

**ANOKA COUNTY TRANSPORTATION COMMITTEE AGENDA
and Meeting of the Anoka County Board of Commissioners****

Commissioners Schulte (Chair), Braastad, Look and West

Monday, March 16, 2020

8:30 A.M.

**Lac qui Parle Conference Rooms B & C
Anoka County Highway Department**

ACTION ITEMS

Highway

1. Consider recommending approval of Resolution #2020-TR05, the conveyance of limited access (right-in and right-out access from Outlot A, Parkside North 9th Addition) from the property located at CSAH 17 (Lexington Avenue) and CSAH 14 (125th Avenue) in the City of Blaine; and authorizing the County Administrator to execute the necessary documents, subject to review by the County Attorney as to form and legality.
2. Consider recommending approval to enter into a Joint Powers Agreement (#C0007721) with the City of Coon Rapids, for Project 18-63-00, Strategic Congestion Mitigation Project, from CSAH 78 (Hanson Boulevard) and CSAH 9 (Round Lake Boulevard) in the City of Coon Rapids; and authorizing the Chair of the County Board and the County Administrator to execute said agreement, subject to review by the County Attorney as to form and legality.
3. Consider recommending approval to enter into a Professional Services Agreement as a Sub-Client with the City of Anoka, for professional services for Project 17-34-00, the proposed interchange improvement project on U.S. Highway 10/169 at the intersection of West Main Street, Fairoak Avenue and Thurston Avenue in the City of Anoka.
4. Consider authorizing the County Engineer to negotiate a Joint Powers Agreement with the City of Lino Lakes for Project SAP 002-634-003, the reconstruction of CSAH 34 (Birch Street) from Hokah Drive to 550 feet east of West Shadow Lake Drive, in the City of Lino Lakes.
5. Consider authorizing the County Engineer to negotiate a Joint Powers Agreement with the City of Coon Rapids for Project SP 002-611-036, the reconstruction of CSAH 11 (Foley Boulevard) from CSAH 1 (East River Road NE) to CSAH 3 (Coon Rapids Boulevard), in the City of Coon Rapids.
6. Consider authorizing the County Engineer to advertise for bids for Project CP 20-01-00, the County-Wide Overlay Project.

Transit

7. Consider recommending that the Intergovernmental and Community Relations Committee support HF2377/SF2324, a legislative bill introduced by the Volunteer Driver Coalition of Minnesota, to help volunteer drivers throughout Minnesota avoid increases in vehicle insurance premiums.

INFORMATION ITEMS

Highway

8. Review and discuss the preliminary layout design on CSAH 7 (7th Avenue/165th Avenue N.W.), from just south of County Road 158 and just north of 165th Street N.W., in the City of Andover.
9. Discuss changing a budget line item in the Maintenance budget from “Survey Total Station” to “Survey Equipment”.
10. Review Transportation Division agreements executed since last meeting.
11. Review Corridor Updates and Project Progress.
12. Public Comments are welcome at this time. In consideration of others wishing to speak, please limit comments to 2 minutes.

*** Actions taken by this Committee do not bind the County Board. In addition to the County Commissioners appointed to this committee, additional County Commissioners may attend. Non-committee Commissioners may choose to participate in the discussions and/or ask questions, but they will **not** vote on any item, nor will they agree to take a specific action on business conducted by the committee. If their attendance and limited participation in the committee meeting is considered a meeting of the County Board, this shall serve as notice of a County Board meeting. This shall also serve as notice of a County Board Meeting for any committee comprised of four or more members of the board.*



ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Consider recommending approval of Resolution #2020-TR05, the conveyance of limited access (right-in and right-out access from Outlot A, Parkside North 9th Addition) from the property located at CSAH 17 (Lexington Avenue) and CSAH 14 (125th Avenue) in the City of Blaine; and authorizing the County Administrator to execute the necessary documents, subject to review by the County Attorney as to form and legality.</i>
BACKGROUND	<p><i>During the platting process, access from the property to both CSAH 17 (Lexington Avenue) and CSAH 14 (125th Avenue) was restricted and dedicated to the County of Anoka.</i></p> <p><i>Despite the above dedications, the owners previously held access from the property site to both CSAH 17 and CSAH 14 while operating their business on the premises. The business was subsequently closed and razed for redevelopment.</i></p> <p><i>In connection with the redevelopment of the property, the owner requested the County break the dedicated access and permit limited access onto CSAH 14, which consists of right-in and right-out only. In exchange for the break in dedicated access to CSAH 14, the owners agreed to cancel their easement and cease use of the driveway providing access to the property from CSAH 17. The adjoining owners to the south of the property also agreed to cancel their easement.</i></p> <p><i>The above agreement defining access rights from the owners to CSAH 17 and CSAH 14 will further the safety of the traveling public and will assist in clarifying each party's relative access rights.</i></p>
PREVIOUS ACTION TAKEN	<i>None.</i>
COMMENTS	
RECOMMENDATIONS	<i>Approval.</i>

RESOLUTION #2020-TR05

**GRANTING RESTRICTED ACCESS OPENING
TO COUNTY STATE AID HIGHWAY NO. 14 (125TH AVENUE NE / MAIN STREET)**

WHEREAS, PLL Properties, LLC (“PLL”), a Minnesota limited liability company, owns property situated at the southeast corner of the intersection of CSAH 14 (125th Avenue NE) and CSAH 17 (Lexington Avenue), which is legally described as Outlot A, PARKSIDE NORTH 9TH ADDITION, Anoka County, Minnesota (“the PLL Property”); and

WHEREAS, during the platting process, access from the PLL Property to both CSAH 14 and CSAH 17 was restricted and dedicated to the County of Anoka; and

WHEREAS, despite the above dedications, PLL previously held access from the PLL Property site to both CSAH 14 and CSAH 17 while operating its business on the premises, which was subsequently closed and razed for redevelopment; and

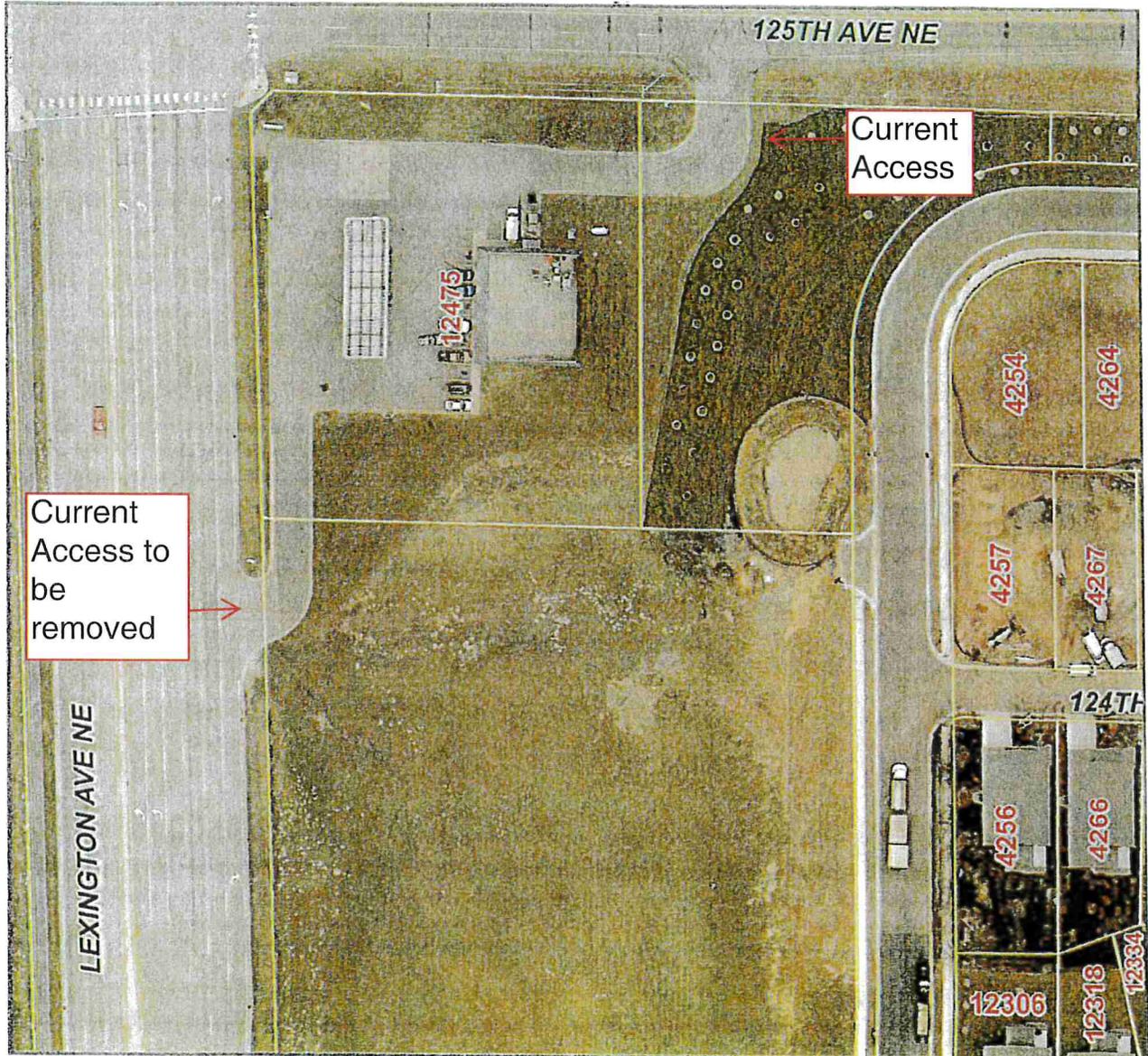
WHEREAS, in connection with the redevelopment of the PLL Property, PLL has requested that the County break the dedicated access to CSAH 14, as hereinafter provided, to permit limited access onto CSAH 14, consisting of right-in and right-out only; and

WHEREAS, in exchange for the break in dedicated access to CSAH 14, PLL has agreed to cancel its easement and cease use of the driveway providing access to the PLL Property from CSAH 17; and

WHEREAS, the above agreement defining access rights from PLL Property to CSAH 14 and CSAH 17 will further the safety of the traveling public and will assist in clarifying each party’s relative access rights.

NOW, THEREFORE, BE IT RESOLVED, that the Anoka County Board of Commissioners hereby authorizes and directs the Anoka County Board Chair and Anoka County Administrator to execute the attached deed granting limited access (right-in and right-out access from Outlot A only) from CSAH 14 to the PLL Property.

Access Exhibit



QUIT CLAIM DEED
Corporation or Partnership to
Corporation or Partnership

No delinquent taxes and transfer entered; Certificate of Real Estate Value () filed () not required
 Certificate of Real Estate Value No. _____
 _____, 20____

 County Auditor

By: Deputy

(reserved for recording data)

STATE DEED TAX DUE HEREON: \$ _____

Date: _____, 20____

FOR VALUABLE CONSIDERATION, the County of Anoka, a political subdivision of the State of Minnesota, Grantor, hereby conveys and quitclaims to PLL Properties, LLC, a Minnesota limited liability company, Grantee, real property in Anoka County, Minnesota, described as follows:

A limited access opening in the right of access dedicated to Anoka County on the plat of PARKSIDE NORTH, Anoka County, Minnesota, and shown on the plat of PARKSIDE NORTH 9TH ADDITION, Anoka County, Minnesota, being the right to only make right-hand turns into and right-hand turns from Outlot A, said PARKSIDE NORTH 9TH ADDITION, from County State Aid Highway No. 14, also known as 125th Avenue NE and Main Street, along the north line of said Outlot A, said limited access opening is described as follows:

Commencing at the northwest corner of said Outlot A; thence easterly, along the north line of said Outlot A, a distance of 20.02 feet to the beginning of said limited access opening; thence continue easterly along said north line, a distance of 60.00 feet to the end of said limited access opening.

The granting of the right of partial access described in this document is intended to provide a break in the access dedicated to the County of Anoka in the plat of PARKSIDE NORTH 9TH ADDITION, Anoka County, Minnesota, only at the location described herein.

Affix Deed Tax Stamp Here

COUNTY OF ANOKA

By: _____
 Scott Schulte, Chair
 County Board of Commissioners

By: _____
 Rhonda Sivarajah
 County Administrator

STATE OF MINNESOTA)
) ss.
 COUNTY OF ANOKA)

The foregoing was acknowledged before me this _____ day of _____, 2019, by Scott Schulte

and Rhonda Sivarajah, the Chairman of the County Board of Commissioners and the County Administrator of the County of Anoka, a political subdivision of the State of Minnesota, on behalf of the County of Anoka.

Notarial Stamp or Seal (or other title or rank)

 Signature of person taking acknowledgment

SEND TAX STATEMENTS TO:

PLL Properties, LLC

This Instrument Was Drafted By:
 Anoka County Attorney's Office
 Anoka County Government Center
 2100 Third Avenue
 Anoka, Minnesota 55303

QUIT CLAIM DEED
Corporation or Partnership to
Corporation or Partnership

No delinquent taxes and transfer entered; Certificate of Real Estate Value () filed () not required
 Certificate of Real Estate Value No. _____
 _____, 20____

 County Auditor
 By: _____ Deputy

(reserved for recording data)

STATE DEED TAX DUE HEREON: \$ _____

Date: _____, 20____

FOR VALUABLE CONSIDERATION, PLL Properties, LLC, a Minnesota limited liability company, Grantor, hereby conveys and quitclaims to the County of Anoka, a political subdivision under the laws of the State of Minnesota, Grantee, real property in Anoka County, Minnesota, described as follows:

All right of access, ingress and egress from Outlot B, Parkside North 9th Addition to Lexington Avenue as granted under Document No. 351645.

Affix Deed Tax Stamp Here

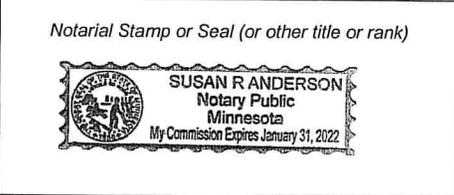
PLL PROPERTIES, LLC, A MINNESOTA LIMITED LIABILITY COMPANY

By: *Lenny L. Lieser*
Lenny L. Lieser
Its: President

By: *Penny L. Lieser*
Penny L. Lieser
Its: Vice President

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing was acknowledged before me this 30th day of January, 2020, by Lenny L. Lieser the President of PLL Properties, LLC, a Minnesota limited liability company, on behalf of the company.



Susan R. Anderson
Signature of person taking acknowledgment

SEND TAX STATEMENTS TO:

PLL Properties, LLC
12475 Lexington Blaine MN
55449

This Instrument Was Drafted By:
Anoka County Attorney's Office
Anoka County Government Center
2100 Third Avenue
Anoka, Minnesota 55303

QUIT CLAIM DEED
Corporation or Partnership to
Corporation or Partnership

No delinquent taxes and transfer entered; Certificate of Real Estate Value () filed () not required
Certificate of Real Estate Value No. _____
_____, 20____

County Auditor
By: Deputy

(reserved for recording data)

STATE DEED TAX DUE HEREON: \$ _____

Date: _____, 20____

FOR VALUABLE CONSIDERATION, Renovation Church, a non-profit corporation under the laws of the State of Minnesota, Grantor, hereby conveys and quitclaims to the County of Anoka, a political subdivision under the laws of the State of Minnesota, Grantee, real property in Anoka County, Minnesota, described as follows:

All right of access, ingress and egress from Outlot B, Parkside North 9th Addition to Lexington Avenue as granted under Document No. 351645.

Affix Deed Tax Stamp Here

RENOVATION CHURCH, A NON-PROFIT CORPORATION UNDER THE LAWS OF THE STATE OF MINNESOTA

By: [Signature]

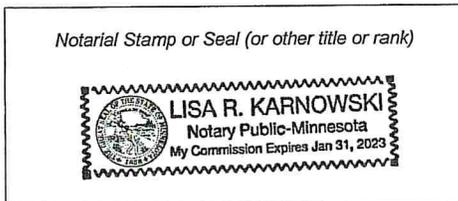
Its: Board Chair

By: [Signature]

Its: ASSISTANT BOARD CHAIR

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing was acknowledged before me this 2 day of March, 2020, by Gerrit Plantage and Barbara Mahr, the Board Chair and Assistant Board Chair of Renovation Church, a non-profit corporation under the laws of the State of Minnesota, on behalf of the corporation.



[Signature]
Signature of person taking acknowledgment

SEND TAX STATEMENTS TO:

Renovation Church
2285 132nd Lane Ne
Blaine, MN 55449

This Instrument Was Drafted By:
Anoka County Attorney's Office
Anoka County Government Center
2100 Third Avenue
Anoka, mn 55303



ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Consider recommending approval to enter into a Joint Powers Agreement (#C0007721) with the City of Coon Rapids, for Project 18-63-00, Strategic Congestion Mitigation Project, from CSAH 78 (Hanson Boulevard) and CSAH 9 (Round Lake Boulevard) in the City of Coon Rapids; and authorizing the Chair of the County Board and the County Administrator to execute said agreement, subject to review by the County Attorney as to form and legality.</i>
BACKGROUND	<p><i>In 2019, Anoka County, in coordination with the City of Coon Rapids and MnDOT, completed an origin-destination study to determine the need, effectiveness, and feasibility of adding an additional travel-lane to U.S. Hwy 10 between CSAH 78 (Hanson Blvd) and CSAH 9 (Round Lake Blvd).</i></p> <p><i>The study determined that an additional travel lane(s) would be effective at addressing congestion on U.S. Hwy 10 and several County roadways (i.e., CSAH 78 (Hanson Blvd), CSAH 3 (Coon Rapids Blvd), CSAH 1 (East River Road), etc.). The first phase of this project will focus on developing a preliminary layout design, acquiring ROW, and preparing the environmental documentation for said project.</i></p> <p><i>The County entered into a contract with TKDA in the amount of \$644,000 to conduct the first phase to help define the full scope of the project and improvements. The City of Coon Rapids has approved a cost share of \$322,000 (50% cost share) of the proposed first phase of the contract. Under the terms of the agreement, the County will not request payment for Coon Rapids share until mid-January of 2021.</i></p> <p><i>The attached resolution has been presented and approved by the Coon Rapids City Council.</i></p>
PREVIOUS ACTION TAKEN	<p><i>08/01/16 - Authorized Contract #C0005133 with Braun Intertec for geotechnical services related to this project.</i></p> <p><i>09/02/16 – Authorized Contract #0005215 with SEH Inc. for environmental services related to this project.</i></p> <p><i>10/04/16 – Authorized Contract #0005292 with TKDA for bridge engineering services related to this project.</i></p> <p><i>12/11/17 – Adopted Resolution requesting a variance for trail width across existing bridge.</i></p> <p><i>01/30/18 – Approved acquisition of right-of-way</i></p> <p><i>04/24/18 – Authorization to negotiate JPA with the City of Andover.</i></p>
COMMENTS	<i>This first phase has already begun with TKDA, to determine the preliminary layout and environmental documentation on this project. We value the partnership and agreement with Coon Rapids to move this project forward.</i>
RECOMMENDATIONS	<i>Approval.</i>

**JOINT POWERS AGREEMENT
FOR THE STRATEGIC CONGESTION MANAGEMENT PROJECT
ON US HWY 10 BETWEEN CSAH 78 (HANSON BLVD)
AND CSAH 9 (ROUND LAKE BLVD)
IN THE CITY OF COON RAPIDS, MN
(CP 18-63-00)**

THIS AGREEMENT is made and entered into this ___ day of _____, 2019 by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as "County", and the City of Coon Rapids, 11155 Robinson Drive, Coon Rapids, MN 55433, hereinafter referred to as "City".

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to make necessary improvements on the US Hwy 10 corridor between CSAH 78 (Hanson Blvd) and CSAH 9 (Round Lake Blvd) in the City of Coon Rapids to address congestion and traffic operational issues; and,

WHEREAS, said parties mutually agree that US Hwy 10 is a critical corridor for freight, transit, and commuter traffic which serves residents, businesses, and industry in Anoka County as well as the surrounding region; and,

WHEREAS, said parties mutually agree that improvements to the US Hwy 10 corridor will provide positive regional benefits to local roadway networks, movement of freight, local businesses and residents, as well as roadway users; and,

WHEREAS, the County has agreed to administer preliminary engineering design for said improvements; and,

WHEREAS, Anoka County will coordinate with the City, the Minnesota Department of Transportation (MnDOT), and other agencies as necessary to develop an agreed upon improvement project; and,

WHEREAS, the parties agree that it is in their best interest that the cost of said project be shared; and,

WHEREAS, Minn. Stat. § 471.59 authorizes political subdivisions of the state to enter into joint powers agreements for the joint exercise of powers common to each.

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

I. PURPOSE

The parties have joined together for the purpose of improving congestion and traffic operations along the US Hwy 10 corridor between Hanson Blvd and Round Lake Blvd in the City of Coon Rapids. The County will administer a consultant design contract to develop preliminary layout design, acquire ROW, and prepare the environmental documentation for said improvements. Proposed improvements may

include but are not limited to: additional through lanes on US Hwy 10 in one or both directions, drainage system improvements, improved pedestrian accommodations at existing interchanges, construction of noise walls where deemed feasible and reasonable, traffic control system revisions, and utility relocations.

II. COSTS

The parties agree to share in the costs associated with preliminary engineering, and environmental documentation preparation necessary to advance the project to final design plans and specifications.

These items have been separated into two phases. Phase 1 includes preliminary engineering and environmental documentation. Each party agrees to pay 50% of Phase I costs. The Phase 1 estimated cost is \$644,000. The City's cost share for Phase 1 will be payable upon receipt of invoicing from Anoka County on or after January 15, 2021.

Phase 2 includes final design, plan preparation and development of project specifications. This agreement does not bind the City to any future contributions to this project. However, project stakeholders will evaluate whether or not to proceed with Phase 2 near the conclusion of work under Phase 1. If Phase 2 work is approved by both parties, the costs will be determined by direct negotiation with the Phase 1 consultant or by requesting proposals for additional consultants. The City and County cost participation for Phase 2 work will be determined at that time and agreed upon through an amendment to this JPA.

Project construction and ROW acquisition funds have not been secured as of the date of this agreement. However, the City and County are coordinating efforts to request trunk highway bond funds during the 2020 legislative session. Both agencies are also investigating other funding options to help complete the project.

If construction and ROW acquisition portions of the project do become fully funded, the parties to this agreement will address cost participation amounts under a separate agreement, or by amending this agreement.

III. TERM / TERMINATION

This Agreement shall become effective immediately upon execution, and will remain in effect until the preliminary engineering and environmental documentation preparation are completed.

IV. DISBURSEMENT OF FUNDS

All funds disbursed by the County or City pursuant to this Agreement shall be disbursed by each entity pursuant to the method provided by law.

V. CONTRACTS AND PURCHASES

All contracts let and purchases made pursuant to this Agreement shall be made by the County in conformance to the State laws.

VI. STRICT ACCOUNTABILITY

A strict accounting shall be made of all funds and report of all receipts and shall be made upon request by either party.

VII. NOTICE

For purposes of delivery of any notices herein, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 Third Avenue, Anoka, Minnesota 55303, on behalf of the County, and to the City Manager of Coon Rapids, 11155 Robinson Drive, Coon Rapids, MN 55433, on behalf of the City.

VIII. INDEMNIFICATION

The City and County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents, or employees relating to activities conducted by either party under this Agreement.

IX. ENTIRE AGREEMENT REQUIREMENT OF A WRITING

It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to the subject matter thereof. Any alterations, variations, or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

X. COUNTERPARTS

This Agreement may be executed in any number of counterparts, each one of which shall be deemed to be an original, but all such counterparts together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties of this Agreement have hereunto set their hands on the dates written below:

COUNTY OF ANOKA

CITY OF COON RAPIDS

By: _____
Rhonda Sivarajah
County Administrator

By: Jerry Koch
Jerry Koch
Mayor

Dated: _____

Dated: 2/21/2020

By: Matt Sternwedel
Matt Sternwedel
City Manager

Dated: 2/21/2020

RECOMMENDED FOR APPROVAL:

By: _____
Joseph MacPherson, P.E.
County Engineer

By: Tim Himmer
Tim Himmer, P.E.
Public Works Director

Dated: _____

Dated: 2/26/20

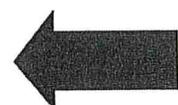
APPROVED AS TO FORM AND EXECUTION:

By: _____
Christine Carney
Assistant County Attorney

By: David Brodie
David Brodie
City Attorney

Dated: _____

Dated: 2/21/2020





ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<p><i>Consider recommending approval to enter into a Professional Services Agreement as a Sub-Client with the City of Anoka, for professional services for Project 17-34-00, the proposed interchange improvement project on U.S. Highway 10/169 at the intersection of West Main Street, Fair oak Avenue and Thurston Avenue in the City of Anoka.</i></p>
BACKGROUND	<p><i>The City of Anoka, Anoka County, and MnDOT have been successful in obtaining funding for the proposed U.S. 10/169 interchange improvement project at West Main Street, Fair oak Avenue and Thurston Avenue in the City of Anoka. Anoka County leadership was instrumental in securing \$15M in Local Road Improvement Program (LRIP) funds during the 2018 legislative session.</i></p> <p><i>In addition, the County has previously entered into a Joint Powers Agreement (JPA) committing \$4M in county funds to this project, and must execute the attached agreement in order to utilize the LRIP funds on this project. The County will be signing as a Sub-Client, which meets the requirements of the Minnesota Management of Budget (MMB) who administers the LRIP program</i></p>
PREVIOUS ACTION TAKEN	<p><i>01/30/18 (Board Meeting) – adopted resolution of support for the City of Anoka’s application for Corridors of Commerce program funding for TH 10 intersection improvements at Fair oak Avenue and Thurston Avenue</i></p> <p><i>03/19/18 – discussed list of projects submitted for Corridors of Commerce funding</i></p> <p><i>04/02/18 – adopted resolution of support for all projects within Anoka County submitted under the Corridors of Commerce Solicitation</i></p> <p><i>05/14/18 – approval of Value Engineering study funding commitment</i></p> <p><i>10/15/18 – authorized negotiation of JPA with City of Anoka</i></p> <p><i>11/27/18 – approval to enter into JPA with the City of Anoka</i></p>
COMMENTS	
RECOMMENDATIONS	<p><i>Approval to enter into the agreement</i></p>

AGREEMENT FOR PROFESSIONAL SERVICES
US HIGHWAY 10/169 IMPROVEMENTS PROJECT
CITY OF ANOKA

This Agreement, made this 15th day of July 2019, by and between CITY OF ANOKA, 2015 FIRST AVE, ANOKA, MN 55303, hereinafter referred to as CLIENT, and BOLTON & MENK, INC., 12224 NICOLLET AVE, BURNSVILLE, MN 55337, hereinafter referred to as CONSULTANT.

This agreement for professional service for US Highway 10/169 Improvement Project has been reviewed and approved by the SUB-CLIENT, Anoka County.

WITNESS, whereas the CLIENT requires professional services in conjunction with US HIGHWAY 10/169 IMPROVEMENTS PROJECT and whereas the CONSULTANT agrees to furnish the various professional services required by the CLIENT.

NOW, THEREFORE, in consideration of the mutual covenants and promises between the parties hereto, it is agreed:

SECTION I - CONSULTANT'S SERVICES

- A. The CONSULTANT agrees to perform the various Basic Services in connection with the proposed project as described in Exhibits A (Proposal) and B (Fee Estimate).
- B. Upon mutual agreement of the parties hereto, Additional Services may be authorized as described in Exhibit A (Proposal) or as described in Paragraph IV.B.

SECTION II - THE CLIENT'S RESPONSIBILITIES

- A. The CLIENT shall promptly compensate the CONSULTANT in accordance with Section III of this Agreement.
- B. The CLIENT shall place any and all previously acquired information in its custody at the disposal of the CONSULTANT for its use. Such information shall include but shall not be limited boundary surveys, topographic surveys, preliminary sketch plan layouts, building plans, soil surveys, abstracts, deed descriptions, tile maps and layouts, aerial photos, utility agreements, environmental reviews, and zoning limitations. The CONSULTANT may rely upon the accuracy and sufficiency of all such information in performing services unless otherwise instructed, in writing, by CLIENT.
- C. The CLIENT will guarantee access to and make all provisions for entry upon both public and private portions of the project and pertinent adjoining properties.
- D. The CLIENT will give prompt notice to the CONSULTANT whenever the CLIENT observes or otherwise becomes aware of any defect in the proposed project.
- E. The CLIENT shall designate a liaison person to act as the CLIENT'S representative with respect to services to be rendered under this Agreement. Said representative shall have the authority to transmit instructions, receive instructions, receive information, interpret and define the CLIENT'S policies with respect to the project and CONSULTANT'S services.

- F. The CLIENT shall provide such legal, accounting, independent cost estimating, and insurance counseling services as may be required for completion of the consultant services described in this agreement.
- G. The CLIENT will obtain any and all regulatory permits required for the proper and legal execution of the project.

SECTION III - COMPENSATION FOR SERVICES

A. FEES.

1. The CLIENT will compensate the CONSULTANT in accordance with the following schedule of fees for the time spent in performance of Agreement services.

Schedule of Fees

<u>Employee Classification</u>	<u>Hourly Billing Rates</u>
Senior Principal	\$150-270/Hour
Principal Engineer/Surveyor/Planner/GIS/Landscape Architect	\$140-195/Hour
Senior Engineer/Surveyor/Planner/GIS/Landscape Architect	\$110-175/Hour
Project Manager (Inc. Survey, GIS, Landscape Architect)	\$100-190/Hour
Project Engineer/Surveyor/Planner/Landscape Architect	\$85-175/Hour
Design Engineer/Landscape Designer/Graduate Engineer/Surveyor	\$80-185/Hour
Specialist (Nat. Resources: GIS; Traffic; Graphics; Other)	\$60-165/Hour
Senior Technician (Inc. Construction, GIS, Survey ¹)	\$85-175/Hour
Technician (Inc. Construction, GIS, Survey ¹)	\$65-140/Hour
Administrative	\$45-100/Hour
Structural/Electrical/Mechanical/Architect	\$120-150/Hour
GPS/Robotic Survey Equipment	NO CHARGE
Cad/Computer Usage	NO CHARGE
Routine Office Supplies	NO CHARGE
Routine Photo Copying/Reproduction	NO CHARGE
Field Supplies/Survey Stakes & Equipment	NO CHARGE
Mileage	NO CHARGE

2. Total cost for the services itemized under Section I.A (Basic Fee) shall not exceed \$4,500,000.
3. In addition to the foregoing, CONSULTANT shall be reimbursed at cost plus an overhead fee (not-to-exceed 15%) for the following Direct Expenses when incurred in the performance of the work.
- a. Travel and subsistence.
 - b. CLIENT approved outside (facilities not owned by CONSULTANT) computer services.
 - c. CLIENT approved outside professional and technical services.
 - d. Identifiable reproduction and reprographic charges.
 - e. Expendable field supplies and special field equipment rental.

- f. Other CLIENT approved costs for such additional items and services that the CLIENT may require the CONSULTANT to provide to fulfill the terms of this Agreement.
 - 4. Additional services as outlined in Section I.B will vary depending upon project conditions and will be billed on an hourly basis at the rate described in Section III.A.1.
 - 5. The preceding Schedule of Fees shall apply for services provided through December 31, 2019. Hourly rates may be adjusted by CONSULTANT on an annual basis thereafter to reflect reasonable changes in its operating costs. Adjusted rates will become effective on January 1st of each subsequent year.
- B. The payment to the CONSULTANT will be made by the CLIENT upon billing at intervals not more often than monthly at the herein rates.

SECTION IV - GENERAL

A. STANDARD OF CARE

Professional services provided under this Agreement will be conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the Consultant's profession currently practicing under similar conditions. No warranty, express or implied, is made.

B. CHANGE IN PROJECT SCOPE

In the event the CLIENT changes or is required to change the scope of the project from that described in Section I and/or the applicable addendum, and such changes require Additional Services by the CONSULTANT, the CONSULTANT shall be entitled to additional compensation at the applicable hourly rates. The CONSULTANT shall give notice to the CLIENT of any Additional Services, prior to furnishing such additional services. The CLIENT may request an estimate of additional cost from the CONSULTANT, and upon receipt of the request, the CONSULTANT shall furnish such, prior to authorization of the changed scope of work.

C. LIMITATION OF LIABILITY

CONSULTANT shall indemnify, defend, and hold harmless CLIENT and its officials, agents and employees from any loss, claim, liability, and expense (including reasonable attorneys' fees and expenses of litigation) resulting from the negligent act or omission of CONSULTANT'S employees, agents, or subconsultants. In no event shall CONSULTANT be liable to CLIENT for consequential, incidental, indirect, special, or punitive damages. This indemnification requirement shall include defense of indemnified party, but only to the extent that defense is insurable under the indemnifying party's liability insurance policies.

CLIENT shall indemnify, defend, and hold harmless CONSULTANT and its employees from any loss, claim, liability, and expense (including reasonable attorneys' fees and expenses of litigation) resulting from the negligent act or omission of CLIENT'S employees, agents, or consultants. In no event shall CLIENT be liable to CONSULTANT for consequential, incidental, indirect, special, or punitive damages. This indemnification shall include defense of indemnified party, but only to the extent that defense is insurable under the indemnifying party's liability insurance policies.

Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the CLIENT or the CONSULTANT. The CONSULTANT'S services under this Agreement are being performed solely for the CLIENT'S benefit, and no other entity shall have any claim against the CONSULTANT because of this Agreement or the performance or nonperformance of services provided hereunder. The CLIENT agrees to include a

provision in all contracts with contractors and other entities involved in this project to carry out the intent of the paragraph.

D. INSURANCE

The CONSULTANT agrees to maintain, at the CONSULTANT'S expense, statutory worker's compensation coverage.

The CONSULTANT also agrees to maintain, at CONSULTANT'S expense, general liability insurance coverage insuring CONSULTANT against claims for bodily injury, death or property damage arising out of CONSULTANT'S general business activities (including automobile use). The liability insurance policy shall provide coverage for each occurrence in the minimum amount of \$2,000,000.

During the period of design and construction of the project, the CONSULTANT also agrees to maintain, at CONSULTANT'S expense, Professional Liability Insurance coverage insuring CONSULTANT against damages for legal liability arising from an error, omission or negligent act in the performance of professional services required by this agreement, providing that such coverage is reasonably available at commercially affordable premiums. For purposes of this agreement, "reasonably available" and "commercially affordable" shall mean that more than half of the design professionals practicing in this state in CONSULTANT'S discipline are able to obtain coverage. The professional liability insurance policy shall provide coverage for each occurrence in the amount of \$1,000,000 and annual aggregate of \$1,000,000 on a claims-made basis.

The CONSULTANT also agrees to maintain, at CONSULTANT'S expense, excess/umbrella liability insurance coverage insuring CONSULTANT against claims arising out of CONSULTANT'S general business activities or professional services. The excess/umbrella liability insurance policy shall provide coverage for each occurrence in the minimum amount of \$2,000,000.

Upon request of CLIENT, CONSULTANT shall provide CLIENT with certificates of insurance, showing evidence of required coverages.

E. OPINIONS OR ESTIMATES OF CONSTRUCTION COST

Where provided by the CONSULTANT as part of Exhibits A and B or otherwise, opinions or estimates of construction cost will generally be based upon public construction cost information. Since the CONSULTANT has no control over the cost of labor, materials, competitive bidding process, weather conditions and other factors affecting the cost of construction, all cost estimates are opinions for general information of the CLIENT and the CONSULTANT does not warrant or guarantee the accuracy of construction cost opinions or estimates. The CLIENT acknowledges that costs for project financing should be based upon contracted construction costs with appropriate contingencies.

F. CONSTRUCTION SERVICES

It is agreed that the CONSULTANT and its representatives shall not be responsible for the means, methods, techniques, schedules or procedures of construction selected by the contractor or the safety precautions or programs incident to the work of the contractor.

G. USE OF ELECTRONIC/DIGITAL DATA

Because of the potential instability of electronic/digital data and susceptibility to unauthorized changes, copies of documents that may be relied upon by CLIENT are limited to the printed copies (also known as hard copies) that are signed or sealed by CONSULTANT. Except for

electronic/digital data which is specifically identified as a project deliverable by this AGREEMENT or except as otherwise explicitly provided in this AGREEMENT, all electronic/digital data developed by the CONSULTANT as part of the PROJECT is acknowledged to be an internal working document for the CONSULTANT'S purposes solely and any such information provided to the CLIENT shall be on an "AS IS" basis strictly for the convenience of the CLIENT without any warranties of any kind. As such, the CLIENT is advised and acknowledges that use of such information may require substantial modification and independent verification by the CLIENT (or its designees). Provision of electronic/digital data, whether required by this Agreement or provided as a convenience to the Client, does not include any license of software or other systems necessary to read, use or reproduce the information. It is the responsibility of the CLIENT to verify compatibility with its system and long-term stability of media. CLIENT shall indemnify and hold harmless CONSULTANT and its Subconsultants from all claims, damages, losses, and expenses, including attorneys' fees arising out of or resulting from third party use or any adaptation or distribution of electronic/digital data provided under this AGREEMENT and provided by CLIENT to any such third party, unless such third-party use and adaptation or distribution is explicitly authorized by this AGREEMENT.

H. REUSE OF DOCUMENTS

Drawings and Specifications and all other documents (including electronic versions of any documents) prepared or furnished by CONSULTANT pursuant to this AGREEMENT are instruments of service in respect of the Project and CONSULTANT shall retain exclusive ownership and property interest therein whether or not the Project is completed. The CONSULTANT shall be deemed the author of these documents and shall retain all common law, statutory and other reserved rights including the copyright. CLIENT may make and retain copies for information and reference in connection with the use and occupancy of the Project by CLIENT and others; however, such documents are not intended or represented to be suitable for reuse by CLIENT or others on extensions of the Project or on any other project. Any reuse by CLIENT or any other entity without written verification or adaptation by CONSULTANT for the specific purpose intended will be at CLIENT'S sole risk and without liability or legal exposure to CONSULTANT and CLIENT shall indemnify, defend and hold harmless CONSULTANT from all claims, damages, losses and expenses including attorney's fees arising out of or resulting therefrom. Any such verification or adaptation will entitle CONSULTANT to further compensation at rates to be agreed upon by CLIENT and CONSULTANT.

I. CONFIDENTIALITY

CONSULTANT agrees to keep confidential and not to disclose to any person or entity, other than CONSULTANT'S employees and subconsultants any information obtained from CLIENT not previously in the public domain or not otherwise previously known to or generated by CONSULTANT. These provisions shall not apply to information in whatever form that comes into the public domain through no fault of CONSULTANT; or is furnished to CONSULTANT by a third party who is under no obligation to keep such information confidential; or is information for which the CONSULTANT is required to provide by law or authority with proper jurisdiction; or is information upon which the CONSULTANT must rely for defense of any claim or legal action.

J. PERIOD OF AGREEMENT

This Agreement will remain in effect for the longer of a period of five years or such other explicitly identified completion period, after which time the Agreement may be extended upon mutual agreement of both parties.

K. PAYMENTS

If CLIENT fails to make any payment due CONSULTANT for services and expenses within thirty days after date of the CONSULTANT'S invoice, a service charge of one and one-half percent (1.5%) per month or the maximum rate permitted by law, whichever is less, will be charged on any unpaid balance. In addition after giving seven days' written notice to CLIENT, CONSULTANT may, without waiving any claim or right against the CLIENT and without incurring liability whatsoever to the CLIENT, suspend services and withhold project deliverables due under this Agreement until CONSULTANT has been paid in full all amounts due for services, expenses and charges.

L. TERMINATION

This Agreement may be terminated by either party for any reason or for convenience by either party upon seven (7) days written notice.

In the event of termination, the CLIENT shall be obligated to the CONSULTANT for payment of amounts due and owing including payment for services performed or furnished to the date and time of termination, computed in accordance with Section III of this Agreement.

M. CONTINGENT FEE

The CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT to solicit or secure this Contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from award or making of this Agreement.

N. NON-DISCRIMINATION

The provisions of any applicable law or ordinance relating to civil rights and discrimination shall be considered part of this Agreement as if fully set forth herein.

The CONSULTANT is an Equal Opportunity Employer and it is the policy of the CONSULTANT that all employees, persons seeking employment, subcontractors, subconsultants and vendors are treated without regard to their race, religion, sex, color, national origin, disability, age, sexual orientation, marital status, public assistance status or any other characteristic protected by federal, state or local law.

O. CONTROLLING LAW

This Agreement is to be governed by the law of the State of Minnesota.

P. DISPUTE RESOLUTION

CLIENT and CONSULTANT agree to negotiate all disputes between them in good faith for a period of 30 days from the date of notice of dispute prior to proceeding to formal dispute resolution or exercising their rights under law. Any claims or disputes unresolved after good faith negotiations shall then be submitted to mediation using a neutral from the Minnesota District Court Rule 114 Roster, or if mutually agreed at time of dispute submittal, a neutral from the American Arbitration Association Construction Industry roster. If mediation is unsuccessful in resolving the dispute, then either party may seek to have the dispute resolved by bringing an action in a court of competent jurisdiction.

Q. SURVIVAL

All obligations, representations and provisions made in or given in Section IV of this Agreement will survive the completion of all services of the CONSULTANT under this Agreement or the termination of this Agreement for any reason.

R. SEVERABILITY

Any provision or part of the Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon CLIENT and CONSULTANT, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

SECTION V - SIGNATURES

THIS INSTRUMENT embodies the whole agreement of the parties, there being no promises, terms, conditions or obligation referring to the subject matter other than contained herein. This Agreement may only be amended, supplemented, modified or canceled by a duly executed written instrument signed by both parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in their behalf.

CLIENT: City of Anoka

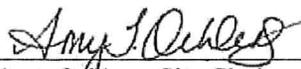
CONSULTANT: Bolton & Menk, Inc.



Phil Rice, Mayor



Chris Chronly, Transportation Work Group Leader



Amy Oehlert, City Clerk

SUB-CLIENT: County of Anoka

Rhonda Sivarajah, County Administrator

Joe MacPherson, P.E., County Engineer

Exhibit A Proposal



Real People. Real Solutions.

12224 Nicollet Avenue
Burnsville, MN 55337-1649

Ph: (952) 890-0509
Fax: (952) 890-8065
Bolton-Menk.com

June 28, 2019

Ben Nelson, Engineering Department
City of Anoka – Anoka Public Services
2015 First Avenue
Anoka, MN 55303

RE: Proposal for US Highway 10/169 Improvements Project, City of Anoka

Dear Mr. Nelson:

We have been the city's trusted partner on the development of the US Highway 10/169 Improvements project since it became an idea over five years ago. We have worked with the city, county, and state to define a project all agencies could support and obtain full funding. In addition, we nearly have the preliminary design and environmental documentation completed. The US Highway 10/169 Improvements project must now be designed, right-of-way acquired, and approvals granted for a September 2021 letting. Like you, Bolton & Menk, Inc. and our partners take great pride in designing and delivering projects that are safe, sustainable, and beautiful. We understand what needs to be accomplished for successful project completion.

Ultimate Team – Our team has earned the full trust of all agencies with our work on the Highway 10 Access Planning Study, Anoka Solution, Ferry Street Corridor Study, Greenhaven Parkway Phase I and Ferry Street Interchange Study. We will continue to serve Anoka in this effort. Our community and corridor knowledge is unmatched. Eric Johnson will continue to serve as project manager along with Dan Lonnes as deputy project manager. Bolton & Menk will lead this effort with support from Henning Professional Services (right-of-way acquisition). Our team includes AET for geotechnical; Kelly Appraisal Services; Patchin Messner Valuation Counselors; and LeVander, Gillen, and Miller, P.A.

Project Management – Our team knows the Delegated Contract Process (DCP), which must be followed in project development and delivery due to is federal funding. You can count on us to lead, manage the schedule, and navigate the requirements to keep the project on task. We will work diligently, making decisions and progress each month to prepare this project for letting in coordination with the Rum River improvements in 2021 to minimize disruption to the traveling public.

Experience – Bolton & Menk is a full-service firm that has led more than 120 projects for MnDOT, with an additional 250 plus projects completed in partnership with MnDOT in the past 5 years. Our proposed team regularly works with and for MnDOT, from scoping to design through construction. Our team of more than 100 transportation professionals hold 44 MnDOT prequalifications. We are fully qualified to complete every aspect of this project through construction.

As we continue to provide exceptional service to the City of Anoka, our team is excited at the opportunity to continue to work with you on the US Highway 10/169 Improvements projects. I will personally serve as your lead client contact and project manager. I acknowledge receipt of Addendum No. 1, dated June 19, 2019. This proposal shall remain valid for no less than 120 days from the date of the submittal, June 28, 2019. My contact information is summarized as follows:

Eric Johnson, P.E. • Principal Engineer • 612-751-9425 • eric.johnson@bolton-menk.com
2638 Shadow Lane Address, Suite 200 • Chaska, MN 55318-1172

Respectfully submitted,

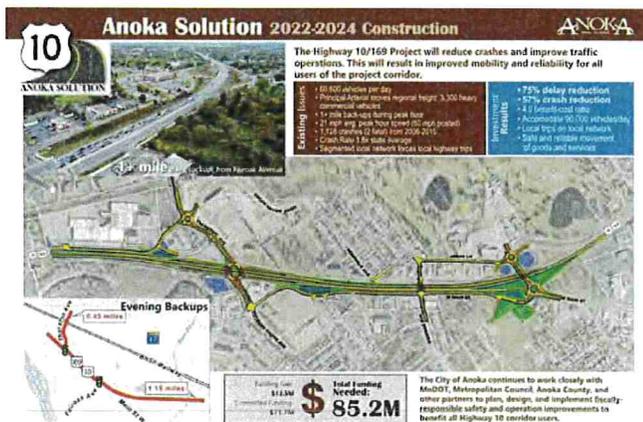
Eric Johnson, P.E.
Principal Engineer/Project Manager

Friday, June 28, 2019

Project Understanding and Approach

Project Background

Just five years ago, the Anoka Solution was a new idea; today it's reality. Over the past three years, this massive \$80M city-led project went from unfunded to fully funded. The city has been working closely with Anoka County and MnDOT to develop a plan for the Highway 10/169 corridor that works for both the community and the region. Construction will begin in late 2021, just two years away.



The Bolton & Menk team has been a part of the Anoka Solution from the start. In 2013 we worked for MnDOT in cooperation with the project partners to complete the Highway 10 Access Planning Study. After study completion in 2015, our team continued working with the City of Anoka to develop a singular vision for the community through the Highway 10 corridor. Once we had a vision, funding became the focus. Initially, Greenhaven Parkway Phase I received competitive funding, was designed, and built, while the team continued funding pursuits for the complete Anoka Solution plan. Earlier this year, the funding package became complete with the Regional Solicitation award.

Most recently, our team has been working to obtain MnDOT approval on the layout and completion of the EA/EAW. As of now, MnDOT is completing a final review on the layout. FHWA has recently given approval of the draft EA/EAW. These elements will be completed in 2019. Final design and right-of-way (ROW) acquisition needs to begin this summer to keep the project on schedule.

The Anoka Solution will transform the signalized Highway 10 corridor into a freeway providing a

roundabout interchange at Thurston Avenue, an underpass at Fairoak Avenue, and a reconstructed interchange at Main Street. The project will greatly enhance community connectivity, accommodate pedestrians and bicyclists, and provide safe and reliable movement of goods and services along the corridor and to and from the industrial park. The project includes a frontage road network on both the north and south sides of the highway.

More than 60,000 vehicles travel the corridor daily, which causes significant congestion during peak periods. After the project is constructed, corridor delays are expected to be reduced by 75 percent and crashes to be reduced by 57 percent. This critical corridor will continue to serve the growing demands of the region, with traffic volumes expected to surpass 90,000 vehicles daily in 20 years.

In addition to Anoka's Highway 10/169 improvements, MnDOT committed to reconstructing the Ferry Street interchange and replacing the bridge over the Rum River on Highway 10. MnDOT is currently evaluating alternatives for the Ferry Street interchange and scoping the project limits. The project may include replacing the 4th Avenue Bridge, rehabilitating Highway 10 bridge over 7th Avenue, and the Highway 10 bridge rehabilitation over BNSF railroad. To the traveling public, both the Rum River project and the Anoka Solution project will be viewed as one. Our teams must coordinate closely so the projects are developed and truly delivered as one project, minimizing disruption as best we can on projects of this scale.

Work Plan Overview and Approach

Below is a high-level overview of the key tasks. Upon selection, a detailed work plan will be developed as noted in the RFP.

Task 1: Project Management

One of the most significant project components is continued strong project management process. This will ensure all work is completed on time and coordinated with the City of Anoka, Anoka County, MnDOT (including state aid), other affected agencies, and the public. Our proactive and effective project management is critical for successful project completion, resulting in full stakeholder support. Our leadership team knows the project area. We will use the knowledge developed over years of service to provide cost-effective, strong leadership.

Task 2: Public and Agency Involvement

We will continue to implement the Systematic Development of Informed Consent (SDIC) process and Public Involvement Plan our team developed. This plan engages roadway users and project stakeholders early and keep them engaged through design and construction. The next project open house is planned for the Summer of 2019. This will be coordinated with MnDOT so the Anoka Solution and the Rum River projects are presented as one large project the public needs to get ready for.

Task 3: Geotechnical Recommendation Review

AET was initially hired for this project through a competitive process. Much geotechnical work has already occurred. We propose to continue using their services to provide quality products, while building upon the work already completed. Our team will develop recommendations regarding supplemental soil exploration programs and geotechnical analyses required to complete the design. AET will complete laboratory testing and prepare a final report summarizing work completed and recommendations. AET will also provide recommendations for the foundation designs for the bridge, underpass, and walls.

Task 4: Surveying and Mapping

We have collected most of the information needed to complete the project's design. Our team will complete a supplemental topographical survey and base map to be used for final design.

Task 5: Cost Estimates

Cost estimates will be prepared in conjunction with plan submittals at the 30%, 60%, 95%, and 100% marks. We will refine estimates to match the level of design completed.

Task 6: Public and Private Utility Identification Coordination and Relocations

We will continue to identify existing public and private utilities within the project area, potential impacts, and utility impacts and relocation plans, as well as coordinate with utility owners. We will complete a Gopher State One Call, field locate marked utilities, map existing utilities, and identify owners. We will also distribute draft existing plans to owners for confirmation of locations and ownership, hold utility coordination meetings, and distribute final plans to owners for relocation planning and coordination.

Task 7: 30, 60 and 100% Construction Plan Preparation and Specifications

Our team will provide project partners with construction plans, statement of estimated quantities, engineer's estimate of construction costs, and special provisions. We will

provide review packages at the 30%, 60%, and 95% stage. The final design process will comply with the DCP process. Our team will QA/QC all deliverables prior to sharing.

Task 8: Visual Quality Landscaping Coordination and Development

Building off previous work, the Bolton & Menk team will work closely with project partners to determine how the corridor will look and feel. We will work with the city council to understand their desired level of visual enhancements. This process allows us to set boundaries and discuss opportunities. This task includes the development of a visual quality report for the project.

Task 9: Identify and Obtain All Required Approvals and Permits

We will obtain all necessary permits for project construction. Permits identified as critical path with notable lead time will be clearly identified in the project schedules, with submittal and agency review timelines noted as major milestones. We will bring permitting agencies on board early in the design process (during 60% development) for coordination and collaborative permit planning.

Task 10: Right-of-Way Identification and Acquisition

Henning Professional Services has been on our Anoka team for years. It will continue service to complete all right-of-way acquisitions. A critical path to this project is right-of-way acquisition. The project path will be established to determine right-of-way needs early.

Bolton & Menk will determine right-of-way and easement needs and prepare the necessary exhibits and descriptions to complete acquisition services.

Optional Tasks

The following are optional tasks for the city to consider.

Task 11: Project Bidding and Award

If the city lets the project, we will advertise the project (if requested). We will manage the bidding process, post documents, and answer and clarify contractor questions as necessary. We will manage the bid opening, tabulate bids, and draft a recommendation of award for the city council.

Task 12: Construction Administration

Our team is available and qualified to perform the construction administration and observation duties for all project aspects. Bolton & Menk will facilitate, organize, communicate, negotiate, and troubleshoot. We will schedule and lead the preconstruction meetings, finalize the construction schedule, and make sure everything is in place before construction starts.

Task 13: Phase II Environmental Site Assessment

Our team completed the Phase I ESA. A Phase II is needed for the three full acquisitions, which will require structure removal. Our team will continue to engage AET for assistance on this task and coordinate all necessary environmental reviews for demolition and removals.

Task 14: Construction Observation Services

Bolton & Menk will provide construction engineering services, including roadway, structure, sanitary sewer, storm sewer, and water distribution. We will also provide project close-out documentation.

Task 15: As-Builts

Our team will complete as-builts using the latest technology, including GIS project records coupled with traditional documentation of final constructed facilities provided digitally and in hard copy.

Optional Task A: Project Visualizations/Videos

Our team can provide highly-detailed, design-accurate renderings showing precise pre- and post-expectations. We can also prepare pre- and post-design accurate video drive-through of the project area to develop an understanding and build excitement for the project.

Optional Task B: Construction Testing

AET can provide material testing through construction.

Optional Task C: Construction Staking

Our team can complete construction staking if requested.

Optional Task D: Project Controls

We included cost estimating and progress schedule management in our scope; construction schedule controls are beneficial for holding contractors to planned completion dates.

Optional Task E: Subsurface Utility Exploration

Lack of quality utility information can cause construction delays, budget increases, and safety issues due to unexpected utility impacts. Our team can be expanded to include Cardno, industry-leading utility engineering and surveying professionals, to provide information that mitigates utility risk. The project would be served from their Fridley location.

Optional Task F: Right-of-Way Legal Counsel

The city may desire specialized legal counsel to represent them in the right-of-way acquisition process. We recommend partnering with LeVander, Gillian, and Miller, P.A.

Experience

Our team has the unique combination of large project management, design, and public engagement experience

critical to the success of the US Highway 10/169 Improvements Project. We have established our team to continue our effective partnership and serve from idea through design, wherever your request for our service may end. We have highlighted a few projects that demonstrate our success meeting similar challenges. Additional project experience is included with team member résumés.

TH 10 Improvements, MnDOT Metro, Anoka County, and City of Anoka

MnDOT Highway 10 Access Planning Study

Highway 10 is a principal arterial roadway providing a significant connection from Minneapolis-St. Paul to the northwest suburbs and beyond. The four-lane expressway carries daily traffic volumes from 33,500 to 61,000. The corridor is commonly congested and has much higher than average crash and severity rates. In years prior, 13 people have died in crashes on the 7-mile corridor. This study recommended and prioritized more than 20 high-benefit improvements that are fiscally responsible and can be funded, programmed, and implemented incrementally. We were able to achieve more than 90 percent of the safety and mobility benefits of a freeway for less than half the price.

Highway 10 Anoka Solution

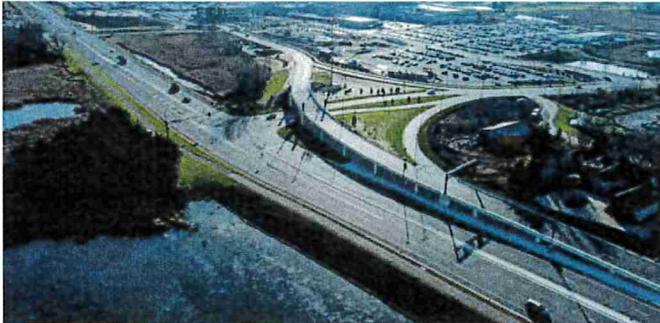
With the completed Highway 10 Access Management Study, the City of Anoka took the lead for improvements through their city and defined a singular vision. Our work detailed an interchange at Thurston Avenue, grade separation at Fairoak Avenue, and a series of frontage roads on the north and south side of Highway 10. Our Bolton & Menk team developed the vision, secured a complete \$80M funding package, and is currently completing the preliminary design and environmental documentation in 2019.

Key Staff Roles in Hwy 10 Anoka Solution		
• Project Manager Eric Johnson	• Roadway Design Derek Arens	• ROW Acquisition Lead Sonya Henning
• Deputy Project Manager (Preliminary Design) Dan Lonnes	• Hydraulics Design Josh Stier	• ROW Support Dan Wilson
• Deputy Project Manager (Concept Development) Ross Tillman	• Traffic Engineering Kelsey Rutherford	• Communication Liz Forbes
• Municipal Design Joe Rhein and Mike Warner	• Structures Design Jim Archer	• Graphics Dave Breiter
	• Landscape Architecture/ Visual Quality Josh Shields	• Environmental Documentation Peter Langworthy
	• Survey Russ Halverson	• Cultural Resources Austin Jenkins
		• Geotechnical AET

CSAH 83 Reconstruction, Shakopee Mdwakanton Sioux Community (SMSC)

In the Twin Cities south metro, County Highway 83 serves Prior Lake, Shakopee, and Mystic Lake Casino Hotel. In

2015, SMSC partnered with Scott County and the City of Prior Lake to address traffic challenges, congestion, and growth along the 1.5-mile segment between County Highways 42 and 82. Bolton & Menk completed roadway planning, traffic engineering, public outreach, permitting, and environmental documentation. We provided unique county highway design solutions, including a high-volume ramp system and a new one-way internal roadway, all to be constructed under a constant flow of more than 20,000 vehicles per day.



The corridor now provides for Highway 83 traffic, including special event traffic entering and exiting the entertainment venues. Aesthetic and landscape design elements were integral to functional objectives, including traffic calming and recreational and safety goals served by new multi-use trails. This was a major accomplishment with the number of vehicles constantly passing through active construction zones, significant utility work, and pedestrian mobility and safety needs.

Key Staff Roles		
<ul style="list-style-type: none"> Project Manager Dan Lonnes Hydraulics Design Josh Stier Traffic Engineering Ross Tillman Structures Design Jim Archer 	<ul style="list-style-type: none"> Landscape Architecture/ Visual Quality Josh Shields Graphics Dave Breiter 	<ul style="list-style-type: none"> Environmental Documentation Peter Langworthy Cultural Resources Austin Jenkins Survey Russ Halverson

TH 14/15 Reconstruction in New Ulm, MnDOT District 7



Bolton & Menk led the final design on this \$43 million, 3-mile reconstruction, interchange, and grade raise. The project included construction of a new interchange at the intersection of TH 14/15 and bridges over the Minnesota River and CP Railway, complicated by its

location within the Minnesota River floodplain and poor soils.

The project included coordination with a multitude of stakeholders, including the City of New Ulm, Nicollet and Brown Counties, MnDNR, and the U.S. Army Corps of Engineers. Final design and preparation of bidding documents was successfully completed on an accelerated nine-month schedule.

Project Manager

We have assembled a team with proven local knowledge and experience, technical expertise, and availability to make sure the project exceeds expectations. Our project understanding and expertise is second to none. As you know, we have been partners with MnDOT, Anoka County, and the City of Anoka for more than five years, developing trusted communication and a solid understanding of the area's roadway challenges.



Eric Johnson, P.E. Principal Engineer/Project Manager

As project manager, Eric will provide strong coordination with the city's project manager to proactively minimize and manage risk.

He will ensure on-time delivery, schedule management, and scope management. With his leadership, the team's technical professionals will have the knowledge and tools they need to deliver a contextually sensitive and sustainable solution. Eric will also ensure the team delivers a strong, on-point public outreach program that engages the public and aims for stakeholder buy-in.

Eric is driven by the challenge of exploring complex problems and developing potential solutions into a simple, singular, implementable vision all stakeholders can support. With 20 years of experience, he has a record of successfully developing, funding, and delivering highly-visible, multimodal transportation projects. This success, in part, is due to the priority he places on maintaining effective communication with clients and project team members.

Eric has led projects for Anoka, Carver, Dakota, Hennepin, Scott, and Washington Counties, MnDOT, and many outstate counties and districts. He is a principal engineer at Bolton & Menk and holds a Bachelor of Science in Civil Engineering from North Dakota State University.

Key Project Experience

- Deputy Project Manager; MnDOT Highway 10 Access Planning Study. Tracked risk analysis and facilitated progress meetings with agency representatives; since completing study in 2014, served as project manager for Hwy 10 Anoka Solution in Anoka and TH 47/TH 169/TH 10 Interchange Study for MnDOT
- Project Manager; TH 41/CSAH 61 Improvements project. Represented MnDOT and Carver County on controversial effort; evaluated alternatives for Hwy 41 through Downtown Chaska and both corridors through Chaska, Chanhassen, and Carver; now have a \$70M+ vision; first segment was constructed last year, completed by our team

Key Support Personnel

Name and Title	Role
 Joe Rhein, P.E. Client Service Manager 29 years exp.	Joe will continue to serve as the client service manager for the City of Anoka. He has been a leader in the Anoka Solution, Greenhaven Parkway, and Mississippi River Regional Trail. He has extensive experience in all aspects of municipal infrastructure including projects containing state and federal funding.
 Dan Lonnes, P.E. Deputy Project Manager 21 years exp.	Dan's leadership will ensure the schedule is adhered too, top quality plans are developed, and no surprises are encountered. He leads many of the firm's most complicated and demanding projects, including the CSAH 83 reconstruction project. He will assist Eric in managing the overall project team and schedule. Dan became part of the Anoka Solution team in 2018 to assist in the delivery of the preliminary design, ensuring the design and approach was optimized.
 Derek Arens, P.E. Transportation Engineer 8 years exp.	Derek will continue to serve as the lead roadway design engineer. He has lead the roadway design on all Anoka Solution concepts to date. Derek is responsible for preliminary and final roadway and intersection design layouts, cost estimates, and assembling construction plans and specifications.
 Josh Stier, P.E. Hydraulics Engineer 5 years exp.	Josh has completed all hydraulics work on this project to date including the drainage overview and potential treatment locations. He will complete the hydraulics design. Josh regularly leads the design and development of comprehensive stormwater management plans and hydrologic and hydraulic studies.
 Jim Archer, P.E. Structural Engineer 17 years exp.	Jim will lead the design of all structures on this project. He has been involved as the structures lead since our work began on this project. Jim's knowledge and expertise in bridge design and construction, along with experience in asset management, give him a unique understanding of how structural design affect budgets and long-term maintenance.
 Peter Langworthy Environmental Planner 31 years exp.	Peter will lead the environmental permitting necessary for this project. Peter was a primary author of the draft EA/EAW and is now the lead on the Anoka Solution project. Peter's work involves federal and state environmental documentation for highway, trail, and airport projects.
 Liz Forbes Communication Specialist 18 years exp.	Liz worked on the Anoka Solution project and has been maintaining the project website, reviewing public materials, and preparing the public engagement plan. She will be responsible for developing and leading all public outreach efforts.
 Mike Warner, P.E. Municipal Engineer 18 years exp.	Mike will lead the design of all municipal utilities. He was lead design on Greenhaven Parkway Phase I and has continued working on the Anoka Solution project to prepare preliminary design of the municipal utilities. Mike is experienced in project management, project design, and construction inspection.
 Dan Swanson, P.E. Project Controls Specialist 7 years exp.	Dan will assist with construction staging and lead scheduling. Through using Primavera P6, he will create cost and risk loaded CPM schedules and the work flow required to deliver successful projects—on scope, on time, and on budget. Dan has experience in developing, reviewing, and maintaining transportation design and construction schedules.
 Chad Fowlds, P.E. Construction Engineer 22 years exp.	Chad will lead construction administration. As construction services manager for Bolton & Menk, he has been involved with several projects with innovative contracting methods such as A+B bidding, detour pool, additive bidding, design-build, and construction manager/general contractor (CM/GC).
 Ross Tillman, P.E. Traffic Engineer 8 years exp.	Ross has been a key member in the development of the Anoka Solution. He led much of the concept development, traffic analysis, and funding pursuits. Ross will continue with this project, assisting in developing and testing ideas to find the ultimate construction staging plan.
 Tricia Latour, P.E. Quality Assurance Mgr. 8 years exp.	Tricia will oversee quality assurance and be responsible for committing sufficient personnel and resources to accomplish the project work plan within the time frame defined. She has highway and railroad experience involving roadway, drainage, grading, erosion control, retaining wall, noise wall, and signal design.
 Sonya Henning ROW Acquisition Specialist 20 years exp.	Sonya will lead ROW acquisition. To date, She has been a key advisor to the team as we set schedules and define strategies for ROW acquisition. Sonya has solid experience in right-of-way acquisition, contract administration, and plan review.
 Greg Reuter, P.E. (AET) Geotechnical Engineer 35 years exp.	Greg will lead the geotechnical work on this project. He has led all geotechnical work completed to date. Greg has a wide range of geotechnical expertise, including shallow and deep foundations, slope stability analysis and mechanically stabilized earth retaining wall and slope design. He understands MnDOT's requirements for geotechnical explorations. AET serves this project from their St. Paul office.



Eric A. Johnson, P.E.
Project Manager



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
North Dakota State University

Registration

Professional Engineer, Minnesota, North Dakota, South Dakota

Continuing Education

Systematic Development of Informed Consent, Hans Bleiker

PSMJ Project Management

Design and Delivery of Winning Presentations, Dag Knudsen

MnDOT Hear Every Voice

Writing the Perfect EA/FONSI or EIS

Environmental Stewardship & Streamlining Workshop, MnDOT

Linking Planning, Process, and Stewardship, MnDOT

Organizations

Minnesota Surveyors and Engineers Society

Institute of Transportation Engineers

Minnesota Transportation Alliance

Summary

A transportation engineer since 1999, Eric manages projects for numerous city, county, and state clients. He turns ideas and problems into a vision all stakeholders can support. He has developed a solid understanding of funding opportunities and provides support internally and externally to make projects happen. Eric enjoys developing innovative solutions that can be funded and built. He has experience in leading roadway design efforts, including conceptual designs and geometric layouts of complex intersections and corridors.

Experience

Corridor Study and Design Projects

- US Highway 10/169 Improvements, City of Anoka and MnDOT Metro
- Highway 5/Arboretum Area Transportation Plan, Carver County and MnDOT Metro
- CSAH 61/TH 41 Improvements Project, Carver County and MnDOT Metro
- TH 41/CSAH 61 Downtown Chaska Improvements, Carver County and MnDOT Metro
- TH 5 Corridor Improvements and EAW, City of Waconia and MnDOT Metro
- Stillwater Boulevard (CSAH 12) Corridor Study and Design, Washington County, MN
- Downtown Buffalo TH 25 Improvements, Buffalo, MN
- Pioneer Trail (CSAH 14) Improvements, Carver County, MN
- CSAH 10 Corridor Study and Design in Waconia, Carver County, MN
- CSAH 101 Corridor Improvements in Shakopee, Scott County, MN
- TH 5 Expansion Improvements, City of Waconia, MN
- CSAH 10 Bridge and Intersection Improvements Study in Watertown, Carver County, MN
- CSAH 20 Corridor Study, City of Watertown, MN

Corridor Study Projects

- TH 10 Access Planning Study, MnDOT Metro
- TH 47/TH 169/TH 10 Interchange Study, MnDOT Metro District
- Principal Arterial Intersection Conversion Study, Metropolitan Council and MnDOT
- CSAH 10 Corridor Study (Chaska), Carver County, MN
- TH 169 Access Management Study, City of Saint Peter, MN
- TH 169 at CSAH 3 Grade Separation Study, City of Belle Plaine, MN
- TH 25 Improvements, City of Big Lake, MN
- TH 169/Le Sueur Hill Access Study, City of Le Sueur, MN
- TH 169/CSAH 3 Access Study, City of Belle Plaine, MN



Joseph R. Rhein, P.E.
Client Service Manager



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
University of Minnesota

Registration

Professional Engineer, Minnesota

Organizations

City Engineers Association of Minnesota

American Public Works Association – MN Chapter

American Council of Engineering Companies – MN Chapter

Summary

Mr. Rhein began his profession of civil engineering in 1990 with a primary focus on municipal engineering. He has extensive experience in all aspects of municipal infrastructure, including planning, feasibility reports, cost estimating, financing, detailed design, and construction. His experience includes projects containing State and Federal funding, in addition to local project funding through the Chapter 429 process. Mr. Rhein has worked on several neighborhood street reconstruction projects and has helped two cities develop and implement successful multi-year pavement management programs. He is especially skilled at projects that require public involvement and interaction with local officials. Mr. Rhein has developed and given numerous presentations to large public audiences to help develop project understanding and acceptance. Mr. Rhein has worked primarily with communities in the east and north Twin Cities Metro area.

Experience

City of Anoka, Minnesota

- US Highway 10/169 Improvements
- Green Haven Parkway
- Mississippi River Trail
- TH 10 Anoka Solution
- Riverfront Park

City of Kenyon, Minnesota

- City Engineer 2015-Present
- First Street Reconstruction
- New Fire Station
- Funding Applications
 - USDA Rural Development
- General City Engineering Duties

City of Moose Lake, Minnesota

- City Engineer, 2012-15
- 2012 Street Repairs
- Flood Damage Repairs
- Park Place Drive Reconstruction
- Opportunity Business Park
- Funding Applications
 - Safe Routes to School
 - TED Program
 - Local Road Improvement Program
 - Public Facilities Authority
- General City Engineering Duties



Daniel A. Lonnes, P.E.
Deputy Project Manager



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
Montana State University

Registration

Professional Engineer, Minnesota and North Dakota

Continuing Education

- Minnesota Roundabouts Conference, University of Minnesota
- American's with Disability Act (ADA) Consultant Training, MnDOT
- Sensible Land Use Coalition – Complete Streets
- Towards Zero Deaths Safety Conference
- Minnesota Public Works Association Continuing Education Conferences

Organizations

American Public Works Association

American Society of Civil Engineers

Summary

Dan is a principal engineer with a diverse background in municipal and transportation projects. He has served tribal governments, cities, counties, and the Minnesota Department of Transportation. Dan enjoys the challenge of navigating complex project delivery efforts while driving toward the best solution. He truly enjoys problem solving, creating innovative solutions to improve the communities we live in, and being a part of delivering those solutions. As the firm has grown, he appreciates how the company has focused on well-structured growth, while encouraging employees to reach their full potential. Dan finds the combination of challenge and support make Bolton & Menk an exciting place to work.

Experience

Preliminary and Final Design, Construction Administration

- US Highway 10/169 Improvements, City of Anoka and MnDOT Metro
- CSAH Reconstruction, Shakopee Mdewakanton Sioux Community
- TH 5 Corridor Improvements and EA, City of Waconia and MnDOT Metro
- CSAH 10 River Crossing in Watertown, Carver County
- CSAH EA and Preliminary/Final Design Reconstruction, Shakopee Mdewakanton Sioux Community
- CSAH 3 Reconstruction and Bridge Replacement, Hennepin County
- CSAH 10 Bridge & Corridor Reconstruction, Carver County, MN
- TH 2 4 and 10th Street Roundabout, City of Waconia, MN
- CSAH 83 (CR 42 to CR 82), Scott County, MN
- CSAH 60 and CSAH 82 Roundabout, Blue Earth County, MN
- TH 284/TH 5/CSAH 57 Reconstruction, City of Waconia, MN
- CSAH 3 Reconstruction and Bridge Replacement, Hennepin County, MN
- 169/494 Design Build, Preliminary Design, Design-Build Pursuit, MnDOT
- TH 10/TH 25 Reconstruction, City of Big Lake, MN
- CSAH 20 Reconstruction, Carver County, MN
- TH 25 Reconstruction, Carver County, MN
- TH 284 and CSAH 10 Reconstruction, Carver County, MN
- Silver Lake Road (CSAH 136), St. Anthony, Hennepin County, MN
- TH 10/CSAH 5 Reconstruction, City of Big Lake, MN
- TH 284 Corridor Layout, City of Waconia, MN
- TH 2 4 and 15th Street Roundabout, City of Waconia, MN
- CSAH 53 Roundabout, City of Cologne, MN
- Dakotah Parkway Roundabout, City of Prior Lake, MN
- 2007 Street Reconstruction Project, City of Mound, MN
- TH 5, CSAH 30 and Sparrow Road Construction, City of Waconia, MN
- Wildcat Way and Community Drive Roundabout, City of Waconia, MN
- Ramsey Trunk Sewer and Watermain, City of Ramsey, MN
- Dakotah Parkway Realignment, City of Prior Lake, MN



Derek J. Arens, P.E.
Transportation Engineer



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
University of Minnesota

Bachelor of Arts - Engineering Science
Bethel University

Registration

Professional Engineer, Minnesota

Certifications

MnDOT Certifications

- Aggregate Production I
- Bituminous Street I & II
- Concrete Field I
- Grading and Base I & II

American Concrete Institute Certifications

- ACI Field Testing Tech I

Continuing Education

- Advanced Flexibility in Design, MnDOT
- Roundabout Training, MnDOT
- ITS Project Management Design, MnDOT
- Traffic Signals 101, MnDOT
- Writing Style for 2014 Standard Specifications, MnDOT
- Preliminary Layout & Geometric Design, MnDOT
- Guide Sign Design Training, MnDOT
- MnDOT ADA Training
- Metro State Aid Construction Administration

Organizations

American Council of Engineering Companies
Emerging Professionals

Institute of Transportation Engineers

American Society of Civil Engineers

Summary

As a transportation project engineer, Derek is passionate about serving the public and takes pride in enhancing the safety and quality of communities he serves. Since starting with Bolton & Menk in 2014, he has been responsible for preliminary and final roadway design layouts, cost estimates, specifications, and assembling construction plans. He has all-around experience from concept design to construction delivery on a variety of transportation projects. Derek's strength includes knowing a range of design from retaining walls to trails to access management. He specializes in roundabout design and has a history of geotechnical experience and understanding from previous employment. Derek backs project management tasks and enjoys bringing the clients' visions to life with the 3D design aspect of roadway design technology. He is fluent in software such as MicroStation/GEOPA, Openroads, and Site/Corridor Modeler.

Experience

Corridor Studies/Preliminary Design

- US Highway 10/169 Improvements, City of Anoka and MnDOT Metro
- TH 5/50th Intersection, MnDOT District 4
- TH 5/TH 210, MnDOT District 4
- US 52 from Cannon Falls to Hader, MnDOT District 6

Roundabouts

- TH 1 /21 Downtown Improvements, Scott County, MN
- CR 2/91, City of Elko New Market, MN
- CR 2/15, Scott County, MN
- CSAH /CSAH 4, Carver County, MN
- CSAH 10 in Inconia, Carver County, MN
- CR 45 Roundabout in Princeton, Sherburne County, MN
- CSAH 21 Downtown Reconstruction in Prior Lake, Scott County, MN
- Pioneer Drive/Interlachen Parkway Roundabout, City of Woodbury, MN
- Woodbury Drive CSAH 19, Washington County, MN
- TH 59/ Willow Road Roundabout, MnDOT District 4

Roadway Design and Construction

- TH 1 /21 Downtown Improvements, Scott County, MN
- CSAH 10 in Inconia, Carver County, MN
- CSAH 30 Duffley Road/Braddock Trail, City of Eagan, MN
- I-94 Pavement Rehabilitation and Guardrail Replacement, City of St. Joseph, MN
- TH 169 Flood Mitigation Reconstruction, MnDOT District
- CR E, City of Arden Hills, MN
- CR 42 Trail, Dakota County, MN
- 6th Street, City of Richfield, MN
- Federal Bikeways Project, City of Richfield, MN



Joshua G. Stier, P.E.
Hydraulics Engineer



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
Minnesota State University, Mankato

Registration

Professional Engineer, Minnesota,
Iowa, North Dakota

Certifications

U of M Certifications

- SWPPP Design
- SWPPP Site Management

ISWEP

- SWPPP Design (IA)

American Concrete Institute Certifications

- ACI Field Testing Tech I

Organizations

Minnesota Society of Professional Engineers

Summary

Mr. Stier began his career as a water resources engineer in 2012. He is responsible for the planning, design, and preparation of construction plans and specifications for a variety of municipal, county, MnDOT, and private projects. He specializes in stormwater management including the design of storm sewer and best management practices, hydrologic and hydraulic modeling, comprehensive Surface Water Management Plans (SWMPs), identification and discussion of NPDES requirements, developing stormwater pollution prevention plans (SWPPPs), and wetland restoration projects.

Mr. Stier has extensive experience in stormwater modeling using Innozyze's XPSWMM & InfoSWMM, Autodesk's Storm and Sanitary Analysis, HydroCAD, GeoPAK Drainage, and Hec-RAS software programs. He is experienced in 2-dimensional modeling to determine ponding extents and overflow routing. His expertise in these programs is used to analyze complex urban and rural flooding scenarios and provide practical solutions to stormwater planning.

Mr. Stier has experience working with regulatory agencies to obtain the necessary permits and clearances including the MnDNR, MnDOT State Aid, USACE, FEMA, BSWR, Watershed Management Organizations and other local government agencies. His experience working with project stakeholders coupled with his stormwater modeling skills make him a valuable team member when approaching stormwater planning and design.

Experience

2D Hydrologic and Hydraulic Modeling

- US Highway 10/169 Improvements, City of Anoka and MnDOT Metro
- TH 14/15 Interchange in New Ulm, MnDOT
- Stevens Drive Stormwater Lift Station, City of Iowa City, IA
- Surface Water Management Plan, City of Mound, MN
- Eastside Stormwater Study, City of Fairmont, MN
- TH 12 Reconstruction in Litchfield, MnDOT

Stormwater Management and Design

- Penn-American Linear Stormwater Storage, City of Bloomington, MN
- 2018 Surface Water Management Plan Update, City of Carver
- TH 41 Reconstruction & Expansion, Carver County
- CR 21/TH 13 Improvements, City of Prior Lake, MN
- CSAH 83/Local Roadway Improvements, Shakopee Mdewakanton Sioux Community
- Turtle Creek Flood Mitigation, City of Austin, MN
- Hengen St Stormwater Improvements, City of Fairmont, MN
- Lake Outlet Storm Sewer Project, City of Saint James, MN
- Sibley Meadows Wetland Restoration, Sibley County, MN



James D. Archer, P.E.
Structural Engineer



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
University of Minnesota

Registration

Professional Engineer, Minnesota, Iowa

Certifications

MnDOT

- Certified Bridge Safety Inspector

Continuing Education

- Systematic Development of Informed Consent, Hans Bleiker
- Safety Inspection of In-Service Bridges, National Highway Institute
- Bridge Inspection Nondestructive Evaluation Seminar, National Highway Institute
- Public Participation for Decision Makers, International Association for Public Participation
- Concrete Conference, University of Minnesota
- Structural Engineering Seminar Series, University of Minnesota

Organizations

American Public Works Association

Minnesota Surveyors and Engineer's Society

Minnesota Concrete Council

Women Transportation Studies

Summary

Jim is a senior project manager who began his engineering career in 2001. He has experience in both public service and consulting environments as they relate to bridge design, construction, and program management activities. His knowledge and expertise in asset management give him a unique understanding of the effects structural designs have on project budgets as well as long-term maintenance activities. Jim's work includes preliminary and final bridge design, bridge drawings, retaining walls, and plan assembly. Along with his construction inspection experience, Jim is familiar with MicroStation, Staad, RCPier, Conspan, MathCad 14, and SP 911 software packages. Prior to joining Bolton & Menk, he served as a senior bridge engineer for Hennepin County. He is committed to delivering projects that satisfy current and future needs in a practical, functional, and maintainable way.

Experience

Minnesota Department of Transportation

- US Highway 10/169 Improvements, City of Anoka and MnDOT Metro
- Willmar Wye Design-Build, MnDOT District 8
- Bridges of Mower County, MnDOT District 6

Carver County, Minnesota

- Highway 5/Arboretum Area Transportation Plan, Carver County

Shakopee Mdewakanton Sioux Community

- CSAH 83 Reconstruction

Washington County, Minnesota

- In-Service Bridge Safety Inspection and Program Administration, Washington County

Watonwan County, Minnesota

- Historic Madelia Through Truss Bridge, Watonwan County

City of Maplewood, Minnesota

- Sterling Street Bridge Replacement, City of Maplewood

Hennepin County, Minnesota

- CSAH 19 Bridge Replacement, Bridge No. 27B80, Hennepin County, MN
- CSAH 135 Bridge Replacement, Bridge No. 27B85, Hennepin County, MN
- CSAH 101 Bridges 27B87 and 27B88, Hennepin County, MN
- CSAH 116 Culvert Replacement, Bridge No 2 52, Hennepin County, MN
- Franklin Avenue Bridge Rehabilitation, Hennepin County, MN



Peter R. Langworthy, AICP
Environmental Planner



Real People. Real Solutions.

Education

Master of Science - Energy Management and Policy
University of Pennsylvania

Master of Urban and Regional Planning (Transportation
Planning Concentration)
Humphrey Institute, University of Minnesota

Bachelor of Arts - Sociology
Bates College

Certificate - Transportation Studies
University of Minnesota

Certifications

American Institute of Certified Planners

Organizations

Institute of Transportation Engineers

American Planning Association

Summary

Peter has been performing environmental and transportation planning since 19 . His work involves federal and state environmental documentation for highway, trail, and airport projects. Not one to shy from a tough situation, Peter is passionate about coordinating different, sometimes competing perspectives to create quality projects that stand the test of time. He strives to produce project outcomes that ensure superior quality to his clients by following the "project first" motto.

Experience

Environmental Planning

- US Highway 10/169 Improvements EA/EA , City of Anoka and MnDOT Metro
- CSAH Reconstruction, SMSC
- TH 5 Corridor Improvements and EA , City of Anoka and MnDOT Metro
- Washington Avenue Realignment NEPA Environmental Assessment, City of Saint Peter, MN
- Alternative Urban Areawide Review AUAR , City of Elko New Market, MN
- River to River Greenway Project Memorandum, Dakota County, MN
- CSAH 5 Trail and Roadway Improvements Project Memorandum, Le Sueur County, MN
- I-494 Reconstruction I- 94 to I-494/TH 5 Split Environmental Impact Statement, MnDOT
- Comprehensive Decision Report for MSP Stormwater Control Measures, Metropolitan Airports Commission
- CSAH 61 Shady Oak Road NEPA Environmental Assessment and Section 4 f Evaluation, Hennepin County, MN
- Alternative Urban Areawide Review AUAR , City of Hanover, MN
- Mississippi River Regional Trail Phase I and Phase II Project Memorandum, Dakota County, MN

Transportation Planning

- Highway 10 Improvements, Anoka and MnDOT Metro
- TH 10 Access Planning Study, MnDOT Metro
- Principal Arterial Intersection Conversion Study, Metropolitan Council and MnDOT
- Highway 5/Arboretum Area Transportation Plan, Carver County and MnDOT Metro
- TH 5 Intersection and Passing Lane Improvement Project, MnDOT
- TH 12 Reconstruction in Litchfield, MnDOT District 8
- CSAH 61/TH 41 Improvements, Carver County and MnDOT Metro
- TH 10 Access Management Study in Lake Park, MnDOT District 4



Elizabeth A. Forbes
Communications Specialist



**BOLTON
& MENK**
Real People. Real Solutions.

Education

Master of Science -
Natural Resources with an Emphasis in Communications
University of Idaho, Moscow

Bachelor of Science -
Natural Resources
Southern Illinois University, Carbondale

Certifications

Certified Arborist - International Society of Arboriculture

Summary

Ms. Forbes joined Bolton & Menk in 2019 as a senior project communications specialist for the planning and urban design work group. She is responsible for developing and leading public outreach efforts for planning, landscape architecture, water resources, and transportation projects.

Ms. Forbes has more than 15 years of experience working in natural resources with a focus in terrestrial and aquatic species management, surface water quality protection, and GIS database management. She has spent a significant amount of time in public outreach and education. Ms. Forbes has extensive experience in developing communication strategies, writing clear and concise text, and designing engaging graphics. She especially enjoys taking technical information and transforming it into engaging content for non-technical audiences.

Experience

- US Highway 10/169 Improvements, City of Anoka and MnDOT Metro
- Public Engagement Plan for Emerald Ash Borer Management, City of Burnsville, MN
- Surface Water Quality Education Plan for ISD 191, City of Burnsville, MN
- Citizen Science Water Quality Monitoring Program, City of Burnsville, MN
- Communications Plan for Natural Resources, City of Burnsville, MN
- Interpretive Exhibit Plan for Brown's Creek State Trail, Minnesota Department of Natural Resources
- Interpretive Sign Project for Beaver Dam, Arkansas, U.S. Army Corps of Engineers
- Exhibit Plan for Burr Oak Woods Nature Center, Missouri Department of Conservation
- Exhibit Plan for Powder Valley Nature Center, Missouri Department of Conservation



Michael R. Warner, P.E.
Civil Engineer



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
University of Minnesota

Bachelor of Arts - Liberal Arts
University of St. Thomas

Registration

Professional Engineer, Minnesota

Organizations

Minnesota Public Works Association

City Engineers Association of Minnesota

Summary

Mr. Warner began his engineering profession in 2001. He is experienced in project management, project design, and construction inspection. As a project engineer, Mr. Warner has prepared cost estimates, feasibility reports, construction plans and specifications, and performed contract administration for municipal projects. As a primary client contact, he is experienced in managing client budgets and schedules. Mr. Warner is also proficient with AutoCAD Civil 3D software, and typically performs both design and drafting duties.

Experience

City of Anoka, Minnesota

- US Highway 10/169 Improvements
- Green Haven Parkway Phase I

City of Prior Lake, Minnesota

- 2015 Street Reconstruction Project

Shakopee Mdewakanton Sioux Community

- CR 81 (Stemmer Ridge Road)

City of Mounds View, Minnesota

- 2016 Area I Street & Utility Improvements
- CSAH 10 Trail Segments 6 and 11
- Silver View Park Trail Rehabilitation

City of Lake Elmo, Minnesota

- 39th Street N Sanitary Sewer and Street Improvements
- 2014 Street Improvements
- Section 34 Street & Utility Improvements

City of Woodbury, Minnesota

- City Place Phase II Street & Utility Improvements
- Hudson Road and Settler's Ridge Parkway Street Rehabilitation and Trail Extensions

Franconia Township, Minnesota

- Franconia Bridge (L0164) Replacement



Daniel E. Swanson, P.E.
Project Controls Specialist



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
Minnesota State University, Mankato

Registration

Professional Engineer, Minnesota

Certifications

MnDOT Certifications

- Bituminous Street I, II
- Bituminous Plant I
- Aggregate Production I

Erosion and Stormwater Management

- Construction Installer

Professional Skills

- Geopak
- Microstation
- Primavera P6
- AASHTOWare

Summary

Mr. Swanson began his transportation engineering career in 2011. In his role as a project controls specialist, Mr. Swanson enjoys making people aware of the amount of complex information that can be provided in a simple form. Through using Primavera P6, he can create cost and risk loaded CPM schedules, and the work flow required to deliver successful projects - on scope, on time, and on budget. Mr. Swanson has experience in developing, reviewing, and maintaining transportation design and construction schedules. Prior to joining Bolton Menk, he worked at MnDOT as a construction project engineer, a design engineer, and as a project scheduler. During his time as a project engineer, Mr. Swanson observed and managed typical heavy/highway construction operations to specifications, facilitated construction project meetings, and made timely decisions to yield successful construction projects. His expertise includes contract administration, and using Primavera P6 for project planning.

Experience

Project Scheduler

- US 14 Four-Lane Expansion, Nicollet to North Mankato
- US 169 Flood Mitigation Project Unbonded Concrete Overlay and Regrade, Mankato to St. Peter
- MN 60 Four-Lane Expansion, Mountain Lake to Butterfield
- US 14/MN 15 Interchange and Replace, New Ulm River Bridge
- MN 23 Construct Passing Lanes on MN 23 Corridor

Design

- MN 13 New Prague Turn Lanes
- US 169 Unbonded Concrete Overlay, St. Peter to Le Sueur
- US 14 Mill and Overlay, Mankato

Construction Project Engineer

- I 90 Unbonded Concrete Overlay, Fairmont to Blue Earth
- US 169 Unbonded Concrete Overlay, St. Peter to Le Sueur
- MN 22/CSAH 90 Roundabout
- US 169 Levee, Mankato
- US 14 Unbonded Concrete Overlay, Springfield to Sleepy Eye
- MN 99 Bituminous Mill and Overlay, St. Peter to Le Center



Chad W. Fowlds, P.E.
Quality Coordinator



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
South Dakota State University

Continuing Education

- Effective Construction Contract Administration
- Successful Design-Build Delivery
- Construction Manager/General Contractor Workshop
- Critical Path Method Scheduling
- Work Zone Safety
- Erosion Control Site Management
- Systematic Development of Informed Consent

Registration

Professional Engineer, Minnesota

Certifications

U of M Certifications

- Construction Site Management

Organizations

Minnesota Society of Professional Engineers

Minnesota Surveyors and Engineers Society

Summary

Chad is a construction services manager for Bolton & Menk, Inc. Since beginning his career in 1996, he has gained experience in administering highway and bridge contracts of various size and scope. This experience includes project management of federal and state highway construction contracts using design-bid-build, design-build, and indefinite delivery/indefinite quantity procurement methods. Specific contract administration experience includes scope and change management, cost management, complex project phasing, and schedule management. He has been involved with several projects with innovative contracting methods such as A/B bidding, detour pool, additive bidding, design-build, and construction manager/general contractor (CM/GC). Chad finds construction and contract administration the most rewarding portion of a project and thoroughly enjoys the construction side of a project. He also has experience with CPM scheduling, contract dispute resolution, construction inspection, and public involvement.

Experience

Minnesota Department of Transportation

- TH 41 Expansion in Chaska
- Highway 14/15 Reconstruction in New Ulm
- Highway 14 Four-lane Expansion/Reconstruction (multiple contracts) from Nicollet to Waseca
- Highway 60 Four-lane Expansion (multiple contracts) from Iowa State Line to St. James
- Highway 169 Flood Mitigation Project from Mankato to St. Peter,
- Highway 22 Multi-Lane Roundabouts in Mankato
- Highway 22 Reconstruction from Mankato to St. Peter
- Highway 169 Reconstruction in St. Peter (Design-Build)
- Interstate 90 Concrete Unbonded Overlay (Design-Build), Fairbault County
- Old Highway 14 Turnback from Janesville to Waseca (Design-Build)
- Highway 169 Minnesota River Bridge Replacement at LeSueur
- Highway 25 Minnesota River Bridge Replacement at Belle Plaine
- Highway 169 Reconstruction in Blue Earth
- Highway 83 Full Depth Reclamation Project from Mankato to Highway 30
- Highway 109 Full Depth Reclamation from Winnebago to Wells
- Highway 4 Reconstruction in St. James
- Highway 169/19 Interchange, Le Sueur County
- Highway 14 Railroad Bridge Replacement at Cobden, DM&E



Ross B. Tillman
Transportation Engineer



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
University of Wisconsin - Madison

Certificate in Technical Communication
University of Wisconsin - Madison

Registration

Professional Engineer, Minnesota, Wisconsin, Iowa

Continuing Education

- Systematic Development of Informed Consent (SDIC)
- ITS Minnesota
- NCITE
- TRB Annual Conference
- TZD Annual Conference
- Minnesota Transportation Conference

Certifications

MnDOT Certifications
• Signal and Lighting Technician

Organizations

Institute of Transportation Engineers

Minnesota Society of Engineers and Surveyors

Summary

Ross has served as a project manager on various studies for cities and MnDOT in both Greater Minnesota and the Metro area. Ross was instrumental in the Riverfront Drive and Belgrade Avenue Corridor Studies for the Mankato/North Mankato Area Planning Organization. He has also worked on various intersection control evaluations throughout the Mankato area.

Ross began his career in 2010 and has experience in project management, traffic, and transportation engineering. His areas of specialty include corridor studies, intersection analysis, conceptual design, transportation funding, signal coordination and timing, intelligent transportation systems, and advanced traffic management system deployments.

Ross uses the knowledge and experience attained through his education and professional practice to identify the needs of a project, work towards a solution, and communicate the results to those in and outside the field of engineering. His passion is finding solutions that can be accepted by all stakeholders. Ross has formal training in the principles of Systematic Development of Informed Consent (SDIC).

Experience

Corridor Studies/Operations Modeling and Simulation

- US Highway 10/169 Improvements, City of Anoka and MnDOT Metro
- CSAH 83 Reconstruction, Shakopee Mdewakanton Sioux Community
- TH 47 Corridor Study Improvements, City of Anoka, Minnesota
- TH 47/CSAH 116 Intersection Study, Anoka County, MN
- TH 47/TH 169/TH 10 Interchange Study, MnDOT Metro District
- TH 10 Access Planning Study, MnDOT Metro
- Greater Minnesota Mobility Study, MnDOT
- Highway 5/Arboretum Area Transportation Plan, Carver County and MnDOT Metro
- TH 169 Flood Mitigation, MnDOT
- Riverfront Drive Corridor Study, Mankato/North Mankato Area Planning Organization
- Belgrade Avenue Corridor Study, Mankato/North Mankato Area Planning Organization
- Greater Minnesota Mobility Study, MnDOT
- CSAH 12 Corridor Improvements, Washington County, MN
- TH 10 Improvements, City of Ramsey, MN
- TH 41 Expansion, Carver County
- Principal Arterial Intersection Conversion Study, Metropolitan Council and MnDOT
- CSAH 34 Traffic and Transportation Improvements Needs, Steele County, MN



Tricia A. Latour, P.E.
Quality Assurance Manager



Real People. Real Solutions.

Education

Bachelor of Science - Civil Engineering
University of Minnesota

Registration

Professional Engineer, Minnesota

Certifications

U of M Certifications
• Design of SWPPP

Summary

Tricia began her career in 1999 and is a transportation project engineer. She has highway and railroad experience involving roadway, drainage, grading, erosion control, retaining wall, noise wall, and signal design. Tricia is passionate about the details and strives to always continue to learn. She has developed a broad background in transportation and highway projects, including work on many design-build projects, as well as multiple hydraulic modeling projects using various programs.

Experience

Final Roadway Design

- TH 5 Intersection and Passing Lane Improvement Project, MnDOT D1
- TH 169 Flood Mitigation and Resurfacing, MnDOT
- TH 59 Pavement and ADA Improvements in Northington, MnDOT D
- TH 60 West Gap, MnDOT D
- TH 4 in St. James, MnDOT D
- Millmar Freeway Design-Build, MnDOT D
- I-94/Highway 5 Interchange Reconstruction, MnDOT D4
- I-5E MnPASS Express Lane Design-Build, MnDOT Metro District
- 201 MnROAD Rehabilitation, MnDOT Metro District
- Rural Safety Initiative, MnDOT D2
- I-494 West Twin Cities Metro Design-Build, MnDOT Metro District
- CSAH 5/I-94 Interchange, MnDOT D
- I-94 Reconstruction Lane to Lanes, MnDOT Metro District

Final Drainage Design (Including Site Grading)

- I-5E MnPASS Express Lane Design-Build, MnDOT Metro District
- Cayuga, MnDOT Metro District
- Hastings Bridge Replacement Design-Build, MnDOT Metro District
- I-90 Bridges of Mower County Design-Build Dobbins Creek, MnDOT D6
- I-94 Reconstruction Design-Build, MnDOT D and Metro District
- Central Corridor Light Rail Transit LRT, Metropolitan Council
- I-94 and Radio Drive, City of Woodbury, MN
- TH 52 in Oronoco Design-Build, MnDOT D6

Final Noise Wall Design

- TH 212 Design-Build, MnDOT Metro District
- I-494 West Twin Cities Metro Design-Build, MnDOT Metro District

Final Retaining Wall Design

- TH 169/494 Interchange Design-Build, MnDOT Metro District
- I-64 Design-Build, MnDOT
- TH 10/TH 2 Interchange Design-Build, MnDOT D4
- I-94 Reconstruction Lane to Lanes, MnDOT Metro District

Sonya A. Henning, PE
Henning Professional Services, Inc.
Right of Way Specialist

Sonya has over 18 years of experience in the civil engineering field, with most of the time focused specifically on right of way engineering and acquisition. She has solid experience in right of way acquisition, contract administration, and plan review. In addition to acquiring property rights for cities and counties she has worked for the Minnesota Department of Transportation as a District Right of Way Engineer and as the statewide Right of Way Program Manager, managing and coordinating right of way programs throughout the state.

Sonya's licensures in civil engineering and real estate offer the governmental agency and the property owners a knowledgeable project manager and credible right of way acquisition agent who can explain the acquisition process as well as the design, schedule and construction needs. These skills and experience aid in creating a consistent acquisition team, trusting relationships with the property owners and an effective voice for the agency. Her ability to identify and resolve complications in parcel acquisition early on, and respectful, timely communication with property owners has proven to decrease the time needed for acquisition and minimize the need for condemnation.



Education:

Bachelor of Science in Civil Engineering, University of Minnesota, Minneapolis, 1996

Registrations:

Minnesota #41314

Licenses:

Real Estate Broker, 2007
Notary Public

Certifications:

Systematic Development of Informed Consent

Memberships:

International Right of Way Association

MN Society of Engineers and Surveyors

American Public Works Association (US and Minnesota)

Engineers' Society of St. Paul

Contact:

Henning Professional Services, Inc.
PO Box 25376
Woodbury, MN 55125
651-955-5594

GENERAL EXPERIENCE

- For eight years as a MnDOT employee, provided right of way acquisition and coordination with MnDOT districts, utilities, FHWA, construction companies, state aid, investment managers, environmental services, MnDNR, cities, counties, landowners, and others.
- For almost eight years as a R/W engineer and Group Manager for WSB & Associates, Inc. and three years for Yaggy Colby & Associates.
- Provide right of way scoping, schedules, estimates, negotiation, agreements, condemnation, relocation, turnbacks, reconveyances, and lease or sale of surplus property.
- Review construction plans and property acquisitions for MnDOT and federally funded county and city projects.
- Engineering experience in contract administration, field construction, soils/materials, bridge safety and maintenance, surveys, and design.

SELECTED SAMPLE OF PROJECT EXPERIENCE

MnDOT D7- TH 14 Nicollet to North Mankato and the Bypass of Nicollet - Acquisition of 64 parcel project in the North Mankato and Nicollet.

MnDOT D1 - TH 70 Rock Creek - Direct Purchase of 37 parcels in Rock Creek.

MnDOT D4 - TH 75 Kent Bypass - Acquisition of 9 parcels for bypass project.

MnDOT D7 - TH 60 Worthington - Management of the acquisition of 43 parcel project in the City of Worthington.

MnDOT Land Acquisition for Tower Sites - R/W Project Manager, site surveying and pre-acquisition of radio tower sites throughout the state

Mn/DOT D6 - TH 52, Preston to Fountain, MN - Project Manager for full service right of way acquisition, relocation, mapping, platting, and eminent



Gregory R. Reuter, PE, PG, D.GE

Principal Engineer/Geotechnical Division Manager



AET Responsibilities

- Geotechnical Division Manager
- Engineering analysis and consultation in all areas of geotechnical engineering
- Client communication and proposal preparation
- Project management
- Personnel training and supervision

Education

M.S. Civil (Geotechnical) Engineering

University of Illinois – Chicago, 1988

B.S. Geological Engineering

University of Minnesota, 1984

Graduate studies in Geotechnical Engineering
University of Texas –Arlington, 1985-1986

Registrations/Certifications

Professional Engineer – MN, WI, ND, SD
IL, VA, TX, PA, AL, MI, KS, IN, WY

Professional Geologist – MN, WI

Board Certified Geotechnical Engineer

by the Academy of Geo-Professionals

Employment

American Engineering Testing, Inc.

St. Paul, MN
Principal Engineer – Geotechnical Division
2006 – Present

GME Consultants, Inc.

Minneapolis, MN
Principal Geotechnical Engineer, 2004-2005
Senior Project Engineer, 1991-2004
Project Engineer, 1988-1991

Prof. Serv. Industries

Chicago, IL
Geotechnical Branch Manager
1986-1988

National Soil Serv./Prof. Serv. Ind.

Dallas, TX
Staff Geotechnical Engineer
1984-1986

Professional Memberships

American Society of Civil Engineers
Association of Engineering Geologists
Geo-Institute
Minnesota Geotechnical Society (Past President)
Toastmasters International (Past Local President)
Univ. of MN Geotechnical Conference Planning Committee (Past Chairman)

Experience

Greg has served as AET's lead geotechnical engineer or AET geotechnical advisor/reviewer on numerous projects. He has a wide range of geotechnical expertise, including shallow and deep foundations, in-situ testing, slope stability analysis and landslide stabilization, ground improvement, and mechanically stabilized earth retaining wall and slope design. His project experience includes private and commercial projects, along with City, County, and State projects. He was the Lead Geotechnical Engineer on numerous design-build, and design-bid-build projects, including:

- Lock and Dam No. 3 Mississippi River Navigation Improvements, Red Wing, Minn.
- TH 52 Elk Run, Pine Island, Minn.
- I-94 Widening between Rogers and Albertville, Minn.
- TH 212, Chaska (Lead Geotechnical Engineer, 2007-2008)
- Dresbach Interchange, La Crescent, Minn.
- TH 371 Nisswa to Jenkins, Minn. (Current Geotechnical Lead)

He has also served as Lead Geotechnical Engineer or AET peer reviewer on numerous major bridge projects, including:

- TH 43 bridge over Mississippi River (Rehabilitation), Winona, Minnesota
- Oliver bridge over St. Louis River, Duluth, Minn.
- Dresbach I-90 bridge over Mississippi River, La Crescent, Minnesota
- TH 52 Lafayette bridge over Mississippi River, St. Paul
- LRT Bridge over I-35W; Minneapolis, Minnesota

In addition, he has performed geotechnical analyses on numerous private, commercial, and municipal projects, including:

- US Bank Stadium (Minnesota Vikings Stadium)
- Target Field (Minnesota Twins Stadium)
- Central Corridor Light Rail Transit
- Southwest Light Rail Transit
- Bottineau (Blue Line) Light Rail Transit

Exhibit B

Fee Estimate



US Highway 10 / 169 Improvements Project - Final Design
 City of Anoka, Minnesota
 Summary of Fee



TASK	Project Manager	Client Service Manager	Deputy Project Manager	Project Engineer	Transportation Technician	Sr. Traffic Engineer	Transportation EIT	Sr. Municipal Engineer	Municipal EIT / Tech	Sr. Water Resources Engineer	Water Res EIT / Tech	Wetlands	Sr LA Designer / Graphics	Graphics / Designer	GIS Specialist	Senior Structural Engineer	Structural EIT / Tech	Registered Land Surveyor	Survey Crew	Sr. Communications Specialist	Communications Specialist	Clerical	Totals	Cost
Task 1.0 Project Management / Project Engagement	736	116	556	114	0	20	0	0	0	8	0	10	60	32	26	52	0	0	0	216	386	126	2,458	\$395,000
Task 2.0 Videos / Animation	28	0	26	6	0	6	0	0	0	0	0	0	86	300	0	8	0	0	16	80	0	556	\$68,000	
Task 3.0 Surveying and Mapping	1	0	15	74	68	0	0	0	0	0	0	0	0	0	0	0	0	414	710	2	2	18	1,304	\$225,000
Task 4.0 Right-of-Way Identification and Acquisition	100	8	70	92	56	0	0	0	0	4	0	0	16	10	0	0	0	64	0	10	24	24	478	\$74,000
Task 5.0 Staging and Traffic Studies	81	20	234	426	184	148	412	0	0	48	0	0	0	0	8	126	100	0	0	18	10	0	1,815	\$269,000
Task 6.0 Private Utility Coordination	1	0	28	106	120	0	182	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	449	\$59,000
Task 7.0 Final Highway Design	62	0	395	3068	2716	1190	2908	0	0	0	0	0	0	0	16	20	20	0	0	0	0	148	10,543	\$1,405,000
Task 8.0 Visual Quality Planning and Design	70	8	26	6	0	0	0	0	0	0	0	0	218	666	0	40	32	0	0	9	7	4	1,086	\$136,000
Task 9.0 Hydraulic Design	0	0	11	0	0	0	0	4	0	764	1486	20	0	0	0	8	0	0	0	0	0	8	2,301	\$292,000
Task 10.0 Structural Design	2	0	25	72	195	0	0	0	0	0	0	0	26	0	0	586	2968	0	0	0	0	0	3,874	\$599,000
Task 11.0 Municipal Utility Design	2	40	18	0	0	0	0	474	720	0	0	0	0	0	0	0	0	0	0	0	0	0	1,254	\$175,000
TOTAL HOURS	1083	192	1404	3964	3339	1364	3502	478	720	836	1486	30	390	1014	60	840	3120	478	710	271	509	328	26,118	
AVERAGE HOURLY RATE	\$189	\$184	\$193	\$142	\$116	\$152	\$125	\$154	\$125	\$137	\$121	\$123	\$142	\$105	\$115	\$179	\$152	\$162	\$189	\$131	\$103	\$100		
SUBTOTAL	\$204,697	\$35,780	\$271,253	\$561,897	\$385,635	\$207,669	\$437,750	\$73,779	\$90,000	\$114,114	\$179,435	\$3,696	\$55,283	\$106,470	\$6,900	\$149,940	\$473,020	\$77,293	\$184,190	\$35,569	\$52,376	\$32,800		
Bolton & Menk Subtotal:																								\$3,697,000

Task 20 SUBCONSULTANT ONLY - ROW	SUBCONSULTANT: Title Commitments - Registered Abstractors	\$30,000
	SUBCONSULTANT: ROW Acquisition - Henning	\$392,000
Task 21 SUBCONSULTANT ONLY - Geotechnical / Testing	SUBCONSULTANT: Geotechnical - AET	\$265,000
	SUBCONSULTANT: Environmental Testing - AET	\$104,000

TOTAL FEE \$4,488,000

Task	Champion	TEAM																				Totals					
		Project Manager	Client Service Manager	Deputy Project Manager	Project Engineer	Transportation Technician	Sr. Traffic Engineer	Transportation EIT	Sr. Municipal Engineer	Municipal EIT / Tech	Sr. Water Resources Engineer	Water Res EIT / Tech	Wetlands	Sr. LA Designer / Graphics	Graphics / Designer	GIS Specialist	Senior Structural Engineer	Structural EIT / Tech	Registered Land Surveyor	Survey Crew	Sr. Communications Specialist		Communications Specialist	Clerical			
1.0 Project Management / Project Engagement																											
1.1 Administration / Coordination	Johnson	160	8	16																			40	224			
1.2 Project Management Plan	Johnson	40		6																				2	48		
1.3 Funding Plan	Johnson	140		24																					164		
1.4 Maintain Project Schedule	Lannes	10		40																					50		
1.5 Quality Control	Lannes	8		32																					40		
1.6 Public Involvement Plan Maintenance	Johnson	6																				20	8	2	36		
1.7 Project Management Team Meetings (up to 24 mtp)	Johnson	120	72	96																					300		
1.8 Technical Advisory Committee (up to 12 mtp)	Johnson	72		60																					144		
1.9 City Council (up to 3 mtp)	Johnson	12	12	12																					44		
1.10 Hwy 10 Greater MN Gateway Coalition (up to 3 mtp)	Johnson	12																							12		
1.11 Design Coordination Meetings (up to 12 mtp)	Lannes			48	48																				108		
1.12 Agency Coordination Meetings (up to 10 mtp)	Lannes	18		40	8																				108		
1.13 Rum River Project Coordination (up to 6 mtp)	Johnson	40		60	28	12																			230		
1.14 Public Open House Meetings (up to 6 mtp)	Johnson	30	24	30	24																				306		
1.15 City View Newsletter (Quarterly)	Forbes	8		2																					86		
1.16 Project Website	Forbes	6		2																					130		
1.17 Email List / Blasts	Forbes	2																							74		
1.18 Social Media (Facebook and Twitter)	Forbes	2																							82		
1.19 Press Releases	Forbes	2																							30		
1.19 Advertisements and Newsletters	Forbes	2																							108		
1.20 Federal Aid Coordination Meetings (up to 14 mtp)	Johnson	6		42	6																				54		
1.21 Project Direction, Delivery, Leadership, and Agreements	Johnson	40		40																					80		
SUBTOTAL HOURS - TASK 1		736	116	556	114	0	20	0	0	0	0	0	8	0	10	60	32	16	52	0	0	0	218	386	126	2458	
2.0 Videos / Animation																											
2.1 Project Video (Fly Through Simulation)	Shields	8		8	6																				239		
2.2 Project Video (Staging)	Lannes	12		18																					225		
2.3 Project Video (Project Status)	Shields	8																							82		
SUBTOTAL HOURS - TASK 2		28	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346	
3.0 Surveying and Mapping																											
3.1 Survey Setup and Control	Halverson				2																				78		
3.2 Topographic Survey	Halverson			1	8	12																			285		
3.3 Title Commitments Coordination	Halverson	1		4	26	16																			125		
3.4 ROW Acquisition Figures	Halverson	40		4	14	8																			186		
3.5 ROW Acquisition Descriptions	Halverson	30		24																					180		
3.6 Field Staking / View Stakes	Halverson			2	8																				120		
3.7 Plat Services	Halverson			2	8	16																			230		
3.8 Establish R/W, Monuments, etc.	Halverson			2	8	16																			100		
SUBTOTAL HOURS - TASK 3		1	0	15	74	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1304	
4.0 Right-of-Way Identification and Acquisition																											
4.1 Property Owner ROW Negotiations (up to 14 mtp)	Johnson	42		8																					50		
4.2 Business/Property Owner Group Meetings (up to 2 mtp)	Johnson	16	8	16																					98		
4.3 Right-of-Way Coordination / BALF Payback	Johnson	40		40																					190		
4.4 Remnant Parcels / Encroachment Properties	Johnson	1		4	16	24																			69		
4.5 ROW Plan	Johnson	1		2	16	32																			71		
SUBTOTAL HOURS - TASK 4		100	8	70	92	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	478	
5.0 Staging and Traffic Studies																											
5.1 RIR (Thurston/Greenhaven)	Tilman																									52	
5.2 Project Controls	Fowlds	10		40	160																					210	
5.3 Layout Phase Staging Evaluations	Fowlds	10		40	80	4	30	120																		366	
5.4 Final Design Stage Staging Evaluations	Fowlds	16		80	100	80	60	200																		634	
5.5 Council Staging Coordination Meetings (up to 3 mtp)	Fowlds	18	12	18	8																					68	
5.6 Business Owner Staging Meetings (up to 2 mtp)	Fowlds	12	8	12	6																					162	
5.7 Staging Workshops (2 mtp)	Fowlds	8		12	16	8																				60	
5.8 Coordination with Rum River / Staging Traffic Analysis	Tilman	6		24	40	60	24	60																		214	
5.9 Median Containment Geotech Design	Fowlds	1		8	16	40																				165	
SUBTOTAL HOURS - TASK 5		81	20	254	426	184	143	412	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1815
6.0 Private Utility Coordination																											
6.1 Private Utilities	Budde			8	40	80		120																		248	
6.2 Private Utility Coordination Meetings (3 mtp)	Budde	1		12	16			12																		53	
6.3 Preliminary Utility Location / Relocation Design	Budde			8	50	40		50																		148	
SUBTOTAL HOURS - TASK 6		1	0	28	106	120	0	182	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	449	
7.0 Final Highway Design																											
7.1 Detailed Roadway Design	Arens																									25	
-Title Sheet					4	16	1	4																		45	
-General Layout					4	24	1	16																		218	
-Statement of Estimated Quantities (SEQ)					2	90	30	16	80																	16	
-Soil and Construction Notes and Standard Plates					4	8		4																		60	
-Earthwork Tabulations					2	50	40	60																		152	
-Quantity Tabulations					2	60	24	16	60																	68	
-Standard Plans					12	40		16																		44	
-Private Utility Tabulations					4	32		8																		88	
-Alignment Plan					8	40		40																		88	
-Existing Conditions					8	40		72																		120	
-Right of Way Plan					8	40		60																		98	
-Typical Sections					1	40	120	80																		241	
-Miscellaneous Details					1	20	50	10	32																	113	
-Removal Plan																											

Task	Champion	TEAM																	Totals							
		Project Manager	Client-Service Manager	Deputy Project Manager	Project Engineer	Transportation Technician	Sr. Traffic Engineer	Transportation EIT	Sr. Municipal Engineer	Municipal EIT / Tech	Sr. Water Resources Engineer	Water Res EIT / Tech	Wetlands	Sr. LA Designer / Graphics	Graphics / Designer	GIS Specialist	Senior Structural Engineer	Structural EIT / Tech		Registered Land Surveyor	Survey Crew	Sr. Communications Specialist	Communications Specialist	Clerical		
8.5 Visual Quality Council Meetings (w/ to 2.mps)	Shields	12	8														16								36	
8.6 Architectural Lighting (Bridge & Structures)		1	2														16	48		6	16				89	
8.7 Enhanced / Complex Aesthetic Detailing for Structural Integration		1	4														6	16		6	16				49	
8.8 Visual Quality Concepts / Cost Share / Coordination with Adjacent Projects		8	4														32	80		4					128	
7.1 Detailed Roadway Design																	5								5	
-Statement of Estimated Quantities (SEQ)																	8	16							24	
-Quantity Tabulations																	20	40							60	
-Streetscape Plan																	10	25							35	
-Irrigation Plan																	5								5	
-Proposed Lighting Plan																	5	25							30	
7.4 30% Roadway Plans																	5	70							75	
7.5 60% Roadway Plans																	10	65							75	
7.6 95% Roadway Plans																	5	40							45	
7.7 100% Roadway Plans																	5	10							15	
7.8 Special Provisions																	15								15	
7.11 Bidding Assistance																	10	10							20	
7.12 Engineer's Estimates (30%, 60%, 95%, 100%)																	215	445	0	40	32	0	0	0	0	1096
SUBTOTAL HOURS - TASK 8		70	8	26	6	0	0	0	0	0	0	0	0	0	0	0	215	445	0	40	32	0	0	0	0	1096
9.0 Hydraulic Design																										
9.1 Agency Coordination	Stier	1									80	20														101
9.2 Preliminary Hydraulic Analysis	Stier	1									80	180														261
9.3 Stormwater Management Report	Stier	1									60	140														201
9.4 Regulation Requirements	Stier	1									40	8														49
9.5 Modeling and Design	Stier	1									80	240														321
9.6 Risk Assessment	Stier	1									24															25
9.7 Hydraulic Plans	Stier	1																								1
7.1 Detailed Roadway Design																										
-Title Sheet											1															1
-General Layout											1															1
-Statement of Estimated Quantities (SEQ)											8	16														24
-Quantity Tabulations											8	16														24
-Standard Plans											2	4														6
-Removal Plan											8	16														24
-Drainage Plan Sheets											40	160														200
-Drainage Profile and Tabulation Sheets											40	160														200
-Drainage Details											10	24														34
-SWPPP Sheets											8	20														28
-Temporary Erosion/Sediment Control Plan											20	80														100
-Turf Establishment and Permanent Erosion/Sediment Control Plan											20	80														100
-Staging Sheets											8	40														48
7.5 60% Roadway Plans											40	80														120
7.6 95% Roadway Plans											40	80														120
7.7 100% Roadway Plans											40	80														120
7.8 Special Provisions											40															40
7.12 Engineer's Estimates (30%, 60%, 95%, 100%)											24															24
9.8 Pond Maintenance Guidance Document	Stier	1									16	24														40
9.9 WCA/MN/DNR/COE Permits	Stier	1									12		20													32
9.10 Rum River Watershed Permit	Stier	1									8	16														27
9.11 NPDES	Stier	1							4		4															11
9.12 City Storm Sewer Inspection	Stier	1									2	2						8								12
SUBTOTAL HOURS - TASK 9		0	0	11	0	0	0	0	4	0	76	146	20	0	0	0	8	0	0	0	0	0	0	0	0	251
10.0 Structural Design																										
10.1 Preliminary Bridge and Wall Design	Archer	1		8	12												4									165
10.2 Detailed Structural Plans	Archer																									
-MSE Retaining Wall Plans				4	10	25																				39
-MSE Retaining Wall Details				1	10	25																				36
-Prefabricated Modular Block Wall Plans				1	15	25																				45
-Overhead Structure Details				1	10	20																				31
-Bridge Plans				2	15	100																				117
10.3 30% Bridge Plans	Archer												16				100	580								696
10.4 60% Bridge Plans	Archer												2				80	400								482
10.5 Bridge Staging Details	Archer	1		8													30	320								359
10.6 95% Bridge Plans	Archer												2				100	620							722	
10.7 100% Bridge Plans	Archer												2				60	300							362	
10.8 Special Provisions																	16	60								76
10.9 Bidding Assistance																	8	40								48
11.0 Shop Drawing Review																	8	40								48
10.10 Engineer's Estimates (30%, 60%, 95%, 100%)																	16	48								64
SUBTOTAL HOURS - TASK 10		2	0	25	72	195	0	0	0	0	0	0	26	0	0	0	564	2968	0	0	0	0	0	0	0	3974
11.0 Municipal Utility Design																										
11.1 Municipal Utility (Sewer, Water, Electric) Layout	Warner	1	8	2							60	40														113
11.2 Municipal Utility (Sewer, Water, Electric) Design	Warner	8	2								20	20														50
11.3 Municipal Utility Coordination Meetings (6.mps)	Warner	24	2								24															50
7.1 Detailed Roadway Design																										0
-Statement of Estimated Quantities (SEQ)																										



PO Box 25376
Woodbury MN 55125
651.955.5591
henningprofessionalservices.com

June 28, 2019

City of Anoka
c/o Mr. Eric Johnson, PE
Bolton & Menk, Inc.
2638 Shadow Lane #200
Chaska, MN 55318

Re: Right of Way Services Scope and Fee – Anoka – TH 10

Dear Mr. Johnson,

I am pleased to offer right of way acquisition services to assist the City with securing the land rights for the TH 10 Improvement Project. It is my understanding this project includes acquisition from 24 owners, including 3 total acquisitions. See attachments for a list of parcels. I have assembled a strong acquisition team who understands the aggressive schedule and what it takes to deliver on time and on budget.

Our team is proposing to provide the following scope of services in compliance with the FHWA requirements, MnDOT State Aid and Right of Way Manuals:

Right of Way Agent Services:

- a) Maintain and provide acquisition spread sheets for information on acquisition
- b) Attend open houses and PMT meetings
- c) Early Notification letter to owner with formal project information and property rights
- d) Contact the landowner and schedule Field Title Investigation meeting
- e) Conduct Field Title Investigation and complete Report, coordinating with Appraiser to view property
- f) Work closely with the City and designer related to landowner questions and project details
- g) Prepare offer letter and packet for each parcel
- h) Present offer of compensation
- i) Negotiate purchase of the easements
- j) Draft Administrative Settlements as appropriate
- k) Obtain signed easements and provide executed documents to City
- l) Draft and submit Pay Request for payment to owner
- m) Process appraisal reimbursements for landowners, as needed
- n) This task will also provide coordination with the City Attorney (CA) who will provide the conveyance documents and other required legal documents and lender consents. If the CA were to provide a sample document, Henning Professional Services, Inc. (HPS) could populate the documents and the CA would review and approve the final version.
- o) Provide parcel files to the City summarizing the acquisition at the end of the project

- p) Coordinate review of files with MnDOT, prepare R/W Certificate and review files with MnDOT

Relocation Services:

In addition to the standard tasks above, relocation services for Wright Tire, the Sign Station and Tire Zoo will also include:

- a) Meet with city staff/attorney to discuss project status and acquisition and relocation
- b) Meet with owners and or their representatives to discuss relocation process, rights & benefits
- c) Perform photo inventory of fixtures, equipment, etc.
- d) Determine eligibility for relocation assistance
- e) Prepare preliminary relocation budget after initial contacts
- f) Prepare General Information Notice for all displaces
- g) Prepare Notice of Relocation Eligibility
- h) Make site referrals.
- i) Prepare 90-day and 30-day Notice to Vacate
- j) Prepare moving specifications and secure competitive bids, when necessary.
- k) Meet with displace contractors to review replacement site build out plans for eligibility.
- l) Prepare advance and partial payment claims.
- m) Prepare all claims with proper documentation as required by URA and City
- n) Maintain a log of contacts with displacee
- o) Prepare completed file to City, ready for audit
- p) Maintain contact with city staff/attorney
- q) Relocation of two (2) signs (KFC & Pinewski's)

Appraisal Services:

Jason Messner, Patchin Messner Valuation Counselors, will provide 24 appraisal reports and three (3) minimum compensation studies. See attached proposal and assumptions.

Appraisal Review Services:

Ms. Kelly Lindstrom will provide reviews of appraisals.

Assumptions:

- a) The City or their design consultant will provide parcel sketches, staking and survey services needed.
- b) The City or their design consultant will provide title reports.
- c) Henning Professional Services, Inc. (HPS) is not a law firm and does not provide legal services.
- d) The City will provide legal documents such as easements, consents, disclaimers, access agreements, etc., as required, or samples for HPS to populate and then submit to CA for review and approval.

- e) The City will also review title work and ensure that all interested parties are defined and listed in a title opinion prior to the agent meeting with the landowner.
- f) The City will provide review of any permits required (fence, sign, etc.) and request and issue permits, as required.
- g) The City will record all documents that they would like recorded.
- h) The City will provide all tax forms such as 1099's.
- i) The City attorney will provide all eminent domain tasks, if needed. HPS assistance would be limited to providing all information and files in HPS's possession and to strategize with CA, if requested.
- j) HPS will provide a Letter of Compliance to MnDOT, if required, for State Aid use.
- k) This also assumes that the board of the homeowner' association can sign any conveyance documents. Additional cost will be added if more than one entity needs to sign off, meaning individual unit owners in addition to the homeowner's association itself.
- l) Services are provided up to title and possession and provided hourly with detailed accounting.

Estimated Fee:

Right of way agent services are provided on an hourly basis only for the hours required. The proposed fee is estimated for the above scope of services and is detailed in the attached spreadsheet. The estimated fee totals \$391,950.

Please contact me at 651-955-5594 with any questions. Thank you for the opportunity to propose on this project.

Sincerely,
Henning Professional Services, Inc.



Sonya A. Henning, PE
President

R/W Estimate - Anoka TH 10 from Henning 6.28.2019	
Task	Fee
Appraisals (24 reports)	\$ 150,000
Reviews (24 reviews)	\$ 16,400
R/W Agent (21 "parcels")	\$ 105,000
Relo (agent and relo) (3 "parcels")	\$ 40,000
Minimum comp by Messner (3)	\$ 20,500
Sign relocations (2)	\$ 4,000
Messner mtgs with team	\$ 7,000
R/W Agents mtgs with team (Sonya)	\$ 33,350
Mgmt (Sonya)	\$ 6,000
Mail	\$ 1,500
Mileage	\$ 8,200
Total	\$ 391,950

1

Par No.	Parcel PIN #	Owner Name	Business Name	Access Closure or Change see notes at bottom	Total Take and Relo	Appraisal Fee 1 (low end)	Appraisal Fee 2 (high end)	Min. Comp	Appraisal Concerns
45	01-31-25-22-0083	Anoka Homecenter, LLC	Multi-Tenant Office	X		\$7,000	\$8,500		Access closure, value as improved
4	01-31-25-23-0004	Kozhoker Ivan I. & Yemiliya A.	SF Residential			\$2,000	\$2,500		TE: Minor landscaping
5	01-31-25-23-0006	Staples Auto RE LLC	Honest-One Car Care	X		\$6,000	\$10,000		TE: Assume continuous access. Circuitous access in after condition, value as improved
6	01-31-25-23-0008	Kentucky Fried Chicken of Anoka, Inc.	KFC	X		\$6,000	\$10,000		TE: Assume continuous access & sign not affected. Circuitous access in after condition, value as improved
7	01-31-25-23-0013	Janice F. Wright Trustee	Wright Tire		YES	\$7,000	\$8,500	\$8,000	Total
8	01-31-25-23-0015	Speakman Properties	MF			\$3,000	\$3,500		TE: Minor landscaping
10	01-31-25-24-0012	Lunar 4 LLC	Perkins			\$5,500	\$6,500		TE: Assume continuous access. Parking stalls may be affected on temporary basis.
11	01-31-25-24-0013	Lunar 4 LLC	Perkins			see above			
13	01-31-25-24-0038	Healthpartners Services, Inc.	Healthpartners			\$4,500	\$4,500		TE: Minor landscaping
14	01-31-25-31-0011	Boomland, LLC	Tire Zoo		YES	\$5,500	\$7,000	\$7,000	Total
15	01-31-25-31-0014	Boomland, LLC	Tire Zoo		YES	see above			
16	01-31-25-31-0044	School Pond Properties, LLC	Sign Station		YES	\$5,000	\$5,500	\$5,500	Total * For sale & asking \$547,477 as of 2017
17	01-31-25-31-0045	Daniel P. Pinewski & Donna J. Pinewski	Pinewski's Ski Shop	X		\$5,000	\$6,500		ROW & TE - Driveway closure
18	01-31-25-31-0048	Dan Pinewski and Donna Pinewski			see above	see above			
19	02-31-25-11-0006	Cathlene Olin, Vendee A. Joseph Lether, Fee	MF			\$3,000	\$3,500		ROW - Minor
20	02-31-25-11-0013	Eagle Brook Church of White Bear Lake	Eagle Brook Church			\$5,000	\$6,000		ROW & TE - Assume continuous access
21	02-31-25-11-0017	Valvoline LLC	Valvoline Oil	X		\$7,000	\$8,000		TE: Assume continuous access. Value as improved. Project includes retaining wall
22	02-31-25-11-0018	Convenience Store Investments	Kwik Trip	YES		\$7,500	\$9,500		TE: Assume continuous access. Value as improved. Project includes retaining wall
24	02-31-25-11-0037	Paxmar Property, LLC	Bank			\$6,500	\$7,500		ROW & TE: Permanent loss of 16 parking stalls, assume will replace 1:1 on parking. Value as improved
25	02-31-25-12-0025	River's Edge Townhomes Homeowners Association	Cutters Grove Townhomes Assoc.			\$4,000	\$5,500		ROW & TE: Assume continuous access. Landscaping affected
28	35-32-25-41-0016	Able Property Management, Inc				\$3,500	\$4,000		TE: Minor landscaping. Also permanent slope easement
29	35-32-25-41-0019	State of Minnesota	Anoka Technial College			\$6,000	\$7,000		ROW & TE - Impacts to parking
30	35-32-25-42-0024	State of Minnesota	Anoka Technial College	YES		see above			
31	35-32-25-42-0025	State of Minnesota	Anoka Technial College	??		see above			
32	35-32-25-42-0026	?State of MN ?Anoka-Henn Ind Sch Dist 11	STEM/Anoka Technical College			see above			
35	35-32-25-43-0003	MSSP Anoka, LLC	Creative Kids Academy			\$6,500	\$8,000		ROW & TE: Permanent loss of 23 parking stalls, replace 12 parking stalls for a net permanent loss of 11. Value as improved Before Parking 33; After Parking 22
39	35-32-25-44-0018	D&J Investment Group, LLC	Regency Inn & Suites			\$3,500	\$4,000		ROW - Minor
40	35-32-25-44-0019	First National Bank of Elk River	First National Bank of Elk River			\$3,500	\$4,000		ROW & TE - Minor, assume sign not affected
43	35-32-25-44-0029	The Church of St. Stephens of Anoka, MI	Cemelary Land			\$3,500	\$4,000		TE - Minor, Assume Larger Parcel
44	35-32-25-44-0030	AD Center LLC and 2 more owners	Vista Outdoors	X		\$4,500	\$6,000		ROW & TE - Driveway closure
TOTALS						\$120,500	\$150,000	\$20,500	24 total properties



CONSULTANTS
 · ENVIRONMENTAL
 · GEOTECHNICAL
 · MATERIALS
 · FORENSICS

February 25, 2020

Bolton & Menk, Inc.
 12224 Nicollet Avenue
 Burnsville, Minnesota 55337

Attn: Derek Arens
derekar@bolton-menk.com

Re: Proposal Addendum
 Final Geotechnical and Environmental Services
 TH10 Reconstruction at Fair oak and Thurston
 Anoka, Minnesota
 AET Proposal No. 27-20050

Dear Mr. Arens:

As requested, this is an addendum to our original proposal to you dated August 29, 2017. This proposal addendum addresses additional services needed for final design since plans have changed after submitting our initial proposal.

Project Information:

Final plans have been established for the reconstruction of TH 10 near Main Street, Fair oak Avenue, and Thurston Avenue in Anoka, Minnesota. The project is aimed to improve the flow of traffic through the area; as a result, new bridges will be constructed over Thurston Avenue, Fair oak Avenue, and Main Street, and several existing frontage road access drives will be closed.

Near Fair oak Avenue, current site concepts show an increase in grade of about 15 feet along TH10 and a decrease in grade of about 8 feet along Fair oak Avenue to provide clearance for the new TH10 Bridge. Additionally, grade will be raised on TH10 near Thurston Avenue up to 20 feet, and grade will be lowered on Thurston by up to 5 feet. New roundabout intersections will be constructed at Main Street, Greenhaven Parkway, Thurston Avenue, and the West TH 10 Service Road to handle the increased traffic demands. New retaining walls will be constructed along multiple exit and entrance ramps, Cutters Grove Avenue, between TH10 and West Main Street, near the cemetery, and near Anoka Technical College to accommodate the prescribed change in grades with minimal Right-of-Way acquisition. New frontage roads will be constructed on either side of TH10 to guide traffic to the new interchanges.

There are six possible infiltration pond locations throughout the site. These ponds will require up to 20 feet of cut to attain proposed grade. We understand we will need to attend up to three meetings with BMI staff.



Bolton & Menk
TH 10 Reconstruction
AET Proposal No. 27-20050
February 25, 2020
Page 2 of 8

Project Staffing:

Gregory Reuter, PE and Mike Hultgren, PG will lead the geotechnical and environmental services for the final phase, respectively.

Geotechnical Scope of Services – Final Design Phase:

Utility Locating

Before we drill, we will contact Gopher State One Call to locate public underground utilities. Gopher State One Call does not currently charge for this service, but they will not locate private underground utilities or structures. Examples of private utilities include, but are not limited to, propane lines, sewer laterals, sprinkler systems, site lighting, and electric and data lines between buildings. **Gopher State One Call states that the property owner is responsible for locating all private underground utilities and structures.** We request that you please coordinate this activity with the owner and AET prior to AET beginning any subsurface exploration. Also, please provide us with any maps, plans and records showing the location of all private utilities and structures.

We can provide you with names and contact information for private utility locators. These companies usually charge a fee for their services. Also, please note that private locators cannot guarantee that all private utilities will be located. For the private locator to be accurate and effective, the property owner must provide maps, plans and records showing the location of all private utilities and structures. The property owner must also provide a knowledgeable site representative to meet with the private locator and AET personnel.

AET shall be entitled to rely upon the accuracy of all location information supplied by any source. We will not be responsible for any damages to underground utilities or structures not located or incorrectly identified by the property owner, any maps, plans or records, or public or private utility locator providers.

Field Exploration

Soil Borings

The attached boring maps, provided by BMI, show AET's proposed boring locations based upon the geometric site concept provided by BMI, current MnDOT road design standards, and our experience with similar projects.

For this final phase, we propose to perform a combination of 147 borings and CPT soundings to supplement the initial preliminary site exploration. The final phase exploratory borings/ soundings will extend to depths ranging from 10 to 60 feet below existing grades. We will also drill two borings for each of the six infiltration pond locations to depths of at least 10 feet below proposed bottom of pond. Finally, we will perform several hand auger borings near King's Island along the slope towards the creek.

We also propose to perform 6 slug tests (one per pond location) to estimate infiltration rates of the in-situ soils. This requires the construction of temporary monitoring wells. These will be sealed within 3 days of construction.

Bolton & Menk
TH 10 Reconstruction
AET Proposal No. 27-20050
February 25, 2020
Page 3 of 8

Ground Penetrating Radar (GPR) Testing

The GPR survey will be performed using our 2 GHz GSSI Roadscan Equipment scanning the pavement 3 times per foot to provide a picture of the pavement structure along the entire length of the project. We will collect GPR data in all traffic lanes, as well as the TH10 shoulders.

Pavement Cores

We will determine the coring locations based on the GPR results. We then propose to perform 10 pavement cores throughout TH10 and the surrounding streets within drive lanes and shoulders.

Piezometers

AET installed two piezometers near the TH10 and Thurston Avenue intersection during our preliminary geotechnical exploration. We propose to continue reading those piezometers.

LLCA (Life-Cycle Cost Analysis)

We will perform a life-cycle cost analysis according to the method in the MnDOT Pavement Design Manual. We will consider both bituminous and concrete pavements for both 20-year design lives and 35-year design lives.

Bridge Borings

We understand BMI is interested in AET performing the design recommendations for the three proposed bridges throughout the site. This will require seven SPT borings to depths of approximately 100 feet.

Soil Laboratory Testing

We will initiate routine laboratory testing by reviewing each recovered soil sample to assess the major and minor soil components, while also noting the color, degree of saturation, and lenses or seams in the samples. We will test all samples for moisture content. We will also perform standard Proctors, R-values, sieve analyses, organic contents, and topsoil borrow tests.

On completion of testing, we will visually/manually classify each sample on the basis of texture and plasticity in accordance with the AASHTO system and MnDOT Triangular Textural System and prepare the boring logs.

Final Report

Following the field and laboratory services, we will prepare and submit a report. The GPR will be analyzed for the bituminous pavement thickness and base thickness (if visible). The report will include photographs of the pavement cores, logs of the test borings, the laboratory test results, GPR analysis, a review of the engineering properties of the on-site soils and our geotechnical engineering opinions and recommendations regarding the following:

- Grading procedures to prepare the roadway alignments for embankment and pavement support.
- Hydrologic soil group and estimated soil infiltration rates based on the soil types encountered in the applicable boring, the laboratory index testing performed, the Minnesota Stormwater Manual, and our slug testing.

Bolton & Menk
TH 10 Reconstruction
AET Proposal No. 27-20050
February 25, 2020
Page 4 of 8

- Estimates of time-rate of consolidation and total settlement for the proposed roadway embankments.
- Slope stability analysis near King's Island location and for temporary walls.
- Foundation types and depths, including allowable soil bearing capacity and estimates of foundation settlement for proposed retaining walls and bridges (if requested).
- Lateral soil earth pressure estimates for the design of earth retaining structures.
- Pavement designs for TH10, Main Street, Greenhaven Street, Fair oak Avenue, and the new frontage road, based on traffic data provided by BMI.
- Comments on other items which may affect final performance or constructability, such as frost heave, and drainage considerations.

Environmental Services

Phase I Environmental Site Assessment

AET understands that the Client desires a Phase I Environmental Site Assessment (ESA) on three properties – Wright Tire, located at 710 West Main Street; Tire Zoo, located at 604 Church Street; and Sign Station, located at 560 West Main Street. AET will complete a property-specific Phase I ESA at each of these properties, in accordance with the ASTM E1527-13 standard.

AET will complete each of the ASTM Phase I ESAs by performing the following tasks:

- Review reasonably ascertainable and practically reviewable records that will help identify recognized environmental conditions (RECs) in connection with each site. Records include standard environmental sources, physical setting sources, and historical use information.
- Perform a reconnaissance of each Site to obtain information indicating the likelihood of identifying RECs in connection with the Site.
- Interview owners, occupants, state, and/or local government officials to obtain information concerning RECs in connection with the Site.
- Interpret information collected in conjunction with performing the records review, Site reconnaissance, and interviews, and present the results in a written report. An electronic copy of the report will be provided and addressed to the User.

Our scope of services does not include obtaining or reviewing recorded land title records and judicial records for environmental liens or activity use limitations (AULs). The scope of our Phase I ESA services also does not include providing liability/risk evaluations, recommendations for Phase II testing, remediation techniques, vapor intrusion evaluation, or other assessment activities.

AET requests that if the User is seeking an LLP to CERCLA liability, the User, or the User's representative, will share with AET all available and relevant information pertaining to the Site. Upon completion of the Phase I ESA, AET does not guarantee that the Client will qualify for LLP status.

Attached to the proposal is a User Questionnaire for each site which should be completed and returned to AET.

Bolton & Menk
TH 10 Reconstruction
AET Proposal No. 27-20050
February 25, 2020
Page 5 of 8

Phase II Environmental Site Assessment

AET understands that the Client desires a Phase II ESA on each of the Wright Tire, Tire Zoo and Sign Station properties. AET proposes to perform the Phase II ESAs by completing the following tasks at each property:

- Clear public utilities prior to drilling in accordance with state rules and requirements.
- Clean all down-hole equipment and tools to avoid cross-contamination by steam-cleaning equipment prior to field activities and using Alconox wash followed by a clean water rinse between sampling locations.
- Advance up to five push-probe soil borings to an estimated depth of 25 feet below ground surface (bgs). Based on available hydrogeological information for the Site area, we estimate the depth of ground water to be between 15 and 20 feet bgs. The borings will be advanced at locations intended to address Recognized Environmental Conditions identified in the Phase I ESA for each property.
- Upon completion, seal each borehole per Minnesota Department of Health (MDH) requirements.
- Field screen soil samples recovered from the borings with a photoionization detector (PID) for the presence of organic vapors and observe the soil samples for obvious indicators of contamination (odors, stains, discoloration, presence of debris, etc.)
- Collect and analyze up to two soil samples per boring (approximately 10 total soil samples) at the most impacted interval, or the interval most likely to be impacted based on history of the Site and in the first encounter of natural soil, for chemical analysis of the following parameters: DRO, GRO, VOCs, and the 8 RCRA metals.
- Collect and analyze up to five groundwater samples from the push-probe borings for chemical analysis of the following parameters: GRO, DRO and VOCs.
- Upon completion of the fieldwork and receipt of analytical results, AET will prepare a written Phase II ESA report for each property. The reports will be submitted electronically and will summarize the services provided including boring logs, methodologies used, figures showing the soil boring and/or sampling locations, the results of analytical testing and our conclusions, opinions, and recommendations.

Asbestos and Regulated Waste Inspections

AET understands that the Client desires an asbestos and regulated waste inspection on each of the Wright Tire, Tire Zoo and Sign Station properties. The purpose of a Pre-Demolition Asbestos and Regulated Waste Inspection is to identify, quantify and sample suspect asbestos containing building materials (ACBM), caulk and lead-based paint and identify and quantify regulated wastes as identified in the Minnesota Pollution Control Agency (MPCA) Pre-Demolition Environmental Checklist and Guide. The Pre-Demolition inspection will be conducted in a destructive fashion, which will result in there being unpatched holes in the floors, walls, ceilings and roof.

AET proposes to perform the Pre-Demolition Asbestos and Regulated Waste Inspections by conducting the following tasks:

- Gather pertinent information relevant to the requested services.
- Conduct one mobilization(s) to each site.

Bolton & Menk
 TH 10 Reconstruction
 AET Proposal No. 27-20050
 February 25, 2020
 Page 6 of 8

- Visually identify, inventory and quantify suspect asbestos containing building materials (ACBM) in the buildings.
- Conduct an asbestos inspection in accordance with US EPA regulation 40 Code of Federal Regulations (CFR) part 61, National Emission Standards for Hazardous Air Pollutants (NESHAP) and sample in accordance with Asbestos Hazardous Response Act (AHERA).
- Destructive sampling methods will be used for this inspection. The method applies techniques for accessing hidden and inaccessible spaces resulting in obvious and possibly significant damage to the building systems and finishes. AET is not responsible for cleaning or removing debris generated from the inspection process, but will make reasonable accommodations when requested. Temporary patching or repairing damage materials is not conducted.
- Collect up to 45 samples of suspect ACBM for asbestos analysis.
- Submit collected samples to an accredited laboratory for polarized light microscopy (PLM) to assess asbestos content. Samples are analyzed in 1 to 2 days from the time the laboratory receives the samples, not including weekends or holidays. Faster turn-around-time is available at an additional charge upon request.
- Collect up to 3 samples of caulking for PCB analysis.
- Conduct an assessment of painted surfaces in the buildings for the presence of lead-based paint.
- Photographically document selected observations and sample locations.
- Conduct a visual assessment identifying, inventorying and quantifying regulated wastes referenced in the MPCA Pre-Demolition Environmental Checklist and Guide.
- Submit electronically a written report to include sample locations, asbestos quantity and location, hazardous materials location, laboratory analytical results, diagrams, conclusions and recommendations.

Should any of the building materials samples return an asbestos analytical result of less than one percent, we will contact the Client to discuss if they would like to point count the material to confirm a less than one percent asbestos content or presume the material to contain greater than one percent asbestos as required by the Environmental Protection Agency (EPA). For the purpose of this proposal, we assume that up to 3 samples will be analyzed using point counting methods.

Phase II Corridor Drilling Investigation

AET prepared a Limited Phase I ESA, dated October 5, 2018, in accordance with MnDOT environmental assessment standards, for the TH 10 project corridor. The Limited Phase I ESA identified 22 sites of medium and high risk for contamination within the corridor. Based on these findings and the project design layout, a Phase II drilling investigation is needed to evaluate potential contamination that may impact construction activities. In accordance with MnDOT requirements, AET proposes to complete the following tasks for the Phase II drilling investigation:

- Prepare a brief work plan based on the Phase I information and proposed construction design. The work plan will consist of a table and figures that describe proposed boring locations, including boring identification number, associated Phase I site identification number, placement strategy, sampling depths, sampling rationale, and analytical

- parameters. Work plan will be submitted to Client and MnDOT for review and approval.
- Clear public utilities prior to drilling in accordance with state rules and requirements.
 - Clean all down-hole equipment and tools to avoid cross-contamination by steam-cleaning equipment prior to field activities and using Alconox wash followed by a clean water rinse between sampling locations.
 - Advance up to 25 push-probe soil borings to an estimated depth of 25 feet below ground surface (bgs).
 - Upon completion, seal each borehole per MDH requirements.
 - Field screen soil samples recovered from the borings with a PID for the presence of organic vapors and observe the soil samples for obvious indicators of contamination (odors, stains, discoloration, presence of debris, etc.)
 - Collect and analyze up to two soil samples per boring (approximately 50 total soil samples), one at the most impacted interval, or the interval most likely to be impacted based on history of the site, and one within shallow fill soils, for chemical analysis of one or more of the following parameters: DRO, GRO, VOCs, polyaromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), arsenic and selenium, the 8 RCRA metals, TCLP metals and asbestos.
 - Collect and analyze up to 25 groundwater samples from the push-probe borings for chemical analysis of the following parameters: GRO, DRO, VOCs, semivolatile organic compounds (SVOCs) and the 8 RCRA metals.
 - Advance up to 5 soil vapor points to maximum depths of 10 feet bgs and collect one soil gas sample from each point for chemical analysis of VOCs using method TO-15.
 - Provide field logs and discuss findings on a daily basis with MnDOT project manager.
 - Upon completion of drilling, mark all investigation locations in the field and use Global Positioning System (GPS) with sub-meter accuracy to obtain coordinates for their locations. AET will use the coordinate system NAD83 UTM15N when collecting the location information and will provide an electronic excel spreadsheet of the GPS data, using MnDOT's GPS spreadsheet template.
 - Upon completion of the fieldwork and receipt of analytical results, AET will prepare a Phase II Drilling Investigation report, in accordance with MnDOT standards. A draft report summarizing the services provided, including boring logs, methodologies used, figures showing the soil boring and/or sampling locations, the results of analytical testing and our conclusions, opinions, and recommendations will be submitted electronically to the Client and MnDOT for review and comment. Paper and electronic copies of the final report will be submitted to the Client and MnDOT following receipt of final comments.

Minnesota Department of Health Fees

Effective July 1, 2019, the Minnesota Department of Health (MDH) has changed the borehole sealing and notification requirements. For sites where borings are drilled to a depth of 15 feet or deeper, all licensed drilling companies are required by law to grout the boreholes upon completion. For borings 25 feet in depth or deeper all licensed drilling companies must submit written notification to the MDH prior to drilling along with a fee of \$75. Projects that span multiple properties will require multiple notifications. The MDH also requires that a Sealing Record be

Bolton & Menk
 TH 10 Reconstruction
 AET Proposal No. 27-20050
 February 25, 2020
 Page 8 of 8

submitted to the MDH, with a copy to you, after the borings are completed. The above fee estimate for our geotechnical services includes the MDH fee for the proposed scope of drilling; however, because final boring depths can change, for example, due to possible unanticipated poor soil conditions, the final MDH fee (including an administrative charge of \$65 per notification) will be added, if necessary, to our final invoice to you.

Fees

Project fees are broken out separately for environmental and geotechnical costs, as indicated below. BMI also requested that time be added for attendance at three meetings.

Meeting Costs (Environmental/Geotechnical Staff)

- Attend 3 meetings \$ 3,372.00

Environmental Costs

- Phase I ESA – Wright Tire \$ 1,501.50
- Phase I ESA – Tire Zoo \$ 1,997.50
- Phase I ESA – Sign Station \$ 2,403.50
- Phase II ESA – All Three Sites \$ 23,313.00
- Asbestos/Haz Mat Inspection – Each Site \$ 3,354.50
- Phase II Corridor Drilling Investigation \$ 68,305.00

Geotechnical Costs

- Final Geotechnical Evaluation \$211,186.00
- Life-Cycle Cost Analysis \$ 5,090.00
- GPR Analysis and Pavement Cores \$ 5,744.40
- Geotechnical Evaluation for Bridges (optional) \$ 39,039.00

TOTAL ESTIMATE \$368,306.40

Acceptance

We presume our services will be performed under our Master Services Agreement with BMI and a contract under that agreement will be prepared. If you have questions regarding this proposal addendum, please contact us.

Sincerely,

American Engineering Testing, Inc.



Thomas Evans, PE
 Engineer II



Matthew P. Ruble, PE
 Principal Engineer/Vice President

Enclosures: Cost Estimates
 Boring Location Maps
 Phase 1 User Questionnaire

**AMERICAN ENGINEERING TESTING, INC.
TH10/FAIROAK AND THURSTON AVENUES
BUDGET DETAILS ESTIMATE
AET PROJECT NO. 27-20050**

ITEM	NO.	UNIT	RATE	TOTAL
FINAL GEOTECHNICAL EVALUATION				
Data Evaluation/Infiltration Analysis/Report Prep/Slope Stability Analysis				
Senior Engineer	30	hr	\$ 169.00	\$ 5,070.00
Engineer II	200	hr	\$ 152.00	\$ 30,400.00
Principal Engineer	110	hr	\$ 205.00	\$ 22,550.00
Engineering Assistant	30	hr	\$ 110.00	\$ 3,300.00
Administrative Assistant	30	hr	\$ 70.00	\$ 2,100.00
Laboratory Testing				
Standard Proctor	10	unit	\$ 140.00	\$ 1,400.00
R-Value	10	unit	\$ 400.00	\$ 4,000.00
Sieve Analysis	16	unit	\$ 110.00	\$ 1,760.00
Organic Content	6	unit	\$ 70.00	\$ 420.00
Moisture Content Testing	25	hr	\$ 110.00	\$ 2,750.00
MnDOT 3877 - Topsoil Borrow Test	4	unit	\$ 298.00	\$ 1,192.00
Slug Testing	6	unit	\$ 2,000.00	\$ 12,000.00
Drilling Labor and Expense				
Staking/Utility Meet Daily Mobilization	6	day	\$ 200.00	\$ 1,200.00
Staking/Utility Meet Technician	30	hr	\$ 102.00	\$ 3,060.00
Drill Crew Daily Mobilization	37	day	\$ 450.00	\$ 16,650.00
Hand Auger Borings	3	unit	\$ 900.00	\$ 2,700.00
Truck Drill Setup - HSA Boring	82	unit	\$ 63.00	\$ 5,166.00
HSA Drilling & Sampling (0'-50')	1815	ft	\$ 27.00	\$ 49,005.00
HSA Drilling & Sampling (50'-100')	20	ft	\$ 29.00	\$ 580.00
Truck Drill Setup - FA Boring	57	unit	\$ 32.00	\$ 1,824.00
FA Drilling & Sampling	570	ft	\$ 18.00	\$ 10,260.00
CPT Crew Daily Mobilization	3	unit	\$ 570.00	\$ 1,710.00
CPT Hourly Rental	18	hr	\$ 425.00	\$ 7,650.00
Borehole Sealing (Borings/CPT Soundings >15 ft Only)	1770	ft	\$ 1.00	\$ 1,770.00
MDH Sealing Permit	1	unit	\$ 75.00	\$ 75.00
Piezometer Readings (from last contract)	1	lump	\$ 1,744.00	\$ 1,744.00
Traffic Control				
Patrol Car	50	hr	\$ 120.00	\$ 6,000.00
Turn Lane Closures	15	setup	\$ 500.00	\$ 7,500.00
Traffic Signs	35	day	\$ 100.00	\$ 3,500.00
Attenuator	11	day	\$ 200.00	\$ 2,200.00
Flagging Technician	16	hr	\$ 89.00	\$ 1,424.00
Flagger Truck Mileage	70	mile	\$ 1.00	\$ 70.00
Flagger Truck Rate	8	hr	\$ 19.50	\$ 156.00
Subtotal Costs				\$ 211,186.00
EXISTING PAVEMENT ANALYSIS				
GPR Analysis				
GPR Vehicle Mileage	90	mile	\$ 1.10	\$ 99.00
GPR Vehicle Rate	5	hr	\$ 90.00	\$ 450.00
GPR Analysis	15.2	ln/mile	\$ 132.00	\$ 2,006.40
Pavement Cores				

**AMERICAN ENGINEERING TESTING, INC.
TH10/FAIROAK AND THURSTON AVENUES
BUDGET DETAILS ESTIMATE
AET PROJECT NO. 27-20050**

ITEM	NO.	UNIT	RATE	TOTAL
Truck with Coring Equipment Mileage	70	mile	\$ 1.00	\$ 70.00
Truck with Coring Equipment Rate	7	hr	\$ 59.00	\$ 413.00
Coring Technicians	14	hr	\$ 89.00	\$ 1,246.00
Patrol Car	3	hr	\$ 120.00	\$ 360.00
Traffic Signs	1	day	\$ 100.00	\$ 100.00
Traffic Control (lane closure)	1	day	\$ 1,000.00	\$ 1,000.00
Subtotal Costs				\$ 5,744.40
LIFE-CYCLE COST ANALYSIS				
Life-Cycle Cost Analysis				
Engineer II	20	hr	\$ 152.00	\$ 3,040.00
Principal Engineer	10	hr	\$ 205.00	\$ 2,050.00
Subtotal Costs				\$ 5,090.00
BRIDGES GEOTECHNICAL EVALUATION				
Data Evaluation/Infiltration Analysis/Report Prep				
Senior Engineer	15	hr	\$ 169.00	\$ 2,535.00
Engineer II	20	hr	\$ 132.00	\$ 2,640.00
Principal Engineer	10	hr	\$ 205.00	\$ 2,050.00
Engineering Assistant	8	hr	\$ 110.00	\$ 880.00
Administrative Assistant	8	hr	\$ 70.00	\$ 560.00
Laboratory Testing				
Moisture Content Testing	5	hr	\$ 110.00	\$ 550.00
Drilling Labor and Expense				
Staking/Utility Meet Daily Mobilization	2	day	\$ 200.00	\$ 400.00
Staking/Utility Meet Technician	4	hr	\$ 102.00	\$ 408.00
Drill Crew Daily Mobilization	14	day	\$ 450.00	\$ 6,300.00
Truck Drill Setup - HSA Boring	7	unit	\$ 63.00	\$ 441.00
HSA Drilling & Sampling (0'-50')	350	ft	\$ 27.00	\$ 9,450.00
HSA Drilling & Sampling (50'-100')	350	ft	\$ 29.00	\$ 10,150.00
Traffic Signs	14	day	\$ 100.00	\$ 1,400.00
Turn Lane Closures	1	setup	\$ 500.00	\$ 500.00
Borehole Sealing (Borings/CPT Soundings >15 ft Only)	700	ft	\$ 1.00	\$ 700.00
MDH Sealing Permit	1	unit	\$ 75.00	\$ 75.00
Subtotal Costs				\$ 39,039.00
PMT MEETINGS				
Engineer II	6	hr	\$ 152.00	\$ 912.00
Principal Engineer	6	hr	\$ 205.00	\$ 1,230.00
Principal Scientist	6	hr	\$ 205.00	\$ 1,230.00
Subtotal Costs				\$ 3,372.00
PHASE I ESA (ASTM STANDARD) (Wright Tire)				
Data Evaluation/Report Prep				
Senior Scientist	1	hr	\$ 169.00	\$ 169.00
Scientist I	9.25	hr	\$ 132.00	\$ 1,221.00

AMERICAN ENGINEERING TESTING, INC.
TH10/FAIROAK AND THURSTON AVENUES
BUDGET DETAILS ESTIMATE
AET PROJECT NO. 27-20050

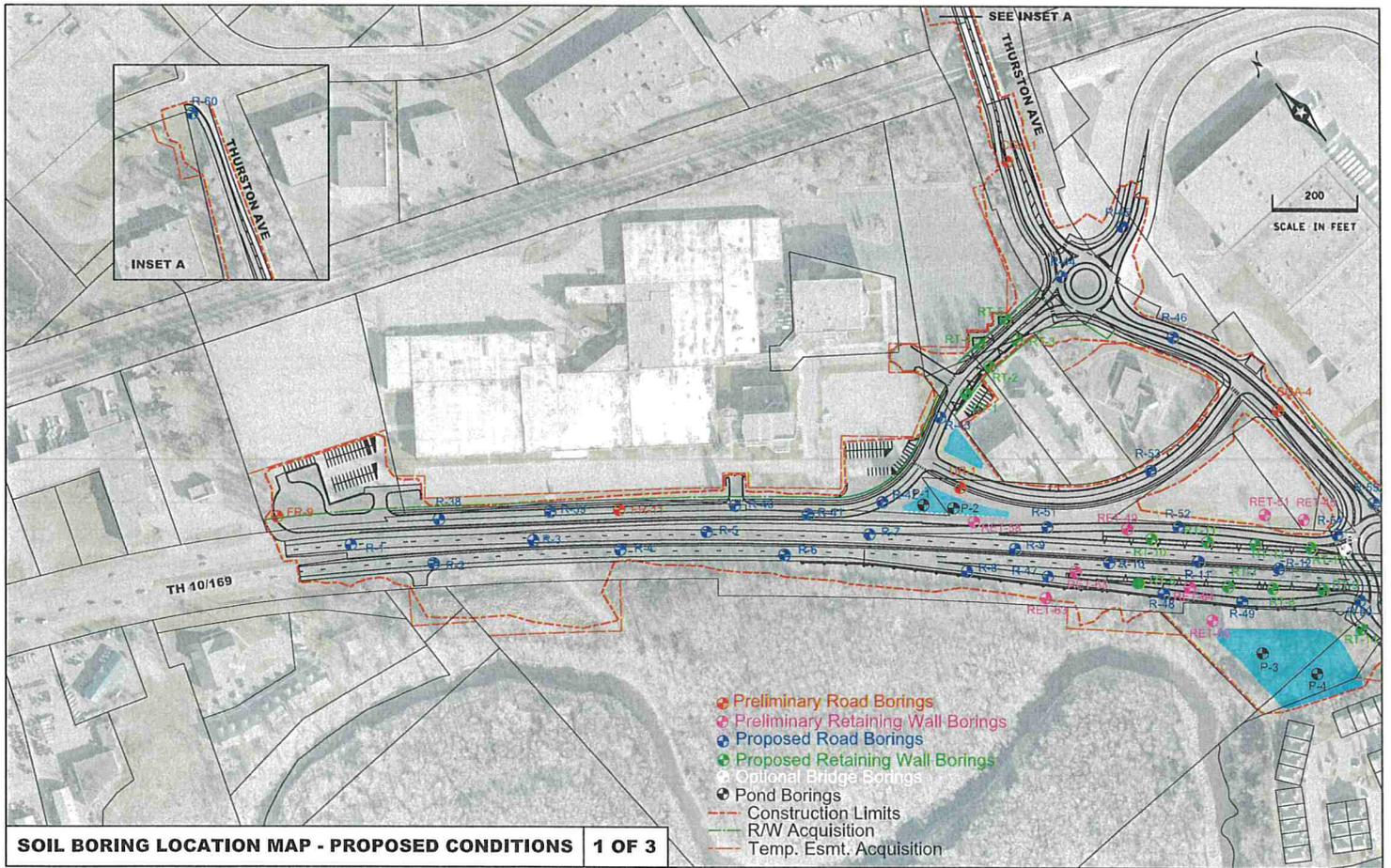
ITEM	NO.	UNIT	RATE	TOTAL
Drafting	0.75	hr	\$ 102.00	\$ 76.50
Administrative Assistant	0.5	hr	\$ 70.00	\$ 35.00
Subtotal Costs				\$ 1,501.50
PHASE I ESA (ASTM STANDARD) (Tire Zoo)				
Data Evaluation/Report Prep				
Senior Scientist	2	hr	\$ 169.00	\$ 338.00
Scientist I	10	hr	\$ 132.00	\$ 1,320.00
Drafting	1	hr	\$ 102.00	\$ 102.00
Administrative Assistant	1	hr	\$ 70.00	\$ 70.00
Expense				
Historical/Regulatory Search	1	unit	\$ 130.00	\$ 130.00
Mileage	50	mi	\$ 0.75	\$ 37.50
Subtotal Costs				\$ 1,997.50
PHASE I ESA (ASTM STANDARD) (Sign Station)				
Data Evaluation/Report Prep				
Senior Scientist	2	hr	\$ 169.00	\$ 338.00
Scientist I	13	hr	\$ 132.00	\$ 1,716.00
Drafting	1	hr	\$ 102.00	\$ 102.00
Administrative Assistant	1	hr	\$ 70.00	\$ 70.00
Expense				
Historical/Regulatory Search	1	unit	\$ 115.00	\$ 115.00
MPCA Files	1	unit	\$ 25.00	\$ 25.00
Mileage	50	mi	\$ 0.75	\$ 37.50
Subtotal Costs				\$ 2,403.50
PHASE II ESA (per site - Wright Tire, Tire Zoo, Sign Station)				
Data Evaluation/Report Prep				
Senior Scientist	2	hr	\$ 169.00	\$ 338.00
Scientist I	12	hr	\$ 132.00	\$ 1,584.00
Drafting	2	hr	\$ 102.00	\$ 204.00
Administrative Assistant	2	hr	\$ 70.00	\$ 140.00
Drilling Labor and Expense				
Senior Environmental Technician	10	hr	\$ 110.00	\$ 1,100.00
Scientist I	10	hr	\$ 132.00	\$ 1,320.00
PID	1	day	\$ 115.00	\$ 115.00
Drill Rig - Push Probe	8	hr	\$ 95.00	\$ 760.00
Mileage - Drill Rig	50	mi	\$ 1.20	\$ 60.00
Mileage - Support Truck	50	mi	\$ 1.00	\$ 50.00
Borehole Sealing	125	ft	\$ 1.00	\$ 125.00
MDH Sealing Permit	1	unit	\$ 75.00	\$ 75.00
Soil Analysis (GRO/DRO/VOCs/RCRA Metals)	10	sample	\$ 220.00	\$ 2,200.00
Groundwater Analysis (GRO/DRO/VOCs)	5	sample	\$ 140.00	\$ 700.00
Subtotal Costs (per site)				\$ 8,771.00
Subtotal Costs (all sites)				\$ 26,313.00

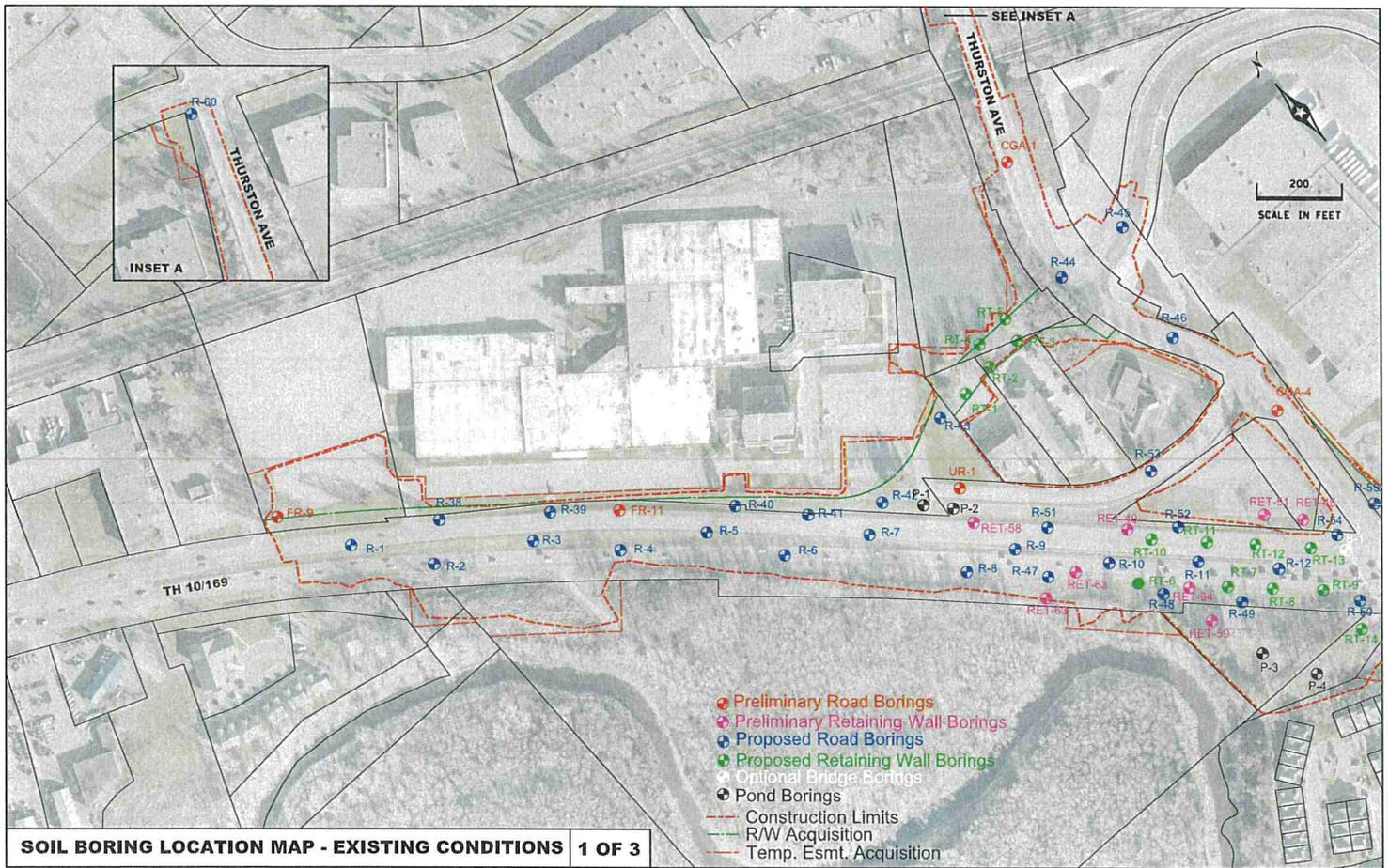
**AMERICAN ENGINEERING TESTING, INC.
TH10/FAIROAK AND THURSTON AVENUES
BUDGET DETAILS ESTIMATE
AET PROJECT NO. 27-20050**

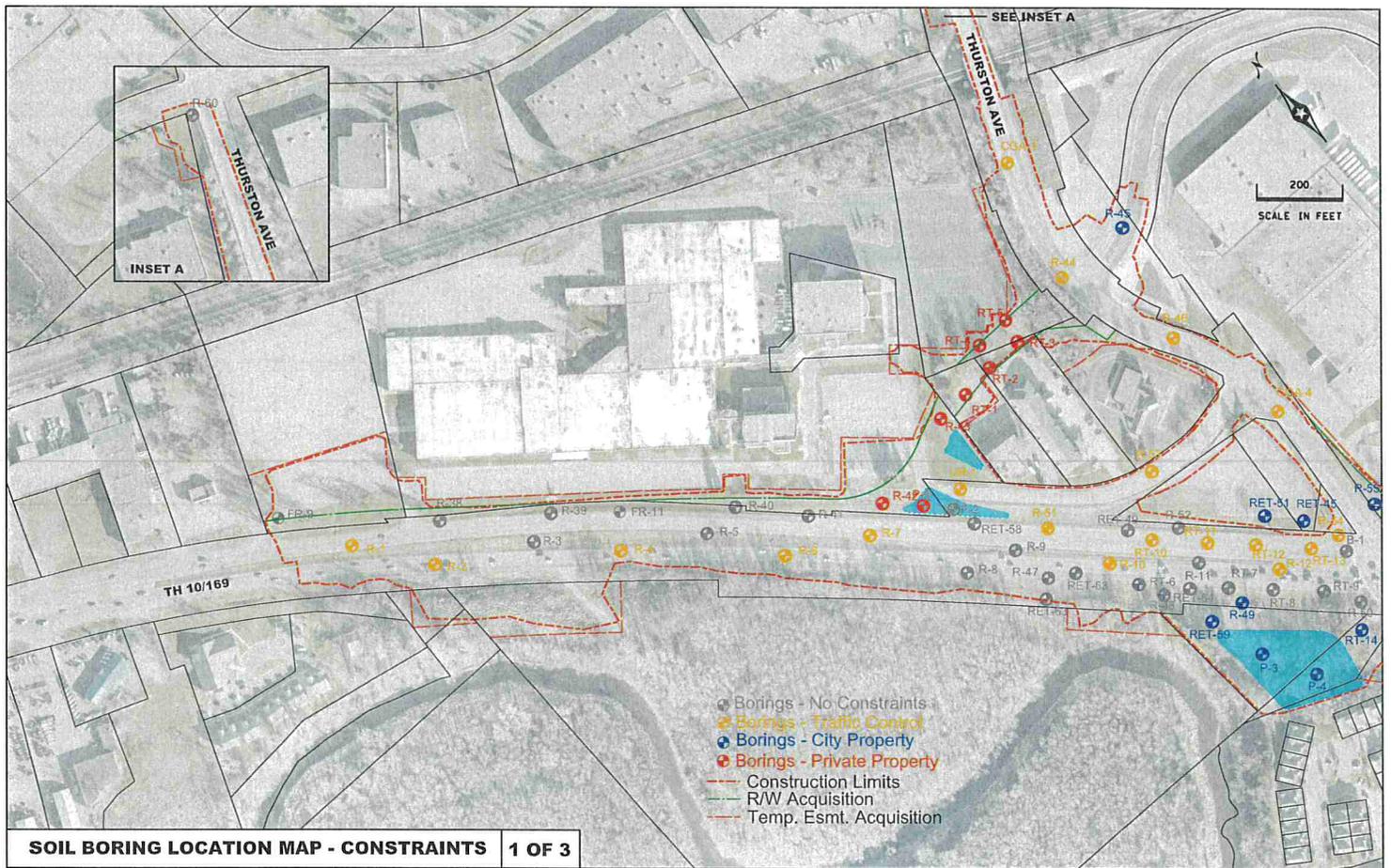
ITEM	NO.	UNIT	RATE	TOTAL
HAZARDOUS BUILDING MATERIAL SURVEY (per site - Wright Tire, Tire Zoo, Sign Station)				
Sampling/Report Prep				
Principal Scientist	0.5	hr	\$ 205.00	\$ 102.50
Senior Scientist	12	hr	\$ 169.00	\$ 2,028.00
Scientist I	0	hr	\$ 124.00	\$ -
Environmental Technician	0	hr	\$ 74.00	\$ -
Drafting	2	hr	\$ 102.00	\$ 204.00
Administrative Assistant	0.75	hr	\$ 70.00	\$ 52.50
Expense				
Shipping	1	unit	\$ 25.00	\$ 25.00
Asbestos Analysis	45	sample	\$ 8.00	\$ 360.00
PCB in Caulk Analysis	3	sample	\$ 90.00	\$ 270.00
Lead Paint Analysis (XRF)	0.5	day	\$ 550.00	\$ 275.00
Mileage	50	mi	\$ 0.75	\$ 37.50
Subtotal Costs				\$ 3,354.50
PHASE II CORRIDOR DRILLING INVESTIGATION				
Phase II Drilling Investigation Work Plan				
Principal Scientist	6	hr	\$ 205.00	\$ 1,230.00
Scientist II	10	hr	\$ 152.00	\$ 1,520.00
Drafting	4	hr	\$ 102.00	\$ 408.00
Administrative Assistant	2	hr	\$ 70.00	\$ 140.00
Phase II Drilling				
Principal Scientist	8	hr	\$ 205.00	\$ 1,640.00
Scientist II (Traffic Control, Utilities, Access)	12	hr	\$ 152.00	\$ 1,824.00
Sr. Environmental Technician (Geoprobe and Utilities)	60	hr	\$ 110.00	\$ 6,600.00
Direct Costs				
Direct Push Sample System	60	hr	\$ 95.00	\$ 5,700.00
Direct Push Sample System (Mileage)	300	mi.	\$ 1.20	\$ 360.00
3/4 Ton Truck Mileage	300	mi.	\$ 1.00	\$ 300.00
Borehole Sealing	625	ft	\$ 1.00	\$ 625.00
Photoionization Detector	6	day	\$ 115.00	\$ 690.00
Well Screen	25	unit	\$ 15.00	\$ 375.00
Traffic Control (Partial lane closure, no flagger for 6 days)	6	day	\$ 750.00	\$ 4,500.00
Well Sealing Records (MDH fees)	20	ea.	\$ 75.00	\$ 1,500.00
GPS System	6	day	\$ 128.00	\$ 768.00
Utility Clearance	1	unit	\$ 750.00	\$ 750.00
Sample Collection and Analysis				
Scientist I	60	hr	\$ 132.00	\$ 7,920.00
Direct Costs				
Filters	25	unit	\$ 15.00	\$ 375.00
Subcontract Soil Sample Laboratory Analysis				
GRO	50	sam.	\$ 25.00	\$ 1,250.00
DRO	50	sam.	\$ 32.00	\$ 1,600.00
DRO w/ Silica Gel	5	sam.	\$ 44.00	\$ 220.00

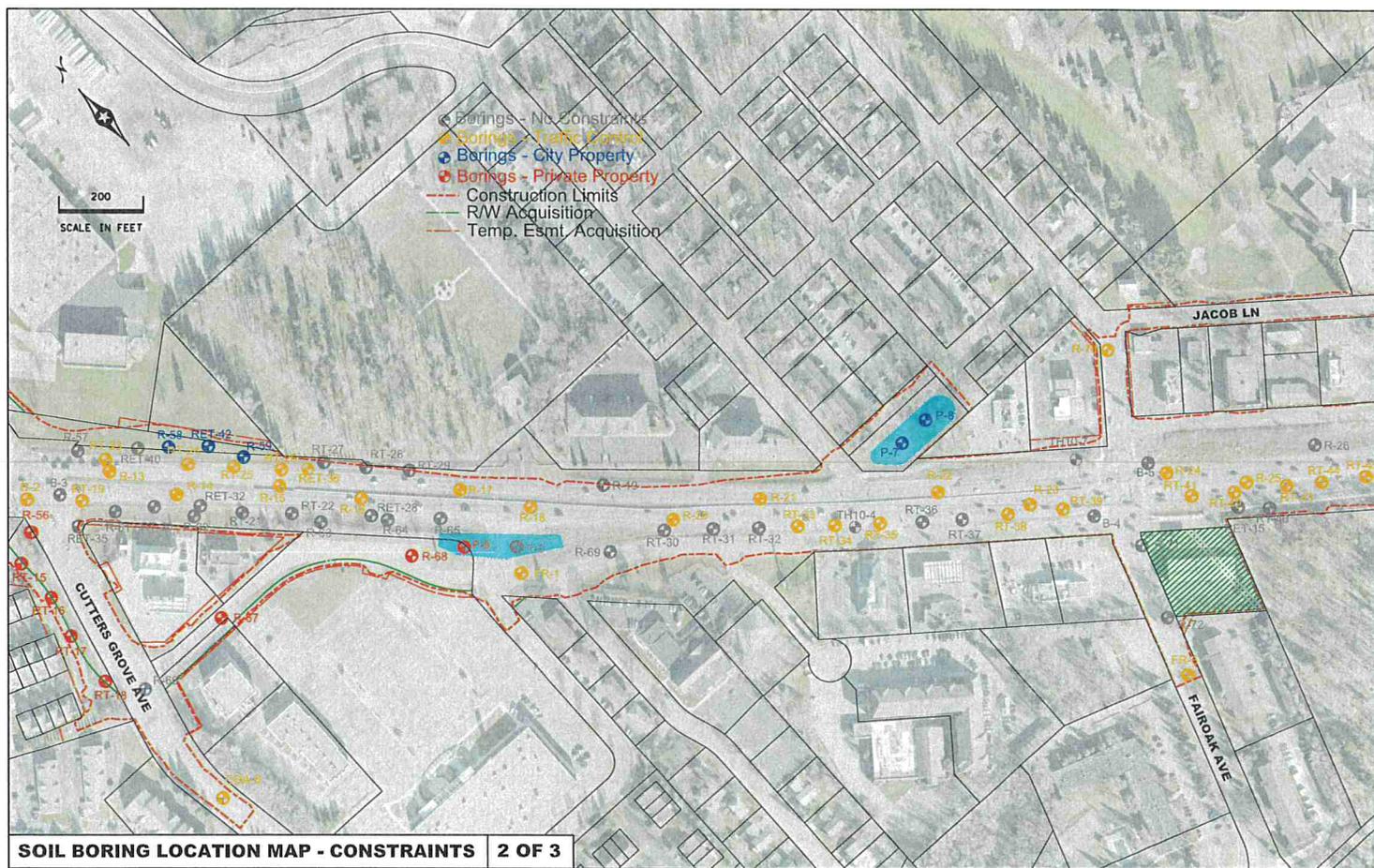
AMERICAN ENGINEERING TESTING, INC.
 TH10/FAIROAK AND THURSTON AVENUES
 BUDGET DETAILS ESTIMATE
 AET PROJECT NO. 27-20050

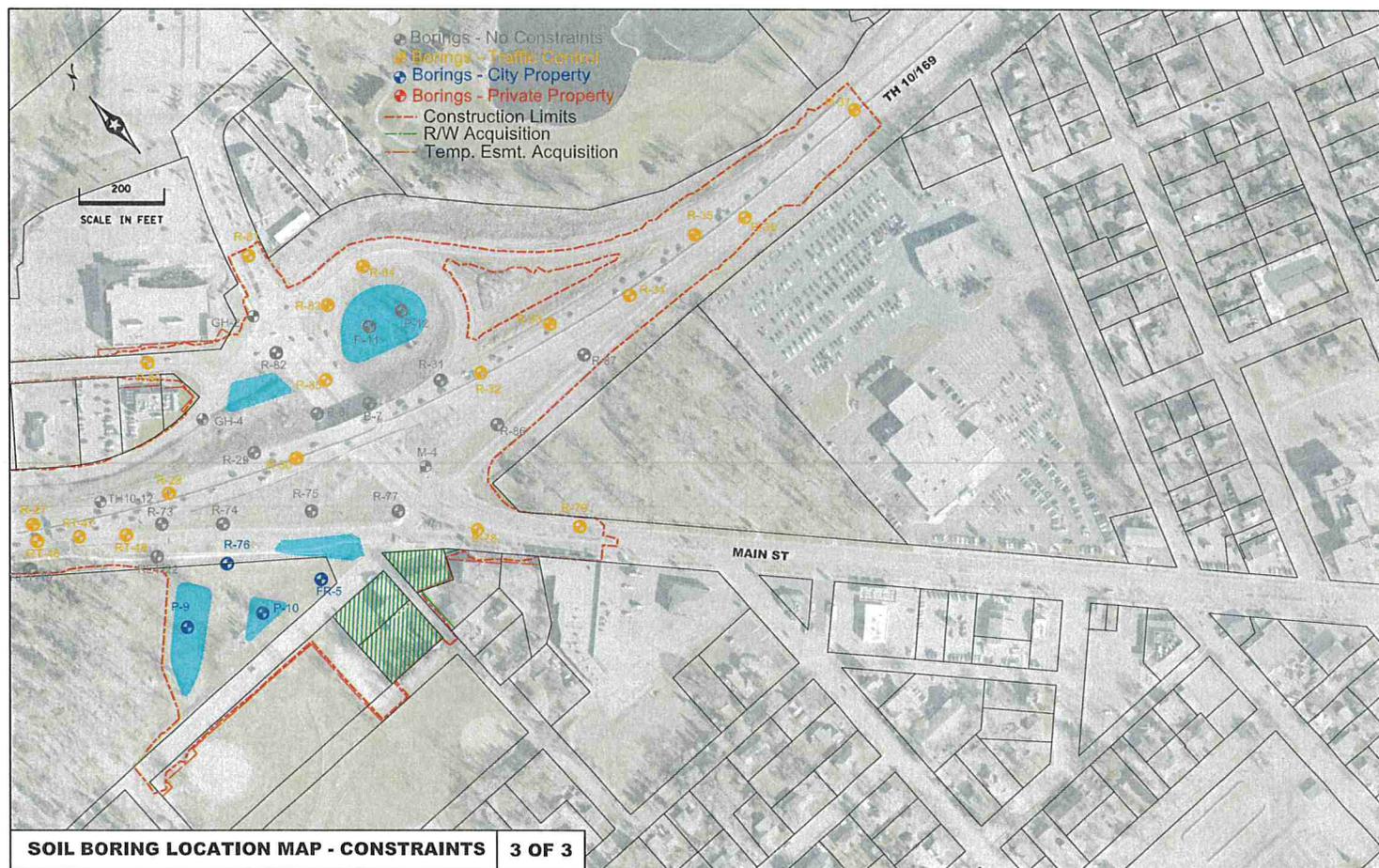
ITEM	NO.	UNIT	RATE	TOTAL
VOCs	50	sam.	\$ 63.00	\$ 3,150.00
PAHs	25	sam.	\$ 86.00	\$ 2,150.00
PCBs	5	sam.	\$ 63.00	\$ 315.00
RCRA Metals	50	sam.	\$ 80.00	\$ 4,000.00
Arsenic/selenium	5	sam.	\$ 18.00	\$ 90.00
Asbestos	2	sam.	\$ 11.00	\$ 22.00
TCLP VOC, RCRA metals, SVOC	2	sam.	\$ 362.00	\$ 724.00
Soil Vapor Sample Analysis				
TO-15 VOCs	5	sam.	\$ 207.00	\$ 1,035.00
Groundwater Sample Analysis				
GRO	25	sam.	\$ 25.00	\$ 625.00
DRO	25	sam.	\$ 32.00	\$ 800.00
VOCs	25	sam.	\$ 63.00	\$ 1,575.00
SVOCs	5	sam.	\$ 172.00	\$ 860.00
RCRA Metals (filtered)	25	sam.	\$ 80.00	\$ 2,000.00
Phase II Investigation Report				
Principal Scientist	4	hr	\$ 205.00	\$ 820.00
Senior Scientist	4	hr	\$ 169.00	\$ 676.00
Scientist II	40	hr	\$ 152.00	\$ 6,080.00
Scientist I	12	hr	\$ 132.00	\$ 1,584.00
Drafting	12	hr	\$ 102.00	\$ 1,224.00
Administrative Assistant	4	hr	\$ 70.00	\$ 280.00
Subtotal Costs				\$ 68,305.00
TOTAL ESTIMATED PROJECT COSTS				\$ 368,306.40











User Questionnaire
Tire Zoo, 604 Church St, Anoka, MN
AET Project No. 27-20050
Page 1 of 2

In order to qualify for one of the Landowner Liability protections (LLPs) offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the “Brownfields Amendments”), the User must conduct the following inquiries required by 40 CFR 312.25, 312.28, 312.29, 312.30, and 312.31. These inquiries must also be conducted by EPA Brownfield Assessment and Characterization grantees. The User should provide the following information to the environmental professional. Failure to conduct these inquiries could result in a determination that “all appropriate inquiries” is not complete.

(1.) Environmental liens that are filed or recorded against the Site (40 CFR 312.25).

Did a search of recorded land title records (or judicial records where appropriate) identify any environmental liens filed or recorded against the Site under federal, tribal, state, or local law? If yes, please explain.

(2.) Activity and use limitations (AULs) that are in place on the Site or that have been filed or recorded against the Site (40 CFR 312.26(a)(1)(v) and (vi)).

Did a search of recorded title records (or judicial records where appropriate) identify any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the Site and/or have been filed or recorded against the Site under federal, tribal, state or local law? If yes, please explain.

(3.) Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).

Do you have any specialized knowledge or experience related to the Site or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the Site or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? If yes, please explain.

(4.) Relationship of the purchase price to the fair market value of the Site if it were not contaminated (40 CFR 312.29).

Does the purchase price being paid for the Site reasonably reflect the fair market value of the Site? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the Site?

User Questionnaire
Tire Zoo, 604 Church St, Anoka, MN
AET Project No. 27-20050
Page 2 of 2

(5.) Commonly known or reasonably ascertainable information about the Site (40 CFR 312.30).

Are you aware of commonly known or reasonably ascertainable information about the Site that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example,

- (a.) Do you know the past uses of the Site? If yes, please explain.

- (b.) Do you know of specific chemicals that are present or once were present at the Site? If yes, please explain.

- (c.) Do you know of spills or other chemical releases that have taken place at the Site? If yes, please explain.

- (d.) Do you know of any environmental cleanups that have taken place at the Site? If yes, please explain.

(6.) The degree of obviousness of the presence or likely presence of contamination at the Site, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).

Based on your knowledge and experience related to the Site are there any obvious indicators that point to the presence or likely presence of releases at the Site? If yes, please explain.

Prepared By (print name) _____

Signature _____

As a representative of: _____

Dated: _____

User Questionnaire
Sign Station, 560 W. Main St, Anoka, MN
AET Project No. 27-20050
Page 1 of 2

In order to qualify for one of the Landowner Liability protections (LLPs) offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "Brownfields Amendments"), the User must conduct the following inquiries required by 40 CFR 312.25, 312.28, 312.29, 312.30, and 312.31. These inquiries must also be conducted by EPA Brownfield Assessment and Characterization grantees. The User should provide the following information to the environmental professional. Failure to conduct these inquiries could result in a determination that "all appropriate inquiries" is not complete.

(1.) Environmental liens that are filed or recorded against the Site (40 CFR 312.25).

Did a search of recorded land title records (or judicial records where appropriate) identify any environmental liens filed or recorded against the Site under federal, tribal, state, or local law? If yes, please explain.

(2.) Activity and use limitations (AULs) that are in place on the Site or that have been filed or recorded against the Site (40 CFR 312.26(a)(1)(v) and (vi)).

Did a search of recorded title records (or judicial records where appropriate) identify any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the Site and/or have been filed or recorded against the Site under federal, tribal, state or local law? If yes, please explain.

(3.) Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).

Do you have any specialized knowledge or experience related to the Site or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the Site or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? If yes, please explain.

(4.) Relationship of the purchase price to the fair market value of the Site if it were not contaminated (40 CFR 312.29).

Does the purchase price being paid for the Site reasonably reflect the fair market value of the Site? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the Site?

User Questionnaire
Sign Station, 560 W. Main St, Anoka, MN
AET Project No. 27-20050
Page 2 of 2

(5.) Commonly known or reasonably ascertainable information about the Site (40 CFR 312.30).

Are you aware of commonly known or reasonably ascertainable information about the Site that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example,

- (a.) Do you know the past uses of the Site? If yes, please explain.

- (b.) Do you know of specific chemicals that are present or once were present at the Site? If yes, please explain.

- (c.) Do you know of spills or other chemical releases that have taken place at the Site? If yes, please explain.

- (d.) Do you know of any environmental cleanups that have taken place at the Site? If yes, please explain.

(6.) The degree of obviousness of the presence or likely presence of contamination at the Site, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).

Based on your knowledge and experience related to the Site are there any obvious indicators that point to the presence or likely presence of releases at the Site? If yes, please explain.

Prepared By (print name) _____

Signature _____

As a representative of: _____

Dated: _____



ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Consider authorizing the County Engineer to negotiate a Joint Powers Agreement with the City of Lino Lakes for Project SAP 002-634-003, the reconstruction of CSAH 34 (Birch Street) from Hokah Drive to 550 feet east of West Shadow Lake Drive, in the City of Lino Lakes.</i>
BACKGROUND	<i>The purpose of this project is to reconstruct CSAH 34 (Birch Street) between Hokah Drive and Kingfisher Court in the City of Lino Lakes, from an undivided, rural 2-lane roadway to a divided, urban 2-lane roadway with roundabouts at Tomahawk Trail and West Shadow Lake Drive. The project is State Aid funded, with an estimated construction cost of \$4.5 million.</i>
PREVIOUS ACTION TAKEN	<i>05/14/2018 – approval to acquire the property at 509 Birch Street (PID #29-31-22-31-0006) 05/20/2019 – approval to acquire the property at 498 Birch Street (PID #29-31-22-33-0002) 06/17/2019 – authorization to enter into design contract with WSB 07/17/2019 – resolution to plat 07/17/2019 – resolution to acquire ROW</i>
COMMENTS	<i>This project is scheduled to be let in Winter, 2020-2021, with construction to begin in Spring, 2021.</i>
RECOMMENDATIONS	<i>Approval to negotiate JPA. Final JPA will be brought back for committee and board for approval.</i>



PROPOSED IMPROVEMENTS TO CSAH 34 (BIRCH STREET)
This map shows the proposed improvements to CSAH 34 (Birch Street) from Birchwood Lane to Birchwood Lane SE. The map is for informational purposes only and does not constitute a contract. The actual construction may vary from the map shown. The map is subject to change without notice. The map is not to be used for any other purpose.

PROPOSED IMPROVEMENTS TO CSAH 34 (BIRCH STREET)
This map shows the proposed improvements to CSAH 34 (Birch Street) from Birchwood Lane to Birchwood Lane SE. The map is for informational purposes only and does not constitute a contract. The actual construction may vary from the map shown. The map is subject to change without notice. The map is not to be used for any other purpose.

CSAH 34 (Birch Street) Improvements
Anoka County, Minnesota

2021 Phase Layout with Future Option

January 21, 2020

wsb

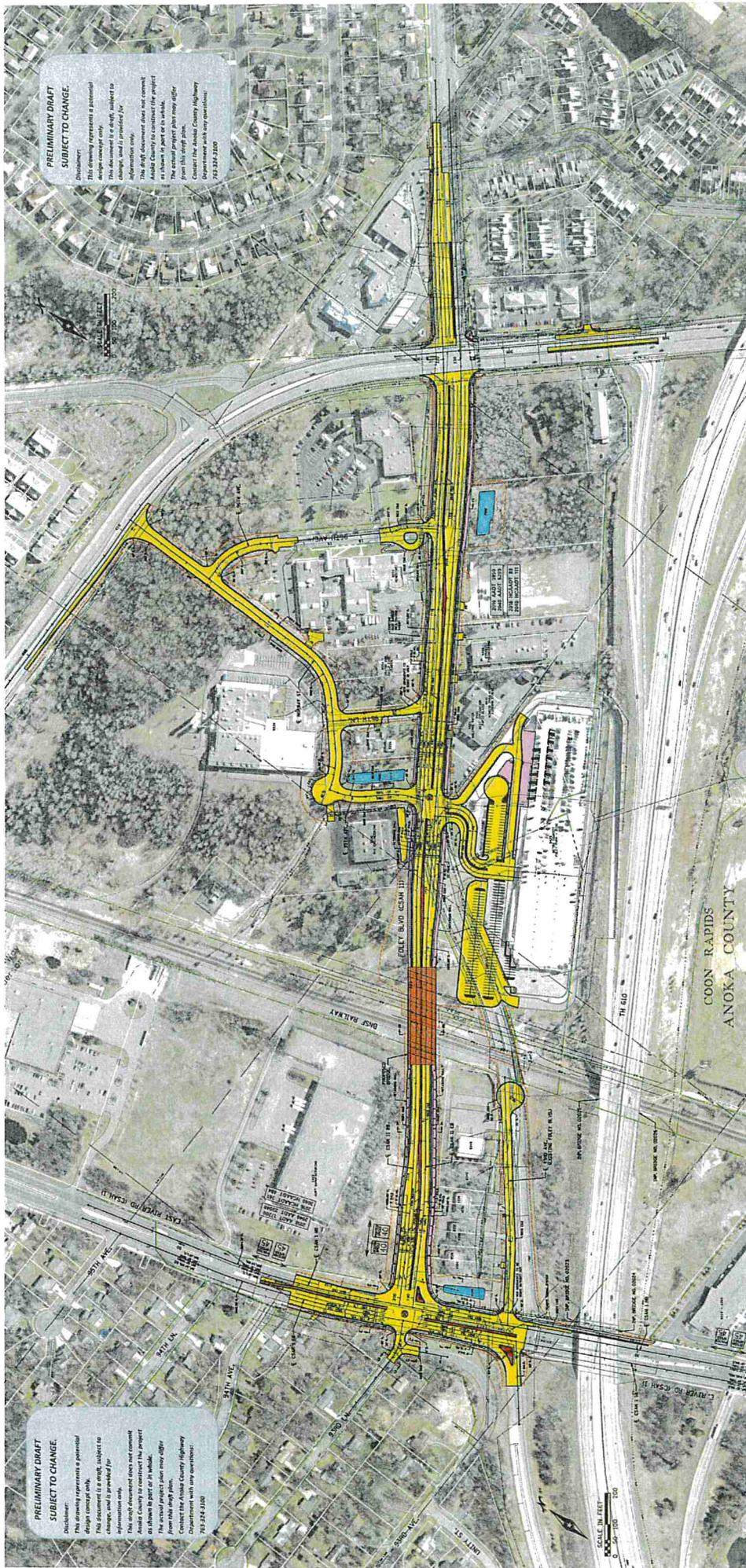


ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Consider authorizing the County Engineer to negotiate a Joint Powers Agreement with the City of Coon Rapids for Project SP 002-611-036, the reconstruction of CSAH 11 (Foley Boulevard) from CSAH 1 (East River Road NE) to CSAH 3 (Coon Rapids Boulevard), in the City of Coon Rapids.</i>
BACKGROUND	<i>The purpose of this project is to reconstruct CSAH 11 (Foley Boulevard) from CSAH 1 (East River Road NE) to CSAH 3 (Coon Rapids Boulevard) in the City of Coon Rapids from an undivided, urban 4-lane roadway to a divided, urban 4-lane roadway and bridge overpass over the BNSF rail lines. The project is federally funded, with an estimated construction cost of \$18.5 million.</i>
PREVIOUS ACTION TAKEN	<i>10/09/18 – approval to enter agreement with TKDA for consultant services 04/23/19 – approval of resolution authorizing preparation of ROW plat 04/23/19 – approval of resolution authorizing acquisition of ROW 11/26/19 – approval of resolution supporting and authorizing the Met Council and MnDOT to transfer federal funds</i>
COMMENTS	<i>This project is scheduled to be let in Winter, 2020-2021, with construction to begin in Spring, 2021.</i>
RECOMMENDATIONS	<i>Approval to negotiate JPA. Final JPA will be brought back for committee and board for approval.</i>



**PRELIMINARY DRAFT
SUBJECT TO CHANGE.**

Disclaimer:
This drawing represents a potential design concept only. It is subject to change, and is provided for information only.
This draft document does not commit Anoka County to construct the project as shown in part or in whole. It is shown for information only.
Contact the Anoka County Highway Department with any questions.
763-234-2300

**PRELIMINARY DRAFT
SUBJECT TO CHANGE.**

Disclaimer:
This drawing represents a potential design concept only. It is subject to change, and is provided for information only.
This draft document does not commit Anoka County to construct the project as shown in part or in whole. It is shown for information only.
Contact the Anoka County Highway Department with any questions.
763-234-2300

COON RAPIDS
ANOKA COUNTY



ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Consider authorizing the County Engineer to advertise for bids for Project CP 20-01-00, the County-Wide Overlay project.</i>
BACKGROUND	<p><i>County staff have prepared plans for the resurfacing of:</i></p> <ul style="list-style-type: none"><i>- CSAH 9 from Hwy 10 to CSAH 116, in the City of Coon Rapids</i><i>- CSAH 76 from CSAH 85 to CSAH 36, in Linwood Township</i><i>- CSAH 1 from CSAH 78 to 111th Avenue, in the City of Coon Rapids</i><i>- CSAH 14 from 700' east of Trunk Hwy. 10 to CSAH 18, in the City of Coon Rapids</i><i>- CR 72 from the North County Line to CSAH 24, in the City of St. Francis</i><i>- CR 60 from T.H. 65 to East Lake Netta Drive, in the City of Ham Lake</i><i>- CR 65 from CSAH 22 to CSAH 5, in the City of Nowthen</i> <p><i>These road segments are all part of the county-wide overlay project and are scheduled for construction in 2020.</i></p> <p><i>The engineer's estimate for this project is \$8.3M.</i></p>
PREVIOUS ACTION TAKEN	<p><i>01/13/2020 – Provide input on other overlay-related roadway improvements to be considered.</i></p>
COMMENTS	
RECOMMENDATIONS	<p><i>Approval.</i></p>

6

CP 20-10-72
243rd Ave/Verdin St.

SAP 002-676-002
Fawn Lake Dr.

Page 85

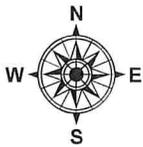
CP 20-12-65
Baugh St.

CP 20-11-60
Constance Blvd.

SAP 002-609-021
Round Lake Blvd.

SAP 002-614-046
Main St.

SAP 002-601-058
Coon Rapids Blvd.



2020 Overlay Program

Project #	Road	From	To	Project Type
SAP 002-601-058	CSAH 1 (Coon Rapids Blvd.)	620' S OF HANSON BLVD	111TH AVE	Mill and overlay
SAP 002-609-021	CSAH 9 (Round Lake Blvd.)	Hwy 10	CSAH 116	Mill and overlay
SAP 002-676-002	CSAH 76 (Fawn Lake Dr.)	CSAH 85	CSAH 36	Reclaim and Overlay
SAP 002-614-046	CSAH 14 (Main St.)	700' E OF HWY 10 OFF RAMP	CSAH 18	Shoulder repair
CP 20-10-72	CR 72 (243rd Ave./Verdin St.)	500' W of Yukon St NW	North County Line	Reclaim and Overlay
CP 20-11-60	CR 60 (Constance Blvd.)	TH 65	EAST LAKE NETTA DR	Reclaim and Overlay
CP 20-12-65	CR 65 (Baugh St.)	CSAH 22	CSAH 5	Reclaim and Overlay

ANOKA COUNTY OVERLAY PROGRAM



2020 COUNTY-WIDE OVERLAY PROGRAM CP 20-01-00						
YEAR	ROAD	CITY	FROM	TO	PROJECT	ESTIMATE
2020	CSAH 9	COON RAPIDS	HIGHWAY 10	CSAH 116	MILL AND OVERLAY	\$2,721,233.00
2020	CSAH 76	LINWOOD TOWNSHIP	CSAH 85	CSAH 36	RECLAIM AND OVERLAY	\$896,702.00
2020	CSAH 1	COON RAPIDS	620' S OF HANSON BLVD	111TH AVENUE	MILL AND OVERLAY	\$1,527,267.00
2020	CSAH 14	COON RAPIDS	700' E OF HWY 10 OFF RAMP	CSAH 18	SHOULDER REPAIR	\$195,155.00
2020	CR 72	ST FRANCIS	500' W OF YUKON ST NW	NORTH COUNTY LINE	RECLAIM AND OVERLAY	\$957,956.23
2020	CR 60	HAM LAKE	TH 65	EAST LAKE NETTA DRIVE	RECLAIM AND OVERLAY	\$1,124,787.00
2020	CR 65	NOWTHEN	CSAH 22	CSAH 5	RECLAIM AND OVERLAY	\$850,412.00
					TOTAL	\$8,273,512



ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<p><i>Consider recommending that the Intergovernmental and Community Relations Committee support HF2377/SF2324, a legislative bill introduced by the Volunteer Driver Coalition of Minnesota to help volunteer drivers throughout Minnesota avoid increases in vehicle insurance premiums.</i></p>
BACKGROUND	<p><i>There is a legislative bill introduced by the Volunteer Driver Coalition of Minnesota in an effort to help volunteer drivers, many of whom support our Medlink services and residents in Anoka County, avoid increases in vehicle insurance premiums associated with commercial or "for-hire" type services. Other than receiving mileage reimbursements, volunteer drivers are not paid. This could have a dramatic negative effect on our future pool of volunteer drivers.</i></p> <p><i>Our volunteer drivers provide a valuable and irreplaceable resource in our communities, and they are at risk. Rising insurance costs and taxes on mileage reimbursements are threatening volunteer driver programs across Minnesota.</i></p> <p><i>A bi-partisan effort is under way this legislative session to remove barriers for volunteer drivers. Chief authors Representative Dan Wolgamott (14B, DFL) and Senator Jeff Howe (13, R) are sponsoring HF2377/SF2324.</i></p> <p><i>In Minnesota, volunteer drivers provide more than 168,000 rides annually, giving older adults and others access to healthcare and other essential community services and products. Volunteer driver programs served more than 77,000 people in 2018 and drivers covered more than 9.5 million miles.</i></p>
PREVIOUS ACTION TAKEN	<p><i>None</i></p>
COMMENTS	
RECOMMENDATIONS	<p><i>Recommend support of the proposed bill and consideration by the Intergovernmental and Community Relations Committee.</i></p>

Date

Dear *(insert the title and name of the person receiving the letter – this could be a member of the MN House of Representatives or the MN Senate; could also be Governor Walz or local elected officials including county commissioners)*

We are requesting your support for House File 2377 authored by Representative Dan Wolgamott and Senate File 2324 authored by Senator Jeff Howe. This legislation will alleviate problems facing volunteer drivers who provide a vital service to help older adults and others who do not drive to get to medical appointments, shop for household goods, and conduct essential business in the community.

The bill correctly defines volunteer drivers to differentiate them from “for hire” commercial drivers and prohibits increases in their insurance rates simply for being volunteer drivers. It also creates a state income tax subtraction for volunteers who receive more than \$600 per year in mileage reimbursement and who are issued a Form 1099 - Miscellaneous Income. Finally, the bill protects nonprofit organizations that provide transportation through volunteers from liability greater than \$1.5 million.

In our community ____ *(Add a sentence or two on why volunteer transportation is important in your community. This could be that there is no public transit system, and if there is public transit that mobility issues make it difficult to walk to the bus stop or that the service does not go where the rider wants to go. It may also be that the older adults need door-through-door assistance to help them in and out of a vehicle and to assist with packages.)*

Communities across the state have lost volunteer drivers. Nonprofit and public transportation providers are finding it increasingly difficult to recruit and retain volunteer drivers in recent years due to two major factors:

1. some auto insurance carriers are increasing insurance rates on volunteer drivers, treating them more like “for-hire” drivers; and
2. volunteers must pay income tax on any mileage reimbursement over the low IRS 14 cents/mile rate when the total reimbursement exceeds \$600 a year.

In fact, a 2019 survey by the Volunteer Driver Coalition in Minnesota indicates that of the 63 organizations that responded, 24% have experienced negative consequences related to insurance companies trying to classify volunteers as “commercial” or “drivers for-hire.” These organizations served 77,474 people in 2018, driving more than 9.5 million miles. We cannot afford to lose any of the 1,959 volunteer drivers who in 2018 helped older adults and adults with disabilities access medical care and engage in the community. Certainly, we do not want to penalize them financially. Rather, we need to support volunteer drivers and increase their numbers to meet the needs of a rapidly growing older population.

The legislation proposed in HF 2377/SF 2324 addresses the most significant threats to the viability of volunteer driver programs. It clarifies that volunteer drivers are NOT “for-hire” carriers and that their insurance premiums cannot be raised because they are volunteer drivers. The bill also creates a state income tax subtraction to lessen the tax liability of volunteer drivers and limits the liability of nonprofit organizations from claims in excess of \$1.5 million related to a volunteer driver.

We urge you to support this bill for passage in the 2020 legislative session.

Sincerely,

Jane Doe
1212 Fox Road
City, MN Zip

Email address and/or phone number (of sender)



ANOKA COUNTY BOARD ACTION ITEM

March 6, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Review and discuss the preliminary layout design on CSAH 7 (7th Avenue/ 165th Avenue N.W.), from just south of County Road 158 and just north of 165th Street N.W., in the City of Andover.</i>
BACKGROUND	<p><i>The City of Andover approached Anoka County about an opportunity to realign CSAH 7 (7th Avenue/165th Avenue N.W.) thru the existing private property north of County Road 158 and 165th Avenue N.W.</i></p> <p><i>County staff have further reviewed and studied the alignment of CSAH 7 (7th Avenue/165th Avenue N.W.) in this area and prepared an alignment on the current roadway right of way.</i></p> <p><i>The preliminary layout design provides the addition of two roundabouts, to help improve the safety and reduce speeds within the corridor. The locations of the roundabouts are at the intersections of County Road 158 and CSAH 7, & CSAH 7 and 165th Avenue NW.</i></p>
PREVIOUS ACTION TAKEN	
COMMENTS	
RECOMMENDATIONS	





ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Discuss changing a budget line item in the Maintenance budget from "Survey Total Station" to "Survey Equipment".</i>
BACKGROUND	<p><i>The Road Maintenance staff replaces substandard and deteriorating culverts on an annual basis. Permit requirements for local watershed partners require new culverts to be installed at specific elevations consistent to original culvert invert elevations.</i></p> <p><i>The Road maintenance staff will be more efficient and effective if they were to use GPS equipment for setting elevations vs. using a Survey Total Station. The GPS units provide the maintenance staff less chance of error, more expedited quality survey work, and more efficient type of equipment necessary for their need and use.</i></p> <p><i>The approved budget line item is \$35,000 for Survey Total Station, the change in items will be in description and will not change the line item budget of \$35,000.</i></p>
PREVIOUS ACTION TAKEN	<i>None</i>
COMMENTS	
RECOMMENDATIONS	<i>Approval.</i>

9



ANOKA COUNTY BOARD ACTION ITEM

March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Review Transportation Division agreements executed since last meeting.</i>				
BACKGROUND	CONTRACT #	WITH	PROJECT #	DESCRIPTION	AMOUNT
	C0007783	TKDA	CP 20-10-00	Regional Funding Solicitation	\$9,300
	C0007790	Bolton & Menk	002-656-001	INFRA Grant Application	\$8,000
	C0007788	Bolton & Menk	CP 20-04-00	2020 Bridge Maint	\$24,784.75
	C0007779	WSB	SAP 002-030-012	Construction Observation	\$82,368
	C0007803	SEH	CP 17-37-00	Planning Services	\$24,900
	C0007355B	SEH	SAP 002-716-019	Traffic Analysis (Amendment 2)	\$6,500
PREVIOUS ACTION TAKEN					
COMMENTS					
RECOMMENDATIONS					

10



March 16, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	Engineering Section Updates (Construction, Design, and Right-of-Way)
------------------	--

CONSTRUCTION ENGINEERING

CSAH 78 (Hanson Boulevard) Railroad Grade Separation in the City of Coon Rapids - This project will grade separate CSAH 78 (Hanson Boulevard), an existing four-lane divided roadway, over the Burlington Northern Sante Fe (BNSF) railroad.

UPDATE – Hanson Boulevard was opened to one lane of traffic in each direction on Friday, December 20th. Traffic will be in a single lane configuration during the winter suspension months. Work is expected to continue in April of this year, with a completion date of July 31st.

CSAH 78 (Hanson Boulevard) from Jay Street/139TH Avenue to CSAH 18 (Crosstown Boulevard) in the City of Andover – The purpose of this project is to expand CSAH 78 (Hanson Boulevard) between Jay Street/139th Avenue and CSAH 18 (Crosstown Blvd) to a 4-lane divided roadway.

UPDATE – Construction on this project will resume in the spring of 2020. All work south of approximately 149th Lane, except for final cleanup items, has been completed. The work that remains to be completed in 2020 includes all work on Hanson Boulevard north of approximately 149th Lane, including replacement of the existing signal system at the intersection of Hanson Boulevard (CSAH 78) and Crosstown Boulevard (CSAH 18).

CSAH 17 (Lexington Avenue) & Woodland Parkway Intersection signalization in the City of Blaine- The purpose of this project is to provide a new signal at CSAH 17 (Lexington Avenue) & Woodland Parkway.

UPDATE – Construction of a new right turn lane, for southbound CSAH 17 (Lexington Avenue) is complete, along with all signal foundations for new signal poles. All work has been suspended until the spring of 2020.

CSAH 78 (Hanson Boulevard) from CSAH 11 (Northdale Boulevard) to CSAH 14 (Main Street) in the City of Coon Rapids - This project includes the reconstruction of Hanson Boulevard between Northdale Boulevard and Main Street. The reconstruction will include the installation of raised medians and turn lanes. It will also incorporate the replacement of the signal system at 121st Avenue.

UPDATE – The Preconstruction meeting was held on March 3rd. The contractor plans to remove trees starting mid-March, with road work starting on May 4th (weather permitting).

CSAH 14 (125th Ave) from Aberdeen Street to CSAH 52 (Radisson Road) in the City of Blaine – This project includes the reconstruction of the existing 4-lane undivided roadway section to include raised concrete median channelization, curb and gutter, associated drainage and ponding improvements, and pedestrian accommodations.

UPDATE – The Preconstruction meeting was held March 5th. The contractor plans to start work March 23rd (weather permitting).

11

2020 County-Wide Overlay Program (various locations throughout the County) – This project consists of:

- CSAH 9 from Hwy 10 to CSAH 116 in the City of Coon Rapids, full depth pavement removal and new bituminous replacement.
- CSAH 76 from CSAH 85 to CSAH 36 in Linwood Township, full depth reclamation and new bituminous replacement.
- CSAH 1 from 111th Avenue to 600' south of CSAH 78 in the City of Coon Rapids, 2" bituminous mill and overlay.
- CSAH 14 700' E of HWY 10 off ramp to CSAH 18 in the City of Coon Rapids, shoulder repair.
- CR 72 from the North County Line to 500' West of Yukon Street NW in the City of St. Francis, new turn lanes along with full depth reclamation and new bituminous replacement.
- CR 60 from TH 65 to East Lake Netta Drive in the City of Ham Lake, full depth reclamation and new bituminous replacement.
- CR 65 from CSAH 22 to CSAH 5 in the City of Nowthen, full depth reclamation and new bituminous replacement.

UPDATE - This is a TC item on March 16, 2020, for authorization for county engineer to advertise for bid.

DESIGN ENGINEERING

CSAH 8 (Osborne Road) from TH 47 to TH 65 in the City of Fridley - This project, commonly referred to as a "road diet", includes reconfiguring this corridor from a four-lane section to a three-lane section with pedestrian enhancements.

UPDATE – County staff currently reviewing 90% plans. This project will be constructed either late in the 2020 construction season or early in the 2021 season depending on what would yield the best (lower) bid prices.

CSAH 34 (Birch Street) from Ware Road to Deerwood Lane in the City of Lino Lakes - CSAH 34 will be reconstructed as a two-lane urban section with shoulders, turn lanes, curb and gutter, median, and drainage. Current layout shows two roundabouts (Tomahawk Trail and W Shadow Lake Drive)

UPDATE – Design is ongoing - ACHD staff attended the March 3rd Lino Lakes Council workshop and gave an update on the design. ACHD will begin negotiating the JPA upon council approval at the next committee meeting.

CSAH 11 (Foley Boulevard) BNSF RR Overpass in the City of Coon Rapids - This project includes the construction of an overpass across the BNSF railroad between CSAH 1 (East River Road) and CR 3 (Coon Rapids Boulevard). The reconstruction will include the installation of raised medians and turn lanes along CSAH 11 between CSAH 1 & CR 3. TKDA, the County's consultant, is preparing plans for the Foley Boulevard Improvements and overpass. County Right-of-Way and Design staff are meeting with adjacent property owners.

UPDATE – Preliminary design continues; the design team continues working with property owners and Metro Transit staff to advance construction.

CSAH 116 (Bunker Lake Boulevard) at TH 47 in the Cities of Ramsey and Anoka – This intersection will be reconfigured to accommodate additional width necessary for vehicle and pedestrian traffic. Changes are intended to fix the geometric constraints that prevent the intersection from operating at maximum capacity. Pedestrian enhancements are also included.

UPDATE – ACHD staff currently reviewing the 30% plan. The project is scheduled for construction starting in Spring 2021. ACHD staff working with HDR and MnDOT to finalize the layout and proceed to final design.

CSAH 7 (7th Avenue) from Buchanan Street to 40th Lane in the City of Anoka - In preparation for the US Highway 10 improvements at West Main Street, Fairoak Avenue and Thurston Avenue scheduled for 2022, ACHD staff has begun reviewing corridor improvement alternatives along 7th Avenue in Anoka. The existing right-of-way corridor is narrow, and this segment has over 50 residential driveway connections. Alternatives being considered include: 1) reconstructing the roadway as it exists today; 2) construction of a 5-lane section that includes a center two-way left-turn lane; and 3) construction of a raised concrete median between Buchanan Street and Garfield Street and a 5-lane section north of Garfield Street. The intent is to construct the preferred alternative in 2021 prior to the start of the US 10 improvements.

UPDATE – This project has been scaled back to a pure overlay south of Garfield Street. North of Garfield Street the design provides a continuous two-way left turn lane (CTWLT) up to 38th Avenue. ACHD staff continue to work with the Anoka High School to accommodate their needs. ACHD Staff continue to work with State entities to acquire necessary Right of Way for the project and determine potential ponding sites. Construction anticipated for spring 2021.

CSAH 116 (Bunker Lake Boulevard) from Van Buren Street to TH 65 in the City of Ham Lake – This project proposes to reconstruct CSAH 116 (Bunker Lake Blvd) from Jefferson Street to approximately Johnson Street. The project consists primarily of expanding the roadway to four-lanes with a center-median, pedestrian accommodations, and drainage improvements.

UPDATE – ACHD staff currently reviewing the 30% plan. The project is scheduled for construction starting in Spring 2021. ACHD staff are working with the City of Ham Lake in an effort to solicit LPP funding from MnDOT for a backage road connection for Johnson Street to Lincoln Street, which is led by the City of Ham Lake. There is on-going analysis of the design to determine the best fit solution for the project considering this project is not Federally Funded.

CSAH 14 (Main Street) from Harpers Street to CSAH 17 (Lexington Avenue) in the City of Blaine – This project proposes to reconstruct CSAH 14 (Main Street) from Harpers Street to Lexington Avenue. The project consists primarily of expanding the roadway to four-lanes with a center-median for 1.3 miles.

UPDATE – ACHD Design staff continue to refine the layout and are currently working on 30% plans.

OTHER AGENCY PROJECTS/STUDIES***TH 65 PEL Corridor Study from 81st Avenue in Spring Lake Park to CSAH 116 (Bunker Lake Blvd) in Ham Lake***

UPDATE – *The study is entering the Level 3 alternative analysis phase. Completion of the Level 3 analysis is expected in March of 2020. The completion of the entire study is expected in mid to late 2020.*

TH 47 Corridor Study in St. Francis

UPDATE – *MnDOT's consultant has developed several alternatives for consideration by the City of St. Francis and Anoka County. Additional cost, ROW impact, access, and traffic analysis is currently underway. The project team is continuing to meet on a monthly basis to discuss alternatives and design options.*