

EAST BETHEL ROAD COMMISSION MEETING

April 14th, 2015

The East Bethel Road Commission met on April 14, 2015 at 6:30 P.M at the East Bethel City Hall for their regular monthly meeting.

MEMBERS PRESENT: Lori Pierson-Kolodzienski Kathy Paavola Dennis Murphy
 Roger Virta Daniel Nowack

MEMBERS EXCUSED: Al Thunberg, Jeff Jensen

ALSO PRESENT: Nate Ayshford, Public Works Director
 Tom Ronning, City Council Member

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

Approve **Ms Pierson-Kolodzienski motioned to approve the minutes as written.** Mr Virta
March 10, abstained as he was not at the meeting in March. **Mr Nowack seconded; all in favor,**
2015 Meeting **motion carried unanimously.**
Minutes

Roads Members reviewed the financial statements for Fiscal Year 2015. (Attachment 4.1)
Financial
Information & Mr Virta asked how the projected budget for the winter months compared to actual costs.
Roads Capital Mr Ayshford reported that there were funds remaining due to less need for salt and snow
Funds plowing. The remaining money is returned to the General Fund at the end of the fiscal
Summary year. He also stated that with the salt shed full, the department is well set for the next
 winter season as well.

Mr Ayshford stated that much of the budget for the department is dependent on the weather. Fuel, overtime, truck repair and maintenance all increase in years with heavy snow and ice.

Proposed City staff has been directed to consider closing 209th Ave west of TH 65 across from the
Closure of Ice Arena. There are no outlets and no buildings or residences that use the road for
209th Avenue access. Dumping of appliances, tires and garbage has become an issue on the back
 stretches of the road.

Staff is seeking input from the Road Commission on the issue. Closing the road would require purchasing class 3 barricades to either place or permanently mount through the asphalt. Access could still be achieved by driving around the barricades because the area is relatively flat and sandy, but would make it more difficult.

Mr Ayshford reported that his department has been going out almost monthly to clean up the area. The road is an MSA (state aid) road and was built with future development of the area in mind. Any barricades placed will need to be moved periodically to allow access and permanently if development begins in the area.

Mr Murphy questioned where the request for the barricades originated. The City Administrator has received concerns about the area and trying to prevent or at least

reduce access seems the best way at present to keep people from dumping there.

Mr Nowack stated that he had driven through the area and was concerned about what appears to be an abandoned building on the northwest corner of the intersection of 209th and Hwy 65. He noted that the building above ground appears to be near collapse but there are stairs leading below ground that appear to be open for use. Mr Ayshford will report this to the Building Department for review.

Mr Ronning shared his concern that people might dump hazardous waste in the area if they are not prevented from doing so. Members agreed that this was an important consideration.

Mr Nowack noted that if the road is closed it would require less labor to clean up and less plowing in the winter months, possibly saving the City some money. The barriers would be installed by the City. Mr Ayshford noted that law enforcement vehicles sometimes park on 209th Ave just off of Highway 65 to monitor traffic. He stated the barriers would be set back far enough so that this practice could continue.

Mr Nowack asked about using concrete or “Jersey” barriers instead of the proposed barricades. This was considered a better option as they might be more effective in stopping people from entering and it would be easy to move the barriers with a bobcat when needed.

Mr Nowack made a motion to recommend installation of Jersey barriers to prevent access to 209th Ave to the City Council. Ms Pierson-Kolodzienski seconded; all in favor, motion carried unanimously.

Mr Virta suggested that the situation be monitored once the barriers are in place to see if they prevent the dumping in that area.

**2016-2020
Roads Capital
Improvement
Planning (CIP)**

The Road Commission continued the planning process for the Municipal State Aid and Street Capital Improvement Plans.

The Roads Commission prepares a Capital Improvement Plan annually which updates projected projects, evaluates priorities and establishes funding for these works for the coming year and for each of the subsequent years for a five year period. This plan is presented to City Council for their approval and use for preparing the coming year’s budget.

A draft of the 2016-2020 Roads CIP is Attachment 6.1. It is based on discussions from the March Road Commission meeting. Members discussed projects listed for 2016 and reviewed those proposed for future years, prioritizing as appropriate. Other projects could be added and existing ones could be deleted if deemed necessary by the members.

**Municipal State
Aid (MSA)
Fund**

The current available funds in the MSA account are approximately \$1,539,456. The reconstruction of Lincoln, Laurel, and 185th Ave planned for the summer of 2015 has an estimated cost of around \$700,000 leaving \$839,456 for use on future projects. This amount does not include the option of advance funding future MSA amounts.

Possible items for addition to the MSA CIP include;

1. 189th Ave (or other access to Classic/Sauter Commercial Park)
2. East Side Service Road (approx \$2,170,000)
3. Davenport Street from 209th up to and including 213th Ave (3/4 mile approx \$600,000)
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 ¾ mile approx \$1,500,000-\$2,000,000)

The beginning balance for the MSA Fund in 2016 is expected to be approximately \$855,000. The \$603,199 expected for this year has already been received. MnDOT has stated that the City is eligible for a Highway Safety Improvement Program (HSIP) grant of \$1 million to be used for the North and South Service Road projects. The first phase of the project is scheduled for 2016.

It is possible that the fund could gain another \$700,000 through a Cooperative Agreement Grant that the City has used before on the Johnson St service road and the service road on the east side of Highway 65.

Mr Ayshford reported that based on earlier discussions with MnDOT the City might be eligible for these funds. However, this would require the City to agree to eliminate or limit at least one access point to Highway 65.

There are no projects currently scheduled for 2017 but the second phase of the service road project on the west side of Highway 65 is planned for 2018 with the same proposed funding from the MSA account.

Mr Ayshford noted that the Service Road project was discussed at the breakfast meeting held recently with the East Bethel Chamber of Commerce. The recommendation for the 189th Ave/Taylor St Service Road project may yet have to be changed. The City is having problems with Right of Way acquisition for the project.

The alternative plan is to extend Buchanan Street north to Viking Blvd. but there are issues with this proposal as well. Due to the wetland area on that route an option might be to use shredded tires or other lightweight fill to “float” the road through that section. Mr Ayshford has discussed this with Anoka County staff who have used this method on some of their roads.

Ms Pierson-Kolodzienski related that she had worked on a project of this type in Oak Grove on 221st going towards Round Lake Blvd. Ham Lake also has a small section of road that was done using this method. The process involves wrapping shredded tires or other lightweight fill in a geotextile and placing it below the road surface. Sand is backfilled over the top and then covered with aggregate and finally an asphalt base and wear course.

The cost of extending Buchanan St is about the same as the cost for following 189th and extending Taylor St north but there is ¼ mile less road with the Buchanan option. The

Buchanan option also does not open up as much land for potential development as the Taylor St option.

Mr Nowack asked about a potential grocery store he had heard about and where it might be located. Mr Ayshford explained that the store and other development has been discussed at the northwest corner of the intersection of Hwy 65 and Viking Blvd but no plans have been presented to the City.

Mr Murphy commented that after so many years of seeing so many road failures going over soft ground, pursuing the extension of Buchanan Street to Viking Blvd did not seem to be the best option. He stated that “floating” the road sounded a little bit experimental when the traffic would include heavy trucks using that road. Mr Ayshford related that Anoka County used the process on Hanson Blvd two years ago and on Hwy 14 near Centerville near Rice Creek Park.

Mr Nowack asked if the current status is “settling” for the Buchanan Street option because of the difficulties in procuring Right of Way or are there other reasons that the option has become more preferable than the Taylor Street option. Mr Ayshford stated that there are pros and cons for each option.

Buchanan Street

- closer to Hwy 65 and more easily identified as a service road and easier to navigate
- would line up with the possible future service roads extending north to Klondike.
- a future project continuing Buchanan St. south would make it a straight line from 181st to Klondike eventually and easier to find businesses along the road.

Taylor Street

- could open more areas for development
- more stable soils

Mr Virta asked how much area would be available for development along the Taylor Street option. He stated that one of the driving forces behind the service road project has been safety and making a better way to access businesses without turning directly off of or trying to enter directly onto Hwy 65. Another goal is to increase development in the area that is served by sewer and water which is a priority to pay off the bonds. Mr Virta also stated that he agreed with Mr Murphy’s concerns about floating the road. He suggested a review from an engineer or other expert who have more expertise and can provide information more specific to the exact area of the proposed road.

Mr Ronning suggested that seeking input from a contractor or from a well company might also be helpful in making the decision on which option is best for the service road project.

Ms Paavola suggested it might be helpful to have expert input and cost comparisons for all three types. Mr Nowack suggested getting boring data as well. Boring in other wetlands in the surrounding areas went down 35 feet without hitting bottom so it is assumed that if the road is put in, it will have to float.

Mr Ayshford related that the actual work on the first phase of the service road project won’t begin for a year or so and plans can change a fair amount between now and then.

He stated the Commission needs to recommend any changes to the CIP but there will continue to be discussions about the service road project as more information comes in. Mr Virta commented that he felt the plans for the service roads are getting a lot better than what was started last year using Jackson St as an outlet. He added it is a much more comprehensive long-term plan.

Reconstruction of 181st in 2019 is dependent on coordination with Ham Lake but this is a low priority for them. Mr Ayshford noted that the area around Hwy 65 and 181st has many options for development and MnDOT has stated that there is now a possibility of a traffic light at this intersection if there is enough traffic turning there. This may require closing the entrance to Hwy 65 via 187th. This may also increase interest in Ham Lake to work on improving 181st.

The East Side Service Road is projected for 2020. The CIP as proposed delays some projects like University Ave, Davenport and Klondike and it moves to a negative balance in 2020 which would require advanced funding. Mr Virta related that it made sense to put effort into the area around 181st with more potential for development and delay the other projects for later years.

Street Capital Fund

Members reviewed the proposed plan for projects under the Street Capital Fund. The beginning balance is \$573,293 with some funds carried over from previous years and the funds transferred in from the General Fund.

Funding in 2016 is projected for overlays on streets in the Whispering Oaks neighborhood. These roads appear to be in the worst shape. For 2017 two sealcoats are proposed for the neighborhoods off of 209th Ave behind the post office. East and West Hidden Haven and Cedarbrook neighborhoods are scheduled for sealcoats in 2018. No projects are proposed for 2019 or 2020 on the draft CIP.

Mr Nowack asked about 221st Street and the tree cutting beside the road. Mr Ayshford explained that 221st is an Anoka County road and they plan to overlay it this summer. The county has been removing trees along the sides of all roads as a “clear zone” to prevent any obstructions to line of sight and hopefully prevent more accidents. He is hoping that they will overlay East Bethel Blvd and County 24 west of Cooper’s Corner soon.

Members agreed to add two projects left off the MSA fund proposal to the Street Capital Fund proposal. Mr Ayshford will make those changes to the approved Roads CIP and present it to City Council.

Ms Pierson-Kolodzienski made a motion for the addition of the Davenport Street project to 2019 and the University Avenue project to 2020 on the Street Capital Fund proposal and to approve the Roads CIP. Mr Murphy seconded; all in favor, motion carried unanimously.

Council Report

Mr. Ronning reported that the Council approved refinancing for the city’s 2010A Bonds for a potential savings of over one million dollars. The 2014 audit was unanimously accepted with assets exceeding liabilities by more than 32 million dollars. They approved an MOU for the Viking Preserve housing development and the contract for the cell tower with Verizon.

Other Business Mr Ayshford reported that the bids were opened for Class 5 and came in about 50 cents/ton cheaper this year. The Nordin Estates drainage project bid came in at \$53,000, which was also lower than anticipated.

Mr Murphy asked about the area where Zumbrota St and Xylite St come together, near the entrance to the Sand Hill Crane area. He wondered if the City and/or County were working on something there. Mr Ayshford explained that the section is owned by the County and the City is part of the management group. There was Oak Wilt in the area and they had to remove all the trees and put in a trench to try to prevent further spread. Nothing else is planned for that area at this time.

The Road tour is planned for the June Road Commission meeting.

Adjourn **Ms. Pierson-Kolodzienski motioned for adjournment. Mr Murphy seconded; all in favor, motion carried. Meeting was adjourned at 7:40 p.m.**

Respectfully submitted,
Susan Lori Irons
Recording Secretary

Attachments:

- 2.1) Agenda for March 10, 2015 Road Commission Meeting
- 3.1) Minutes of February 10, 2015 Road Commission Meeting
- 4.1) Fiscal Year-to-date Financial Reports
- 5.1) 209th Avenue Location Map
- 6.1) Draft 2016-2020 MSA and Street Capital CIP