

FARGO CITY COMMISSION AGENDA
Monday, March 11, 2019 - 5:00 p.m.

City Commission meetings are broadcast live on TV Fargo Channel 56 and online at www.FargoND.gov/streaming. They are rebroadcast Mondays at 5:00 p.m., Thursdays at 7:00 p.m. and Saturdays at 8:00 a.m. They are also included in the video archive at www.FargoND.gov/citycommission.

- A. Pledge of Allegiance.
- B. Roll Call.
- C. Approve Order of Agenda.
- D. Minutes (Regular Meeting, February 25, 2019).

CONSENT AGENDA – APPROVE THE FOLLOWING:

- 1. 2nd reading and final adoption of an Ordinance Repealing and Re-Establishing a Conditional Overlay District on Certain Parcels of Land Lying in BLU Water Creek 4th Addition: 1st reading, 2/25/19.
- 2. Applications for property tax exemptions for improvements made to buildings:
 - a. Bruce E. and Elizabeth M. Thompson, 434 7th Avenue South (5 year).
 - b. Nicholas Rintoul, 1461 7th Street North (5 year).
 - c. Kevin M. and Wendy A. Miller, 38 18th Avenue North. (5 year).
- 3. Applications for Games of Chance:
 - a. St. Joseph's School for a raffle on 3/16/19.
 - b. NDSU Saddle and Sirloin Club for a raffle on 4/10/19.
 - c. Kappa Delta Sorority for a raffle on 3/25/19.
 - d. Essentia Health Fargo Foundation for a raffle on 4/4/19; Public Spirited Resolution.
 - e. Grace Lutheran School for a raffle on 3/23/19.
- 4. Receive and file a report of City investment holdings as of 12/31/18.
- 5. Sole Source Procurement with Odney Media for campaign regarding e-cigarettes tobacco program (SSP19036).
- 6. Wildlife Management Program Report for 2018-2019 and Resolution authorizing program for 2019-2020.
- 7. Award Ground Transportation Center (GTC) Design/Bid/Build project to KLJ, Inc.
- 8. Tax Increment Financing (TIF) and Payment in Lieu of Taxes (PILOT) Application Fee Schedule.
- 9. Bid award for Concrete Utility Cut Repair (RFP 19018).
- 10. Bid award for Aggregate Materials, Concrete, Asphalt, Emulsified Asphalt and Re-Bar (RFP 19019).

- Page 12.
1. Purchase Agreement with Janice L. Springer for property located at 709 Royal Oaks Drive North (Project No. FM-19-B).
 12. Memorandum of Offer to Landowner, Permanent Easement (Levee for Flood Control) and Agreement for Use of Easement Area Granted to City with Elaine A. Fiske (Project No. 5946-02).
 13. Create Project No. TR-19-A.
 14. Contract award for Project No. TR-18-A2.
 15. Revisions to the 2019 Capital Improvement Plan.
 16. Negative Final Balancing Change Order No. 3 in the amount of \$-1,690.00 for Project No. SR-18-A1.
 17. Bid award to PCI Roads, LLC for Project No. QR-19-A1.
 18. Bills.
 19. Agreement for Early Building Permit for Improvement District Nos. UN-18-C1 and PN-18-C1.
 20. Negative Final Balancing Change Order No. 2 in the amount of \$-55,187.53 for Improvement District No. BR-17-L1.
 21. Final Balancing Change Order No. 3 in the amount of \$23,638.40 for Improvement District No. BN-18-G1.
 22. Change Order No. 3 for an increase of \$62,725.80 and a 30-day time extension for Improvement District No. NR-18-A1.
 23. Change Order No. 3 for an increase of \$99,997.00 and a 31-day time extension for Improvement District No. FM-17-C1.
 24. Bid award for Improvement District No. PN-18-C1.
 25. Create Improvement District No. PR-19-G.

REGULAR AGENDA:

26. Set 7:30 a.m., Tuesday, April 9, 2019, as the date for the Board of Equalization to meet.
27. State Water Commission requests for Cost Reimbursement for FM Diversion Flood Project Costs:
 - a. Costs totaling \$135,130.77
 - b. Costs totaling \$13,901.70
28. Presentation by Gate City Bank regarding the Neighborhood Revitalization Initiative (NRI) Program.
29. Public Hearings - 5:15 pm:
 - a. Special assessments of sewer repairs.

- b. Schatz Fourth Addition (5622, 5630, 5650 34th Avenue South; 5621, 5631 and 5651 36th Avenue South; and 3435, 3475 and 3501 56th Avenue South); approval recommended by the Planning Commission on 2/5/19:
 - 1. Zoning Change to repeal and re-establish a C-O, Conditional Overlay.
 - 2. 1st reading of rezoning Ordinance.
 - c. Plat of King Third Addition, a replat of Lot 6, Block 1 (3173 43rd Street South); approval recommended by the Planning Commission on 1/3/19.
- 30. Initiate and Draft a Request for Proposal (RFP) for the Land Development Code Diagnostic Study.
 - 31. Amendment Number 1 to Project Partnership Agreement between the Department of the Army and the City of Fargo, North Dakota, the City of Moorhead, Minnesota, and the Metro Flood Diversion Authority for Construction of the Fargo-Moorhead Metropolitan Area Flood Risk Management Project.
 - 32. Spring Flood Outlook.
 - 33. Authorize Engineering Department to obtain appraisals and begin negotiating purchase of properties in Belmont area.

People with disabilities who plan to attend the meeting and need special accommodations should contact the Commission Office at 701.241.1310. Please contact us at least 48 hours before the meeting to give our staff adequate time to make arrangements.

Minutes are available on the City of Fargo website at www.FargoND.gov/citycommission.

11

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

AN ORDINANCE REPEALING AND RE-ESTABLISHING
A CONDITIONAL OVERLAY DISTRICT ON CERTAIN
PARCELS OF LAND LYING IN BLU WATER CREEK 4TH ADDITION,
CITY OF FARGO, CASS COUNTY, NORTH DAKOTA

WHEREAS, the Fargo Planning Commission and the Board of City Commissioners of the City of Fargo have held hearings pursuant to published notice to consider the rezoning of certain parcels of land lying in the proposed BLU Water Creek 4th Addition, City of Fargo, Cass County, North Dakota; and,

WHEREAS, the Fargo Planning Commission recommended approval of the rezoning request on January 3, 2019; and,

WHEREAS, the rezoning changes were approved by the City Commission on February 25, 2019; and,

WHEREAS, it is intended by this ordinance that the base zoning districts applicable to the property described herein shall remain unchanged and that the intended effect hereof is to repeal one or more a "C-O", Conditional Overlay, District and to re-establish a modified version of a "C-O", Conditional Overlay, District;

NOW, THEREFORE,

Be It Ordained by the Board of City Commissioners of the City of Fargo:

Section 1. The following described property:

All of BLU Water Creek 4th Addition to the City of Fargo, Cass County, North Dakota,

is hereby rezoned to retain the base zoning district for said property of a "LC", Limited Commercial Zoning District and to repeal the existing "C-O", Conditional Overlay, District and to re-establish the "C-O", Conditional Overlay, District with the following modifications and restrictions:

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

1 Section 2. The “C-O”, Conditional Overlay, District modifications and restrictions are as
2 follows:

- 3 1. This Conditional Overlay is intended to provide for a higher quality of design than is
4 afforded by the City of Fargo Land Development Code regarding future commercial and
5 residential development within the described property.
- 6 2. All primary buildings shall be constructed or clad with materials that are durable,
7 economically-maintained, and of a quality that will retain their appearance over time,
8 including but not limited to natural or synthetic stone; brick; stucco; integrally-colored,
9 textured or glazed concrete masonry units; high-quality pre-stressed concrete systems;
10 EIFS (exterior insulation finishing system), glass, metal panes similar to ‘Aluco Bond’
11 and synthetic panels similar to ‘Trespa’. Natural wood or wood paneling shall not be used
12 as a principal exterior wall material, but durable synthetic materials with the appearance
13 of wood may be used. Horizontal metal lap siding and vertical metal batten shall be
14 allowed on residential and commercial structures but shall not exceed 75% of the
15 building elevation for residential structures and 50% for commercial.
- 16 3. Color schemes shall tie building elements together, relate pad buildings within the same
17 development to each other, and shall be used to enhance the architectural form of a
18 building.
- 19 4. All building façades greater than 150 feet in length, measured horizontally, shall
20 incorporate wall plane projections or recesses having a depth of at least three percent of
21 the length of the façade, and extending at least 20 percent of the length of the façade. No
22 uninterrupted length of any façade shall exceed 150 horizontal feet. An articulated façade
23 would emphasis elements on the face of a wall including change in setback, materials,
24 roof pitch or height.
- 25 5. Ground floor façades that face public streets shall have arcades, display windows, entry
26 areas, awnings, or other such features along no less than 50 percent of their horizontal
27 length. If the façade facing the street is not the front, it shall include the same features
28 and/or landscaping in scale with the façade.
- 29 6. Flat roofs and rooftop equipment, such as HVAC units, shall be screened to a minimum
30 of half the height of the unit by parapets and/or screens, including but not limited to the
31 back of the structure.

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

- 1 7. Loading and/or services areas/facilities shall be located at the side or rear of buildings and
2 screened from public streets by structures and/or landscaping, with a minimum opacity of
3 50%.
- 4 8. Dumpsters and outdoor storage areas must be completely screened from view. Collection
5 area enclosures shall contain permanent walls on at least three (3) sides. The fourth side
6 shall incorporate a metal gate to visually screen the dumpster or compactor; however, if
7 the service side does not face any public right-of-way or residentially zoned property the
8 metal gate shall not be required.
- 9 9. Separate vehicular and pedestrian circulation systems shall be provided. An on-site
10 system of pedestrian walkways shall be designed to provide direct access and connections
11 to and between the following:
- 12 a) the primary entrance or entrances to each commercial building, including pad site
13 buildings.
 - 14 b) any sidewalks or walkways on adjacent properties that extend to the boundaries
15 shared with the commercial development.
 - 16 c) parking areas or structures that serve such primary buildings.
 - 17 d) connections between the on-site (internal) pedestrian walkway network and any
18 public sidewalk system located along adjacent perimeter streets shall be provided
19 at regular intervals along the perimeter street as appropriate to provide easy access
20 from the public sidewalks to the interior walkway network.
 - 21 e) any public sidewalk system along the perimeter streets adjacent to the commercial
22 development.
 - 23 f) where practical and appropriate, adjacent land uses and developments, including
but not limited to residential developments, retail shopping centers, office
buildings.
10. A minimum of 5% of the internal surface area of the parking lot shall be landscaped. The
cumulative open space (green space) of each property shall consist of at least 10% of the
total property acreage.

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

11. Of those permitted or conditionally permitted uses of the base zoning district, the following uses are prohibited:

- a) Detention Facilities
- b) Adult Entertainment Center
- c) Off-Premise Advertising Signs (directional signs that are less than 50 square feet in size are exempt from this prohibition)
- d) Portable Signs
- e) Industrial Service
- f) Manufacturing and Production
- g) Warehouse and Freight Movement
- h) Aviation/Surface Transportation

Section 3. The City Auditor is hereby directed to amend the zoning map now on file in his office so as to conform with and carry out the provisions of this ordinance.

Section 4. This ordinance shall be in full force and effect from and after its passage and approval.

Timothy J. Mahoney, M.D., Mayor

(SEAL)

Attest:

Steven Sprague, City Auditor

First Reading:
Second Reading:
Final Passage:



29

ASSESSMENT DEPARTMENT

February 27, 2019

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements for the property at 434 7 Ave. S as submitted by Bruce E. & Elizabeth M. Thompson. A description of the property involved, types of improvements to be made, and assessment information are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for the years 2018, 2019, 2020, 2021, & 2022.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$1095 with the City of Fargo's share being \$185.

Sincerely,

A handwritten signature in black ink that reads "Ben Hushka".

Ben Hushka
City Assessor

hah
attachment

**Application For Property Tax Exemption For Improvements
To Commercial And Residential Buildings**
North Dakota Century Code ch. 57-02.2
(File with the local city or township assessor)

Property Identification

1. Name of Property Owner Bruce & Elizabeth Thompson Phone No. _____

2. Address of Property 434 7 Ave S
City FARGO State ND Zip Code 58103

3. Legal description of the property for which the exemption is being claimed. W 50' of Lt 1, Blk 4,
Island Park Addition

4. Parcel Number 01-1440-00990-000 Residential Commercial Central Business District

5. Mailing Address of Property Owner 1008 5 St N
City Fargo State ND Zip Code 58102

Description Of Improvements For Exemption

6. Describe the type of renovating, remodeling or alteration made to the building for which the exemption is being claimed (attach additional sheets if necessary). Converted from 3-Plex to Duplex-gutted to studs new sheetrock, doors, trim, kitchen/bath remodels to both units

7. Building Permit No. 172425 8. Year Built 1907

9. Date of Commencement of making the improvement December 2017

10. Estimated market value of property before improvement \$ 108,200

11. Cost of making the improvement (all labor, material and overhead) \$ 265,000

12. Estimated market value of property after improvement \$ 192,400

Applicant's Certification and Signature

13. I certify that the above information is correct to the best of my knowledge and I apply for this exemption.
Applicant's Signature [Signature] Date 2/25/19

Assessor's Determination

14. The local assessor finds that the improvements in this application has has not met the qualifications for exemption for the following reason(s): 5 YEARS FOR QUALIFYING WORK
Assessor's Signature [Signature] Date 2/28/19

Action of Governing Body

15. Action taken on this application by local governing board of the county or city: Denied Approved
Approval subject to the following conditions: _____
Chairman of Governing Body _____ Date _____

CITY OF
Fargo
ASSESSMENT DEPARTMENT

26

February 27, 2019

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements for the property at 1461 7 St. N as submitted by Nicholas Rintoul. A description of the property involved, types of improvements to be made, and assessment information are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for the years 2019, 2020, 2021, 2022, & 2023.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$420 with the City of Fargo's share being \$70.

Sincerely,



Ben Hushka
City Assessor

hah
attachment

**Application For Property Tax Exemption For Improvements
To Commercial And Residential Buildings**
North Dakota Century Code ch. 57-02.2
(File with the local city or township assessor)

Property Identification

1. Name of Property Owner Nicholas Rintoul Phone No: _____

2. Address of Property 1461 7 St N

City FARGO State ND Zip Code 58102

3. Legal description of the property for which the exemption is being claimed. _____
Pt of Lt E, Ohmers

4. Parcel Number 01-2220-00570-000 Residential Commercial Central Business District

5. Mailing Address of Property Owner Same

City _____ State _____ Zip Code _____

Description Of Improvements For Exemption

6. Describe the type of renovating, remodeling or alteration made to the building for which the exemption is being claimed (attach additional sheets if necessary). Remove room & add 2nd level to dwelling

7. Building Permit No. 180295 8. Year Built 1947

9. Date of Commencement of making the improvement 03/29/18

10. Estimated market value of property before improvement \$ 135,200

11. Cost of making the improvement (all labor, material and overhead) \$ _____

12. Estimated market value of property after improvement \$ _____

Applicant's Certification and Signature

13. I certify that the above information is correct to the best of my knowledge and I apply for this exemption.

Applicant's Signature *Nicholas Rintoul* Date 2-21-2017

Assessor's Determination

14. The local assessor finds that the improvements in this application has has not met the qualifications for exemption for the following reason(s): 5 YEARS FOR QUALIFYING WORK

Assessor's Signature *Don Shulke* Date 2/28/19

Action of Governing Body

15. Action taken on this application by local governing board of the county or city: Denied Approved

Approval subject to the following conditions: _____

Chairman of Governing Body _____ Date _____

CITY OF
Fargo
ASSESSMENT DEPARTMENT

2c

February 27, 2019

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

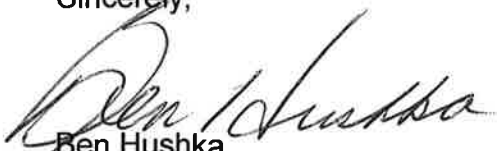
Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements for the property at 38 18 Ave. N as submitted by Kevin M. & Wendy A. Miller. A description of the property involved, types of improvements to be made, and assessment information are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for the years 2019, 2020, 2021, 2022, & 2023.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$55 with the City of Fargo's share being \$10.

Sincerely,


Ben Hushka
City Assessor

hah
attachment

**Application For Property Tax Exemption For Improvements
To Commercial And Residential Buildings**
North Dakota Century Code ch. 57-02.2
(File with the local city or township assessor)

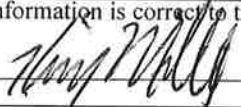
Property Identification

1. Name of Property Owner	Kevin & Wendy Miller	Phone No.	701-261-7816
2. Address of Property	38 18 Ave N		
City	FARGO	State	ND
Zip Code	58102		
3. Legal description of the property for which the exemption is being claimed.	Lt 28, Blk 4, McDermotts		
4. Parcel Number	01-1890-00770-000	Residential <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/>
		Central Business District <input type="checkbox"/>	
5. Mailing Address of Property Owner	Same		
City		State	
Zip Code			

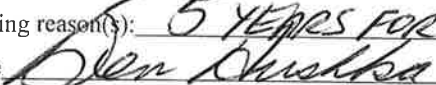
Description Of Improvements For Exemption

6. Describe the type of renovating, remodeling or alteration made to the building for which the exemption is being claimed (attach additional sheets if necessary).	Full bath remodel		
7. Building Permit No.	182028	8. Year Built	1953
9. Date of Commencement of making the improvement	11/19/18		
10. Estimated market value of property before improvement	\$ 176,200		
11. Cost of making the improvement (all labor, material and overhead)	\$ 8,000		
12. Estimated market value of property after improvement	\$ 180,300		

Applicant's Certification and Signature

13. I certify that the above information is correct to the best of my knowledge and I apply for this exemption.	
Applicant's Signature	Date
	2-21-19

Assessor's Determination

14. The local assessor finds that the improvements in this application has <input checked="" type="checkbox"/> has not <input type="checkbox"/>	met the qualifications for exemption for the following reason(s):		
	5 YEARS FOR QUALIFYING WORK		
Assessor's Signature	Date		
	2/28/19		

Action of Governing Body

15. Action taken on this application by local governing board of the county or city:	Denied <input type="checkbox"/> Approved <input type="checkbox"/>		
Approval subject to the following conditions:			
Chairman of Governing Body	Date		



APPLICATION FOR A LOCAL PERMIT OR CHARITY LOCAL PERMIT
 OFFICE OF ATTORNEY GENERAL
 SFN 9338 (08/2016)

V19429
2-22-19

3a

Application for: Local Permit * Charity Local Permit (one event per year)

Name of Non-profit Organization St. Joseph's School	Date(s) of Activity 3/11/19 to 3/16/19	For a raffle, provide drawing date(s): March 16th, 2019	
Person Responsible for the Gaming Operation and Disbursement of Net Income Kim Noel	Title Accountant	Business Phone Number 218-233-0553	
Business Address 1005 2nd Ave S	City Moorhead	State MN	Zip Code 56560
Mailing Address (if different) 1005 N/A	City	State	Zip Code
Name of Site Where Game(s) will be Conducted Avalon Events Center	Site Address 2525 9th Ave S		
City Fargo	State ND	Zip Code 58103	County Cass
Check the Game(s) to be Conducted: * Poker, Twenty-one, and Paddlewheels may be Conducted only by a Charity Local Permit. <input type="checkbox"/> Bingo <input checked="" type="checkbox"/> Raffle <input type="checkbox"/> Raffle Board <input type="checkbox"/> Calendar Raffle <input type="checkbox"/> Sports Pool <input type="checkbox"/> Poker * <input type="checkbox"/> Twenty-one * <input type="checkbox"/> Paddlewheels *			

DESCRIPTION AND RETAIL VALUE OF PRIZES TO BE AWARDED

Game Type	Description of Prize	Retail Value of Prize	Game Type	Description of Prize	Retail Value of Prize
Raffle	Meat+Alcohol	\$850			
Total:					(Limit \$12,000 per year) \$ 850

Intended uses of gaming proceeds: To Benefit St. Joseph's School + its operational costs so we can keep tuition affordable

Does the organization presently have a state gaming license? No Yes - If "Yes," the organization is not eligible for a local permit or charity local permit and should call the Office of Attorney General at 1-800-326-9240.

Has the organization received a charity local permit from this or another city or county for the fiscal year July 1 through June 30? No Yes - If "Yes," the organization does not qualify for a local permit or charity local permit.

Has the organization received a local permit from this or another city or county for the fiscal year July 1 through June 30? No Yes - If "Yes," indicate the total value of all prizes previously awarded: \$ ____ . This amount is part of the total prize limit of \$12,000 per year.

Signature of Organization's Top Executive Official <i>[Signature]</i>	Date 2/19/19	Title Principal	Business Phone Number 2182330553
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APPLICATION FOR A LOCAL PERMIT OR CHARITY LOCAL PERMIT
 OFFICE OF ATTORNEY GENERAL
 SFN 9338 (08/2016)

✓ 11883
 25.00
 3/1/19

36

Application for: Local Permit * Charity Local Permit (one event per year)

Name of Non-profit Organization: NDSU Saddle + Sirlain Club Date(s) of Activity: 4/10/19 to 4/10/19 For a raffle, provide drawing date(s):

Person Responsible for the Gaming Operation and Disbursement of Net Income <u>Morgan Heidrich</u>	Title <u>Fundraising</u>	Business Phone Number <u>701-789-7110</u>
Business Address <u>1350 Albrecht Blvd.</u>	City <u>Fargo</u>	State <u>ND</u> Zip Code <u>58102</u>
Mailing Address (if different)	City	State Zip Code
Name of Site Where Game(s) will be Conducted <u>Shepperd Arena (NDSU campus)</u>	Site Address <u>1350 Albrecht Blvd.</u>	
City <u>Fargo</u>	State <u>ND</u> Zip Code <u>58102</u> County <u>Cass</u>	
Check the Game(s) to be Conducted: * Poker, Twenty-one, and Paddlewheels may be Conducted only by a Charity Local Permit. <input type="checkbox"/> Bingo <input checked="" type="checkbox"/> Raffle <input type="checkbox"/> Raffle Board <input type="checkbox"/> Calendar Raffle <input type="checkbox"/> Sports Pool <input type="checkbox"/> Poker * <input type="checkbox"/> Twenty-one * <input type="checkbox"/> Paddlewheels		

DESCRIPTION AND RETAIL VALUE OF PRIZES TO BE AWARDED

Game Type	Description of Prize	Retail Value of Prize	Game Type	Description of Prize	Retail Value of Prize
<u>50/50 raffle</u>	<u>cash</u>	<u>50% of countings</u>			
Total:					<u>\$ 2,000</u>

Intended uses of gaming proceeds: half the proceeds will go to a selected charity (TBO). The other half will go to the winner of the raffle

Does the organization presently have a state gaming license? No Yes - If "Yes," the organization is not eligible for a local permit or charity local permit and should call the Office of Attorney General at 1-800-326-9240.

Has the organization received a charity local permit from this or another city or county for the fiscal year July 1 through June 30? No Yes - If "Yes," the organization does not qualify for a local permit or charity local permit.

Has the organization received a local permit from this or another city or county for the fiscal year July 1 through June 30? No Yes - If "Yes," indicate the total value of all prizes previously awarded: \$ _____. This amount is part of the total prize limit of \$12,000 per year.

Signature of Organization's Top Executive Official	Date	Title	Business Phone Number
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APPLICATION FOR A LOCAL PERMIT OR CHARITY LOCAL PERMIT

OFFICE OF ATTORNEY GENERAL

SFN 9338 (08/2016)

3d 25.00
2/22/19
cc

Application for: Local Permit Charity Local Permit (one event per year)

Name of Non-profit Organization <u>Essentia Health Fargo Foundation</u>		Date(s) of Activity <u>4/4/19 to</u>		For a raffle, provide drawing date(s): <u>4/4/19</u>	
Person Responsible for the Gaming Operation and Disbursement of Net Income <u>Susan Omdalen</u>		Title <u>Director</u>		Business Phone Number <u>701-364-7784</u>	
Business Address <u>3000 32nd Ave. S.</u>		City <u>Fargo</u>		State <u>ND</u>	Zip Code <u>58103</u>
Mailing Address (if different)		City		State	Zip Code
Name of Site Where Game(s) will be Conducted <u>Avalon Events Center</u>		Site Address <u>2525 9th Ave. S.</u>			
City <u>Fargo</u>		State <u>ND</u>	Zip Code <u>58103</u>	County <u>Cass</u>	
Check the Game(s) to be Conducted: * Poker, Twenty-one, and Paddlewheels may be Conducted only by a Charity Local Permit.					
<input type="checkbox"/> Bingo <input checked="" type="checkbox"/> Raffle <input type="checkbox"/> Raffle Board <input type="checkbox"/> Calendar Raffle <input type="checkbox"/> Sports Pool <input type="checkbox"/> Poker * <input type="checkbox"/> Twenty-one * <input type="checkbox"/> Paddlewheels *					

DESCRIPTION AND RETAIL VALUE OF PRIZES TO BE AWARDED

Game Type	Description of Prize	Retail Value of Prize	Game Type	Description of Prize	Retail Value of Prize
<u>Raffle</u>	<u>Traeger Grill</u>	<u>\$900-</u>			
Total:					(Limit \$12,000 per year) <u>\$ 900-</u>

Intended uses of gaming proceeds: 100% of proceeds going to patient-focused projects in the Essentia Health NICU

Does the organization presently have a state gaming license? No Yes - If "Yes," the organization is not eligible for a local permit or charity local permit and should call the Office of Attorney General at 1-800-326-9240.

Has the organization received a charity local permit from this or another city or county for the fiscal year July 1 through June 30? No Yes - If "Yes," the organization does not qualify for a local permit or charity local permit.

Has the organization received a local permit from this or another city or county for the fiscal year July 1 through June 30? No Yes - If "Yes," indicate the total value of all prizes previously awarded: \$ _____. This amount is part of the total prize limit of \$12,000 per year.


Signature of Organization's Top Executive Official <u>Susan Omdalen</u>	Date <u>2-19-19</u>	Title <u>Director of Development</u>	Business Phone Number <u>701-364-7784</u>
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4

Finance Office

P.O. Box 2083
200 3rd Street North
Fargo, North Dakota 58107-2083
Phone: 701-241-1333
Fax: 701-241-1526

TO: BOARD OF CITY COMMISSIONERS

FROM: KENT COSTIN, DIRECTOR OF FINANCE 

RE: FOURTH QUARTER INVESTMENT STATUS REPORT

DATE: MARCH 5, 2019

A report of City of Fargo investments is presented to you in accordance with a financial policy directive in 2014 to begin reporting this information directly to the City Commission. Our credit rating agencies best business practices include this process and we have previously discussed and concurred that this would enhance our financial reporting practices.

The report attached is a consolidated summary of our investment holdings. Individual portfolios are managed for various purposes and PFM Asset Management, LLC has been our investment advisor since 2012.

The Finance Committee periodically reviews changes in our asset management policies. The City Commission approves changes to our investment policies. Pension fund investments are not included in this report.

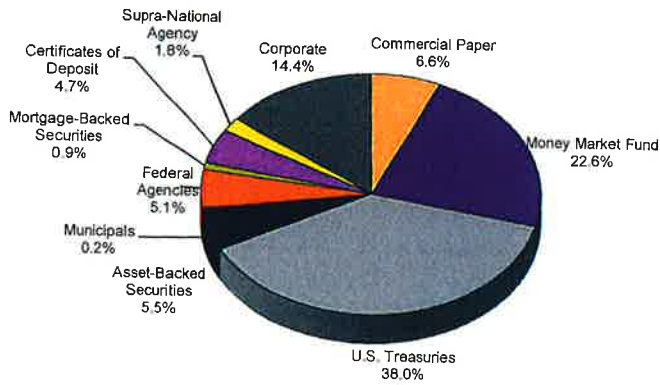
Suggested Motion:

Receive and file a report of City investment holdings as of December 31, 2018

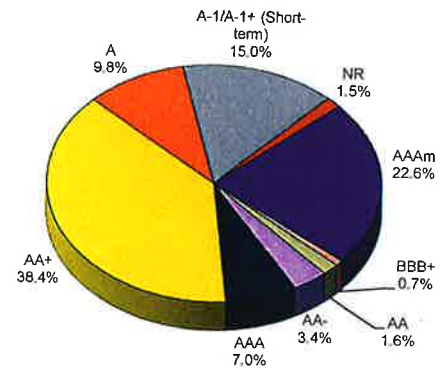
Portfolio Composition and Credit Quality Characteristics – Combined

<u>Security Type¹</u>	<u>December 31, 2018</u>	<u>% of Portfolio</u>	<u>September 30, 2018</u>	<u>% of Portfolio</u>
U.S. Treasuries	\$74,506,822	38.0%	\$77,853,592	38.6%
Federal Agencies	\$10,059,106	5.1%	\$9,960,079	4.9%
Mortgage-Backed Securities	\$1,787,382	0.9%	\$1,852,075	0.9%
Asset-Backed Securities / CMO	\$10,795,835	5.5%	\$11,091,326	5.5%
Commercial Paper	\$12,933,216	6.6%	\$27,789,079	13.8%
Certificates of Deposit	\$9,158,358	4.7%	\$8,613,914	4.3%
Corporate	\$28,302,345	14.4%	\$28,036,356	13.9%
Supra-National Agency	\$3,574,736	1.8%	\$3,549,316	1.8%
Municipals	\$487,323	0.2%	\$978,453	0.5%
Money Market Fund	\$44,315,982	22.6%	\$32,038,375	15.9%
Totals	\$195,921,106	100.0%	\$201,762,565	100.0%

Portfolio Composition as of 12/31/18



Credit Quality Distribution as of 12/31/18

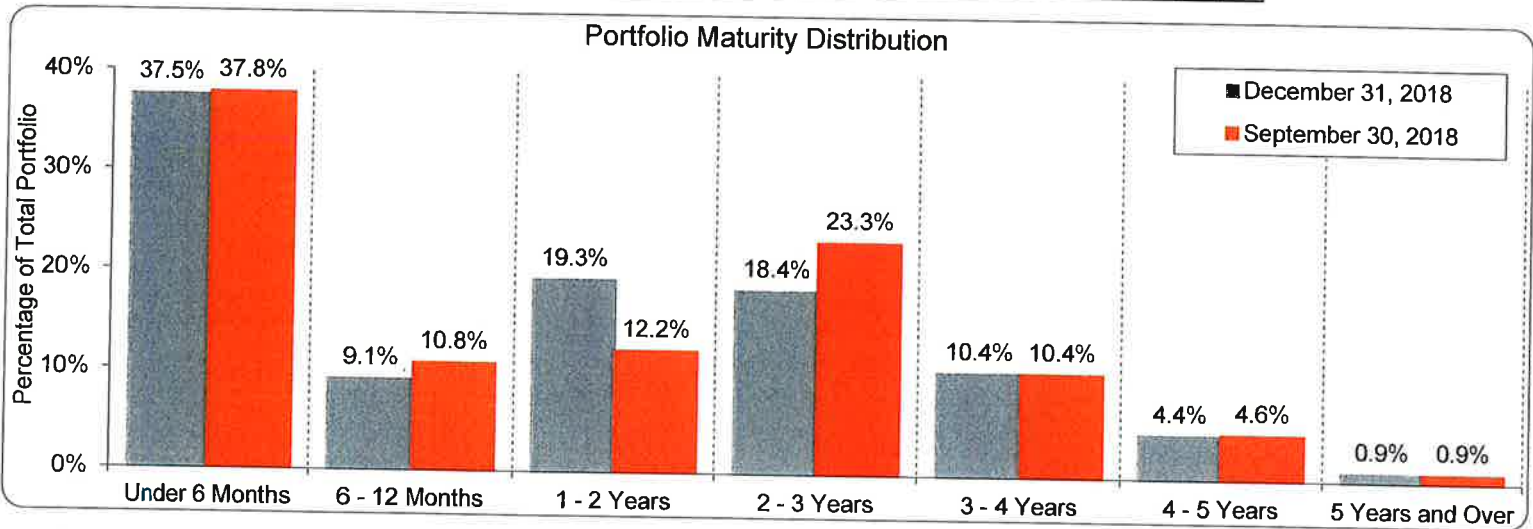


Notes:

1. End of quarter trade date market values of portfolio holdings, including accrued interest.

Portfolio Maturity Distribution – Combined

<u>Maturity Distribution¹</u>	<u>December 31, 2018</u>	<u>September 30, 2018</u>
Under 6 Months	\$73,533,142	\$76,310,733
6 - 12 Months	\$17,779,907	\$21,741,273
1 - 2 Years	\$37,839,309	\$24,689,200
2 - 3 Years	\$36,035,854	\$47,082,538
3 - 4 Years	\$20,330,229	\$20,962,076
4 - 5 Years	\$8,661,356	\$9,185,504
5 Years and Over	\$1,741,308	\$1,791,241
Totals	\$195,921,106	\$201,762,565



Notes:

1. Callable securities and mortgage-back securities, if any, in the portfolio are included in the maturity distribution analysis to their legally stated final maturity date.



Public Health
Prevent. Promote. Protect.
Fargo Cass Public Health

5

FARGO CASS PUBLIC HEALTH
1240 25th Street South
Fargo, ND 58103-2367
Phone 701-241-1360
Fax 701-241-1366
FargoCassPublicHealth.com

M E M O R A N D U M

TO: BOARD OF CITY COMMISSIONERS

FROM: DESI FLEMING *DF*
DIRECTOR OF PUBLIC HEALTH

DATE: FEBRUARY 22, 2019

**RE: SOLE SOURCE PROCUREMENT (SSP19036): ODNEY MEDIA
CAMPAIGN FOR E-CIGARETTES TOBACCO PROGRAM FOR
\$95,000**

The North Dakota Department of Health recommends using Odney for funds we have been awarded through the tobacco program.

If you have any questions, please contact Desi Fleming, 241-1380

Recommended Motion:

Approve Sole Source Procurement Form \$95,000 for e-cigarettes tobacco program.

DF/lls
Enclosure





Sole Source and Piggyback Procurement Form

Sole Source and Piggyback Justification for Procurement

The following information is offered for the sole source acquisition of goods or services described below. The purchase has been thoroughly researched and it has been determined that the vendor/brand is the only acceptable vendor/brand for the product or services that will fit the particular need.

Vendor Name:

Odney

Estimated Dollar Amount of Purchase:

\$95,000

The project/service is required to:

Odney will work with Fargo Cass Public Health to create a media campaign centered around e-cigarettes, JUUL, smoke-free housing, quitting support, and preventing youth tobacco initiation. This is a requirement for our 2018-2019 Tobacco Prevention and Control grant.

Description of features or capabilities unique to the vendor/brand being requested as related to project requirements:

Odney has worked with (and continues to work with) the North Dakota Department of Health and BreatheND to develop tobacco related media and messaging. Continuing with the same advertising company is recommended by the North Dakota Department of Health to help ensure consistency and to save money since many of the tobacco-related ads and media have already been developed by Odney.

Provide a brief description of how your investigation was conducted. (Internet, publications, consultations) List all sources identified and investigated to determine that no other source exists for similar products capable of meeting requirements (Must be exhaustive of all sources for the commodity being purchased. **)

North Dakota Department of Health recommends using the same advertising company they have used along with other tobacco prevention and control programs in the past. Funds to contract with a media agency are from the 2018-2019 Tobacco Prevention and Control grant from the North Dakota Department of Health.

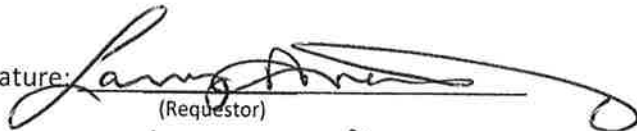
****If all sources are not investigated a competitive solicitation must be issued.**

Provide a side-by-side comparison of the features/service of all other vendors/brands considered. (List the features or capabilities required for your project and how each vendor investigated does or does not meet those requirements. A table format is recommended)

No comparison's obtained. Following the recommendation of the North Dakota Department of Health (grant funding source). Odney has a strong history of working in the field of tobacco advertising.

If the piggyback procurement method is being used, please provide a copy of the piggyback contract.

No piggyback procurement method was used.

Signature: 
(Requestor)


Printed Name: Larry Anenson, Jr.

Department: Fargo Cass Public Health

Title: Director of Health Protection & Promotion

Date: 2/22/19

I, hereby, certify that this justification for other than full and open competition is accurate and complete to the best of my knowledge and belief.

 (Requestor initials)

**FARGO POLICE DEPARTMENT**

222 Fourth Street North, Fargo, North Dakota 58102

David E. Todd, Chief of Police

March 5th, 2019

A handwritten number "6" enclosed in a circle.

Board of City Commissioners
200 3rd Street North
Fargo, ND 58102

RE: Wildlife Management Program Report for 2018/2019; Resolution to Authorize Program for 2019/2020

Dear Commissioners:

Please find attached for your review and consideration a brief summary of the City's Wildlife Management program for last year. The report describes the number of deer and wild turkey's harvested within the city and provides an assessment of how the program is working towards limiting the number of deer and turkeys along the river corridor. Also attached is a proposed resolution, which authorizes and provides the parameters for the city's Wildlife Management Program for 2019/2020.

The resolution associated with the Wildlife Management Program for next season remains relatively unchanged from last year's resolution. To date, there have been no problems associated with the program and it appears the residents of Fargo are happy with how the program is conducted and the results it is achieving.

Recommended Motion:

Approve the attached resolution which authorizes and describes the parameters for the 2019-2020 City of Fargo Wildlife Management Program.

Please contact me if you have any questions regarding this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "David E. Todd".

David E. Todd
Chief of Police

ADMINISTRATION
Phone: 701-241-1427
Fax: 701-297-7789

INVESTIGATIONS
Phone: 701-241-1405
Fax 701-241-1407

RECORDS
Phone: 701-241-1420
Fax: 701-241-8272

NON EMERGENCY
Phone: 701-235-4493

City of Fargo Wildlife Management Program
2018-2019 Season Report/Assessment
Lieutenant Mathew Sanders
March 4th, 2019

45 hunters were authorized to hunt in the City of Fargo Wildlife Management Program for the 2018-2019 season. Five of those elected not to hunt. Three participants did not return their end-of-year survey and are, therefore, not eligible to participate in the program next year. The following data was gathered from those surveys:

Participants	45
Participants who returned surveys	42
Participants who hunted (deer)	37
Successful (deer)	11
Unsuccessful (deer)	26
Bucks seen	154
Does seen	358
Fawns seen	359
Total deer seen	871*
# of shots taken	28
# of deer hit but not recovered	3
# of does harvested	15
# of fawns harvested	6
Total deer harvested	21
Success Rate (deer)	42%
Participants who hunted (turkey)	8
Turkey seen	94*
Successful (turkey)	0
Unsuccessful (turkey)	8
# of turkey hit but not recovered	0
# of turkey harvested	0
Success rate (turkey)	0%

* (Note: Hunters could have encountered the same deer or turkey during multiple trips afield. This is not intended to reflect the total number of deer and turkey in the Red River corridor.)

Hunters harvested deer at the following locations:

Park District/City Land (32 nd Ave N)	1
Park District Land (Grandwood Dr. N.)	6
Park District Land (Forest River)	3
Park District Land (Lemke Park)	2
Park District Land (VA Park)	4

City Land (Woodland Dr. N.)	2
Private Land (52 nd Ave S. – Riverview)	2
City Land – 52 nd Ave S.	1

The average hunter success rate since the program’s inception (2006-2007) is 40%. Hunter success rates have been above average for the last five years with a success rate of 56% in the 2013-2014 season, 54% in the 2014-2015 season, 47% in the 2015-2016, 50% in 2016-2017, 46% in 2017-2018 and 42% this season.

The average annual harvest rate since the program’s inception is 24 deer per year. This year’s harvest rate was slightly below average at 21 deer.

The total number of deer harvested since the program’s inception is 305.

Turkey hunting has been allowed since the 2013-2014 season and annual harvest rates continue to be low. Three turkeys were harvested in 2013-2014, three in 2014-2015, zero in 2015-2016, two in 2016-2017, zero in 2017-2018 and zero this past season. Although the harvest rate has been low, it is recommended we continue the opportunity to harvest turkeys in case of a potential spike in the urban turkey population.

There were no conflicts reported between Wildlife Management Program participants and residents in neighborhoods adjacent to the areas open to the program.

Eight compliance checks were conducted throughout the season. Lt. Sanders checked random areas in Region 1 and Region 2 for legal compliance with a focus on stand locations and baiting. No illegal activity was discovered.

Two program participants report that the ladder portion of their tree stand had been stolen in the Fargo Park District land east of Grandwood Drive North. The suspect(s) were not located.

There was one complaint of illegal baiting of deer in the Fargo Park District land east of Grandwood Drive North. Lt. Sanders located the bait pile however the volume of grain present did not violate city ordinance.

We continue to see many repeat participants in the Wildlife Management Program. This is a positive factor in the continued success of the program. The participants have a good understanding of our expectations regarding safety, ethics and public perception of the Wildlife Management Program.

Conclusion

It appears the Wildlife Management Program continues to have the desired effect on the deer problems identified by the Fargo Board of City Commissioners.

If the citizens of Fargo and the Board of Commissioners wish to continue efforts to manage the deer and turkey populations in Fargo, continuing the Wildlife Management Program would remain our most reasonable option. We recommend approval of the accompanying resolution for the 2019-2020 season.

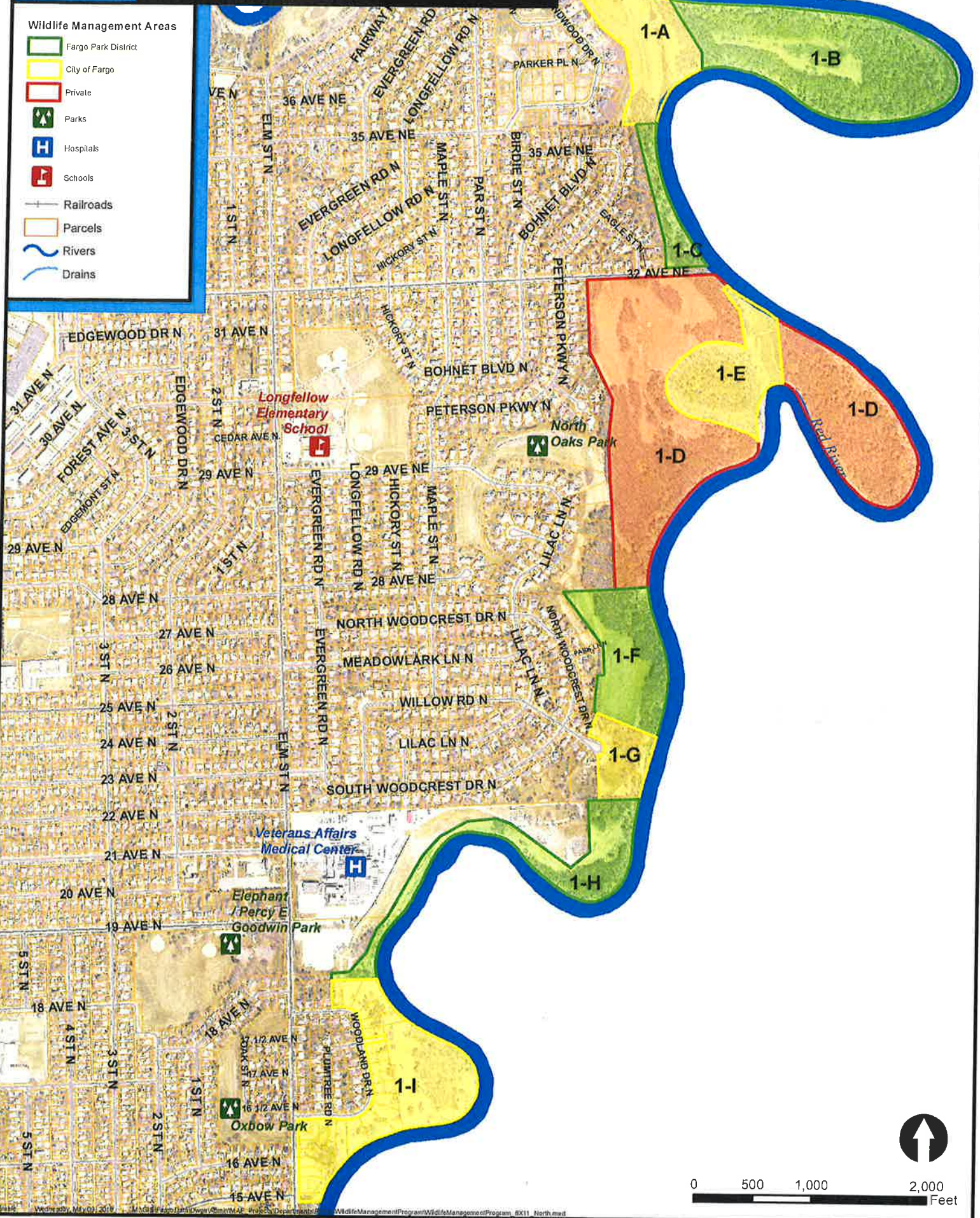
	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
Participants	28	43	36	29	35	32	43	45	45	45	43	45	45
Participants who returned surveys	27	39	25	28	31	31	43	45	43	40	43	41	42
Participants who hunted (deer)	23	39	25	23	31	31	43	45	37	38	40	39	37
Successful (deer)	11	8	7	8	9	12	14	25	20	18	20	19	11
Unsuccessful (deer)	12	31	8	15	22	19	29	20	17	20	20	20	26
Bucks seen	59	61	17	58	42	50	90	131	102	125	187	166	154
Does seen	211	347	192	186	221	366	267	603	408	412	509	616	358
Fawns seen	212	269	72	145	181	280	260	586	381	329	499	458	359
Total deer seen	482	677	281	389	444	696	617	1320	891	866	1195	1240	871
# of shots taken	32	27	15	16	16	34	42	50	43	54	64	47	28
# of deer hit but not recovered	3	1	3	1	1	4	4	7	0	5	4	3	3
# of does harvested	13	13	6	6	8	14	21	30	24	32	27	18	15
# of fawns harvested	2	1	4	5	1	7	8	8	11	6	11	8	6
Total deer harvested	15	14	10	11	9	21	29	38	35	38	38	26	21
Success Rate (deer)	48%	21%	28%	35%	29%	39%	33%	56%	54%	47%	50%	49%	42%
Participants who hunted (turkey)								24	25	17	16	13	8
Turkey seen								236	147	60	166	225	94
Successful (turkey)								3	3	0	2	0	0
Unsuccessful (turkey)								21	22	17	14	13	8
# of turkey hit but not recovered								0	0	0	0	0	0
# of turkey harvested								3	3	0	2	0	0
Success rate (turkey)								13%	12%	0%	13%	0%	0%

Wildlife Management Program

Region 1 - North Fargo

Wildlife Management Areas

- Fargo Park District
- City of Fargo
- Private
- Parks
- Hospitals
- Schools
- Railroads
- Parcels
- Rivers
- Drains



Wildlife Management Program

Region 2 - South Fargo

- Wildlife Management Areas**
- Fargo Park District
 - City of Fargo
 - Private
 - Parks
 - Golf Courses
 - Schools
 - Religious Locations
 - Railroads
 - Parcels
 - Rivers
 - Drains



RESOLUTION

WHEREAS, the electorate of the City of Fargo has adopted a home rule charter in accordance with Chapter 40-05.1 of the North Dakota Century Code; and

WHEREAS, Section 40-05.1-06 of the North Dakota Century Code provides that the City shall have the right to implement home rule powers by ordinance; and

WHEREAS, Section 40-05.1-05 of the North Dakota Century Code provides that said home rule charter and any ordinances made pursuant thereto shall supersede state laws in conflict therewith and shall be liberally construed for such purpose; and

WHEREAS, Article 3(G) of the Home Rule Charter of the City of Fargo, North Dakota grants the City of Fargo power to provide for the adoption, amendment, and repeal of ordinances and resolutions, and regulations to carry out its governmental and proprietary powers and to provide for public health, safety, morals, and welfare, and penalties for a violation thereof; and

WHEREAS, the Board of City Commissioners, Fargo, North Dakota, pursuant to authority granted to it under Home Rule, has adopted and approved City of Fargo Ordinance 12-04, Chapter 12 to establish a City Wildlife Management Program, including such rules and regulations as are necessary to carry out the City Wildlife Management Program; and

WHEREAS, the Board of City Commissioners desires to designate a season for the City's Wildlife Management Program for 2019-2020, to designate areas for inclusion within the 2019-2020 season, and to decide the number of deer and turkey which may be taken by each permit holder for the 2019-2020 season.

NOW, THEREFORE, BE IT RESOLVED that the Board of City Commissioners hereby designates two Regions for the City Wildlife Management Program for 2019-2020. The City Wildlife Management Program deer season for each Region shall run from noon, August 30th, 2019 through ½ hour after sunset January 31, 2020. Legal shooting hours shall run concurrent with ND Game & Fish Department regulations (½ hour before sunrise to ½ hour after sunset).

The City Wildlife Management Program turkey season for each Region shall run from October 12th, 2019 through ½ hour after sunset January 31, 2020. Legal shooting hours shall run from ½ hour before sunrise to ½ hour after sunset.

BE IT FURTHER RESOLVED that the Board of City Commissioners hereby authorizes issuance of a total of 45 permits to participate in the 2019-2020 City Wildlife Management season. Each permit holder may initially purchase two (2) ND Game & Fish Department licenses for antlerless deer in their respective Region, and one (1) turkey ND Game & Fish Department license in their respective Region. After November 1, 2019, permit holders may purchase any of the remaining ninety (90) ND Game & Fish Department deer licenses and forty-five (45) ND Game & Fish turkey licenses, issued on a first come, first served basis.

BE IT FURTHER RESOLVED that the Board of City Commissioners hereby designates the following Regions within the city limits of Fargo to be included within the 2019-2020 City Wildlife Management Program and hereby also approves the associated number of permits for the designated areas:

- 1. Region One: Deer Permits to be issued: 25**
Turkey Permits to be issued: 25

The area along the Red River corridor between 16th Avenue N. and 45th Avenue N., described as:

- A. Undeveloped property, owned by the City of Fargo, east of Grandwood Drive North;
- B. Undeveloped property, owned by the Fargo Park District, east of Grandwood Drive North;
- C. Undeveloped property, owned by the Fargo Park District, between 32nd and 35th Avenue North;
- D. Undeveloped private property extending east of Lilac Lane and Peterson Parkway, and from points north of Holm Park to 32nd Avenue North, subject to the owner's written consent to have such property included within the City Wildlife Management Program;
- E. Undeveloped property, owned by the City of Fargo, east of Peterson Parkway, from points north of Holm Park to 32nd Avenue North;
- F. Undeveloped property, owned by the Fargo Park District, east of North Woodcrest Drive North (Holm Park);
- G. Undeveloped property, owned by the City of Fargo, between Holm Park and VA Hospital Park;
- H. Undeveloped property, owned by the Fargo Park District, between 18th Avenue North and 22nd Avenue North (VA Hospital Park);
- I. Undeveloped property, owned by the City of Fargo, between 15th Avenue North and VA Hospital Park.

2. Region Two: Deer Permits to be issued: 20
Turkey Permits to be issued: 20

The area along the Red River corridor between 21st Avenue S. and 58th Avenue S., described as:

- A. Undeveloped private property adjacent to Riverside Cemetery, 2102 5th Street S, subject to the owner's written consent to have such property included within the City Wildlife Management Program;
- B. Undeveloped property, owned by the Fargo Park District, between 32nd Avenue South and 35th Avenue South (Lemke Park);
- C. Undeveloped property, owned by the City of Fargo, east of River Drive South from 35th Avenue South to 11th Street South;
- D. Undeveloped private property, owned by Forum Publishing Co., surrounding its transmission tower located in the 4000 block of University Drive South, subject to the owner's written consent to have such property included within the City Wildlife Management Program;
- E. Undeveloped property, owned by the Fargo Park District, between 40th Avenue South and 52nd Avenue South (Lion's Conservancy Park);
- F. Undeveloped property, owned by the City of Fargo, between Lion's Conservancy Park and 52nd Avenue South;
- G. Undeveloped private property, owned by Villa Nazareth, 5300 12th Street South, subject to the owner's written consent to have such property included within the City Wildlife Management Program;
- H. Undeveloped property, owned by the City of Fargo, from 54th Avenue South extending to the 5800 Block of University Drive South (city limits).

Timothy J. Mahoney, Mayor

Date

Attest:

Steven Sprague, City Auditor

7

March 11, 2019

City of Fargo Commissioners
225 4th Street N
Fargo, ND

Dear Commissioners:

In November the City of Fargo Transit Department advertised for Architectural and Engineering services to renovate the Ground Transportation Center (GTC). The procurement was to engage the services of a firm to design the renovation, bid the necessary pieces/services and oversee the actual construction of the renovation (Design, Bid, Build). One bid was received in response to the advertised project.

Input from other potential bidders indicated further clarification of the project was needed and the timeline was too abbreviated for an adequate response. In addition, due to the projected cost of the project (approximately \$3,000,000), federal guidelines recommend obtaining two to three bids.

At the December 17, 2017 meeting, the Fargo City Commission approved the recommendation to reject bids and have the Transit Department re-issue a Request for Proposal (RFP). On January 21, 2019 the revised RFP was issued, with proposals due February 22, 2019. A total of seven (7) companies requested the RFP.

A pre-bid meeting was held on February 5, 2019 to afford an opportunity for proposers to ask questions of the evaluation team and take a tour of the Ground Transportation Center. Following responses to clarifications, proposals were received from two companies: KLJ, Inc. and EAPC.

The proposals were reviewed and both companies were selected to be interviewed by the evaluation team, members included:

Michael Redlinger, Fargo Assistant City Administrator
Julie Bommelman, Fargo Transit Director
Matthew Peterson, Fargo Assistant Transit Director
Jordan Smith, Fargo Fleet & Facilities Manager
Mark Williams, Fargo Planning Assistant Director

The Evaluation Team met on March 4, 2019, to interview vendors and review proposals. A unanimous recommendation to award the contract to KLJ, Inc. is being made to this

For Schedule Information: 701-232-7500

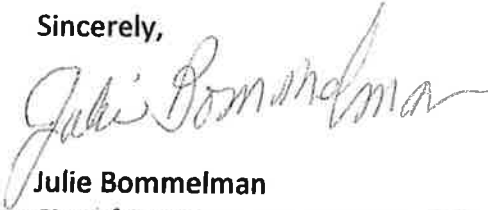
Commission. Points from the Evaluation Team were summarized and average points are as follows:

	<u>Average</u>	
	<u>Points</u>	<u>Rank</u>
KLJ, Inc.	91	1
EAPC	80	2

KLJ, Inc. is recommended by the Evaluation Team to the Fargo City Commission for award of the GTC Design, Bid, Build project, with the terms of the contract to be negotiated by staff and legal counsel and brought back to the City Commission for approval.

Requested motion: approve award of the Fargo GTC Design Bid Build project KLJ, Inc. , issue a notice to proceed, and direct staff to develop a contract with the City Attorney, to be approved at a future Commission meeting.

Sincerely,



Julie Bommelman

City of Fargo Transit Director

650 23rd St N

Fargo, ND 58102

701.476.6737



8

MEMORANDUM

TO: BOARD OF CITY COMMISSIONERS
FROM: JIM GILMOUR, STRATEGIC PLANNING DIRECTOR
DATE: MARCH 7, 2019
SUBJECT: TIF AND PILOT APPLICATION FEE SCHEDULE

A handwritten signature in black ink, appearing to be "JG", is written over the name "JIM GILMOUR" in the "FROM" line.

The new TIF and PILOT policy provided for a fee schedule to be adopted by the City Commission rather than having fees being set within the policy.

PILOT or TIF with no Financial Review: \$250

PILOT or TIF with Financial Review, project size \$0 to \$3 million – Fee of \$2,750

PILOT or TIF with Financial Review, project size \$3 million to \$10 million – Fee of \$5,250

PILOT or TIF with Financial Review, project size over \$10 million – Minimum Fee of \$5,250, and added costs if the financial review cost exceeds \$5,000.

PILOT Housing projects submitted by government or non-profit organizations. – No Fee.

RECOMMENDED MOTION: Approve the fee schedule above for applications for assistance from Tax Increment Financing or the Payment in Lieu of Taxes programs.

March 4, 2019

The Honorable Board of City Commissioners
City of Fargo
225 N 4th St
Fargo, North Dakota 58102

9

RE: RFP for Concrete Utility Cut Repair

Commissioners:

On February 19, 2019, proposals were received for Concrete Utility Cut Repair. One contractor submitted a quote.

The results are as follows:

Item 1 (ADA Truncated Domes)

Q3 Contracting Inc. \$ 67.00 SF

Item 2 (Concrete Pavement Repair)

Q3 Contracting Inc. \$ 12.30 SF

Item 3 (Concrete Sawing)

Q3 Contracting Inc. \$ 7.50 LF

Item 4 (Curb and Gutter Repair)

Q3 Contracting Inc. \$ 40.55 LF

Item 5 (Concrete Sidewalk Replacement)

Q3 Contracting Inc. \$ 8.90 LF

Item 6 (Concrete Driveway Repair)

Q3 Contracting Inc. \$ 11.05 SF

The proposed prices fell in the parameters expected, and Q3 Contracting Inc. met all required RFP specifications.

RECOMMENDATION: This office recommends the award of the Concrete Utility Cut RFP to Q3 Contracting Inc. as lowest and best proposal. (RFP 19018)

Sincerely,



Matthew Andvik

Public Works
Central Fueling,
Fleet Purchase
And Vehicle Maintenance

Right of Way Maintenance
Sanitary & Storm
Sewer Maintenance

Snow Removal
Street Maintenance
Street Name Sign Maintenance

Urban Forestry
Watermain Distribution

February 28, 2019



The Honorable Board of City Commissioners
 City of Fargo
 Fargo, ND 58102

RE: RFP for Aggregate Materials, Concrete, Asphalt, Emulsified Asphalt and Re-Bar

Commissioners:

On February 19, 2019, proposals were received for Aggregate Materials, Concrete, Asphalt, Emulsified Asphalt and Re-Bar. Several different vendors submitted proposals for the different products.

The results are as follows:

<u>Class 5 Gravel</u>	<u>Price Picked Up</u>	<u>Price Delivered</u>
Aggregate Industries	\$12.50/Ton	\$11.95/Ton
Asplin Excavating	\$12.68/Ton	\$12.38/Ton
Northern Improvement Co.	\$16.50/Ton	N/A
Strata Corporation	\$11.95/Ton	\$12.95/Ton
<u>Crushed/Recycled Concrete</u>	<u>Price Picked Up</u>	<u>Price Delivered</u>
Aggregate Industries	\$12.50/Ton	\$16.50/Ton
Asplin Excavating	\$12.50/Ton	\$16.50/Ton
Strata Corporation	\$11.00/Ton	\$15.00/Ton
<u>FA2 Crushed Granite</u>	<u>Price Picked Up</u>	<u>Price Delivered</u>
L.G. Everist, INC	\$20.90/Ton	\$45.30/Ton
<u>FA2.5 Crushed Granite</u>	<u>Price Picked Up</u>	<u>Price Delivered</u>
L.G. Everist, INC	\$17.10/Ton	\$41.50/Ton
<u>NDDOT FAA 43 Hot Mix Asphalt</u>	<u>Price Picked Up</u>	
FM Asphalt LLC	\$61.00/Ton	
Northern Improvement Co.	\$54.00/Ton	
<u>NDDOT Class 27 Hot Mix Asphalt</u>	<u>Price Picked Up</u>	
FM Asphalt LLC	\$56.00/Ton	
Northern Improvement Co.	\$47.00/Ton	
<u>3/8" Minus Hot Mix Asphalt</u>	<u>Price Picked Up</u>	
No Proposals Received	N/A	
<u>3/8" Minus Cold Mix Asphalt</u>	<u>Price Picked Up</u>	
Northern Improvement Co.	\$170.00/Ton	

**PUBLIC WORKS
 OPERATIONS**

Fleet Management, Forestry,
 Streets & Sewers,
 Watermains & Hydrants
 402 23rd STREET NORTH
 FARGO, NORTH DAKOTA 58102
 PHONE: (701) 241-1453
 FAX: (701) 241-8100

CSS-2 Emulsified Asphalt
Flint Hills Resources

Price Picked Up
\$450.00/Ton

Price Delivered
\$464.50/Ton

CSS-1h Emulsified Asphalt
Flint Hills Resources

Price Picked Up
\$450.00/Ton

Price Delivered
\$464.50/Ton

4000 PSI Concrete
Aggregate Industries
 Kost Materials LLC
 Strata Corporation

Price Picked Up
 N/A
 N/A
\$88.00/CY

Price Delivered
\$108.25/CY
\$111.00/CY
\$104.00/CY

5000 PSI Concrete
 Aggregate Industries
 Kost Materials LLC
Strata Corporation

Price Picked Up
 N/A
 N/A
\$94.00/CY

Price Delivered
\$114.25/CY
\$117.00/CY
\$110.00/CY

Fast-Track Concrete
 Aggregate Industries
 Kost Materials LLC
Strata Corporation

Price Picked Up
 N/A
 N/A
 N/A

Price Delivered
\$121.50/CY
\$123.00/CY
\$116.00/CY

Controlled Density Fill Concrete (CDF)
 Aggregate Industries
Kost Materials LLC
 Strata Corporation

Price Picked Up
 N/A
N/A
 N/A

Price Delivered
\$91.00/CY
\$89.00/CY
\$92.00/CY

Recommendation:

This office recommends that the RFP items be awarded as identified above. (RFP 19019).

Respectfully submitted,



Matthew Andvik
 Fargo Public Works

RFP RESULTS (RFP 19019) - AGGREGATE MATERIALS

February 19, 2019

<u>Class 5/Ton</u>		
Company	Delivered	Picked Up
Aggregate Industries	\$11.95	\$12.50
Asplin, Inc.	\$12.38	\$12.68
Northern Improvement	N/A	\$16.50
Strata	\$12.95	\$11.95

<u>FA2 Crushed Granite/Ton</u>		
Company	Delivered	Picked Up
L.G. Everist	\$45.30	\$20.90

<u>FA2.5 Crushed Granite/Ton</u>		
Company	Delivered	Picked Up
L.G. Everist	\$41.50	\$17.10

<u>Asphalt/Ton</u>				
Company	Class 27	FAA 43	3/8 Minus	OmegaMix
FM Asphalt	\$56.00	\$61.00	N/A	N/A
Northern Improvement Co.	\$47.00	\$54.00	N/A	\$170.00

<u>Concrete/CY</u>				
Company	4000 PSI	5000 PSI	Fast-Track	CDF
Aggregate Industries	\$108.25	\$114.25	\$121.50	\$91.00
	1 yd Minimum; \$100 minimum charge, less than 3 cy.			
Kost Materials	\$111.00	\$117.00	\$123.00	\$89.00
	1 yd Minimum; \$75 minimum charge, less than 3 cy.			
Strata	\$104.00	\$110.00	\$116.00	\$92.00
	1 yd Minimum; \$85 minimum charge, less than 3 cy.			

<u>CRS-2 Emulsified Asphalt/Ton</u>		
Company	Delivered	Picked Up
Flint Hills Resources	\$450.00	\$464.50

<u>CSS-1h Emulsified Asphalt/Ton</u>		
Company	Delivered	Picked Up
Flint Hills Resources	\$450.00	\$464.50

<u>Crushed/Recycled Concrete/Ton</u>		
Company	Delivered	Picked Up
Aggregate Industries	\$16.50	\$12.50
Asplin, Inc.	\$16.50	\$12.50
Strata	\$15.00	\$11.00

February 27, 2019

11

Board of City Commissioners
City of Fargo
200 North Third Street
Fargo, ND 58102

**Re: Janice L. Springer – Purchase Agreement
Project #FM-19-B**

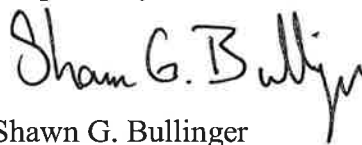
Dear Commissioners:

Enclosed and delivered to the City Commission office for review and approval please find an original Purchase Agreement signed by **Janice L. Springer**. Final purchase price has been reached and at this time we are requesting authorization from the Commission to proceed with the purchase. All land acquisition procedures have been followed and the City Engineer's office recommends purchase.

RECOMMENDED MOTION: I/we hereby move to approve and authorize purchase of the property located at 709 Royal Oaks Drive North from **Janice L. Springer** in association with Project #FM-19-B and that the Mayor and City Auditor be instructed to execute the Purchase Agreement on behalf of the City of Fargo.

Please return a copy of the signed original.

Respectfully submitted,



Shawn G. Bullinger
Land Acquisition Specialist

C: Jody Bertrand
Nancy J. Morris

PURCHASE AGREEMENT

THIS AGREEMENT, made and entered into by and between **Janice L. Springer**, the identified owner of the property located at 709 Royal Oaks Drive North in Fargo, North Dakota hereinafter "Seller", whether one or more, and the **CITY OF FARGO**, a North Dakota municipal corporation, hereinafter "City" or "Buyer",

WITNESSETH:

WHEREAS, Seller is the owner of real estate situated in the County of Cass and State of North Dakota described as follows:

Lot Three (3), Block One (1) of Broadway North Third Addition to the City of Fargo, situate in the County of Cass and the State of North Dakota.

Property Address: 709 Royal Oaks Drive North, Fargo, ND.

WHEREAS, the City of Fargo is currently engaged in acquiring properties to mitigate future flood damages; and,

WHEREAS, Seller accepted Buyer's offer to purchase in accordance with the terms herein.

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreements of the parties, it is hereby agreed as follows:

1. Subject Matter. The subject matter of this agreement is the real estate described, other buildings located thereon, and all items affixed to the property.
2. Purchase Price. The purchase price for the Property is Four Hundred Thirty Thousand One Hundred and Ninety-Five dollars (\$430,195.00), which sum includes relocation and moving expenses.
3. Payment of Purchase Price. The mortgage, if any, as well as any liens or encumbrances, will be paid and Seller shall receive the balance of the purchase price, less any escrow amounts, in cash on the date of closing.
4. Salvage. Seller shall be allowed to remove from the property personal property, appliances, washer and dryer, and other property not permanently affixed to the structure. In addition, Seller shall be permitted to remove a custom gun cabinet located in the basement of the home. Seller shall remove and install all items in a professional manner, and if necessary engage a professional licensed contractor. Seller agrees to remove all salvage and install all replacement items prior to giving City possession of the property.
5. Abstract. Seller shall furnish Buyer an abstract of title to the subject property and Buyer shall pay for the cost of continuation of said abstract to a recent date. Said abstract must show good and marketable title in Seller free and clear of all liens and encumbrances (other than those that will be handled at closing).

6. Taxes and Utilities. Taxes and installments of special assessments for the year of closing shall be prorated between the parties to the date of closing based upon current total true value as calculated by the County of Cass, ND, as of the date of closing. Prior year taxes and assessments must be paid by Seller in advance of closing.

7. Deeds. Seller shall sign warranty deeds prepared by Buyer. Buyer will take title as follows: City of Fargo, North Dakota, a municipal corporation.

8. Closing Date and Transfer of Possession. Closing shall take place at a time and date to be agreed by the parties, but not later than August 30, 2019. The City shall take possession of the real estate no later than the last day of the month of closing, unless other arrangements have been made. If City does not take possession on the date of closing, \$1,000 will be required of Seller at closing and retained until such time as the possession of the property is secured by the City in satisfactory condition. Seller agrees the \$1,000 deposit may be forfeited if the property is not delivered in satisfactory condition.

A separate Occupancy Agreement may be entered into between the parties should Seller desire to continue to reside in the dwelling longer than the end of the month of closing. If Seller elects to occupy the premises beyond the end of the month of closing, rent shall be paid to the City in the amount of \$1,000/month beginning on the 1st day of the month following closing. 2% of the purchase price shall be retained until such time Seller vacates the premises and remits the garage door openers and keys to the City. In any event, occupancy shall terminate on or before September 30, 2019, unless an extension is agreed to in writing signed by both parties at least 30 days in advance of this Occupancy Deadline.

If Seller vacates the property prior to closing, the end of the month of closing, or prior to the expiration of the time period contained in an Occupancy Agreement, Seller shall immediately notify Buyer so that appropriate measures can be taken to secure the premises.

9. Warranty. Seller provides no express warranties on the subject property. Buyer understands and agrees that the property is a used home and is being purchased "AS IS". Buyer shall make any inspection it deems necessary concerning the condition of said used home.

10. Inspection and Photographs. Seller agrees to allow City to enter the Premises for purposes of inspection, including but not limited to asbestos testing and mitigation.

(Signatures on following page.)

DATED this 27th day of FEB., 2019.

SELLER:


Janice L. Springer

DATED this ____ day of _____, 2019.

BUYER:

City of Fargo, a North Dakota
municipal corporation

Timothy J. Mahoney, M.D. Mayor

ATTEST:

Steve Sprague, City Auditor

March 6, 2019

12

Board of City Commissioners
City of Fargo
200 North Third Street
Fargo, ND 58102

**Re: Memorandum of Offer to Landowner
Permanent Easement & Agreement
Project #5946-02**

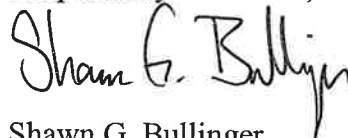
Dear Commissioners:

Enclosed and delivered to the Commission Office is an original Memorandum of Offer to Landowner document for the acquisition of a Permanent Levee Easement from Elaine A. Fiske and an Agreement for Use in association with Project #5946-02. Final purchase price for the aforesaid easement has been reached and at this time we are requesting authorization from the Commission to proceed with the purchase. All land acquisition procedures have been followed and the City Engineer's office recommends purchase.

RECOMMENDED MOTION: I/we hereby move to approve the purchase of the Permanent Levee Easement and the Agreement for Use with **Elaine A. Fiske** in association with Project #5946-02 and that the Mayor and City Auditor be instructed to execute the same on behalf of the City of Fargo.

Please return the signed originals.

Respectfully submitted,



Shawn G. Bullinger
Engineering Specialist

Enclosures
C: Nancy Morris
Jeremy Gorden

MEMORANDUM OF OFFER TO LANDOWNER

City of Fargo, Engineering Department

Project 5946-02	County Cass	Parcel(s) 17
Landowner Boyd M. & Elaine A. Fiske		
Mailing Address 138 North Woodcrest Drive N Fargo, ND 58102		

The following-described real property and/or related temporary easement areas are being acquired for project purposes:

See attached exhibit(s).

I, as right of way agent for the City of Fargo, Engineering Department, am hereby authorized to offer the approved amount of \$ 56,606.00 as full compensation for the fee and/or temporary taking of the foresaid parcels and all damages incidental thereto. The offer set forth has been established through one of the following, Basic Data Book, Certified Appraisal, City of Fargo Minimum Payment Policy. A breakdown of this offer is as follows:

Land	\$	_____
Easement and Access Control	\$	<u>56,606.00</u>
Improvements on Right of Way*	\$	_____
Damages to Remainder	\$	_____
Total Offer	\$	<u>56,606.00</u>

*Description of improvements on right of way are as follows:

Estimated Salvage Value \$ _____

The following are separately-held interests of the Landowner(s) or tenant(s)/lessee(s), which are within the right of way limits of the above-described real property and/or related temporary easement areas that are not covered by this offer:

CITY OF FARGO

Shawn G. Bullinger

ENGINEER SPECIALIST

Shawn G. Bullinger
SIGNATURE

3-6-19
DATE

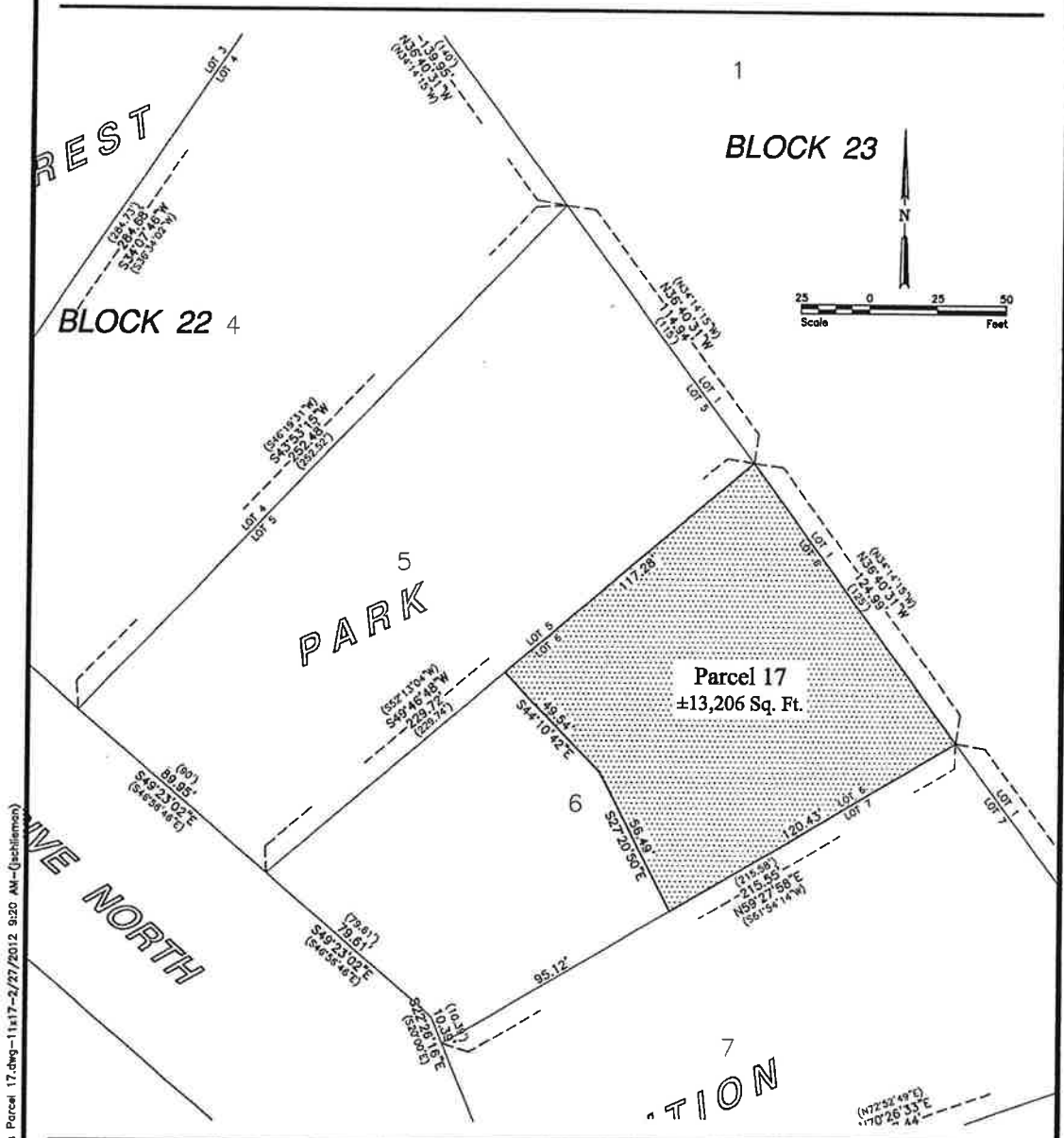
Elaine A. Fiske
Owner Signature

Signature hereby constitutes acceptance of offer as presented above.



PARCEL 17
 PART OF LOT 6, BLOCK 22
 WOODCREST PARK ADDITION
 CITY OF FARGO
 CASS COUNTY, NORTH DAKOTA

OWNER: BOYD M. & ELAINE A. FISKE

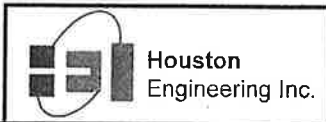


Z:\6000\6059\10_6059_028 North Oaks CAD\North Oaks Easements Parcel 17.dwg-11x17-2/27/2012 9:20 AM-(jchilmon)

LEGEND

- IRON MONUMENT FOUND
- IRON MONUMENT SET
- PERMANENT EASEMENT

NOTE: ALL BEARINGS GIVEN ARE GRID BEARINGS BASED ON CITY OF FARGO GIS COORDINATE SYSTEM.



EASEMENT PLAT

NORTH OAKS AREA FLOOD PROTECTION
 CITY OF FARGO, NORTH DAKOTA

SHEET
 1 OF 2

PARCEL 17
PART OF LOT 6, BLOCK 22
WOODCREST PARK ADDITION
CITY OF FARGO
CASS COUNTY, NORTH DAKOTA

OWNER: BOYD M. & ELAINE A. FISKE

Description- Parcel 17:

That part of Lot 6, Block 22, Woodcrest Park Addition to the City of Fargo, Cass County, North Dakota, described as follows:

Beginning at the most northerly corner of said Lot 6; thence South 49°46'48" West (assumed bearing), along the northwesterly line of said Lot 6, for a distance of 117.28 feet; thence South 44°10'42" East for a distance of 49.54 feet; thence South 27°20'50" East for a distance of 56.49 feet to a point of intersection with the southeasterly line of said Lot 6; thence North 59°27'58" East, along the southeasterly line of said Lot 6, for a distance of 120.43 feet to the most easterly corner of said Lot 6; thence North 36°40'31" West, along the northeasterly line of said Lot 6, for a distance of 124.99 feet to the point of beginning.

Said tract of land contains 13,206 square feet, more or less.

Z:\6000\6009\10_6009_028 North Oaks\CAO\North Oaks Easements Parcel 17.dwg--11x17 (3)-2/27/2012 9:21 AM--(jcollimon)

LEGEND

- IRON MONUMENT FOUND
- IRON MONUMENT SET
- PERMANENT EASEMENT

NOTE: ALL BEARINGS GIVEN ARE GRID BEARINGS BASED ON CITY OF FARGO GIS COORDINATE SYSTEM.



EASEMENT PLAT

**NORTH OAKS AREA FLOOD PROTECTION
CITY OF FARGO, NORTH DAKOTA**

**SHEET
1 OF 2**

PERMANENT EASEMENT
(Levee for Flood Control)

KNOW ALL MEN BY THESE PRESENTS that **ELAINE A. FISKE**, hereinafter referred to as “Grantor”, whether one or more, for and in consideration of the sum of One and no/100 Dollars (\$1.00) and other valuable consideration, to it in hand paid, the receipt whereof is hereby acknowledged, **HEREBY GRANT UNTO THE CITY OF FARGO, CASS COUNTY, NORTH DAKOTA**, a municipal corporation, its successors and assigns, hereinafter referred to as “Grantee”, a permanent and perpetual easement over, under, upon and in the land hereafter described for the purpose of constructing and maintaining an earthen dike, together with any and all other appurtenant structures or devices, said tract of land being more particularly described as follows:

That part of Lot 6, Block 22, Woodcrest Park Addition to the City of Fargo, Cass County, North Dakota, described as follows:

Beginning at the most northerly corner of said Lot 6; thence South 49°46’48” West (assumed bearing), along the northwesterly line of said Lot 6, for a distance of 117.28 feet; thence South 44°10’42” East for a distance of 49.54 feet; thence South 27°20’50” East for a distance of 56.49 feet to a point of intersection with the southeasterly line of said Lot 6; thence North 59°27’58” East, along the southeasterly line of said Lot 6, for a distance of 120.43 feet to the most easterly corner of said Lot 6; thence North 36°40’31” West, along the northeasterly line of said Lot 6, for a distance of 124.99 feet to the point of beginning

Said tract contains 13,206 Acres, more or less.

Grantor, its successors and assigns, hereby covenants to and with Grantee that Grantee's officers, contractors, agents and employees may, at any and all times when necessary or convenient to do so, go over and upon said above-described tract of land and perform any and all acts necessary or convenient to carry into effect the purpose for which the grant is made.

Grantor, its successors and assigns, further understands and agrees that they will not disturb, injure, molest or in any manner interfere with said earthen dike as constructed and the customary appurtenances, or with material for laying, maintaining, operating or repairing the same, in, over or upon the above-described premises. Grantor, its successors and assigns, further expressly warrants and states that no buildings, trees, shrubs, sprinkler systems or other obstacles of any kind shall be placed or located upon the tract in any manner which may interfere with said earthen dike.

IN WITNESS WHEREOF, Grantor has set its hand and caused this instrument to be executed this ____ day of _____, 2019.

(Signatures on following page.)

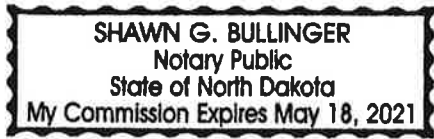
GRANTOR:

Elaine A. Fiske

Elaine A. Fiske

STATE OF NORTH DAKOTA)
) ss.
COUNTY OF CASS)

On this 9TH day of MARCH, 2019, before me, a notary public in and for said county and state, personally appeared **Elaine A. Fiske** to me known to be the person described in and who executed the within and foregoing instrument, and acknowledged to me that she executed the same.



(SEAL)

Shawn G. Bullinger
Notary Public
CASS County, NORTH DAKOTA

AGREEMENT FOR USE OF EASEMENT AREA GRANTED TO CITY

THIS AGREEMENT, made by and between the **CITY OF FARGO, NORTH DAKOTA**, a North Dakota municipal corporation (“City”), and **ELAINE A. FISKE** (“Fiske”).

WITNESSETH:

WHEREAS, City has paid Fiske for a Permanent Levee Easement on her property, described as follows:

That part of Lot 6, Block 22, Woodcrest Park Addition to the City of Fargo, Cass County, North Dakota, described as follows:

Beginning at the most northerly corner of said Lot 6; thence South 49°46'48” West (assumed bearing), along the northwesterly line of said Lot 6, for a distance of 117.28 feet; thence South 44°10'42” East for a distance of 49.54 feet; thence South 27°20'50” East for a distance of 56.49 feet to a point of intersection with the southeasterly line of said Lot 6; thence North 59°27'58” East, along the southeasterly line of said Lot 6, for a distance of 120.43 feet to the most easterly corner of said Lot 6; thence North 36°40'31” West, along the northeasterly line of said Lot 6, for a distance of 124.99 feet to the point of beginning

Said tract contains 13,206 Acres, more or less.

WHEREAS, the terms of the Permanent Levee Easement provide that:

Grantor, its successors and assigns, further expressly warrants and states that no buildings, trees, shrubs, sprinkler systems or other obstacles of any kind shall be placed or located upon the tract in any manner which may interfere with said earthen dike (emphasis added).

WHEREAS, at the time the levee was constructed and the easement referenced herein granted to the City, there existed on the easement property a garage, shed and several trees and bushes (collectively “facilities”), contrary to the terms of the easement grant; and

WHEREAS, Fiske has been made aware of the request for this agreement, and has stated no objections; and

WHEREAS, Fiske has agreed to enter into this agreement with the City to memorialize receipt of full payment for a levee easement granted by Fiske to City of even date herewith, including payment for the permitted structures in the easement area; and

WHEREAS, Fiske agrees and understands that the City will allow the facilities to remain in place only under certain terms and conditions.

NOW, THEREFORE, for good and valuable consideration acknowledged, it is hereby agreed by and between the parties hereto as follows:

1. Fiske is hereby granted the right to continue to retain the existing facilities for so long as she owns the property on which the easement grant is made, except as otherwise provided by law.
2. It is the intent of this agreement that Fiske may utilize the easement area only for the purposes existing prior to the easement grant.
3. It is understood and agreed by and between the parties that Fiske will be responsible for the repair or replacement of the City infrastructure in the easement area in the event Fiske damages the City installed property during the course of removal or repair of the facilities permitted to remain by this agreement.

4. Fiske agrees that, if for any reason it is determined that the facilities are subject to removal, including but not limited to a determination by the City pursuant to inspection that the licensed facilities are contrary to law or pose a health risk, Fiske agrees to allow the immediate removal of the permitted items, at City expense.

5. Fiske further agrees to hold the City harmless against any and all expenses, demands, claims or losses of any kind that may be sustained by City, its officers, agents and employees, its property, and the municipal improvements by reason of the use of the aforesaid.

6. The parties agree that the City shall have no responsibility for flood protection, repair or replacement of the facilities permitted to remain in the easement area. If these items shall be in disrepair, become diseased or are otherwise a public safety hazard, Fiske agrees to the immediate removal of the permitted items, at City expense.

7. Fiske further understands and agrees that in no event may the facilities be replaced. The intent of this agreement is that once the existing facilities are removed, no further obstructions shall be permitted in the easement grant.

8. Upon sale of the property or at such other time as the use of the easement area is no longer needed, whichever first occurs, the facilities shall be removed and the property restored to green space by City.

9. It is understood and agreed by and between the parties that this agreement and permission to use the easement space contrary to its terms is given subject to any limitation on the authority of City to grant such permission, which may now or hereafter exist.

10. It is specifically understood and agreed that the City retains authority to operate and maintain existing above ground and underground municipal facilities in the easement area. In the event the City needs to permanently remove the facilities from the easement area pursuant to a

declared emergency during Fiske's ownership of the property, City shall be responsible for the cost of such removal in the event removal is necessary.

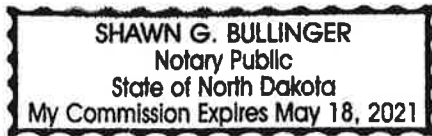
IN WITNESS WHEREOF, the parties to this agreement have set their hands on the day and year first above written.

Elaine A. Fiske

Elaine A. Fiske

STATE OF NORTH DAKOTA)
) ss.
COUNTY OF CASS)

On this 6TH day of MARCH, 2019, before me, a notary public in and for said county and state, personally appeared **Elaine A. Fiske** to me known to be the person described in and who executed the within and foregoing instrument, and acknowledged to me that she executed the same.



(SEAL)

Shawn G. Bullinger
Notary Public
CASS County, NORTH DAKOTA

COVER SHEET
CITY OF FARGO PROJECTS

(13)

This sheet must be completed and turned in with all City of Fargo projects. NO items will be accepted by either the City Commission Office or the City Auditor's Office without this cover sheet attached and properly filled out.

Exact, full name of the Project as it will appear in the Contract:

Traffic Signal & Street Light Maintenance & Incidentals

Project No. TR-19-A

Call For Bids March 11, 2019

Advertise Dates March 18, 25 & April 1, 2019

Bid Opening Date April 17, 2019

Substantial Completion Date October 1, 2019

Final Completion Date November 1, 2019

N/A PWPEC Report (Attach Copy) **Part of 2019 CIP**

X Engineer's Report (Attach Copy)

X Direct City Auditor to Advertise for Bids

X Bid Quantities (Attach Copy for Auditor's Office Only)

N/A Notice to Property Owners (Dan Eberhardt)

Project Engineer Jim Mohr

Phone No. 298-6925

The items listed above are for use on all City projects. The additional items listed below are to be checked only when all or part of a project is to be special assessed:

N/A Create District (Attach Copy of Legal Description)

N/A Order Plans & Specifications

N/A Approve Plans & Specifications

N/A Adopt Resolution of Necessity

N/A Approve Escrow Agreement (Attach Copy for Commission Office Only)

N/A Assessment Map (Attach Copy for Auditor's Office Only)

ENGINEER'S REPORT
TRAFFIC SIGNAL & STREET LIGHT MAINTENANCE & INCIDENTALS
PROJECT NO. TR-19-A

Nature & Scope

This project calls for replacement of 56 pedestrian signal LED countdown heads, the replacement of 434 traffic signal vehicle LED heads, the replacement of 239 street light fixtures along 45 Street South and the installation of flashing yellow arrows at 45th Street & 17th Avenue South and 13th Avenue and Page Drive South.

Purpose

This project is part of the annual maintenance program of the citywide traffic signal and street lighting system.

Feasibility

The estimated construction cost of the project is \$279,526.00. The project will be funded by Street Light and Traffic Control Devices Utility Fund and Infrastructure Sales Tax as follows:

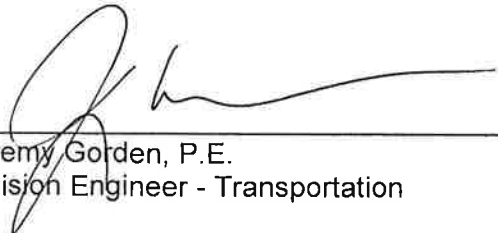
<u>Estimated Construction Cost:</u>	\$ 279,526.00
Plus 6% Engineering fees:	\$ 16,771.56
Plus 3% Miscellaneous/Legal:	\$ 8,385.78
Plus 4% Interest:	<u>\$ 11,181.04</u>
Total Project Cost:	\$ 315,864.38

Project Funding Summary:

Infrastructure Sales Tax (60.4%):	\$ 190,864.38
Street Light & Traffic Control Devices Utility Fund (39.6%):	\$ 125,000.00

We believe this project to be cost effective.





Jeremy Gorden, P.E.
Division Engineer - Transportation

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Project No. TR-18-A2

Type: Vendor Selection

Location: City Wide

Date of Hearing: 3/4/2019

Routing

City Commission

Date
3/11/2019

PWPEC File

X

Project File

Jeremy Gorden

14

The Committee reviewed a communication from Division Engineer, Jeremy Gorden, regarding a vendor selection for Project TR-18-A2, New Advanced Traffic Management System (ATMS).

Upon PWPEC approval in January, we advertised an RFP to upgrade our existing traffic signal system. We received six proposals and have selected the proposal from Traffic Control Corporation (TCC) as the preferred vendor. TCC's proposal includes a new central software, 185 new traffic signal controllers, converting all of our intersection settings from our existing system into the new system, installing enhanced software at five intersections to run adaptive signal control near I-29 at 12th Ave N, training, and a 1-year maintenance agreement for the software. The cost of their proposal is \$714,573.

Funding for the project will be \$177,000 from the 2018 Traffic Engineering budget and \$537,573 in Sales Tax Funds.

Staff is recommending concurrence with the Vendor Selection Committee and approval of the contract award to Traffic Control Corporation.

On a motion by Tim Mahoney, seconded by Kent Costin, the Committee voted to concur with the Vendor Selection Committee and select Traffic Control Corporation as the vendor for the project.

RECOMMENDED MOTION

Concur with the recommendations of PWPEC and approve contract award to Traffic Control Corporation for project TR-18-A2 in the amount of \$714,573.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: Traffic & Sales Tax Funds

Developer meets City policy for payment of delinquent specials
 Agreement for payment of specials required of developer
 Letter of Credit required (per policy approved 5-28-13)


Yes No
 N/A
 N/A
 N/A

COMMITTEE

Tim Mahoney, Mayor
 Nicole Crutchfield, Director of Planning
 Steve Dirksen, Fire Chief
 Bruce Grubb, City Administrator
 Ben Dow, Director of Operations
 Steve Sprague, City Auditor
 Brenda Derrig, City Engineer
 Kent Costin, Finance Director

Present	Yes	No	Unanimous
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ryan Erickson
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:


 Brenda E. Derrig, PE
 City Engineer

C: Kristi Olson

Memorandum

To: Members of PWPEC

From: Jeremy M. Gorden, PE, PTOE
Division Engineer-Transportation

Date: February 28, 2019

Re: Approve Vendor Selection for Project No. TR-18-A2 – New Advanced Traffic Management System (ATMS) Project

Background

In 1995 and 1996, the City selected Siemens to provide both traffic signal controllers and the central management software for our system. It has been a useful tool for us over the years but it has reached the end of its useful life. Last year we bid out a project to add 100 Ethernet switches to all of our intersection cabinets that would enable us to replace the current ATMS with a new, robust system. We have a great fiber optic network in place that ties our traffic signal system together that will enable this to occur. Between the City of Fargo and the NDDOT Fargo District, we have a combined 176 traffic signal controllers on our system. We plan to replace all of them with this project, as well as acquiring a new central software to manage them all.

Summary

Upon PWPEC approval in January, we advertised an RFP to upgrade our existing traffic signal system. We received six proposals and have selected the proposal from Traffic Control Corporation (TCC) as the preferred vendor for the project. The selection committee consisted of Al Schumacher, Fargo Sign, Signal, and Lighting Operations Manager, Jake Rick, Fargo Traffic Engineering Tech Supervisor, Bob Walton, NDDOT Fargo District Engineer, Lyle Landstrom, NDDOT Fargo District Traffic Engineer, and myself. TCC's proposal includes a new central software, 185 new traffic signal controllers, converting all of our intersection settings from our existing system into the new system, installing enhanced software at five intersections to run adaptive signal control near I-29 at 12th Avenue N, training, and a 1-year maintenance agreement for the software. The cost of their proposal is \$710,000.

We want to upgrade the system for the following reasons:

- System reliability
- Remote access to all intersection controllers
- Leading edge traffic signal technology
- Manage the entire traffic network from a real time map view using Google, Bing, or ESRI.
- Real-Time Signal Performance Analytics: View graphical signal performance analytic tools such as a split monitor, a cycle length plot, phase termination diagrams, coordination diagrams, etc., directly from the local signal controller. Run queries against signal performance metric events to dig into detailed operational questions.

- Modify multiple intersection timings from single screen
- Detailed traffic controller information such as detector actuations, phase state, split changes, and reasons for termination are logged in a tenth of a second (0.10-second) resolution. This module conforms to the high-resolution data logging system as promoted by Purdue University.
- See which devices are online and follow graphically the network path from the devices back to all the servers.

Funding for project

Funding for the project will be \$177,000 from the 2018 Traffic Engineering Budget and \$533,000 Sales Tax funds.

Recommended Motion

Concur with Vendor Selection Committee recommending Traffic Control Corporation as the preferred vendor for this project and approve contract award to Traffic Control Corporation for project.

JMG/jmg

Attachment

TR-18-A2
 New ATMS Project

Traffic Control Corporation
 St. Paul, MN

	Quantity	unit price	Total
Central Software	1	\$ 132,000	\$ 132,000
Controllers	185	\$ 2,125	\$ 393,125
Adaptors	176	\$ 125	\$ 22,000
Conversion	176	\$ 150	\$ 26,400
Training	3	\$ 8,500	\$ 25,500
1 Yr License	1	\$ 15,000	\$ 15,000
Base Bid			\$ 614,025

Optional Items

Adaptive Operation at 5 locations	1	\$ 52,200	\$ 52,200
Controller Data Keys	176	\$ 165	\$ 29,040
Cellular modem w 2 yr contract	5	\$ 2,280	\$ 11,400
Dell tablets	4	\$ 1,977	\$ 7,908
			\$ 100,548
Total Project Cost			\$ 714,573



February 11th, 2019

Project No. TR-18-A2
New Advanced Traffic Management System (ATMS) Project

Traffic Control Corporation (TCC) is pleased to be able to respond to the City of Fargo's Request for Proposal for New Advanced Traffic Management System (ATMS) Project. TCC will be working in conjunction with Econolite Control Products to submit Centracs 2.0 and the Cobalt ATC as the solution to this request. Centracs 2.0 is Econolite's newest ATMS software.

Centracs is recognized as the leading ATMS in the market today and has been deployed in over 260 metropolitan areas in the last five years alone – more than all other vendors systems combined. There's a reason for this, and our proposal substantiates why agencies are flocking to Centracs to help manage their transportation system.

An intuitive GUI-based centralized system, Centracs provides powerful and flexible ITS management, traffic control, and data sharing in a single, easy to use ATMS platform. It leverages proven and robust client-server architecture and distributed processing for adding ITS system modules. This provides an unmatched return on investment through system scalability, communications, and implementation of various ITS strategies. It enables transportation agencies to scale up their ITS program and capabilities as budgets permit.

We also feel that we understand the hardware requirements fully for this project and that our system would work well with the cities infrastructure. TCC specializes and Intersection Cabinets and hardware, while Econolite continues to be a leader in Traffic Signal Hardware design. With this combination we believe the Cobalt ATC controller in combination with TCC field integration and support the city will see a powerful and easy to use traffic signal system deployed and running for years to come.

Our team believes this project is well suited for our areas of expertise and that we are capable of providing the best system solution possible.

We thank you for your interest in our products and services for the project and we look forward to working with you on this important project.

Please feel free to contact us should you require additional information regarding this proposal.

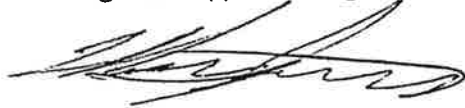
Sincerely,

Traffic Control Corporation

Allen Eisinger
Regional Manager

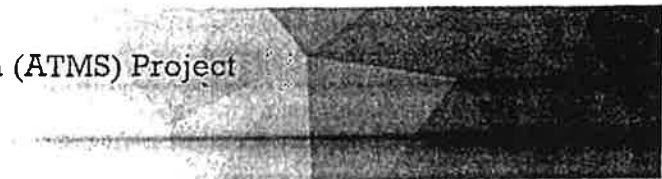


Matt Allwood
Regional Support Manager



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota



1. Vendor Overview	3
1.1 History.....	3
1.2 Capacity to Perform.....	5
2. Proposed Solution	7
2.1 Centrac's ATMS.....	7
2.2 Central Hardware.....	15
2.3 ATC Controller Hardware and Software.....	17
2.4 Centrac's Adaptive Solution.....	23
3. Project Team	27
4. Relevant Experience & Referances	30
5. Project Schedule	35
6. Scope of Work	37
7. Software Maintenance Agreement (SMA) Options	38



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

1. Vendor Overview

1.1 History

Econolite began in 1933, with a single product with a unique innovation, a stop sign with a flashing beacon that turned off during the daytime, extending bulb life and reducing power consumption. That product shared its name with the company, "ECONOLITE." Econolite never stopped innovating and is one of the largest, most established providers of traffic control products and technology in the industry.

Today, the Econolite family includes our product group, Econolite Control Products, Inc., our services group, Econolite Systems, Inc., world-class expertise in Connected and Automated Vehicles provided by CAVita, and Econolite Canada. Together, the Econolite family employs over 675 people throughout North America and is headquartered in Anaheim, California, with offices throughout the US and Canada.



Econolite Systems, Inc. (formerly Aegis ITS, Inc.), was launched in 2009 to offer professional services in the same tradition of quality and customer support that Econolite brings to their products. Econolite Systems combines the industry-leading products of Econolite, with professional engineering and technical services tailored to each customer's needs. Econolite Systems offers core competencies in the following areas:

Engineering. Econolite Systems offers engineering support to customers for systems engineering and design, communications design, and system optimization. Our staff of engineers works hand in hand with Econolite and our channel partners wherever engineering services are needed.

Software Development and System Delivery. Econolite Systems provides software development services for system and controller software customization. In addition to the industry-leading line of software products such as Centracs, Econolite Systems offers the ability to develop custom software and additional functionality for existing and new systems.

Installation and System Integration. Econolite Systems offers installation and integration as a one-stop shop. This capability includes project management, device and communications installation, construction of supporting infrastructure, and system integration, bringing together all of the discrete components into a functional, effective system.

Maintenance and Operations – Econolite Systems also provides traffic signal, communications, and ITS maintenance services. We currently maintain over 5,000 ITS devices, with over 30 licensed electricians and technicians.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota

Traffic Control Corporation

Traffic Control Corporation (TCC) has been serving the traffic signal industry since 1946. We have earned a reputation of quality on multiple levels dealing with state and local agencies, consulting engineers, service providers, as well as contractors.

At the present, we are a leading regional distributor of traffic products and services in the Midwest, servicing 11 states, including Illinois, Iowa, Missouri, Minnesota, Indiana, Wisconsin, South Dakota, North Dakota, Kansas, Nebraska, and Michigan. Across those 11 states TCC employs 54 people.

We are committed to an outstanding tradition of service to our customers and community. Traffic Control Corporation's mission is to promote, sell, support, and service the highest quality and best performing traffic signal systems and products on the market today.

Traffic Control Corporation and our manufacturing partner Econolite provide a high quality product and technology, including systems engineering, software development, installation and integration, along with local support and technical training that are unmatched in this industry.

Allen Eisinger is to be contacted if there are any questions regarding all contractual, technical, and scheduling matters of this RFP. He will serve as the main contact and project manager for the city.

All support activities for this project will be handled out of the TCC Minnesota office. Matt Allwood, Regional Support Manager, and his team will be the primary technical support contacts. Upon award of the contract a Support Calling Tree will be provided to the City of Fargo so that all support contacts are known.

Traffic Control Corporation Headquarters

Address: 10435 Argonne Woods Drive, Woodridge IL 60517
 Phone Number: 630-543-1300
 Fax Number: 630-543-5050
 Website: www.trafficcontrolcorp.com

Traffic Control Corporation Regional Offices

TCC Indiana

Region: Michigan and Indiana
 Address: 12743 Heather Park Dr. Ste. 103, Granger IN 46530
 Phone Number: (574) 243-0901
 Fax Number: (574) 243-4622
 Main Contact: Doug Flanagan, Regional Sales Manager
 Email Address: DFlanagan@trafficcontrolcorp.com

TCC Minnesota

Region: Minnesota, South Dakota, North Dakota, Wisconsin
 Address: 5651 Memorial Ave., Oak Park Heights, MN 55082
 Phone Number: (651) 439-1737
 Fax Number: (651) 439-0311
 Main Contact: Mr. Allen Eisinger, Regional Sales Manager



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

Email Address: AEsinger@trafficcontrolcorp.com

TCC Missouri

Region: Southern Illinois, Iowa, Missouri, Kansas, Nebraska

Address: 1728B West Park Center, Fenton MO

Phone Number: (636) 305-8200

Fax Number: (636) 305-8201

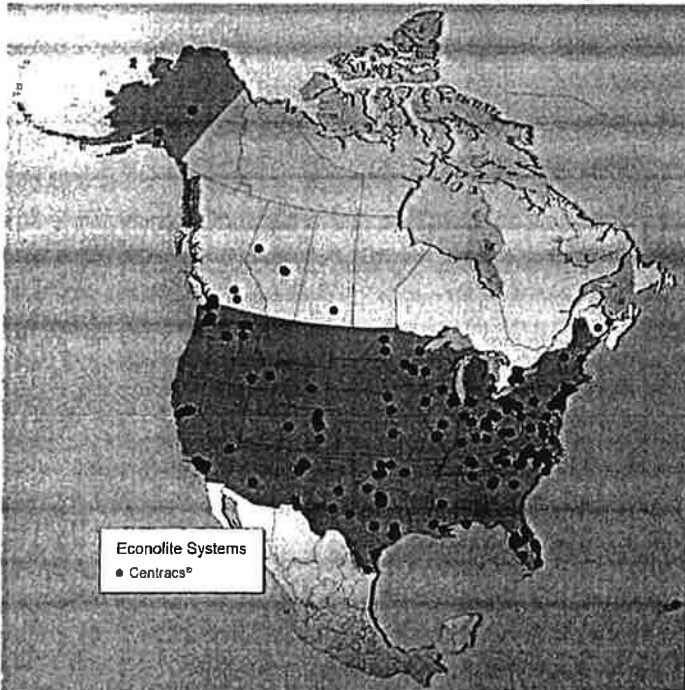
Main Contact: Mr. Doug Ripley, Regional Sales Manager

Email Address: DRipley@trafficcontrolcorp.com

1.2 Capacity to Perform

Econolite has been an innovator in providing transportation management software and services for over 30 years. Our latest central software offering is known as Centracs ATMS.

Since its first deployment in 2009, Centracs has taken the ATMS market by storm. We are not aware of any other contemporary ATMS with over 260 systems under contract including licenses for over 35,000 devices. More impressive though, is that 241 of those systems have been installed and 97% of those have passed complete acceptance testing with the balance underway. The map below shows current Centracs and Centracs Adaptive implementations.



Our success in the deployment of Centracs highlights several key insights:

265 agencies chose Centracs– Centracs is an ATMS system unlike any other on the market today. Agencies recognize its capability and have selected it over the competition over 250 times since its inception.

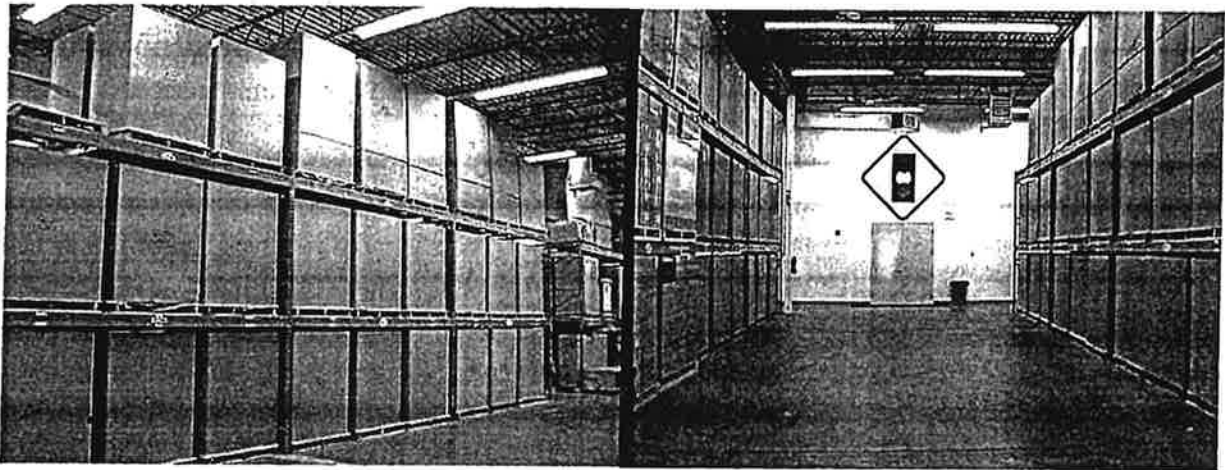
New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

241 systems installed – Centrac is very straightforward to install and integrate – we routinely perform installations in virtual machine (VM) environments remotely from our development center in Colorado Springs, CO.

235 systems accepted – Centrac is a robust system that works well after installation. Prior to the system release and introduction, it was extensively tested at Econolite customer sites. Before the first system was sold, Centrac already had months of actual field operating experience. The result has been a solid system from the first production release.

Traffic Control Corporation's Industry leading support is what separates us from the competition. We have been located in the Mid-West since 1946 and have been partners with Econolite for over 50 years. Our success and stability in the market starts with great customer service from over 13 field support technicians based across the territory. Our company is anchored by our 46,000 square foot Head Quarters and Production facility in Woodridge, IL. Here our cabinet production shop builds and ships over 1000 custom traffic and ITS cabinets across the Mid-West. TCC currently covers 11 states and employs 56 people. We are committed to an outstanding tradition of service to our customers and community. Traffic Control Corporation's mission is to promote, sell, support, and service the highest quality and best performing traffic signal systems and products on the market today.



TCC strength is in understanding our local agencies applications and being able to bring multiple solutions to table. We strive to understand all the facets of our industry to be able to provide true turn key solutions for our customers. Because we ship more cabinets in the Mid-West than our competitors it means that we see more cabinet and controller configurations than them as well. This gives our technicians experience working in many different types of intersection environments. Specific to the project in Fargo, TCC has experience working in the city of Fargo as well as the State of North Dakota. We are very familiar with standard practices used by the city and state, and the standard cabinet configurations. We believe our qualifications in this area makes us well suited for this project.

TCC to date has installed 27 Centrac ATMS systems. These systems are all unique in their own way which speaks to our ability to customize a solution for the end user. The ATMS system we have installed have ranged from 25 intersection systems all the way to 750 intersection state wide ATMS's. We have experience installing several Adaptive projects, as well as systems that specialized in CCTV and video recording. Our Project managers and field technicians work on every aspect of these projects from servers and software to hardware and cabinets in the field. To that we understand that the deployment of any ATMS is more than just software on a server and controllers in the field. An

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota

ATMS system also includes Conflict Monitors, CCTV cameras, Battery Back Ups, and all of the ITS related hardware at the intersection. Our technicians are well positioned to be able to work with agencies on all aspects of the cities ATMS. Our vast experience deploying ATMS system puts us in a great position to be able to work with the City of Fargo and North Dakota DOT if we are selected for this project.

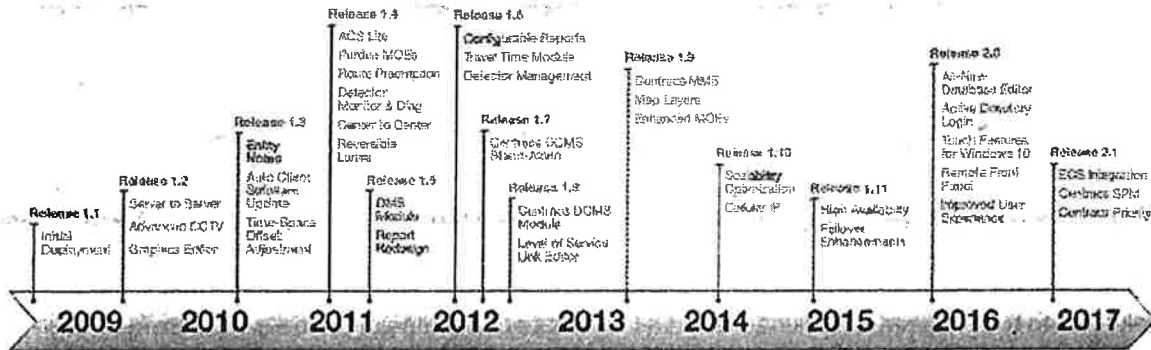
2. Proposed Solution

2.1 CentraCS ATMS

CentraCS is distinguished from the field of ATMS solutions in five key areas: innovative software technology, smart client architecture, enhancement and expansion of the system, intuitive user interface, and an incredibly rich feature set. These areas are discussed below.

Innovative Software Technology

CentraCS is built upon the latest software technologies, including the Microsoft .NET Framework, Windows® Presentation Foundation, and Windows® Communications Foundation. As a result, CentraCS provides the County with a built-in hedge against obsolescence. In fact, since its introduction, there have been 13 major releases, each adding significant new features, including adaptive control, enhanced measures of effectiveness (MOE), enhanced Closed Circuit Television (CCTV) support, and Dynamic Message Sign (DMS) support. Our latest release – CentraCS 2.1 – in 2017 also included several new features as well, including CentraCS Signal Performance Measures (SPM) and CentraCS Transit Priority.

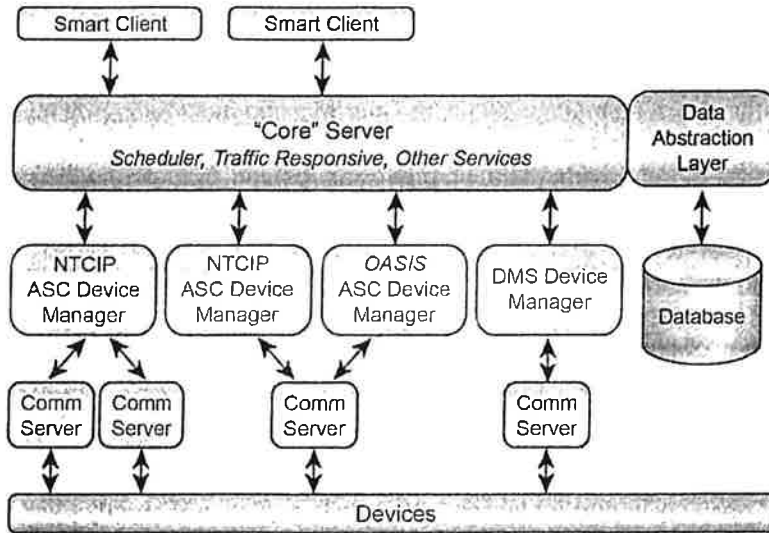


Smart Client Architecture

CentraCS utilizes a client-server architecture, illustrated in the figure below. Client server system architecture is not new, but the segmentation of the system components is what makes CentraCS unique. By encapsulating the user interface at the workstation, the interface is responsive, even over lower bandwidth connections. The “core” server provides all of the central ATMS functionality, such as system administration, schedule functions, system alerts, user settings, traffic responsive and adaptive algorithms. A data abstraction layer on top of the Microsoft SQL Server database serves as a broker for all data requests throughout the system. Communications servers handle the real-time device messaging and network interface. This logical segmentation of the components provides tremendous scalability for the system allowing the County to easily expand into the future.

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota



Expansion and Enhancement

Centracs is not only easy to use for day-to-day operations, it is extremely easy to expand as well. All system data is entered through the user interface. There are no .ini configuration files to edit manually, no direct interaction with the database, and no system restarts for most configuration items.

Adding new devices? There is an intuitive graphical user interface (GUI) for that. Adding new users? There's a GUI for that as well. Even adding a new communications server? There's a GUI for that too.

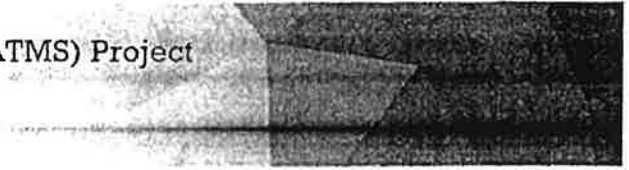
With Centracs, we have included access to virtually every configurable element within the interface so that users can expand their own systems without requiring additional outside services.

Enhancements? The latest version of Centracs software is provided annually (or more often if patch releases are needed) at no additional cost, as long as the software maintenance agreement is current. Centracs represents a great value as it ensures you always have the most current technology. Additionally, Econolite continues to invest in Centracs to offer our customers the best in ATMS technology today and for tomorrow. Of course, if custom software enhancements are required, Econolite offers software development services to meet unique customer needs as well.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota



Intuitive User Interface

The Centrac's user interface is unique to the transportation industry and capitalizes on the latest Microsoft Foundation Class technology. While the interface can best be appreciated in a live demonstration, the screenshot shown here gives an idea of how the interface uses "containers" to present a wide variety of data elements in an organized fashion. With full multi-monitor support, the system supports additional frames that can be assigned to each monitor. Additionally, each user can save one or more preferred configurations and restore their unique preferences when logged in.

Beyond the rich information content and flexible displays, the Centrac's interface allows both expert and new users to be efficient and effective through context sensitive menus, on-line help, and map and entity selection allowing users to easily navigate and effectively use the capabilities of modern controller technology.

Rich Feature Set

Econolite has been in the transportation business for over 80 years. Over this time, we have learned many lessons, but one very important lesson is that no two users are exactly alike. With this in mind, we have designed Centrac's to be standards compliant while still offering user the ability to customize their user experience in virtually an unlimited number of ways. Since its introduction just five short years ago, we have released ten major updates adding additional capability and enhancing the existing feature set. Most of our new features are packaged with the core software and are provided at no additional cost to users under maintenance agreements. A few provide value added options to meet specific user needs, such as DMS, Advanced CCTV, adaptive control, or BlueTOAD travel time and are therefore licensed as optional modules.

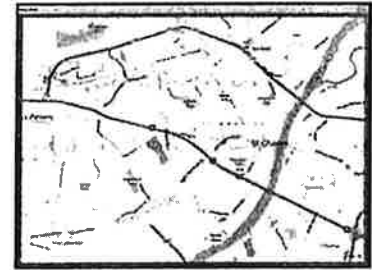
System Map Interface

Centrac's incorporates an interactive agency-wide map as the foundation for the main graphics display. The map can be displayed in any or all of the available Centrac's "containers" simultaneously or individually. Each instance of the map display is set up independently by panning and zooming such that each map region can be utilized as an individual sub-area for monitoring individual intersections or groups of intersections.

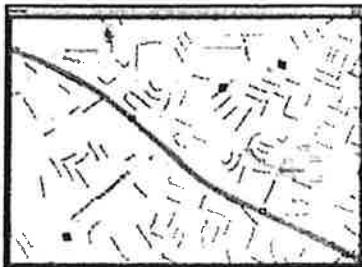
Centrac's maps are rendered dynamically using geo-coded Geographic Information Systems (GIS)-based map data. The Centrac's system comes preconfigured with rendered map "tiles" generated from geographically accurate HERE (formerly NAVTEQ) map data. HERE map data provides the most accurate street-level rendering capabilities for the Centrac's map interface. Street curves, corners, and other geographic entities are depicted accurately and without distortion. The display also supports bitmap (.BMP), JPG/JPEG, .PNG, and .GIF raster file formats, ESRI shape files, and SDE version 9.x.



Regional



Citywide



Corridor



Intersection

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota

Additionally, Centrats supports Web Map Services (WMS) to display geo-referenced map images from any WMS source, including ESRI ArcInfo Enterprise, if available and properly configured.

Zoom level ranges are configurable such that the display of dynamic and real-time status data appears or changes at various zoom levels. The screenshots shown here represent the four supported zoom levels of the map interface including regional, agency-wide, corridor, and intersection level examples.

Alarms

Centrats can be configured to send alerts to online users based on specific events from field devices or from components in the system. The existing events are displayed in the Alert Monitor dialog. Centrats receives "Events" from field devices and other points in the system. These "Events" can be logged, but also can generate "Alerts" or initiate other actions to occur.

An "Alert" is a notification sent to, either an online, logged-in user, or an offline recipient via an email or SMS text message. A "Trigger" defines how an event generates an Alert or Action and is user definable.

All Centrats users whether online or offline, can be assigned to receive alerts. Offline recipients are those individuals that are not currently using the ATMS and therefore require an email or SMS message notification. In order to send emails or SMS text messages, the email server must be configured and setup using the Centrats SMTP Servers main menu setup window.

If an alert is not acknowledged or closed within a certain period, the user may "escalate" the alert or send it to an additional recipient or group of recipients. Centrats allows for this via Alert Escalations.

Traffic Control

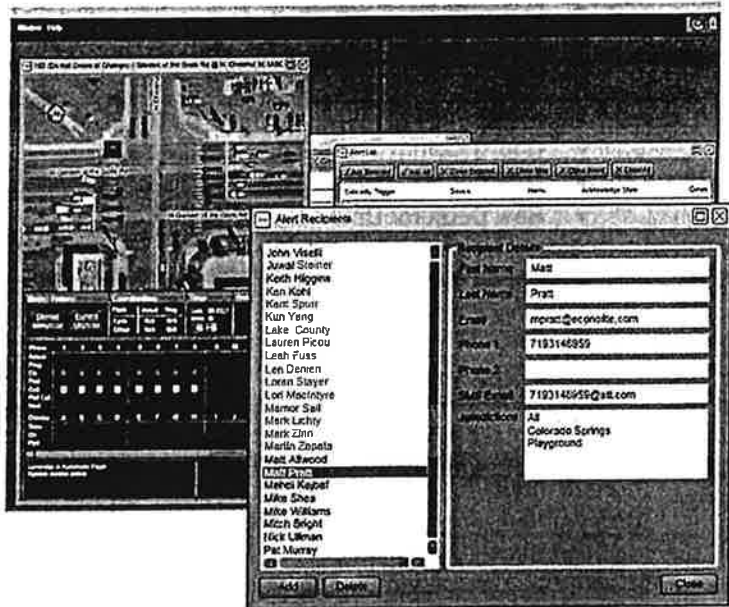
Centrats supports four central traffic control strategies:

- Adaptive (licensed per intersection)
- Traffic Responsive
- Time-of-Day (TOD)
- Manually Command

These methods of traffic control can be applied in any combination to individual controllers, sections of controllers, and groups of controllers. Controllers can belong to a single section at any time, but can be moved from one section to another manually or by time of day. Controllers can also belong to multiple groups at any one time, offering maximum flexibility in traffic control strategies.

Reports

Centrats provides a full set of historical "system" and "detector" reports generated using Microsoft SQL Reporting Services. Some reports allow for specifying, filtering, and sorting parameters to customize the reports. Centrats currently provides twenty-five (25) reports that include information



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

compiled from data retrieved from the system and any field device capable of logging data. The following is a list of the available Centracs reports:

- Alerts Log
- Communications Statistics
- Detector Fault Status
- Device Configuration
- Entity Hierarchy
- Entity Notes
- Hourly Comm Statistics
- Links
- Raw Detector Data
- Signal Changes
- Signal Detector Events
- Signal Events
- Signal MMU Events
- Split Upload and Compare
- Split Monitor
- System Activity
- System Events
- Time Drift
- Traffic Responsive
- User Login
- Users and Recipients
- VOS Daily Report
- VOS Hourly Report
- VOS Multi-Date Hourly Report
- VOS Multi-Date Daily Report

Centracs also provides a means by which user-specific reports can be created and added to the Reports menu item without the requirement of additional third-party software or custom development work by the software provider. Microsoft SQL Reporting Services is provided as the custom report-generating tool.

Measures of Effectiveness (MOE) Module

The Centracs MOE module offers a set of seven innovative graphical-based report tools, based on research from Purdue University and are designed specifically to help transportation agencies become more agile in monitoring and tuning crucial parameters affecting traffic signal coordination and progression. These tools graphically combine and render detector and other data specific to traffic signal operation.

The Centracs MOE module, combined with the Cobalt ATC traffic controllers is capable of collecting and storing individual detector information at a 100ms resolution (10 times per second). It also gathers and combines other key data associated with signal operations and coordination to provide a set of graphical tools that enable engineers to visually inspect and analyze the performance of traffic timing and coordination.

As a result, the Centracs MOE module enables Centracs ATMS to be more than just a traffic monitoring and control system. The graphical reports each cover data collected over every cycle during a 24-hour period. The reports combine time-stamped stop-bar and advance detection data collected from signal controllers with cycle length, pattern change information, phase change information and other data to provide a complete, ongoing picture of traffic conditions rather than a snap shot provided by a traffic count study.

The MOE Module is built into Centracs and does not require a separate SQL Data Base, server, and user interface. Being fully integrated into Centracs Means that users have less software to manage, learn and support.

Reports include: Purdue Coordination Diagram, Flow Rate, Cycle Length, Green Times, Volume-To-Capacity, Split Failures, and Percentage PED Calls.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

Optional Modules

Additional Centrac systems modules are available beyond the base Centrac system. Econolite believes they may be of interest to the County as part of future initiatives.

Signal Performance Measures (SPM)

Centrac SPM is a cloud-based high-resolution traffic data collection and analytics software system designed to be a robust solution that provides transportation agencies and professionals with new levels in capabilities to proactively optimize traffic signal timing. Centrac SPM can replace the traditional, manually-intensive, and costly process of retiming outdated traffic signal programs. Centrac SPM provides high-resolution traffic data collection and analytics that is not affected by escalating traffic count costs or limited by arbitrary retiming intervals.

Centrac SPM replaces ad hoc and expensive retiming processes by providing continuous performance monitoring of traffic signals. The system provides continuous high-resolution traffic data collection and analytics, enabling transportation professionals to proactively address traffic signal timing optimization, and enhance mobility and safety. This allows agencies to make signal retiming strategy decisions based on actual high-resolution performance data without the costs of manually collected low-resolution data, and software modeling and simulations. In addition, Centrac SPM is an ideal fit for connected and autonomous vehicle and Smart City applications.

The following data charts are included to support visualization of the operational performance of traffic signals:

- Arrivals on Green
- Cycle Length
- Flow Rate
- Green Times
- Occupancy Ratio
- Pedestrian Delays
- Percent Pedestrian Calls
- Purdue Coordination Diagram
- Split Failures
- Split Monitor
- Vehicle Delays
- Volume-to-Capacity



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota



Dynamic Message Sign (DMS) Management

Centracms is able to support DMS, which allows users to manage and control signs and messages from within the Centracms user interface. The DMS module has a user interface that supports operations for NTCIP compatible signs, which includes message formatting, true display on workstation, message libraries, and banned word lists.

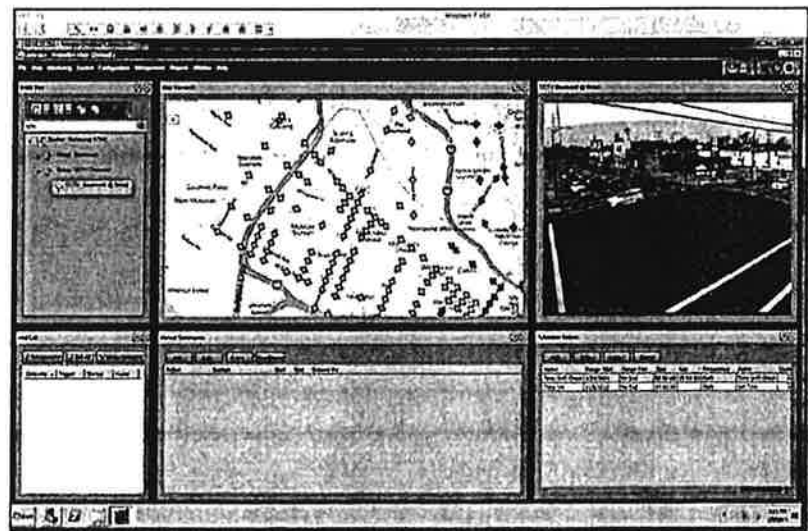
Centracms Local Edition

Centracms Local Edition allows uploads and downloads from a laptop to locally connected controllers in the field. It also allows users to synchronize their changes with the main Centracms database when connected back in the office.

Closed Circuit Television (CCTV)

Centracms Advanced CCTV module is a reliable, high-speed, Enterprise-Class Internet Protocol-based (IP) video surveillance solution that provides a seamless management of digital video across the IP networks. This enables quick configurations and immediate deployment that supports multiple camera types and makers. Video can be transmitted over existing wired and/or wireless IP networks, including DSL (VDSL), fiber optic, and Wi-Fi.

Our advanced CCTV module allows integration of virtually any camera type, with additional features such as “view only” and “control” privileges to any users on the system. It even allows access to users that do not have access to Centracms, such as law enforcement personnel.



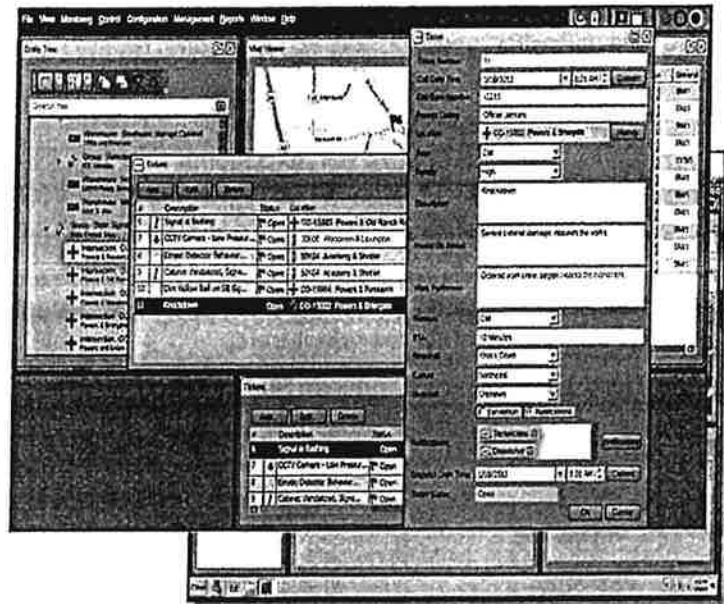
New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

Maintenance Management System (MMS)

MMS is module that can fully integrate with Centrac's to provide real-time data entry that tracks all field activities and assets. This is an industry-specific asset management system that provides document management, staffing management, inventory control, and more.

Other features includes mobile web interface that allows field technicians to enter data in the field, increasing timeliness, accuracy, and providing real-time status of reported problems and response. In addition, because of its feature to fully integrate with an ATMS module, MMS can respond to system events by creating a service ticket and even dispatching technicians assigned to the affected area or on-call.



Centrac's Travel Time

The Centrac's system supports an interface to the data collected by BlueTOAD devices in the field. BlueTOAD is the transportation industry's leading travel-time origination and destination monitoring system, from TrafficCast International. This interface provides automated recognition of new BlueTOAD devices that has the ability to display data on the Centrac's system maps by changing roadway colors. It also includes detailed current and historical travel-time reporting for before-after studies.

Data Collection and Management System (DCMS)

With DCMS, traffic engineers and planners can obtain up-to-date data they need to make informed decisions to optimize traffic signal timing and satisfy federal and state data reporting requirements. It also provides users with real-time traffic monitoring and travel conditions at intersections, mid-blocks, or freeways via vehicle detection devices, as well as on-street video detection devices that can be turned into automated virtual count stations that gather traffic data.

Server-to-Server

The Centrac's Server-to-Server module provides a unique interface allowing agencies to achieve unparalleled benefits through cooperative operations and system management. Adjoining Centrac's-managed cities can seamlessly share data and manage arterial traffic across agency boundaries, finally realizing and exceeding the promises of Center-to-Center communications. Centrac's Server-to-Server also allows agencies to participate in cross-jurisdictional management and monitoring of neighboring agency intersections.

NTCIP Center-to-Center Interface Module

NTCIP Center-to-Center Interface transmits and exchanges data objects that are required to interface with other NTCIP central software using published NTCIP objects. Data can be securely exchanged between centers and displayed on each system.

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

2.2 Central Hardware

The following tables provide specifications for the equipment that Econolite would typically provide for the following:

- Application/Database Server
- Communications Server (optional)
- Laptops
- Workstations

The specifications should be considered descriptive and not necessarily prescriptive. While we have had great luck with Dell equipment for example, we understand that some agencies may prefer hardware from other manufacturers.

Table 1. Application/Database Server Specifications

Item	Description	Quantity
Server:	Dell PowerEdge R730	1
Processor:	Intel Xeon E5-2640 v3 2.6GHz processor, 20M Cache	2
Memory:	32GB Memory	1
Hard Drive:	300GB 10K RPM SAS 6Gbps 2.5in Hot - plug Hard Drive, 3.5in HYB CARR	4
Hard Drive Controller:	PERC H330 RAID Controller for RAID 5	1
Operating System:	Microsoft Windows Server 2012 or newer	1
Misc:	Microsoft SQL Server 2016 R2 or newer	1
NIC:	Broadcom 5720 QP 1Gb Network Daughter Card	1
CD-ROM or DVD-ROM Drive:	DVD+/-RW, SATA, Internal	1
Server Backup:	4 TByte TeraStation III Rackmount NAS Server	1
Misc:	Dual, Hot-plug, Redundant Power Supply (1+1), 750W	1

Table 2. Communications Server Specifications

Item	Description	Quantity
Server:	Dell PowerEdge R630	1
Processor:	Intel Xeon E5-2640 v3 2.6GHz processor, 20M Cache	2
Memory:	16GB Memory	1
Hard Drive:	500GB (2 x 250GB) 7.2K RPM SATA 6Gbps 2.5in Hot-plug Hard Drive	2
Hard Drive Controller:	PERC H330 RAID Controller for RAID 1	1
Operating System:	Microsoft Windows Server 2012 or newer	1
NIC:	Broadcom 5720 QP 1Gb Network Daughter Card	1
CD-ROM or DVD-ROM Drive:	DVD+/-RW, SATA, Internal	1
Misc:	Dual, Hot-plug, Redundant Power Supply (1+1), 750W	1



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota

Table 3. Laptop Specifications

Item	Description	Quantity
Laptop:	Dell Mobile Precision 7510	1
Processor:	Intel® Core™ i7-6820HQ (Quad Core 2.70GHz, 3.60GHz Turbo, 8MB45W, w/Intel HD Graphics 530)	1
Memory:	8GB Memory	1
Hard Drive:	256GB M.2 PCIe NVMe High Performance Class 50 Solid State Drive	1
LCD:	15.6" UltraSharp™ FHD IPS (1920x1080) Wide View Anti-Glare LEDbacklit with camera and microphone	1
Operating System:	Windows 10 Pro	1
Video Card:	Nvidia® Quadro® M1000M w/2GB GDDR5	1

Table 4. Workstation Specifications

Item	Description	Quantity
Workstation:	Dell Precision T5180	1
Processor:	Intel® Xeon® Processor E5-1603 v23 (Four Core, 2.8GHz, 10 MB)	1
Memory:	8GB Memory	1
Hard Drive:	500GB 3.5inch Serial ATA (7,200 Rpm) Hard Drive	1
Monitor:	Dell UltraSharp 24 Monitor - U2414H	2
Operating System:	Windows 10 Pro	1
Video Card:	512MB NVIDIA® Quadro® NVS 310	1

2.3 ATC Controller Hardware and Software

The Cobalt family of ATC controllers has been designed to make the job of selecting and programming traffic signal parameters significantly easier while fully meeting the requirements of ATC standard 5.2b and proposed ATC standard 6.10. The seven- inch, color, touch screen provides an intuitive graphical user interface that is revolutionary in the industry. The controllers are based on the Linux multi-tasking operating system, providing a true, industry-standard, open-architecture platform. Cobalt ATC controllers meet or exceed all NEMA functional and environmental requirements for traffic signal hardware.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

Cobalt ATC controllers may be configured with Econolite's highly capable Eos application or legacy ASC3 application, or other Linux application software meeting current ATC standards.

Cobalt ATC controllers include a high- power, Linux based, Engine Board that is compliant with the ATC 5.2b and proposed 6.10 standard, NEMA standard TS 2 Type-1 or Type-2 I/O connectors, four Ethernet ports, two USB ports, an SD Card slot, a seven-inch color TFT LCD module with touch screen capabilities and a custom elastomeric keypad.

EOS is the next-generation traffic controller software and offers improved usability with a newly designed user interface and traffic control algorithms. EOS was developed for the Econolite Cobalt controller and other properly configured ATC controllers. It is the latest version in a long line of widely deployed Econolite controller software, controlling an estimated 60,000 intersections in North American alone.

EOS was founded upon the rich set of NTCIP 1202 and Econolite proprietary traffic control features. EOS provides an expansion of traffic control capabilities, while focusing upon simplicity and ease-of-use. This software provides timely preparation for the forthcoming demands of Connected Vehicle traffic control systems.

Improved Traffic Control

In its traffic core, EOS offers improved real-time decision-making by allowing dynamic changes to nearly all features and timing "on the fly". EOS supports the configuration of phase and overlap timing in predefined tables that can be dynamically swapped (mid-phase) to meet immediate needs. Dynamic sequencing is achieved by updating prior phase next selections at the end of red clearance and allows immediate phase sequence swaps. Additionally, EOS supports four rings into two independent ring groups for complex applications, such as two closely spaced signals that are driven by one cabinet. This core presents a radically new traffic control framework that facilitates many new advanced features that other traffic controllers cannot achieve.

This dynamic core is leveraged by a brand new coordinator design that constantly surveys the future sequence and phase timing, which allows coordination updates to occur "on the fly." There is no longer a need to wait for a pick-up cycle or other cycle end points. The coordinator automatically makes adjustments and optimizes the splits per immediate changes in traffic demand. EOS will constantly seek the fastest means to restore main street progression, allowing support for oversized pedestrian zones or dynamic phase sequencing with restoration of local offsets within the same cycle.

The EOS Coordinator allows users to specify fixed or floating force offs on a per-plan and per-phase basis, allowing users to precisely tune where unused split times should be reallocated. This coordinator goes a step further by supporting localized adaptive splits. Adaptive splits perform a split re-allocation, balancing splits per the newly published GOR/ROR5 metric developed by the pioneers of signal performance measures, Purdue University. This feature brings many of the operational benefits of adaptive control, without the need for the heavy detection requirements and communication sensitivities of traditional adaptive systems. This system merely requires stop bar detection on adaptive movements, and moves any excess timing back to the main street.

This dynamic traffic core and coordinator are further leveraged with the introduction of a new Signal Control and Prioritization capability (SCP). EOS now supports a Priority Request Server (PRS), allowing receipt and prioritization of multiple concurrent and even contradictory priority requests.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

EOS offers a new form of priority control that provides the desired priority of service, while mitigating the collateral impacts upon vehicular traffic. This is accomplished by taking only those actions that are actually needed to provide the priority service that was requested. This is achievable via a new design that applies an estimated time to phase service from the initial point of priority request. The dynamic phase timing and coordinator work together to adjust the start of phase green to dynamically flush the standing queue of vehicles to coincide with the vehicle's ETA. Phases are only omitted to highest priority (EV) requests whose arrival cannot be serviced under modified coordinated splits.

After service, EOS returns to the first omitted phase and allows the Dynamic Coordinator to adapt back to its original state. When coupled with EOS's peer-to-peer capabilities, EOS can provide dynamic queue flushing and route preemption, sending far-advanced ETA requests to downstream signals so they can better anticipate and prepare for the incoming traffic demands.

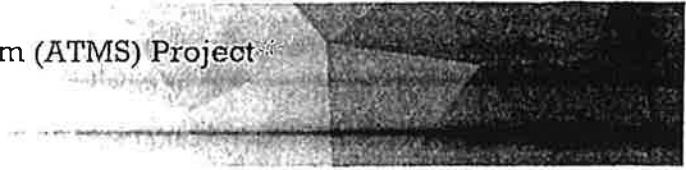
Improved Usability

Econolite equally focused its efforts to improve the user experience and maintainability of signals using EOS software. Some of the new usability enhancements include:

- **New Web Interface:**
 - The web interface includes a software version of a "suitcase tester" to allow manual application of inputs and verification of field outputs.
 - The web interface provides the exact same screen and programming capabilities as the real-time controller front panel, allowing technicians to remotely view and collaborate work on any signals within the system from any network connection.
- **Cabinet Mapping (including ATCC 32 channel support)**
 - EOS supports user selection of the cabinet type with automatic loading of I/O mapping. Users can modify cabinet mapping from the front panel or ATMS system, with EOS providing concise status of any I/O mapping that deviates from the default mapping.
- **New menus and status screens designed using user experience (UX) feedback:**
 - EOS' screens display more targeted information on each screen.
 - EOS supports toggle arrays for fast programming of per-phase features without left-right scrolling.
 - Most commonly used features have been placed at the top of the screens.
 - Features and menus have been grouped together for more readability.
 - Event Plans, Coordination Plans, and Action Plans have now been condensed into a single plan type called "Event Plans" that incorporate all TOD programming capabilities in a more intuitive manner.
- **EOS provides automatic computation of many programmatic details to simplify user configuration.**
 - Overlap modes consolidated into 2 types, standard and Flashing Yellow Arrow (FYA).
 - Back-up prevention merely requires users to specify anti-backup phases and switched calls if desired.

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota



- The EOS Coordinator automatically determines trailing overlaps and other conditions so that no slop, padding, or dummy phases are required in the coordinated cycles.
- Double serve phase feature allows separate phases to output into a single phase load switch without any overlaps or logic statements. A user can take advantage of this to reserve phases with completely different min/max/split timing, or even different barrier/ring placement.

Preparation for the Future

Through EOS' improvements to the core traffic controller operation, enhanced features, and improved usability, this software provides a timely preparation for the forthcoming demands of the Connected Vehicle future and the many real-time control applications that will result from this technological revolution. EOS supports SPaT, MAP, SRM, and BSM messages per the latest SAE J2735 standards. EOS is currently being deployed in several CV testbeds as we focus on the advancements that can be made to signalized control when intersection geometries, vehicle speeds, and trajectories are known.

We are excited about the world of possibilities that will be unlocked in the next few years with the emergence of CV systems using this newly redesigned EOS platform.

Hardware Details

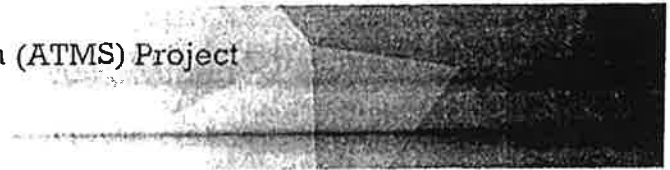
- Supports Econolite Linux-based software or other prequalified ATC/Linux software
- ATC Engine Board
 - Fully compliant with the ATC Standard version 5.2b and proposed ATC Standard 6.10
 - 233MHz PowerQUICC II Pro-processor that provides 10 times more processing power than previous generation controller processor
 - 128Mbytes of DDR2 DRAM memory for application and OS program execution
 - 64 Mbytes of FLASH for storage of OS Software and user applications
 - 2MB of SRAM memory for non-volatile parameter storage
- Two integral Ethernet switches for two networks, ENET1 and ENET2
- Advanced Graphics Controller
 - Enables Cobalt's enhanced graphics user interface
 - Touch screen capability means the keyboard never has to be used
 - Replaces traditional text menu selection with graphical selections
- Four Ethernet Ports
- Two USB 2.0 ports used to:
 - Update application software
 - Upload or download configuration
 - Upload logged data
- Datakey socket for an optional 3.3V Datakey, 8MB
- SD Memory Card socket
 - The SD Card stores configuration and logs and provides automatic backup of configuration
- CPU Active LED
- Three communications ports standard:
 - NEMA-ATC SDLC serial port 1
 - 25 pin serial port 2
 - 9 pin console serial port



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1

Fargo, North Dakota



- Built in speaker for enhanced audio controller feedback
- Integral carrying handle in back of controller
- Operating system
 - Linux 2.6.3x or later kernel and Board Support Package (BSP)
 - Compliant to ATC Standard V. 5.2.b Annex B specifications

Hardware Options

- Two models:
 - TS2 type 2 connectors
 - TS2 type 1 connector
- Communications module options:
 - FSK Module that can be configured for RS232 operation
 - 2070 TEES 2009 standard 6A, 6B, and 7A plug-in modules
- Datakey 3.3V, 8MB

Control Features

- 16 phases, 8 configurable concurrent groups in 4 timing rings
- 16 vehicle overlaps that can be configured as normal, -green/ yellow, PPLT/FYA or Econolite
- 16 pedestrian phases that can be configured as pedestrian overlaps
- Exclusive pedestrian operation
- Dynamic max operation
- Extendable walk and pedestrian clearance
- Advanced Walk
- Bike input and green timing
- Adaptive red clearance

Coordination Features

- 120 coordination event plans, each with its own cycle, offsets, split timing, coordinated phases, vehicle and pedestrian recall and phase omits
- Offset and split entries displayed in percent or seconds
- Automatic permissive periods
- Fixed or floating force-off
- Crossing arterial coordination
- Quick-sync feature
- Adaptive Split Adjustment

Preemption Features

- Ten preemption sequences. Each may be configured as priority, first-come-first-serve, or bus preemption operation
- 16 Signal Control Priority sequences
- ECPI interlock to provide added monitoring
- Railroad gate-down input and timing.
- Conditional delay when entering preemption
- Multiple exit preemption options
 - Exit to selected exit phase
 - Exit to coordination (no transition)
 - Exit to interrupted pedestrian phase
 - Exit to interrupted vehicle phase



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

- Use timing from an exit timing plan once, then the normal timing plan
- Exit to a selected phase first then to free or coordination (selectable)
- Exit free for one complete cycle then resume coordination (no transition)
- Exit to the phases where the most drivers have waited the longest

Time Base Features

- 200 schedule programs, configurable for any combination of months, days of the week, and days of the month
- Fixed or floating exception day programs that override the day plan event on a specific day
- 50 day plan events that can use any of the 100 action plans
- 100 action plans that can be used by any of the 50 day plans

Status Display Features

- Keyboard selection of detailed dynamic status displays for each of the main controller unit functions including: controller, coordinator, preemptor, time base, detectors, and MMU

Detector Features

- 64 vehicle detectors
- 16 system or speed detectors
- Unique detector types and operation
- Individually assignable to phase and functions
- Lock/non-lock function by detector
- 4 detector plans
- 4 detector diagnostics plans
- Logging of volume and/or occupancy assignable by detector
- 4 pedestrian diagnostic plans

Logging Features

- Separate buffers for detector activity, detector failures, controller events, and MMU events
- Logged data can be:
 - Viewed on front panel
 - Retrieved via a RS-232 terminal port, USB flash drive, or SD Card
 - Transferred via telemetry to a traffic management center

Touchscreen

Cobalt's seven-inch color, high brightness TFT LCD module with touch screen capabilities is readable in direct sunlight, can be operated with gloved hands, and is not affected by condensation or water drops.

Cobalt Touch Software

- Software features, plus the following:
 - Full-color graphic interface with touch-screen capability
 - Provides menu selection using touch selections.
 - Programming uses touch data entry allowing touch gestures to select yes/no, select enable/disable, pull-down list selections and more
 - Screen can be swiped to advance to another screen
- Field-proven for over 8 years
- Allows for an agency-specific default database



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

- Automatic backup of controller database to optional Datakey or manual back up to USB flash drive
- Context sensitive help
- 100-statement logic processor to test inputs, outputs or timers and take actions based on the results
- Peer-to-Peer operation is a feature that allows controllers to share information with other controllers, independent of the central system. One controller can communicate with up to 15 other controllers through Ethernet.
- Requires Reboot for update

Tablet & Wi-Fi (optional)

At its foundation, Cobalt has an intuitive graphics-based navigation system that can also be used with a tablet or laptop device. Mobile device connectivity includes four Ethernet ports and two Universal Serial Bus (USB) ports that include support for an external Wi-Fi device. Cobalt also includes a Secure Digital (SD) port to provide almost unlimited file storage capability.

Wi-Fi Adapter (optional)

- This Wi-Fi-to-Ethernet adapter enables connection from the tablet to Cobalt controller. The adapter is powered by its connection to the USB port on the front of the Cobalt controller, eliminating additional power source requirements.

Temperature

- -34.6° F to +165° F (-37° C to +74° C)

Dimensions

- 14.84"W x 8.50"H x 6.13"D

Power

- Meets all requirements of ATC standard v6.10.
- 110VAC @ 50/60 HZ or optional 220/240 VAC @ 50/60 HZ
- Fuse protection for either 110 or 220/240V
- Protection for the external 24VDC supply is provided by a resettable electronic fuse

Virtual Controller

Virtual Controller is a windows emulation software of Eos Application. This allows users to test controller setting, and create data bases that can be imported in a Cobalt or Centrac. Virtual Controller acts and behaves just like a real controller, only without the need of the actual controller hardware.

Onboard Replay

Known as Virtual Input Output Trace (VIOT) is a file that the controller can create to log all of the Inputs and Outputs of the controller as well as front panel GUI and other calculations made with in the controller. This file can be uploaded via FTP and then played back using Virtual Controller on the user's PC. This play back allows the user to see exactly what the controller was doing and how it was operating.

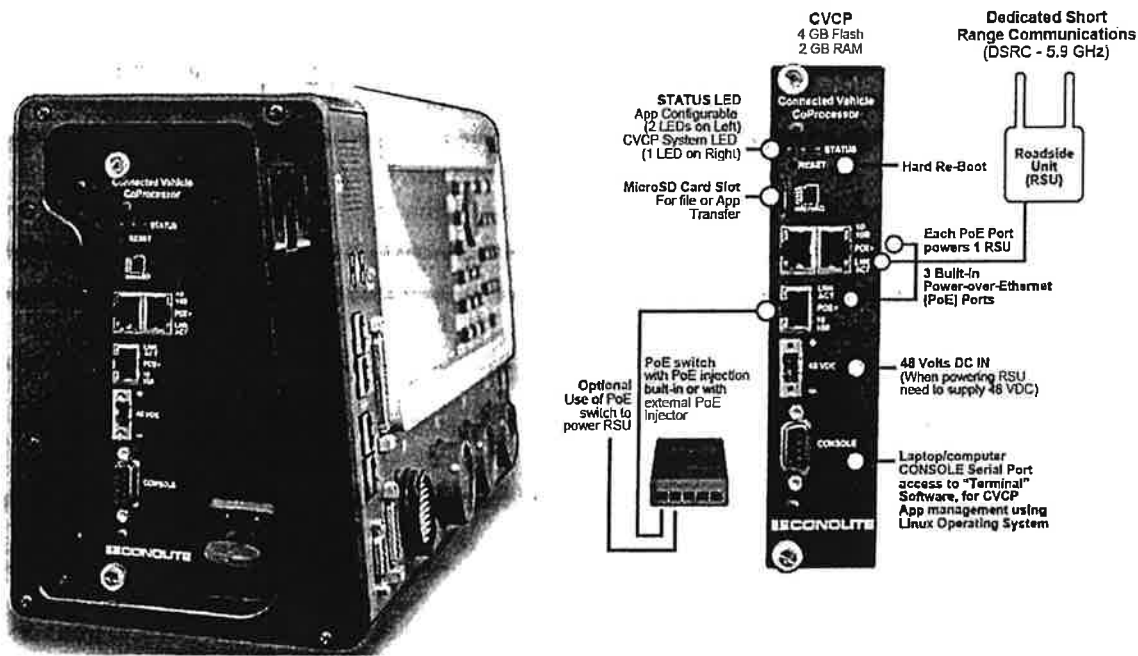


New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota

EOS SPaT & Connected Vehicle Applications:

EOS is SPaT (Signal Phase and Timing) ready out of the box for connected vehicle applications, there is no extra modules or software to purchase. Econolite does offer a Connected Vehicle CoProcessor Module (CVCP) for the Cobalt ATC. The Econolite Connected Vehicle CoProcessor (CVCP) module provides an interface between the controller and DSRC (Dedicated Short-Range Communications) devices. It is designed to enable third-party-developed or processor-intensive applications to be used with an ATC controller application, including Econolite 2070 and Cobalt ATC line of advanced transportation controllers. This makes the Econolite CVCP ideal in supporting CV research, development, and applications programs to early CV deployments. The CVCP plugs into the communications slot of an ATC traffic controller, providing an interface with DSRC-based Roadside Units (RSU) and sensors. The CVCP is a robust and hardened module that runs Linux 3.10.17. The Econolite CVCP includes three Power-over-Ethernet (PoE), Ethernet ports, three serial communications ports, one micro-SD card slot, and a RS232 Linux console port for enhanced flexibility.



2.4 Centrac's Adaptive Solution

The Federal Highway Administration (FHWA) initiated development of Adaptive Control Software Lite, or ACS Lite, to provide a **"widely deployable"** system that automates monitoring of traffic signal performance and adjustment of signal timing. The Lite designation reflects a focus on **reducing traditionally high installation and operations costs**, which have been the primary impediment limiting the deployment of adaptive systems in the U.S.

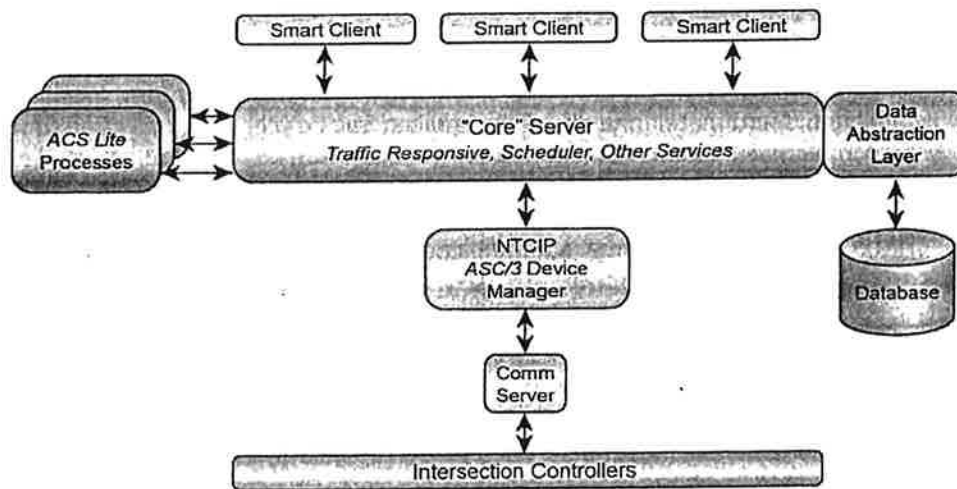
Centrac's Adaptive captures the benefits behind the development of the original ACS Lite - the original adaptive control software designed to adapt signal timing plans to accommodate traffic flow changes. Econolite incorporates unique improvements to ACS Lite into Centrac's Adaptive. Integrated in Econolite's Centrac's ATMS, centralized Advanced Transportation Management System, Centrac's Adaptive is designed for transportation agencies seeking to significantly improve traffic mobility over pre-programmed signal timing plans. Centrac's Adaptive is a true Adaptive Signal

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

Control software that actively reallocates and adapts signal timing as necessary to improve traffic flow, including unpredictable or unexpected traffic conditions. Centrac's Adaptive is one of the most cost effective Adaptive Signal Control systems available.

Centrac's ATMS is required to run Centrac's Adaptive. The Centrac's communications server maintains communications with the signals and allows the core server to gather detector and phase data that is sent to the Adaptive module. The Adaptive module then sends the commands for Split and Offset changes back through the Core and Communications server. All controller data bases necessary for the ACS Lite adaptive process are maintained on the Core server. Logs that are gathered from the adaptive process are maintained via the core server within the SQL data base. Below show the basic architecture of the Centrac's ATMS system and how the Adaptive module relates to it.



FHWA developed ACS Lite, with the goal of providing a "widely deployable" system that automates monitoring of traffic signal performance and adjustment of signal timing. The system has been integrated and tested with the CORSIM simulation. The paper attached at the end of this proposal (An Overview and Performance Evaluation of ACS Lite – A Low Cost Adaptive Signal Control System) provides an overview of the ACS Lite system and the results of independent performance evaluations. Simulation evaluation has demonstrated significant benefits in the context of suboptimal settings, and "no harm done" in the context of signal timing that was optimized with perfect knowledge of the traffic conditions. In comparison with prior field settings, signal timing adjustments by ACS Lite provided substantial reductions in vehicle delay, arterial travel time, vehicle stops, and fuel consumption. The corresponding economic benefits of improved traffic flow were estimated to surpass system deployment costs within the first year.

The strategies that Centrac's Adaptive is best suited for include:

- Maximize the throughput on a coordinated route.
- Provide smooth flow along coordinated routes.
- Distribute phase times in an equitable fashion.

In doing this Centrac's Adaptive utilized both Split and Offset tuning of existing coordination plans. The ACS Lite adaptive scheme used by Centrac simply modifies the existing offset and split values



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

of a coordination pattern, and allows the controller to retain its standard actuated-coordinated operations within those parameters. In comparison, adaptive schemes offered by other vendors may abandon/override standard signal controller operations providing unpredictable or erratic operations.

Standard US traffic signal controllers may be configured with a max time to govern the maximum duration that a phase may be extended in the presence of a conflicting call. For a simple two-phase scenario, a max time of 20 seconds for phase 1 would, in the context of a pedestrian actuation for phase 2, limit extension of phase 1 to no more than 20 seconds of additional green time after a phase 2 pedestrian or vehicle call. This feature is used to limit the time to serve conflicting traffic; however, it does not guarantee that pedestrian or vehicles will be served within an arbitrarily configured maximum wait time. It is not universally possible to make such guarantees. For example, if all phases were assigned a 10-second max wait time, and all phases simultaneously received a call, then the controller could not serve all phases within 10 seconds for any practical configuration outside of a ramp meter scenario. For obvious safety reasons, the controller will still adhere to phase minimum green times, phase and/or overlap clearance timing constraints, pedestrian interval timing, and phase concurrency constraints are (for obvious safety reasons) adhered to regardless of maximum green time values. While the controller is running a coordination pattern, maximum green times may be inhibited. Coordinated phases will be serviced each cycle, and pedestrian timing is subject to service or reservice options configurable by the user. Non-coordinated phases are serviced during permissive intervals of the cycle. Thus, a worst case service guarantee is within twice the duration of the programmed cycle length. ACS Lite does not command the controller to omit or skip and phases. The controller runs its normal actuated-coordinated logic subject to coordination pattern parameters, which are periodically adaptively adjusted under normal NEMA controller constraints.

Some adaptive schemes offered by other vendors have been reported by agencies to skip pedestrian or vehicles phases in excess of 10 minutes, or seemingly indefinitely. Some adaptive schemes suppress/intercept the raw detector inputs from the controller, in which case corresponding phases or pedestrian intervals may not be served. This overrides standard NEMA safety constraints that dictate a vehicle or pedestrian call must be serviced within 2 cycles or active coordination with fail to free, and/or active free mode with fail to flash mode. Failure of such detector devices can effectively result in failure of all detector inputs simultaneously, which has reportedly warranted very immediate emergency maintenance requirements. ACS Lite does not override local controller logic, or impede with detector inputs in such a manner, and does not impose such risks of failure to serve traffic.

Because ACS Lite is incorporated into Centrac's ATMS it allows the user to change patterns and thus cycle lengths based on Traffic Responsive algorithms, Scheduled, and Manual commands. Centrac's Adaptive then optimizes those pattern's splits and offsets for the current traffic conditions. This allows for reduced transition periods, which result in changing cycle lengths. Certain adaptive systems, can at times, use the most congested intersection flow rate to select a cycle length for the entire system. Instead Centrac's Adaptive uses a theory referred to as "Resonant Cycles". This means that cycle lengths are chosen by commonly used traffic modeling software such as *TRANSYT-7F* or *Synchro*. These softwares look system wide to optimize timing parameters based on specified performance objectives, such as minimization of vehicle delay and arterial travel time. Centrac's adaptive then adjusts the setting to optimize the offsets and splits for the day's current traffic conditions. The idea of the resonant cycle has been described in the paper "Resonant Cycles in Traffic Signal Control!" written by Steven Shelby, Darcy Bullock, and Douglas Gettman.

Centrac's Adaptive, like all adaptive systems, is greatly dependent on intersection detection. Too many failures of these detectors can cause the system to fail. The user has to ability to control what is considered a failure. As a result of system failure or if a user decides that Adaptive is not the appropriate control at that time, Centrac's Adaptive can simply be disable with a Manual command



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

from Centrac's ATMS. This command can literally take seconds to execute. As part of the standard Centrac's Adaptive setup coordination patterns and TOD programs must be programmed into the Local ASC3 controllers. This is the backup to the Adaptive operation. So any failure including communications, detection, or unanticipated performance will simply result in Time Base Coordination.

To maximize the throughput on a coordinated route and provide smooth flow along coordinated routes Centrac's Adaptive uses an Offset Adjustment Logic based on advanced detectors of each intersection. The offset adjustments are based on cycle flow profiles, which are compiled by monitoring advance detection zones on progression approaches. The offset adjustment logic considers only incremental adjustments to the offset: a few seconds earlier, no change, or a few seconds later. This prevents signal transition from having any significant detrimental effect on existing progression. Decisions are made for each signal independently, considering all inbound and outbound designated progression lanes to the intersection. ACS Lite computes total (and percentage-wise) arrivals on green for each offset option, and selects the offset that maximizes traffic flow arriving to green lights.

Centrac's Adaptive distributes phase times in an equitable fashion with what we refer to as Split Adjustment Logic. Split adjustments are based on measures of the "utilization" of each phase. Detector volume and occupancy data is processed, primarily during green intervals, to gauge the amount of time that traffic is flowing across the stop line. Centrac's Adaptive estimates the degree of saturation of each phase, which is often referred to alternatively as a volume-to-capacity ratio (or v/c ratio). The adjustment logic reallocates split time to balance the degree of saturation across all phases, subject to configured minimum green times, pedestrian interval requirements, and maximum green times (when they are not inhibited during coordination). Thus, time would be reallocated from a phase with an excessively long (i.e., un-utilized) split time, to provide more split time for an oversaturated phase. The adjustment logic also provides an optional "progression biasing" mechanism which distributes "extra" or "slack" green time in the cycle (if it is available) in greater proportion to designated progression phases, which are typically arterial through phases. This feature is effective in exploiting the availability of "slack" time to provide a wider green band for improved progression. By looking at the split times and also monitoring for Split Failures Centrac's Adaptive is able to manage the length of queues.

At an isolated intersection, optimized operation with a minimum of phase failures can be achieved by simply using Centrac's Adaptive's Split Adjustment Logic. Although this requires a coordination pattern to be run the pre-timed nature of the coordinated phases can be alleviated by using Split Extension which allows the coordinated phases to be fully actuated. Split Extension is a feature of the Econolite Cobalt controller that allows the coordinated phase in each ring to extend by actuations from the SPLIT EXTENSION time before coordinated phase split termination. Once gapped, the ring can service any open permissive phase.

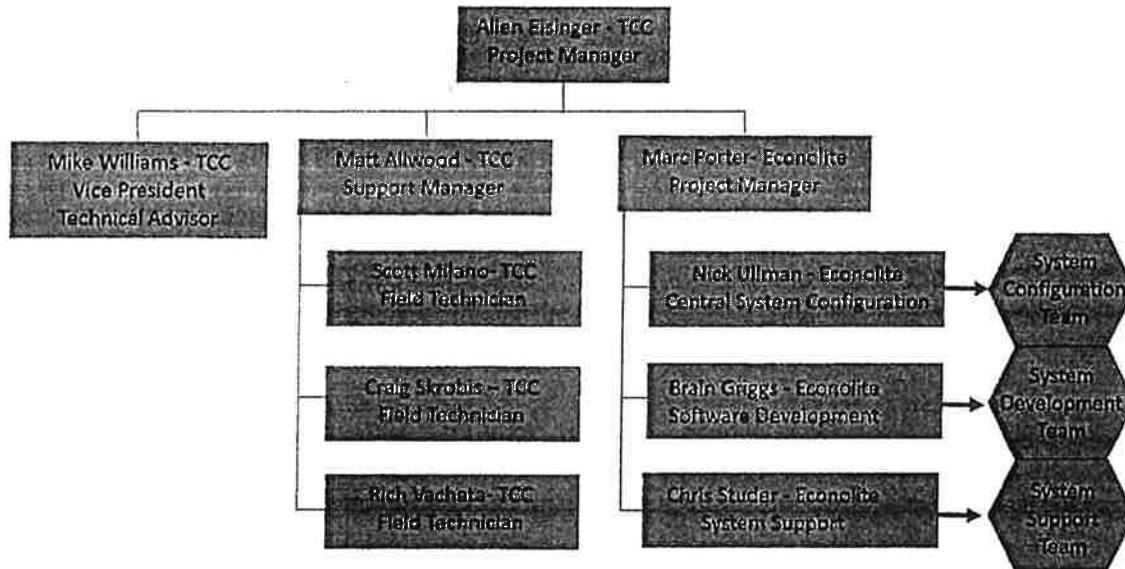


New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota

3. Project Team

Team Organization Chart



Allen Eisinger, Traffic Control Corporation, Regional Manager

Mr. Eisinger joined Traffic Control Corporation in 2001 with having over 22 years of experience at 3M Company and is responsible for the Minnesota sales office. Mr. Eisinger manages the sales, bidding, project management and technical support for agencies located in Minnesota, North Dakota, South Dakota and Wisconsin. He works with agencies to develop solutions to optimize traffic management operations by utilizing proven and developing technologies. Projects include designing/recommending/establishing communications to various traffic devices that enable agencies to utilize current field assets to allow for implementation of traffic management solutions, project details. MNDOT District 3 ATMS upgrade in 2012, St. Paul Lite Rail Project and Grand Forks Downtown Rehabilitation are the most recent ATMS projects.

Matt Allwood, Traffic Control Corporation, Regional Support Manager

Mr. Allwood specializes in Traffic signal systems and control. He works directly with end users on design, installation, and maintenance of such systems. Matt has recently installed Centracs ATMS in Duluth, MN; Anoka County, MN, and a statewide system for the Wisconsin DOT. He has extensive knowledge and experience working with Traffic Operation Centers. Matt is IMSA Level II, and holds many manufacture certifications, including from Econolite.

Marc Porter, Econolite Systems Project Manager

Mr. Porter serves as a Vice President for Econolite's Transportation Systems division. He has over 26 years of experience in the fields of Intelligent Transportation Systems (ITS), traffic engineering and traffic operations in the western United States, and has served as project manager, task manager and project engineer on ITS projects, including the incorporation of Advanced Traffic Management System (ATMS), Advanced Traveler Information System (ATIS) and Advanced Public Transit System (APTS) elements. He is experienced in the areas of traffic control system software, application of ITS, traveler information systems design and implementation, traffic control center design, communication design, database development, and design of data sharing and exchange systems.

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

Mr. Porter has experience in the design, deployment and integration of traffic control systems, as well as field hardware integration. Additionally, he has served as the technical lead and quality control lead for development of several ITS strategic deployment plans, 511/traveler information system design and integration, and Transportation Management Centers. Mr. Porter is recognized for his technical expertise, creative problem solving skills and the ability to communicate technical analysis in easy to understand terms to project and public stakeholders, as well as to elected officials.

Nick Ullman, Central System Configuration

Mr. Ullman is an Associate Vice President with Econolite Systems who will lead the central system configuration effort for the cities system deployment. Mr. Ullman has 25 years of industry experience, including nine years with Econolite Systems. His experience includes traffic signal system software integration, software development, digital video system replacement, project compliance, cutover plan conversion, system integration, and technical support. Nick will lead the integration, ensuring all system activities are successfully installed, updated, tested, and all the while effectively working with city staff on the software operation. Nick's recent project experience includes Manager duties on projects for Charlotte, NC, Henrico County, VA, Sacramento County, CA and Richland, Lacey, and Pasco WA.

Brian Griggs, Software Development

Mr. Griggs has over twelve years of software development experience, eleven of which is within the transportation industry. During this time Mr. Griggs has been a primary developer of the Centracs central system, developer of icons system, and worked on numerous projects such as performance measures, traffic responsive, and reversible lane management systems. These products and features include a diverse range of technologies including relational database systems, spatial databases, GIS mapping systems, n-tiered architectures, inner agency communications, application security, video processing, and Windows services. Brian is also involved in multiple transportation oriented research efforts, and works with Universities such as Purdue and the University of Colorado. He is currently pursuing a Ph.D. in Civil Engineering with a focus in Transportation from the University of Colorado Denver.

Key Project Staff to be involved and their roles and responsibilities:

Allen Eisinger: Project Management (TCC) & Contract Administration

Allen will be the main point of contact throughout the project for Contract Administration, Kick Off Meeting scheduling, and any other pricing related questions.

Mark Porter: Project Management (Econolite)

Marc's role will to manage all activities on the manufacturing side. He will be the main point of contact for Allen in order to get timelines of deliverables, further product development, and any other questions that may arise during the length of the project.

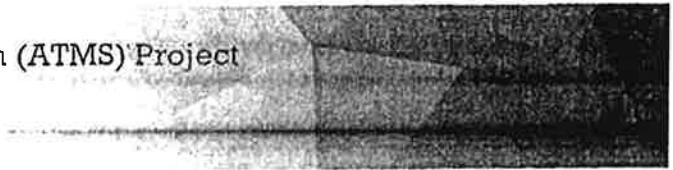
Matt Allwood: Local Support and Integration

Matt will be the main technical advisor and support contact during the integration of the project. He will be in attendance of all meetings, and the main local labor force during this project. Matt manages two other technicians that are available to work on this project as the need and tasks arise. Matt and his team will be responsible for the field integration and bringing intersection online with the county. After the completion of the project Matt will also be the first point of contact for the Software Maintenance Agreement.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota



Nick Ullman: Remote Support and Integration

Nick manages the team of integration engineers that will perform the backend server setup, and installation of the base Centrac SW package. His team is also the level two support that Matt Allwood and the local support technicians work with.

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota



4. Relevant Experience and References

<i>Reference 1</i>		
<i>Agency Name: Anoka County, Minnesota</i>		
<i>Agency Contact Name and Position</i>	<i>Name: Jane Rose</i>	<i>Position: Traffic Signal Supervisor</i>
<i>Agency Contact Phone and E-mail</i>	<i>Phone: (763) 862-4231</i>	<i>E-mail: Jane.Rose@co.anoka.mn.us</i>
<i>Contact Start and End Dates</i>	<i>Start: 10/14/14</i>	<i>End: Ongoing Software Maintenance Agreement</i>
<i>Key Personnel from Proposer Involved in Project</i>	<i>Allen Eisinger – TCC Project Oversight; Matt Allwood – TCC Project Manager; Roy Howard – Econolite Project Manager; Ed Allen – Econolite Project Engineer</i>	
<i>Approximate Value of Project</i>	<i>\$289,000</i>	
<i>Number of Licensed Intersections</i>	<i>100</i>	
<i>Detailed Description of Project/Services</i>	<i>Centracs was selected as the ATMS system for the County, and is a 100 intersection license system. Installation started in July of 2015 and the system was accepted in December of 2015. The county is utilizing the system to manage multiple types of ITS devices and traffic controllers including: ASC2S, ASC3, Autoscope Video detection cameras, and Sensata Battery Backups. They have also installed a large video wall and use Centracs to manage their various video cameras.</i>	
<i>Reference 2</i>		
<i>Agency Name: Duluth, Minnesota</i>		
<i>Agency Contact Name and Position</i>	<i>Name: Earl Stewart</i>	<i>Position: Traffic Operations Manager</i>
<i>Agency Contact Phone and E-mail</i>	<i>Phone: (218) 730-4420</i>	<i>E-mail: Estewart@duluthmn.gov</i>
<i>Contact Start and End Dates</i>	<i>Start: 12/13/2013</i>	<i>End: Ongoing Software Maintenance Agreement</i>
<i>Key Personnel from Proposer Involved in Project</i>	<i>Allen Eisinger – TCC Project Oversight; Matt Allwood – TCC Project Manager; Roy Howard – Econolite Project Manager; Ed Allen – Econolite Project Engineer</i>	
<i>Approximate Value of Project</i>	<i>\$547,241</i>	
<i>Number of Licensed Intersections</i>	<i>100</i>	
<i>Detailed Description of Project/Services</i>	<i>Duluth awarded TCC and Econolite a contract for an ATMS under their Transit Signal System Priority and Preemption Improvements project administered under the Duluth Transit Authority. This project upgraded traffic signal systems in downtown Duluth allowing from Transit Signal Priority operations. The project included Centracs to control and monitor the traffic signals and CMS to monitor the Opticom Preemption & TSP system. This project was unique in that it utilized existing twisted pair</i>	



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1

Fargo, North Dakota

	<i>copper interconnect that was known to have issues. We also had to develop an approach to maintain coordination downtown with the project corridor migrating to Centracs while the remainder of the downtown ran off of the existing closed loop Arias system. Since then city has expanded their Centracs system to the entire downtown and other key intersections. They are currently working on communications plans to switch everything over to Centracs. Duluth currently runs 100 intersection licenses.</i>	
Reference 3		
<i>Agency Name: St. Paul, Minnesota</i>		
<i>Agency Contact Name and Position</i>	<i>Name: Mike Klobucar</i>	<i>Position: Traffic Engineer</i>
<i>Agency Contact Phone and E-mail</i>	<i>Phone: (651) 266-6208</i>	<i>E-mail: mike.klobucar@ci.stpaul.mn.us</i>
<i>Contact Start and End Dates</i>	<i>Start: 3/11/2011</i>	<i>End: Ongoing Software Maintenance Agreement</i>
<i>Key Personnel from Proposer Involved in Project</i>	<i>Allen Eisinger – TCC Project Oversight; Matt Allwood – TCC Project Manager; Roy Howard – Econolite Project Manager; Ed Allen – Econolite Project Engineer</i>	
<i>Approximate Value of Project</i>	<i>\$385,500</i>	
<i>Number of Licensed Intersections</i>	<i>325</i>	
<i>Detailed Description of Project/Services</i>	<i>Centracs was installed in the City of St. Paul as part of the University Lite Rail project. It has been a key tool for the city in maintaining and monitoring that system. The original system was installed with 100 intersection licenses, and since has grown to 325. Centracs replaced the cities older ATMS, Pyramids. Pyramids, also sold by TCC & Econolite, was installed in 2007 and finally decommissioned in 2013. St Paul runs both Cobalt and 170 controllers on the system.</i>	
Reference 4		
<i>Agency Name: Ohio Department of Transportation</i>		
<i>Agency Contact Name and Position</i>	<i>Name: Charles Fisher, PE</i>	<i>Position: Statewide Traffic Operations Engineer</i>
<i>Agency Contact Phone and E-mail</i>	<i>Phone: 614-644-0270</i>	<i>E-mail: Charles.Fisher@dot.ohio.gov</i>
<i>Contact Start and End Dates</i>	<i>Start: 2011</i>	<i>End: Ongoing Software Maintenance Agreement</i>
<i>Key Personnel from Proposer Involved in Project</i>	<i>Roy Howard – Econolite Project Manager; Mar Porter – Econolite Project Manager; Chris Studer – Econolite Project Engineer, Yale St Clair – Econolite Support Engineer</i>	
<i>Approximate Value of Project</i>	<i>\$1,000,000</i>	
<i>Number of Licensed Intersections</i>	<i>1,000</i>	



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

<i>Detailed Description of Project/Services</i>		<i>Provide Centrac's ATMS Traffic Management System including hardware and software for use throughout the state at state maintained intersections</i>
<i>Reference 5</i>		
<i>Agency Name: TXDOT San Antonio</i>		
<i>Agency Contact Name and Position</i>	<i>Name: Matt Sneed</i>	<i>Position: Transportation Engineering Supervisor</i>
<i>Agency Contact Phone and E-mail</i>	<i>Phone: 210-731-5247</i>	<i>E-mail: Matt.sneed@txdot.gov</i>
<i>Contact Start and End Dates</i>	<i>Start: 2017</i>	<i>End: Ongoing Software Maintenance Agreement</i>
<i>Key Personnel from Proposer Involved in Project</i>	<i>Roy Howard – Econolite Project Manager; Mar Porter – Econolite Project Manager; Chris Studer – Econolite Project Engineer, Yale St Clair – Econolite Support Engineer</i>	
<i>Approximate Value of Project</i>	<i>\$750,000</i>	
<i>Number of Licensed Intersections</i>	<i>500</i>	
<i>Detailed Description of Project/Services</i>		<i>Installation and configuration of Centrac's software, controller support for timing conversions, controller support for integration with Centrac's.</i>
<i>Reference 6</i>		
<i>Agency Name: North Carolina Department of Transportation</i>		
<i>Agency Contact Name and Position</i>	<i>Name: Mohd A. Aslami, PE</i>	<i>Position: ITS & Signals Management Engineer</i>
<i>Agency Contact Phone and E-mail</i>	<i>Phone: 919-814-4923</i>	<i>E-mail: maslami@ncdot.gov</i>
<i>Contact Start and End Dates</i>	<i>Start: 2008</i>	<i>End: Ongoing Software Maintenance Agreement</i>
<i>Key Personnel from Proposer Involved in Project</i>	<i>Roy Howard – Econolite Project Manager; Mar Porter – Econolite Project Manager; Chris Studer – Econolite Project Engineer, Yale St Clair – Econolite Support Engineer</i>	
<i>Approximate Value of Project</i>	<i>\$2,000,000</i>	
<i>Number of Licensed Intersections</i>	<i>4,000 across all of the systems</i>	
<i>Detailed Description of Project/Services</i>		<i>Provided Centrac's ATMS for statewide use since 2016. Centrac's has been deployed at over 15 cities across North Carolina.</i>
<i>Reference 7</i>		
<i>Agency Name: Wisconsin Department of Transportation</i>		
<i>Agency Contact Name and Position</i>	<i>Name: David Karnes</i>	<i>Position: Traffic Systems Supervisor</i>



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

Agency Contact Phone and E-mail	Phone: 414.220.6804	E-mail: David.Karnes@dot.wi.gov
Contact Start and End Dates	Start: 2013	End: Ongoing Software Maintenance Agreement
Key Personnel from Proposer Involved in Project	Allen Eisinger – TCC Project Oversight; Matt Allwood – TCC Project Manager; Roy Howard – Econolite Project Manager; Ed Allen – Econolite Project Engineer	
Approximate Value of Project	\$750,000	
Number of Licensed Intersections	1,000	
Detailed Description of Project/Services	Provides a Centracs ATMS for statewide control over 5 separate regions with in the DOT. Also operates an adaptive corridor in Janesville, WI along with several Traffic Responsive corridors.	
Reference 8		
Agency Name: Illinois Department of Transportation – District 6		
Agency Contact Name and Position	Name: Stan Clow	Position: Electrical Supervisor
Agency Contact Phone and E-mail	Phone: (217) 558-6718	E-mail: stan.clow@illinois.gov
Contract Start and End Dates	Start: 2018	End: Ongoing Software Maintenance Agreement
Key Personnel from Proposer Involved in Project	Grahm Zieba – TCC Project Oversight; Scott Laxton – TCC Traffic Systems Engineer; Roy Howard – Econolite Project Manager; Ed Allen – Econolite Project Engineer	
Approximate Value of Project	\$345,000	
Number of Licensed Intersections	350	
Detailed Description of Project/Services	Centracs was installed for IDOT 6 to upgrade from their existing ARIES ATMS. It has been a key tool for the agency in maintaining and monitoring their system in real time. The initial Centracs system deployment installed and integrated only 5 intersections. They are now up to approximately 50 intersections online. They continue to add additional intersections daily, with hopes to have nearly all 300+ intersections online in the next few years.	
Reference 9		
Agency Name: St. Cloud (Joint Powers agreement with MNDOT and Stearns County)		
Agency Contact Name and Position	Name: Blake Redfield	Position:
Agency Contact Phone and E-mail	Phone: 320-650-2925	E-mail: blake.redfield@ci.stcloud.mn.us



New Advanced Traffic Management System (ATMS) Project

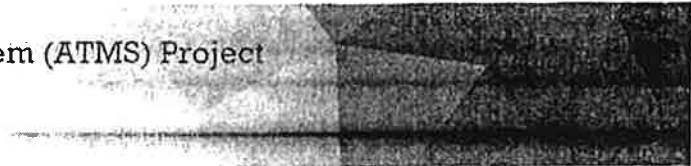
Project No. TR-18-A1
 Fargo, North Dakota

Contact Start and End Dates	Start: 2012	End: Ongoing Software Maintenance Agreement
Key Personnel from Proposer Involved in Project	Allen Eisinger – TCC Project Oversight; Matt Allwood – TCC Project Manager; Roy Howard – Econolite Project Manager; Ed Allen – Econolite Project Engineer	
Approximate Value of Project	\$300,000	
Number of Licensed Intersections	100	
Detailed Description of Project/Services	The City of St Cloud Operated Econolite's original ATMS, icons. In 2012 they upgrade to our Centrac system. The City has a joint powers agreement which places the cities, counties, and states intersections under this signal system with shared access and communications. St. Cloud also runs several priority systems with Centrac including Transit and Snow Plows.	
Reference 10		
Agency Name: City of Madison, Wisconsin		
Agency Contact Name and Position	Name: Yang Tao	Position: City Traffic Engineer
Agency Contact Phone and E-mail	Phone: 608-266-4815	E-mail: YTao@cityofmadison.com
Contact Start and End Dates	Start: 2014	End: Ongoing Software Maintenance Agreement
Key Personnel from Proposer Involved in Project	Allen Eisinger – TCC Project Oversight; Matt Allwood – TCC Project Manager; Roy Howard – Econolite Project Manager; Ed Allen – Econolite Project Engineer	
Approximate Value of Project	\$250,000	
Number of Licensed Intersections	325	
Detailed Description of Project/Services	Madison has been an Econolite closed loop customer for many years. In 2014 they saw the opportunity to partner with Wisconsin DOT to deploy Centrac Adaptive on a construction bypass around the city. The project was a success and Madison worked toward migrating existing closed loop intersections over to Centrac. They are currently installing their second adaptive corridor and expanded their license total from 250 to 325 to allow for additional expansion.	



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota



5. Project Schedule

Time Line for Project:

Project management is a critical part of the deployment of any technology project. To emphasize its importance, we propose a dedicated project manager from both TCC & Econolite to ensure that TCC/Econolite and the DOT share common goals and expectations of the project, manage changes needed through the course of the project, and execute the project to meet the goals and expectations.

Stated most simply, project management means to “Plan the work and work the plan”. We will utilize a three-faceted approach to project management consisting of project planning activities, project progress monitoring activities, and project control activities. These are further described below.

- **Planning:** We will develop a project plan that will establish the baseline for the project.
- **Monitoring:** As the project work progresses, the project managers will monitor the progress of the work against the baseline project plan. Deviations will be evaluated to determine if corrective action is needed.
- **Control:** If the project managers determine that corrective action is needed, a variety of controls are available to our project managers to correct the variance and/or adjust the plan. Some examples include adding resources, accelerating work schedules, adjusting scope and cost if needed, and coordinating with the City/County to remove any external issues beyond our control.
- **Implementation Schedule:** Upon project award to TCC/Econolite our Project Managers would conduct a project kickoff meeting with the County to review all project deliverables and scheduling. All details of the project will be reviewed, project communication methods discussed and an introduction of the team members conducted.

While the actual project schedule will be established at the kickoff meeting, typical project delivery might be as follows:

Notice to Proceed	Week 0
Kickoff Meeting	Week 1
Ordering of Controller Hardware	Week 1
Server Setup by City IT	Weeks 2 – 9
ATMS DB Conversation by TCC	Weeks 2 - 9
Econolite Centracs Setup & Testing	Weeks 10 – 11
Controllers Deployed in the Field	Week 12
System Training	Week 16
System Testing	Week 17
Project Closure	Week 18

Deliverables:

In accordance with the RFP TCC and Econolite will deliver a fully functional ATMS system installed on city provided servers to be licensed for a Minimum of 200 intersections and unlimited users. 200 ATC Econolite Cobalt controllers running the Eos Application. 200 Econolite to Eagle D – Connector adaptor harnesses. TCC will also provide 190, 100, 75, or 40 converted data bases based on the option selected by the city. These data bases will be programmed into the controllers.

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

TCC will assist in bringing 10 intersections online with the central ATMS to test communications as well as provide 2 separate (16 hour) training sessions.

A Software Maintenance Agreement (SMA) is available in 1 year increments to cover the Centrac's ATMS and all addition modules such as Centrac's Adaptive, an option for up to 3 initial years have been provided in this proposal. Under the SMA, annual software upgrades (or when needed) are performed remotely via a VPN connection provided by the city. The SMA includes TCC's and Econolite's outstanding customer support. System support personal are available during normal working hours (and usually non-working hours as well) via email, phone, internet, and a "1-800" support line. Customer support is a priority to us and requests for support are typically responded to within the same business day and often immediately.

For Centrac's ATMS & Adaptive software updates, once they are done on the server remotely by Econolite there is no need for a visit to any workstation machines. Centrac's utilizes an auto update feature where when the client logs into the server it checks the version. If different the client will automatically download the updated version from the server and update itself.

City Responsibilities:

The city is responsible to provide the application and communication server that meets at least the minimum requirements listed in this proposal. Also the installation files for SQL are to be loaded on the file server, with Econolite providing the final setup and installation of SQL. All workstations and laptops for users are to also be provided by the city. All network connections between the servers and workstations are to be maintained by the city. The city is also to provide the network to the field and intersections for communications to the devices. This includes any switches, routers, cellular modems, or other hardware required. As part of this project the TCC and Econolite technical teams will provide documentation on options for network design, setup and integration. The city is also responsible to provide and maintain unattended remote access to the server for both TCC and Econolite technicians.

For Controller Data Base Conversion the city is to provide Electronic or Paper copies of the existing controller settings in the field. TCC will work with the city on default data bases to maintain signal cabinet I/O. TCC will convert the Existing controller data bases on to the new city default data bases and provide to the city.

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
 Fargo, North Dakota



6. Scope of Work

1) Central ATMS Installation

This task will be completed by Matt Allwood and Econolite's System integration team. Matt and his team will work with the City on server specs, and typical setup procedures. We will also work with IT on firewall and other network security policies needed by the system. Once the server are up and running Econolite's team will begin the standard SQL and Centrac software setup on the servers. Once a general setup is complete, Matt and his team will come back in to setup the system specifically for the city. We understand that each end users application and needs are different and like to sit down with end users to make sure the product is meeting their needs. At this time we can also suggest setups that have worked well in the past, or make custom configuration changes to suite the agency.

After that the city is welcome to start using the system and adding intersections to the system. TCC will assist with bringing the first 10 intersections to the system. This is done as an extra complimentary training session as we believe the best learning is sometimes in the field with hands on the system.

Once the city is comfortable with the system we will work the users of the system to start enabling and bringing online other aspects of the system.

2) Data Conversion

TCC has significate experience doing data conversions of existing systems very similar to Fargo's over to an Econolite system. Just as with our ATMS installation we like to do this hand and hand with the agency so they have a good understanding of what is being done and why. It is our understanding that a majority of the cabinets will be Eagle TS1 cabinets. With this cabinet type the first task is to determine the "mode" of the controller which then determines that I/O mapping of the cabinet. We also work with the agency to determine if there is any special cabinet wiring that is done. After that we will work with the agency to determine standard default values of the Cobalt controller. This helps to make sure everyone has a good understanding of the cities standard operations as well as minimizing incorrect values from being entered and decrease data conversion time. The city will also receive copies of the default data bases for their own use. From there standard city data bases are created and the data conversion begins.

As mentioned we will request that the city provide the existing controller timings via electronic or paper copies. From there TCC traffic technicians from Matt's team will begin transferring these timing over to Eos Cobalt controllers. We prefer to do this on the Eos Virtual controller and not in the central system. The Virtual Controller is the Eos Application that has been ported over to the Windows Operating system and can run on a user's PC. Just as with a standard controller we can utilize several value checking utilities that run live on the controller to ensure that the user does not program incorrect values. Also by doing this live on a controller we can also view the main controller status display to make sure the desired operation is running correctly in the controller. After the DB is created and tested in Virtual Controller a file is created that can be loaded directly into a controller via a USB memory stick or imported into the ATMS. We plan to do both for the city.

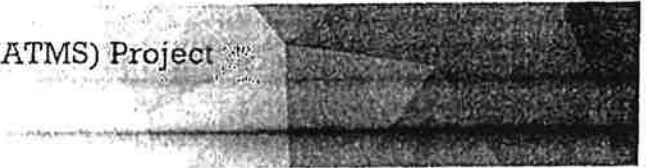
3) ATC Local Controller Software and Shelf Mounted Controllers/CPU Modules

Per the requirements 200 Cobalt Type 2 controllers will be supplied with this proposal.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota



4) Adaptive Signal Control

As listed in this response we are proposing Centrac's Adaptive with this proposal. Centrac's Adaptive is a module within Centrac's, and a special data key is inserted into the Cobalt controller to enable the Adaptive License. After that we work with the agency to determine the existing detector configuration for each signal and input that information into the Centrac's Adaptive module. From there Centrac's Adaptive is enabled via the Centrac's Scheduler and Adaptive is then operating the intersections.

As part of our price for the Adaptive system is an additional training on the adaptive system.

5) Testing and Training

We believe that testing is a very important step in any large project. Econolite especially takes this seriously as end user acceptance testing is required by their ISO 9001 certification.

All of our Centrac's systems come with training sessions. As part of this RFP 2 – 16 hour sessions are required and provided. TCC and Econolite are committed to making sure that users have an in-depth understanding of systems we provide. Because of this belief TCC hosts annual free refresher courses in all of the states that we work in. We believe that the city will be very satisfied with the level of training and support they will receive if we are the chosen candidate.

6) Develop Draft Systems Acceptance Test Plan and Training Material

7) Conduct System Acceptance Testing and Training with the City of Fargo Staff

As mentioned testing is mandatory for all Econolite Systems sold. To date Econolite has 235 Centrac's systems that have been through and passed an acceptance test. An acceptance test will go through all aspects of the system and typically take a day to complete. We are happy to have the agency review the acceptance test and amend as needed by the agency. We also welcome the IT staff to be part of the testing to make sure that everything is meeting IT's needs.

8) Licensing, Warranty, Maintenance Agreements and Required Software Updates

For Licensing Centrac's is licensed by intersection. There is no licensing for users and that is virtually unlimited. For this proposal we are submitting a base system with 200 intersection licenses. We are then giving an option for an additional 100. Centrac's does not have a City-Wide License package, as the software needs a physical number of licenses entered. Our thought is 300 licenses would in effect act as a city wide license. That being said the licenses can come in any package and we are willing to work with the city to provide a package that fits best with their needs.

For warranty we are submitting 3 years of Software Maintenance Agreement (SMA). While under a SMA the agency is entitled to the following:

- TCC & Econolite will provide the following services during the term of this agreement:
 - Upgrades to current version of system software as needed to provide bug fixes and enhancements.
 - Technical support of system software via telephone, email and remote access.
 - Provisions for telephone, email and remote access support are defined as follows:
 - Times: 7:00 am to 5:00 pm (Central Standard Time).
 - Days: Monday to Friday, except for holidays recognized by TCC & ECONOLITE.
 - On-site support with a TCC technician, up to 16 hours, for hardware and/or system optimization.



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

The Controller hardware warranty for this proposal will be 5 years and Software updates for Controllers are always free and available for FTP download and support websites.

All new Software released by Econolite (controllers, systems, ect.) comes with a Software Release Note (SRN) document. In this SRN all changes to the software, special notes, or known issues are published for users to review and track Software changes prior to upgrades.

Software Maintenance Agreement Options

Initial System Purchase Includes the following:

- Software Integration as defined by the individual project scope of work. This includes, at a minimum, basic configuration of the Windows Server, installation of the Centrac Software on servers, and the installation of SQL Data Base server.
- 2.5 Days of onsite training with Traffic Control Corporation (TCC) & Econolite
- .5 Days of System Acceptance Testing with TCC & Econolite
- 1 Year of Warranty Covering the Centrac Software Only (does not include Microsoft Windows or SQL warranty)

Level I – Bronze (*Agency to Provide Remote Access to System required)

- TCC & Econolite will provide the following services during the term of this agreement:
 - Upgrades to current version of system software as needed to provide bug fixes and enhancements.
 - Technical support of system software via telephone, email and remote access.
 - Provisions for telephone, email and remote access support are defined as follows:
 - Times: 8:00 am to 5:00 pm (Central Standard Time).
 - Days: Monday to Friday, except for holidays recognized by TCC & ECONOLITE.
 - On-site support with a TCC technician, up to 16 hours, for hardware and/or system optimization.

Level II – Silver (*Agency to Provide Remote Access to System required)

- TCC & Econolite will provide the following services during the term of this agreement:
 - Upgrades to current version of system software as needed to provide bug fixes and enhancements.
 - Technical support of system software via telephone, email and remote access.
 - Provisions for telephone, email and remote access support are defined as follows:
 - Times: 8:00 am to 5:00 pm (Central Standard Time).
 - Days: Monday to Friday, except for holidays recognized by TCC & ECONOLITE.
 - On-site support with a TCC technician, up to 16 hours, for hardware and/or system optimization.
 - One, consecutive (8) eight hour day of on-site support/training with an Econolite Engineer.
 - Can be used as a pre-scheduled system service/training day.
 - To include all travel expenses and required materials.

Level III – Gold (*Agency to Provide Remote Access to System required)

- TCC & Econolite will provide the following services during the term of this agreement:
 - Upgrades to current version of system software as needed to provide bug fixes and enhancements.
 - Technical support of system software via telephone, email and remote access.
 - Provisions for telephone, email and remote access support are defined as follows:



New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A1
Fargo, North Dakota

- Times: 8:00 am to 5:00 pm (Central Standard Time).
- Days: Monday to Friday, except for holidays recognized by TCC & ECONOLITE.
- On-site support with a TCC technician, up to 16 hours, for hardware and/or system optimization.
- (3) Three, consecutive (8) hour days of on-site support.
 - Can be used as a pre-scheduled system service/training day.
 - To include all travel expenses and required materials.

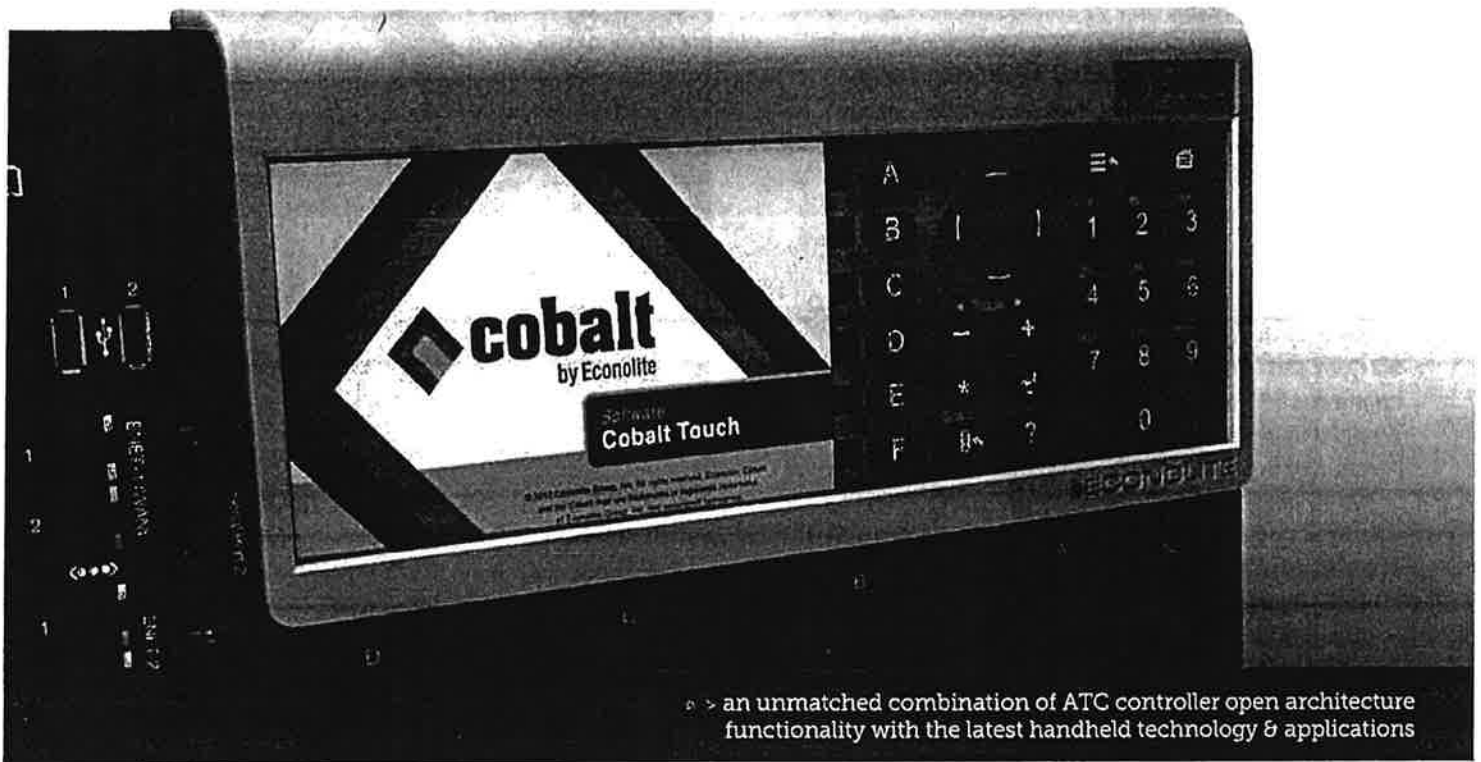
Platinum+ On Site System Maintenance

This plan can be added to any of the above mentioned levels and includes One, (8) eight hour day on site visit each month. Visit would include a full test of the system for functionality of office and field communications, troubleshooting office and field devices and making necessary repairs to maintain system functionality. End user can provide punch list of maintenance work each month as well. Does not including underground communications infrastructure, fiber splices and terminations, or bucket truck work. Does not include cost of hardware not under warranty. Please contract TCC for further details and pricing.





Cobalt ATC Traffic Controller



About Cobalt

The traffic signal controller represents one of the most important intelligent technology and communication components of a signalized intersection. As such, today's advanced traffic signal controller must integrate leading edge electronics, while supporting industry standards and specifications. Econolite continues its tradition of offering the most advanced and innovative technologies with the Cobalt™ family of Advanced Transportation Controllers (ATC).

Fully meeting the industry's ATC standard 5.2b and proposed standard 6.10, Cobalt is designed to provide an unmatched combination of ATC controller open architecture functionality with the latest handheld technology and applications. Cobalt also features a breakthrough hardened seven-inch touchscreen user interface matched with a Linux-based operating system, making programming and access to functions easiest in the industry.

At A Glance

- ▶ Revolutionary, large seven-inch color TFT LCD display
- ▶ Touch-screen display for intuitive, graphical programming
- ▶ High brightness and contrast display for better outdoor readability than any other controller on the market
- ▶ Linux, open architecture real-time multi-tasking operating system
- ▶ Alternative Web browser-based user interface allows remote programming and status observation (with appropriate network connection)





Cobalt ATC Hardware

Cobalt ATC controllers may be configured with Econolite's robust Cobalt Touch or Cobalt ASC application software package, or other Linux application software meeting current ATC standards. OS software upgrades can be made easily by USB memory stick, SD card, or Ethernet via Econolite's Windows software installation application.

Cobalt includes a high-power, Linux-based Engine Board that is compliant with the ATC 5.2b and proposed 6.10 standard for a NEMA standard TS2 Type-1 or Type-2 I/O connectors: four Ethernet ports, two USB ports, and an SD Card slot. Additionally, Cobalt's seven-inch color, high brightness TFT LCD module with touch screen capabilities is readable in direct sunlight, can be operated with gloved hands, and is not affected by condensation or water drops.



Hardware Details

- Supports Econolite Linux-based software or other pre-qualified ATC/Linux software
- ATC Engine Board
 - Fully compliant with the ATC Standard version 5.2b and proposed ATC Standard 6.10
 - 233MHz PowerQUICC II Pro-processor that provides 10 times more processing power than previous generation controller processor
 - 128Mbytes of DDR2 DRAM memory for application and OS program execution
 - 64 Mbytes of FLASH for storage of OS Software and user applications
 - 2MB of SRAM memory for non-volatile parameter storage
- Two integral Ethernet switches for two networks, ENET1 and ENET2• Advanced Graphics Controller
 - Enables Cobalt's enhanced graphics user interface
 - Touch screen capability means the keyboard never has to be used
 - Replaces traditional text menu selection with graphical selections
- Two USB 2.0 ports used to:
 - Update application software
 - Upload or download configuration
 - Upload logged data
- Datakey socket for an optional 3.3V Datakey, 2 through 32MB
- SD Memory Card socket
- CPU Active LED
- Three communications ports standard:
 - NEMA-ATC SDLC serial port 1
 - 25 pin serial port 2
 - 9 pin console serial port

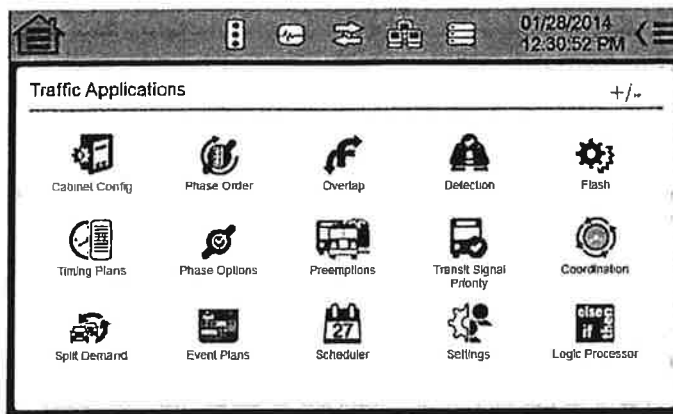
- Built in speaker for enhanced audio controller feedback
- Integral carrying handle in back of controller
- Power Supply
 - Meets all requirements of ATC standard v6.10.
 - External 24VDC protected by a self-resetting electronic fuse
- Operating system
 - Linux 2.6.3x or later kernel and Board Support Package (BSP)
 - Compliant to ATC Standard V. 5.2.b Annex B specifications

Hardware Options

- Two user interface options:
 - Advanced Display with graphics and touch-screen (Standard)
 - Basic Display with text and textual menus only—no touch or graphics (Option)
- Two models,
 - TS2 type 2 connectors
 - TS2 type 1 connector
- Communications module options:
 - FSK Module that can be configured for RS232 operation
 - 2070 TEES 2009 standard 6A, 6B, and 7A plug-in modules
- Datakey 3.3V, 2 through 32MB



Capabilities



Control Features

- 16 phases, 8 configurable concurrent groups in 4 timing rings
- 16 pedestrian phases that can be configured as pedestrian overlaps
- Exclusive pedestrian operation
- Dynamic max operation
- Extendable walk and pedestrian clearance
- Advanced Walk
- Bike input and green timing
- Adaptive red clearance

Coordination Features

- 120 coordination patterns, each with its own cycle, offsets and split plan selection
- 120 split plans, each with its own coordinated phases, vehicle and pedestrian recall and phase omits
- Offset and split entries displayed in percent or seconds
- Automatic permissive periods
- Fixed or floating force-off
- Crossing arterial coordination
- Quick-sync feature

Preemption Features

- Ten preemption sequences. Each may be configured as priority, first-come-first-serve, or bus preemption operation
- ECPI interlock to provide added monitoring
- Railroad gate-down input and timing.
- Conditional delay when entering preemption
- Multiple exit preemption options
 - Exit to selected exit phase
 - Exit to coordination (no transition)
 - Exit to interrupted pedestrian phase
 - Exit to interrupted vehicle phase
 - Use timing from an exit timing plan once, then the normal timing plan

- Exit to a selected phase first then to free or coordination (selectable)
- Exit free for one complete cycle then resume coordination (no transition)
- Exit to the phases where the most drivers have waited the longest

Time Base Features

- 200 schedule programs, configurable for any combination of months, days of the week, and days of the month
- Fixed or floating exception day programs that override the day plan event on a specific day
- 50 day plan events that can use any of the 100 action plans
- 100 action plans that can be used by any of the 50 day plans

Status Display Features

- Keyboard selection of detailed dynamic status displays for each of the main controller unit functions including: controller, coordinator, preemptor, time base, detectors, and MMU

Detector Features

- 64 vehicle detectors
- 16 system or speed detectors
- Unique detector types and operation
- Individually assignable to phase and functions
- Lock/non-lock function by detector
- 4 detector plans
- 4 detector diagnostics plans
- Logging of volume and/or occupancy assignable by detector
- 4 pedestrian diagnostic plans

Logging Features

- Separate buffers for detector activity, detector failures, controller events, and MMU events
- Logged data can be:
 - Viewed on front panel
 - Retrieved via a RS-232 terminal port, USB flash drive, or SD Card
 - Transferred via telemetry to a traffic management center

Systems

- NTCIP level 2 compliance
- Supports Centracs®, Aries® and TS2 NTCIP Level 2-compliant central applications



Cobalt Software Options

Cobalt Touch Software (requires Cobalt ATC hardware including the Advanced Graphics Controller)

- All the ASC/3-LX Software features, plus the following:
 - Full-color graphic interface with touch-screen capability
 - Provides menu selection using touch selections.
 - Programming uses touch data entry allowing touch gestures to select yes/no, select enable/disable, pull-down list selections and more
 - Screen can be swiped to advance to another screen

ASC/3-LX Software (General)

- Field-proven for over 8 years
- Allows for an agency-specific default database
- Automatic backup of controller database to optional Datakey or manual back up to USB flash drive
- Context sensitive help
- Hyperlink feature allows jumping from a status field to the screen where data is defined
- 100-statement logic processor to test inputs, outputs or timers and take actions based on the results

Optional Software

- Transit Signal Priority
- Centracs Adaptive

Connected Vehicle Co-Processor

Cobalt ATC is designed to support the Connected Vehicle Co-Processor (CVCP) module. The CVCP module is intended to allow third-party-developed and processor-intensive connected vehicle applications, including leveraging SAE J2735 (5.9 GHz DSRC), to be used with Cobalt or any other properly equipped ATC-compliant traffic controller.

Basic Specifications

► Temperature

- -34.6°F to +165°F (-37°C to +74°C)

► Power

- 110VAC @ 50/60 HZ or optional 220/240 VAC @ 50/60 HZ
- Fuse protection for either 110 or 220/240V
- Protection for the 24VDC supply is provided by a resettable electronic fuse

► Dimensions

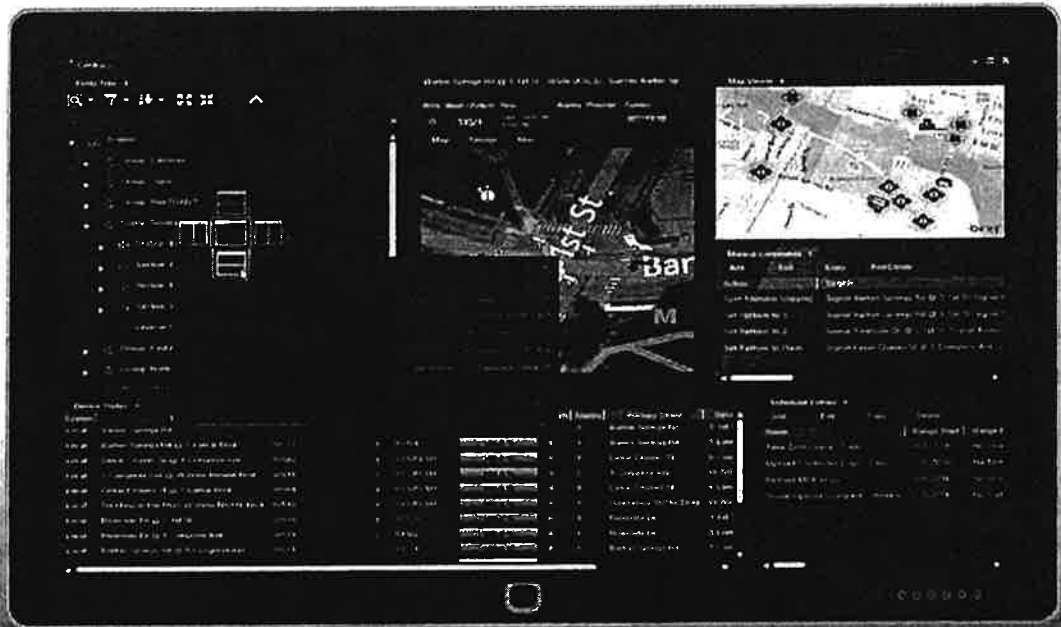
- 14.84"W x 8.50"H x 6.13"D

Signal Phase and Timing (SPaT)

Cobalt ATC, combined with the CVCP, fully supports Signal Phase and Timing (SPaT)/MAP data messaging capabilities to provide a fundamental V2I component for connected vehicle applications.



Centracs®



>> The flexible and scalable Centracs 2.0 design also provides agencies with feature-rich options that best meet evolving transportation agency needs.

About Centracs

Transportation agencies, now more than ever, are looking for more efficient and cost effective solutions to manage traffic. Econolite offers Centracs 2.0 Advanced Transportation Management System (ATMS) as a valuable component of an effective ITS solution to easily address current and future traffic management challenges. Centracs 2.0 provides an integrated platform for traffic signal control, ITS field device monitoring and control, information management, graphical data display, advanced traffic algorithms, and much more. Centracs 2.0 is a flexible, user friendly and cost-effective system, enabling agencies to realize significant mobility benefits from its ATMS investment. The flexible and scalable Centracs 2.0 design also provides agencies with feature-rich options that best meet evolving transportation agency needs.

At A Glance

- ▶ **NEW Database Editor**
- ▶ **Performance**
 - ◉ Faster dialog loading times
 - ◉ Better processing and response times
 - ◉ Quicker report generation
- ▶ **Support of newer technologies (Windows 10, touch features, and more)**
- ▶ **Improved User Interface**



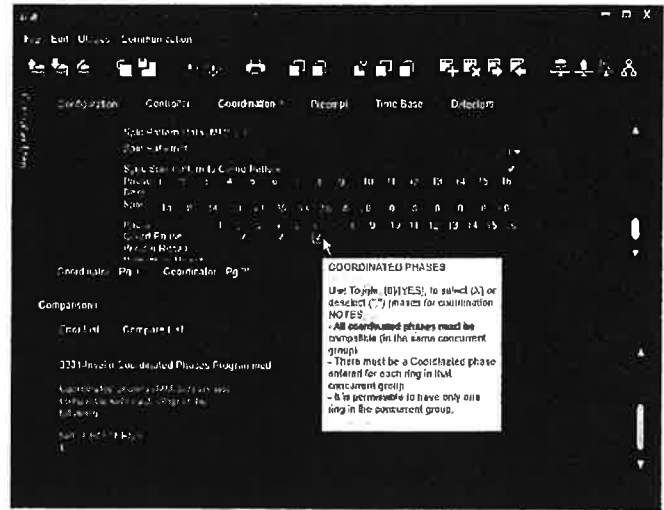
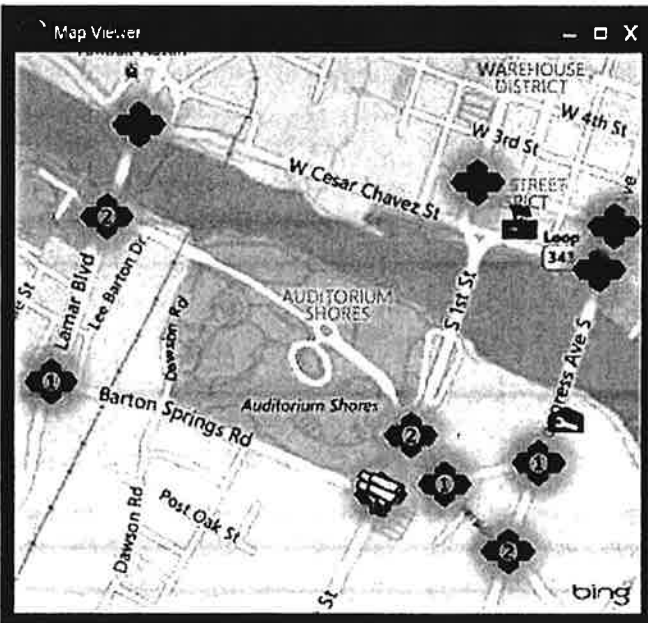
Graphical User Interface and "Containers"

Modern Graphical User Interface (GUI) design is an integral part of Centrats 2.0. The intuitive GUI provides a short system learning curve, helping new users to immediately become productive while allowing experienced users to leverage the full power of Centrats 2.0's advanced features. Centrats 2.0 offers an extensive and flexible suite of tools, encouraging users to establish individual workflows and environments for increased efficiency.

User versatility is made possible by the Centrats 2.0 user interface, which utilizes powerful "Container" technology. Containers assist the user in managing the various maps, status, and control screens by enabling the user to drag-and-drop open windows into containers.

Interactive GIS Based Maps

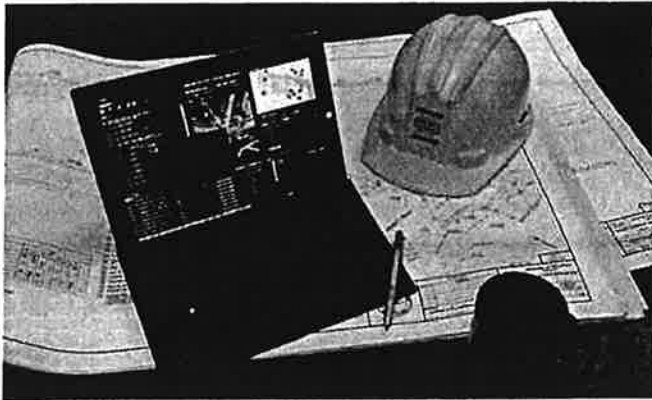
The modern GIS map technology and rendering tools behind Centrats 2.0 map interfaces make the map a truly convenient tool for managing and monitoring field devices. Simple mouse gestures are used to pan and zoom, while the Centrats 2.0 Container technology allows users to customize, display and store multiple maps. Agencies can select from a variety of commercial or government GIS data sources including their own GIS databases. The local intersection map editor in Centrats 2.0 is easy to use allowing users to add fully functioning intersection displays in a matter of minutes.



Centrats 2.0 takes care of the positioning and sizing of contained windows, leaving the user free to focus on more important tasks. When a user exits Centrats 2.0, the entire layout is remembered and then restored on the next login. Additionally, all system configuration actions are performed through the GUI - no need to edit configuration text files or registry entries.

Scalable Architecture

Centrats 2.0 implements a distributed layer architecture providing scalability and expandability. The "Core" or application server manages the system scheduler, traffic control algorithms, field device time management, alert generation, and more. Communication or "Comm Servers" perform the communications to field devices. The entire system can reside on a single computer or it can be spread across multiple computers. This allows Centrats 2.0 to efficiently manage a small agency's needs on a single, inexpensive computer, or to scale up for a large agency needing to manage thousands of devices by distributing the processing across multiple computers.



Powerful Traffic Management Tools

The true value of a modern ATMS system depends on the tools provided to monitor and manage the system. Centracs 2.0 offers a wide range of reports and real-time monitors for nearly every aspect of the system. Real-time detector monitors, Time-Space and split monitors, coordination, Traffic Responsive, communication status, system performance monitors, alert monitors and detailed reports allow the various users of the system to track those aspects of the system that are most important. A real-time text-mode remote front panel for ASC/3 and Cobalt controllers allow Centracs 2.0 users to interface with controllers as if they were standing at the intersection. The signal database editor for Cobalt and ASC/3 controllers offers advanced features such as timing templates, spreadsheet style editing features and version management. Whether the user is a Traffic Engineer, a TMC manager, a System Administrator, or a signal shop manager, Centracs 2.0 provides the most effective tools for the job.

Communications and Device Support

Robust, dependable communication to field devices is key to a successful ATMS system and is a critical component of Centracs 2.0. Most communications media is supported, including fiber optics, twisted-pair, leased lines, and wireless. Protocol support includes: TCP/IP, UDP/IP, RS232 serial, ACT, PMPP, STMP, and SNMP. Traffic signal device support includes: Econolite's NTCIP-based Cobalt, ASC/2, ASC/2S,

and ASC/3 (1000, 2100, or Rack Mount) NEMA TSI/TS2 controllers, 2070 (L or LN) controllers running ATC/2070, ASC/3 2070, or Oasis firmware, or controllers running EPAC version 4.01D, 170-type controllers running certain versions of Wapiti W4IKS firmware, and NTCIP 1202 compliant controllers.

Centracs Maintenance Management System (MMS) (optional)

Centracs 2.0 MMS is a simple to use GIS-based asset management and maintenance system. It allows ITS and signal maintenance organizations to track assets in real-time through the products' entire life cycle. Offering both workstation and mobile device interfaces, it supports preventative maintenance planning and execution along with trouble ticket dispatch and work-order scheduling. Centracs 2.0 MMS is available as an optional module to Centracs 2.0, or as a stand-alone system.

Centracs DCMS (Data Collection Management System) (optional)

Centracs 2.0 DCMS turns new or existing detection systems into virtual count stations that gather and distribute traffic data without interruption, providing the accurate information needed for faster incident response, real-time changes to traffic signal timing, or to anticipate special event traffic conditions.

Centracs Adaptive Module (optional)

Centracs 2.0 Adaptive is an arterial-based adaptive control module. Centracs 2.0 Adaptive uses the Centracs 2.0 native interface, simplifying the creation and management of adaptive intersection groups or sections. As a bonus, while the Centracs 2.0 Adaptive algorithms adjust splits and offsets, cycle length adjustments can be achieved by coupling our adaptive software with Centracs 2.0 Traffic Responsive techniques. Working directly with Econolite's ASC/3 controller software and avoiding adding undesirable hardware at the cabinet, Centracs 2.0 also allows the creation of multiple groups that can easily be managed using the Centracs 2.0 Time-of-Day scheduler. The power of Centracs 2.0 Adaptive provides a cost effective means of achieving real and measurable improvements in traffic flows without the cost of adding new servers, hardware, and by using existing controller coordination plans and existing communications channels.



Advanced Measures of Effectiveness (MOE) Module (optional)

The Centracs 2.0 MOE module was developed in conjunction with Purdue University. These reports use high density detector data collected 10 times per second from ASC/3 and Cobalt controllers to offer users a unique set of tools for understanding the factors influencing coordination and the effectiveness of timing at the intersection.

Dynamic Message Sign (DMS) Management (optional)

The Centracs 2.0 DMS module provides users the direct and instantaneous control to update and display valuable traveler information messages. By providing timely traffic condition or incident messages, Centracs 2.0 DMS can help provide congestion mitigation and increase roadway safety.

Server-to-Server Module (optional)

The Centracs 2.0 Server-to-Server module provides a unique interface allowing agencies to achieve unparalleled benefits through cooperative operations and system management. Adjoining Centracs 2.0 - managed cities can seamlessly share data and manage arterial traffic across agency boundaries providing true Center-to-Center communications. Centracs 2.0 Server-to-Server also allows agencies to participate in cross-jurisdictional management and monitoring of neighboring agency intersections.

CCTV (optional)

Close Circuit Television (CCTV) cameras have proven a valuable tool for many agencies. Econolite offers the Centracs Advanced CCTV module as an optional component of the Centracs ATMS. This module is an enterprise-class IP video surveillance solution that provides seamless management of digital video across IP networks.

Centracs Optional Modules

- ▶ Centracs MMS
- ▶ Centracs DCMS
- ▶ Centracs Travel Time
- ▶ Centracs Adaptive
- ▶ Centracs MOE
- ▶ Centracs DMS
- ▶ Centracs Server-to-Server
- ▶ Centracs CCTV

ECONOLITE



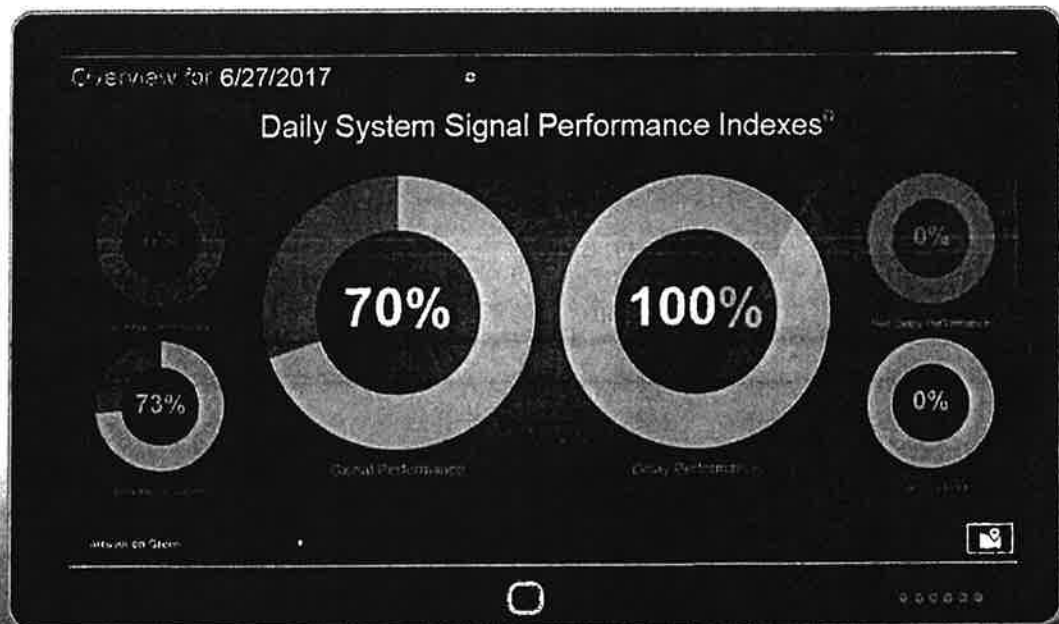
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Centracs®

SPM



>> Centracs SPM provides the continuous high-resolution data needed to support performance-based traffic signal timing strategies that reduce congestion and eliminate retiming project costs.

About Centracs Signal Performance Measures (SPM)

It is universally recognized that periodic traffic signal optimization is one of the most effective ways to improve traffic mobility and safety. However, according to several independent studies, the costs involved in manually collecting and analyzing traffic data needed to retime a signal can be expensive. Under the fourth round of the Every Day Counts (EDC-4) program, the Federal Highway Administration (FHWA) encourages the implementation of automated traffic signal performance measures as a means to improve the traffic signal optimization process and provide continuous monitoring.

Centracs SPM replaces ad hoc and expensive retiming processes by providing continuous performance monitoring of traffic signals. The system provides continuous high-resolution traffic data collection and analytics, enabling transportation professionals to proactively address traffic signal timing optimization, and enhance mobility and safety. This allows agencies to make signal retiming strategy decisions based on actual high-resolution performance data without the costs of manually collected low-resolution data, and software modeling and simulations. In addition, Centracs SPM is an ideal fit for connected and autonomous vehicle and Smart City applications.

At-A-Glance

- ▶ Web hosting allows access from any place, on any platform, at any time.
- ▶ Provides SPM measure charts, user-selectable data parameters, and user-definable performance metrics comparisons.
- ▶ Centracs SPM offers time-strapped traffic engineers "state-of-the-art" analysis tools, allowing more efficient and effective use of their limited time.
- ▶ Transforms qualitative and quantitative data into actionable information.
- ▶ Data collection is continuous and unobtrusive to signal management and operations.

 **ECONOLITE**



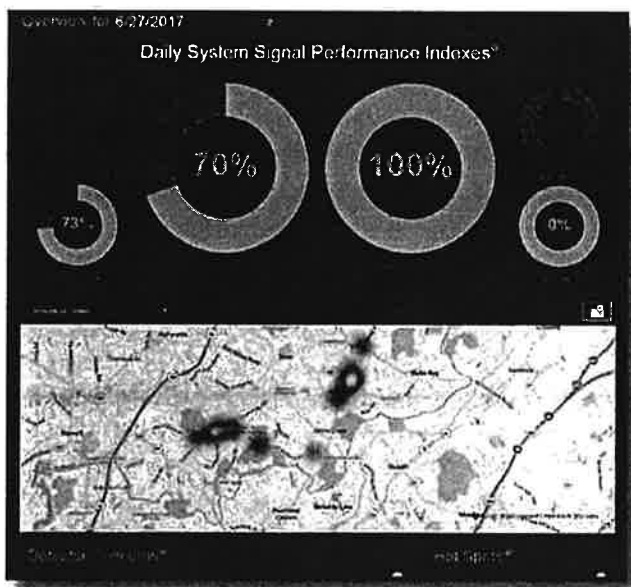
Supported Performance Measures

The following data charts are included to support visualization of the operational performance of traffic signals:

- Arrivals on Green
- Cycle Length
- Flow Rate
- Green Times
- Occupancy Ratio
- Pedestrian Delays
- Percent Pedestrian Calls
- Purdue Coordination Diagram
- Split Failures
- Split Monitor
- Vehicle Delays
- Volume-to-Capacity

Benefits

- ▶ Improves Operation Efficiencies
- ▶ Provides High-Resolution Data for Performance-Based Strategies
- ▶ Reduces or Eliminates Costs of Manual Traffic Counts
- ▶ Increases Safety
- ▶ Continuous Monitoring



Centracs SPM Module

Centracs SPM is a cloud-based high-resolution traffic data collection and analytics software system designed to be a robust solution that provides transportation agencies and professionals new levels in capabilities to proactively optimize traffic signal timing. Centracs SPM can replace the traditional, manually-intensive, and costly process of retiming outdated traffic signal programs. Centracs SPM provides high-resolution traffic data collection and analytics that is not affected by escalating traffic count costs or limited by arbitrary retiming intervals.



Centracs MOE



Centracs MOE module provides these new tools for measuring and assessing factors impacting traffic signal coordination, as well as to satisfy performance measures evaluations.

About Centracs MOE

Increasing traffic mobility is a dynamic and fluid challenge that is placing greater demands on transportation departments and agencies. Combined with requirements to verify and document Intelligent Transportation System (ITS) effectiveness, using traditional traffic measuring tools and periodic traffic studies only provide a snapshot of information, while being very expensive. In today's ITS-driven environment, agencies need the dynamic tools to help identify the factors impacting traffic and to provide the relevant and immediate information feedback, enabling confident and predictable signal coordination and timing adjustments as needed to enhance traffic flow.

The Centracs MOE module offers a set of seven innovative graphical-based report tools. These tools graphically combine and render detector and other data specific to traffic signal operation. Centracs MOE is designed to provide the tools for transportation agencies and municipalities to better understand and manage the many factors impacting traffic signal coordination.

► The Centracs MOE module offers seven different graphical diagrams or reports that provide engineers with:

- Meaningful presentations of traffic data
- Big-picture views of traffic signal and coordination behavior
- Tools to perform before and after evaluation of timing and coordination plan changes
- Tools to quickly identify problems with detection, timing and coordination plans and schedules



Centracs MOE Module

Centracs Measures of Effectiveness (MOE) module provides these new tools for measuring and assessing factors impacting traffic signal coordination, as well as to satisfy performance measures evaluations. The Centracs MOE module allows agencies the ability to break down the barriers that have prevented engineers from fully utilizing detector data and other information by providing time-stamped, high-density data, delivering all new levels of MOE capabilities. The Centracs MOE module, combined with the Cobalt and ASC/3 traffic controller software is capable of collecting and storing individual detector information at a frequency of 10 times per second. Centracs ATMS combines this information with other key data associated with signal operations and coordination to provide a set of graphical tools, enabling engineers to visually inspect and analyze the performance of the traffic timing and coordination plans to identify and diagnose problems and to assess before-and-after study results.

The Centracs MOE module's seven different graphical diagrams or reports are based on research from Purdue University and are designed specifically to help transportation agencies become more agile in monitoring and tuning crucial parameters affecting traffic signal coordination and progression.

As a result, the Centracs MOE module enables Centracs ATMs to be more than just a traffic monitoring and control system. The graphical reports each cover data collected over every cycle during a 24-hour period. The reports combine time-stamped stop-bar and advance detection data collected from signal controllers with cycle length, pattern change information, phase change information and other data to provide a complete, ongoing picture of traffic conditions rather than a snap shot provided by a traffic count study.

System Requirements

- ▶ **The collection and management of high-density MOE data requires considerable data storage capacity on the Centracs application server. Some basic requirements include:**
 - Centracs 1.5.7 or newer
 - ASC/3 controller software version 2.51.00 or newer
 - Advanced detection
- ▶ **Centracs application and database server memory and data storage requirements will depend on many factors including the number of signals, duration of data collection and archiving requirements.**

Reports

- Purdue Coordination Diagram
- Flow Rate
- Cycle Length
- Green Times
- Volume-to-Capacity
- Split Failures
- Percent Pedestrian Calls





February 1, 2019

ADDENDUM NO. 1

New Advanced Traffic Management System (ATMS) Project

Project No. TR-18-A2

Point of clarification for this RFP.

1. Please replace the first and second to last sentence in II. Background to "The City of Fargo currently owns and operates 154 intersection controllers and 3 HAWK beacons, all Siemens products, and the NDDOT currently owns and operates 19 intersections in Fargo, 17 of which are Siemens products. We are seeking to upgrade all 176 intersection controllers/CPU modules and the new ATMS in 2019."

2. Please add the following information under II. Background, on page 2 of the RFP.

"The City of Fargo and the NDDOT have the following cabinets as part of this project:

- a. 114 (est) - TS1 Type 1 cabinets without FYA modifications, made by Brown/Mobotrex Traffic Products (B/M)
- b. 2 - TS1 Type 1 cabinets without FYA, made by General Traffic
- c. 25 (est) - TS1 Type 1, compact FYA, made by B/M
- d. 15 (est) - TS1 Type 1, standard FYA, made by B/M
- e. 3 - HAWK cabinets made by B/M
- f. 4 - TS2 Type 2 cabinets without FYA modifications, manufactured by Econolite (12th & 19th ramps)
- g. 11 - TS2 Type 2 cabinets without FYA modifications, manufactured by Brown/Mobotrex (Main, 13th, 52nd, 45th, 25th ramps + Texas Turn)
- h. 4 - TS1 Type 1 cabinets without FYA, made by Brown/Mobotrex (Univ & 32nd ramps)"

3. Please add the following information under 3. ATC Local Controller Software and Shelf Mounted Controllers/CPU Modules, on page 4 of the RFP.

"We have specified an ATC compliant controller, and the base price unit should be one with a screen(s) and be operated by an alpha-numeric keypad.

- a. As a bid alternate, please specify if your product line has a controller with touchscreen capabilities in combination with both a character display and a graphics display. If it does, we would like a quote for all 176 of them being touchscreen, a 2nd quote for 88 base units with 88 touchscreen units, and one for 50 base units and 126 touch screen units."

4. Please add the following information under 2. Data Conversion, on page 4 of the RFP.

"Deliverables schedule

- a. As part of the base cost, we plan on having the selected vendor convert all 176 intersection data files from our existing database into the new ATMS system, downloading them into the new controllers being provided, and then having the vendor install all of the controllers in the field at their intersection locations. The schedule would allow for 30 being completed per month, with all of them completed by November 1, 2019.
- b. As a bid alternate, we'd like to have the selected vendor convert 66 intersection data files from our existing database into the new ATMS system, download them into the new controllers being provided and installing them in the field at the following locations:
 - i. All 19 NDDOT intersections
 1. 19th Ave N ramps
 2. 12th Ave N ramps
 3. Main Ave ramps
 4. 13th Ave S ramps (3 total)
 5. 32nd Ave S ramps
 6. 52nd Ave S ramps
 7. University Drive ramps
 8. 25th Street ramps, which includes slip ramp for EB I-94
 9. 45th Street ramps
 - ii. 5 of the Compact FYA intersections
 1. 25th St & 52nd Ave S
 2. Main & 34th St
 3. 45th St & 15th Ave S
 4. 32nd Ave S & 28th St
 5. 52nd Ave S & 38th St
 - iii. 5 of the standard FYA intersections
 1. 40th Ave S & 36th St
 2. University & 18th Ave S
 3. 25th St & 13th Ave S
 4. 42nd St & 32nd Ave S
 5. 45th St & 44th Ave S
 - iv. All 3 of the HAWK locations
 - v. 1 of our BNSF Railroad pre-empted intersections (the other two are included in a construction project this summer/fall)
 1. Main Ave & 8th St
 - vi. 6 in the downtown central business district
 1. 2nd St & NP
 2. 2nd St & 1st Ave N
 3. 4th St & 4th Ave N
 4. Broadway & 1st Ave N
 5. Broadway & 7th Ave N
 6. 8th St & NP
 - vii. 12 elsewhere citywide

- viii. And, the following intersections, which aren't included in items i-vii;
1. University Drive & 13th Ave S - CFYA
 2. 10th St and 13th Ave S - CFYA
 3. University Drive & Main Ave - CFYA
 4. University Drive & 1st Ave N - CFYA
 5. 10th St and 1st Ave N
 6. University & 7th Ave N
 7. 10th Street and 7th Ave N
 8. University & 12th Ave N
 9. 10th St & 12th Ave N
 10. University & 19th Ave N - SFYA
 11. 10th St & 19th Ave N
 12. University & 32nd Ave S
 13. 32nd Ave S & 39th St - SFYA
 14. 13th Ave S & 34th St
 15. 12th Ave N & 35th St

Half of these intersections would be fully completed and running in a live cabinet by July 1, and the rest being fully completed and running in a live cabinet by November 1, 2019."

5. Please add the following information under 8. Licensing, Warranty, Maintenance Agreements and Required Software Updates, on page 7 of the RFP.

"Software Maintenance Agreements (SMAs)

- a. Please provide us what would be included as a base cost for this item, but if there are additional levels of maintenance and support, please provide us what that would be and what the cost per additional level would be."
6. Please replace the existing Cost Proposal Form with the new one located on the next page.

COST PROPOSAL FORM – Addendum No. 1

Project No. TR-18-A2
 Type: New Central ATMS and new ATC Traffic Signal Controllers
 Location: Citywide

Cost Proposals will be based on Base Cost Proposal Total

Quantity	Units	Description	Unit Price	Line Total
1	LS	ATMS Central Software License (to include a minimum of 185 intersections AND 10 concurrent system users)	\$132,000.00	\$132,000.00
185	EA	NEMA ATC TS2 – Type 2 Shelf Mounted Traffic Controllers with Local software loaded and with A, B, C, and D Harness Connectors	\$2,125.00	\$393,125.00

Please list base Controller Name and Model below

COBS22100120000

Bid Alternate #1 – Touchscreen ATC TS2 – Type 2 Controller

Please list Touchscreen Controller Name and Model below

COB21100110000

185	EA	NEMA ATC TS2 – Type 2 Shelf Mounted Traffic Controllers with Local software loaded and with A, B, C, and D Harness Connectors	\$2,800.00	\$518,000.00
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Bid Alternate #2 – Base Controller and Touchscreen ATC TS2 – Type 2 Controller

92	EA	Base ATC TS2 – Type 2 Controllers	\$2,125.00	\$195,500.00
93	EA	Touchscreen ATC TS2–Type 2 Controllers	\$2,800.00	\$260,400.00
			Total	\$455,900.00

Bid Alternate #3 – Base Controller and Touchscreen ATC TS2 – Type 2 Controller

50	EA	Base ATC TS2 – Type 2 Controllers	<u>\$2,125.00</u>	<u>\$106,250.00</u>
135	EA	Touchscreen ATC TS2–Type 2 Controllers	<u>\$2,800.00</u>	<u>\$378,000.00</u>
		Total		<u>\$484,250.00</u>
176	EA	D harness DB37 adapter that is used by Siemens	<u>\$125.00</u>	<u>\$22,000.00</u>
176	EA	Conversion of Intersection Database from existing ATMS, loaded into new ATMS Central Software, downloaded into new controllers, and field installed per intersection	<u>\$150.00</u>	<u>\$26,400.00</u>

Bid Alternate #4 – Conversion of 66 intersections

66	EA	Conversion of Intersection Database from existing ATMS, loaded into new ATMS Central Software, downloaded into new controllers, and field installed per intersection (City staff would complete the other 110)	<u>\$150.00</u>	<u>\$9,900.00</u>
1	LS	The ability for intersection controller to run Adaptive Signal Control at 5 Intersections	<u>\$52,200.00</u>	<u>\$52,200.00</u>
3	Trips	On-Site Training – 2-days (16 Hrs) for ATMS Central Software, ATC Controller Hardware and Operational Software	<u>\$8,500.00</u>	<u>\$25,500.00</u>
1	LS	1-Year Maintenance Agreement for new ATMS (to begin 1 yr after at completion acceptance of Final Systems Acceptance Test)	<u>\$15,000.00</u>	<u>\$15,000.00</u>

Note: Freight shall be included in price of NEMA ATC TS-2 Type 2 noted above, and travel expenses for the on-site training shall be included in the Training item noted above. The City of Fargo reserves the right to purchase additional ATC Controllers and additional intersection licenses for the new ATMS at prices listed above for a period of 12 months after Final Systems Acceptance Test.

BASE COST PROPOSAL TOTAL

\$525,125.00

Optional Features:

Optional Data Key Receptacle and 8 MN Data Key \$165.00/ea order with controller

Optional Synchro Module \$2,500.00 (City must have Synchro license) SMA \$450.00/year


Optional SPM (50 intersections) set up \$14,003.00 annual fee \$17,940.00

Adaptive SMA \$4,500.00 year

Optional MOE Module \$20,000.00 SMA for MOE \$4,500.00 year

Firm: Traffic Control Corporation

Approved:


Name
Allen J. Eisinger

Regional Manager

Title

02/11/2019

Date

The Contractor shall acknowledge receipt of Addendum No. 1 on the attached form. The acknowledgment shall be returned as follows (both required):

1. Fax the form to Fargo Engineering at (701) 241-8101 to verify receipt of the faxed documents.
2. The legal requirements provide that this written Acknowledgment of Receipt of Addendum be included in the submitted proposal. **Failure to include the acknowledgment form in the proposal shall be considered a non-responsive bid and the bid proposal shall be returned unopened.**

<p>This document was originally issued and sealed by Jeremy M. Gorden PE-5328 on 2/1/2019 and the original document is stored in the Engineering Dept. at City Hall.</p>
--

Jeremy M. Gorden /s/
Jeremy Gorden, PE
Division Engineer

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Project No. TM-19-A1, 40 Ave N Bridge Maint, QR-19-A1 Type: CIP Revisions
Location: Various Date of Hearing: 3/4/2019

Routing Date
City Commission 3/11/2019
PWPEC File X
Project File Jeremy Gorden

15

The Committee reviewed a communication from Transportation Division Engineer, Jeremy Gorden, regarding changes to the 2019 CIP.

Remove projects from 2019

Project No. TM-19-A1 – 2nd Avenue N Pavement Marking Project – 4th Street to 10th Street

With all the building construction going on along this corridor, we feel it is appropriate to push this project to the 2020 calendar year.

Estimated Cost: \$193,500 Funding source: \$193,500 Sales Tax funds

Bridge Maintenance project over the Red River at 40th Avenue N (Cass Hwy 20/Clay Hwy 22)

This project is being led by Clay County Highway staff and they are recommending moving it to calendar year 2020 to allow more time for project development.

Estimated Cost: \$200,000 Funding source: \$100,000 Sales Tax funds, \$100,000 Clay Co Hwy funds

Add project to the 2019 CIP

Project No. QR-19-A1 - Bridge Maintenance project over the Red River at NP/Center Avenue downtown

Moorhead is planning on two projects this spring/summer on their Center Avenue. The first project is a water main replacement/pavement rehab project between 3rd Street and 8th Street, and the second project is a bridge maintenance project on the Red River Bridge to replace 11 expansion joints as well as the railings on both sides of the bridge.

Cost: Construction \$627,828 Contingency (5%) \$ 31,392 Engineering \$ 39,500 Total \$698,720 Funding source: \$349,360 Sales Tax funds/\$349,360 City of Moorhead funds

Net Impact to 2019 CIP is a + \$55,860.

Staff is recommending removal of Project TM-19-A1 and the 40th Ave N Bridge Maintenance project from the 2019 CIP as described above and to add the NP/Center Avenue Bridge Maintenance Project No. QR-19-A1.

On a motion by Steve Sprague, seconded by Bruce Grubb, the Committee voted to recommend approval of the 2019 CIP revisions as described.

RECOMMENDED MOTION

Concur with PWPEC recommendation and approve the CIP revisions.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: Sales Tax Funds & City of Moorhead

Developer meets City policy for payment of delinquent specials
Agreement for payment of specials required of developer
Letter of Credit required (per policy approved 5-28-13)

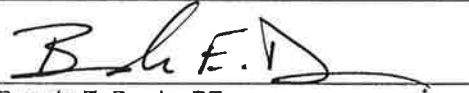
Yes No
N/A
N/A
N/A

COMMITTEE

Tim Mahoney, Mayor
Nicole Crutchfield, Director of Planning
Steve Dirksen, Fire Chief
Bruce Grubb, City Administrator
Ben Dow, Director of Operations
Steve Sprague, City Auditor
Brenda Derrig, City Engineer
Kent Costin, Finance Director

Present	Yes	No	Unanimous
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ryan Erickson
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:



Brenda E. Derrig, PE
City Engineer

Memorandum

To: Members of PWPEC

From: Jeremy M. Gorden, PE, PTOE
Division Engineer-Transportation

Date: February 28, 2019

Re: 2019 Capital Improvement Plan Revisions

Request to move two projects from 2019 to 2020

Project No. TM-19-A1 – 2nd Avenue N Pavement Marking Project – 4th Street to 10th Street

With all the building construction going on along this corridor, we feel it is appropriate to push this project to the 2020 calendar year.

Estimated Cost:	Funding source:
\$193,500	\$193,500 Sales Tax funds

Bridge Maintenance project over the Red River at 40th Avenue N (Cass Hwy 20/Clay Hwy 22)

This project is being led by Clay County Highway staff and they are recommending moving it to calendar year 2020 to allow more time for project development.

Estimated Cost:	Funding source:
\$200,000	\$100,000 Sales Tax funds, \$100,000 Clay Co Hwy funds

Request to add a new project to the 2019 CIP

Project No. QR-19-A1 - Bridge Maintenance project over the Red River at NP/Center Avenue downtown

Moorhead is planning on two projects this spring/summer on their Center Avenue. The first project is a water main replacement/pavement rehab project between 3rd Street and 8th Street, and the second project is a bridge maintenance project on the Red River Bridge to replace 11 expansion joints as well as the railings on both sides of the bridge. Both projects are set to begin in April and be completed by the middle of July, which will allow them to not impact our Main Avenue detour. We are responsible for 50% of the cost of the bridge repair project, per our agreement with them. The project has been bid by Moorhead and they are awaiting our concurrence with the low bid before they proceed with the contract. The low bidder is PCI Roads, LLC.

Cost:	Funding source:
Construction	\$627,828
Contingency (5%)	\$31,392
<u>Engineering</u>	<u>\$39,500</u>
Total	\$698,720
Net Impact to 2019 CIP is a + \$55,860.	\$349,360 Sales Tax funds/\$349,360 City of Moorhead funds

Recommended Motion

Approve the revisions to the 2019 CIP as noted above, moving two projects to the 2020 CIP and creating Project No. QR-19-A1.

16

REPORT OF ACTION

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Project No. SR-18-A1 Type: Negative Final Balancing Change Order #3
 Location: Citywide Date of Hearing: 3/4/2019

<u>Routing</u>	<u>Date</u>
City Commission	3/11/2019
PWPEC File	X
Project File	Brandon Beaudry

The Committee reviewed the accompanying Final Balancing Change Order from Project Manager, Brandon Beaudry, regarding Negative Final Balancing Change Order #3, in the amount of \$-1,690.00 bringing the total contract amount to \$285,840.00

Staff is recommending approval of Negative Final Balancing Change Order #3, in the amount of \$-1,690.00.

On a motion by Tim Mahoney, seconded by Steve Sprague, the Committee voted to recommend approval of Negative Final Balancing Change Order #3.

RECOMMENDED MOTION

Concur with the recommendations of PWPEC and approve Negative Final Balancing Change Order #3 in the amount of \$-1,690.00 to Dirt Dynamics, bringing the total contract amount to \$285,840.00.

PROJECT FINANCING INFORMATION:

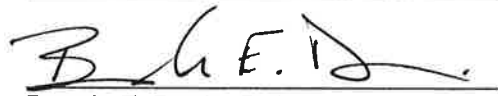
Recommended source of funding for project: _____ Special Assessments _____

	<u>Yes</u> <u>No</u>
Developer meets City policy for payment of delinquent specials	N/A
Agreement for payment of specials required of developer	N/A
Letter of Credit required (per policy approved 5-28-13)	N/A

COMMITTEE

	<u>Present</u>	<u>Yes</u>	<u>No</u>	<u>Unanimous</u>
Tim Mahoney, Mayor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Nicole Crutchfield, Director of Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Steve Dirksen, Fire Chief	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Ryan Erickson
Bruce Grubb, City Administrator	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Ben Dow, Director of Operations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Steve Sprague, City Auditor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Brenda Derrig, City Engineer	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Kent Costin, Finance Director	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:


 Brenda E. Derrig, P.E.
 City Engineer

C: Kristi Olson



**CITY OF FARGO
ENGINEERING DEPARTMENT
CHANGE ORDER REPORT**

Project No	SR-18-A1	Change Order No	3
Project Name	Reconstruction of City Order Sidewalks		
Date Entered	1/4/2019	For	Dirt Dynamics

This change is made under the terms of or is supplemental to your present contract, if and when approved, you are ordered to perform the work in accordance with the additions, changes, or alterations hereinafter described.

EXPLANATION OF CHANGE: Final balancing

This change order reconciles the estimated quantities used in the contract with the final quantities as measured in the field.

Section	Line No	Item Description	Unit	Orig Cont Qty	Prev C/O Qty	Prev Cont Qty	Curr C/O Qty	Tot Cont Qty	Unit Price (\$)	C/O Ext Price (\$)	
Section 1 Property Owner Cost	4	Remove Sidewalk 4" Thick Conc	SY	25.00	0.00	25.00	-25.00	0.00	12.00	-300.00	
	5	F&I Sidewalk 4" Thick Reinf Conc	SY	20.00	0.00	20.00	28.00	48.00	55.00	1,540.00	
	6	Sodding	SY	20.00	0.00	20.00	-20.00	0.00	25.00	-500.00	
Section 1 Property Owner Cost Sub Total (\$)											
Section 2 City Cost	7	Rem & Repl Curb & Gutter	LF	100.00	0.00	100.00	-21.00	79.00	35.00	-735.00	
	9	Rem & Repl Sidewalk 6" Thick Reinf Conc	SY	50.00	0.00	50.00	18.00	68.00	70.00	1,260.00	
	10	Remove Sidewalk 4" Thick Conc	SY	20.00	0.00	20.00	-13.00	7.00	15.00	-195.00	
	11	F&I Sidewalk 4" Thick Reinf Conc	SY	20.00	0.00	20.00	-20.00	0.00	55.00	-1,100.00	
	12	F&I Sidewalk 6" Thick Reinf Conc	SY	20.00	0.00	20.00	-20.00	0.00	65.00	-1,300.00	
	13	F&I Det Warn Panels Cast Iron	SF	160.00	0.00	160.00	-92.00	68.00	40.00	-3,680.00	
	15	GV Box to Grade - w/Conc	EA	1.00	0.00	1.00	1.00	2.00	500.00	500.00	
	17	Mulching Type 1 - Hydro	SY	2,400.00	0.00	2,400.00	205.00	2,605.00	2.00	410.00	
	18	Seeding Type B	SY	2,400.00	0.00	2,400.00	205.00	2,605.00	2.00	410.00	
	19	Sodding	SY	20.00	0.00	20.00	-20.00	0.00	25.00	-500.00	
	20	Topsoil - Import Special	CY	20.00	0.00	20.00	25.00	45.00	100.00	2,500.00	
	Section 2 City Cost Sub Total (\$)										-2,430.00

Summary



CITY OF FARGO
ENGINEERING DEPARTMENT
CHANGE ORDER REPORT

Source Of Funding	
Net Amount Change Order # 3 (\$)	-1,690.00
Previous Change Orders (\$)	52,080.00
Original Contract Amount (\$)	235,450.00
Total Contract Amount (\$)	285,840.00

I hereby accept this order both as to work to be performed and prices on which payment shall be based.

CONTRACT TIME

Current Substantial Completion Date	Current Final Completion Date	Additional Days Substantial Completion	Additional Days Final Completion	New Substantial Completion Date	New Final Completion Date
09/07/2018		0.00	0.00	09/07/2018	

APPROVED

For Contractor	<i>[Signature]</i>	Department Head	<i>[Signature]</i>
Title	General Manager	Mayor	3/6/19
		Attest	

17

March 1, 2019

Honorable Board of
City Commissioners
200 3rd Street N
Fargo, ND 58102

Re: Concur with Low Bid and Recommend Award
NP Avenue Bridge over Red River Joint Repair Project
City of Fargo Project No. QR-19-A1
City of Moorhead No. 19-13-01, SAP #144-130-005

Dear Commissioners:

Bids were opened by the City of Moorhead on Wednesday, February 20, 2019, for this project. The bids were as follows:

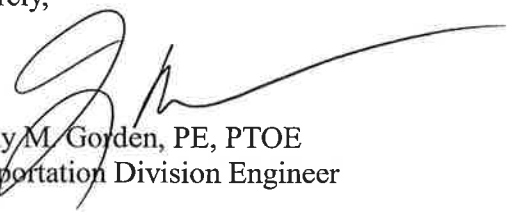
PCI Roads, LLC	\$627,878
Industrial Builders, Inc.	\$716,905
Engineer's Estimate	\$699,080

There are no Special Assessments associated with this project as the Fargo share will be paid for with Street Sales Tax Funds. With fees and contingencies, the total project cost is estimated at \$698,720, with Fargo's share of the project being \$ 349,360. This project is part of the approved 2019 Capital Improvement Program (CIP).

Recommended Motion

Concur with low bid and recommend the City of Moorhead award the low bid to PCI Roads, LLC, in the amount of \$627,878 as the best bid, and approve expenditures for this project for our share to be \$349,360.

Sincerely,



Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

JMG/jmg
Attachment

BID FORM
Center Avenue Bridge (#5270) Joint Replacement
 City Eng. No. 19-13-01
 SAP #144-130-005

Date: 02/20/2019	Spec. No.	Item	Unit	Contract Quantity	Engineer's Estimate		PCIRoads, LLC		Industrial builders, Inc.	
					Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost
2021.501		MOBILIZATION	LS	1	\$ 35,000.00	\$ 35,000.00	\$ 46,883.00	\$ 46,883.00	\$ 63,110.00	\$ 63,110.00
2402.503		ORNAMENTAL METAL RAILING	LF	879	\$ 220.00	\$ 193,380.00	\$ 290.00	\$ 254,910.00	\$ 220.00	\$ 193,380.00
2433.603		REPLACE WATERPROOF GLAND	LF	96	\$ 100.00	\$ 9,600.00	\$ 175.00	\$ 16,800.00	\$ 90.00	\$ 8,640.00
2433.603		RECONSTRUCT EXPANSION JOINT TYPE A	LF	336	\$ 900.00	\$ 302,400.00	\$ 590.00	\$ 198,240.00	\$ 875.00	\$ 294,000.00
2433.603		RECONSTRUCT EXPANSION JOINT TYPE B	LF	55	\$ 900.00	\$ 49,500.00	\$ 870.00	\$ 47,850.00	\$ 885.00	\$ 48,675.00
2433.603		RECONSTRUCT EXPANSION JOINT TYPE C	LF	48	\$ 900.00	\$ 43,200.00	\$ 590.00	\$ 28,320.00	\$ 875.00	\$ 42,000.00
2433.603		RECONSTRUCT EXPANSION JOINT TYPE D	LF	55	\$ 900.00	\$ 49,500.00	\$ 570.00	\$ 31,350.00	\$ 880.00	\$ 48,400.00
2433.603		CLEAN AND SEAL DECK JOINTS	LF	30	\$ 50.00	\$ 1,500.00	\$ 25.00	\$ 750.00	\$ 40.00	\$ 1,200.00
2563.601		TRAFFIC CONTROL	LS	1	\$ 15,000.00	\$ 15,000.00	\$ 2,775.00	\$ 2,775.00	\$ 17,500.00	\$ 17,500.00
BID TOTAL					\$	699,080.00	\$	627,878.00	\$	716,905.00

REPORT OF ACTION

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Improvement District No. UN-18-C1 & PN-18-C1 Type: Early Building Permit

Location: 19 Ave N & 43 St Date of Hearing: 3/4/2019

19

<u>Routing</u>	<u>Date</u>
City Commission	<u>3/11/2019</u>
PWPEC File	<u>X</u>
Project File	<u>Roger Kluck</u>

The Committee reviewed an Early Building Permit request submitted by Arion Group, LLP/Enclave Construction for their EW Wylie building at 19th Avenue N & 43rd Street. Applicant will provide a deposit that could be used to repair any impacts from the site construction to the municipal project. This lot has 1202' of frontage; therefore, their deposit will be \$24,040.

Staff is recommending approval.

On a motion by Bruce Grubb, seconded by Ben Dow, the Committee voted to recommend approval of the Early Building Permit.

RECOMMENDED MOTION

Concur with the recommendations of PWPEC and approve the Early Building Permit.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: N/A

Developer meets City policy for payment of delinquent specials
 Agreement for payment of specials required of developer
 Letter of Credit required (per policy approved 5-28-13)

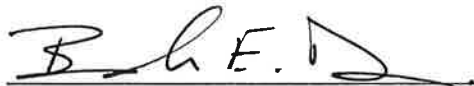
Yes	No
<u>N/A</u>	<u>N/A</u>
<u>N/A</u>	<u>N/A</u>
<u>N/A</u>	<u>N/A</u>

COMMITTEE

	<u>Present</u>	<u>Yes</u>	<u>No</u>	<u>Unanimous</u>
Tim Mahoney, Mayor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Nicole Crutchfield, Director of Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Steve Dirksen, Fire Chief	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ryan Erickson
Bruce Grubb, City Administrator	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Ben Dow, Director of Operations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Steve Sprague, City Auditor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Brenda Derrig, City Engineer	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Kent Costin, Finance Director	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:

C: Kristi Olson


 Brenda E. Derrig, P.E.
 City Engineer

Memorandum

To: Members of PWPEC

From: Roger E. Kluck, PE, CFM, Civil Engineer II

CC: Brenda Derrig, Jason Leonard

Date: 2/25/2019

Re: Improvement District Nos. UN-18-C1 and PN-18-C1 – 19th Ave N & 43rd St N Wylie Site
Early Building Permit

Background:

Attached you will find a request for an early building permit from Arion Group, LLP/Enclave Construction for their EW Wylie building at 19th Ave N & 43rd St.

Improvement District No. UN-18-C1 has been bid and awarded to KPH. This project has a completion date of June 30, 2019.

Improvement District No. PN-18-C1 is currently out for bids. The project has a completion date of August 15, 2019.

The applicant has filled out the application and agreement and the project provides access throughout construction.

As part of the early building permit, the applicant will provide a deposit that could be used to repair any impacts from the site construction to the municipal project. This lot has 1202' of frontage; therefore, their deposit will be \$24,040.00.

Recommended Motion:

I recommend that the Public Works Project Evaluation Committee approve the early building permit request for the EW Wylie Site at 19th Ave N and 43rd St.

REK/jmg
Attachment

**AGREEMENT FOR
EARLY BUILDING PERMIT**

THIS AGREEMENT, made and entered into by and between the **CITY OF FARGO, NORTH DAKOTA**, a North Dakota municipal corporation, 225 4th Street North, Fargo, North Dakota 58102, hereinafter referred to as "City", and **ARION GROUP, LLP**, a North Dakota Limited Liability Partnership, hereinafter referred to as "Owner", and **ENCLAVE CONSTRUCTION, LLC**, a North Dakota Limited Liability Corporation, hereinafter referred to as "Builder" .

WITNESSETH:

WHEREAS, pursuant to City policy, building permits are not available until sewer and water main connections are functional, except under limited circumstances and by agreement of the parties; and,

WHEREAS, for large building projects (commercial, industrial and multi-family [8-plex or greater]), the City may issue certain permits prior to completion of underground utilities, provided certain criteria are met; and,

WHEREAS, by agreement of the parties, installation of utilities and paving can take place during the time the building projects are under way; and,

WHEREAS, City requires a deposit as one of the conditions for granting early building permits, such deposit to be used by City in the event any costs arise out of Owner's or Builder's activities under the early building permit; and,

WHEREAS, City requires an agreement with the Owner and the Builder relative to the issuance of early building permits.

NOW, THEREFORE, for good and valuable consideration hereby acknowledged, it is agreed by and between the parties as follows:

1. City agrees to issue an early building permit to Owner and Builder for the project, provided all conditions precedent are met.

2. In consideration of the issuance of said early building permit for the project stated, Owner and/or Builder agrees to deposit with City a cash deposit in the amount of Twenty Four Thousand Forty Dollars (\$24,040.00) (\$20.00 per front foot of lot covered by the permit). Said cash deposit may be utilized by City for any building site impacts, municipal project impacts, including utilities or paving, payment for corrective measures such as debris removal, drain maintenance, damages caused by unauthorized access, and cleaning adjacent streets impacted by building construction. It is specifically understood and agreed that this list is not exhaustive or exclusive, and that the City may use the deposited funds for any costs incurred by City due to activities permitted by this Agreement.

3. Owner and Builder agree to be bound by the terms of the City of Fargo's policy on early building permits. Owner and Builder agree to provide a building site plan drawing showing access points and exact service utility connections before any construction activities may take place, such drawing and/or site plan must clearly show sanitary sewer, water sewer service, and storm sewer plans. The site plan shall specify the following:

- a. Site access to the building that will not impact municipal utilities/paving installation;
- b. Temporary measures to address nonfunctional sewer, water and storm sewer on the building site;
- c. Building construction and occupancy schedule; and
- d. Contact person for notification including name, address and phone.

4. City agrees to provide Owner or Builder 48-hour notice of project start. The right-of-way for such public construction must be cleared in advance of project start. During construction, City shall give Owner or Builder two (2) hour notice to clear any area impacted by the City project.

5. Notice for purposes of this Agreement shall be given as follows:

As to Owner:

ARION GROUP, LLP

1 2nd Street North, Suite 102

Fargo, ND 58102

701-478-4300

austin@enclavecompanies.com

As to Builder:

ENCLAVE CONSTRUCTION, LLC

1 2nd St. North, Ste. 102,

Fargo, ND 58102

701-478-4300

joe@enclavecompanies.com

6. Owner and Builder agree to indemnify and hold City harmless for any delays in municipal projects (i.e. utilities or paving) resulting from Owner and/or Builder's activities including, but not limited to, site interference, storage of construction materials, or any other activities permitted by the Early Building permit.

7. Owner and Builder understand and agree to accept all risks of proceeding with the building project in advance of the installation and operation of the municipal improvements. Owner and Builder waive, for themselves and successors, any and all claims for damages against City as a result of any delay in the installation of the municipal projects, for whatever reason. City will enter into a standard contract for the municipal project. Neither Owner nor Builder are third party beneficiaries of the City contract and have no rights thereunder.

8. Owner and/or Builder agree to acquire any easements deemed necessary for site access to the building site. City shall not be responsible for easements.

9. Owner and Builder understand and agree that without installation of streets there is limited access to the site for fire and police protection. Owner and Builder agree they are solely responsible for any access limitations, and agree to indemnify and hold the City harmless from any all claims or damages alleged as a result of the limited site access.

10. The parties agree that any cash deposit remaining unused upon completion of the paving project (thus completing the public construction) shall be returned to Owner upon application.


11. The project location includes the following properties:
2450, 2500, 2560, 2600 and 2700 43rd Street North

(Remainder of Page Left Intentionally Blank)

Owner:

Arion Group, LLP, a North Dakota Limited Liability Partnership

Dated: 2-27-19

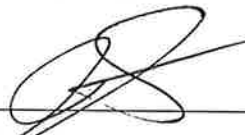
By:  _____

Its: partner _____

Builder:

Enclave Construction, LLC, A North Dakota Limited Liability Corporation

Dated: 2-27-19

By:  _____

Its: Director of Construction _____

City of Fargo, a North Dakota municipal corporation

Date: _____

Timothy J. Mahoney, M.D., Mayor

ATTEST:

Steve Sprague, City Auditor

20

REPORT OF ACTION

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Improvement District No. BR-17-L1 Type: Negative Final Balancing Change Order #2

Location: 2nd Ave N btwn Roberts Alley & 7th St Date of Hearing: 3/4/2019

<u>Routing</u>	<u>Date</u>
City Commission	3/11/2019
PWPEC File	X
Project File	Kristy Schmidt

The Committee reviewed the accompanying Final Balancing Change Order from Project Manager, Kristy Schmidt, regarding Negative Final Balancing Change Order #3, in the amount of \$-55,187.53 bringing the total contract amount to \$1,336,184.88.

Staff is recommending approval of Negative Final Balancing Change Order #2, in the amount of \$-55,187.53.

On a motion by Tim Mahoney, seconded by Steve Sprague, the Committee voted to recommend approval of Negative Final Balancing Change Order #2.

RECOMMENDED MOTION

Concur with the recommendations of PWPEC and approve Negative Final Balancing Change Order #2 in the amount of \$-55,187.53 to KPH, Inc., bringing the total contract amount to \$1,336,184.88.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: Water & Wastewater Utility Funds, Sales Tax, & Special Assessments

	<u>Yes</u>	<u>No</u>
Developer meets City policy for payment of delinquent specials	<u>N/A</u>	<u> </u>
Agreement for payment of specials required of developer	<u>N/A</u>	<u> </u>
Letter of Credit required (per policy approved 5-28-13)	<u>N/A</u>	<u> </u>

COMMITTEE

	<u>Present</u>	<u>Yes</u>	<u>No</u>	<u>Unanimous</u>
				<u> <input checked="" type="checkbox"/> </u>
Tim Mahoney, Mayor	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u><input type="checkbox"/></u>	
Nicole Crutchfield, Director of Planning	<u><input type="checkbox"/></u>	<u><input type="checkbox"/></u>	<u><input type="checkbox"/></u>	
Steve Dirksen, Fire Chief	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u>Ryan Erickson</u>
Bruce Grubb, City Administrator	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u><input type="checkbox"/></u>	
Ben Dow, Director of Operations	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u><input type="checkbox"/></u>	
Steve Sprague, City Auditor	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u><input type="checkbox"/></u>	
Brenda Derrig, City Engineer	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u><input type="checkbox"/></u>	
Kent Costin, Finance Director	<u><input checked="" type="checkbox"/></u>	<u><input checked="" type="checkbox"/></u>	<u><input type="checkbox"/></u>	

ATTEST:

B. E. Derrig
Brenda E. Derrig, P.E.
City Engineer

C: Kristi Olson



CITY OF FARGO
ENGINEERING DEPARTMENT
CHANGE ORDER REPORT

Improvement District No	BR-17-L1	Change Order No	2
Project Name	Water Main Replacement, Street Reconstruction & Incidentals		
Date Entered	1/10/2019	For	KPH, Inc.

This change is made under the terms of or is supplemental to your present contract, if and when approved, you are ordered to perform the work in accordance with the additions, changes, or alterations hereinafter described.

EXPLANATION OF CHANGE: Final Balancing

This change order reconciles the estimated quantities used in the contract with the final quantities as measured in the field.

Section	Line No	Item Description	Unit	Orig Cont Qty	Prev C/O Qty	Prev Cont Qty	Curr C/O Qty	Tot Cont Qty	Unit Price (\$)	C/O Ext Price (\$)
Sanitary Sewer	2	F&I Pipe w/GB SDR 26 - 6" Dia PVC	LF	51.00	0.00	51.00	-0.60	50.40	112.00	-67.20
	3	F&I Pipe w/GB SDR 26 - 8" Dia PVC	LF	38.00	0.00	38.00	-1.50	36.50	115.00	-172.50
								Sanitary Sewer Sub Total (\$)		-239.70
Water Main Replacement	6	Remove Pipe All Sizes All Types	LF	296.00	0.00	296.00	-94.00	202.00	10.00	-940.00
	7	F&I Pipe w/GB C900 DR 18 - 4" Dia PVC	LF	103.00	0.00	103.00	-12.60	90.40	63.00	-793.80
	8	F&I Pipe w/GB C900 DR 18 - 6" Dia PVC	LF	283.00	0.00	283.00	10.60	293.60	66.00	699.60
	9	F&I Pipe w/GB C900 DR 18 - 8" Dia PVC	LF	49.00	0.00	49.00	-10.70	38.30	70.00	-749.00
	10	F&I Pipe w/GB C900 DR 18 - 10" Dia PVC	LF	928.00	0.00	928.00	19.50	947.50	82.00	1,599.00
	11	F&I Fittings Ductile Iron	LB	8,460.00	0.00	8,460.00	455.00	8,915.00	5.15	2,343.25
	14	F&I Gate Valve 6" Dia	EA	11.00	0.00	11.00	1.00	12.00	1,485.00	1,485.00
17	Furnish Temp Water Svc	EA	6.00	0.00	6.00	1.00	7.00	2,020.00	2,020.00	
								Water Main Replacement Sub Total (\$)		5,664.05
Storm Sewer	18	Remove Pipe All Sizes All Types	LF	319.00	0.00	319.00	-119.00	200.00	10.00	-1,190.00
	19	Remove Inlet	EA	13.00	0.00	13.00	2.00	15.00	355.00	710.00
	20	F&I Pipe w/GB SDR 26 - 10" Dia PVC	LF	47.00	0.00	47.00	5.00	52.00	60.00	300.00
	21	F&I Pipe w/GB 12" Dia Reinf Conc	LF	269.00	0.00	269.00	-42.60	226.40	97.00	-4,132.20



CITY OF FARGO
ENGINEERING DEPARTMENT
CHANGE ORDER REPORT

	SY	120.00	0.00	120.00	-120.00	0.00	2.10	-252.00
Paving								
51	Weed Control Type B	EA	120.00	0.00	120.00	0.00	2.10	-252.00
52	Casting to Grade - no Conc	EA	29.00	0.00	29.00	31.00	250.00	500.00
54	GV Box to Grade - no Conc	EA	17.00	0.00	17.00	18.00	115.00	115.00
55	F&I Casting - Floating Manhole	EA	10.00	0.00	10.00	11.00	1,205.00	1,205.00
58	Construction Signing	SF	10.00	0.00	10.00	0.00	5.25	-52.50
59	F&I Traffic Surface Gravel	TON	50.00	0.00	50.00	0.00	24.00	-1,200.00
97	* additional stop sign for construction	LS	0.00	0.00	0.00	1.00	198.00	198.00
98	* additional construction signs-handicap	LS	0.00	0.00	0.00	1.00	247.50	247.50
100	* additional temp milling and asphalt patch	LS	0.00	0.00	0.00	1.00	4,950.00	4,950.00
101	* additional mill and overlay transition on Roberts	LS	0.00	0.00	0.00	1.00	1,954.19	1,954.19
							Paving Sub Total (\$)	-15,963.73
Street Lights								
63	F&I Conductor #6 USE Cu	LF	6,405.00	0.00	6,405.00	6,426.00	1.35	28.35
67	F&I Innerduct 1.5" Dia	LF	2,064.00	0.00	2,064.00	2,071.00	6.30	44.10
70	F&I Pull Box	EA	4.00	0.00	4.00	5.00	1,050.00	1,050.00
102	* additional cost to dig thru 200' of brick foundation for street light conduit	LS	0.00	0.00	0.00	1.00	2,085.03	2,085.03
108	* Feed point relocate	LS	0.00	0.00	0.00	1.00	2,310.00	2,310.00
							Street Lights Sub Total (\$)	5,517.48
Pavement Marking								
71	F&I Grooved Plastic Film 4" Wide	LF	1,462.00	0.00	1,462.00	0.00	5.50	-8,041.00
72	F&I Grooved Contrast Film 7" Wide	CF	2,852.00	0.00	2,852.00	140.00	10.25	-27,798.00
73	F&I Grooved Plastic Film Message	SF	104.00	0.00	104.00	0.00	75.00	-7,800.00
74	F&I Grooved Plastic Film 8" Wide	LF	22.00	0.00	22.00	0.00	0.15	-3.30
75	F&I Grooved Plastic Film 16" Wide	LF	73.00	0.00	73.00	60.00	16.80	-218.40
76	F&I Grooved Thermoplastic Pavement Marking Message	SF	20.00	0.00	20.00	0.00	77.00	-1,540.00
77	Paint Epoxy Message	SF	28.00	0.00	28.00	0.00	10.50	-294.00
78	F&I Flexible Delineator	EA	56.00	0.00	56.00	0.00	55.00	-3,080.00
79	F&I Grooved Plastic Film 24" Wide	LF	192.00	0.00	192.00	180.00	29.00	-348.00



**CITY OF FARGO
ENGINEERING DEPARTMENT
CHANGE ORDER REPORT**

Pavement Marking	105	* relocate HC parking	LS	0.00	0.00	0.00	0.00	1.10	1.10	930.00	1,023.00
	106	* black tape not used	LS	0.00	0.00	0.00	0.00	1.10	1.10	4,300.00	4,730.00
								Pavement Marking Sub Total (\$)			-43,369.70
Signing	80	F&I Sign Assembly & Anchor	EA	12.00	0.00	12.00	0.00	1.00	13.00	78.00	78.00
	81	F&I Engineering Grade	SF	7.50	0.00	7.50	0.00	2.50	10.00	12.60	31.50
	82	F&I Diamond Grade Cubed	SF	45.00	0.00	45.00	0.00	0.50	45.50	18.95	9.48
								Signing Sub Total (\$)			118.98
Landscape	85	F&I Impressed 6" Thick Reinf Conc	SY	332.00	0.00	332.00	0.00	-71.00	261.00	102.00	-7,242.00
	86	F&I Planter Curb	LF	400.00	0.00	400.00	0.00	-10.00	390.00	23.00	-230.00
	88	F&I Plant - Perennial Type 1	EA	120.00	0.00	120.00	0.00	-20.00	100.00	25.00	-500.00
	89	F&I Structural Soil	SY	133.00	0.00	133.00	0.00	13.70	146.70	250.00	3,425.00
	90	Topsoil - Import	CY	58.00	0.00	58.00	0.00	22.00	80.00	57.00	1,254.00
	99	* additional mulch and grading	LS	0.00	0.00	0.00	0.00	1.00	1.00	880.00	880.00
								Landscape Sub Total (\$)			-2,413.00
								Grand Total (\$)			-55,187.53

* NC Items

Summary

Source Of Funding

Net Amount Change Order # 2 (\$)

Previous Change Orders (\$)

Original Contract Amount (\$)

Total Contract Amount (\$)

I hereby accept this order both as to work to be performed and prices on which payment shall be based.



CONTRACT TIME

Current Substantial Completion Date	Current Final Completion Date	Additional Days Substantial Completion	Additional Days Final Completion	New Substantial Completion Date	New Final Completion Date
10/17/2017		0.00	0.00	10/15/2017	

Description



CITY OF FARGO
ENGINEERING DEPARTMENT
CHANGE ORDER REPORT

APPROVED	KPH, Inc.	APPROVED DATE
For Contractor		
Title	President	Mayor
		3/6/19
		Attest

21

REPORT OF ACTION

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Improvement District No. BN-18-G1 Type: Final Balancing Change Order #3

Location: 33rd St & 40th Ave N Date of Hearing: 3/4/2019

<u>Routing</u>	<u>Date</u>
City Commission	3/11/2019
PWPEC File	X
Project File	Jason Leonard

The Committee reviewed the accompanying correspondence from Project Manager, Jason Leonard, for a revised Final Balancing Change Order #3 in the amount of \$23,638.40, bringing the total contract amount to \$2,213,804.12.

Staff is recommending approval of Final Balancing Change Order #3.

On a motion by Tim Mahoney, seconded by Steve Sprague, the Committee voted to recommend approval of Final Balancing Change Order #3.

RECOMMENDED MOTION

Concur with recommendations of PWPEC and approve Final Balancing Change Order #3 in the amount of \$23,638.40 to Dakota Underground Co.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: Special Assessments

	Yes	No
Developer meets City policy for payment of delinquent specials	N/A	
Agreement for payment of specials required of developer	N/A	
50% escrow deposit required	N/A	

COMMITTEE

	Present	Yes	No	Unanimous
				<input checked="" type="checkbox"/>
Tim Mahoney, Mayor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Nicole Crutchfield, Director of Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Steve Dirksen, Fire Chief	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ryan Erickson
Bruce Grubb, City Administrator	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Ben Dow, Director of Operations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Steve Sprague, City Auditor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Brenda Derrig, City Engineer	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Kent Costin, Finance Director	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:

B. E. D.
Brenda E. Derrig, P.E.
City Engineer

C: Kristi Olson

Memorandum

To: Members of PWPEC
From: Jason Leonard, Project Engineer
Date: February 27, 2019
Re: Improvement District #BN-18-G1 – Final Balancing Change Order # 3

Background:

Improvement District #BN-18-G1 is for the new construction of underground utilities, concrete paving and incidentals on 33rd Street North and 40th Avenue North.

Attached is Final Balancing Change Order #3 in the amount of \$23,638.40 that reconciles the estimated quantities used in the contract with the final quantities as measured in the field. The change reflects additional work completed on this project. The Driveway 7" Thick Reinf Conc quantity was increased due to additional new site plan submittals. Additional asphalt was used on the 40th Avenue North safety wedges, which are intended to provide a safe rollover transition from the pavement shoulder to the grass in slope.

The original contract bid price for this project was \$2,151,638.10 and this FBCO will bring the project final amount to \$2,213,804.12 (2.89% Increase). This Improvement District is 100% Special Assessed.

Recommended Motion:

Approve Final Balancing Change Order #3 in the amount of \$23,638.40 to Dakota Underground Inc.

JTL/jmg
Attachment

REPORT OF ACTION

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Improvement District No. BN-18-G1

Type: Final Balancing Change Order #3

Location: 33rd St & 40th Ave N

Date of Hearing: 1/22/2019

3/4/2019

Revised FBCO #3 to PWPEC

<u>Routing</u>	<u>Date</u>
City Commission	
PWPEC File	X
Project File	Jason Leonard

The Committee reviewed the accompanying correspondence from Project Manager, Jason Leonard, for Final Balancing Change Order #3 in the amount of \$2,645.65, bringing the total contract amount to \$2,192,811.37.

Staff is recommending approval of Final Balancing Change Order #3.

On a motion by Bruce Grubb, seconded by Steve Sprague, the Committee voted to recommend approval of Final Balancing Change Order #3.

RECOMMENDED MOTION

Concur with recommendations of PWPEC and approve Final Balancing Change Order #3 in the amount of \$2,645.65 to Dakota Underground Co.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: Special Assessments

Developer meets City policy for payment of delinquent specials
 Agreement for payment of specials required of developer
 50% escrow deposit required

Yes	No
N/A	
N/A	
N/A	

COMMITTEE

Tim Mahoney, Mayor
 Nicole Crutchfield, Director of Planning
 Steve Dirksen, Fire Chief
 Bruce Grubb, City Administrator
 Ben Dow, Director of Operations
 Steve Sprague, City Auditor
 Brenda Derrig, City Engineer
 Kent Costin, Finance Director

Present	Yes	No	Unanimous
			<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Donald Kress
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:

 Brenda E. Derrig, P.E.
 City Engineer

C: Kristi Olson

Improvement District No: BN-18-G1 Change Order No: 3
 Project Name: Storm Sewer, PC Concrete Paving & Incidentals
 Date Entered: 2/27/2019 For: Dakota Underground Co Inc

This change is made under the terms of or is supplemental to your present contract, if and when approved, you are ordered to perform the work in accordance with the additions, changes, or alterations hereinafter described.

EXPLANATION OF CHANGE: FINAL BALANCING CHANGE ORDER

This change order reconciles the estimated quantities used in the contract with the final quantities as measured in the field.

Section	Line No	Item Description	Unit	Orig Cont Qty	Prev C/O Qty	Prev Cont Qty	Curr C/O Qty	Tot Cont Qty	Unit Price (\$)	C/O Ext Price (\$)
Water Main	1	F&I Pipe w/GB C900 DR 18 - 6" Dia PVC	LF	240.00	0.00	240.00	-206.00	34.00	35.00	-7,210.00
	2	F&I Pipe w/GB C900 DR 18 - 8" Dia PVC	LF	40.00	0.00	40.00	-18.00	22.00	40.00	-720.00
	3	F&I Pipe w/GB C900 DR 18 - 12" Dia PVC	LF	80.00	0.00	80.00	-21.00	59.00	50.00	-1,050.00
	4	F&I Fittings C153 Ductile Iron	LB	3,016.00	0.00	3,016.00	-1,892.00	1,124.00	2.25	-4,257.00
Water Main Sub Total (\$)										-13,237.00
Storm Sewer	5	F&I Pipe 12" Dia Reinf Conc	LF	391.00	0.00	391.00	22.90	413.90	39.00	893.10
	6	F&I Pipe 15" Dia Reinf Conc	LF	102.00	0.00	102.00	8.00	110.00	41.00	328.00
	7	F&I Pipe 18" Dia Reinf Conc	LF	71.00	0.00	71.00	33.00	104.00	44.00	1,452.00
	8	F&I Pipe 30" Dia Reinf Conc	LF	1,123.00	0.00	1,123.00	-2.00	1,121.00	64.00	-128.00
	9	F&I Pipe 36" Dia Reinf Conc	LF	758.00	0.00	758.00	-15.00	743.00	82.00	-1,230.00
	10	F&I Pipe 42" Dia Reinf Conc	LF	801.00	0.00	801.00	29.00	830.00	115.00	3,395.00
	20	F&I Flared End Section 12" Dia Reinf Conc	EA	10.00	0.00	10.00	-1.00	9.00	550.00	-550.00
	21	F&I Flared End Section 15" Dia Reinf Conc	EA	3.00	0.00	3.00	-1.00	2.00	575.00	-575.00
	25	F&I Manhole 5' Dia Reinf Conc	EA	5.00	0.00	5.00	-1.00	4.00	3,400.00	-3,400.00
	26	F&I Manhole 6' Dia Reinf Conc	EA	3.00	0.00	3.00	1.00	4.00	4,100.00	4,100.00
33	Bore Pipe 42" Dia Reinf Conc	LF	30.00	0.00	30.00	-14.00	16.00	200.00	-2,800.00	
Storm Sewer Sub Total (\$)										1,425.10

Signing	72	F&I High Intensity Prismatic	SF	16.30	0.00	16.30	-10.00	6.30	18.00	-180.00
Pavement Marking	73	Paint Epoxy Line 4" Wide	LF	2,891.00	0.00	2,891.00	4,075.00	6,966.00	2.25	9,168.75
	74	Paint Epoxy Line 6" Wide	LF	2,772.00	0.00	2,772.00	-2,772.00	0.00	3.35	-9,286.20
	75	Paint Epoxy Line 8" Wide	LF	1,322.00	0.00	1,322.00	-16.00	1,306.00	4.60	-73.60
	76	Paint Epoxy Message	SF	224.00	0.00	224.00	-48.00	176.00	17.10	-820.80
	82	Temporary 4 inch pavement marking placed during the cure time of the asphalt pavement.	LS	0.00	0.00	0.00	1.00	1.00	4,235.00	4,235.00
Pavement Marking Sub Total (\$)										3,223.15
Summary										
Source Of Funding										
Net Amount Change Order # 3 (\$)										
Previous Change Orders (\$)										
Original Contract Amount (\$)										
Total Contract Amount (\$)										

I hereby accept this order both as to work to be performed and prices on which payment shall be based.

CONTRACT TIME

Current Substantial Completion Date	08/01/2018	Current Final Completion Date	Additional Days Substantial Completion	0.00	Additional Days Final Completion	0.00	New Substantial Completion Date	08/01/2018	New Final Completion Date
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Description

APPROVED 2-27-19

For Contractor: 
Title: PRESIDENT

APPROVED DATE

Department Head: 
Mayor: 3/6/19

Attest

22

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Improvement District No. NR-18-A1 Type: Change Order #3 & Time Extension

Location: Lift Station #21 & #54 Date of Hearing: 3/4/2019

Routing	Date
City Commission	3/11/2019
PWPEC File	X
Project File	Rob Hasey

The Committee reviewed the accompanying correspondence from Project Manager, Rob Hasey, regarding Change Order #3 & time extension. A 30-day time extension will be added to the Substantial Completion Date to account for change order approval time frame and installation. The time extension will only apply to the installation of the new control panel at Storm Sewer Lift Station #54.

Staff is recommending approval of Change Order #3, in the amount of \$62,725.80, and a 30-day time extension adjusting the Substantial Completion Date to April 17, 2019.

On a motion by Tim Mahoney, seconded by Steve Sprague, the Committee voted to recommend approval of Change Order #3 & time extension as described above.

RECOMMENDED MOTION

Concur with the recommendations of PWPEC and approve Change Order #3 in the amount of \$62,725.80, bringing the total contract amount to \$503,491.06 and a 30-day time extension to the Substantial Completion Date.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: Storm Utility Fund 524

	Yes	No
Developer meets City policy for payment of delinquent specials	N/A	
Agreement for payment of specials required of developer	N/A	
Letter of Credit required (per policy approved 5-28-13)	N/A	

COMMITTEE

	Present	Yes	No	Unanimous
Tim Mahoney, Mayor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Nicole Crutchfield, Director of Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Steve Dirksen, Fire Chief	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Ryan Erickson
Bruce Grubb, City Administrator	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Ben Dow, Director of Operations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Steve Sprague, City Auditor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Brenda Derrig, City Engineer	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Kent Costin, Finance Director	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:

B. E. D.
Brenda E. Derrig, P.E.
City Engineer

C: Kristi Olson

Memorandum

To: Members of PWPEC
From: Rob Hasey, Civil Engineer I, Storm Sewer Utility
Date: March 4, 2019
Re: Improvement District #NR-18-A1 – Change Order #3

Background:

Improvement District #NR-18-A1 is for replacing pumps, installing catwalks, sluice gates and other miscellaneous improvements at Storm Sewer Lift Stations #21 and #54.

Storm Sewer Lift Station #54 was hit twice during the months of October and November by vehicles that lost control on the northbound I29 lane and struck the lift station. In the first accident, the vehicle hit the control panel and damaged it. In the second accident, a vehicle went over top of the lift station damaging a pump cable, knocking over a street light and damaging a guard rail that was installed on 36th Street.

Change Order #1 was for the installation of a guardrail on the west side of the lift station to help protect it from future crashes.

Change Order #3 is for the updated control panel cost at lift station #54. Prior to the first accident, the plan was to add a subpanel at the lift station with a PLC and SCADA equipment. Since the panel was destroyed in the first accident, we asked the Contractor to provide a new panel with the SCADA components in one unit. The price adjustment includes the following:

- New control panel: \$43,540
- Sales tax: \$2,239.50 (7.5% on first \$2,500 and 5% on remaining balance)
- 10% Overhead and profit for JDP: \$4,577.95
- Programming the new RTU: \$1,600
- Pay for previous trenching and conduit: \$1,620.50
- Materials (JDP): \$1,546.17
- Labor (JDP): \$3,685.50
- ND Inspection fee: \$453.05
- CC Steel Admin & OH: \$3,463.13 (10% of first \$10,000 plus 5% of remaining balance)

Total: \$62,725.80

The Engineering Department is seeking reimbursement of \$42,867.37 from Progressive Insurance. This claim is still processing.

The City will pay \$16,460 for the SCADA components in the new panel, \$1,600 for programming the RTU, \$1,620.50 for previous work performed by JDP to trench and install conduit, \$161.03 for 5% of CC Steel's admin and overhead and \$16.10 for the ND Electrical Inspection Fee.

30 Calendar days will be added to the Substantial Completion Date to account for change order approval timeframe (PWPEC & Commission) and for installation. The time extension will only apply to the installation of the new control panel at Storm Sewer Lift Station #54.

Source of funding: 100% Storm Utility Fund 524

Recommended Motion:

Approve Change Order #3 as shown:

Original Contract Amount	Previous Change Orders	Change Order #3	New Contract Amount
\$424,725.00	\$16,040.26	\$62,725.80	\$503,491.06

Original Completion Dates	Revised Previously	Revised This Memo
Substantial – March 1 st , 2019	Substantial – March 18 th , 2019	Substantial – April 17 th , 2019

RJH/klb

Attachments

C: Jody Bertrand, Division Engineer

8207



Quality Flow Systems, Inc.
 Quality Control & Integration, Inc.
 800 - 6th Street NW
 New Prague, MN 56071
 Phone: (952) 758-9445

Invoice 36424

Invoice Date	Due Date
1/7/2019	2/6/2019

Bill To
JDP Electric 803 - 28th St S Fargo, ND 58103

Shlp To
JDP Electric 803 - 28th St S Fargo, ND 58103

P.O. Number	Terms	Rep	Via	F.O.B.	Project
8207-29123/1	Net 30	PGM	Best Way	Origin	24444 - Fargo, ND NR-1...

Ordered	Invoiced	B/O	Item Number	Description	Unit Price	Ext. Price
1	1	0	PANEL-24444-P001	Lift Station STS LS#21 - NEMA 12 Triplex Control Panel - free stand encl. w/ louvered skirt - 480/3 4-wire operating service - MicroLogix PLC w/ OIT - radio - soft starters	46,580.00 <i>PAID</i>	46,580.00T
1	1	0	FIELD-24444-P001	- submersible level transducer - (2) floats w/ anchor mount kit - antenna, coax cable & connectors - generator receptacle - alarm light	0.00	0.00T
1	1	0	PANEL-24444-P002	Lift Station STS LS#54 - NEMA 3R Duplex Control Panel - 480/3 4-wire operating service - free stand encl. w/ louvered skirt stand - MicroLogix PLC w/ OIT - radio - soft starters	43,540.00	43,540.00T
1	1	0	FIELD-24444-P002	- submersible level transducer - (2) floats w/ anchor mount kit - antenna, coax cable & connectors	0.00	0.00T
1	1	0	SPARE-24444-P001	- temperature sensor transmitter	0.00	0.00T
2	2		CHANGE ORDER	Change Order: Optional adder per station for programming mods	1,600.00	3,200.00T

Thank you for your business.	Subtotal	\$93,320.00
Finance charges at a rate of 1.5% per month or 18% annually, will be added to any account that is past due. In addition, the customer is responsible for all costs associated with collections including reasonable attorney fees.	Sales Tax (7.5%)	\$6,999.00
	Total	\$100,319.00



803 28th St. SW
 Fargo, ND 58106-7097
 (701) 232-1991

ESTIMATE SHEET

JOB NAME <i>City of Bismarck</i>	BASE/ALT. NO. <i>ET 544 Sta. #54</i>	ESTIMATE NO.
LOCATION <i>32th St. E. & 32th Ave.</i>	ARCHITECT	DATE <i>10-17-18</i>
ESTIMATOR	CHECKED BY	BID DATE

DESCRIPTION	MATERIAL			LABOR	
	QUANTITY	PRICE	EXTENSION	UNIT	EXTENSION
<i>Remove existing steel door, CT</i>	} LOT				14-
<i>switch cabinet, controllers, fuses, accessories, haul away</i>					
<i>400 panel cabinet</i>	1		570-		4-
<i>250000 nuts, bolts, washers, washers</i>	8	350	28-		1-
<i>1 unit C.C.E.C. meter socket</i>	1		4-		1 $\frac{1}{2}$
<i>2 1/2" LG of case & cabinet</i>	2	10590	21180	$\frac{1}{2}$	1-
<i>2 1/2" rigid conduit, threading</i>	5'	1250	6250		1 $\frac{1}{2}$
<i>2 1/2" bonding bushing & wire</i>	2.	1616	3232	$\frac{1}{2}$	1-
<i>2 1/2" J-box</i>	6	315	1890		$\frac{3}{4}$
<i>2 1/2" x close nipple</i>	7	760	1520		$\frac{3}{4}$
<i>1/2" x 5" nipple</i>	1		2016		1
<i>2 1/2" nypex hub #KO</i>	2	2175	4350	$\frac{1}{2}$	1-
<i>2" PVC LB</i>	1		1450		$\frac{3}{4}$
<i>2" PVC elbow/placement, KO</i>	1		2-		$\frac{3}{4}$
<i>Inst. new 20amp control panel</i>	1				12-
<i>3/8 x 3" 5/8 anchor</i>	4	150	6-		$\frac{1}{2}$
<i>250 KCM THHN cu.</i>	30'	340	102-		3-
<i>1/0</i>	10'	150	15-		1-
<i>3/4 x 10' Cu ground rod</i>	1		2250		$\frac{1}{2}$
<i>#4 Cu rod compression crimps</i>	1		1450		$\frac{3}{4}$
<i>#4 bare cu.</i>	10'	60	6-		$\frac{3}{4}$
<i>1 1/2" down cable connectors #KO's</i>	2	1740	3480	$\frac{1}{2}$	1-
<i>Test meter / test pump meter</i>	2			$\frac{1}{2}$	1 $\frac{1}{2}$
<i>Install 20amp panel & cables</i>	1		3-		1 $\frac{1}{2}$
<i>Install fuses & transducers</i>	3			1-	3-
<i>Installation, startup, system test</i>	LOT				4-
<i>MV in, vehicle, in area</i>	LOT		25-		3-
<i>MV in area</i>					5-
			125068		63 Hr
Tax			9382	@	58.50
			134450		
<i>O/P 15%</i>			20167		
TOTALS THIS PAGE →			154617		368550

Improvement District No NR-18-A1 Change Order No 3
 Project Name Storm Sewer Lift Station Modifications & Incidentals
 Date Entered 2/20/2019 For CC Steel, LLC

This change is made under the terms of or is supplemental to your present contract, if and when approved, you are ordered to perform the work in accordance with the additions, changes, or alterations hereinafter described.

EXPLANATION OF CHANGE: New control panel at lift #54

The control panel was struck by a vehicle on October 11th, 2018. The panel is a total loss and needs to be replaced. A new control panel with SCADA equipment will be installed. The City will be seeking reimbursement for a portion of the costs from Progressive Insurance to cover a majority of the cost of the new panel. The claim is still in process at the time of this change order.

Section	Line No	Item Description	Unit	Orig Cont Qty	Prev C/O Qty	Prev Cont Qty	Curr C/O Qty	Tot Cont Qty	Unit Price (\$)	C/O Ext Price (\$)
Site #2 (STS LS #54)	26	Extra - StormSewers	LS	0.00	0.00	0.00	1.00	1.00	62,725.80	62,725.80
Summary										
Source Of Funding										
Utility Funds - Stormwater - 524										
Net Amount Change Order # 3 (\$)										
Previous Change Orders (\$)										
Original Contract Amount (\$)										
Total Contract Amount (\$)										
									Site #2 (STS LS #54) Sub Total (\$)	62,725.80
										424,725.00
										503,491.06

I hereby accept this order both as to work to be performed and prices on which payment shall be based.

CONTRACT TIME

Current Substantial Completion Date	Current Final Completion Date	Additional Days Substantial Completion	Additional Days Final Completion	New Substantial Completion Date	New Final Completion Date
03/18/2019	08/01/2019	30.00	31.00	04/17/2019	09/01/2019

Description JDP will install the panel at the end of March. Add 30 days to substantial completion for installation of the new control panel at lift #54.

APPROVED APPROVED DATE



CITY OF FARGO
ENGINEERING DEPARTMENT
CHANGE ORDER REPORT

For Contractor

Kevin M. Trio

CC Steel, LLC by Kevin M. Trio, CEO

Title

Department Head

[Signature]

Mayor

3/6/19

2/25/2019

Attest

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Improvement District No. FM-17-C1 Type: Change Order #3 & Time Extension

Location: Bison Meadows Date of Hearing: 3/4/2019

City Commission	<u>3/11/2019</u>
PWPEC File	<u>X</u>
Project File	<u>Roger Kluck</u>

The Committee reviewed the accompanying correspondence from Project Manager, Roger Kluck, related to Change Order #3 in the amount of \$99,997.00, bringing the total contract amount to \$1,264,052.54 and a 31-day time extension for additional work.

Diversion Sales Tax is paying for the north levee extension (\$55,489.00), Fargo Park District is being assessed for the added and revise paths to the northwest (\$42,988.00), and the Bison Meadows subdivision is being assessed for seeding of the existing excess topsoil pile (\$1,520.00).

Staff is recommending approval of Change Order #3 & Time Extension.

On a motion by Tim Mahoney, seconded by Steve Sprague, the Committee voted to recommend approval of Change Order #3 in the amount of \$99,997.00 & time extension.

RECOMMENDED MOTION

Approve Change Order #3 in the amount of \$99,997.00 to KPH, Inc. and time extension.

PROJECT FINANCING INFORMATION:


Recommended source of funding for project: Diversion Sales Tax, Fargo Park District & Special Assessments

	<u>Yes</u>	<u>No</u>
Developer meets City policy for payment of delinquent specials	<u>N/A</u>	<u> </u>
Agreement for payment of specials required of developer	<u>N/A</u>	<u> </u>
Letter of Credit required (per policy approved 5-28-13)	<u>N/A</u>	<u> </u>

COMMITTEE

	<u>Present</u>	<u>Yes</u>	<u>No</u>	<u>Unanimous</u>
Tim Mahoney, Mayor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Nicole Crutchfield, Director of Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Steve Dirksen, Fire Chief	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Ryan Erickson
Bruce Grubb, City Administrator	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Ben Dow, Director of Operations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Steve Sprague, City Auditor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Brenda Derrig, City Engineer	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Kent Costin, Finance Director	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:


 Brenda E. Derrig, P.E.
 City Engineer

C: Kristi Olson

Memorandum

To: PWPEC

From: Roger E. Kluck, PE, CFM Civil Engineer II

CC: Jody Bertrand, Division Engineer; Tom Knakmuhs, Division Engineer,

Date: February 26, 2019

Re: Project # FM-17-C1 Revised Change Order #3 & Time Extension

Project FM-17-C1 was bid on March 21, 2018 with bid award on March 26, 2018. The project documents identified Substantial Completion for all work on September 1, 2018 and Final Completion for all cleanup and punch list items for September 15, 2018. KPH, Inc. was awarded the project and subsequently given a notice to proceed. Change order #1 extended the project completion date for the paths to August 1, 2019. Change Order #3 covers additional recreational path north of the ponds to connect to existing built paths. Change Order #3 also extends recreation paths at the request of the Fargo Park District to connect from the west pond northwest to 19th Street and replaces park sidewalk on 19th Street so that it is wider for equipment snow removal.

After this item went to PWPEC in November KPH indicated they wanted to review the earthwork amounts because they had completed restoration of the pond borrow sites. After further discussion it was determined that borrow clay would come from right-of-way next to the new paths and the borrow holes would be filled with topsoil from the Bison Meadows excess topsoil pile. This revised change order reflects those changes. We also added a restoration of the Bison Meadows topsoil pile for erosion control to this change order also.

The change order amounts are based upon the bid pricing and negotiated pricing for added work and Engineering recommends approval. The Diversion Sales Tax is paying for the north levee extension for \$55,489.00, the Park District is being assessed for the added and revised paths to the northwest at \$42,988.00, and the Bison Meadows subdivision is being assessed for seeding of the existing excess topsoil pile at \$1,520.00. The project completion date has been revised to September 1, 2019 to allow the Contractor to complete the added work.

Recommended Motion:

Approve Change Order #3 for \$99,997.00 and time extension extending the contract completion date to September 1, 2019.

Attachment

Improvement District No **FM-17-C1** Change Order No **3**
 Project Name **Bison Meadows Levee and Pond Project**
 Date Entered **12/26/2018** For **KPH, Inc.**

This change is made under the terms of or is supplemental to your present contract, if and when approved, you are ordered to perform the work in accordance with the additions, changes, or alterations hereinafter described.

EXPLANATION OF CHANGE: Added path

At the request of engineering path was added north of the west pond and south of the west pond to connect to present and future paths. The Park District acquired land northwest of the west pond and wanted path to be added to tie to path on 19th St S. The Park Path on the west side of 19th St S is not wide enough for a Park bobcat to clear it so its being removed and replaced with an 8' wide path.

Section	Line No	Item Description	Unit	Orig Cont Qty	Prev C/O Qty	Prev Cont Qty	Curr C/O Qty	Tot Cont Qty	Unit Price (\$)	C/O Ext Price (\$)	
Pond Area Path Paving	12	F&I Shared Use Path 5" Thick Reinf Conc	SY	9,850.00	0.00	9,850.00	1,340.00	11,190.00	35.00	46,900.00	
	42	Seeding Type A	SY	0.00	0.00	0.00	2,010.00	2,010.00	0.20	402.00	
	43	Mulching Type 1 - Hydro	SY	0.00	0.00	0.00	2,010.00	2,010.00	0.30	603.00	
	44	F&I Flared End Section 12" Dia Reinf Conc	EA	0.00	0.00	0.00	2.00	2.00	1,100.00	2,200.00	
	45	F&I Pipe 12" Dia	LF	0.00	0.00	0.00	33.00	33.00	38.00	1,254.00	
	46	Fill - Random	CY	0.00	0.00	0.00	300.00	300.00	6.10	1,830.00	
	47	Topsoil - Strip & Spread	CY	0.00	0.00	0.00	100.00	100.00	3.00	300.00	
Park District Path Paving	55	Topsoil - Import Special	CY	0.00	0.00	0.00	300.00	300.00	5.00	1,500.00	
	57	Mobilization	LS	0.00	0.00	0.00	1.00	1.00	500.00	500.00	
	Pond Area Path Paving Sub Total (\$)										
					2,300.00	0.00	2,300.00	900.00	3,200.00	35.00	31,500.00
	48	Remove Pavement All Thicknesses All Types	SY	0.00	0.00	0.00	210.00	210.00	4.50	945.00	
	49	F&I Pipe 12" Dia	LF	0.00	0.00	0.00	32.00	32.00	38.00	1,216.00	
	50	F&I Flared End Section 12" Dia Reinf Conc	EA	0.00	0.00	0.00	2.00	2.00	1,100.00	2,200.00	
51	Fill - Random	CY	0.00	0.00	0.00	520.00	520.00	6.10	3,172.00		
52	Topsoil - Strip & Spread	CY	0.00	0.00	0.00	160.00	160.00	3.00	480.00		
53	Seeding Type A	SY	0.00	0.00	0.00	1,750.00	1,750.00	0.20	350.00		

Park District Path Paving	54	Mulching Type 1 - Hydro	SY	0.00	0.00	0.00	1,750.00	1,750.00	0.30	525.00
	56	Topsoil - Import Special	CY	0.00	0.00	0.00	520.00	520.00	5.00	2,600.00
Park District Path Paving Sub Total (\$)										
Bison Meadows District	58	Mulching Type 2 - Straw	SY	0.00	0.00	0.00	4,000.00	4,000.00	0.18	720.00
	59	Seeding Type A	SY	0.00	0.00	0.00	4,000.00	4,000.00	0.20	800.00
Bison Meadows District Sub Total (\$)										
1,520.00										
Summary										
Source Of Funding										
Fargo Park District Funds, Sales Tax Funds - Flood Control - 460, Special Assessments										
Net Amount Change Order # 3 (\$)										
Previous Change Orders (\$)										
Original Contract Amount (\$)										
Total Contract Amount (\$)										
99,997.00										
93,400.54										
1,070,655.00										
1,264,052.54										

I hereby accept this order both as to work to be performed and prices on which payment shall be based.

CONTRACT TIME

Current Substantial Completion Date	Current Final Completion Date	Additional Days Substantial Completion	Additional Days Final Completion	New Substantial Completion Date	New Final Completion Date
09/21/2018	08/01/2019	0.00	31.00	09/21/2018	09/01/2019

Description

APPROVED

For Contractor

Title

Eric Nelson
President

APPROVED DATE

Department Head

Mayor

[Signature]
3/6/19

Attest

March 6, 2019

24

Honorable Board of City
Commissioners
City of Fargo
Fargo, ND

Re: Improvement District No. PN-18-C1

Dear Commissioners:

Bids were opened at 11:30 AM on Wednesday, March 6, 2019, for Concrete Paving, Signing, Street Lights & Incidentals, Improvement District No. PN-18-C1, located at Laverne's Addition.

The bids were as follows:

Northern Improvement Co.	\$1,754,746.26
Dakota Underground Co.	\$1,862,718.10
All Finish Concrete	\$1,927,022.70
Paras Contracting Inc.	\$2,083,090.80
Opp Construction	\$2,274,653.45
Strata Corporation	\$2,560,719.93

Engineer's Estimate \$2,025,290.00

The special assessment escrow is not required.

This office recommends award of the contract to Northern Improvement Co. in the amount of \$1,754,746.26 as the lowest and best bid. No protests have been received.

Sincerely,



Thomas Knakmuhs
Assistant City Engineer

TAK/klb

ENGINEER'S STATEMENT OF ESTIMATED COST

IMPROVEMENT DISTRICT # PN-18-C1

PC Concrete Paving & Incidentals

Laverne's Addition

WHEREAS, bids have been opened and filed for the above described Improvement District for City of Fargo, North Dakota; and WHEREAS, an estimate of the cost of work is required by the engineer for the City of Fargo, North Dakota;

NOW THEREFORE Tom Knakmuhs, do hereby certify as follows:

That I am the Assistant City Engineer for the City of Fargo, North Dakota;

That the following is detailed statement of the estimated cost of the job described as:

PC Concrete Paving & Incidentals Improvement District # PN-18-C1 of the City of Fargo, North Dakota.

Line Description	Unit	Quantity	Unit Price (\$)	Amount (\$)
Miscellaneous				
1 Mulching Type 1 - Hydro	SY	21,000.00	0.34	7,140.00
2 Mulching Type 2 - Straw	SY	21,000.00	0.12	2,520.00
3 Seeding Type C	SY	42,000.00	0.31	13,020.00
4 Topsoil - Spread	LS	1.00	15,500.00	15,500.00
5 Stormwater Management	LS	1.00	1,150.00	1,150.00
6 Inlet Protection - Existing Inlet	EA	6.00	130.00	780.00
7 Inlet Protection - New Inlet	EA	23.00	130.00	2,990.00
			Miscellaneous Total	43,100.00
Paving				
8 Remove Pavement All Thicknesses All Types	SY	330.00	5.15	1,699.50
9 Fill - Contractor Supply	CY	6,000.00	7.50	45,000.00
10 Remove Curb & Gutter	LF	70.00	4.50	315.00
11 Excavation	CY	8,000.00	2.85	22,800.00
12 Subcut	CY	7,700.00	3.60	27,720.00
13 Subgrade Preparation	SY	23,065.00	1.00	23,065.00
14 F&I Woven Geotextile	SY	23,065.00	1.10	25,371.50
15 F&I Class 5 Agg - 10" Thick	SY	23,065.00	8.25	190,286.25
16 F&I Edge Drain 4" Dia PVC	LF	9,160.00	5.30	48,548.00
17 F&I Curb & Gutter Standard (Type II)	LF	9,160.00	16.50	151,140.00
18 F&I Pavement 10" Thick Doweled Conc	SY	18,730.00	50.00	936,500.00
19 F&I Driveway 7" Thick Reinf Conc	SY	370.00	43.25	16,002.50
20 F&I Aggregate for Asph Pavement FAA 43	TON	210.00	65.00	13,650.00
21 F&I Asphalt Cement PG 58-34	GAL	2,715.00	3.00	8,145.00
22 Casting to Grade - Blvd	EA	34.00	410.00	13,940.00
23 Casting to Grade - no Conc	EA	25.00	480.00	12,000.00
24 GV Box to Grade - Blvd	EA	24.00	150.00	3,600.00
25 GV Box to Grade - no Conc	EA	2.00	165.00	330.00
26 F&I Shared Use Path 4" Thick Reinf Conc	SY	970.00	36.00	34,920.00
			Paving Total	1,575,032.75
Signing				
27 F&I Diamond Grade Cubed	SF	26.70	22.65	604.76
28 F&I Sign Assembly & Anchor	EA	5.00	97.85	489.25
29 F&I Barricade Type III	EA	2.00	495.00	990.00
			Signing Total	2,084.01
Street Lighting				
30 F&I Base 6' Deep Reinf Conc	EA	28.00	1,100.00	30,800.00
31 F&I Feed Point	EA	1.00	9,950.00	9,950.00
32 F&I Innerduct 1.5" Dia	LF	4,750.00	4.40	20,900.00
33 F&I Luminaire Type A	EA	28.00	315.00	8,820.00
34 F&I Light Standard Type A	EA	28.00	1,550.00	43,400.00

ENGINEER'S STATEMENT OF ESTIMATED COST

IMPROVEMENT DISTRICT # PN-18-C1

PC Concrete Paving & Incidentals

35 F&I Conductor #6 USE Cu	LF	13,773.00	1.50	20,659.50
			Street Lighting Total	134,529.50
			Total Construction in \$	1,754,746.26
		Engineering	11.00 %	193,022.09
		Legal & Misc	3.00 %	52,642.39
		Contingencies	10.00 %	175,474.63
		Administration	6.00 %	105,284.78
		Interest	4.00 %	70,189.85
		Total Estimated Costs		2,351,359.99
		Special Assessments		2,351,359.99
		Unfunded Costs		0.00

IN WITNESS THEREOF, I have hereunto set my hand and seal

Date: 03/06/2019



Tom Knakmuhs

Assistant City Engineer



COVER SHEET
CITY OF FARGO PROJECTS

(25)

This sheet must be completed and turned in with all City of Fargo projects. NO items will be accepted by either the City Commission Office or the City Auditor's Office without this cover sheet attached and properly filled out.

Exact, full name of Improvement District as it will appear in the Contract:

Asphalt Mill & Overlay & Incidentals

Improvement District No. PR-19-G

Call For Bids	<u>March 11</u>	<u>2019</u>
Advertise Dates	<u>March 18 & 25</u>	<u>2019</u>
Bid Opening Date	<u>April 17</u>	<u>2019</u>
Substantial Completion Date	<u>September 13</u>	<u>2019</u>
Final Completion Date	<u>October 13</u>	<u>2019</u>

N/A PWPEC Report (Attach Copy) **Part of 2019 CIP**

X Engineer's Report (Attach Copy)

X Direct City Auditor to Advertise for Bids

X Bid Quantities (Attach Copy for Auditor's Office Only)

X Notice to Property Owners (Dan Eberhardt)

Project Manager Brian Skanson

Phone No. 241-1545

The items listed above are for use on all City projects. The additional items listed below are to be checked only when all or part of a project is to be special assessed:

X Create District (Attach Copy of Legal Description)

X Order Plans & Specifications

X Approve Plans & Specifications

X Adopt Resolution of Necessity

N/A Approve Escrow Agreement (Attach Copy for Commission Office Only)

X Assessment Map (Attach Copy for Auditor's Office Only)

ENGINEER'S REPORT
ASPHALT MILL & OVERLAY & INCIDENTALS
IMPROVEMENT DISTRICT NO. PR-19-G

Nature & Scope

Under this project, streets and avenues will be milled and overlaid in Sections 1 & 2 and a complete street rehabilitation of selected streets within Section 2 as follows:

Section 1:

- On Lilac Lane North from Maple Street North to Willow Road North (including cul-de-sac).
- On Maple Street North from 29th Avenue North to Willow Road North.
- On 28th Avenue North from Maple Street North to the end of cul-de-sac.
- On North Woodcrest Drive North from Maple Street North to Willow Road North.
- On Meadowlark Lane North from Maple Street North to Lilac Lane North.
- On Willow Road North from Maple Street North to North Woodcrest Drive North.
- On Park Lane North east of North Woodcrest Drive North.
- On North Woodcrest Drive North from South Woodcrest Drive North to end of cul-de-sac.

Section 2:

- On 10th Street North from 31st Avenue North to 28th Avenue North.
- On 9 ½ Street North from 30th Avenue North to 19th Avenue North.
- On 9th Street North from 32nd Avenue North to 19th Avenue North.
- On 8th Street North from 32nd Avenue North to 30th Avenue North.
- On 8th Street North from 29th Avenue North to 28th Avenue North.
- On 8th Street North from 25th Avenue North to 19th Avenue North.
- On 7th Street North from 25th Avenue North to 19th Avenue North.
- On 31st Avenue North from 10th Street North to Broadway North.
- On 30th Avenue North from east of 10th Street North to 9th Street North.
- On 30th Avenue North from 8th Street North to Broadway North.
- On 29th Avenue North from east of 10th Street North to Broadway North.
- On 28th Avenue North from 10th Street North to 8th Street North.
- On 25th Avenue North from 10th Street North to 8th Street North.
- On 22nd Avenue North from 10th Street North to Broadway North.

Section 2 Replacement Area:

- On 8th Street North from 29th Avenue North to 30th Avenue North.
- On 30th Avenue North from 8th Street North to 9th Street North.

Purpose

The above named streets and avenues are in need of rehabilitation. A mill and overlay will provide a new wearing surface as well as correct deficiencies that have appeared over time. Some streets are broken up and will need to be replaced. Rehabilitation at this time is a cost effective means of extending the useful life of the street.

Feasibility

The construction cost is estimated to be \$1,980,326.00. Special Assessments and Street Rehabilitation Funds will pay for this project. The cost breakdown is as follows:

Section 1:

Estimated Construction Cost:	\$ 615,628.00
Assessed Portion:	\$ 307,814.00
Plus Engineering Fees (6%):	18,469.00
Plus Administration Fees (6%):	18,469.00
Plus Legal/Misc Fees (3%):	9,234.50
Plus Interest (4%):	<u>12,312.50</u>
Total Assessed:	\$ 366,299.00
City Portion:	\$ 307,814.00
Plus Engineering Fees (6%):	18,469.00
Plus Legal/Misc Fees (3%):	9,234.50
Plus Interest (4%):	<u>12,312.50</u>
City Cost (Street Rehabilitation Funds):	\$ 347,830.00

Section 2:

Estimated Construction Cost:	\$1,133,525.00
Assessed Portion:	\$ 566,762.50
Plus Engineering Fees (6%):	34,006.00
Plus Administration Fees (6%):	34,006.00
Plus Legal/Misc Fees (3%):	17,003.00
Plus Interest (4%):	<u>22,670.50</u>
Total Assessed:	\$ 674,448.00
City Portion:	\$ 566,762.50
Plus Engineering Fees (6%):	34,006.00
Plus Legal/Misc Fees (3%):	17,003.00
Plus Interest (4%):	<u>22,670.50</u>
City Cost (Street Rehabilitation Funds):	\$ 640,442.00

Section 2 Replacement Area:

Estimated Construction Cost: \$ 231,173.00

Assessed Portion: \$ 165,951.00

Plus Engineering Fees (6%): 9,957.00

Plus Administration Fees (6%): 9,957.00

Plus Legal/Misc Fees (3%): 4,979.00

Plus Interest (4%): 6,638.00

Total Assessed: \$ 197,482.00

City Portion: \$ 65,222.00

Plus Engineering Fees (6%): 3,913.00

Plus Legal/Misc Fees (3%): 1,956.50

Plus Interest (4%) 2,608.00

City Cost (Street Rehabilitation Funds): \$ 73,699.50

Total Estimated Construction Cost: \$1,980,326.00

Plus Engineering Fees (6%): 118,820.00

Plus Administration Fees (3.15%): 62,432.00

Plus Legal/Misc Fees (3%): 59,409.50

Plus Interest (4%): 79,212.00

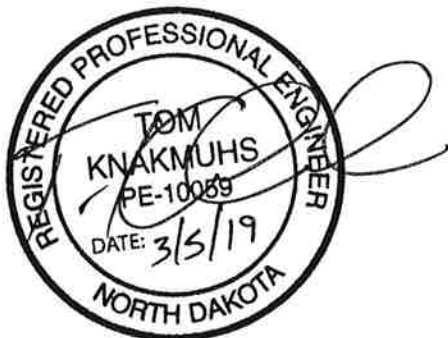
Total Cost: \$2,300,199.50

Project Funding Summary:

Assessed Cost (53.83%): \$1,238,229.00

City Cost (Street Rehabilitation Funds – 46.17%): \$1,061,971.50

We believe this to be cost effective.




Tom Knakmuhs, P.E.
Assistant City Engineer

**CITY OF FARGO
ENGINEERING DEPARTMENT**

LOCATION & COMPRISING

ASPHALT MILL & OVERLAY & INCIDENTALS

IMPROVEMENT DISTRICT NO. PR-19-G

LOCATION (Section 1):

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On Meadowlark Lane North from Maple Street North to Lilac Lane North.
On Willow Road North from Maple Street North to North Woodcrest Drive North.
On Park Lane North east of North Woodcrest Drive North.
On North Woodcrest Drive North from South Woodcrest Drive North to end of cul-de-sac.

LOCATION (Section 2):

On 10th Street North from 31st Avenue North to 28th Avenue North.
On 9 ½ Street North from 30th Avenue North to 19th Avenue North.
On 9th Street North from 32nd Avenue North to 19th Avenue North.
On 8th Street North from 32nd Avenue North to 28th Avenue North.
On 8th Street North from 25th Avenue North to 19th Avenue North.
On 7th Street North from 25th Avenue North to 19th Avenue North.
On 31st Avenue North from 10th Street North to Broadway North.
On 30th Avenue North from east of 10th Street North to Broadway North.
On 29th Avenue North from east of 10th Street North to Broadway North.
On 28th Avenue North from 10th Street North to 8th Street North.
On 25th Avenue North from 10th Street North to 8th Street North.
On 22nd Avenue North from 10th Street North to Broadway North.

COMPRISING (Section 1):

Lots 4 & 5, Block 5, Longfellow Addition.

Lots 1 through 19, Block 1.
Lots 1 through 28, Block 2.
All in North Oaks Addition.

Lots 1 through 5, Block 6.
Lots 1 through 10, Block 8.
Lots 1 through 10, Block 9.
Lots 1 & 2, Block 10.
All in Elm Tree Park 2nd Addition.

Lots 5 through 14, Block 8.
Lots 5 through 14, Block 9
Lots 5 through 9, Block 10.

Lot 14, Block 11.
Lots 1 through 7, Block 14.
All in Woodcrest 2nd Addition.

Lots 1 through 10, Block 13.
Lots 5 through 18, Block 15.
Lots 13 through 25, Block 16.
Lots 1 through 7, Block 17.
All in Woodcrest 3rd Addition.

Lots 1 through 8, Block 18.
Lots 1 through 16, Block 19.
Lots 1 through 9, Block 20.
Lots 1 through 11, Block 21.
Lots 1 through 9, Block 22.
All in Woodcrest Park Addition.

COMPRISING (Section 2):

Lots 1 through 3, Block 1, Sunwood Addition.

Lots 1 through 7, Block 1.
Lots 1 through 6, Block 2.
All in Cedarholm Addition.

Lots 1 through 16, Block 1.
Lots 1 through 16, Block 2.
Lots 1 through 16, Block 3.
Lots 1 through 8, Block 4.
Lots 5 through 12, Block 5.
Lots 5 through 16, Block 6.
Lots 1 through 16, Block 7.
Lots 1 through 8, Block 8.
All in Knollbrook Addition.

Lots 1, 2, 15, and 16, Block 1.
Lots 1 through 16, Block 2.
Lots 1 through 46, Block 3.
Block 4.
Lots 1 through 20, Block 5.
Block 6.
All in Laurence Yunker 1st Addition.

Lots 1 through 10, Block 7.
Lots 1 through 8, Block 8.
All in Laurence Yunker 2nd Addition.

Lots 1 through 7 and 15 through 28, Block 1.
Lots 1 through 28, Block 2.
Lots 1 through 14, Block 3.
All in Peter Sway 1st Addition.

Lots 3 through 18, Block 1.

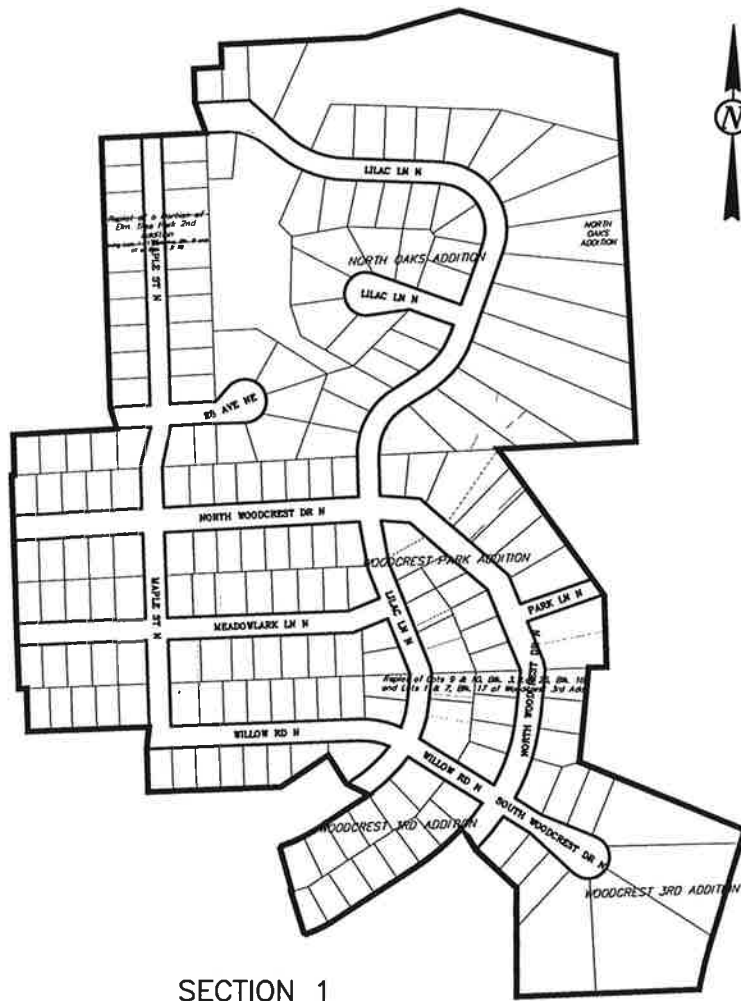
Lots 1 through 18, Block 2.
Lots 1 through 9, Block 3.
All in Peter Sway 2nd Addition.

Lots 5 through 8, Block 1.
Lots 1 through 8, Block 2.
Lots 1 through 4, Block 3.
Lots 1 through 11, Block 4.
All in Peter Sway 3rd Addition.

Lots 1 through 13, Block 1.
Lots 1 through 13, Block 2.
Lots 1 through 13, Block 3.
Lots 1 through 13, Block 4.
All in Peter Sway 4th Addition.

Lots 1 through 13, Block 1.
Lots 1 through 26, Block 2.
Lots 1 through 13, Block 4.
Lots 1 through 26, Block 5.
Lots 1 through 10, Block 7.
Lots 1 through 21, Block 8.
Lots 1 through 16, Block 9.
All in Peter Sway 5th Addition.

All of the foregoing is located in the City of Fargo, Cass County, North Dakota.



SECTION 1
IMPROVEMENT DISTRICT NO. PR-19-G

