our staff taking a proactive approach to provide innovative

solutions to our clients projects. With the size of Hakanson Anderson, it allows our senior staff to be actively involved in our projects.

Members of our firm are participants in a number of national, state and local professional organizations. Through their participation in professional organizations, members of our firm continue to keep current in their respective fields.

Hakanson Anderson's practice has grown steadily, attracting a multi-disciplinary and talented staff committed to the unique requirements of each client and their project. The firm's services provide complete project continuity from initial planning through completion of the record drawings including the preparation of feasibility studies, the project plans and specifications, assessment rolls, and providing bidding, construction administration, staking and inspection services.

Hakanson Anderson has extensive experience in designing the infrastructure necessary to attract businesses and establish a successful business park. In fact, we assisted with the master planning and design of many business parks within the City of Ramsey.

More recently, we assisted the City of Elk River with the detailed design and construction services to facilitate the development of 75 acres for its newest business park, Natures Edge. Our services included preliminary design to determine the ultimate improvements, as well as the detailed designed of the 2013 and 2014 improvements. The design included a two lane roundabout that is expandable to 4-lanes in the future. The right-of-way needs were analyzed to determine the necessary width for the ultimate improvements and the City secured the land during platting. For managing the stormwater, we utilized infiltration trenches with the trunk storm sewer to meet the required infiltration standards while maximizing the amount of land available for development.

We also assisted the City of Otsego with master planning and detailed design for several of its business parks, including the Otsego Waterfront – home to the Holiday Inn and Water Park and Rockwoods, Great River Center, home to the anchor store Target, and Waterfront East home of Cowboy Jacks and soon to add 32,000 sq. ft. medical office building. In 2006, we assisted the City with the design and construction of the infrastructure for Queens Avenue, a 1.0 MG elevated water storage tank to accommodate the Gateway North business park. The City's planning has paid off, as Duke Reality has added 900,00 sq. ft. of distribution warehouse/office space all within the last 2 years.

C. Professional Services Provided

MUNICIPAL ENGINEERING

- Feasibility Studies
- Funding and Assessment Options
- Streets and Trails
- Parking Facilities
- Sanitary Sewer
- Water Distribution
- Storm Sewer
- Plat Reviews
- Municipal State Aid
- Plans and Specifications
- Contract Documents
- Construction Cost Estimates
- Bidding Documents
- Bid Solicitation and Evaluation
- Comprehensive Utility Plans
- Fee Studies
- Pavement Ratings
- Pavement Management Programs
- Pavement Repair and Maintenance
- Capital Improvement Planning

TRAFFIC/TRANSPORTATION ENGINEERING

- Comprehensive Transportation Planning
- Traffic Signing and Pavement Markings
- Traffic Control Plans

WATER RESOURCE ENGINEERING

- Water System Modeling
- Comprehensive Water Plans
- Wells, Pumphouses and Supply Systems
- Water Storage Facilities
- Water Treatment Systems
- Booster Pump and Pressure Reduction Design
- Pressure Valve and Altitude Valve Design

SURFACE WATER ENGINEERING

- MS4 Stormwater Permitting
- SWPPP Program Development
- Hydraulic and Hydraulic Analysis
- Comprehensive Storm Water Management Planning and Studies

WASTEWATER ENGINEERING

- Wastewater Collection Systems
- Wastewater Treatment Systems
- Comprehensive Wastewater Plans
- Lift Station Analysis and Design
- Forcemain Design

SURVEYING/GIS

- Lot Surveys
- Boundary Surveys
- Control Surveys
- Topographic Surveys
- Easement Descriptions and Exhibits
- Construction Staking
- Subdivision Design and Platting
- Building Site Surveys
- ALTA/ACSM Land Title Surveys
- GPS Surveying Systems
- GIS Data Collection, Mapping and Modeling

CONSTRUCTION SERVICES

- Contract Management
- Construction Observation
- Construction Staking
- Contract Administration
- As-built Drawings

SPECIAL SERVICES

- Expert Witness Testimony
- Grant and Loan Application and Administration
- Special Assessment Assistance
- Taxing Districts Assistance
- Environmental Worksheets
- Wetland Delineation
- Wetland Mitigation
- Computerized Mapping
- Regulatory/Permitting Assistance
- Tree Preservation Plans

Shane Nelson, P.E.
Project Manager

Ronald Wagner, P.E.
Planning Specialist

Hakanson Anderson

A. Project Team

Shane Nelson, P.E., is proposed to be your Project Manager. Shane is a Vice President with the firm and has a wealth of experience in municipal engineering. Shane will be solely responsible for the management and administration of all engineering services required of Hakanson Anderson. Shane has worked with numerous municipal clients and has established an excellent track record of meeting the clients needs and expectations by providing quality advice and exceptional project management.

Shane also has extensive experience in the design and construction of municipal state aid, residential, and commercial streets; watershed plans and roadway management programs. He has designed and supervised numerous civil engineering improvement projects for streets, sanitary and storm sewer, water distribution, trails, and site development.

Shane is currently managing the Hakanson Anderson team as we prepare the detailed design for the City of St. Michael's 2014 Rehabilitation and Maintenance project, a $1.2 million MSA project. Shane is also currently providing construction administration to the City of Ramsey for Center Street.

Ronald Wagner, P.E., is proposed to be your Planning Specialist. Ron is a Principal of Hakanson Anderson with 23 years of municipal engineering experience. He is currently the appointed City Engineer for the City of Otsego. Ron has been serving the City of Otsego since 1998.

From 1998 to present Ron has been involved with providing technical and financial comprehensive planning assistance for the City's sanitary sewer, municipal water, storm water, and street systems for 12,000 acres. As the City continues to develop, it is pertinent that the costs associated with infrastructure improvements be borne by the developers not the existing residents. Ron and the Hakanson Anderson team provide planning assistance to ensure that sound technical and financial plans are in place as the development of the City continues into the future.

As the City Engineer, Ron directs Hakanson Anderson staff and oversees all major transportation, sewer infrastructure, and water infrastructure projects, ensuring that all services and deliverables

Jeff Prasch, E.I.T.
Project Engineer

Becky Wozney,
Wetland Specialist

meet or exceed expectations. Ron is currently managing the Hakanson Anderson team as we prepare the detailed design for 70th Street, a federally funded MSA project.

Jeff Prasch, is proposed be a Design Engineer. Jeff is a licensed Engineer-In-Training with the firm. With 3 years of experience, Jeff routinely carries out assignments from Project Managers, successfully implementing his analytical and technical skills to complete portions of an overall project. Jeff will assist the Hakanson Anderson team in performing the duties as appropriate.

Adam Theile, P.E., is proposed be a Design Engineer. Adam is the newest member of our team and is experienced in the areas of street design, storm sewer design, stormwater modeling and utility design.

He has successfully completed detailed design, plans and specification for numerous improvement projects.

Becky Wozney is proposed to be your Wetland Specialist. Becky is the firm's wetland specialist with extensive experience in the review of wetland delineations; wetland hydrology studies and replacement plans. Becky works with local, state and federal authorities and applicants on complex issues to resolve differences on technical issues relating to wetland and other environmental regulations.

Becky's thorough understanding of the private and public sectors proves invaluable when faced with obtaining permits for environmental projects. Becky is currently assisting the City of Otsego in obtaining permits to dredge the Otsego Creek, which is a DNR protected waters. Becky was also instrumental in obtaining the necessary permits for the Rum River dredging project for the City of Anoka.

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Kimley»Horn

Brandon Bourdon, P.E., from Kimley Horn, is proposed to be your Transportation Engineer. Brandon has 16 years of experience in transportation planning and design for a wide range of projects including interchange and roadway improvement, municipal street reconstruction, environmental planning and documentation, land development and redevelopment, access management, safety improvement, intersection signalization, parking, comprehensive planning, transit improvement. Brandon is experienced in completing and leading operational analysis and documentation required for traffic impact studies and NEPA documentation. He has experience in the use of traffic modeling software packages including CORSIM, VISSIM, SYNCHRO, RODEL, TEAPAC, HCS, TRANSYT-7F, and PASSER II. Brandon works frequently with municipal clients all around the Twin Cities as well as outstate and experience gives Brandon a unique understanding of public agencies, their needs, and how best to serve them.

Kimley»Horn

HunWen Westman, P.E., from Kimley Horn is proposed to be your Multimodal and Traffic Engineer. HunWen has seven years of multimodal experience in traffic engineering and transportation planning. She has worked through the phases of the project life cycle from corridor planning and traffic impact studies to final design and construction of signals, signing, pavement marking, and temporary traffic control. Her transportation planning experience has included all aspects of traffic impact analyses and corridor planning, from traffic volume forecasts and trip generation analysis, to operations modeling and documentation. HunWen has studied traffic impacts on a range of projects including large transit corridors, small municipal studies, and private developments. Her multimodal experience has included operations analysis and design of light rail transit, bus rapid transit, and bicycle/pedestrian infrastructure as well as pedestrian/school safety studies.

Hakanson Anderson

A. Traffic Impact Study

As requested in the RFQ, Kimley-Horn and Associates, Inc. will conduct a traffic analysis to provide traffic volume forecasts that can be used to inform the roadway design of Bunker Lake Boulevard and Puma Street. This task will consist of the following work and assumptions:

Task 1: Turning movement counts (TMCs) will be collected at the following three existing intersections:

- Bunker Lake Blvd./Armstrong Blvd.
- Puma St./Alpine Dr.
- Armstrong Blvd/Alpine Dr.

Task 2: A fourth intersection will be included in the study, Bunker Lake Blvd./Puma St. background volumes at this intersection will be interpolated from the adjacent intersection counts.

Task 3: Trips generated by the proposed business park will be based on the ITE Trip Generation Manual, 9th Edition.

Task 4: Growth rates will be applied to the existing TMCs to determine 2030 background traffic volumes. Growth rates will be based on the City of Ramsey's 2030 Comprehensive Plan or other updated studies provided by the City. Travel demand model runs, are not included in the assumed scope of work. The travel demand model will be used to understand future traffic growth assumed on surrounding roads when developing background traffic.

Task 5: Summarize the information in a Traffic Impact Study. The study will analyze the AM and PM peak hours of one horizon year, assumed to be 2030. Because the land adjacent to Bunker Lake Boulevard and Puma Street under consideration is not developed, and a study of the existing conditions would not contribute to the proposed design of these sections, the study will not include analysis of existing conditions.

B. Feasibility Report

Hakanson Anderson will prepare a feasibility report that will discuss the required infrastructure improvements necessary for the development of the subject property and associated costs. We would summarize our Scope of Work as follows:

Task 1: Prepare three conceptual design layouts, including internal streets, trails, sanitary sewer, and watermain alignments to evaluate the possible development patterns. The conceptual design layouts will be a useful tool when determining potential sanitary sewer and watermain stub locations and will serve as a visual aid to site developers on the development potential and options of the subject property.

Task 2: Meet with appropriate City staff to review and discuss the three conceptual design layouts. Discuss the vision for the subject property and various factors affecting development.

Task 3: Based on the results of the traffic impact study, determine minimum roadway design specifications for Puma Street and Bunker Lake Boulevard. Utilizing the anticipated traffic volumes and

the City's development standards, determine the proposed typical sections.

Task 4: Based on the future land uses, calculate the proposed water and sanitary sewer demands for the subject property. The water and sanitary sewer demands will be based on the most intensive land use to ensure sufficient capacity.

Task 5: Review the Comprehensive Sanitary Sewer and Comprehensive Water Plans to determine the necessary trunk improvements. It will be necessary to determine if the facilities must be designed to take in additional service areas beyond the subject property.

Task 6: Evaluate the available water supply against the proposed demands. The demands of this site may be greater than the available water supply from the existing wells and may trigger the design and construction of a surface water intake from the Mississippi River (as a separate project). Include a simple narrative indicating whether or not the existing water supply is sufficient for the subject property.

Task 7: Evaluate the required stormwater improvements based on both City and LRRWMO requirements.

Task 8: Analyze landscaping and streetscaping elements. Prepare Perspective Sections illustrating the landscaping and streetscaping vision.

Task 9: Determine the desired connectivity of sidewalks and trails to the adjacent facilities. Consider multi modal opportunities to provide safe pedestrian ways from the subject property to the Northstar Rail Station, regional trails and the future Highway 10 pedestrian overpass.

Task 10: Determine the required infrastructure improvements to support the greatest combination of design layouts. Estimate the costs (by phase) for the necessary site grading, roadway, sidewalks, trails, stormwater management, landscaping, street lighting, trunk watermain, and trunk sanitary sewer to support the future business park. The preliminary estimates will be limited to the infrastructure associated with Bunker Lake Boulevard and Puma Street only, and will not include internal roadways as depicted in the conceptual design layouts.

Task 11: Summarize all of the above information in a feasibility report. Discuss financing alternatives and strategies for assessing/paying for the required infrastructure.

Task 12: Prepare a phasing exhibit showing the three phases that correlate with the feasibility report.

C. Preliminary Design Layout

Hakanson Anderson will prepare preliminary roadway and intersection design layouts based on Municipal State Aid standards and City of Ramsey development standards.

Task 1: Prepare a preliminary horizontal and vertical profile for Bunker Lake Boulevard and Puma Street.

Task 2: Prepare preliminary typical sections complete with proposed right-of-way widths.

Task 3: Prepare a preliminary grading plan.

Task 4: Prepare a preliminary design layout of the trunk sanitary sewer and watermain improvements.

Task 5: Prepare a Perspective Section indicating the proposed pedestrian, street lighting, landscaping and other streetscaping elements.

A. Project Costs

The proposed cost for each phase of work as outlined in the RFQ under Scope of Services is as follows:

Phase 1 – Traffic Impact Study	**$ 11,500.00**
Phase 2 – Feasibility Report	**$ 13,200.00**
Phase 3 – Preliminary Design Layout	**$ 9,500.00**
Total Cost	**$ 34,200.00**

B. Hourly Rates

All of our costs are included in the lump sum fixed fee costs as outlined above. Should additional services be requested which are outside of the original scope of services, they will be invoiced hourly based on our hourly rate schedule.

The hourly rates for all team members are as follows:

Billing Rate Schedule	
Job Classification	***Hourly Billing Rate***
Shane Nelson, Project Manager	$110
Ron Wagner, Planning Specialist	$110
Adam Theile, Project Engineer	$100
Jeff Prasch, Project Engineer	$78
Brandon Bourdon, Kimley Horn, Transportation Engineer	$165
HunWen Westman, Kimley Horn, Multimodal and Traffic Engineer	$125
Becky Wozney, Wetland Specialist	$85
Senior Technician	$75- $90
Technician	$45 - $75
Clerical	$50

C. Reimbursable Costs

All of our expenses are included in our costs as outlined above. We do not anticipate any reimbursable costs for this project.

A. Conflict of Interest

To the best of our knowledge, we do not represent any clients whose representation may conflict with our ability to provide City Engineering Services to the City of Ramsey.

We work with large jurisdictional agencies such as Mn/DOT, Metropolitan Council, and the MPCA not for them. This unique philosophy allows us to always represent the City, with the City's best interest always in mind.

A. Good Standing

Hakanson Anderson has always been and is currently in compliance with Federal, State, County and Local units of government. Hakanson Anderson good tax payment status and good corporate registration status.

A. Recommendations

We understand that the City has a goal of planning for a cost effective and market-relevant business park. The proposed scope of work as requested in the RFQ and discussed herein will help the City realize that goal. At this time, we can only offer minor recommendation as discussed below.

Regional Stormwater Facilities

There are many benefits of managing stormwater regionally as opposed to a site by site basis. One significant benefit is that regional facilities utilize less land than site specific facilities, making more land available for development. Another benefit is the reduced construction costs of constructing a couple of larger regional facilities as opposed to several smaller facilities. Regional facilities are also attractive to the end user as the stormwater requirements have already been planned for, eliminating an unknown.

Multi-Modal Connectivity to the Northstar Station, the COR, and surrounding areas

The City may want to consider an expanded scope of services for determining the appropriate pedestrian facilities to encourage multi-modal transportation to the Northstar Station, the COR, and the adjacent regional trails. For example, is an at grade crossing at Armstrong Boulevard sufficient or should the feasibility of a pedestrian overpass or underpass be evaluated along the corridor?

Alignment of Development Standards to Complement the COR

Given the close proximity of the subject property with the COR, the City may wish to consider enhanced development standards for the subject property. For example, should some of the streetscaping elements be carried over into the subject property? Should some of the signage standards be carried over to the subject property?