

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday June 18, 2013**  
**6:00 pm**  
**Lake Itasca Room, 7550 Sunwood Drive NW**

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
  1. Approve May 21, 2013 meeting minutes.
- 5. Committee Business**
  1. Consider Stop Sign Request for 3-Way Stop at Tiger St and 171st Ave
  2. Consider Improvements to Crosswalk at Armstrong Blvd and 161st Ave
  3. Consideration of request to construct retaining wall in Drainage & Utility Easement
  4. Review Condition of Dysprosium St Blvd and Future Maintenance Requirements
  5. Review of updated costs for reconstructing Andrie Street
  6. Consider Request for Use of Veterans Drive Right of Way Adjacent to 7700 Sunwood Drive for Outdoor Dog Area; Case of Residence at The COR
- 6. Committee/Staff Input**
- 7. Adjournment**

**Public Works Committee**

**4. 1.**

**Meeting Date:** 06/18/2013

Submitted For: MaryJo Warner

By: MaryJo Warner, Engineering/Public Works

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Title:

Approve May 21, 2013 meeting minutes.

Background:

The Public Works Committee held its regular meeting on May 21, 2013.

Notification:

Observations/Alternatives:

Funding Source:

n/a

Staff Recommendation:

Action:

Motion to approve Public Works Committee meeting minutes dated May 21, 2013.

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**Attachments**

Minutes

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**Form Review**

**Inbox**  
Grant Riemer  
Kurt Ulrich

**Reviewed By**  
Grant Riemer  
Kurt Ulrich

**Date**  
06/13/2013 02:17 PM  
06/13/2013 03:03 PM  
Started On: 06/13/2013 02:06 PM

Form Started By: MaryJo Warner

Final Approval Date: 06/13/2013

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

The Public Works Committee conducted a regular meeting on Tuesday, May 21, 2013 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Randy Backous  
                            Councilmember Mark Kuzma  
                            Councilmember Chris Riley

Member Absent:       Mayor Sarah Strommen (Alternate)

Also Present:         Public Works Superintendent Grant Riemer  
                            City Engineer Bruce Westby  
                            Utilities Supervisor John Nelson  
                            Human Resources Manager Colleen Lasher

**1.     CALL TO ORDER**

Chairperson Backous called the regular meeting of the Public Works Committee to order at 6:00 p.m.

**2.     CITIZEN INPUT**

There was none.

**3.     APPROVE AGENDA**

Motion by Councilmember Kuzma, seconded by Councilmember Riley to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Kuzma and Riley. Voting No: None. Absent: Mayor Strommen.

**4.     APPROVE MINUTES**

**4.01:  Approve April 16, 2013, Meeting Minutes**

Motion by Councilmember Riley, seconded by Councilmember Kuzma, to approve the following minutes:

Regular Meeting Minutes dated April 16, 2013

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Riley and Kuzma. Voting No: None. Absent: Mayor Strommen.

## **5. COMMITTEE BUSINESS**

### **5.01: Mail Box Damage at 16100 Dysprosium Street**

Bill Rome, 16100 Dysprosium Street NW, stated he knows the City owns three feet of the easement but with the way he stakes off his mailbox and brick planter, the plow operator should see it. He stated they installed a brick planter box to improve the look of the neighborhood that was also damaged. He stated in this case, he had plowed out the mailbox area and the plow operator still hit his mailbox and planter.

Public Works Superintendent Riemer reviewed the staff report and described the inadvertent plow damage to the turf and mailbox at 16100 Dysprosium Street. It was noted the City's current policy for mailbox replacement has two options. The first option is for the City to replace the damaged mailbox with a 4'x4' treated post and standard mailbox. The second option is to issue a check to the property owner for \$75 so they can make the repairs. However, in this case the cost of the mailbox exceeds \$75. Public Works Superintendent Riemer explained the property owner selected this style of locked mailbox for aesthetic reasons and to address a security concern and prevent their mail from being tampered with. He noted it has been the City's policy that any private amenities placed in the right-of-way are the responsibility of the property owner to repair and maintain. This policy is consistent with surrounding communities, as well as Anoka County and Mn/DOT. Public Works Superintendent Riemer stated staff recommends following the City's existing policy and issue a \$75 reimbursement check to the property owner. He stated he will personally meet with the property owner this fall to help stake the boulevard with City-supplied fiberglass stakes and the route driver for that area will attend a refresher course on snowplow operation.

Councilmember Kuzma asked if the planter is in the City's right-of-way.

Public Works Superintendent Riemer answered in the affirmative.

Chairperson Backous noted this mailbox cost more than \$75.

Councilmember Kuzma asked if it is known what the cost would be to replace this type of mailbox.

Mr. Rome presented Chairperson Backous with a receipt for \$245.

Public Works Superintendent Riemer stated the \$75 reimbursement is to cover a 4'x4' post, mailbox, and installation.

Chairperson Backous noted the City has 6,000 mailboxes and plows 174 miles of roads and things like this will happen. He stated he knows this is a nice mailbox and this resident has a

beautiful yard and while he would like the City to cover reimbursement since the plow driver was responsible, in this case, the mailbox and planter are within the City's right-of-way.

Mr. Rome stated he used fiberglass stakes to assure they would remain in place.

Chairperson Backous stated he does not want to establish an adverse precedence by going outside the City's policy of reimbursing \$75, noting the City has 6,000 mailboxes. He stated there are issues impacting snow removal and that is why the City has a three-foot right-of-way.

Mr. Rome stated that is why he plows out a windrow around his mailbox and Public Works Superintendent Riemer has told plow operators told to stay three feet away from his mailbox.

Chairperson Backous stated it is clear Mr. Rome is very conscientious and has a high standard for his property and home and he would like to find a compromise without creating an adverse precedence.

Councilmember Kuzma asked if the mailbox could be repaired.

Mr. Rome stated it cannot and he has already replaced the mailbox and footing because it was cracked.

Chairperson Backous asked if, under these circumstances, an adverse precedence would be established if the City fixed this mailbox and redesigned it farther back.

Public Works Superintendent Riemer stated it is a flat mailbox so it is not possible to locate it farther back. He noted this is not the only expensive mailbox in Ramsey.

Councilmember Kuzma stated he would support replacing this mailbox one time only and if it happens again, it would be understood that the City would not cover the cost.

Chairperson Backous asked if there are other ways to protect this mailbox.

Public Works Superintendent Riemer stated Mr. Rome stakes it and plows around it before the City's snowplows arrive.

Mr. Rome stated in 20 years, this is the first time the mailbox has been hit.

Motion by Councilmember Kuzma, seconded by Chairperson Backous, to recommend that the City Council approve reimbursing Bill Rome in the amount of \$245 to replace the mailbox inadvertently damaged by the City's plow operator with the understanding this is a one-time exception and should the mailbox be damaged again, it would not be reimbursed. In addition, Public Works Superintendent Riemer will meet with the property owner this fall to help stake the boulevard with City-supplied fiberglass stakes and the route driver for that area will attend a refresher course on snowplow operation.

Further discussion: Councilmember Riley asked if this is a reasonable action, noting it is the first time it happened in 20 years and while it does not make the situation whole, he felt it was a reasonable compromise. Chairperson Backous stated this is an unusual circumstance so a one-time exception is being made and should it happen again, it has been made clear to Mr. Rome and staff that the City would not cover the cost.

Motion carried. Voting Yes: Chairperson Backous, Councilmember Kuzma and Riley. Voting No: None. Absent: Mayor Strommen.

#### **5.02: Upgrades to City Well #4**

Utilities Supervisor Nelson reviewed the staff report relating to the construction of Municipal Well #4, need for updates, and two quotes to make those updates to this well. He advised that Connexus Energy has a rebate for Variable Frequency Drive (VFD) installations and would pay \$30/horsepower (HP). Well #4 is rated at 150 HP so the rebate on this project, if approved, would be approximately \$4,500. If approved, the upgrade would be funded through the #9601 Water Enterprise Fund. Utilities Supervisor Nelson stated staff recommends awarding the quote from Total Control Systems, Inc. to make all the needed upgrades to this site to include all parts, labor, start up, and assistance with rebate application.

Chairperson Backous asked if Well #4 will ever get up to a higher volume

Utilities Supervisor Nelson stated he does not think so because the pumping chamber is not able to accommodate a higher capacity. But, if the equipment is pulled, charges could be used to loosen the sand and open the chamber.

Chairperson Backous stated it is pumping 850 gallons/minute now and asked if a certain number of gallons are needed.

Utilities Supervisor Nelson stated there is no danger in running out of water, noting Well #3 has a soft start and runs at 1,600 gallons/minute so there is a lot of water.

Councilmember Riley asked if the wells start and stop during the day.

Utilities Supervisor Nelson explained how the water and sewer systems run on a computer SCADA system based on pressure within the system.

Chairperson Backous reviewed the two quotes that were received and noted after the rebate it will be about \$20,000. He asked if guarantees are offered.

Utilities Supervisor Nelson stated there may be a limited one-year guarantee. He stated the Well #4 drive was installed in the 1990s and drives can last as long as a lightening strike, which is what takes out electronics. He stated the payback will be three to five years and if more water can be pumped, it would generate more revenue for the City.

Motion by Councilmember Kuzma, seconded by Councilmember Riley, to recommend that the City Council award the project to Total Control Systems, Inc. to make all the needed upgrades to this site to include all parts, labor, start up, and assistance with rebate application.

Further discussion: Utilities Supervisor Nelson noted this will be a one-day project and since VHDs put off a lot of heat, an air conditioner will also be installed.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Kuzma and Riley. Voting No: None. Absent: Mayor Strommen.

### **5.03: Consider Policy for Allowing Fences to be Constructed in Drainage & Utility Easements with Infrastructure Conflicts**

City Engineer Westby reviewed the staff report, noting current City policy is to require landowners to install fences away from the property line in areas where a potential infrastructure conflict exists. However, it is becoming apparent that an issue is developing in regard to maintenance. City Engineer Westby displayed pictures of fences and 2-4 foot wide remnant strips of land that remains between rear fence lines. He explained that this strip of land provides for ease of inspection and minor maintenance of City-owned storm sewer systems, but creates a blight situation as the property owners are likely unable to maintain the strip of property that is separated from the rest of their yards by a fence. It was noted that in the Ramsey Town Center 10<sup>th</sup> Addition, the situation is further complicated by the lack of side yard easements. City Engineer Westby stated staff is supportive of a policy change provided that adequate measures remain in place to protect City infrastructure, to provide for future access to City infrastructure for maintenance purposes, and to ensure that property owners retain ownership of their properties without losing property rights due to adverse possession. Staff recommends that property owners requesting to construct a fence on their rear property line be required to enter into an Encroachment Agreement with the City that stipulates the terms of the agreement. City Engineer Westby read and explained each of the conditions within the Encroachment Agreement. With regard to the concern of adverse possession, the City will allow construction of fences on private property lines but notify the property owner of potential ramifications between private property owners in regard to adverse possession.

Chairperson Backous asked what precipitated this item coming forward to the Public Works Committee.

City Engineer Westby stated there have been questions by property owners, one property owner was required to relocate their fence back, and with this most recent case, Councilmember Tossey had asked staff to address a solution.

Chairperson Backous stated the issue of blight can be address via Code enforcement if the property owner is not mowing their grass. However, the problem may occur when a chain link fence is against a privacy fence. He noted that this policy would create blight where a property owner has to view a privacy fence that is not maintained. He stated if there is a complaint about a fence on the property line, the City needs to enforce its ordinances and make the property

owner relocate the fence. Chairperson Backous felt the answer was ordinance enforcement, not changing the policy.

City Engineer Westby stated that is a very good point to raise and the only way around it is to stop your fence at the lot corners and not construct a new fence in front of the existing fence. He stated staff addressed the issue of adverse possession after a certain number of years but found that to be a civil matter.

Chairperson Backous stated there will also be fights over property line location and whether the fence is located on or close to the property line, and the City should not get involved. He stated the two-foot buffer eliminates that concern and if the buffer is large enough to maintain, he does not think the City should get involved.

City Engineer Westby stated if directed, staff can check with other cities to see what they are doing. He stated perhaps a gate or some form of access should be required to the buffer area so a property owner cannot claim they cannot access the buffer area.

Chairperson Backous stated he is disappointed that City staff spent any time on this matter and he would not support further research of other communities. He stated the City needs to enforce its ordinances and handle it in that manner.

Councilmember Kuzma agreed.

Chairperson Backous stated he would like to see what is on the Committee's agenda before it gets this far and staff has spent time investigating. He felt the Public Works Committee should set its own agenda.

Motion by Chairperson Backous, seconded by Councilmember Riley, to recommend that the City Council take no action to create a policy as this problem is being caused by ordinance violations.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Riley and Kuzma. Voting No: None. Absent: Mayor Strommen.

## **6. COMMITTEE / STAFF INPUT**

### **6.01: Update on Reconstruction Requests for Andrie Street**

City Engineer Westby reviewed the staff report, noting that in 2008, the City completed a feasibility study and prepared plans and specifications for the reconstruction of Andre Street; however, the project was never constructed due to the controversy over whether or not sidewalks should be constructed. Public Works Superintendent Riemer advised that recently, there has been renewed interest on the part of area residents to reconstruct Andrie Street but likely not a new sidewalk. He noted that Andrie Street is one of the worst in Ramsey in terms of pavement condition and should be the next street reconstructed after Garnet/168<sup>th</sup>. City Engineer Westby presented the two alternatives detailed in the staff report and stated staff recommends updating

the estimated costs for reconstructing Andrie Street and constructing new sidewalk, and to prepare final costs and financing options for the street reconstruction effort.

Councilmember Kuzma stated he was at the Northfork Homeowners Association meeting and found a strong contingent, probably a majority, who do not want a sidewalk because they do not want to do snowplowing, some are worried that if there are sidewalks on Andrie Street sidewalks will extend to the rest of Northfork.

Councilmember Kuzma stated Andrie Street is an arterial roadway with many pedestrians.

Public Works Superintendent Riemer stated the City does have a Sidewalk Policy but it relates to new construction, not reconstruction.

Chairperson Backous asked why sidewalks then came up since this is a reconstruction project.

Public Works Superintendent Riemer stated it would be a safety improvement to the area. He stated staff receives many calls about the speed of traffic and safety of pedestrians so some residents think a sidewalk will help.

Councilmember Kuzma stated it goes back to 2008 when former Councilmember McGlone had indicated the sidewalk could be paid from MSA funds. However, that is no longer the case with MSA funds being available.

Chairperson Backous stated sidewalks are then no longer a good idea if there is no funding.

Public Works Superintendent Riemer stated sidewalks could be constructed later as it would not impact the roadways but that would not be cost effective.

Chairperson Backous noted there are asphalt trails in Northfork and asked why consideration is for a concrete sidewalk.

Public Works Superintendent Riemer stated it is felt that a ten-foot asphalt trail would not be palatable for this neighborhood.

City Engineer Westby raised the option of having a wider road width to accommodate an on-road bike facility instead of an off-road bike facility.

Chairperson Backous noted Dysprosium has sidewalks but they were funded by MSA. He referenced the three alternatives, noting that Andrie Street is in very poor condition and in need of reconstruction.

Councilmember Riley stated it is clear that it is not a good idea to put in sidewalks along Andrie Street. He stated support for the option of making Andrie Street several feet wider so an on-road bike lane can be striped. He noted this would also take up less right-of-way area than a sidewalk.

Chairperson Backous agreed it may be a good compromise.

Councilmember Riley pointed out there is no way to pay for this reconstruction and if there is no funding, he does not want to get too far ahead of the process.

Chairperson Backous stated Garnet and Andrie Streets have to be reconstructed and the City will have to find funding for it.

Councilmember Kuzma asked if only one-half of the road would be reconstructed at a time.

Public Works Superintendent Riemer stated it would be in full reconstruct mode, under traffic, and access would be maintained.

Chairperson Backous asked what is the most cost effective alternative.

City Engineer Westby stated it would be Alternative 1, as updating the 2008 feasibility report costs is a minimal task. He noted that addressing financing is a larger task.

Motion by Chairperson Backous, seconded by Councilmember Riley, to recommend that the City Council approve Alternative 1, directing staff to update the 2008 Engineer's estimate to reconstruct Andrie Street, to not include updating the sidewalk costs, but instead to determine costs for widening the street to accommodate an on-street bike trail with parking restricted to one side based on MSA standards.

Further discussion: Councilmember Kuzma stated he thinks this is a good compromise that may be agreeable to residents. Councilmember Riley stated if the issue is speeding, it involves enforcement and a sidewalk would not solve that issue.

Motion carried. Voting Yes: Chairperson Backous, Councilmembers Riley and Kuzma. Voting No: None. Absent: Mayor Strommen.

#### **6.02: Update on Turf Restoration at 7046 166<sup>th</sup> Avenue (Mack and Shayle Dominquez)**

Public Works Superintendent Riemer reviewed the staff report and indicated that as directed by the Public Works Committee at its October 15, 2012, meeting, staff has worked with Shayle Dominquez, 7046 166<sup>th</sup> Avenue, to reach a suitable resolution to the restoration of their yard. He stated by July 1, 2013, this project will be concluded.

Councilmember Riley asked who did the original soil remediation.

Public Works Superintendent Riemer stated it was done by the original contractor but at that time, the City did not have a soil standard so the quality was lower and contained some rocks.

Informational; no action required.

### **6.03: Alpine Park Crosswalk**

Chairperson Backous asked for an update on the crosswalk to Alpine Park.

Public Works Superintendent Riemer stated staff has not yet completed review of that item.

### **6.04: Future Agenda Items**

Chairperson Backous explained that to conserve staff resources, it is policy that if two Councilmembers share concern on an issue, it is brought before the City Council at a Work Session and co-sponsored.

## **7. ADJOURNMENT**

Motion by Councilmember Kuzma, seconded by Councilmember Riley, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:06 p.m.

Respectfully submitted,

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Grant Riemer  
Public Works Superintendent

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

**Public Works Committee**

**5. 1.**

**Meeting Date:** 06/18/2013

Submitted For: Grant Riemer

By: Grant Riemer, Engineering/Public Works

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**Title:**

Consider Stop Sign Request for 3-Way Stop at Tiger St and 171st Ave

**Background:**

The attached petition was received May 30 2013 from residents near the intersection of Tiger St and 171st Ave. The purpose of the petition is to request a 3 way stop at the above intersection. There is already a stop sign at 171st Ave where it intersects Tiger St., so technically we would be only adding stop signs to Tiger St. Staff has reviewed the intersection and offers the the following information as background in considering this request.

The City of Ramsey follows the guide lines for stop sign installations provided in the Manual on Uniform Traffic Control Devices (MUTCD). Because the STOP sign causes a substantial inconvenience to motorists, it should only be used when warranted. The following are the recommended guidelines or warrants for the installtion of a Multiway Stop Sign.

1. Where traffic signals are warranted and urgently needed, the mulitway stop in an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multiway stop installation in a twelve month period. Such accidents include right and left turn collisions as well as right angle collisions.
3. Minimum traffic volumes
  - A) the total vehicular volume entering the intersection from all approaches must average 500 vehicles per hour for any 8 hours of an average day, and
  - B) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

**Notification:**

Notification has been sent to residents who's name appeared on the petition.

**Observations/Alternatives:**

**Speed Limit**

The posted speed limit on all three legs of the intersection is 30 mph

**Accident History**

According to Ramsey PD records there are no reported accidents since at least 2000 when their present software system was installed, with the exception of a deer/vehicle collision on Tiger St.

**Traffic data**

Traffic counts were taken for two 24 hour periods, starting May 29th and ending May 31st. Traffic counts are taken in this manner to determine a 24 hour average.

**Street Leg Daily Traffic Peak Hour**

Tiger St south leg 387/ 38

Tiger St north leg 330/ 33

171st Ave 72/7

Intersection Avg 263/26

**Sight Distance**

There is an adequate sight distance on all three legs of the intersection. (photos attached)

Funding Source:  
Traffic Engineering  
General Fund Budget  
Cost Center 0260  
Approximate cost-\$800.00

Staff Recommendation:

Because of the low traffic volumes and above average sight distance at the intersection, staff recommendation is to not install a 3-way stop sign at the intersection of Tiger St and 171st Ave at this time.

Action:

Motion to accept staff recommendation to not install a 3 way stop at Tiger St/171st Ave  
Motion to reject staff recommendation and choose an alternative based on committee discussion

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Attachments

[171st ave looking North](#)  
[171st Ave looking south](#)  
[Tiger St looking south](#)  
[Tiger St looking north](#)  
[Tiger St 171st Petition](#)  
[Tiger St 171st Ave area map](#)

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Form Review

**Inbox**  
Kurt Ulrich

**Reviewed By**  
Kurt Ulrich

**Date**  
06/13/2013 02:55 PM  
Started On: 06/12/2013

Form Started By: Grant Riemer

Final Approval Date: 06/13/2013



NEIGHBORHOOD  
CRIME WATCH



171st Ave





We the undersigned request a  
3 way stop at the intersection of  
Tiger Street + NW & 171st Ave. NW.

Name

Address

Jim & Jesse Iler	17110 Tiger St. NW
Bridget + Jason Waldon	8720 171 <sup>st</sup> Ave NW
Cindy + Curt McDonald	8721 171 <sup>st</sup> Ave NW
David Kewitz	8700 171 <sup>st</sup> Ave NW
Judy + Bruce Endhaus	8701 171 <sup>st</sup> Ave NW
Paul D. Munn	17211 Tiger St. NW

General Tools: [Icons] Mail Label Tools: [Icons]

Search | Info | Layers | Legend | Mailing | Image Map | Print | Help

### PARCEL SEARCH METHODS

Please select one of the following options to search:

**Search by Parcel Address**

*i.e. 16232 Marble ST NW*

**Search by Owner Last Name**

*i.e. Jensen*

**Search by PID**

*i.e. 153225230010*

Map created with ArcIMS - Copyright (C) LOGIS GIS 2005

Zoom In

**Public Works Committee**

**5. 2.**

**Meeting Date:** 06/18/2013

Submitted For: Grant Riemer

By: Grant Riemer, Engineering/Public Works

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**Title:**

Consider Improvements to Crosswalk at Armstrong Blvd and 161st Ave

**Background:**

In 2011 Anoka County installed, at the City of Ramsey's request, a pedestrian crosswalk at the intersection of Armstrong Blvd and 161st Ave. The crosswalk is signed and marked appropriately to current standards. Central Park is located on the northeast corner of the intersection. This park is home to organized sporting events and a large playground and picnic area that is frequented by families from the surrounding neighborhoods. The parking lots are also used during Game Fair which draws close to 50,000 people over the two weekend event. The city, with the county's permission, extended our trail system through their ROW, which entailed extending a culvert and connecting our trail system to the crosswalk. This gave pedestrians a safer area to wait at when using the crosswalk. The west side of the crosswalk has no such area. The crosswalk basically ends in the grass in the county ROW.

**Notification:**

N/A

**Observations/Alternatives:**

PW will contact Anoka County Highway and ask permission to extend the crosswalk on the west side and connect it to 161st Ave. Another point of concern is the lack of compliance by motorists. It seems to be better during Game Fair when there is a large number of people in the area, but on the average day most motorists drive through the signs when 1-2 people are waiting. The city added small warning signs to the crosswalk reminding pedestrians to use caution when using the crosswalk. Basically stating that even though you are in a marked crosswalk there is no guarantee that the cars will stop to let you cross. A resident in the area would like to see the city install flashing lights to the crosswalk that could be activated by the pedestrians. This would hopefully warn motorists that the crosswalk was being actively used at this time. The system that would work best in this situation would be solar powered signs coupled with an activation button located on the posts. These systems are effective than standard crosswalk signage, but expensive running in excess of \$3,00-5,000 per location. It also has to be taken into consideration that this is a county maintained crosswalk and would be their decision to invest in the lighting system or not.

**Funding Source:**

Additional paving and culvert extension would be covered under General Fund Budget -Cost Center 0311  
Possible signage improvements could be covered by Anoka County Highway or General Fund Budget Cost Center 0260

**Staff Recommendation:**

Staff recommendation is to work with Anoka County to extend the pavement and culvert on the west side of Armstrong Blvd to provide a paved surface for pedestrians to use. Staff also recommends because of the low volume usage of the crosswalk on an average day to leave the current crosswalk signage in place.

**Action:**

Motion to accept staff recommendation to work with Anoka County to extend the pavement and culvert on the west side of Armstrong Blvd to provide a paved surface for pedestrians to use. Staff also recommends because of the low volume usage of the crosswalk on an average day to leave the current crosswalk signage in place.

or

Motion to reject staff recommendation and choose an alternative based on committee discussion

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Attachments

Additional warning signage

West end of Crosswalk

East end of Crosswalk

Crosswalk signage

Advance crosswalk signage

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Form Review

**Inbox**

Kurt Ulrich

Form Started By: Grant Riemer

**Reviewed By**

Kurt Ulrich

**Date**

06/13/2013 02:56 PM

Started On: 06/12/2013 10:28 AM

Final Approval Date: 06/13/2013

USE CAUTION  
BEHIND THE CURB



STATE LAW  
STOP FOR  
PEDESTRIANS  
IN CROSSING





CROSS TRAFFIC  
DOES NOT STOP



STATE LAW  
STOP FOR  
PEDESTRIAN  
IN CROSSWALK



STATE LAW  
STOP FOR  
PEDESTRIAN  
IN CROSSWALK







**Public Works Committee**

**5. 3.**

**Meeting Date:** 06/18/2013

Submitted For: Bruce Westby

By: Bruce Westby, Engineering/Public Works

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**Title:**

Consideration of request to construct retaining wall in Drainage & Utility Easement

**Background:**

The property owners at 15069 Helium Street NW are requesting that they be allowed to construct a modular block retaining wall along their east side lot line within the public drainage and utility (D&U) easement. They believe their side yard has been settling over time resulting in a steeper side slope that is getting more difficult to maintain and reducing support for their home's foundation walls. The property owner therefore feels that the settling of their side yard is putting their home in danger, and would therefore like to construct a retaining wall as quickly as possible.

City staff met with the property owners on their property to review and discuss the issue. As can be seen in the attached pictures, the property owner had previously purchased and placed numerous retaining wall blocks on the surface of the ground along the bottom of the side slope along their easterly lot line. Staff also observed that their sod had never fully taken root and was therefore allowing water to run into the seams and between the partially-dead sod mat and the underlying soil. Therefore, whenever it rains the soil gets wet and the sod mat simply slides on top of the soil, resulting in a weak turf mat on the side slope. Based on this observation, staff believes this issue could most easily be resolved by removing the dead and decaying sod and establishing new turf, either seed or sod, and watering it adequately until it becomes firmly rooted. The property owner did state that they plan to install an underground irrigation system this summer so this would help in establishing new turf and keeping it healthy.

It should be noted that during staff's site visit it appeared that the portion of the east side yard next to the garage is sloped at 3:1 or slightly steeper, making it difficult to maintain that portion of the yard. Typically, the maximum slope used to allow for safe maintenance of turf is 3:1 as slopes steeper than 3:1 can result in riding lawn mowers tipping over when driven parallel to the side slope.

During the site visit staff explained that the city has an ordinance regulating allowable uses within public D&U easements, and that this ordinance prohibits the construction of permanent structures such as retaining walls within D&U easements. It was discussed that the construction of retaining walls can limit a neighbors use of their property due to the corresponding alteration of drainage patterns, grades and elevations. It was also discussed that D&U easements allow private properties to be served by utilities, both public and private, and that if a retaining wall is constructed over an existing utility it can impact the ability to cost-effectively access or maintain that utility. And conversely, if a new utility needs to be installed and a retaining wall exists in the easement area, the presence of a retaining wall may increase costs for utility companies, which are then passed on to users of the utility.

At the end of the meeting on site, staff informed the property owners that city staff do not have the authority to relax or waive the requirements of city ordinances. However, staff informed them that their request could be presented to the Public Works Committee at their June 18th meeting and that the property owners would be welcome to attend to present their concerns and request. Then, based on the recommendations of the Public Works Committee, this item may be reviewed by the City Council at their June 25th meeting. Since that time, the property owners have requested that a letter be provided to them stating the reason(s) why they are not being allowed to construct a retaining wall in the D&U easement.

**Notification:**

Staff submitted an email to the property owners with the date, time and location of this meeting and invited them to attend to address the committee in person with their concerns.

**Observations/Alternatives:**

The primary issue on the property appears to be the fact that much of the sod initially installed in the yard has died so the roots of the sod never fully took hold. Staff therefore believes that the best solution would be for the property owners to establish new turf on their property, instead of constructing a retaining wall.

**Funding Source:**

No funds are anticipated to be expended in relation to this item.

**Staff Recommendation:**

Staff recommends that the property owners request be denied for reasons stated herein.

**Action:**

The Public Works Committee is asked to deny the request of the property owners of 15069 Helium Street to construct a retaining wall within the D&U easement for reasons stated herein.

---

Attachments

15069 Helium Ret Wall Pix

---

Form Review

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Grant Riemer	Grant Riemer	06/13/2013 01:12 PM
Kurt Ulrich	Kurt Ulrich	06/13/2013 02:54 PM
Form Started By: Bruce Westby		Started On: 06/04/2013 10:04 AM
Final Approval Date: 06/13/2013		

15069 HELIUM ST. NW - PWC 6/18/13



**Public Works Committee**

**5. 4.**

**Meeting Date:** 06/18/2013

Submitted For: Grant Riemer

By: Grant Riemer, Engineering/Public Works

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**Title:**

Review Condition of Dysprosium St Blvd and Future Maintenance Requirements

**Background:**

The reconstruction of Dysprosium St ( Project # 09-25) started on 7/18/2011 and was completed 11/11/2011. County Line Excavating was awarded the bid to construct. The project consisted of narrowing the roadway, installing concrete curb and gutter, concrete sidewalks on both sides, concrete driveway aprons, planting of 120 blvd trees, street lighting and placing 6" of topsoil and sod on areas disturbed during construction. A total of 71 property owners were assessed with the average assessment being approximately \$1500.00. This figure includes properties owned by Anoka County and the City of Ramsey as well. The city engineer signed the Certificate of Substantial Completion on 11/11/11 (attached), which also starts the one year warranty period.

**Notification:**

Staff will mail out notice to the affected parties that this item will be on the PW committee agenda for 6/18/2013

**Observations/Alternatives:**

Construction updates were posted for this project on the city website weekly during the construction period. The updates for 10/21/2011 and 10/28/2011 report that sod was installed during those weeks. The project field engineers at this time both assure me that the contractor fulfilled his obligation for turf establishment as stated in the contract. The turf was still healthy in the spring of 2012, but started to decline as the summer worn on and the lack of rain and hot weather became the norm. If it is the desire of the PW committee and ultimately the full council to re-establish turf in the blvd. area several methods could be used. Black dirt and seed, hydro seeding or sod are all acceptable methods. On this particular project staff would recommend the use of sod, as this is the least labor intensive of the methods to establish. The original estimate for sod in the contract was for 3876 sq. yards. Parts of the blvd are well established so the amount would be considerable less that the original amount. Current price is \$1.35/sq.yd plus delivery costs which vary depending on amount. Participation by the residents in this project is curcial. If the property owners are reluctant to water the sod there is not much hope for its survival.

**Funding Source:**

General fund

**Staff Recommendation:**

Staff recommendation is to replace turf as necessary between the curb and sidewalk, but only if some agreement can be reached with residents that they will maintain it once its been established.

**Action:**

Motion to accept staff recommendation to replace turf as necessary between the curb and sidewalk, but only if some agreement can be reached with residents that they will maintain it once its been established.

or

Motion to reject staff recommendation and choose an alternative based on committee discussion

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**Attachments**

Cert. of Subst. completion

Construction update 10 21

Construction update 10 28

Dysprosium St 11 11

Dysprosium st 6 13

Dysprosium St 6 13 13

---

Form Review

**Inbox**

Kurt Ulrich

Form Started By: Grant Riemer

**Reviewed By**

Kurt Ulrich

**Date**

06/13/2013 03:02 PM

Started On: 06/13/2013 09:50 AM

Final Approval Date: 06/13/2013


## CERTIFICATE OF SUBSTANTIAL COMPLETION

<b>Project Number</b>	IP 09-25	<b>Project Name</b>	Dysprosium Street Improvements
<b>Contract Date</b>	June 1, 2011		
<b>Owner</b>	City of Ramsey 7550 Sunwood Drive NW Ramsey, MN 55303	<b>Contractor</b>	County Line Excavating, LLC 5698 345 <sup>th</sup> Ave Foley, MN 55329

### DESCRIPTION OF WORK COVERED BY THIS CERTIFICATE

Installation of Storm Sewer, Watermain, Concrete Curb and Gutter, Bituminous Pavement, Driveway Pavement, Sidewalks, Trees and Landscape Improvements.

The City Engineer has reviewed the work performed under this contract and to the best of his knowledge, information and belief the work is substantially complete. Substantial completion is defined as the condition when the Project or designated portion can utilize the project for its intended use. The date of substantial completion of the Project or designated portion is the date of issuance of this certificate, which is also the date of commencement of applicable warranties required by the contract documents.

	11/11/11
_____ Tim Himmer City Engineer	_____ Date

# City of Ramsey 2011 Road Construction

**Project:** Dysprosium Street Reconstruction

**Project ID:** City Improvement project #09-25, State Aid Project 199-110-006

**Construction Description:** The City of Ramsey will be reconstructing Dysprosium Street NW, between Bunker Lake Boulevard and Nowthen Boulevard, beginning in the summer of 2011. This roadway has been in poor condition for a number of years. Uncertainty regarding its status as a collector or arterial street has been the primary reason for postponing costly work on this segment. In addition, it was desired to include improvements that would change the character of this residential neighborhood, and enhance safety and walk-ability within the Flintwood Hills neighborhood. The proposed improvements include narrowing the pavement and restricting parking on the east side of the street, reconstructing the entire pavement section including concrete curb & gutter, adding six foot wide sidewalks on both sides of the street, adding chokers at prescribed locations for traffic calming and narrower pedestrian crossings, improved drainage with the addition of storm sewer and catch basins, the replacement of older undersized watermain, and the installing of street lighting and boulevard trees.

**Start Date:** July 18, 2011

**End Date:** October 14, 2011

**How traffic is affected:** The existing roadways will be open to traffic at all times throughout the project duration, but with all construction projects delays should be anticipated. We will do our best to ensure the project is completed as expeditiously as possible, and delays are limited to the extent possible. If there are any unavoidable interruptions to access at a particular location, those specific individuals will be contacted directly.

**Project benefits:** Revised neighborhood character to a more residential setting; including reduced pavement width for traffic calming, improved pedestrian connections, and boulevard lighting and trees. Utility improvements are also being incorporated for improved drainage, and better water distribution through the area.

**Construction Update (10/21/11):** This week saw the installation of the boulevard improvements; including trees, sod, and final touches on the street lighting. Due to limited availability of one species of tree, a revision was made and the remaining trees will be planted next week. Early next week the contractor will be raising the public utilities in the streets (gate valves and manholes), and performing spot concrete replacements. The end of next week will see the installation of the final lift of asphalt and roadway striping, which could spill into the following week depending on concrete curing time and weather. The project will then be 100% complete. There are still private utility lines (phone and cable) lying on the ground in some locations and I have contacted those providers with this update, requesting that they complete their outstanding work on this job ASAP. We appreciate your continued understanding that this remains a work zone for approximately one more week, and request you allow a little extra travel time through the area. We also thank you for your patience through the inconveniences of this construction project. Unless something drastic occurs that warrants an additional update this will be the final post on the City website regarding this project, but feel free to contact the City Engineer if you have any questions or concerns.

**Contact:** Tim Himmer, City Engineer (763) 433-9893 or e-mail [thimmer@ci.ramsey.mn.us](mailto:thimmer@ci.ramsey.mn.us)  
Contractor emergency contact number – Travis (320) 980-1551

# City of Ramsey 2011 Road Construction

**Project:** Dysprosium Street Reconstruction

**Project ID:** City Improvement project #09-25, State Aid Project 199-110-006

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**Start Date:** July 18, 2011

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**How traffic is affected:** The existing roadways will be open to traffic at all times throughout the project duration, but with all construction projects delays should be anticipated. We will do our best to ensure the project is completed as expeditiously as possible, and delays are limited to the extent possible. If there are any unavoidable interruptions to access at a particular location, those specific individuals will be contacted directly.

**Project benefits:** Revised neighborhood character to a more residential setting; including reduced pavement width for traffic calming, improved pedestrian connections, and boulevard lighting and trees. Utility improvements are also being incorporated for improved drainage, and better water distribution through the area.

**Construction Update (10/28/11):** This week saw the installation of the remaining boulevard improvements; including trees, and sod. The contractor is responsible to water these items for 30 days, after which time they become the property owner's responsibility to maintain. The public utilities in the street (gate valves and manholes) have been raised, and spot concrete replacements completed. No parking signs have been placed along Dysprosium because the contractor will be sweeping the roadway on Sunday, in anticipation of installing the final lift of asphalt on Monday. Outstanding irrigation repairs will also be corrected the beginning of next week, and roadway striping is scheduled for the middle of the week. There may still be private utility lines (phone and cable) lying on the ground in some locations and I have contacted those providers to inquire about their schedule to address. I want to thank you for your patience and understanding through the inconveniences of this construction project. As always, feel free to contact the City Engineer if you have any questions or concerns.

**Contact:** Tim Himmer, City Engineer (763) 433-9893 or e-mail [thimmer@ci.ramsey.mn.us](mailto:thimmer@ci.ramsey.mn.us)  
Contractor emergency contact number – Travis (320) 980-1551







**Public Works Committee**

**5. 5.**

**Meeting Date:** 06/18/2013

**By:** Bruce Westby, Engineering/Public Works

**Title:**

Review of updated costs for reconstructing Andrie Street

**Background:**

Andrie Street's pavement is in very poor condition and should be reconstructed in the near future. Based on current pavement ratings this street should be next in line to be reconstructed following Garnet Street and 168th Avenue.

In 2008, the city completed a Feasibility Study, prepared plans and specifications, and advertised for bids for the reconstruction of Andrie Street and 164th Lane. This included an alternate bid for constructing sidewalks as part of the project. The engineer's estimate to reconstruct the streets using concrete curb and gutter, bituminous pavement, and storm sewer was \$1,270,000 and the low bid came in at roughly \$900,000. The engineer's estimate for adding sidewalks was \$300,000 and the low bid came in at \$220,000. Ultimately, this project was never constructed due in large part to the controversy that arose over whether sidewalks should be constructed with the project, as well as some project funding questions. A copy of the 2008 Feasibility Study is attached for reference.

Recently, staff was made aware of a renewed interest on the part of numerous area residents to reconstruct Andrie Street and 164th Lane. However, as in 2008 there appears to be little interest in constructing sidewalks with the project. On May 21st the Public Works Committee directed staff to update the estimated costs for reconstructing the streets as proposed in 2008, but without any sidewalks. In addition, the committee directed staff to include estimated costs for widening the pavement to accommodate on-road bicycle lanes for use by pedestrians and bicyclists.

Since plans and specifications were completed for this project in 2008 this project could be moved forward quickly should the Public Works Committee and the City Council so desire, unless assessments are to be used to fund part of the improvements, in which case the corresponding public process per state statute 429 would need to be followed.

No petition has been received requesting improvements since the original petitions were received in May of 2008.

**Notification:**

No notifications were provided to area residents as related to this item.

**Observations/Alternatives:**

Per Public Works Committee direction, staff updated the 2008 engineer's estimate to reflect today's estimated costs to reconstruct Andrie Street and 146th Lane, both as proposed in 2008 with a 32 foot wide road with 4 to 6 inches of aggregate base and 3½ inches of bituminous pavement with concrete curb and gutter and storm sewer, as well as to widen the pavement to accommodate on-road bicycle lanes which requires a 38 foot wide road. As with the 32 foot wide design, this option would also utilize curb and gutter and storm sewer, as well as the same pavement structure.

It is important to note that both Andrie Street and 164th Lane are part of our Municipal State-Aid Street (MSAS) system so Mn/DOT state-aid standards must be followed. Minnesota rule 8820.9941 was therefore followed to determine the minimum design width for an on-road bicycle facility for urban reconstruction projects. This width is listed as 5 to 6 feet. Given the fact that large commercial vehicles have been seen using the streets to bypass the weight scales on Highway 10, staff is proposing to use a 6 foot bike lane.

The following criteria apply to Andrie Street/164th Lane:

- Functional class = collector
- Traffic volumes = < 2,000 ADT (450 to 1,250 ADT in 2009)
- Design speed = 30 mph
- Parking = one side only (opposite on-road bike lane)

The 2013 estimated costs to reconstruct Andrie Street and 164th Lane using the design originally proposed in 2008, excluding concrete sidewalks, is \$1,620,000. For comparison purposes, the estimated cost in 2008 was \$1,270,00. These costs do not include indirect costs for engineering, administration, financing and legal costs, which typically add about another 20% to the project costs.

The 2013 estimated costs to reconstruct Andrie Street and 164th Lane adding a 5 foot wide on-road bicycle lane is \$1,740,000. Again, these costs do not include indirect costs for engineering, administration, financing and legal costs, which typically add about another 20% to the project costs.

The difference in estimated 2013 costs between the original design and the design utilizing an on-road bicycle lane is roughly \$120,000 based on preliminary estimates.

Alternatives-

Alternative #1 - Provide a recommendation to Council directing staff to update the 2008 Feasibility Report based on the original 2008 street reconstruction design (excludes sidewalks). This option should be chosen if the Public Works Committee feels the project should not include sidewalks or other pedestrian facilities.

Alternative #2 - Provide a recommendation to Council directing staff to revise the 2008 Feasibility Report to reflect the inclusion of on-road bicycle lanes, in place of sidewalks. This option should be chosen if the Public Works Committee feels the project should not include sidewalks but should include an on-road bicycle lane as an alternate pedestrian facility.

Alternative #3 – Motion of other, or do nothing.

Funding Source:

At this time there are not sufficient funds in the MSA account to fund any of the improvements. As such, funding would need to be provided using special assessments, bonds, adoption of a franchise fee, or a combination thereof. In other words, the City should consider the long-term comprehensive street reconstruction funding program prior to ordering this project. However, if alternative #1 or #2 is chosen, no funds would need to be committed at this time and staff would have additional time to complete the long-term street reconstruction funding program as required to address the funding shortage for these improvements while completing revisions to the Feasibility Study.

Staff Recommendation:

Staff recommends approving alternative #1 or #2.

Action:

Approve alternative #1, #2 or #3.

Attachments

Andrie St Feas Study w surveys

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/13/2013 01:17 PM
Kurt Ulrich	Kurt Ulrich	06/13/2013 02:51 PM
Form Started By: Bruce Westby		Started On: 06/03/2013 09:09 AM

Final Approval Date: 06/13/2013

**FEASIBILITY REPORT FOR ANDRIE STREET & 164<sup>TH</sup> LANE  
STREET IMPROVEMENTS**

**IMPROVEMENT PROJECT #08-32**

Prepared By

Ramsey Engineering Department

**DECEMBER 2008**

## **INTRODUCTION**

At the May 20, 2008 Public Works Committee meeting the Committee was presented with a petition signed by 54 persons representing 36 of the 67 properties benefitted by this proposed project. A copy of this petition is included in Appendix A. Andrie Street and 164<sup>th</sup> Lane had been proposed for a bituminous overlay in 2008 as a part of the annual street maintenance program. The petition requested that Andrie and 164<sup>th</sup> Lane receive additional improvements primarily concrete curb and gutter and other elements which would bring the street in compliance with Municipal State Aid (MSA) standards. City Council directed the preparation of this feasibility study on June 10, 2008 in response to this petition.

The project area and benefitted properties is illustrated in Figure 1. This report will identify the existing street condition along with the proposed improvements and the associated costs and financing, including the cost to each benefitted property. The reader is referred to the proposed improvement and financing sections of this report for the details concerning these project elements. Finally this report will provide a project timeline.

## **EXISTING CONDITIONS**

Both Andrie Street and 164<sup>th</sup> Lane were constructed in 1985 as a 31 feet wide roadway with a four inch class 5 base and a two inch bituminous wear course which was standard construction requirements at that time. The roadway has a bituminous berm curb and is serviced with storm sewer and a number of catchbasins which discharge to adjacent low areas. These areas are encumbered with drainage and utility easements to allow for this purpose. The road has received periodic maintenance including cracksealing and sealcoating operations which were performed most recently in 1999. The road surface is exhibiting deficiencies consistent with its age which include alligator cracking in low lying and flat areas, and particularly severe raveling along the bituminous curb line. This raveling has probably been aggravated by the intensive use of irrigation systems along the roadway. At several locations the drainage must travel overland for a distance in excess of 700 feet to reach a storm sewer. Many of the catch basin structures are constructed of concrete block which have failed or are deteriorating.

## **PROPOSED IMPROVEMENTS**

The existing two inch mat of bituminous along with the bituminous curb and gutter shall be removed and shall be reclaimed as base material at a minimum thickness of four inches. A 32 foot wide bituminous pavement is to be constructed in the center of the 66 foot right of way. The pavement section will consist of a four to six inch class 5/reclaimed bituminous base, two inches of bituminous base course, and 1.5 inches bituminous wear course which constitutes a 10 ton street design in Ramsey's sandy

subsoil. Six inch concrete curb and gutter will be installed along each side of the pavement edge with pedestrian ramps at each street corner. The roadway centerline and both edge lines will be appropriately stripped to allow for parking and bicycle travel on the north and east sides of the street. The south and west sides shall be posted to restrict parking.

A five foot wide concrete sidewalk may be installed along the north and east sides of both Andrie Street and 164th Ave. Contract documents will request an alternate bid for the sidewalk. The City Council will evaluate the alternate bids and decide at the time the contract is to be awarded whether or not the sidewalk will be installed. If included in the project, the sidewalk will vary in its distance from the back of curb to minimize impact to desirable trees. Property owners with landscape features will be contacted to discuss modifications. Retaining wall may be necessary in several locations in order to accommodate the sidewalk.

This project will include connecting existing driveways to the newly paved streets. In instances where there is no existing paved driveway an apron will be constructed from the edge of the roadway to the property line to prevent tracking of dirt onto the street. Property owners with unpaved drives will be contacted individually to determine the desired material and width of the driveway approach. Property owners with paved drives will have their driveways restored with the same width and material. City standards allow up to a 30 feet wide driveway at the street in this zoning district. The pavement shall be neatly sawed where a new portion of the driveway will meet the existing drive. A copy of a typical cross section of the proposed roadway is included in Figure 2.

The project shall include the replacement of all the existing storm basins and the addition of approximately 1000 feet of storm sewer to improve drainage in those areas where an excessive length of flow along the curb is required for storm water to enter into a catch basin. Figure 3 contains a sketch of the proposed drainage improvements.

Restoration shall include the protection or repair of any irrigation systems or invisible fence. Mail boxes may be relocated to accommodate construction but shall be returned to their original locations upon termination of the project. Disturbed turf areas shall be restored with top soil, fertilizer, seed and mulch.

## **ESTIMATED COSTS**

The estimated total project cost of the basic project, which excludes the installation of a five foot concrete sidewalk on the north and east sides of the street, is estimated to be \$1,233,539. The cost of an alternate project which would include sidewalk would increase the project cost by \$357,694 to a total of \$1,591,233. Details of the project construction cost are presented in Appendix B. The project overhead, which adds an additional 30 % of the construction cost include the following:

- Engineering design                      8%

- Project administration 5%
- Bonding and legal 2%
- Inspection and testing 5%
- Contingencies. 10%

The above project costs do not include the cost of paving existing unpaved driveways. Such driveways are private property and not a portion of the public street. Each unpaved driveway shall have its bituminous apron measured by area and will be billed additionally to the property. The estimated cost for driveway paving is estimated to be \$3.00 per square foot.

## FINANCING

The total project costs consist of the construction costs and project overhead costs which are detailed in Appendix B. Funding sources for this project include City Municipal State Aid funds (MSA), storm water utility funds, and special assessment to benefitted properties.

The costs associated with the replacement of the road shall be funded with MSA monies. The cost associated with concrete curb and gutter will be funded 25% from the storm water utility with the remaining 75% from MSA funds. These costs also include associated work elements including irrigation repair, and landscaping restoration costs. The storm sewer repairs and extensions will be funded entirely from the storm water utility. The sidewalk will be funded through MSA funds should the Council decide to award the alternate project. Property owners will contribute the equivalent cost of a bituminous overlay on the road which is estimated to cost \$1,700 per unit at unit prices anticipated during the 2009 construction season.

Based upon the above distribution the total project cost will be funded as follows;

	Total	MSA / City	Storm Water Utility	Property Owners
Basic Project Cost	\$ 1,233,539	\$ 925,953	\$ 193,686	\$ 113,900
Alternate Project Cost	\$ 1,591,233	\$ 1,283,647	\$ 193,686	\$ 113,900

The project will have a final tabulation made on actual project costs. A public hearing will be held identifying the actual costs to be recovered by special assessment which may change depending on the actual bituminous overlay cost experienced during the 2009 construction season. Property owners would have the option of paying the full cost of the assessment without interest at the conclusion of the project or could elect to have this assessment collected annually with their tax payment. Property owners electing to have the project cost specially assessed shall have their cost reported to Anoka County and collected over a period of up to ten years with interest at a rate of two percent (2%) above the U.S. Treasury rate at the time of the special assessment hearing. At an estimated

interest rate of 6.8 %, annual payments would range from \$285 to \$181 over this ten year period.

## **PROJECT SCHEDULE**

This project is anticipated to proceed under the regulations of Chapter 4 of City Code and State Statutes 429 which regulate special assessment public improvement projects. A schedule for the progress of this project is anticipated as follows:

- November 25, 2008 Present feasibility study to City Council and Order public hearing
- January 13, 2009 Hold public hearing
- March 24, 2009 Authorize project by City Council (60 days after public hearing)
- May 26, 2009 Receive plans and specifications and authorize bids
- June 23, 2009 Receive bids and award construction contract
- July 2009 Construct project
- September 28, 2009 Hold assessment hearing and levy assessments
- May 2010 First assessment payment due

## **SUMMARY AND CONCLUSIONS**

The proposed improvements are technically feasible and will benefit the area served. It is recommended that the City take the steps discussed in the Project Schedule section of this report to decide whether to proceed with the improvements.

28  
39



**Legend**

- Benefitted Properties
- Parcels

500 Feet



**FIGURE 1**  
**Benefitted Properties**

# EXISTING AND PROPOSED STREET SECTIONS

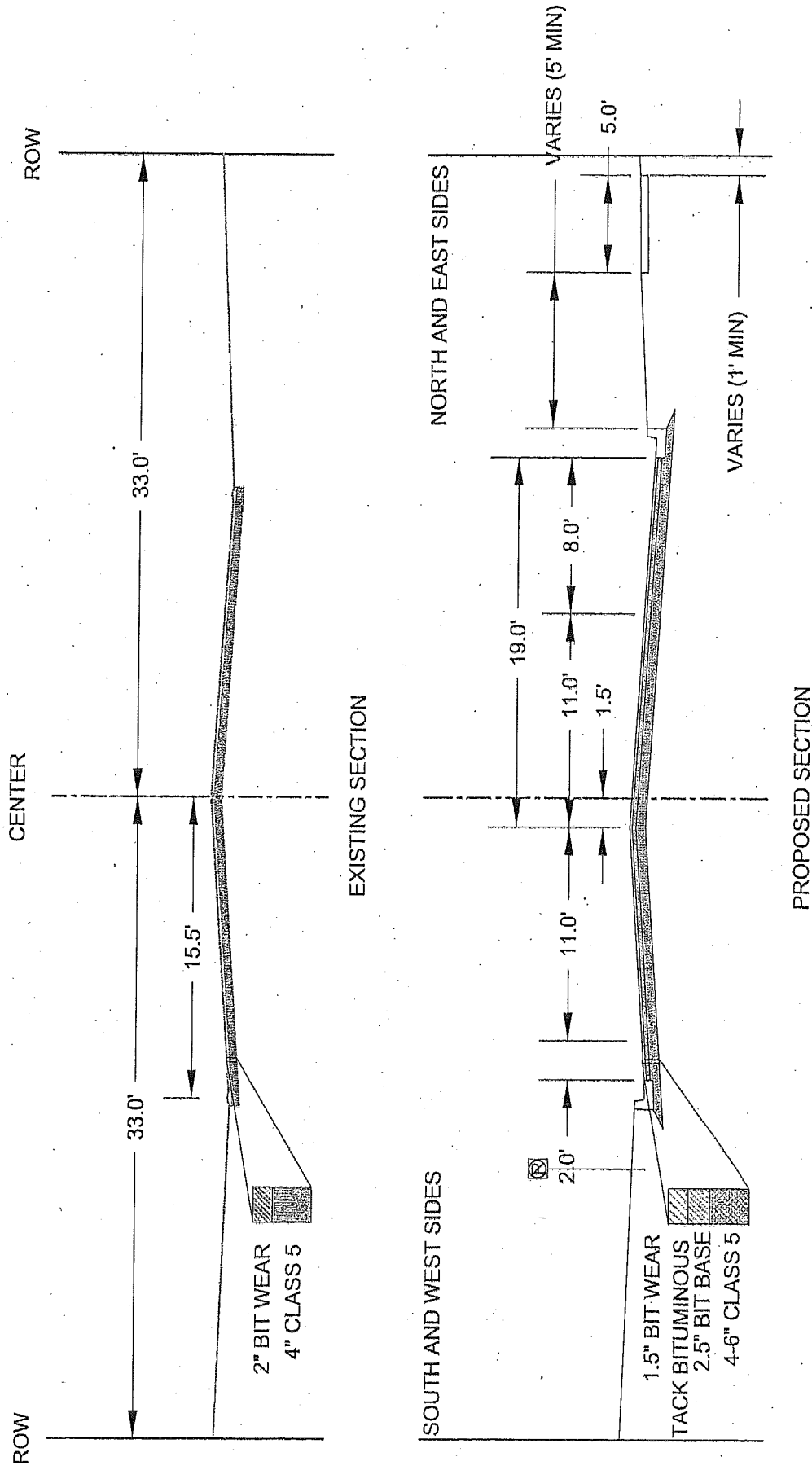
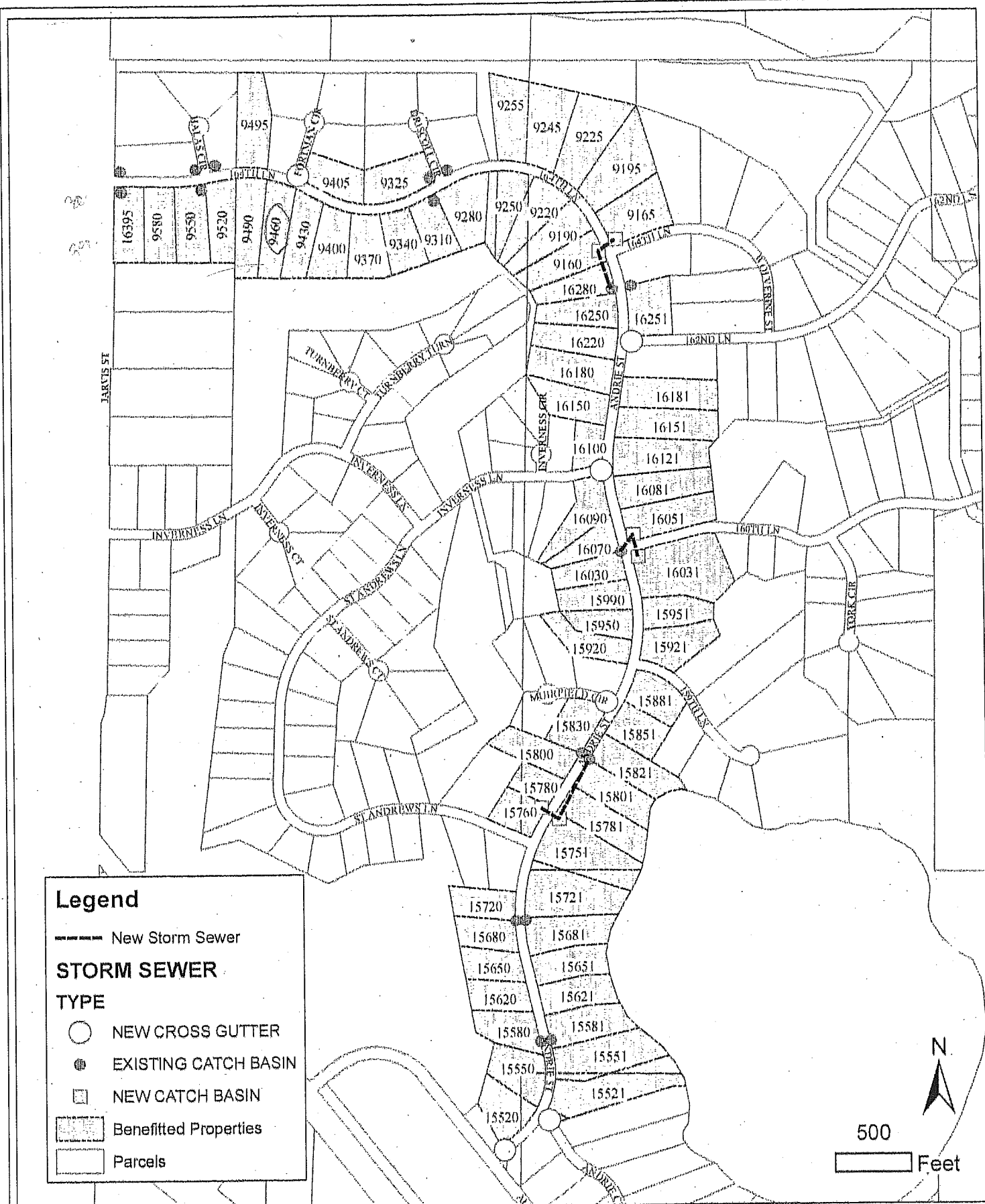


FIGURE 2



**FIGURE 3**  
Storm Sewer Improvements

**APPENDIX A**

**PROJECT PETITION**

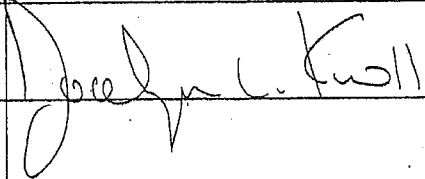
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

We the undersigned, owners representing not less than fifty percent (50%) of the affected property parcels abutting on the real property proposed for assessment as part of the City of Ramsey Improvement Project 08-06, a bituminous overlay in the NorthFork subdivision within the City of Ramsey, Anoka County, hereby petition that the above Improvement Project be modified as follows;

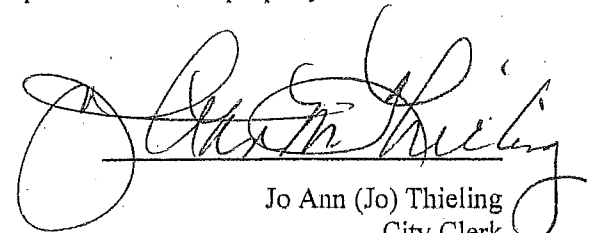
- Andrie Street and 164<sup>TH</sup> Lane would be reconstructed to the width of thirty two (32) feet, a nine (9) ton load limit and with concrete curb and gutter.
- Andrie Street and 164<sup>TH</sup> Lane would be striped for two driving lanes and one parking lane on one side. Parking would be restricted on the other side.
- Existing storm water catch basins would be replaced and the storm sewer would be extended to Andrie Street in several areas.
- **Do not install** the City of Ramsey proposed five (5) foot concrete sidewalk on the East and North sides of Andrie Street and 164<sup>TH</sup> Lane.
- The three cul de sacs, Halas, Fortmann, and Driscoll Circles, would receive only a 1 ½ inch bituminous overlay of the existing pavement.

We understand that the assessment for the above improvement will be equivalent to the assessment of the improvements associated with the bituminous overlay project currently anticipated in City of Ramsey IP 08-06 which states that properties abutting the above streets would be assessed one half of the cost of the bituminous overlay. We further understand that the above described modified project would not take place until 2009 at the earliest and the remaining costs of this project will be funded primarily through Municipal State Aid (MSA) funds since Andrie Street and 164<sup>TH</sup> Lane have been added to the City's MSA system.

	Signature of Property Owner	Name (printed)	Address (printed)
1		Jocelyn L Kull	16181 Andrie St NW
2			
3			
4			
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

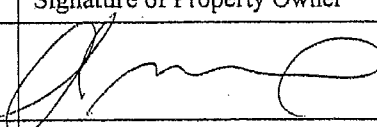
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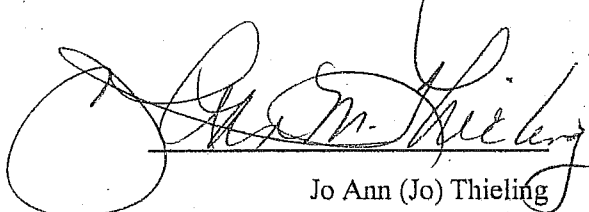
- Andrie Street and 164<sup>TH</sup> Lane would be reconstructed to the width of thirty two (32) feet, a nine (9) ton load limit and with concrete curb and gutter.
- Andrie Street and 164<sup>TH</sup> Lane would be striped for two driving lanes and one parking lane on one side. Parking would be restricted on the other side.
- Existing storm water catch basins would be replaced and the storm sewer would be extended to Andrie Street in several areas.
- **Do not install** the City of Ramsey proposed five (5) foot concrete sidewalk on the East and North sides of Andrie Street and 164<sup>TH</sup> Lane.
- The three cul de sacs, Halas, Fortmann, and Driscoll Circles, would receive only a 1 ½ inch bituminous overlay of the existing pavement.

We understand that the assessment for the above improvement will be equivalent to the assessment of the improvements associated with the bituminous overlay project currently anticipated in City of Ramsey IP 08-06 which states that properties abutting the above streets would be assessed one half of the cost of the bituminous overlay. We further understand that the above described modified project would not take place until 2009 at the earliest and the remaining costs of this project will be funded primarily through Municipal State Aid (MSA) funds since Andrie Street and 164<sup>TH</sup> Lane have been added to the City's MSA system.

	Signature of Property Owner	Name (printed)	Address (printed)
1		Gerald John Berglund	15830 Andrie St NW Ramsey MN 55303
2			
3			
4			
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)

  
Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

We the undersigned, owners representing not less than fifty percent (50%) of the affected property parcels abutting on the real property proposed for assessment as part of the City of Ramsey Improvement Project 08-06, a bituminous overlay in the NorthFork subdivision within the City of Ramsey, Anoka County, hereby petition that the above Improvement Project be modified as follows;

- Andrie Street and 164<sup>TH</sup> Lane would be reconstructed to the width of thirty two (32) feet, a nine (9) ton load limit and with concrete curb and gutter.
- Andrie Street and 164<sup>TH</sup> Lane would be striped for two driving lanes and one parking lane on one side. Parking would be restricted on the other side.
- Existing storm water catch basins would be replaced and the storm sewer would be extended to Andrie Street in several areas.
- **Do not install** the City of Ramsey proposed five (5) foot concrete sidewalk on the East and North sides of Andrie Street and 164<sup>TH</sup> Lane.
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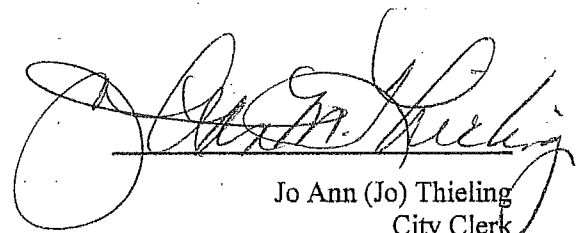
Duplicate

for marks sheet

	Signature of Property Owner	Name (printed)	Address (printed)
1	<i>Sharen Resech</i>	DAVE SHAREN RESECH	16450 Driscoll Circ
2	<i>David Shappell Sr.</i>	David & Sandy Shappell	9325 164 Lane
3	<i>David Shappell Sr.</i>	David Shappell Sr.	16455 Driscoll circle
4			
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

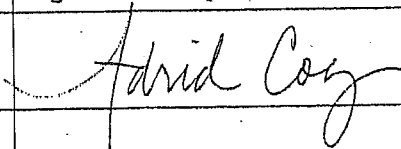
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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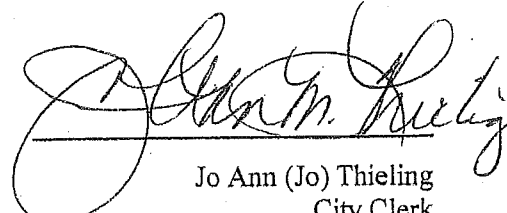
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Adrid Coz	16470 Fortmann Cir. NW Ramsey, MN
2			
3			
4			
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

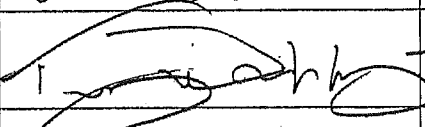
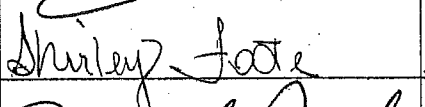
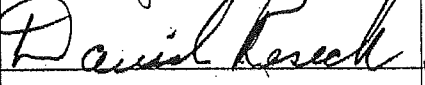
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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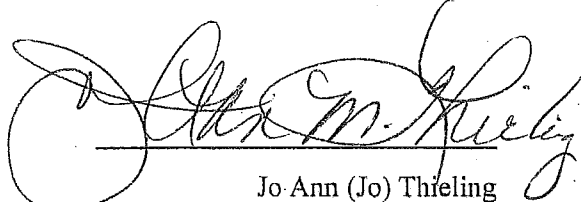
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	Signature of Property Owner	Name (printed)	Address (printed)
1		TONY WACHLAROWICZ	16405 Driscoll Circle Ramsey, MN
2		shirley foote	16470 Driscoll Circle Ramsey, MN
3		DAVID REESE	16450 Driscoll Circle Ramsey, MN
4			
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

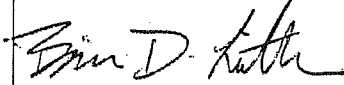
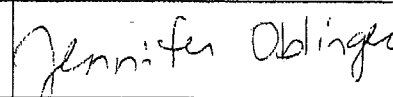
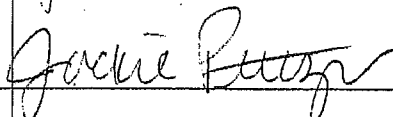
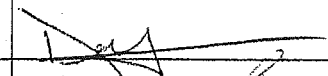

**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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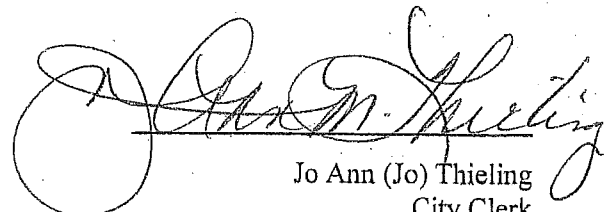
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Brian D. Leither	16250 Andrie St. NW Ramsey, MN 55303
2		Jennifs D Oblinger	16220 Andrie St NW RAMSEY, MN 55303
3		Jackie Peterzen	16150 Andrie St NW Ramsey, MN 55303
4		Debra Kridner	16151 Andrie St NW Ramsey MN 55303
5		Mary Jo Tincher	16081 Andrie St. NW Ramsey MN 55303

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

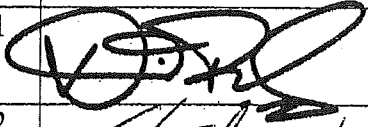
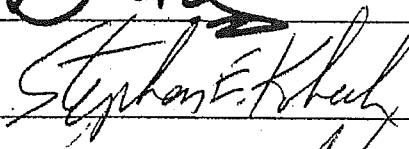
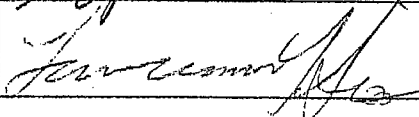
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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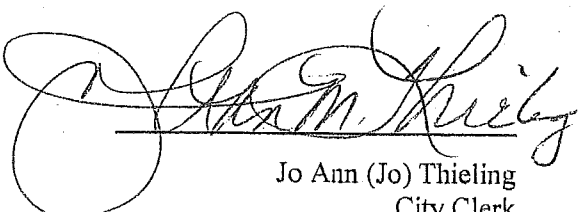
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	Signature of Property Owner	Name (printed)	Address (printed)
1		David R. May	2190. 164 <sup>TH</sup> Ln., NW Ramsey, MN
2		Stephen Kokes	9225 164 <sup>TH</sup> Ln NW Ramsey, MN
3		Lawrence L. Scott	16121 Andrie St NW Ramsey MN 55303
4			
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

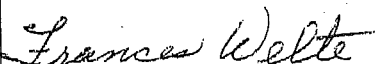
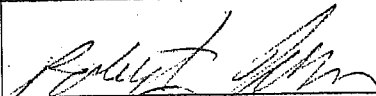

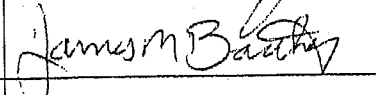
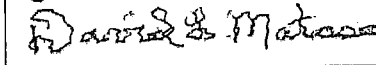
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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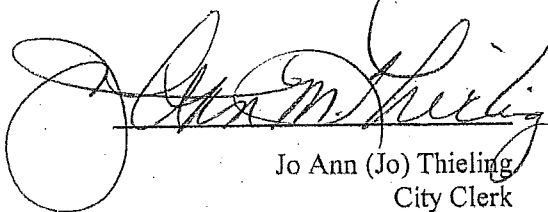
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Frances Welte	16051 Andrie St NW Ramsey, MN 55303
2		ROBERT TAMM	16070 Andrie ST NW Ramsey, MN 55303
3		Nicolette Boedigheim	16030 Andrie St. NW Ramsey, MN 55303
4		James Barthel	15990 Andrie St NW Ramsey MN 55303
5		D.W. Matusovsky	15751 Andrie Ramsey MN 55303

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

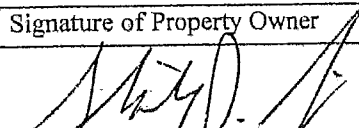
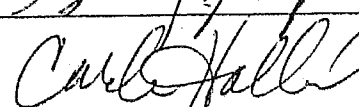
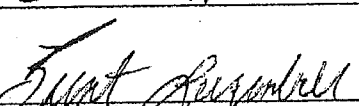
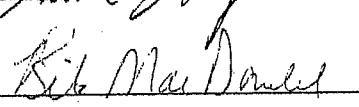
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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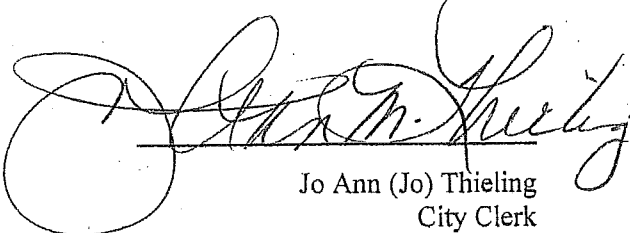
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Stanley J. Sizer	16251 Andrie St. NW
2		Carla A. Holland	9195-164 <sup>th</sup> Ln NW
3		Brent Lupinski	9280 164 <sup>th</sup> Lane NW
4		Rita MacDonnell	9220 164 <sup>th</sup> LN NW
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)

  
Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

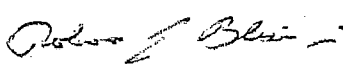
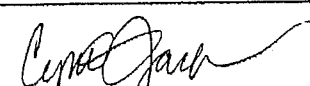
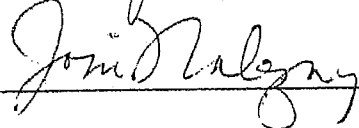
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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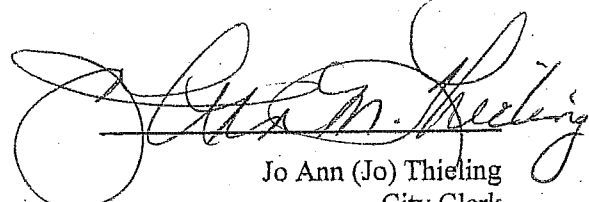
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Robert Bliss	9550 164th Lane NW Ramsey, MN 55303
2		Cynthia Jackson	16100 Andrie St NW Ramsey, MN 55303
3		Tomi Nalezny	16180 Andrie St NW Ramsey, MN 55303
4			
5			

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(Seal)



Jo Ann (Jo) Thieling  
City Clerk  
Ramsey, MN 55303

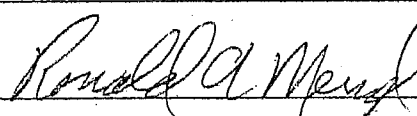
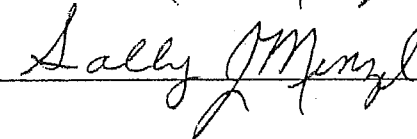
**PETITION FOR LOCAL STREET IMPROVEMENTS  
WITHIN THE CITY OF RAMSEY, MINNESOTA**

Ramsey, Minnesota May 12, 2008  
To the City Council of Ramsey, Minnesota

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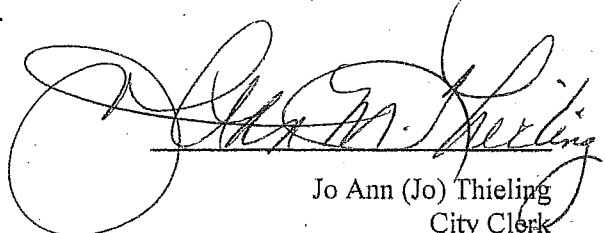
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- **Do not install** the City of Ramsey proposed five (5) foot concrete sidewalk on the East and North sides of Andrie Street and 164<sup>TH</sup> Lane.
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Ronald A. Menzel	9245 164 <sup>TH</sup> Ln NW Ramsey, MN 55303
2		Sally J. Menzel	9245 164 <sup>TH</sup> Ln NW Ramsey, MN 55303
3			
4			
5			

Examined, checked, and found to be in proper form and signed by the required number of property owners of property affected by the making of the improvement petitioned for.

(Seal)

  
 Jo Ann (Jo) Thieling  
 City Clerk  
 Ramsey, MN 55303

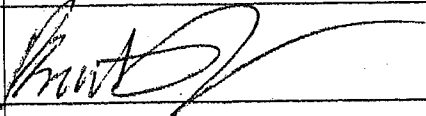
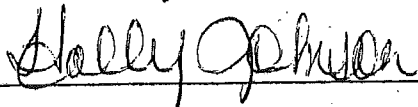
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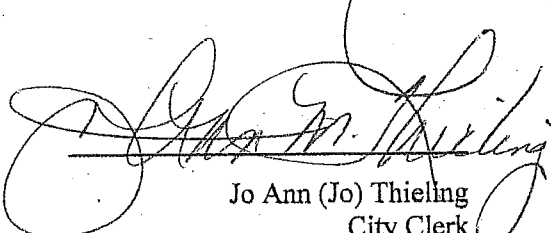
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Brent Johnson	9430 164th Ln NW
2		Holly Johnson	Ramsey 55303
3			
4			
5			

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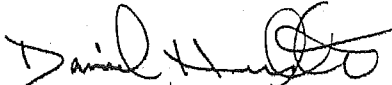
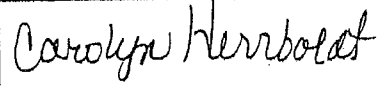
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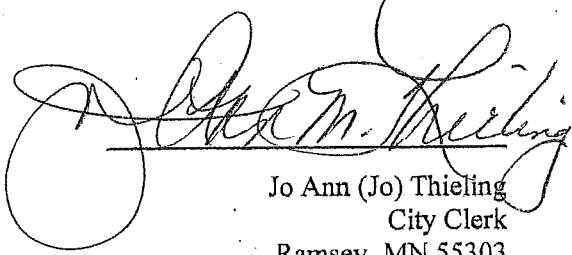
	Signature of Property Owner	Name (printed)	Address (printed)
1		DANIEL HERRBOLOT	9580 - 164 <sup>TH</sup> LANE RAMSEY, MN.
2		<del>DANIEL</del> Carolyn Herrboldt	9580 164 <sup>th</sup> Lane Ramsey, mn.
4			
5			

I want the sidewalks

same address

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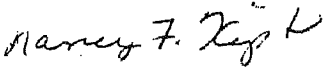
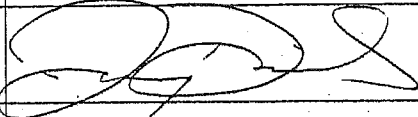
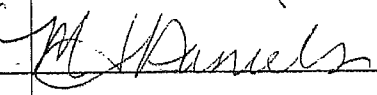
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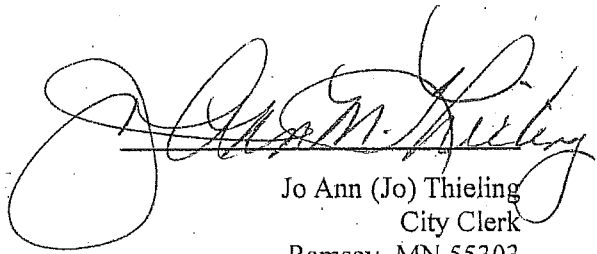
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	Signature of Property Owner	Name (printed)	Address (printed)
1		W.S. KINGSTON	15760 ANDRIE ST. NW
2		N. F. KINGSTON	15760 ANDRIE ST NW
3		Jeremy Daniels	15751 Andrie ST NW
4		Melissa J. Daniels	15751 Andrie ST. NW
5			

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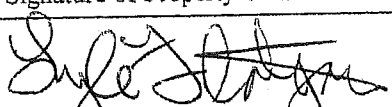
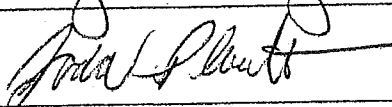
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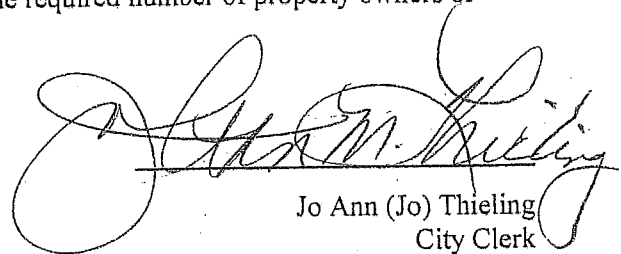
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	Signature of Property Owner	Name (printed)	Address (printed)
1		Lyle Flatgard	15821 Andrie St. N.W.
2		TODD PLASTER	15781 Andrie St
3			
4			
5			

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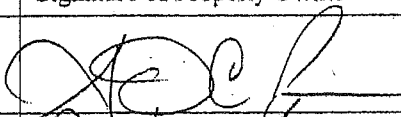
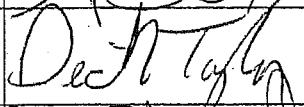


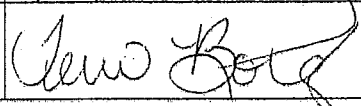
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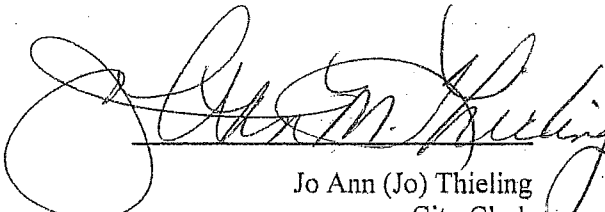
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1		Steven C. Pace	15550 Andrie St NW Ramsey, MN 55303
2		Dick Taylor	15521 Andrie St Ramsey MN 55303
3		William Hage	1944 Andrie St NW Ramsey MN 55303
4		RICK BORG	15651 ANDRIE ST NW RAMSEY, MN 55303
5		Terri Borg	15651 Andrie St Ramsey MN 55303

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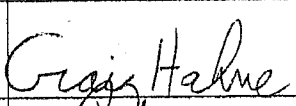


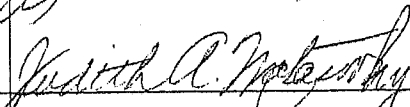
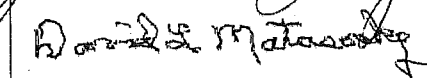
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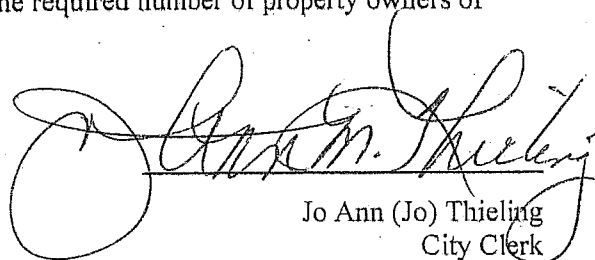
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1		Craig Halne	15650 Andrie St NW Ramsey Mn 55303
2		Michael E. Thompson	15721 Andrie St. N.W. Ramsey Mn 55303
3		Judi Thompson	15721 ANDRIE ST. N.W. RAMSEY, MN 55303
4		Judith A. Matasovsky	15751 Andrie St NW Ramsey MN 55303
5		David L. Matasovsky	15751 Andrie St NW Ramsey, MN 55303

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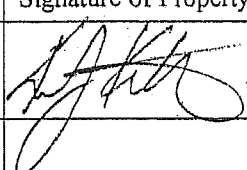
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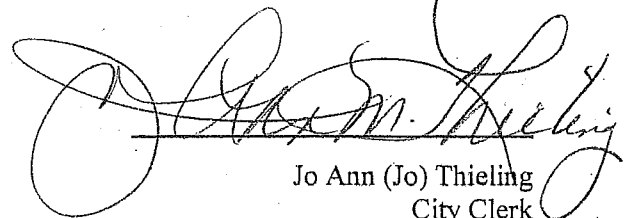
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1		KURT S. KETTNER PRESIDENT NHCA	NORTH FORK HOMEOWNERS ASSOCIATION
2			
3			
4			
5			

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**APPENDIX B  
IP 08-32**

		Project Costs				Project Financing			
Item	Qty	Unit	Unit Cost	Extension	City / MSA	Storm Water Utility	City / MSA	Storm Water Utility	
<b>Basic Project</b>									
1	20674	ft	\$ 12.00	\$ 248,088	75%	\$ 186,066	25%	\$ 62,022	
2	18	ea	\$ 300.00	\$ 5,400	100%	\$ 5,400	0%	\$ -	
3	35605	sq yd	\$ 0.80	\$ 28,484	100%	\$ 28,484	0%	\$ -	
4	103.4	sta	\$ 150.00	\$ 15,510	100%	\$ 15,510	0%	\$ -	
5	360	ft	\$ 2.50	\$ 900	100%	\$ 900	0%	\$ -	
6	4135	ln	\$ 65.00	\$ 268,775	100%	\$ 268,775	0%	\$ -	
7	3101	tn	\$ 60.00	\$ 186,060	100%	\$ 186,060	0%	\$ -	
8	1723	gal	\$ 2.00	\$ 3,446	100%	\$ 3,446	0%	\$ -	
9	41348	ft	\$ 0.44	\$ 18,193	100%	\$ 18,193	0%	\$ -	
10	65	ea	\$ 500.00	\$ 32,500	75%	\$ 24,375	25%	\$ 8,125	
11	1531	cu yd	\$ 35.00	\$ 53,585	75%	\$ 40,189	25%	\$ 13,396	
12	2.85	ac	\$ 1,500.00	\$ 4,275	75%	\$ 3,206	25%	\$ 1,069	
13	346	head	\$ 35.00	\$ 12,110	75%	\$ 9,083	25%	\$ 3,028	
14	300	ft	\$ 22.00	\$ 6,600	0%	\$ -	100%	\$ 6,600	
15	650	ft	\$ 25.00	\$ 16,250	0%	\$ -	100%	\$ 16,250	
16	15	ea	\$ 1,500.00	\$ 22,500	0%	\$ -	100%	\$ 22,500	
17	6	ea	\$ 2,000.00	\$ 12,000	0%	\$ -	100%	\$ 12,000	
18	2	ea	\$ 2,000.00	\$ 4,000	0%	\$ -	100%	\$ 4,000	
19	6	ea	\$ 1,700.00	\$ 10,200	0%	\$ -	100%	\$ 4,000	
				\$ 948,876		\$ 603,621		\$ 148,990	
				\$ 284,663		\$ 181,086		\$ 44,697	
				\$ 1,233,539		\$ 784,707		\$ 193,686	
<b>Alternate Project</b>									
1	50635	sq ft	\$ 3.55	\$ 179,754	100%	\$ 179,754			
2	1400	sq ft	\$ 25.00	\$ 35,000	100%	\$ 35,000			
3	1.54	ac	\$ 1,500.00	\$ 2,310	100%	\$ 2,310			
4	831	cu yd	\$ 35.00	\$ 29,085	100%	\$ 29,085			
5	29	ea	\$ 1,000.00	\$ 29,000	100%	\$ 29,000			
				\$ 275,149		\$ 275,149			
				\$ 1,224,025		\$ 878,770			
				\$ 367,208		\$ 263,631			
				\$ 1,591,233		\$ 1,142,401			

*Basic project does not include a five foot wide concrete sidewalk. The Alternate project includes a sidewalk on the north and east sides of the street. Special assessments in the amount of \$113,900 would be used to offset a portion of the City/MSA costs for both the Basic or Alternate projects.*

Appendix C

IP 08-32 Benefitted Properties

PIN Number	Owner	Owner Address	City	Assessment
PID: 183225420007	ASHLEY GARY C & JODY L	15921 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225210013	BALLARD DAVID J & LESLIE M	9370 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225420019	BARTHEL JAMES	15990 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225430013	BERGLUND GERALD J & EDIE M	15830 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225220011	BLISS ROBERT J JR	9550 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225420018	BOEDIGHEIMER JASON & NICOLETTE	16030 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 193225120004	BORG RICHARD P & TERRI P	15651 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225210004	BRAVINDER ROBERT F JR & J K	9405 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225210014	BROCKMUELLER LANCE D & BARBARA	9340 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225430007	DANIELS JEREMY	15751 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225430004	FLATGARD LYLE G & CORINNE F	15821 ANDRIE ST NW	ANOKA MN 55303	\$ 1,700
PID: 183225130003	FRITZ GREGORY C & CHERYL D	16280 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 193225240009	GIBSON CRYSTAL	15520 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 193225120007	GODLEWSKI PAUL E & KATHY L	15551 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225220014	GRANT STEVEN	11182 HOYER AVE	ANNANDALE MN 55302	\$ 1,700
PID: 183225210015	HABEN CHARLES PAUL & SHELLY A	9310 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 193225210005	HAHNE CRAIG	15650 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225430003	HALSETH JEFFREY B & DIANE C	15851 ANDRIE RD NW	RAMSEY MN 55303	\$ 1,700
PID: 193225120002	HAMERNICK LEE B & DEBRA A	15721 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 193225120003	HARDIN GLEN D & EILEEN	15681 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225430022	HENDRICKS DWAYNE G & KATHRYN M	15800 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225220010	HERRBOLDT DANIEL & CAROLYN	9580 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225430002	HERRICK GREG V & JENNIFER KIM	15881 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225210017	HICKEY THOMAS J & LAURA A	9250 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225120004	HOLLAND CARLA A & JEREMY C	9195 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225210012	HOMELVIG AMANDA	9400 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225130020	JACKSON MICHAEL W & CYNTHIA R	16100 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225420017	JAHN ROBERT L & NANCY K	16070 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225120010	JEFFERS HERMAN W & CAROLYN L	9160 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225220015	JOHNSON BRENT D & HOLLY A	9430 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225430005	JOHNSON DANIEL W & MELISSA	15801 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225220013	JUREK DAVID	9490 164TH LN NW	RAMSEY MN 55303	\$ 1,700
PID: 183225340003	KINGSTON WILLIAM S & NANCY F	15760 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700
PID: 183225130009	KNOLL PETER J & JOCELYN L	16181 ANDRIE ST NW	RAMSEY MN 55303	\$ 1,700

**SUMMARY OF ANDRIE STREET / 164TH LANE SIDEWALK SURVEY**

	N / E Street		S / W Street		All Respondants	
	Sidewalk Side #	%	Non-sidewalk Side #	%	#	%
In Support of Sidewalk	7	32%	3	20%	10	27%
In Opposition of Sidewalk	14	64%	11	73%	25	68%
Neutral or Undecided	1	5%	1	7%	2	5%
<b>Total</b>	<b>22</b>		<b>15</b>		<b>37</b>	

Note: 37 of 67 (55%) properties surveyed responded

**COMMENTS RECEIVED BY SIDEWALK  
SURVEY RESPONDANTS**

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

REC'D JAN 26 2009

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

My property is on the:  east or north  west or south side of the street.

Other Comments:

The sidewalk decision should however, be made by the people on the east & north sides of the road, whose property the sidewalk will affect.

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

REC'D JAN 26 2009

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

My property is on the:  east or north  west or south side of the street.

Other Comments:

We need the sidewalk because of speeding. Along with the sidewalk, we need stronger enforcement of speeding, more stop signs at high use intersections, and other controls over speed.

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

REC'D JAN 29 2009

My property is on the:  east or north  west or south side of the street.

Other Comments:

We would like to see a smaller amount of land used for the sidewalk (something less than 9 feet).

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

My property is on the:  east or north  west or south side of the street.

Other Comments:

We know of many neighbors that were pressured and/or misled so much by the homeowners' assn, that they signed the opinion surveys in direct opposition to their true opinions. Anyone knowing the facts is left with one logical choice – do the sidewalks now. **The goals of Ramsey** (and their plans for Northfork) include installation of walkways at some time; installing them now would **cost less** (overall costs will increase in the future, and certain things would have to be paid for two times - lawns, sprinkler, etc.); installing them now will mean **zero additional cost the homeowners**; there will be **less inconvenience** to the community having roadwork and sidewalks done at the same time; it is **safer** to walk on a sidewalk than on a roadway; Public safety should be our government's main objective – from that standpoint, **there can be no argument**. People who argue that it is fiscally irresponsible to spend money on this improvement, are forgetting that money will be spent on these walkways at some point, and that at that time the money could come from their checking accounts instead of MSA funds!

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

REC'D FEB 03 2009

My property is on the:  east or north  west or south side of the street.

Other Comments:

I would prefer NOT to have a sidewalk, but NOT  
in opposition.

Law

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

REC'D JAN 29 2009

My property is on the:  east or north  west or south side of the street.

Other Comments:

WOULD LIKE TO SEE THE SIDEWALK PLANS AND  
HOW IT EFFECTS MY PROPERTY. (IE GRADE, TREE  
REMOVAL, RETAINING WALL, ETC.) I HAVE A  
FAIRLY STEEP SLOPE TO THE ROAD.

THANKS,

TOOD PLASTERO  
15791 ANDRIE ST  
RAMSEY, MN

612-868-7699

REC'D JAN 27 2009

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

Brian Leither  
16250 Andrie St. N  
Ramsey, MN

My property is on the:  east or north  west or south side of the street.

Other Comments:

I am in full support of the reconstruction project, which is badly needed, however, I feel that the \$300k+ required for the sidewalk could be more prudently spent on other needed street/road projects in Ramsey.

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

REC'D JAN 27 2009

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

ANDRIE ST NORTH FORK

My property is on the:  east or north  west or south side of the street.

Other Comments:

Hopefully the speed limit remains 30 MPH and is enforced!

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

REC'D JAN 26 2009

My property is on the:  east or north  west or south  side of the street.

Other Comments:

I oppose the sidewalk because:-  
① It will adversely affect many of our neighbors who are in opposition - we don't need the divisiveness  
② A sidewalk does not fit the country feel of why we moved here in the first place - creates an unappealing urban look.

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

REC'D JAN 26 2009

My property is on the:  east or north  west or south  side of the street

Other Comments:

Can not Afford any more  
costs

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

My property is on the: \_\_\_\_\_ east or north \_\_\_\_\_ west or south \_\_\_\_\_ side of the street.

Other Comments:

IN THIS ECONOMIC ENVIRONMENT THIS IS A WASTE OF  
TAX PAYER MONEY. THE MONEY COULD BE PUT TO  
BETTER USE.

east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

REC'D JAN 28 2009

My property is on the: \_\_\_\_\_ east or north  west or south \_\_\_\_\_ side of the street.

Original total estimated cost of proj: #08-06 was \$246,089 and  
Other Comments: Benefitted properties has been reduced by 15?

THIS NEIGHBOR WAS NOT DESIGNED FOR  
A SIDEWALK. THE "WALKABILITY" IS THE DESIRE  
OF THE CITY ONLY. The petition was sold and signed based  
on the neighborhood getting curb & gutter with no cost increase  
to home owners from the original overlay project. Considering  
the economy it would be very irresponsible to spend more  
money on this project. The neighborhood has  
been very clear they do not want a sidewalk, except for Colin McGlone

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

REC'D FEB 05 2009

My property is on the:  east or north  west or south  side of the street.

Other Comments:

*Leffers: 9160 164th R.W. N.W.  
(We signed a petition, but it was  
not included in the copies included  
in the report we received <sup>from you</sup> in  
January.) (?)*

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

REC'D FEB 11 2009

My property is on the:  east or north  west or south  side of the street.

Other Comments: *We understand there would be no additional  
assessment to us for the sidewalk, however we feel*

*these funds and the cost of ongoing maintenance could be spent  
much more wisely elsewhere in the city. We also want to retain the  
"feel" of the Northfork neighborhood and save many mature trees along  
the boulevard. We walk and bike regularly and feel it remains a  
safe and inviting road for children and/or adults - especially if the  
30 mph speed limit stays. Thank you.*

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

REC'D JAN 27 2009

My property is on the:  east or north  west or south side of the street.

Other Comments:

There is already a walking trail around lake Itasca -  
there is absolutely NO need to put sidewalks in our  
neighborhood !!! We recognize the community plan of Ramsey but the  
sidewalk is an expense we will pay for on top of the Private Urban Developm  
Annual homeowners fee with no financial contribution to increased costs by the  
city. A PUD (Private urban development) should be exempt from overall sidewalk  
access plan of Ramsey. Sidewalks would invite the public to use our facilities,  
depreciate our equipment (park), increase maintenance expenses and increase our  
homeowners fees - in addition to increasing our taxes.

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location  
 In opposition of a sidewalk in this location  
 Undecided or neutral on this issue

REC'D JAN 26 2009

My property is on the:  east or north  west or south side of the street.

Other Comments:

We discussed this issue of proposed  
sidewalk before, and still vote NO  
SIDEWALK!

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

REC'D JAN 26 2009

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

My property is on the:  east or north  west or south side of the street.

Other Comments:

STEPHEN KOKIESH  
9225 164<sup>th</sup> Lane NW  
Ramsey, MN 55303  
Stephen E. Kobal No Sidewalk!

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

REC'D FEB 02 2009

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

My property is on the:  east or north  west or south side of the street.

Other Comments:

I Feel A Sidewalk Is Not In The  
Best Interest of Our Community.  
Please Repeat Our Wishes.

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

REC'D JAN 28 2009

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

Question Sidewalks - Petitions have asked for no sidewalk  
My property is on the:  east or north  west or south side of the street.

- Other Comments:
- Drainage culvert needs to be cleaned & maintained
  - Using 12+ft. of property on one side seems unfair - other side remains the same?
  - How will that first 7' of grass survive?
  - Will City always clear 100' of sidewalk 5ft wide!!
  - Will the addition of 1ft. <sup>road</sup> provide for 2 lanes + parking lane?
  - Why parking lane on same side as sidewalk? People would have to watch for walkers & go thru parked car lane to get out of driveway
  - Are the new sidewalks by Town Center even this wide? Do they have the same setback?

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

My property is on the:  east or north  west or south side of the street.

Other Comments:

I AM NOT IN FAVOR OF THE PROPOSED SIDEWALK.  
NORTHREEK IS ALREADY CONSIDERED A "WALKING COMMUNITY"  
SO THIS REDUNDANT FEATURE IS UNNECESSARY

STEVE JANOWSKI  
S JANOWSKI @ CI. RAMSEY, MN, US

I have considered the issues associated with the installation of a sidewalk along the north and east sides of Andrie Street and 164<sup>th</sup> Lane in association with a street reconstruction work on these streets. I want the City Council to know that I am:

- In support of a sidewalk in this location
- In opposition of a sidewalk in this location
- Undecided or neutral on this issue

REC'D FEB 03 2009

My property is on the: X east or north      west or south      side of the street.

Other Comments:

NO SIDEWALKS! Nowhere  
within the Northfork development is  
there any sidewalks. This is a PWS  
community. Sidewalks, while useful  
for some purposes, are maintenance  
nightmares and do not fit into the  
development's rural look.

**Public Works Committee**

**5. 6.**

**Meeting Date:** 06/18/2013

**By:** Tim Gladhill, Community Development

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**Title:**

Consider Request for Use of Veterans Drive Right of Way Adjacent to 7700 Sunwood Drive for Outdoor Dog Area; Case of Residence at The COR

**Background:**

The City has received a request from Residence at The COR, a 230-unit apartment complex located at 7700 Sunwood Drive NW, for use of the right of way/boulevard area on the south side of Veterans Drive as a location for pet owners' use. This proposed space would be an area for tenants with pets for a sanitary area for pet waste, but would not be a dog park area. Pet owners would be required to immediately remove their pets' waste.

Residence at The COR would be responsible for constructing and maintaining the area. This would not be an improvement for which the City would accept any maintenance obligation. The Applicant has submitted a sketch drawing of the proposed improvements. The improvements would include landscape improvements (trees and shrubs), sidewalk, mulch, and pea gravel. The area would not be used as an off-leash park. This type of arrangement, whether it be public space or rights of way, is common in more urban settings (provided that adequate safety measures are in place).

Staff's main concern would be safety along the railroad tracks. With that in mind, Staff would recommend that this not be an off-leash area, nor be considered an off-leash dog park.

In the interim, the Residence at The COR requests utilization of the future Municipal Plaza area (north side of Sunwood Drive) for pet owners' use until the proposed long-term solution is completed. According to Residence at The COR staff, it has experienced multiple inquiries regarding areas for pets.

If the Public Works Committee so desired, a Maintenance Agreement could be recorded on the Residence at The COR parcel, documenting specific maintenance obligations and process for City removal as necessary for maintenance, repair, or other improvements or in the even of non-maintenance on the part of Residence at The COR.

Alternative #1 - Approve the request as presented. Staff finds this solution acceptable. Maintenance responsibilities would be that of the Residence at The COR. If proper maintenance is not performed, the City could remove the area.

Alternative #2 - Approve the request on the north side of Sunwood Drive (Municipal Plaza). At this time, it is not recommended to consider this alternative, as the design and future construction of this area is undetermined and would be impacted by future construction.

Alternative #3 - Deny the request. With this scenario, tenants would need to utilize other public land pursuant to current law, or the private areas on site, such as the center courtyard. There is limited green space for this type of use in other areas of the site.

**Notification:**

No notification is required at this time.

**Observations/Alternatives:**

**Funding Source:**

All costs associated with processing the request are the responsibility of the Applicant.

**Staff Recommendation:**

Staff has no objection to the proposed use, subject to securing the necessary right of way permit and the Applicant's understanding of removal/disturbance as necessary for routine/required maintenance within the right of way. Staff recommends a Use and Maintenance Agreement also be forwarded to the full City Council for consideration. The City needs to reserve the right to vacate this use at any time for any reason.

**Action:**

Motion to recommend that the City Council approve the use of the pet area on the south side of Veterans Drive for Residence at The COR residents, subject to the owner making improvements, executing a Use and Maintenance Agreement, as well as securing the necessary right of way permit.

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**Attachments**

[Site Location Map](#)

[Proposed Site Plan](#)

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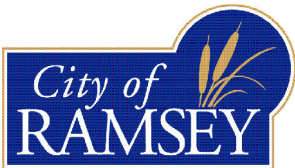
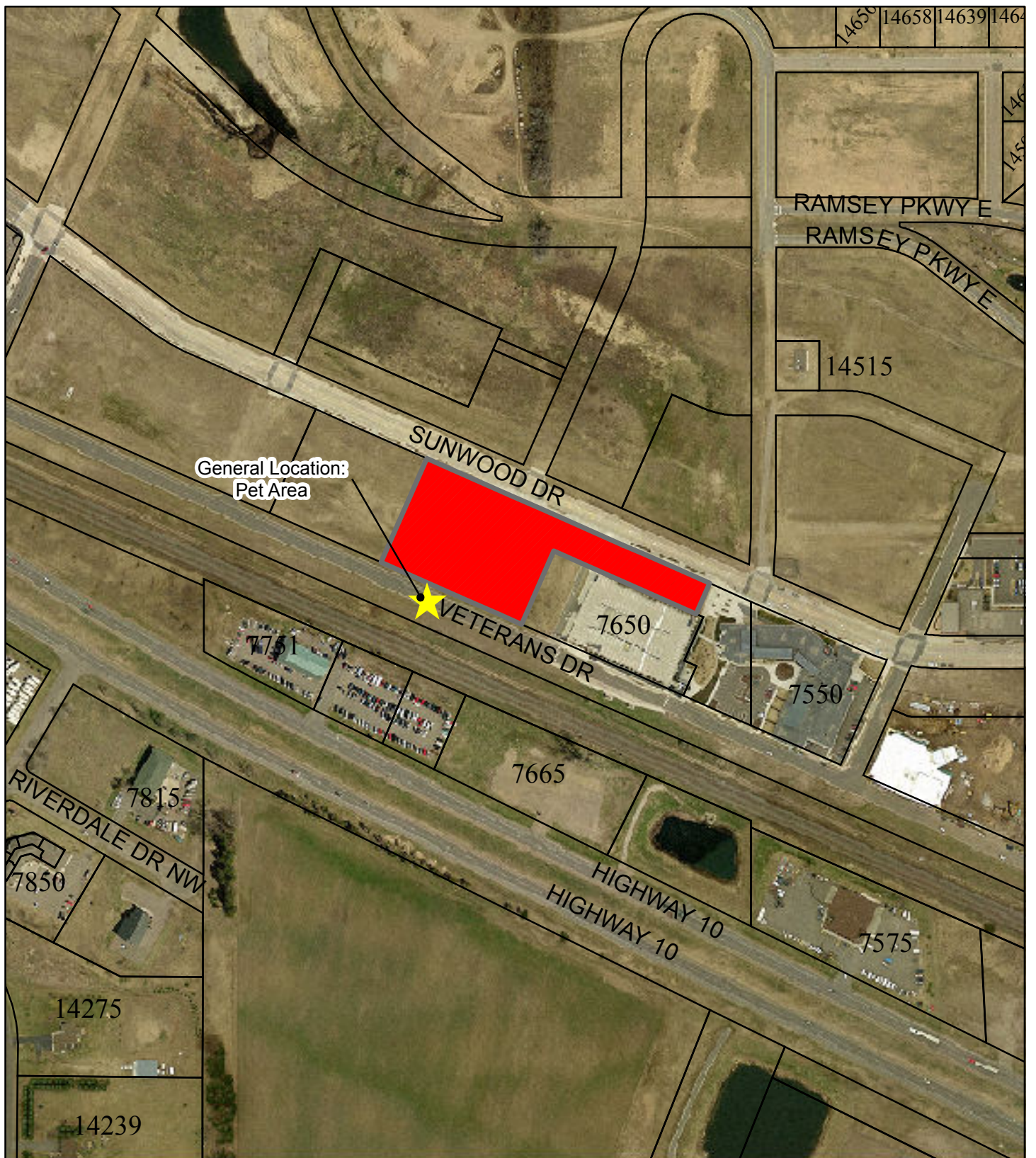
**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Mark Riverblood	Mark Riverblood	06/13/2013 09:13 AM
Bruce Westby	Bruce Westby	06/13/2013 11:50 AM
Grant Riemer	Grant Riemer	06/13/2013 01:14 PM
Kurt Ulrich	Kurt Ulrich	06/13/2013 02:48 PM

Form Started By: Tim Gladhill

Started On: 05/16/2013 09:51 AM

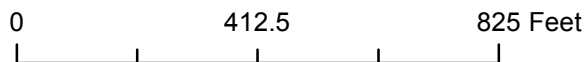
Final Approval Date: 06/13/2013

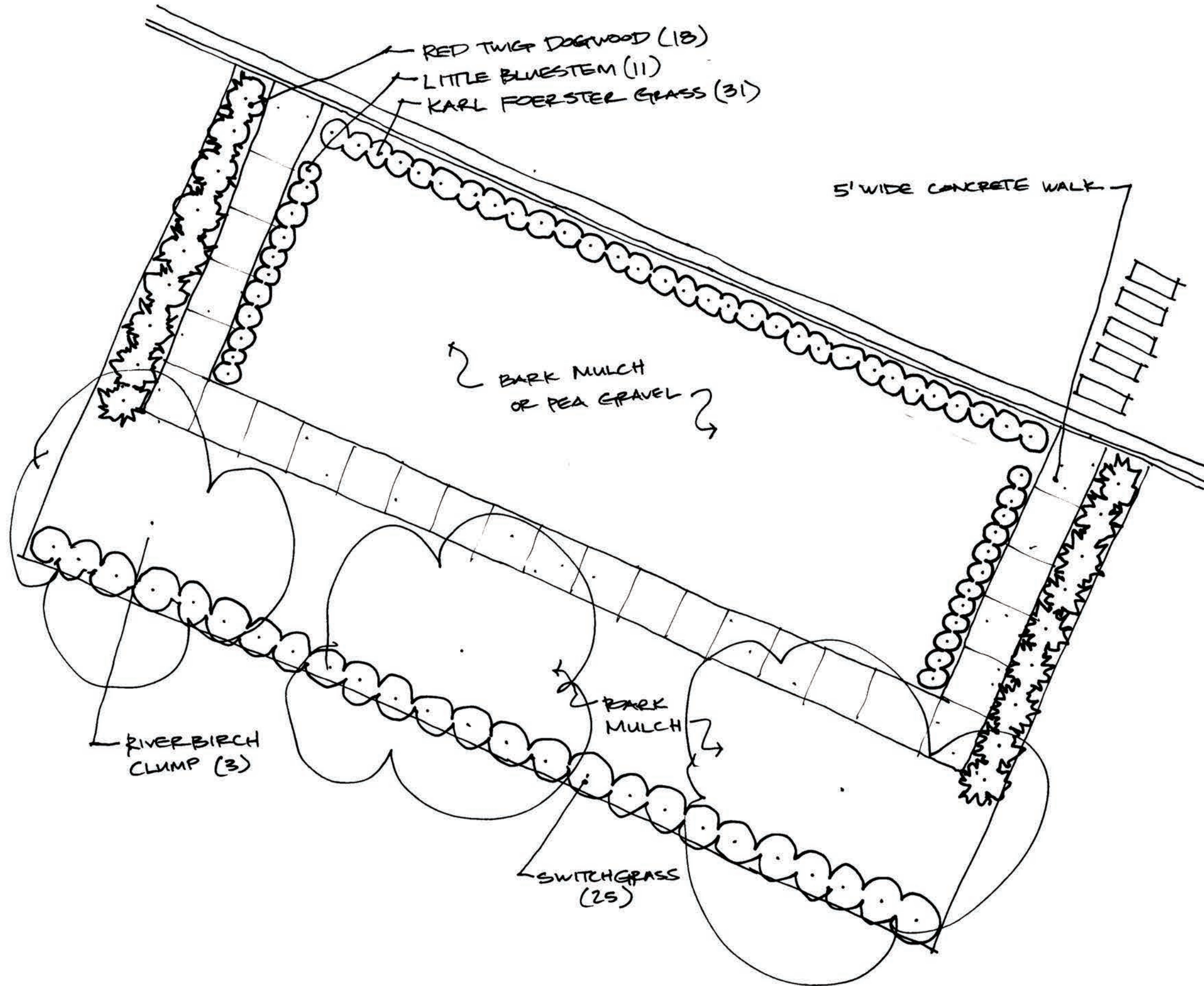


Residence at The COR  
7700 Sunwood Dr NW

**Legend**

- Site
- Parcels





NORTH



CONCEPT 2.1