

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

The Public Works Committee conducted a regular meeting on Tuesday, February 18, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Mark Kuzma
 Councilmember Jeff Menth
 Councilmember Chris Riley

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Deputy City Administrator Tim Gladhill
 City Administrator Kurt Ulrich

5.05: Consider Recommendation to City Council to Accept Feasibility Report for 2020 Pavement Overlay Improvements, Improvement Project No. 20-02

City Engineer Westby reviewed the staff report.

Councilmember Menth asked the amount of funding that was available when the Committee first reviewed this case.

City Engineer Westby replied that there is currently \$811,000 in the fund but after the unpaid project costs for the two 2019 street reconstruction projects are taken from that account, the available balance would be about \$775,000.

Councilmember Menth commented that it was his belief that one of the three project areas would be selected, as the Feasibility Reports have already been completed, rather than selecting a different road without a Feasibility Report.

City Engineer Westby stated that his understanding of the Committee's motion from January was for Staff to present updated cost estimates at this meeting. He noted that the motion also included staff bringing back alternative options identified in the current CIP that could be completed with the available funding.

Chairperson Kuzma asked if letters were already sent to property owners on the streets identified to receive overlays in 2020 per the current CIP stating that the project would be completed.

City Engineer Westby replied that such letters had been mailed but that a second letter was also sent noting that the pavement conditions would not support a standard mill and overlay so more extensive repairs would be required and that it would be most cost-effective to complete those repairs in the future. He also noted that the letter stated the property owners would receive another letter if improvements were ultimately proposed on their streets in 2020.

Chairperson Kuzma asked for funding information.

City Engineer Westby stated that in the next case it is recommended to reallocate \$250,000 from the 2020 sealcoat budget towards this project for option three. He confirmed that could also be sufficient funding to complete options one or two.

Councilmember Menth asked why one of the roads from the originally proposed project would not be selected.

City Engineer Westby stated that option one, which proposes removing 3.5-inches of pavement and underlying aggregate base and repaving with 3.5-inches of new pavement at an estimated cost of \$835,000, and option two, which proposes completing a full-depth reclamation at an estimated cost of \$811,000 to 1.5 miles of streets would provide less than the standard pavement base section and therefore staff would not be confident that the expected lifespan of the improvements would be reached. He stated that staff would be more confident that option three, which proposes standard 2-inch mill and overlay improvements on streets in the Business Park 95 and Regency Ponds Additions, would provide pavement sections closer to today's standards to allow standard pavement management practices to be applied in the future. Staff is therefore more confident in achieving the expected lifespan on these 2.8 miles of streets so in Staff's opinion option three is the most cost-effective.

Chairperson Kuzma asked the condition of the roads within Business Park 95 and Regency Ponds.

Councilmember Menth asked the paser rating of Business Park compared to the other roadways originally included in the project.

City Engineer Westby confirmed that the roads in Business Park 95 are in poor condition and provided photographs. He provided the different paser ratings. He explained that option three would be most cost effective with the limited funds the City has.

Councilmember Riley stated that the City previously identified what it thought was the best idea, but it was found that the pavement was not conducive to the proposed improvement. He stated that it also appears that the priority has changed, and the recommendation better fits the change in priority because of the limited funding available.

Chairperson Kuzma agreed that repairing 2.8 miles would be a better choice than 1.5 miles.

Councilmember Menth stated that his concern would be that the Feasibility Report is not completed on the recommended roads and therefore it could be unknown as to the pavement thickness.

City Engineer Westby explained that the roads in Business Park 95 should have been built to a higher standard, and that the roads in Regency Ponds have good PASER ratings and were more recently constructed and therefore should have a sufficient pavement section to allow for a 2-

inch mill and overlay. However, he noted pavement coring's would be needed to verify this as part of the Feasibility Study process.

City Administrator Ulrich asked how the cost could be impacted by the change in the schedule.

City Engineer Westby stated that overlay plans do not take as long to prepare as reconstruction plans and reviewed the proposed schedule and how that would be impacted by changing roadways proposed for improvement. He stated that there would be a two to three week increase in schedule if the streets are changed.

Chairperson Kuzma stated that he would support the staff recommendation.

Motion by Councilmember Menth, seconded by Councilmember Riley, to recommend City Council acceptance of the Feasibility Report for the 2020 Pavement Overlay Improvements, Improvement Project No. 20-02, and to recommend that a new Feasibility Report be ordered including the streets of Business Park 95 and Regency Ponds 1st, 2nd and 3rd Additions.

Further discussion: Councilmember Riley asked if the other roadways would continue to be maintained. City Engineer Westby stated that staff understands that the other roads were included in the CIP for this year and are not in good condition. He confirmed that continued maintenance would occur. He stated that the collection of additional GPR data will allow staff to take a deep dive into the CIP this fall to create a CIP that can be followed more closely in the future, rather than having to make these changes year after year.

Motion carried. Voting Yes: Chairperson Kuzma, Councilmembers Menth and Riley. Voting No: None.