

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday January 17, 2012**  
**3:30 pm**  
**Lake Itasca Room, 7550 Sunwood Drive NW**

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
  1. Approve Public Works Committee Meeting Minutes Dated December 13, 2011
- 5. Committee Business**
  1. Consider Stormwater Utility Rate Change for 14600 Nowthen Boulevard
  2. Consider lighting retrofit for parking ramp project
  3. Consider Guard Rail Enhancements for the Parking Ramp
  4. Consider Crosswalk Signage Options Along Sunwood Drive in the COR
  5. 2011 Review of Engineering Consulting Services
  6. Consider request for moving mailboxes on Dysprosium Street
- 6. Committee/Staff Input**
  - 1) Discuss meeting start time for future Public Works Committee meetings.
- 7. Adjournment**

**Public Works Committee**

**4. 1.**

**Meeting Date:** 01/17/2012

**By:** MaryJo Warner, Engineering/Public Works

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**Title:**

Approve Public Works Committee Meeting Minutes Dated December 13, 2011

**Background:**

The Public Works Committee held its regular meeting on December 13, 2011.

**Notification:**

**Observations:**

**Funding Source:**

n/a

**Staff Recommendation:**

Staff recommends approving Public Works Committee meeting minutes.

**Committee Action:**

Motion to Approve Public Works Committee meeting minutes dated December 13, 2011.

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**Attachments**

Minutes 12.13.11

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Brian Olson	Brian Olson	01/10/2012 01:19 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:23 PM
Form Started By: MaryJo Warner		Started On: 01/10/2012 09:12 AM
Final Approval Date: 01/12/2012		

**PUBLIC WORKS COMMITTEE  
CITY OF RAMSEY  
ANOKA COUNTY  
STATE OF MINNESOTA**

The Public Works Committee conducted a regular meeting on Tuesday, December 13, 2011 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:                   Chairperson Colin McGlone  
  Councilmember Randy Backous  
  Councilmember Jeff Wise (alternate)

Member Absent:                   Councilmember David Elvig

Also Present:                    City Administrator Kurtis G. Ulrich  
  Deputy City Administrator Heidi Nelson  
  Public Works Director Brian Olson  
  City Engineer Tim Himmer  
  Fire Chief Dean Kapler  
  Street Supervisor Grant Reimer  
  Park Supervisor Mark Riverblood  
  Environmental Coordinator Chris Anderson  
  Human Resources Representative Colleen Lasher  
  City Attorney William Goodrich  
  Mayor Bob Ramsey  
  Councilmember Sarah Strommen  
  Councilmember Jason Tossey  
  Development Manager Darren Lazan  
  Tony Heppelmann, WSB

**CALL TO ORDER**

Chairperson McGlone called the regular meeting of the Public Works Committee to order at 5:16 p.m.

**CITIZEN INPUT**

There was none.

**APPROVE AGENDA**

Motion by Councilmember Wise, seconded by Councilmember Backous, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson McGlone and Councilmembers Wise and Backous. Voting No: None. Absent: Councilmember Elvig.

## **APPROVE MINUTES**

Motion by Councilmember Backous, seconded by Councilmember Wise, to approve the minutes from the November 15, 2011 Public Works Meeting.

Motion carried. Voting Yes: Chairperson McGlone and Councilmembers Backous and Wise. Voting No: None. Absent: Councilmember Elvig.

## **COMMITTEE BUSINESS**

### **Case #1: Discuss Septic System Repair Policy**

City Engineer Himmer reviewed the staff report.

Chairperson McGlone stated he likes the idea of adding degree of failure into the consideration to rank the more important cases that involve a public safety issue where action is required. He wants the policy to assure the City's costs are covered and asked if consideration should be delayed if the property is near foreclosure to allow the bank to make the improvement.

Public Works Director Olson explained there are generally public safety issues generated from a City inspection and not much flexibility to wait if sewage is discharging to the surface. He noted there are only 45 days from inspection until steps are taken so there is not much time for prioritization.

Chairperson McGlone agreed the City needed to act if there is eminent threat with discharge to the surface. He supported an alternative that would keep this cost "off the public's back" and supported City involvement only if there is no other choice.

City Engineer Himmer explained that by the time it comes before the Council, the letter has been issued and time is running out.

Public Works Director Olson noted the City imposes a 25% surcharge on top of the costs as a deterrent to asking the City to become involved.

Councilmember Backous expressed concern with the timeframe and normal course of government requiring approvals. He raised the option of crafting a policy to circumvent some approvals so it does not have to come before the Council.

City Engineer Himmer stated the property owner could be required to sign an agreement to waive the public hearing and notifications. He asked whether the suggestion is to leave the decision to staff's discretion if established thresholds are met.

Councilmember Backous noted staff has more background in these issues to make the judgment and the Council can review, after the fact, to keep an eye on the process. He felt the policy should include a process for staff to handle emergency situations.

Chairperson McGlone asked if that is an option if there is a public health issue. He noted the process could be expedited if the property owner proves they have exhausted all other financing avenues, waives the public hearing, and agrees to a 25% surcharge.

City Engineer Himmer stated the policy can be drafted to circumvent the Council process should there be an imminent health concern, the property owner waives the public hearing and assessment, proves they have exhausted all other funding mechanisms, and agrees to the 25% surcharge. If the property owner will not waive the public hearing, then the full process would be required.

Public Works Director Olson explained if the property owner is not willing to make the correction or follow the process, the Building Official has the right to condemn the house.

The Committee discussed whether assessments are paid in full at the time of ownership transfer. City Attorney Goodrich advised that assessments can follow the property if the buyer is willing to assume those costs.

City Engineer Himmer raised the option of offering incentive such as reimbursing a percentage of the surcharge if the property owner finds alternative financing and pays the City back.

Councilmember Backous stated the City needs to insure the property covers all costs incurred and he did not support the City turning into a bank with a complicated process.

The Committee discussed different terms and percentage of discounts that would cover the City's costs while still offering an incentive for the property owner to find alternate financing.

Councilmember Wise supported a shorter payback term and higher discount.

The Public Works Committee reached consensus to recommend offering a 5% discount on the surcharge if a lump payment is received within the first 2-5 years.

City Engineer Himmer agreed because if waiving the assessment process, the City's costs will be minimal.

Chairman McGlone suggested some of the restoration items be offered to the property owner in an effort to keep down costs.

City Engineer Himmer recommended that be left to staff's discretion through negotiation instead of making it part of the policy. He asked whether the Committee supported a minimum or maximum requirement for proving financial ability.

Chairperson McGlone requested guidance on the level of income required by other agencies that offer assistance.

City Engineer Himmer indicated the County uses a maximum income of \$12,000 during the previous year. He asked if written documentation should be required that the property owner has investigated other options and been unsuccessful.

Councilmember Backous indicated that would be difficult to “police” and felt the surcharge could be used as a deterrent.

City Engineer Himmer stated with the last consideration, the property owner provided an e-mail response denying participation in other programs. He asked whether the property owner should be required to submit something in writing or staff should track it down to verify that is the case.

Public Works Director Olson noted the current policy is a good system because the surcharge is a deterrent but not high enough of be a penalty, it is flexibly written, and the property owner is required to provide written communication showing they have been turned down for financing.

Chairperson McGlone supported requiring proof from the applicant that they have done due diligence.

Councilmember Wise indicated it is difficult to think of every possible scenario and the policy can be tweaked in the future, if needed.

City Engineer Himmer stated staff will prepare a report for presentation to the City Council.

**Case #2: Consider Requirements for Information that Must be Included on Certificates of Survey**

City Engineer Himmer reviewed the staff report.

Chairperson McGlone asked if this is required by Code. He felt there was an expectation by owners that the City enforced the Code so their building/home must be up to Code. Chairperson McGlone stated he understands the issue but wonders if it is the City’s problem. He indicated he had spoken with someone who had to hire a surveyor to certify his home was correctly constructed because there was a requirement to get flood insurance. Chairperson McGlone asked if every builder is doing it wrong and if it is something the City should be doing to guarantee it is done correctly for the homeowner.

City Engineer Himmer stated it is not required in the Building Code but final grading inspection is required.

Environmental Coordinator Anderson advised that in today’s economic times, lenders are looking more closely at flood insurance so staff is getting a lot of telephone calls at the time of closing about flood zone designations. He explained that many times it appears the structure is outside of the flood zone but the zone crosses a portion of the property. If the City does not have

floor elevations, then staff can only provide information as it appears to be to limit the City's liability. If they need to apply for a letter of map amendment and the City does not have that information to provide, the property owner has to pay for a survey.

Chairperson McGlone stated he built a home in Ramsey in 1994 and moved a lot of dirt after he took ownership so maybe the City should not get in the middle of that.

City Engineer Himmer explained it would be helpful for the City and also for the builder if the builder can prove the conditions that existed when the homeowner took over. It also lets builders know the expectations.

Chairperson McGlone asked where in this process the extra inspection should take place, noting final grade is completed after the house is sided.

City Engineer Himmer noted if the inspection is done too late, nothing can be done to fix construction. He recommended the extra inspection be done earlier in the process, prior to the start of framing, because at that point an extra course of block can be added, if needed.

Chairperson McGlone asked if this issue only concerns the elevation of the block and basement floor or to also assure the proper grade.

City Engineer Himmer pointed out there is still a final grading inspection prior to placing sod to assure a 2% slope away from the home.

Councilmember Backous stated he does not like to add costs to the developers but this process would protect the City and builder in the long run. He felt the policy was well drafted but would like to delay to implementation until the building/development fees are reviewed and that discussion is held.

City Engineer Himmer recommended it be the responsibility of the builder to conduct the survey rather than having the City hire the surveyor. The Public Works Committee agreed with this recommendation.

The Public Works Committee reached consensus to recommend the City Council direct staff to establish requirements for information that must be included on Certificates of Survey and to delay implementation until the City Council has reached a decision on building/development fees.

**Case #3: Update on the Feasibility Study to Realign Sunwood Drive NW at Armstrong Boulevard**

City Engineer Himmer reviewed the staff report.

Development Manager Lazan presented the overall process, noting it was initiated to get Sunwood Drive realigned to a permanent location and create one entrance on Armstrong Boulevard. He displayed a map of the proposed project area and indicated the HRA would be

asked to approve initiation of the appraisal to start the acquisition discussion to facilitate the roadway. He described the roundabout design and realignment of Sunwood Drive.

Tony Heppelmann, WSB, addressed the Armstrong Boulevard portion of the project and noted it will fit the long-term interchange layout with left and right turn lanes to meet the 20-year forecast. He noted the grade at Sunwood Drive and Armstrong Boulevard would be raised to match the future profile that will be three feet higher. South of Sunwood Drive, it will be tied back in and elevated as much as ten feet higher than the existing alignment. There will also be permanent storm sewer improvements taking drainage from temporary/rural ditch sections along Armstrong Boulevard north into the existing pond. Mr. Heppelmann noted the extension of watermain from Sunwood Drive to the west to the terminus of improvements on 147<sup>th</sup> to service the area on the west side of Armstrong. There will be some adjustments to sanitary sewer and manholes due to the significant amount of fill that would be placed over it. He explained the time to consider that is when the interchange project is actually designed.

Development Manager Lazan noted the location of the existing storm drainage pond that overflows into the wetland to the east. Once the system is built, drainage will go to Lake Ramsey.

Mr. Heppelmann stated the cost is \$1.7 million including the signal, administrative, and a 10% contingency. The cost is \$1.3 million for the Sunwood Drive realignment.

Public Works Director Olson pointed out the location of right-of-way takings, noting if shifting 147<sup>th</sup> to the south, the property on the southwest corner would be a total taking. The other locations would be strip takings.

Development Manager Lazan stated the HRA will be asked to authorize appraisals and to start negotiations on strip takings.

Public Works Director Olson advised that the cost for the right-of-way provided east of Armstrong Boulevard has not been added to the overall cost of the project.

Development Manager Lazan advised that no acquisition costs are included in the cost estimates, only construction estimates.

Public Works Director Olson noted it is not a typical streetscape but would be narrower with trails, boulevard lights, and trees.

Informational; no action required.

## **COMMITTEE INPUT**

City Engineer Himmer reported an open house will be held on December 14, 2011, 5-6 p.m. in the Alexander Ramsey Room for Garnet Street residents to talk about proposal offered by the City Council that residents pay 50% of the road costs.

## **ADJOURNMENT**

Motion by Councilmember Backous, seconded by Councilmember Wise, to adjourn the Public Works meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:08 p.m.

Respectfully submitted,

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Brian Olson  
Public Works Director

Drafted by Carla Wirth  
*TimeSaver Off Site Secretarial, Inc.*

**Public Works Committee**

**5. 1.**

**Meeting Date:** 01/17/2012

**By:** Len Linton, Engineering/Public Works

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**Title:**

Consider Stormwater Utility Rate Change for 14600 Nowthen Boulevard

**Background:**

The property at 14600 Nowthen Boulevard was constructed in 1979 as a nursery sales center, and was used as an auto sales office or auto repair shop in subsequent years. It was being used as a church when the stormwater utility was established in 2000. The stormwater utility rate was set at that time based on the current land use.

There were several land use applications in the property file with a requirement to pave the parking area on site, which improvement never occurred.

The property owner came to the Mayor's Town Hall meeting on January 9, 2012 and requested that the stormwater utility rating be changed to residential. Staff verified that the county is taxing the property as non-homestead residential.

**Notification:**

**Observations:**

Staff visited the site on January 10, 2012, and viewed only a couple of sets of vehicle tracks in the snow around the building. The snow is not packed as would be expected if there were multiple vehicles using the site. The majority of the site is covered by grass. Staff used aerial photos and looked at the impervious cover (house, parking, walks) on several residential properties adjacent to the site. The average impervious cover is 21%, and the impervious cover for this parcel is 19%.

**Funding Source:**

**Staff Recommendation:**

Staff recommends changing the stormwater utility rate for 14600 Nowthen Boulevard from commercial to residential. The rate will be re-evaluated in the future if the property is redeveloped and/or the use changes. Approving this change would revise the quarterly charge on this property from \$105.59 to \$9.55.

**Committee Action:**

Motion to recommend the City Council approve the Stormwater Utility Rate change from commercial to 1 residential unit for 14600 Nowthen Boulevard.

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**Attachments**

Location Map

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Tim Himmer	Tim Himmer	01/11/2012 11:49 AM
Brian Olson	Brian Olson	01/11/2012 02:38 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:28 PM
Form Started By: Len Linton		Started On: 01/11/2012 08:36 AM

Final Approval Date: 01/12/2012



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- Property Information
- Owner Information
- Zoning/Land Use Information
- Assessing Information
- Sales Information
- Permit Information
- Link to the County PRT Website

Property Information		Return to Top ↑
S PID:	253225230006	
S Address:	14600 NOWTHEN BLVD NW	
S Zip Code:	55303	
A Legal Desc:	THAT PRT OF SW1/4 OF NW1/4 OF SEC 25 TWP 32 RGE 25 DESC AS FOL: COM AT W1/4 COR OF SD SEC TH N 90 DEG E ALG S LINE OF SD 1/4 829.6 FT, TH N 30 DEG 49 MIN 30 SEC W 401.96 FT, TH N 29 DEG 55 MIN 10 SEC W 214.2 FT TO POB, TH CONT N 29 DEG 55 MIN 10 SEC W 28	

Owner Information		Return to Top ↑
A Owner:	HAMPTON PATRICK	
A Taxpayer:	HAMPTON PATRICK	
A Tax Address:	15551 POTASSUIM NW	
A Tax City:	RAMSEY	
A Tax State:	MN	
A Tax Zip:	55303-0000	

Zoning/Land Use Information		Return to Top ↑
S Area [SqFt]:	62931.6672151	
S Perimeter [Ft]:	1071.20290025	
S Acres:	1.44471228	
A Year Built:		

Assessing Information		Return to Top ↑
A Current Total:	\$55,700.00	
A Current Land:	\$50,500.00	
A Current Build:	\$5,200.00	
A Current Feature:		
A Current Class:		
A Special Assess:	\$36.09	

**Public Works Committee**

**5. 2.**

**Meeting Date:** 01/17/2012

**By:** Brian Olson, Engineering/Public Works

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**Title:**

Consider lighting retrofit for parking ramp project

**Background:**

In 2005, Improvement Project 02-34 consisted of 590 stalls of structured parking within the COR. The decision was made at the time to install 100 watt metal halide light fixtures.

In August of this year, a contract was awarded to Knutson Construction that would add an additional 200 stalls to the existing parking ramp. Improvement Project 10-22 included a design that perpetuated the existing light fixtures to give a consistent look throughout the entire parking structure. In light of the discussion last year about the retrofitting of the Public Works facility, Staff requested a change order for the change-out of the existing fixtures with LED and fluorescent lighting fixtures. As we saw in the Public Works retrofit case the cost to change to LED light fixtures came in extremely high and are expected to near \$220,000.

In conversations with Connexus Energy, LED street lights are becoming more and more popular because costs continue to decline. This is typical in the lighting society. Costs decline in the street lighting fixtures and eventually that cost competitiveness is then passed on to the parking ramp and transit uses.

**Notification:**

N/A

**Observations:**

It is evident from our discussions early on in this project that it would be very expensive to change the design of the parking structure to include LED light fixtures (~\$220,000) and therefore Staff focused on a fluorescent option. Within a parking facility there are standards that need to be met to comply with building code. The Illuminating Engineering Society IES has a standard that is very well. Attached to this case is a page from the IES manual that identifies those standards. The original light fixture met that standard. Staff has had many conversations with the architect, Connexus, Knutson and the subcontractor, Mayer Electric to these standards and have concurred that it is critical to meet these standards as it is nationally accepted. Leo Offerman of Connexus Energy will be present at the meeting if there are any questions regarding these standards.

Whereas there are many options regarding fluorescent fixtures, the one chosen has been proven in other outdoor facilities (Maple Grove transit facility), performs well in cold weather environments and meets the IES standards.

Also attached to this case is an energy analysis that takes a look at the costs of operating the parking facility and specifically identifies the portion of the cost that is attributable to lighting. About 45 percent of the energy used is because of the lighting of the facility. The other 55% of the bill is attributable to the heating and cooling of the stair elevator tower.

Since the purpose of this case is to consider each of three options that are available for lighting only, Staff has normalized this discussion by providing a cost to operate the lighting system at \$26,412 annually. The following three options have been priced by Knutson Construction and are included for discussion.

**1) Stay with the existing 100 w metal halide light fixture**

Pros

Consistent light fixtures throughout the entire parking structure  
No added cost to the project  
Leave the ability to apply for future rebates if LED becomes competitive.

Cons

Highest electric costs of all options (\$26,412)

## **2) Change the design to include a fluorescent lighting fixture in the ramp expansion**

Pros

Lower lighting costs (\$1,393 savings per year)  
Capital cost reduction in Contract (\$2,749)

Cons

Inconsistency in light fixtures between old and new ramp

## **3) Install new fluorescents and retrofit the existing structure with fluorescent fixtures**

Pros

Lowest lighting costs (\$4,649 savings per year)  
Consistency of light fixtures throughout the ramp

Cons

Higher capital costs (\$44,349)

Funding Source:

In conversations with LSA Design, who has been handling the change orders through MnDOT, it is highly unlikely that we will receive approval of the use of federal funds to retrofit the existing facility. There is approximately \$900,000 that was budgeted for this improvement in TIF 1.

Staff Recommendation:

Staff recommends staying with the existing metal halide light fixture unless MnDOT approves the request to allow the use of federal funds toward the existing ramp lights.

Committee Action:

Motion to approve Option 3 contingent upon MnDOT allowing the use of federal funds for the change-out of the lights in the existing parking facility. (If MnDOT denies the request, then approve Option 1)

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Attachments

Pricing info for options 2 and 3

Energy analysis

IES standard

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Form Review

**Inbox**  
Brian Olson (Originator)  
Kurt Ulrich  
Form Started By: Brian Olson

**Reviewed By**  
Brian Olson  
Kurt Ulrich  
Final Approval Date: 01/12/2012

**Date**  
01/11/2012 02:37 PM  
01/12/2012 02:56 PM  
Started On: 12/05/2011 03:47 PM



**Knutson Construction Services, Inc.**

Ramsey Municipal Parking Ramp Phase II  
 City Project # 10-22  
 Change Order Request

Estimate for:

**Lighting Revision and Retrofit - T5 Lamps - New and Existing Ramp**

Date 1/11/2012 COR  
 PCO 6

Item	Description	quantity	unit	Labor		Material		Equipment		Subcontracts	
				rate	unit	total	rate	unit	total	rate	unit
	Mayer Electric	1									
	Superintendent	8	hr	92							
	Subtotal:										
	<b>Itemized Direct Costs:</b>										
A	Labor										
B	Material										
C	Equipment										
D	Subcontracts										
E	Subtotal:										
F	<b>Other Direct Costs:</b>										
G	Small Tools/Equip (% of A)			5.00%							
H	Safety (% of E)			0.50%							
I	Cleanup (% of E)			0.25%							
J	<b>Total Direct Costs:</b>										
K	12% for OH&P (I - D x 0.12)										
L	8 % Fee on subs (D x 0.08)										
	1-1/2% for Bonds & Insurance										
	<b>Total Request</b>										

**\$47,151**

**\$47,151**



January 11, 2012

John Lewis  
Knutson Construction Company  
5500 Wayzata Blvd, #300  
Golden Valley, MN 55416

Ramsey Parking Facility Phase II  
7650 Sunwood Dr NW  
Ramsey, MN 55303

Dear John:

We propose to supply labor and material for the fixture options as follows.

NEW PARKING RAMP /

Lot Change light fixture on parking ramp ceiling to florescent vapor tight t5 lamps in new ramp, along with the previously specified light poles , wall sconce and exit lighting

EXISTING PARKING RAMP

Lot Change light fixture on parking ramp ceiling to florescent vapor tight t5 lamps in new ramp along with wall sconce fixtures

For the Cost of ..... \$34,730.00

The additional cost to add a reflector to this fixture is.....\$7,150.00

There is a quantity of 201 fixtures located in the original ramp and 86 in the new ramp.

The cost breakout to change the new ramp fixture to the t-5 with reflector is a deduct of \$3,118.00.

Sincerely,  
Allan D. Holm

# Energy Analysis

## Existing ramp

Readings from Connexus bills		Multiplier					
11/8/2011	20249						
11/8/2010	<u>16718</u>						
	3531 x		100	<b>353100</b> Kwh per year			
Total Annual Cost=		353100 Kwh	x	\$	0.10 = \$	33,544.50	29425 Kwh per month
Lighting Costs Only	# of fixtures	Draw (W)	Hours	Cost/Kwh			Kwh / year Kwh / month
100W Metal halides	201	130	5000	\$	0.10 = \$	12,411.75	130650 10888
150 W Triple Light	8	150	5000	\$	0.10 = \$	570.00	6000 500
70 W Wall sconce	15	70	5000	\$	0.10 = \$	498.75	5250 438
100 W Canopy Light	32	100	5000	\$	0.10 = \$	1,520.00	16000 1333
					\$	15,000.50	<b>157900</b> 13158

Therefore approx. 45% of electric costs are due to the exterior lighting  
 The rest is the HVAC system in the stair elevator tower. This will remain constant except for the energy cost increase.

## Option Analysis

Option 1: Stay with current lighting fixture

Existing ramp	# of fixtures	Draw (W)	Hours	Cost/Kwh		Kwh / year	Kwh / month	Total Annual Savings
100W Metal halides	201	130	5000	\$	0.12 = \$	15,678.00	130650	10888
150 W Triple Light	8	150	5000	\$	0.12 = \$	720.00	6000	500
70 W Wall sconce	15	70	5000	\$	0.12 = \$	630.00	5250	438
100 W Canopy Light	32	100	5000	\$	0.12 = \$	1,920.00	16000	1333
Expansion ramp								
100W Metal halides	86	130	5000	\$	0.12 = \$	6,708.00	55900	4658
150 W Triple Light	2	150	5000	\$	0.12 = \$	180.00	1500	125
70 W Wall sconce	8	70	5000	\$	0.12 = \$	336.00	2800	233
100 W Canopy Light	4	100	5000	\$	0.12 = \$	240.00	2000	167
Projected annual lighting cost					<b>\$ 26,412.00</b>	220100	18342	\$ -

Option 2: Change design to include fluorescent in ramp expansion but leave existing ramp alone

Existing ramp	# of fixtures	Draw (W)	Hours	Cost/Kwh		Kwh / year	Kwh / month	Total Annual savings
100W Metal halides	201	130	5000	\$	0.12 = \$	15,678.00	130650	10888
150 W Triple Light	8	150	5000	\$	0.12 = \$	720.00	6000	500
70 W Wall sconce	15	70	5000	\$	0.12 = \$	630.00	5250	438
100 W Canopy Light	32	100	5000	\$	0.12 = \$	1,920.00	16000	1333
Expansion ramp								
Two 52 W T5 fluorescent	86	103	5000	\$	0.12 = \$	5,314.80	44290	3691
150 W Triple Light	2	150	5000	\$	0.12 = \$	180.00	1500	125
70 W Wall sconce	8	70	5000	\$	0.12 = \$	336.00	2800	233
100 W Canopy Light	4	100	5000	\$	0.12 = \$	240.00	2000	167
Projected annual lighting cost					<b>\$ 25,018.80</b>	208490	17374	<b>\$ 1,393.20</b>

Option 3: Change design of new ramp and retrofit existing ramp

Existing ramp	# of fixtures	Draw (W)	Hours	Cost/Kwh		Kwh / year	Kwh / month	Total Annual savings
Two 52 W T5 fluorescent	201	103	5000	\$	0.12 = \$	12,421.80	103515	8626
150 W Triple Light	8	150	5000	\$	0.12 = \$	720.00	6000	500
70 W Wall sconce	15	70	5000	\$	0.12 = \$	630.00	5250	438
100 W Canopy Light	32	100	5000	\$	0.12 = \$	1,920.00	16000	1333
Expansion ramp								
Two 52 W T5 fluorescent	86	103	5000	\$	0.12 = \$	5,314.80	44290	3691
150 W Triple Light	2	150	5000	\$	0.12 = \$	180.00	1500	125
70 W Wall sconce	8	70	5000	\$	0.12 = \$	336.00	2800	233
100 W Canopy Light	4	100	5000	\$	0.12 = \$	240.00	2000	167
Projected annual lighting cost					<b>\$ 21,762.60</b>	181355	15113	<b>\$ 4,649.40</b>

# Connexus rebates

## Option 1: Stay with current lighting fixture (No rebates)

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	0 =	\$	-
Expansion ramp				
100W Metal halides	86	0 =	\$	-

## Option 2: Change design to include fluorescent in ramp expansion but leave existing ramp alone

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	\$ - =	\$	-
Expansion ramp				
Two 52 W T5 fluorescent	86	\$ 2.20 =	\$	189.20
			<b>\$</b>	<b>189.20</b>

## Option 3: Change design of new ramp and retrofit existing ramp

Existing ramp	# of fixtures	per fixture		
Two 52 W T5 fluorescent	201	\$ 13.00 =	\$	2,613.00
Expansion ramp				
Two 52 W T5 fluorescent	86	\$ 2.20 =	\$	189.20
			<b>\$</b>	<b>2,802.20</b>

# Total Cost Analysis

## Option 1: Stay with current lighting fixture (included in Contract)

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	0 =	\$	-
Expansion ramp				
100W Metal halides	86	0 =	\$	-
			\$	-

## Option 2: Change design to include fluorescent in ramp expansion but leave existing ramp alone

Existing ramp	# of fixtures	per fixture		
100W Metal halides	201	\$ - =	\$	-
Expansion ramp				
Two 52 W T5 fluorescent	86	\$ (29.77) =	\$	(2,560.00)
			\$	(2,560.00)
			\$	189.20
			<b>\$</b>	<b>(2,749.20)</b>

## Option 3: Change design of new ramp and retrofit existing ramp

Existing ramp	# of fixtures	per fixture		
Two 52 W T5 fluorescent	201	\$ 247.32 =	\$	49,711.00
Expansion ramp				
Two 52 W T5 fluorescent	86	\$ (29.77) =	\$	(2,560.00)
			\$	47,151.00
			\$	2,802.20
			<b>\$</b>	<b>44,348.80</b>

no daytime lighting. Ramps with parking along one or both sides are called sloping floor designs and require only basic garage illuminance.

In garages, the entrance area is defined as the drive aisle and any immediately adjacent parking stalls, from the portal or physical building line to about 20 meters (66 ft.) inside the structure. Where parking is not provided next to the drive lane, the width of entrance area should be defined by adjacent walls, if any. However, the width should not exceed 15 meters (50 ft.). Higher illuminance is needed during the day for this transition area which connects full daylight to the relatively low interior illuminance levels. A garage entrance is somewhat analogous to a tunnel portal, except that vehicle speeds are much lower— typically only 10 to 20 km/hr (6 to 12 miles/hr). Ordinarily, garage entry involves turning off a street or service road. Entrances designed with a straight run of 50 meters (164 ft.) or more can accept vehicles at higher speeds and may require correspondingly longer transition areas. Beyond the first 20 meters (66 ft.), the illuminance can be stepped down in successive stages, such as one-third incre-

ments, from the 500 lux (50 fc) entrance area to the 20 lux (2 fc) ramp area or the 10 lux (1 fc) basic area, over each 10-meter (33 ft.) run length.

### 10.3 Uniformity

As with parking lots, the average of the lowest area of garage floor illuminance may be used as an alternative calculation of the minimum rather than the absolute lowest point. This area is a rectangle (see **Annex B**). A point, centered below one of the luminaires, should be used to calculate or measure the most likely maximum illuminance value. To start the design, an *average overall* illuminance value may be chosen — 50 lux (5 fc) for parking floors and proportionately higher values for elements requiring greater illuminance. The maximum and minimum points are then calculated. If the minimum is met and the ratio of the maximum and minimum *points* falls within the 10:1 uniformity ratio given in **Table 2**, the design meets the criterion. Further analysis of uniformity based on minimum areas would be needed if alternate designs are considered (e.g., the use of larger lamps at greater spacing to cut energy consumption and/or reduce capital cost).

**Table 2: Recommended Maintained Illuminance Values for Parking Garages**

	Minimum Horizontal <sup>2</sup>		Maximum/Minimum Horizontal Uniformity Ratio <sup>3</sup>	Minimum Vertical <sup>5</sup>	
	Lux	fc <sup>4</sup>		Lux	fc <sup>4</sup>
Basic <sup>1</sup>	10	1.0	10:1	5	0.5
Ramps <sup>6</sup>					
Day <sup>7</sup>	20	2.0	10:1	10	1.0
Night	10	1.0	10:1	5	0.5
Entrance Areas <sup>8</sup>					
Day <sup>7</sup>	500	50		250	25
Night	10	1.0	10:1	5	0.5
Stairways <sup>9</sup>	20	2.0		10	1.0

<sup>1</sup> For typical conditions. While these values are intended to address personal security issues, some retailers may increase them to further offset perceived concerns. Top levels of garages open to the sky should use the "Enhanced Security" column of **Table 1** (see **Section 4.1** and **Section 4.3**). Research has shown that, under certain conditions of limited contrast (such as concrete wheel stops on concrete garage floor), this level is needed to provide good visibility of the wheel stop (see reference 18 and **Annex D**).

<sup>2</sup> Measured on the parking surface, without any shadowing effect from parked vehicles or columns. For preliminary design, an *average* value of 50 horizontal lux (5 hfc) for basic (and equivalent for other conditions) may be calculated (see **Section 10.3**).

<sup>3</sup> The highest horizontal illuminance area, divided by the lowest horizontal illuminance point or area should not be greater than the ratio shown (see **Section 10.3** and **Annex B**).

<sup>4</sup> Rounded conversion of lux to footcandles (see **Annex E**).

<sup>5</sup> Measured at 1.5 meters (5.0 ft.) above parking surface at the point of lowest horizontal illuminance, excluding facing outward along boundaries (see **Section 11.1** and **Annex B**).

<sup>6</sup> Applies to clearway ramps (no adjacent parking) but not to sloping floor designs (see **Section 10.2**).

<sup>7</sup> Daylight may be considered in the design calculation (see **Section 10.5**).

<sup>8</sup> A high illuminance level for about the first 20 meters (66 ft.) inside the structure is needed to effect a transition from bright daylight to a lower internal level (see **Section 10.2**).

<sup>9</sup> See **Section 10.4**.

## Public Works Committee

5.3.

**Meeting Date:** 01/17/2012

**By:** Brian Olson, Engineering/Public Works

---

**Title:**

Consider Guard Rail Enhancements for the Parking Ramp

**Background:**

The parking ramp has been open for several years. The exterior railings for all floors were designed to be functional and also appear as architectural elements. The north, east and south railings on the top floor are a mixture of concrete and concrete topped with metal fence. The top of the metal fence is 9 feet above the floor with the top of the concrete at the fence 66 inches above the floor. The lower concrete rails are 43 inches high.

The railing on the north, east and south sides of the 2nd and 3rd floors are concrete to 30 inches with metal railings on top making the total height 43 inches. The west railings on all floors are cables to allow for the expansion that is under construction.

The interior edges of the floors and ramps between floors have chain link fence over cables cast into the support columns. The top of the chain link fence is 43 inches above the floor. There is an 18" gap between the horizontal fence at the edge of the floor and the sloping fence at the edge of the ramps.

The heights of the railings and fences meet the current safety standards.

On October 18th, Staff was directed to amend the existing Contract with LSA Design to provide a design for the rail enhancements that would be necessary to accommodate the original concern that was raised that the lower height railings may not prevent a bicycle rider from striking the barrier and going over the top of the railing, or providing a situation that children could climb or fall into open areas.

**Notification:**

**Observations:**

There were two options that were designed and priced for the concern that was expressed about the 43 inch rail heights. One added an extension on the top of the existing railing and the other completely enclosed the openings on floors 2 and 3 and raised the guard rail height at specific locations on the top floor. Bill Fossing from LSA Design will be present at the meeting to present the designs and answer questions. The cost of these options are \$147,658 and \$302,588 respectively.

Another concern that was expressed at the October 18th Public Works Committee was to look into a sunscreen on levels 2 and 3 for those that are driving up the ramp between floors. During the morning hours, particularly in the winter months, the sun is low on the horizon and tends to blind a driver from seeing any pedestrians or other cars that are pulling out. Knutson priced this change order at \$43,325. Attached is the details of those sunscreens and again LSA Design will be present at the meeting to answer any questions regarding their design.

The final concern concerns that was raised was the openings between floors on each of the ramps between floors. Attached to the case is a picture of the situation. There is currently a coated chain link fence that is supported by tension cables that is preventing vehicles and pedestrians from falling between floors. The recommendations from the architect is that there will be adequate structural capacity to utilize the same coated chain link fence to close off the gap that currently exists between floors. The cost of the change request is \$15,911.

During the discussion at the October 18th, Staff was directed to contact our insurance carrier to see if there would be any benefit to our premiums if we were to provide additional protection on this facility. The League of Mn Cities, our insurance carrier, has indicated that there will not be any reduction in our premium if we perform these enhancements.

Funding Source:

The funding for this change order would be from TIF 1. There is adequate funding to fund this change order request as per Staff recommendation.

Staff Recommendation:

Staff recommendation is move forward with the security enhancements to the chain link fences between floors and are not recommending any additional improvements due to the cost considerations and that roller devices (including bicycles and skateboards) are prohibited from using the parking ramp.

Committee Action:

Motion to move forward with the coated chainlink fence for a cost not to exceed \$15,911.

---

Attachments

Rail enhancement pricing

Rail Enhancement design

Top Floor

Top Floor East

2nd -3rd Floor

Internal

Walkway

---

Form Review

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Brian Olson (Originator)	Brian Olson	01/12/2012 11:25 AM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:43 PM
Form Started By: Brian Olson		Started On: 01/11/2012
Final Approval Date: 01/12/2012		



# AIA Document G709™ – 2001

## Work Changes Proposal Request

**PROJECT (Name and address):**  
City of Ramsey Municipal Parking  
Deck - Phase II  
Ramsey Town Center  
Ramsey, MN 55303

**PROPOSAL REQUEST NUMBER:** 3

**OWNER:**

**ARCHITECT:**

**DATE OF ISSUANCE:** December 15, 2011

**CONSULTANT:**

**CONTRACTOR:**

**OWNER (Name and address):**  
City of Ramsey  
7550 Sunwood Drive, NW  
Ramsey MN 55303

**CONTRACT FOR:** General Construction

**FIELD:**

**CONTRACT DATE:** August 25, 2011

**OTHER:**

**FROM ARCHITECT (Name and address):**  
LSA Design Inc.  
120 South Sixth Street  
Suite 1700  
Minneapolis, MN 55402

**ARCHITECT'S PROJECT NUMBER:** 10-12

**TO CONTRACTOR (Name and address):**  
Knutson Construction  
5500 Wayzata Boulevard  
Suite 300  
Minneapolis, MN 55416

Please submit an itemized proposal for changes in the Contract Sum and Contract Time for proposed modifications to the Contract Documents described herein. Within Fourteen (14) days, the Contractor must submit this proposal or notify the Architect, in writing, of the date on which proposal submission is anticipated.

**THIS IS NOT A CHANGE ORDER, A CONSTRUCTION CHANGE DIRECTIVE OR A DIRECTION TO PROCEED WITH THE WORK DESCRIBED IN THE PROPOSED MODIFICATIONS.**

**DESCRIPTION (Insert a written description of the Work):**

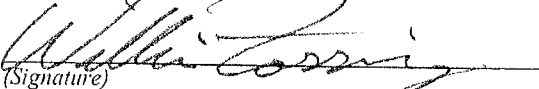
Revise the metal guardrail/screen details for the parking facility as noted on the attached drawing for Option A or Option B, or a combination of the two Options. Provide a breakdown of the pricing as follows:

1. Option A rail/screen along Grids 1, 4 and L at Level 4	\$ 52,907	
Option A rail/screen along Grids 1, 4 and L at Levels 2 & 3	\$ 94,751	\$ 147,658
2. Option B rail/screen along Grids 1, 4 and L at Level 4	\$ 61,116	
Option B rail/screen along Grids 1, 4 and L at Levels 2 & 3	\$ 241,472	\$ 302,588
3. Sunscreen and supports along Grid L at Levels 2 & 3.	\$ 43,325	
4. Vinyl Coated Chainlink Fence Infill along Grids 2 and 3	\$ 15,911	

**ATTACHMENTS (List attached documents that support description):**

Drawings PR3-1A, PR3-2A, PR3-3A, PR3-1B, PR3-2B, PR3-3B, PR3-4

**REQUESTED BY THE ARCHITECT:**

  
(Signature)

William Fossing, PE, Principle  
(Printed name and title)

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User Notes:

(1483425910)













# Proposal

**CD Systems of St. Paul, LLC**  
**350 SMC Drive**  
**Somerset, WI 54025**  
**Phone 715-247-5449**  
**Fax 715-247-3438**

To: Knutson Construction	Date of Proposal: 1-3-12, Rev. 1-4-12
Attn: Chris/John	Architect: LSA Design
Re: PR-003	Date of Plans: 12-16-11
Fax: 763-546- 2226	Job Name: Ramsey Municipal Ramp
Phone: -1400	Job Location: Ramsey, MN.

Furnish and install metal guardrails and sunscreens per PR-3. Materials, fabrication, high performance coatings and installation included.

- |  |                           |              |
|--|---------------------------|--------------|
| 1. Option A level 4. 32 units x 2'-2"            | \$45,622 + \$668 tax =    | \$46,290.00  |
| Option A levels 2&3. 86 units x 1'-1"            | \$81,499 + \$1,066 tax =  | \$82,565.00  |
| 2. Option B level 4. 26 units x 4'-3"            | \$52,213 + \$707 tax =    | \$52,920.00  |
| Option B levels 2&3. 86 units x 6'-6"            | \$210,353 + \$3,422 tax = | \$213,775.00 |
| 3. Sunscreen and supports. 6 units 9'-4" x 8'-2" | \$36,028 + \$787 tax =    | \$36,815.00  |

“C” shaped light supports are included on option B level 4 to match existing design.  
 Return railings not shown on elevation are included.

Thank you,  
 Brian Reesman  
 VP Sales  
 612-703-9175  
 CD Systems/Stillwater Metals

Payments to be made as follows:

**Authorized Signature: Brian Reesman**  
**612-703-9175**

NOTE: This proposal is subject to revocation if not accepted with 30 days.

All materials are of the description specified. Work will be performed in accord with standard practice. Any change is subject to material agreement, and in the event of such change, an equitable adjustable shall be made in price. We are not responsible for any cause or condition beyond our control. Purchaser responsible for all necessary insurance.

**Accepted-The above proposal is accepted and you are authorized to proceed.**

**Signature:**

**Date:**                    /                    /

P.O. Box 600627  
 St. Paul, MN 55106  
 Phone: 651-793-9004  
 Fax: 651-793-7494  
 david@striperight.com

# PROPOSAL

Date	Estimate #
1/3/2012	11-178

Name / Address
Knutson Attn: John Lewis 5500 Wayzata BLVD Minneapolis, MN 55416-1264

Project	P.O. No.	Terms
Ramsey Muni Ramp Phase II		Nct 30

Description	Qty	Cost	Total
PR#3 FENCING: Add black vinyl fencing per details to fill voids between ramps and decks. Each section of fence must be customized by hand to fit irregular sized opening. Unit price is base on an opening.	40	300.00	12000.00
Thank you. Please call with any questions, cell # 651-247-1349.		<b>Total</b>	\$12,000.00

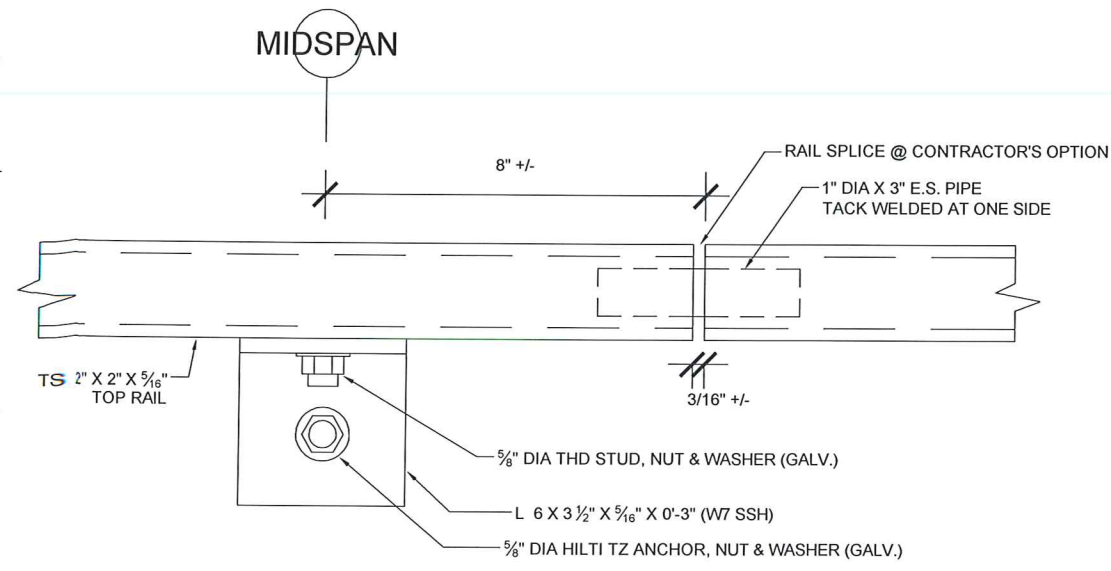
Signature \_\_\_\_\_

E-mail

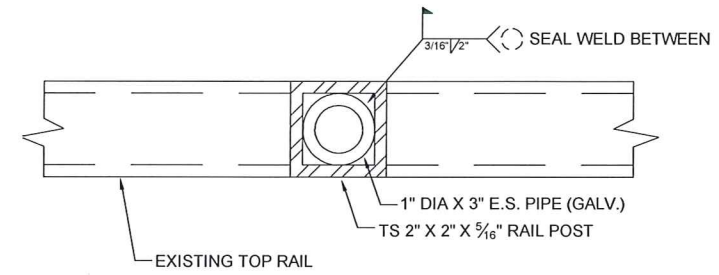




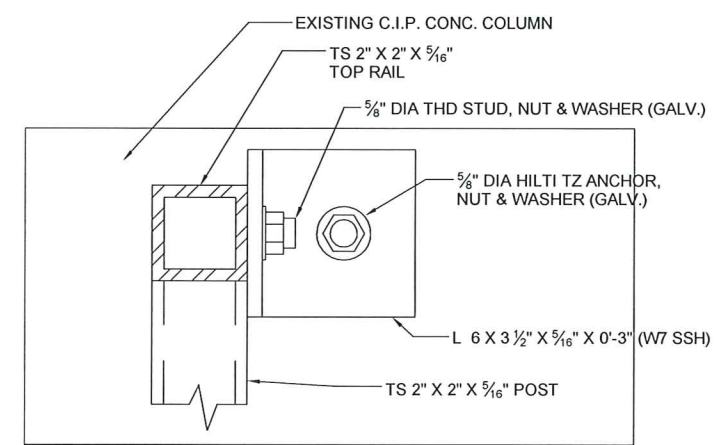
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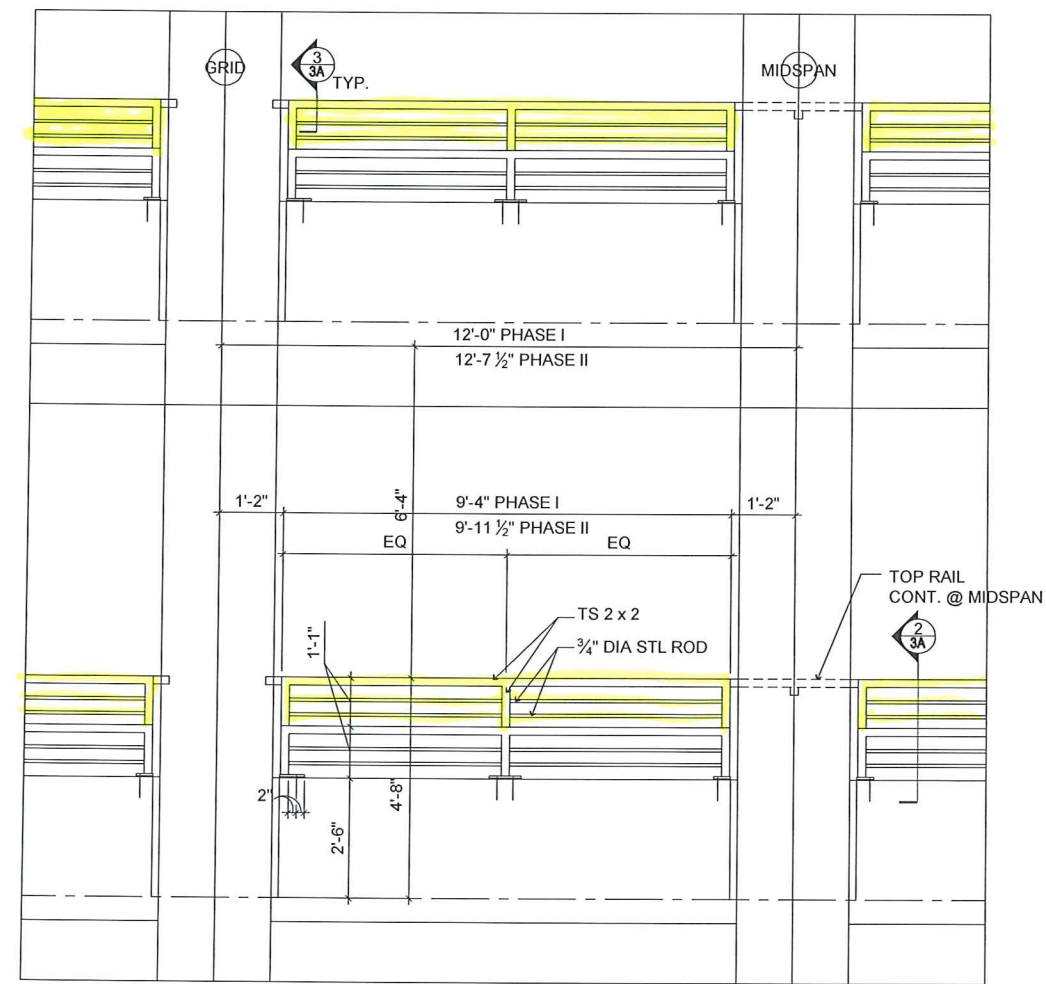
5  
3A BRACING CONNECTION DETAIL @ MIDSPAN



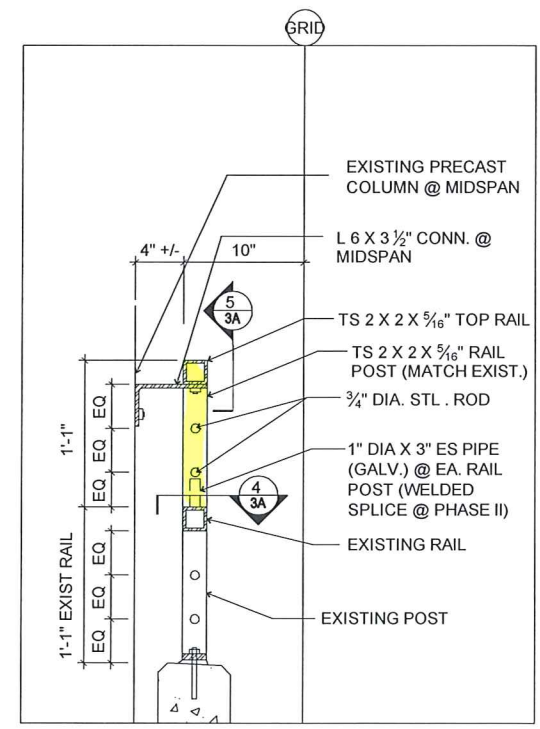
4  
3A CONNECTION DETAIL @ RAIL POST SPLICE



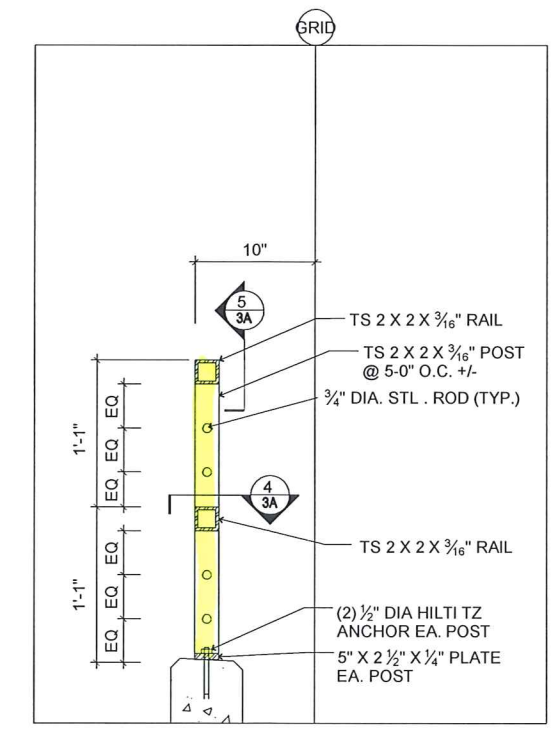
3  
3A BRACING CONNECTION DETAIL @ GRIDS



1  
3A PARAPET GUARDRAIL - TYPICAL BAY



2  
3A RAIL SECTION



6  
3A RAIL SECTION @ ROOF

1. I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of Minnesota.

Print Name: Susan R. Lee  
Signature: \_\_\_\_\_  
Date: 05.12.11 License #: 47351

Drawn By: RDS  
Checked By: RDS  
Date: 05.12.11

Consultant

Planning  
Architecture  
Urban Design

219 N. Second Street  
Suite 302  
Minneapolis, MN 55401  
www.lsaesigninc.com

Tel. 612.339.8729  
Fax. 612.339.7433  
www.lsaesigninc.com

Project Number

Sheet Number

10-12

PR2-3A

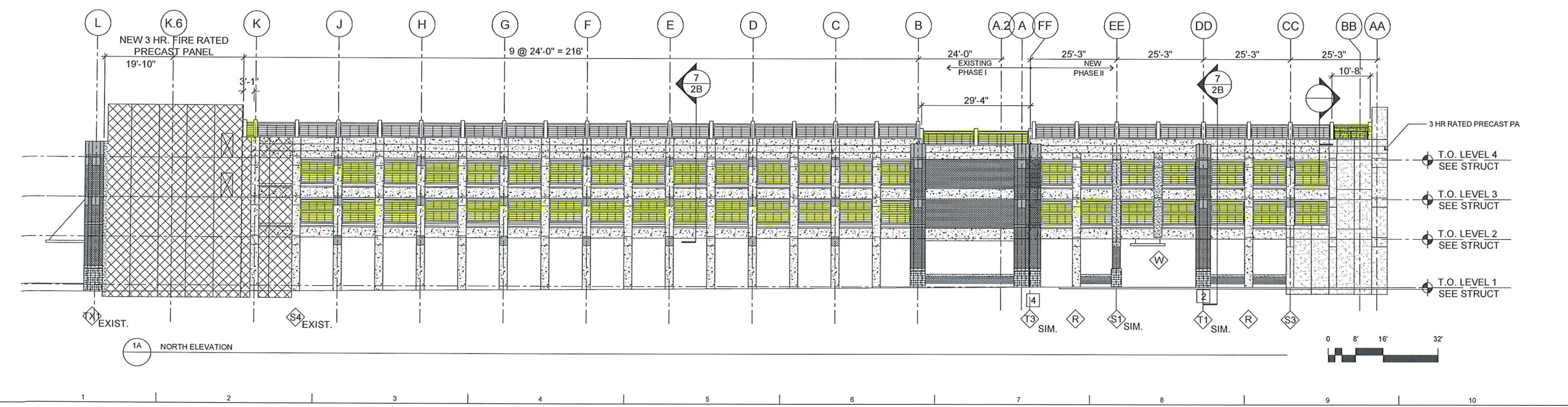
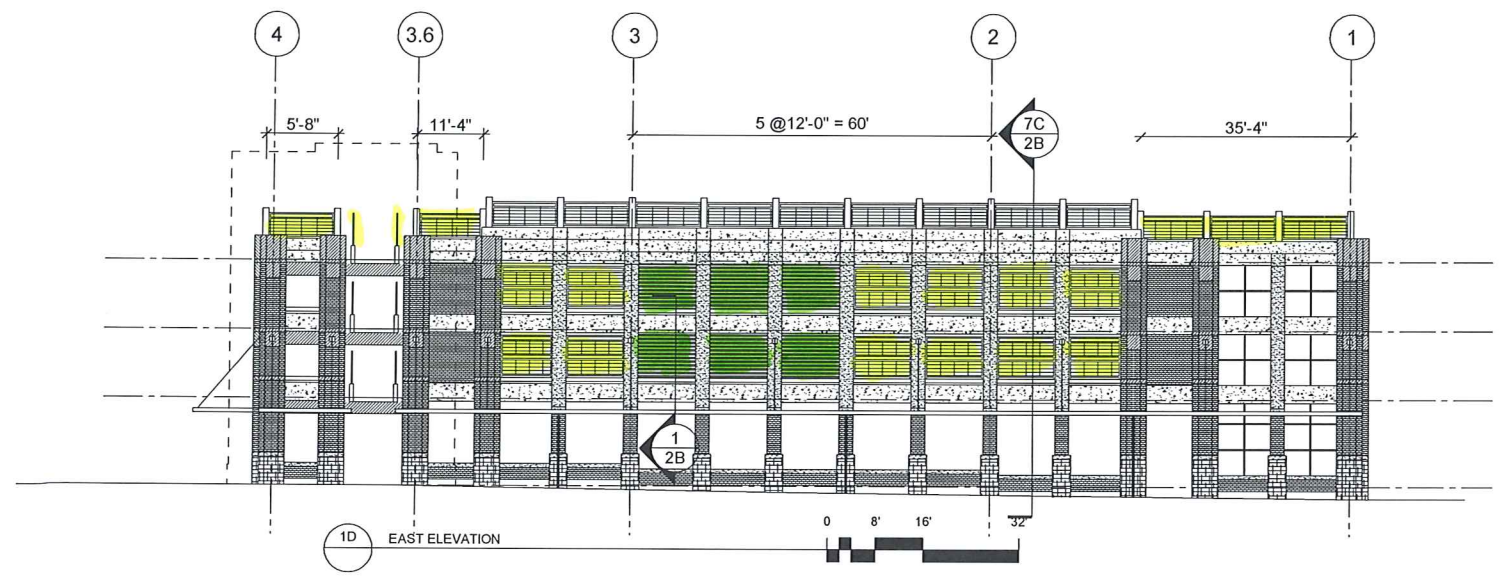
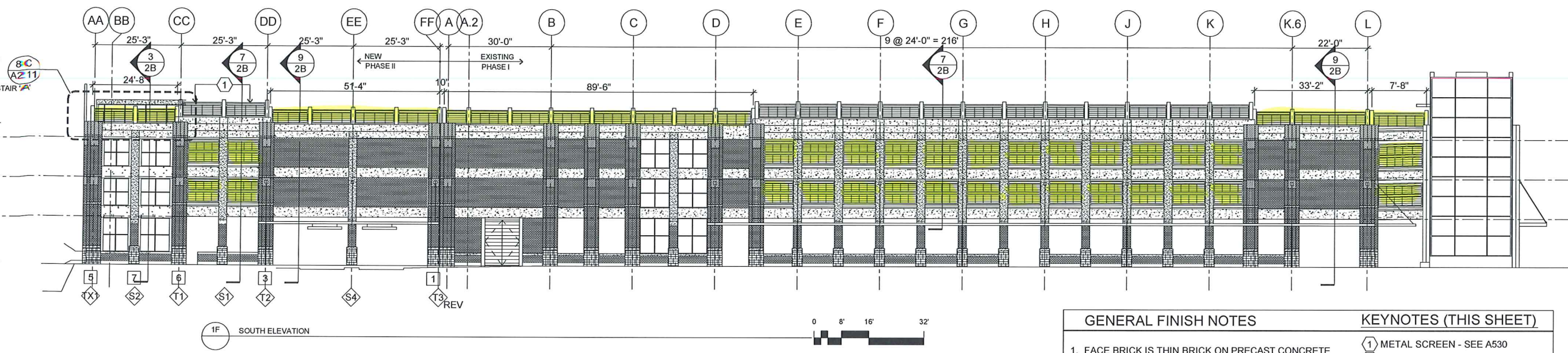
Enhanced Guardrail Option B

**DRAFT**

Ramsey Municipal  
Parking Facility  
Guardrail Enhancements  
Ramsey, MN 55303

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File Location



**GENERAL FINISH NOTES**

- FACE BRICK IS THIN BRICK ON PRECAST CONCRETE COLUMNS AND EXTERIOR PRECAST CONCRETE WALL PANEL @ STAIR 'A'. MODULAR BRICK IS ALL OTHER FACE BRICK.
- ALL STEEL ON INTERIOR & EXTERIOR IS FINISHED WITH HIGH PERFORMANCE COATING 3 - COLOR 1, INCLUDING GUARDRAILS AT BUMPER WALLS & STAIRS, METAL SCREEN AT FOURTH LEVEL BUMPER WALL.  
EXCEPTIONS:  
A. ALL STEEL BOLLARDS ARE GALVANIZED ONLY.
- SEE A610 FOR ROOM FINISH SCHEDULE
- HP = HIGH PERFORMANCE
- FINISHED MUST MATCH EXISTING FINISHES.

**KEYNOTES (THIS SHEET)**

- METAL SCREEN - SEE A530
- METAL GUARDRAIL - SEE A531

**SYMBOL LEGEND**

- # KEYNOTE - SEE ABOVE
- S# COLUMN ASSEMBLY - SEE A510, A511, A513, A517 (S, T, R & X ARE ALL COLUMN TYPES)
- MARK NUMBER FOR EXIST. ARCHITECTURAL COLUMN

**MATERIALS LEGEND**

- COLORED C.I.P. CONCRETE W/ SANDBLASTED FINISH
- ARCHITECTURAL PRECAST CONCRETE W/ FORM LINER
- ARCHITECTURAL PRECAST CONCRETE FINISH
- FACE BRICK - SEE GENERAL FINISH NOTE #1 ON A210
- HIGH PERFORMANCE COATING 1
- STEEL TROWEL GRAY CONCRETE FINISH (BUFF ACID ETCH FINISH ON REVERSE)

**Ramsey Municipal  
Parking Facility**  
Guardrail Enhancements  
Ramsey, MN 55303

Issue / Revisions	No.	Date

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect in Minnesota.  
 Print Name: Susan N. Lee  
 Signature: [Signature]  
 Date: 05.12.11  
 License #: 47391

Drawn By: RDS  
 Checked By: RDS  
 Date: 05.12.11

Consultant:  
 Planning Architecture Urban Design  
 219 N. Second Street Suite 302 Minneapolis, MN 55401  
 Tel. 612.339.8729 Fax. 612.339.7433 www.lsaesigninc.com

**LSA**  
 Sheet Name: ENHANCED GUARDRAIL OPTION 'B'  
 Project Number: 10-12 Sheet Number: PR2-1B

DRAFT

















**Public Works Committee**

**5. 4.**

**Meeting Date:** 01/17/2012

**By:** Tim Himmer, Engineering/Public Works

**Title:**

Consider Crosswalk Signage Options Along Sunwood Drive in the COR

**Background:**

With all the improvements that have been completed over the past couple of years a pedestrian safety concern has been identified within the COR. New businesses and park improvements have brought increased volumes of traffic, and more pedestrians taking advantage of the amenities and walkability of the area. The opening of the VA Clinic and The Falls Cafe, on opposite sides of the street, has increased pedestrians crossing Sunwood Drive at Sapphire Street. As the COR continues to develop, and additional buildings and trail connections are constructed, traffic and safety concerns will further increase. Staff is attempting to begin the process of implementing strategies and improvements to diminish pedestrian conflict concerns along Sunwood Drive, between Armstrong Boulevard and Ramsey Boulevard.

All key intersections along Sunwood Drive (Zeolite, Town Center Drive, Sapphire, and Rhinestone) have pedestrian crosswalks demarked with colored concrete. In the past there has been some discussion regarding the installation of signage to draw more attention to these crosswalks, but due to signage requirements it would result in an excessive amount of signs that may oversaturate the area and potentially reduce compliance.

**Notification:**

**Observations:**

Current state law requires drivers to stop and yield the right-of-way to pedestrians crossing the roadway within a marked crosswalk, or at an intersection with no marked crosswalk. This would cover the enforcement issue at the current intersections within the COR, but it may be beneficial to provide some improvements that would result in additional awareness towards pedestrians and the law. Staff is proposing to purchase up to 4 "kid alert safety signs" that could be moved around the COR as necessary, and the installation of an in-street pedestrian crossing sign at the intersection of Sunwood and Sapphire. The in-street pedestrian crossing sign is similar to what currently exists on Alpine Drive, east of Nowthen Boulevard at a mid-block trail crossing, and could be removed during the winter to allow for unobstructed plowing activities.

**Funding Source:**

Funding is proposed to come from the traffic engineering budget for sign maintenance and installation.

**Staff Recommendation:**

Staff recommends the purchase and installation of the "kid alert safety signs" and in-street pedestrian crossing signage within the COR, in an amount not to exceed \$1,000.

**Committee Action:**

Motion to recommend to the City Council the purchase and installation of the "kid alert safety signs" and in-street pedestrian crossing signage within the COR, in an amount not to exceed \$1,000.

Attachments

State Statute

MN Safety Council Information

Kid Alert Safety Sign

In-Street Pedestrian Crossing Sign

---

Form Review

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Brian Olson	Brian Olson	01/12/2012 12:27 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:25 PM
Form Started By: Tim Himmer		Started On: 01/10/2012 11:32 AM
Final Approval Date: 01/12/2012		

## 2011 Minnesota Statutes

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### 169.21 PEDESTRIAN.

Subdivision 1. **Obey traffic-control signals.** Pedestrians shall be subject to traffic-control signals at intersections as heretofore declared in this chapter, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this section and section 169.22.

Subd. 2. **Rights in absence of signal.** (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

(b) When any vehicle is stopped at a marked crosswalk or at an intersection with no marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

(c) It is unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of a school safety patrol or adult crossing guard, while the member of the school safety patrol or adult crossing guard is directing the movement of children across a street or highway and while the school safety patrol member or adult crossing guard is holding an official signal in the stop position. A peace officer may arrest the driver of a motor vehicle if the peace officer has probable cause to believe that the driver has operated the vehicle in violation of this paragraph within the past four hours.

(d) A person who violates this subdivision is guilty of a misdemeanor. A person who violates this subdivision a second or subsequent time within one year of a previous conviction under this subdivision is guilty of a gross misdemeanor.

Subd. 3. **Crossing between intersections.** (a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or at an intersection with no marked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

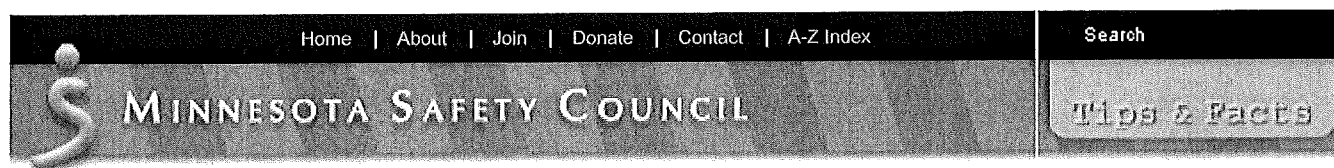
(d) Notwithstanding the other provisions of this section every driver of a vehicle shall (1) exercise due care to avoid colliding with any bicycle or pedestrian upon any roadway and (2) give an audible signal when necessary and exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

Subd. 4. **Use right half of crosswalk.** Pedestrians shall move when practicable upon the right half of crosswalks.

Subd. 5. **Walk on left side of roadway.** Pedestrians when walking or moving in a wheelchair along a roadway shall, when practicable, walk or move on the left side of the roadway or its shoulder giving way to oncoming traffic. Where sidewalks are provided and are accessible and usable it shall be unlawful for any pedestrian to walk or move in a wheelchair along and upon an adjacent roadway.

Subd. 6. **Driver education curriculum.** The class D curriculum, in addition to driver education classroom curriculum prescribed in rules of statutes for class D motor vehicles, must include instruction on the duties of a driver when encountering a bicycle, other nonmotorized vehicles, or a pedestrian.

**History:** (2720-202, 2720-203, 2720-204, 2720-205, 2720-207) 1937 c 464 s 52-55,57; 1939 c 430 s 10; 1947 c 428 s 18; 1973 c 193 s 1; 1974 c 379 s 2; 1978 c 739 s 11; 1982 c 468 s 3; 1986 c 444; 1994 c 647 art 12 s 12; 1Sp1995 c 3 art 2 s 31; 1996 c 333 s 1; 1997 c 159 art 2 s 23; 2000 c 488 art 6 s 3,4; 2004 c 228 art 1 s 72; 2005 c 10 art 3 s 11; 2008 c 350 art 1 s 33



Please use the BACK button on your browser to return to the previous page.

## The Minnesota Crosswalk Law: Key Elements

§ Where traffic control signals are not in place or in operation, a driver must stop for a pedestrian crossing within a marked crosswalk or at an intersection with no marked crosswalk. A vehicle that is stopped at a crosswalk can proceed once the pedestrian has completely crossed the lane in front of the stopped vehicle.

§ A pedestrian must not enter a crosswalk if a vehicle is approaching. There is no defined distance that a pedestrian must abide by before entering the crosswalk, but common sense should prevail. The law states: "No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield."

§ When a vehicle is stopped at an intersection to allow pedestrians to cross the roadway, drivers of other vehicles approaching from the rear must not pass the other vehicle.

§ It's unlawful for the driver of a motor vehicle to proceed through a group of school children crossing a street or highway, or past a member of a school safety patrol or adult crossing guard who is directing children across the roadway and who is holding an official signal in the stop position.

§ Failure to obey the law is a misdemeanor. A second violation within one year is a gross misdemeanor.

§ Cities can designate crosswalks for longer illumination of "Walk" "Don't Walk" signal lights. Intersections where there is a high concentration of pedestrians, senior citizens, school children, etc., qualify for such designation. District councils, community clubs, or other organizations can petition their city councils to designate these crosswalks.

### Minnesota Statutes 1999, Chapter 169.21

#### 169.21 Pedestrian.

##### Subdivision 1. Obey traffic-control signals.

Pedestrians shall be subject to traffic-control signals at intersections as heretofore declared in this chapter, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this section and section and 169.22.

##### Subd. 2. Rights in absence of signal.

(a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the

conditions as otherwise provided in this subdivision.

(b) When any vehicle is stopped at a marked crosswalk or at an intersection with no marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

(c) It is unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of a school safety patrol or adult crossing guard, while the member of the school safety patrol or adult crossing guard is directing the movement of children across a street or highway and while the school safety patrol member or adult crossing guard is holding an official signal in the stop position. A peace officer may arrest the driver of a motor vehicle if the peace officer has probable cause to believe that the driver has operated the vehicle in violation of this paragraph within the past four hours.

(d) A person who violates this subdivision is guilty of a misdemeanor. A person who violates this subdivision a second or subsequent time within one year of a previous conviction under this subdivision is guilty of a gross misdemeanor.

**Subd. 3. Crossing between intersections.**

Every pedestrian crossing a roadway at any point other than within a marked crosswalk or at an intersection with no marked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

Notwithstanding the other provisions of this section every driver of a vehicle shall:

(a) exercise due care to avoid colliding with any bicycle or pedestrian upon any roadway and (b) give an audible signal when necessary and exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

**Subd. 4. Use right half of crosswalk.**

Pedestrians shall move when practicable upon the right half of crosswalks.

**Subd. 5. Walk on left side of roadway.**

Pedestrians when walking or moving in a wheelchair along a roadway shall, when practicable, walk or move on the left side of the roadway or its shoulder giving way to oncoming traffic. Where sidewalks are provided and are accessible and usable it shall be unlawful for any pedestrian to walk or move in a wheelchair along and upon an adjacent roadway.

HIST: (2720-202, 2720-203, 2720-204, 2720-205, 2720-207) 1937 c 464 s 52-55,57; 1939 c 430 s 10; 1947 c 428 s 18; 1973 c 193 s 1; 1974 c 379 s 2; 1978 c 739 s 11; 1982 c 468 s 3; 1986 c 444; 1994 c 647 art 12 s 12; 1Sp1995 c 3 art 2 s 31; 1996 c 333 s 1; 1997 c 159 art 2 s 23; 2000 c 448 art 6 53,4; 2004 c 228 art 1

**169.2151 PEDESTRIAN SAFETY CROSSINGS.**

A local road authority may provide by ordinance for the designation of pedestrian safety crossings on highways under the road authority's jurisdiction where

pedestrian safety considerations require extra time for pedestrian crossing in addition to the time recommended under the Minnesota manual of uniform traffic control devices for pedestrian signals. The ordinance may provide for timing of pedestrian signals for such crossings, consistent with the recommendations of the uniform manual for pedestrian signal timing at senior citizen and handicapped pedestrian crossings. Cities other than cities of the first class may designate a pedestrian safety crossing only with the approval of the road authority having jurisdiction over the crossing. The authority of local road authorities to determine pedestrian signal timing under this section is in addition to any other control exercised by local road authorities over the timing of pedestrian signals.



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STATE  
LAW



WITHIN  
CROSSWALK



**Public Works Committee**

**5. 5.**

**Meeting Date:** 01/17/2012

**By:** Tim Himmer, Engineering/Public Works

**Title:**

2011 Review of Engineering Consulting Services

**Background:**

In 2011 the engineering department experienced a reorganization, which included the elimination of the Assistant City Engineer position and an increased budget for professional services. This case is a summary of the costs and services associated with the professional services account. Attached is a breakdown of the funds spent from this account during the 2011 calendar year.

**Notification:**

**Observations:**

**Funding Source:**

No funding is requested with this case, it is strictly an informational accounting of 2011 expenditures associated with professional services in the engineering department.

**Staff Recommendation:**

**Committee Action:**

**Attachments**

**Account Summary**

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Brian Olson	Brian Olson	01/11/2012 09:47 AM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:22 PM
Form Started By: Tim Himmer		Started On: 01/09/2012 09:54 AM
		Final Approval Date: 01/12/2012

## 2011 Consulting Services

<u>Firm</u>	<u>Task</u>	<u>Amount</u>
Erickson Engineering	Annual bridge inspections	\$ 2,496.53
Landform Professional Services	COR topo for mass grading analysis	\$ 760.00
EH Renner & Sons	Well sealing at 14650 Ramsey Blvd	\$ 1,471.00
Hakanson Anderson Associates	Coquina Street easement acquisition	\$ 750.00
	Ute Street ROW monumentation	\$ 1,279.30
	152nd Avenue ROW monumentation	\$ 1,105.53
	2011 flooding investigations	\$ 12,500.00
Great Northern Landscape	Alpine Drive irrigation repair (County project damage)	\$ 2,175.00
Bolton & Menk	Sunwood Drive restriping (design)	\$ 820.00
Highway Technologies	Sunwood Drive restriping (installation)	\$ 1,841.02
LSA Design	Parking ramp expansion amendment	\$ 3,900.00
WSB & Associates	Riverdale Drive extension	\$ 1,912.50
		<b>\$ 31,010.88</b>

Budgeted \$ 31,500.00

**Public Works Committee**

**5. 6.**

**Meeting Date:** 01/17/2012

**By:** Brian Olson, Engineering/Public Works

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**Title:**

Consider request for moving mailboxes on Dysprosium Street

**Background:**

At the Mayor's Town Hall meeting on Monday, January 9, a resident that lived on the west side of Dysprosium Street requested consideration of moving the mailboxes that are currently placed on the east side of the road to the west side of the road.

As you recall, Dysprosium was reconstructed last year and the project inspection team worked with the postal carrier to ask him where he wanted the mailboxes reinstalled. The design and ultimate reconstruction of the road introduced parking bays on the west side of the road and restricted parking on the east side of the road.

There are currently about 10 mailboxes on the west side of the road north of 142nd Avenue and about 45 mailboxes on the east side of the road south of 142nd Avenue NW.

Staff has contacted the Postmaster and discussed the proposal to move the mailboxes onto the west side of the road and he initially had a number of concerns:

- Is the neighborhood in support of this change? Whereas, there certainly will be some that will perceive this change as a benefit because they will not have to cross Dysprosium to get their mail, there will be others that will have to cross Dysprosium to get their mail whereas they haven't had to in the past. There are 32 properties that are on the west side of Dysprosium with their existing mailboxes on the east side that would probably perceive this as a benefit. There are 16 – 18 properties on the east side that would perceive this change as a negative.
- The mail carrier routes are not conducive to this change. Currently the mail carrier travels on the east side of the road northbound the entire stretch of Dysprosium, delivers to the 2 apartment building on the north side of Dysprosium and then heads southbound to deliver to the property owners on the west side of the road and then turns right or westbound into the neighborhood on 142nd. He never travels southbound south of 142nd on Dysprosium. (see attached map)
- Parking lanes create a problem for mail delivery. If there is a car parked in the parking node in front of a mailbox, the mail carrier will not deliver the mail.

Staff has asked the Postmaster to look into revising his route and he said that he would talk to his delivery person and get back to us. I hope to have an answer by the time the this item gets before the Public Works Committee.

**Notification:**

None at this time

**Observations:**

The purpose of this case is gather input from the Public Works Committee and ultimately the full City council on how to handle this request. If there is interest in pursuing moving the mailboxes to the west side of the road upon receiving approval from the Postmaster, the prudent thing to do is notify the residents on both sides of the road so that they can express their concerns. The intent is to handle the moving of the mailboxes and property notification with Staff resources.

Funding Source:

Engineering Staff to notify neighborhood

Public Works Staff to relocate the mailboxes (likely in the Spring)

Staff Recommendation:

Based upon discussion

Committee Action:

Based upon discussion

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Attachments

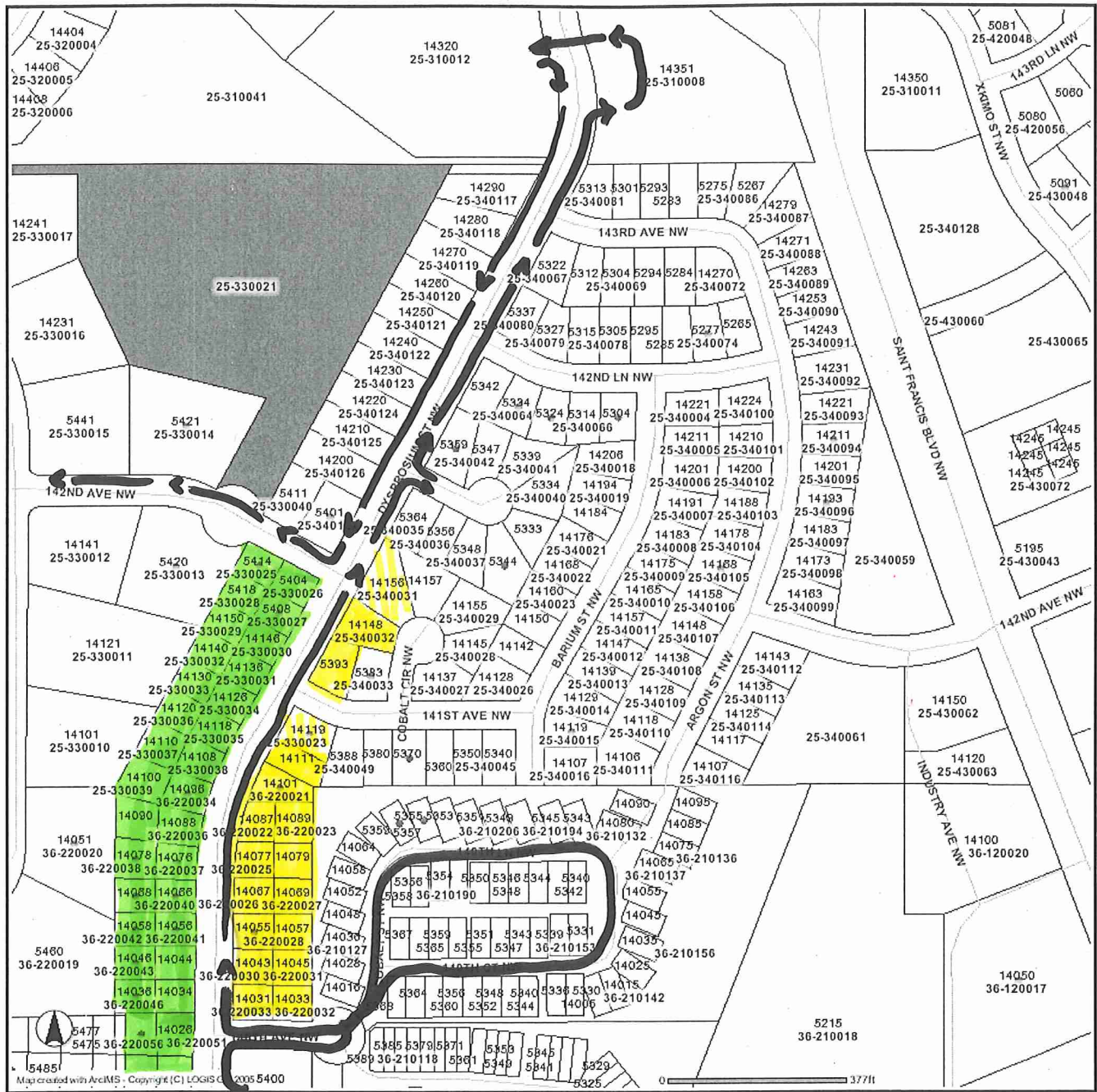
Loaction map

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Form Review

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Brian Olson (Originator)	Brian Olson	01/11/2012 04:34 PM
Kurt Ulrich	Kurt Ulrich	01/12/2012 03:46 PM
Form Started By: Brian Olson		Started On: 01/11/2012 04:09 PM
	Final Approval Date: 01/12/2012	



*Route for mail carrier.*

- 32 properties would perceive benefit
- 16-18 properties may be opposed.