



Anoka County

TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE
County Engineer

February 9, 2017

Tim Gladhill
City of Ramsey
15153 Nowthen Blvd. NW
Ramsey MN 55303

Re: Site Plan – Regency Commons/National Self Storage

Dear Tim:

We have reviewed the site plan of Regency Commons/National Self Storage, to be located east of CSAH 56 (Ramsey Boulevard NW) and north of CSAH 116 (Bunker Lake Boulevard NW) within the City of Ramsey, and I offer the following comments:

This site has been formally reviewed at least 5 times since 1995. In all previous reviews, this department has consistently stated that all access for the site was to be made from the locally roadway system with no direct access points to either CSAH 116 or CSAH 56. Our perspective on access for this site has not changed. The connection of 148th Avenue NW to CSAH 56 has been previously accepted, and the proposed southbound CSAH 56 left turn lane construction is to be relocated to occur at 148th Avenue NW, with this site gaining access via 148th Avenue NW. If a secondary access point is required, this department would give consideration to allowing a right turn in/right turn out (RI/RO) access point onto CSAH 56 located within 500 feet of the intersection with CSAH 116, within the limits of the raised median channelization on CSAH 56.

Based on the site plan submitted, it appears that no additional right of way adjacent to CSAH 116 or CSAH 56 will be required at this time. It should be noted that the future reconstruction of CSAH 56 north of CSAH 116 may likely include the extension of the raised median and channelization, which could result in 148th Avenue NW becoming a RI/RO access point as well.

It appears that Case I intersection sight distance requirements may not be met at the proposed 148th Avenue NW intersection onto CSAH 56, with obstructions being trees and brush. The City and the Developer should ensure that clearing and/or grading is completed to satisfy the Sight corner requirements to the fullest extent possible for the proposed access. Please note that no plantings or business signs will be permitted within the county right of way, and care should be exercised when locating business signs, plantings, berms, etc. outside of the county right of way, so as not to create any additional sight obstructions for the 148th Avenue NW access onto CSAH 56.

Our passion is your safe way home!

1440 Bunker Lake Blvd. NW ▲ Andover, MN 55304-4005
Office: 763-862-4200 ▲ Fax: 763-862-4201 ▲ www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer

In addition to the SB CSAH 56 left turn lane construction at 148th Avenue NW, construction of a NB right turn lane is will also be required. In addition, if the secondary RI/RO access point is to be constructed within 500 feet north of CSAH 116, the construction of a NB CSAH 56 right turn lane will be required at that access location as well.

The ACHD Engineering Plan Review process will apply to this site. Calculations must be submitted along with a grading and erosion control plan that delineates the drainage areas for this development. The post-developed rate/volume of runoff must not exceed the pre-developed rate/volume of runoff for the 10-year, critical design storm. Contact Nicholas Dobda, Engineer III, via telephone at 763.862.4261, or via e-mail at NicholasDobda@co.anoka.mn.us, for further information and to coordinate the ACHD Engineering Plan Review process. Please submit the turn lane construction plans, drainage calculations, grading and erosion control plans, ACHD Design Requirements Checklist for County Highway Modifications (copy available via our website), and the applicable engineering plan review (estimated at \$450.00); fee to Mr. Dobda for his review and approval.

Following completion of the ACHD Engineering Plan Review process, the ACHD permit process can begin. A Commercial Access Permit (permit fee = \$250.00), and a Permit for Work Within County Right of Way (permit fee = \$150.00) are required and must be obtained prior to the commencement of any construction. License Permit Bonding, methods of construction, design details, work zone traffic control, restoration requirements and follow-up inspections are typical elements of the permitting process. Contact the Permit Office at 763.862.4224 for further information regarding the permit process.

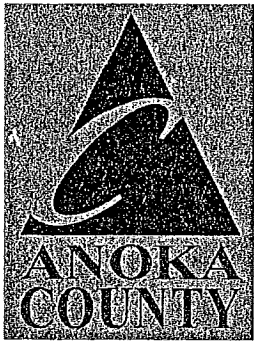
Thank you for the opportunity to comment. Feel free to contact me if you have any questions regarding this review.

Sincerely,



Jane K. Rose
Traffic Engineering Manager

xc: File - CSAH 56/Plats + Developments/2017
Larry Hoiium, County Surveyor
Randy Bettinger, Traffic Engineering Coordinator
Terri Vaughan, Traffic Engineering Technician III
Permit Office
Nicholas Dobda, Engineer III



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

August 27, 2004

Amy Geisler
City of Ramsey
15153 Nowthen Blvd. N.W.
Ramsey, MN 55303

FILE COPY

RE: Additional Comments - Preliminary Plat
Regency Pond 4th Addition (formerly known as Outlot A of Regency Pond)

Dear Amy,

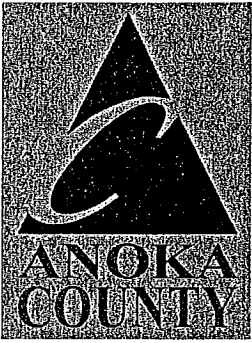
Subsequent discussions have been held between local officials, the developer and City and County staff. Anoka County will agree to allowing a direct access point to CR 56 for this site, provided that it also serve as the access point for the remaining parcel zoned E-1 within the inner NW quadrant of the CSAH 116/CR 56 intersection, and that internal connectivity between the two parcels is provided and no other direct access to the county highway system will be necessary or permitted for these parcels. Depending on the magnitude of development to occur in this remaining parcel, NB CR 56 right turn lane construction may be required to be completed in conjunction with the remaining development. Please note that this section of CR 56 will have raised median channelization, and the access point permitted for these parcels onto CR 56 will become right turn in/right turn out (RI/RO) at some point in the near future.

All other comments regarding this development made in previous reviews remain unchanged. Thank you for the opportunity to comment. Feel free to contact me if you have any questions regarding this review.

Sincerely,

Jane K. Rose
Traffic Engineering Manager

xc: CR 56 + CSAH 116/PLATS/2004
Roger Butler, Traffic Engineering Coordinator
Josie Scott, Traffic Engineering Technician
Terri Klein, Permit Technician
Mike Kelly, Chief Right Of Way Agent
Larry Hoiium, County Surveyor
Andrew Witter, Construction Engineer
Doug Fischer, County Engineer



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

August 3, 2004

Amy Geisler
City of Ramsey
15153 Nowthen Blvd. N.W.
Ramsey, MN 55303

FILE COPY

RE: Preliminary Plat
Regency Pond 4th Addition (formerly known as Outlot A of Regency Pond)

Dear Amy,

We have reviewed the preliminary plat for Regency Pond 4th Addition, to be located in the NW quadrant of CSAH 116 (Bunker Lake Blvd) and CR 56 (Ramsey Blvd) within the City of Ramsey, and I offer the following comments:

We have previously reviewed and commented on this site (see attached previous reviews dated 11/20/95, 2/16/96, and 3/12/96). In all previous reviews, we have consistently indicated that all access for this parcel was to be made via the local roadway system, with no access being made to either CSAH 116 or CR 56. Within the past several weeks, a site plan was sent to us that depicted a storage facility on this site, and upon review of that site and past correspondence, we commented verbally to the City of Ramsey that we would not permit direct access to the county highway system for the parcel. Now in the present submittal, the parcel is being offered for our review as Lot 1, Block 1 of Regency Pond 4th Addition (a separate preliminary plat). Regardless of how the site is presented (as a site plan for a storage facility or a preliminary plat), direct access to the county highway system for the property is not appropriate. The parcel does have internal connectivity to the local roadway system via 148th Avenue NW. As previously stated, we have provided consistent written comment to the City indicating that we would not permit direct access to CR 56 or CSAH 116 for this parcel, and there appears to be no engineering basis to vary in our review perspective regarding this. The County Engineer has reviewed the past correspondence and the current submittals regarding this site as well, and concurs that access for the parcel is to be made entirely via 148th Avenue NW with no direct access to either CR 56 or CSAH 116. Additionally, if the remaining parcel zoned E-1 within the inner-NW quadrant of the CSAH 116/CR 56 intersection should redevelop at some time in the future, the City and the affected property owners are to plan for internal connectivity between the two parcels, with no direct access to the county highway system for this parcel either.

120ft right of way corridors currently exist for both CSAH 116 and CR 56, which should be adequate for future reconstruction purposes.

Calculations must be submitted along with a grading and erosion control plan that delineates the drainage areas for this development. The post-developed rate of discharge shall not exceed the pre-developed rate runoff for the 10-year critical design storm. An engineering plan review fee estimated at \$150.00 will apply to this project. Please submit the drainage calculations, grading and erosion control plan, and the applicable engineering plan review fee to Andrew Witter, Construction Engineer, for his review and approval.

Amy Geisler

RE: Preliminary Plat
Regency Pond 4th Addition (formerly known as Outlot A of Regency Pond)

August 3, 2004

Page 2

If any work is to be performed within the county right of way, a permit is required and must be obtained prior to the commencement of construction (permit to work within R/W= \$110.00 for each affected roadway). License Permit Bonding, methods of construction, design details, work zone traffic control, restoration requirements and follow-up inspections are typical elements of the permitting process. Contact Roger Butler, Traffic Engineering Coordinator, or Terri Klein, Permit Technician, for further information regarding the permit process. Please note that this department is not prepared to issue any access permits for this site.

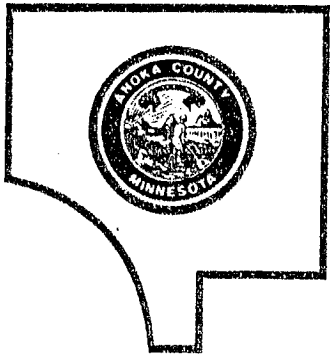
Thank you for the opportunity to comment. Feel free to contact me if you have any questions regarding this review.

Sincerely,

A handwritten signature in black ink that reads "Jane K. Rose". The signature is written in a cursive, flowing style with a long horizontal line extending to the right.

Jane K. Rose
Traffic Engineering Manager

xc: CR 56 + CSAH 116/PLATS/2004
Roger Butler, Traffic Engineering Coordinator
Josie Scott, Traffic Engineering Technician
Terri Klein, Permit Technician
Mike Kelly, Chief Right Of Way Agent
Larry Hoium, County Surveyor
Andrew Witter, Construction Engineer



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304

(612) 754-3520

FAX (612) 754-3532

JANE K. PEMBLE

Traffic Engineer

March 12, 1996

Sylvia Frolik
City of Ramsey
15153 Nowthen Boulevard NW
Ramsey, MN. 55303

RE: 2nd Revision - Preliminary Plat
Pondview

Dear Sylvia:

We have reviewed the 2nd revision of the Preliminary Plat for Pondview, to be located north of CSAH 116 (Industry Ave NW) and east of CR 56 (Ramsey Blvd) within the City of Ramsey, and I offer the following comments:

It appears that the only change made on this Preliminary Plat from the plat most recently reviewed by this department is the elimination of the extension of 147th Avenue NW to CR 56. If it is the City of Ramsey's intent that the extension of 147th Avenue NW to CR 56 be made at a future date, then the recommendations and comments made in the previous reviews of this plat regarding this intersection still apply. If it is the City of Ramsey's intent not to extend 147th Avenue NW to CR 56, the access for the outlot is still to be made from the local roadway, 147th Avenue NW. In general, the Anoka County Highway Department would prefer that there be no additional access points made onto the county highway system to ensure mobility. However, we understand that compromises in mobility will need to be made in order to adequately serve the developing areas of the County. With these thoughts in mind and depending upon the City of Ramsey's intent for the property adjacent to CR 56 (commercial or residential development), the City may wish to consider the following two possibilities:

- 1) Create a commercial strip of property extending from CSAH 116 to 149th Ave. NW; create a frontage road-type scheme parallel to CR 56 with adjoining commercial parking lots, with access for the commercial strip being made from 149th Ave NW and possibly CSAH 116;
- 2) Eliminate the commercial property from this plat, creating all residential lots which would have direct access via the local roadways only.

Regardless of the final configuration of this plat as approved by the City of Ramsey, it still should be noted that when CR 56 and CSAH 116 are reconstructed in the future, there will likely be raised concrete medians for

channelization at the CR 56/CSAH 116 intersection. As a result of the raised median channelization, future access at Limonite St NW and 147th Ave NW will consist of right turn in/right turn out movements only. The City and the Developer shall ensure that all applicable Sight Distance Requirements will be met for this development.

Since all lots within this plat will have access to the city streets, no accesses onto CR 56 or CSAH 116 will be permitted. Since the commercial lot has access to 147th Ave NW, no accesses onto CR 56 or CSAH 116 will be permitted for this lot. Right-of-access along CR 56 and CSAH 116 (with exceptions at 147th Ave NW, Limonite St NW and Hematite St NW) should be dedicated to Anoka County. Any trees within the right-of-way corridor and the boundaries of this plat are to be removed as a part of this development.

Preliminary grading plans for this development have been reviewed. Calculations must still be submitted along with a grading and erosion control plan that delineates the drainage areas for this development. The post-developed rate/volume of runoff must not exceed the pre-developed rate/volume of runoff for the 10-year, 24-hour storm, utilizing the "SCS Method" with a curve number determined using Group C soils as a minimum. Catch basins and culverts will be required at all county road/city street intersections to prevent washouts.

A permit for work within the county right-of-way is required and must be obtained prior to the commencement of any construction. Contact Roger Butler, Traffic Engineering Coordinator for this department, for further information regarding the permit process.

It should be noted that residential land use adjacent to highways will usually result in complaints regarding traffic noise. Traffic noise at this location could exceed Noise Standards established by the US Department of Housing and Urban Development and the Minnesota Pollution Control Agency. Anoka County policy regarding new developments adjacent to existing county highways prohibits the expenditure of highway funds for noise mitigation measures. The City and/or the Developer should assess the noise situation and take any action deemed necessary to minimize associated impacts at this site from any traffic noise.

Thank you for the opportunity to comment. The City or the Developer should contact me when construction of the new city streets are near completion, so that stop sign installations at the county highways can be coordinated by this department. Feel free to contact me if you have any questions.

Sincerely,

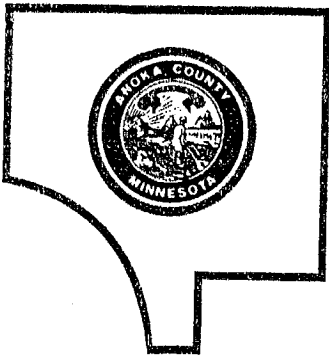
A handwritten signature in cursive script, appearing to read 'Jane Pemble', written in black ink.

Jane Pemble
Traffic Engineer

- ✓ xc: Roger Butler, Traffic Engineering Coordinator
- xc: Skip Anderson, County Surveyor
- xc: Mike Kelly, Chief Right-of-Way Agent

dmh/1RAMSEY





COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304

(612) 754-3520

FAX (612) 754-3532

JANE K. PEMBLE

Traffic Engineer

February 16, 1996

Sylvia Frolik
City of Ramsey
15153 Nowthen Boulevard NW
Ramsey, MN. 55303

RE: **REVISED** Preliminary Plat
Pondview

Dear Sylvia:

We have reviewed the revised Preliminary Plat for Pondview, to be located north of CSAH 116 (Industry Ave NW) and east of CR 56 (Ramsey Blvd) within the City of Ramsey, and I offer the following comments:

Existing right-of-way depicted on the plat adjacent to CSAH 116 and CR 56 is acceptable and should be adequate for future reconstruction purposes (60 feet of R/W east of CR 56 R/W centerline, and 60 feet of R/W north of CSAH 116 R/W centerline). It appears some minor clearing and grading will be required at 147th Ave NW and Limonite St NW in order to satisfy Case I Sight Distance Requirements. Some minor clearing and grading will also be required within the SE Quadrant of the CR 56/149th Ave NW intersection to satisfy Case I Sight Distance Requirements at this location. In addition, it appears that Case V Sight Distance Requirements cannot be met at Hematite St NW due to trees/brush and the horizontal curvature of CSAH 116 to the west. While the trees/brush can be cleared, the horizontal curvature of CSAH 116 still requires this access point to be relocated to a point where all applicable Sight Distance Requirements can be met, or all obstructions to Case V Sight Distance Requirements removed. The City and the Developer should ensure that all Sight Distance Requirements are met for this development. If all applicable Sight Distance Requirements can be met for this plat, the construction of left/right turn and/or by-pass lanes will not be required at the new city street intersections.

In reviewing this Preliminary Plat, we evaluated the feasibility of eliminating the 147th Ave NW access onto CR 56. But given the number of lots within the plat, the feasibility of meeting Sight Distance Requirements at this location, the connection of Limonite St NW to 149th Ave NW, and the future section of CR 56, it is recommended that this access point remain. It should be noted that if CR 56 and CSAH 116 are reconstructed in the future, there will likely be raised concrete medians for channelization at the CR 56/CSAH 116 intersection. As a result of the raised median channelization, future access at Limonite St NW and 147th Ave NW will consist of right turn in/right turn out movements only. Since

all lots within this plat will have access to the city streets, no accesses onto CR 56 or CSAH 116 will be permitted. Since the commercial lot has access to 147th Ave NW, no accesses onto CR 56 or CSAH 116 will be permitted for this lot. Right-of-access along CR 56 and CSAH 116 (with exceptions at 147th Ave NW, Limonite St NW and Hematite St NW) should be dedicated to Anoka County. Any trees within the right-of-way corridor and the boundaries of this plat are to be removed as a part of this development.

Preliminary grading plans for this development have been reviewed. Calculations must still be submitted along with a grading and erosion control plan that delineates the drainage areas for this development. The post-developed rate/volume of runoff must not exceed the pre-developed rate/volume of runoff for the 10-year, 24-hour storm, utilizing the "SCS Method" with a curve number determined using Group C soils as a minimum. Catch basins and culverts will be required at all county road/city street intersections to prevent washouts.

A permit for work within the county right-of-way is required and must be obtained prior to the commencement of any construction. Contact Roger Butler, Traffic Engineering Coordinator for this department, for further information regarding the permit process.

It should be noted that residential land use adjacent to highways will usually result in complaints regarding traffic noise. Traffic noise at this location could exceed Noise Standards established by the US Department of Housing and Urban Development and the Minnesota Pollution Control Agency. Anoka County policy regarding new developments adjacent to existing county highways prohibits the expenditure of highway funds for noise mitigation measures. The City and/or the Developer should assess the noise situation and take any action deemed necessary to minimize associated impacts at this site from any traffic noise.

Thank you for the opportunity to comment. The City or the Developer should contact me when construction of the new city streets are near completion, so that stop sign installations at CR 56 and CSAH 116 can be coordinated by this department. Feel free to contact me if you have any questions.

Sincerely,



Jane Pemble
Traffic Engineer

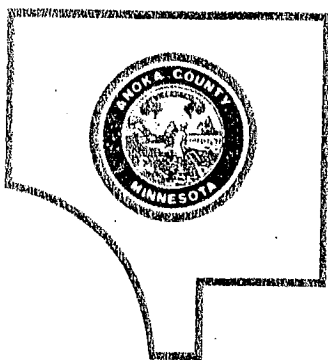
- ✓xc: Roger Butler, Traffic Engineering Coordinator
- xc: Skip Anderson, County Surveyor
- xc: Mike Kelly, Chief Right-of-Way Agent

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COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD NW, ANDOVER, MINNESOTA 55304
(612) 754-3520 FAX (612) 754-3532

JANE K. PEMBLE
Traffic Engineer

FILE COPY

November 20, 1995

Derrick J. Passe
Passe Engineering, Inc.
9445 East River Road #203
Minneapolis, MN. 55433

RE: Sketch Plan
Ramsey Boulevard Site

Dear Mr. Passe:

We have reviewed the sketch plan for the Ramsey Boulevard site, to be located east of CR 56 (Ramsey Blvd.) and north of CR 116 (Industry Avenue NW) within the City of Ramsey, and I offer the following comments:

Existing right-of-way depicted on the plat adjacent to CR 56 and CR 116 is acceptable and should be adequate for future reconstruction purposes (60 feet of R/W east of CR 56 R/W centerline, 60 feet of R/W north of CR 116 R/W centerline). For review purposes, I have labelled the three proposed access points (beginning on CR 56 and moving counter clockwise) as "A", "B", and "C". It appears that Case V Sight Distance Requirements cannot be met at the location proposed for access "A" due to a vertical curve to the north on CR 56. Consequently, it is recommended that access "A" be relocated to the north to a point where Case V Sight Distance Requirements can be met. Similarly, it appears that Case V Sight Distance Requirements cannot be met at the location proposed for access "B" due to a vertical curve to the west on CR 116. It is recommended that access "B" be relocated approximately 290 feet west to the crest of the vertical curve on CR 116. Clearing and grading should then be accomplished to the extent that Case I Sight Distance Requirements can be met as well. Finally, it appears that Case V Sight Distance Requirements cannot be met at the location proposed for access "C" due to the horizontal curvature of CR 116. Consequently, it is also recommended that access "C" be relocated to the west to a point where Case V Sight Distance Requirements can be met. The City and the Developer should ensure that all sight distance requirements are met for this development. All lots within this plat should be configured so that they access the city streets only, as no residential accesses will be permitted onto the County Highways. Right-of-access along the remaining portions of CR 116 and CR 56 should be dedicated to Anoka County.

Calculations must be submitted along with a grading and erosion control plan that delineates the drainage areas for this development. The post-developed

rate/volume of runoff must not exceed the pre-developed rate/volume of runoff for the 10-year, 24 hour storm, utilizing the "SCS Method" with a curve number determined using Group C soils as a minimum.

A permit for work within the County Right-of-Way is required and must be obtained prior to the commencement of any construction. Contact Roger Butler, Traffic Engineering Coordinator for this department, for further information regarding the permit process.

It should be noted that residential land use adjacent to highways will usually result in complaints regarding traffic noise. Traffic noise at this location could exceed Noise Standards established by the US Department of Housing and Urban Development and the Minnesota Pollution Control Agency. Anoka County policy regarding new developments adjacent to existing County Highways prohibits the expenditure of highway funds for noise mitigation measures. The City and/or the Developer should assess the noise situation and take any action deemed necessary to minimize associated impacts at this site from any traffic noise.

Thank you for the opportunity to comment. Please keep this department informed as plans for this site are developed further. The City or the Developer should contact me when construction of the new city streets are near completion, so that stop sign installations at CR 56 and CR 116 can be coordinated by this department. Feel free to contact me if you have any questions.

Sincerely,



Jane Pemble
Traffic Engineer

- xc: Roger Butler, Traffic Engineering Coordinator
- xc: Skip Anderson, County Surveyor
- xc: Sylvia Frolik, City of Ramsey

dmh/1RAMBLVD