

EAST BETHEL ROAD COMMISSION MEETING

March 11, 2014

The East Bethel Road Commission met on March 11, 2014 at 6:30 P.M at the East Bethel City Hall for their regular monthly meeting.

MEMBERS PRESENT: Lori Pierson-Kolodzienski Deny Murphy Jeff Jensen Kathy Paavola
Al Thunberg Roger Virta

MEMBERS EXCUSED:

ALSO PRESENT: Jack Davis, City Administrator
Tim Harrington, City Council Member

Adopt Agenda **Pierson-Kolodzienski motioned to adopt the agenda as submitted. Murphy seconded; all in favor, motion carries unanimously.**

Election of Vice-Chairperson Jensen volunteered to be vice-chairperson. **Pierson-Kolodzienski motioned to nominate Jensen as vice-chairperson. Thunberg seconded; all in favor, motion carries unanimously.**

Approve – February 11, 2014 Meeting Minutes Paavola didn't see any changes needing to be made.
Jensen motioned to table the minutes. Thunberg seconded; all in favor, motion carries unanimously.

Roads Financial Information Everything looks really good so far, but we have exhausted our overtime budget. We expected that. The fuels line item, it is a little misleading. It lags a month behind. That will not be reflected until the next month. Paavola asked if that was because of the extra plowing. Davis said that is correct. The amount of plowing increases the maintenance costs. With the snow season coming to an end the maintenance costs should level out.

2014 Joint Powers Agreement (JPA) Street Maintenance Projects Bid Results Consider approving bid results for the 2014 JPA Street Maintenance Projects and recommending project acceptance to City Council
The following projects were recommended to bid as part of the 2014 JPA Street Maintenance program. These projects have been identified in the 2014-2018 Street Capital Improvement Plan (CIP).

1. Seal coat 65,000 sq yds of City streets including Washington St and 7th St, Monroe St and 238th Ln, 235th Ave, 231st Ln, Buchanan St, Taylor St, 229th Ln, Goodhue St, and Davenport St
2. Crack-seal 100,000 LF as part of the annual street maintenance program. Crack sealing will be performed prior to any seal coating applications.
3. 150,000 LF of striping to be determined.

The estimated budget for seal coating, crack sealing and striping the above listed streets was \$299,000. These projects will be funded from the Street Capital Fund as identified in the 2014-2018 Capital Improvement Plan and the 2014 Street Maintenance Budget.

The awarded bids were as follows:

Trap rock, 65,000 SY @ \$0.81/SY	\$52,650.00
CRS-2 Oil, 18,200 Gals @ \$2.12/Gal	\$38,584.00
Crack Sealing, 100,000' @ \$0.66/LF	\$66,000.00
Striping, 150,000' @ \$0.058/LF	\$ 8,671.88
Contingency (5%)	\$ 8,295.25
Inspection Services	\$ 2,000.00
Administrative Cost (1.5%)	<u>\$ 2,613.00</u>
Total Project Cost	\$178,814.13

The total project cost will provide an estimated surplus of \$120,185.87 that will remain in the Street Capital Fund.

Recommend to City Council acceptance of the bids and the project be awarded as outlined.

Davis talked to Ayshford if there were any other maintenance items that could be covered. In his opinion there was none. The monies will remain for other projects.

Virta motioned to recommend to City Council acceptance of the bids and the project be awarded as outlined. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.

Virta wanted to know why we came in so much lower than expected. Davis maybe because we were too conservative on our cost estimates or the costs came down. Virta said it is good news.

Viking Blvd
Concrete
Overlay
Project

Beginning in summer of 2014, the Anoka County Highway Department is planning a road improvement project for Viking Blvd. The purpose of this project is to resurface CSAH 22 (Viking Boulevard) between the BNSF Railroad crossing and 1000' east of University Avenue. This will be a concrete white-topping project, meaning that the proposed surface will be 6 inches of concrete atop the existing bituminous surface. Variable milling between 0 and 4 inches will smooth out the existing profile.

Within the project limits, a few improvements will be added to this stretch of road. Similar to the improvements at Jackson St NE and CSAH 22 on the 2013 white topping project, opposing left turn lanes will be added at the intersection of CSAH 22 and University Avenue. More improvements will take place within the Oak Grove City limits including closing off one access location and adding bypass lanes. Because this is a road resurfacing and not a reconstruction, the existing road location will not change and no realignment will take place around Swan Lake.

Viking Blvd will be closed to through traffic for the majority of the project with most of the closure time taking place in the months of July and August. Local traffic will be maintained to the residences along Viking Blvd throughout the project.

Davis said the detour route has not been announced. Typically Anoka County keeps the detour routes on County Roads. It would be Constance to 237th to County Road 9 back to Viking. Some people will use 186th Avenue coming out on fifth street, near Norsland Manner. We will work with the Sheriff's Department to have some patrols. This is an area of concern we are worried about. Hopefully Ayshford will have information on the detour at the next meeting. He said Sims and 221st don't go all the way through as a County Road. The only detours are farther north and south. We feel there will be short cutting once people figure out that route.

MSA Project Funding and Planning

Begin discussion of Municipal State Aid (MSA) project priorities and funding

At the March 5, 2014 City Council Meeting the East Bethel City Council voted to suspend the Johnson St Construction Project from 215th Ave to 221st Ave. Initially, the City received notice from MnDOT that a maximum grant amount would be awarded but after review from other offices at MnDOT, it was decided that only a portion of the project was eligible.

Because of this decision, the City can look at other MSA projects to include on its Capital Improvement Plan. The current balance in the MSA fund available to the City is approximately \$1,188,675. Currently, the only MSA project in the planning phase is the reconstruction of Lincoln Dr, Laurel Road, and 185th Ave and has an estimated budget of \$700,000. This project is being planned for bidding and construction during the summer of 2014.

Staff has been looking at ways to improve the road system, access points, and availability of developable land with access to sewer and water in the municipal services area along TH 65 and Viking Blvd. Two possible projects include providing an additional access road to the Classic/Sauter Commercial Parks to relieve some congestion at the 187th Ave/TH 65 intersection and upgrading the service road on the east side of TH 65 along with providing water and sewer service. Attachment 8.5 is an estimate for reconstructing the east side service road along with installing the water and sewer services. Only the road portion of that project would be eligible for funding from the MSA account. Other possible funding options to consider for that project could include applying for a Cooperative Agreement and Access Closure Grant from MnDOT and/or allocating funding from other sources with the City's budget (Street Capital, EDA, etc).

Staff is seeking input from the Road Commission on which projects to prioritize and add to the MSA Capital Improvement plan for the next 5 years.

Possible items up for addition to the MSA CIP include;

1. 189th Ave (attach 8.1-8.4)
2. East Side Service Road (attach 8.5, approx \$2,170,000 with only \$785,160 eligible for MSA funding)
3. Davenport Street from 209th up to and including 213th Ave (3/4 mile approx \$550,000)
4. 181st Ave from TH 65 to Jackson St (3/4 mile with the cooperation of Ham Lake approx \$600,00)
5. University Ave from Sims road to 221st Ave (1 mile with the cooperation of Oak Grove approx \$825,000)
6. Klondike Dr (Gravel 1 3/4 mile approx \$1,500,000-\$2,000,000)

The 189th Street project is one that has been listed on our plan for a number of years. It would connect 187th Street back over to Jackson. It could also be connected over to Viking Boulevard. It would also give a second exit and entrance to the Classic Commercial Park. There are a number of big travel businesses in there – the theater, the bank, Aggressive Hydraulics, and Shaw Trucking. There have been blockages not allowing people in there. It would be great for public safety. You could find a way in there for a fire truck. What is being proposed? Here is the theater and Aggressive Hydraulics. It would tie back into Viking Boulevard. It would go along the peat area. It would serve no other properties for development. There are three routes – the second route is a swamp route. It does tie into Viking Boulevard. This isn't the best investment for the dollar. The third route is the traditional route, come off of 187th Lane, go north behind Aggressive Hydraulics, then go toward Jackson Street. There would need to be right of way acquired. The fourth route is a modification, it would be to take the street straight across and go through the ponds. It would shorten the street by 600 feet. It would eliminate a stop. The fifth would bring back to Viking Boulevard along Jackson. It would be least expensive. The question here is how much traffic would we be dumping on Jackson Street. It would be primarily truck traffic. They might find it is a better way in and out. Jackson is one of our main arterial streets. He estimates it will cost about \$1 million. It could be less we might be less if we get the right of way donated. We would want to run the water line on the portion of the road that is being completed and it would be looped then. We might also want to put in the sewer and water also. If we are looking at 189th, we should look at back to Jackson.

Across from the theater, the east side business extension. There are seventeen businesses over there. The service road is in bad shape. The City doesn't have any right of way there. The easement is about 40 feet deep. We have talked to MnDot of us sharing right of way there.

Another MSA project is the Davenport extension. It is where you turn in to go to the ice arena and go north behind flex fitness.

The other street is 181st Avenue between Jackson and Hwy 65. We share this as a border street with Ham Lake. They would do it as a joint project. We would have to align when we both have MSA monies.

Another would be University, coordinated with Oak Grove.

The final street is our old time favorite Klondike. It definitely needs resurfacing and paving. It is a nice cross connector. There are very few residents along that road. The cost to do that road is \$1.5 – \$2 million. It may be more, because there might be a section that needs to be urban. We did some core drillings there. The peat depths weren't as bad as we thought, but some of them were.

Those are the streets. No decision needs to be made tonight. He did want to point out the 189th Street project. Maybe we could use funds in the sewer and stimulate more development. Thunberg thinks we should try to spend the money along 189th. This route you have up, compared to the right and left turn. He isn't sure what the land is like. You would have land on both sides of the road that would be available for development. They are all residential lots. There is a small piece of property that is developable. Some areas are classified as wetlands and in the flood plain. The other developable properties were

pointed out. It is not to say it couldn't be redeveloped at some time. It would be fairly expensive property, since there are homes on the sites. This road would open up 80 acres for development. We did talk to the church about a project. If we did extend the water, we could extend it about 4,000 feet. The total water and sewer would add \$800,000 to the project on the new road. If only a portion of the water project, it would \$300,000. Sewer is the more expensive part of this project. The road would be about \$1 million. We have \$700,000 in our Street Capitol fund. We also have some more MSA funds, due to the lag in getting Laurel, Lincoln project. We may have \$500,000 in our MSA fund. We might have enough funding to due a project of this nature. Thunberg asked where the sewer and water funds would come from. Davis said it could come from the Street Capital fund. Virta said dumping the additional traffic to Jackson, all the way from County Road 22 to 181st is all residential. The notion of developing the roads in that area to get in development to help pay off the bonds. We have to consider that people have lived there for a long time. We are going to dump truck traffic on to that road. It wouldn't be a very desirable outcome. Virta said his preference is the options that come out on Viking. In the case of the one that goes by the church property. It opens the church property up for development. It also opens it up from access on County Roads 22. Those are my first shots at the proposal. Do we have dollar figures on this?

Davis said that is why he talked about traffic considerations. Doing some of the other routes will be more expensive. One we have to go over water. The cost, you can figure the road in at \$300-\$400 foot. It could add about \$300,000-\$400,000 to the project. If these were developed it would probably be light industrial for the whole area. There would be up to four industrial sites. Regardless what we do with this connection, if we didn't do this one. The senior housing will have the ability to dump traffic out onto Jackson. He recommended having traffic studies done to find out impact. Virta said if the goal is to find an alternative, what about going down to 181st. Davis said they looked at some routes south, but their land would be more expensive. We have a 40-acre parcel that is still to be developed that would be a right in and right out only. These are the projects we had some information on.

Thunberg asked if MnDot would get another right in and right out. Davis said we would have to talk to them. Long range we would like to investigate the possibility of a traffic light in the area. It would improve access to the east and west side. There is 300 acres of land on the east side that could be developed. We do have sewer access. That is an important consideration for a traffic light. We will probably need assistance in getting the light, political. MnDOT isn't probably interested in adding a light, but there is precedence on this since they were going to install it a few years ago. He knows that no one wants a traffic light on Hwy 65. It is a safety issue.

Harrington asked if we are going to have any issue with the County. Davis said no. We have one access. It would tie in well with Viking Preserve. The County did give us two accesses on the other property on the north side of Hwy 65. He doesn't think it will be a problem with the County. Virta said there is already a connection near the other property. Davis said an East Bethel property owns this property. They have a turn lane and full access at this point and a right in and right out. Virta said we looked at a housing development for Shaw, where is that. There are some wetlands. But the rest of it is not developable.

Harrington said he is nervous with the noise going up Jackson. People have had it quiet up

there. Virta said he always looks out for that. You're asking people to give up a lot. Davis said you are correct that is why we are not recommending one thing right now. We need some review and need to do a traffic study. This would be a major ingress/egress point. It would give you some indication on the increase on Jackson Street. There are 1,500 vehicles a day in the current traffic count. You can now take Jackson all the way to 209th Avenue. Paavola asked how long will take for the studies and more information. Davis said we need to look at other access points. Look at one or two. We will do some information on the top two traffic counts. Either way this project is one to two years out. We need to start looking and planning for it.

Murphy said there is obviously limited information. Dumping out onto Jackson is the best bang for your buck. We have so much invested in the area. Davis said if this is the selected route, we could limit that route some ways. At least going south. Which is probably what they would do. If you went south, you would have to weave around down to Crosstown. He thinks most traffic would go north to access the traffic lights. He just wanted to review and at the next meeting we will quantify and make a better recommendation.

Paavola wanted to know how the plans for Laurel, Longfellow are doing. Davis said we are waiting on the closure of two pieces of property. The Engineer is trying to get them finalized. We can get it bid in the next two months and the project will be done later this summer.

Harrington said could we break up Klondike into a few projects. Davis said that is possible. The area from Hwy 65 to Palisade is the area with the most traffic – primarily because of the gun club and the disc golf. When they did the project on County Road 22 a few years ago that became the shortcut. That road took a pounding. Typically it is 300 cars per day and went up to 1,500. Jensen said it is tough to spend \$2 million dollars on a cut-through. Davis said it has also been suggested that the project could be assessed. Previously we haven't assessed MSA projects. Maybe not the whole amount but a portion of it. We might look at how to maximize our dollars.

Council Report

Harrington said he is looking forward to working with the commission. This last Council meeting the project got shot down. We are going to keep the easements. We purchased a new John Deere mower and the cost was \$43,000. We did the 2013 financial report. The finance director said we have \$359,000 in excess revenues. City Council went through the emergency operations plan. Arbor Day is April 26. They are applying for some grants. April 24 is the Town Hall meeting.

They are looking at amending fees for the ice arena. If they want to keep it, or what they want to do with it. Davis said the ice arena is in the black for the first time. However we subsidized the arena fund with cell phone tower funds. We want to make the ice arena self-sufficient. His goal is to have the ice arena cash flow out. This year if we remove the lease payment, we would be about \$20,000 short. At the last meeting we increased the rental cost to the same as Andover's. We also working on a management contract for the ice arena, there will be incentives to get better performance. St. Francis Hockey was very interested in purchasing, but he didn't think they had the funds. We are selling about 90% of the ice time. He is going to recommend lowering the non-prime time hours. Prime time hours are in the evening and also all day Saturday and Sunday. We generally take the ice out at the end of February unless a team will be in the State Hockey tournament. We are

too far north to get some of the things Blaine hockey arenas get. We have rented it out to soccer and lacrosse teams. Two years ago when it was very warm, that further pushed people away from renting it for dry use. The management needs someone more aggressive. Murphy said we have been waiting for them to come to us. Davis said that has to be marketed more aggressively. There is no air conditioning. We have a beauty pageant in there for Booster Days. There are opportunities for it.

Pierson-Kolodzienski said she saw reports that ice arenas will have to make changes. Davis said we don't use an R22 system. We use Ethylene Glycol. We do have the original Zamboni since 1996, and it will have to be replaced. There will probably need to be new refrigerant equipment. The bathrooms there are old and antiquated. There will probably need to be renovations of the facility. Murphy said since it has always been unprofitable. Why didn't we push it over? Davis said a few people donated money, took out second mortgages, and donations. When they did the project they realized they had bit off more than they could chew. They donated it all to the City. The construction cost was \$1.5 million. That was high then. The City operated the facility with City staff until 2006. It was such a labor-intensive operation. The City contracted the management out for two years to the National Sports Center. They had the right to renew and decided to not renew. Since then we have been working Gibson Management. There are several other issues. The youth hockey association says their teams are declining. The location of the facility is a problem. There is no air conditioning. We did think of keeping the ice up until March. We could rent it for elite use. The youth hockey association and St. Francis are probably interested in building a facility in St. Francis. We can operate it in the black for the next three to five years, if we have good management. If the St. Francis moved and then we could sell the property. The value of an ice rink is not much. There are 20,000 square feet of open space and another 14,000 of office space.

Jensen said about moving the Sheriff's Department to that location. Davis said there is really no room there. The only other storage area in there is the Zamboni and the pit. Jensen said it would be easy to take the hockey stuff out and putting a garage door in there. Davis said we have a four-stall garage here in this building that would help give Ayshford more room. Jensen it would help with all the squad cars parked.

Harrington said Booster Days fundraiser at the ice arena on March 22 from 1-4 p.m.

Adjourn

Pierson-Kolodzienski motioned for adjournment. Jensen seconded; all in favor, motion carries. Meeting was adjourned at 7:40 p.m.

Respectfully submitted,
Jill Anderson
Recording Secretary