



Memorandum

To: Steve Mielke, City Administrator
Chris Petree, Public Works Director
Zach Johnson, Interim City Engineer

From: Monica Heil, Project Manager

Date: May 1, 2012

Re: City Project No. 12-02
WSB Project No. 1715-831

A Second Neighborhood Meeting was held on Thursday, April 26, 2012 to discuss the 2012 Street Reconstruction Project, City Project No. 12-02. Approximately 85 residents attended the meeting held at the Parkview Elementary School to discuss the final design of the proposed improvements as well as the proposed special assessments. The following City Staff and WSB & Associates, Inc. representatives were in attendance:

- Chris Petree, City of Lakeville, Public Works Director
- Monica Heil, WSB & Associates, Inc.
- Tom Kellogg, WSB & Associates, Inc.
- Pete Sentieri, WSB & Associates, Inc.
- Mike Malszycki, WSB & Associates, Inc.

The following is a summary from the Question and Answer portion of the presentation:

Question #1 (Q1): How will multi-family mailboxes be handled with the project?

Answer #1 (A1): There are several large, metal, multi-family mailboxes that exist within the project area. These mailboxes are proposed to be salvaged and reinstalled in their same locations if disturbed with construction.

Q2: What types of trees will serve as replacements if my tree must be removed in conjunction with my water service replacement?

A2: 8-foot tall coniferous trees and 2.5-inch caliper deciduous trees are proposed to replace those trees disturbed with water service replacements. These trees will be installed in a new location away from any utility service lines as agreed upon by both the City and the property owner. Boulevard trees disturbed with construction are not proposed to be replaced as a part of this project, in accordance with current City policies.

Q3: Will manholes currently located within vehicle wheel paths be relocated as a part of the project?

A3: No. Those manholes currently located within vehicle wheel paths are sanitary sewer manholes. The existing sanitary sewer system was evaluated at the start of this project, and no repair/replacement work was needed, so all of the existing sanitary sewer manholes will remain in their same locations. All manholes will be depressed 0.04-foot, as currently required by the City's Standard Specifications for Street and Utility Construction.

Q4: What happens if the patch the City installs within my driveway settles or "pops" after you replace it?

A4: Driveway patches have the same contractor-warranty period as the streets within the project area, which is one-year.

Q5: What is being done to address drainage issues within the North Creek drainage channel?

A5: The City has already removed several tons of sediment from the channel near the intersection with Dodd Boulevard and Foliage Avenue to immediately address some of issues restricting flow within the channel. In 2010, the City also began a study of the channel to address some of the flooding issues associated with it, and is currently looking at upstream opportunities to alleviate flooding within the project area.

Q6: Will the contractor selected for the street improvements replace my entire driveway?

A6: The low bidder for the street improvement project, McNamara Construction, has indicated that they are not interested in replacing driveways beyond the limits identified with the street improvement project.

Q7: At a previous meeting, "spot" curb and gutter replacement was specified for the project – now the City is proposing to replace all of the curb and gutter - why?

A7: After the project was ordered by the City Council on January 3, 2012, a thorough inspection and inventory of all the curb and gutter within the project area was undertaken. It was determined that over 70% of the existing curb and gutter needed to be replaced. Within a typical project, when over 60% of the curb and gutter needs replacement, it becomes a cost savings to replace all of the curb and gutter (as opposed to spot curb and gutter replacement) within the project area.

Q8: How will I access my driveway during the 5-day curing period for the new curb and gutter?

A8: Vehicles will need to be parked on the streets during the concrete curb and gutter curing time. Work within the project area will be phased, and the City and WSB will work to provide residents with as much advance notice as possible regarding curb replacement in front of their homes.

Q9: What can be expected for 168th Street/Gannon Avenue during the 168th Street bridge replacement? Will trees be removed in conjunction with the bridge removal? What will the bridge look like?

A9: The bridge crossing will be closed starting in late June and will remain closed through the end of construction, or late October, 2012. During that time, residents on either side of

the bridge will need to use 168th Street or Gannon Avenue to exit the neighborhood. Some minor clearing and grubbing will need to take place within the channel area with bridge construction. The new bridge is not proposed to contain aesthetic enhancements, and will be a concrete box culvert similar to what is currently in place.

Q10: The existing bridge is overtopped by the channel during large storms – is anything going to be done to correct this with the new bridge? Can the bridge be raised?

A10: Site conditions will not allow for the bridge to be raised. However, as mentioned before, the City is studying possibilities to alleviate flooding issues in this area of the channel by making upstream improvements.

Q11: Which trees within the project have been identified for removal?

A11: Those trees in conflict with utility improvements have been identified for removal. Elsewhere within the project, efforts will be made to preserve existing trees, unless property owners would like to see otherwise. If a tree must be removed in conjunction with curb and gutter and/or sidewalk improvements, it will be communicated to the homeowner as such prior to removal.

Q12: Are any back yard storm sewer improvements proposed?

A12: No rear yard storm sewer improvements are proposed as a part of the street improvement project. However, as mentioned before, North Creek drainage channel improvements are being investigated as a part of a separate City-initiated study.

Q13: Why did the City of Lakeville install these trees within the boulevards during the original development of the area if they now need to be removed?

A13: At the time of installation, there were different City policies in-place regarding boulevard maintenance. Current practices within the City dictate that boulevard trees only be installed along parkways and major collector roadways. Boulevard trees are no longer installed along local roadways.

Q14: Are any of the private utility companies making upgrades to their systems with this project?

A14: A utility coordination meeting was held with all of the private utility companies located within the project area this past January. At that time, the only utility company that indicated they were preparing to upgrade any of part of their respective systems was Dakota Electric, which will be replacing several of the existing wooden light poles with fiberglass light poles in conjunction with the street improvements.

****Following the Neighborhood Meeting, it was also confirmed that CenterPoint Energy is also proposing to upgrade some of its existing gas facilities within the project area.****

Q15: I thought construction was going to get started after school was out – now it looks like the project may get started at the end of May? All of the children in this area must walk to school – what about their safety?

A15: It was originally anticipated that the contract would be awarded at the June 4th City Council meeting. Barring any major issues at the May 7th Assessment Hearing, the City has the opportunity to award the contract on May 21st. Allowing the contractor to start some of the work prior to the end of the 2011-2012 school year may help to alleviate some of

the construction activity that would otherwise still be underway at the start of the 2012-2013 school year. The contract has been written such that the contractor is required to maintain access to Parkview Elementary School at all times. Measures will be taken to ensure safe paths of travel for students walking to school.

Q16: I thought speed bumps were being installed along Foliage Avenue and Gerdine Path as a part of this project?

A16: Driver Feedback Signs are being installed along Flagstaff Avenue as part of a separate project, but no speed bumps are being installed along Foliage Avenue or Gerdine Path.

Q17: What type of curb is being installed? Is it the same style as what we have today?

A17: With the exception of the surmountable curb type located at the south end of Gerdine Path, all of the existing curb types will be restored. Along Gerdine Path, all new curb will be installed as barrier curb.

Q18: Why were the water curb stops located along 168th Street? Is water main being replaced in that area as well?

A18: Curb stops were located in that area to assist with locating the water main adjacent to the 168th Street bridge. However, no water main replacement is proposed for that area.

Q19: Who should we call if an issue comes up during construction?

A19: As we approach the construction start date, and have a more definitive schedule for construction, the City will communicate with all residents the schedule and construction contact phone numbers. There will be two on-site construction observers, in addition to Monica Heil and Tom Kellogg with WSB & Associates that will be available to respond resident concerns.

Q20: Where is the contractor going to start?

A20: A preliminary construction schedule is not yet available, but it will be shared as soon as it is reviewed and approved by the City.

Q21: Why is the City reconfiguring the Galaxie Way cul-de-sac?

A21: The existing layout does not meet current City design standards. The wide expanse of pavement at the intersection of the cul-de-sac with Galaxie Way is contributing to drainage issues. By narrowing the throat of the cul-de-sac to more closely meet current design standards, construction costs, as well as future maintenance costs, can be reduced while also correcting drainage issues.

Q22: What percentage of trees are going to come out of the boulevard? Can sidewalks be “curved” around any tree root systems that may be causing the existing sidewalk to heave?

A22: Only those trees impacted by utility service replacements have been identified for removal. All other trees potentially impacted by construction will be evaluated on a case-by-case basis to determine if removal is necessary. Sidewalk locations will not be altered to avoid tree root systems, due to other utility and right-of-way conflicts that a relocation may present.

Q23: If a tree is removed with the project, will the stump be ground out?

A23: Yes, stumps will be completely removed.

Q24: How long will residents be without water during the water main replacement?

A24: Residents impacted by the proposed water main replacement work will be provided with a temporary water supply during construction. Minor service interruptions (on the order of hours) will still be necessary, but residents will be provided with a minimum 48-hours notice for those service interruptions.

Q25: To what extent will water services be replaced?

A25: Water services will be replaced from the main line up to and including the curb stop (water shut off).

Q26: I live along Gannon Way, in the water main replacement area, and operate an in-home daycare business – how will the proposed water main improvements impact me?

A26: The project's two construction observers will need to work with property owners that operate in-home businesses or have special needs to maintain access to their properties during construction. Minor delays may be experienced due to certain construction activities, and residents may not always have access to driveways during the concrete curb and gutter curing period, but the on-site construction observers will work with residents to minimize construction impacts as much as they can. Additionally, the contractor will be required to always maintain access for emergency vehicles.

Q27: Where can I pay my assessment? Can I pay online? Can I pay with a credit card to earn rewards points?

A27: If residents are prepaying their assessments in 2012, they can pay the City of Lakeville directly. At this time, online and credit card transactions are not available for special assessment payments.

Q28: Who pays the assessments for foreclosed homes?

A28: Assessments for bank owned (or soon-to-be bank-owned properties) will be collected with the next sale of the property. The assessments for foreclosed homes are not passed along to the rest of the property owners within the project area.

Q29: Where will the drain tile pipes be located?

A29: For those properties proposed to receive a drain tile service stub with the street improvements, the drain tile services will be installed approximately 3-feet deep, and will be extended to a point within the drainage and utility easements approximately 21-feet behind the back of curb. The drain tile service will terminate with a cleanout that is capped and cut flush to the existing ground surface.

Q30: What will the thickness of the new street pavements be?

A30: Local streets will be paved in two lifts totaling 3.5-inches of bituminous pavement, and minor collector roadways (Gerdine Path and Foliage Avenue) will be paved in two lifts totaling 4.0-inches of bituminous pavement.

Q31: How much of my driveway will be replaced? Can we be given a “credit” if we have the entirety of our driveway replaced, saving the City the cost of the driveway patching?

A31: For driveways where water service replacement is proposed, driveways may be patched to a distance 14-feet behind the back of curb. Elsewhere within the project, driveway patches will vary based on existing driveway grades, but will typically be extended to a distance 5-feet behind the back of curb. Credits cannot be given if a homeowner chooses to replace his/her entire driveway.

Q32: Will the location of the existing curb line change?

A32: No, the streets are not proposed to be widened as a part of the project.

Q33: Is a driveway permit required for complete replacement by the homeowner?

A33: For existing driveways, less than 28-feet wide, no. For driveways that will be widened by the homeowner, a permit is required if:

- Your driveway will be wider than 24-feet (28-feet is the maximum width permitted by the City), or
- The widening of your driveway will require the alteration of an existing trail/sidewalk

Q34: What is the width of the area behind the back of curb that will be disturbed with construction?

A34: Approximately 3-feet, but potentially more if existing grade changes within any given yard requires significant grading work adjacent to a curb line.

Q35: What were the results of the survey that went out for residents along Gannon Way asking them if they would like the existing sidewalk to remain or be permanently removed with construction?

A35: Based on the survey results, this sidewalk will be restored after construction.