City of Ramsey
Agenda
Housing and Redevelopment Authority (HRA)
Regular Session
Tuesday January 24, 2012
Immediately following the City Council meeting
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve the following HRA meeting minutes:

HRA regular meeting minutes dated November 7, 2011
HRA work session meeting minutes dated November 15, 2011
HRA special meeting minutes dated November 15, 2011
HRA regular meeting minutes dated December 13, 2011

5. HRA Business

1. Consider Deviations From the Current Policy on Distribution of Land Sale Proceeds for Potential Funding of the Sunwood Drive Realignment

6. Executive Director's Report

7. Commissioner Input

8. Adjournment

HRA Regular Session **4. 1.**

Meeting Date: 01/24/2012

By: JoAnn Shaw, Community Development

Title:

Approve the following HRA meeting minutes:

HRA regular meeting minutes dated November 7, 2011
HRA work session meeting minutes dated November 15, 2011
HRA special meeting minutes dated November 15, 2011
HRA regular meeting minutes dated December 13, 2011

Background:

n/a

Funding Source:

n/a

Council Action:

Motion to approve HRA meeting minutes.

Attachments

11.07.11
11.15.11 Work Session
11.15.11 Special
12.13.11

Form Review

Inbox	Reviewed By	Date
Heidi Nelson	Heidi Nelson	01/19/2012 03:22 PM

Form Started By: JoAnn Shaw Started On: 01/19/2012 02:12 PM

Final Approval Date: 01/19/2012

HOUSING AND REDEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Housing and Redevelopment Authority conducted a regular meeting on Monday, November 7, 2011, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson David Elvig Commissioner Randy Backous Commissioner Colin McGlone Commissioner Bob Ramsey Commissioner Sarah Strommen Commissioner Jason Tossey
Members Absent:	Commissioner Jeffrey Wise
Also Present:	HRA Executive Director Heidi A. Nelson City Administrator Kurtis G. Ulrich Public Works Director Brian Olson Development Manager Darren Lazan City Attorney Bill Goodrich

CALL TO ORDER

Chairperson Elvig called the regular meeting of the Housing and Redevelopment Authority to order at 7:52 p.m.

CITIZEN INPUT

There was none.

APPROVAL OF AGENDA

Motion by Commissioner Backous seconded by Commissioner Tossey to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Backous, Tossey, McGlone, Ramsey, and Strommen. Voting No: None. Absent: Commissioner Wise.

APPROVAL OF MINUTES

Motion by Commissioner Ramsey, seconded by Commissioner Backous, to approve the following minutes:

HRA Meeting Minutes dated July 12, 2011

HRA Meeting Minutes dated August 30, 2011
HRA Meeting Minutes dated September 6, 2011
HRA Meeting Minutes dated October 11, 2011

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Backous, McGlone, Strommen, and Tossey. Voting No: None. Absent: Commissioner Wise.

HRA BUSINESS

Case #1: Consider Proposal for Wetland Delineation and Mitigation

Development Manager Darren Lazan reviewed the staff report.

The Commissioners discussed the delineation and asked questions of Development Manager Lazan relating to mitigation options.

Motion by Commissioner Ramsey, seconded by Commissioner Backous, to approve the proposal from Antea Group in the amount of $13,850 and direct the commencement of the effort as outlined in the proposal.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Backous, McGlone, Strommen, and Tossey. Voting No: None. Absent: Commissioner Wise.

EXECUTIVE DIRECTOR'S REPORT

HRA Executive Director Nelson announced upcoming events.

COMMISSIONER INPUT

None.

ADJOURNMENT

Motion by Commissioner Ramsey, seconded by Commissioner Strommen, to close the regular meeting of the Housing and Redevelopment Authority.

Motion carried.

The regular meeting of the Housing and Redevelopment Authority adjourned at 8:00 p.m.

Respectfully submitted,

_____
Heidi A. Nelson
HRA Executive Director

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

HOUSING AND REDEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Housing and Redevelopment Authority conducted a Work Session meeting on Tuesday, November 15, 2011, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson David Elvig Commissioner Randy Backous Commissioner Colin McGlone Commissioner Bob Ramsey Commissioner Sarah Strommen Commissioner Jason Tossey Commissioner Jeffrey Wise
Members Absent:	None.
Also Present:	HRA Executive Director Heidi A. Nelson City Administrator Kurtis G. Ulrich Public Works Director Brian Olson City Engineer Tim Himmer Development Manager Darren Lazan

CALL TO ORDER

Chairperson Elvig called the regular meeting of the Housing and Redevelopment Authority to order at 9:02 p.m.

CITIZEN INPUT

There was none.

APPROVAL OF MINUTES

None.

APPROVAL OF AGENDA

The agenda was approved as submitted.

HRA BUSINESS

Case #1: Introduction of and Discussion with W30 Retail Developer

HRA Executive Director Nelson noted the W30 retail developer is in attendance to discuss the retail component of The COR. In addition, the developer has been invited and will participate tomorrow as Ramsey celebrates the rail station that is critical to the development.

Development Manager Lazan reported he has worked with Lance Osborne on Letter of Intent terms, schedule, TIF, public infrastructure, and has made good progress. While in town, he wanted Mr. Osborne to talk with the HRA regarding his interest and vision in the project and answer questions.

Lance Osborne, founder and President of Osborne Capital Group of Ohio, introduced himself and third generation development company based on east side of Cleveland, Ohio. He stated they pride themselves in collaborating with municipalities to complete quality walkable and transit-friendly centers. Mr. Osborne indicated they are currently developing a 300-acre mixed-use center in Cleveland, Ohio, similar to The COR, in addition to a 75-acre retail development in Brunswick, Ohio. They are targeting projects outside Ohio and were introduced to Ryan Cronk at the 2010 International Council of Shopping Centers (ICSC) Convention through an architect who had worked for both of them. Since then, he has visited Ramsey twice and is confident in the potential of the retail component considering access to rail and the Armstrong Boulevard interchange that will lay the foundation for a great mixed-use project. Mr. Osborne explained their role would be to deliver the retail, and an attractive, functioning, and high dining experience. He indicated he is confident they can deliver in a manner that will make Ramsey proud. Mr. Osborne stated he is eager to hear the EDA's thoughts and answer questions relating to their plans.

Commissioner Ramsey asked his opinion of the Sunwood Drive roundabout and if prospective retailers will like it.

Mr. Osborne indicated retailers will be neutral to a roundabout and cost wise it will probably be the same as a signalized intersection. He felt a roundabout was a nice aesthetic and landscape feature so he personally favored roundabouts.

Chairperson Elvig asked if they are a build-to-own developer and if they had talked with the big box interest.

Mr. Osborne stated they typically own the project and have talked with the big box interest.

Chairperson Elvig asked Mr. Osborne what he will be asking of the City.

Mr. Osborne stated the first thing is the Highway 10/Armstrong Boulevard interchange and the second is more residential density at The COR with the apartments as well as further residential to the north. Their proposal contemplates the City doing the majority of the roadway infrastructure that would be funded from real estate taxes from their development.

Chairperson Elvig asked if they are requesting any subsidies for development of the retail.

Mr. Osborne stated they are not.

Development Manager Lazan advised the basic outline for this deal is a relatively low price point but includes what staff believes it will take to get a large format retailer on the ground. The city would not pay a subsidy to the developer and TIF would be used not for the project but for public infrastructure. Development Manager Lazan explained that Mr. Osborne prefers the City take the role as the master developer so TIF will be reserved for infrastructure improvements, and/or interchange, and/or master developer expenses. Any subsidy would be built into the price point.

Chairperson Elvig noted that depends on what the HRA has in cash.

Development Manager Lazan explained that improvements would be paced as economic development occurs.

Commissioner Tossey asked whether a large format retailer would make or break the interchange.

Mr. Osborne answered in the affirmative.

Commissioner Wise asked whether the City's architectural standards are too great.

Development Manager Lazan advised that Mr. Osborne has not seen the new guidelines.

Mr. Osborne stated he briefly discussed the architectural standards with Development Manager Lazan.

Commissioner Ramsey asked whether the interchange will have to be in place and operational before a large format retailer will start construction or if an assurance of construction is adequate.

Mr. Osborne felt that once construction of the interchange commenced, a large format retailer would potentially commence construction the following season. He added that tomorrow's events with the commuter rail will be a big step in getting the message across that the City can deliver when promised. Unfortunately, the large format retailer will want to see the funding in place and shovel in the ground before committing its dollars.

Commissioner Tossey stated Ramsey will be asking the Legislature for help to fund the interchange and asked if approval of that funding would be enough for the large format retailer.

Mr. Osborne felt at that point the large format retailer would probably start its due diligence but not commence construction.

Commissioner Backous asked about Mr. Osborne's more recent projects.

Mr. Osborne noted Mr. Cronk had toured the east side of greater Cleveland.

Ryan Cronk, Cronk Real Estate, commented positively on the tour.

Mr. Osborne reviewed their current projects in Ohio including the construction of a railroad overpass by a TIF mechanism to access a commercial property, Buckenchet Market Place, and Collinwoods redevelopment, the largest train depot between New York City and Chicago. At one time, Collinwoods had been an environmental disaster and today it is home to four businesses and with one-half a million square feet. They have also developed the Shoppes at Alpha Place Shopping Center in Highland Heights.

Commissioner Strommen noted Mr. Osborne had commented his company was expanding into other states. She asked what those locations are and what the top three factors are that attracted him to Ramsey.

Mr. Osborne stated they are in the process of redeveloping property they have owned in Tampa, Florida, for 15 years. As to the top three factors, he cited that the Minneapolis market is a strong region with positive attributes; his firm likes collaborating with municipalities to complete projects, which is the best way in this economy and need for creative financing; and, Minneapolis has the Mall of America. He stated that prior to starting Osborne Capital Group he worked at AEW Capital Management of Boston and owned several apartment complexes. Mr. Osborne stated that research has always been bullish on Minneapolis because it is a strong market.

City Administrator Ulrich asked Mr. Osborne if his company has a website portfolio.

Mr. Osborne stated it does not but he would e-mail a presentation.

Development Manager Lazan stated that information can be reviewed at an upcoming Work Session.

Chairperson Elvig asked Mr. Osborne if he considers other types of tenants or only one large retail box.

Mr. Osborne stated he spoke with Development Manager Lazan about who would be ready to go when the site is ready for development. He stated they have had success in the past with proving there is a market for small tenants and food tenants if they can show above average sales.

City Administrator Ulrich asked whether his firm uses primary lenders and investors.

Mr. Osborne explained this deal would be structured with internal equity and debt financing. He stated they may also use internal equity with leverage from their banking relationships. Mr. Osborne explained if the anchor wanted to lease it would drive cost up so then they may work with external equity partners/high net worth individuals.

Management Director Lazan stated details such as the terms of the sale will be presented during a closed session for the HRA's consideration.

Commissioner Wise asked about the timeline for the interchange project.

Development Manager Lazan stated it had originally been discussed as three years but he would suggest determining and affixing milestones of the overpass. He stated it is known there is existing capacity for a certain level of retail and a timing schedule will be refined for the HRA's review.

Mr. Osborne commented that sooner is better but he knows projects always take longer and cost more than you want.

Commissioner Ramsey asked whether there is potential for development without a big box, with the exception on the southwest corner of the new Sunwood Road and Armstrong Boulevard intersection.

Mr. Osborne stated there is some potential for interim development, small scale, such as 3-4,000 square foot tenants that may come without the interchange.

Commissioner McGlone noted the Hanson Boulevard bridge project was accomplished through equity partners to advance the project and then receive reimbursement.

Mr. Osborne stated he knows some tax-exempt investors. In that type of project, the investor would receive tax exempt in return but the City has to be sure it has sufficient revenue.

Commissioner McGlone noted the bridge could be constructed very soon if financing can be found.

City Administrator Ulrich stated staff will research how a private component could fit into the State bonding proposal or federal grant request.

EXECUTIVE DIRECTOR'S REPORT

None.

COMMISSIONER INPUT

None.

ADJOURNMENT

Motion by Commissioner Ramsey, seconded by Commissioner Wise, to close the regular meeting of the Housing and Redevelopment Authority.

Motion carried.

The regular meeting of the Housing and Redevelopment Authority adjourned at 9:32 p.m.

Respectfully submitted,

_____
Heidi A. Nelson
HRA Executive Director

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

SPECIAL HOUSING AND REDEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Housing and Redevelopment Authority conducted a Special Session meeting on Tuesday, November 15, 2011, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson David Elvig Commissioner Randy Backous Commissioner Colin McGlone Commissioner Bob Ramsey Commissioner Sarah Strommen Commissioner Jason Tossey Commissioner Jeffrey Wise
Members Absent:	None
Also Present:	HRA Executive Director Heidi A. Nelson City Administrator Kurtis G. Ulrich Public Works Director Brian Olson City Engineer Tim Himmer Development Manager Darren Lazan

CALL TO ORDER

Chairperson Elvig called the special meeting of the Housing and Redevelopment Authority to order at 9:32 p.m.

OPEN FORUM

There was none.

APPROVAL OF AGENDA

Motion by Commissioner Ramsey, seconded by Commissioner Wise, to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Wise, Backous, McGlone, Strommen, and Tossey. Voting No: None. Absent: None.

APPROVAL OF MINUTES

None.

HRA BUSINESS

Case #1: Consider Parking Easement Agreement with Ramsey Professional Center LLC (PSD)

HRA Executive Director Nelson and Development Manager Lazan presented the staff report.

Commissioner Ramsey clarified that Mr. Deal has never provided proof of ownership over the 60-foot strip of land.

Development Manager Lazan stated the ownership was subject to a mortgage and the lead bank foreclosed and took possession. He agreed that Mr. Deal has not provided evidence of fee title and staff could trace that paperwork.

Commissioner Ramsey stated he is not opposed to the parking easement agreement but would not be interested in supporting it until Mr. Deal addresses the master declaration issues.

Commissioner McGlone stated his agreement, noting the HRA had granted access off Sunwood Drive yet Mr. Deal has not been willing to resolve the master declaration issue.

Commissioner Strommen stated her perspective that the parking easement agreement and master declaration are two separate issues, noting Mr. Deal had stepped up and been an early investor by constructing several buildings when the City badly needed it. In addition, there had been a lot of title issues with this property and if this is another one, Mr. Deal may be a victim of that. Commissioner Strommen stated she is willing to move forward on the easement agreement and consider the other issue separately.

Commissioner Tossey stated it is known that Ramsey's taxpayers paid for this 60 feet. The HRA has dealt in good faith with Mr. Deal and is willing to offer this easement, but would like to see that same good faith in return on the other issues. He agreed they are separate issues but sometimes it takes leverage, which Mr. Deal has also been using.

Commissioner Ramsey stated this is purely a business deal and the HRA is giving but not receiving.

Commissioner Strommen stated her objection to linking any of the issues. She noted Mr. Deal has put improvements on this property, it is being used as parking, and she supports approval of the parking easement agreement and continuing to work on the other issue.

Commissioner Wise noted the master declaration has not been resolved for over two years and if the HRA were a private development company, it would use leverage.

Development Manager Lazan reviewed past negotiations to resolve the property titles and Mr. Deal's decision to not deal with all of the issues at one time or to resolve the master declaration until the HRA answers his questions on the Special Service District (SSD.)

Commissioner Backous noted there should be a paper trail if Mr. Deal owned this property and he could be asked to show that proof. Commissioner Backous stated his preference to consider "cooperation" rather than "leverage" to show the HRA realizes the need to provide an easement and is willing to resolve that issue and then ask Mr. Deal to cooperate by resolving the master declaration issues.

Commissioner Wise noted if this was a private development, there would be no deal and you would have to pay for the 60 feet. He stated the HRA is offering a good faith effort to make it right and Mr. Deal should be required to show paperwork that he owned this property.

Development Manager Lazan advised that this property was clearly foreclosed by the bank because Mr. Deal did not satisfy the mortgage. The HRA now has title of the property. He assured the HRA that the parking easement agreement is a very reasonable offer and in everyone's best interest to resolve the issue. Development Manager Lazan stated staff can indicate to Mr. Deal that the documents have been drafted but the HRA needs his cooperation on the master declaration issue.

Commissioner Tossey stated he attended a meeting with Mr. Deal and when the mater declaration issue was brought up, Mr. Deal said he didn't want to discuss it, showing no urgency to get it resolved. Commissioner Tossey stated he would like to see the same urgency from Mr. Deal to resolve the declaration issue that the HRA has to resolve the easement issue. He stated it should not be forgotten that the HRA owns this property.

Commissioner Ramsey stated the temporary easement is expiring on this property and asked if another temporary easement will be needed if the parking easement agreement is postponed.

Development Manager Lazan indicated the temporary easement expires today. He noted that originally, Mr. Deal could not access his property but another access has now been created.

Commissioner Ramsey asked who has liability of the property.

City Administrator Ulrich stated there is currently a shared liability but if the easement expires, it becomes a public parking lot so the City would bear a greater portion of liability.

Chairperson Elvig noted that Mr. Deal has not promised anything that he has not followed through with. He stated he does not want to damage the good relationship that has been fostered but understands the master declaration needs to be resolved.

Commissioner Wise suggested approaching Mr. Deal to give the City a timeline on when he can resolve the master declaration.

Development Manager Lazan suggested approving the parking easement and asking Mr. Deal for a timeline when he will resolve the master declaration issue.

Commissioner Wise stated that option may ease tension between the City and Mr. Deal.

Development Manager Lazan advised that Mr. Deal has been cooperative in drafting the easement agreement and staff can now say the HRA wants to move in an expeditious manner to resolve the master declaration issue.

Commissioner Ramsey stated that point has already been made yet the HRA still had to spend $100,000.

Commissioner McGlone stated the HRA had treated Mr. Deal as a partner since the beginning yet he has not been willing to cooperate.

Motion by Commissioner Ramsey, seconded by Commissioner McGlone, to postpone consideration of the parking easement agreement with Ramsey Professional Center LLC indefinitely.

Further discussion: Chairperson Elvig stated his preference to move forward and use the parking easement agreement as leverage. Commissioner Tossey supported a postponement but noted the temporary easement expires today. City Administrator Ulrich advised the expiration presents no bigger liability than with the City's parking ramp or public street. However, if Mr. Deal abandons maintenance the City would have to assume that responsibility. HRA Executive Director Nelson explained if the easement expires, it would be no different than the condition that existed prior to having the temporary easement. She noted Mr. Deal has access from Sunwood Drive; however, may be short on the parking requirement. It was noted that Mr. Deal has indicated he is unwilling to make any declaration until he finds out what is happening on the SSD. At its December meeting, the HRA will be considering the SSD's scope, budget, and level of maintenance in public rights-of-way. Commissioner Ramsey felt nothing can be done until the HRA knows who has voting rights in the master declaration. Chairperson Elvig again stated his support to move the parking easement agreement forward as a tool for negotiating. Commissioner Ramsey stated the two attorneys involved can decide who has majority vote instead of requiring the HRA to go before a judge. Chairperson Elvig asked whether Mr. Deal is aware that the HRA is asking for his opinion. Development Manager Lazan stated there are several different issues and Mr. Deal is saying he is unwilling to resolve the master declaration, until the HRA spells out the SSD. However, the HRA currently has a motion on the floor to postpone the parking easement agreement, though all have indicated they agree with it. Commissioner McGlone felt that Mr. Deal could easily give the HRA voting rights in the association, which Attorney Tom Bray of Briggs and Morgan has made clear to Mr. Deal. Commissioner Strommen stated there are a lot of aspects to this conversation and trying to talk about them together confuses the issue. She noted Mr. Deal is tying the master declaration to the SSD and the HRA is tying the parking easement agreement and the master declaration together. Commissioner Strommen urged the HRA to start working through the issues in which agreement can be reached to foster a partnership, then to work on issues that are currently not agreed upon. Commissioner Ramsey stated he is unsure why Mr. Deal does not "kill" the master declaration and decide to not participate in the SSD. Commissioner Backous stated his intent to oppose the motion and preference to give Mr. Deal an opportunity to work with the City. Chairperson Elvig stated support for staff's proposal because it gives staff a stronger position in which to negotiate. Commissioner Tossey stated he agrees to a certain extent and wants to resolve this issue; however, the City has tried to do so but there seems to be little urgency on PSD's part to resolve

the master declaration. He asked whether consideration of approval could be contingent upon resolution of the master declaration issue. If so, he would support that motion. Commissioner Ramsey clarified that no one is opposed to this easement deal but he is opposed to approving without getting the master declaration resolved. Development Manager Lazan stated such a motion would be to approve the amendment as prepared and drafted and to direct staff to execute upon resolution of the master declaration issue.

Commissioner Ramsey withdrew his motion to postpone indefinitely.

Motion by Commissioner Ramsey, seconded by Commissioner Wise, to approve the amendment as drafted and to direct staff to execute contingent on resolution of the master declaration issue.

Further discussion: Commissioner McGlone stated he cannot support the motion unless it includes a date.

Commissioners Ramsey and Wise accepted a friendly amendment to include a 60-day deadline.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Wise, Backous, and Tossey. Voting No: Commissioners McGlone and Strommen. Absent: None.

Case #2: Consider Counter-Offers for Parcels at SW Quadrant of Sunwood and Ramsey Boulevard

This item was rescheduled to a Closed Session meeting.

EXECUTIVE DIRECTOR'S REPORT

HRA Executive Director Nelson reported on the successful VA Clinic opening and positive coverage and events planned for the November 16, 2011, inaugural train stop at Ramsey's Station.

Development Manager Lazan reported on the $80,000 nonrefundable extension fees received from Toti/Suite Living for the past year, as discussed at the Work Session. He expects the extension documents will be received next week. He indicated Toti/Suite Living intends to close on the property this year and be under construction during the winter season. Development Manager Lazan stated Toti/Suite Living took the suggestion to blanket the site to allow construction during the winter season, which will necessitate some change to the agreement. He reported Toti/Suite Living investment group wants 12 units so a fourth floor may be constructed. If that occurs, an amendment and extension of the site plan will be needed.

City Administrator Ulrich announced the November 21, 2011, meeting with Mn/DOT to discuss a Highway 10 issue and use of RALF funds. He indicated staff will raise the interchange issue at that meeting.

COMMISSIONER INPUT

Commissioner Ramsey indicated he will not be attendance at the next Council meeting due to a work commitment.

ADJOURNMENT

Motion by Commissioner Ramsey, seconded by Commissioner Tossey, to close the Special Meeting of the Housing and Redevelopment Authority.

Motion carried.

The Special Meeting of the Housing and Redevelopment Authority adjourned at 10:23 p.m.

Respectfully submitted,

_____
Heidi A. Nelson
HRA Executive Director

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

HOUSING AND REDEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Housing and Redevelopment Authority conducted a regular meeting on Tuesday, December 13, 2011, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson David Elvig Commissioner Randy Backous Commissioner Colin McGlone Commissioner Bob Ramsey Commissioner Sarah Strommen Commissioner Jason Tossey Commissioner Jeffrey Wise
Members Absent:	None
Also Present:	City Administrator Kurtis G. Ulrich HRA Executive Director Heidi A. Nelson Public Works Director Brian Olson Finance Officer Diana Lund Development Manager Darren Lazan City Attorney Bill Goodrich

CALL TO ORDER

Chairperson Elvig called the regular meeting of the Housing and Redevelopment Authority to order at 10:03 p.m.

CITIZEN INPUT

There was none.

APPROVAL OF AGENDA

Motion by Commissioner Wise, seconded by Commissioner McGlone, to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Wise, McGlone, Backous, Ramsey, Strommen, and Tossey. Voting No: None. Absent: None.

APPROVAL OF MINUTES

None

HRA BUSINESS

Case #1: Consider Waiving / Not Waiving Statutory Tort Limits

HRA Executive Director Nelson reviewed the staff report and presented the costs from 2008 to purchase additional coverage.

The Commission discussed the purpose of tort limits and HRA Executive Director Nelson answered questions relating to the cost to purchase additional liability insurance for the HRA. She explained the HRA tort limit is split out to provide an additional level of coverage because of the kind of work being done by the HRA.

Motion by Commissioner Ramsey, seconded by Commissioner Wise, to adopt Resolution #HRA-11-12-008, Not to Waive the Statutory Tort Limits for League of Minnesota Cities Insurance Trust Liability (LMCIT) Coverage.

Further discussion: Commissioners McGlone and Tossey stated their intention to not support the motion based on the principle of tort limits or considering special treatment for the City.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Wise, Backous, and Strommen. Voting No: Commissioner McGlone and Tossey. Absent: None.

Case #2: Adopt Resolution Amending and Approving 2012 HRA Levy

Finance Officer Lund reviewed the staff report.

Motion by Commissioner Ramsey, seconded by Commissioner Wise, to adopt Resolution #HRA-11-12-009, Establishing a HRA Property Tax Levy Payable in 2012 under Minnesota Statutes Chapter 469.

Further discussion: Finance Officer Lund answered the Commission's questions related to the size of the HRA levy and expenditures contained in the HRA budget. It was noted the HRA levy had already been approved and the consideration tonight was to correct a $17 error.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Wise, Backous, McGlone, Strommen, and Tossey. Voting No: None. Absent: None.

Case #3: Update on Sunwood Realignment Feasibility Study and Authorization to Proceed with Appraisals

HRA Executive Director Nelson reviewed the staff report.

Development Manager Lazan displayed graphics depicting the realignment of Sunwood Drive and improvements to Armstrong Boulevard. An animation of traffic movements through the proposed turnabout was presented. Mr. Lazan described the rights-of-way necessary to complete the project, noting acquisition costs have not been included in project estimates. He described

the appraisal initiatives for rights-of-way strips as well as for three parcels: 8020 147th Avenue NW; 14590 Armstrong Boulevard NW; and, 8019 146th Avenue NW. This work would be done in advance of the interchange project.

HRA Executive Director Nelson indicated staff met with City Attorney Goodrich to review the 2006 appraisals completed as part of the Ramsey Crossings Project. She stated the appraisers approached had done work in this area and staff was comfortable with the appraisal from Hosch Appraisal and Consulting.

Commissioner Wise indicated he would abstain from this consideration because he owns one of the subject sites.

The HRA discussed staff's recommendation.

Motion by Commissioner Ramsey seconded by Commissioner Backous, to authorize the proposal from Hosch Appraisal and Consulting in an amount not to exceed $13,500.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Backous, McGlone, Strommen, and Tossey. Voting No: None. Abstain: Commissioner Wise.

Case #4: Consider First Amendment to Development Management Contract

HRA Executive Director Nelson reviewed the staff report.

Commissioner Tossey stated his preference to assure the public money is made whole prior to payment to the development contractor.

Commissioner Backous indicated he would support the amendment, finding it to be a step in the right direction, but remains concerned about the ongoing $15,000 monthly administrative costs.

Motion by Commissioner Ramsey, seconded by Commissioner Wise (for discussion), to approve Amendment #1 of the Development Management contract and direct staff to execute the agreement.

Further discussion: Commissioner Wise stated his intention to oppose the motion. Commissioner McGlone noted Mr. Lazan had been instrumental in closing deals with the train station, Veterans Clinic, and negotiations were close to completion on several other projects.

Motion by Commissioner Ramsey, seconded by Commissioner McGlone, to call the question.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey McGlone, Backous, Strommen, and Wise. Voting No: Commissioner Tossey.

Motion carried. Voting Yes: Chairperson Elvig, Commissioners Ramsey, Backous, McGlone, Strommen, and Tossey. Voting No: Commissioner Wise.

Commissioner Ramsey left the meeting at 10:48 p.m.

EXECUTIVE DIRECTOR'S REPORT

HRA Executive Director Nelson reported on upcoming meetings and negotiations.

COMMISSIONER INPUT

None.

ADJOURNMENT

Motion by Commissioner Wise, seconded by Commissioner Backous, to close the regular meeting of the Housing and Redevelopment Authority.

Motion carried.

The regular meeting of the Housing and Redevelopment Authority adjourned at 10:49 p.m.

Respectfully submitted,

_____
Heidi A. Nelson
HRA Executive Director

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.

HRA Regular Session **5. 1.**

Meeting Date: 01/24/2012

By: Tim Himmer, Engineering/Public Works

Title:

Consider Deviations From the Current Policy on Distribution of Land Sale Proceeds for Potential Funding of the Sunwood Drive Realignment

Background:

In the summer of 2011, both the HRA and the City Council approved contracts with separate consultants to investigate the potential realignment of Sunwood Drive near Armstrong Boulevard. Landform was hired by the HRA in June to work on the portion of the project internal to the COR, and update the necessary AUAR components for the project. The scope of services to complete their work did not include any items outside of the development area and within Anoka County right-of-way along Armstrong Boulevard. WSB and Associates was hired by the City Council in July to perform all portions of the project located within Anoka County right-of-way, as they are the consultant that is working on the TH 10/Armstrong interchange and the recently completed Bunker/Armstrong signalization project. This two pronged approach was to maximize efficiencies by building on all previous work completed to date, both internal and external to the COR.

The project includes the realignment of Sunwood Drive, between approximately Zeolite Street and Armstrong Boulevard (see attached preliminary design). The intent is to work north to south on Armstrong Boulevard and complete another section of the roadway in its final location; to set the stage for the ultimate interchange over the railroad tracks and TH 10. It will also create additional developable land for retail space near the new intersection, and create a signalized full access to the COR from Armstrong Boulevard.

Draft feasibility studies were presented to the Public Works Committee and HRA on December 13,2011, with the only remaining outstanding item being the funding package. On that date the HRA authorized the preparation of appraisals for the potential acquisition of 3 parcels along the west side of Armstrong Boulevard that are necessary for portions of this project, and ultimately the interchange project. This case provides the final draft of the feasibility studies and includes a funding package for the entire project.

This case was on the City Council agenda earlier this evening, and has been included on the HRA agenda to discuss the possibility of deviating from the current policy on distribution of land sale proceeds to fund a portion of this project.

Observations:

Currently the traffic and land use components of the COR AUAR are in need of an update to reflect the current conceptual design approved by the HRA. These two components are also necessary to properly assess and design the proposed Sunwood Drive realignment, as the uses and anticipated traffic have significantly changed since the original AUAR was drafted. These AUAR update tasks were included in the proposal from Landform, and are incorporated in their feasibility study.

Recall that there are a few design items contained in these feasibility studies that differ slightly from the preliminary design of the Armstrong/TH 10 interchange project. Those discrepancies were discussed by the City Council in work session on December 13, 2011 and following is the direction received:

1. The location of 147th Avenue NW is currently shown in its existing location on the interchange design, but it is shifted slightly south of its current location in the Sunwood realignment project. This was done to improve the primary access into the COR from Armstrong Boulevard, and be consistent with the HRA approved development plan. Council felt we should continue with the design shown for the Sunwood realignment, as the HRA would be undertaking a process to acquire the necessary land along the west side of Armstrong

Boulevard. It was also explained that current Anoka County policy requires the City to own and maintain the signal proposed at this intersection in perpetuity, based upon warrants.

2. Armstrong Boulevard is shown to diverge to the east slightly, out of the existing right-of-way into the COR property on the interchange design, but remains in its current alignment on the Sunwood project. The interchange project was designed to avoid total takings of the properties along the west side of Armstrong, and therefore the roadway is proposed to move slightly east onto vacant HRA land in an effort to keep acquisition costs down. The Sunwood project proposes holding the existing Armstrong alignment, which is consistent with HRA direction to investigate purchasing properties on the west side of Armstrong in an attempt to solve right-of-way acquisition issues for both projects. If we are able to successfully acquire these parcels Armstrong would be able to remain in its current alignment, thereby resulting in improved roadway geometrics and reduced interchange costs.
3. Staff was approached by Mid America, the property owner of Northstar Marketplace, requesting a right-in condition be included in the interchange project for better access to their site. Council expressed some concerns related to the proposed sketch but decided to delay an official response until Mid America could provide additional detailed information as to the feasibility of such an access. It was discussed that Mid America should perform the necessary investigations and analysis to determine whether this access could be accommodated, not only by the City but also the other jurisdictions involved (Anoka County and MnDOT), before a decision could be made on who would be responsible to pay for and maintain such an improvement.
4. One final item of discussion on both projects was related to turf establishment. Council direction was to install the City's required topsoil and sod within all City right-of-way, but seed could be substituted in place of sod in the County right-of-way. It was proposed (and accepted) this way because portions of the Armstrong work will only be temporary until the interchange is constructed. The boulevard landscaping in these temporary areas can be included with development review, to ensure site landscaping accounts for these areas when develop occurs, and what isn't resolved through development can be incorporated into the interchange design.

As opposed to re-designing the interchange project (and all associated approvals and documents that go with it) at this late date, it was decided to continue with the plans as designed and referenced in all public meetings to date. If the Sunwood realignment project moves forward revisions to the interchange design can be accommodated prior to final design. The idea being that the Sunwood realignment would reduce the total project costs associated with the interchange, as the City would be preconstructing improvements that were originally attributed to the interchange while not adversely affect the overall design.

Recommendation:

Staff is looking for direction on how to best fund the Sunwood Drive realignment project. A few options have been provided for your consideration; a couple of which include deviations from the current policy on distribution of land sale proceeds.

Funding Source:

A few funding scenarios to finance the project are attached for consideration, and staff is looking for direction on which option is preferred by the City Council. Once a final financing package is determined the feasibility studies can be finalized, consistent with that direction, and preparation of construction documents can commence.

A discussion to consider deviating from the existing policy on distribution of land sale proceeds is contemplated in this funding analysis. There are also a couple of grant opportunities, that staff is currently preparing applications for, which are included in the analysis. If we are successful in securing those grant dollars they could be included in the funding package in place of other options being considered.

Council Action:

Based upon discussion.

Attachments

Sunwood Drive Preliminary Layout

Armstrong Blvd Preliminary Layout

Landform Draft Feasibility Study

WSB Draft Feasibility Study

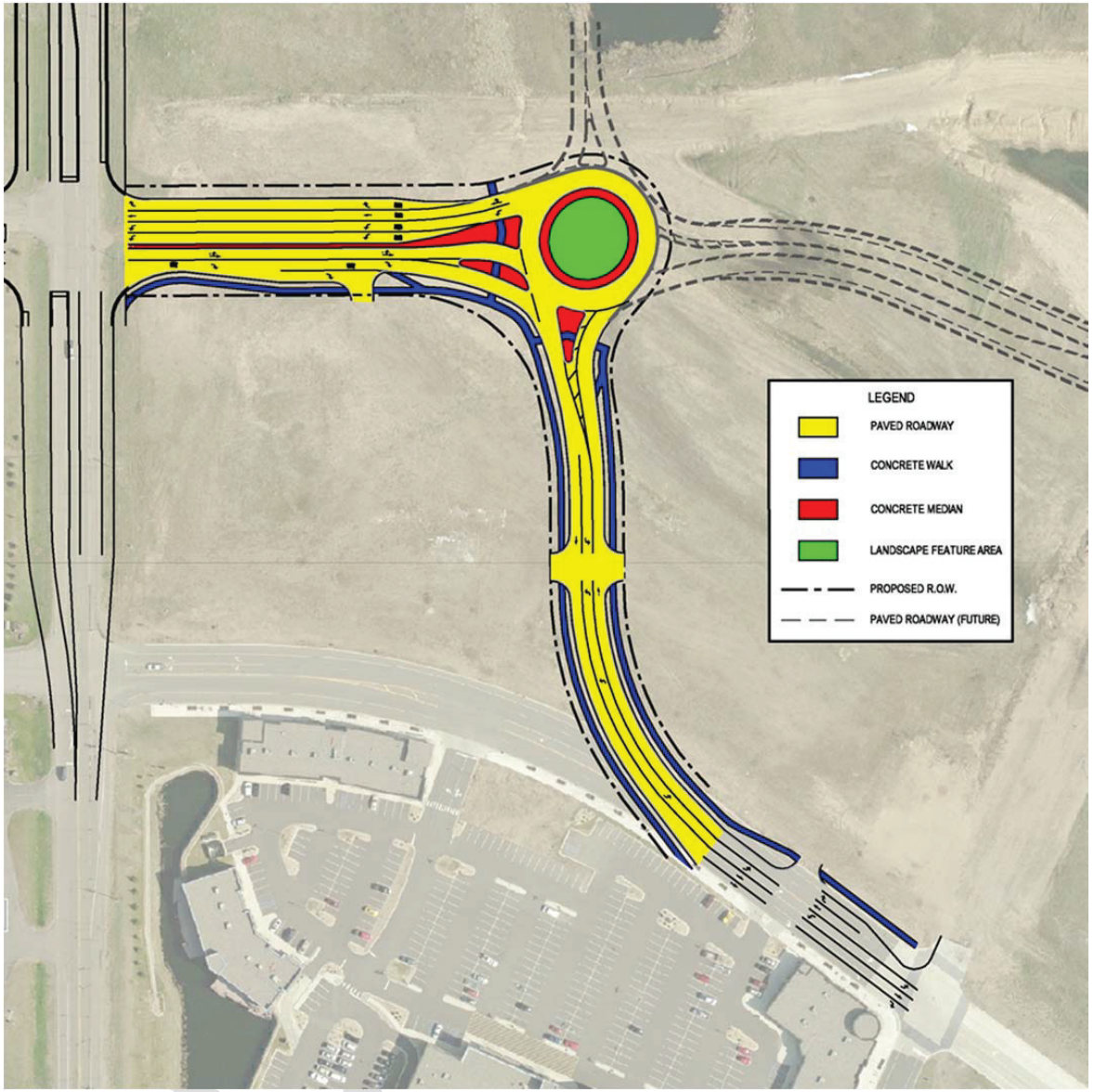
Funding Scenarios

Form Review

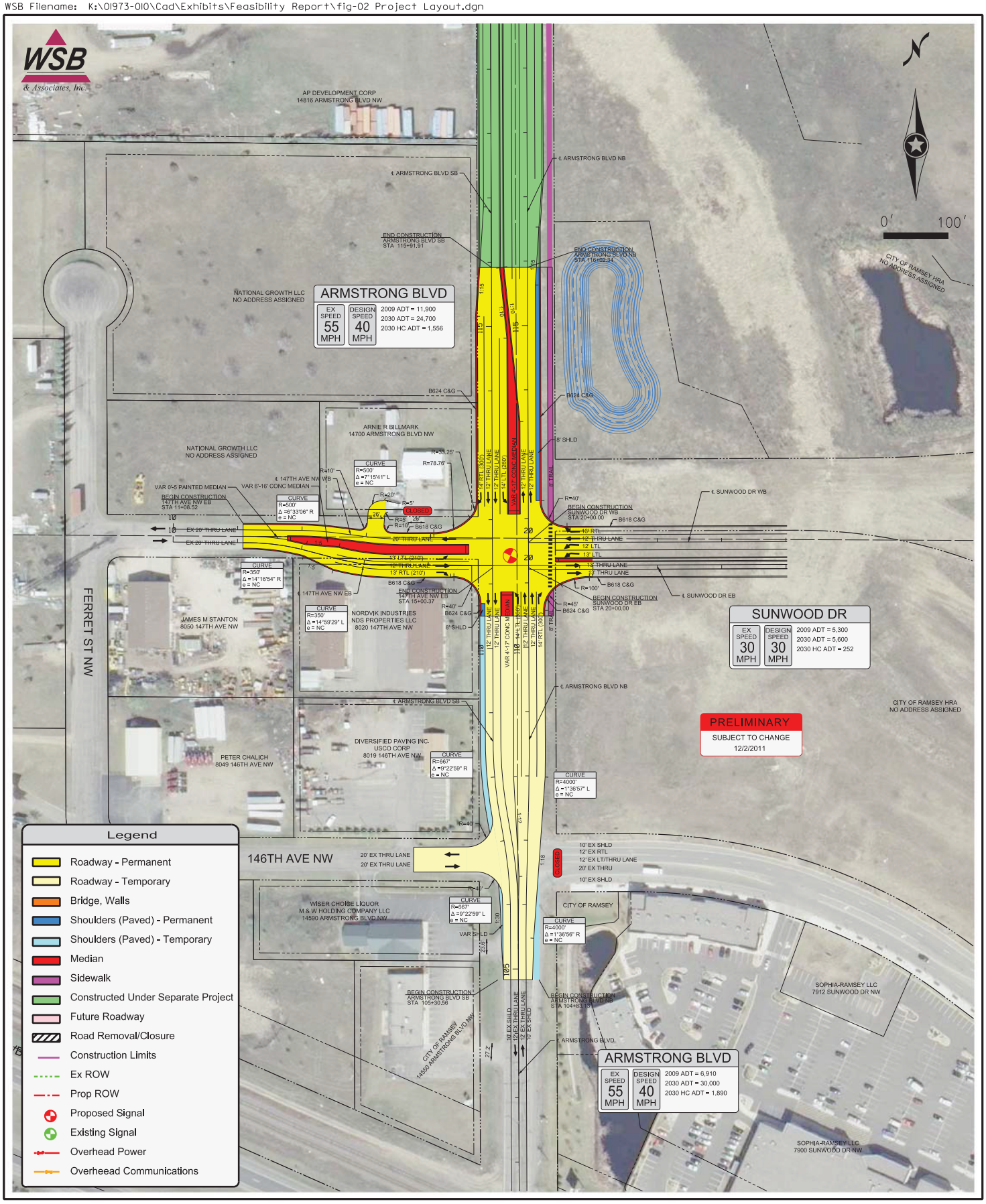
Inbox	Reviewed By	Date
Heidi Nelson	Heidi Nelson	01/19/2012 02:54 PM

Form Started By: Tim Himmer Started On: 01/19/2012 01:35 PM

Final Approval Date: 01/19/2012


LEGEND
PAVED ROADWAY
CONCRETE WALK
CONCRETE MEDIAN
LANDSCAPE FEATURE AREA
PROPOSED R.O.W.
PAVED ROADWAY (FUTURE)

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-02 Project Layout.dgn



Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Project Layout

Figure 2

City of Ramsey

Preliminary Engineering Report

Sunwood Drive

Ramsey, Minnesota

Project Number RAM11008

Preliminary Engineering Report
for
Sunwood Drive
Ramsey, Minnesota

City Council Meeting Date:	*December 13, 2011*
Project Number:	*RAM11008*
Mayor:	*Bob Ramsey*
Council Members:	*Randy Backous* *David Elvig* *Colin McGlone* *Sarah Strommen* *Jason Tossey* *Jeff Wise*
Administrator:	*Kurt Ulrich*
Public Works Director:	*Brian Olson*
City Engineer:	*Tim Himmer*

I hereby certify that this report was prepared by me or under my direct supervision and that I am duly Licensed Professional Engineer under the laws of the State of Minnesota.

Robert G. Schunicht, P.E.
Date: December 6, 2011 Reg. No. 12105

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Introduction

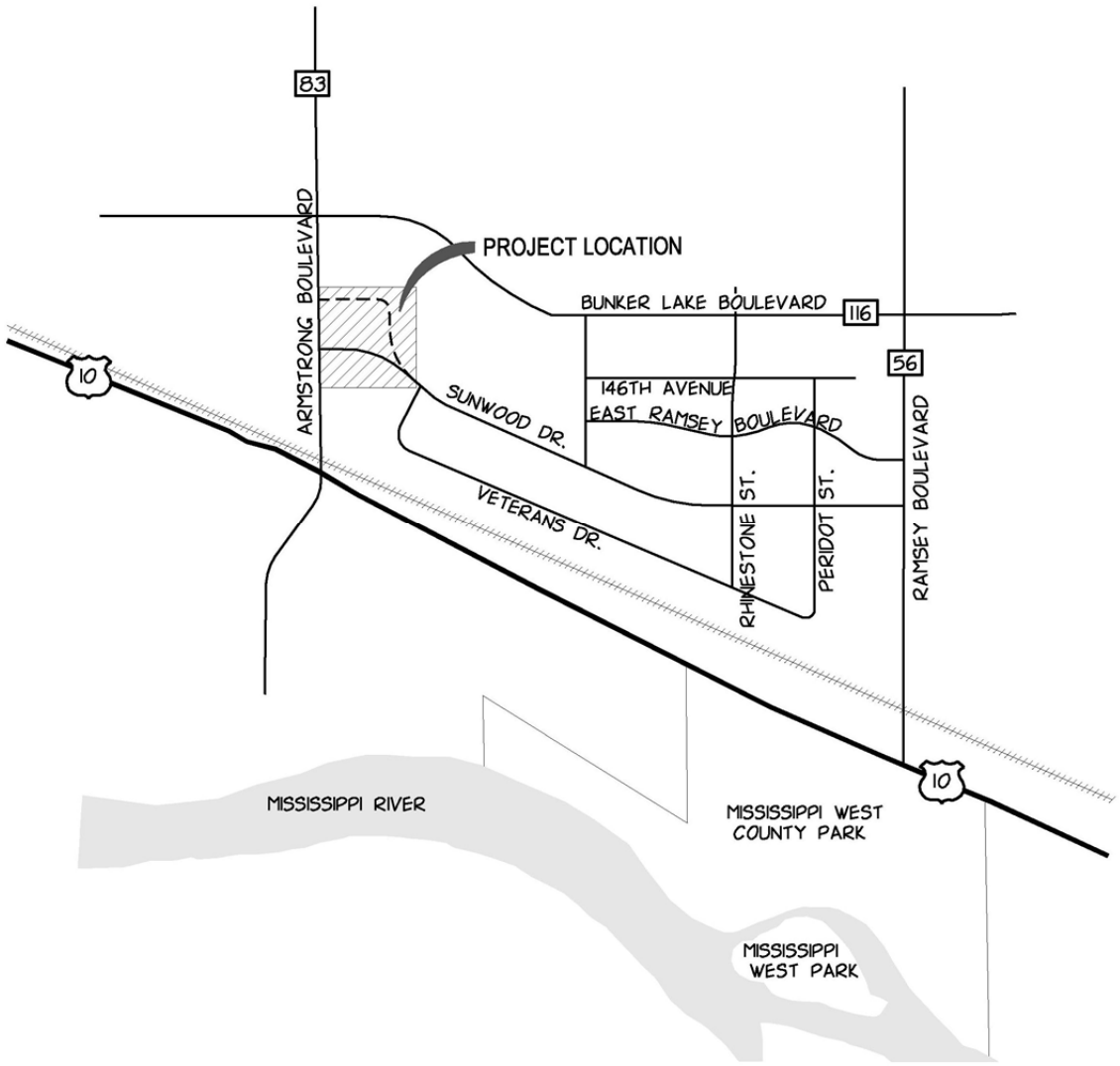
Landform has completed a feasibility study and prepared this Preliminary Engineering Report for the realignment of the western portion of Sunwood Drive.

Sunwood Drive is a collector street than runs in an east/west direction through the southern portion of The COR connecting Ramsey Boulevard to Armstrong Boulevard. The new TH10/Armstrong Interchange creates a substantial grade differential at the current location of the Armstrong/Sunwood intersection. Because of this grade differential, it is necessary to realign Sunwood Drive to a connection point further north along Armstrong Boulevard. Figure 1 shows the location of Sunwood Drive and the needed realignment. Sunwood Drive is also shown on Development Plan 5.03 for The COR, which is reproduced on page 3 (Figure 2). The location of the new Armstrong/Sunwood intersection was determined based on the new Armstrong Boulevard grades, spacing between the intersections on Armstrong Boulevard and maximizing the development potential of the western portion of The COR.

The feasibility study also included an update of traffic generation in The COR based on Development Plan 5.03 and an operational analysis of a roundabout at the intersection of realigned Sunwood Drive and Ramsey Parkway. These studies are presented in the Appendices and summaries are presented in the following section of this Preliminary Engineering Report.

This report coordinates with the work being done by WSB & Associates, Inc. on the new intersection of Armstrong Boulevard and Sunwood Drive. That intersection project is advance construction of a portion of the 10/83 project.

Figure 1: Project Location Map



Design Considerations

Traffic and Roundabout Analysis

Revisioning of The COR resulted in some of the residential land in the western portion of The COR being converted to commercial/retail in order to provide a better balance of land uses and to align the development with the current marketplace. Some additional changes were made in the remainder of the undeveloped areas, including the creation of Lake Ramsey. These changes are reflected in Development Plan 5.03.

As part of this feasibility study, traffic generation forecasts were prepared based on Development Plan 5.03. In addition, this analysis provided traffic forecasts necessary for the design of the realignment of Sunwood Drive. The COR Traffic Generation Report, prepared by Spack Consulting, is presented in Appendix A. The report indicates Development Plan 5.03 will result in a 12.8% increase in traffic at build-out of The COR. A summary of the forecasts is presented in Table 1.

Figure 2: Development Plan 5.03

Table 1: Traffic Forecast Summary

Traffic Forecast Summary (Build-out/2030)	
Item	**Amount (vehicles/day)**
COR Daily Traffic	57,700
COR AM Peak	3,700
COR PM Peak	5,600
North/South Sunwood	9,300
East/West Sunwood	16,500-18,900

The Traffic Generation Report will also be used in the update of The COR's Alternative Urban Areawide Review (AUAR). The report supports the conclusion that the traffic generated by The COR Development Plan 5.03 does not represent a significant change in the AUAR Mitigation Plan and that a comprehensive update of the original RTC Traffic Study is not necessary.

The focal point of the western portion of The COR is the intersection of Sunwood Drive and Ramsey Parkway. This intersection is main entrance from Armstrong Boulevard and distributes the majority of traffic entering The COR from the west. The location of this intersection was established to maximize the development potential of the adjacent area.

Two options were investigated for this intersection. These included a signalized intersection and a roundabout. The results of the investigation are presented in Appendix B in a report by Ourston Roundabout Engineering titled *Operation Analysis-Ramsey Parkway and Sunwood Drive*. The report concludes that a roundabout will function best at this intersection. A roundabout is recommended for the following reasons:

- Better operational performance with lower overall delays
- Improved coordination with the signal on Armstrong Boulevard
- Improved safety through eliminating potential conflict points
- Safer for pedestrians due to reduction in vehicle speeds
- Enhanced aesthetics and opportunity for The COR monumentation provided by the center island
- Environmental benefits provided by the lower traffic delays
- Elimination of traffic signal operation costs

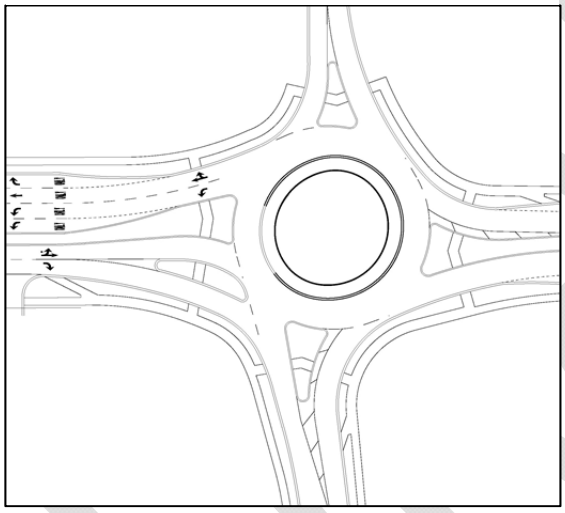
The recommended roundabout design is presented in Figure 3. The design accommodates the build-out traffic forecasts presented in Table 1. The recommended initial roundabout is essentially a single lane facility with two added features to increase capacity and improve coordination with the signal on Armstrong Boulevard. The roundabout features a partial right turn lane, with a yield to traffic in the roundabout, to facilitate traffic turning right onto southbound Sunwood Drive. It also widens for traffic

exiting to the west on Sunwood Drive to facilitate movement into the left turn lanes which is the critical movement through the Armstrong/Sunwood intersection. The roundabout is designed to accommodate 18-wheel truck traffic (WB65).

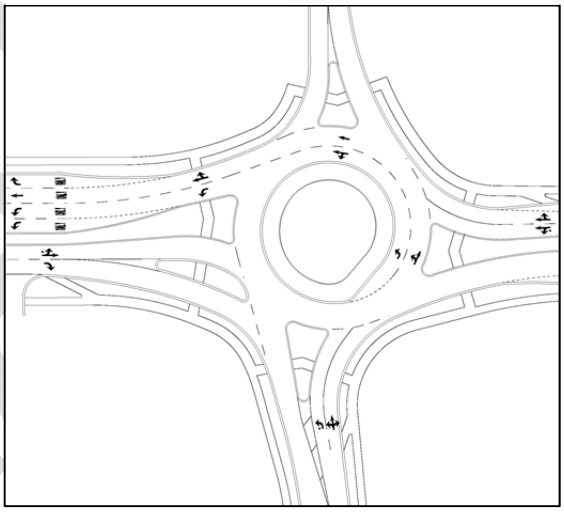
The roundabout was also analyzed to determine its capacity to handle traffic volumes that exceed the projected build-out forecasts. The proposed enhanced single lane roundabout can handle traffic volumes that are 43% greater than the build-out forecasts. The proposed roundabout can also be easily modified to a full two lane roundabout that would be able to accommodate volumes 63% greater than the build-out forecasts. Figure 2 also shows the improvements that would be needed to construct the full two lane roundabout if The COR generates traffic in excess of current projections.

Figure 3: Initial and Ultimate Roundabout Design (Ourston Roundabout Engineering)

Initial Roundabout Design



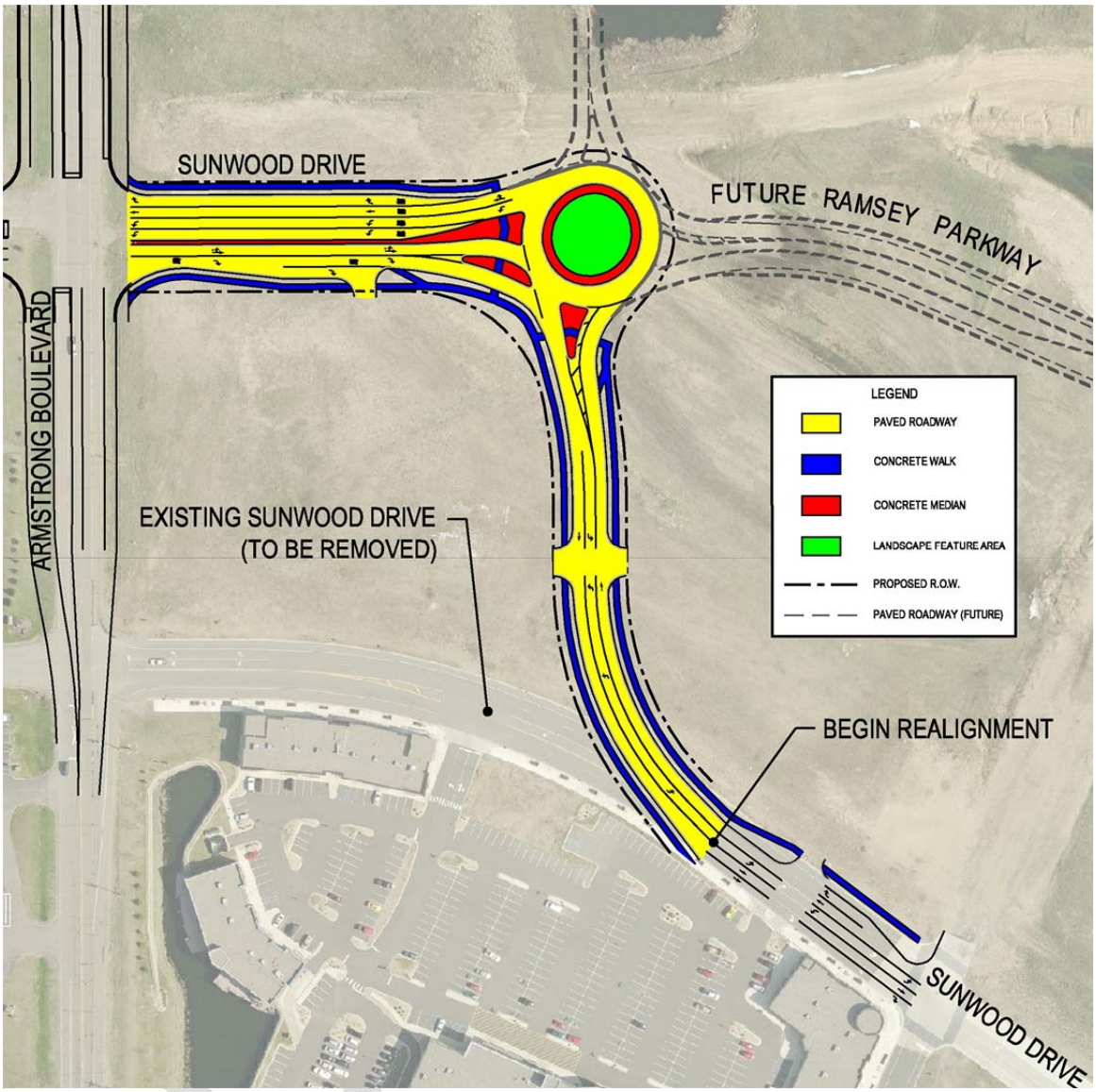
Ultimate Roundabout Design



Sunwood Drive

Sunwood Drive is a Municipal State Aid (MSA) collector street. It runs in an east/west direction through the southern portion of The COR connecting Ramsey Boulevard to Armstrong Boulevard. The current Armstrong/Sunwood intersection needs to be closed because of the grade differential that will be created by the TH10/Armstrong Interchange. The new location for the Armstrong/Sunwood intersection is further north along Armstrong Boulevard near the point where the extension of Ramsey Parkway was originally planned to intersect. The new Armstrong/Sunwood intersection improves the traffic flow on Armstrong Boulevard and into The COR by consolidating traffic at a single, better located intersection than originally proposed in the RTC plans. The proposed realignment of Sunwood Drive is presented in Figure 4.

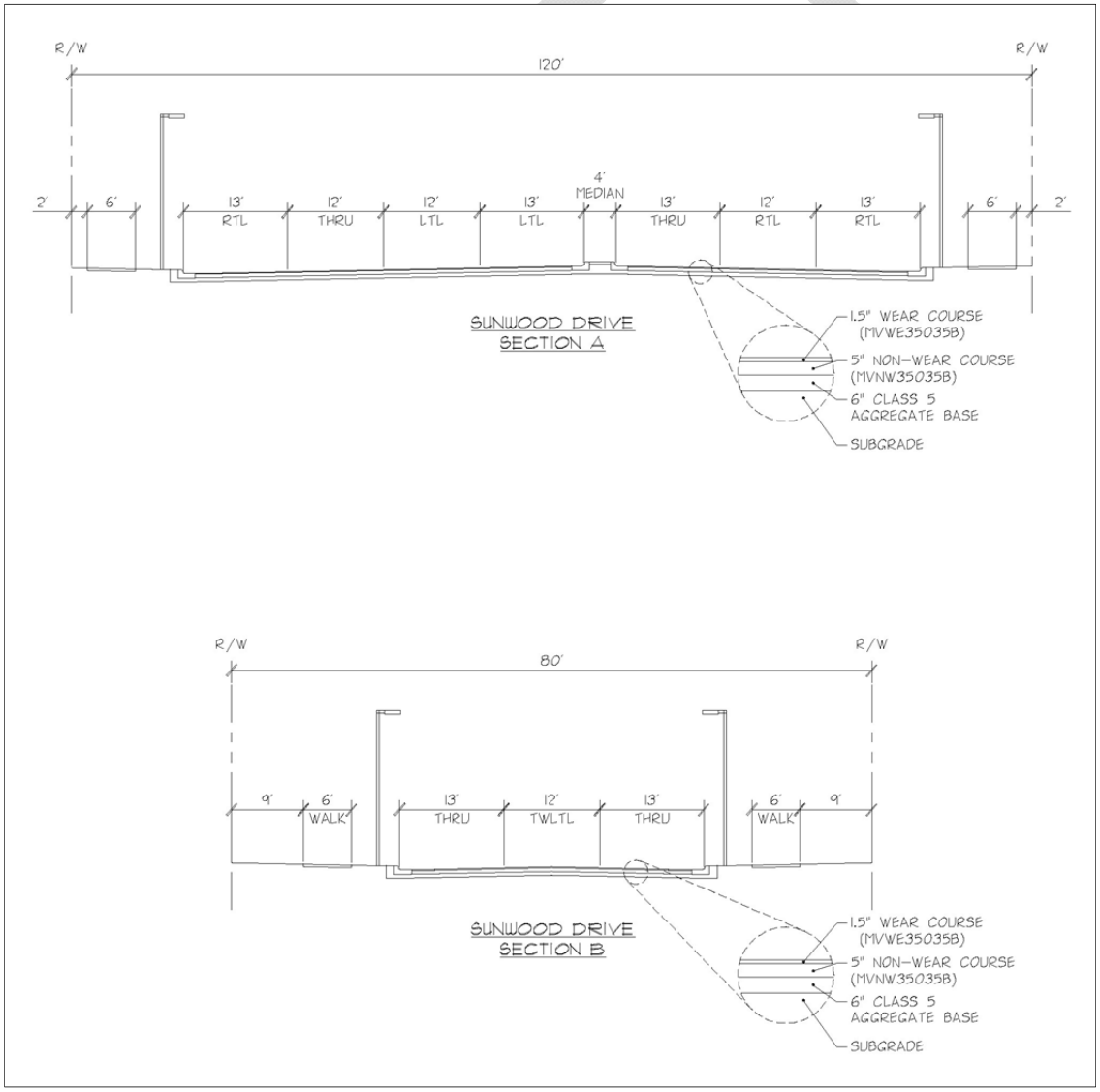
Figure 4: Project Layout Map



Under the proposed realignment, Sunwood Drive turns north at a point approximately 700 feet east of its current intersection with Armstrong Boulevard. Sunwood Drive continues northward to its intersection with the future Ramsey Parkway. At this proposed roundabout intersection Sunwood Drive turns west to connect with Armstrong Boulevard. Improvements to the new Armstrong/Sunwood intersection are described in a separate preliminary engineering report by WSB & Associates, Inc. The preparation of both reports was coordinated to provide an overall plan for the needed improvements.

Existing Sunwood Drive is a hard edged urban section with on street parking, sidewalks adjacent to the curb and store fronts adjacent to the sidewalk. As outlined in The COR Development Plan 5.03, the beginning of the Sunwood realignment marks the transition from hard edged urban to more suburban configurations with off street parking. The roadway sections proposed for the Sunwood realignment reflect that transition. The proposed sections are shown in Figure 5. The traffic volumes on the north/south section of Sunwood Drive are projected to be approximately 10,000 vehicles per day and a two lane roadway with a two way center left turn center lane is proposed. This section will provide an allowance for approximately 50% more capacity beyond the current ultimate projections. The projected traffic volumes on the section of Sunwood Drive between the roundabout and Armstrong Boulevard are approaching 20,000 vehicles per day and a four lane roadway section with right and left turn lanes is proposed.

Figure 5: Typical Sections



The pedestrian friendly design on existing Sunwood Drive is continued with the realigned Sunwood Drive. Sidewalks are proposed on both sides of the roadway connecting to the existing sidewalks and to the new trail along Armstrong Boulevard. Pedestrian crossings are provided through the roundabout. Delaying the construction of the north and east legs of the roundabout is also recommended until the big box site is developed or until Ramsey Parkway is extended. An interim concrete curb is proposed through the unfinished portions of the roundabout, as shown in Figure 4.

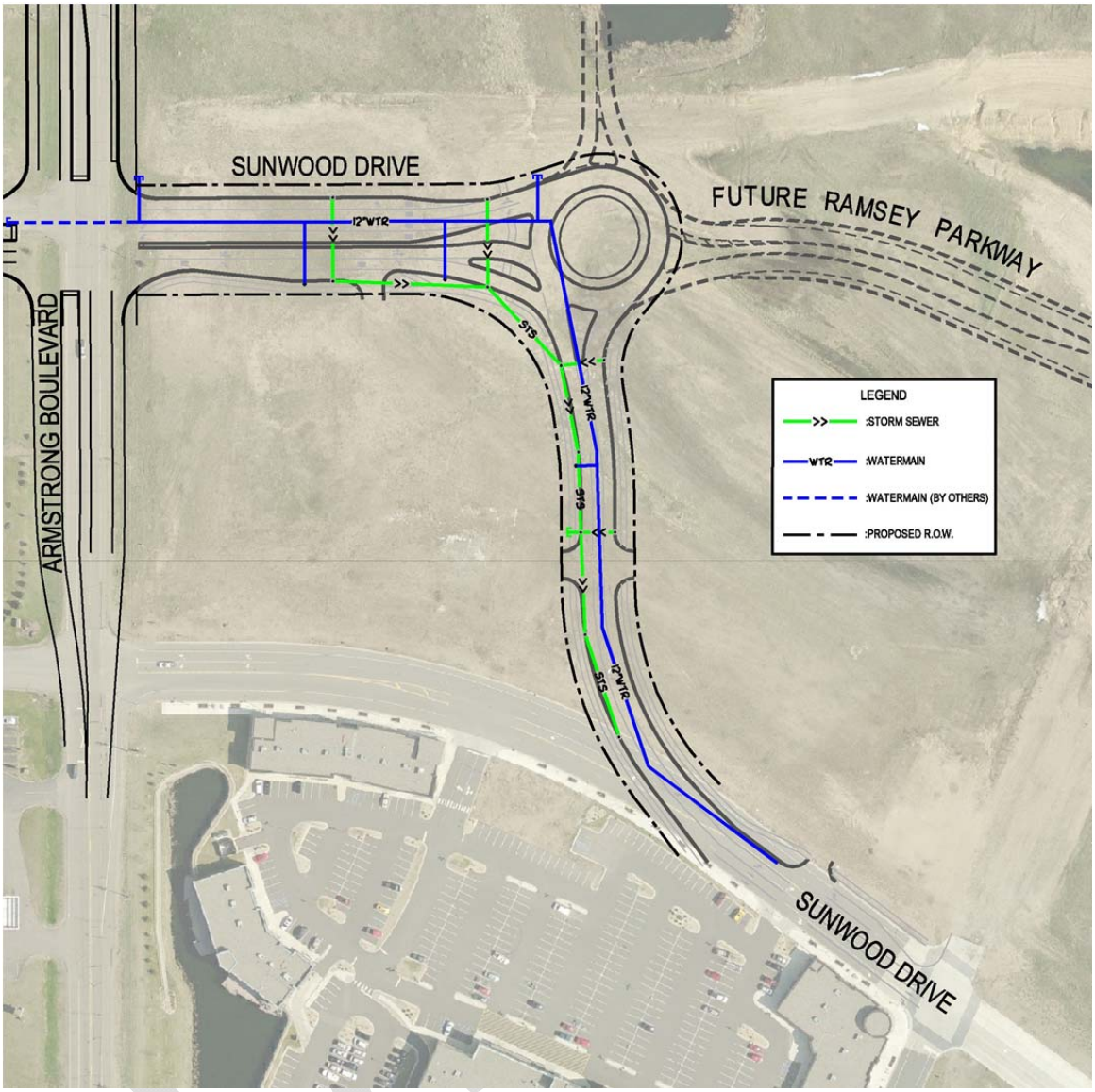
The proposed work also includes demolition of the abandoned portion of Sunwood Drive. Existing street lights and other items will be salvaged and reused to supplement new street lights. The 75-foot street light spacing currently on Sunwood Drive will be maintained. The boulevard will be restored in accordance with the City policy of 4" of topsoil and sod and will be sprinklered. Boulevard trees will be provided at the same spacing on existing Sunwood Drive. The proposed boulevard improvements will present a completed entrance to the western portion of The COR.

A new entrance will be provided to the Coborn's site and the right in only intersection on the east end of that site will be converted to a full intersection. The new entrance is not included in this project.

Water Main

The proposed utility improvements are shown on Figure 6. A 12" water main currently runs on Sunwood Drive terminating on the west side of Armstrong Boulevard. This main will remain in place to serve the area west of Armstrong Boulevard. Ramsey's Water Plan proposes a 12" water main on Armstrong Boulevard. This main will be installed on the realigned Sunwood Drive and extended through the new Armstrong/Sunwood intersection to provide looped water service to the area west of Armstrong Boulevard. Water services will be extended to the commercial area between Sunwood Drive and Armstrong Boulevard. A 24" watermain currently exists in the southeast quadrant of the Armstrong/Bunker intersection. Connection to and extension of the watermain is not recommended at the present time, pending the update of the City's Water Plan and the development of the big box site. A water service will be provided to the roundabout center island and for the boulevard sprinklering.

Figure 6: Utilities Map



Sanitary Sewer

No sanitary improvements are required as part of the Sunwood Drive realignment. Sanitary service to the commercial area will be provided by internal extension of existing sanitary sewer.

Storm Water Management

Trunk storm water management facilities including water quality treatment, storm water storage and storm sewers were previously installed as part of the original Ramsey Town Center (RTC) development. This project includes the construction of storm sewer along the realigned Sunwood Drive connecting to the existing trunk storm sewer on the east end of the project. Storm sewer services will be extended into the commercial area between Sunwood Drive and Armstrong Boulevard.

Cost Estimates

Cost estimates for the proposed improvements are presented in Appendix C. The estimates include construction, a 10% allowance for contingencies and a 20% allowance for indirect costs including design, construction administration, construction staking and observation, record drawings and administration. A summary of the cost estimates is presented in Table 2.

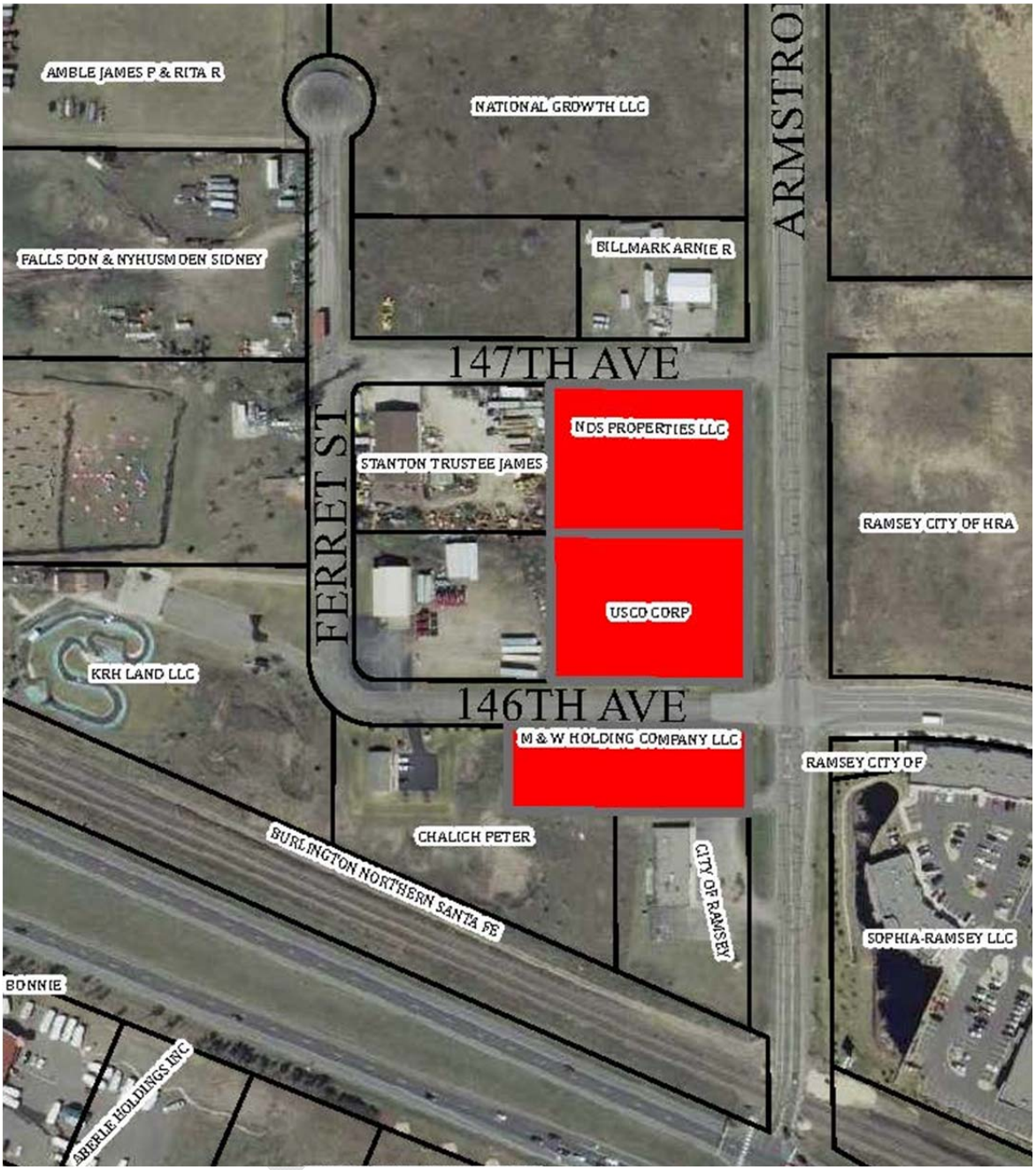
Table 2: Total Estimates Costs

Total Estimates Costs	
Item	**Estimated Total Costs**
Sunwood Drive	$1,151,000
Water Main	$131,000
Storm Sewer	$87,000
Total	**$1,369,000**

Property Acquisition

The realignment of Armstrong Boulevard in anticipation of the overpass requires the acquisition of additional right of way. There are five properties immediately affected by the proposed project, all requiring some acquisition depending on the ultimate configuration. These properties are showed on Figure 7.

Figure 7: Property Acquisition



The five properties include:

Table 3: Parcel Exhibit

Parcel Exhibit		
PID	**Owner**	**Current Use**
28-230005	The City of Ramsey HRA	Vacant/Undeveloped
29-140014	The City of Ramsey	Vacant/Demolished c-store
29-140013	M&W Holding Company	Wiser Choice Liquor
29-140010	USCO Corp	Pavement Operation
29-140009	NDS Properties, LLC	Vacant industrial

Table 4: Current Assessed Value

PID	Current Assessed Value
28-230005	N/A
29-140014	N/A
29-140013	$392,100
29-140010	$298,900
29-140009	$684,800

Acquisition strategies vary with small deviations in the proposed design, but generally consist of a cost/benefit evaluation of considering a partial taking versus a complete taking. In 20XX, the City of Ramsey evaluated five of the subject properties as part of an eminent domain action that was ultimately abandoned. Prior to cessation of those efforts, however, environmental assessments and appraisals were completed in an attempt to determine value. The table below outlines the valuations from the 20XX effort.

Table 5: Appraised Property Value

PID	200X Appraised Property Value
28-230005	N/A
29-140014	N/A
29-140013	$xxx
29-140010	$xxx
29-140009	$xxx

As of the date of this report, the real estate market has seen considerable depreciation. Commercial property values have seen declines ranging from 10% – 40% across the metro, and many would argue that it is impossible to set accurate values today due to the dramatic decline in buyers as well as the volatility of comparable value assessments due to an abundance of bank owned property. Based on these current market conditions, it would be considered advantageous to the project to consider an earlier,

more aggressive acquisition strategy with willing sellers as opposed to waiting for the commencement of the Armstrong Boulevard project and a likely rebound in the market.

Adding to the complexity of the evaluation is the desire of the HRA, as master developers of The COR, to proceed with the proposed realignment of Sunwood Drive to its ultimate location ahead of the commencement of the Armstrong Interchange. This is driven by a number of factors, most notably the desire to continue to advance the Armstrong Interchange project by completing the construction north of the actual interchange thus reducing the scope of the interchange project and increasing the likelihood of commencement. Secondly, the realignment of Armstrong to its final location provides certainty for the adjacent properties both east and west of Armstrong. Certainty in their access provides a greater likelihood of economic development and redevelopment that is necessary in the area.

For these reasons, it is our recommendation that the City and HRA consider the acquisition of the affected parcels and proceed with the project as outlined.

Affected Parcels

PID 29-140014 – Oasis Market. - A total acquisition of this property is required in any viable interchange option. In 20XX, the City acquired and eventually demolished the Oasis Market in anticipation of the proposed project. There are no additional actions recommended for this parcel.

PID 29-140013 – M&W Holding Company, LLC. - A total acquisition of this property is also required in any of the options currently considered in the environmental review process. This property has seen a negative effect from the closure of the adjacent convenience store and is the only remaining retail property west of Armstrong. The owner has a desire to relocate and should be considered a willing seller. Because the Armstrong Interchange will require a total acquisition of the property, and because the proposed reconfiguration of the Sunwood/Armstrong intersection will likely result in a reduction of access to this property, it is recommended that the City consider a complete acquisition of this property at the present time.

PID 29-140010 – USCO Corp. – Of the five parcels, this property is least affected by the proposed project. Access to this industrial use could be reasonably provided via 147th Street, Ferret Street NW and then 146th Street to the existing driveway. A small strip taking and a small retaining wall would be required to accommodate the proposed roadway design. This property, however, is not currently the highest and best use of what will ultimately be a retail node in the community. An assembly effort for redevelopment of this area is likely to occur in the near future. For these reasons, it is recommended that the City evaluate the cost of a strip taking vs. a complete taking and consider the latter in an effort to facilitate redevelopment.

PID 29-140009 – NDS Properties, LLC. – A partial taking to facilitate the proposed construction could be considered for this property, however, it would likely require considerable property along both the north and east sides of the property and the demolition of one of the two existing buildings, as well as a considerable modification to its access. For this reason, it is recommended that the City evaluate both the partial and complete takings options, but we believe it will be more efficient to take the property completely. There are no active uses on this property at the time of this report.

PID 28-230005 – HRA Property – Depending on the final alignment chosen, a small strip taking of HRA land in The COR may be necessary to facilitate the design. Because this property is owned by the HRA, it is assumed for this report that the City will resolve any valuation issues internally.

The HRA has authorized the commencement of current appraisals on the three properties west of Armstrong Boulevard. For the purposes of this report, we will use the values from the 20XX appraisals, with the understanding that the actual acquisition costs, and accordingly project costs, will be considerably less.

Acquisition Strategy 1 – Partial Takings

This option assumes the proposed project can be completed with the complete acquisition PID XX, but only the partial acquisition of right-of-way from the remaining three parcels necessary to complete the project. The existing property owners would retain ownership of the remainder of the property, and reasonable access would be provided.

Table 6: Partial Takings Costs

Parcel	Sq. Ft. Acquired	Cost
PID XX	XX,XXX	$XXX,XXX
PID XX	XX,XXX	$XXX,XXX
PID XX	XX,XXX	$XXX,XXX
TOTAL	**xxxx**	**$XXX,XXX**

Acquisition Strategy 2 – Complete Takings

This option assumes the all four affected parcels would be acquired completely through a process involving a willing buyer and seller. The cost of acquisition may include relocation, which adds considerable cost to the project, but the excess property could be sold after project completion to facilitate redevelopment and those values are shown as a recovered cost in this option.

Table 7: Full Acquisition Cost

Parcel	Acquisition Cost	Relocation Cost	Total
PID XX	XX,XXX	$XXX,XXX	$x,xxx,xxx
PID XX	XX,XXX	$XXX,XXX	$x,xxx,xxx
PID XX	XX,XXX	$XXX,XXX	$x,xxx,xxx
TOTAL	**$X,XXX,XXX**	**$XXX,XXX**	**$x,xxx,xxx**

Table 8: Exceess Property

Excess Property		
Parcel	**Remaining Property (sq. ft.)**	**Approximate Value**
PID XX	XX,XXX	$XXX,XXX
PID XX	XX,XXX	$XXX,XXX
PID XX	XX,XXX	$XXX,XXX
TOTAL	**XX,XXX**	**$XXX,XXX**

For the purposes of this study, the net costs of Acquisition Strategy 2 (acquisition cost minus excess property value) will be used as the project costs. After the completion of the current appraisals, and the initial efforts in approaching the affected property owners, this approach should be re-evaluated and adjusted as necessary to minimize project costs.

Right-of-way and Easement Vacation

The realignment of Sunwood Drive will necessitate a re-platting of the project area. This process will include the vacation of existing right-of-way associated with the current alignment, as well as easements for drainage and utility purposes. Several new easements will be dedicated through this process to accommodate utilities that will remain in place after realignment.

The HRA anticipates working with Solomon, the owner of existing grocery-anchored center, to improve and account for access modification associated with this project. Options considered include access through HRA property to their existing full access on Sunwood, as well as improvements to the existing right-in/right-out access to the east.

Project Financing

(To Be Provided in a Separate Document)

Project Schedule

Table 9: Project Schedule

Task	Completion Date
Order Feasibility Study	July 26, 2011
Accept Feasibility Study and Order Plans and Specifications	January 10, 2012
Approve Plans, Specifications and Order Advertisement for Bids	April 2012
Receive Bids	May 2012
Begin Construction	June 2012
Substantial Completion	September 2012
Final Completion	November 2012

Summary and Conclusions

The realignment of Sunwood Drive is necessary to accommodate the grade changes on Armstrong Boulevard associated with the new TH10/Armstrong Interchange. The work outlined in this report is consistent with Development Plan 5.03 of The COR. The proposed roadway improvements meet Municipal State Aid standards. The provision of a roundabout at the Sunwood/Ramsey Parkway intersection provides better management of the projected ultimate traffic and also provides flexibility should those projections be exceeded.

The costs associated with the proposed improvements are presented in the Appendices and summarized in the Cost Estimates section. It is our professional opinion that the benefits derived from this project exceed the associated costs. The work is cost effective and feasible from an engineering standpoint.

Appendix A: Traffic Generation Memo

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Technical Memorandum

To: Bob Schunicht, P.E., Landform
From: Mike Spack, P.E., P.T.O.E.
Date: September 2, 2011
Re: The COR Traffic Generation in Ramsey, MN

Per your request, this technical memorandum provides traffic generation forecasts for Development Plan 5.03 of The COR along with traffic forecasts necessary to design the proposed roundabout at Ramsey Parkway and Sunwood Drive.

Traffic Forecast Results

Build out of The COR is forecast to generate approximately 3,700 vehicles in the a.m. peak hour, 5,600 vehicles in the p.m. peak hour, and 57,700 vehicles per day. The build out (2030) forecasts needed to design the roundabout at the Ramsey Parkway/Sunwood Drive intersection are shown in Figure 1 (a.m. peak hour turning movement volumes), Figure 2 (p.m. peak hour turning movement volumes), and Figure 3 (daily traffic volumes). The traffic forecasts are based on the methodology discussed in the next section.

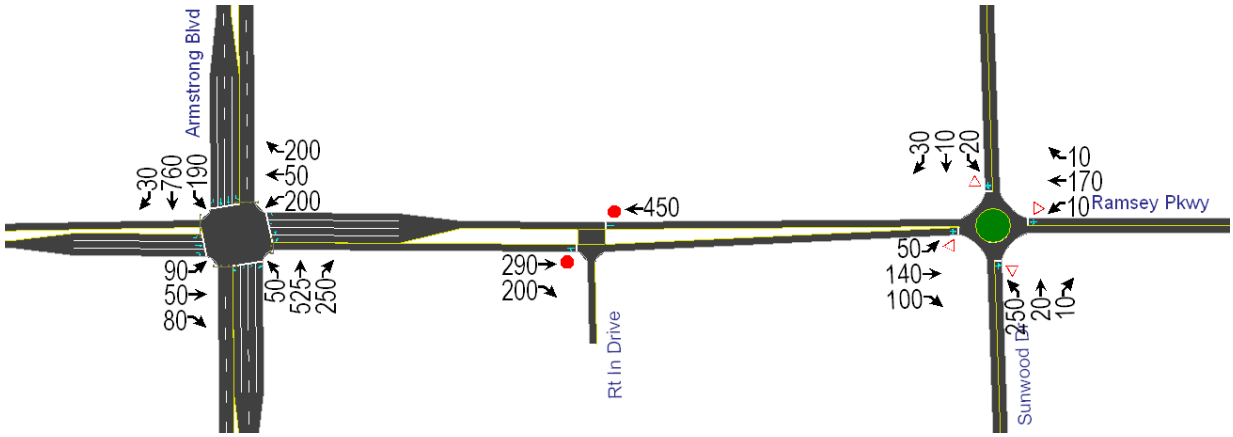

Figure 1 – Build Out A.M. Peak Hour Turning Movement Volumes

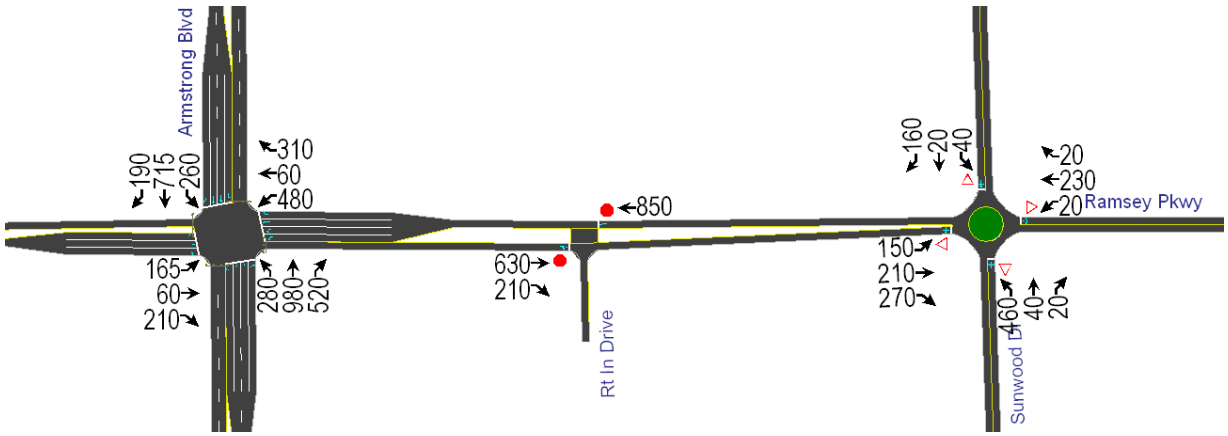

Figure 2 – Build Out P.M. Peak Hour Turning Movement Volumes

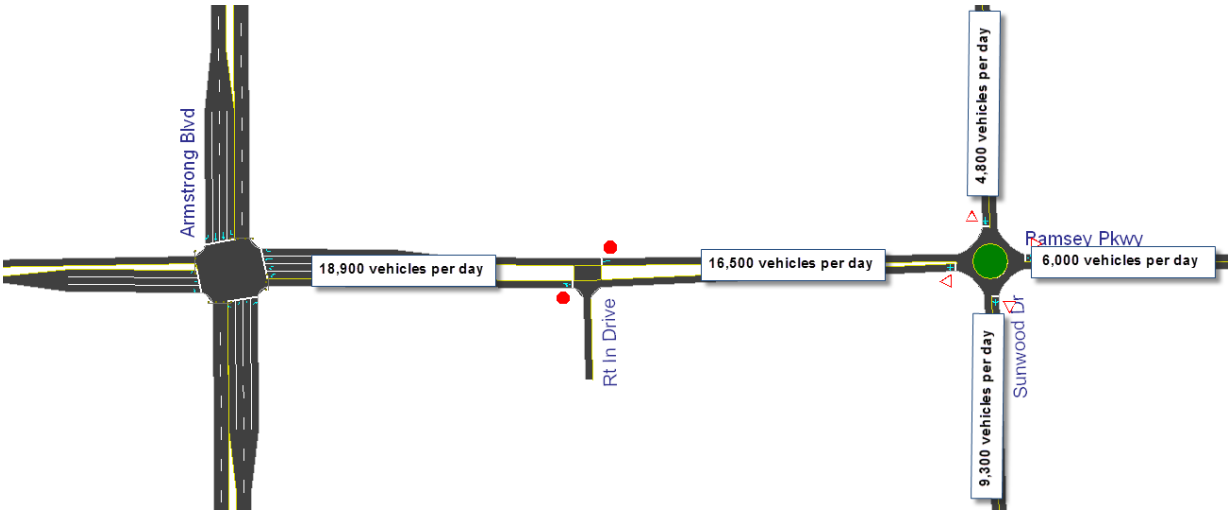

Figure 3 – Build Out Daily Traffic Volumes

Traffic Forecast Methodology

Landform provided details for The COR, including the Traffic Analysis Zones (TAZs) shown in Figure 4 and individual land uses/square footages per TAZ as shown in Table 1. A trip generation analysis was performed for The COR based on the methods and average rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 8th Edition*. Based on data in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 2nd Edition*, a 20% reduction was applied to the trips generated by the development to account for internal, multi-purpose trips. The resultant trip generation per TAZ as well as totals for the whole development is shown in Table 1.

WSB & Associates prepared 2030 turning movement volume forecasts for the Armstrong Boulevard/Ramsey Parkway intersection in the *US 10 at Armstrong Boulevard Traffic Operations Memo.* The volumes entering/exiting The COR at the intersection were based on the March 24, 2003 *Ramsey Town Center Traffic Analysis* (The COR's previously proposed development plan). The *Ramsey Town Center Traffic Analysis* calculated the development will generate 51,186 vehicles per day whereas The COR is forecast to generate 57,739 vehicles per day. Since The COR is forecast to generate 12.8% more traffic than the Ramsey Town Center, the 2030 turning movement volumes entering/exiting The COR in the *US 10 at Armstrong Boulevard Traffic Operations Memo* were factored up by 12.8%. The resultant turning movement volumes for the Armstrong Boulevard/Ramsey Parkway intersection are shown in Figures 1 and 2.

The turning movement volume forecasts in Figures 1 and 2 for the Ramsey Parkway/Right-In Access intersection and the Ramsey Parkway/Sunwood Drive intersection were prepared by distributing the peak hour traffic volumes from Table 1 per the trip distribution percentages contained in the March 24, 2003 *Ramsey Town Center Traffic Analysis*.

According to Table 41 from *NCHRP Report 365 – Travel Estimation Techniques for Urban Planning*, 8.95% of the daily traffic volumes would be expected to use the roadway network through The COR in the p.m. peak hour. The p.m. peak hour volumes from Figure 2 were factored by this ratio (11.17 x p.m. peak hour volume = daily traffic volume) to develop the daily traffic volumes shown in Figure 3.

Figure 4 - Traffic Analyis Zones

Table 1 - Land Uses and Traffic Generation

							AM Peak			PM Peak			Daily
Zone/Block	Code	Land Use	Dwelling Units	Sq. ft.	Park Area[1] (sq. ft.)	ITE Code[2]	Total	In	Out	Total	In	Out	Total
1a	3	Retail		11,882		820	10	6	4	35	17	18	408
1b	3	Retail		9,022		820	7	4	3	27	13	14	310
1c	3	Supermarket		62,396		850	179	109	70	524	267	257	5103
1d	3	Retail		13,283		820	11	6	4	40	19	20	456
1e	3	Retail		7,300		820	6	4	2	22	11	11	251
2a	3	Retail		5,248		820	4	3	2	16	8	8	180
2b	3	Retail		39,000		820	31	19	12	116	57	59	1340
2c	2	Daycare Center		10,320		565	101	54	48	103	48	55	654
2d	1	Senior Housing - Assisted Living	84			254	9	6	3	15	7	8	179
3a	1	Luxury Apartments / Townhomes	230			220	94	19	75	114	74	40	1224
3a	3	Retail		67,085		820	54	33	21	200	98	102	2305
3b	2	Government Office Building		49,107		730	231	194	37	48	15	33	2708
3c	0	Park & Ride (Northstar)[3]											
4a	2	Clinic		50,092		720	92	73	19	139	37	101	1448
4b	3	Sit Down Restaurant		9,037		931	6	3	3	54	36	18	650
4c	3	Hotel[4]		24,900		310	14	9	6	15	8	7	209
4d	3	Convention Center[5]		110,000		310	34	20	13	35	19	17	490
5a	2	Office		17,598		710	22	19	3	21	4	17	155
5b	2	Business Park		93,871		770	107	90	17	97	22	75	958
6a	2	School		44,827		520	186	104	82	43	20	24	553
6b	3	Retail		13,070		820	10	6	4	39	19	20	449
6c	3	Retail		17,987		820	14	9	6	54	26	27	618
6d	3	Retail		17,987		820	14	9	6	54	26	27	618
7a	2	Charter School[6]		50,511		534	468	258	211	264	129	135	1405
7b	2	Medical Office		33,374		720	61	49	13	92	25	67	965
7c	3	Retail		24,780		820	20	12	8	74	36	38	851
8a	0	City Park w/ Lake			430,000								
8b	2	General Office		43,584		710	54	48	6	52	9	43	384
8c	2	General Office		43,584		710	54	48	6	52	9	43	384
9a	0	City Park w/ Lake			171,445								
9b	1	Apartments	95			220	39	8	31	47	31	16	505
9c	2	Recreational Community Center		107,556		495	139	85	54	125	46	79	1969
9d	2	General Office		59,696		710	74	65	9	71	12	59	526
9e	2	General Office		42,765		710	53	47	6	51	9	42	377
9f	2	General Office		59,208		710	73	65	9	71	12	59	522
10a	0	City Park			3,500								
10b	2	General Office		8,400		710	10	9	1	10	2	8	74
10b	3	Specialty Retail		4,200		820	3	2	1	13	6	6	144
10c	2	General Office		40,800		710	51	45	6	49	8	40	359
10c	1	Apartments	120			220	49	10	39	60	39	21	638
10d	2	General Office		11,500		710	14	13	2	14	2	11	101
10d	3	Specialty Retail		11,500		820	9	6	4	34	17	18	395
10e	2	General Office		8,500		710	11	9	1	10	2	8	75
10e	3	Specialty Retail		4,250		820	3	2	1	13	6	6	146
10f	2	General Office		11,900		710	15	13	2	14	2	12	105
10f	3	Specialty Retail		8,500		820	7	4	3	25	12	13	292
10f	1	Apartments	14			220	6	1	5	7	5	2	74
10g	3	Specialty Retail		7,600		820	6	4	2	23	11	12	261
10g	2	General Office		7,600		710	9	8	1	9	2	8	67
10g	1	Apartments	18			220	7	1	6	9	6	3	96
10h	3	Specialty Retail		6,300		820	5	3	2	19	9	10	216
10i	3	Specialty Retail		6,100		820	5	3	2	18	9	9	210
10i	2	General Office		6,100		710	8	7	1	7	1	6	54
10i	1	Apartments	26			220	11	2	8	13	8	5	138
11a	3	Specialty Retail		17,000		820	14	8	5	51	25	26	584
11a	1	Apartments	89			220	36	7	29	44	29	15	473
11b	2	General Office		11,000		710	14	12	2	13	2	11	97
11b	1	Apartments	13			220	5	1	4	6	4	2	69
11c	2	General Office		20,700		710	26	23	3	25	4	20	182
11d	2	General Office		10,700		710	13	12	2	13	2	11	94
11d	3	Specialty Retail		10,700		820	9	5	3	32	16	16	368
11e	2	General Office		5,900		710	7	6	1	7	1	6	52
11e	3	Specialty Retail		11,800		820	9	6	4	35	17	18	405
11e	1	Apartments	14			220	6	1	5	7	5	2	74
11f	3	Specialty Retail		11,800		820	9	6	4	35	17	18	405
11f	2	General Office		5,900		710	7	6	1	7	1	6	52
11f	1	Apartments	14			220	6	1	5	7	5	2	74
11g	0	City Park			82,804								
12a	3	Sit Down Restaurant		23,355		931	15	8	8	140	94	46	1681
12b	3	Sit Down Restaurant		8,805		931	6	3	3	53	35	17	634
12c	3	Movie Theater[7]		74,071		444	0	0	0	225	144	81	1733
13a	3	Retail		19,200		820	15	9	6	57	28	29	660
13b	3	Retail		16,664		820	13	8	5	50	24	25	572
14a	3	Gas Station w/Convenience Store[8]		5,000		945	317	162	155	388	194	194	1563
14b	3	Retail		10,628		820	9	5	3	32	16	16	365
14c	3	Fast Food Restaurant w/Drive-Through		4,800		934	190	97	93	129	67	62	1905
15	3	Shopping Center		135,986		820	109	66	42	406	199	207	4671
16	3	Retail		94,960		820	76	46	30	283	139	145	3262

Table 1 - Land Uses and Traffic Generation

							AM Peak			PM Peak			Daily
Zone/Block	Code	Land Use	Dwelling Units	Sq. ft.	Park Area[1] (sq. ft.)	ITE Code[2]	Total	In	Out	Total	In	Out	Total
17a	3	Sit Down Restaurant		6,000		931	4	2	2	36	24	12	432
17b	3	Sit Down Restaurant		5,470		931	4	2	2	33	22	11	394
17c	3	Sit Down Restaurant		5,470		931	4	2	2	33	22	11	394
17d	0	City Park w/ Lake			480,000								
18a	1	Condos	80			230	28	5	23	33	22	11	372
18b	1	Condos	69			230	24	4	20	29	19	9	321
18c	1	Condos	48			230	17	3	14	20	13	7	223
18d	1	Townhomes	32			230	11	2	9	13	9	4	149
19a	1	Townhomes	52			230	18	3	15	22	14	7	242
19b	1	Single Family - Detached	14			210	8	2	6	11	7	4	107
19c	1	Townhomes	31			230	11	2	9	13	9	4	144
20a	1	Townhomes	42			230	15	3	12	17	12	6	195
20b	1	Single Family - Detached	14			210	8	2	6	11	7	4	107
20c	1	Townhomes	28			230	10	2	8	12	8	4	130
21a	1	Townhomes	77			230	27	5	22	32	21	11	358
21b	1	Townhomes	90			230	32	5	26	37	25	12	418
22a	1	Single Family - Detached	23			210	14	3	10	19	12	7	176
22b	1	Townhomes	72			230	25	4	21	30	20	10	335
23a	1	Single Family - Detached	44			210	26	7	20	36	22	13	337
23b	1	Single Family - Detached	19			210	11	3	9	15	10	6	145
24a	1	Single Family - Detached	7			210	4	1	3	6	4	2	54
24b	0	City Park w/ Lake & Amphitheater			320,000								
24c	1	Single Family - Detached	17			210	10	3	8	14	9	5	130
Total			1,476	1,798,229	1,487,749		3,726	2,186	1,540	5,571	2,696	2,875	57,739

Residential Total (Code 1)	1,476	0			569	116	453	699	454	245	7,489
Office Total (Code 2)	0	855,093			1,903	1,360	543	1,406	427	979	14,319
Retail Total (Code 3)	0	943,136			1,255	710	544	3,467	1,815	1,651	35,930
	1,476	1,798,229			3,726	2,186	1,540	5,571	2,696	2,875	57,739

Notes:

[1] Due to the minimal amount of traffic generated by parks, they were not considered traffic generators in the original study. Likewise, parks are not considered traffic generators in this forecast.

[2] The trip generation was based on the methods and average rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition*.

[3] The traffic generated by the park and ride was included in the analysis of the original study, however the unspecified volumes were added directly to the intersection traffic assignment instead of being listed with the other trip generation numbers. Accordingly, the traffic volumes generated by the park and ride facitiliy are not considered with the rest of the generated traffic in this forecast.

[4] The number of dwelling units (DU) for the hotel was obtained by proportioning the proposed hotel to the hotel in the original study via the their respective footprints. The hotel was modeled as having 32 rooms.

[5] Currently, there is no data for traffic volumes generated by Convention Centers. The Convention Center was modeled as a 75-unit Hotel (310).

[6] Currently, there is no data for daily traffic volumes generated by 534 - Private School (K-8). For public elementary, junior high, and high schools, the ratio of the total daily traffic to the A.M. peak hour traffic is approximately 3.0. The total daily traffic generated by the charter school was calculated by multiplying the A.M. peak hour traffic by a factor of 3.0.

[7] Due to the lack of data for the proposed theater type (445 - Multiplex Movie Theater), the daily and P.M. peak hour trips generated by the theater were obtained by scaling up the figures found in the original study using the theaters' respective footprints.

[8] Due to the lack of data for total weekday trips generated by 945 - Gas Station w/Convenience Store using square footage, the total weekday trips were calculated using the number of fueling positions. Based on the typical size of gas stations currently being constructed, it was assumed that new gas station will have 12 fueling positions.

The forecasts reflect a 20% reduction for internal, multi-purpose trips.

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Appendix B: Operational Analysis Memo

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Ourston Roundabout Engineering

TECHNICAL MEMORANDUM

PREPARED FOR:	Robert Schunicht – Landform
PREPARED BY: **Q/C and Q/A**	Jedidiah Munroe, Ourston Roundabout Engineering, Inc. Mark Lenters, Ourston Roundabout Engineering, Inc.
PROJECT NUMBER	ORE 11-958
DATE:	December 1, 2011
SUBJECT:	Operational Analysis Ramsey Parkway & Sunwood Drive Ramsey, Minnesota

PURPOSE

An operational analysis was completed for the proposed roundabout at Ramsey Parkway and Sunwood Drive located in the COR development project in Ramsey, Minnesota. The analysis also assessed possible queue spillbacks from the proposed roundabout to the signal at Armstrong Boulevard and Sunwood Drive. There is approximately 440 feet of queue storage between the signalized intersection and the proposed roundabout intersection. We understand that the queue space associated with the signal operations has been analyzed and the space requirements associated with the traffic signal control have been fulfilled by others to a satisfactory conclusion. We have also designed and analyzed an initial and potential ultimate roundabout lane configuration for the City's consideration.

OPERATIONAL ANALYSIS METHODOLOGY

Based on the AM and PM peak hourly traffic forecasts, the capacity of the roundabout intersection was analyzed using ARCADY roundabout design and capacity analysis software. ARCADY (Assessment of Roundabout Capacity and Delay) is a program based on U.K. empirical research into geometry-capacity relationships. Two features that ARCADY provides is its ability take into account horizontal geometric design sensitivity and its ability to be calibrated to the recent NCHRP Report 572 (Roundabouts in the United States, 2007) roundabout capacity model.

The ARCADY analysis was calibrated to the NCHRP Report 572 empirical results, which indicate a reasonable 10% capacity reduction. The findings on capacity performance for U.S. roundabouts to date suggest that a reduction in the capacity modeling is appropriate pending the availability of more at-capacity data to improve the confidence of modeling roundabouts. Some single lane roundabouts are performing better than expected, but this may not be the case everywhere in the U.S., especially in areas where few roundabouts exist.

The results represent the most probable capacity of the roundabout and employ capacity measures of level of service, delay and queuing, consistent with typical unsignalized capacity analysis methodologies (Highway Capacity Manual, 2010). The combination of using ARCADY with calibration allows for consideration of the U.S. data obtained by NCHRP.

Analysis of residual capacity for future traffic growth was also performed for the intersection. Residual capacity is expressed as the percentage increase in total entering traffic beyond the existing turning counts that would result in any individual leg operating at LOS E (delay greater than 35 seconds). Increases in traffic flow were assumed to occur equally on all legs until one leg reached LOS E.

The 2030 AM and PM peak hourly traffic forecasts prepared by Spack Consulting, as illustrated in Figure 1, were used for this analysis.

OPERATIONAL ANALYSIS RESULTS

Ramsey Parkway and Sunwood Drive (ARCADY Analysis)

LOS for proposed initial roundabout configuration

The operational analysis was performed with the traffic forecasts provided for the interim lane configuration shown in Figure 2. The overall intersection levels of service and anticipated delay with a break down by approach are listed in Table 1.

Table 1. Ramsey Parkway & Sunwood Drive – Proposed Initial Lane Configuration

Peak Hour	Analysis Condition	Overall Intersection Level of Service		Average Delay By Approach							
				SB - Driveway		EB - Sunwood Dr.		NB - Sunwood Dr.		WB - Ramsey Pkwy	
		Level of Service	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay
AM	Calibrated	A	4.4	A	4.2	A	3.8	A	4.7	A	4.6
PM	Calibrated	A	6.9	A	6.6	A	4.7	A	8.5	A	6.8

LOS Source: 2010 Highway Capacity Manual - Unsignalized Intersections *Delay in Seconds*

The eastbound Sunwood Drive predicted 95th percentile queue is 1 vehicles (20 feet) in the PM peak period.

The residual capacity for the AM and PM peak hours is also listed below.

AM: NB congests with a **159%** increase in traffic growth above the 2030 traffic volumes.

PM: NB congests with a **39%** increase in traffic growth above the 2030 traffic volumes.

The ARCADY operational analysis data is documented in Appendix A, pages A.1.1 thru A.1.3

LOS for potential ultimate roundabout configuration

The operational analysis was performed with the traffic forecasts provided for the ultimate lane configuration shown in Figure 3. The overall intersection levels of service and anticipated delay with a break down by approach are listed in Table2.

Table 2. Ramsey Parkway & Sunwood Drive – Potential Ultimate Lane Configuration

Peak Hour	Analysis Condition	Overall Intersection Level of Service		Average Delay By Approach							
				SB - Driveway		EB - Sunwood Dr.		NB - Sunwood Dr.		WB - Ramsey Pkwy	
		Level of Service	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay	Level of Service	Average Delay
AM	Calibrated	A	3.3	A	4.2	A	3.8	A	3.0	A	2.9
PM	Calibrated	A	4.7	A	6.6	A	4.7	A	4.2	A	3.9

LOS Source: 2010 Highway Capacity Manual - Unsignalized Intersections *Delay in Seconds*

The residual capacity for the AM and PM peak hours is also listed below.

AM: SB congests with a **232%** increase in traffic growth above the 2030 traffic volumes.

PM: SB congests with a **63%** increase in traffic growth above the 2030 traffic volumes.

The ARCADY operational analysis data is documented in Appendix B, pages B.1.1 thru B.1.3

Discussion of Proposed Roundabout Lane Configuration

The roundabout would operate within acceptable ranges of congestion as a single lane roundabout. But, to maintain the proposed eastbound two lanes, an eastbound partial right turn bypass lane should be used to facilitate dropping a lane at the roundabout, see Figure 2.

The roundabout can also be expanded inward into the central island, with minimal rework, to create a multilane roundabout with a northbound double left and two westbound thru lanes. The ultimate lane configuration has the ability to handle any potential increases in traffic from the forecasted volumes.

DISCUSSION AND CONCLUSIONS

The results of the ARCADY analysis of the proposed roundabout show a LOS A for the two peak periods for the interim roundabout design, and has the ability to expand to a multilane roundabout in the future.

Typically, when a roundabout is close to a traffic signal, the impacts to the signal are negligible, while the roundabout can be impacted by queue spillback from the signal. The impacts to the Ramsey Parkway and Sunwood Drive intersection will be infrequent but the roundabout is better suited to reduce the effects of the closely spaced intersections, for the following reasons:

- If the Ramsey Parkway and Sunwood Drive intersection were traffic signal controlled, it would likely have the same cycle length as the Armstrong Boulevard traffic signal, assuming they both have to operate as one system due to being closely spaced. Using the same cycle length for the Ramsey Parkway intersection imposes timings that may not be ideal for the traffic patterns at the intersection. Additional operational impacts to the Ramsey Parkway intersection are likely due to the inflexibility of signal timings.

- The roundabout intersection will have slower entering and circulating speeds. This will reduce the impact of queue spill back from Armstrong Boulevard. The roundabout has greater flexibility in responding to traffic demands as compared to a traffic signal constrained by timings that suit the adjacent intersection.

- With the slow entry speeds and good visibility in the roundabout drivers will be able adjust and leave gaps for the entering drivers if occasionally the westbound queue spills back to the roundabout.

Additional benefits of having the roundabout are improved safety, less restrictions to nearby access, pedestrian accommodation and added capacity as compared to stop control.

Figure 1: 2030 AM and PM Peak Hourly Forecasts for Ramsey Parkway and Sunwood Drive

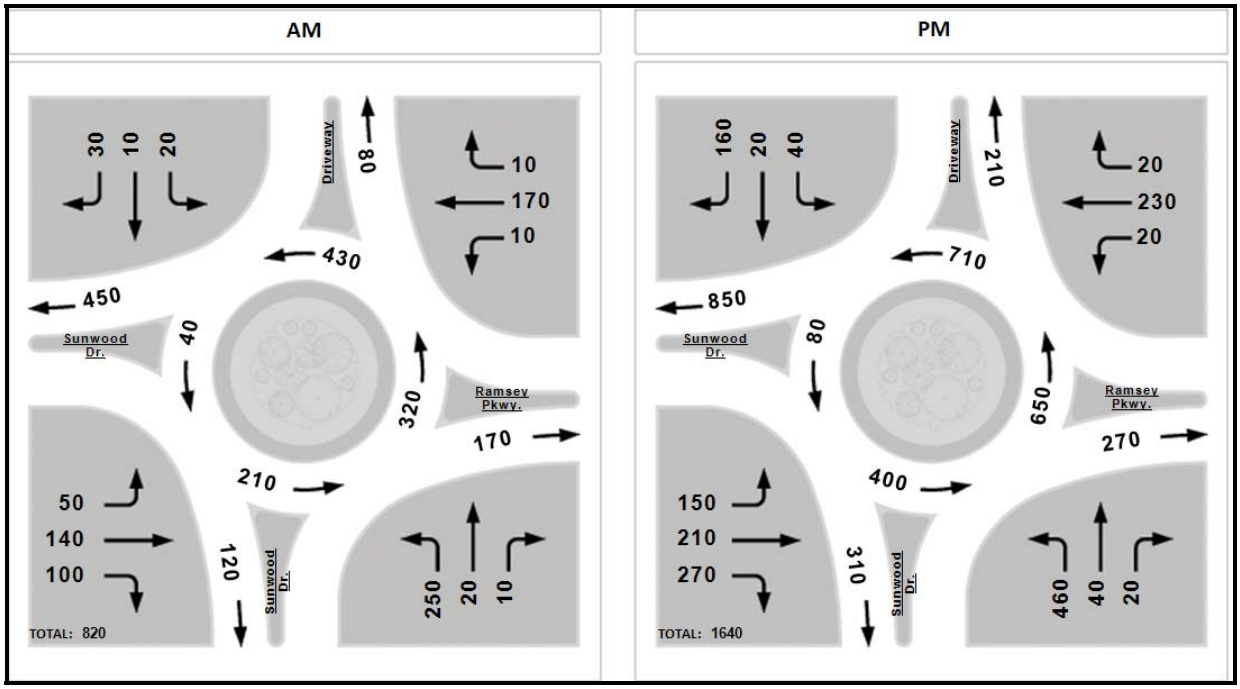


Figure 2: Proposed Initial Roundabout Configuration

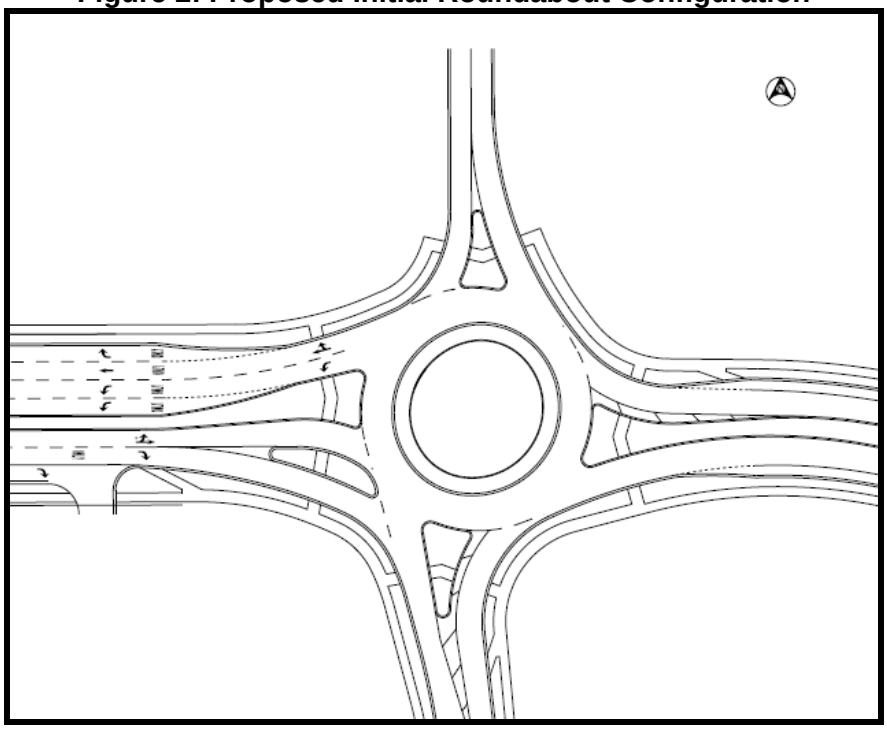
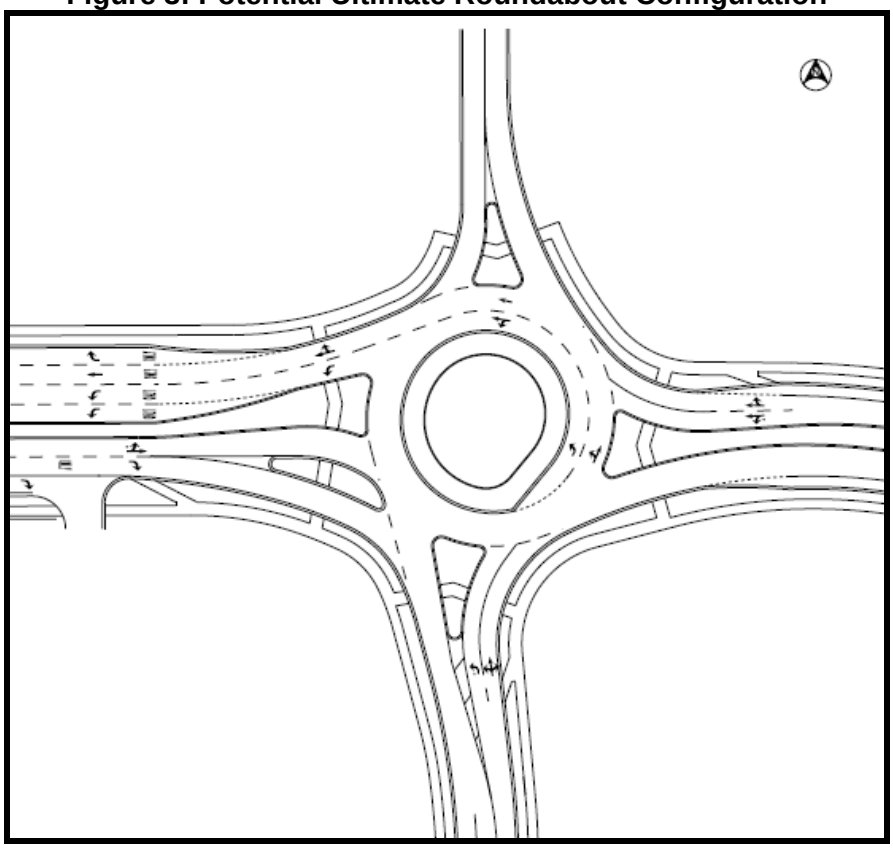


Figure 3: Potential Ultimate Roundabout Configuration



APPENDIX A

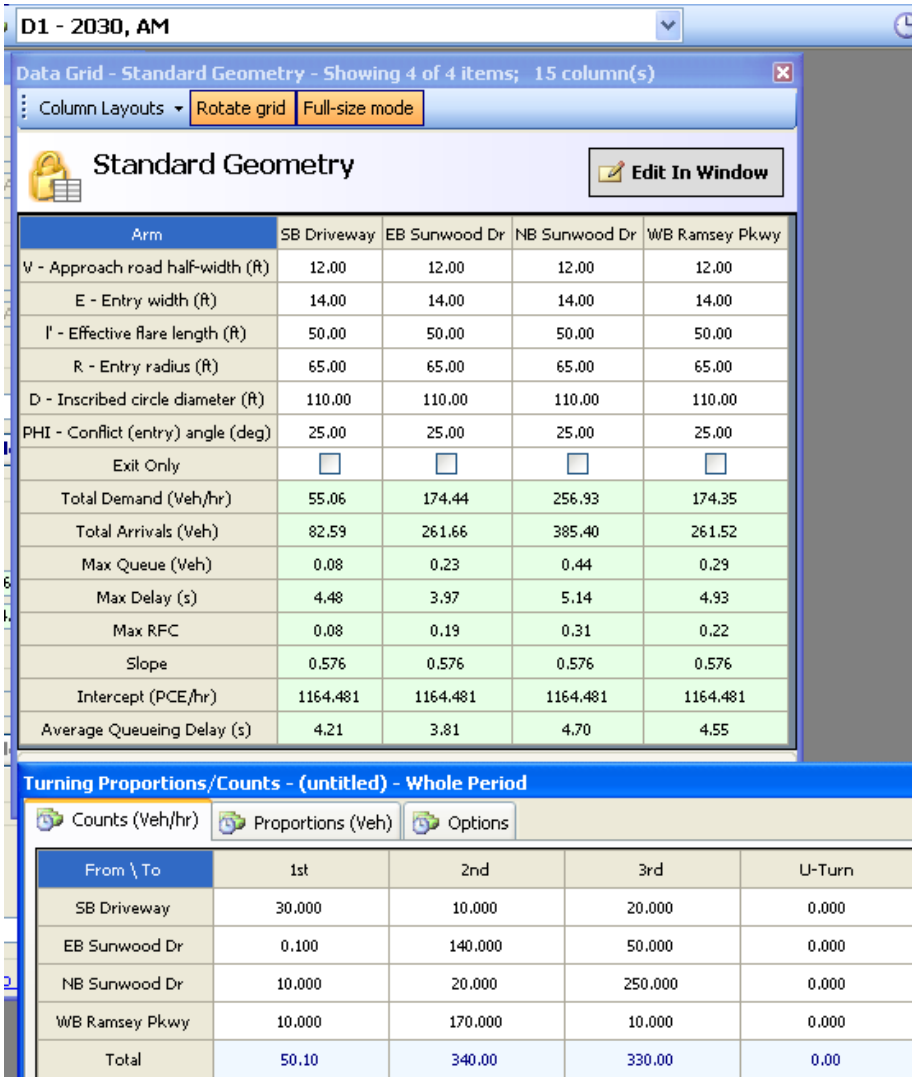
Ramsey, Minnesota

Ramsey Parkway and Sunwood Drive

Proposed Initial Roundabout Configuration

Operational Analysis

2030 – AM Peak Hour Forecasts



D1 - 2030, AM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

Standard Geometry — Edit In Window

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	55.06	174.44	256.93	174.35
Total Arrivals (Veh)	82.59	261.66	385.40	261.52
Max Queue (Veh)	0.08	0.23	0.44	0.29
Max Delay (s)	4.48	3.97	5.14	4.93
Max RFC	0.08	0.19	0.31	0.22
Slope	0.576	0.576	0.576	0.576
Intercept (PCE/hr)	1164.481	1164.481	1164.481	1164.481
Average Queueing Delay (s)	4.21	3.81	4.70	4.55

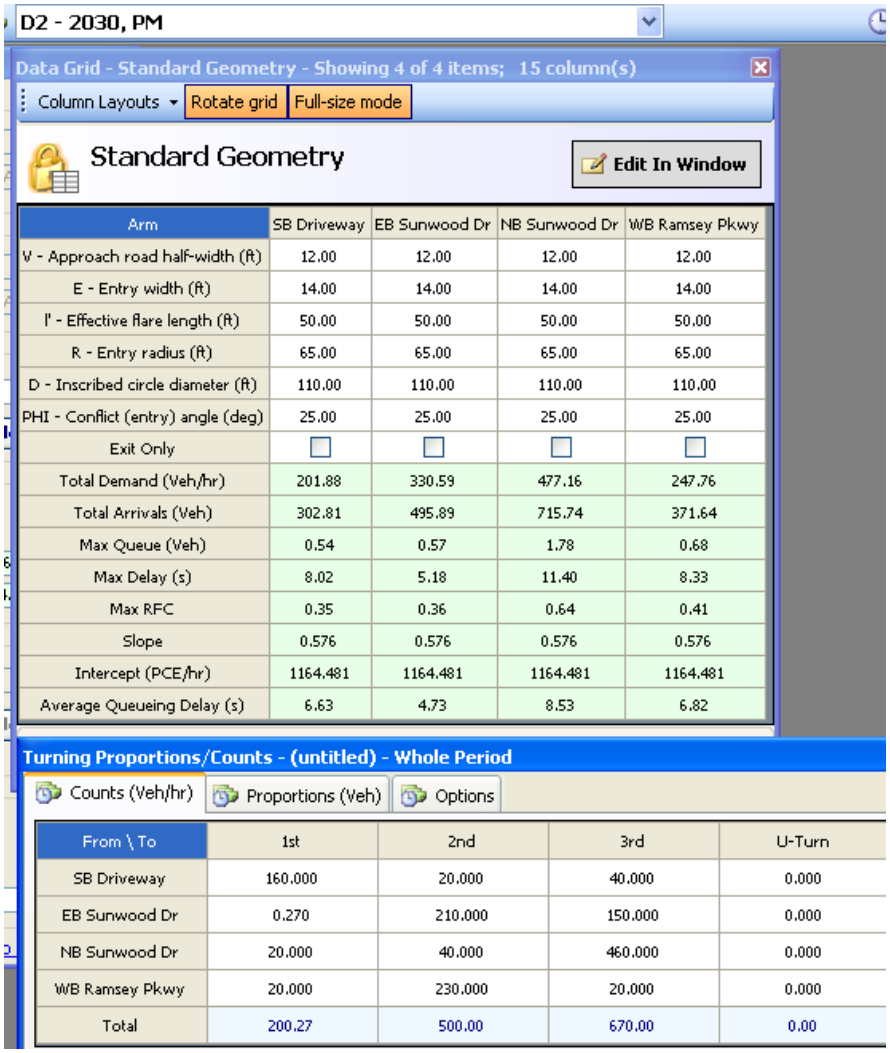
Turning Proportions/Counts - (untitled) - Whole Period

Counts (Veh/hr) | Proportions (Veh) | Options

From \ To	1st	2nd	3rd	U-Turn
SB Driveway	30.000	10.000	20.000	0.000
EB Sunwood Dr	0.100	140.000	50.000	0.000
NB Sunwood Dr	10.000	20.000	250.000	0.000
WB Ramsey Pkwy	10.000	170.000	10.000	0.000
Total	50.10	340.00	330.00	0.00

Operational Analysis

2030 – PM Peak Hour Forecasts



D2 - 2030, PM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

Standard Geometry — Edit In Window

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	201.88	330.59	477.16	247.76
Total Arrivals (Veh)	302.81	495.89	715.74	371.64
Max Queue (Veh)	0.54	0.57	1.78	0.68
Max Delay (s)	8.02	5.18	11.40	8.33
Max RFC	0.35	0.36	0.64	0.41
Slope	0.576	0.576	0.576	0.576
Intercept (PCE/hr)	1164.481	1164.481	1164.481	1164.481
Average Queueing Delay (s)	6.63	4.73	8.53	6.82

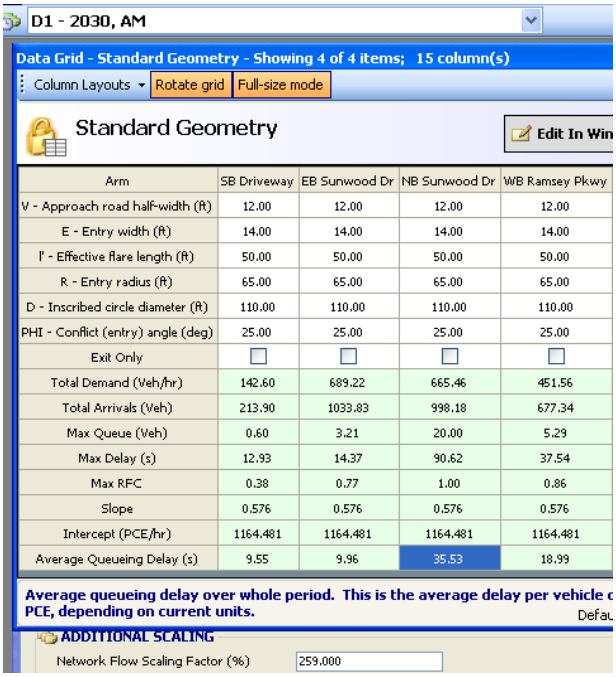
Turning Proportions/Counts - (untitled) - Whole Period

Counts (Veh/hr) | Proportions (Veh) | Options

From \ To	1st	2nd	3rd	U-Turn
SB Driveway	160.000	20.000	40.000	0.000
EB Sunwood Dr	0.270	210.000	150.000	0.000
NB Sunwood Dr	20.000	40.000	460.000	0.000
WB Ramsey Pkwy	20.000	230.000	20.000	0.000
Total	200.27	500.00	670.00	0.00

Operational Analysis

2030 – AM Peak Hour Forecasts
NB is starting to congest with a traffic increase of **159%**



D1 - 2030, AM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

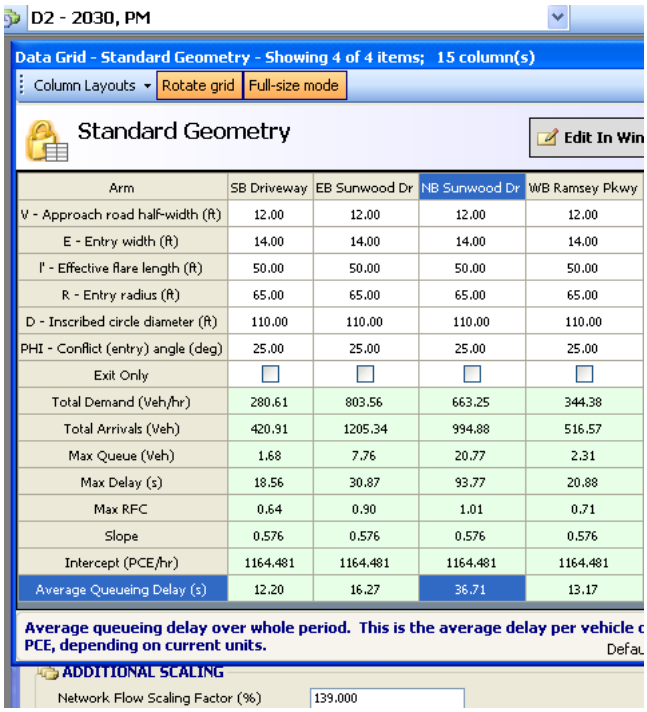
Standard Geometry — Edit In Win

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	142.60	689.22	665.46	451.56
Total Arrivals (Veh)	213.90	1033.83	998.18	677.34
Max Queue (Veh)	0.60	3.21	20.00	5.29
Max Delay (s)	12.93	14.37	90.62	37.54
Max RFC	0.38	0.77	1.00	0.86
Slope	0.576	0.576	0.576	0.576
Intercept (PCE/hr)	1164.481	1164.481	1164.481	1164.481
Average Queueing Delay (s)	9.55	9.96	35.53	18.99

Average queueing delay over whole period. This is the average delay per vehicle c
PCE, depending on current units. Defau

ADDITIONAL SCALING
Network Flow Scaling Factor (%) 259.000

2030 – AM Peak Hour Forecasts
NB is starting to congest with a traffic increase of **39%**



D2 - 2030, PM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

Standard Geometry — Edit In Win

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	280.61	803.56	663.25	344.38
Total Arrivals (Veh)	420.91	1205.34	994.88	516.57
Max Queue (Veh)	1.68	7.76	20.77	2.31
Max Delay (s)	18.56	30.87	93.77	20.88
Max RFC	0.64	0.90	1.01	0.71
Slope	0.576	0.576	0.576	0.576
Intercept (PCE/hr)	1164.481	1164.481	1164.481	1164.481
Average Queueing Delay (s)	12.20	16.27	36.71	13.17

Average queueing delay over whole period. This is the average delay per vehicle c
PCE, depending on current units. Defau

ADDITIONAL SCALING
Network Flow Scaling Factor (%) 139.000

APPENDIX B

Ramsey, Minnesota

Ramsey Parkway and Sunwood Drive

Potential Ultimate Roundabout Configuration

Operational Analysis

2030 – AM Peak Hour Forecasts

D1 - 2030, AM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

Standard Geometry — Edit In Window

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	26.00	26.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	55.06	174.44	256.93	174.35
Total Arrivals (Veh)	82.59	261.66	385.40	261.52
Max Queue (Veh)	0.08	0.23	0.27	0.18
Max Delay (s)	4.48	3.97	3.16	3.11
Max RFC	0.08	0.19	0.21	0.15
Slope	0.576	0.576	0.683	0.683
Intercept (PCE/hr)	1164.481	1164.481	1638.424	1638.424
Average Queueing Delay (s)	4.21	3.81	2.97	2.94

Turning Proportions/Counts - (untitled) - Whole Period

Counts (Veh/hr) | Proportions (Veh) | Options

From \ To	1st	2nd	3rd	U-Turn
SB Driveway	30.000	10.000	20.000	0.000
EB Sunwood Dr	0.100	140.000	50.000	0.000
NB Sunwood Dr	10.000	20.000	250.000	0.000
WB Ramsey Pkwy	10.000	170.000	10.000	0.000
Total	50.10	340.00	330.00	0.00

Operational Analysis

2030 – PM Peak Hour Forecasts

D2 - 2030, PM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

Standard Geometry — Edit In Window

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	26.00	26.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	201.88	330.59	477.16	247.76
Total Arrivals (Veh)	302.81	495.89	715.74	371.64
Max Queue (Veh)	0.54	0.57	0.78	0.36
Max Delay (s)	8.02	5.18	4.91	4.39
Max RFC	0.35	0.36	0.44	0.27
Slope	0.576	0.576	0.683	0.683
Intercept (PCE/hr)	1164.481	1164.481	1638.424	1638.424
Average Queueing Delay (s)	6.63	4.73	4.22	3.87

Turning Proportions/Counts - (untitled) - Whole Period

Counts (Veh/hr) | Proportions (Veh) | Options

From \ To	1st	2nd	3rd	U-Turn
SB Driveway	160.000	20.000	40.000	0.000
EB Sunwood Dr	0.270	210.000	150.000	0.000
NB Sunwood Dr	20.000	40.000	460.000	0.000
WB Ramsey Pkwy	20.000	230.000	20.000	0.000
Total	200.27	500.00	670.00	0.00

Operational Analysis

2030 – AM Peak Hour Forecasts
NB is starting to congest with a traffic increase of **232%**

D1 - 2030, AM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

Standard Geometry — Edit In Window

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	26.00	26.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	182.79	579.14	853.02	578.83
Total Arrivals (Veh)	274.18	868.71	1279.53	868.25
Max Queue (Veh)	5.58	1.87	11.89	5.21
Max Delay (s)	98.34	9.86	44.54	28.66
Max RFC	0.91	0.66	0.94	0.85
Slope	0.576	0.576	0.683	0.683
Intercept (PCE/hr)	1164.481	1164.481	1638.424	1638.424
Average Queueing Delay (s)	34.83	7.70	18.70	14.05

ADDITIONAL SCALING
Network Flow Scaling Factor (%) 332.000

2030 – AM Peak Hour Forecasts
SB is starting to congest with a traffic increase of **63%**

D2 - 2030, PM

Data Grid - Standard Geometry - Showing 4 of 4 items; 15 column(s)

Column Layouts | Rotate grid | Full-size mode

Standard Geometry — Edit In Window

Arm	SB Driveway	EB Sunwood Dr	NB Sunwood Dr	WB Ramsey Pkwy
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	26.00	26.00
l' - Effective flare length (ft)	50.00	50.00	50.00	50.00
R - Entry radius (ft)	65.00	65.00	65.00	65.00
D - Inscribed circle diameter (ft)	110.00	110.00	110.00	110.00
PHI - Conflict (entry) angle (deg)	25.00	25.00	25.00	25.00
Exit Only	☐	☐	☐	☐
Total Demand (Veh/hr)	329.06	538.86	777.77	403.84
Total Arrivals (Veh)	493.59	808.29	1166.66	605.77
Max Queue (Veh)	10.45	1.54	4.76	1.46
Max Delay (s)	98.71	8.68	19.17	11.05
Max RFC	0.97	0.61	0.84	0.60
Slope	0.576	0.576	0.683	0.683
Intercept (PCE/hr)	1164.481	1164.481	1638.424	1638.424
Average Queueing Delay (s)	36.23	7.02	10.88	7.60

Network Flow Scaling Factor (%) 163.000

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Appendix C: Cost Estimates

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Street Work Cost Estimates

Project: Sunwood Drive Realignment

Ramsey, MN

THE COR
RAMSEY, MINNESOTA

LANDFORM
From Site to Finish

Item No.	Item	Units	Quantity	Unit Price	Total Price
2011.601	Construction Surveying	LUMP SUM	1	$10,000.00	$10,000.00
2021.501	Mobilization	LUMP SUM	1	$50,000.00	$50,000.00
2031.501	Field Office Type-D Modified	EACH	1	$8,000.00	$8,000.00
2101.511	Clearing & Grubbing	ACRE	2	$4,000.00	$8,000.00
2104.501	Remove B618 Curb & Gutter	LF	1578	$4.00	$6,312.00
2104.509	Remove Sign Type A	EACH	2	$40.00	$80.00
2104.523	Salvage Light Standard Base	EACH	12	$3,500.00	$42,000.00
2104.505	Remove Bituminous Pavement	SY	5585	$3.00	$16,755.00
2104.513	Sawing Bituminous Pavement (Full Depth)	LF	151	$2.75	$415.25
2105.501	Common Excavation	CY	19950	$4.50	$89,775.00
2105.507	Subgrade Excavation	CY	1050	$6.00	$6,300.00
2105.526	Select Topsoil Borrow	CY	375	$16.00	$6,000.00
2123.610	Vacuum Truck and Foreman	HOUR	20	$150.00	$3,000.00
2123.610	Tractor Mounted Backhoe	HOUR	20	$110.00	$2,200.00
2123.610	Street Sweeper (With Pickup Broom)	HOUR	20	$120.00	$2,400.00
2211.503	Aggregate Base Class 5	TON	2385	$15.00	$35,775.00
2360.501	Type SP 12.5 Wearing Course Mixture (3, C)	TON	641	$65.00	$41,665.00
2360.502	Type SP 12.5 Non-Wearing Course Mixture (3, B)	TON	2141	$63.00	$134,883.00
2401.516	Raised Median Concrete (3Y46)	SF	7374	$6.00	$44,244.00
2503.601	Irrigation System	LUMP SUM	1	$9,800.00	$9,800.00
2521.501	4" Concrete Walk	SF	14217	$3.50	$49,759.50
2531.501	Concrete Curb & Gutter B612	LF	153	$10.00	$1,530.00
2531.501	Concrete Curb & Gutter B618	LF	3973	$11.40	$45,292.20
2531.501	Surmountable Curb	LF	342	$10.00	$3,420.00
2531.618	Truncated Domes	SF	200	$60.00	$12,000.00
2545.509	Lighting Unit	EACH	15	$7,500.00	$112,500.00
2563.601	Traffic Control	LUMP SUM	1	$20,000.00	$20,000.00
2564.537	Install Sign Type D	EACH	12	$175.00	$2,100.00
2571.502	Deciduous Tree 2.5" Cal B & B	EACH	27	$250.00	$6,750.00
2573.502	Silt Fence, Type Machine Sliced	LF	2500	$3.25	$8,125.00
2575.501	Seeding	ACRE	0.51	$300.00	$153.00
2575.502	Seed Mixture 250	POUND	100	$3.50	$350.00
2575.505	Sodding Type Salt Resistant	SY	3135.000	3.250	10188.750
N/A	Landscape Feature	EACH	1	$50,000.00	$50,000.00
2582.501	Pavement Message (Thru Arrow) Poly Pref - GR IN	EACH	11	$450.00	$4,950.00
2582.501	Pavement Message (Left Arrow) Poly Pref - GR IN	EACH	14	$450.00	$6,300.00
2582.501	Pavement Message (Right Arrow) Poly Pref - GR IN	EACH	8	$450.00	$3,600.00
2582.501	Pavement Message ("ONLY") Poly Pref - GR IN	EACH	6	$450.00	$2,700.00
2582.502	4" Double Solid Line, Yellow Epoxy	LF	1231	$0.70	$861.70
2582.502	4" Solid Line, White Epoxy	LF	1758	$0.35	$615.30
2582.502	4" Solid Line, Yellow Epoxy	LF	294	$0.35	$102.90
2582.502	4" Broken Line, White Epoxy	LF	574	$0.30	$172.20
2582.502	24" Stop Line, White Epoxy	LF	100	$7.00	$700.00
2582.503	Crosswalk Marking - Epoxy	SF	900	$6.00	$5,400.00
					$865,174.80

10% Contingency:	$86,517.48
Subtotal:	**$951,692.28**

21% Indirect Costs:	$199,855.38
Street Work Estimated Cost:	**$1,151,547.66**

Watermain Cost Estimates

Project: Sunwood Drive Realignment

Ramsey, MN

Item No.	Item	Units	Quantity	Unit Price	Total Price
2504.602	6" Gate Valve & Box	EACH	5	$1,200.00	$6,000.00
2504.602	12" Gate Valve & Box	EACH	3	$2,500.00	$7,500.00
2504.602	Hydrant	EACH	3	$3,300.00	$9,900.00
2504.603	6" DI Watermain, Class 52	LF	90	$45.00	$4,050.00
2506.501	12" DI Watermain, Class 52	LF	1400	$50.00	$70,000.00
2504.602	Connect To Existing Watermain	EACH	1	$850.00	$850.00
					$98,300.00

10% Contingency:	$9,830.00
Subtotal:	**$108,130.00**

21% Indirect Costs:	$22,707.30
Watermain Estimated Cost:	**$130,837.30**

Storm Sewer Cost Estimates

Project: Sunwood Drive Realignment

Ramsey, MN

Item No.	Item	Units	Quantity	Unit Price	Total Price
2104.509	Remove Storm Sewer Structure	EACH	1	$500.00	$500.00
2503.541	15" RC Pipe Sewer DES 3006 CL V	LF	274	$27.00	$7,398.00
2503.541	18" RC Pipe Sewer DES 3006 CL III	LF	287	$28.00	$8,036.00
2503.541	21" RC Pipe Sewer DES 3006 CL III	LF	184	$32.00	$5,888.00
2503.541	24" RC Pipe Sewer DES 3006 CL III	LF	30	$38.00	$1,140.00
2503.541	27" RC Pipe Sewer DES 3006 CL III	LF	231	$45.00	$10,395.00
2503.602	Connect To Existing Storm Sewer	EACH	1	$500.00	$500.00
2506.501	48" Diameter Catch Basin Neenah Casting R-3067	EACH	10	$1,500.00	$15,000.00
2506.501	Catch Basin Neenah Casting R-3067 - Special	EACH	1	$12,000.00	$12,000.00
2573.530	Storm Drain Inlet Protection Type C	EACH	12	$350.00	$4,200.00
					$65,057.00

10% Contingency:	$6,505.70
Subtotal:	**$71,562.70**

21% Indirect Costs:	$15,028.17
Storm Sewer Estimated Cost:	**$86,590.87**

Summary	Total Price
Street Work Estimated Cost:	$1,151,547.66
Watermain Estimated Cost:	$130,837.30
Storm Sewer Estimated Cost:	$86,590.87
Total Estimated Cost:	**$1,368,975.83**

FEASIBILITY REPORT

ARMSTRONG BOULEVARD AND RELOCATED SUNWOOD DRIVE INTERSECTION IMPROVEMENTS CITY OF RAMSEY, MINNESOTA

December 8, 2011

PREPARED BY

WSB & Associates, Inc.
701 Xenia Avenue South, Suite 300
Minneapolis, MN 55416

CERTIFICATION

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.

Anthony Heppelmann, PE

Date: December 8, 2011 Lic. No.

Quality Assurance/Quality Control

Derek Schmidt, PE

Date: December 8, 2011 Lic. No.

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY

This project has been entitled the Armstrong Boulevard and Relocated Sunwood Drive Intersection improvements. This project was initiated to accommodate the relocation of Sunwood Drive which is required by the recommended plan for the improvement of the intersection of TH 10 and Armstrong Boulevard to a grade separated interchange including a grade separation of Armstrong Boulevard over the BNSF railroad. The project proposes the following improvements:

1.1 Street and Intersection Reconstruction

It is proposed to reconstruct Armstrong Boulevard to a four-lane divided roadway with one left-turn and one right-turn lane in the northbound direction and one left-turn and one right-turn lane in the southbound direction. The total project length on Armstrong Boulevard is approximately 1100 feet. The project would also reconstruct approximately 350 feet of 147th Avenue west of Armstrong Boulevard in order to realign 147th Avenue with the relocated Sunwood Drive. It is proposed that the intersection of relocated Sunwood Drive and Armstrong Boulevard would be signalized. The proposed project is shown in ***Figure 2*** in ***Appendix A*** of this report. The improvements are consistent with the long-term interchange layout for the TH 10 and Armstrong Boulevard intersection. The preferred TH 10 and Armstrong Boulevard interchange layout is shown in ***Figure 3*** in ***Appendix A*** of this report.

1.2 Storm Sewer Improvements

Storm sewer improvements are proposed to carry the runoff from the reconstructed roadway to an existing storm water pond located on the east side of Armstrong Boulevard north of the relocated Sunwood Drive.

1.3 Trail Construction

An 8-foot trail on the east of Armstrong Boulevard between the relocated Sunwood Drive and Bunker Lake Road is proposed. This trail would tie into trails on Bunker Lake Boulevard and on the west side of Armstrong Boulevard north of Bunker Lake Boulevard. It would also connect to a new trail on relocated Sunwood Drive.

1.4 Sanitary Sewer Adjustments

The project will require the adjustment of three sanitary sewer manholes to accommodate the raised grade on Armstrong Boulevard

1.5 Water Main Extension

It is proposed to extend the 12-inch water main at relocated Sunwood Drive from the east side of Armstrong Boulevard to the west side of Armstrong Boulevard and continue the water main to the end of construction on 147th Avenue.

The total estimated project cost is approximately $1.725 million dollars. Funding for the project will be determined for the final feasibility study.

It is proposed that the project be constructed in 2012.

2. INTRODUCTION

2.1 Authorization

The City Council of Ramsey, Minnesota at its July 26, 2011, meeting authorized the preparation of a feasibility report for the improvement of the intersection of Armstrong Boulevard and a realigned Sunwood Drive.

2.2 Scope

This feasibility study covers the segment of Armstrong Boulevard from 150 feet south of 146th Avenue NW (existing Sunwood Drive intersection with Armstrong Boulevard) to 450 feet south of Bunker Lake Boulevard. The total length of the project on Armstrong Boulevard is approximately 1100 feet. Also included in the project is approximately 350 feet of 147th Avenue to the west of Armstrong Boulevard. The proposed project consists of widening Armstrong Boulevard to a four-lane divided roadway with right- and left-turn lanes through the intersection with the realigned Sunwood Drive. The proposed project would also realign and widen 147th Avenue to match the realigned Sunwood Drive. The Sunwood Drive realignment is being developed as a separate project. However, the design of the two projects is being coordinated.

2.3 Data Available

In preparing this report, all or portions of the following sources of information were utilized.

- Mapping from the Armstrong Boulevard and Bunker Lake Boulevard Project
- Survey from the Armstrong Boulevard and Bunker Lake Boulevard Project
- Geotechnical Data from the Armstrong Boulevard and Bunker Lake Boulevard Project
- Bunker Lake Boulevard and Armstrong Boulevard Record Drawings
- TH 10 and CSAH 83 Interchange Layout
- Armstrong Boulevard and Bunker Lake Boulevard Storm Water Plans
- Armstrong Boulevard and Bunker Lake Boulevard Sanitary Sewer Plans
- Armstrong Boulevard and Bunker Lake Boulevard Water Main Plans

2.4 Project Location

The project is located at the intersection of 147th Avenue and Armstrong Boulevard in the City of Ramsey, Minnesota. The project location is shown on ***Figure 1*** in the ***Appendix A*** of this report.

2.5 Project History

This project was initiated to accommodate the relocation of Sunwood Drive which is required by the recommended plan for the improvement of the intersection of TH 10 and Armstrong Boulevard to a grade separated interchange including a grade separation of Armstrong Boulevard over the BNSF railroad. The City of Ramsey and Anoka County have recognized the need to upgrade Armstrong Boulevard from the intersection with TH 10 to north of Bunker Lake Boulevard in order to serve traffic from future development

of the COR . A preferred plan for this interchange has been identified by the study participants and a layout has been submitted to MnDOT for staff approval. See ***Figure 3*** in ***Appendix A*** of this report. A draft Federal Environmental Assessment is also being prepared to allow the use of federal funds for the interchange improvements if they should become available. A complete funding package has not yet been identified for the interchange at TH 10 and Armstrong Boulevard.

The preferred plan for the Armstrong Boulevard and TH 10 Interchange will require the relocation of Sunwood Drive at Armstrong Boulevard because of the future grade difference between the future Armstrong Boulevard and the existing Sunwood Drive. The proposed new location for the intersection of Sunwood Drive and Armstrong Boulevard is across from 147th Avenue at the approximate location of the previously proposed Ramsey Parkway. The relocation of Sunwood Drive is being undertaken as a separate project. The purpose of the Armstrong Boulevard improvements is to construct the intersection of Armstrong Boulevard and relocated Sunwood Drive in its future location and configuration consistent with the preferred interchange design for TH 10 and Armstrong Boulevard.

The intersection of Armstrong Boulevard and Bunker Lake Boulevard was improved to a four-lane divided with right- and left-turn lanes in 2011, consistent with the long-term plans for this area. This project would continue the improvements on Armstrong Boulevard to the south through the intersection with the relocated Sunwood Drive. The vertical and horizontal alignment as well as the through and turn lanes on Armstrong Boulevard will be constructed in their future permanent location and configuration through the Sunwood Drive intersection. That is, the Sunwood and Armstrong Boulevard intersection will be constructed so that additional reconstruction in the intersection is not required when the TH 10 and Armstrong Boulevard interchange is constructed.

3. EXISTING CONDITIONS

3.1 Street

The affected area of Armstrong Boulevard is currently a two-lane rural roadway with drainage ditches on both sides of the roadway. The project includes the southerly transition area on Armstrong Boulevard from the previous project at Armstrong Boulevard and Bunker Lake Boulevard. 147th Avenue is currently a 40-foot city street with curb and gutter.

There is currently no street to the east of Armstrong Boulevard at 147th Avenue where the relocated Sunwood Drive is proposed.

3.2 Trail

There is an existing trail on the east side of Armstrong Boulevard extending from Bunker Lake Boulevard to the north to Alpine Drive. There is also a trail along the north side of Bunker Lake Boulevard east and west of Armstrong Boulevard. There is currently not a trail along Armstrong Boulevard within the project limits.

3.3 Storm Sewer

A storm water pond was constructed on the east side of Armstrong Boulevard south of Bunker Lake Boulevard to handle storm water runoff from Armstrong Boulevard and adjacent parcels. This storm water pond was sized to handle additional storm water runoff from a four lane Armstrong Boulevard between existing Sunwood Drive and Bunker Lake Boulevard.

3.4 Sanitary Sewer

A 24-inch sanitary sewer main was constructed on the west side of Armstrong Boulevard between the existing Sunwood Drive and the Ramsey Fire station as part of the Armstrong Boulevard and Bunker Lake Boulevard intersection reconstruction. See ***Figure 4*** in ***Appendix A***.

3.5 Water Main

There is no water main located in the Armstrong Boulevard right-of-way within the project limits. A 24-inch water main was extended to the south side of Bunker Lake Boulevard on the east side of Armstrong Boulevard as part of the Bunker Lake Boulevard and Armstrong Boulevard project consistent with the Cities Comprehensive Water plan. See ***Figure 4*** in ***Appendix A***.

3.6 Private Utilities

There is gas, telephone, and electric utilities located in the Armstrong Boulevard right-of-way within the project limits. These utilities were all relocated to the east side of Armstrong Boulevard north of 147th Avenue for the Armstrong Boulevard and Bunker Lake Boulevard intersection improvements. See ***Figure 5*** in ***Appendix A***.

3.7 Right-of-way

The existing right-of-way width on Armstrong Boulevard within the project limits is 120 feet south of 147th Avenue and 130 feet north of 147th Avenue.

4. PROPOSED IMPROVEMENTS

4.1 Street

It is proposed to reconstruct Armstrong Boulevard to a four lane divided roadway with one left-turn and one right-turn lane in the northbound direction and one left-turn and one right-turn lane in the southbound direction. See ***Figure 2*** in ***Appendix A***. All lanes would be 12 feet in width with a 1.5 foot curb and gutter on the inside median and a 2-foot curb and gutter on the outside lanes. See ***Figure 7*** for existing and proposed cross sections. At the north end, the project will match into the recently reconstructed section of Armstrong Boulevard. The improvements are consistent with the long term interchange layout for the TH 10 and Armstrong Boulevard intersection. The project would also reconstruct approximately 350 feet of 147th Avenue west of Armstrong Boulevard in order to realign 147th Avenue with the relocated Sunwood Drive.

4.2 Trail

An eight (8) foot trail will be constructed on the east side of Armstrong Boulevard starting at the relocated Sunwood Drive and extending north to the intersection of Armstrong Boulevard and Bunker Lake Boulevard. See ***Figure 2*** in ***Appendix A***.

4.3 Storm Sewer

Most of the drainage from Armstrong Boulevard and 147th Avenue will be picked up and carried to the recently constructed pond on the east side of Armstrong Boulevard and south of Bunker Lake Boulevard. The proposed Armstrong Boulevard will have curb and gutter on both sides of Armstrong Boulevard to approximately 25 feet south of the intersection with 147th Avenue. South of this point will be temporary construction with a rural section. The storm water runoff from the urban section will be picked up by a line of catch basins just south of the 147th Avenue and Armstrong Boulevard intersection and a second line of catch basins near the tie in point with the Armstrong Boulevard and Bunker Lake Boulevard project (approximately station 40+25). The drainage from the temporary rural section of Armstrong Boulevard south of 147th Avenue will be picked up in ditches and carried to the drainage system at 147th Avenue. Water from 147th Avenue will be picked up at the intersection and by catch basins located at the westerly terminus of the 147th Avenue reconstruction. There is a small section at the southerly terminus of the Armstrong improvements that will drain to the existing pond by Coborn's as it does today. See ***Figure 6*** in ***Appendix A***.

4.4 Sanitary Sewer

The existing sanitary sewer along Armstrong Boulevard will remain in place. Additional fill will be placed over the existing sanitary sewer line on Armstrong Boulevard to accommodate the raised grade needed on Armstrong Boulevard. The inplace sanitary sewer pipe is designed to handle the additional fill from this interim project. However, it is likely that some modification of the sanitary sewer line near 146th Avenue will be required with the future interchange project. The extent of the modifications will depend on whether a right-turn lane to old Sunwood Drive is provided from the interchange. The least costly option would be to relocate the southerly 300 feet of this line to the east side of the road in the future when the interchange is built. There are currently three man

holes to the sanitary sewer line within the project limits that will have to be adjusted to accommodate the change in grade on Armstrong Boulevard.

4.5 Water main

A 12-inch water main crossing of Armstrong Boulevard is proposed at Sunwood Drive and 147th Avenue to provide future water service to the west side of Armstrong Boulevard. This 12-inch water main would be extended to the west end of the proposed construction on 147th Avenue.

4.6 Private Utilities

In general, the private utilities can remain in their existing location. Some minor adjustments may be required to accommodate the storm sewer and water main installations.

4.7 Right-of-way

Permanent right-of-way or easement will be required from five different parcels as shown on ***Figure 8*** in ***Appendix A***. The City of Ramsey currently owns the property on the east side of Armstrong Boulevard where right-of-way is needed. The acquisition of the land on the west side of Armstrong Boulevard and south of 147th Avenue is addressed in the feasibility study for the relocated Sunwood Drive. Permanent easements are required from two properties north of 147th Avenue. In addition a temporary easement is required from the parcel adjacent to 147th Avenue to reconstruct the driveway. The estimated cost of these permanent and temporary easements based on the costs from the Bunker Lake Boulevard and Armstrong Boulevard project is $ssss .

4.8 Permits and Approvals

The following permits and approvals will be needed for this project:

- NPDES Permit
- Lower Rum River WMO Permit
- Anoka County Plan Approval
- State Aid Plan Approval
- Department of Health Permit for Water Main

5. FINANCING

5.1 Opinion of Probable Cost

A detailed breakdown of the Cost Opinion for the proposed project is included in ***Appendix B*** of this report. The opinion of cost is based on estimated prices and incorporates the construction cost experience for the Armstrong Boulevard and Bunker Lake Boulevard project in 2011. The opinion of probable cost includes a 10% contingency and administrative costs of 21% for engineering, legal, financing, and other administrative costs. The project costs are summarized below.

Armstrong Boulevard and Sunwood Drive
City of Ramsey, Minnesota
Opinion of Probable Cost

Street/Intersection Improvements	$1,460,038
Trail	$ 14,128
Storm Sewer Improvements	$ 168,484
Water Main	$ 107,066
Total Proposed Improvements	**$1,749,715**

The above costs do not include the cost of right-of-way acquisition.

5.2 Temporary versus Permanent Construction

All construction from 25 feet south of relocated Sunwood Drive to the north project limits would be permanent construction. This would include all of the trail and storm sewer improvements and most of the street/intersection improvements. The only temporary construction anticipated with this project is the pavement, signing and striping in the transition area south of Sunwood Drive. The additional fill needed south of relocated Sunwood Drive is fill that would be needed for the Interchange project in the future.

5.3 Funding

The funding plan for the project will be provided as part of the final feasibility study.

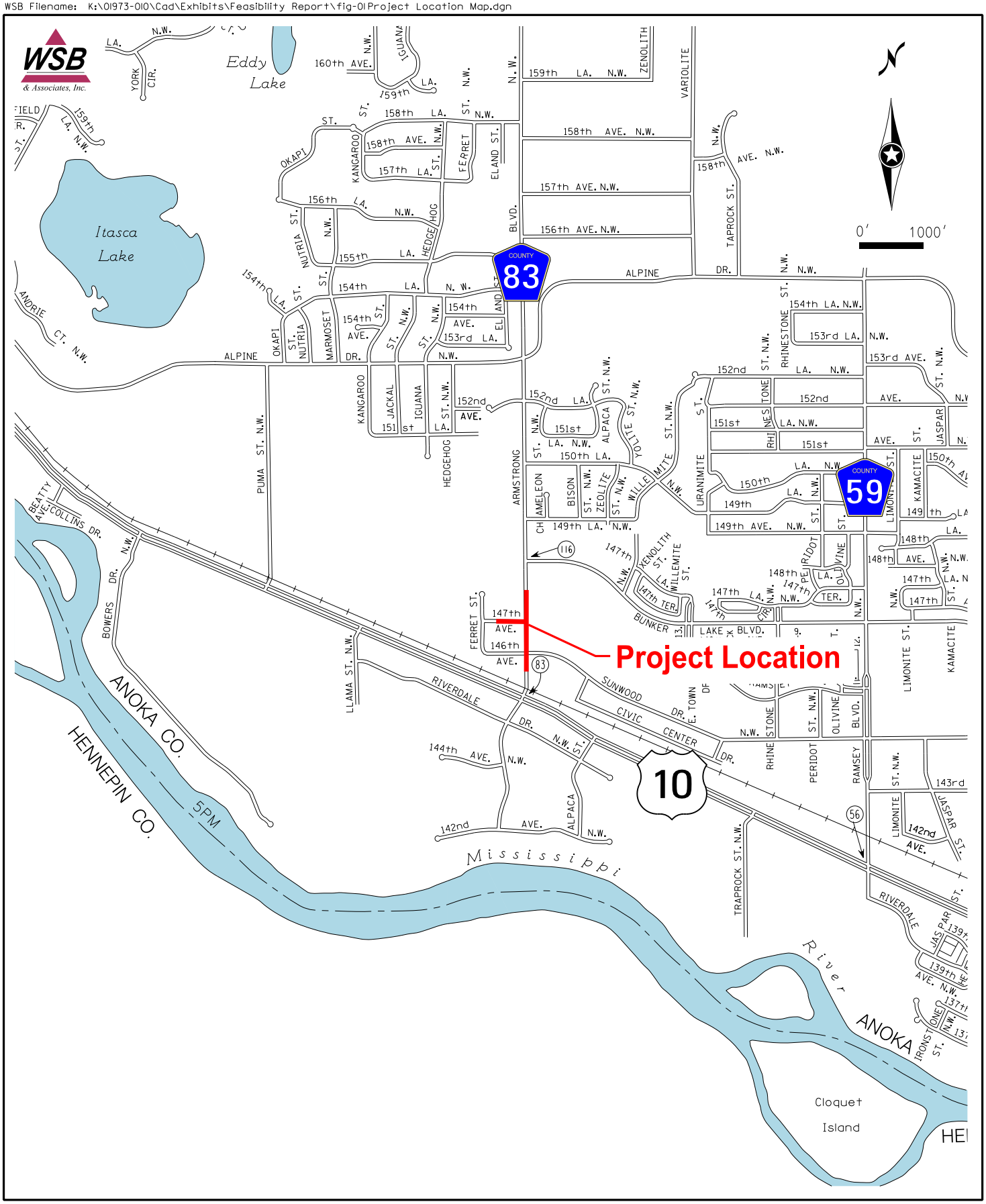
6. PROJECT SCHEDULE

Task	Completion Date
Order Feasibility Study	July 26th, 2011
Accept Feasibility Study and Order Plans and Specifications	January 10, 2012
Approve Plans, Specifications and Order Advertisement for Bids	April, 2012
Receive Bids	May, 2012
Begin Construction	June, 2012
Substantial Completion	September, 2012
Final Completion	November, 2012

7. FEASIBILITY AND RECOMMENDATION

Based on our analysis and the data presented, the proposed project is feasible as a permanent improvement that will not require reconstruction when the interchange at TH 10 and Armstrong Boulevard is constructed.

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-01Project Location Map.dgn



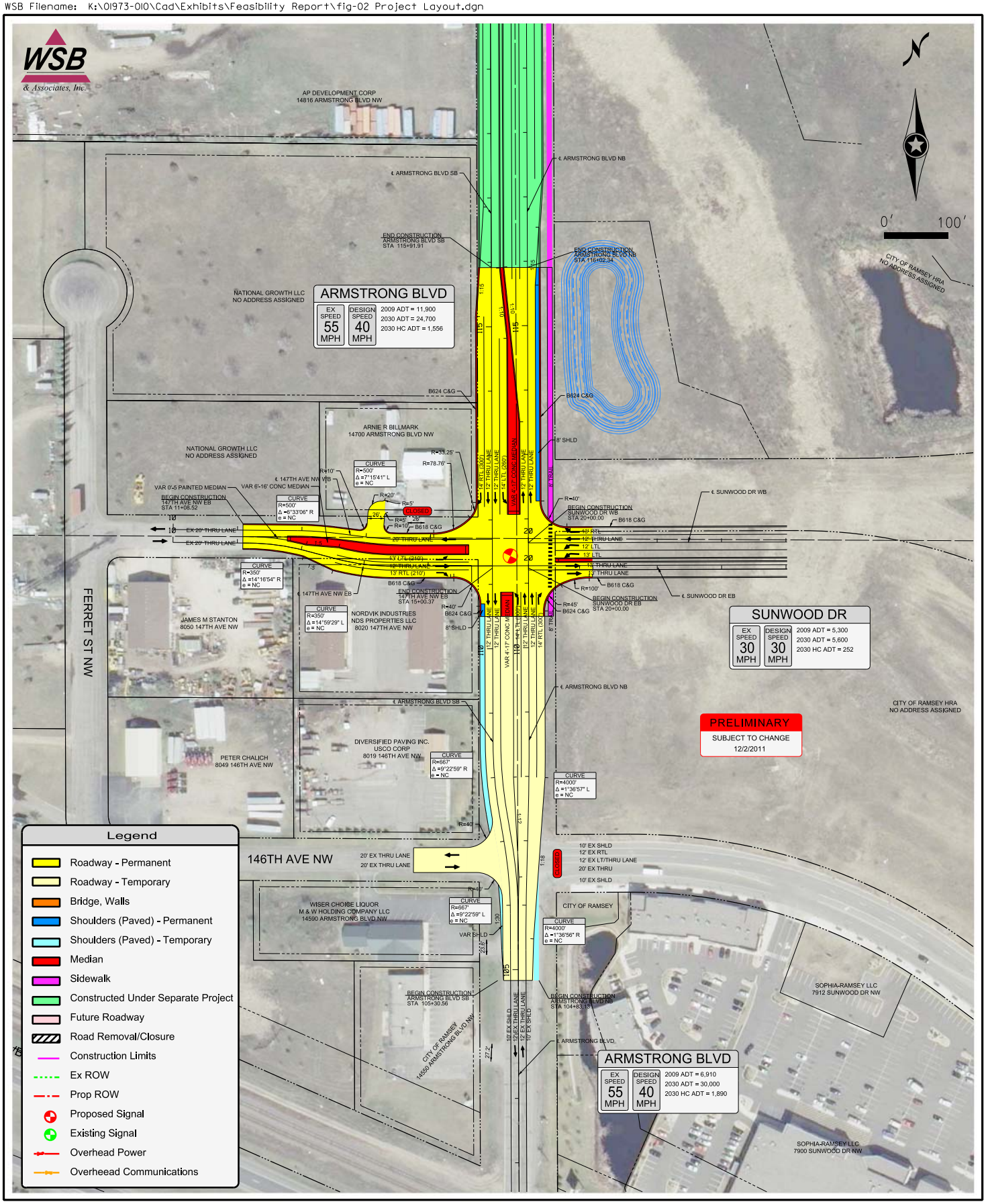
Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Project Location Map

Figure 1

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-02 Project Layout.dgn



Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Project Layout

Figure 2

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-03 Interchange Layout.dgn

WSB & Associates, Inc.

83

147th Avenue

146th Avenue

Bunker Lake Blvd

Sunwood Drive NE

Civic Center Parkway

BNSF Railway

10

Liama Street NW

R6

Riverdale Drive NW

Armstrong Blvd NW

Alpaca St NW

R10

Traprock Street

0 250 ft 500 ft

LEGEND

- Roadway
- Bridge, Walls
- Shoulders (Paved)
- Median
- Sidewalk
- Constructed Under Separate Project

City of RAMSEY

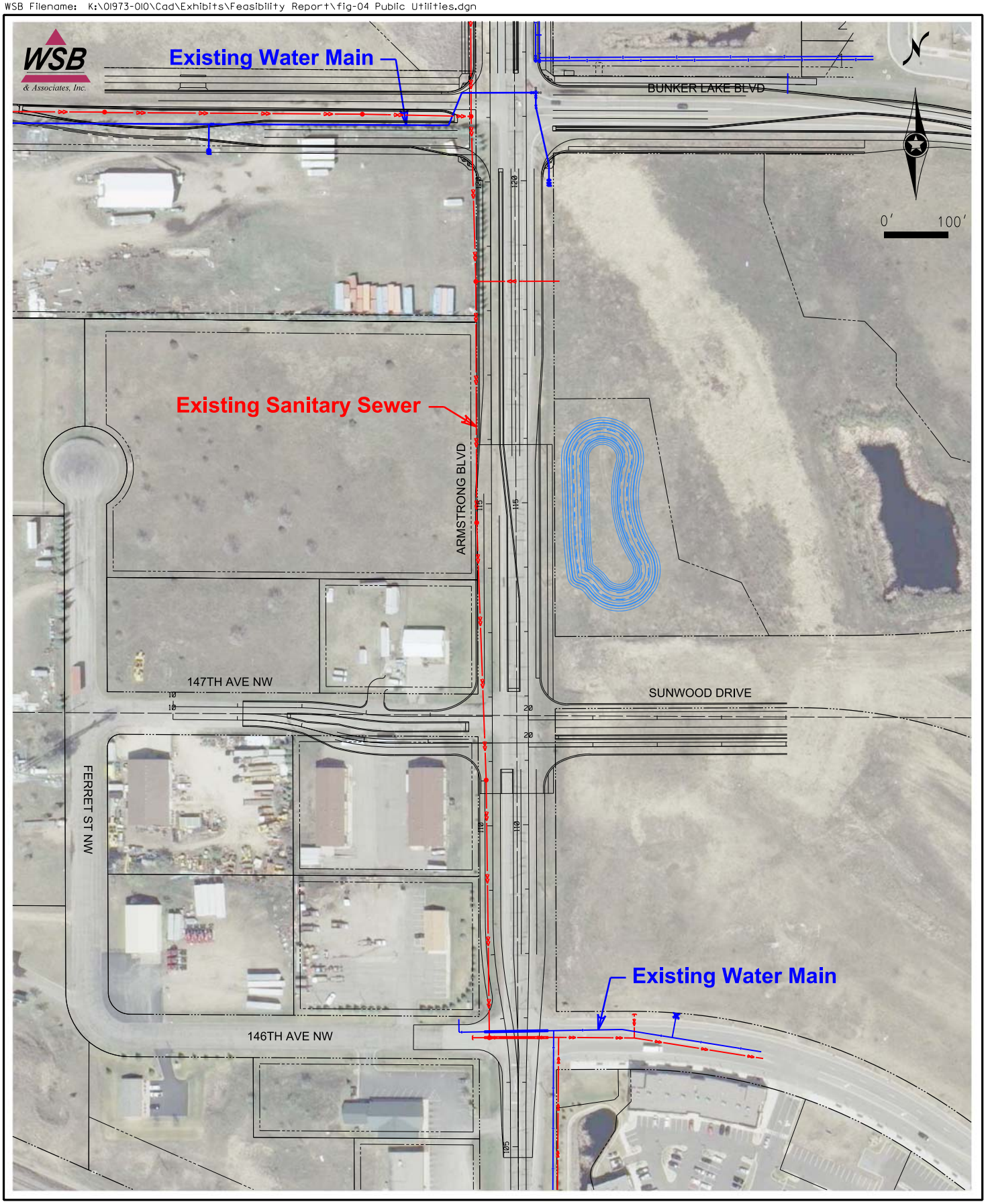
Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Interchange Layout

Figure 3

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-04 Public Utilities.dgn



City of RAMSEY

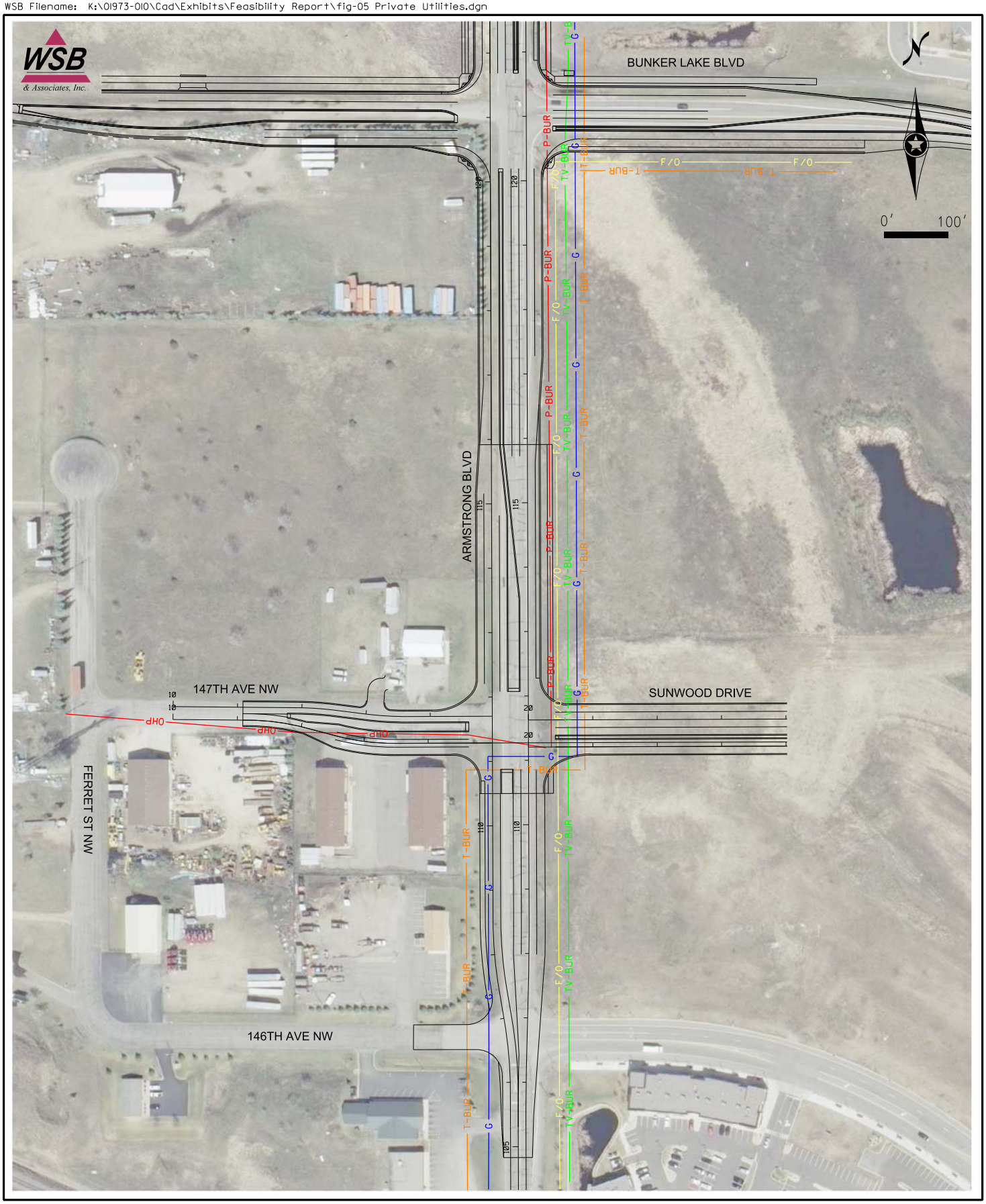
Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Public Utilities

Figure 4

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-05 Private Utilities.dgn



City of RAMSEY

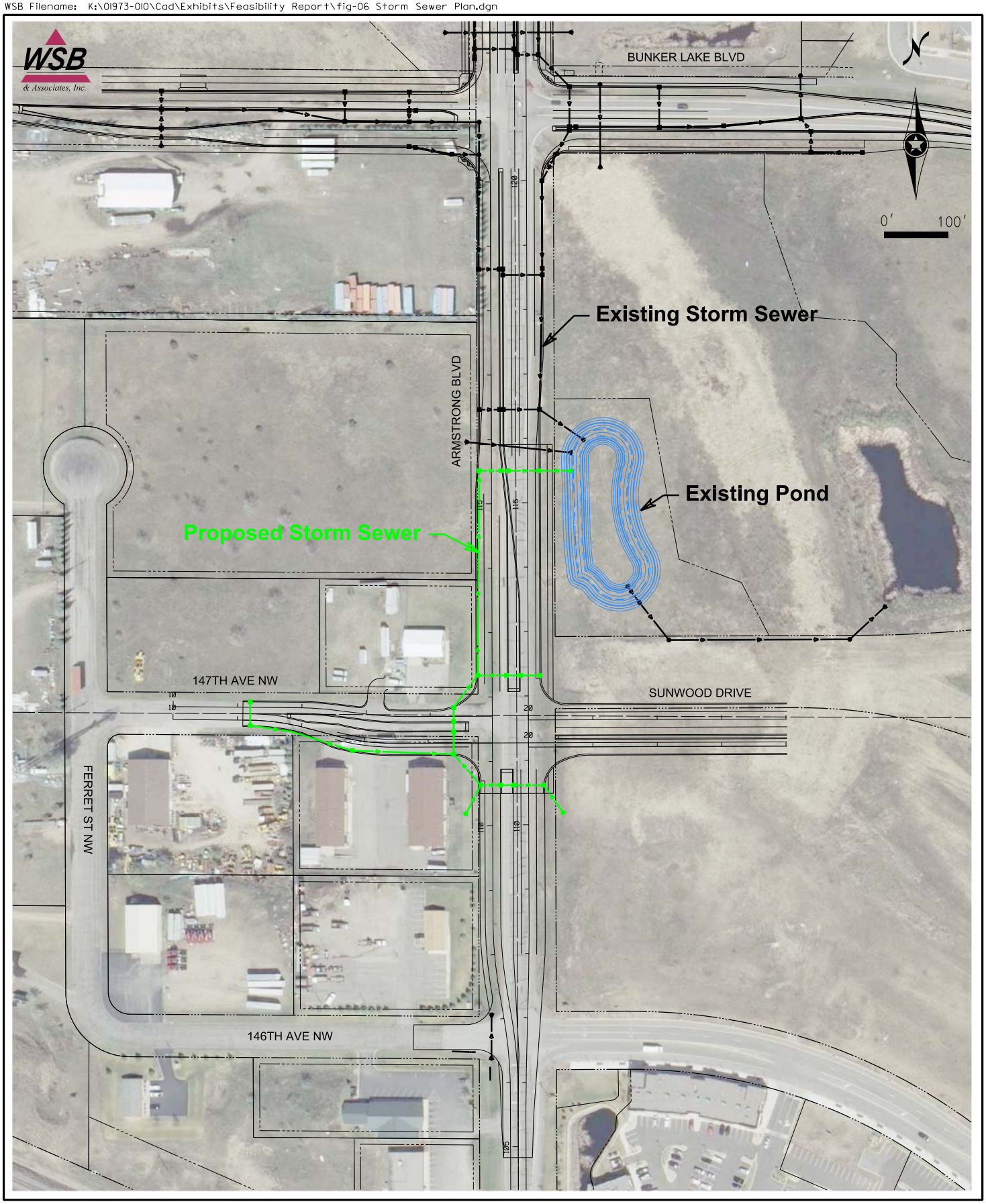
Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Private Utilities

Figure 5

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-06 Storm Sewer Plan.dgn

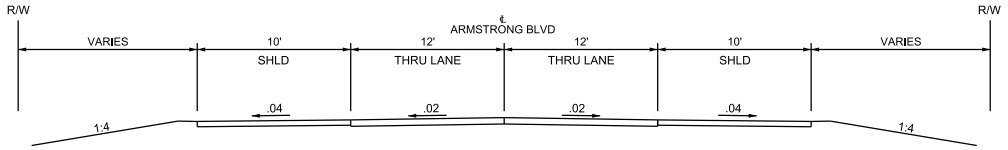


City of RAMSEY

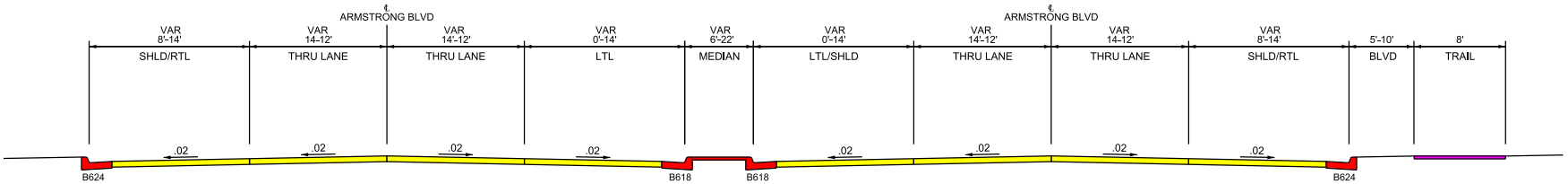
Armstrong Blvd at Sunwood Drive
City of Ramsey, Minnesota

Storm Sewer Plan
Figure 6

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-07 Typical Sections.dgn



Existing Armstrong Blvd



Proposed Armstrong Blvd

City of RAMSEY

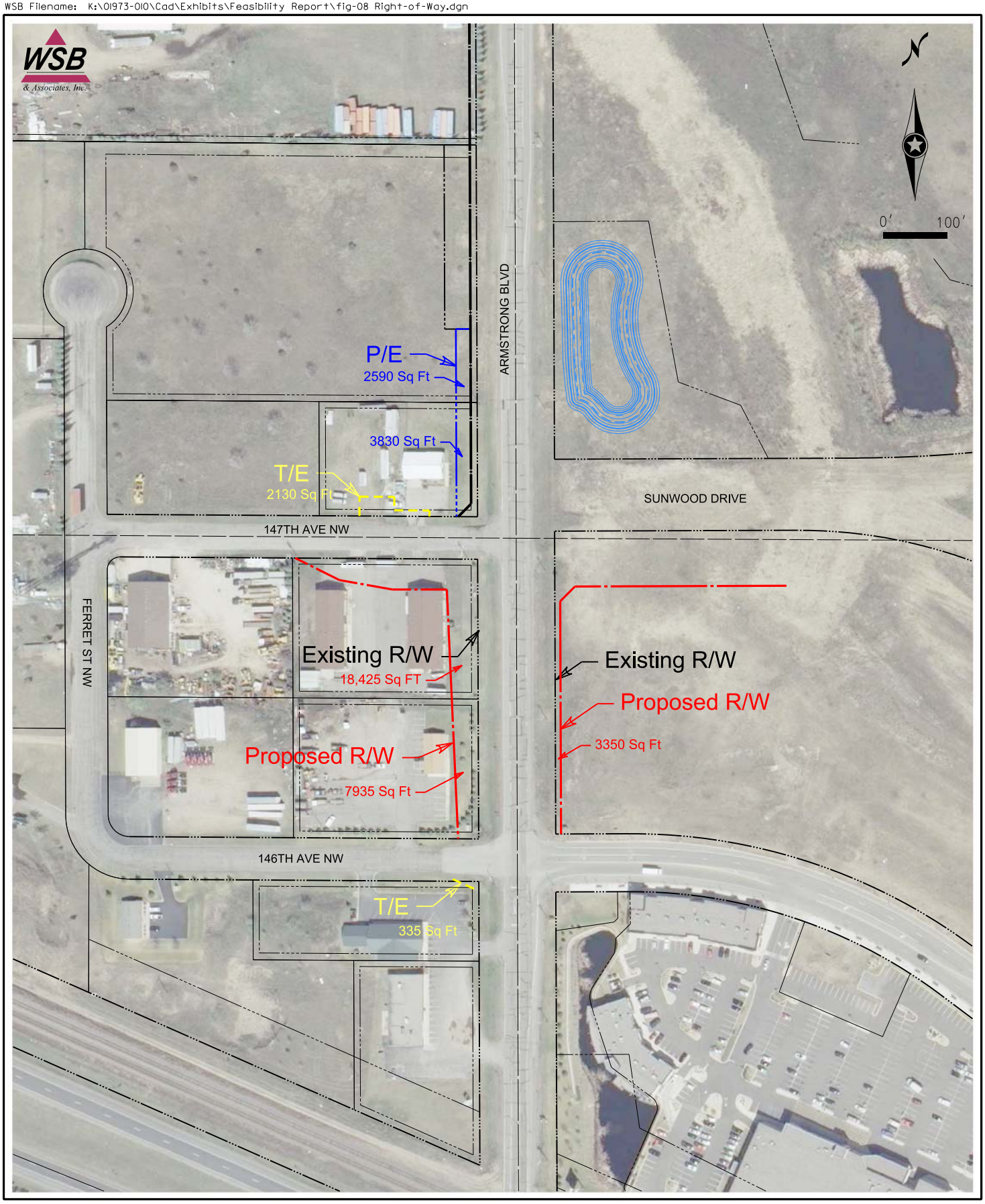
Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Typical Sections

Figure 7

Date Printed: 12/2/2011
WSB Filename: K:\01973-010\Cad\Exhibits\Feasibility Report\fig-08 Right-of-Way.dgn



City of RAMSEY

Armstrong Blvd at Sunwood Drive

City of Ramsey, Minnesota

Right-of-Way Map

Figure 8

OPINION OF PROBABLE COST
CSAH 83 (ARMSTRONG BLVD) AT SUNWOOD DR

WSB Project: CSAH 83 at Sunwood Dr

Project Location: Ramsey, MN

WSB Project No: 01973-010

ITEM NUMBER	DESCRIPTION	UNIT	Unit Price	PROJECT TOTAL ESTIMATED QUANTITY	PROJECT TOTAL Estimated Cost
	Surface Improvements				
2021.501	MOBILIZATION	LUMP SUM	$75,000.00	1	$75,000.00
2031.501	FIELD OFFICE TYPE D-MODIFIED	EACH	$16,000.00	1	$16,000.00
2104.501	REMOVE SEWER PIPE (STORM)	LIN FT	$8.00	200	$1,600.00
2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	$3.00	5150	$15,450.00
2104.509	REMOVE SIGN TYPE C	EACH	$40.00	16	$640.00
2104.513	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	$2.75	345	$948.75
2105.522	SELECT GRANULAR BORROW (CV)	CU YD	$11.60	5123	$59,426.80
2105.526	SELECT TOPSOIL BORROW (LV)	CU YD	$16.00	931	$14,896.00
2106.607	EXCAVATION - COMMON (P)	CU YD	$4.50	2612	$11,754.00
2106.607	EXCAVATION - SUBGRADE (P)	CU YD	$6.00	5123	$30,738.00
2106.607	COMMON EMBANKMENT (CV) (P)	CU YD	$4.50	18080	$81,360.00
2123.610	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	$120.00	40	$4,800.00
2130.501	WATER	M GALLONS	$26.00	100	$2,600.00
2211.503	AGGREGATE BASE (CV) CLASS 5	CU YD	$22.00	2907	$63,954.00
2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	TON	$65.00	2255	$146,575.00
2360.502	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B)	TON	$63.00	1510	$95,130.00
2521.501	4" CONCRETE WALK	SQ FT	$3.50	8335	$29,172.50
2531.501	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	$11.40	645	$7,353.00
2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	$14.00	1075	$15,050.00
2531.618	TRUNCATED DOMES	SQ FT	$60.00	32	$1,920.00
2545.509	Lighting	LUMP SUM	$10,000.00	1	$10,000.00
2563.601	TRAFFIC CONTROL	LUMP SUM	$75,000.00	1	$75,000.00
2564.531	SIGN PANELS TYPE C	SQ FT	$40.00	156.5	$6,260.00
2564.537	INSTALL SIGN TYPE SPECIAL	EACH	$130.00	2	$260.00
2565.511	TRAFFIC CONTROL SIGNAL SYSTEM A	SIG SYS	$275,000.00	1	$275,000.00
2565.601	EMERGENCY VEHICLE PREEMPTION SYS A	LUMP SUM	$5,200.00	1	$5,200.00
2565.601	TRAFFIC CONTROL INTERCONNECTION	LUMP SUM	$12,000.00	1	$12,000.00
2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	$2.00	7206.1	$14,412.20
2575.501	SEEDING	ACRE	$300.00	1.49	$447.00
2575.505	SODDING TYPE LAWN	SQ YD	$2.66	920	$2,447.20
2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	$2.00	3581.6	$7,163.20
2582.501	PAVT MSSG (LT ARROW) POLY PREF-GR IN	EACH	$450.00	8	$3,600.00
2582.501	PAVT MSSG (RT ARROW) POLY PREF-GR IN	EACH	$450.00	7	$3,150.00
2582.502	4" SOLID LINE WHITE-EPOXY	LIN FT	$0.35	2745	$960.75
2582.502	4" BROKEN LINE WHITE-EPOXY	LIN FT	$0.30	420	$126.00
2582.502	24" STOP LINE WHITE-EPOXY	LIN FT	$7.00	195	$1,365.00
2582.502	4" DOUBLE SOLID LINE YELLOW-EPOXY	LIN FT	$0.70	855	$598.50
2582.503	CROSSWALK MARKING- POLY PREFORM (GR IN)	SQ FT	$15.00	306	$4,590.00
	Total Street Improvements				**$1,096,947.90**
	plus 10% Contingencies				$109,694.79
	Total Street Improvement Construction Cost				**$1,206,642.69**
	plus 21%Admin, Legal Etc				$253,394.96
	Total Street Improvement Cost				**$1,460,037.65**

OPINION OF PROBABLE COST
CSAH 83 (ARMSTRONG BLVD) AT SUNWOOD DR

WSB Project: CSAH 83 at Sunwood Dr

Project Location: Ramsey, MN

WSB Project No: 01973-010

ITEM NUMBER	DESCRIPTION	UNIT	Unit Price	PROJECT TOTAL ESTIMATED QUANTITY	PROJECT TOTAL Estimated Cost
	Trail Improvements				
2521.501	**4" CONCRETE WALK**	**SQ FT**	**$3.25**	**3266**	**$10,614.50**
	plus 10% Contingencies				$1,061.45
	Total Trail Improvement Construction Cost				**$11,675.95**
	plus 21%Admin, Legal Etc				$2,451.95
	Total Trail Improvement Cost				**$14,127.90**

OPINION OF PROBABLE COST
CSAH 83 (ARMSTRONG BLVD) AT SUNWOOD DR

WSB Project: CSAH 83 at Sunwood Dr

Project Location: Ramsey, MN

WSB Project No: 01973-010

ITEM NUMBER	DESCRIPTION	UNIT	Unit Price	PROJECT TOTAL ESTIMATED QUANTITY	PROJECT TOTAL Estimated Cost
	Storm Sewer Improvements				
2501.515	24" RC PIPE APRON	EACH	$625.00	3	$1,875.00
2501.602	TRASH GUARD FOR 24" PIPE APRON	EACH	$350.00	3	$1,050.00
2503.541	15" RC PIPE SEWER DESIGN 3006 CL V	LIN FT	$27.00	564	$15,228.00
2503.541	18" RC PIPE SEWER DESIGN 3006 CL III	LIN FT	$28.00	297	$8,316.00
2503.541	21" RC PIPE SEWER DESIGN 3006 CL III	LIN FT	$32.00	188	$6,016.00
2503.541	24" RC PIPE SEWER DESIGN 3006 CL III	LIN FT	$38.00	650	$24,700.00
2506.501	CONST DRAINAGE STRUCTURE DESIGN SD-48	LIN FT	$325.00	108	$35,100.00
2506.501	CONST DRAINAGE STRUCTURE DES 48-4020	LIN FT	$400.00	22	$8,800.00
2506.516	CASTING ASSEMBLY	EACH	$900.00	24	$21,600.00
2506.522	ADJUST FRAME & RING CASTING	EACH	$275.00	3	$825.00
2511.515	GEOTEXTILE FILTER TYPE IV	SQ YD	$3.00	25	$75.00
2511.607	RANDOM RIPRAP CLASS III SPECIAL	CU YD	$150.00	20	$3,000.00
	Total Storm Sewer Improvements				**$126,585.00**
	plus 10% Contingencies				$12,658.50
	Total Storm Sewer Construction Cost				**$139,243.50**
	plus 21%Admin, Legal Etc				$29,241.14
	Total Storm Sewer Improvement Cost				**$168,484.64**

OPINION OF PROBABLE COST
CSAH 83 (ARMSTRONG BLVD) AT SUNWOOD DR

WSB Project: CSAH 83 at Sunwood Dr

Project Location: Ramsey, MN

WSB Project No: 01973-010

ITEM NUMBER	DESCRIPTION	UNIT	Unit Price	PROJECT TOTAL ESTIMATED QUANTITY	PROJECT TOTAL Estimated Cost
	WATER MAIN IMPROVEMENTS				
2504.602	CONNECT TO EXISTING WATER MAIN	EACH	$850.00	1	$850.00
2504.602	HYDRANT	EACH	$3,300.00	2	$6,600.00
2504.602	ADJUST VALVE BOX-WATER	EACH	$250.00	4	$1,000.00
2504.602	6" GATE VALVE AND BOX	EACH	$1,200.00	2	$2,400.00
2504.602	12" GATE VALVE AND BOX	EACH	$2,500.00	2	$5,000.00
2504.603	6" WATER MAIN-DUCT IRON CL 52	LIN FT	$45.00	60	$2,700.00
2504.603	12" WATER MAIN-DUCT IRON RESTRND JT	LIN FT	$62.00	145	$8,990.00
2504.603	12" WATER MAIN-DUCT IRON CL 52	LIN FT	$50.00	550	$27,500.00
2504.603	24" STEEL CASING PIPE	LIN FT	$140.00	145	$20,300.00
2504.608	DUCTILE IRON FITTINGS	POUND	$3.00	1700	$5,100.00
	Total Storm Sewer Improvements				**$80,440.00**
	plus 10% Contingencies				$8,044.00
	Total Storm Sewer Construction Cost				**$88,484.00**
	plus 21%Admin, Legal Etc				$18,581.64
	Total Water Main Cost				**$107,065.64**

Grand Total **$1,749,715.83**

SUNWOOD REALIGNMENT FUNDING OPTIONS

REVENUE SOURCES		
Water Utility	$	237,902.94
Stormwater Management	$	255,075.50
Anoka County Regional Rail	$	1,700,000.00
TIF 2 *	$	500,000.00
Land Sale Proceeds **	$	1,400,000.00
Total	**$**	**4,092,978.44**
Funding Gap	$	1,025,713.21

***** available in 2013

****** assumed total net proceeds

OTHER OPTIONS FOR CONSIDERATON TO FUND GAP		
TIF #	$	300,000.00
TIF Bonding ##	$	1,100,000.00
Met Council TOD Grant	$	2,000,000.00
LRIP Grant	$	500,000.00
Total	**$**	**1,400,000.00**

generated by improvements on newly created developable area (new retail node)

generated by improvements within entire COR

TIF options are either/or, not cumulative

Grant options have pending application to Met Council and MnDOT

REVENUE SOURCES		
Water Utility	$	237,902.94
Stormwater Management	$	255,075.50
Anoka County Regional Rail	$	1,700,000.00
TIF 2 *	$	500,000.00
Land Sale Proceeds **	$	409,780.00
Total	**$**	**3,102,758.44**
Funding Gap	$	2,015,933.22

***** available in 2013

****** value available under current distribution policy (COR revolving fund)

OTHER OPTIONS FOR CONSIDERATON TO FUND GAP		
TIF **#**	$	300,000.00
TIF Bonding **##**	$	1,100,000.00
Met Council TOD Grant	$	2,000,000.00
LRIP Grant	$	500,000.00
Total	**$**	**1,400,000.00**

generated by improvements on newly created developable area (new retail node)

generated by improvements within entire COR

TIF options are either/or, not cumulative

Grant options have pending application to Met Council and MnDOT

REVENUE SOURCES		
Water Utility	$	237,902.94
Stormwater Management	$	255,075.50
Anoka County Regional Rail	$	1,700,000.00
TIF 2 *	$	500,000.00
Land Sale Proceeds **	$	665,700.00
Total	**$**	**3,358,678.44**
Funding Gap	$	1,760,013.22

***** available in 2013

****** value available under current distribution policy (COR revolving fund + MSA)

OTHER OPTIONS FOR CONSIDERATON TO FUND GAP		
TIF **#**	$	300,000.00
TIF Bonding **##**	$	1,100,000.00
Met Council TOD Grant	$	2,000,000.00
LRIP Grant	$	500,000.00
Total	**$**	**1,400,000.00**

generated by improvements on newly created developable area (new retail node)

generated by improvements within entire COR

TIF options are either/or, not cumulative

Grant options have pending application to Met Council and MnDOT