

CITY OF WILLMAR, MINNESOTA
REQUEST FOR COMMITTEE ACTION

Agenda Item Number: 4

Meeting Date: September 1, 2015

Attachments: Yes No

CITY COUNCIL ACTION

Date: September 8, 2015

- Approved Denied
- Amended Tabled
- Other

Originating Department: Public Works

Agenda Item: Playground Inspection Report

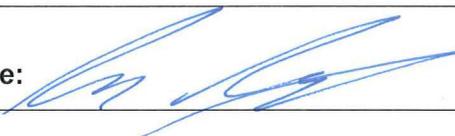
Recommended Action: For information only

Background/Summary: The Public Works Department's Certified Playground Safety Inspector Justin DeLeeuw recently performed a detailed inspection of 230 individual pieces of playground equipment in the City's 28 parks. Each piece of equipment has a Priority rating of 1 through 5, with 1 indicating a potential life threatening issue and recommendations to remove immediately and 5 signifying no issues. Each rating is given through a combination of the inspector's opinion and the use of a National Recreation and Park Association testing kit.

Alternatives: N/A

Financial Considerations: None at this time

Preparer: Sean E. Christensen, P.E.
Public Works Director

Signature: 

Comments:

CITY OF WILLMAR
PLAYGROUND INSPECTION REPORT
AUGUST 2015

Prepared By

Justin DeLeeuw

Public Works Department

Certified Playground Safety Inspector

National Recreation and Park Association

Certification Number: 30953-418

This report includes a detailed inspection of 28 City of Willmar playgrounds and the existing equipment on these playgrounds. Each piece of equipment will have a rating of 1 through 5. A rating of 5 signifies no issues with the equipment while a rating of 1 indicates a potential life threatening or life altering issue with the equipment. Below is a chart defining the rating system and the characteristics for each number.

Five Level Safety Concern Priority Rating System

Priority 1 - Non-compliant safety concern that may result in permanent disability, loss of life or body part. Condition should be corrected immediately.

Priority 2 - Non-compliant safety concern that may result in temporary disability. Condition should be corrected as soon as possible.

Priority 3 - Non-compliant safety concern that is likely to cause a minor (non-disabling) injury. Condition should be corrected when time permits.

Priority 4 - Non-compliant safety concern where potential to cause an injury is very minimal. Condition should be corrected if it worsens.

Priority 5 - The item has been determined to be compliant with the owner/operator's operating policy and standard of care. Continued ongoing preventive maintenance is recommended.

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Each rating is given through a combination of the inspector's opinion and the use of a National Recreation and Park Association testing kit. This kit includes a head probe, a torso probe, a partially bounded opening probe, projection gauges, a vertical projection gauge, and three different sized dowels to test crush/shear points on various equipment. The dimensions and measurements of the instruments used in this kit are determined using data from two sources; The American Society for Testing and Materials International (ASTM) and the Consumer Product Safety Commission (CPSC).

DEFINITIONS

The following definitions come directly from the Standard Consumer Safety Performance Specification for Playground Equipment for Public Use (ASTM Standard F1487-11)

Completely Bounded Opening: Any opening in a piece of equipment that is totally enclosed by boundaries on all sides so that the perimeter of the opening is continuous

Crush and Shear Point: Juncture at which the user could suffer contusion, laceration, abrasion, amputation, or fracture during use of the playground equipment

Entanglement: Condition in which the user's clothes or something around the user's neck becomes caught or entwined on a component of playground equipment

Entrapment: Any condition which impedes withdrawal of a body or body part that has penetrated an opening

Partially Bounded Opening: Any opening in a piece of play equipment that is not totally enclosed by boundaries on all sides so that the perimeter of the opening is discontinuous

Projection: Condition which, due to its physical nature, must be tested to the requirements of this standard to determine whether it is a protrusion or entanglement hazard, or both

Protective Surfacing: Material(s) to be used within the use zone of any playground equipment

Protrusion: Projection which, when tested in accordance with the requirements of this standard, is found to be a hazard having the potential to cause bodily injury to a user who impacts it

Rung: Crosspiece in a ladder or other climbing equipment used for supporting the user's feet or for grasping by the user's hands, or both

Swing Bay: Space beneath the overhead beam bounded by one or more supports on which swing assembly or assemblies are attached

Trip Hazard: Abrupt change in elevation that is not clear and obvious to the user

Use Zone: Area beneath and immediately adjacent to a play structure or equipment that is designed for unrestricted circulation around the equipment and on whose surface it is predicted that a user would land when falling from or exiting the equipment

A complete list of definitions can be found in ASTM Standard F1487-11

Bjorsel Park

Location: Corner of 4th Street and Johanna Avenue SE

Date Inspected: July 13, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Play Unit	1	No	This unit needs sand added. There are 28 potential head/neck entrapment hazards. The rails used on the slides extend into the non-entanglement zone
Medium Swings	4	Yes	The chains used for the swings are beginning to show wear
Spring Animals (2)	1	Yes	The handles and footrests on these units create protrusion hazards for a child's eye sockets and temple areas
Large Swings	3	Yes	Three swings are located in a single swing bay and this creates a hazard for someone using the center swing. Chains are beginning to show wear. The chain clasp on one swing is turned and misaligned
Whirl	4	No	This unit needs sand added and the paint is fading
Buck A Bout	4	Yes	The paint of this unit is fading
Jack N Jill	1	Yes	This unit has 36 head/neck entrapment hazards. The arch climber connects above the platform creating a trip hazard. 4 bolts extend beyond the projection gauge and create protrusion hazards for the temple area. The side walls of the slide are less than 4 inches high as required by the playground standard

Canigo Park

Location: Corner of 12th Street and Lake Avenue NW

Date Inspected: July 1, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Swing Set	4	No	This unit needs sand added
Play Unit	5	Yes	No issues
Spring Cars (2)	5	Yes	No issues
Upright Climber	5	Yes	No issues
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet. The paint is fading and the base of the unit is loose
Turtle	4	Yes	The paint of this unit is fading
Camel	4	No	This unit needs sand and the paint is fading

Cardinal Park

Location: Corner of 20th Avenue and 24th Street SW

Date Inspected: July 9, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
T-Swing	3	Yes	The s-hooks for the swings need to be replaced
Buck A Bout	1	Yes	The handles of this unit create protrusion hazards for a child's eye sockets and temple area
Spring Animals (2)	1	Yes	The handles on these units create protrusion hazards for a child's eye sockets and temple areas
Climber	5	Yes	No issues
Small Play unit	1	Yes	The wooden platforms/posts of this unit are splintering and weakening. The metal slide is in direct sunlight and can get extremely hot. There are 21 head/neck entrapment hazards between the platforms, wooden rungs, and hand rails
Large Play Unit	1	Yes	The unit has 5 head/neck entrapment hazards between the platform and railings. 2 metal slides are located in direct sunlight and are beginning to rust. The wooden platforms are splintering.
Exerglide Swings (2)	2	Yes	The backrests of these swings both have gaps that create a head/neck entrapment hazard near the ground
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet

Collegeview Park

Location: Corner of 28th Street and 13th Avenue NW

Date Inspected: July 2, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Play Unit	1	Yes	The wooden platforms of this unit are beginning to splinter. Rust on the posts and chain climber are a beginning sign of weakness. The metal slide is in direct sunlight and the slide rails along the chute extend into the non-entanglement zone. The suspended chain is less than 7 feet above the surfacing and creates a "clothesline" hazard. There are 3 head/neck entrapment hazards
Arch Climber	5	Yes	No issues
Spring Animals (2)	1	Yes	The handles and footrests on these units create protrusion hazards for a child's eye sockets and temple areas
Net Climber	4	Yes	The netting is beginning to fray and show wear. The wooden support posts could potentially be rotting underground
Whirl	4	No	This unit needs sand added and the paint is fading
Swing Set	4	No	This unit needs sand added. The chains and s-hooks are showing wear
Wood See-Saw	3	Yes	One wooden plank is broken and the others are beginning to splinter

Eastside Park (Johnson Park)

Location: North of Pleasant View Drive SE (West of Independence Place Apartments)

Date Inspected: July 14, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Play Unit	1	Yes	This unit has one head/neck entrapment hazard at the top of the slide
Swing Set	5	Yes	No issues
Spring Animals (2)	1	Yes	The handles on these units create protrusion hazards for a child's eye sockets and temple areas. The footrests create a head entrapment hazard near the ground
Slide	3	Yes	This metal slide sits in direct sunlight and the rails along the slide chute extend into the non-entanglement zone
Whirl	5	Yes	No issues
Spring Rockers (2)	3	Yes	The handles of these units create a head entrapment hazard near the ground
Upright Climber	5	Yes	No issues
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet

Gesch Park

Location: Corner of 12th Street and Olena Avenue SE

Date Inspected: July 13, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Play Unit	2	Yes	This unit has a metal slide that sits in direct sunlight and the railings on this slide extend into the non-entanglement zone. The wooden platforms are splintering. The height of the platform requires a barrier so that users can't jump or fall off. This unit has already been altered once to eliminate a head entrapment hazard
Small Swings	3	Yes	This unit has 3 swings in a single swing bay and this creates a hazard for someone using the center swing. The s-hooks need replacement
Spring Animal	1	Yes	The handles on this unit creates protrusion hazards for a child's eye sockets and temple areas
Medium Swings	3	Yes	This unit has 3 swings located in a single swing bay and this creates a hazard for someone using the center swing. The chains and s-hooks are beginning to show wear
Balance Beam	5	Yes	No issues
Buck A Bouts (2)	1	No	These units need sand added and the paint is fading. The handles create protrusion hazards for a child's eye sockets and temple area. The footrests create a head entrapment hazard close to the ground
Jack N Jill	3	Yes	The arch climber for this unit extends above the platform and creates a trip hazard for users

Hanson Park

Location: Corner of 17th Street and 17th Avenue NW (Oslo Addition)

Date Inspected: July 13, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Small Swings	5	Yes	No issues
Large Swings	5	Yes	No issues
Large Whirl	5	Yes	No issues
Jr Whirl	5	Yes	No issues
Spring Bulldozer	5	Yes	No issues
Net Climber	3	Yes	The netting of this unit is wearing and exposing the metal strands. The wooden posts are splintering and therefore weakening
Arch Climber	5	Yes	No issues
Funnel Ball	4	N/A	The loose gravel below this unit should be replaced with a concrete slab
Slide	3	Yes	This metal slide sits in direct sunlight and could become extremely hot to the touch. The rails on the slide chute extend into the non-entanglement zone

Hedin Park

Location: Cul de Sac on the southern end of Country Club Drive NE

Date Inspected: July 9, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Horizontal Bars	1	Yes	This unit has bolts on the top rail that expose more than 2 threads and create an entanglement hazard
Upright Climber	5	Yes	No issues
Spring Animals (2)	1	Yes	The handles and footrests on these units create protrusion hazards for a child's eye sockets and temple areas
Spring See Saws (2)	5	Yes	No issues
Whirl	4	No	This unit needs sand added
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet
T-Swing	4	No	This unit needs sand added
Swing Set	3	No	This unit needs sand added. The s-hooks that attach to the swing seats overlap and are therefore non-compliant
Slide	1	Yes	This is a metal slide that sits in direct sunlight and could become extremely hot to the touch. The handrails that lead up to the slide create head/neck entrapment hazards

Hilltop Park

Location: Corner of 7th Street and Parkview Road SW

Date Inspected: July 7, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Exerglide Swings (2)	2	No	These units need sand added. The backrest of each swing has a gap that creates a head entrapment hazard near the ground
Spring Car	5	Yes	No issues
Spring Animal	5	Yes	No issues
Small Swings	4	No	This unit needs sand added and the s-hooks are showing wear
Swings/3-Bar Combo	4	Yes	The chains and s-hooks are showing wear
Small Whirl	4	No	The paint is fading and this unit needs sand
Space Slide	1	Yes	The metal slide is in direct sunlight. The rails on the slide chute extend into the non-entanglement zone. The paint of the entire unit is in dire condition. The hand rails by the ladder create a head/neck entrapment hazard for the users
Slide	3	Yes	The metal slide sits in direct sunlight and the rails extend into the non-entanglement zone
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet
3-Bar Unit	5	Yes	No issues
Large Whirl	5	Yes	No issues
Horizontal Bars	5	Yes	No issues
Large Swings	4	Yes	The chains and s-hooks are showing wear
Climber	4	No	This unit needs sand added
Buck A Bouts (2)	4	Yes	The paint is fading on these units
Play Unit	3	Yes	The arch climber connects above the platform and creates a trip hazard. The net climber is fraying. The metal slide sits in direct sunlight and the slide rails extend into the non-entanglement zone

Jaycee Park (Bria's Playground)

Location: Corner of 7th Street and Ella Avenue NW

Date Inspected: July 1, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Large Play Unit	5	Yes	No issues
Small Play Unit	4	No	This unit needs sand added
Spring Animals (2)	5	Yes	No issues
Hippo Climber	5	Yes	No issues
Large Whirl	4	No	This unit needs sand added
Swing Set	4	No	This unit needs sand added
*Picnic Table	4	No	This unit needs sand added

*This picnic table is not a piece of playground equipment but the lack of sand around the concrete footing is noticeable

Lincoln Park

Location: Corner of 9th Street and Minnesota Avenue SE

Date Inspected: July 15, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Small Play Unit (Purple)	4	Yes	The rubber coating on the chain climber is beginning to crack and become brittle. The climbing rope is tattered and fraying
Medium Swings	5	Yes	No issues
Small Slide	3	Yes	The rails on the slide chute extend into the non-entanglement zone
Large Slide	3	Yes	The rails on the slide chute extend into the non-entanglement zone
Whirl	5	Yes	No issues
Buck A Bout	4	Yes	The paint of this unit is fading
Small Swings	3	Yes	The s-hooks on the swing chains are showing wear. Branches from a nearby tree are in the swing path and should be trimmed
T-Swing	5	Yes	No issues
Large Swings	3	Yes	The chains and s-hooks are showing wear. The chains on two swings should be shortened
Spring Platform	4	No	This unit needs sand added
Funnel Ball	5	N/A	No issues
Large Play Unit (Orange)	1	Yes	This unit has 9 head/neck entrapment hazards. There are 16 bolts that extend beyond the NPRA gauge and are considered protrusion hazards for eye sockets

Miller Park

Location: Corner of 11th Street and Carolina Avenue SW

Date Inspected: July 9, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Exerglide Swings (2)	2	No	These units need sand added. The backrests of the swings create a head/neck entrapment hazard near the ground
Medium Swings	4	Yes	The chains used for the swings are beginning to show wear
Spring Animals (2)	1	No	These units need sand added. The handles and footrests on these units create protrusion hazards for a child's eye sockets and temple areas
Large Swings	4	No	This unit needs sand added and the chains are showing wear
Whirl	4	No	This unit needs sand added
Buck A Bouts (2)	4	No	These units need sand added
T-Swing	2	No	This unit needs sand added. The chains and s-hooks are damaged and need to be replaced
Horizontal Bars	4	No	This unit needs sand added
Upright Climber	5	Yes	No issues
3-Bar Unit	4	No	This unit needs sand added
Slide	2	No	This unit needs sand added. The metal slide chute sits in direct sunlight. The rails on the slide chute extend into the non-entanglement zone. The railings on the ladder create a potential head/neck entrapment hazard
Play Unit	1	Yes	The wooden platform/posts are starting to splinter. The 2 climbing handles on the top platform are a potential head/neck entrapment hazard. The metal platform near the slide is in direct sunlight and has potential to burn the user

Minnegasco Park

Location: Corner of 16th Street and Minnesota Avenue SW

Date Inspected: July 2, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Play Unit	5	Yes	No issues
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet
Spring Animals (2)	1	Yes	The handles on these units create protrusion hazards for a child's eye sockets and temple areas
Swings	3	Yes	This unit has 3 swings are located in a single swing bay and this creates a hazard for someone using the center swing. The paint on this unit is fading
Whirl	4	No	This unit needs sand added and the paint is fading
Buck A Bout	1	Yes	The handles and foot rests of this unit create protrusion hazards for a user's eye sockets and temple areas
Net Climber	4	Yes	The net is showing wear and beginning to fray
Slide	3	Yes	This metal slide sits in direct sunlight. The rails along the chute extend into the non-entanglement zone

Northside Park

Location: Corner of 12th Street and Olaf Avenue NW

Date Inspected: July 1, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Small Whirl	3	No	This unit needs sand added. Rust is showing and that leads to possible structural weakness
Large Whirl	3	No	This unit needs sand added. Rust is showing and that leads to possible structural weakness
Buck A Bouts (3)	3	No	These units need sand added. Rust is showing and that leads to possible structural weakness
Slide	3	Yes	This metal slide sits in direct sunlight. The rails along the chute extend into the non-entanglement zone
Slide	2	Yes	This metal slide sits in direct sunlight. The top of the slide has no device to channel the user into a seated position
Horizontal Ladder	4	No	This unit needs sand added
3-Bar Unit	4	No	This unit needs sand added
Small Swings	3	Yes	The chains and s-hooks need to be tightened or replaced
Medium Swings (Angle Iron Structure)	2	No	This unit needs sand added. The swing bays each have 3 swings and that creates injury potential for the user of the center swing. The chains and s-hooks are showing wear. The unit structure is made of angle iron and this creates distinct edges and potential for injury
Large Swings	3	No	This unit needs sand added. The chains and s-hooks need to be adjusted or replaced. The swing bays each have 3 swings and that creates injury potential for the user of the center swing
Wood Play Unit	2	No	This 30 year old unit needs sand added. The wooden posts are starting to rot underground. The metal slide has burn potential as it sits in direct sunlight. The rails along the chute of this slide extend into the non-entanglement zone
Exerglide Swings (2)	2	Yes	The backrests of these swings each have a gap

Exerglide Swing (2) (Continued)	2	Yes	that creates a potential head/neck entrapment hazard. The bolts on the top bar create protrusion hazards with the potential for entanglement
Tire Climber	3	Yes	The tires of this 30 year old unit are showing wear. The wooden posts have potential to rot underground
Spring Animals (2)	1	No	These units need sand added. The handles and footrests create protrusions for a user's eye sockets and temple areas

Pleasant View Park

Location: West end of 14th Avenue SE

Date Inspected: July 14, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Swing Set	3	No	This unit needs sand added. There are 3 swings in a single swing bay and this creates a hazard for someone using the center swing
Buck A Bout	5	Yes	No issues
Spring Animals (2)	5	Yes	No issues
Exerglide Swings (2)	2	Yes	The backrests of these swings each have a gap that creates a head/neck entrapment hazard near the ground
Yellow Play Unit	1	Yes	This unit has 26 potential head/neck entrapment hazards throughout. The side walls of the slide on this unit are less than 4 inches high as required by the playground standard
Blue Play Unit	5	Yes	No issues

Rainbow Park

Location: Corner of 24th Street and 5th Avenue SE

Date Inspected: July 1, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Squirrel House Climber	1	No	This unit needs sand added. There are 24 potential head/neck entrapment hazards on this climber
Play Unit	2	Yes	The metal slide on this unit sits in direct sunlight and the rails on the slide chute extend into the non-entanglement zone. The wooden platforms are showing significant wear. Due to the height of the top platform, a wall barrier is needed versus the 2 bars that are currently present
Buck A Bout	4	Yes	The paint on this unit is peeling
Digger	3	Yes	This unit creates a crush/shear hazard where the arms meet
Whirl	4	No	This unit needs sand added
Swing Set	4	Yes	The chains and s-hooks of this unit are showing wear
Spring Animals (2)	1	Yes	The handles of these units are protrusion hazards for eye sockets and temple areas. The foot rests of these units create head entrapment potential

Ramblewood Park

Location: Southern end of 13th Street SW

Date Inspected: July 10, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Net Climber	3	No	This unit needs sand added and the anchor bolts for the netting are exposed. The netting is fraying and the metal strands inside are beginning to show
Whirl	4	No	This unit need sand added
Swings	3	Yes	The s-hooks need to be replaced. Three swings in a single swing bay creates a hazard from someone using the center swing
Buck A Bouts	4	Yes	The wooden planks are beginning to crack and splinter
Spring Animals (2)	1	Yes	The handles and footrests of these units create protrusion hazards for a user's eye sockets and temple areas
Play Unit	1	Yes	This unit has 7 potential head/neck entrapment hazards created by the rungs on the platform. The gaps between the rollers on the roller slide measure too wide and create crush points. The chains and s-hooks on the swings need to be replaced. The wooden platforms are starting to crack and splinter

Rice Park

Location: Corner of 2nd Street and Kandiyohi Avenue SW

Date Inspected: July 1, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Arch Climber	5	Yes	No issues
Spring Dinosaur	5	Yes	No issues
Spring Car	5	Yes	No issues
Small Whirl	4	No	This unit needs sand added
Large Whirl	4	No	This unit needs sand added
Spiral Slide	2	Yes	The hand rails leading up to the slide create a head/neck entrapment hazard
Swing Set	4	Yes	The s-hooks need to be adjusted
Large Play Unit	5	Yes	No issues
Small Play Unit	5	Yes	No issues
Spring Animals (3)	1	No	These units need sand added. The handles and footrests of these units create a protrusion hazard for a user's eye socket and temple areas
Animal Whirl	1	No	This unit needs sand added. The handles of the animals create protrusion hazards for the user's eye sockets and temple areas
Geodesic Climber	4	Yes	The climber is showing rust and the possibility of structural weakness. This should be monitored to make sure the condition does not worsen in the future

Richland Park

Location: Richland Avenue just east of 15th Street SW

Date Inspected: July 8, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Play Unit	5	Yes	No issues
Whirl	4	No	This unit needs sand added
Spring Animals (2)	1	Yes	The handles of these animals create protrusion hazards for a user's eye sockets and temple areas. The footrests are completely bounded openings and create a head/neck entrapment hazard near the ground
Swings	5	Yes	No issues
Buck A Bouts (2)	5	Yes	No issues

Robbins Island Park

Location: Highway 71 North

Date Inspected: July 14, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Beach Play Unit	1	No	This unit needs sand added. There are 9 head/neck entrapment hazards throughout the unit. The hinge on the tire swing creates a crush/shear point between the beam and chain. The top of the slide has no device to channel the user into a seated position
Whirl	4	No	This unit needs sand added
Small Swings	3	No	This unit needs sand added. The unit has 3 swings in a single swing bay and this creates a hazard from someone using the center swing
Large Swings (Angle Iron Structure)	2	No	This unit desperately needs sand added as all the footings are exposed. These footings are also a trip hazard. There are 2 swing bays and each one has 3 swings. This creates a hazard for someone using the center swing. The structure is made of angle iron and this creates distinct edges and potential for injury
Slide	3	No	This unit needs sand added. The rails on the slide chute extend into the non-entanglement zone
Buck A Bouts (2)	4	No	These units need sand added

Southfield Park

Location: 28th Avenue SW between 6th Street SW and 8th Street SW

Date Inspected: July 8, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Buck A Bout	2	Yes	The handles of this unit are completely bounded openings and create a head/neck entrapment hazard near the ground. The unit is starting to rust
Spring Animal	5	Yes	No issues
Spring Car	5	Yes	No issues
Small Play Unit	5	Yes	No issues
Large Play Unit	5	Yes	No issues
T-Swing	4	No	This unit needs sand added
Medium Swings	3	Yes	This unit has 3 swings in a single swing bay and this creates a hazard for someone using the center swing
Digger	3	Yes	This unit has a crush/shear point where the arms meet
Whirl	4	No	This unit needs sand added
Jack N Jill	3	No	This unit needs sand added. The metal slide sits in direct sunlight. The arch climber connects above the platform and creates a trip hazard for the user

Sperry Park (Homewood Park)

Location: Corner of Homewood Avenue and Porto Rico Street NE

Date Inspected: July 10, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Horizontal Bars	5	Yes	No issues
Swing Set	2	No	This unit desperately needs sand added as all the footings are exposed. These footings are also a trip hazard. There are 2 swing bays and each one has 3 swings. This creates a hazard for someone using the center swing. The structure is made of angle iron and this creates distinct edges and potential for injury
Buck A Bouts (2)	4	Yes	The paint on these units is flaking off
Slide	1	Yes	This slide unit has 18 head/neck entrapment hazards on the platform of the slide. The rails on the slide chute extend into the non-entanglement zone. This slide is metal, but is currently shaded by a large cottonwood tree.
Whirl	4	No	This unit needs sand added

Sunrise Park

Location: Pheasant Run Neighborhood (Along the path northeast of the ballfield)

Date Inspected: July 1, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Spring Animals (2)	1	Yes	The handles of these units create protrusion hazards for the user's eye sockets and temple area
T-Swing	2	Yes	This unit has 4 bolts on the top rails that are considered protrusions and potential entanglement hazards
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet
Play Unit	1	Yes	This 26 year old unit has 20 head/neck entrapment hazards throughout. The walking bridge has crush/shear hazards between the planks.
Net Climber	4	Yes	The net is showing slight wear
Buck A Bout	4	Yes	The paint of this unit is fading
Swings	5	Yes	No issues
Whirl	4	No	This unit needs sand added

Swanson Park

Location: Eastside of Baker Field and North of 15th Avenue SW

Date Inspected: June 30, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Play Unit	5	Yes	No issues
Upright Climber	5	Yes	No issues
Spider Climber	5	Yes	No issues
Exerglide Swings (2)	2	No	These units need sand added. The back rests of these swings each have a gap that creates a head/neck entrapment hazard near the ground
Whirl	4	No	This unit needs sand added
Tire Swings (2)	3	No	Both of these units need sand added. The tires are showing wear and beginning the split in places. This could lead to potential injury for a user sitting on the tires
Buck A Bout	1	Yes	The handles of this unit are protrusion hazards for a user's eye sockets and temple areas
Spring Animal	1	Yes	The handles and footrests of this unit are protrusion hazards for a user's eye sockets and temple areas
Jack N Jill	3	No	This unit needs sand added. The metal slide sits in direct sunlight. The arch climbers on both sides attach above the platform and create a trip hazard for the user
Swings	3	No	This unit needs sand added. There are 3 swings in a single swing bay and this creates a hazard for someone using the center swing

Valleyside Park

Location: 7th Avenue NW (West of County Road 5)

Date Inspected: June 30, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Spring Animal	1	Yes	The handles of this unit create a protrusion hazard for the user's eye sockets and temple areas
Whirl	5	Yes	No issues
Buck A Bouts (2)	5	Yes	No issues
Overhead Climber	5	Yes	No issues
Wooden Swing Set	3	Yes	The rubber coating on the chains is starting to crack and create sharp edges. The s-hooks are showing wear. The 30 year old wooden structure is most likely starting to deteriorate underground
Wooden Play Unit	1	Yes	This unit has over 50 head/neck entanglement hazards between the rungs and posts. This unit has 2 metal slides that both sit in direct sunlight. The chain climber connects above the platform and creates a trip hazard. The 30 year old wooden structure is most likely starting to deteriorate underground.

Vos Park

Location: Corner of County Road 5 and 1st Avenue NW

Date Inspected: June 30, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Spring Animal	1	No	This unit needs sand added. The handles and footrests of this unit create a protrusion hazard for the user's eye sockets and temple areas
Whirl	4	No	This unit needs sand added
Buck A Bout	4	No	This unit needs sand added
Slide	3	No	This unit needs sand added. The metal slide sits in direct sunlight. The slide rails along the chute extend into the non-entanglement zone
Swing Set	3	No	This unit needs sand added. The s-hooks and chains are beginning to show wear. There are 3 swings in a single swing bay and this creates a hazard for someone using the center swing
Wooden Play Unit	1	No	This unit needs sand added. There are 32 head/neck entrapment hazards throughout the unit between the rungs and posts. The walking bridge has large gaps between the planks that create trip hazards and crush/shear points. One of the metal slides sits in direct sunlight. The wooden posts and platforms are starting to splinter and crack.
Exerglide Swings (2)	2	No	These units need sand added. The back rest of each swing has a gap that creates a head/neck entrapment hazard near the ground.

Wellin Park

Location: North end of 14th Street SW (Dead End Street)

Date Inspected: June 30, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Spring Animals (2)	1	Yes	The handles of these units create a protrusion hazard for the user's eye sockets and temple areas
Whirl	4	No	This unit needs sand added
Digger	3	Yes	This unit has a crush/shear hazard where the arms meet
Swing Set	4	No	This unit needs sand added. The chains and s-hooks are showing wear
Play Unit	4	No	This unit needs sand added

Welshire Park

Location: Corner of 19th Street and 7th Avenue SE

Date Inspected: July 14, 2015

Play Components

NAME	RATING	SUFFICIENT SURFACING MATERIAL	COMMENTS
Spring Animals (2)	1	Yes	The handles of these units create a protrusion hazard for the user's eye sockets and temple areas. The footrests create a head/neck entrapment hazard
T-Swings	3	No	This unit needs sand added and the s-hooks of the swings need to be tightened
Buck A Bout	5	Yes	No issues
Jack N Jill	2	Yes	The arch climber meets the unit above the platform and creates a trip hazard. The metal slide sits in direct sunlight. 4 bolts project from the posts and create protrusion hazards
Digger	3	Yes	This unit has a crush/shear point where the arms meet
Wooden Play Unit	2	No	This unit needs sand added. The wooden posts and platforms are cracking and splintering. The tire swing clasp creates a crush/shear point where the chain connects to the beam. The chains need to be replaced. The chain climber connects to the unit above the platform and creates a trip hazard. The metal slide sits in direct sunlight. The swing beam also has 3 bolts that extend beyond the projection gauge and create protrusion hazards for the user's temple areas

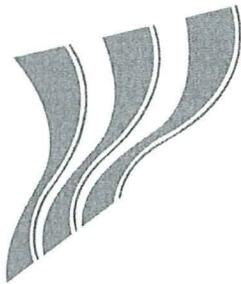
Summary

- 230 playground units among 28 parks
 - 43 of these units are Priority 1 Hazards (19%)
 - 22 of these units are Priority 2 Hazards (9%)
 - 50 of these units are Priority 3 Hazards (22%)
 - 60 of these units are Priority 4 Hazards (26%)
 - 55 of these units are Priority 5 (24%)

As stated earlier in the report, Priority 1 hazards are safety hazards that may result in permanent disability, loss of life or body part and approximately one fifth of the units in this report fall into this category. These are major issues that need to be addressed. Some of these units may be beyond repair and need to be pulled, while others may be retrofitted to become compliant. Ideally, if there is a unit that is non-compliant, the manufacturer should be contacted and ask them how to proceed with the safety changes. Due to the age of some of the units, it is unclear if that will be a possibility or not. It is important to note that if the City of Willmar alters a playground unit without communicating with the original manufacturer, the City then becomes the manufacturer and therefore is subject to all liability. Priority 2 hazards and Priority 3 hazards should not be ignored either. These are non-compliant issues that could harm the users of the playgrounds. 50% of the total playground units fall into categories 1, 2 or 3.

With roughly 85% of the current playground equipment is over 20 years old and ASTM Standard F1487-11 last being updated in October of 2011, it's understandable why the number of non-compliant hazards number so high. Jaycee, Canigo, and Hanson are 3 parks that rated high and this is not surprising as they were all recently revamped or received new equipment. Conversely, parks such as Northside, Cardinal and Gesch have not had equipment replaced in quite some time and rated lower.

The purpose of this report is not to create panic, but rather to raise awareness about the current condition of the playgrounds throughout the City of Willmar. Eliminating every risk is an impossible task, but making every effort to minimize safety concerns is a goal desired by all.



CITY OF WILLMAR, MINNESOTA
REQUEST FOR COMMITTEE ACTION

Agenda Item Number: 5

Meeting Date: September 1, 2015

Attachments: Yes No

CITY COUNCIL ACTION

Date: September 8, 2015

- | | |
|-----------------------------------|---------------------------------|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Denied |
| <input type="checkbox"/> Amended | <input type="checkbox"/> Tabled |
| <input type="checkbox"/> Other | |

Originating Department: Engineering

Agenda Item: 9th Street and Becker Avenue SW Intersection Discussion

Recommended Action: For information only

Background/Summary: After concerns of the intersection of 9th Street and Becker Avenue SW were brought forth to the Public Works/Safety Committee, staff further investigated the history of crashes at the intersection and the warrants required to justify the addition of traffic control devices. Since March 2011 there have been 5 crashes; four crashes were two vehicle right angle crashes from people who claimed they didn't see the other car and of one crash where the vehicles left the scene before officers arrived. Two had citations for driver's license violations, but none for excessive speed and four of the crashes had no reported injuries. Only one accident listed the vehicles needing to be towed. The Manual on Uniform Traffic Control Devices (MUTCD) defines the circumstances of installing all traffic control devices.

Alternatives: N/A

Financial Considerations: None at this time

Preparer: Sean E. Christensen, P.E.
Public Works Director

Signature: 

Comments:

1. Larger signs may be used when appropriate
2. Dimensions in inches are shown as width x height

Support:

02 Section 2A.11 contains information regarding the applicability of the various columns in Table 2B-1.

Standard:

03 **Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1.**

Option:

04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 may be used.

05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side or the roadway, the size shown in the Single Lane column in Table 2B-1 may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.

Standard:

06 **A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.**

07 **Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**

08 **Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 based on the number of approach lanes on the side street approach.**

Guidance:

09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. *Number and angle of approaches;*
- C. *Approach speeds;*

- D. *Sight distance available on each approach; and*
- E. *Reported crash experience.*

03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. *A street entering a designated through highway or street; and/or*
- C. *An unsignalized intersection in a signalized area.*

04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

05 *YIELD or STOP signs should not be used for speed control.*

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**

- A. If the signal indication for an approach is a flashing red at all times;**
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

01 **The YIELD (R1-2) sign (see [Figure 2B-1](#)) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

01 YIELD signs may be installed:

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

02 **A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**

03 **Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.**

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see [Section 2C.36](#)) shall be installed in advance of the STOP sign or a Yield Ahead sign (see [Section 2C.36](#)) shall be installed in advance of the YIELD sign.**

02 **The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**

03 **STOP signs and YIELD signs shall not be mounted on the same post.**

04 **No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.**

05 **No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.**

06 **No items other than retroreflective strips (see [Section 2A.21](#)) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.**

Guidance:

07 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in [Figure 2A-3](#)).*

08 *A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.*

Option:

09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.

Support:

10 [Figure 2A-3](#) shows examples of some typical placements of STOP signs and YIELD signs.

11 [Section 2A.16](#) contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

12 *Stop lines that are used to supplement a STOP sign should be located as described in [Section 3B.16](#). Yield lines that are used to supplement a YIELD sign should be located as described in [Section 3B.16](#).*

13 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*

14 *Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*

15 *Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.*

TRAFFIC AND SAFETY INFORMATIONAL SERIES

FREQUENTLY ASKED QUESTION #13

WHY CAN'T WE HAVE STOP SIGNS TO REDUCE SPEEDING ALONG MY STREET?

One of the complaints that people have in residential areas is that vehicles constantly speed by the front of their house. They are concerned about the safety of their children. These residents frequently request the erection of additional stop signs. The addition of a stop sign, however, usually does not solve the problem.

WHY DON'T WE JUST INSTALL ANOTHER STOP SIGN?

A stop sign is an inconvenience to motorists. Because of this, stop signs should only be placed if they meet a *Manual on Uniform Traffic Control Devices* (MUTCD) warrant. Stop signs are frequently violated if unwarranted. Before warrants are even considered, however, less restrictive measures (such as a yield sign) are usually considered. In certain cases, the use of less restrictive measure or no control at all will accommodate traffic demands safely and effectively.

Warrants for a stop sign

Because a stop sign is an inconvenience to through traffic, it should be used only where needed. A stop sign may be warranted at an intersection where one or more of the following conditions exist:

- intersection of a less important road with a main road where application of the regular right-of-way rule is hazardous;
- street entering a through highway or street;
- unsignalized intersection in a signalized area;
- other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the stop sign.

A yield sign can also be considered where a full stop is not necessary. Existing sign installations should be reviewed to determine whether the use of a less restrictive control or no control at all could accommodate the existing and projected traffic flow safely and more effectively.

WHERE SHOULD A STOP SIGN BE INSTALLED?

Stop signs should be installed/located where the vehicles are to stop or as near to that point as possible. The sign may also be supplemented with a stop line and/or the word STOP on the pavement. A yield sign is erected in the same manner. Where there is a marked crosswalk, the stop or yield sign should be erected approximately four feet in advance of the crosswalk line.

When only one stop or yield sign is used on an intersection approach it should be on the right side of the roadway. At wide intersections, however, violations of the yield or stop sign may be reduced by the erection of an additional sign on the left side of the approach. If two lanes of traffic exist on an approach, at least one stop sign should be visible to each lane of traffic.

CAN STOP SIGNS CONTROL SPEED?

Many studies have shown that stop signs are not an effective measure for controlling or reducing midblock speeds. In fact, the overuse of stop signs may cause drivers to carelessly stop at the stop signs that are installed. In stop sign observance studies approximately half of all motorists came to a rolling stop and 25 percent did not stop at all. Stop signs can give pedestrians a false sense of safety if it is assumed that all vehicles will come to a complete stop at the proper location. A study conducted by Beaubien also showed that placing stop signs along a street may actually increase the peak speed of vehicles, because motorists tend to increase their speed between stop signs to regain the time spent at the stop signs.

WHAT CAN WE DO INSTEAD OF INSTALLING A NEW STOP SIGN?

There are many alternatives to stop signs. For example, a concept called *traffic calming*, the combination of physical controls and community support, might be a good alternative for some communities. Calming measures can be installed as part of an areawide traffic management plan or on a single street and involve local law enforcement, emergency and maintenance officials, engineers, and the community.

Some communities also start interneighborhood programs to address the problem of the speeding and safety in their neighborhood areas. Often times, the true problem stems mostly from drivers that live in the neighborhood. By simply raising awareness of the issue, drivers in the neighborhood may adjust their driving and decrease their speeds.

Unfortunately, there is no general solution to the problem of speeding traffic. There will always be drivers that speed through residential areas. It is important for residents in a neighborhood to be aware of this issue.

For more information

For more information, please contact _____.

TRAFFIC AND SAFETY INFORMATIONAL SERIES

FREQUENTLY ASKED QUESTION #13

Can we have stop signs placed at intersections in our neighborhood to reduce speeding?

We get many complaints from people in residential areas about cars speeding in their neighborhoods. They often ask us to install more stop signs. This concern is very understandable. Unfortunately, adding stop signs may not be the best solution. In fact, you may be surprised to learn, adding stop signs can sometimes make the problem worse. Here is why:

Stop signs don't always slow traffic

Strange as it may seem, installing stop signs may not result in reduced traffic speeds. Studies have shown that stop signs are not effective at controlling drivers' speeds between intersections. In fact, motorists sometimes drive even faster between stop signs to make up for time "lost" while stopped—actually increasing peak speeds and potentially making neighborhoods more dangerous.

Installing stop signs can do more harm than good

Too many stop signs may also actually discourage good driving habits. Studies have shown that if stop signs are overused or are located where they don't seem to be necessary, some drivers become careless about stopping at them. This can be especially dangerous for pedestrians and bicyclists who may have a false sense of safety from the existence of a stop sign.

Other solutions

Fortunately, there are other ways to encourage traffic to slow down. Sometimes even a simple neighborhood awareness program can be effective.

For more information

For more information, please contact _____.

TRAFFIC AND SAFETY INFORMATIONAL SERIES

FREQUENTLY ASKED QUESTION #15

WHAT IS THE HARM IN INSTALLING AN UNWARRANTED TRAFFIC CONTROL DEVICE?

Installing stop signs or traffic signals where they are not needed can cause significant disruption of traffic flow and increase intersection delay for drivers. The induced delay increases travel time and annoys drivers, and the additional starts and stops result in increased fuel consumption and the consequent production of carbon monoxide, nitrous oxide, particulate matter, and other pollutants.

WHAT IS THE HARM IN INSTALLING A STOP SIGN?

Two-way stop signs assign the right-of-way at an intersection. The warrants for the installation two-way stop signs in the *Manual for Uniform Traffic Control Devices* (MUTCD) are listed below. Because a stop sign causes substantial inconvenience to motorists, it should be used only where warranted. It may be warranted where the following conditions exist:

1. the intersection of a less important road with a main road where the applications of the normal right-of-way rule is hazardous;
2. a street entering a through highway or street;
3. an unsignalized intersection in a signalized area;
4. other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the stop sign.

The amount of delay created by the stop sign depends on both major and minor street flows. The gaps in the major flow traffic stream must be adequate to allow the stopped traffic to execute the through, right, or left movement through the intersection. The term “critical gap” is often used to describe the median gap accepted by drivers for specific turning maneuvers and roadway characteristics. According to the 1997 *Highway Capacity Manual*, typical critical gaps are 6.2 to 6.9 seconds for right turns from a minor roadway and 7.1 to 7.5 seconds for left turns from a minor roadway. Left-turning movements take longer, and left-turning drivers must cross more traffic streams. Additional delay for minor street vehicles is also determined by the vehicle arrival rate. The arrival rate of vehicles on the minor street is related to how long drivers will wait in the queue to get to the stop line.

The delay times at stopped approaches can become excessive if either major or minor flow is high. The advantage of a two-way stop is that the major flows do not have to stop and they incur almost no delay at the intersection (i.e., the majority of the traffic does not have to stop).

Four-way stop control is often controversial as it can often confuse motorists and can cause more average delay than other types of control. The multiway stop sign should only be used where the volume on all approaches to the intersection is approximately equal and the traffic volumes are relatively low. However, the four-way stop sign alternative can be quite useful in unusual situations where two-way stop control has not solved the safety problems but where signalization is not yet warranted.



CITY OF WILLMAR, MINNESOTA
REQUEST FOR COMMITTEE ACTION

Agenda Item Number: 6

Meeting Date: September 1, 2015

Attachments: Yes No

CITY COUNCIL ACTION

Date: September 8, 2015

- | | |
|-----------------------------------|---------------------------------|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Denied |
| <input type="checkbox"/> Amended | <input type="checkbox"/> Tabled |
| <input type="checkbox"/> Other | |

Originating Department: Engineering

Agenda Item: Country Club Drive Lift Station Utility Easement

Recommended Action: Approve the utility easement for property owned by Wallace and Amanda Titus.

Background/Summary: It is necessary to obtain an easement for the relocation of the Country Club Drive Lift Station. An easement and amount have been negotiated at \$4,000.00.

Alternatives: N/A

Financial Considerations: The Country Club Drive Lift Station was budgeted for in the 2015 CIP.

Preparer: Sean E. Christensen, P.E.
Public Works Director

Signature:

Comments:

(Top 3 inches reserved for recording data)

PERMANENT UTILITY EASEMENT

AGREEMENT

This Agreement is made this ____ day of _____, 2015 by and between Wallace & Amanda Titus, a married couple, 613 26th Avenue NE, Willmar, MN 56201 (hereinafter "Grantor"), and the City of Willmar, a Minnesota Municipal Corporation, 333 6th Street SW, Willmar, Minnesota 56201 (hereinafter "Grantee").

AGREEMENT

That for good and valuable consideration paid this date by Grantee to Grantor, the receipt and sufficiency of which is hereby acknowledged, the Grantor and Grantee do hereby agree as follows:

1. Permanent Utility Easement. The undersigned Grantor hereby grants and conveys to the Grantee a Permanent Easement, free and clear of all encumbrances, for utility purposes on, over, under and across the Southeast corner of Lot 3, Block 2, COUNTRY CLUB TERRACE, according to the plat of record, Kandiyohi County, Minnesota; thence southerly, along the southerly extension of the east line of said Lot 3, a distance of 20.00 feet; thence westerly, parallel with the south line of said Lot 3, a distance of 50.00 feet; thence northerly, parallel to the east line of said Lot 3, a distance of 20.00 feet, to the south line of said Lot 3; thence easterly along the south line of said Lot 3, a distance of 50.00 feet to the point of beginning to the City of Willmar as of public record, Kandiyohi County, Minnesota.

The above-described easement area shall be referred to hereinafter as the "Permanent Easement Area."

2. Scope of Permanent Utility Easement. This permanent utility easement includes the perpetual right for Grantee to construct, reconstruct, repair, improve, install, replace, enlarge, operate, service, inspect and maintain underground sanitary sewer lines, including related facilities such as manholes, cleanouts, lift stations, control structures and discharge lines, and such other below or above ground utility improvements the City may elect, within the Permanent Easement Area, and to make excavations and to grade as it may find reasonably necessary for such purposes. The Grantee shall have the right to trim and remove all trees and bushes, which may interfere with the exercise of the Grantee's rights pursuant to this Agreement.

3. Map of Permanent Easement Area. The Permanent Easement Area described above is shown on Exhibit A, which is attached hereto and incorporated herein by reference.
4. Grantor's Covenants. The Grantor states and hereby covenants that the Grantor is the lawful owner of the above-described real estate, is lawfully seized and possessed of said real estate, and that the Grantor has good and lawful right to grant the Permanent Utility Easement described herein.
5. Grantee's Access to Permanent Easement Area. The Grantee shall have the right of ingress and egress to and from the Permanent Utility Easement area by such route as shall occasion the least practical damage and inconvenience to the Grantor.
6. Obligations of Grantor. The Grantor shall not erect, construct or locate in the Permanent Utility Easement area any new structure or object or allow, take or authorize any other action that would in any way interfere with the Grantee's rights as identified herein, prevent the Grantee's reasonable access to the Permanent Utility Easement area, or prevent the public's full enjoyment of the rights granted hereunder, without the written consent of the Grantee.
7. Obligations of Grantee. The Grantee shall restore any and all disturbed areas within the Permanent Easement area back to as close to original condition as is reasonably practicable given the rights granted hereunder.
8. General Provisions.
 - a. The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.
 - b. This Agreement shall be recorded at the time of its execution with the understanding that the Grantee has complete and absolute sole ownership, use and control of the public utility facilities constructed in the Permanent Utility Easement area in accordance with the grant of rights conveyed herein.

IN WITNESS WHEREOF, the parties have hereunto executed this document the day and year first above written.

[Signature pages to follow]

GRANTORS:

Wallace Titus

STATE OF MINNESOTA)
)SS.
COUNTY OF KANDIYOHI)

The foregoing instrument was acknowledged before me this _____ day of _____
2015, by Wallace Titus, Grantor.

Notary Public

Amanda Titus

STATE OF MINNESOTA)
)SS.
COUNTY OF KANDIYOHI)

The foregoing instrument was acknowledged before me this _____ day of _____
2015, by Amanda Titus, Grantor.

Notary Public

GRANTEE:

CITY OF WILLMAR, MINNESOTA:

By: _____
Marvin Calvin, Its Mayor

ATTEST:

By: _____
Kevin J. Halliday, Its Interim City
Administrator

STATE OF MINNESOTA)
)SS.
COUNTY OF KANDIYOHI)

The foregoing instrument was acknowledged before me this ____ day of _____, 2015, by Marvin Calvin, as Mayor, and Kevin J. Halliday, as Interim City Administrator, for and on behalf of the City of Willmar, Minnesota, Grantee.

Notary Public

THIS INSTRUMENT DRAFTED BY:

FLAHERTY & HOOD, P.A.
525 Park Street, Suite 470
St. Paul, MN 55103
(651)225-8840

CITY OF WILLMAR

Country Club Drive Lift Station Proposed Easement

PROPOSED DESCRIPTION:

That part of the vacated 25th Ave. NE (fka Crestview Road) described as follows:

Beginning at the Southeast corner of Lot 3, Block 2, COUNTRY CLUB TERRACE, according to the plat of record, Kandiyohi County, Minnesota; thence southerly, along the southerly extension of the east line of said Lot 3, a distance of 20.00 feet; thence westerly, parallel with the south line of said Lot 3, a distance of 50.00 feet; thence northerly, parallel to the east line of said Lot 3, a distance of 20.00 feet, to the south line of said Lot 3; thence easterly along the south line of said Lot 3, a distance of 50.00 feet to the point of beginning.



**CITY OF WILLMAR, MINNESOTA
REQUEST FOR COMMITTEE ACTION**

Agenda Item Number: 7

Meeting Date: Tuesday 09/01/2015

Attachments: Yes No

CITY COUNCIL ACTION

Date:

- | | |
|-----------------------------------|---------------------------------|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Denied |
| <input type="checkbox"/> Amended | <input type="checkbox"/> Tabled |
| <input type="checkbox"/> Other | |

Originating Department: Community Ed/Rec

Agenda Item: Backstop/Fencing Project at Swansson Field Complex

Recommended Action: Approve contracting with Andi's FenceAll for Backstop/Fencing projects at the Swansson Field Complex in the amount of \$16,999.92.

Background/Summary: The 2015 capital budget allocated \$30,000.00 for this work to be completed. We will replace the backstops at the blue and red fields, repair one post and add a 6' extension on the orange field and replace the security fence around orange as part of this project.

Alternatives: Do not complete this work and continue to play ball at fields that present a hazard to participants.

Financial Considerations: \$16,999.92 from Capital Budget.

Preparer: Steve Brisendine

Signature:

Comments:



17864 210 Ave.
Glenwood, MN 56334

Estimate

Date	Estimate #
8/14/2015	688

Name / Address

Steve Brisendines
1234 Kandiyohi Ave SW
Willmar, MN 56201

Item	Description	Qty	Cost	Total
055404	2 X 9 ga 4' KK C/L	450	2.48942	1,120.24
ET0158-091	1 5/8 Easy Twist Ties for Top Rail	200	0.1582	31.64
ET0200-091	2 " Easy Twist Ties for Line Posts	200	0.1808	36.16
HC01	Delivery Charge	1	95.00	95.00T
Install 4' CL/TBRail	Install 4' x 436 ' Chain Link Fence Fabric (PRICE INCLUDES REMOVING OLD FABRIC)	436	3.75	1,635.00
NOTE THIS IS FOR THE 4 FT FENCE OUTSIDE AROUND THE ORANGE FIELD, WE WOULD STRAIGHTEN ANY LINE POSTS AND REPAIR SECTIONS OF TOP RAIL.				

We require \$1289.57 down payment to order the materials and balance due when project is complete.

Subtotal	\$2,918.04
Sales Tax (6.875%)	\$6.53
Total	\$2,924.57

Phone #
320-634-0809

E-mail
fenceall@gmail.com



17864 210 Ave.
Glenwood, MN 56334

Estimate

Date	Estimate #
8/14/2015	686

Name / Address

Steve Brisendines
1234 Kandiyohi Ave SW
Willmar, MN 56201

Item	Description	Qty	Cost	Total
055417	2x9 GA 6' Chain Link Fabric.	80	3.81363	305.09
033005	1 5/8" X 21' PE DQ Pipe Top Rail	84	1.805	151.62
033043	1 7/8 X 6' DQ 40 Pipe	9	13.84	124.56
013705	3/16"x3/4"x70" Tension Bars.	6	3.06833	18.41
010103	1 7/8 tension band	30	0.35733	10.72
015925	Mall Backstop Adapter	9	11.30778	101.77
012253	1 7/8 x 1 5/8 Std Eyetop	5	1.55	7.75
011603	1 7/8 Ps Std Caps	4	0.5875	2.35
010303	1 7/8 Brace Band	6	0.425	2.55
010701	5/16"x1-1/4" Carriage Bolts.	100	0.0877	8.77
012506	1 5/8 PS Rail Ends	4	1.195	4.78
023552	1-7/8"x6-1/2" NO 13, 9 Gauge Aluminum Ties.	100	0.071	7.10
033024	4" X 21 ' DQ 40 Post	24	7.68833	184.52
0000-842-303	50 lb fast setting concrete mix	5	6.99	34.95T
HC01	Delivery Charge	1	110.00	110.00T
Labor	Remove existing 4 " in post and replace with new Post, and install a 6 X 80 overhang on the orange backstop.	80	11.25	900.00

We require \$1,084.91 down payment to order the materials and balance due when project is complete.

Subtotal \$1,974.94

Sales Tax (6.875%) \$9.97

Total \$1,984.91

Phone #
320-634-0809

E-mail
fenceall@gmail.com



17864 210 Ave.
Glenwood, MN 56334

Estimate

Date	Estimate #
5/21/2015	454 RED

Name / Address

Steve Brisendines
1234 Kandiyohi Ave SW
Willmar, MN 56201

Item	Description	Qty	Cost	Total
055461	2 X 9GA 7' KK C/L	150	4.45173	667.76
033005	1 5/8" X 21' PE DQ Pipe Top Rail	294	1.9583	575.74
012602	1 5/8 x 6 Sleeves	4	1.22	4.88
033020	2 7/8 X 21' DQ 40 Pipe	84	5.09631	428.09
033024	4" X 21 ' DQ 40 Post	84	7.80107	655.29
013706	3/16 X 3/4 X 82 Tension Bars	12	3.575	42.90
010108	4" Tension Band.	78	0.715	55.77
012255	2 7/8"x1 5/8" PS Eyetop Std.	4	2.8375	11.35
015538	2 7/8"x1 5/8" Line Rail Clamp.	8	2.295	18.36
010718	5/16X2 1/2 Carriage Bolt w/nut	16	0.1275	2.04
010308	4" Brace Band.	24	0.81708	19.61
012506	1 5/8 PS Rail Ends	24	1.19583	28.70
010701	5/16"x1-1/4" Carriage Bolts.	100	0.0877	8.77
023552	1-7/8"x6-1/2" NO 13, 9 Gauge Aluminum Ties.	200	0.07095	14.19
023553	8 1/4 9 ga Alum Ties # 16	100	0.0798	7.98
011608	4" PS Std. Caps.	4	1.8075	7.23
HC01	Delivery Charge	1	140.00	140.00T
0000-842-303	50 lb fast setting concrete mix	24	6.99	167.76T
Labor	Remove 70 X 14 Backstop	70	8.96	627.20
Hauling	Haul all posts, fabric and concrete footing to demolition land fill.	1	95.00	95.00

We require \$2877.58 down payment to order the materials and balance due when project is complete.

Subtotal

Sales Tax (6.875%)

Total

Phone #
320-634-0809

E-mail
fenceall@gmail.com



17864 210 Ave.
Glenwood, MN 56334

Estimate

Date	Estimate #
5/21/2015	454 RED

Name / Address

Steve Brisendines
1234 Kandiyohi Ave SW
Willmar, MN 56201

Item	Description	Qty	Cost	Total
Labor 14 Comm T...	Install 14 X 70 ft Backstop, with Top, Bottom and Mid 2 Mid Rails. With all Posts to be set in 5 ft Concrete footings OWNER WILL PROVIDE OR PAY FOR FILL IF NEEDED AFTER FOOTINGS ALONG BASE OF BACKSTOP HAVE BEEN REMOVED.	70	17.86	1,250.20

We require \$2877.58 down payment to order the materials and balance due when project is complete.

Subtotal	\$4,828.82
Sales Tax (6.875%)	\$21.16
Total	\$4,849.98

Phone #
320-634-0809

E-mail
fenceall@gmail.com



17864 210 Ave.
Glenwood, MN 56334

Estimate

Date	Estimate #
5/21/2015	622Blue

Name / Address

Steve Brisendines 1234 Kandiyohi Ave SW Willmar, MN 56201

Item	Description	Qty	Cost	Total
055417	2x11 GA 6' Chain Link Fabric.	80	3.81363	305.09
055463	2 x 9 GA x 8' KK C/L 50' Roll	160	5.08994	814.39
033005	1 5/8" X 21' PE DQ Pipe Top Rail	420	1.95829	822.48
012602	1 5/8 x 6 Sleeves	3	1.22	3.66
033024	4" X 21 ' DQ 40 Post	189	7.68804	1,453.04
013705	3/16"x3/4"x70" Tension Bars.	6	3.06833	18.41
013707	3/16 x 3/4 x 94" Galvanized Tension Bar.	12	4.08	48.96
033043	1 7/8 X 6' DQ 40 Pipe	9	13.84	124.56
010108	4" Tension Band.	90	0.71489	64.34
010103	1 7/8 tension band	30	0.35733	10.72
015540	4 x 1 5/8 Line Rail Clamp	15	2.44	36.60
010718	5/16X2 1/2 Carriage Bolt w/nut	30	0.12767	3.83
011608	4" PS Std. Caps.	4	1.8075	7.23
010308	4" Brace Band.	24	0.81708	19.61
012506	1 5/8 PS Rail Ends	30	1.196	35.88
012253	1 7/8 x 1 5/8 Std Eyetop	5	1.842	9.21
011603	1 7/8 Ps Std Caps	4	0.5875	2.35
010303	1 7/8 Brace Band	6	0.425	2.55
015925	Mall Backstop Adapter	9	11.30778	101.77
010701	5/16"x1-1/4" Carriage Bolts.	200	0.0877	17.54
023552	1-7/8"x6-1/2" NO 13, 9 Gauge Aluminum Ties.	300	0.07097	21.29

We require \$4303.86 down payment to order the materials and balance due when project is complete.

Subtotal

Sales Tax (6.875%)

Total

Phone #
320-634-0809

E-mail
fenceall@gmail.com



17864 210 Ave.
Glenwood, MN 56334

Estimate

Date	Estimate #
5/21/2015	622Blue

Name / Address

Steve Brisendines
1234 Kandiyohi Ave SW
Willmar, MN 56201

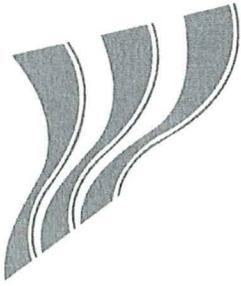
Item	Description	Qty	Cost	Total
023561	12 1/2 9 GA Alum ties 4"	100	0.5143	51.43
0000-842-303	50 lb fast setting concrete mix	24	6.99	167.76T
HC01	Delivery Charge	1	140.00	140.00T
Labor	Remove 80 X 18 Backstop	80	9.56	764.80
Hauling	Haul all posts, fabric and concrete footing to demolition land fill.	1	95.00	95.00
Labor 18 Comm T...	Install 18 X 80 Backstop, with Top, Bottom and 3 Mid Rails, install 6 ft X 80 overhang on backstop. All Posts to be set in 5 Ft Concrete Footings. OWNER WILL PROVIDE OR PAY FOR FILL IF NEEDED AFTER FOOTINGS ALONG BASE OF BACKSTOP HAVE BEEN REMOVED.	80	25.96	2,076.80

We require \$4303.86 down payment to order the materials and balance due when project is complete.

Subtotal	\$7,219.30
Sales Tax (6.875%)	\$21.16
Total	\$7,240.46

Phone #
320-634-0809

E-mail
fenceall@gmail.com



CITY OF WILLMAR, MINNESOTA
REQUEST FOR COMMITTEE ACTION

Agenda Item Number: 8

Meeting Date: September 1, 2015

Attachments: Yes No

CITY COUNCIL ACTION

Date: September 8, 2015

- | | |
|-----------------------------------|---------------------------------|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Denied |
| <input type="checkbox"/> Amended | <input type="checkbox"/> Tabled |
| <input type="checkbox"/> Other | |

Originating Department: Public Works

Agenda Item: Public Works Future Staffing

Recommended Action: For information only

Background/Summary: On February 27 there will be a retirement in the Public Works Department. Staff is unaware of any further retirements at this time. Each City employee will base their personal retirement decisions on multiple factors including age, State benefit eligibility, and current job status/satisfaction.

Current Public Works staff has done a tremendous job cross training and preparing people for the inevitable.

As with any retirement or vacation at any position, the City will hire/promote in a way the best benefits the City of Willmar.

Alternatives: N/A

Financial Considerations: N/A

Preparer: Sean E. Christensen, P.E.
Public Works Director

Signature:

Comments: