

CITY OF SHOREWOOD
CITY COUNCIL WORK SESSION
MONDAY, MARCH 11, 2019

5755 COUNTRY CLUB ROAD
COUNCIL CHAMBERS
6:00 P.M.

AGENDA

1. CONVENE CITY COUNCIL WORK SESSION

A. Roll Call

Mayor Zerby _____
Johnson _____
Labadie _____
Siakel _____
Sundberg _____

B. Review Agenda

2. ISLAND STREET PROJECT / MINNETRISTA

City Administrator Memo

**3. DISCUSS PROPOSED CHANHASSEN WATERMAIN
EXTENSION**

Engineer Memo

4. ADJOURN



City of Shorewood Council Meeting Item

Title/Subject: Island Street Project and City of Minnetrista

Meeting Date: March 11, 2019

Prepared By: Greg Lerud, City Administrator

Reviewed By: Larry Brown, Director of Public Works

#2
MEETING TYPE WORK SESSION

Attachments: Memo from pavement management specialist Tom Wood and Quantity estimates from City Engineer

Background: As part of the pavement management program, the City has identified the Shady and Enchanted Islands roadways as needing structural improvements. These roadways had initially been discussed as a program need in previous capital improvement program discussions.

In late 2016, the City of Minnetrista commenced with design for their portion of Enchanted Lane (and other roadways). At that time, the City of Shorewood was revamping their entire CIP program. After several interruptions in the design process, the City of Minnetrista completed their design and commenced with soliciting bids on their stretch of Enchanted Lane for the 2017 construction season.

The question was discussed whether the City of Shorewood would be willing to move up the schedule with the roadways within Shorewood, ahead of what had been planned or discussed at that time. Based on those discussions, it was decided that Shorewood was not prepared to do the work on the same time line as the Minnetrista project. Certainly, there is no argument that logistically, it would have been preferable to do the entire length at the same time. However, the timing of the two projects could not be met.

As staff and the council have been working through revising its CIP, the island roads are now proposed to be reclaimed in 2019. Staff met with Minnetrista city and public works staff, after hearing concerns expressed by the Minnetrista council. The concerns were regarding the impact of the proposed construction traffic on their new roads and construction impacts to the Minnetrista residents who already experienced impacts from the Minnetrista project in 2018.

Present at that meeting with Minnetrista staff was a pavement management specialist from WSB (WSB serves as the engineering firm for both cities). During that meeting the concept of using a "Haul road fee" was discussed. That concept, along with two other

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potential remediation/compensation options are more fully explained in the attached memo from Tom Wood.

In addition to the road haul fee, the pavement management specialist said the street could be thoroughly examined prior to the start of construction, and then post construction. Areas of impact could then be corrected at the conclusion of Shorewood's project.

A third option was also presented that changes the scope of the project from a full depth reclamation (which is the city's present standard) to a "Stabilized full depth reclamation." This process involves adding special emulsified oils to the ground up structure that adds structural strength, and would reduce the amount of bituminous that would be needed to be hauled back in and placed over the new base material.

Financial or Budget Considerations: Based on the state guidelines for the road haul fee, the table below summarizes the road fee per state guidelines:

TYPE OF WORK	TOTAL ROAD HAUL FEE
Full Depth Reclamation (10,550 tons)	\$189.90
Stabilized Full Depth Reclamation (8,120 tons)	\$156.16

Based on State recommended Road Haul Fee of \$0.01 per ton per mile (1.8 miles)

This is an amount that would not be acceptable to the city if the roles were reversed. The estimated cost to conduct the pre- and post- street condition inspection is \$2,400, with an optional video of \$1,000. The cost to seal coat the length of road is estimated to be \$18,000.

Options: There are several options for the council to consider. Everything from proceeding with the project and declining any of the options, to negotiating one or more of the options with the City of Minnetrista.

Recommended Action: Staff recommends that the council provide direction staff should take with the City of Minnetrista in this manner. The goal with any proposal is to reach a final agreement and not have the cities coming back ten years from now arguing about responsibility for road issues that may develop.

Staff recommends the following proposal to the City of Minnetrista:

1. Conduct a pre- and post-construction inspection and include in the city contract with the company doing the island road work that they would make corrections as determined by the inspection. The contractor would provide the standard one-year warranty and that warranty would be extended to Minnetrista's road affected by construction.

2. When the Shorewood island roads are scheduled for sealcoating, anticipated to be four years after reclamation, that Minnetrista's portion of Enchanted Lane be seal coated at the same time, at the City of Shorewood's expense.
3. Shorewood will keep the City of Minnetrista and those Minnetrista residents who live along Enchanted informed of the construction progress, as we will with Shorewood residents.

The total cost of this proposal is anticipated to be \$20,500. That amount is 1.3% of the estimated \$1.6 million cost of proposed street project. Staff believes the proposal is a fair, generous offer to resolve any outstanding and future issues related to the timing of this construction. Staff believes that some type of arrangement is required in this circumstance because, if the roles were reversed, Shorewood would certainly expect a similar agreement. Therefore, staff is recommending that we move forward with drafting an agreement with the City of Minnetrista to this effect.

Next Steps and Timeline: The Public Works Director and I will meet with the Minnetrista City Council this month to discuss this matter. Assuming we reach a verbal agreement, a final written agreement will be drafted for both city's councils to consider. The agreed-upon conditions will be incorporated into the plans and specifications for the upcoming project.

Memorandum

To: Mike Barone, Minnetrista City Administrator; Gary Peters, Minnetrista Public Work Superintendent; Greg Lerud, Shorewood City Administrator; Larry Brown, Shorewood Public Works Director.

From: Thomas Wood, Pavement Specialist

Date: January 21, 2019

Re: Enchanted Lane / Shady Trails
WSB Project No. 012809-000

The City of Shorewood proposes to conduct a street reclamation project on Enchanted Island and Shady Island during the 2019 construction season. The only street access to this area is through Tuxedo Road and Enchanted Lane within the City of Minnetrista, which were reclaimed during the 2018 construction season. A discussion was held on January 14, 2019 between staff from the City of Minnetrista and the City of Shorewood to determine what could be done to limit damage from construction traffic on the newly paved streets of Minnetrista. I was given the task to develop some options that could limit damage to the streets in question and to develop a special provision that helps to protect the City of Minnetrista for damage done to their streets caused by construction traffic. The following options are proposed to assist in this effort:

Option One

MnDOT's standard specification 2051 Maintenance and Restoration of Haul Roads could be included in the specifications for the Shorewood project. A copy of this standard is included in Appendix A. It is my opinion that Section 2051.A could be applied. The current reimbursement rate for the use of the roadway is \$0.01 per ton per mile of materials hauled. To apply this, for example, 5,000 ton hauled 1 mile would be a reimbursement of \$50. The approximate length of the route from CR125 to project is 1.8 miles.

Option Two

A special provision could be developed to hold the Contractor responsible for any damage that their operations cause to the streets in question. The Contractor would be responsible for maintaining the streets to the current condition during the construction project and a period of one (1) year after completion of the project. The follow methods would be used to document and communicate the condition of the streets to the Contractor.

1. In the pre-construction phase the current condition of the pavement would be documented. This would be an in-depth review and documentation of any distresses present on the streets before construction begins and would be completed.
2. During construction a daily review of the condition of the streets to watch for areas that are showing early signs of failure caused by loading.
 - a. Inform the contractor of any signs of failure to allow them to repair the distresses to limit damage.
 - b. These repairs will be paid for by the Contractor.

3. Post construction the condition of the pavement will be documented in a manner similar to Step 1. Any areas of concern will be communicated to the Contractor to allow he/she to repair the areas in question. This review will be done by City.
4. One year after completion of the project the Contractor and the City will do a joint review of the streets to document any areas of concern caused by the construction traffic. Any areas of concern will be addressed by the Contractor.

Option Three

The City of Shorewood would investigate changing from a Full Depth Reclamation (FDR) to Stabilized Full Depth Reclamation (SFDR). If SFDR becomes a viable option, it would allow the City to reduce the thickness of the Hot Mix Asphalt (HMA) by one (1) inch and still have a similar design strength and approximately 1,150 tons of HMA mix would no longer need to be hauled onto the project. It would also eliminate hauling off approximately the same tonnage of asphalt milling.

Option three could be combined with any of the other options listed.

Cc: Alyson Fauske, Andrea Blanchette

Appendix A

2051 MAINTENANCE AND RESTORATION OF HAUL ROADS

DESCRIPTION

This work consists of the maintenance, repair, and restoration of designated haul roads for materials hauled for the work covered by the contract.

DEFINITIONS

The Department defines “designated haul road” as any public road or street officially designated as a haul road, except for a Minnesota trunk highway or road officially designated by the Commissioner as a detour around a construction project, over which the following materials are hauled:

- a. Soil or other material for embankment construction,
- b. Sand, gravel, or other material for backfill,
- c. Sand, gravel, or crushed rock for base or surfacing courses,
- d. Aggregates for bituminous surfacing, including hauling bituminous mixtures from the mixing plant,
- e. Aggregates for concrete base or pavement, including hauling concrete batches from batch plants, and
- f. Bituminous materials and portland cement for paving mixtures.

The Contractor may haul materials to the project or to other locations outside the project if required to complete the work specified in the contract.

DESIGNATION AND USE OF HAUL ROADS

If the contract specifies Maintenance and Restoration of Haul Roads as a contract item, do not haul material from any source until the Commissioner designates the haul road from that source as a haul road. Once the Commissioner designates the haul road from a source, haul all materials from that source over that road.

Make all vehicle trips, both loaded or unloaded, between material sources and the project on designated haul roads.

If the contract is with MnDOT for State Trunk Highway Projects, select haul roads and notify the Engineer of the selections. Within 15 calendar days after receipt of notification of the haul road selections, the Commissioner will determine the acceptability of the selected haul roads. If the haul roads are acceptable, the Commissioner will designate the roads as temporary trunk highway haul roads.

If the contract is with or for a governmental agency other than MnDOT, select a haul road and notify the Engineer representing that governmental agency of the selection. Within 15 calendar days after receipt of notification of the haul road selection, the Engineer will determine if the selected road is an acceptable road. If the road is acceptable, the Engineer will approve that road as a designated haul road.

After a haul road is officially designated, the Contractor may select a different road for official designation using the same procedure specified in this section. If the haul road designation changes and any of the above described materials were hauled over the previously designated haul road, the Contractor shall restore the previously designated haul road to the original condition.

A. Bituminous Roadways

Reimburse local government agencies for haul road use on bituminous roadways in accordance with the following:

- (1) Verify spring load capacities of proposed haul roads with the local government agencies,
- (2) For a designated haul road with a bituminous surface and a spring load capacity less than 9 tons, reimburse the local government agency for haul road use at a rate of \$0.01 per ton per mile of material hauled,
- (3) Make full payment to the local government agency upon receiving notice of payment due and computations from the Engineer, and
- (4) Provide the Engineer with confirmation of payment to the local agency. \$500.00.

The Department will not require payment if the amount due to an individual local government agency is less than

The Department will not require the Contractor to reimburse local government agencies for concrete surfaced roadways.

MAINTENANCE AND RESTORATION

While hauling operations are in progress, maintain the haul road as approved by the Engineer. This work includes application of water, bituminous material, or calcium chloride to the road surface as necessary to alleviate dust nuisance and eliminate traffic hazards.

Minnesota 2018 Standard Specifications 79

2051.4

After the completion of hauling operations over a haul road, perform one of the following:

- (1) Restore that haul road to a condition at least equal to the condition existing at the start of the hauling operations, or
- (2) Compensate the local government agency in the amount approved by the local government agency and the Engineer for the restoration of that haul road by the local government agency.

The fact that other traffic used the haul road concurrently with the Contractor's material hauling operation does not relieve the Contractor of the obligation to maintain and restore the haul road as required in this section. If other contractors, performing highway construction under a contract with the same governmental agency, haul materials over the same road concurrently with the Contractor's material hauling operation, the Engineer will determine the amount of maintenance and restoration obligation to be shared by each.

The Engineer will determine the kind and amount of maintenance and restoration work required to restore the haul road to a condition equal to the condition existing at the time the hauling operations started. The Engineer's decision is final, binding, and conclusive.

When hauling over any designated haul road is completed and the Contractor has restored the road or has compensated the governmental agency for the restoration as required, the Engineer will accept such restoration or concur in such financial settlement for the restoration of the haul

road in writing, and such acceptance shall relieve the Contractor of additional obligation in connection with the restoration of the designated haul road.

BASIS OF PAYMENT

The contract lump sum amount for Maintenance and Restoration of Haul Roads includes the cost of maintenance, restoration, and the reimbursement to any local government agencies as specified in this section for use of haul roads officially designated and used in conjunction with the contract work.

The Department will not make payment for Maintenance and Restoration of Haul Roads unless one or more haul roads were officially designated and used for hauling materials. The Department will make payment at the contract lump sum amount if these two conditions were met and regardless of the amount of maintenance and restoration work required, provided work was completed or the local government agency certified receipt of payment for such restoration.

If the Contractor fails or refuses to perform haul road restoration or to make satisfactory financial settlement for such restoration as required within the period specified by the Engineer in writing, the Department will complete the restoration work and deduct the costs from any moneys that are or may become due the Contractor or require reimbursement from the Contractor's Surety.

The Department will pay for maintenance and restoration of haul roads on the basis of the following schedule:

Item No.:	Item:	Unit:
2051.501	Maintenance and Restoration of Haul Roads	lump sum

Brenda Pricco

From: Katie Koscielak <KKoscielak@wsbeng.com>
Sent: Monday, February 25, 2019 3:31 PM
To: Greg Lerud; Alyson Fauske
Subject: Costs for Enchanted Lane

Greg,

I have determined the following quantities with regards to the work within the Enchanted and Shady Island Neighborhoods:

- Excess material hauled off site: approximately 3000 CY (5460 TONS)
- Bituminous material hauled on site: 2500 CY (5090 TONS)

If we do the Stabilized Full Depth Reclamation, you can subtract the following from BOTH quantities above: 630 CY (1280 TONS for bituminous and 1150 TONS for excess material hauled off)

These costs only include the roadway work... there will be some minor grading, driveway replacements, and over excavating in some areas to accommodate poor soils (if encountered). I would suggest adding 25% as a contingency.

Please let me know if you have any questions or concerns.

Thank you,

Katie Koscielak, EIT
Graduate Engineer
763.287.7186 (o) | 612.282.3641 (m)
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City of Shorewood Council Meeting Item

Title/Subject: Proposed Watermain Extension from Holly Lane (Chanhassen) to Christmas Lane
Meeting Date: Monday, March 11, 2019
Prepared by: Alyson Fauske, PE, City Engineer
Reviewed by: Larry Brown, PE, Public Works Director
Attachments: none

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MEETING
TYPE
Work
Session

Background: In 2018, Joe Shneider of 21125 Christmas Lane requested water service from the City of Chanhassen. Following Shorewood's internal procedures to allow a resident to connect to another city's watermain, the City Council authorized the connection on September 10, 2018, with Resolution 18-092. Subsequently, the City of Chanhassen took a holistic look at serving this area with watermain and indicated that a public watermain extension is desired. The location and potential watermain alignment is shown below as the blue alignment.



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To facilitate the installation of the watermain, the homeowner is willing to coordinate obtaining the necessary easements and would pay for the plans and specifications and the installation. It is proposed that Chanhassen's watermain standards be followed since it would be an extension of their utility.

The sanitary sewer in this area extends from Chanhassen into Shorewood and was installed in 1972. This is the alignment that is shown in red on the diagram above. It was noted during the preliminary investigation of the utility alignments that portions of the sanitary sewer are outside of the dedicated utility easements. To remedy this, staff is proposing that a new easement necessary for the watermain installation encompass the existing sanitary sewer as well.

A Joint Powers Agreement is recommended for this work to address the following issues:

- Logistics of Installation of the utility
- Ownership and maintenance of the proposed watermain
- Which city would collect water fees
- Which city would issue a permit to connect to the watermain
- How the water usage fee would be collected.

Based on the discussions at staff level, it has been recommended that if this project moves forward, the Chanhassen City Attorney will draft a Joint Powers Agreement for the Shorewood City Council review and approve, if deemed appropriate.

Staff will be present this in detail at Monday night's work session to discuss the proposal.