

City of Ramsey
Agenda
City Council Work Session
Tuesday September 25, 2012
Immediately following Personnel
Lake Itasca Room, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Topics for Discussion**
 1. Identify Trail Priority Categories, Rank Trail Gaps and Review Funding Sources
 2. Update on Process and Progress of the Mississippi Skyway
 3. Historic Town Hall and Rail Station Update
- 3. Future Topics for Discussion - *See Attached Calendar***
 1. Review Future Work Session Topics/Calendar
- 4. Mayor/Council/Staff Input**
- 5. Adjournment**

CC Work Session

2. 1.

Meeting Date: 09/25/2012

By: Mark Riverblood, Engineering/Public Works

Title:

Identify Trail Priority Categories, Rank Trail Gaps and Review Funding Sources

Background:

One of the City's 2012 Strategic Goals was to **"Identify high priority trail connections to improve connectivity throughout the community"**. As part of this process, staff developed an 'Action Map' to track the process of this larger goal, and the significant steps of that map are below. This work session discussion is intended to primarily focus on Steps 1 - 3, with the purpose of aligning Council and Staff's philosophies on trail ranking and strategies for funding trail projects.

Step 1: Develop trail priority categories, and rank major/significant trail gaps and projects

Step 2: Receive Council ratification on trail priority methodology

Step 3: Identify funding source categories for significant trails

Step 4: Develop/Explore partnerships for trail grants and funding

Step 5: Identify low cost and specific projects with Engineering (E.g. count down timers at signals) that improve connectivity and safety (integrate with street maintenance program)

Step 6: Organize 'Build-out' cost estimate for priority trails

Step 7: Review strategies to 'bridge' trail development (if feasible) E.g. Sharrows (bike lanes on street) and explore Complete Street, and Bike Friendly programs to supplement trail development and add value to existing transportation system(s)

Attached are several exhibits (produced via grant funding in 2010) that highlight the magnitude of trail construction costs anticipated. The first of which is map entitled " *Recommendations for Pedestrian Connections*". The second is 'Grant Opportunities' and reviews the known funding sources for trails in addition to city sources like MSA Funds, TIF and others.

Observations:

While the purpose of this case is to generally agree on trail priorities in relationship to funding opportunities, it may be useful to highlight the near-term future of the remaining 'steps'.

After 1 - 3 (which this work session case addresses), an example of Step 4 would be meeting with Met Council to craft a partnership for seeking funding for the proposed Mississippi Skyway over US Hwy's #10 & #169 - a trail related project that should be considered regional, rather than just local.

Steps 5 - 7 may be best addressed by Public Works Staff when the city has selected a new engineer later this year, or over the winter as part of that person 'learning' Ramsey. However, Step 6 "*Organize 'Build-out' cost estimate for priority trails*" has been completed in a somewhat cursory manner as part of State Health Improvement Program grant secured in 2010, and is intended to paint a picture of the magnitude of the funding needed for trails, and may also help prioritize trails because it illustrates the stark contrast between trail 'need' and the realities for funding (no matter how many trail grants may be obtained). This project listing and costs are the last two documents attached.

For the work session, Staff will project a proposed trail map up, and lead the discussion on the present thinking on trail priorities, and how to rank and fund them.

Funding Source:

None associated with this work session case.

Council Action:

Provide concurrence or direction on the strategy for priority trail ranking and funding pursuits.

Attachments

Rec for Pedestrian Connections

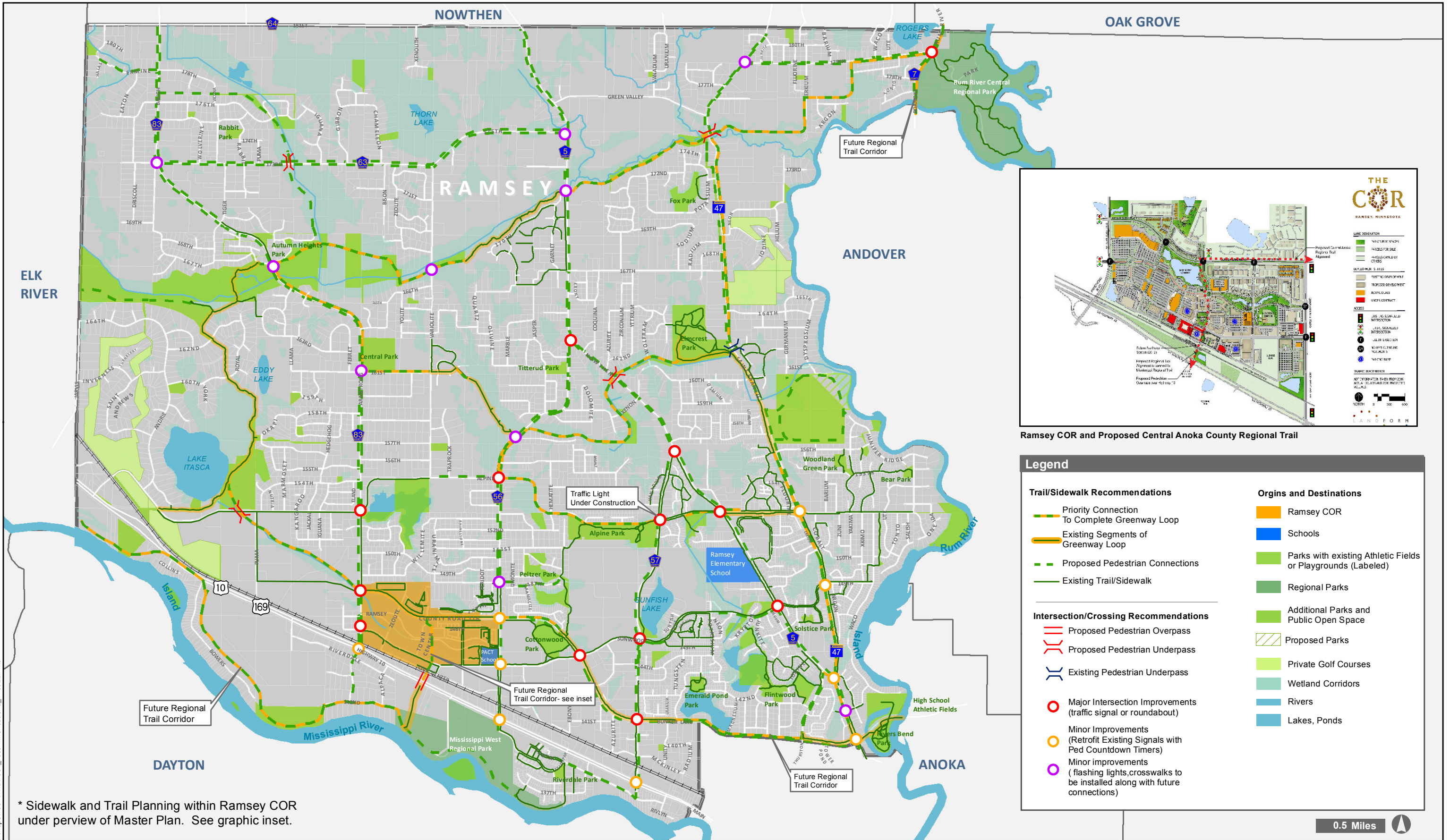
Grant Opportunities

Primary Projects

Cost Listing

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	09/19/2012 08:25 AM
Kurt Ulrich	Kurt Ulrich	09/19/2012 11:23 AM
Form Started By: Mark Riverblood		Started On: 09/18/2012 03:12 PM
Final Approval Date: 09/19/2012		



Ramsey COR and Proposed Central Anoka County Regional Trail

Legend

<p>Trial/Sidewalk Recommendations</p> <ul style="list-style-type: none"> — Priority Connection — To Complete Greenway Loop — Existing Segments of Greenway Loop — Proposed Pedestrian Connections — Existing Trail/Sidewalk <p>Intersection/Crossing Recommendations</p> <ul style="list-style-type: none"> = Proposed Pedestrian Overpass) Proposed Pedestrian Underpass) Existing Pedestrian Underpass ○ Major Intersection Improvements (traffic signal or roundabout) ○ Minor Improvements (Retrofit Existing Signals with Ped Countdown Timers) ○ Minor improvements (flashing lights, crosswalks to be installed along with future connections) 	<p>Orgins and Destinations</p> <ul style="list-style-type: none"> ■ Ramsey COR ■ Schools ■ Parks with existing Athletic Fields or Playgrounds (Labeled) ■ Regional Parks ■ Additional Parks and Public Open Space ■ Proposed Parks ■ Private Golf Courses ■ Wetland Corridors ■ Rivers ■ Lakes, Ponds
--	--

* Sidewalk and Trail Planning within Ramsey COR under perview of Master Plan. See graphic inset.

0.5 Miles

Rum River Recreation and Resources Board Funding Source List 2011						
Program	Administering Agency	Project Eligibility	Maximum Funds/ Project	Local Match Required	Application Deadline	Contact Information
FEDERAL FUNDING SOURCES						
Recreational Trail Program	Federal Highway Trust Fund	Motorized and non-motorized trail projects; maintenance/restoration of existing recreational trails; development/ rehabilitation of recreational trail linkages	\$150,000	50%	28-Feb	http://www.dnr.state.mn.us/grants/recreation/trails_federal.html
Surface Transportation Program (STP)	Metropolitan Council	Bicycle and pedestrian facilities that are on local and collector roads	\$5 million	20%	August, odd numbered year	Kevin Roggenbuck, Metro Council (651) 602-1728
Highway Safety Improvement Program (HSIP)	Mn/DOT State Aid for Local Transportation	Significant reduction in serious injury on public roads, bikeways and trails		20%	August, odd numbered year	MnDOT State Aid http://www.dot.state.mn.us/stateaid/
Federal Transportation Enhancements (TE)	Metropolitan Council	Bike and pedestrian facilities, scenic and historic amenities	\$5 million	20%	August, odd numbered year	Kevin Roggenbuck, Metro Council (651) 602-1728
Rivers, Trails, and Conservation Assistance Program	National Parks Service	Planning assistance for the establishment or preservation of greenways, rivers, trails, watersheds, and open space	Staff Time	No Local Match Required	1-Aug	Holly Larson, NPS (651) 290-3003
Transportation, Community and System Preservation Program	Mn/DOT/ Federal Highway Trust Fund	Transit-oriented development, traffic calming, improve transportation efficiencies and reduce the impact on the environment		20%		http://www.fhwa.dot.gov/tcsp/links.html
Safe Routes to School	Mn/DOT Office of Transit	Bike and Ped facilities serving schools K-8	\$175,000	No Local Match Required	15-Nov	Kristie Billiar - Mn/DOT Safe Routes to School program director (651) 366-4164
STATE FUNDING SOURCES						
Solar Energy Legacy Grants	MN DNR	Solar powered trail and park facilities	\$150,000	25%	31-Jan	http://www.dnr.state.mn.us/grants
Outdoor Recreational Trail Program	MN DNR	Trails and facilities	variable	50%	31-Jan	http://www.dnr.state.mn.us/grants
Regional Trail Grant Program	MN DNR	Regionally significant trails	\$250,000	50%	28-Feb	http://www.dnr.state.mn.us/grants
Local Trail Connections Grant Program	MN DNR	Promotes relatively short trail connections between destinations	\$50,000	50%	28-Feb	http://www.dnr.state.mn.us/grants
Regional Park Legacy Grant Program	MN DNR	Regionally significant parks 100+ acres	variable	40%	31-Mar	http://www.dnr.state.mn.us/grants
Natural and Scenic Area Grant Program	MN DNR	Fee title acquisition/ permanent easement acquisition of natural and scenic areas.	\$500,000	50%	31-Mar	http://www.dnr.state.mn.us/grants
Reinvest in Minnesota (RIM) Critical Habitat Match	MN DNR	Promotes private citizens/organizations to help fund the acquisition and development of critical fish and wildlife habitat	variable	none	per request	http://www.dnr.state.mn.us/grants
Native Prairie Bank Program	MN DNR	Protects native prairie through the purchase of conservation easements	variable	none	per request	http://www.dnr.state.mn.us/grants
Native Prairie Tax Exemption	MN DNR	Provides property tax exemptions on eligible native prairie lands.	variable	none	per request	http://www.dnr.state.mn.us/grants
Shoreland Habitat Restoration	MN DNR	Provides cost share funding to conduct shoreline restoration projects with native plants and improve fish and wildlife habitat.	\$100,000	3:01	October	http://www.dnr.state.mn.us/grants
Community Conservation Assistance	MN DNR	Promotes local conservation-focused activities in developing communities	\$35,000	25%	July	http://www.dnr.state.mn.us/grants
Legislative Commission on Minnesota Resources (LCCMR)	LCCMR	Makes funding recommendations to the state legislature for enhancing Minnesota's natural resources	variable		April	http://www.lccmr.leg.mn/
SHIP - Statewide Health Improvement Program	State Health Department	Projects that help reduce obesity and support physical activity in daily routines such as walking, biking, or using recreation facilities	variable		per request	http://www.health.state.mn.us/healthreform/ship
PRIVATE FUNDING SOURCES						
Community Growth Options	1,000 Friends of Minnesota	Promotes smart or balanced growth of communities and the conservation water and land	variable			Phil Hunsicker (218) 824-5095
Rural Initiative Program	Laura Jane Musser Fund	Planning and Implementation grants for consensus based activities in environmental stewardship in rural areas	\$5,000-\$25,000	No Local Match Required	November	http://www.musserfund.org/index.asp?page_seq=6
McKnight Initiative Foundation	McKnight Foundation	North central area of Minnesota - stewardship of locally-valued open spaces	variable			http://www.ifound.org/enviromental_index.php
Bikes Belong Grant Program	Bikes Belong	Corridor improvements, trails	variable		April, August, November	http://www.bikesbelong.org/grants

Ramsey Ped/Bike SHIP Master Plan Project List

Priority Projects

Projects to Complete COR Loop Trail

Projects to Complete Inter-Loop Trails

Future Regional Trail Segments

COR Loop Projects

COR Loop Trail Projects

Street or Segment Name	Start (west or north)	End (east or south)	Segment Length (ft)	Per linear ft. cost	Segment Total
Trail along Trott Brook (off-road trail)	Autumn Heights Park	Variolite St	1300	\$35.00	\$45,500.00
MN Highway 47 (St. Francis Blvd)- east side	Co. Rd. 5	Existing trail north of Bunker Lake Blvd	1978	\$35.00	\$69,230.00
Bunker Lake Blvd- north side	Co. Rd. 56	Existing trail	2358	\$35.00	\$82,530.00
MN Highway 47 (St. Francis Blvd)- east side	179th Ave	Trott Brook	3200	\$35.00	\$112,000.00
MN Highway 47 (St. Francis Blvd)- east side	Existing trail	Alpine Dr	4600	\$35.00	\$161,000.00
Bunker Lake Blvd- north side	Existing trail east of Co. Rd. 57	Dysprosium St./Existing trail	4959	\$35.00	\$173,565.00
Trail along Trott Brook (off-road trail)	Variolite St	Existing trail	5700	\$35.00	\$199,500.00
Trail along Trott Brook (off-road trail)	Co. Rd. 5	Co. Rd. 47	5800	\$35.00	\$203,000.00
179th Ave- south side	Co. Rd. 47	Co. Rd. 7	6773	\$35.00	\$237,055.00
Trail along Lake Itasca drainage way (off-road trail)	Lake Itasca Existing Trail	Bunker Lake Blvd Existing Trail	6800	\$35.00	\$238,000.00
Trail to Rum River Regional Park (off-road trail)	Co. Rd. 47	179th Ave- south side	7600	\$35.00	\$266,000.00
MN Highway 47 (St. Francis Blvd)- east side	Trott Brook	Existing Underpass/Elmcrest Park	8200	\$35.00	\$287,000.00

COR Trail Projects Subtotal \$2,074,380.00

Grade Separated Crossings

Name	Estimated Cost
Pedestrian Overpass over Highway 10	\$3,000,000.00
Pedestrian Underpass to Lake Itasca Park	\$650,000.00
Pedestrian Underpass at Co. Rd. 47 and Trott Brook	\$650,000.00

Grade Separated Subtotal \$4,300,000.00

Ped Crossing/Intersection Improvements

Name	Recommendations	Estimated Cost
Bunker Lake Blvd. and Sunwood Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 57 and Bunker Lake Blvd	Major- Traffic Light	\$200,000.00
Co. Rd. 7 and 179th St	Major- Traffic Light	\$200,000.00
Co. Rd. 83 and Bunker Lake Blvd.	Major- Traffic Light	\$200,000.00
Co. Rd. 56 and Bunker Lake Blvd	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 47 and Bunker Lake Blvd	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 47 and Sunwood Dr	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 47 and Alpine Dr	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
167th Ln NW (Autumn Heights Park Crossing)	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Greenway Crossing (Trott Brook) at Co. Rd. 5	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00

Intersections/Crossings Subtotal \$895,000.00

Total

Ramsey Ped/Bike SHIP Master Plan Project List, cont.

Priority Projects

Projects to Complete COR Loop Trail

Projects to Complete Inter-Loop Trails

Future Regional Trail Segments

Inter-Loop Trail Projects

Street or Segment Name	Start (west or north)	End (east or south)	Segment Length (ft)	Per linear ft. cost	Segment Total
Alpine Dr- south side	Co. Rd. 57/Existing trail	Co. Rd. 5	1284	\$35.00	\$44,940.00
Co. Rd. 56 (Ramsey Blvd)- west side	Existing off-road trail/wetland corridor	Alpine Dr.	1700	\$35.00	\$59,500.00
Trail along wetland corridor (off-road trail)	Co. Rd. 5	Elmcrest Park/Existing trails	2400	\$35.00	\$84,000.00
161st Ave	Co. Rd. 83	Variolite St	2636	\$35.00	\$92,260.00
Alpine Dr	Alpine Park Entry	Co. Rd. 57/Existing trail	2810	\$35.00	\$98,350.00
Alpine Dr	Co. Rd. 56	Alpine Park Entry	4171	\$35.00	\$145,985.00
Co. Rd. 83 (Armstrong Blvd)- east side	167th Ln/Autumn Heights Park	161st Avenue/Central Park	4354	\$35.00	\$152,390.00
Co. Rd. 56 (Ramsey Blvd)- east side	Future off-road trail/wetland corridor	Existing trail	5700	\$35.00	\$199,500.00
Trail along wetland corridor (off-road trail)	Co. Rd. 56	Co. Rd. 5	6900	\$35.00	\$241,500.00

Inter-Loop Trail Projects Subtotal \$1,118,425.00

Ped Crossing/Intersection Improvements

Co. Rd. 5 and Co. Rd. 57	Major- Potential Roundabout		\$1,000,000.00
Co. Rd. 5 and Alpine Dr.	Major- Traffic Light		\$200,000.00
Co. Rd. 56 and Alpine Dr.	Major- Traffic Light		\$200,000.00
Co. Rd. 83 and 161st (Central Park Crossing)	Minor- Flashing lights, crosswalks to be installed along with future connections		\$32,500.00
Greenway Crossing (Wetland corridor) at Co. Rd. 56	Minor- Flashing lights, crosswalks to be installed along with future connections		\$32,500.00

Inter-Loop Trail Projects Subtotal \$1,465,000.00

Total

Future Regional Trail Projects

Street or Segment Name	Start (west or north)	End (east or south)	Segment Length (ft)	Per linear ft. cost	Segment Total
142nd Ave NW (near riverfront- Regional Trail Segment)	Open Space/Park	Mississippi West Regional Park	3577	\$35.00	\$125,195.00
Co. Rd. 7 (Regional Trail Corridor)- east side	Municipal Boundary	Mississippi River	3668	\$35.00	\$128,380.00
Mississippi River Regional Trail Corridor	Wayside Rest/Municipal Boundary	142nd Ave	10583	\$35.00	\$370,405.00

Subtotal \$623,980.00

Ramsey Ped/Bike SHIP Master Plan Project List

Priority Projects

Projects to Complete COR Loop Trail

Projects to Complete Inter-Loop Trails

Future Regional Trail Segments

Trails/Sidewalks- SORTED BY COST MIN. TO MAX.

Street or Segment Name	Start (west or north)	End (east or south)	Segment Length (ft)	Per linear ft. cost	Segment Total
Co. Rd. 57 (Sunfish Lake Blvd)- west side	Co. Rd. 5	Existing trail	715	\$35.00	\$25,025.00
Alpine Dr- north side	Co. Rd. 5	Existing trail	719	\$35.00	\$25,165.00
MN Highway 47 (St. Francis Blvd)- west side	Existing trail	Existing trail	758	\$35.00	\$26,530.00
Sunwood Dr- south side	Co. Rd. 57	145th/Existing trail	955	\$35.00	\$33,425.00
Alpine Dr- south side	Co. Rd. 57/Existing trail	Co. Rd. 5	1284	\$35.00	\$44,940.00
Trail along Trott Brook (off-road trail)	Autumn Heights Park	Variolite St	1300	\$35.00	\$45,500.00
MN Highway 47 (St. Francis Blvd)- west side	Co. Rd. 5	Existing trail north of Bunker Lake Blvd	1360	\$35.00	\$47,600.00
Co. Rd. 57 (Sunfish Lake Blvd)- east side	Sunwood Dr.	Existing trail	1480	\$35.00	\$51,800.00
MN Highway 47 (St. Francis Blvd)- east side	Municipal Boundary	179th Ave	1560	\$35.00	\$54,600.00
Co. Rd. 56 (Ramsey Blvd)- west side	Existing off-road trail/wetland corridor	Alpine Dr.	1700	\$35.00	\$59,500.00
Co. Rd. 56 (Ramsey Blvd)- east side	Bunker Lake Blvd	Sunwood Dr/Existing trail	1750	\$35.00	\$61,250.00
Co. Rd. 5 (Nowthen Blvd)- west side	Existing trail north of Co. Rd. 47	Existing trail north of Bunker Lake Blvd	1823	\$35.00	\$63,805.00
Co. Rd. 5 (Nowthen Blvd)- west side	Existing trail at Sunwood Dr.	Existing trail north of Co. Rd. 47	1883	\$35.00	\$65,905.00
Co. Rd. 83 (Armstrong Blvd) -east side	Bunker Lake Blvd/Existing trail	Highway 10	1929	\$35.00	\$67,515.00
Co. Rd. 83 (Armstrong Blvd) -east side	Highway 10	142nd Ave	1977	\$35.00	\$69,195.00
MN Highway 47 (St. Francis Blvd)- east side	Co. Rd. 5	Existing trail north of Bunker Lake Blvd	1978	\$35.00	\$69,230.00
Co. Rd. 5 (Nowthen Blvd)- west side	175th Ave	Trott Brook/Existing trail	2064	\$35.00	\$72,240.00
Co. Rd. 5 (Nowthen Blvd)-east side	Alpine Dr.	Existing trail	2087	\$35.00	\$73,045.00
Dysprosium St- west side	Existing trail	Bunker Lake Blvd	2145	\$35.00	\$75,075.00
Sunwood Dr- south side	Bunker Lake Blvd	Co. Rd. 57	2237	\$35.00	\$78,295.00
Co. Rd. 57 (Sunfish Lake Blvd)- east side	Bunker Lake Blvd	Highway 10	2261	\$35.00	\$79,135.00
Bunker Lake Blvd- north side	Co. Rd. 56	Existing trail	2358	\$35.00	\$82,530.00
Trail along wetland corridor (off-road trail)	Co. Rd. 5	Elmcrest Park/Existing trails	2400	\$35.00	\$84,000.00
MN Highway 47 (St. Francis Blvd)- west side	Existing trail	Alpine Dr	2400	\$35.00	\$84,000.00
Dysprosium St- east side	Co. Rd. 5	Bunker Lake Blvd	2488	\$35.00	\$87,080.00
Alpine Dr	Variolite St	Co. Rd. 56	2532	\$35.00	\$88,620.00
Co. Rd. 5 (Nowthen Blvd)- west side	Existing Trail	Co. Rd. 56	2600	\$35.00	\$91,000.00
161st Ave	Co. Rd. 83	Variolite St	2636	\$35.00	\$92,260.00
148th Ave	Co. Rd. 56	Existing Trail/Peltzer Park	2641	\$35.00	\$92,435.00
Ermine Blvd	Open Space/Park	Co. Rd. 83	2652	\$35.00	\$92,820.00
Sunwood Dr- south side	Potassium/Existing Trail	Co. Rd. 5	2754	\$35.00	\$96,390.00
Alpine Dr	Alpine Park Entry	Co. Rd. 57/Existing trail	2810	\$35.00	\$98,350.00
Co. Rd. 5 (Nowthen Blvd)- east side	Co. Rd. 57	Alpine Dr.	2828	\$35.00	\$98,980.00
MN Highway 47 (St. Francis Blvd)- west side	Alpine Dr	Sunwood Dr	2900	\$35.00	\$101,500.00
Co. Rd. 57 (Sunfish Lake Blvd)- west side	Sunwood Dr.	Bunker Lake Blvd	3000	\$35.00	\$105,000.00
Sunwood Dr- south side	Co. Rd. 56	Bunker Lake Blvd	3063	\$35.00	\$107,205.00
Co. Rd. 5 (Nowthen Blvd)- east side	Municipal Boundary	Green Valley	3105	\$35.00	\$108,675.00
138th Ave (Riverdale Dr)	Feldspar	Sunfish Lake Blvd	3108	\$35.00	\$108,780.00
MN Highway 47 (St. Francis Blvd)- east side	179th Ave	Trott Brook	3200	\$35.00	\$112,000.00
Co Rd. 83 (Armstrong Blvd) -east side	173rd	Tiger St./Existing trail	3236	\$35.00	\$113,260.00

Ramsey Ped/Bike SHIP Master Plan Project List, cont.

Priority Projects

Projects to Complete COR Loop Trail

Projects to Complete Inter-Loop Trails

Future Regional Trail Segments

Trails/Sidewalks, CONT.- SORTED BY COST MIN. TO MAX.

Trail extension along wetland corridor (off-road trail)	173rd	Autumn Heights Park	3300	\$35.00	\$115,500.00
Co. Rd. 5 (Nowthen Blvd)- east side	Green Valley	Trott Brook	3451	\$35.00	\$120,785.00
Bunker Lake Blvd- south side	Sunwood Dr	Co. Rd. 57	3522	\$35.00	\$123,270.00
142nd Ave NW (near riverfront- Regional Trail Segment)	Open Space/Park	Mississippi West Regional Park	3577	\$35.00	\$125,195.00
MN Highway 47 (St. Francis Blvd)- west side	Sunwood Dr	Co. Rd. 5	3658	\$35.00	\$128,030.00
Co. Rd. 7 - west side	Municipal Boundary	Mississippi River	3668	\$35.00	\$128,380.00
Co. Rd. 7 (Regional Trail Corridor)- east side	Municipal Boundary	Mississippi River	3668	\$35.00	\$128,380.00
Trail along Trott Brook (off-road trail)	Municipal Boundary	Existing trail/Lake Itasca Trail	4000	\$35.00	\$140,000.00
Co. Rd. 56 (Ramsey Blvd)- west side	Alpine Dr.	Existing trail	4043	\$35.00	\$141,505.00
Alpine Dr	Co. Rd. 56	Alpine Park Entry	4171	\$35.00	\$145,985.00
Co. Rd. 5 (Nowthen Blvd)- west side	Municipal Boundary	175th Ave	4339	\$35.00	\$151,865.00
Co. Rd. 83 (Armstrong Blvd)- east side	167th Ln/Autumn Heights Park	161st Avenue/Central Park	4354	\$35.00	\$152,390.00
Co Rd. 83 (Armstrong Blvd) -east side	Municipal Boundary	173rd	4373	\$35.00	\$153,055.00
MN Highway 47 (St. Francis Blvd)- east side	Existing trail	Alpine Dr	4600	\$35.00	\$161,000.00
MN Highway 47 (St. Francis Blvd)- west side	Municipal Boundary	Trott Brook	4700	\$35.00	\$164,500.00
Co. Rd. 57 (Sunfish Lake Blvd)- west side	Alpine Dr	Sunwood Dr.	4760	\$35.00	\$166,600.00
Co. Rd. 56 (Ramsey Blvd)- west side	Co. Rd. 5	Existing off-road trail/wetland corridor	4800	\$35.00	\$168,000.00
Co. Rd. 56 (Ramsey Blvd)- east side	Co. Rd. 5	Future off-road trail/wetland corridor	4800	\$35.00	\$168,000.00
Co. Rd. 83 (Armstrong Blvd) -west side	Alpine Drive	Highway 10	4901	\$35.00	\$171,535.00
Bunker Lake Blvd- north side	Existing trail east of Co. Rd. 57	Dysprosium St./Existing trail	4959	\$35.00	\$173,565.00
Co Rd. 83 (Armstrong Blvd) -west side	Municipal Boundary	173rd	4966	\$35.00	\$173,810.00
Co. Rd. 83 (Armstrong Blvd) -east side	161st Avenue/Central Park	Alpine Drive/Existing trail	5167	\$35.00	\$180,845.00
Co. Rd. 5 (Nowthen Blvd)- east side	Trott Brook	Co. Rd. 56	5600	\$35.00	\$196,000.00
Co. Rd. 56 (Ramsey Blvd)- east side	Future off-road trail/wetland corridor	Existing trail	5700	\$35.00	\$199,500.00
Trail along Trott Brook (off-road trail)	Variolite St	Existing trail	5700	\$35.00	\$199,500.00
Co Rd. 83 (Armstrong Blvd) -west side	173rd	167th Ln/Autumn Heights Park	5703	\$35.00	\$199,605.00
Trail along Trott Brook (off-road trail)	Co. Rd. 5	Co. Rd. 47	5800	\$35.00	\$203,000.00
Co. Rd. 5 (Nowthen Blvd)- west side	Co. Rd. 56	Co. Rd. 57/Existing trail	5905	\$35.00	\$206,675.00
Co. Rd. 5 (Nowthen Blvd)- east side	Co. Rd. 56	Co. Rd. 57	5905	\$35.00	\$206,675.00
Trail extension along wetland corridor (off-road trail)	Co. Rd. 83 (Baugh)	173rd	6300	\$35.00	\$220,500.00
179th Ave- north side	Co. Rd. 47	Co. Rd. 7	6773	\$35.00	\$237,055.00
179th Ave- south side	Co. Rd. 47	Co. Rd. 7	6773	\$35.00	\$237,055.00
Trail along Lake Itasca drainage way (off-road trail)	Lake Itasca Existing Trail	Bunker Lake Blvd Existing Trail	6800	\$35.00	\$238,000.00
Trail along wetland corridor (off-road trail)	Co. Rd. 56	Co. Rd. 5	6900	\$35.00	\$241,500.00
Trail to Rum River Regional Park (off-road trail)	Co. Rd. 47	179th Ave- south side	7600	\$35.00	\$266,000.00
MN Highway 47 (St. Francis Blvd)- west side	Trott Brook	Existing Underpass/Elmcrest Park	8200	\$35.00	\$287,000.00
MN Highway 47 (St. Francis Blvd)- east side	Trott Brook	Existing Underpass/Elmcrest Park	8200	\$35.00	\$287,000.00
Bunker Lake Blvd- south side	Co. Rd. 57	Co. Rd. 47	8930	\$35.00	\$312,550.00
Trail extension in park east of Co. Rd. 47 (off-road loop trail)	NA	NA	9000	\$35.00	\$315,000.00
Co. Rd. 83 (Armstrong Blvd)- west side	167th Ln/Autumn Heights Park	Alpine Drive	9740	\$35.00	\$340,900.00
Mississippi River Regional Trail Corridor	Wayside Rest/Municipal Boundary	142nd Ave	10583	\$35.00	\$370,405.00
173rd Ave- north side	Co. Rd. 83	Co. Rd. 5	16000	\$35.00	\$560,000.00
173rd Ave- south side	Co. Rd. 83	Co. Rd. 5	16000	\$35.00	\$560,000.00

Ramsey Ped/Bike SHIP Master Plan Project List, cont.

Priority Projects
Projects to Complete COR Loop Trail
Projects to Complete Inter-Loop Trails
Future Regional Trail Segments

Grade Separated Crossings -SORTED BY COST MIN. TO MAX.

Name	Estimated Cost
Pedestrian Underpass to Lake Itasca Park	\$650,000.00
Pedestrian Underpass at Co. Rd. 47 and Trott Brook	\$650,000.00
Pedestrian Underpass at Co. Rd. 5 along wetland/creek corridor	\$650,000.00
Pedestrian Overpass over Highway 10	\$3,000,000.00

Ped Crossing/Intersection Improvements- SORTED BY COST MIN. TO MAX.

Name	Recommendations	Estimated Cost
Highway 10 and Co. Rd. 83	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Highway 10 and Co. Rd. 56	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Highway 10 and Co. Rd. 57	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 56 and Sunwood Dr.	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 56 and Bunker Lake Blvd	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 47 and Bunker Lake Blvd	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 47 and Sunwood Dr	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 47 and Alpine Dr	Minor- Retrofit Existing Signal with Pedestrian Countdown timers	\$7,500.00
Co. Rd. 83 and 173rd	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
167th Ln NW (Autumn Heights Park Crossing)	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Co. Rd. 83 and 161st (Central Park Crossing)	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Greenway Crossing (Wetland corridor) at Co. Rd. 56	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
173rd and Co. Rd. 5	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Greenway Crossing (Trott Brook) at Co. Rd. 5	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Co. Rd. 56 and 148th St	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Co. Rd. 47 and 179th	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
173rd and Wetland Corridor Trail (Off-road trail)	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Co. Rd. 47 and 142nd Ave NW	Minor- Flashing lights, crosswalks to be installed along with future connections	\$32,500.00
Bunker Lake Blvd. and Sunwood Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 5 and Alpine Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 5 and Sunwood Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 56 and Alpine Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 57 and Bunker Lake Blvd	Major- Traffic Light	\$200,000.00
Co. Rd. 57 and Sunwood Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 7 and 179th St	Major- Traffic Light	\$200,000.00
Co. Rd. 83 and Alpine Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 83 and Bunker Lake Blvd.	Major- Traffic Light	\$200,000.00
Co. Rd. 83 and Sunwood Dr.	Major- Traffic Light	\$200,000.00
Co. Rd. 5 and Co. Rd. 56	Major- Potential Roundabout	\$1,000,000.00
Co. Rd. 5 and Co. Rd. 57	Major- Potential Roundabout	\$1,000,000.00
Co. Rd. 57 and Alpine Dr.	Traffic Light under construction	IN PROGRESS

CC Work Session

2. 2.

Meeting Date: 09/25/2012

By: Mark Riverblood, Engineering/Public Works

Title:

Update on Process and Progress of the Mississippi Skyway

Background:

The proposed pedestrian overpass over US Hwy's #10 & #169 known as the Mississippi Skyway has been discussed for many years and is gaining momentum with considerable progress in the recent months.

The most recent success (aside from the physical construction of the Northstar rail station skyway that this project will connect to) is the pending award of \$100,000 in Transit Oriented Development funding for finalizing the planning for this project. Specifically, the TOD application stated that:

The TOD Pre-Development funds will be used to collect and prepare all remaining information and approvals for the 'Mississippi Skyway' (except the actual Bidding Documents) for submission for Federal Funding (see Sec. IV, 1 above). To include:

A) Base information gathering required to perform final design process: \$45,000 - geotechnical, survey & project team site analysis. Create documents (with graphics to clearly present and communicate design ideas), and establish professional direction and permitting required to perform geotechnical, soil borings, and surveys.

B) Complete planning process, secure approvals on final alignment, (public & agencies): \$55,000 -Coordination with all rail and transportation agencies as required at Federal, State, County & City levels to secure written approval on final alignment including approved proposed bridge pier locations and specifications. Refine plan layout and detail design to have clear and complete MnDot approval on these directives prior to beginning Construction Documents.

Additionally, while there has been a steady progression of movement for the Mississippi Skyway, there remains several important elements that need to come together in sequence to stage this project for funding. Staff will review these details at the work session with the latest information.

Funding Source:

N/A

Council Action:

Based upon discussion

Attachments

Schematic design for footprint

Relationship to Northstar and Skyway Over Park Plan

Form Review

Inbox

Reviewed By

Date

Grant Riemer
Kurt Ulrich

Grant Riemer
Kurt Ulrich

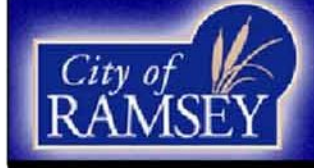
Form Started By: Mark Riverblood

09/19/2012 08:29 AM

09/19/2012 11:24 AM

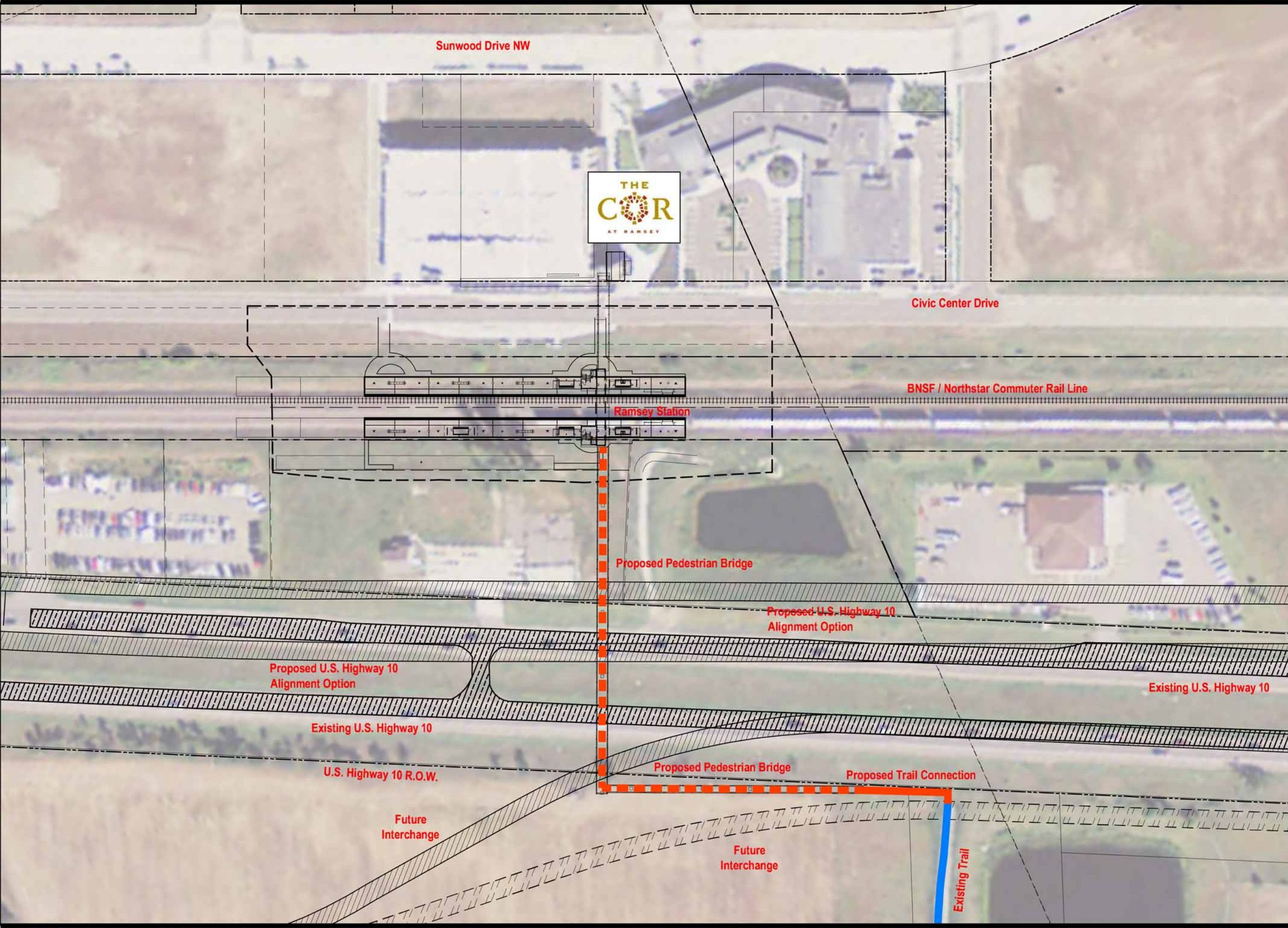
Started On: 09/18/2012 05:27 PM

Final Approval Date: 09/19/2012



LEGEND

-  PROPOSED TRAIL LOCATION
-  PROPOSED PEDESTRIAN BRIDGE
-  EXISTING TRAIL



LANDSCAPE ARCHITECTURE, INC.
 Landscape Architecture
 Master Planning & Sustainable Design
 856 RAYMOND AVENUE, SUITE C
 ST. PAUL, MN 55114
 TEL: 651.646.1020
 Web: www.landarcinc.com

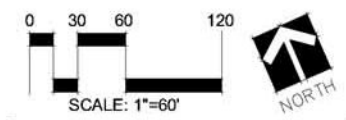
PROJECT NAME:

Hwy. 10 & 169 Pedestrian Bridge

PROJECT LOCATION:
Ramsey, Minnesota

DRAWING TITLE:

SITE PLAN



DRAWN BY: SPM
 CHECKED BY: SPM
 DATE: JULY 31, 2011

L1

Mississippi West Regional Park



CC Work Session

2. 3.

Meeting Date: 09/25/2012

By: Mark Riverblood, Engineering/Public Works

Title:

Historic Town Hall and Rail Station Update

Background:

At the Council meeting of August 28th, Staff was directed to explore the feasibility of relocating the Old Town Hall to the rail station site with ancillary benefit of having some of the foundation costs shared with the funding partners of the Northstar Commuter Rail - as part of the boiler plant portion of the larger project. Additionally, the building may serve commuters (and others) in any number of ways.

During the above discussion, two sites were proposed, and are shown in the exhibit entitled Historic Building Location Options. One aspect of this case is to develop consensus on limiting the unfolding discourse to Option #1. There are several reasons why Option #2 may not be worth pursuing, and in summary are as follows:

- City staff has indicated to the rail project team that either the boiler would be need to be in a building architecturally compatible with the COR design guidelines, in a basement, built for the Old Town Hall, or in an underground vault. At the conclusion of the discussion, a vault suitable for setting the Old Town Hall upon was agreed to with the Regional Rail Authority and Metropolitan Transit agreeing to pay the estimated cost. The City would need to dedicate the land and pay any additional cost to put the building on the foundation.
- However, if Option #2 were selected, there would be *significant* impacts to the existing investment in landscape and hardscape in locating the building there. And if for whatever reason the building move did not occur, the vault would remain there with much of this same negative impact having occurred - now with vault stacks protruding main area of the Municipal Center's campus.
- The two structures (i.e., the utility building, and the historic town hall or substitute structure) could be located independently on different sites to allow each to proceed on its own schedule.
- In any event, as relocating the building appears to require a Environmental Assessment Worksheet (EAW), as well as other steps, notifications and fact-finding, it appears that some months may pass before the structure may physically be moved and direction is needed for the boiler plant infrastructure. A structural evaluation and construction estimate will be a part of further study.

The other point of discussion for the work session is to communicate the update costs of physically moving the building (\$36,000) which are identified in the attachment and to determine whether the Council still wishes to pursue this option, or another alternative.

The project design engineer (Kimley-Horn) will be at the work session to discuss more detail about the various options.

Funding Source:

None required at this time/pending discussion. Land proceeds from the historic town hall site could be available upon sale of that property. The City's portion of rail station project contingency money (projected balance \$294,000) could also be considered.

Council Action:

Provide direction on the various aspects of relocating the Old Town Hall to the Northstar rail station site.

Attachments

switching gear container

Historic Building location Options

Moving estimate

Proposal

History

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/20/2012 12:20 PM
Form Started By: Mark Riverblood		Started On: 09/18/2012 06:07 PM
	Final Approval Date: 09/20/2012	



HISTORIC BUILDING LOCATION OPTIONS

9/13/12

SUNWOOD DRIVE

SAPPHIRE STREET N.W.

RAMSEY MUNICIPAL
PARKING RAMP

RAMSEY MUNICIPAL
CENTER

OPTION 2: 25'X37'
HISTORIC BUILDING

ELEVATOR/STAIR
TOWER

EXISTING BUS
DROP-OFF AREA

SKYWAY

(101)

MP 31.26

OVERPASS

112.00

OUTBOUND PLATFORM

INBOUND PLATFORM

FUTURE
PLATFORM
EXTENSION

EMERGENCY
EGRESS AREA

POND ACCESS ROAD

STORMWATER
DETENTION
POND

CONSTRUCTION
LIMITS

REALIGNED TRACK
(BY OTHERS)

INTER-TRACK FENCE (BY
OTHERS)

OPTION 1:
25'X37' HISTORIC BUILDING



NOTES:

1. CONTRACTOR SHALL CONSTRUCT THE PLATFORM EDGE TO BE LOCATED 5'-4" FROM THE CENTERLINE OF THE EXISTING AND REALIGNED TRACK.
 2. CONTRACTOR SHALL VERIFY TRACK ELEVATION PRIOR TO CONSTRUCTION OF PLATFORM.
 3. PLATFORM EDGE SHALL BE 8" ABOVE THE TRACK CENTERLINE ELEVATION.
- CONTROL POINT 9 SHALL BE LOCATED HALFWAY BETWEEN THE TWO EXISTING COLUMNS AT THE FACE OF THE PARKING RAMP. CONTRACTOR SHALL VERIFY THE COORDINATES PROVIDED FOR CONTROL POINT 9, AND ADJUST THE COORDINATES FOR CONTROL POINTS 1 - 8 ACCORDINGLY TO MAINTAIN THE DIMENSIONS AND ANGLES AS SHOWN.

CONTROL POINTS

PROPOSAL

383

PRODGER HOUSEMOVERS, INC.

27319 Potomac Street NE
STACY, MN 55079

Page 1 of 2

(763) 444-8848
FAX (763) 444-8851

TO: City Of Ramsey
Attn: Mark Riverblood
7550 Sunwood Drive NW
Ramsey, MN 55303

PHONE 763-238-1733	DATE 9/18/2012
JOB NAME / LOCATION Relocation of the Historic Ramsey Town Hall located at Hwy 47 & Bunker Lake Blvd. Email: mriverblood@ci.ramsey.mn.us	
JOB NUMBER	JOB PHONE

We hereby submit specifications and estimates for:

- * Description: 1890's Built 25'x 39' 1-1/2 story brick veneer structure with one brick chimney.
- * Scope of work: Load, relocate building to a new location, and set on a new foundation. The installation for the new foundation, excavation, carpentry work, and backfill is the owner/general contractor's responsibility.
- * Notes: Prodger Housemovers is not responsible for any site cleanup, site remediation, utility shutoffs, hazardous materials or the removal of any hazardous materials. Prodger Housemovers is not responsible for damage to the soil or landscaping of the property due to the loading and relocation of the structure. Prodger Housemovers is requesting that the owner fill the gap between the brick and the framing of the structure because of the unusually wide space between the two. A bonding agent such as spray foam or grout is recommended. This process will stabilize the brick during the relocation of the building.
- * Specifications and methods must be discussed and agreed on for the approaches at the old and new sites, excavation of the new basement, and foundation installation. These details are key to successfully relocating the structure.
- * Permits, escort fees, tree trimming, and overhead utility costs are all over and above the proposed moving costs.
- * Any request for additional insurance coverage beyond our standard policy is over and above the proposed moving cost.

* A hazardous material assessment must be done on the structure whether the structure is demolished, burned, or moved. This assessment is the owners responsibility. Prodger Housemovers can provide assistance coordinating the inspections of the structure by a state

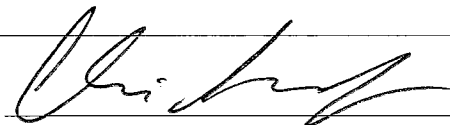
We Propose hereby to furnish material and labor — complete in accordance with the above specifications, for the sum of: Cont'd _____ dollars (\$ Cont'd _____).

Payment to be made as follows:

\$18,000.00 down; \$10,000.00 when relocated to the new site; Balance when building is set and equipment is cleaned up.

All material is guaranteed to be as specified. All work to be completed in a professional manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Worker's Compensation insurance.

Authorized Signature _____



Note: This proposal may be withdrawn by us if not accepted within _____ days.

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Signature _____

Date of Acceptance: _____

PROPOSAL

383

PRODGER HOUSEMOVERS, INC.

27319 Potomac Street NE
STACY, MN 55079

Page 2 of 2

(763) 444-8848
FAX (763) 444-8851

TO: City Of Ramsey
Attn: Mark Riverblood
7550 Sunwood Drive NW
Ramsey, MN 55303

PHONE 763-238-1733	DATE 9/18/2012
JOB NAME / LOCATION Relocation of the Historic Ramsey Town Hall located at Hwy 47 & Bunker Lake Blvd. Email: mriverblood@ci.ramsey.mn.us	
JOB NUMBER	JOB PHONE

We hereby submit specifications and estimates for:

> licensed hazardous material inspection and removal company.

* If requested, this contract/proposal will be provided with a certificate of insurance by the mover: (Prodger Housemovers, Inc.)

* A standard building movers contract will follow the acceptance of the proposal.

* This proposal has been figured as a non prevailing wage project.

* Additional expenses associated with the relocation process:

Tree removal at original site:	\$1,500.00
Excavation of ramp to the curb of the street:	\$1,000.00
Hazardous material assessment/report:	\$400.00-\$800.00
Road Permits:	\$50.00-\$100.00
Escort Fees (minimum of 2 cars):	\$600.00-\$1,000.00
Overhead utility costs:	\$5,000.00-\$10,000.00
Shoring equipment for new foundation:	\$500.00-\$1,000.00
Filling gap between brick & framing:	(Need to get estimate)

* These are all estimates based off of past projects and could be subject to change. The City may have resources available to minimize the costs of the additional expenses.

We Propose hereby to furnish material and labor — complete in accordance with the above specifications, for the sum of:

Thirty Six Thousand and 00/100 Dollars dollars (\$) 36,000.00)

Payment to be made as follows:

\$18,000.00 down; \$10,000.00 when relocated to the new site; Balance when building is set and equipment is cleaned up.

All material is guaranteed to be as specified. All work to be completed in a professional manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Worker's Compensation insurance.

Authorized Signature _____

Note: This proposal may be withdrawn by us if not accepted within _____ days.

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Signature _____

Date of Acceptance: _____

PROPOSAL

383

PRODGER HOUSEMOVERS, INC.

27319 Potomac Street NE
STACY, MN 55079

Page 1 of 2

(763) 444-8848
FAX (763) 444-8851

TO: City Of Ramsey
Attn: Mark Riverblood
7550 Sunwood Drive NW
Ramsey, MN 55303

PHONE 763-238-1733	DATE 9/18/2012
JOB NAME / LOCATION Relocation of the Historic Ramsey Town Hall located at Hwy 47 & Bunker Lake Blvd. Email: mriverblood@ci.ramsey.mn.us	
JOB NUMBER	JOB PHONE

We hereby submit specifications and estimates for:

- * Description: 1890's Built 25'x 39' 1-1/2 story brick veneer structure with one brick chimney.
- * Scope of work: Load, relocate building to a new location, and set on a new foundation. The installation for the new foundation, excavation, carpentry work, and backfill is the owner/general contractor's responsibility.
- * Notes: Prodger Housemovers is not responsible for any site cleanup, site remediation, utility shutoffs, hazardous materials or the removal of any hazardous materials. Prodger Housemovers is not responsible for damage to the soil or landscaping of the property due to the loading and relocation of the structure. Prodger Housemovers is requesting that the owner fill the gap between the brick and the framing of the structure because of the unusually wide space between the two. A bonding agent such as spray foam or grout is recommended. This process will stabilize the brick during the relocation of the building.
- * Specifications and methods must be discussed and agreed on for the approaches at the old and new sites, excavation of the new basement, and foundation installation. These details are key to successfully relocating the structure.
- * Permits, escort fees, tree trimming, and overhead utility costs are all over and above the proposed moving costs.
- * Any request for additional insurance coverage beyond our standard policy is over and above the proposed moving cost.

* A hazardous material assessment must be done on the structure whether the structure is demolished, burned, or moved. This assessment is the owners responsibility. Prodger Housemovers can provide assistance coordinating the inspections of the structure by a state

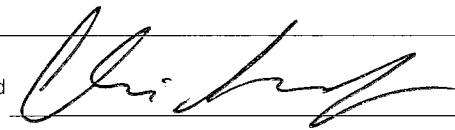
We Propose hereby to furnish material and labor — complete in accordance with the above specifications, for the sum of: Cont'd _____ dollars (\$ Cont'd _____).

Payment to be made as follows:

\$18,000.00 down; \$10,000.00 when relocated to the new site; Balance when building is set and equipment is cleaned up.

All material is guaranteed to be as specified. All work to be completed in a professional manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Worker's Compensation insurance.

Authorized Signature _____



Note: This proposal may be withdrawn by us if not accepted within _____ days.

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Signature _____

Date of Acceptance: _____



PROPOSAL

383

PRODGER HOUSEMOVERS, INC.

27319 Potomac Street NE
STACY, MN 55079

Page 2 of 2

(763) 444-8848
FAX (763) 444-8851

TO: City Of Ramsey
Attn: Mark Riverblood
7550 Sunwood Drive NW
Ramsey, MN 55303

PHONE 763-238-1733	DATE 9/18/2012
JOB NAME / LOCATION Relocation of the Historic Ramsey Town Hall located at Hwy 47 & Bunker Lake Blvd. Email: mriverblood@ci.ramsey.mn.us	
JOB NUMBER	JOB PHONE

We hereby submit specifications and estimates for:

> licensed hazardous material inspection and removal company.

* If requested, this contract/proposal will be provided with a certificate of insurance by the mover: (Prodger Housemovers, Inc.)

* A standard building movers contract will follow the acceptance of the proposal.

* This proposal has been figured as a non prevailing wage project.

* Additional expenses associated with the relocation process:

Tree removal at original site:	\$1,500.00
Excavation of ramp to the curb of the street:	\$1,000.00
Hazardous material assessment/report:	\$400.00-\$800.00
Road Permits:	\$50.00-\$100.00
Escort Fees (minimum of 2 cars):	\$600.00-\$1,000.00
Overhead utility costs:	\$5,000.00-\$10,000.00
Shoring equipment for new foundation:	\$500.00-\$1,000.00
Filling gap between brick & framing:	(Need to get estimate)

* These are all estimates based off of past projects and could be subject to change. The City may have resources available to minimize the costs of the additional expenses.

We Propose hereby to furnish material and labor — complete in accordance with the above specifications, for the sum of:

Thirty Six Thousand and 00/100 Dollars dollars (\$) 36,000.00)

Payment to be made as follows:

\$18,000.00 down; \$10,000.00 when relocated to the new site; Balance when building is set and equipment is cleaned up.

All material is guaranteed to be as specified. All work to be completed in a professional manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Worker's Compensation insurance.

Authorized Signature _____

Note: This proposal may be withdrawn by us if not accepted within _____ days.

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Signature _____

Date of Acceptance: _____



RAMSEY COMMUTER RAIL STATION

History Town Hall Foundation/Basement Design Coordination Items

Environmental Processes

- Complete an EAW
- Move will cause building to lose historic status (no funding for renovations)
- Assess any abatement of lead paint or other building materials

Building Move

- Evaluate if the building is structurally sound enough for move
- Confirm costs/move process timing
- Understand what building elements might not be able to be moved (chimney, steps, portion of the masonry at foundation?)

Building/Basement Design Coordination Decisions

- Determine exact location of historic building
 - Determine orientation/location of front door/position relative to BNSF ROW
 - Develop site plan for related sidewalks/landscaping/assess fit with City COR Masterplan
 - Determine where access to the boiler is located (outside or inside/maintenance access)
- Basement foundation wall design coordination
 - Building mover needs to provide guidance on how much masonry at foundation would be removed
 - Determine foundation wall details/width to receive new/historic building masonry
 - Investigate framing system of building to confirm structural support system needed
 - Take measurements of wall envelope
 - If the building is moved, a precast "roof" over the basement would be wasted expenditure
 - Need to identify utilities required so those can be roughed into basement
- Develop programming for building interior use
 - Bathroom(s) will impact utilities and piping in basement (don't want boiler directly below bathroom(s))
 - Retail/coffeeshop functions? Different utility, code, and fire separation requirements.
 - Virtual library? Communication needs?
 - Need to plan for heat source or other elements in the basement?

Building Renovations

- Assess if SHPO will have any say over renovations (probably not since building would no longer be on historic register)
- Develop list/costs of required building renovation tasks
 - Brick tuckpointing
 - Insulation/windows
 - Mechanical/Electrical
 - Re-roofing
 - Fascia/soffits/eaves repair/replacement/repainting
 - Rodent damage repair
 - Other?

OLD TOWN HALL

Old Town Hall was constructed in 1892; it is designated on National Register of Historic Places in February of 1980. (See attached history & building detail)

Over the years, there have been several scenarios discussed with regard to the future of the Old Town Hall, in short, they include the following:

- Complete the restoration of the Old Town Hall at its current location and utilize it for community meeting space and/or a historical center. The site is served by a private street to the west of the building and there is not adequate parking to accommodate public use of the building, so both the road and parking would need to be addressed under this scenario.
- Complete the restoration of the Old Town Hall and lease the space to a private entity to operate a business out of the location, restoration work could be completed by the tenant in this scenario. Landmark Bank had indicated an interest in this scenario, utilizing the building as additional office or meeting space. The site is served by a private street to the west of the building and there is not adequate parking to accommodate public use of the building, so both the road and parking would need to be addressed under this scenario.
- Move the Old Town Hall from its current location to a new location in a City park and complete restoration at its new location. Utilize the building for community meeting space and/or historical center. Sell the lot where the Old Town Hall currently is located to a private entity for a business use. This option would most likely remove the “historical site” designation for the building.

Building Dimensions 37.2' X 25.2'



7. Give a detailed project description which clearly addresses the item

The project proposes to refurbish the building identified as District School #28/Ramsey Town Hall. The building was originally constructed in 1892 as District School #28 to replace an earlier frame schoolhouse structure. This building is one of the last remaining structures constructed during this period to facilitate the rapid growth of Anoka County outside of the City of Anoka. Currently, this building is one of the best preserved buildings from this period of public building construction. For these reasons, the building was placed on the National Register of Historic Places in February, 1980.

The building is constructed of a buff colored brick that was manufactured in the Kelsey brickyard which operated between 1880 - 1897. The proposed project intends to include the following components:

- Review the current status of the brick walls and refurbish to original or structurally sound condition to bring the building up to current building code requirements. This will include the possible replacement of mortar and damaged bricks. Any of the replaced materials will be done to match existing construction.
- Inspect the current foundation of the building which was added in the last 30 years to provide additional support and stability to the building and existing brick foundation. Due to the building's location, the foundation will need to be replaced, as the high-water table has increased the rate of degradation.
- Restoring the windows in the building to their original status. This restoration is possible because the existing windows appear to be the ones originally installed at the time of construction. It appears that some of the windows were covered over with asphalt brick, which will require removal. These will then be investigated to determine whether they require replacement or refurbishment.
- Flooring in the building will also need refurbishment, as it was covered by a more modern linoleum floor covering. It appears that this flooring was laid directly over the original hardwood floor. When the floor was visually inspected, it appears to be peaking at the center which could indicate that the floor joists will need repair prior to the building's internal restoration.
- The roof, which was reshingled in the early 1980's with wooden shingles to match the original construction, will need to be inspected and repaired. This repair will include replacement of leaking sections. It is intended to retain the wooden shingles, if possible, to reduce the cost of the roof repairs.

The City of Ramsey has received grants from a wide variety of sources including a Metropolitan Council Demonstration Grant (Year 1 \$50,0000, Year 2 \$29,760), Minnesota Department of Natural Resources Community Forestry Challenge Grant (\$4,000), Metropolitan Council Capital Assistance Grant (\$5,226.74) and ISTE A Grant in 1993 (\$113,200). All of these grants have been completed or are currently under completion by the City. The grants that have been successfully completed include the Demonstration Grant and a Capital Assistance Grant from the Metropolitan Council. The other grants listed above are currently in the process of being completed.

8. How will the public benefit from the project?

The Anoka County Historical Society, in conjunction with a group of residents from the City of Ramsey, have indicated an interest in restoring this schoolhouse. In order for them to continue this planning process, the structure will need to be brought up to current building code standards. The Historical Society is planning to use the site for one-day classroom activities to allow students to relive

HIST Sites - Ramsey School
File # 6

cc: File
Leslie Gillund
✓ Pat Schwappach ✓
Foster Dunwiddie
John Low

April 19, 1978

MD783

MEMORANDUM

Re: Ramsey School
Anoka, Minnesota

Fr: Foster W. Dunwiddie

On Wednesday, April 19, 1978, I inspected the Ramsey School located at 14100 St. Francis Blvd. N.W. (State Highway 47) in the City of Ramsey just north of Anoka. The Ramsey School is a one-story buff brick schoolhouse located on the west side of St. Francis Blvd. Until very recently it served as the Town Hall for the City of Ramsey. According to research by the Anoka County Historical Society the school was erected about 1892. It is located in the south one-half of Section 25. An earlier school is indicated on both the 1886 and 1890 maps for School District No. 28 in the south one-half of the northeast quarter of Section 36. This earlier schoolhouse was located on the east side of Highway 47 adjacent to the Peter McArdle property. In 1890 the property on which the existing brick school is located belonged to A. E. Pitman.

The schoolhouse has been recently acquired by Anoka County and the Anoka County Historical Society is making plans for the restoration of the school.

The exterior of the building is of buff brick with two over two light double hung windows on the front and side elevations. The two windows on the front of the building are capped with a segmental brick arch while the three windows on each side elevation have a less decorative segmental arch with soldier courses of brick. A single brick arch opening has been filled in on the side elevations. Presumably this provided venting of the crawl space in the original structure. Two windows flank the chimney on the west elevation. These windows have been filled in with asphalt brick sheathing on the exterior. They appear to have been fixed windows however further investigation will be necessary to determine their exact appearance. On the opposite end of the building on the gable end there is a circular opening which could have been either a window or provided attic ventilation. Further investigation is necessary to determine the exact function and appearance of the circular window. All of the existing windows appear to be original to the structure. Each of them has a beaded trim which has been painted a spanish brown. The front entrance door is of a later vintage. Judging from the width of the original door frame which is still in place it would appear that the front entrance was originally a pair of doors.

April 19, 1978

-2-

MD783

Concrete steps have been added at the front entrance of the building in later years. Similarly a concrete belt course has been installed around the entire foundation presumably to protect the original brick foundation from further damage due to rising damp. It was not possible to determine the condition of the original brick foundation to determine whether spalling has occurred because of ground water deterioration.

The roof of the building is currently covered with an asphalt shingles. Undoubtedly the original structure had a wood shingle roof probably of cedar shingles.

There is some indication of settlement in the brick work immediately adjacent to the chimney on the west side of the building. Similarly some settlement has occurred in both the northeast and northwest corners of the building.

Storm windows for the eight (8) windows in the structure are in place with the exception of the window in the southwest corner which is missing. The original structure probably had half screens for use during the spring and summer months. These are currently stored in the partial basement of the structure.

The window sills in some instances have deteriorated and will need replacement. Similarly the brick sills are in need of repointing as well as the brick work on the exterior of the structure. This should be done with a mortar which matches in composition and profile the original mortar joints.

Additional research is indicated to obtain photographs of the exterior of the building to determine such items as window patterns, the existence of a flagpole on the front of the building, original signs designating the building as either District No. 28 or Ramsey School, etc. In addition the location of out buildings as well as the original well should be determined for possible future archaeological excavation. The painted sign on the front of the building which reads Ramsey Town Hall should be removed with a paint remover. Under no circumstances should the exterior brick work be sandblasted because of detrimental affect to the brick work which is a relatively soft brick presumably manufactured locally.

A modern chimney has been installed to accommodate an oil-fired warm air furnace in the partial basement. This chimney would obviously be removed in any restoration of the structure.

The interior of the school consists of a single classroom together with an entry hall, a cloak room, what is now a kitchen (formerly a second cloak room) and a stair to the partial basement (originally a small closet, there was no basement).

The classroom has a pressed metal ceiling which is probably original to the structure. All of the window trim is in place together with the window sash locks. These too appear to be original to the structure. Some of the slate chalk boards are in place although they have been painted yellow. Others have either been removed or covered with later fiber board for use as bulletin boards. The entire interior walls of the classroom have been covered with some kind of fiber board which should be removed in any restoration of the interior.

April 19, 1978

-3-

MD783

✓ It may be necessary to replaster the interior dependent upon the condition of the plaster. A wood wainscot is existing on all four (4) walls of the interior of the classroom. The wainscot is of beaded wood siding and is ✓ original to the structure. A pass-thru has been cut into the rear wall of the classroom to provide access to the kitchen. This is of later vintage and is not original to the structure. Similarly what appears to be a chimney at the rear of the classroom is of more modern vintage to serve the oil-fired warm air furnace in the basement. This too should be removed. Heating of the original structure was undoubtedly by means of a wood stove in the center of the classroom or perhaps in one of the corners. There is indication of an original thimble on the west wall of the classroom for the stove pipe to enter the chimney.

✓ The interior of the classroom is now illuminated by fluorescent fixtures. Original illumination in the classroom was probably by means of wall-bracketed kerosene lamps with reflectors. However this information should be developed as to location and type of lighting in consultation with former students who may recall the original interior. The floors of the classroom have been covered with an epoxy topping which should be removed to expose the original wood floors of the structure. The floor appears to have a slight crown in the middle along the longitudinal access of the structure. This may be attributable to problems with the floor joists and the floor joists should be thoroughly ✓ investigated for dry rot and possible need for new members to provide the live load capacity stipulated by the building codes. As previously noted in the comments for the exterior, the west windows have been filled in and ✓ should be reopened to provide light from the end wall of the classroom. The original windows may still be in existence behind the later panelling which has been applied over the openings.

✓ There are later electrical outlets and baseboard registers which should be removed as part of any restoration.

Alterations have been made to the front entrance hall. The entry is somewhat smaller than original. A door to what is now the kitchen from the front entrance hall has been removed. The wainscot on the north wall of the front entry is reused material from the original front entrance hall. The ceiling in the front entry has been furred down to a much lower height than the original structure. In addition the walls have been covered with a wood fiber material and an epoxy topping applied to the floor. The wood wainscot on the west, south and east walls is original to the structure.

The cloakroom immediately adjacent to the front entry is original to the structure and may have been the boys cloakroom. All of the wainscot appears to be intact together with the hook strip although the hooks have been removed. The door from the cloakroom to the classroom is original to the structure complete with hardware. Similarly the door to the basement stairs which was ✓ originally a closet door has its original hinges. The plywood panels installed on the door should be removed. The door between the cloakroom and the front ✓ entry has been removed. There is an existing door which is original to the structure in the basement that may have come from this location. The epoxy ✓ topping in the cloakroom should be removed together with the wood fiber board on the walls and ceiling. The electrical panel to the building has been

April 19, 1978

-4-

MD783

✓ installed in the cloakroom together with exposed conduit and should be removed. A suspended light fixture on a chain is probably original to the electrification of the building. This undoubtedly had an opalescent glass globe at one time.

✓ The second cloakroom in later years has been converted to a kitchen. All of the original wainscot has been removed at the time of the remodelling for kitchen use. The window in the kitchen is original to the structure except that the lower sash has been modified by the removal of the vertical muntin and a single sheet of glass applied in what was originally a two light sash. The ceiling has been furred to a lower elevation and should be removed. The original hook strips like the wainscot have been removed from the room. The south wall is in a location further south than original to the cloakroom. A door between this room and the front entry has been filled in. The door to the classroom is missing however the hinge and strike locations indicate a door was originally installed at this location swinging into the cloakroom against the north wall. More modern improvements such as the water heater, sink and electrical outlets should be removed in any restoration. Similarly the epoxy topping on the floor should be removed to expose the original flooring.

✓ The basement of the structure is not original. It was installed probably about the time of World War I when a large gravity warm-air furnace may have been installed in the basement to heat the classroom. There is evidence of a large opening in the first floor directly above this space which may have contained a floor register at one time. The elliptical brick walls in this space are of more recent vintage. The mortar does not match the mortar used in the original brick structure. The original half screens for the window together with an original door are stored in this space. The stair for access to the basement is of modern construction utilizing round wire nails. There is a crawl space under the classroom which is accessible from the basement. As previously noted the floor joists should be investigated to determine their condition and possible need for replacement. One of the original school desk seats is located in the crawl space and could serve as a guide for future desks to be installed as a part of the interpretive program.

Prior to the start of any restoration considerable research should be conducted to verify the appearance of the building at the time it was still in use as a school about 1900. Such research should consist of interviews with former students, to determine desk arrangement, type of light fixtures, interior colors, location of book cases, location of heating devices, type and location of teacher's desk together with other classroom equipment and supplies such as globes, reading charts, maps, school clock, etc. In addition photographs of the original school would be helpful in any restoration. The records of the school district may or may not have survived. I would recommend checking with the present school district together with seeking out the files of the County Superintendent of Schools as a guide to any restoration. The files of the County Superintendent of Schools may have been turned over to the County Auditor and maintained in his archives at the courthouse. In any event considerable research should be conducted prior to the start of any restoration to insure that restoration of the schoolhouse to a living museum be accurate and as authentic as possible.

FWD:ko

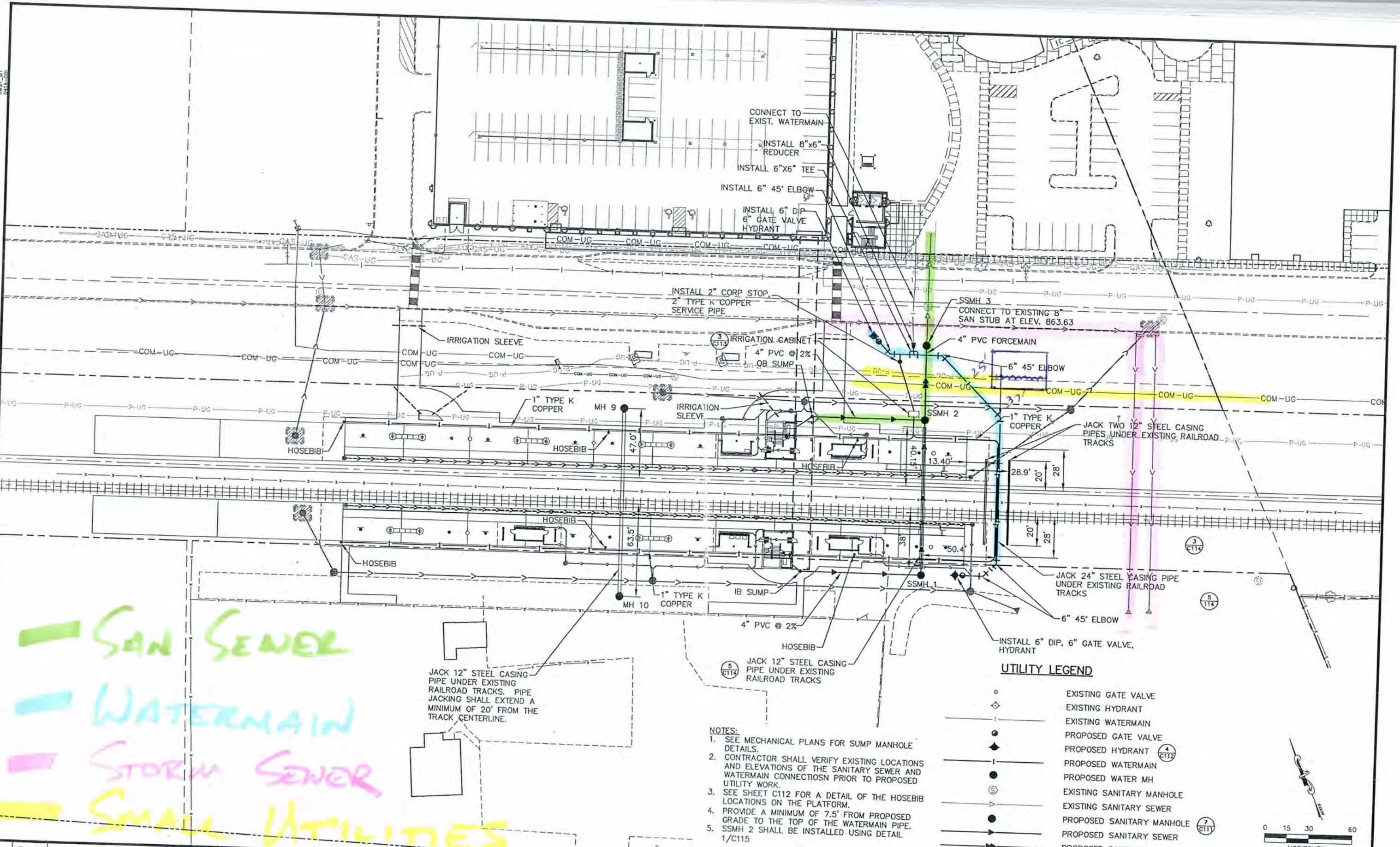


Private Street

Old Town Hall

K:\TWC\Transit\NORTH_STAR\NSTAR-Ramsey Station\CADD\DWG\PLAN SHEETS\RMSY_UTL01.dwg November 29, 2011 - 9:45am

RMSY-EXP/PROP
RMSY-STA
RMSY-FR/GR/AD
RMSY-EX/UTL
RMSY-ST
0414-001



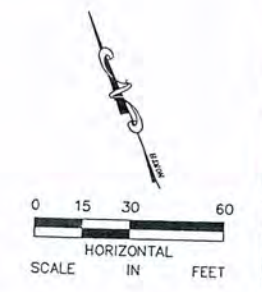
SAN SEWER
WATERMAIN
STORM SEWER
SMALL UTILITIES

JACK 12" STEEL CASING PIPE UNDER EXISTING RAILROAD TRACKS. PIPE JACKING SHALL EXTEND A MINIMUM OF 20' FROM THE TRACK CENTERLINE.

- NOTES:**
- SEE MECHANICAL PLANS FOR SUMP MANHOLE DETAILS.
 - CONTRACTOR SHALL VERIFY EXISTING LOCATIONS AND ELEVATIONS OF THE SANITARY SEWER AND WATERMAIN CONNECTIONS PRIOR TO PROPOSED UTILITY WORK.
 - SEE SHEET C112 FOR A DETAIL OF THE HOSEBIB LOCATIONS ON THE PLATFORM.
 - PROVIDE A MINIMUM OF 7.5' FROM PROPOSED GRADE TO THE TOP OF THE WATERMAIN PIPE.
 - SSMH 2 SHALL BE INSTALLED USING DETAIL 1/C115

UTILITY LEGEND

	EXISTING GATE VALVE
	EXISTING HYDRANT
	EXISTING WATERMAIN
	PROPOSED GATE VALVE
	PROPOSED HYDRANT
	PROPOSED WATERMAIN
	PROPOSED WATER MH
	EXISTING SANITARY MANHOLE
	EXISTING SANITARY SEWER
	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SEWER
	PROPOSED SANITARY SEWER FORCEMAIN
	IRRIGATION SLEEVE



No.	Date	Revisions	App.

DRAWING NAME
RMSY_UTL01.DWG

DESIGNED BY: LMR
DRAWN BY: JDC
CHECKED BY: PBD
DATE: 11/30/11
PROJECT NO. 16058001.3.200



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 PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.



ANOKA COUNTY REGIONAL RAIL AUTHORITY
NORTHSTAR CORRIDOR COMMUTER RAIL
RAMSEY STATION
RAMSEY, MINNESOTA

STATION
RAMSEY
SHEET NO.

CC Work Session

3. 1.

Meeting Date: 09/25/2012

By: Jo Thieling, Administrative Services

Title:

Review Future Work Session Topics/Calendar

Background:

Attached is a list for future work session topics.

Funding Source:

N/A

Council Action:

No formal action necessary - for review.

Attachments

Future Work Session Topics

Form Review

Inbox

Kurt Ulrich

Form Started By: Jo Thieling

Reviewed By

Kurt Ulrich

Date

09/20/2012 11:52 AM

Started On: 09/20/2012 10:00 AM

Final Approval Date: 09/20/2012

Please Note: This document is a Draft Working Document. Any and/or all items are subject to change. The Schedule listed is Tentative

**Future Topics – Tentative Calendar
2012**

Month	Date	<u>CC Work Session</u> Topics for Discussion
October		<ul style="list-style-type: none"> • Discuss Mission Values and Motto (KU) • Review City-Wide Marketing Plan (KU) • Update on Lease Revenue Options and Issues re RALF Properties (KU) • Report on Permits, etc. re Golf Carts and ATV's (JW) • Strategic Plan Update (KU) • Review the Inventory and Rental rates of Equipment and Facilities (KU)
November		<ul style="list-style-type: none"> • Review Business Retention Program (PB) • Review Policy and/or Statutory Requirements w/re to Met Council Policy re RALF Lease Revenue (KU) • Review Inventory and Prioritize High Priority Programs and Services (KU) • Review Feedback from Key Stakeholders (Image and Success of Ramsey) (KU) • Update on Exploration of partnerships for Trail Grants and Funding (MR) • Lot Combination Policy (TG)
Month	Date	<u>HRA</u> Cases for Discussion
September		<ul style="list-style-type: none"> • Discuss Format and Request authorization for Resident Roundtable Discussions re Concerns of Mature Neighborhoods (maintenance/concerns) (TG) • Discuss House Assistance Policy (TG) • Review Center Street Project Schedule
September		<ul style="list-style-type: none"> • Review COR Dashboard
October	4	<ul style="list-style-type: none"> • Review COR Dashboard (DLazan) • 2013 HRA Budget Review (KU) • Review Strategy for Armstrong Interchange Funding 2013 – 2014 (KU)
November		<ul style="list-style-type: none"> • Review COR Dashboard
Month	Date	<u>FINANCE</u> Cases for Discussion
September		<ul style="list-style-type: none"> • Review Potential Funding Mechanisms for US 10 Median Cuts/Turning Movements (KU)
October	9	<ul style="list-style-type: none"> • Review Rates and Fees (DL)
Month	Date	<u>PERSONNEL</u> Cases for Discussion
Month	Date	<u>PUBLIC WORKS</u> Cases for Discussion
October		<ul style="list-style-type: none"> • Review Project Management issues (e.g. 151st & 167th Projects) • Review Different Forms of Correspondence to Residents from Project Development through Project Completion (Public Improvements) (Eng) • Discuss/Update Highway #47 Alignment through Anoka Study – discuss participation • Stop Light Timing at Hwy 47 & Bunker/Sunfish and Hwy 10/Sunfish and Alpine (<i>may discuss triggers on right turn lane when shared with straight</i>)

		<p><i>ahead – delay?) Others? Also left turn signals vs yellow flashing left turn signals or yield on green to turn left – Bunker & Ramsey – Sunfish and Ramsey – others . . .(KU)</i></p> <ul style="list-style-type: none"> • Reconfiguration of and Additional Lanes at 47 and Bunker (KU)
November		<ul style="list-style-type: none"> • Review History of Private Street West of Highway #47/Bunker (behind SA) (Eng)
September		<ul style="list-style-type: none"> • Review Project Management Issues (e.g. 151st & 167th Projects) • Stop Sign Request for 14^{5th} Lane and Tungsten Way (GR) <i>In Agenda Quick</i> • Sight Line Concern at Puma St and Alpine Dr (GR) <i>In Agenda Quick</i> • Crosswalk Request for Zirconium St and Alpine Dr (GR) <i>In Agenda Quick</i>
October		<ul style="list-style-type: none"> • Review Post Construction Customer Satisfaction Survey (Public Improvements (Engineering)) • Review History of Private Street West of Highway #47/Bunker (behind SA) (Engineering)
Month	Date	<u>PARK & REC</u> Cases for Discussion
Month	Date	<u>PLANNING</u> Cases for Discussion
October		<ul style="list-style-type: none"> • Consider Additional Commercial Nodes (167/48 and Armstrong/181st) Review of Scope Process (Following Comp S/W Plan Update) (TG)
Month	Date	<u>EDA</u> Cases for Discussion
October		<ul style="list-style-type: none"> • Review List of Key Stakeholders in the Image and Success of Ramsey (KU)