

# **Roseville Public Works, Environment and Transportation Commission Meeting Agenda**

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Tuesday, March 22, 2016, at 5:30 p.m.  
City Council Chambers, 2660 Civic Center Drive  
Roseville, Minnesota 55113

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- |           |                                                                    |
|-----------|--------------------------------------------------------------------|
| 5:30 p.m. | <b>1. Introductions/Roll Call</b>                                  |
| 5:35 p.m. | <b>2. Public Comments</b>                                          |
| 5:40 p.m. | <b>3. Approval of February 23, 2016 Meeting Minutes</b>            |
| 5:45 p.m. | <b>4. Communication Items</b>                                      |
| 5:46 p.m. | <b>5. South Lake Owasso Private Drive Storm Sewer Improvements</b> |
| 6:00 p.m. | <b>6. Review of Tour</b>                                           |
| 6:05 p.m. | <b>7. Possible Items for Next Meeting – April 26, 2016</b>         |
| 6:10 p.m. | <b>8. Adjourn to Tour</b>                                          |

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**Roseville Public Works, Environment and  
Transportation Commission**

**Agenda Item**

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**Date:** March 22, 2016

**Item No:** 3

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**Item Description:** Approval of the February 23, 2016 Public Works Commission Minutes

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Attached are the minutes from the February 23, 2016 meeting.

**Recommended Action:**

Motion approving the minutes of February 23, 2016 subject to any necessary corrections or revision.

Move: \_\_\_\_\_

Second: \_\_\_\_\_

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

# **Roseville Public Works, Environment and Transportation Commission Meeting Minutes**

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Tuesday, February 23, 2016, at 6:30 p.m.  
City Council Chambers, 2660 Civic Center Drive  
Roseville, Minnesota 55113

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## **1. Introduction / Call Roll**

Chair Dwayne Stenlund called the meeting to order at approximately 6:30 p.m. and Public Works Director Mark Culver called the roll.

**Members Present:** Chair Dwayne Stenlund; Vice Chair Brian Cihacek; and Members Joe Wozniak, John Heimerl, Kody Thurnau, and Duane Seigler

**Members Absent:** Member Sarah Brodt Lenz, having announced her unavailability at last month's meeting.

**Staff Present:** Public Works Director Marc Culver, City Engineer Jesse Freihammer, and Environmental Engineer Ryan Johnson

## **2. Public Comments**

None.

## **3. Approval of January 26, 2016 Meeting Minutes**

Member Cihacek moved, Member Wozniak seconded, approval of the January 26, 2016 meeting minutes as presented.

**Ayes: 6**

**Nays: 0**

**Motion carried.**

## **4. Communication Items**

City Engineer Jesse Freihammer and Public Works Director Culver provided additional comments and a brief review and update on projects and maintenance activities listed in the staff report dated February 23, 2016.

Discussion included no anticipated delay in use of ball fields due to the St. Croix stormwater lift station upgrade currently in process; report on stormwater pond clean-up at Byerly's & Valley Park with the majority of the sediment removed not needing land filled due to contamination; pending decision by transit bench owners regarding their

34 potential relocation to the sites of former shelters; report by staff of four watermain  
35 breaks over the last month; and attendance by staff at the recent meeting of the St. Paul  
36 Regional Water Services for its external customers.

37  
38 Further discussion included the City's utility base rate structure being the envy of other  
39 metropolitan communities and intended to provide for future capital improvement  
40 program (CIP) planning for infrastructure updates and needs; and a future staff report to  
41 the PWETC on how and where tree trimmings end up.

42  
43 Specific to PWETC questions related to the City of Roseville's purchase of water from  
44 St. Paul Regional Water Services (SPRWS), Mr. Culver advised that SPRWS's rate  
45 structure would be facing challenges to pay for improvements to their treatment facility  
46 and distribution system. Mr. Culver reported that the trend is for less water sales, and  
47 without a base rate, not as much may be sold as anticipated. Mr. Culver noted that the  
48 SPRWS's intent is to implement a base rate in the future that would theoretically build  
49 those treatment costs into it. While Roseville maintained its own infrastructure, that rate  
50 change may convolute the rate structure for Roseville; but he did anticipate future rate  
51 increases, but hoped they wouldn't be too excessive and impactful for Roseville  
52 residents. Mr. Culver noted that Roseville's water rates had not increased this year, while  
53 other customers had experienced increases.

## 54 55 **5. Private Sewer Services Lining Options**

56 Mr. Culver introduced Paul Pasko, Project Engineer and-Principal at S.E.H., Inc. and his  
57 credentials as someone considered in the industry as an experienced expert with lining  
58 technologies and practices in the Midwest area. Mr. Culver reported that Mr. Pasko had  
59 recently provided a presentation at a recent city engineer's conference based on his  
60 experience with watermain linings in the City of Hastings, MN. As a result of that very  
61 informative presentation, Mr. Culver advised that he had invited Mr. Pasko to share that  
62 presentation with the PWETC to outline options and what other metropolitan  
63 communities were doing to respond to this and similar issues.

64  
65 Mr. Culver briefly reiterated, for background purposes, previous discussions of the  
66 PWETC about ownership of service laterals and the City Council's charge to the  
67 commission to recommend if any changes were evident. Mr. Culver reported that the  
68 City Council continued to question if there was more the City could do since it was  
69 pursuing an aggressive lining program for its aging sewer lines and in conjunction with  
70 that address some of those older laterals for which residents were responsible and to  
71 better protect those residents. As part of that consideration, Mr. Culver noted the yet-to-  
72 be-determined impact of inflow and infiltration (I & I) that the City of Roseville was  
73 undertaking as a mandate from the Metropolitan Council.

74  
75 Mr. Pasko introduced his associate, Jen Schueman, in the audience, who worked with  
76 him on projects throughout Iowa, Wisconsin and Minnesota in addition to other Midwest  
77 areas.

79 Mr. Pasko noted that his presentation would essentially ask and provide information on  
80 the following items:

- 81 • Why rehabilitate laterals?
- 82 • Administratively, how do other communities do it?
- 83 • What tools are they using?
- 84 • How much do the tools cost to use?

85  
86 Mr. Pasko reviewed some points to consider, including those communities where I & I  
87 were drivers and the various options used in communities for rehabilitation of those  
88 laterals up to street reconstruction lines via assessment, including some of that work done  
89 by the City's contractor or a private owner's contractor, but still allowed to be applied as  
90 an assessment to property taxes.

91  
92 Mr. Pasko reviewed the variables in the upper and lower laterals and options and  
93 challenges in both. If I & I is the driver, and the attempt is to hit the upper lateral, Mr.  
94 Pasko advised that many East Coast communities in the United States insist they have a  
95 right to make sure those lines are in compliance with code and that private property  
96 owners meet that code.

97  
98 Mr. Pasko noted that care was needed to ensure clear ordinance language that protected a  
99 citizen's Fourth Amendment Rights as it relates to unjust or arbitrary inspections of  
100 private property, frequently debated by courts, but able to be sufficiently addressed with a  
101 comprehensive ordinance in place prior to inspections and to protect municipalities. Mr.  
102 Pasko noted that this involved access to private property and parameters for that access,  
103 since there was obviously a potential liability for the city accessing private property  
104 and/or laterals (considered private property) through main manholes, especially when  
105 dealing with mishaps in using robotics. Mr. Pasko noted that if an unanticipated problem  
106 occurred with the robotics, there was always the possibility that the lateral line would  
107 need to be dug up to rescue the equipment; and suggested that would not be a good first  
108 test of a city ordinance.

109  
110 Mr. Pasko also noted the need for an ordinance addressing expenditure of public money  
111 to rehabilitate private property and clearly defining those parameters or potential  
112 circumstances, such as the municipality subsidizing a portion of the rehabilitation of  
113 longer laterals. Mr. Pasko emphasized the need to make sure the ordinance was very  
114 clear about how, when and why public monies would be expended. Other than in several  
115 instances in the State of WI, Mr. Pasko advised that those Fourth Amendment questions  
116 were being sufficiently addressed from his perspective as long as the ordinances were  
117 enacted before rehabilitation was undertaken.

118  
119 Specific to options used by other communities, Mr. Pasko reported on one who applied a  
120 \$50/month surcharge for private property owners choosing not to rehabilitate those  
121 private laterals as an incentive to encourage them to do so; while others used a subsidy  
122 for rehabilitation; and others chose not to provide any subsidy. Another community, for  
123 those property owners choosing not to rehabilitate their private laterals, chose to install an

inflatable ball where the city's line met the private lateral to prevent use of the main line beyond their lateral until the property owner chose to correct problem areas.

Mr. Pasko reported other variables among communities: total subsidy for rehabilitation borne by the city, options for lower lateral rehabilitation by a city contractor only, and some of those done up to the wye, some to the edge of the road, and some up to the rights-of-way. Mr. Pasko noted that upper lateral lining was done by either using private or city contractors.

Specific to Minnesota communities, Mr. Pasko provided a matrix of the options used by the Cities of Edina, Golden Valley, Shakopee, Hastings, and Rockford; and for comparison purposes, he included the City of Hampton Roads, VA in that matrix.

Overall, Mr. Pasko opined that the most successful option he observed around the country was real estate transaction based, such as used by the City of Golden Valley, MN with point-of-sale inspections performed from within the home allowing a holistic viewpoint for both the upper and lower laterals. Mr. Pasko reported that some communities choose a dye or smoke test when possible. On the east coast, Mr. Pasko reported that over the last four years, they had experienced a turnover of homes at 10% to 15%, making those inspections a sustainable program, with the same home inspected periodically over a fifteen year period, and thereby compiling a database of information for the City's GIS system for comparison purposes. Mr. Pasko noted this was also possible for inspecting new homes being constructed annually and adding that data for future comparison purposes as well.

#### Lower Lateral Tools Being Used:

- **“Top-hat”** style liner with the potential that it may be unable to fully wrap the trunk sewer main and only able to extend <18” into the lateral pipe. Mr. Pasko noted further problems with this tool include the brim not always being wide enough to find its way through or around tree roots, causing communities to shy away from using it.
- **“Shorty”** style liner that does fully wrap the trunk sewer main, and extends 1-2’ into the lateral pipe.
- **“Longer”** style liner that fully wraps the trunk sewer main and extends >2’ into the lateral pipe and can be done with or without installing cleanouts. Mr. Pasko reported that the City of Shakopee, MN currently uses this tool.

#### When to Use Robotic Tools:

- To prevent damage to a lateral liner, you must line the main line first
- Any sharp main liner edges must be brushed to prevent tearing of the lateral liner

#### What Tools are They Using?

- Many communities use dig and replace in lower and upper laterals – depending on specific situations
- Use of cleanouts vary among communities and depends on their location, whether above or below ground

170 • Some communities choose to use vacuum excavating  
171 Mr. Pasko noted that again, these choices are based on individual community ordinances  
172 and their specific issues.

173  
174 How Much Do the Tools Cost to Use?

175 Mr. Pasko again provided a matrix comparing the cost for various options, and limits of  
176 the lateral rehabilitation, including:

- 177 • Up to the wye: estimated at \$2,000;
- 178 • Up to the edge of the road: estimated at \$3,000 to 7,000;
- 179 • Up to the rights-of-way (same as above)
- 180 • With the upper lateral, Mr. Pasko opined that most of the cost was the  
181 contractor's mobilization to get to the site; with the actual length of the lining  
182 not that problematic beyond the cost of the base project itself; estimating it at  
183 \$1,000 to \$2,000 based on his very schematic level opinion of construction  
184 costs.

185 As an example, in the City of Edina, with most of their single-family homes built pre- or  
186 post-World War II, they may experience 60% to 70% of those homeowners using private  
187 contractors.

188  
189 If the City had cast iron laterals, Mr. Pasko suggested the city not bother and just leave  
190 them along. However, if the majority of the city's pipes were clay or orange bird piping,  
191 Mr. Pasko suggested that the city seriously consider a lateral lining initiative.

192  
193 Based on his experience, Mr. Pasko briefly addressed lateral insurance or warranty  
194 programs, and reported on various communities throughout the country.

195  
196 Mr. Pasko provided one example of the city forces undertaking that private lateral work  
197 themselves rather than hiring an outside contractor, essentially using city labor and  
198 equipment. Mr. Pasko advised that part of their rationale was that it provided them  
199 another opportunity to interact with customers in a positive way, and whether or not the  
200 lateral rehabilitation program is also subsidized or not, they claim they've been  
201 successful in their endeavors.

202  
203 Mr. Pasko provided other examples, such as in the Philadelphia area where the  
204 municipality chose a for-profit warranty program at reasonable rates. However, Mr.  
205 Pasko noted that this created some significant increases in utility rates of up to a \$1  
206 increase in one year; and some communities were limited in the number of contractors  
207 serving in this capacity. Mr. Pasko noted that most of the warranty program agreements  
208 allow the municipality to build in a clause for choosing contractors or only quotes from  
209 local contractors. Mr. Pasko cautioned that there were pros and cons with this type of  
210 warranty program, one of which was whether or not the municipality may be endorsing  
211 certain plumbers above others. Mr. Pasko noted that he had found with municipalities  
212 partnering with these warranty programs, their residents had been engulfed with mass  
213 mailings from the plumbing industry.

215 Again, Mr. Pasko emphasized the need for appropriate ordinance language to protect the  
216 municipality and its residents.

217  
218 Q & A

219 During and after the presentation, Mr. Pasko responded to questions of the PWETC.  
220

221 Chair Stenlund noted that, overall, the lower laterals in Roseville were not typically a  
222 problem for I & I.

223  
224 Given the age of the community and its infrastructure, Mr. Pasko opined that this was  
225 most likely due to backfilling of pipes in rights-of-way done to a higher standard with  
226 inspection staff on-site than may be found in current construction efforts. Mr. Pasko  
227 noted that the other side of the laterals were usually more problematic outside that right-  
228 or-way line with private contractors being less diligent in packing soils. Mr. Pasko noted  
229 that this was problematic nationwide, with findings that the lower lateral is better  
230 compacted than the upper lateral as it related to I & I.

231  
232 Chair Stenlund noted that some mains were not under the road in Roseville, but may be  
233 located on one side or the right-of-way or the other, and affected homeowners  
234 accordingly for rehabilitation costs. Member Stenlund questioned if those situations  
235 would be redlined as good candidates to consider for lining sooner than later.

236  
237 Mr. Pasko responded that lining was paid for by the foot; and as an example, there were  
238 many situations where whether or not that lateral was on the short or long side, those  
239 homeowners on the short side got more of a bargain than those on the long side. Mr.  
240 Pasko noted that some communities stipulate that all property owners pay the same to  
241 equalize factors; but if not a lot of those situations, that was not taken into consideration  
242 beyond a unique situation. Mr. Pasko noted that there were many different ways for a  
243 community to approach that inequity.

244  
245 Chair Stenlund questioned problems with flows coming toward the lining and creating a  
246 plug.

247  
248 Mr. Pasko responded that there were not, and as an engineer, a pre-lining television  
249 inspection (after cleaning the line) was performed and if active I & I was found, it may be  
250 addressed with a plug, while tree roots were removed. After that, Mr. Pasko noted that  
251 the end cap was cut off and then inspected again, and if the problem or indication of a  
252 problem during installation was observed, it was removed and the process done again.  
253 Mr. Pasko advised that he uses a two-year inspection clause for lining contractors,  
254 requiring them to re-inspect and correct any problems on their own dime. While it varies  
255 with contractors, Mr. Pasko advised that the best lining contractors average 2% or less  
256 with problem areas.

257  
258 At the request of Chair Stenlund, Mr. Pasko advised that the liner has a built-in taper,  
259 with minimal identification loss, and while there may many roots and problems within  
260 the pipes, there was little problem or evidence of problems from flushable items getting

261 caught in the laterals with the smaller and smoother liner applications now available with  
262 improved technologies.

263  
264 Member Wozniak asked if there was a limit to the pipe condition in which lining would  
265 work (e.g. broken, disjointed or disconnected) that determined if and when the liner tool  
266 would still prove effective.

267  
268 Mr. Pasko advised that the only problem was a pipe was a pipe with 50% or more  
269 missing; and even then if technicians were gentle in the lining, they could still blow right  
270 through that broken or missing area, essentially creating a pipe within the pipe. Mr.  
271 Pasko noted that the only problematic situations he'd observed were if a pipe had been  
272 crushed or offset and became oval or teardrop shaped. At that point, Mr. Pasko suggested  
273 it may be better to dig and replace that spot, or in areas with a sag. Again, Mr. Pasko  
274 noted the need to address that clearly in ordinance language to address rights and  
275 responsibilities for laterals for homeowners and the municipality.

276  
277 At the request of Chair Stenlund, Mr. Pasko estimated the typical cost for each cleanout  
278 would be \$1,500 to \$2,500 each, and perhaps up to \$3,000 for vacuuming.

279  
280 Based on his experience, Member Seigler asked Mr. Pasko if those communities offering  
281 a warranty program were happy with it.

282  
283 Mr. Pasko opined that it varied: with older communities getting more than new  
284 communities; along with some property owners pushing back or not wanting to  
285 participate based on their preference for less government intervention.

286  
287 Chair Stenlund asked staff to report on the percentage overall in Roseville of PVC, clay  
288 or cast iron laterals.

289  
290 Mr. Culver noted that, with the majority of the Roseville sewer system installed in the  
291 late 1950's, and primarily in the 1960's, most lines were clay, but he wasn't able to  
292 identify how much if any were cast iron. Mr. Culver noted that, obviously, new lines  
293 were of PVC construction, but those were few and far between unless in new  
294 construction situations.

295  
296 Mr. Pasko noted that this would fit in with most of the upper Midwest and national  
297 averages, with clay popular at the turn of the century through the 1970's until use of cast  
298 iron, then trending to PVC once that technology became available.

299  
300 Given the age of most of the homes in Roseville, Member Seigler asked when a large  
301 amount of lateral failures could be anticipated.

302  
303 Mr. Pasko advised that it had a lot to do with soil type and trees in their vicinity. Based  
304 on the amount of Roseville's tree cover, Mr. Pasko opined that there was probably a lot  
305 of root damage that had already occurred or was occurring right now. Mr. Pasko noted  
306 that the sub-grade soils around Roseville varied; and if you had heavy clay soils, any

defect in joints when the laterals were put together were probably leaking water. If those soils were sandy, Mr. Pasko opined that most of the surrounding trees were drinking water out of those laterals and had been doing so for some time.

Mr. Culver referenced the permit information previously supplied to the PWETC for sewer services (September 2015) and advised that those numbers continued to increase. When televising city mains, Mr. Culver reported that they looked the short distance available into laterals, and when seeing an obvious root intrusion, those property owners were sent a standard courtesy letter alerting them to that observation.

Mr. Pasko briefly reviewed some of the new inspection tools available in that ever-changing technology and ability for television inspections that can pan and tilt about 1' into the lateral. Also, if no root intrusions are observed, Mr. Pasko advised that a small crawler attached to the main robot can be deployed to move up the lateral into the home carried by a tether.

If there are too many roots present or a sag, Mr. Pasko noted there is also technology for a mobile probe through the home's inside cleanout consisting of a low voltage probe to hit the pipe, then another section grounded to a sign post or fire hydrant to ground it and complete the circuit. Mr. Pasko advised that this allows the operator to measure how much current arrives at that ground from the probe and from the amount of current back estimate or calculate the amount of I & I that can go in. Mr. Pasko noted that this also provided a nice and repeatable measure from one year to the next. However, Mr. Pasko noted that it also depended on the operators on those cameras and their skill levels; again requiring ordinance parameters that clearly define potential problem areas and variables.

At the request of Member Cihacek, Mr. Pasko confirmed that the contractors performing lining of mains and those lining laterals were two separate specialties with their equipment also radically different at this time. Mr. Pasko noted that lining of mains was becoming more common and specialized, and those contractors didn't want to stop that process to deal with laterals. Mr. Pasko advised that he had yet to see any contractor make lining laterals part of lining main lines. Mr. Pasko noted that it was more common to line the mains one year and return the next year to line laterals.

In the City of Edina, Mr. Pasko reported that when they do street reconstruction, they will also rehabilitate or line laterals, but that is typically done by a different contractor while still allowing private owners to take advantage of a better rate for that contractor to do multiple linings once mobilized. In other words, as suggested by Member Cihacek, if the City of Roseville bid street reconstruction, and chose to bid laterals while the street was torn up, it made sense to do so, but otherwise there was no benefit to bidding them together. Mr. Pasko reiterated that he didn't see those technologies merging anytime soon; since those operating the joysticks differ. Mr. Pasko advised that the skill sets of most of those operators were amazing; with some of the best he'd observed having previously been drone pilots, and transferring those skills to this technique.

From his perspective, Chair Stenlund asked Mr. Pasko for his opinion on why or how a homeowner could be responsible for a portion of the line under the street and beyond his right-of-way; and without any power on their part to control what occurs around or near that line, such as compaction or traffic vibrations. Chair Stenlund also sought Mr. Pasko's observations of other communities and their practice.

Based on his experience across the country, Mr. Pasko advised that he was only personally aware of one community that stops ownership at the property line or right-of-way. Mr. Pasko advised that the responsibility of the owner usually went to the main and includes the wye, with the private property owner responsible for the lateral and wye connection that comes into the main to make it a complete pipe. Furthermore, Mr. Pasko noted that it was common on the east coast for ownership of the wye and lateral up to the main. Mr. Pasko recognized that the wye was generally the first part to break.

Mr. Pasko noted that the State of MN was actually progressive in that a private property owner didn't own water service to the main or half or all of the curb stop box; and advised that many communities across the nation do so.

Mr. Pasko opined that depending on the situations and technology to employ them, he suspected that the use of cleanouts was coming to an end. Mr. Pasko noted that it wasn't unusual for private plumbers to carry liners into home basements or install cleanouts next to the foundation wall but not in a right-of-way.

Member Seigler asked if water laterals and linings had the same issues as that of sanitary sewer lines as far as deterioration.

While water mains were similar in terms of trouble spots and many can be rehabilitated using similar technology, Mr. Pasko noted that it depended on the community and its type of soil. Mr. Pasko advised that 30% to 60% of pipe wall loss was being experienced in communities with 1920's era infrastructure. Mr. Pasko anticipated that in the next ten years, technologies will be available allowing for water service pipes of ½" diameter to be lined, once the materials used are certified; with some being experimented with now.

Mr. Culver reported that S.E.H., Inc. will be designing and administering a Roseville project lining the water main on Heinel Drive due to it being a long dead-end street and creating difficulties for those residents if an open cut process was used. Mr. Culver advised that this new technology for water main lining was different than the previous pilot program using 3M spray-on material.

On behalf of the PWETC, Chair Stenlund thanked Mr. Pasko for his informative presentation and discussion.

- 6. Roseville Recycling Request for Proposals (RFP) – continued from January**  
Mr. Culver referenced the staff report and attachments; highlighting specific items remaining for PWETC recommendation. Mr. Culver also provided a summary of the 60 comments and questions received via the Speak Up! Roseville website.

Mr. Culver noted that the frequency question was intended to be built into the upcoming 2016 community survey as well to inform the RFP; with options included in the RFP for final deliberation and determination of the City Council.

### **Review of Last Month's Discussion**

A brief review of last month's PWETC discuss ensued, including current and proposed pick-up frequency and whether occurring between regular routes or at an extra charge; possibility of more than one cart per home, but recognizing the limited garage sizes and available storage space for many older Roseville single-family homes; and city code requirements for storage out-of-site.

Chair Stenlund sought clarification as to whether park pick-ups would be a separate zone unto itself or embedded into one of the five existing zones.

Mr. Johnson responded that the RFP would include that option for contractors and include routine pick-ups whether on the trails requiring a smaller truck or relocated by city staff to a central collection point depending on the park and/or trail accessibility.

Member Wozniak noted that the current contractor does not separate multi-family zoning or collections.

Mr. Johnson reported that the rationale of Eureka Recycling is to keep those multi-family collections separated from single-family units to allow tracking materials to determine participation rates among various housing stock types. Mr. Johnson noted that the city could not really stipulate whether or not a vendor chose to keep that separation going forward.

Member Cihacek opined that the city should not dictate that for contractors, nor require that a special trip be made for a designated pick-up point. However, Member Cihacek suggested the RFP should provide an opportunity for the vendor to describe their preference or value added.

Mr. Culver also noted that for park pick-up, it required coordination of park maintenance staff with the contractor; but agreed that at the very start, the vendor should signify the most effective way to accomplish pick-ups.

Specific to parks as a separate zone, Chair Stenlund clarified that he had no problem with the current zoned collections, but was seeking to differentiate it separately.

Mr. Johnson advised that he would clarify the RFP accordingly.

Specific to curbside collection of residential organics (pages 18-19), Member Cihacek asked if the vendors would provide their options; with Mr. Johnson

responding affirmatively for future consideration, whether via bag, another cart or how they would propose to collect organics.

Section 5.11: Mr. Johnson noted language specific to missed collections by the vendor.

Section 8.04 (page 32): Mr. Johnson addressed the optional revenue sharing component and definitions by each contractor to choose a percentage.

Member Cihacek noted that if no revenue, the price would revert back to the base price; with Chair Stenlund noting in theory that could lower overall prices for residents.

Mr. Culver agreed, noting that could result in lower and consistent pricing versus more volatile pricing.

#### **Continuation of RFP Discussion Tonight**

##### **Cart Ownership (city vs. contractor)**

Among questions outlined in the staff report, Mr. Johnson asked for the PWETC feedback on ownership of the carts, referencing background information included in the report as indicated, and provided by Ramsey County's consultant, Foth; and a grant program available through Ramsey County paying up to 50% of the city's cart purchase if that was the preferred option in Roseville.

Member Cihacek questioned if revenue sharing monies could be used to pay for the city's cart ownership and spread out over time.

Mr. Johnson responded that it was possible, but would require significant staff time in tracking that process; as well as taking into consideration the considerable mobilization charge when first rolling out the carts, with the city potentially incurring those costs annually as well if it chose cart ownership.

Mr. Culver advised that he was not sure of the Recycling Fund balance at this time without consulting with Finance Director Miller on the account; but agreed those funds could also be used. Mr. Culver advised that the theory is that if the city owns the carts, it would provide a reduction per residential unit for monthly or quarterly recycling fees. Mr. Culver noted that another option would be to keep the fund as-is to build the fund back up once the carts were purchased by the city. Mr. Culver suggested this should all be part of the financial analysis. Mr. Culver noted that the real benefit of cart ownership was that after the term is up with a contractor, the owner of the carts remained the city and there was no swapping out of carts if changing from one vendor to another. Mr. Culver noted that this also provided the city another benefit for more flexibility even if choosing to terminate a contract with a contractor earlier if needed.

Member Cihacek stated that he was fine with the city owning the carts if city funds were available for their purchase; and if there would be no additional outlay or implicit overhead costs with city ownership beyond their purchase, including management and/or maintenance of the carts and it could be solvent within the current budget. Member Cihacek opined that it seemed to be a good use for revenue share funds going forward.

Member Seigler concurred with Member Cihacek, opining that if the average life expectancy for carts was up to ten years, it would result in a \$2/month savings.

By consensus, the PWETC majority supported city ownership of the carts.

#### Section 5.05 - Zero Waste Events (pages 18 - 19)

Mr. Johnson noted current zero waste events; and asked if the PWETC would like to add other events.

Member Cihacek opined that he found the intent of this section vague other than requiring contractors to attend and collecting materials.

Mr. Johnson responded that the intent was to 1) educate the public; 2) helping people sort materials; 3) use of special compostable materials supplied by the city (e.g. BPI-certified utensils).

Member Cihacek questioned how contractor performance was measured.

Mr. Johnson advised that, for the Taste of Roseville in 2015, the contractor provided a report showing the composition of discarded material by volume; providing overview as well as informing future events.

Member Cihacek noted that this fit with Eureka's operating model; but asked if other vendors offered this as part of their standard business model, or if this limited vendors to only those with a similar core vision.

Mr. Johnson advised that, as with the previous RFP, all vendors said they could do it and provided their ideas for how they could do so; and he saw no reason how this should limit vendors.

#### Organic Composting Facility.

Member Seigler asked if the City of Roseville had a composting facility at this time; with Mr. Johnson responding that it did not, and while it could be dropped at a Ramsey County site, any organics currently collected were brought to the Eureka Materials Recovery Facility (MRF). In response to Member Seigler, Mr. Johnson advised that the vendor would need to take that into consideration as part of their bid to provide that or subcontract with another MRF if they didn't have their own processing plant. However, Mr. Johnson advised that it was part of the

process and they would provide prices accordingly through multiple and competitive bids accordingly.

At the request of Member Cihacek, Mr. Johnson confirmed that the city reserved the right to add other zero waste events to the contract term.

Chair Stenlund reminded to make sure it was clear in the RP that vendors reported annually to the PWETC with an update, suggested improvements or challenges.

#### Costs

Mr. Johnson noted that Roseville had served as the “golden child” of recycling from a rate perspective, and therefore advised that the only way to go would most likely be an increase in that rate. Mr. Johnson reviewed the current Eureka contract and annual costs based on the 2013 RFP process receiving a total of three proposals from vendors. Mr. Johnson also included a price comparison from Foth in the matrix. Mr. Johnson noted that the county-wide average for curbside collection every-other-week was anticipated at approximately \$3.20/unit.

Member Wozniak stated that he had a problem with current multi-family facilities paying a per unit fee; and suggested instead a “pull” rate for multi-family units; and further suggested the RFP say those facilities should designate a proscriptive 96 gallon cart size.

Mr. Johnson noted that the RFP does indicate that the contractor provide another location for cardboard and larger recyclable items to avoid filling up carts.

Member Wozniak suggested leaving that up to the contractor as to what type or size of carts, especially if Ramsey County is paying for containers.

At the request of Member Seigler, Member Wozniak defined the “pull” rate that addressed either per container, per cart or per stop, depending on the contractor’s use.

Mr. Johnson agreed that using the “pull” rate would provide more flexibility for the vendor, but suggested a minimum for the bidding floor and to guarantee the containers are right-sized for the facility and number of units.

Member Cihacek noted that, as part of their due diligence in responding to the RFP, each vendor could request that information and based on their perspective, make sure right-sized containers are bid for multi-family units. Member Cihacek suggested that the RFP make it clear that the city would only work with vendors willing to provide the right-sized containers.

At the request of Member Cihacek, Mr. Johnson advised that the cost does not include the revenue share assumption.

Member Cihacek asked, if the city took on cart ownership, would they be amortized for one year or for a longer period.

Mr. Culver responded that it may depend on the fund balance and input from the City's Finance Director. Mr. Culver agreed that, if the fund balance was sufficient, there should be no discussion; and to that extent, staff should be able to perform a pseudo-amortization and rebuilt the fund balance, recognizing that it may never reach today's high.

Member Wozniak noted that, in the pricing sheet prepared by staff, they did include a "per pull" price for park collection.

#### Cart Size

Recognizing the limited space available in some residential garages in Roseville, Member Wozniak suggested weekly collection would allow some of those units to move to a smaller cart for storage.

#### Proposal Review Committee/Interview Panel

Member Wozniak asked who was involved in the RFP review panel and how the PWETC fit in.

Mr. Johnson advised that those details had yet to be confirmed on the staff and City Council level; but encouraged comment from the PWETC if they had recommendations for the interview panel.

Mr. Culver advised that staff generally performed the initial scoring of proposals, based on their familiarity with the Best Value Process, including the price component. Mr. Culver noted that this RFP would prove more challenging with the many options, making it difficult to ensure a blind price comparison. Mr. Culver noted that the typical process scored each proposal based on the values and their weight before getting to the price. However, Mr. Culver noted, depending on which options were selected and their complexities, it would impact that pricing for overall scoring of proposals. Depending on the timing, Mr. Culver advised that the intent was for staff to then bring it back to the PWETC for scoring on each proposal, including staff's recommendation and the PWETC's subsequent recommendation to the City Council. Mr. Culver advised that the process would then move into a negotiation period with the contractor, to ultimately ratify a contract during the summer of 2016.

At the request of Member Cihacek, Mr. Culver proposed that the PWETC would see all rankings and an explanation of how the end recommendation was arrived at.

Member Cihacek asked if there was any reason staff would not consider using someone from the PWETC as part of that evaluation.

Chair Stenlund advised that the PWETC was not involved last time beyond setting the criteria.

Member Cihacek expressed concern that the stakeholder perspective of the PWETC may provide a different agenda than that of staff's perspective and thereby score proposals differently. Even though he trusted staff to evaluate the proposals, Member Cihacek noted that it still involved a qualified opinion from staff's perspective. Member Cihacek opined that a lot of things occurred during the evaluation of specific proposals and expressed his interest in serving on that panel. Member Cihacek opined that it was at least worth having that conversation at the PWETC level to involve a member of this commission or an interested resident representing that stakeholder perspective.

Mr. Culver suggested that this option be presented to the City Council when the draft RFP was presented to them at their March 14<sup>th</sup> meeting to see their interest in that, providing the PWETC majority sought that feedback and participatory level from the City Council.

Member Cihacek opined that the City Council or someone beyond staff should be involved in the panel.

Chair Stenlund stated that he would not be interested in serving; opining that it was a lot of work and in some ways personally felt that it was overstepping the bounds of the PWETC. Chair Stenlund noted that the PWETC participant(s) would need to make sure they were fully prepared for the amount of work and time commitment needed. Chair Stenlund noted that he considered the preliminary work of the PWETC in setting the stage and subsequent review of the results as most appropriate, since the proposals would be based on input variables and weighting outlined and recommended by the PWETC. Chair Stenlund opined that he was fine with staff doing the work based on the criteria set by the PWETC. With the current transparency in local government and this process itself, Chair Stenlund questioned how anything other than the previous process and established evaluation variables could be improved upon.

Member Seigler agreed with Chair Stenlund's viewpoints, opining that it would only add another layer of complexity; and opined that he had no desire to serve on the panel.

#### Section 5.02 – Collection Vehicle Equipment Requirements (page 13)

Chair Stenlund suggested further clarification that a vendor will use new diesel engines using the clean diesel concept, and not old beater trucks. While the age may be insignificant, Chair Stenlund opined that the technology wasn't and further opined that a vendor promoting natural gas or a cleaner burning fuel should receive additional points accordingly.

Also, Chair Stenlund suggested fine-tuning language related to appropriate terms and expectations for universal clean-up of spills or leaks that may end up in the city's gutter lines by defining what they meant by "clean-up, including how and when they would address those spills. Chair Stenlund noted that this area tied directly to the City's MS4 permit.

Chair Stenlund also suggested clear language that the contractor, their employees, or subcontractors did not smoke in garages; and wherever "No Smoking" signs are in evidence, they comply with that.

Specific to collection zones, Chair Stenlund reiterated the potential dividing of the park zone; and asked that staff review the draft RFP for areas or zoned (Section 5.08) to make it clearer.

Chair Stenlund noted the need to spell out MRF the first time it was used in the draft RFP.

Chair Stenlund expressed his appreciation that the annual recommendations to the City Council come through the vendor and PWETC to further discussion actions taken by a vendor to reduce their carbon footprint as well as that of the city; and as a way to inform future best management practices.

To that point, Mr. Culver noted that the best part of the Best Value Process scoring was recognizing those additional standards proposed by a vendor and rewarding them for those extra efforts.

Section 6.07 – Annual Work Plan (page 28)

Chair Stenlund opined that he found the first sentence somewhat awkward, and asked that staff review that as well as Section 6.08 (Outreach to Low Participating Communities) to make sure there was consistency in what was being addressed. Chair Stenlund noted in Section 6.08 specifically the need to be consistent with the terminology of "Best Value Plan," Value Added Plan," or "Best Value Process" throughout the RFP.

Chair Stenlund also noted the reference to the "annual work plan" in Sections 6.07, 6.08 and 6.09 needing consistency as well.

In Section 7.01 – Processing Facilities Must Be Specified (page 28), Chair Stenlund again asked that MRF be spelled out the first time it was referenced.

Chair Stenlund noted the changes made by staff in Section 8.05 – Liquidated Damages (page 34 – 35) based on Member Cihacek's comments at the last meeting and whether that language was clearer.

Member Cihacek responded that while “liquidated damages” was a different term, from his read of the previous month’s meeting minutes, the numbers were justifiable and he was fine with them as indicated in those minutes.

Member Wozniak suggested referencing Section 8 (page 30) and “payment in damages” versus “penalty” as previously discussed.

On page 36, discussing failures, Chair Stenlund noted Item g. specific to clean-up of spilled materials by the contractor within six hours or verbal or written notification. Chair Stenlund noted that a lot could happen in six hours, and suggested that language be changed to “Immediate Clean-up” and also requiring that the contractor self-report the spill to the state duty officer, depending on the amount and type of spill. In the case of a truck breakdown, for example, Chair Stenlund noted that materials were not always picked up before those rich nutrients ended up in the storm sewer system. Chair Stenlund suggested that some incentive should be in place to get the spill cleaned up ASAP without direction from city staff being required. Chair Stenlund also noted the need for the contractor to clearly identify what they were carrying in their spill kits. Chair Stenlund suggested that any additional costs incurred by the city for discharge of materials (e.g. cleaning out or jetting the sewer system) be applied as an additional cost to the contractor, thereby revising the language to \$250 for each incident, PLUS any additional costs incurred by the city.

Mr. Culver expressed his concern in the subjective interpretation of “immediate,” and suggested instead language to read “...immediately or no later than six hours after the incident occurs.

#### Evaluation Criteria and Weighting

Chair Stenlund asked if there were any individual concerns of the PWETC with this evaluation as defined. Chair Stenlund advised that he was fine with the scoring as currently defined in the draft RFP.

At the request of Member Cihacek, Mr. Johnson referred to the first three bullets on page 4 identifying “community values.”

Chair Stenlund noted that they were further defined in the packet under community values; and each vendor was asked to provide information as to how their proposal met them.

Member Cihacek stated that his concern was with transparency for the vendor, since the value system was unclear or the vendor may not understand the value. Member Cihacek proposed changing the weighting as follows:

- Price: 40%
- Past Performance: 15%
- Value Added Plan: 15%

759 Member Cihacek questioned why the Interview wasn't scored was included; with  
760 Mr. Culver responding that it didn't provide a separate score for the interview, but  
761 allowed the interview panel to tweak some scores based on the answers of  
762 vendors during the interview. Member Cihacek opined that it looked like two  
763 different scores to him and suggested removing it entirely or somehow noting that  
764 an outcome of the interviews may result in scoring being adjusted; allowing  
765 vendors to clarify or modify their proposals.  
766

767 Member Seigler proposed that the price be weighted at 50% rather than 40%,  
768 opining that it was at least as important if not more so than the other components.  
769

770 Mr. Culver recognized Member Seigler's perspective and advised that he would  
771 recommend it to the City Council. As with all other Best Value Processes to-date,  
772 Mr. Culver noted that 40% was the typical weighting for price, remaining the  
773 highest factor, but less than half. Mr. Culver clarified that the fear was if the price  
774 was weighted at half or more of the criteria, other categories would have even less  
775 weight in this optional bidding process and not recognize the value added of a  
776 particular contractor beyond that price.  
777

778 Regarding whether the PWETC or a member of the public should be involved in  
779 the panel process, Member Wozniak admitted he was torn. While considering  
780 that city policies were in place guiding the process and precedents as well in  
781 place, Member Wozniak admitted he was compelled by Member Cihacek's  
782 suggestion that it would engage a public perspective in the decision-making  
783 process.  
784

785 Member Cihacek noted that even as a non-voting member of the panel, it would  
786 allow their input and serve as an education piece for the public as well as enhance  
787 transparency. Whether as a formal or non-formal vote, Member Cihacek stated  
788 that he was happy with staff or the City Council further evaluating that option.  
789

790 Member Seigler spoke in support of the PWETC suggested that a better option  
791 would be for the full PWETC to be involved through every part of the review  
792 process to serve transparency purposes.  
793

794 Member Wozniak noted that the PWETC would eventually be evaluating and  
795 making a recommendation on the best proposal.  
796

797 Chair Stenlund asked how the PWETC would have accountability in order to ask  
798 good questions, through documentation received from staff; or transparency in  
799 that interview discussion. Chair Stenlund opined that it was important for the  
800 PWETC to understand the thought and scoring process, having any deeper  
801 conversation on the scoring outcome provided an added and dramatic complexity  
802 to the process.  
803

Member Cihacek opined that his concern was that in not having that piece of the information and process, it wasn't allowing him to do his job of engagement and information processing as part of his decision-making on the PEWTC and subsequent recommendation to the City Council.

Chair Stenlund noted that it was up to the PWETC majority.

Member Cihacek suggested a subcommittee of the PWETC review the proposals.

If the majority decided to pursue this option, Chair Stenlund advised that he would support the full PWETC reviewing the proposals versus a subcommittee.

Members Thurnau, Seigler and Heimerl agreed that if the PWETC was to be involved in reviewing the proposals that it be done by the entire PWETC as a full commission.

Member Cihacek reiterated that he was happy to let the City Council make a determination as to whether or not the PWETC should be involved or if it should be left at the discretion of staff. Member Cihacek opined that the PWETC didn't need to make that decision, but his interest was in presenting the argument to the City Council, and let the public and City Council speak to it; with staff advising the commission of the City Council's subsequent decision.

Member Seigler opined that staff should perform the review; reiterating that he didn't want to be involved as a group or individually; and agreed that staff should be left alone to do their job.

#### **Motion**

Member Cihacek moved, Member Wozniak seconded, recommending to the City Council that they accept the RFP as revised.

**Ayes: 6**

**Nays: 0**

**Motion carried.**

#### **7. Review March 2016 Meeting**

- Mr. Culver advised that the Lake Owasso private drive storm sewer project was an item the PWETC needed to address next month, with the potential for a possible assessment and recommendation of the PWETC to the City Council accordingly.
- Community Solar (tentatively scheduled)

However, Mr. Culver suggested a field trip in honor of Chair Stenlund's last meeting, including a tour of the Upper Villa Re-Use System and Corpus Christi Basin, and if time allowed, possibly another stormwater-related project: the St. Croix Lift Station Rehabilitation.

850  
851 Mr. Culver suggested the PWETC meet in the Council Chambers to address immediate  
852 business concerns; and then proceed with the tour. In order to accommodate the tour, Mr.  
853 Culver suggested meeting earlier than the regular 6:30 p.m. meeting time.  
854

855 **Motion**

856 Member Cihacek moved, Member Thurnau seconded, moving the March 22, 2016  
857 meeting to 5:30 p.m.; and directing staff to meet applicable notice requirements  
858 accordingly.  
859

860 **Ayes: 6**

861 **Nays: 0**

862 **Motion carried.**  
863

864 **8. Adjourn**

865 Member Cihacek moved, Member Heimerl seconded, adjournment of the meeting at  
866 approximately 9:00 p.m.  
867

868 **Ayes: 6**

869 **Nays: 0**

870 **Motion carried.**

# **Roseville Public Works, Environment and Transportation Commission**

## **Agenda Item**

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**Date:** March 22, 2016

**Item No:** 4

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**Item Description:** Communication Items

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### **Project updates:**

- Lift Station Replacements
  - On March 16, the lift station was put into operation. Staff was trained on the new pumps and controls and the system was tested, including the new backup generator.
  - Final site work will be finished in May
- Twin Lakes Parkway
  - Extension of Twin Lakes Parkway from Prior Ave to Fairview Ave.
  - Major road work will begin in spring of 2016.
- 35W & Cleveland Interchange
  - Improved intersection improvements at 35W and Cleveland Avenue.
  - Major work will begin the Spring of 2016
- Capital Region – Upper Villa Reuse and Infiltration Project
  - Installation of an underground system on Upper Villa Park behind the B-Dale Club.
    - All underground work installing the system has been completed.
    - Final work will begin to take place starting March 28 and should be completed by April 29.
- 2016 Sewer Lining Project
  - The contractor, Insituform, began sewer cleaning and televising on March 7
  - Sewer lining will begin on April 4.

### **Metro Transit A Line BRT Project:**

- Construction has started on the stations along Snelling Ave at County Road B and Larpenteur (in Falcon Heights). A kick-off event for the start of BRT service has been scheduled for Saturday, June 11<sup>th</sup>.

### **Transit Shelter Update**

- The transit shelters maintained under the now expired franchise agreement with OutFront Media have all been removed.

### **MnDot Project Update**

- Attached is a Minnesota Department of Transportation (MnDot) presentation on MnDot projects in Ramsey County that was presented to the City Council on Monday March 14.

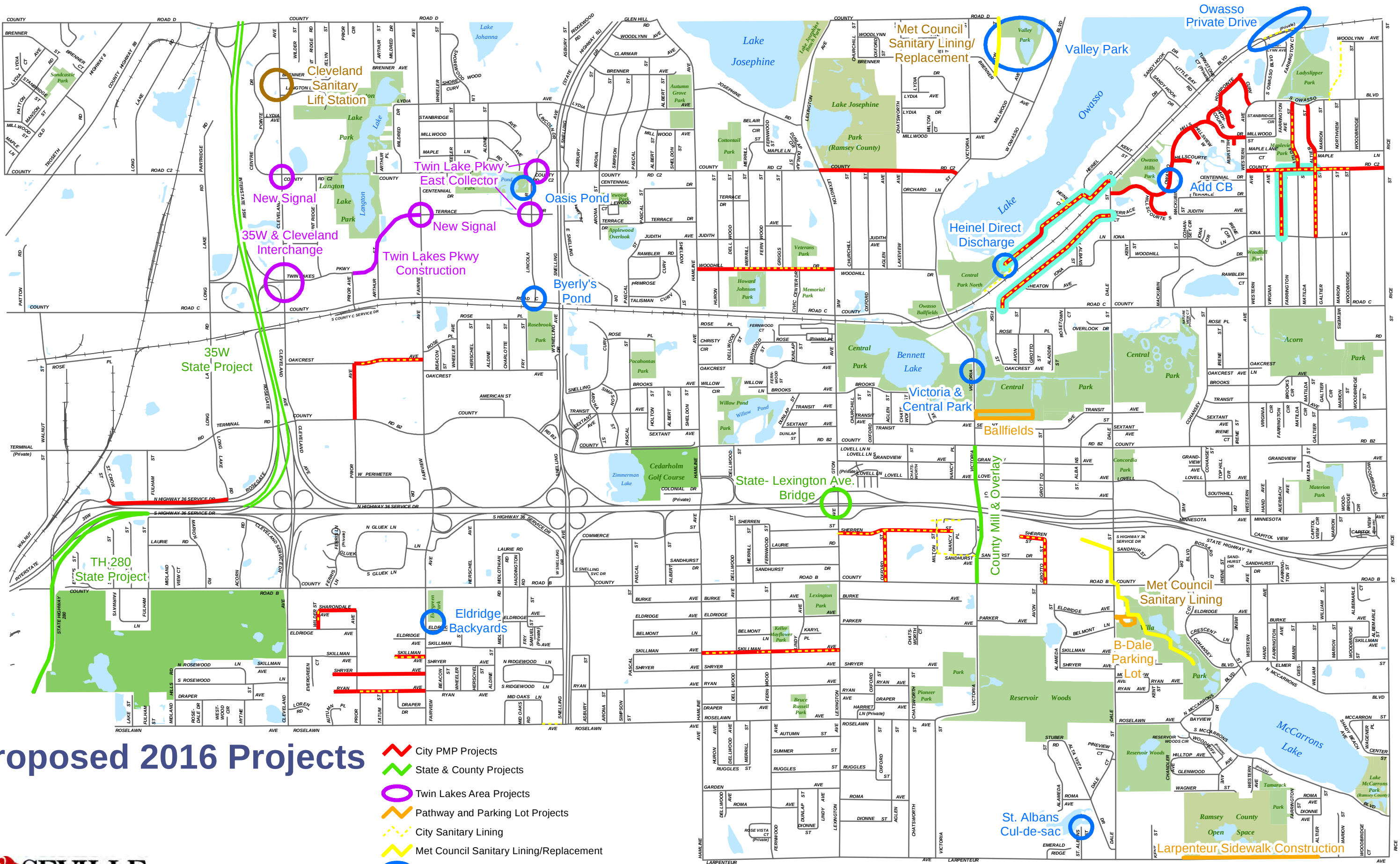
**Major Maintenance Activities:**

- Continued tree trimming.
- Began street sweeping.
- Began spray patching potholes as weather allows.
- Continued sign replacement
- Performed inlet/outlet inspections of storm sewer
- Hauled watermain break material
- Some staff participated in “Shade Tree” class
- Continue working on meter repairs. Only 70 meters remain to be upgraded to new meter and radio.
- Repaired water valve at County Rd B and Fry St.
- Repaired five water main breaks
- Worked with contractor and consultant at St. Croix Lift Station project to get training and make system operational.
- Began 2016 flushing dead end sewer mains.
- Worked with facilities contractor to get bids on carpet and window cleaning
- Staff attended “Work Zone Traffic Safety” seminar
- Collected bacteriological samples

**Attachments:**

A: 2016 Project Map

B: MnDot Project Presentation



# Proposed 2016 Projects

- City PMP Projects
- State & County Projects
- Twin Lakes Area Projects
- Pathway and Parking Lot Projects
- City Sanitary Lining
- Met Council Sanitary Lining/Replacement
- Storm Projects
- Watermain Projects
- Lift Station



# ***City of Roseville***

## ***2016 Construction Update***

**Mark Lindeberg, North Area Engineer**  
Minnesota Department of Transportation

March 14, 2016

We all have a stake in **A  B**



A map of the Minneapolis-St. Paul metropolitan area in Minnesota. Major highways are shown as thick grey lines with their respective shields (Interstate, State, or US). A prominent red line highlights a specific route. This route begins near Spring Lake Park, travels south on I-35W, then east on I-694, south on I-35E, east on I-94, and finally south on I-494. Other labeled locations include Minneapolis, St. Paul, Roseville, and various suburbs like Eden Prairie, Golden Valley, and Burnsville. A north arrow is located in the bottom right corner.



# I-694 Corridors of Commerce



- ▶ Add a general purpose lane between Rice Street & Lexington Avenue
- ▶ Reconstruct existing Pavement

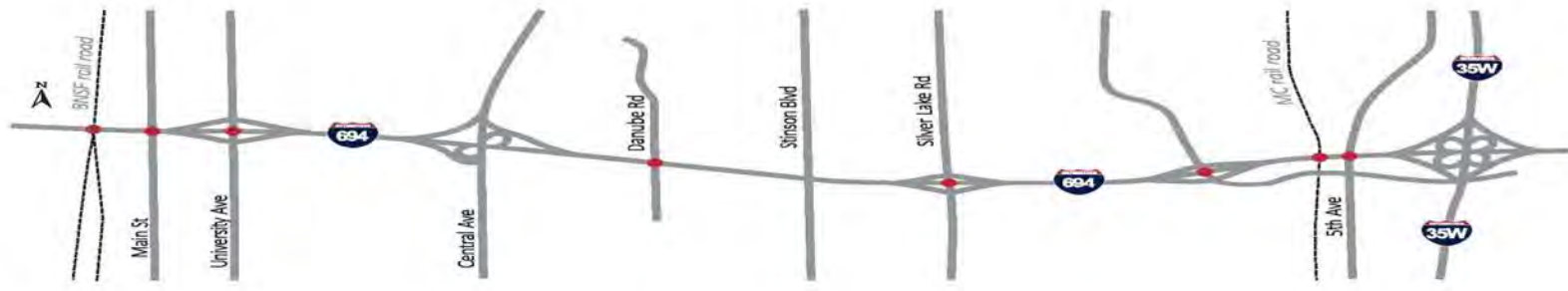
[www.enhance694.com](http://www.enhance694.com)

- ▶ Construction Cost of \$35M



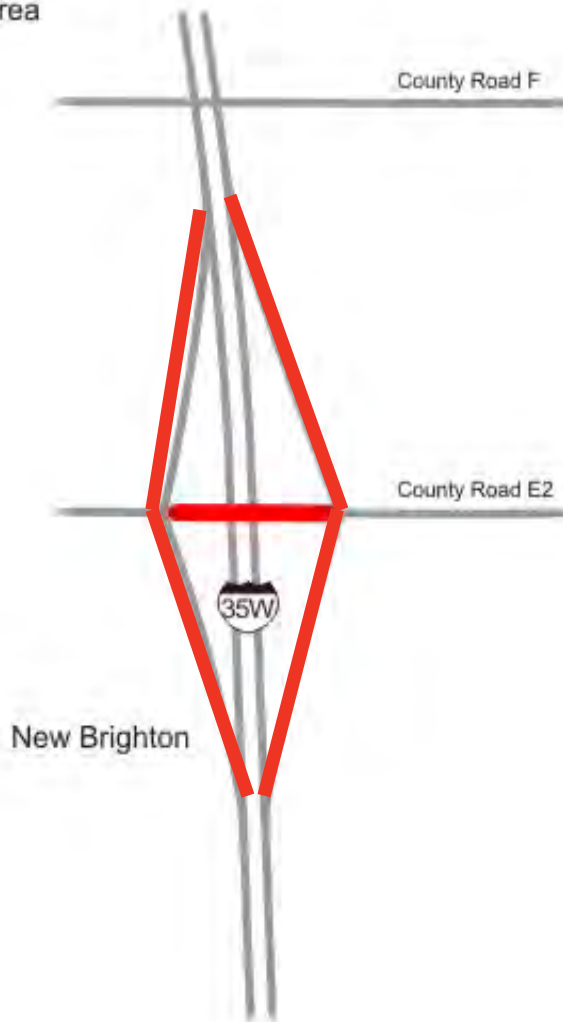
# I-694 bridges: East River Rd to I-35W

- ▶ Repaint bridges
- ▶ Construction cost: \$1.3M



# Ramsey County Rd E2 over I-35W

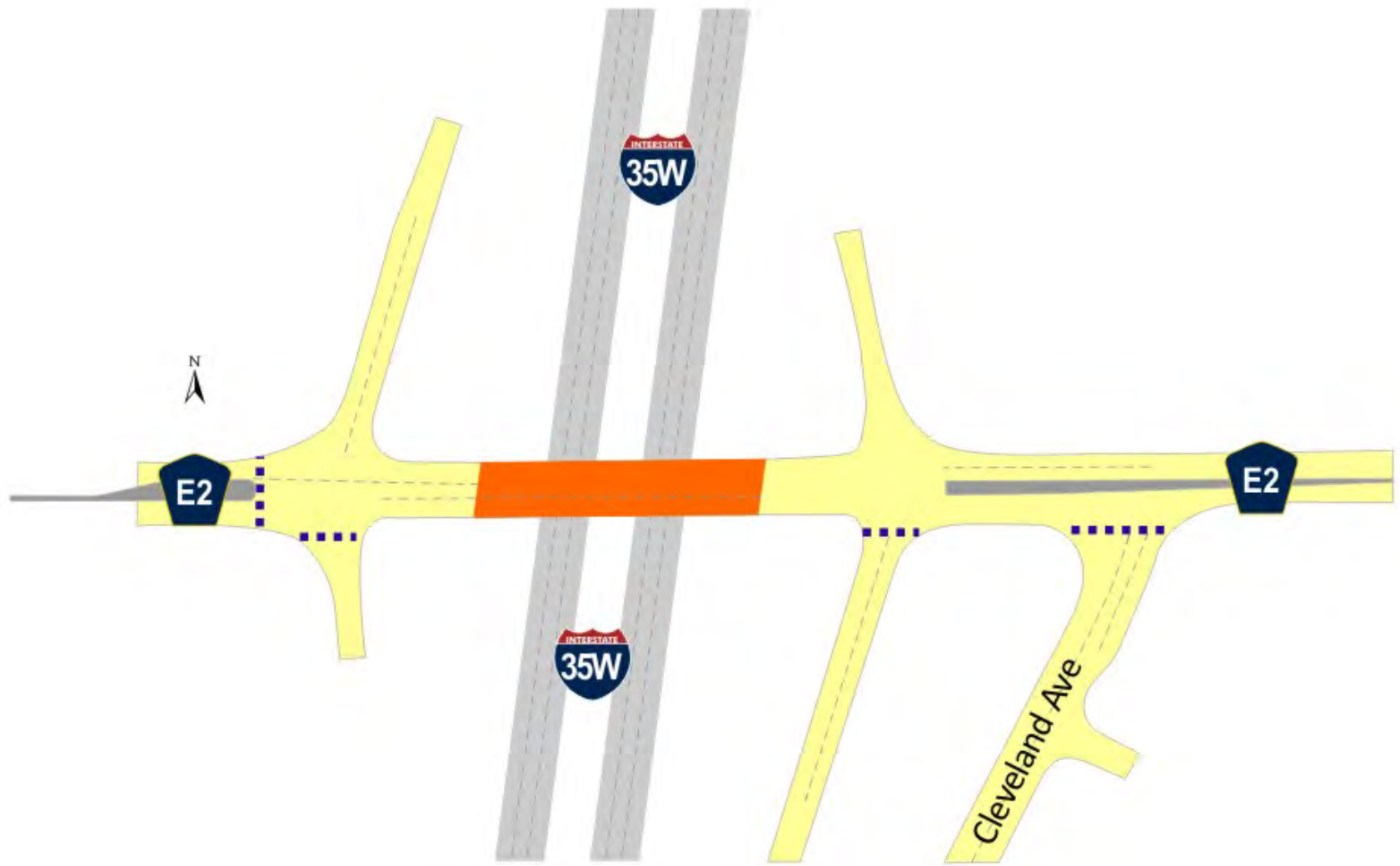
 Project Area



- ▶ Replace bridge
- ▶ Construction Cost \$3.7M



# Ramsey County Rd E2 over I-35W





# 2016 Construction Map

- Co. Rd. H Detours
- Co. Rd. E2 Detours
- Repaving I-35W



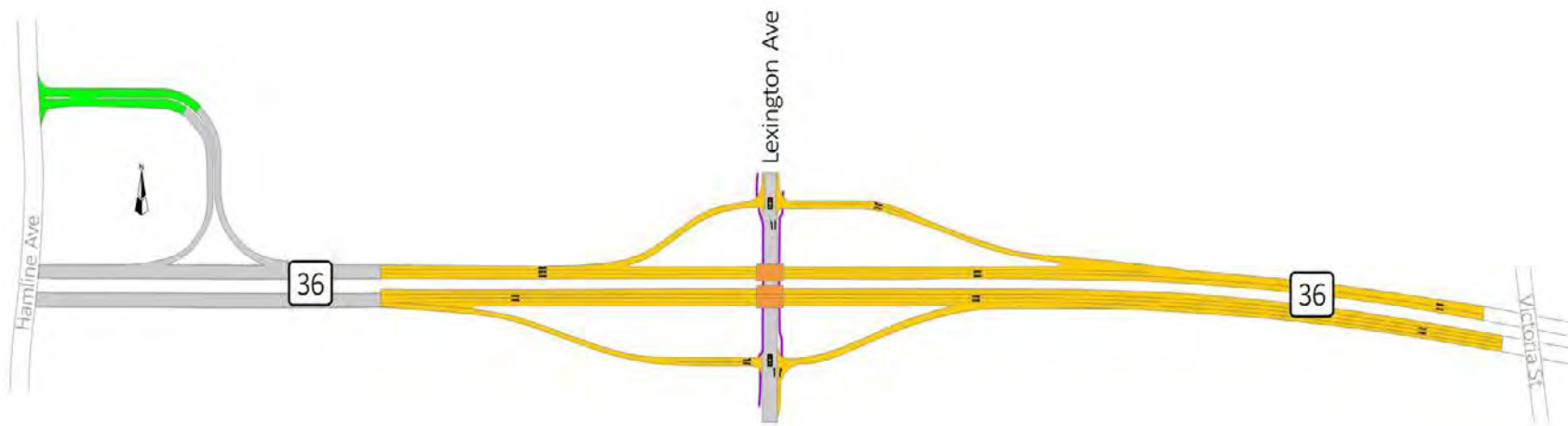
# I-35W

- ▶ Repave I-35W between Hwy 36 and I-694
- ▶ Construction Cost: \$2.5M

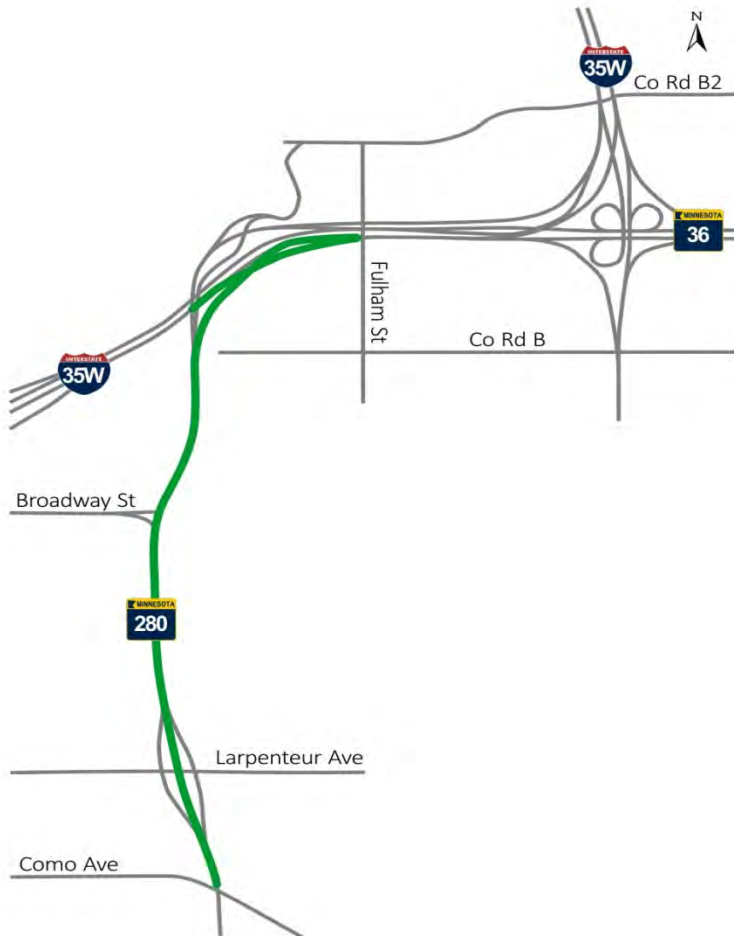


# Highway 36 at Lexington Ave.

- ▶ Replace bridges over Lexington Ave.
- ▶ Reconstruct ramps at Lexington Ave. and WB ramps at Hamline Ave.
- ▶ Resurface Hwy 36 between Hamline Ave. and Victoria St.
- ▶ Estimated cost: \$11 M



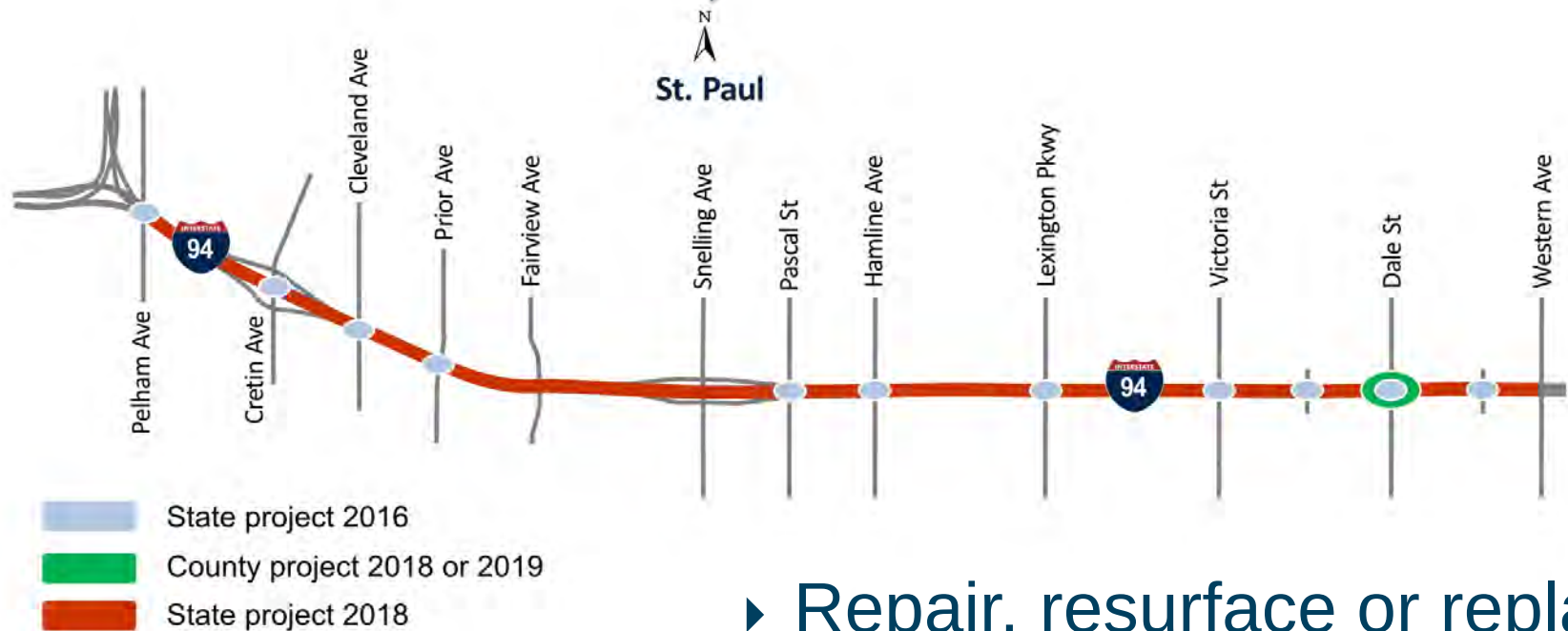
# Hwy 280: Como Ave. to I-35W/Hwy 36



- ▶ Resurface road, repair ramps
- ▶ NB Hwy 280 to I-35W/Hwy 36
- ▶ Estimated cost: \$3.3M



# I-94 bridge repair: Pelham Avenue to Western Avenue, St. Paul

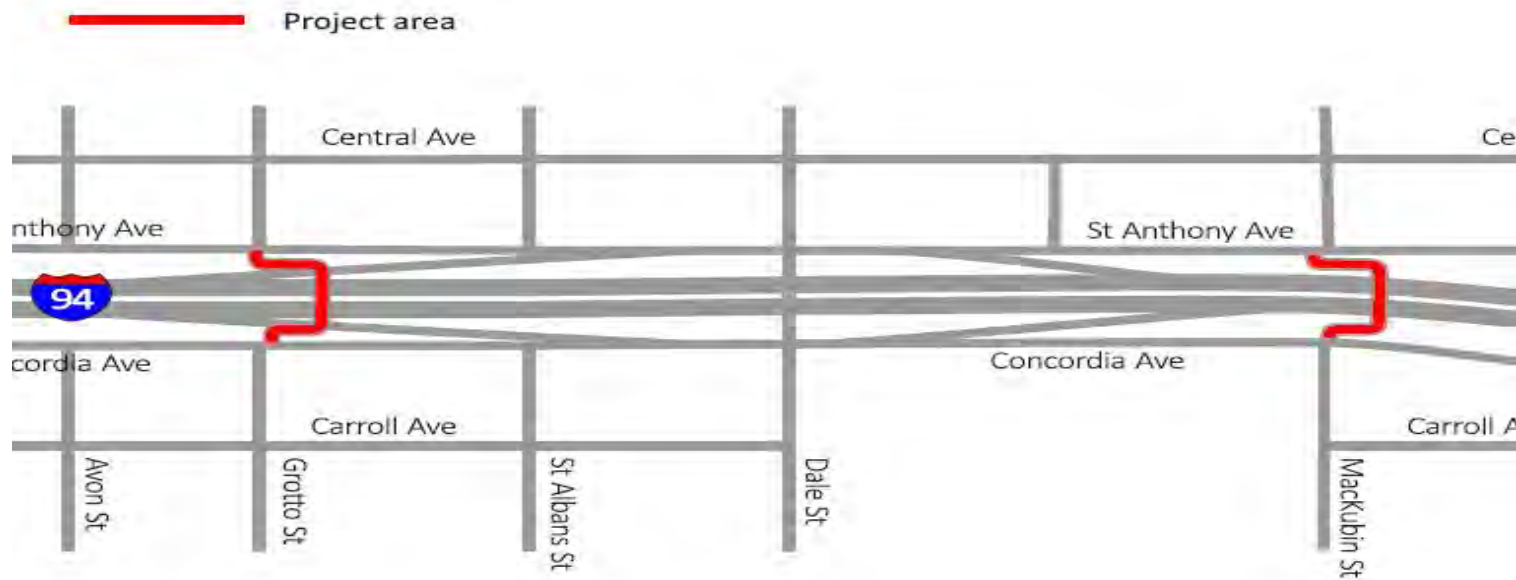


- ▶ Repair, resurface or replace bridge decks
- ▶ Construction Cost: \$4.2M



# MacKubin/Grotto Street pedestrian bridges

- ▶ Rebuild pedestrian bridges over I-94 west of downtown St. Paul
- ▶ Estimated cost: \$3.5M



# I-94 East of downtown St. Paul

- ▶ Resurface road, repair bridges, construct auxiliary lane, noise wall
- ▶ Estimated cost: \$48M



# I-35E south of downtown St. Paul



- ▶ Repair four bridges over I-35E, south of downtown St. Paul
- ▶ Estimated cost: \$1.6M



# Future 35W Projects



# The Project

- ▶ Hwy 36 to Lexington Ave.
- ▶ Add a lane in each direction
- ▶ Noise walls will be evaluated
- ▶ 2019 construction project (\$210 million)

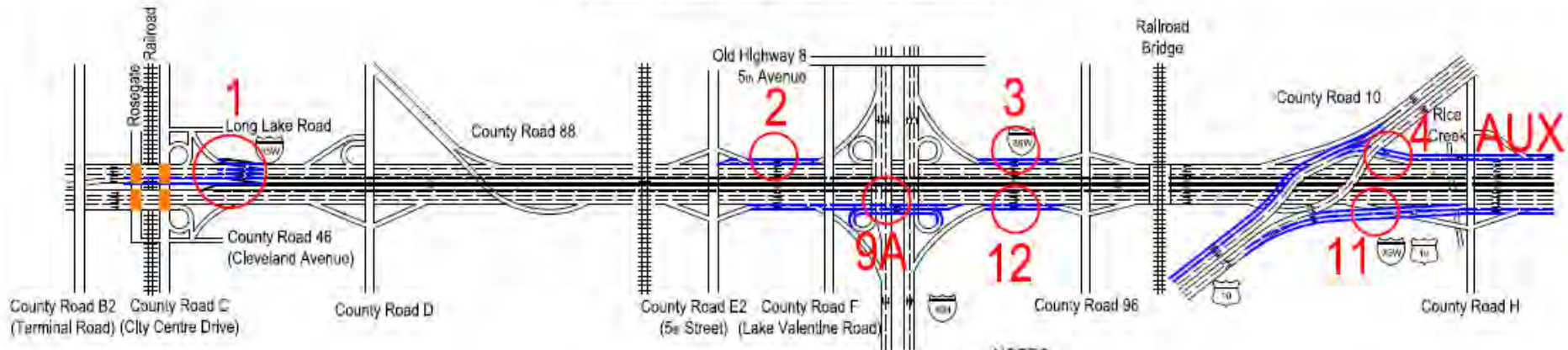


# Goals

- ▶ Develop a project on I-35W between Hwy 36 and Lexington Ave that:
  - ▶ Reduces congestion and improves safety
  - ▶ Provides a reliable congestion-free trip
  - ▶ Sustainable for 20 to 30 years
  - ▶ Utilize existing R/W

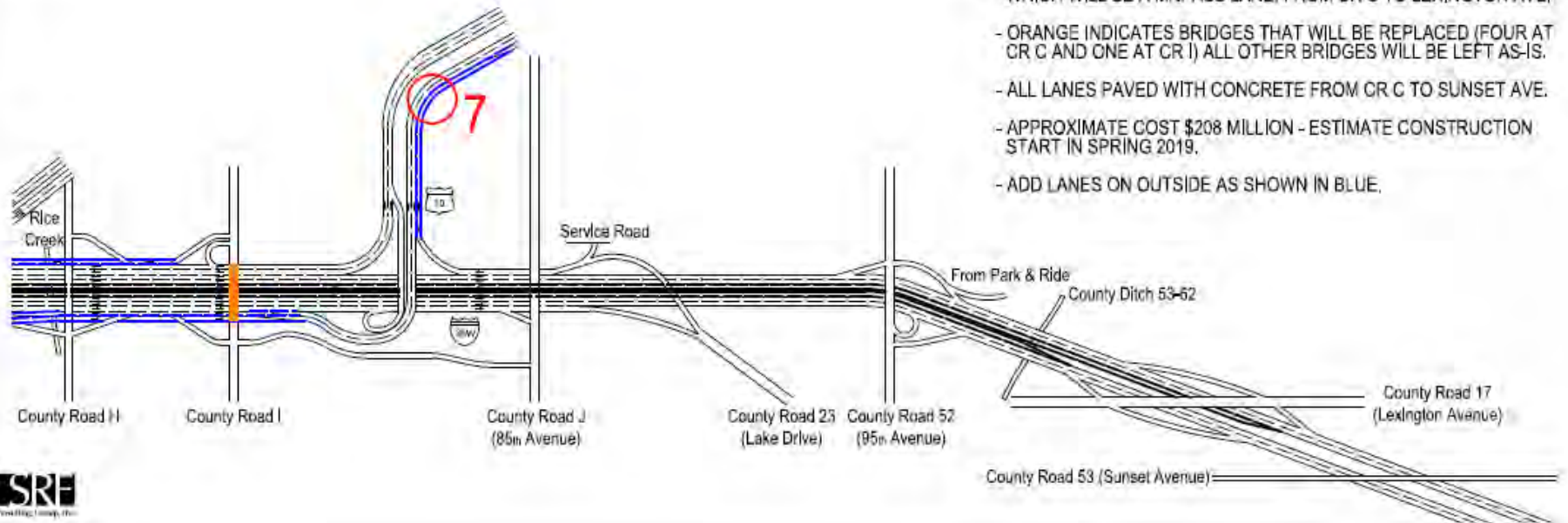


## I-35W NORTH PROJECT SCOPE



### NOTES:

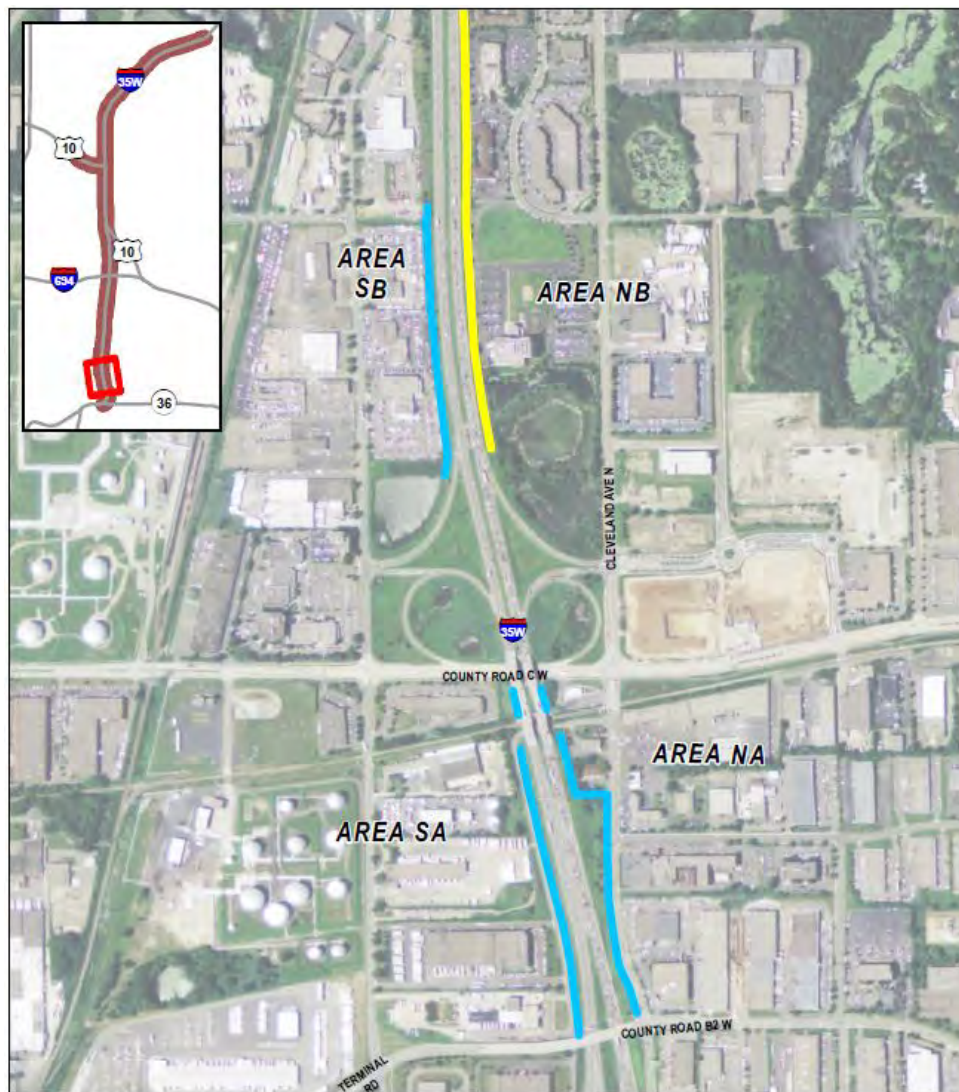
- ADD ONE LANE IN EACH DIRECTION IN THE MIDDLE, WHICH WILL BE A MNPASS LANE, FROM CR C TO LEXINGTON AVE.
- ORANGE INDICATES BRIDGES THAT WILL BE REPLACED (FOUR AT CR C AND ONE AT CR I) ALL OTHER BRIDGES WILL BE LEFT AS-IS.
- ALL LANES PAVED WITH CONCRETE FROM CR C TO SUNSET AVE.
- APPROXIMATE COST \$208 MILLION - ESTIMATE CONSTRUCTION START IN SPRING 2019.
- ADD LANES ON OUTSIDE AS SHOWN IN BLUE.



# Why Not Just Improve I-694?

- ▶ Only short-term benefits
- ▶ Improvements on I-694 both east and west deliver more traffic to I-35W
- ▶ Hwy 10 commons area will become primary bottleneck during both A.M. and P.M. peak periods
- ▶ Congestion increases south of I-694 due to increased throughput





**Noise Walls**  
**Status**  
 Existing Wall - Reconstructed  
 Existing Wall - Remain Unchanged  
 Not Proposed Wall  
 Proposed Wall

January 2016

Kimley»Horn



# I-35W North Managed Lanes Project

Noise Receptor and Wall Locations: Page 1 of 13

0 600 1,200 Feet





#### Noise Walls

##### Status

- Existing Wall - Reconstructed
- Existing Wall - Remain Unchanged
- Not Proposed Wall
- Proposed Wall

January 2016

#### I-35W North Managed Lanes Project

Noise Receptor and Wall Locations: Page 2 of 13

Kimley»Horn

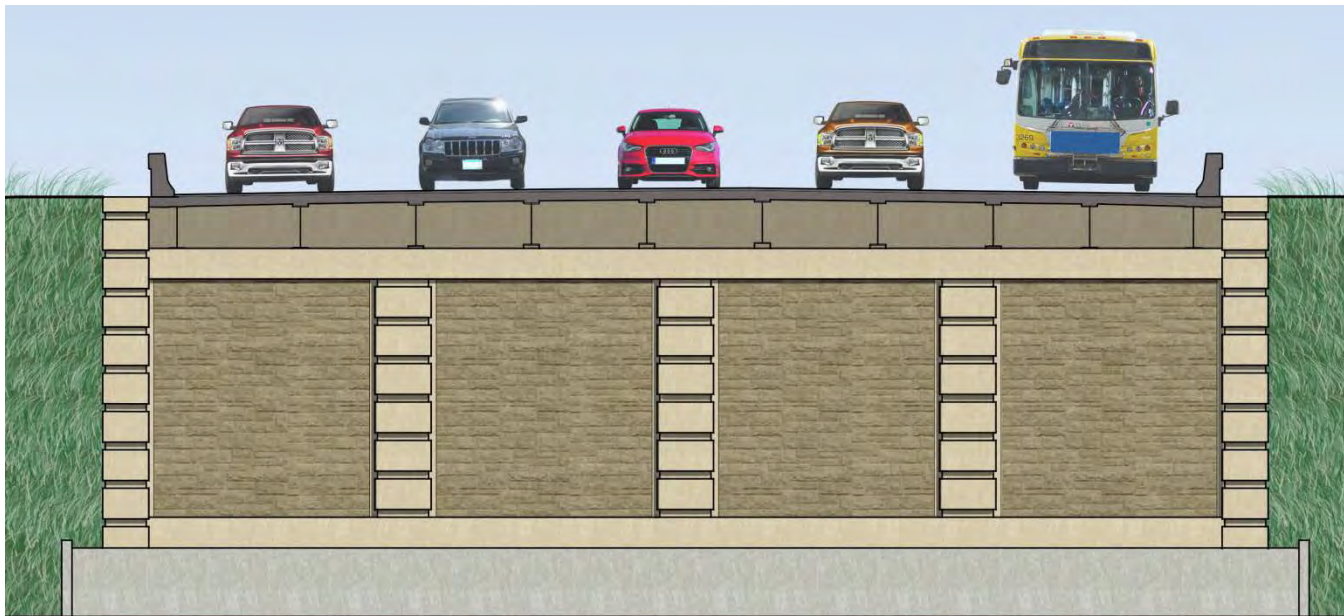
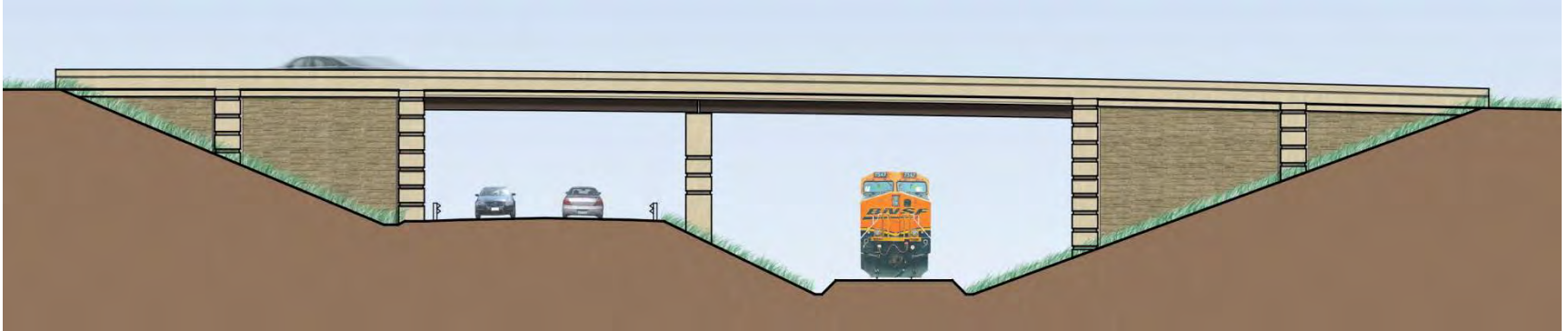


0 600 1,200 Feet



# Visual Quality – Bridge Aesthetics

Bridge over BNSF Railroad and Rosegate – High Abutment Alternative



# Noise Wall Design Precedents



► Noise Walls at CR 96 Interchange



# Noise Wall Design Precedents



► Noise Walls at CR 96 Interchange



# Need more information?

- ▶ [mndot.gov/metro/projects/i35wroseville/](http://mndot.gov/metro/projects/i35wroseville/)
- ▶ [www.mnpass.org](http://www.mnpass.org)

## Questions?

Jerome Adams  
MnDOT Project Manager  
[Jerome.Adams@state.mn.us](mailto:Jerome.Adams@state.mn.us)  
(651) 234-7611

Bobbie Dahlke  
MnPASS  
[Bobbie.Dahlke@state.mn.us](mailto:Bobbie.Dahlke@state.mn.us)  
(651) 234-7088



# Further Information & MnDOT Contacts

[www.511mn.org](http://www.511mn.org)

Current Construction  
projects:

[www.mndot.gov](http://www.mndot.gov)

Mark Lindeberg  
North Area Engineer  
[mark.lindeberg@state.mn.us](mailto:mark.lindeberg@state.mn.us)  
651-234-7722



# Roseville Public Works, Environment and Transportation Commission

## Agenda Item

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**Date:** March 22, 2016

**Item No:** 5

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**Item Description:** South Lake Owasso Private Drive Storm Sewer Improvements

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**Background:**

City staff has been working with residents along South Lake Owasso Boulevard for the past two years to address drainage concerns with the road. Currently this section of road east of Owasso Boulevard is a private road with a gravel surface. The road is in an easement from the railroad.

Currently the drainage on the road is minimal and the storm water discharges into Lake Owasso with no treatment. Staff has met with residents on the road on two occasions to discuss improvements to the road that could be done. Staff held a neighborhood meeting with residents on January 19, 2016 to discuss the project and potential costs to adjacent property owners.

The current proposal is to construct a permeable paver system (PaveDrain) with an angular stone subgrade to provide stormwater treatment and storage capacity. The system would have an underdrain that would be discharged to the lake. Attached is a draft plan showing the impacts of the project as well as a photo of the PaveDrain system.

**Recommended Action:**

Receive a presentation on the South Lake Owasso Private Drive Project and consider support for the project.

**Attachments:**

- A: Project Area Map
- B: Draft Plan Sheet
- C: PaveDrain Photo



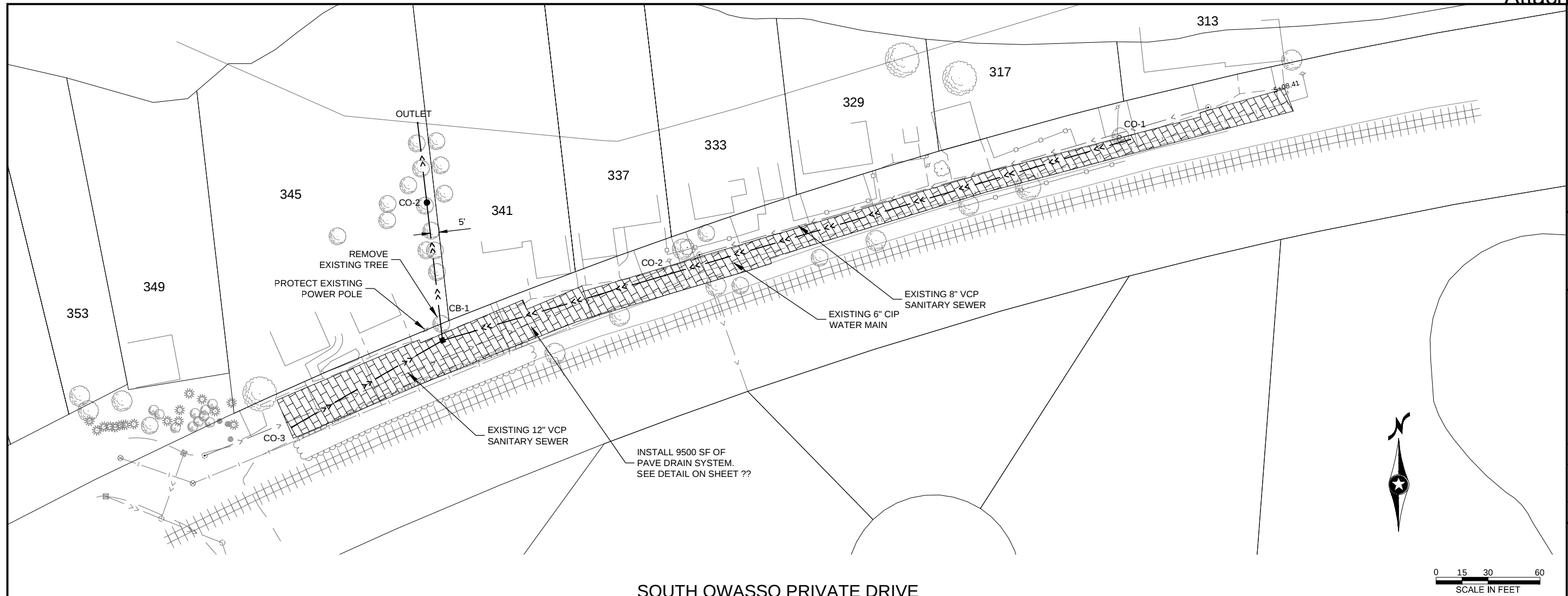
## ROSEVILLE

Notification Area

**DISCLAIMER:**  
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose not intended by the measuring instrument or direction or procedure in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Sub. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which

mapdoc: SouthLakeOwassoDrainageNotification.mxd  
map: SouthLakeOwassoDrainageNotification.pdf



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FIELD BOOK:  
Plot Date: 12/03/2015  
Drawing name: \\metro-irohoseville\Public\Works\CAD\Projects\2014\14-21\_So\_Owasso\_Drainage Improvements\Drawings\PrivateP\_C601.dwg  
Xrefs: X-SITE-EXIST, RSV L22-001, X-SITE-NEW



# **Roseville Public Works, Environment and Transportation Commission**

## **Agenda Item**

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**Date:** March 22, 2016

**Item No:** 6

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**Item Description:** Review of PWET Commission Tour

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### **Background:**

The PWET Commission will adjourn to a tour of a few sites around the City including:

- Upper Villa Reuse System
- Water Distribution Booster Station
- Corpus Christi Stormwater BMP
- St. Croix Stormwater Lift Station

A map of these locations is attached. Also attached are fact sheets about each tour location.

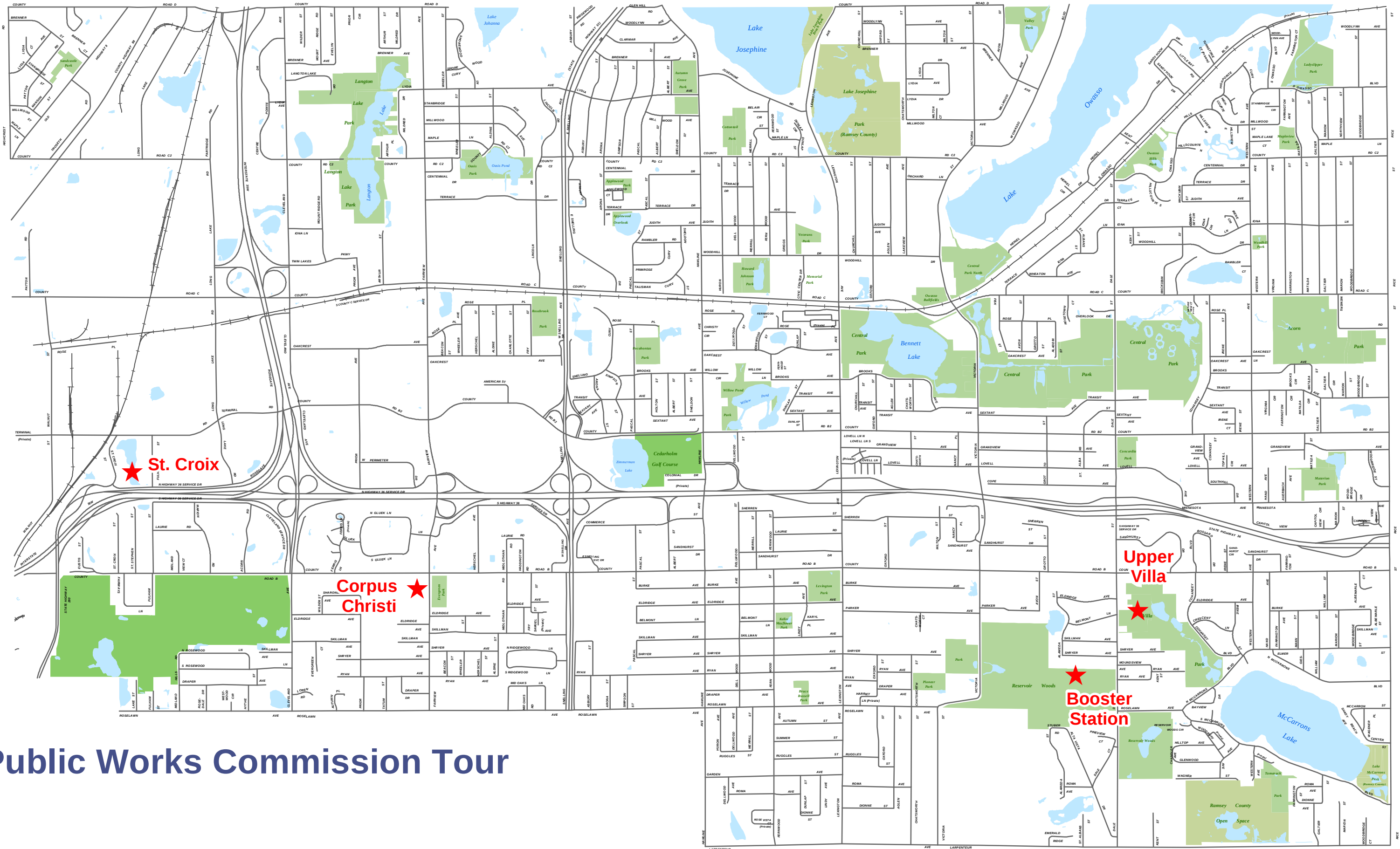
### **Recommended Action:**

Participate in tour of the above mentioned locations.

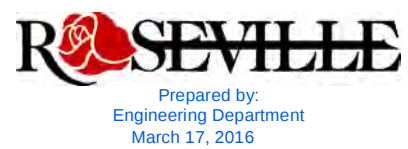
### **Attachments:**

A: Map of Tour

B: Fact Sheets

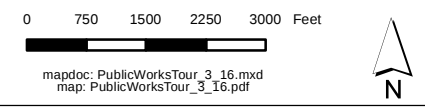


# Public Works Commission Tour



Data Sources and Contacts:  
\* Ramsey County GIS Base Map (3/2/16)  
\* City of Roseville Engineering Department  
For further information regarding the contents of this map contact:  
City of Roseville, Engineering Department,  
2660 Civic Center Drive, Roseville MN

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- Built in 1963 with four pumps
  - Pumps 1 & 2
    - 125hp each
    - 3,500 Gallons per Minute Capacity
  - Pumps 3 & 4
    - 200hp each
    - 6,500 Gallons per Minute Capacity
- Addition built in 1976
  - Pumps 5 & 6 Added
    - 400hp each
    - 9,000 Gallons per Minute Capacity

Winter daily gallons      4,000,000 – 5,000,000 gallons per day

Summer daily gallons      8,000,000 – over 11,000,000 gallons per day

# CORPUS CHRISTI BIOFILTRATION BASINS

The Corpus Christi Filtration Basins were installed in partnership with the RCWD, and the church. The goal of the project is to slow the overland flow of water that drains into a catch basin, and help alleviate the Fairview Truck Storm Sewer System. An analysis of the Fairview system was completed in 2011, and the City needs to manage 13 acre feet of stormwater to reduce localized flooding of the area. This project manages 0.5 acre feet of the 13 acre feet the City identified as a goal.



**Left:** The preconstruction condition of the Corpus Christi Field.

**Below:** Excavation of the Eastern basin. The heavy soils were overexcavated 3-5' to promote as much infiltration and storage as possible. A drantile was added and then had rock and sand backfilled around it.



**Right:** The filtration basins will slow down and filter the 10 year rain event (4.2" of rain). This will help alleviate flooding by allowing water to slowly drain into the system versus the fast

**Below:** All excavated soils were kept onsite to create a multi use field for the church.



**Project Cost: \$96,000**

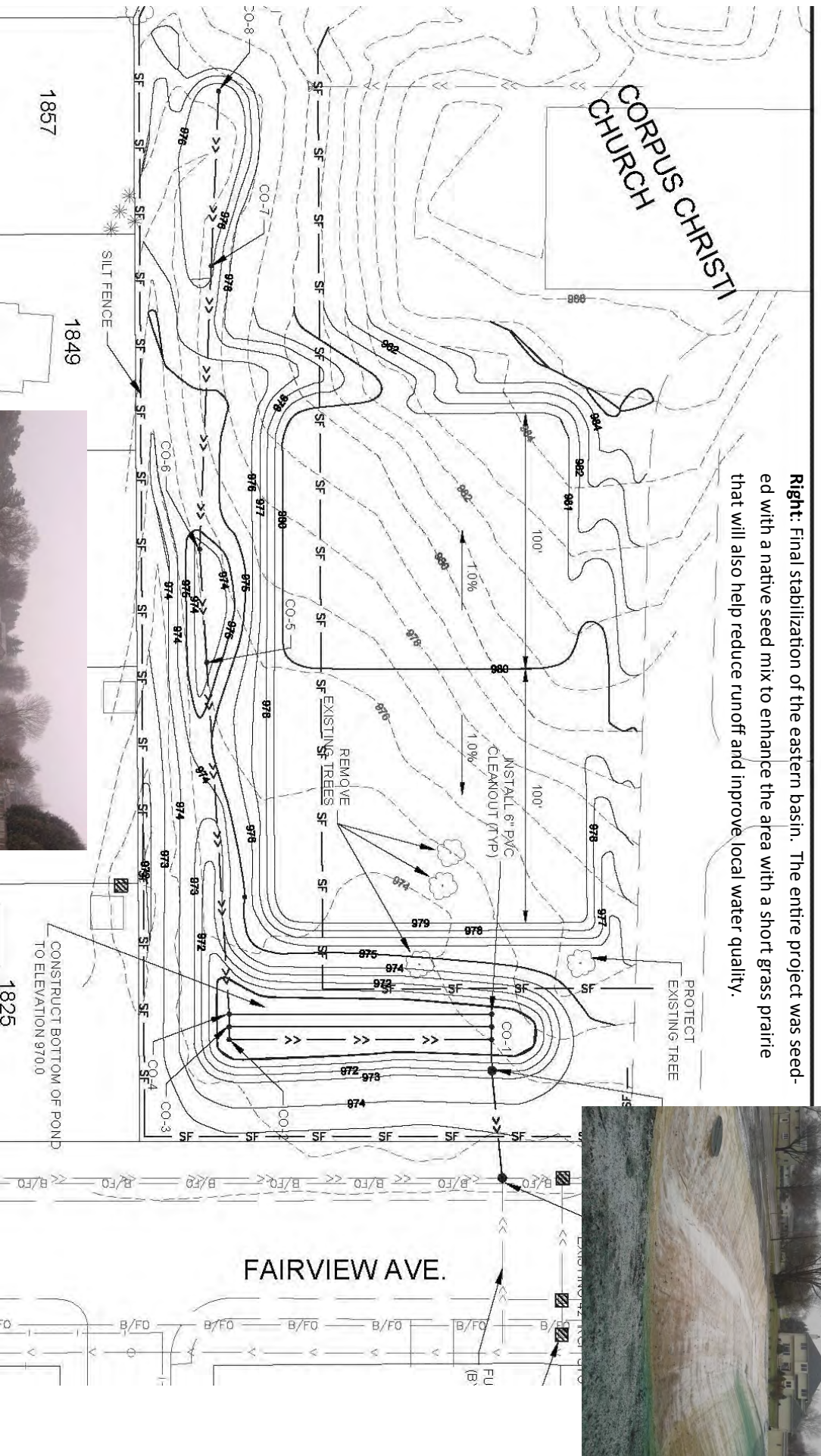
RCWD Funding: \$26,000

Roseville Funding: \$70,000



**Above:** The contractor hydromulching in the snow. Proof that it can be done.

**Right:** Final stabilization of the eastern basin. The entire project was seeded with a native seed mix to enhance the area with a short grass prairie that will also help reduce runoff and improve local water quality.

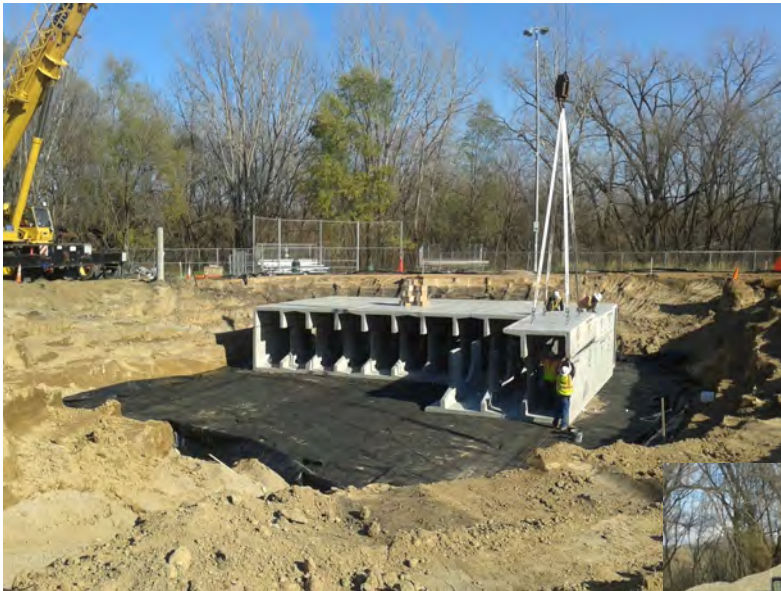


**Left:** Final stabilization of the swale on the south side of the project. This was added to guide water into the basins.



# UPPER VILLA STORMWATER HARVESTING AND UNDERGROUND INFILTRATION

The stormwater harvesting and underground infiltration has a drainage area of 249 acres of mixed land use. Annually, 6.8 million cubic feet of stormwater drains through this system carrying 84 pounds of phosphorus that drain to Lake McCarrons. The system will remove up to 30% of the stormwater and 48 lbs of phosphorus annually.



**Left:** Stormwater harvesting concrete vault installation. 20,000 cubic feet of water will be used to irrigate the ballfields. The ballfields can be watered 4 times a week with a coverage of 1" over the entire green space before the vault is empty.

There is a real time storm monitoring system synced with the cloud that will empty the concrete vault into the infiltration system if a runoff producing rainfall is expected. This will maximize the systems water quality potential.

**Right:** 10' diameter perforated pipes that have a volume capacity of 60,000 cubic feet. This water is infiltrated into the sand below the system.

**Below:** Backfilling of the pipe to match the current grade.



**Project Cost: \$989,467**

MPCA Grant: \$275,000

BWSR Grant: \$360,000

CRWD Funding: \$182,500

Roseville Funding: \$182,500



# St Croix Lift Station Upgrade

The existing storm water lift station was built in 1968 and pumps water from the north and south Fulham Ponds. The station had two existing pumps (125-HP @ 10,000 GPM, 22.3 cfs and 250 HP @ 20,000 GPM, 44.6 cfs). The storm water is pumped through a 1,150 foot, 36" forcemain and discharges into an open channel to the north.



Engineering: SEH

Construction: Magney Construction

**Left:** The old storm water lift station prior to upgrades. The overall structure remained in the same location but new pumps and controls were added and the layout was modified to provide a safer working environment for maintenance.

**Right:** The two new pumps and motors after installation. The pumps are both 200-HP pumps. The new pumps are run with a variable frequency drive (VFD) to improve the flexibility of flow rate and to allow more control of the pond elevation.

**Below:** New generator being installed. The new generator is 625 KVA and is capable of running both pumps. The system is designed to turn on automatically in the event of a power outage.



Engineering: \$ 58,817

Construction: \$865,000

**Project Cost: \$923,817**

Funding: Storm Water Fund

# **Roseville Public Works, Environment and Transportation Commission**

## **Agenda Item**

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**Date:** March 22, 2016

**Item No:** 7

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**Item Description:** Look Ahead Agenda Items/ Next Meeting April 26, 2016

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### **Suggested Items:**

- ADA Transition Plan
- East Twin Lakes Collector Improvements

### **Recommended Action:**

Set preliminary agenda items for the April 26, 2016 Public Works, Environment & Transportation Commission meeting.