

PUBLIC WORKS & SAFETY COMMITTEE MEETING
Wednesday, September 7, 2011
Minutes

Call Meeting to Order

The meeting was called to order at 1:30 p.m.

Members Present

Mayor Paul Skrede, Jon Monson, Teresa Pendleton, John Menzel, Jeff Kask and City Administrator Dana Young

Members Absent

Police Chief Cory Johnson

Others Present

City Engineer David Martini, Joe Litman

Other

Deephaven Elementary School traffic plan - Paul Skrede provided an update on the newly designed traffic plan at Deephaven Elementary School. He stated that traffic moved very well yesterday morning and afternoon entering and exiting the school from Vine Hill. He stated that the first major test will be tomorrow when the Kindergartners start school. Further discussion was held on the need for additional traffic control lines by the bus entrance and the possibility of installing a passing line within the school parking area.

Swimming buoys – John Menzel asked if it would be possible for his crew to remove the swimming buoys at each beach. Paul Skrede noted that the City has agreed to keep the swimming docks at Sandy Beach and Rocky Beach in until October 1st but didn't think there would be a problem with removing the swimming buoys.

Motion by Dana Young to recommend the immediate removal of all swimming buoys at the City beaches. Seconded by John Menzel. Motion carried 5-0.

Mill & Overlay Project – Paul Skrede recommended alerting the school about the mill & overlay project currently underway on Lake Avenue, Monaltrie Avenue and Ridgewood Road. Dana Young stated that he contacted the school last week about this project.

The Public Safety Committee adjourned on a motion by Jeff Kask, seconded by John Menzel. Motion carried 5-0.

Vine Hill Bridge

City Engineer David Martini and Joe Litman were present to discuss the potential reconstruction of the Vine Hill Bridge.

Joe Litman stated that he had looked at the bridge as he drove here today and noted that the bridge was located in a great but difficult site. He stated that he believes that the condition of the bridge warrants a total reconstruction rather than renovation. He stated that the center piers and deck are in tough shape making the bridge an excellent candidate for replacement.

He stated that there are a number of funding sources to consider with this project. The first is to fund the replacement of the bridge yourself, which is impossible for most cities. The second is the Federal application process, which could be tried but funding is difficult and competitive. And the third is the State Bridge Bond Fund. He stated that he has replaced 50 bridges using State Bridge Funds. He stated that the legislature has typically allocated funds to the State Bridge Fund each year. He stated that in an ideal situation, Federal funding pays for 80% of the funding and the State Bridge Fund fills in the 20% gap, but he has seen a number of circumstances where the State Bridge Fund pays 100% of the cost when there isn't any other source of funding.

Paul Skrede asked if the LRT would be a likely source of funding due to the trail located underneath the bridge.

Joe Litman stated that it might help earn points in the application process but thought it unlikely that the LRT would have any funding for bridge replacement.

Paul Skrede asked if the City would need to submit a plan for the state to determine whether the bridge warrants total replacement or rehabilitation.

Joe Litman stated that a preliminary plan is submitted that determines whether the bridge is replaced or rehabbed. He stated that the County administers the funding regardless of the funding source. He added that he would estimate the cost of a new bridge at approximately \$1 million depending on the amount of amenities requested. He stated that the overall design of the bridge follows state aid guidelines, although there is a variance process in which an applicant can apply for relieve of the strict interpretation of the guidelines. He stated that the areas in which funding would not available is for amenities, demolition of the existing bridge, roadwork outside of the approach and engineering.

Paul Skrede stated that the Council can make a final decision regarding the extent of the amenities.

Discussion was held regarding project timelines.

Joe Litman stated that the design takes approximately 16 weeks, followed by 4 weeks of state design review, with funding approval occurring sometime after the state's review. He stated that the design cost is typically estimated at 6-8% of the construction cost.

Paul Skrede recommended that the Public Works Committee request that David Martini submit a preliminary overview to the City Council of estimated project costs and project timelines.

David Martini stated that he and Joe Litman would put together a proposal for Council review at their October 3rd meeting.

Joe Litman stated that the Council would also need to adopt a resolution prioritizing the Vine Hill Bridge for construction for submittal to Hennepin County. He stated that Hennepin County would then update their bridge replacement schedule to include Vine Hill Bridge.

Outstanding Drainage Issues – 20505 Lakeview Avenue / Bayview Court

Discussion was held on outstanding drainage issues at 20505 Lakeview Avenue, the Lakeview Avenue culvert and Bayview Court.

Crack Sealing Costs

Jeff Kask stated that he has received preliminary cost estimates on crack sealing machines from Steppe Manufacturing and Cimline in the amount of \$31,000 - \$34,000. He stated that used machines cost between \$17,000-\$21,000.

He stated that the literature suggest that crack sealing is excellent for new pavement and can extend the life of pavement by 5 years. He stated that the other benefit to the City from the purchase of a crack sealing machine is through the more efficient use of its labor force. He stated that a crack sealing machine only requires a two-person crew rather than the current 5-6 person crew that is required without the machine.

David Martini agreed that crack sealing is absolutely a worthwhile endeavor for streets.

Paul Skrede stated that he would like to have this discuss this issue with the Council to assess their potential interest in purchasing a crack sealing machine.

Adjournment

Motion to adjourn by Dana Young, seconded by John Menzel. Motion carried 5-0. The meeting adjourned at 3:17 p.m. The next regularly scheduled meeting of the Public Works & Safety Committee will be held on Wednesday, October 5, 2011.