

Public Works Committee

5. 4.

Meeting Date: 07/19/2011

By: Grant Riemer, Engineering/Public Works

Title:

Review Dirt Road Elimination Policy

Background:

In 2004, when the program was first talked about, we had 12 miles of road with dirt /gravel surface. The 2010-2011 construction seasons will include the paving 1.52 miles of roadway in our system. Paving/improvement projects completed in 2010 included Ute St., 151st Ave, 152nd Ave, Fluorine St. and will finish up this year with the paving of Puma St and Chameleon St. With the completion of these projects we will have approximately 2.64 miles of dirt/gravel roads left in our system.

Notification:

Observations:

Of the remaining segments some may never be petitioned for improvement. Traprock St, south of Hwy 10 will be addressed when the Anoka County develops the park. 173rd Ave currently has 3 residents, so assessment costs even at 50% share with the city would be prohibitive. Potassium St, north of County Rd 5 was scheduled to paved with redevelopment in that area. There are two small segments in our industrial parks, Basalt St and Limonite St which will be paved when development in those areas increases. This group of road segments total 1.04 miles.

Of the remaining segments Carolina Acres and Itasca Heights are the most maintenance prone. Improvements to these developments would provide the most payback, if the city were to contribute 50% of the improvement cost. Drainage is poor in both areas and requests for grading are increased because of that factor. Carolina Acres is on the far north end of the city and requires almost 20 minutes travel time just to get to the site. Itasca Heights is south of Hwy 10 near the weigh station and would need considerable drainage work. The Itasca Heights location near the Mississippi river would add challenges and cost for storm water design. Of the remaining roads Garnet St, north of CR 27, would be next in line, because of the travel time involved. Summer grading is not the only cost associated with these dirt roads. Early winter and late spring snowfalls require the motor grader to plow these areas because of soft road conditions. A complete "round" of grading or snowplowing, including travel time, is 3 1/2 hours. The cost associated with grading our dirt roads just, using fuel and labor costs at today's prices, runs about \$170.00 every time we grade. Staff also receives several calls per year for dust control or to add gravel to the road surface.

During the joint City Council meeting with the City of Nowthen there was discussion about the sharing or swapping of services with them. Staff will continue to look for opportunities when they present themselves.

Funding Source:

General Fund -Street maintenance contracted services 0311

Staff Recommendation:

Continue to eliminate dirt roads when development opportunities present themselves and resources are available to help residents with assessments.

Committee Action:

Based on discussion

City Administrator Ulrich added for the transition policy is to stop the service first and tell people they are responsible for shoveling their sidewalk if they want to but we will not enforce it. Stopping that service will create some neighborhood pure pressure to shovel those walks, then phase in heavy handed implementation and maybe two to three years down the line see how it works.

Consensus of the Committee is for townhome developments to maintain their own sidewalks.

Case #5.3: RFP for Parking Ramp and Parking Lot Snow Removal at the Municipal Center

Street Supervisor Remer is asking for going out for RFP's for snow removal of the parking ramp and the three parking lots at the municipal center. City maintenance staff would still do the sidewalks around the municipal center.

Street Supervisor Riemer also wanted the Committee to know that as part of the contract the parking ramp would need to be done by 5am for the bus service.

Motion by Councilmember Elvig, second by Chairperson McGlone to recommend RFP for contracted snow removal services for municipal parking ramp and parking lot at the municipal center.

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

Case #5.4: Review Dirt Road Elimination Policy

Public Works Street Supervisor Riemer reviewed the staff report and stated that we are down to about 1.5 miles of dirt road. Of the two that require the most maintenance is Xenolith Street on the north end of town and Beatty Avenue on the south end of town, both have bad drainage and gets numerous request for grading and maintenance in these areas. He stated if we were to continue with the policy these would be the two areas he would like to see concentrated on if possible. He also explained it takes about 3.5 hours to do all the dirt roads in our system. Staff is asking for prioritizing the streets if we were to continue with this program

Councilmember Elvig wants clarification that the policy is if they want to petition the City would put 50% in to create incentive and asked if any of these people have come forward.

Councilmember McGlone stated asked if we were going to go ahead and initiate a road project are these already listed in our CIP. If we are talking policy perhaps as part of our policy is to add these to our CIP and may have a different funding in the future.

Councilmember Backous asked does that require a letter to those residents,

Street Supervisor Riemer stated that staff just wanted to make the Committee aware that those roads are out there and is asking if there is any priority.

City Administrator Ulrich summarized from the discussion that the letter referred to would just be a reminder to those residents that the City does have a dirt road policy and we will pay half, this is the existing policy, if there is any urgency or incentive to that then a petition would need to be brought forward.

Chairperson McGlone would like to see these projects put on the CIP.

Street Supervisor Reimer stated right now it is coming out of the street overlay and sealcoat projects.

Public Works Director Olson stated there is so much to discuss in regards to the street reconstruction issue that is whether we contribute anything, whether still require assessments or a portion of, whether we pick up the first paving. If we do that we have to think about other things. He does feel that it would be a good idea to notify people that we are coming to a close on our gravel and dirt roads and this program is currently out there.

Staff is asking to eliminate dirt roads when development opportunities present itself.

Consensus of Committee is to continue in this direction.

Case #5.5: Update on Anoka County Access Spacing Guidelines that Determine Locations for Hard Channelization

Public Works Director Olson reviewed the staff report and opened it up for discussion.

Chairperson McGlone asked if we are currently working with Anoka and other communities to address these things with the County.

Public Works Director Olson responded not over our change spacing guidelines. The last time this was discussed staff was asked to look into two specific areas. One was Bunker Lake Boulevard and Highway 47 and as a result of the joint meeting with the City of Anoka, they agreed to take the lead on this. The other area was Sunfish Lake Boulevard near Highway 10. Staff has met with the property owners and we agreed to contribute to the cost, because there was uncertainty to what the solution was, there was uncertainty that we could contribute to a certain amount. This prompted the property owners to go to Anoka County and the County Engineers have agreed to send a memo defining their stands on the project and staff is still waiting for that memo.

COMMITTEE INPUT

Public Works Director Olson gave an update on the following projects:

Updates on Street Maintenance Program is on tonight's Special City Council Meeting.
Update on Bunker Lake Blvd and 83 signalization continues and they are running sewer on the west side of Armstrong Boulevard.