

City of Ramsey
Agenda
City Council Work Session
Tuesday February 8, 2011

**6:00 p.m. or immediately following Committees Lake Itasca Room 7550 Sunwood Drive
NW**

- 1. Call to Order**
- 2. Topics for Discussion**
 1. Great River Energy Proposed Transmission Line Project
 2. Discuss design considerations for City project 11-21; intersection signalization at Armstrong and Bunker Lake Boulevards, and associated infrastructure improvements to serve the Legacy Christian Academy development
- 3. Future Topics for Discussion - *See Attached Calendar***
 - 1. Future Topics Calendar**
- 4. Mayor/Council/Staff Input**
- 5. Adjournment**

Date: 02/08/2011

By: Amber Miller
Community Development

Information

Title:

Great River Energy Proposed Transmission Line Project

Background:

Great River Energy is planning to construct a new 115-kV transmission line that will interconnect the existing Crooked Lake substation with the existing Enterprise Park substation in Anoka. The project is important to Ramsey in that it intended to ensure continued reliable electric service and support economic development in the city and region. The Enterprise Park substation is located just across the southeastern border of Ramsey in Anoka's Enterprise Park industrial park, and portions of the proposed new 115-kV transmission line will likely be constructed in the City of Ramsey.

Ramsey is currently receives its power from the 69kV transmission line which runs from the Elk River Substation to the Parkwood Substation. There are concerns that additional growth in this community could cause the existing line to potentially fail. Staff from GRE will be present at the Work Session to make a presentation and to explain the process. They have provided some information which is attached for your review which will be reviewed in detail at the meeting.

Great River Energy introduced the City Council to the project at the July 13, 2010 Work Session. They will be present at the Work Session to provide an update on the project. Specifically, they will:

- Provide an overview of the community open house held on October 14, 2010.
- Discuss their proposal to obtain a Route Permit from the Minnesota Public Utilities Commission rather than obtain approvals from each of the impacted cities along the new transmission line corridor.
- Solicit comments from the City on the transmission line route they believe they will submit as the preferred route in their Route Permit application (see attached).

Notification:

None Required.

Recommendation:

For information Purposes only.

Funding Source:

Carried forward as part of normal staff duties.

Council Action:

None, for informational purposes only.

Attachments

Possible Alignments

Form Review

Inbox

Kurt Ulrich

Form Started By: Amber Miller

Final Approval Date: 02/03/2011

Reviewed By

Kurt Ulrich

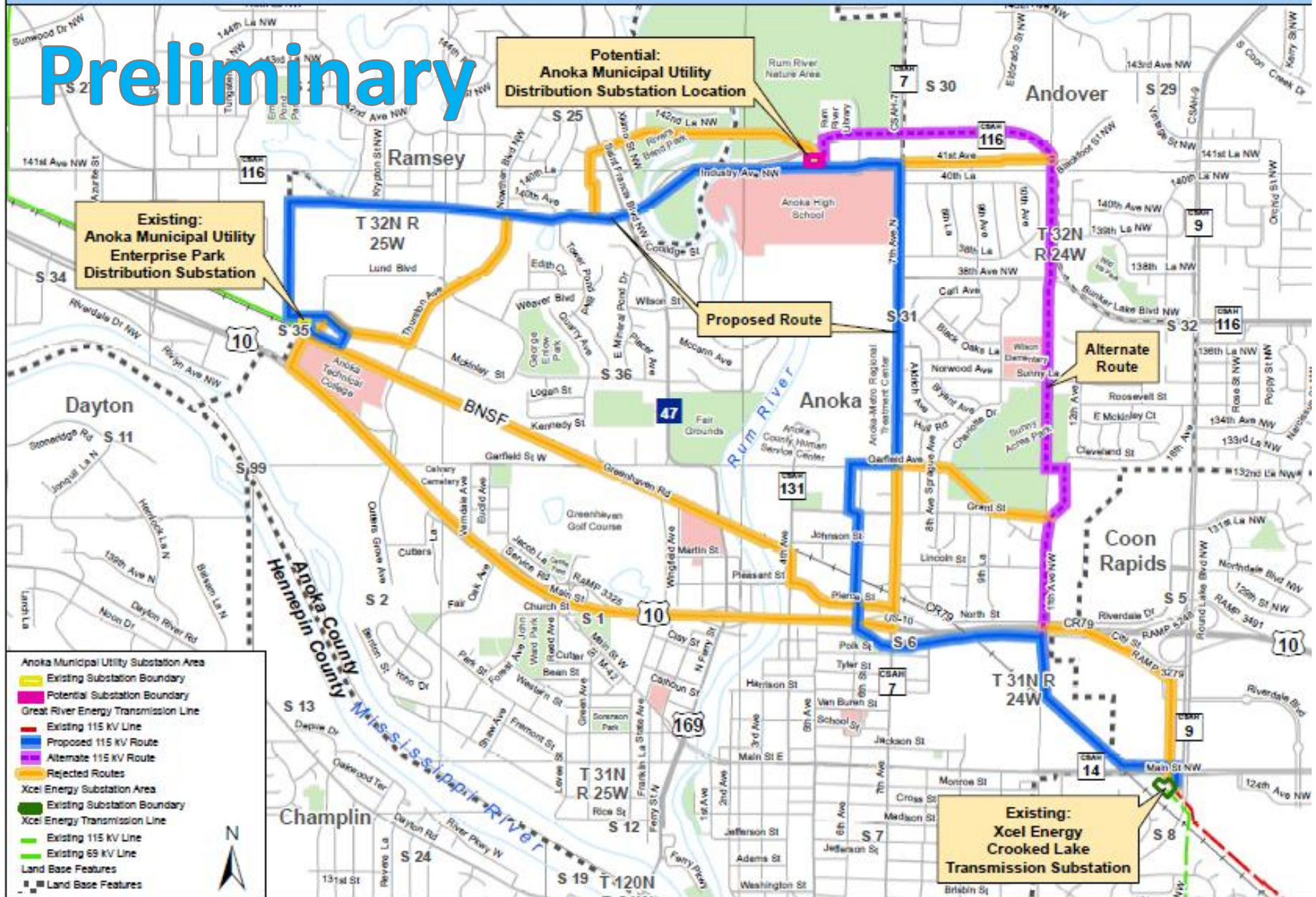
Date

02/03/2011 12:40 PM

Started On: 01/31/2011 02:58 PM

Proposed Project

Preliminary



Date: 02/08/2011**By:** Tim Himmer
Engineering/Public Works

Information**Title:**

Discuss design considerations for City project 11-21; intersection signalization at Armstrong and Bunker Lake Boulevards, and associated infrastructure improvements to serve the Legacy Christian Academy development

Background:

The Legacy Christian Academy (LCA) project, and associated feasibility study for infrastructure improvements to serve the development, were approved by Council on December 14, 2010. The final scope of improvements from the feasibility study included the extension of sanitary sewer and watermain, the westerly extension of Bunker Lake Boulevard to Puma Street (as a reduced/temporary section) with storm sewer and a bituminous trail, a paved Puma Street with a bituminous trail, and a bituminous trail along Armstrong Boulevard from Bunker Lake Boulevard to Alpine Drive. This final scope was added to the existing Armstrong/Bunker Lake Boulevard signalization project plan set, and an engineering services contract was awarded to WSB & Associates on January 11, 2011 to prepare final construction documents and provide bidding and construction administration services for the project.

Observations:

During review of preliminary designs and advancement of final construction documents a few issues have been identified that staff is requesting Council input on prior to proceeding with portions of the project. One item is the feasibility and timing of constructing the trail segment along Armstrong Boulevard. There is limited space in a few locations to fit this trail within the existing right-of-way, which would require the purchase of additional land and/or easements. Anoka County is currently working to extend the temporary construction easements for the project, and one of them would need to be converted to a permanent easement and/or fee ownership to allow construction of the trail across the vacant property directly south of the fire station. The property owner has stated in the past that they are not supportive of selling small pieces of their property over time, but would rather prefer selling it all. Staff has contacted them to discuss whether they would be open to converting the existing temporary easement, and we intend to meet with them in the near future. If the property owner is unwilling to negotiate the purchase of such a trail easement the cross section through this area would not allow for construction of the trail, as there would only exist approximately 6' from the proposed back of curb to the property line.

There are other issues associated with this trail segment as well; including wetland impacts (additional mitigation), grades, property impacts (tree loss and potential retaining walls), drainage, and future alignment when the ultimate expansion to the roadway is constructed. Anoka County has stated that they would be supportive of this trail segment in their right-of-way provided that the City secure any additional easements or right-of-way needed to accommodate it, ditch capacity can be maintained, and it would not interfere with the future 4-lane expansion of the roadway. They have stated that they would like an agreement in place which makes the City responsible to cover the cost to reconstruct this trail if it cannot be incorporated into the future design of the roadway expansion. Staff is looking for direction from Council on this trail segment as it relates to easement acquisitions and a future funding agreement with Anoka County. A few options to consider include:

- Advance acquisition of easements through condemnation if the property owner is an unwilling seller. This would require an extended timeline and result in a stand-alone trail project in the future (not constructed with this improvement project).
- Forego construction of the trail segment at this time until easements can be secured through negotiations or a development proposal on the property, which would require the property owner to construct it.
- Consider relocating the trail to the east side of Armstrong, which would result in similar issues on that side of the road (property impacts, easements, utility conflicts, etc.). This option just transfers the concerns and

doesn't eliminate them.

- Modify the trail section to a lesser design (narrower width with limited or no boulevard), and work with Anoka County in an attempt to incorporate into the project. This may have impacts on potential funding if the design does not meet minimum standards.
- Eliminate this trail segment from the project scope.
- Agree with Anoka County on their required future funding agreement, but work with them to make sure they attempt to include this trail segment as a design constraint when the roadway expansion is considered. There is no way to guarantee that the trail would not have to be reconstructed in the future without designing the Armstrong expansion, which was not included in the current scope of the engineering contract and could not be accomplished within the current schedule.

Another item that came up when meeting with the private utility companies (gas, phone, electric, and cable) was that Connexus Energy is proposing to leave their existing overhead transmission lines along the east side of Armstrong Boulevard. If the City would like to have those lines buried we would have to cover the incremental cost above what it would take to reconfigure their existing overhead system. Based upon a preliminary estimate prepared by Connexus, this amount would range from approximately \$70,000 to \$100,000. Staff is looking for direction from Council on whether they are interested in burying the electric service lines through this area as part of the improvement project. Staff feels burying these lines would improve aesthetics in and around the COR, result in better use of the right-of-way, and is a good value based upon the estimated cost. We would recommend burying these lines provided a funding source could be identified.

Funding Source:

Implementation of this project is part of the COR Regional Roadway Improvements and was included in the CIP, with GO Bonding identified as the funding source. These improvements are expected to be funded through future land sales, MSA revenue bonds, utility funds, and special assessment bonds. The estimate for the construction project is approximately \$3.8 million, which did not include easement acquisition or private utility burying.

Council Action:

Based upon discussion.

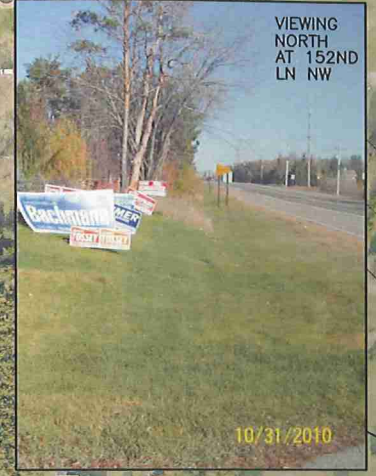
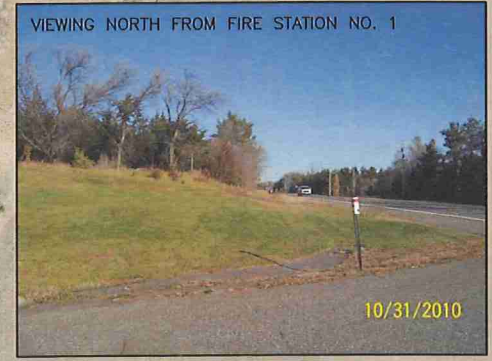
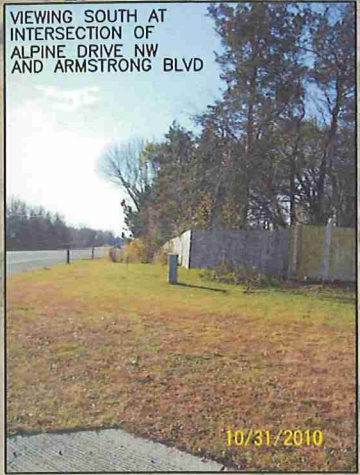
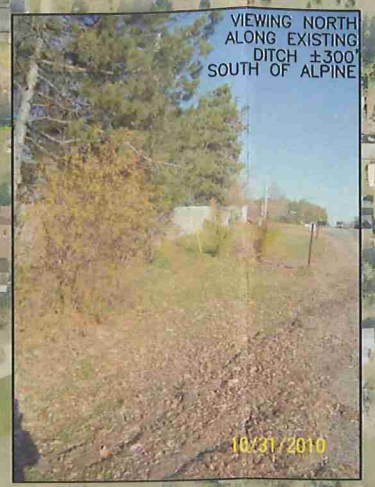
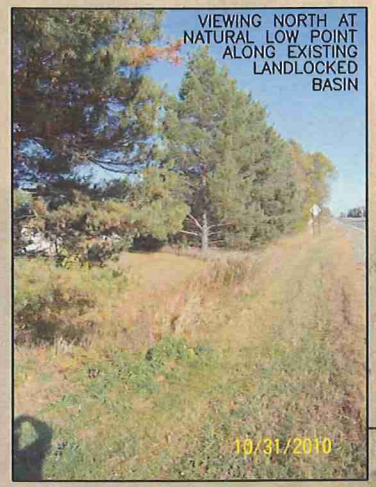
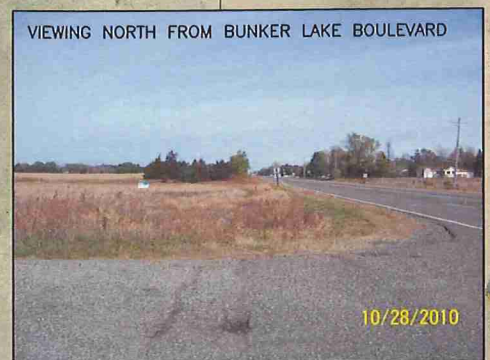
Attachments

[Feasibility study trail issues map](#)

[Preliminary trail alignment map](#)

Form Review

Inbox	Reviewed By	Date
Brian Olson	Brian Olson	02/03/2011 11:01 AM
Tim Himmer (Originator)	Tim Himmer	02/03/2011 01:04 PM
Brian Olson	Brian Olson	02/03/2011 02:06 PM
Kurt Ulrich	Kurt Ulrich	02/03/2011 02:36 PM
Form Started By: Tim Himmer		Started On: 02/02/2011 12:42 PM
Final Approval Date: 02/03/2011		



POTENTIAL WETLAND IMPACTS

PROPOSED 10' TRAIL 1' EAST OF EXISTING RIGHT OF WAY





POTENTIAL RETAINING WALL LOCATION

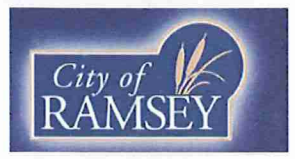
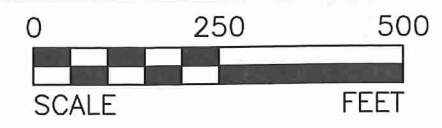
POTENTIAL RETAINING WALL LOCATION

CLEARING AND GRUBBING TREES, MOVING EXISTING FENCE

RELOCATE EXISTING POWER POLE

MAINTAIN EXISTING DRAINAGE

-  PROPOSED 10' BITUMINOUS TRAIL
-  EXISTING CULVERT LOCATION
-  DENOTES AREA OF POSSIBLE TREE REMOVALS
-  DENOTES POTENTIAL RETAINING WALL LOCATION



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN
 BURNSVILLE, MN WILLMAR, MN CHASKA, MN
 RAMSEY, MN MAPLEWOOD, MN BRAINERD, MN AMES, IA

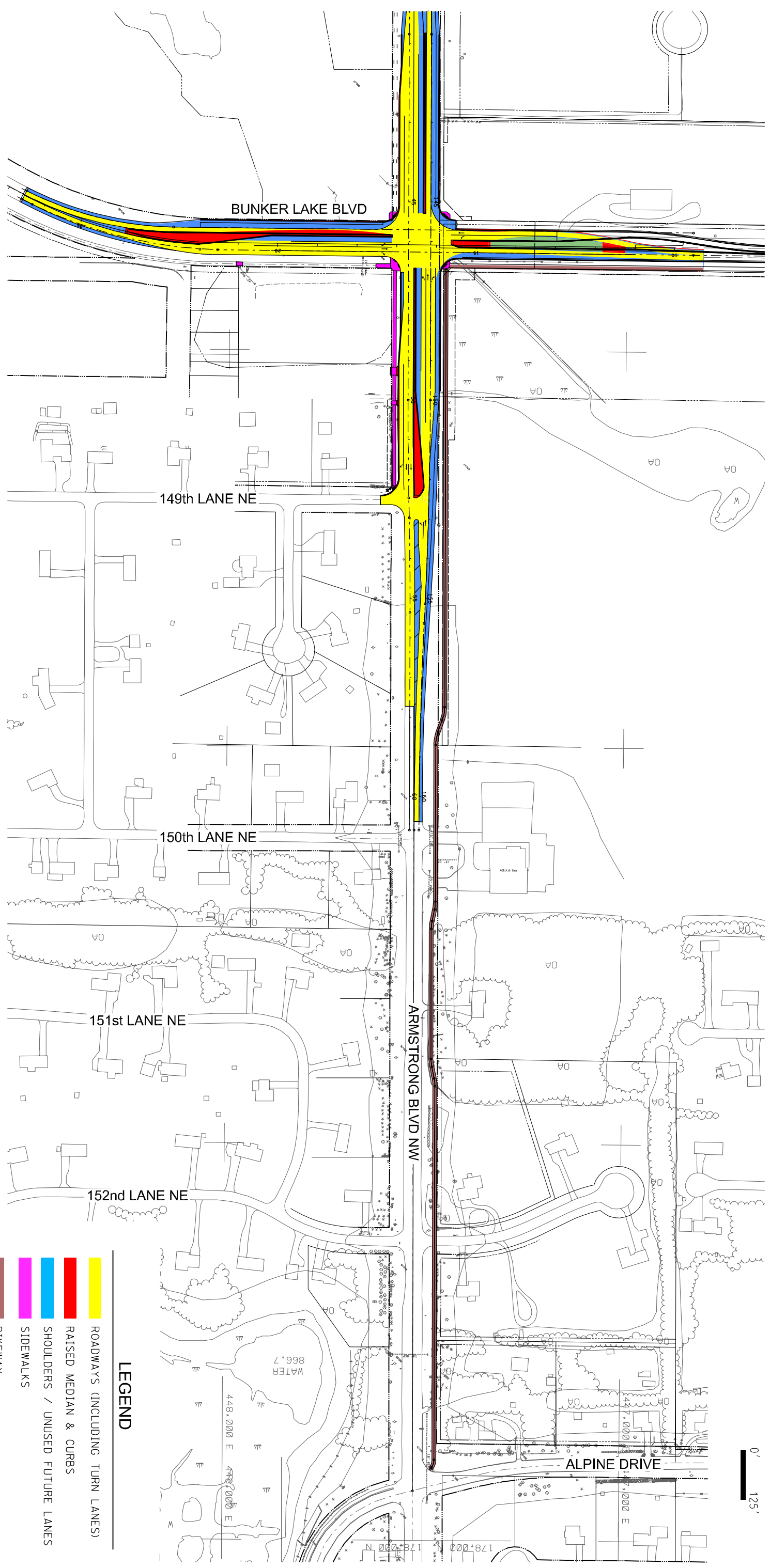
CITY OF RAMSEY, MINNESOTA
 ARMSTRONG TRAIL
 ALPINE TO BUNKER LAKE ISSUES MAP

November, 2010

FIGURE NO. 7



0'
125'



Armstrong Blvd / Bunker Lake Blvd Intersection

City of Ramsey, Minnesota

149th Street Median Opening and Trail Alignment

CC Work Session

Item #: 3. 1.

Date: 02/08/2011

By: Jo Thieling
Administrative Services

Information

Title:

Future Topics Calendar

Background:

Review list of future topics - calendar attached. Note the items added from the Strategic Planning Sessions. The Council should discuss priorities for upcoming meetings.

Funding Source:

N/A

Council Action:

No formal action necessary.

Attachments

Future Topics Calendar

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/03/2011 12:12 PM
Jo Thieling (Originator)	Jo Thieling	02/03/2011 02:30 PM
Kurt Ulrich	Kurt Ulrich	02/03/2011 02:36 PM
Form Started By: Jo Thieling		Started On: 02/02/2011 12:09 PM
Final Approval Date: 02/03/2011		

**Work Session Calendar
2011**

Month	Date	Topics for Discussion
Feb/March		<ul style="list-style-type: none"> • Update Public Nuisance Ordinance (Jim Way) • Road Reconstruction Program Development
March	1	<ul style="list-style-type: none"> • Conduct Board and Commission Interviews
March	22	<ul style="list-style-type: none"> • Presentation Housing Market Analysis and Update on NSP (Karen Skepper)
Others on List – including 2011 Strategic Planning Items		<ul style="list-style-type: none"> • Work with County to eliminate hard channeling in Ramsey and revise County policy • Look at pilot programs (e.g. volunteer programs – low maintenance) • Review code enforcement and abatement level of service • Proactively recruit residential development and seek builders input • Review Outside Storage in Industrial Areas • Seek feedback from developers re process, regulations, standards & fees - research our fees vs. other cities' fees • Review development fees and standards regarding construction • Implement credit cards and online bill pay • Develop TIF tracking plan with regard to fiscal disparities impact • Establish fund reserve policy • Review Dangerous Dog Ordinance and Signage w/re to Dog Park • Review City-owned lands and create plan for it • Review park programming and potential reallocation of parks • Construct boat landing at River's Bend • Build on outdoors/sportsmen's market (e.g. stock pond/lake) • Develop Office/Industrial Park west of Armstrong and South of U.S. Highway #10 • Game Fair – larger City presence. Get City of Ramsey mentioned in more of advertising • Coordinate COR marketing and City marketing • Create Master Plan 167th Avenue/Highway 47 – plan for redevelopment • Develop community center/indoor sports complex • Old Town Hall relocation • Review & revise Development Management contract and manage COR expenditures • Seek grant funding for transportation projects and service delivery • Complete US 10/ County Road 83 interchange design – pursue funding • Establish position on TH #47 South of Bunker to Highway #10

		<ul style="list-style-type: none">• Consider creation of a Transportation Taxing District• Review plan for US Highway #10 pedestrian overpass and connection with Municipal Center ramp• Review Dirt Road Elimination Policy (DREP)• Create opportunities for snowmobile, four-wheeler & golf cart use• Review sidewalk plowing policy
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