

EAST BETHEL ROAD COMMISSION MEETING

March 12, 2013

The East Bethel Road Commission met on March 12, 2013 at 6:30 P.M at the East Bethel City Hall for their regular monthly meeting.

MEMBERS PRESENT: Deny Murphy Kathy Paavola Jeff Jensen Tim Harrington
Lori Pierson-Kolodzienski

MEMBERS EXCUSED: Roger Virta Al Thunberg

ALSO PRESENT: Nate Ayshford, Public Works Manager
Bob DeRoche, City Council Member

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

Approve – February 12, 2013 Meeting Minutes

DeRoche had the following changes.

Page 4, last paragraph, We couldn't get the east side completed should be changed to we couldn't get the easements to start the project. We the Council decided to put the application in, really was not a Council decision, it was the Administrator and the City Engineer that put it in.

Page 5, sixth paragraph down, last sentence, he had some discussions with Commissioners today, add in Anoka County in there. The whole conversation was talking about the Anoka County commissioners.

Page 6, sixth paragraph last sentence is confusing. Jensen said do you want to strike it. Sentence was stricken.

Jensen had one on the very front of the page, right after the election, Hanson should be changed to Jensen. He has been the chair a couple of times.

Paavola motioned to approve the February 12, 2013 minutes with changes. Pierson-Kolodzienski seconded; all in favor, motion carries.

Roads Financial Information

Operations budget, Ayshford asked if anyone have any questions. We have had a few overtime plow operations. There is not a lot of money budgeted for that. It was asked if we are still good on the salt and sand? Ayshford said we have just taken our last shipment, and our shed is full. The truck bid date was pushed backed to May 1. It will be a tight fit getting it in by the end of the year. We have a quote from Towmaster, Aspen and J Craft.

Ayshford asked what does Fridley go with? The last five or six have been Towmaster. They are real heavy duty. They cost is a little bit more, but they are built better.

Street capitol funds Ayshford advised not a lot has gone on this year, there is not much to report in there also.

2013 Joint Powers Agreement (JPA) Street Maintenance Projects

Consider approving and recommending to City Council the street maintenance quantities based on summary of bids for the 2013 JPA Street Maintenance Projects as part of the North Metro Street Maintenance Program

Background Information:

The following projects were recommended to bid as part of the 2013 JPA Street Maintenance program. These projects have been identified in the 2013-2017 Street Capital Improvement Plan (CIP).

1. Seal coat 65,000 sq yds of City streets including Breezy Point Dr, Edmar Lane, Vickers St, Yalta St & 189th Ave, 191st Ave, East Front Blvd & 195th Ave, Jamestown St & 196th Ave, Staples St, and Waconia 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. 55,000 LF of striping to be determined.

The estimated budget for seal coating, crack sealing and striping the above listed streets was \$230,300. These projects will be funded from the Street Capital Fund as identified in the 2013-2017 Capital Improvement Plan and the 2013 Street Maintenance Budget.

The awarded bids were as follows:

Aggregate, 65,000 SY @ \$0.58/SY	\$37,700.00
CRS-2 Oil, 18,200 Gals @ \$2.55/Gal	\$46,410.00
Crack Sealing, 100,000' @ \$0.63/LF	\$63,000.00
Striping, 55,000' @ \$0.052/LF	\$ 3,317.19
Contingency (5%)	\$ 7,521.35
Tax (6.875%)	\$10,858.95
Administrative Cost (1.5%)	<u>\$ 2,547.10</u>
Total Project Cost	\$172,354.59

The total project cost will provide an estimated surplus of \$57,946.

The surplus money could remain in the Street Capital Improvement Fund and used in subsequent years or the project quantities can be increased for 2013. If project quantities were to be increased staff recommends increasing the crack-sealing portion to 150,000 linear feet. The cost of this increase would be approximately \$31,500.

Another item staff recommends is the contracting of inspection services for the seal coat portion of the contract. Most of the member cities already use this service and staff feels the cost is well justified in the final product. The inspection services are provided by WSB Engineering and are based on an hourly rate. The cost of this service is not expected to exceed \$2,500.00.

Right now we have some our staff out there, but they are pulled away. This inspector in the past has been very knowledgeable on the topic and isn't afraid to shut them down. If the same inspector is on the job, it would be well worth it. Ayshford did talk to Ham Lake and they spent \$1,800 last year on the service. It is based on an hourly rate and is about two days worth of work.

Jensen asked if the extra monies would be left in the Road Capitol. Ayshford said yes, we did 100,000 linear feet of crack sealing last year, and 150,000 linear feet would get us in good shape.

Jensen motioned to accept the bid prices and recommends the addition of 50,000 LF of crack sealing and the contracting of inspection services for the seal coating portion of the contract and taking the remaining funds and putting it in the street capital fund. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.

2013 Class V Projects

The following streets were resurfaced as Class V projects in 2012:

- 1.) 241st Ave and London St 2,500'
- 2.) Durant St 1,975'
- 3.) 217th Ave 2,475'
- 4.) 218th Ave 2,825'
- 5.) Terrace Rd (Circle) 2,600'

The 2012 roads were the start of a new cycle of gravel road resurfacing. The initial cycle was completed in 6 years, however, with the increase in material and trucking costs and a budget that has remained the same over that timeframe, the next cycle may need to be extended out to 7-8 years.

The recommended roads for 2013 Class V resurfacing includes:

- 1.) Buchanan St 3,540'
- 2.) Quincy St 3,198'
- 3.) 216th Ave 2,424'
- 4.) 241st and London St (second) 2,500'
- 5.) 245th Ave 1,881'

\$35,000 has been budgeted in 2013 for gravel road maintenance. The costs for these projects are for material and delivery. The City conducts the grading, compaction and finishing of this material. Prior to the placement of any new class 5 material, staff will reclaim the shoulders and reshape the existing road surface.

Ayshford showed the Commission the maps showing what roads have been done. With the way the bids came in, some roads were removed from last year, and added on to this year. Quincy is a long residential street serving a lot of houses. Due to the price increase on materials all the roads were not completed as planned in 2012.

We might want to consider having some chloride application for this year. Klondike is a great example of that. Jensen asked about the millings on Klondike. What is nice about that is they hold up very good with the frost is coming out. Murphy said he has gotten a lot of good feed back on Klondike. Ayshford said it might be something we want to start looking at having budgeted. Murphy asked on the resurfacing if they could add chloride on resurfacing. You typically get one season out of the chloride application. Murphy said when it is first resurfaced, would there be no advantage to it being held in place. Ayshford said it would be the same advantage. Pierson-Kolodzienski asked where the class five would come from. Ayshford said it would be bid out this spring. Ayshford said we would continue on next spring with the rest of the streets. We might be pretty close to catching up next year. We have just under-16 miles of gravel road. Jensen wanted to know how many miles a year the City does? This year it is two and a half. He said sometimes the blade operator can spread it out pretty good, and it goes a lot further than expected.

Pierson-Kolodzienski motion approving 241st Ave, 245th Ave, 216th Ave, Quincy St, and Buchan St for Class V resurfacing projects. Jensen seconded; all in favor, motion carries.

2014-2018 Roads CIP

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 four year period. This plan is presented to City Council for their approval and use for preparing the coming year's budget.

Attached is the 2013-2017 Roads CIP. We will discuss those projects that are listed for 2014 and determine if they need to stay in their current funding year or be rearranged to reflect any changes in our roads priorities. Other projects can be added and existing ones can be deleted if there is a need for restructuring the schedule.

This planning work will need to be completed by the conclusion of our April 2013 meeting so we can get it to the City Council for budget work.

Ayshford said there is nothing planned for the MSA. This year we have quite a few that we are looking to get on the schedule including, Lincoln/Laurel, the west side frontage road. For 2014/15/16/17, we can start to think of things to plan. He knows a couple of roads will need to be addressed, such as 181st from Jackson to Hwy 65, now that it is being getting more traffic. We would have to do that in conjunction with Ham Lake. The other is the section of University Avenue between Sims Road and 221st. It is a mile section that we maintain and share with Oak Grove. Another road that comes up is Klondike, which will be a very expensive road to work on.

Jensen said basically for MSA it is finishing those and picking up the seal coat out of the Street Capitol Fund.

Ayshford said Whispering Aspens is an area we are still working on a game plan on how to attack that if it is a total reconstruct, mill overlay or patching. There are some drainage issues in that development too. The current design has the force main going behind the development. There is a lift station located hear the community center. We are looking at future existing roads as a location for the sanitary sewer.

For 2014 under Street Capitol fund, a lot of these are in the northwest portion of the City. We try to keep them grouped up when we are doing them. Jensen said are we going to let this go with your list right now. Yes, Ayshford said unless someone wants to see something changed around.

DeRoche said East Bethel Boulevard has really taken a beating. There are cones marking part of the road. Ayshford said that is a County Road and the County will be working on that road and 213th this summer.

If any one has any suggestions let Ayshford know. He will put together a draft plan for 2018. Ayshford, Davis and Jochum talked about Davenport, over behind Flex Fitness, it will probably need to be a mill and overlay. We can have the engineer work up some projections for that. Depending on what we do this year with Whispering Aspen, we might have some JPA funds left over. Murphy asked what if Whispering Aspen needs a total reconstruct? Ayshford said that would cost a lot more. The roads in there are all different widths. Initially the City wasn't planning on taking those roads over. They have thin pavement, water and sewer and concrete sidewalks in there. Murphy said if we could afford the reconstruct it would be the preferred method. But we probably can't afford that. Ayshford said we could probably tour it again this summer.

**Council
Report and
Other
Business**

Staff and the Roads Commission will discuss current issues facing the City Council with the City Council liaison, Councilmember Bob DeRoche.

DeRoche advised not much has changed. We did a Council retreat. Some people wanted to go to verbatim minutes versus summary minutes and it got voted down. Summary minutes, depends on who is writing them, could be their interpretation on what is important. Personally he likes them being transcribed verbatim.

There was talk of water park and looking into possibly getting some information for a developer going to put in a water park, convention center and hotel. He thinks this is way ahead of the game. The sewer and water area needs to develop first. He can't see why people would come here with the community centers in the cities, water parks, MOA, etc, why would people come to EB for a water park?

We have been spending time on a revolving loan fund to work with existing and new businesses - how we can help them in this situation. If you are a business along the sewer line you have to hook up. How do you draft a ordinance covering what needs to be done? This is a tough pill to swallow. He is concerned about driving businesses out and is concerned smaller businesses might be driven out. EDA brought a proposal to the last City Council meeting. It pretty much got shot down. If you have an opportunity watch the last meeting. The EDA is doing a great job but they have to understand the goals of the City is to get the development done in the sewer and water district. If a Commission makes a recommendation, doesn't meant the City Council will vote one way or the other. The

Council looks at what is in the best interest of the City. If anyone has any ideas, give them to the Council.

Jensen said instead of spreading the cost of the sewer and water through the city, it would affect the businesses by the sewer and water. DeRoche said no it would be spread across the City in 2015. The businesses within that district will have to hook up. Ayshford said a lot of people were told they have to hook up and they don't have to hook up. The City ordinance says if there is connections near you, you have to hook up. The financing charges did show they would have to hook up. DeRoche said he has been reading Met Council's website and looking at the numbers on the Community Profile. Looking at what their projections were for the City, it is pretty high.

A representative from the Met Council was at the City last Wednesday. He said they would work with us. The discussion of the new Met Council tax came up. The maps for the build outs do not show East Bethel in the area receiving the benefit, but we pay the tax.

Regarding the sewer and water district, a lot of people in the district knew and were all for it. They wanted sewer water and he doesn't think they really understood what it was going to come too. It might have been thought Ham Lake might be hooking up, or others. The bill has to be paid, plain and simple. The force main was re-bid and went from \$4 million to \$1.9 million. Part of that is due to not crossing across Hwy 65 for lift stations. Met Council is involved up to 229th and then it is East Bethel's responsibility up to the sewer plant. The money we saved on the water treatment facility has to be spent within a couple of years and has to be spent on the sewer and water infrastructure. We can't spend it on anything else.

Jensen asked if EDA has looked for a developer to come in and develop the lots. There are a number of lots left in Whispering Aspen and they will be added on to the system. Is EDA looking at getting a developer in there? DeRoche said BDM construction owns those lots in there. Ayshford said anything built in there would count towards the City SAC charges. The trailer park and those houses don't count toward the SAC. Jensen asked if the EDA would provide a tax break or incentive for development. Are there other ways they have looked into? DeRoche said Colleen Winter is doing a bang up job. We don't have a lot of money to play with and offer people. This sewer and water project has taken all of our excess money. Jensen said if the lots sold it would be a bonus. Jensen said if people come, BDM would develop. If there was a little bit of marketing that might happen.

DeRoche said believe me, there are a lot of meetings going on. There was no plan coming in. People have to understand we came in, we were handed this and asked how are you going to pay for it. How are we going to get development in? Ham Lake is developing and they don't want sewer and water. Oak Grove doesn't want sewer and water. If the money isn't there from commercial. We can't tax commercial so bad that they can't afford to come in. Met Council has the set SAC and WAC fees. We made Village Green a couple of good offers and they have declined. If they have an issue quite a few years down the road, it will be more expensive then. All of the connections are about \$4,000/\$5,000 per connection. Village Green wanted to give the City the sewer plant as part of payment, but the City doesn't want to clean it up. There are a lot of out of the box thinking going on. It is going to depend on development driven. If we can provide any sort of tax incentive. Lowering the ERUs isn't an option.

Jensen said when you go up north where there are a lot of cities that are bankrupt; there marketing is short term tax incentives. Sometimes you have to give up a dollar to make a dollar. DeRoche said we understand you have to spend money to make money. But you have to have money to spend. With Aggressive Hydraulics we worked out the TIF. Even if they left, the infrastructure is still there. There is a lot of brainstorming and the people on the EDA are pretty smart.

Jensen said we got put into a situation where it is going back to the taxpayers in a couple of years. Why don't they start looking at development? It is an option of marketing. He has a feeling we will be paying.

The golf course would be an ideal spot. Once something gets going. That was part of the idea of Aggressive Hydraulics. If someone could look and go wow, they put a lot of money into. They wouldn't put that much money into it if they didn't think it was going to work. The northwest corner is still in the works.

County Road 22 is still under construction. They were putting in the gravity sewer lines. It was asked if there was a reason they didn't close the lane left turn lane. With it not being closed has caused a lot of potential accidents. DeRoche said it is a County project.

DeRoche wondered if there are any rumors people have been hearing. A lot of that has died down. A lot of people come into City hall and they feel comfortable. We hired another building inspector. He starts on the 25th. He comes from the City of Ramsey where he was an inspector for 20 years. He doesn't remember the exact figures but the department has done a lot to take care of itself.

The new City sign will go in the end of this month, at County Road 22 and Hwy 65.

Paavola said City Street signs are missing again. Ayshford said they just put some of them up and they get stolen or vandalized.

Adjourn Pierson-Kolodzienski motioned for adjournment. Paavola seconded; all in favor, motion carries. Meeting adjourned at 7:24 p.m.

Respectfully submitted,
Jill Anderson
Recording Secretary