City of Ramsey
Agenda
Regular City Council
Tuesday, May 9, 2017
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation

1. Proclamation Declaring May as Building Safety Month

3. Citizen Input

4. Consent Agenda

1. Receive Cash and Investments for Period Ending April 30, 2017

2. Approve the Following Meeting Minutes:
1. City Council Work Session dated 04/25//17
2. City Council Regular dated 04/25/17

3. Approve Licenses

4. Approve Request to Declare Surplus Property

5. Approve Request of the Ramsey Foundation for Lawful Gambling Funds for the Concert Series

6. Adopt Resolution # 17-05-110 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of April 20, 2017 through May 3, 2017

7. Adopt Resolution #17-05-108 Resolution Establishing Procedures Related to Compliance with Reimbursement Bond Regulations under the Internal Revenue Code (Bonding for 2017 Road Reconstruction Projects)

8. Adopt Resolution #17-05-112 to Hire Seasonal Public Works Maintenance Workers and Interns

9. Adopt Resolution #17-05-109 Requesting Anoka County to Withhold Certain Tax Forfeit Land from Public Sale and Authorizing Acquisition of Tax Forfeit Property (PIN 08-32-25-23-0014) for Public Purpose in the City of Ramsey

10. Adopt Resolution #17-05-113 Proclaiming May as Building Safety Month

11. Report from Public Works Committee meeting dated April 18, 2017.

1. Consider Preventative Maintenance for 29-year old Well Pump and Motor at Central Park: Ratify the recommendation of the Public Works Committee to recommend City Council consideration of preventative maintenance to the well at Central Park at a not-to-exceed cost of $9,000 from the Capital Maintenance Fund, which includes replacement of the existing system with a Variable Frequency Drive and pump.

2. Consider A Review of SCADA System and the Need for Redundancy Upgrades: Ratify the recommendation of the Public Works Committee to recommend City Council consideration of Item # 1 for 2017 for purchase of Spare Master Equipment and to have the Public Works staff budget as necessary for Items #2-4 in future years, as reviewed in Mr. LeFreniere's April 6, 2017, report.

3. Consider Pedestrian and Traffic Concerns on Variolite Street and Receive Petition for Pedestrian Crosswalk: Ratify the recommendation of the Public Works Committee to recommend City Council to instruct City Staff to review potential safety-related improvements on Variolite Street, including a proposed crosswalk, and present their findings and recommendations to the Public Works Committee at their May 16, 2017, meeting.

4. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-00, Sunwood Drive Reconstruction: Ratify the recommendation of the Public Works Committee to recommend that the City Council approve plans and specifications for Improvement Project #17-00, Sunwood Drive Reconstruction.

5. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-01, Alpine Drive Reconstruction. Ratify the recommendation of the Public Works Committee to recommend City Council approval of plans and specifications for Improvement Project #17-01, Alpine Drive Reconstruction.

6. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension: Ratify the recommendation of the Public Works Committee to recommend City Council authorization to prepare plans and specifications for extended trunk sanitary sewer and watermain along Bunker Lake Boulevard to Puma Street.

7. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Flashing Yellow Arrow Improvements to Signal System at Armstrong Boulevard and Sunwood Drive: Ratify the recommendation of the Public Works Committee to recommend City Council authorization to hire SEH, Inc., to prepare plans and specifications for converting the City-owned signal system at the intersection of Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue to flashing yellow arrow operations.

5. Approve Agenda

6. Public Hearing

7. Council Business

1. Consider Request to Appeal Solicitor License Denial; Case of Aaron Jahnke, Heston & Associates, Inc.

2. Adopt Resolutions #17-05-106 and #17-05-107 Granting Approval of the Final Plat and Development Agreement for Woodlands 4th Addition (Project #16-102); Case of Lennar

3. Consider Easement Vacations, Final Plat, and Development Agreement for Brookfield 8th Addition (Project No. 16-78); Case of Brookfield Land, LLC

4. Adopt Ordinance #17-04 Amending Irrigation Requirements (Project #17-104)

5. Adopt Resolution #17-05-103 Approving Plans and Specifications and Authorizing Advertisements for Bids for Improvement Project #17-00, Sunwood Drive Reconstruction

6. Adopt Resolution #17-05-104 Approving Plans and Specifications and Authorizing Advertisements for Bids for Improvement Project #17-01, Alpine Drive Reconstruction

7. Adopt Resolution #17-05-105 Ordering Plans and Specifications for Improvement Project #17-08, Flashing Yellow Arrow Improvements at Sunwood Drive & Armstrong Boulevard

8. Mayor/Council/Staff Input

1. Receive Update on Potassium Street Easement Dispute

9. Adjournment

CC Regular Session **2. 1.**

Meeting Date: 05/09/2017

Information

Title:

Proclamation Declaring May as Building Safety Month

Purpose/Background:

Building Safety Month (BSM), founded by the International Code Council. (ICC), is celebrated by jurisdictions worldwide during the month of May. Mayor Strommen will read the proclamation aloud during this presentation portion of the meeting.

Building Safety Month is a public awareness campaign to help individuals, families and businesses understand what it takes to create safe and sustainable structures. The campaign reinforces the need for adoption of modern, model building codes, a strong and efficient system of code enforcement and a well-trained, professional workforce to maintain the system.

The campaign is presented by the ICC and its 63,000 members worldwide along with a diverse partnership of professionals from the building construction, design and safety community. Corporations, government agencies, professional associations, nonprofits and more come together to support Building Safety Month because they understand the need for safe and sustainable structures where we live, work and play.

Locally, this is an opportunity to celebrate the successes of Ramsey's building safety team. Over the past several years, the team has set out a goal, and excelled to a high degree, improvements to support to our community. The team has a passion for good customer service to ensure safety and healthy buildings and communities. The work of the team may not always be popular, but the good nature of the process helps ensure a vibrant future for our community. Some of the key achievements over the past year include, but are not limited to the following.

1. Electronic Permits/ePermits
2. Electronic/Automated Inspection Scheduling
3. Electronic Plan Review (coming this July)
4. Improved Insurance Ratings (savings to our residents)
5. Improved resources and webpage (customer-focused, not staff-focused) These improvements were developed in working directly with our customers. In 2016, the team put together a Customer Satisfaction Survey that produced a number of great ideas and process improvements. The improvements had an immediate result in our customer service satisfaction feedback.

Attachments

Proclamation Building Safety

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	05/04/2017 12:33 PM
Kurt Ulrich	Kurt Ulrich	05/04/2017 03:01 PM
Form Started By: Tim Gladhill		Started On: 05/04/2017 10:11 AM
Final Approval Date: 05/04/2017		

PROCLAMATION DECLARING
MAY AS BUILDING SAFETY MONTH

WHEREAS, the City of Ramsey proclaims the month of May to be Building Safety Month; and

WHEREAS, the Building Inspection Division staff at the City of Ramsey, together with the International Code Council, bring their expertise to create and to implement the highest-quality codes to protect citizens and property in our community; and

WHEREAS, the International Code Council sponsors Building Safety Month every year in May to remind the public of the importance of the work that the Building Inspection Division staff does, year-round to ensure our businesses and homes remain safe and sound; and

WHEREAS, in observance of Building Safety Month, citizens are asked to consider projects to improve building safety and sustainability and to acknowledge the essential services provided by the City of Ramsey's Building Inspection Division.

NOW THEREFORE, BE IT RESOLVED THAT, the City of Ramsey hereby proclaims May as Building Safety Month.

Adopted this the 9th day of May, 2017.

_____ (SEAL)

Mayor

_____

City Clerk

CC Regular Session **4. 1.**

Meeting Date: 05/09/2017

By: Diana Lund, Finance

Information

Title

Receive Cash and Investments for Period Ending April 30, 2017

Purpose/Background:

Purpose: Receive reports of the city's cash and investments for the period ending April 30, 2017.

Cash and investment report shows the monthly cash flow - receipts and expenditures through April 30, 2017 with the current listing of the city's investment portfolio.

Action:

No action required. Informational only.

Attachments

Cash & Investments for Period Ending April 30, 2017

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/03/2017 10:34 AM
Form Started By: Diana Lund		Started On: 05/01/2017 09:06 AM
Final Approval Date: 05/03/2017		

CITY OF RAMSEY
REPORT OF POOLED CASH FLOWS
Period Ended April 30, 2017

	March-17 CURRENT MONTH	2017 YEAR-TO-DATE
CASH AND TEMPORARY INVESTMENTS		
BEGINNING BALANCE	$ 62,415,410.36	$ 64,912,887.39
CASH INFLOWS:		
Daily Deposit	561,806.53	1,887,080.58
Tax Settlements	-	158,808.75
U/B Receipts	25,272.84	819,842.72
Credit Cards	61,908.45	401,043.21
Interest Earnings [Net of Interest Paid on Investments]	63,027.65	262,321.03
Bond Proceeds		
TOTAL CASH INFLOW	$ 712,015.47	$ 3,529,096.29
TOTAL CASH AVAILABLE	$ 63,127,425.83	$ 68,441,983.68
CASH OUTFLOWS:		
Prepaid Checks	390,679.84	2,186,692.29
Bills Lists	564,150.34	2,118,381.76
Pay Estimates	12,032.94	385,896.89
Credit Cards	2,855.00	13,903.55
Payroll - Net	310,720.14	1,201,009.88
Flex Reimbursement	3,972.83	18,725.40
Void Checks/Dormant Checks Paid	(8.79)	(1,413.62)
Debt Service	-	675,615.00
Miscellaneous [Bank Charges; etc.]	111.19	260.19
TOTAL CASH OUTFLOW	$ 1,284,513.49	$ 6,599,071.34
POOLED CASH AND TEMPORARY INVESTMENTS ENDING BALANCE	**$ 61,842,912.34**	**$ 61,842,912.34**
MEMO - NET 2017 CASH INFLOW (OUTFLOW)	**(572,498.02)**	**(3,069,975.05)**

INVESTMENT PORTFOLIO SUMMARY		
BEGINNING BALANCE	**$ 55,996,699.38**	**57,425,022.30**
Purchases	2,400,000.00	6,404,000.00
Maturities/Sales	(691,872.68)	(6,124,195.60)
ENDING BALANCE	**$ 57,704,826.70**	**$ 57,704,826.70**

Prepared by the City of Ramsey Finance Department
5/1/2017

2016 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
160623	6/23/2017	4M	Term Series 4M		2,000,000.00		0.00	2,000,000.00	2,000,000.00	0.70%
161208C	3/8/2017	4M	Term Series 4M		1,000,000.00		1,000,000.00	0.00	1,000,000.00	0.45%
170202	1/30/2018	4M	Term Series 4M			1,000,000.00	0.00	1,000,000.00	1,000,000.00	0.85%
170406A	10/5/2017	4M	Term Series 4M			1,000,000.00	0.00	1,000,000.00	1,000,000.00	0.80%
170406B	4/13/2018	4M	Term Series 4M			1,000,000.00	0.00	1,000,000.00	1,000,000.00	0.92%
160927B	3/28/2017	4M	Term Series 4M		1,000,000.00		1,000,000.00	0.00	1,000,000.00	0.43%
160722B	1/23/2017	4M	Term Series 4M		500,000.00		500,000.00	0.00	500,000.00	0.43%
160825A	8/25/2017	4M	Term Series 4M		752,400.00		0.00	752,400.00	752,400.00	0.60%
160825B	8/25/2017	4M	CD-CIT BANK/ONEWEST-	58978	247,600.00		0.00	247,600.00	247,600.00	0.95%
14M1205C	10/11/2017	4M	CD-SONABANK (BOND PI	57968	161,000.00		0.00	161,000.00	161,000	0.75%
								6,161,000.00		
150701A	2/1/2020	BAIRD	WINTHROP MN TAX	976367ND0	290,000.00		0.00	290,000.00	290,000	2.43%
160322A	3/22/2021	BAIRD	FNMA	3136H3BT1	250,000.00		0.00	250,000.00	250,000	1.00%
160420A	2/1/2017	BAIRD	MINNENOTONKA MN ISI	604204QS9	120,000.00		120,000.00	0.00	120,000	1.04%
160322B	1/1/2020	BAIRD	MINNENOTONKA MN ISI	604195D20	100,000.00		0.00	100,000.00	100,000	1.55%
160323	3/23/2021	BAIRD	FNMA	3136G3CJ2	300,000.00		0.00	300,000.00	300,000	1.00%
150701B	2/1/2021	BAIRD	WINTHROP MN TAX	976367NE8	305,000.00		0.00	305,000.00	305,000	2.68%
140904	9/1/2021	BAIRD	OKLAHOMA TAXABLE	678519RP6	535,000.00		0.00	535,000.00	535,000	2.45%
								1,780,000.00		
160826A	8/27/2018	ICD SEC	CD-ADMIRALS BANK	007220AM8	200,000.00		0.00	200,000.00	200,000	1.00%
170125B	1/25/2019	ICD SEC	CD-BANKERS BANK	06610YFQ5		109,000.00	0.00	109,000.00	200,000	1.00%
170413	4/13/2018	ICD SEC	CD-BANK OF BARODA	06062Q2P8		151,000.00	0.00	151,000.00	151,000	1.05%
170421	4/22/2019	ICD SEC	CD-UNITED COMMUNITY	90983HAC8		249,000.00	0.00	249,000.00	249,000	1.40%
170317	9/17/2018	ICD SEC	CD-PRIVATE BANK & TR	74267GVR5		200,000.00	0.00	200,000.00	200,000	1.15%
170327	7/27/2018	ICD SEC	CD-GNB BANK	36198JCP7		249,000.00	0.00	249,000.00	249,000	1.20%
170330A	4/1/2019	ICD SEC	CD-NORTHFIELD BANK	66612ABG2		249,000.00	0.00	249,000.00	249,000	1.45%
170330B	9/30/2019	ICD SEC	CD-CENTRAL FEDERAL S	15347EAE9		249,000.00	0.00	249,000.00	249,000	1.55%
170331	9/30/2019	ICD SEC	CD-CITIZENS STATE BAN	17668UAP5		103,000.00	0.00	103,000.00	103,000	1.50%
170208	8/8/2018	ICD SEC	CD-COMMERCIAL BANK	20146AAC4		101,000.00	0.00	101,000.00	101,000	1.20%
170228	5/1/2019	ICD SEC	CD-ESSA BANK & TRUST	29667RPN7		249,000.00	0.00	249,000.00	249,000	1.40%
170222	2/28/2019	ICD SEC	CD-KEY BANK	493065XF8		149,000.00	0.00	149,000.00	149,000	1.55%
170131	7/31/2019	ICD SEC	CD-CAPE COD	13934CAB3		249,000.00	0.00	249,000.00	200,000	1.00%
170111	1/11/2019	ICD SEC	CD-CAPITAL ONE BANK	140420S92		148,000.00	0.00	148,000.00	200,000	1.00%
170125C	1/25/2019	ICD SEC	CD-RONDOUT SAVINGS I	776322AR0		200,000.00	0.00	200,000.00	200,000	1.00%
170112	1/11/2019	ICD SEC	CD-WORLDS FOREMOST	981571CS9		100,000.00	0.00	100,000.00	200,000	1.00%
170119	1/18/2019	ICD SEC	CD-WORLDS FOREMOST	981571CU4		100,000.00	0.00	100,000.00	200,000	1.00%
170125A	1/25/2019	ICD SEC	CD=WHITNESY BANK	966594AV5		249,000.00	0.00	249,000.00	249,000	1.00%
141212A	6/12/2017	ICD SEC	CD-ALLY BANK	02006LMP5	100,000.00		0.00	100,000.00	100,000	1.20%
160330B	10/2/2017	ICD SEC	CD-ALLY BANK	02006LZH9	74,000.00		0.00	74,000.00	74,000	0.85%
160728B	7/30/2018	ICD SEC	CD-ALLY BANK	02006LH30	75,000.00		0.00	75,000.00	75,000	1.00%
150710B	7/10/2017	ICD SEC	CD-AMERICAN COMMER	02519TAC0	250,000.00		0.00	250,000.00	250,000.00	1.00%
160930C	4/6/2018	ICD SEC	CD-AMERICAN NATIONA	02771RAQ6	249,000.00		0.00	249,000.00	249,000.00	0.90%
160930A	4/2/2018	ICD SEC	CD-AMERICAN NATIONA	02771PNK9	157,000.00		0.00	157,000.00	157,000.00	0.85%
140725B	1/25/2017	ICD SEC	CD-AMERICAN WEST BA	03059OD59	200,000.00		200,000.00	0.00	200,000	0.80%
151230A	6/30/2017	ICD SEC	CD-APPLE BANK FOR SA	03784JPH1	250,000.00		0.00	250,000.00	250,000.00	1.00%
150415	4/13/2017	ICD SEC	CD-BANK CASTILE	061077BC6	150,000.00		150,000.00	0.00	150,000	0.70%
160615	6/15/2018	ICD SEC	CD-BANK LEUMI USA	063248FQ6	250,000.00		0.00	250,000.00	250,000	1.05%
160707	7/7/2017	ICD SEC	CD-BANK OF CHINA	06426TSQ3	149,000.00		0.00	149,000.00	149,000	0.70%
160210B	2/10/2017	ICD SEC	CD-BANK OF CHINA	06426TPK9	100,000.00		100,000.00	0.00	100,000	0.70%
160826B	8/27/2018	ICD SEC	CD-BANK OF HOPE	062683AB3	249,000.00		0.00	249,000.00	249,000	1.00%
161230B	12/29/2017	ICD SEC	CD-BANK OF INDIA	06279HUR2	249,000.00		0.00	249,000.00	249,000	1.00%
150630B	3/30/2017	ICD SEC	CD-BANK OF NORTH CAI	06414QVR7	250,000.00		250,000.00	0.00	250,000	0.85%
151130B	11/30/2017	ICD SEC	CD-BANK UNITED	066519BC2	250,000.00		0.00	250,000.00	250,000.00	1.10%
140716	7/16/2019	ICD SEC	CD-BARCLAYS BANK	0674OKHF7	250,000.00		0.00	250,000.00	250,000	2.05%
160706	6/7/2017	ICD SEC	CD-BEAL BANK	0737OWZX7	249,000.00		0.00	249,000.00	249,000	0.70%
151223	7/24/2017	ICD SEC	CD-BLC COMMUNITY BA	05549CGA2	250,000.00		0.00	250,000.00	250,000.00	1.05%
150923	9/22/2017	ICD SEC	CD-BMO HARRIS	05573J4P3	250,000.00		0.00	250,000.00	250,000.00	1.10%
161130	11/30/2018	ICD SEC	CD-BMW BANK OF NORT	05580AFN9	100,000.00		0.00	100,000.00	100,000	1.30%
150626B	6/26/2017	ICD SEC	CD-BMW BANK OF NORT	0558OABY9	150,000.00		0.00	150,000.00	150,000	1.05%
151231	6/30/2017	ICD SEC	CD-BRICKELL BANK	10801DAA9	250,000.00		0.00	250,000.00	250,000.00	1.00%
160729A	4/30/2018	ICD SEC	CD-BROOKLINE BANK	113730CE6	176,000.00		0.00	176,000.00	176,000	0.85%
150624	12/26/2017	ICD SEC	CD-CAPITAL ONE BANK	29266NK71	100,000.00		0.00	100,000.00	100,000	1.30%
150715A	7/16/2018	ICD SEC	CD-CAPITAL ONE BANK	14042E4R8	250,000.00		0.00	250,000.00	250,000.00	1.60%
150930B	3/30/2017	ICD SEC	CD-CARDINAL BANK	14147VFD3	250,000.00		250,000.00	0.00	250,000.00	0.80%
160330A	6/30/2017	ICD SEC	CD-CELTIC BANK UT	15118RKY2	250,000.00		0.00	250,000.00	250,000	0.70%
160826C	2/28/2019	ICD SEC	CD-COMENITY CAP BANI	20033ARR9	249,000.00		0.00	249,000.00	249,000	1.20%
151130A	11/30/2017	ICD SEC	CD-COMPASS BANK	20451PNZ5	250,000.00		0.00	250,000.00	250,000.00	1.15%
150715B	7/17/2017	ICD SEC	CD-CONESTOGA BANK	20701PBQ6	250,000.00		0.00	250,000.00	250,000.00	1.00%

2016 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
150717	1/17/2017	ICD SEC	CD-CRESCOM BANK	225862CE9	250,000.00		250,000.00	0.00	250,000.00	0.65%
140723A	1/23/2018	ICD SEC	CD-CUSTOMERS BANK	23204HBR8	200,000.00		0.00	200,000.00	200,000	1.30%
150715C	7/17/2017	ICD SEC	CD-DISCOVER BANK	254672SC3	100,000.00		0.00	100,000.00	100,000.00	1.15%
150730	7/30/2018	ICD SEC	CD-DISCOVER BANK	254672TA6	149,000.00		0.00	149,000.00	149,000.00	1.70%
151218A	3/20/2017	ICD SEC	CD-DMB COMMUNITY B/	23322GKG1	250,000.00		250,000.00	0.00	250,000.00	0.70%
160720	7/20/2018	ICD SEC	CD-EAGLE BANK	27002YCX2	249,000.00		0.00	249,000.00	249,000	0.90%
151218C	6/15/2017	ICD SEC	CD-EAST BOSTON SAVIN	27113PAT8	250,000.00		0.00	250,000.00	250,000.00	1.00%
150515	5/15/2017	ICD SEC	CD-ENERBANK	29266NK71	99,000.00		0.00	99,000.00	99,000	0.90%
160129	1/29/2018	ICD SEC	CD-EVERBANK	29976DH94	248,000.00		0.00	248,000.00	250,000	1.10%
151125	11/27/2017	ICD SEC	CD-FIRST BANK PUERTO	33767ASC6	250,000.00		0.00	250,000.00	250,000.00	1.20%
151113	11/13/2017	ICD SEC	CD-FIRST MERIT BANK	320844PU1	250,000.00		0.00	250,000.00	250,000.00	1.00%
160816	2/16/2018	ICD SEC	CD-FIRST NATIONAL BAI	332135GM8	249,000.00		0.00	249,000.00	249,000	0.90%
151218B	6/18/2018	ICD SEC	CD-FIRST SOURCE BANK	33646CFY5	250,000.00		0.00	250,000.00	250,000.00	1.25%
151029	10/27/2017	ICD SEC	CD-FRIST TEXOMA NATI	33717WAA2	100,000.00		0.00	100,000.00	100,000	0.85%
140822	2/22/2017	ICD SEC	CD-GE CAPITAL BANK	36161TX59	49,000.00		49,000.00	0.00	49,000	1.00%
130301	3/1/2018	ICD SEC	CD-GE CAPITAL BANK	3616ITJB2	200,000.00		0.00	200,000.00	200,000	1.10%
150629	1/30/2017	ICD SEC	CD-GNB BANK	36198JAX2	250,000.00		250,000.00	0.00	250,000	0.80%
150930A	3/30/2017	ICD SEC	CD-GOLDMAN SACHS	38148JP62	100,000.00		100,000.00	0.00	100,000.00	0.85%
140828	2/28/2017	ICD SEC	CD-GREAT SOUTHERN B.	3912OVRK2	249,000.00		249,000.00	0.00	249,000	1.00%
140717	4/17/2017	ICD SEC	CD-GUARANTY BANK & '	40082OBK1	250,000.00		250,000.00	0.00	250,000	0.85%
160729B	3/29/2018	ICD SEC	CD-HERITAGE BANK	42724JDF9	249,000.00		0.00	249,000.00	249,000	0.85%
160824	8/24/2018	ICD SEC	CD-HSBC BANK	404344BG1	249,000.00		249,000.00	0.00	249,000	1.10%
160721A	7/23/2018	ICD SEC	CD-INDEPENDENCE BAN	4534OKDP1	249,000.00		0.00	249,000.00	249,000	0.90%
161216A	12/17/2018	ICD SEC	CD-INVESTORS SAVINGS	46176PFV2	249,000.00		0.00	249,000.00	249,000	1.35%
151216B	1/17/2017	ICD SEC	CD-ION BANK	46203PAC6	208,000.00		208,000.00	0.00	208,000.00	0.75%
151211A	6/12/2017	ICD SEC	CD-ISRAEL DISCOUNT B/	465076HV2	250,000.00		0.00	250,000.00	250,000.00	1.00%
160831	8/31/2018	ICD SEC	CD-JP MORGAN CHASE	48126XCN3	249,000.00		0.00	249,000.00	249,000	1.05%
161019	10/19/2018	ICD SEC	CD-LAKESIDE BANK	51210SLX3	100,000.00		0.00	100,000.00	100,000	1.05%
160115	7/17/2017	ICD SEC	CD-LINCOLN PARK SAVI	53468JAG7	250,000.00		0.00	250,000.00	250,000	1.00%
161230A	12/30/2019	ICD SEC	CD-M BANK	55275FKK3	160,000.00		0.00	160,000.00	160,000	1.55%
161215	12/14/2019	ICD SEC	CD-MAIN STREET BANK (	56034WAP6	249,000.00		0.00	249,000.00	200,000	1.45%
150710A	7/10/2017	ICD SEC	CD-MB FINANCIAL	55266CMR4	250,000.00		0.00	250,000.00	250,000.00	1.00%
140610	6/9/2017	ICD SEC	CD-MEDALLION BANK	58403BP26	250,000.00		0.00	250,000.00	250,000	1.00%
150130	1/30/2017	ICD SEC	CD-MERRICK BANK	59013JDA4	100,000.00		100,000.00	0.00	100,000	0.75%
160413	10/13/2017	ICD SEC	CD-MIDLANDS SB, IL	59774QE44	250,000.00		0.00	250,000.00	250,000	0.85%
151031	1/4/2018	ICD SEC	CD-NOA BANK	65487TBD2	150,000.00		0.00	150,000.00	150,000	0.90%
160210A	2/9/2018	ICD SEC	CD-ORIENTAL BANK	686184WS7	200,000.00		0.00	200,000.00	200,000	1.20%
161221	6/21/2019	ICD SEC	CD-ORRSTOWN BANK	687377EA5	249,000.00		0.00	249,000.00	249,000	1.50%
161229	6/29/2018	ICD SEC	CD-PREFERRED BANK	740367FE2	249,000.00		0.00	249,000.00	249,000	1.15%
161228A	6/28/2018	ICD SEC	CD-PROVIDENCE BANK	74374MAD6	249,000.00		0.00	249,000.00	249,000	1.20%
161207	6/7/2018	ICD SEC	CD-ROLLSTONE BANK &	77579ABW5	200,000.00		0.00	200,000.00	200,000	1.15%
160916	9/17/2018	ICD SEC	CD-SAFRA NATIONAL BA	78/658QYZ0	249,000.00		0.00	249,000.00	249,000.00	1.10%
140924	9/25/2017	ICD SEC	CD-SALLIE MAE BANK	40082OBK1	249,000.00		0.00	249,000.00	249,000	1.40%
160224A	8/24/2017	ICD SEC	CD-SANTANDER BANK	80280JLV3	250,000.00		0.00	250,000.00	250,000	0.95%
160930D	4/30/2018	ICD SEC	CD-STEARNS BANK	857894RN1	249,000.00		0.00	249,000.00	249,000.00	0.95%
161228B	6/28/2019	ICD SEC	CD-STEUBEN TR CO	860010BG1	160,000.00		0.00	160,000.00	160,000	1.40%
140305	3/6/2017	ICD SEC	CD-SYNOVOUS BANK	87164DEB2	200,000.00		200,000.00	0.00	200,000	0.85%
161123	5/23/2018	ICD SEC	CD-TCF NATIONAL BANI	872278XK7	100,000.00		0.00	100,000.00	100,000	0.90%
160721B	1/22/2018	ICD SEC	CD-TRANSPORTATION A'	89388CBE7	249,000.00		0.00	249,000.00	249,000	0.75%
141209	9/27/2017	ICD SEC	CD-UNITED BANK	909552AQ4	250,000.00		0.00	250,000.00	250,000	0.65%
161219	12/19/2018	ICD SEC	CD-WEB BANK	947547JJ5	249,000.00		0.00	249,000.00	249,000	1.40%
160617	6/18/2018	ICD SEC	CD-WELLS FARGO BANK	9497485X1	150,000.00		0.00	150,000.00	150,000	1.20%
150925	9/25/2017	ICD SEC	CD-WELLS FARGO BANK	9497482H9	100,000.00		0.00	100,000.00	100,000.00	1.00%
151211B	12/11/2017	ICD SEC	CD-WEX BANK	92937CDH8	250,000.00		0.00	250,000.00	250,000.00	1.20%
160930B	4/2/2018	ICD SEC	CD-WOOD & HUSTON BA	978208AA4	249,000.00		0.00	249,000.00	249,000.00	1.00%
160525	8/25/2017	ICD SEC	CD-Z BANK	98878BAD0	249,000.00		0.00	249,000.00	249,000	0.75%
			2016 Investments & MM					18,279,000.00		
090102B	12/25/2018	Com Sec	FNR 2003-120 BY	31393UGR8	13,715.78		4,058.36	9,657.42	200,000	3.98%
								9,657.42		
160606	5/1/2020	Northland	ANCHOR BAY MI SCH DI	032879-TC-2	500,000.00		0.00	500,000.00	500,000	2.12%
170109	6/1/2022	Northland	DESMOINES IA TAX	250097-J3-7		200,000.00	0.00	200,000.00	200,000	2.30%
170215	5/1/2019	Northland	SPARTA WIS REFUNDINC	846748-HC-8		100,000.00	0.00	100,000.00	100,000	1.80%
161101	3/1/2019	Northland	MARSHFIELD WI TAX	572852-W4-9	145,000.00		0.00	145,000.00	145,000	1.20%
161114B	2/1/2024	Northland	ANDOVER MN TAX	034313-ZU-3	300,000.00		0.00	300,000.00	300,000	2.25%
160812	5/1/2023	Northland	MONROE MI TAX	611101-MF-0	190,000.00		0.00	190,000.00	190,000	2.26%
160728A	5/1/2020	Northland	WISCONSIN STATE TAX	97705M-DS-1	500,000.00		0.00	500,000.00	500,000	1.15%
161003A	2/1/2018	Northland	OLIVIA MN TAX	681079-YD-5	45,000.00		0.00	45,000.00	45,000	2.00%
161003B	2/1/2019	Northland	OLIVIA MN TAX	681079-YE-3	95,000.00		0.00	95,000.00	95,000	2.00%
161003C	2/1/2020	Northland	OLIVIA MN TAX	681079-YF-0	100,000.00		0.00	100,000.00	100,000	2.00%
130412	2/1/2024	Northland	BECKER MN TAX	075671LJ4	50,000.00		0.00	50,000.00	50,000	2.75%
150903	11/1/2018	Northland	BROOKFIELD WI, TAXAB	112857-BL-0	500,000.00		0.00	500,000.00	500,000	2.20%

2016 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
110310	2/1/2020	Northland	BROOKLYN CENTER ISD	113853-KG-9	285,000.00		0.00	285,000.00	285,000	4.65%
120215B	6/1/2026	Northland	CEDAR RAPIDS IO TAX	150528-JU-2	50,000.00		0.00	50,000.00	50,000	4.55%
120606B	6/1/2022	Northland	CEDAR RAPIDS IO TAX	150528-N2-6	135,000.00		0.00	135,000.00	135,000	2.50%
120606A	6/1/2023	Northland	CEDAR RAPIDS IO TAX	150528-PA-9	140,000.00		0.00	140,000.00	140,000	2.70%
140620	12/1/2020	Northland	CELINA OHIO SCHOOL D	151069-FD-8	300,000.00		0.00	300,000.00	300,000	2.13%
130815A	12/1/2020	Northland	CHASKA, MN TAX	161664-DY-0	75,000.00		0.00	75,000.00	75,000	2.50%
130815B	12/1/2021	Northland	CHASKA, MN TAX	161664-DZ-7	75,000.00		0.00	75,000.00	75,000	2.75%
140502	2/15/2020	Northland	COLLINGSWOOD NJ TAX	194756-PQ-9	145,000.00		0.00	145,000.00	145,000	3.00%
140730A	6/1/2019	Northland	DES MOINES IA TAXABLI	25009X-GB-5	115,000.00		0.00	115,000.00	115,000	2.00%
140730B	6/1/2020	Northland	DES MOINES IA TAXABLI	25009X-GC-3	145,000.00		0.00	145,000.00	145,000	2.10%
141104	2/1/2022	Northland	DULUTH MN TAXABLE	264438-G5-5	150,000.00		0.00	150,000.00	150,000	3.00%
151217A	12/1/2018	Northland	FARGO ND TAXABLE	30747N-BC-7	435,000.00		0.00	435,000.00	435,000	1.40%
151217B	12/1/2017	Northland	FARGO ND TAXABLE	30747N-BB-9	395,000.00		0.00	395,000.00	395,000	1.00%
151216A	6/14/2018	Northland	FFCB	3133EF-SH-1	500,000.00		0.00	500,000.00	500,000	1.17%
140326	9/26/2017	Northland	FHLB	313OA15P9	350,000.00		0.00	350,000.00	350,000	1.00%
151119B	11/19/2021	Northland	FNMA	3136GSSA6	400,000.00		0.00	400,000.00	400,000	1.00%
150601	6/1/2017	Northland	HAWKEYE COMMUNITY	42016A-KH-3	190,000.00		0.00	190,000.00	190,000	0.90%
140320A	3/1/2019	Northland	HAWLEY MN SCHOOL DI	420416-EZ-8	390,000.00		0.00	390,000.00	390,000	1.85%
140117	11/1/2019	Northland	HONOLULU TAXABLE	438670-Q4-6	275,000.00		0.00	275,000.00	275,000	1.84%
110114A	2/1/2017	Northland	HOPKINS ISD #270	439881-HB-2	100,000.00		100,000.00	0.00	100,000	2.75%
150109	10/1/2022	Northland	HUBBARY COUNTY TAX	443348-DE-4	135,000.00		0.00	135,000.00	140,000	2.70%
121228A	6/1/2017	Northland	IOWA WESTERN COMM C	462612-QM-7	100,000.00		0.00	100,000.00	100,000	0.85%
120321	3/1/2022	Northland	MADISION WI SCHOOL D	558495-KN-6	500,000.00		0.00	500,000.00	500,000	2.50%
150708	2/1/2019	Northland	MAPLEWOOD MN TAX	56557-UM-5	350,000.00		0.00	350,000.00	350,000	1.80%
110203A	4/1/2017	Northland	MEDFORD WIS SCHOOL I	58434T-DK-3	40,000.00		40,000.00	0.00	40,000	2.75%
121228B	9/1/2023	Northland	MIDDLETON WIS REFUNI	596782-T6-7	300,000.00		0.00	300,000.00	300,000	2.36%
120214B	9/1/2025	Northland	MIDDLETON WIS REFUNI	596782-TJ-1	315,000.00		0.00	315,000.00	315,000	2.85%
150430	2/1/2022	Northland	MINNETONKA ISD #276	604195-YG-6	270,000.00		0.00	270,000.00	270,000	3.00%
130702A	1/1/2019	Northland	MINNETONKA ISD #276	604195-VW-4	285,000.00		0.00	285,000.00	285,000	1.40%
130702B	1/1/2021	Northland	MINNETONKA ISD #276	604195-VY-0	400,000.00		0.00	400,000.00	400,000	2.10%
120215A	1/1/2028	Northland	MINNETONKA ISD #276	604195-SB-4	50,000.00		0.00	50,000.00	50,000	5.20%
130722	2/1/2021	Northland	MOUND MN TAXABLE	620S35-W4-2	95,000.00		0.00	95,000.00	95,000	2.00%
100803B	2/1/2018	Northland	NEW PRAGUE BAB	648159-TX-9	70,000.00		0.00	70,000.00	70,000	3.75%
100803C	2/1/2019	Northland	NEW PRAGUE BAB	648159-TY-7	45,000.00		0.00	45,000.00	45,000	4.00%
100803D	2/1/2020	Northland	NEW PRAGUE BAB	648159-TZ-4	70,000.00		0.00	70,000.00	70,000	4.25%
141006	6/1/2020	Northland	NORTHEAST IOWA COM	664214-JQ-7	320,000.00		0.00	320,000.00	320,000	1.90%
111031	6/1/2018	Northland	RACINE WIS TAXABLE	750021-6D-4	755,000.00		0.00	755,000.00	755,000	2.10%
130624A	2/1/2023	Northland	RAMSEY COUNTY TAXAI	751622-HH-7	595,000.00		0.00	595,000.00	595,000	2.75%
130624B	2/1/2022	Northland	RAMSEY COUNTY TAXAI	751622-HG-9	285,000.00		0.00	285,000.00	285,000	2.50%
150804	11/1/2018	Northland	SHEBYGAN WISCON REF	82102R-BM-6	800,000.00		0.00	800,000.00	800,000	1.25%
120308A	12/1/2020	Northland	SHOREWOOD WIS TAX	825230-KU-8	150,000.00		0.00	150,000.00	150,000	2.50%
120308B	12/1/2022	Northland	SHOREWOOD WIS TAX	825230-KW-4	150,000.00		0.00	150,000.00	150,000	2.80%
120308C	12/1/2027	Northland	SHOREWOOD WIS TAX	825230-LB-9	225,000.00		0.00	225,000.00	225,000	3.25%
120308D	12/1/2028	Northland	SHOREWOOD WIS TAX	825230-LC-7	465,000.00		0.00	465,000.00	465,000	3.15%
120214B	4/1/2017	Northland	ST FRANCIS ISD#15	789466-PU-7	250,000.00		250,000.00	0.00	250,000	4.40%
110608	2/1/2019	Northland	WADENA MN BAB	930217-JD-7	95,000.00		0.00	95,000.00	95,000	3.94%
130624C	6/1/2018	Northland	WATERLOO IOWA TAXAI	941647-NZ-8	345,000.00		0.00	345,000.00	345,000	2.00%
150626C	10/1/2017	Northland	WESTERN LAKE SUPERIC	958522-WS-9	245,000.00		0.00	245,000.00	245,000	1.35%
160317	2/1/2019	Northland	BECKER MN TAX	075663YH9	645,000.00		0.00	645,000.00	645,000	1.15%
161222	2/1/2019	Northland	ST. PAUL MN PORT AUTI	793028-WR-8	145,000.00		0.00	145,000.00	145,000	2.00%
160420B	10/1/2018	Northland	SHEBOYGAN WIS TAX	82102R-BY-0	250,000.00		0.00	250,000.00	250,000	1.00%
120215C	10/1/2019	Northland	WESTERN LAKE SUPERIC	958522-WU-4	100,000.00		0.00	100,000.00	100,000	3.15%
110816B	10/1/2017	Northland	WESTIN LAKE SUPERIOR	958522-WS-9	350,000.00		0.00	350,000.00	350,000	2.50%
141205A	9/1/2018	Northland	WYANDOTTE KANSAS SI	982696-QE-9	125,000.00		0.00	125,000.00	125,000	1.93%
			2015 Investment					16,305,000.00		
120817A	5/1/2018	UBS	NYC-TAXABLE	64971QTU7	500,000.00		0.00	500,000.00	500,000	1.60%
160224B	12/1/2019	UBS	MCLEAN COUNTY IL SCI	582018Ff5	450,000.00		0.00	450,000.00	450,000	2.00%
161208A	4/1/2023	UBS	NEW HOPE CULTURAL EI	64542WAY6	250,000.00		0.00	250,000.00	250,000	2.27%
161208B	11/1/2024	UBS	MICHIGAN FIN AUTH RE	59447TJX2	250,000.00		0.00	250,000.00	250,000	2.51%
161216B	12/16/2022	UBS	CD-MERCANTIL COMM E	58733ADQ9	245,000.00		0.00	245,000.00	245,000	2.30%
161114A	7/1/2025	UBS	LEXINGTON FAYETTE AI	52909MCA0	300,000.00		0.00	300,000.00	300,000	2.75%
160927A	5/1/2021	UBS	YPSILANTI MI SCHOOL D	987864NY7	405,000.00		0.00	405,000.00	405,000.00	2.18%
160928	3/28/2025	UBS	FHLB	3130A9CN9	300,000.00		0.00	300,000.00	300,000.00	1.25%
160930E	9/30/2019	UBS	CD-JEFFERSON BANK & T	472376AA0	245,000.00		0.00	245,000.00	245,000.00	1.15%
160802	12/1/2027	UBS	TOOLE CITY UT TAX	89033RBU7	400,000.00		0.00	400,000.00	400,000	2.76%
160826D	8/24/2026	UBS	FHLB	3130A8Z63	300,000.00		0.00	300,000.00	300,000	1.25%
160830A	8/28/2026	UBS	FHLB	3130A8ZF3	300,000.00		0.00	300,000.00	300,000	1.50%
160830B	8/28/2023	UBS	FHLMC	3134GAAKO	300,000.00		0.00	300,000.00	300,000	1.25%
160830C	8/1/2022	UBS	NEW YORK CITY TAXAB	64966MED7	300,000.00		0.00	300,000.00	300,000	1.60%
160830D	8/24/2023	UBS	FNMA	3136G32Y0	250,000.00		0.00	250,000.00	250,000	1.13%
160705	11/1/2021	UBS	MICHIGAN STATE TAX	594612CX9	300,000.00		0.00	300,000.00	300,000	1.78%

2016 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	CUSIP	PRIN BAL 1/1/2017	PURCH 2017	SOLD/ MATURE 2017	BV PRIN BAL 12/31/2017	PAR	YTM
160718	12/1/2021	UBS	LITTLE MIAMI OHIO SCH	537292KY9	345,000.00		0.00	345,000.00	345,000	1.76%
160726	7/26/2024	UBS	FHLMC	3134G9N78	500,000.00		0.00	500,000.00	500,000	1.25%
160727	5/1/2022	UBS	NORTH BRAND SCHOOL	657740F50	500,000.00		0.00	500,000.00	500,000	2.08%
160601	2/15/2022	UBS	MCALLEN TAX'	582018Ff5	200,000.00		0.00	200,000.00	200,000	1.75%
160613	12/1/2020	UBS	SCHILLER PARK TAX	8062721LM6	325,000.00		0.00	325,000.00	325,000	2.50%
160526	5/1/2020	UBS	MILAN MICH SCHOOL TA	598801JD1	500,000.00		0.00	500,000.00	500,000	1.51%
160412	5/1/2019	UBS	LINCOLN SD TAX	533883NG5	500,000.00		0.00	500,000.00	500,000	2.03%
160422	5/15/2021	UBS	UNIVERSITY OF CA TAX	91412GFS9	500,000.00		0.00	500,000.00	500,000	1.91%
160428	10/28/2022	UBS	FNMA	3136G3JS5	250,000.00		0.00	250,000.00	250,000	1.00%
161018	7/1/2024	UBS	SELMA ALA TAX	816459QV6	500,000.00		0.00	500,000.00	500,000	2.50%
161026	10/1/2024	UBS	HONOLULU TAX	4386705W7	300,000.00		0.00	300,000.00	300,000	2.37%
130611	5/21/2018	UBS	FNMA	3135GOXDO	750,000.00		0.00	750,000.00	750,000	1.29%
030630A	6/15/2018	UBS	FHR 2628 AB	31393VMQ1C	2,641.38		749.53	1,891.85	200,000	3.12%
030730A	8/25/2018	UBS	FNR 2003-74-KN	31393EAL3C	4,910.50		1,706.71	3,203.79	300,000.00	3.59%
030930A	9/15/2018	UBS	FHR 2677 KH	31394JTP2	56.81		56.88	-0.07	300,000	4.50%
121207	11/1/2018	UBS	NYC GEN TAX	64971QH55	500,000.00		0.00	500,000.00	500,000	1.28%
140710	7/10/2019	UBS	CD-AMERICAN EXPRESS	02587CAC4	240,000.00		0.00	240,000.00	240,000	1.95%
040730A	7/15/2019	UBS	FHR 2822 DB	31395C3S8	6,325.23		2,155.37	4,169.86	500,000	5.00%
130606B	11/1/2019	UBS	NYC GEN TAX	64971QH63	1,000,000.00		0.00	1,000,000.00	1,000,000	1.73%
150310	4/1/2020	UBS	MONTGOMERY ALA TAX	613035L69	400,000.00		0.00	400,000.00	400,000	2.15%
151207	12/1/2020	UBS	SACRAMENTO TAXABLE	786060BB8	300,000.00		0.00	300,000.00	300,000	3.00%
970625	2/25/2021	UBS	FNMA FNR-1991-7 H	31358FZW2	1,000.00		0.00	1,000.00	129,000	7.84%
970917B	9/15/2021	UBS	FHLMC REMIC SERIES FF	312904GT6C	357.00		159.54	197.46	255,714	7.21%
151119A	11/19/2021	UBS	FNMA	3136G2SA6	500,000.00		0.00	500,000.00	500,000	1.05%
151104	3/1/2022	UBS	NEW YORK TAXALBE	64966KQC0	500,000.00		0.00	500,000.00	500,000	2.26%
001127	7/25/2022	UBS	FNR G92-35	31358PHV2C	981.33		88.49	892.84	75,215	7.49%
021004	8/25/2022	UBS	FNR 1992-125L	31358PS40C	1,076.65		101.10	975.55	52,000	7.00%
020826	10/15/2022	UBS	FHR 1391D	312912LUO	957.62		119.62	838.00	59,990	6.00%
150812	6/1/2023	UBS	CHARLOTTE TAXABLE	161037L61	300,000.00		0.00	300,000.00	300,000	2.65%
010328	6/25/2023	UBS	FHG14A	312916PD5R	2,000.00		0.00	2,000.00	152,000	6.00%
151009	9/1/2024	UBS	NJ ENVIRONMENTAL INF	645791CAO	270,000.00		0.00	270,000.00	270,000	3.15%
151023	10/1/2024	UBS	MADISON TAXABLE	55844RKN3	640,000.00		0.00	640,000.00	640,000	2.39%
150311	3/11/2025	UBS	CD-HBSC BANK	40434ASB6	240,000.00		0.00	240,000.00	240,000	2.25%
								15,170,169.28		
	TOTAL INVESTMENTS				57,425,022.30	6,404,000.00	6,124,195.60	57,704,826.70		
			Unamortized Premiums		1,454,478.04	431.00		1,454,909.04		
			Unamortized Discounts		(3,290,662.99)	(1,010.00)		(3,291,672.99)		
			BOW		4,039,093.60	7,643,996.28	10,005,959.74	1,677,130.14		
			Money Market Accounts		5,284,956.44	2,512,763.01	3,500,000.00	4,297,719.45		
			Net Cash and Investments		64,912,887.39	16,560,180.29	19,630,155.34	61,842,912.34		

CC Regular Session **4. 2.**

Meeting Date: 05/09/2017

By: Jo Thieling, Administrative Services

Information

Title

Approve the Following Meeting Minutes:

1. City Council Work Session dated 04/25//17
2. City Council Regular dated 04/25/17

Purpose/Background:

Purpose: The purpose of this case is for Council review and approval of meeting minutes.

Background: Attached are the meeting minutes referenced above.

Action:

Motion to approve the following Council meeting minutes:

1. City Council Work Session dated 04/25/17
2. City Council Regular dated 04/25/17

Attachments

CCWS Mts

CC Mts

Form Review

Form Started By: Jo Thieling Started On: 05/02/2017 12:47 PM

Final Approval Date: 05/02/2017

CITY COUNCIL WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, April 25, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Acting Mayor John LeTourneau
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember Chris Riley
Councilmember Melody Shryock
Councilmember Kristine Williams

Members Absent: Mayor Sarah Strommen

Planning Commission
Members Present: Chairperson Randy Bauer
Commissioner Bruce Anderson
Commissioner Cheri Gengler
Commissioner Cindy Nosan
Commissioner Patrick Surma

Also Present: City Administrator Kurtis Ulrich
Parks and Assistant Public Works Superintendent Mark Riverblood
Public Works Superintendent Grant Riemer
Community Development Director Timothy Gladhill
City Engineer Bruce Westby
Asst. City Administrator/Economic Development Manager Patrick Brama

1. CALL TO ORDER

Acting Mayor LeTourneau called the City Council Work Session to order at 5:39 p.m.

2. TOPICS FOR DISCUSSION

2.01: Review Planning Commission Recommendation for The COR Interim Development Plan

Community Development Director Gladhill presented the staff report, noting the purpose of this case is to receive a final recommended policy framework for a document to be known as The COR Interim Development Plan, which will put into motion a more formal amendment to the Master Plan. He stated the Interim Development Plan will become the new format of the Master Plan, and outlined changes on the eastern half of the site that will introduce more medium density such as villas. He said the Interim Development Plan was intended to be flexible to recognize a vision instead of an exact site plan and contained sub quadrants with retail on one

side and residential on the other that is able to react to the market. Community Development Director Gladhill shared proposed recommendations and standards, adding assistance from the Architectural Review Committee would be included not to add more process but to fit in with a low-impact type of review. He highlighted The COR Interim Development Plan Key Policy Topics, including General Retail Strategy, Lake Itasca Greenway, Northwest Quad Future Land Use, Parking Standards, and Architectural/Design Standards. Community Development Director Gladhill explained if the proposed format were approved, the City would host a series of public workshops to gain feedback on potential changes as part of the 2040 Comprehensive Plan Update.

Chairperson Bauer noted big-box stores would be a draw with other surrounding development and could be located in the diamond-shaped area for better visibility. He said the Planning Commission thought basic COR uses would include a community center, entertainment, food and retail on Highway 10 and that retail would be at the mercy of the market and what would be realistic. He stated the many retail options in Elk River and Coon Rapids Riverdale needs to be taken into consideration, adding parking is important but everything should not be pavement so cost sharing options such as ramps and shared parking should be considered for the type of retail that would be located in The COR and along Highway 10.

Acting Mayor John LeTourneau thanked the Planning Commission for their work on The COR Interim Development Plan.

Councilmember Riley said he wanted to think about a master developer rather than the City doing the project and asked how this Plan fit with that idea.

Community Development Director Gladhill said the intent is to be clear on our framework in order to get a good fit and that the Plan still affords the opportunity to tweak the vision, which is why it is phrased as an interim plan. He said in this manner the Plan can be worked through and expectations set.

Planning Commissioner Nosan agreed that we need to have a strategic plan so a master developer knows what the City is expecting.

Councilmember Williams thanked the Planning Commission for their extraordinary thought on the Plan and said the other Commissions need an opportunity to provide their recommendations as they all have important focus that needs to be considered. She asked how other landowners within The COR would be affected even in the interim and inquired about their thoughts.

Community Development Director Gladhill said the idea was to communicate the Plan followed by the next steps of taking the Plan to the general public, including all Boards, Commissions, stakeholders, and potential and future developers. He confirmed that public engagement would be incorporated.

Councilmember Williams said she preferred that comments from the EDA and Commissions be incorporated within the Plan before taking it to the public.

Councilmember Kuzma said the original plan was dated and this Plan is progressive, flexible, and market-driven to help define the vision.

Councilmember Riley agreed the Plan is market-driven and that two areas of concern is changing floor-to-area-ration (FAR) in response to market requests and parking structures. He said the market will not dictate that and if we push structured parking the result will be the City constructing a ramp instead of developers. He said flexibility and strict adherence to FAR does not sound very flexible and should be reviewed.

Community Development Director Gladhill said staff will work with the Planning Commission to acknowledge community impacts and market, adding it is important to balance between requirements and what will work. He said a ramp is not a new topic and this Plan will not solve all parking concerns but we want to study how parking could work in order to communicate the benefits to developers.

Chairperson Bauer said he was concerned that if we have a vision then it should be followed. He said the Planning Commission wanted to stress the need for shared parking so it was incorporated into each of the developments. He acknowledged structured parking may require some City dollars as developers will not pay for an entire ramp if they only use a portion.

Planning Commissioner Anderson said we should consider shared parking from the beginning for cost sharing as he does not want to see us bottleneck with nowhere to park. He said we have to consider either constructing higher or allowing for the capability to go up if needed.

Councilmember Riley said he wished we had the problem of not having enough space because we have nothing but space. He said structured parking costs $50/square foot and the market will not support that because land costs now range between $6-$12/square foot. He commented that shared parking with Northgate Church works well.

Chairperson Bauer agreed, stating a theater generally uses parking in the evenings and could be another shared parking option.

Community Development Director Gladhill said it is fair to assume proformas, ROI, tax base, etc. to identify the funding gap and frame any vision in that context.

Acting Mayor LeTourneau commented that flexibility will be important.

Councilmember Williams asked if staff wants structured parking studies included in the Plan.

Community Development Director Gladhill said the Plan is a broad policy document and based off this direction we will lay out system plans, one being parking districts and/or parking ramps, and that staff is looking for feedback to kick off system plans, including parking strategies. He said this direction will establish how we make requests and bring contracts forward.

Asst. City Administrator/Economic Development Manager Brama said if Council is in a position not to support parking ramps then it will be removed from the Plan and will not be considered as part of the system plans going forward.

Councilmember Johns thanked the Planning Commission for their work and said she would like the parking structures to remain, as citizens have commented that they do not want to see large parking lots. She said affording a parking ramp is another question but does not want to take the option off the table.

Councilmember Shryock said it is important to have a vision and then follow it and if we have identified parking or other issues, then we need to further define them and suggested nodes of parking and then moving retail and housing around those parking nodes. She said there are too many moving parts right now but that this Plan will help us maintain cohesiveness.

Acting Mayor LeTourneau said he would like to see the parking remain and said while he is not sure where the greater density will be it is important to be open to consideration. He said we could work on ways to recover costs as The COR develops as one way to approach funding parking structures.

Councilmember Riley commented on the vision statement and how we know this is going to be something other cities do not have, especially when everything is market driven. He added the technology-orientated statement from the Plan could be dated.

Chairperson Bauer said this statement was suggested by Planning Commissioner Brauer and was intended to focus on providing fiber for future businesses.

Councilmember Shryock suggested the statement be amended to say technology accessible and not necessarily oriented.

Community Development Director Gladhill said staff will review some language to address these concerns but noted they would like to see something included as technology is important.

Acting Mayor LeTourneau agreed, stating vision statements helps narrow the focus.

Councilmember Riley commented on the welcoming cultures point as this seems to state that it is not already happening. He said the unique point will be difficult to achieve as well with the market as architecture and historical Ramsey are not very unique.

Councilmember Williams said the Plan twice refers to no big box stores but said if one came forward today she would approve it and is not comfortable with that vision. She said the community wants a big box store like a Target.

Chairperson Bauer said big box stores are more interested in Highway 10 locations.

Councilmember Williams suggested removing the big box reference entirely.

Chairperson Bauer said their intent was that the Plan needs to include more than just The COR and that it be realistic as big box stores will more likely locate on Highway 10 than The COR.

Community Development Director Gladhill said staff will work to find a better way to phrase the statement or include a reference on the map instead.

Councilmember Shryock said she would like to see a road map and flexibility so when we remove some verbiage and review modular developments or districts or zones they can be moved around. She said she would like to see more timeless architecture references so development does not become outdated.

Councilmember Johns agreed any development will be market driven but said the importance of the Plan is to help create what development is driven to Ramsey.

Parks and Assistant Public Works Superintendent Riverblood said the Parks Board liked the Interim Plan as it incorporates a future parks plan that will help market The COR. He said the Board will further review the Plan in May and that their feedback will be shared with the Council.

The consensus of the Council was to continue with the process as outlined for the COR Interim Development Plan.

2.02: Receive Update on Park Dedication Credit Discussion for Riverstone Addition Located Near Bunker Lake Boulevard and Puma Street; Case of Capstone Homes (Project No. 17-106)

Community Development Director Gladhill reviewed the staff report, noting the purpose of this case is to receive an update on a request for Park Dedication Credit as part of the proposed Riverstone Addition. He explained the Council is not being asked to make a final decision but to hear an update on recent progress and talking points in advance of official review in May and June. He reviewed the key policy topics, including the Master Parks Plan Update, the existing parks CIP, the Riverstone Addition Policy Document, the Planned Unit Development, housing goals, and other development scenarios. He said staff is seeking policy direction for park dedication credit stating the developer is requesting $475,000 as credit to create a smaller pocket park maintained by a homeowner's association (HOA) with a trail connection as part of Lake Itasca Greenway. Community Development Director Gladhill said staff has held discussions with the developer regarding their request and said if approved this action would have impacts on the future Lake Itasca Park whether reduced or delayed improvements.

Parks and Assistant Public Works Superintendent Riverblood reinforced trigger points when the project would start, stating $29 million of park/trails have been identified with $2 million in the park trust fund that should be focused instead on community parks, splash pad and other items in The COR that would also serve this subdivision.

Councilmember Riley asked if we suggested pocket parks to the developer.

Community Development Director Gladhill said the pocket park was part of the developers' proposal and felt its value was a success of the project.

Parks and Assistant Public Works Superintendent Riverblood said it is common to have private amenities in similar developments.

Stephen Bona, Capstone, thanked staff for their work on this busy project, stating they are working towards an August groundbreaking. He said the park stems from a firm belief that 293 lots of mid-density housing guided and zoned R-2 with 1,000 residents will need greenspace and parks for the children. He said the regional park will be a great amenity but a closer park is needed as the regional park is half a mile away. Mr. Bona said necessity is not the issue just how we get there and with exposure from Highway 10 this will be a highly visible, unique and special neighborhood. He noted the $483,000 will be credited back over time and that the HOA will maintain the park so it will not be a burden on the park system. He said Capstone is paying over $1 million for infrastructure to be extended to the property which is not typical and that they cannot absorb both. He said they have changed their original proposal and outlined a small green area that has been removed at $200,000 to make this happen and have one acre of lots that will not have homes to provide more open space. Mr. Bona said the park and will cost over $200,000 just to provide space which will be an improvement with City funds. He noted that Capstone is making a large financial commitment to open space already in the plan but that they are unable to do so without working with City. He said they love the site and said the benefits of housing price between $260,000-$350,000 results in having high end homes without being custom which is good.

Councilmember Shryock inquired about land value plus improvements.

Mr. Bona said they are proposing vacant land value of $25,000/acre as unimproved land cost and additional improvements would be the playground, pavilion and landscaping.

Councilmember Kuzma inquired about the preliminary budget.

Community Development Director Gladhill shared the budget for a total of $300,675.23, with the public trail at $182,234.99 for a total of $482,910.22.

Councilmember Shryock asked if there is an additional requirement on Alpine Drive for a trail.

Parks and Assistant Public Works Superintendent Riverblood said the Greenway as proposed and supported by staff would include a 14-foot footprint and offer land dedication credit off the top and that the Greenway would "t" into the northwest road but not include any additional trail on Alpine Drive.

Community Development Director Gladhill said Puma Street will have a pedestrian crossing trail constructed by the City's infrastructure project.

Councilmember Johns asked for cost clarification.

Community Development Director Gladhill said the cost would be $1.1 million.

Councilmember Shryock said she does not recall allowing credit for improvements and property.

Parks and Assistant Public Works Superintendent Riverblood said this would be a precedent for park dedication more than the minimum for private amenities. He said the public interest is land but the park would remain private with a public easement. He said this would also set precedent for future developers.

Mr. Bona said the reason for the request is because this is the largest neighborhood ever to be built in Ramsey and with so many units they are only requesting one acre. He said they understand the precedent but felt other developments could not justify a request.

Councilmember Johns said she is concerned about the precedent and others wanting to do that at Itasca Park for broader benefit for others to use. She said she might be open to land incentives but not the improvements.

Councilmember Kuzma said he liked the Capstone project and understood that space was important but was concerned the HOA will not survive and suggested providing a bond to ensure maintenance.

Mr. Bona said he understood the point but said we have so many units paying such a small amount the HOA will be established right way. He said ideally the City would own the park and we would maintain lawns, including replacing equipment in 20 years.

Councilmember Riley said Harvest Estates wanted a small park for 300 houses and we choose this a neighborhood goes in without a park.

Mr. Bona reiterated they would not be able to do the project as proposed due to the offsite infrastructure costs.

Councilmember Shryock said she was excited about the project but said the precedent would be bad and if the park does not happen can open space be counted through ponding.

Community Development Director Gladhill said open space requirements can be reviewed with the PUD and could count as an amenity, adding other aspects can be reviewed to refine costs.

The consensus of the Council was not to support the request from Capstone Homes for Park Dedication Credit as part of the proposed Riverstone Addition.

Councilmember Williams requested the Parks Board convene to reevaluate the City's pocket parks policy.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

Acting Mayor John LeTourneau adjourned the Work Session meeting.

The Work Session of the City Council was adjourned at 6:57 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Cathy Sorensen
TimeSaver Off Site Secretarial, Inc.

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CITY COUNCIL
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a regular meeting on Tuesday, April 25, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Acting Mayor John LeTourneau
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember Chris Riley
Councilmember Melody Shryock
Councilmember Kristine Williams

Members Absent: Mayor Sarah Strommen

Also Present: City Administrator Kurtis Ulrich
Parks and Assistant Public Works Superintendent Mark Riverblood
Public Works Superintendent Grant Riemer
Community Development Director Timothy Gladhill
City Engineer Bruce Westby
Asst. City Administrator/Economic Development Manager Patrick Brama

1. CALL TO ORDER

Acting Mayor LeTourneau called the regular meeting of the Ramsey City Council to order at 7:03 p.m., followed by the Pledge of Allegiance led by Acting Mayor LeTourneau.

2. PRESENTATION

2.01: 2016-2017 Winter Maintenance Update, Grant Riemer, Public Works Superintendent

Public Works Superintendent Riemer presented an overview of the winter maintenance activities plowing events during the 2016-2017 season. He shared the City conducted seven full scale plow events and 16 minor events, most of which were 2-3 inches or ice storms. He reviewed material use, stating they used 137 tons of salt for one particular ice storm and more salt than sand overall because of the colder temperatures. Public Works Superintendent Riemer said the weather affected outdoor rink attendance which resulted in shutting down a week early on February 13. He commented that staff conducted rough mowing in February along with tree pruning and moving a retaining wall block on the Public Works site. Public Works Superintendent Riemer explained that staff moved 20,000 pounds of conbit material for asphalt, began sweeping a week early in March, and refurbished Pump House #3.

Acting Mayor LeTourneau extended the City's appreciation to the Public Works Department and the Council accepted the report.

3. CITIZEN INPUT

Randy Bauer, 14600 Iodine Court, stated Anoka County is doing more with composting household waste and suggested the City join by doing something locally. He said he works at St. Joseph the Worker church located in Hennepin County who has made great efforts to highlight composting resulting in reversing their garbage pick up to every other week and recycling every week. He encouraged staff to do same and said providing a local drop off would be a great service to the citizens.

Acting Mayor LeTourneau said these recycling efforts are not hard and agreed they make a difference. He said this topic will be included as a discussion point for the Environmental Quality Board future agenda and at City Hall.

4. CONSENT AGENDA

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the following items on the Consent Agenda:

4.01: Receive March 2017 Financial Reports – General Fund and Enterprise Funds

4.02: Note the Following Boards and Commissions Meeting Minutes:
- Planning Commission Meeting Minutes dated March 2, 2017
- Economic Development Authority Meeting Minutes dated March 9, 2017
- Park and Recreation Commission Meeting Minutes dated March 9, 2017
- Environmental Policy Board Meeting Minutes dated March 20, 2017

4.03: Approve the following Meeting Minutes:
1) City Council Work Session dated April 11, 2017
2) City Council Regular dated April 11, 2017

4.04: Approve Aeon Purchase Agreement Amendment to Extend Closing Deadline

4.05: Approve Second Amendment to GS Land Purchase Agreement to Extend Closing Deadline

4.06: Adopt Resolution #17-04-093 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of April 6, 2017 through April 19, 2017

4.07: Adopt Resolution #17-04-099 to Hire a Part-time Community Service Officer

4.08: Adopt Resolution #17-04-094 Authorizing Final Payment to Kuechle Underground, Inc. for IP #13-10 Garnet St – 168th Avenue Improvements

4.09: Adopt Resolution #17-04-092 Approving an Easement Encroachment Agreement for a Detached Accessory Building at 15359 Zuni Court NW; Case of Steven and Christine Roeder

4.10: Adopt Resolution #17-04-095 Granting Final Plat Approval for Station 2nd Addition; Case of D.R. Horton (Project #17-121)

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Johns, Kuzma, Riley, Shryock, and Williams. Voting No: None. Absent: Mayor Strommen.

5. APPROVE AGENDA

Motion by Councilmember Shryock, seconded by Councilmember Johns, to approve the agenda as presented.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Shryock, Johns, Kuzma, Riley, and Williams. Voting No: None. Absent: Mayor Strommen.

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Consider Approvals Related to Plat Known as Covenant Meadows (Project #17-102); Case of Eric Thomsen

Community Development Director Gladhill reviewed the staff report and recommendation of the Planning Commission and staff to approve rezoning of the subject property from R-1 Residential (Rural Developing) to Planned Unit Development (PUD) and grant preliminary plat approval of Covenant Meadows, contingent upon compliance with the staff review letter. It was noted staff believes the proposed development is reasonable, compatible with the character of the surrounding development, minimizes impacts to steep slopes adjacent to Trott Brook, and provides the City with an important natural resource amenity surrounding Trott Brook.

Community Development Director Gladhill noted the point is to secure 15 acres of the corridor as it is a tributary to the river and warranted protection. He said this action would be by the developer and at no additional cost to the City and consolidate to the southern end of the development. He noted the Planning Commission recommended approval of the plat and the next step would be preparing the final plat for recording.

Councilmember Johns said she was pleased to see this deeded land to the City as it is a beautiful amenity that should be maintained for everyone. She noted property owners typically want to build and mow right up to the water so this buffer is important.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to Introduce Ordinance #17-05 An Ordinance Amending Section 117-90 "Map" of Chapter 117 of the City Code of Ramsey, Minnesota and Adopt Resolution #17-02-053 Granting Preliminary Plat approval of Covenant Meadows.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Johns, Kuzma, Riley, Shryock, and Williams. Voting No: None. Absent: Mayor Strommen.

7.02: Consider Adoption of Resolution #17-04-079 Granting Preliminary Plat Approval of Homestead Road Subdivision Located at 7131 166th Avenue NW (Project #16-32); Case of CTW Group, Inc.

Community Development Director Gladhill reviewed the staff report and recommendation of the Planning Commission and staff to approve the preliminary plat for Homestead Road Addition contingent upon compliance with the staff review letter. It was noted this is a challenging site to work with based on the amount of wetland and floodplain and the proposed subdivision seems a reasonable use of the property. He noted the developer has shifted Lot 3 in order to maintain the views.

Councilmember Kuzma thanked the Planning Commission for their hard work on this plat.

Motion by Councilmember Kuzma, seconded by Councilmember Williams, to adopt Resolution #17-04-079 Granting Preliminary Plat Approval of Homestead Road Addition.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Kuzma, Williams, Johns, Riley, and Shryock. Voting No: None. Absent: Mayor Strommen.

7.03: Consider Approval of the Installation of Underground Power at Riverdale Drive in Preparation for the Mississippi Skyway Project

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and recommendation to proceed with the relocation of the overhead power at the location of the touch-down point of the Mississippi Skyway to underground for 440 feet, so to position the pedestrian bridge project to be even more 'shovel-ready.' It was noted the funding associated with this case would be from the National Park Service grant of $490,000.

Parks and Assistant Public Works Superintendent Riverblood said the installation would connect the existing pedestrian bridge to the Mississippi River Trail (MRT) and Regional Park. He outlined the touchdown easement and utility relocation costs of $300,000 and explained how Connexus could do this project for community service in three years but without any plan for a 2017 upgrade for the same power line. He said the cost is a little less than $19,000 to bury the line so utilizing this grant that sunsets in 2017 makes this truly a shovel-ready project.

Councilmember Shryock said the City should take advantage of this proposal as shovel-ready projects provide the best opportunities for development.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to direct staff to proceed with the relocation of overhead power near Riverdale Drive in preparation to underground at a not-to-exceed cost of $19,000.

Further discussion: Councilmember Williams said the grant does not change the fact that she does not support the skyway so will not be supporting approval. Councilmember Riley agreed. Councilmember Kuzma said this action allows an opportunity to take advantage of the river and trails and is a large investment in the Northstar Station and other opportunities.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Shryock, Johns, and Kuzma. Voting No: Councilmembers Riley and Williams. Absent: Mayor Strommen.

7.04: Consider Adoption of Resolution #17-04-098 Supporting Anoka County's Mississippi West Regional Park, Master Plan Amendment

City Administrator Ulrich stated that due to timing issues staff has spoken with Anoka County regarding this proposed Resolution and is recommending that the additional language at the end of the Resolution be removed and addressed in another manner. He said the additional language regarding support for the draft Master Plan Amendment would require Anoka County Board approval which would take time. He stated the Master Plan Amendment needs to be forwarded to the Metropolitan Council this week so staff is recommending this amendment. City Administrator Ulrich said this amendment would keep the Riverdale Frontage Road improvements on schedule and the pedestrian bridge would remain in the trail plan. He said staff will provide a cover letter instead addressing the Master Trail Plan and access to the Regional Park and that removing this language from the Resolution is not critical and could delay the road if included. He said staff does not want to risk the $584,000 in State grant funding and delaying the Resolution would require an extension from the Metropolitan Council.

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and recommendation of the Park and Recreation Commission. He outlined existing conditions for the Mississippi West Regional Park and shared an exhibit from the Master Plan and trail with the proposed relocation of the park entrance from Ramsey Boulevard to Trap Rock Street. He noted five canoe campsites would be included on the islands which would be a unique amenity as there are no other opportunities to access canoe camping in the area.

Councilmember Riley said the case includes items of importance that staff is now recommending are not included. City Administrator Ulrich said there are four items of note from the amendment however Anoka County staff said the items would require Board approval so staff is suggesting the items be addressed in another manner.

Motion by Councilmember Kuzma, seconded by Councilmember Shryock, to adopt Resolution #17-04-098 Supporting Anoka County's Mississippi West Regional Park, Master Plan Amendment as amended that do not include the official comments regarding the Draft Master Plan Amendment for Mississippi West Regional Park by reference.

Further discussion: Councilmember Williams said she does not support the Resolution as funds could be directed elsewhere as River View Drive is important. Councilmember Riley clarified that language regarding the skyway will still remain, just not the park. City Administrator Ulrich said the language relates to the trail in the preamble but not within the other conditions. Acting Mayor LeTourneau said if the language is being removed it needs to be incorporated elsewhere so it is not forgotten. City Administrator Ulrich said the language will still be part of the City's agenda to pursue outside federal or state funding for the pedestrian crossing and that staff will continue to work with Anoka County and other agencies to secure. Councilmember Johns said it

is good to follow up especially to get across Highway 10 for bikes to the National and Regional parks and trail system. City Administrator Ulrich said Anoka County was uncomfortable with the commitment to the pedestrian bridge but that the project will still be pursued. Acting Mayor LeTourneau said he respects Anoka County's position with this larger scale discussion and projects.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Kuzma, Shryock, and Johns. Voting No: Councilmembers Riley and Williams. Absent: Mayor Strommen.

7.05: Consider Adoption of Resolution #17-04-097 Approving Joint Powers Agreement with Anoka County for Conveying Park Property and Constructing Riverdale Drive Extension

City Engineer Westby reviewed the staff report and recommendation to approve the Joint Powers Agreement with Anoka County for conveying park property and constructing Riverdale Drive Extension. It was noted the City must reimburse Anoka County $200,000 for the required 5.31 acres of road right-of-way, which will be paid from MSA funds. Staff does not support denial of this JPA as it could negatively impact the project letting date, which could result in the City losing the $584,280 awarded MMA funds.

City Engineer Westby stated this agreement needs to be let by June 30 or an extension will be needed, adding if approved this evening the Resolution will be brought to the Anoka County Board for approval for project letting. He said the City Attorney has approved the proposed Resolution and outlined conditions for Anoka County reimbursement for the 5.31 acres with the City paying all costs for design except for the two water stubs which will be reimbursed. He referred to a small easement on the east end of the site for a billboard which would be retained.

Motion by Councilmember Riley, seconded by Councilmember Johns, to adopt Resolution #17-04-097 Approving Joint Powers Agreement with Anoka County for Conveying Park Property and Constructing Riverdale Drive Extension.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Riley, Johns, Kuzma, Shryock, and Williams. Voting No: None. Absent: Mayor Strommen.

7.06: Consider MOU: Arterial Infrastructure to Serve Ramsey's Future Business Park and Capstone Homes Development

Asst. City Administrator/Economic Development Manager Brama reviewed the staff report and recommendation of the EDA and staff to support the Memorandum of Understanding (MOU), including use of EDA funding, to construct arterial infrastructure improvements on Bunker Lake Boulevard and Puma Street, adjacent to the City's new business park. He reviewed Alternative A on how infrastructure will be paid for and arterial infrastructure, Pearson Properties and Hegman Holdings, outlined Phase 1A And Phase 1B, 300 single family project, outlined benefits and considerations of Alternative A, funding options.

Councilmember Kuzma commented on the City's portion coming from City sewer funds.

Asst. City Administrator/Economic Development Manager Brama shared the total project cost of $3.68 million of which a large portion is trunk water and trunk sewer. He said the funding source will be from these funds which have a healthy balance in both accounts and historically has done well in planning so he is confident funding will be available. He said the remaining $2.62 million is included in the Memorandum of Understanding and would be split 60% City and 40% developers, EDA funds and Anoka County EDA/HRA Fund, and future assessments of $1.2 million.

Councilmember Riley said this action is not costing the City taxes to build but instead is building tax base.

Asst. City Administrator/Economic Development Manager Brama said this action would not affect tax capacity but noted for transparency that we would be pulling resources from one area to another.

Motion by Councilmember Riley, seconded by Councilmember Kuzma, to approve the Memorandum of Understanding between the City of Ramsey, Capstone Homes, and Hageman Holdings, subject to final review and amendments by the City Attorney.

Further discussion: Acting Mayor LeTourneau said this is a wonderful project that will offer great opportunities.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Riley, Kuzma, Johns, Shryock, and Williams. Voting No: None. Absent: Mayor Strommen.

7.07: Consider Adoption of Resolution #17-04-100 Authorizing Plans and Specifications for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension

City Engineer Westby reviewed the staff report and recommendation to authorize plans and specifications for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension. It was noted that all costs required to extend the trunk utilities are proposed to be paid through City sewer and water funds. He stated this action will direct staff to prepare plans and specs that will stop east of Puma Street to serve the Riverstone development in the MUSA so this is just extending that plan. He said costs will be reimbursed through fees and that plans will be prepared in-house. He said staff anticipates the case will be before the City Council next month and that the estimated cost for the extension would be $330,000.

Councilmember Riley referred to the Public Works Committee's vote of 2-1 and that while he is not opposed to the development he is opposed to getting out too far and wants to ensure that checks and balances are in place in case the development does not occur.

City Engineer Westby said the City Council will have two opportunities to review progress on May 23 before approving plans and again on June 27 before accepting bids and awarding contracts.

Councilmember Riley said there appears to be substantial money for plans and supported continuing to make progress.

Motion by Councilmember Riley, seconded by Councilmember Johns, to adopt Resolution #17-04-100 Authorizing Plans and Specifications for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension with direction that two opportunities for progress review will occur before contracts are awarded.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Riley, Johns, Kuzma, Shryock, and Williams. Voting No: None. Absent: Mayor Strommen.

7.08: Consider PSD LLC Business Park Proposal: Accept Business Subsidy Request Application and Call for Public Hearing

Asst. City Administrator/Economic Development Manager Brama reviewed the staff report and recommendation of the EDA and staff to formally accept the PSD LLC business subsidy request application, begin the process, and call for a public hearing. The EDA is also interested in the results from the financial underwriting process from Ehlers & Associates. He stated staff believes the request made by PSD, from a preliminary/high-level perspective, appears to be reasonable for the City to further consider. It was noted the PSD LLC business subsidy request will require the City to make an exception to its business subsidy policy related to the creation of new jobs.

Asst. City Administrator/Economic Development Manager Brama reviewed purchase of the 45 acres south of Highway 10 for the business park and master development and outlined the concept of seven buildings for construction to begin in 2017. He reviewed the mass site preparation improvements totaling $4.24 million and 60,000 square feet of spec industrial building totaling $5.4 million in construction and soft costs. He stated PSD LLC is requesting City funding of $225,000 for the first portion of the internal roadway and then TIF assistance of for nine years for construction of the spec industrial building. He reiterated approval of the request would not grant funding awards or approvals but allows the Council to begin the public process for a decision in the future.

Councilmember Kuzma inquired how the TIF would work for taxes for nine years.

Jason Aarsold, Ehlers and Associates, explained the nine-year district so when the building is constructed the tax increase would be captured to provide assistance to the developer of $250,000 over nine years.

Motion by Councilmember Kuzma, seconded by Councilmember Williams, to adopt Resolution #17-04-091 calling for a public hearing by the City Council on the proposed adoption of a modification to the development program for Development District No. 1, the proposed establishment of Tax Increment Financing District No. 16 (PSD Business Park A) therein and the adoption of a Tax Increment Financing Plan therefor, and the proposed granting of a business subsidy, and direct staff to formally accept the business subsidy application from PSD LLC and complete underwriting in preparation of the June 27 2017, public hearing.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Kuzma, Williams, Johns, Riley, and Shryock. Voting No: None. Absent: Mayor Strommen.

7.09: Consider Approval of Strategic Plan

City Administrator Ulrich reviewed the staff report and recommendation to formally approve the Strategic Plan, which is reviewed and approved on an annual basis. He stated the process began with workshops in February, then discussion of strategic imperatives of the Plan, including financial stability, connected community, a smart, citizen-focused government, and effective organization. He noted this is a planning document only and is being presented for approval. City Administrator Ulrich said the proposed Strategic Plan refers to 33 specific tactics and will be formally presented to the City's Boards and Commissions.

Councilmember Riley commented that previous drafts included Highway 10 corridor image and now refers to "key corridors" which is more diluted. He said he does not want Highway 10 forgotten and asked that the language be stronger.

City Administrator Ulrich said additional language can be added to Tactic #20 to improve appearance of Highway 10 and break it down separately.

Councilmember Shryock suggested adding language of improved major corridors on others for future decisions.

Acting Mayor LeTourneau said he does not want to dilute the direction either but asked staff if we are addressing issues currently or if what we are doing now has momentum.

Community Development Director Gladhill outlined the work to address this point but said staff is currently very reactionary through code enforcement and that Economic Development staff is working to purchase sites and identify other tactics. He said metrics could include clean-up of key corridors and break out of Highway 10 but that outcomes can have separate bullets or be its own key outcome indicator.

Councilmember Riley requested that Highway 10 be its own tactic.

City Administrator Ulrich said staff can amend the Plan and then identify RALF and other funding mechanisms to address Highway 10.

Councilmember Johns said Highways 47 and 5 should be highlighted as well and removed from the neighborhood and business district tactic.

Councilmember Riley agreed.

Motion by Councilmember Williams, seconded by Councilmember Johns, to approve the Strategic Action Plan 2017 Update, dated April 25, 2017, as amended, creating a separate Tactic for Highways 10, 47, and 5.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Williams, Johns, Kuzma, Riley, and Shryock. Voting No: None. Absent: Mayor Strommen.

Acting Mayor LeTourneau said the final Strategic Plan will be made available on the City's website.

7.10: Consider Introduction of Ordinance #17-04 Amending Irrigation Requirements (Project #17-104)

Community Development Director Gladhill reviewed the staff report and recommendation of the Environmental Policy Board (EPB) and Planning Commission to eliminate the requirement for in-ground irrigation systems in any zoning district and require newly installed irrigation systems to include rain sensors and water efficient technology systems. He stated the ordinance is eligible for adoption in May and that more detail will be provided then, adding this is a goal that would allow more flexibility in new development areas.

Motion by Councilmember Williams, seconded by Councilmember Kuzma, to Introduce Ordinance #17-04 An Ordinance Amending Multiple Sections of the Ramsey City Code Relating to Irrigation Requirements.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Williams, Kuzma, Johns, Riley, and Shryock. Voting No: None. Absent: Mayor Strommen.

7.11: Consider Adoption of Resolution #17-04-096 Approving Contract for National Heritage Information System (NHIS) GIS Database

Community Development Director Gladhill reviewed the staff report and recommendation to approve a contract with the Minnesota Department of Natural Resources (DNR) for a GIS database of the National Heritage Information System (NHIS). It was noted this database will be helpful in completion of the Comprehensive Plan Update and determining policy direction when citizens request certain environmental review. Community Development Director Gladhill said this database will help address what sort of wildlife or plant life could be affected and allow for better planning around natural resources and react quicker to development proposals. He noted the data is free of charge and that because Mayor Strommen is an employee of the DNR the Acting Mayor will sign the contract if approved.

Councilmember Johns said because there would be no charge for the data she supported the Resolution.

Motion by Councilmember Johns, seconded by Councilmember Williams, to adopt Resolution #17-04-096 Approving Contract with the Minnesota Department of Natural Resources for the National Heritage Information System (NHIS) GIS Database.

Further discussion: Councilmember Riley confirmed there would be no reason not to approve this contract.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Johns, Williams, Kuzma, Riley, and Shryock. Voting No: None. Absent: Mayor Strommen.

8. MAYOR, COUNCIL AND STAFF INPUT

City Administrator Ulrich announced upcoming meetings and events, including the first Movie in the Park on May 5, Spring Recycling Event, Achieve Services Gala and Firefighter Bart Hayft benefit on May 6, and Council meeting on May 9.

Asst. City Administrator/Economic Development Manager Patrick Brama shared that PSD LLC will soon be bringing forward a request to being the second phase of their apartment project along The Draw Parkway. He said first phase is ahead of schedule with over 60% rented so they will be applying soon for Phase 2 of 120 units for groundbreaking late next year.

Acting Mayor LeTourneau said PSD LLC is an excellent developer that has been willing to work with the community and that 60% renal supports the need for the product and that they are meeting market demand.

9. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock, to adjourn the meeting.

Motion carried.

The regular meeting of the City Council adjourned at 8:27 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Cathy Sorensen
TimeSaver Off Site Secretarial, Inc.

CC Regular Session **4. 3.**

Meeting Date: 05/09/2017

By: Jo Thieling, Administrative Services

Information

Title

Approve Licenses

Purpose/Background:

Purpose: The purpose of this case is to approve license requests for 2017.

Background: Certain businesses in the City of Ramsey are required to apply for a license in addition to the Business Registration Certificate (BRC). Other businesses that may require a license, but are not required to have a BRC may also be included in this approval. Those new license requests and/or renewals are attached for Council approval.

Recommendation:

Staff recommends approval of license applications.

Action:

Motion to approve license applications.

Attachments

Licenses

Form Review

Form Started By: Jo Thieling Started On: 05/02/2017 01:14 PM

Final Approval Date: 05/02/2017

License Applications
05/09/17

*Solicitor	Blaine Anoka Ice Cream	18005 Waco St NW	Ramsey, MN 55303	763-501-0386
**Transient Merchant	City of Ramsey Garden Club	Sale held on Municipal Campus	Ramsey, MN 55303	763-427-3517

*Summer Ice Cream Truck – various neighborhoods
**Annual Plant Sale. Staff is requesting $50 app fee waived.

CC Regular Session **4. 4.**

Meeting Date: 05/09/2017
Submitted For: Jo Thieling, Administrative Services
By: Jo Thieling, Administrative Services

Information

Title

Approve Request to Declare Surplus Property

Purpose/Background:

Staff is requesting Council declare the following property surplus and authorize sale of same:

Extend bed pull-out utility box
HP Model #EBL840 - Serial #E6399

Danzer Morrison utility box
Model #S108D53B - Serial #01030701

2006 Chevrolet Impala
VIN 2G1WS551169352935
Mileage 106,039

All items have been replaced or have reached the end of useful life.

Recommendation:

Staff recommends Council declare the above named items as surplus and authorize sale/auction of same.

Action:

Motion to declare the following items as surplus and authorize sale/auction of same:

Extend bed pull-out utility box
HP Model #EBL840 - Serial #E6399

Danzer Morrison utility box
Model #S108D53B - Serial #01030701

2006 Chevrolet Impala
VIN 2G1WS551169352935
Mileage 106,039

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/03/2017 10:29 AM
Form Started By: Jo Thieling		Started On: 04/26/2017 08:48 AM

Final Approval Date: 05/03/2017

CC Regular Session **4. 5.**

Meeting Date: 05/09/2017

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Approve Request of the Ramsey Foundation for Lawful Gambling Funds for the Concert Series

Purpose/Background:

Since around 2012, the City of Ramsey Foundation a 501(C)(3) has assisted the City with The Draw Summer Events Series—primarily with respect to fundraising and concert promotions. Each year the cost of the concerts was shared between the City and Foundation. In the early years, the Foundation covered most of the concert expenses through donations from Ramsey businesses. Coinciding with improved programming (more expensive bands), the City provided a larger share of performer expenses. For 2016 this was $8,000, of the approximately $15,000 in payments to bands.

Within the City of Ramsey's 2017 General Fund line item budget is $5,000 for the Foundation for this Summer's Concert Series. The purpose of this case is to respond to the request of the Foundation for a $3,000 contribution from the Lawful Gambling Fund, to 'close the gap' in the anticipated funding for a total City share (two sources) of $8,000. This year's concert costs (just payments to performers) is $16,700.

Notification:

Observations/Alternatives:

Funding from the Lawful Gambling Fund is wholly appropriate, and the uses and restriction for this fund are detailed within the excerpt from the City Charter's Finance and Fund Policy, attached (under letter C 3) below.

The 2016 concert assessment from Park and Recreation Intern Nathan Greenwald is attached for additional information.

Funding Source:

Lawful Gambling Fund 9270

Recommendation:

The Park and Recreation Commission and Staff recommends the appropriation of $3,000 to the City of Ramsey Foundation as this case discusses.

Action:

Motion to authorize $3,000 to the City of Ramsey Foundation for The Draw Summer Event Series from the Lawful Gambling Fund.

Attachments

Summer Schedule

Lawful Gambling Fund

2016 Concert Report to the Commission

Form Review

Inbox	Reviewed By	Date
Patrick Brama	Patrick Brama	04/28/2017 11:20 AM
Grant Riemer	Grant Riemer	05/01/2017 11:31 AM
Form Started By: Mark Riverblood		Started On: 04/18/2017 02:55 PM
Final Approval Date: 05/01/2017		

The Draw 2017
Summer Event Series

Presented by: City of Ramsey Foundation

These events are FREE to the public!

Food and Drinks will be available for purchase before and during events!

DATE:	TIME:	ACT:

June 15 6:30-8:00pm **70's Magic Sunshine Band**
The ultimate tribute to 70's A.M. radio! Featuring music by iconic artists from the Rolling Stones and Elton John to the Monkees and Cat Stevens.

June 22 6:30-8:00pm **Murphy Brothers Band**
High energy guitar rock is definitely in store with The Murphy Brothers Band. They will keep you up, moving, and always wanting more.

June 29 6:30-8:00pm **Roadhouse Blue**
Roadhouse Blue is a variety/classic country/rock band. Free Killebrew Root Beer floats and samples of Killebrew Root Beer will be distributed to everyone in attendance!

July 6 6:30-8:00pm **Church of Cash**
The iconic music and style of "The Man in Black" is on display with Church of Cash, the Midwest's best Johnny Cash Tribute show, performing hits spanning Johnny's entire career!

July 13 6:30-8:00pm **Holy Rocka Rollaz**
Take an authentic trip back to the '50s with the Holy Rocka Rollaz, paying tribute to all the early greats like Buddy Holly, Chuck Berry, Johnny Cash, and Little Richard.

July 20 6:30-8:00pm **Devon Worley Band**
With a vocal power house up front and rock solid musicians to follow, The Devon Worley band is sure to light up any stage.

July 27 6:30-8:00pm **Rhino**
Rhino delivers nonstop fun, sure to make you get up and dance or just sit back and enjoy. Be sure to catch their drum routine that's guaranteed to drop a few jaws!

August 3 6:30-8:00pm **Elvis, Todd Anderson**
Delightful entertainment abounds with "Elvis" Todd Anderson's show for all ages! Todd's voice and moves are an exciting depiction of an actual Elvis concert.

Aug 10 6:30-8:00pm **Shane Martin Band**
The infectious, freewheeling style of the Shane Martin Band is sure to leave a smile on your face. They serve up a unique blend of spirited modern country rock.

Aug 17 6:30-8:00pm **Ponzi Scheme**
You can trust Ponzi Scheme to deliver on its promises of full-fledged entertainment and fun. Playing covers from the 60's to 80's, they will get you dancing and enjoying the show.

Aug 24 6:30-9:00pm **GB Leighton—a rain-or-shine special event!**
Ramsey's Trott Brook Financial is closing out the concert series with their 13th annual Trott Brook Benefit Bash—with inclement weather venue at The Fountains of Ramsey on Sunwood Drive.

And—Food Trucks too!!

Thursday nights from June 15 – August 24 there will be an event at The Draw's amphitheater

FARMERS MARKET *near the amphitheater at Center Street, every Thursday beginning in mid- July, from 3-7!*
LOCATION *The Draw 7401 E Ramsey Parkway, Ramsey, MN 55303 (within The COR)*

5. Lawful Gambling Fund. (Fund 9270)

(a) The Lawful Gambling Fund shall be used to account for revenues from lawful gambling received by the City in accordance with Code Section 7.61.

(b) Funding shall consist of the following sources:

(1) Lawful gambling proceeds received in accordance with Code Section 7.61; and

(2) Outside donations from lawful gambling proceeds; and

(3) Interest earnings on the Lawful Gambling Fund from the distribution of pooled interest earnings.

(c) Expenditures shall consist of the following uses:

(1) Expenditures for recreation, community and athletic facilities, as adopted in the annual Capital Improvement Program,

(2) Expenditures for community programs and/or services, intended primarily for persons under age 21; such programs that relieve the effects of poverty, homelessness, or disability and such programs that provide activities and facilities for youth. (Other community programs not eligible to be funded here, will be considered as part of the annual General Fund Budget process on a case-by case basis provided they serve a public purpose and can provide written quantification of services to the city).

(3) Contribution to a 501(C)(3) Corporation whose purpose is to provide a benefit to the community. Contribution cannot exceed $5,000 annually.

(4) On an annual basis, at least seventy (70) percent of the funds in the Lawful Gambling Fund shall be allocated for expenditures for recreation, community and athletic facilities; and

(5) Requests for fund expenditures, and donations toward fund expenditures, received during the prior calendar year will be considered by the Park and Recreation Commission and authorized by the City Council on a case by case basis;

2016 SUMMER EVENT CONCERT SERIES

An analysis by:
Nathan Greenwald

BAD GIRLFRIENDS – 6/9

First Concert of the season

165 attendants (4th best start since 2011)

Not a bad way to start the series

Played a variety of songs that everyone liked.

ROADHOUSE BLUE – 6/16

2nd Concert of the series

310 attendants, great uptick in crowd members

Free Root beer Floats, great way to get people out

Great sound and entertainment

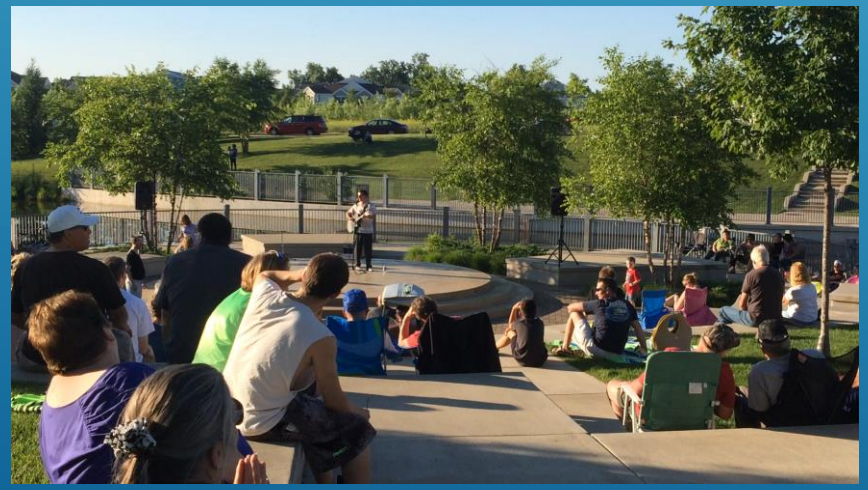
TODD ECKART – 6/23

3rd Concert

425 concert goers

Simple set up, great sound, easy to work with.

The crowd really enjoyed it.



MURPHY BROTHERS BAND – 6/30

4th Concert

415 concert goers

Probably the loudest band this year.

Greatest amount of instrumental talent.

Crowd liked it, except for the volume level.

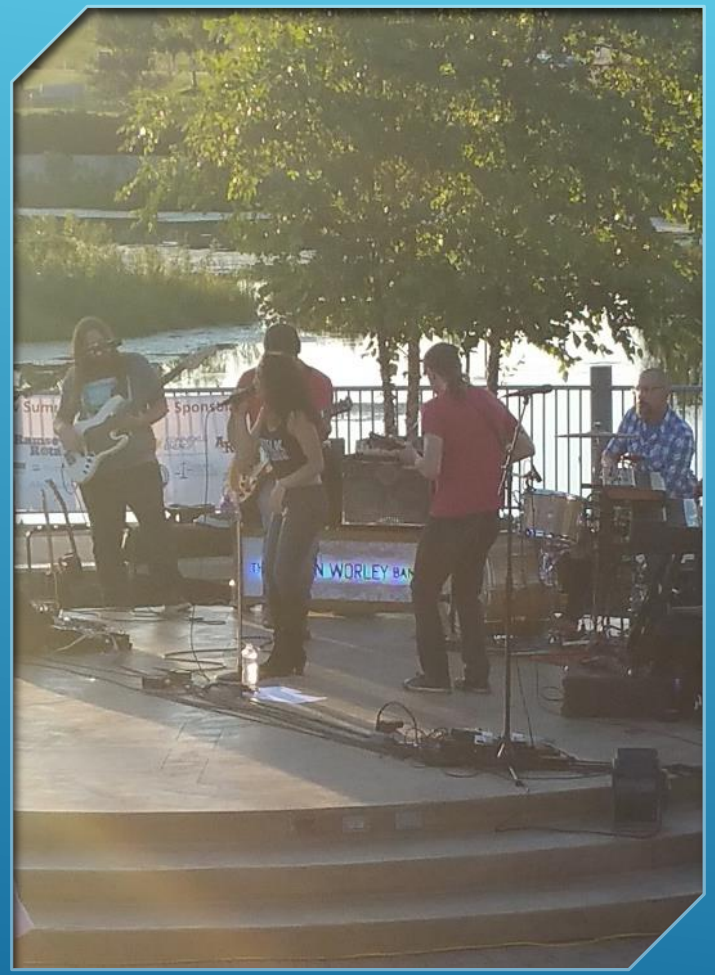
JIMMI & THE BAND OF SOULS – 7/7

5th concert

215 die hard fans **(had a rain delay)**

Positive feedback from those in attendance

Good volume level and talent



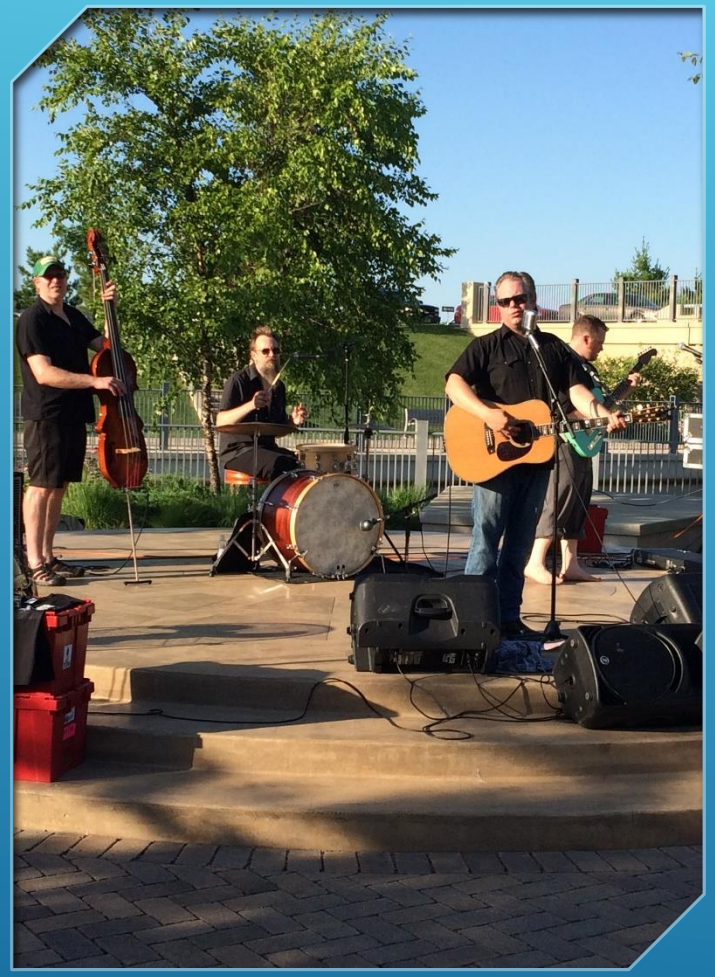
DEVON WORLEY BAND – 7/14

6th Concert

Rained Out

Got some disappointed comments

2015 attendance – 510 people



CHURCH OF CASH – 7/21

7th Concert

380 fans in attendance

Great sound, heard a lot of positive things back

Incredibly easy to work with

RHINO – 7/28

8th concert

465 fans in attendance

Had a large fan base that showed up

Good variety of music, great drum finale

TODD ‘ELVIS’ ANDERSON – 8/4

9th concert

530 in attendance

Largest crowd of the season

Has been here since the beginning

The most anticipated show of the series.

SHANE MARTIN – 8/11

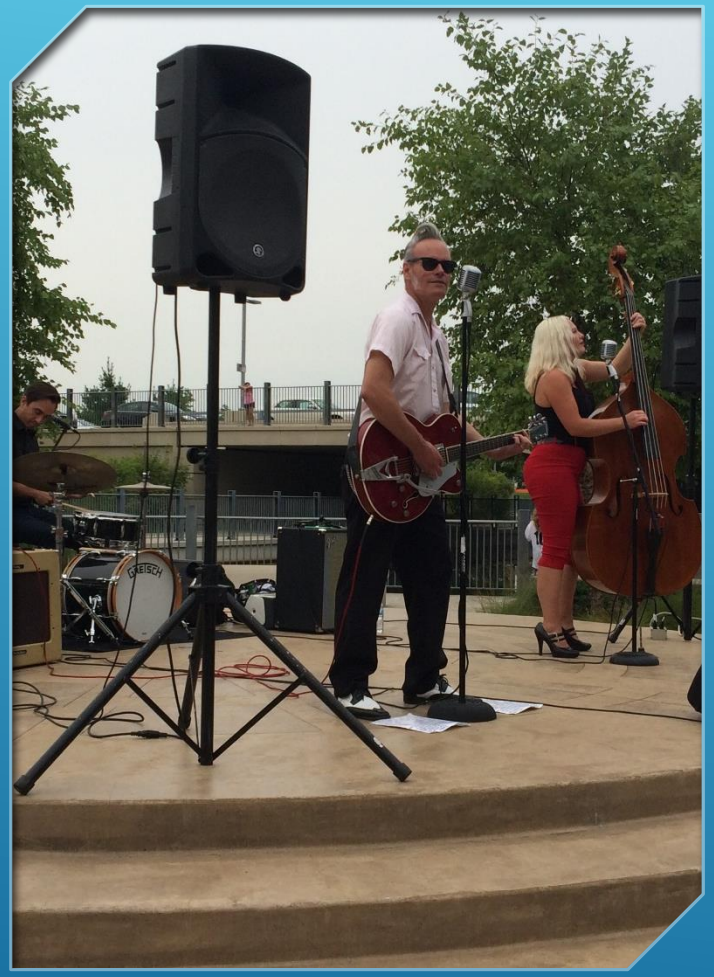
10th concert

340 fans showed up

Incredibly easy to work with.

Great sound, and great response from the public.

Had a good variety of music.



HOLY ROCKA ROLLAZ – 8/18

11th Concert

Weather was questionable the day of.

Still had an attendance of 300 people.

Good energy, good sound, easy to work with.

Community really liked them.

TIM MAHONEY – 8/25

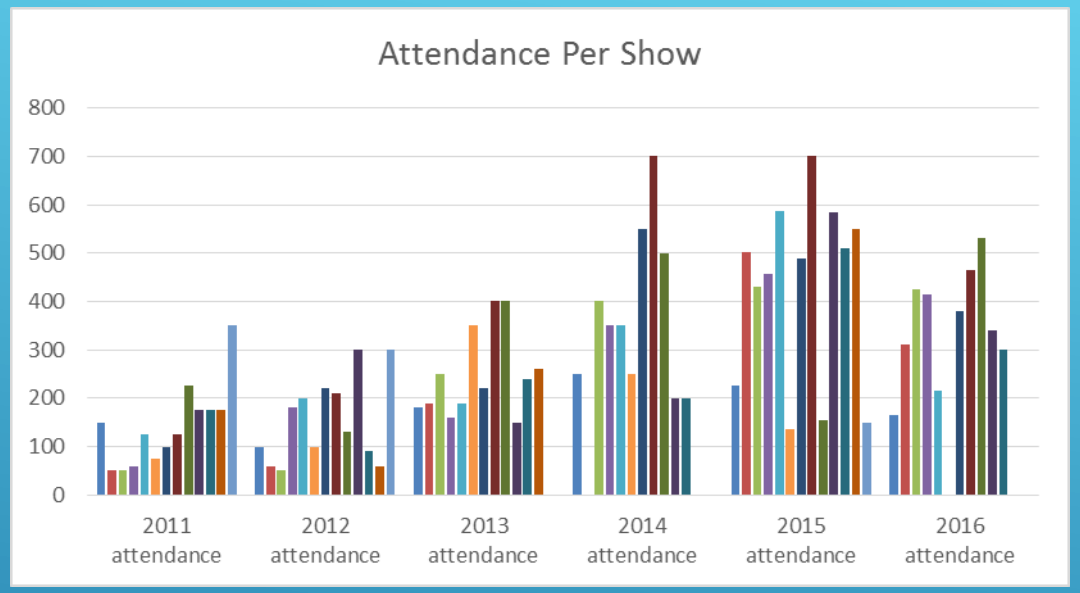
12th and final concert of the series

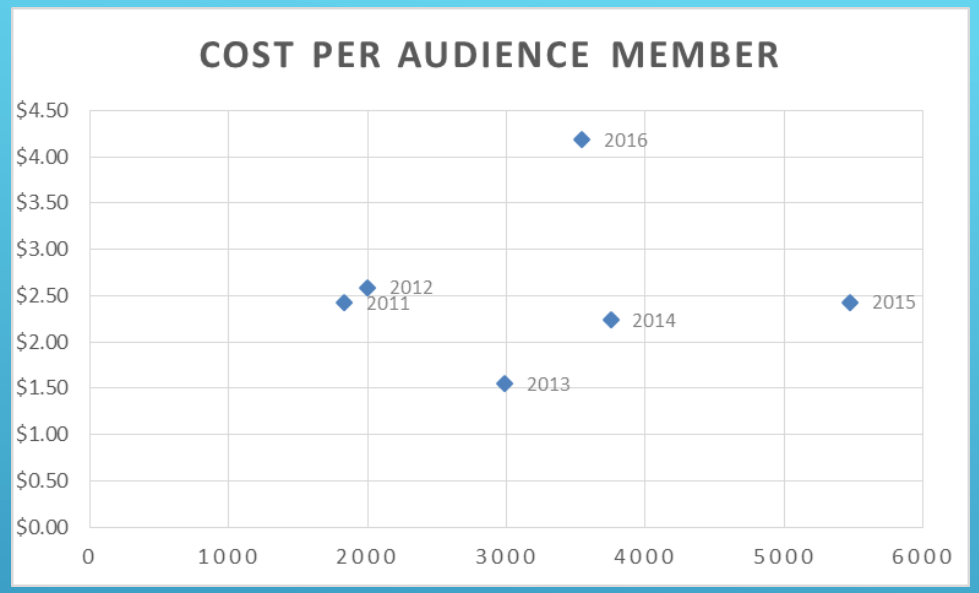
Combined with the Trott Brook Benefit Bash

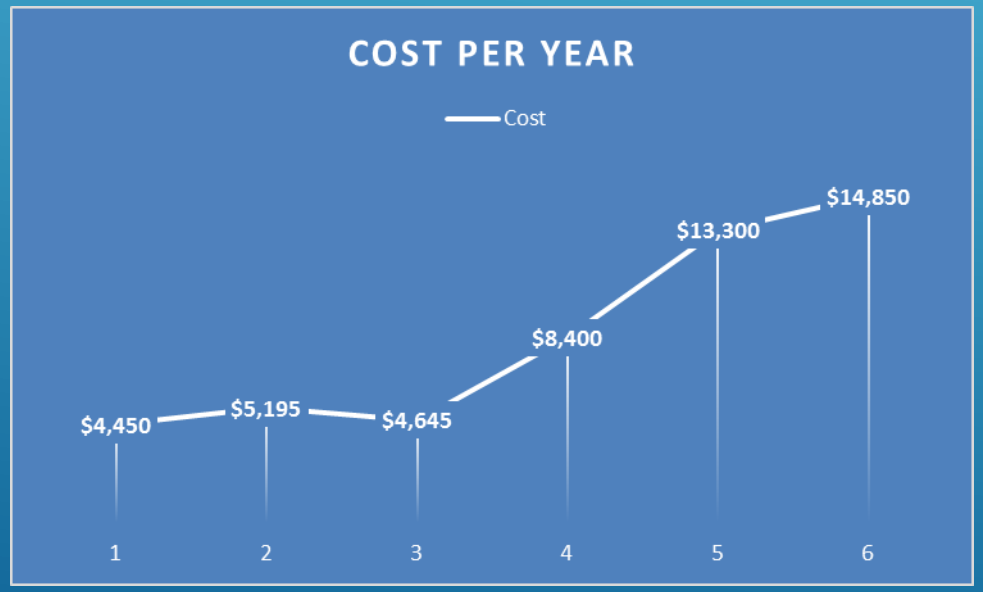
Anticipated turnout of 700-1,000 people

Actual turnout: 640

COMPARISON


Attendance Per Show
800
700
600
500
400
300
200
100
0
2011 attendance
2012 attendance
2013 attendance
2014 attendance
2015 attendance
2016 attendance


COST PER AUDIENCE MEMBER
$4.50
$4.00
$3.50
$3.00
$2.50
$2.00
$1.50
$1.00
$0.50
$0.00
0
1000
2000
3000
4000
5000
6000
2016
2012
2011
2014
2015
2013


COST PER YEAR
Cost
$4,450
$5,195
$4,645
$8,400
$13,300
$14,850
1
2
3
4
5
6

FINAL ASSESSMENT

This summer was a great learning experience for me. Although the yearly attendance did not surpass 2015's numbers we still had the second highest attendance in the history of the Event Series.

The community truly appreciates these performances and the artists that perform find the venue unique and very fun to play in.

The City of Ramsey and the City of Ramsey Foundation have built a summer program that has become part of the summer atmosphere. It is anticipated every week and as the we continue to find groups that fit the numerous demographics of Ramsey, attendance and involvement will continue to remain high.

Thanks again for this great opportunity!

THANKS FOR A GREAT SUMMER!

It was a privilege working for & with all of you.

CC Regular Session **4. 6.**

Meeting Date: 05/09/2017

By: Jackie Lipski, Finance

Information

Title

Adopt Resolution # 17-05-110 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of April 20, 2017 through May 3, 2017

Action:

Motion to Adopt Resolution # 17-05-110 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of April 20, 2017 through May 3, 2017.

Attachments

Bills List 5/9/2017

Resolution 5/9/2017

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	05/04/2017 07:34 AM
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:47 PM
Form Started By: Jackie Lipski		Started On: 05/03/2017 01:36 PM
Final Approval Date: 05/04/2017		

CITY OF RAMSEY - FINANCE OFFICE Printed 5/3/2017

RAMSEY CITY COUNCIL MEETING

5/9/2017

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 4/20/17-5/3/17	158,636.62
Accounts Payable 4/20/17-5/3/17	194,115.86
Payroll 4/21/2017	170,300.70

TOTAL SUBMITTED FOR APPROVAL THIS MEETING **$ 523,053.18**

	APPROVED PREV. MTG	2017 Y.T.D.
DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:		
NET PAYROLL TOTAL	$ 140,419.44	$ 1,171,863.21
- CORRECTION TO PAYROLL		
PREPAIDS	229,844.13	2,155,080.03
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE		680,793.75
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	324,326.37	2,118,381.76
ADD (DELETE) BILLS LIST SUBMITTED PAY ESTIMATE(S)	12,032.94	385,896.89
- CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED	**$ 706,622.88**	**$ 6,512,015.64**

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
102542	**4/20/2017**		**111377 ANOKA MUNICIPAL UTILITY**						
		34.29	BUNKER LK/DYSPROSIUM SIGNAL		86067	22-612000-01 APR 17	0260.6371		ELECTRIC UTILITIES
		108.30	CTY RD 116/HWY 47 SIGNAL		86068	22-613120-01 APR 17	0260.6371		ELECTRIC UTILITIES
		47.98	14034 DYSPROSIUM ST- LIGHT		86069	22-610280-00 APR 17	9603.6371		ELECTRIC UTILITIES
		56.80	RAMSEY STREET LIGHTS		86070	22-990005-01 APR 17	9603.6371		ELECTRIC UTILITIES
		247.37							
102543	**4/20/2017**		**115667 BUREAU OF CRIMINAL APPREHENSION**						
		30.00	BACKGROUND CHECKS (2)		86071	041817	0452.6489		OTHER CONTRACTED SE
		30.00							
102544	**4/20/2017**		**100297 CENTERPOINT ENERGY**						
		345.60	5650 ALPINE DR NW		86072	5961540-1 APR 17	0220.6373		GAS
		245.59	15050 ARMSTRONG BLVD		86073	5914352-9 APR 17	0220.6373		GAS
		591.19							
102545	**4/20/2017**		**110734 CITY OF RAMSEY**						
		52.00	#724577 CASH UTILITY PAYMENT		86074	042017	9601.4651		WATER REVENUE
		52.00							
102546	**4/20/2017**		**100111 COMMERCIAL ASPHALT COMPANY**						
		294.32	ASPHALT		86075	170415	0311.6265		ASPHALT
		294.32							
102547	**4/20/2017**		**100256 LANO EQUIPMENT INC**						
		509.16	STIHL POLE TRIMMER		86076	02-422850	0452.6281		SMALL TOOLS & MINOR E
		202.81	TUBE		86077	02-423608	0311.6257		OTHER VEHICLE PARTS
		608.69	TUBE		86077	02-423608	0452.6257		OTHER VEHICLE PARTS
		1,320.66							
102548	**4/20/2017**		**100284 MENARDS ELK RIVER**						
		218.32	MISC SUPPLIES		86079	29398	0220.6249		MISCELLANEOUS OPERA
		218.32							
102549	**4/20/2017**		**115127 MN ASSOC OF PLUMBING MECHANICAL OFFICIAL**						
		30.00	K. HAUAN-INSTALL BEST PRACTICE		86078	041717	0240.6453		REGISTRATION FEES
		30.00							
102550	**4/20/2017**		**111525 OFFICE OF THE SECRETARY OF STATE**						
		120.00	NOTARY- KATIE SCHMIDT		86080	041917	0130.6249		MISCELLANEOUS OPERA
		120.00							
102551	**4/20/2017**		**100391 POSTMASTER**						
		1,570.62	POSTAGE-RAMSEY RES MAY/JUNE		86081	041817	0194.6322		POSTAGE
		1,570.62							
102552	**4/20/2017**		**112719 WHEELS OF THUNDER**						
		1,803.00	MAY/JUNE 17 RAMSEY RES ADS		86082	041817	9101.4609		OTHER MISCELLANEOUS
		1,803.00							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
102553	4/20/2017		113539 WINSUPPLY TWIN CITIES MN CO.						
		58.09	REPAIR KITS- RESTROOM		86083	10072200	0452.6381		BUILDING & STRUCTURE
		58.09							
102554	4/21/2017		100391 POSTMASTER						
		1,380.88	UTILITY BILLING POSTCARD		86129	042117	9601.6322		POSTAGE
		1,380.88							
102555	4/25/2017		106583 DELTA DENTAL PLAN OF MINNESOTA						
		2,408.20	DENTAL INS MAY 2017		86130	6879393	9101.2170		DENTAL/DISABILITY/LIFE
		2,408.20							
102556	4/25/2017		100254 LAKE SUPERIOR COLLEGE						
		300.00	A. MADSEN CONCRETE 1&2 RECERT		86131	042117	0301.6335		TRAINING
		300.00							
102557	4/25/2017		115669 LAWRENCE SIGN						
		5,500.00	REFUND ESCROW 115316		86132	042017	9804.6433	00115316	REFUNDS
		5,500.00							
102558	4/25/2017		115670 MINNESOTA RUSCO INC						
		77.00	REFUND PERMIT RA033598		86133	041417	9101.4205		BUILDING PERMIT
		1.00	REFUND PERMIT RA033598		86133	041417	9101.2081		SURCHARGES-PERMITS
		78.00							
102559	4/25/2017		100257 LAW ENFORCEMENT LABOR SRV INC						
		539.00			85890	0406171123582	9101.2177		UNION DUES
		539.00			86059	042017959382	9101.2177		UNION DUES
		1,078.00							
102560	4/25/2017		100298 MN AFSCME COUNCIL 5						
		692.45			85891	0406171123583	9101.2177		UNION DUES
		797.45			86060	042017959383	9101.2177		UNION DUES
		1,489.90							
102641	4/27/2017		114834 ALL AMERICAN TITLE						
		64.31	UB REFUND 9351 ERMINE BLVD NW		86185	042717	9601.4651		WATER REVENUE
		64.31							
102642	4/27/2017		114612 BRUMMER REALTY						
		15.14	UB REFUND 5517 153RD CT NW		86186	042717A	9601.4651		WATER REVENUE
		15.14							
102643	4/27/2017		111326 BURNET TITLE						
		30.95	UB REFUND 7280 147TH TER NW		86187	042717B	9601.4651		WATER REVENUE
		34.14	UB REFUND 15730 RADIUM ST NW		86188	042717C	9601.4651		WATER REVENUE
		65.09							
102644	4/27/2017		100849 CASH						
		51.25	REIMB.FROM RECYCLING CHECK		86177	042717	9101.4609		OTHER MISCELLANEOUS
		51.25							
102645	4/27/2017		100297 CENTERPOINT ENERGY						
		465.60	APRIL 2017 MISC PW ACCOUNTS		86178	8000014064-2 APRIL 17	0311.6373		GAS
		382.95	APRIL 2017 MISC PW ACCOUNTS		86178	8000014064-2	0452.6373		GAS

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
102645	4/27/2017		100297 CENTERPOINT ENERGY						Continued.
						APRIL 17			
		155.20	APRIL 2017 MISC PW ACCOUNTS		86178	8000014064-2	9601.6373		GAS
						APRIL 17			
		155.20	APRIL 2017 MISC PW ACCOUNTS		86178	8000014064-2	9602.6373		GAS
						APRIL 17			
		155.19	APRIL 2017 MISC PW ACCOUNTS		86178	8000014064-2	9605.6373		GAS
						APRIL 17			
		1,314.14							
102646	4/27/2017		110734 CITY OF RAMSEY						
		25.00	#60725089		86179	042717	9601.4651		WATER REVENUE
		45.32	#61515164		86179	042717	9601.4651		WATER REVENUE
		70.32							
102647	4/27/2017		115675 COUNSELOR REALTY						
		13.64	UB REFUND 6420 153RD LN NW		86190	042717E	9601.4651		WATER REVENUE
		13.64							
102648	4/27/2017		115674 CRAIG, JODY						
		50.00	UB REFUND 15326 RADIUM WAY NW		86189	042717D	9601.4651		WATER REVENUE
		50.00							
102649	4/27/2017		115676 CURRAN, TIMOTHY						
		13.90	UB REFUND 17640 EATON ST NW		86191	042717F	9601.4651		WATER REVENUE
		13.90							
102650	4/27/2017		115677 EDGEWATER TITLE GROUP						
		31.95	UB REFUND16028 IRONSTONE ST NW		86192	042717G	9601.4651		WATER REVENUE
		31.95							
102651	4/27/2017		100870 EDINA REALTY TITLE						
		245.90	UB REFUND 14670 ARGON ST NW		86193	042717H	9601.4651		WATER REVENUE
		285.94	UB REFUND 15211 SODIUM ST NW		86194	042717I	9601.4651		WATER REVENUE
		531.84							
102652	4/27/2017		111356 EXECUTIVE TITLE						
		251.73	UB REFUND 13671 HEMATITE CIR		86195	042717J	9601.4651		WATER REVENUE
		251.73							
102653	4/27/2017		115678 EXECUTIVE TITLE						
		41.39	UB REFUND 15952 DOLOMITE		86196	042717K	9601.4651		WATER REVENUE
		357.37	UB REFUND 15237 GERMANIUM CIR		86197	042717L	9601.4651		WATER REVENUE
		398.76							
102654	4/27/2017		111674 FIRST AMERICAN TITLE						
		186.25	UB REFUND 15448 RADIUM ST NW		86198	042717M	9601.4651		WATER REVENUE
		186.25							
102655	4/27/2017		112564 HEALTH PARTNERS GROUP HEALTH-WORKSITE						
		28.00	EAP APRIL 2017		86181	W813727	0130.6315		MISCELLANEOUS PROFE
		45.00	EAP APRIL 2017		86181	W813727	9101.2176		LIFE/HEALTH-EMPLOYEE
		73.00							
102656	4/27/2017		115679 HICKS, JONATHAN AND STACY						
		5.70	UB REFUND 14231 ARGON ST NW		86199	042717N	9601.4651		WATER REVENUE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
102656	4/27/2017		115679 HICKS, JONATHAN AND STACY						
		5.70							
102657	4/27/2017		113561 HOME TITLE INC						
		243.77	UB REFUND 16908 GARNET ST NW		86200	042717O	9601.4651		WATER REVENUE
		95.41	UB REFUND 5344 142ND CIRCLE		86201	042717P	9601.4651		WATER REVENUE
		76.63	UB REFUND 6940 137TH LN NW		86202	042717Q	9601.4651		WATER REVENUE
		269.89	UB REFUND 14660 FLUORINE ST NW		86203	042717R	9601.4651		WATER REVENUE
		685.70							
102658	4/27/2017		110286 JOHNSON, JORDAN						
		18.04	UB REFUND 7276 147TH TER NW		86204	042717S	9601.4651		WATER REVENUE
		18.04							
102659	4/27/2017		115404 LENDSERV NATIONAL TITLE						
		269.58	UB REFUND 5410 144TH WAY		86205	042717T	9601.4651		WATER REVENUE
		269.58							
102660	4/27/2017		111865 LIBERTY TITLE INC						
		181.24	UB REFUND 7516 163RD AVE NW		86206	042717U	9601.4651		WATER REVENUE
		36.41	UB REFUND 8781 162ND LANE NW		86207	042717V	9601.4651		WATER REVENUE
		29.87	UB REFUND 7310 BUNKER LK BLVD		86208	042717W	9601.4651		WATER REVENUE
		178.13	UB REFUND 15061 COBALT ST NW		86209	042717X	9601.4651		WATER REVENUE
		152.44	UB REFUND 5241 149TH LN NW		86210	042717Y	9601.4651		WATER REVENUE
		195.52	UB REFUND 5221 147TH CIRCLE		86211	042717Z	9601.4651		WATER REVENUE
		203.27	UB REFUND 15313 TUNGSTEN ST NW		86212	042717AA	9601.4651		WATER REVENUE
		252.07	UB REFUND 7688 147TH LN NW		86213	042717BB	9601.4651		WATER REVENUE
		253.23	UB REFUND 7516 163RD AVE NW		86214	042717CC	9601.4651		WATER REVENUE
		1,482.18							
102661	4/27/2017		115680 LL TRIKIN PROPERTIES						
		9.70	UB REFUND 14650 RHINESTONE WAY		86215	042717DD	9601.4651		WATER REVENUE
		9.70							
102662	4/27/2017		115681 LONG, BARBARA						
		69.68	UB REFUND 6886 139TH LN NW		86216	042717EE	9601.4651		WATER REVENUE
		69.68							
102663	4/27/2017		113719 NEOFUNDS BY NEOPOST						
		2,000.00	REFILL POSTAGE MACHINE		86182	042717	9101.1551		POSTAGE METER DEPOS
		2,000.00							
102664	4/27/2017		115682 PARTNERS TITLE						
		398.66	UB REFUND 5768 155TH LN NW		86217	042717FF	9601.4651		WATER REVENUE
		398.66							
102665	4/27/2017		100678 PETTY CASH						
		67.11	PD TRAINING MEALS		86183	042717	0211.6331		TRAVEL & LODGING
		5.35	SYMPATHY CARD		86183	042717	0111.6249		MISCELLANEOUS OPERA
		72.46							
102666	4/27/2017		115683 RAEKER, ROGER						
		45.32	UB REFUND 5021 179TH AVE NW		86218	042717GG	9601.4651		WATER REVENUE
		45.32							
102667	4/27/2017		115684 ROMAN, DARIN						

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
102667	4/27/2017		115684 ROMAN, DARIN						
		930.30	UB REFUND 14020 DYSPROSIUM ST		86219	042717HH	9601.4651		WATER REVENUE
		930.30							
102668	4/27/2017		114151 TASC (FEES)						
		378.50	MARCH 17 REBA/VEBA FEES		86180	IN1010634	0130.6315		MISCELLANEOUS PROFE
		378.50							
102669	4/27/2017		105706 TINKLENBERG GROUP INC						
		5,000.00	RETAINER 4 OF 5 MAY 2017		86184	042517	9400.6315		MISCELLANEOUS PROFE
		5,000.00							
102670	4/27/2017		114172 TITLE GROUP INC						
		139.85	UB REFUND 15501 TUNGSTEN ST NW		86220	042717II	9601.4651		WATER REVENUE
		139.85							
102671	4/27/2017		114606 TITLE SMART INC						
		354.66	UB REFUND 14561 IODINE ST NW		86221	042717JJ	9601.4651		WATER REVENUE
		354.66							
102672	4/27/2017		113610 TRADEMARK TITLE						
		41.13	UB REFUND 7929 142ND AVE NW		86222	042717KK	9601.4651		WATER REVENUE
		41.13							
102673	4/27/2017		115685 VARRIANO, JOSEPH						
		3.72	UB REFUND 15784 OKAPI ST NW		86224	042717MM	9601.4651		WATER REVENUE
		3.72							
102674	4/27/2017		113806 WATERMARK TITLE AGENCY LLC						
		374.97	UB REFUND 15307 IODINE ST NW		86223	042717LL	9601.4651		WATER REVENUE
		374.97							
102675	4/27/2017		115686 ZAMORA, MARY A						
		19.73	UB REFUND 7364 BUNKER LK BLVD		86225	042717NN	9601.4651		WATER REVENUE
		19.73							
102676	5/2/2017		115667 BUREAU OF CRIMINAL APPREHENSION						
		15.00	1 BACKGROUND CHECK		86264	042817	0452.6489		OTHER CONTRACTED SE
		15.00							
102677	5/2/2017		115694 GASPARD, TIMOTHY						
		100.00	REIMBURSE- CASE 17-085144		86262	042817	0211.6249		MISCELLANEOUS OPERA
		100.00							
102678	5/2/2017		110462 GRAND RENTAL STATION						
		629.00	RENTAL- 2017 BIZ EXPO		86263	219356-1	9230.6249	00923001	MISCELLANEOUS OPERA
		629.00							
102679	5/2/2017		100351 NCPERS MINNESOTA						
		304.00	MAY 2017 LIFE INS		86265	704800 MAY 2017	9101.2170		DENTAL/DISABILITY/LIFE
		304.00							
102680	5/2/2017		101103 SPRINT						
		58.76	MAR/APRIL 2017 SERVICES		86266	570683319-185	0130.6323		CELLULAR PHONES
		117.52	MAR/APRIL 2017 SERVICES		86266	570683319-185	0191.6323		CELLULAR PHONES
		58.76	MAR/APRIL 2017 SERVICES		86266	570683319-185	0240.6323		CELLULAR PHONES

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
102680	5/2/2017		101103 SPRINT						
		621.21	MAR/APRIL 2017 SERVICES		86266	570683319-185	0211.6323		CELLULAR PHONES
		117.52	MAR/APRIL 2017 SERVICES		86266	570683319-185	0192.6321		TELEPHONE
		102.14	MAR/APRIL 2017 SERVICES		86266	570683319-185	0301.6323		CELLULAR PHONES
		129.79	MAR/APRIL 2017 SERVICES		86266	570683319-185	0220.6323		CELLULAR PHONES
		137.54	MAR/APRIL 2017 SERVICES		86266	570683319-185	0194.6323		CELLULAR PHONES
		301.34	MAR/APRIL 2017 SERVICES		86266	570683319-185	0311.6323		CELLULAR PHONES
		315.31	MAR/APRIL 2017 SERVICES		86266	570683319-185	0452.6323		CELLULAR PHONES
		35.69	MAR/APRIL 2017 SERVICES		86266	570683319-185	9601.6323		CELLULAR PHONES
		1,995.58							
90415330	4/21/2017		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		50.00			86027	0418171229461	9101.2174		PERA-EMPLOYEE
		50.00			86028	0418171229462	9101.2183		PERA-EMPLOYER
		18,007.76			86061	042017959384	9101.2174		PERA-EMPLOYEE
		23,940.35			86062	042017959385	9101.2183		PERA-EMPLOYER
		42,048.11							
93481262	4/21/2017		101306 IRS						
		613.85			85968	0417171429142	9101.2171		FEDERAL WITHHOLDING
		1,815.78			85969	0417171429143	9101.2173		FICA & MEDICARE-EMPL(
		1,815.78			85970	0417171429144	9101.2182		FICA & MEDICARE-EMPL(
		389.37			86030	0418171229464	9101.2171		FEDERAL WITHHOLDING
		325.97			86031	0418171229465	9101.2173		FICA & MEDICARE-EMPL(
		325.97			86032	0418171229466	9101.2182		FICA & MEDICARE-EMPL(
		25,886.97			86064	042017959387	9101.2171		FEDERAL WITHHOLDING
		11,668.98			86065	042017959388	9101.2173		FICA & MEDICARE-EMPL(
		11,668.98			86066	042017959389	9101.2182		FICA & MEDICARE-EMPL(
		54,511.65							
94763200	4/21/2017		100601 MN DEPT OF REV WH						
		462.60			85967	0417171429141	9101.2172		STATE WITHHOLDING
		83.00			86029	0418171229463	9101.2172		STATE WITHHOLDING
		10,234.73			86063	042017959386	9101.2172		STATE WITHHOLDING
		10,780.33							
98042117	4/21/2017		115568 ALERUS FINANCIAL NA						
		661.00			86058	0420179593814	9101.2176		LIFE/HEALTH-EMPLOYEE
		661.00							
99019040	4/21/2017		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		4,670.00			86056	0420179593812	9101.2175		DEFERRED COMPENSAT
		4,670.00							
99019648	4/21/2017		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		1,347.23			86057	0420179593813	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,347.23							
99042117	4/21/2017		107962 TOTAL ADMINISTRATIVE SERVICE CORP						
		3,114.56			86054	0420179593810	9101.2176		LIFE/HEALTH-EMPLOYEE
		3,114.56							
99376906	4/21/2017		100223 ICMA RETIREMENT TRUST 457						
		1,895.33			86053	042017959381	9101.2175		DEFERRED COMPENSAT
		1,895.33							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99724417	**4/21/2017**		**114486 SUN LIFE ASSURANCE COMPANY OF CANADA**						**Continued.**
		855.92			85886	04061711235811	9101.2176		LIFE/HEALTH-EMPLOYEE
		855.83			86055	0420179593811	9101.2176		LIFE/HEALTH-EMPLOYEE
		21.40	COBRA Life		86055	0420179593811	9101.2176		LIFE/HEALTH-EMPLOYEE
		829.93	LTD		86055	0420179593811	9101.2170		DENTAL/DISABILITY/LIFE
		2,563.08							
		158,636.62	Grand Total						

Payment Instrument Totals

Checks	37,045.33
EFT Payments	121,591.29
Total Payments	158,636.62

R04570

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2017	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100026	ANDERSON IRRIGATION	RE: CENTRAL PARK	PV	86227	001	09101	4/12/2017	07-6957	1,410.04
				Summary Total					1,410.04
	ANDERSON IRRIGATION 3200 MAIN STREET NE SUITE 240	SERVICE AT THE COR	PV	86228	001	09101	4/18/2017	07-6974	6,800.00
	MINNEAPOLIS MN 55448			Summary Total					6,800.00
				Payment Amount					8,210.04
100028	ANDOVER WHEEL AND FRAME INC	331 ALIGNMENT	PV	86226	001	09101	4/21/2017	9856	198.98
	ANDOVER WHEEL AND FRAME INC	331 ALIGNMENT	PV	86226	002	09101	4/21/2017	9856	134.00
	13476 HANSON BLVD ANDOVER MN 55304			Summary Total					332.98
				Payment Amount					332.98
100035	ANOKA COUNTY CENTRAL COMMUNICATIONS	STATE ACCESS JAN-MAR 2017	PV	86084	001	09101	4/13/2017	2017-026	900.00
	ANOKA COUNTY CENTRAL COMMUNICATIONS 325 EAST MAIN STREET ANOKA MN 55303			Summary Total					900.00
				Payment Amount					900.00
100948	ANOKA COUNTY LICENSE CENTER	TABS FOR SQUAD 375	PV	86229	001	09101	4/28/2017	042817	11.00
	ANOKA COUNTY LICENSE CENTER			Summary Total					11.00
				Payment Amount					11.00
100043	ANOKA COUNTY PROPERTY RECORDS TAXATION	REAL 28-32-25-31-0017	PV	86085	001	09101	4/20/2017	042017	545.16
	ANOKA COUNTY PROPERTY RECORDS TAXATION			Summary Total					545.16
	2100 - 3RD AVENUE	REAL 28-32-25-42-0024	PV	86086	001	09101	4/20/2017	042017A	545.16
	ANOKA MN 55303			Summary Total					545.16
		REAL 34-32-25-12-0009	PV	86087	001	09410	4/20/2017	042017B	155.53
				Summary Total					155.53
		REAL 34-32-25-24-0043	PV	86088	001	09101	4/20/2017	042017C	53.23
				Summary Total					53.23

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		REAL 28-32-25-31-0007	PV	86089	001	09410	4/20/2017	042017D	4,390.82
				Summary Total					4,390.82
		REAL 28-32-25-31-0020	PV	86090	001	09410	4/20/2017	042017E	3,740.58
				Summary Total					3,740.58
		REAL 34-32-25-12-0008	PV	86091	001	09410	4/20/2017	042017F	17,407.77
				Summary Total					17,407.77
		REAL 14-32-25-21-0003	PV	86092	001	09101	4/20/2017	042017G	172.86
				Summary Total					172.86
		REAL 16-32-25-23-0001	PV	86093	001	09101	4/20/2017	042017H	69.14
				Summary Total					69.14
		REAL 20-32-25-44-0002	PV	86094	001	09101	4/20/2017	042017I	155.53
				Summary Total					155.53
		REAL 23-32-25-41-0081	PV	86095	001	09101	4/20/2017	042017J	155.53
				Summary Total					155.53
		REAL 25-32-25-44-0012	PV	86096	001	09101	4/20/2017	042017K	21.29
				Summary Total					21.29
		REAL 27-32-25-33-0008	PV	86097	001	09101	4/20/2017	042017L	69.14
				Summary Total					69.14
		REAL 27-32-25-33-0012	PV	86098	001	09101	4/20/2017	042017M	21.29
				Summary Total					21.29
		REAL 28-32-25-31-0005	PV	86099	001	09101	4/20/2017	042017N	27.92
				Summary Total					27.92
		REAL 00066-2001 STRUC	PV	86100	001	09410	4/20/2017	042017O	7,704.99
				Summary Total					7,704.99
		REAL 00066-2003 PERS	PV	86101	001	09410	4/20/2017	042017P	1,767.03
				Summary Total					1,767.03
		00066-2006 PERS	PV	86102	001	09410	4/20/2017	042017Q	5,100.70
				Summary Total					5,100.70

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Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					42,103.67
107587	ANOKA COUNTY TREASURY DEPARTMENT	2017 1ST QTR SIGNAL MAINT.	PV	86230	001	09101	4/20/2017	H170420H	241.56
	ANOKA COUNTY TREASURY DEPARTMENT 2100 THIRD AVENUE ANOKA MN 55303			Summary Total					241.56
				Payment Amount					241.56
100056	ANOKA, CITY OF	INTERCONNECT HWY 10 WTR MAIN	PV	86134	001	09601	4/25/2017	201704254629	4,301.86
	CITY OF ANOKA 2015 - 1ST AVENUE NORTH ANOKA MN 55303			Summary Total					4,301.86
				Payment Amount					4,301.86
100063	ASPEN MILLS	T. WIEMANN FIRE BOOTS	PV	86103	001	09101	4/12/2017	196569	269.95
				Summary Total					269.95
	ASPEN MILLS 8201 C CENTRAL AVE NE	MISC. D. MOLDHAUER	PV	86231	001	09101	4/20/2017	196998	165.85
				Summary Total					165.85
	SPRING LAKE PARK MN 55432	T. LYON FIRE BOOTS	PV	86267	001	09101	4/28/2017	197385	269.95
				Summary Total					269.95
				Payment Amount					705.75
101084	BATTERIES PLUS BULBS	12 VOLT BATTERY	PV	86135	001	09101	4/18/2017	033-929935	41.90
	BATTERIES PLUS BULBS 18180 ZANE STREET NW ELK RIVER MN 55330			Summary Total					41.90
				Payment Amount					41.90
106346	BAUER BUILT INCORPORATED	TIRE REPAIR 686	PV	86232	001	09101	4/21/2017	940043551	202.00
	BAUER BUILT INCORPORATED	TIRE REPAIR 686	PV	86232	002	09101	4/21/2017	940043551	345.00
	8270 W 35W SERVICE DR	TIRE REPAIR 686	PV	86232	003	09101	4/21/2017	940043551	345.00
	BLAINE MN 55449			Summary Total					892.00
				Payment Amount					892.00

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Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100647	BOLTON AND MENK INC	MISS RIVER TRL 3	PV	86136	001	09805	4/14/2017	0202021	1,007.00
				Summary Total					1,007.00
	BOLTON AND MENK INC 1960 PREMIER DRIVE	EDA FUTURE BUS PARK	PV	86137	001	09201	4/14/2017	0202018	394.00
	MANKATO MN 56001-5900			Summary Total					394.00
		MISS SKYWAY FINAL DESIGN	PV	86138	001	09805	4/14/2017	0202047	27,964.00
				Summary Total					27,964.00
				Payment Amount					29,365.00
114740	BOND TRUST SERVICES CORPORATION	AGENT FEE	PV	86139	001	09352	4/17/2017	35160	450.00
				Summary Total					450.00
	BOND TRUST SERVICES CORPORATION ATTEN: ACCOUNTS RECEIVABLE	AGENT FEE	PV	86140	001	09349	4/17/2017	35159	450.00
	3060 CENTRE POINTE DRIVE SUITE 110 ROSEVILLE MN 55113-1105			Summary Total					450.00
				Payment Amount					900.00
103641	BOYER TRUCKS ROGERS	WORK ON 662	PV	86235	001	09101	4/12/2017	474271	2,826.60
	BOYER TRUCKS	WORK ON 662	PV	86235	002	09101	4/12/2017	474271	464.88
				Summary Total					3,291.48
	2601 NE BROADWAY MINNEAPOLIS MN 55413	U BOLTS FOR 644	PV	86236	001	09101	4/26/2017	180681R	80.06
				Summary Total					80.06
		PARTS FOR 644	PV	86237	001	09101	4/25/2017	180636R	492.71
				Summary Total					492.71
				Payment Amount					3,864.25
100619	BRAUN INTERTEC CORPORATION	APRIL 17 SUNFISH EXPRESS	PV	86233	001	09410	4/28/2017	B090849	1,198.35
				Summary Total					1,198.35
	BRAUN INTERTEC CORPORATION NW 7644 PO BOX 1450	MAR/APR 17 SUNFISH EXPRESS	PV	86234	001	09410	4/28/2017	B090847	11,370.23
	MINNEAPOLIS MN 55485-7644			Summary Total					11,370.23
				Payment Amount					12,568.58
110536	CBIZ FINANCIAL SOLUTIONS INC	REBA QTR 1 2017	PV	86238	001	09101	4/27/2017	C19954-1Q17	44.75
				Summary Total					44.75
	CBIZ FINANCIAL SOLUTIONS INC P O BOX 643792								

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	CINCINNATI OH 45264-3792								
				Payment Amount					44.75
112019	CENTRAL HYDRAULICS INC	MISC PARTS	PV	86239	001	09101	4/17/2017	0046833	309.03
				Summary Total					309.03
	CENTRAL HYDRAULICS INC 21877 INDUSTRIAL COURT ROGERS MN 55374								
				Payment Amount					309.03
106670	CENTRAL POWER DISTRIBUTORS INC	PLUG	PV	86240	001	09101	4/26/2017	632903	7.32
				Summary Total					7.32
	CENTRAL POWER DISTRIBUTORS INC 3801 THURSTON AVENUE	ENGINE OIL- MOWERS	PV	86280	001	09101	5/2/2017	648656	37.07
	ANOKA MN 55303			Summary Total					37.07
				Payment Amount					44.39
114802	CITIES DIGITAL INC	RENEW SUPPORT 7/17-7/18	PV	86141	001	09101	4/12/2017	40191	6,673.00
				Summary Total					6,673.00
	CITIES DIGITAL INC 2000 O NEIL ROAD SUITE 150 HUDSON WI 54016								
				Payment Amount					6,673.00
110734	CITY OF RAMSEY	7401 E RAMSEY PKWY	PV	86142	001	09101	4/25/2017	724628 1ST QTR 2017	110.78
				Summary Total					110.78
	CITY OF RAMSEY P O BOX 251100	6701 HWY 10	PV	86143	001	09410	4/25/2017	719019 1ST QTR 2017	426.37
	ST PAUL MN 55125-6100			Summary Total					426.37
		7550 SUNWOOD DR	PV	86144	001	09101	4/25/2017	444931294 1ST QTR 2017	201.58
				Summary Total					201.58
		7650 SUNWOOD DR NW	PV	86145	001	09240	4/25/2017	444931372 1ST QTR 2017	112.37
				Summary Total					112.37
		14700 TOWN CENTER DR NW	PV	86146	001	09101	4/25/2017	724470 1ST QTR 2017	1.59
				Summary Total					1.59

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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		14779 ZEOLITE ST NW	PV	86147	001	09101	4/25/2017	722164 1ST QTR 2017	1.59
				Summary Total					1.59
		14700 ERKIUM STREET NW	PV	86148	001	09101	4/25/2017	726294 1ST QTR 2017	40.14
				Summary Total					40.14
		16303 QUICKSILVER ST NW-IRRG	PV	86149	001	09101	4/25/2017	724931 1ST QTR 2017	1.59
				Summary Total					1.59
		16303 QUICKSILVER ST NW	PV	86150	001	09101	4/25/2017	724874 1ST QTR 2017	126.05
				Summary Total					126.05
		6860 RIVERDALE DR	PV	86151	001	09101	4/25/2017	723960 1ST QTR 2017	110.78
				Summary Total					110.78
		5650 ALPINE 1ST QTR 2017	PV	86268	001	09101	4/25/2017	726528 1ST QTR 2017	300.07
				Summary Total					300.07
				Payment Amount					1,432.91
113910	CMDC CMDC 1885 STATION PARKWAY NW ANDOVER MN 55304	MARCH 2017 SERVICES	PV	86104	001	09230	4/17/2017	20170417	700.00
				Summary Total					700.00
				Payment Amount					700.00
100116	CONNEXUS ENERGY	WELLS/WTR TWR/LIFT STATIONS	PV	86241	001	09601	4/21/2017	759126-303102 APR 17	6,837.61
	CONNEXUS ENERGY	WELLS/WTR TWR/LIFT STATIONS	PV	86241	002	09601	4/21/2017	759126-303102 APR 17	696.85
				Summary Total					7,534.46
	PO BOX 1808 MINNEAPOLIS MN 55480-1808	STREET LIGHTS	PV	86242	001	09603	4/21/2017	759126-303101 APR 17	9,656.00
				Summary Total					9,656.00
		MISC CITY ACCOUNTS	PV	86269	001	09230	4/21/2017	759126-303107 APR 17	73.52
		MISC CITY ACCOUNTS	PV	86269	002	09230	4/21/2017	759126-303107 APR 17	1,568.88
		MISC CITY ACCOUNTS	PV	86269	003	09230	4/21/2017	759126-303107 APR 17	31.07
		MISC CITY ACCOUNTS	PV	86269	004	09230	4/21/2017	759126-303107 APR	771.03

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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		MISC CITY ACCOUNTS	PV	86269	005	09230	4/21/2017	759126-303107 APR 17	8,027.69
		MISC CITY ACCOUNTS	PV	86269	006	09230	4/21/2017	759126-303107 APR 17	4,683.51
		MISC CITY ACCOUNTS	PV	86269	007	09230	4/21/2017	759126-303107 APR 17	129.85
				Summary Total					15,285.55
		CITY SIRENS	PV	86270	001	09101	4/21/2017	759126-303095 APR17	85.00
				Summary Total					85.00
		PW ACCOUNTS	PV	86281	001	09101	4/21/2017	759126-303106 APR17	598.22
		PW ACCOUNTS	PV	86281	002	09101	4/21/2017	759126-303106 APR17	199.41
		PW ACCOUNTS	PV	86281	003	09101	4/21/2017	759126-303106 APR17	199.41
		PW ACCOUNTS	PV	86281	004	09101	4/21/2017	759126-303106 APR17	199.39
		PW ACCOUNTS	PV	86281	005	09101	4/21/2017	759126-303106 APR17	726.98
				Summary Total					1,923.41
		TRAFFIC SIGNALS	PV	86282	001	09101	4/21/2017	759126-303100 APR 17	871.48
				Summary Total					871.48
				Payment Amount					35,355.90
100120	CONTINENTAL RESEARCH CORP CONTINENTAL RESEARCH CORP PO BOX 15204 ST LOUIS MO 63110	MISTER FRESH	PV	86152	001	09101	4/18/2017	448512-CRC-1	206.99
				Summary Total					206.99
				Payment Amount					206.99
100125	COUNTRYSIDE PRINTING INC COUNTRYSIDE PRINTING 6250 BUNKER LAKE BLVD NW SUITE 113 RAMSEY MN 55303	BUS CARDS- J. STRELOW	PV	86243	001	09101	4/20/2017	34635	59.00
				Summary Total					59.00
		UTILITY BILLING POST CARDS	PV	86244	001	09601	4/20/2017	34636	849.90
				Summary Total					849.90
				Payment Amount					908.90

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114117	CRAWFORD'S EQUIPMENT INC	OIL	PV	86153	001	09101	4/21/2017	01-2047	127.08
	CRAWFORD'S EQUIPMENT INC 4853 HIGHWAY 95 NW CAMBRIDGE MN 55008			Summary Total					127.08
				Payment Amount					127.08
100127	CROW RIVER FARM EQUIPMENT COMPANY	TRAILER RAMP SPRINGS	PV	86105	001	09101	4/18/2017	183658	27.90
	CROW RIVER FARM EQUIPMENT COMPANY 17685 - 53RD STREET NE ROGERS MN 55374			Summary Total					27.90
				Payment Amount					27.90
100144	DEHN OIL COMPANY	LUBE/OIL	PV	86106	001	09101	4/12/2017	25100436	129.61
	DEHN OIL COMPANY 6735 141ST AVENUE NW RAMSEY MN 55303			Summary Total					129.61
		DIESEL FUEL	PV	86107	001	09101	4/11/2017	52820	975.00
				Summary Total					975.00
		DIESEL FUEL	PV	86108	001	09101	4/11/2017	52819	1,341.00
				Summary Total					1,341.00
				Payment Amount					2,445.61
107691	DEPT EMPLOYMENT AND ECONOMIC DEVELOPMENT	QTR 1 2017	PV	86155	001	09702	4/10/2017	041017	4,123.70
	DEPT EMPLOYMENT AND ECONOMIC DEVELOPMENT 332 MINNESOTA STREET SAINT PAUL MN 55101-1351			Summary Total					4,123.70
				Payment Amount					4,123.70
101185	DO ALL PRINTING COM INC	PET CLINIC-LAWN SIGNS	PV	86154	001	09101	4/19/2017	35414	85.85
	DO ALL PRINTING COM INC 6360 HIGHWAY 10 NW RAMSEY MN 55303			Summary Total					85.85
		SAFETY CAMP FLYERS 2017	PV	86156	001	09290	4/24/2017	35477	130.48
				Summary Total					130.48
		FERTILIZER LAWN SIGNS	PV	86245	001	09101	4/24/2017	35469	65.82
				Summary Total					65.82

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		MOVIE IN THE PARK SIGNS	PV	86271	001	09101	4/21/2017	35450	114.30
				Summary Total					114.30
				Payment Amount					396.45
100169	EMERGENCY APPARATUS MAINTENANCE INC	ENGINE 21 REPAIR	PV	86272	001	09101	4/10/2017	91708	532.31
				Summary Total					532.31
	EMERGENCY APPARATUS MAINTENANCE INC 7512 4TH AVENUE	ENGINE 11 REPAIR	PV	86273	001	09101	4/10/2017	91707	525.29
	LINO LAKES MN 55014			Summary Total					525.29
		TANKER 21 REPAIR	PV	86274	001	09101	4/10/2017	92693	885.08
				Summary Total					885.08
		LADDER 21 REPAIR	PV	86275	001	09101	4/10/2017	92694	1,089.76
				Summary Total					1,089.76
				Payment Amount					3,032.44
113991	EMERGENCY RESPONSE SOLUTIONS	MISC SUPPLIES	PV	86109	001	09101	4/17/2017	8572	61.53
				Summary Total					61.53
	EMERGENCY RESPONSE SOLUTIONS 4817 VIKING BLVD SUITE 102 EAST BETHEL MN 55092								
				Payment Amount					61.53
113321	FACTORY MOTOR PARTS CO	OIL FOR PD	PV	86110	001	09101	4/14/2017	6-1470992	74.76
				Summary Total					74.76
	FACTORY MOTOR PARTS CO BIN 139107	BRAKES FOR 331	PV	86111	001	09101	4/17/2017	6-1471110	243.60
	P O BOX 9107 MINNEAPOLIS MN 55480-9107			Summary Total					243.60
		LUBE	PV	86112	001	09101	4/18/2017	6-1471277	20.58
				Summary Total					20.58
		BELT FOR 332	PV	86157	001	09101	4/20/2017	6-1471458	31.82
				Summary Total					31.82
		WHEEL WEIGHT	PV	86158	001	09101	4/21/2017	6-1471601	9.31
				Summary Total					9.31
				Payment Amount					380.07
107099	FASTENAL	BATTERY	PV	86113	001	09101	4/14/2017	MNTC8151672	95.99

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	FASTENAL COMPANY P O BOX 978 WINONA MN 55987			Summary Total					95.99
				Payment Amount					95.99
110388	FRATTALLONE'S ACE HARDWARE STORES	REPAIR GLASS/CUT KEYS	PV	86114	001	09101	4/12/2017	029340/J	31.42
	FRATTALLONE'S ACE HARDWARE STORES 1203 COUNTY ROAD E WEST ARDEN HILLS MN 55112-3738			Summary Total					31.42
				Payment Amount					31.42
100189	G AND K SERVICES INC	UNIFORM CLEANING	PV	86115	001	09101	4/12/2017	1006431540	21.00
	G AND K SERVICES INC	UNIFORM CLEANING	PV	86115	002	09101	4/12/2017	1006431540	5.00
	P O BOX 842385	UNIFORM CLEANING	PV	86115	003	09101	4/12/2017	1006431540	27.69
	BOSTON MA 02284-2385	UNIFORM CLEANING	PV	86115	004	09101	4/12/2017	1006431540	27.69
				Summary Total					81.38
		MATS- FIRE DEPT	PV	86116	001	09101	4/12/2017	1006431538	16.56
				Summary Total					16.56
		UNIFORM CLEANING	PV	86246	001	09101	4/19/2017	1006442781	21.00
		UNIFORM CLEANING	PV	86246	002	09101	4/19/2017	1006442781	5.00
		UNIFORM CLEANING	PV	86246	003	09101	4/19/2017	1006442781	26.52
		UNIFORM CLEANING	PV	86246	004	09101	4/19/2017	1006442781	26.52
				Summary Total					79.04
		FIRE STATION- MATS	PV	86276	001	09101	4/19/2017	1006442783	13.20
				Summary Total					13.20
		UNIFORM CLEANING	PV	86283	001	09101	4/26/2017	6006453945	21.00
		UNIFORM CLEANING	PV	86283	002	09101	4/26/2017	6006453945	5.00
		UNIFORM CLEANING	PV	86283	003	09101	4/26/2017	6006453945	29.21
		UNIFORM CLEANING	PV	86283	004	09101	4/26/2017	6006453945	29.21
				Summary Total					84.42
				Payment Amount					274.60
100650	GRAINGER	LINE MARKING PAINT	PV	86117	001	09101	4/11/2017	9413658932	37.62
				Summary Total					37.62
	GRAINGER INC DEPT. 806511127	PRESSURE GAUGE	PV	86159	001	09101	4/24/2017	9424716844	31.16
	PALATINE IL 60038-0001			Summary Total					31.16
		TARP	PV	86247	001	09101	4/18/2017	9419303889	551.25
				Summary Total					551.25
				Payment Amount					620.03

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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
114431	HINNENKAMP, JAKE	REIMBURSE FOR TRAINING	PV	86248	001	09101	4/27/2017	042717	39.10
	JAKE HINNENKAMP				Summary Total				39.10
					Payment Amount				39.10
112475	INNOVATIVE OFFICE SOLUTIONS	MISC OFFICE SUPPLIES	PV	86118	001	09101	4/14/2017	IN1578422	39.85
	INNOVATIVE OFFICE SOLUTIONS				Summary Total				39.85
	AB # 1004	MISC OFFICE SUPPLIES	PV	86119	001	09101	4/13/2017	IN1575966	122.83
	P O BOX 249004				Summary Total				122.83
	APPLE VALLEY MN 55124-9017	BATTERY	PV	86249	001	09101	4/21/2017	IN1585524	33.44
					Summary Total				33.44
		MISC OFFICE SUPPLIES	PV	86250	001	09601	4/25/2017	IN1589156	33.48
		MISC OFFICE SUPPLIES	PV	86250	002	09601	4/25/2017	IN1589156	151.35
		MISC OFFICE SUPPLIES	PV	86250	003	09601	4/25/2017	IN1589156	569.51
					Summary Total				754.34
					Payment Amount				950.46
115672	INTERNATIONAL SECURITY PRODUCTS	LINE RAIL CLAMP/MISC	PV	86251	001	09101	4/24/2017	3048572	98.71
	INTERNATIONAL SECURITY PRODUCTS				Summary Total				98.71
	8511 XYLON AVENUE NORTH BROOKLYN PARK MN 55445				Payment Amount				98.71
115007	ITERIS, INC	APRIL 17 WEATHER FORECASTING	PV	86284	001	09101	5/1/2017	322799	400.00
	ITERIS, INC				Summary Total				400.00
	P O BOX 842123 LOS ANGELES CA 90084-2123				Payment Amount				400.00
100256	LANO EQUIPMENT INC	PARTS FOR STUMP GRINDER	PV	86285	001	09101	5/1/2017	02-439049	104.00
	LANO EQUIPMENT INC	PARTS FOR STUMP GRINDER	PV	86285	002	09101	5/1/2017	02-439049	104.00
	6140 HIGHWAY 10 NW				Summary Total				208.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2017

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ANOKA MN 55303								
				Payment Amount					208.00
100258	LEAGUE OF MINNESOTA CITIES	3- SAFETY LOSS/CONTROL	PV	86160	001	09101	4/13/2017	254893	60.00
				Summary Total					60.00
	LEAGUE OF MN CITIES FINANCE DEPT 145 UNIVERSITY AVE WEST ST PAUL MN 55103-2044								
				Payment Amount					60.00
113538	LOOKOUT PORTABLE SECURITY	RADIO CABLE KIT	PV	86161	001	09101	4/19/2017	42203	415.00
				Summary Total					415.00
	LOOKOUT PORTABLE SECURITY 4040 ROYAL DRIVE KEMMESAW GA 30144								
				Payment Amount					415.00
100270	MACQUEEN EQUIPMENT INC	TOW BAR ASSY/MISC	PV	86121	001	09605	4/13/2017	P05650	275.64
				Summary Total					275.64
	MACQUEEN EQUIPMENT INC 1125 7TH STREET EAST ST PAUL MN 55106								
				Payment Amount					275.64
100284	MENARDS ELK RIVER	MISC SUPPLIES	PV	86162	001	09601	4/21/2017	30630	37.92
				Summary Total					37.92
	MENARDS ELK RIVER 19521 EVANS STREET NW	MISC SUPPLIES	PV	86252	001	09601	4/26/2017	30984	25.80
	ELK RIVER MN 55330-1077			Summary Total					25.80
				Payment Amount					63.72
108208	METRO PRODUCTS INC	SHOP SUPPLIES	PV	86122	001	09101	4/12/2017	125412	114.91
				Summary Total					114.91
	METRO PRODUCTS INC 7401 CENTRAL AVENUE NE	GROMMETS	PV	86163	001	09101	4/19/2017	125578	8.25
	FRIDLEY MN 55432			Summary Total					8.25
		GROMMETS	PV	86253	001	09101	4/21/2017	125662	13.25
				Summary Total					13.25
		MISC SUPPLIES	PV	86254	001	09101	4/24/2017	125686	46.45
				Summary Total					46.45

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CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2017	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					182.86
101164	MILLER CHEVROLET	REPAIR 343	PV	86123	001	09101	4/14/2017	CTCS575029	195.00
	MILLER CHEVROLET	REPAIR 343	PV	86123	002	09101	4/14/2017	CTCS575029	196.08
	21150 JOHN MILLESS DR P O BOX 130			Summary Total					391.08
	ROGERS MN 55374	WORK ON PD SQUAD 342	PV	86164	001	09101	4/17/2017	CVCS574985	65.00
				Summary Total					65.00
				Payment Amount					456.08
106555	MINNEAPOLIS, CITY OF	MARCH 2017 TRANSACTIONS	PV	86255	001	09101	4/14/2017	400451001114	125.10
	MINNEAPOLIS FINANCE DEPT P O BOX 77038 MINNEAPOLIS MN 55480-7738			Summary Total					125.10
				Payment Amount					125.10
115206	MINNETONKA GAME AND FISH CLUB	RANGE USE- MAY 2, 2017	PV	86277	001	09101	5/2/2017	050217	320.00
	MINNETONKA GAME AND FISH CLUB 1506 FLORIDA AVENUE N GOLDEN VALLEY MN 55427			Summary Total					320.00
				Payment Amount					320.00
100602	MN POLLUTION CONTROL AGENCY	CERT FEE J. DUBE	PV	86256	001	09602	4/25/2017	042517	45.00
	MINNESOTA POLLUTION CONTROL AGENCY 520 LAFAYETTE ROAD NORTH ST PAUL MN 55155-4194			Summary Total					45.00
				Payment Amount					45.00
109208	MNFIAM BOOK SALES	FIRE INSTRUCTOR 2E	PV	86124	001	09101	4/13/2017	2426	156.00
	MNFIAM BOOK SALES P O BOX 545 WAYZATA MN 55391			Summary Total					156.00
				Payment Amount					156.00
100341	MTI DISTRIBUTING INC	KNOB	PV	86120	001	09101	4/13/2017	1110117-00	36.10
	MTI DISTRIBUTING INC SDS 12-1900			Summary Total					36.10

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224 CASH IN BANK
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Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	P O BOX 86 MINNEAPOLIS MN 55486-1900								
				Payment Amount					36.10
115167	NET TRANSCRIPTS INC	TRANSCRIPTION	PV	86166	001	09101	3/31/2017	0012710	344.27
				Summary Total					344.27
	NET TRANSCRIPTS INC 3707 N. 7TH STREET SUITE 320 PHOENIX AZ 85014								
				Payment Amount					344.27
100988	NORTHERN SAFETY TECHNOLOGY	LAMP- PATCHING TRAILER	PV	86286	001	09101	4/28/2017	43694	487.17
				Summary Total					487.17
	NORTHERN SAFETY TECHNOLOGY 5708 UPPER 147TH STREET W SUITE 107 APPLE VALLEY MN 55124								
				Payment Amount					487.17
115232	NORTHERN TECHNOLOGIES LLC	MARCH 2017- GRADATIONS	PV	86167	001	09497	4/10/2017	20901	386.00
				Summary Total					386.00
	NORTHERN TECHNOLOGIES LLC 3522 4TH AVENUE S	MUNI DEMO SITE MARCH 2017	PV	86168	001	09412	4/10/2017	20899	1,723.50
	FARGO ND 58103			Summary Total					1,723.50
				Payment Amount					2,109.50
110547	NORTHWEST LIGHTING SYSTEMS CO.	MISC BULBS	PV	86278	001	09101	4/26/2017	101897	191.34
				Summary Total					191.34
	NORTHWEST LIGHTING SYSTEMS CO. 12001 RIVERWOOD DRIVE BURNSVILLE MN 55337								
				Payment Amount					191.34
110480	OPUS 21 MANAGEMENT SOLUTIONS	MARCH 2017 SERVICE	PV	86169	001	09601	4/18/2017	170377	40.94
	OPUS 21 MANAGEMENT SOLUTIONS	MARCH 2017 SERVICE	PV	86169	002	09601	4/18/2017	170377	40.94
	680 COMMERCE DRIVE SUITE 160	MARCH 2017 SERVICE	PV	86169	003	09601	4/18/2017	170377	40.94
	WOODBURY MN 55125	MARCH 2017 SERVICE	PV	86169	004	09601	4/18/2017	170377	40.94
		MARCH 2017 SERVICE	PV	86169	005	09601	4/18/2017	170377	40.96

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Payment Instrument	Check Payment
Pay Through Date	12/31/2017

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					204.72
				Payment Amount					204.72
113444	PRECISE	MARCH 2017	PV	86287	001	09101	4/28/2017	IN200-1012568	468.59
	PRECISE 501 EAST CLIFF ROAD SIUTE 100 BURNSVILLE MN 55337			Summary Total					468.59
				Payment Amount					468.59
107978	PREMIER COMMERCIAL PROPERTIES INC	HWY 10 APR 17 MANAGEMENT	PV	86170	001	09410	4/30/2017	5295	200.00
	PREMIER COMMERCIAL PROPERTIES INC 6897 139TH LANE NW RAMSEY MN 55303	HWY 10 APR 17 MANAGEMENT	PV	86170	002	09410	4/30/2017	5295	200.00
		HWY 10 APR 17 MANAGEMENT	PV	86170	003	09410	4/30/2017	5295	200.00
		HWY 10 APR 17 MANAGEMENT	PV	86170	004	09410	4/30/2017	5295	200.00
				Summary Total					800.00
				Payment Amount					800.00
100413	RANDALL GOODRICH AND HAAG PLC	MARCH 2017 PROSECUTION	PV	86125	001	09101	4/20/2017	042017	2,918.60
	RANDALL GOODRICH AND HAAG PLC 2140 FOURTH AVENUE NORTH ANOKA MN 55303			Summary Total					2,918.60
				Payment Amount					2,918.60
115671	RCM EQUIPMENT COMPANY LLC	RP005 RENTAL UNIT	PV	86258	001	09101	4/21/2017	3541	8,020.00
	RCM EQUIPMENT COMPANY LLC 12090 MARGO AVE SO SUITE B HASTINGS MN 55033			Summary Total					8,020.00
				Payment Amount					8,020.00
114163	RCM SPECIALTIES INC	EMULSION/DRESSER	PV	86257	001	09101	4/21/2017	5980	1,205.28
	RCM SPECIALTIES INC 12090 MARGO AVENUE SOUTH SUITE B HASTINGS MN 55033			Summary Total					1,205.28
		EMULSION	PV	86288	001	09101	4/24/2017	5987	4,125.00
				Summary Total					4,125.00
		DRESSER-AGGREGATE	PV	86289	001	09101	4/26/2017	5994	1,954.16

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CITY OF RAMSEY
Create Payment Control Groups

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Payment Instrument		Check Payment
Pay Through Date	12/31/2017	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					1,954.16
				Payment Amount					7,284.44
112151	REINDERS	FITTING ENTRY	PV	86171	001	09601	4/19/2017	3044670-00	211.06
	REINDERS W227 N6225 SUSSEX ROAD SUSSEX WI 53089-3969			Summary Total					211.06
				Payment Amount					211.06
110330	RESHETAR SYSTEM INC	RE: 6741 137TH AVE NW	PV	86172	001	09101	4/19/2017	17-2258	1,477.00
	RESHETAR SYSTEM INC 730 BUNKER LAKE BLVD ANOKA MN 55303			Summary Total					1,477.00
				Payment Amount					1,477.00
115381	RUMRIVER ART CENTER	ART PROJECT CLASSES	PV	86173	001	09101	4/16/2017	1207125	229.75
	RUMRIVER ART CENTER 2665 4TH AVENUE SUITE 102 ANOKA MN 55303			Summary Total					229.75
				Payment Amount					229.75
100456	ST CROIX RECREATION FUN PLAYGROUNDS	TENNIS NET	PV	86259	001	09101	4/21/2017	19287	538.00
	ST CROIX RECREATION FUN PLAYGROUNDS INC 225 NORTH SECOND STREET STILLWATER MN 55082			Summary Total					538.00
				Payment Amount					538.00
115629	STEARNS COUNTY SHERIFF'S OFFICE	MISSING CHILDREN- M. SCHANTZEN	PV	86126	001	09101	4/18/2017	041817	10.00
	STEARNS COUNTY SHERIFF'S OFFICE ATTEN: KELLY SIMS P O BOX 217 ST CLOUD MN 56302			Summary Total					10.00
				Payment Amount					10.00
100469	STREICHER'S POLICE EQUIPMENT	MISC PD UNIFORM	PV	86127	001	09290	4/11/2017	I1257631	262.00

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CITY OF RAMSEY
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Payment Instrument		Check Payment
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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	STREICHER'S POLICE EQUIPMENT			Summary Total					262.00
	10911 WEST HWY 55	MISC PD UNIFORM	PV	86128	001	09290	4/17/2017	I1258395	36.00
	MINNEAPOLIS MN 55441			Summary Total					36.00
		PD MISC SUPPLIES	PV	86260	001	09290	4/18/2017	I1258670	690.00
				Summary Total					690.00
				Payment Amount					988.00
113903	TITLE ONE INC	RE: CITY OF RAMSEY/MORNING SUN	PV	86174	001	09214	4/24/2017	1709652	92.00
	TITLE ONE INC 1650 W 82ND STREET SUITE 1070 BLOOMINGTON MN 55431			Summary Total					92.00
				Payment Amount					92.00
110473	VERNON COMPANY	SERVICE AWARDS 2017	PV	86175	001	09101	4/18/2017	2158106RI	1,293.42
	VERNON COMPANY ONE PROMOTION PLACE P O BOX 600 NEWTON IA 50208-2065			Summary Total					1,293.42
				Payment Amount					1,293.42
105628	WELLS CATERING SERVICE	CC MTG 4-25-17	PV	86261	001	09101	4/25/2017	42701	123.98
	WELLS CATERING SERVICE 7533 SUNWOOD DRIVE SUITE 108 RAMSEY MN 55303			Summary Total					123.98
				Payment Amount					123.98
100539	WRIGHT TIRE SERVICE INC	EX MARK MOWER TIRES	PV	86176	001	09101	4/19/2017	46747	180.04
	WRIGHT TIRE SERVICE INC			Summary Total					180.04
	710 WEST MAIN STREET	TIRES	PV	86279	001	09101	4/18/2017	46714	451.28
	ANOKA MN 55303			Summary Total					451.28
		TIRES	PV	86290	001	09101	5/2/2017	47140	129.65
				Summary Total					129.65
				Payment Amount					760.97
				Total Amount to be Processed					194,115.86
				Total Number of Payments to be Processed					71

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #17-05-110

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF APRIL 20, 2017 THROUGH MAY 3, 2017.

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of April 20, 2017, through May 3, 2017, in the amount of $ 523,053.18 and

WHEREAS, the City Council of the City of Ramsey is required to authorize payment for all disbursement transactions.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby approves the cash disbursements made and authorizes payment of the accounts payable invoices as detailed in the attached Bills List for the period April 20, 2017, through May 3, 2017, in the amount of $ 523,053.18.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of May 2017.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 7.**

Meeting Date: 05/09/2017

By: Diana Lund, Finance

Information

Title

Adopt Resolution #17-05-108 Resolution Establishing Procedures Related to Compliance with Reimbursement Bond Regulations under the Internal Revenue Code (Bonding for 2017 Road Reconstruction Projects)

Purpose/Background:

Purpose: The City will be issuing Road Reconstruction debt in late June/July to fund the reconstruction of Alpine Drive and Sunwood Drive. A reimbursement resolution allows the city to pay itself back for any funds expended prior to receiving bond funds.

Background: The authorization of bids for the reconstruction of Alpine Drive and Sunwood Drive are proposed to be presented at the City Council meeting of June 13, 2017. The City has already experienced some soft costs related to such items as legal and engineering time related to these projects. These soft costs were calculated into the total project costs of the road projects in determining the bonding amount.

As the city has and will be expending funds prior to receiving the bond funds (proposed funding mechanism), the city is only allowed to "reimburse" itself if it has a bond reimbursement resolution in place.

Notification:

The resolution that is attached was drafted by the city's bond council of Briggs & Morgan. The reimbursement incorporates all of the reimbursement requirements as mandated by the IRS.

Observations/Alternatives:

The adoption of this resolution does NOT obligate the City to pay for the soft costs with the bond funds. This resolution simply ALLOWS the City to reimburse itself if so chooses and as stated, these costs were included in the total project costs to be bonded.

Funding Source:

Funding for the reconstruction of Alpine Drive and Sunwood Drive is proposed to be funded from the issuance of Street Reconstruction Plan bonds.

Recommendation:

Recommendation is to approve the attached Reimbursement Resolution #17-05-108.

Action:

Adopt Resolution #17-05-108 Establishing Procedures Relating to Compliance with Reimbursement Bond Regulations Under the Internal Revenue Code (Allows the City to pay itself back for expenditures prior to receiving bond funds).

Attachments

Res #17-05-108 Reim Resolution on 2017 Road Projects

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/03/2017 10:38 AM
Form Started By: Diana Lund		Started On: 05/01/2017 01:21 PM
Final Approval Date: 05/03/2017		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION # 17-05-108

RESOLUTION ESTABLISHING PROCEDURES RELATING TO COMPLIANCE WITH REIMBURSEMENT BOND REGULATIONS UNDER THE INTERNAL REVENUE CODE

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1. Recitals.

(a) The Internal Revenue Service has issued Treasury Regulations, Section 1.150-2 (as the same may be amended or supplemented, the "Regulations"), dealing with "reimbursement bond" proceeds, being proceeds of bonds used to reimburse the City for any project expenditure paid by the City prior to the time of the issuance of those bonds.

(b) The Regulations generally require that the City (as the issuer of or the primary obligor under the bonds) make a declaration of intent to reimburse itself for such prior expenditures out of the proceeds of subsequently issued bonds, that such declaration be made not later than sixty days after the expenditure is actually paid, and that the bonding occur and the written reimbursement allocation be made from the proceeds of such bonds within eighteen months after the later of (1) the date of payment of the expenditure or (2) the date the project is placed in service (but in no event more than three years after actual payment).

(c) The City heretofore implemented procedures for compliance with the predecessor versions of the Regulations and desires to amend and supplement those procedures to ensure compliance with the Regulations.

(d) The City's bond counsel has advised the City that the Regulations do not apply, and hence the provisions of this Resolution are intended to have no application, to payments of City project costs first made by the City out of the proceeds of bonds issued prior to the date of such payments.

2. Official Intent Declaration. The Regulations, in the situations in which they apply, require the City to have declared an official intent (the "Declaration") to reimburse itself for previously paid project expenditures out of the proceeds of subsequently issued bonds. The City Council hereby authorizes the Administrator to make the Authority's Declarations or to delegate from time to time that responsibility to other appropriate City employees. Each Declaration shall comply with the requirements of the Regulations, including without limitation the following:

(a) Each Declaration shall be made not later than sixty days after payment of the applicable project cost and shall state that the City reasonably expects to reimburse itself for the expenditure out of the proceeds of a bond issue or similar borrowing. Each Declaration may be made substantially in the form of the Exhibit A which is attached to and made a part of this Resolution, or in any other format which may at the time comply with the Regulations.

(b) Each Declaration shall (1) contain a reasonably accurate description of the "project," as defined in the Regulations (which may include the property or program to be financed, as applicable), to which the expenditure relates and (2) state the maximum principal amount of bonding expected to be issued for that project.

(c) Care shall be taken so that the City, or its authorized representatives under this Resolution, not make Declarations in cases where the City doesn't reasonably expect that reimbursement bonds will be issued to finance the subject project costs, and the City officials are hereby authorized to consult with bond counsel to the City concerning the requirements of the Regulations and their application in particular circumstances.

(d) The Council shall be advised from time to time on the desirability and timing of the issuance of reimbursement bonds relating to project expenditures for which the Authority has made Declarations.

3. Reimbursement Allocations. If the City is acting as the issuer of the reimbursement bonds, the designated City officials shall also be responsible for making the "reimbursement allocations" described in the Regulations, being generally written allocations that evidence the City's use of the applicable bond proceeds to reimburse the original expenditures.

4. Effect. This Resolution shall amend and supplement all prior resolutions and/or procedures adopted by the City for compliance with the Regulations (or their predecessor versions), and, henceforth, in the event of any inconsistency, the provisions of this Resolution shall apply and govern.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of May, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

CERTIFICATION

The undersigned, being the duly qualified and acting Administrator of the City of Ramsey, Minnesota, hereby certifies the following:

The foregoing is true and correct copy of a Resolution on file and of official, publicly available record in the offices of the City, which Resolution relates to procedures of the Authority for compliance with certain IRS Regulations on reimbursement bonds. Said Resolution was duly adopted by the governing body of City (the "Council") at a regular meeting of the Council held on May 9, 2017. The Council meeting was duly called, regularly held, open to the public, and held at the place at which meetings of the Council are regularly held. _____ moved the adoption of the Resolution, which motion was seconded by Councilmember ___)__ A vote being taken on the motion, the following members of the Council voted in favor of the motion to adopt the Resolution:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said Resolution was declared duly passed and adopted. The Resolution is in full force and effect and no action has been taken by the Council which would in any way alter or amend the Resolution.

WITNESS MY HAND officially as the Administrator of the City of Ramsey, Minnesota, on __ __, 2016.

_____

Administrator
City of Ramsey, Minnesota

EXHIBIT A

Declaration of Official Intent

The undersigned, being the duly appointed and acting Administrator of the City of Ramsey, Minnesota (the "City"), pursuant to and for purposes of compliance with Treasury Regulations, Section 1.150-2 (the "Regulations"), under the Internal Revenue Code of 1986, as amended, hereby states and certifies on behalf of the City as follows:

1. The undersigned has been and is on the date hereof duly authorized by the City Council of the City to make and execute this Declaration of Official Intent (the "Declaration") for and on behalf of the City.

2. This Declaration relates to the following project, property or program (the "Project") and the costs thereof to be financed:

Costs incurred with the costs associated with the road reconstruction of Alpine Drive and the road reconstruction of Sunwood Drive as outlined in the city's 2015-2019 Street Reconstruction Plan

3. The City reasonably expects to reimburse itself for the payment of certain costs of the Project out of the proceeds of a bond issue or similar borrowing (the "Bonds") to be issued after the date of payment of such costs. As of the date hereof, the City reasonably expects that $1,200,000 is the maximum principal amount of the Bonds which will be issued to finance the Project.

4. Each expenditure to be reimbursed from the Bonds is or will be a capital expenditure or a cost of issuance, or any of the other types of expenditures described in Section 1.150-2(d)(3) of the Regulations.

5. As of the date hereof, the statements and expectations contained in this Declaration are believed to be reasonable and accurate.

Date: May 9, 2017.

_____

Administrator
City of Ramsey, Minnesota

CC Regular Session **4. 8.**

Meeting Date: 05/09/2017

By: Colleen Lasher, Administrative Services

Information

Title

Adopt Resolution #17-05-112 to Hire Seasonal Public Works Maintenance Workers and Interns

Purpose/Background:

The purpose of this case is to request authorization to hire one Seasonal Employee, an Administrative Services Intern and a Community Development Planning Intern. Annually the City employs Seasonal Public Works Maintenance Workers to perform work in the Parks, Streets, and Utilities Divisions of Public Works and Interns to work in Administrative Services, Community Development, Engineering, and Parks.

The process to fill these positions includes an open competitive recruitment, interviews, background checks, pre-employment testing, City Council approval to hire and on-boarding.

At this time, staff selected one qualified entry level seasonal candidate; as well as two qualified interns. All candidates have passed the pre-employment screenings and staff recommends hiring the candidates listed below.

Notification:

Entry level seasonal pay: First year seasonal employees earn $10.00 per hour. Each year that seasonal employees return they received a twenty-five cent per hour increase in pay, to a maximum of $12.00 per hour.

Intern pay: The intern pay scale ranges from $12.00 per hour to $14.00 per hour, depending on qualifications.

Observations/Alternatives:

Option #1 To hire the selected 2017 Seasonal Public Works Maintenance Workers and Interns.

Option #2: Not moving ahead with hiring the Seasonal Public Works Maintenance Workers and Interns. Staff does not recommend this option due to the inability to meet the highly labor intensive seasonal work demands in the Public Works Department; as well as the much needed support provided by the Interns.

Funding Source:

The funding required to fill these positions is included within the approved 2017 budget.

Recommendation:

Staff recommends option #1 above, hiring the following 2017 Seasonal Public Works Maintenance Workers and Interns:

1. Entry level seasonal employee: Returning for the second year:Gunnar Ledin at $10.25 per hour with a start date on or near May 30, 2017.
2. Community Development Planning Intern: Alec Henderson at $14.00 per hour with a start date on or near May 8, 2017.
3. Administrative Services Intern: Allyson Krattenmaker at $13.50 per hour with start date on or near May 15, 2017.

Action:

Motion to adopt resolution #17-05-112 to hire the following employees:

1. Entry level seasonal employee: Returning for the second year:Gunnar Ledin at $10.25 per hour with a start date on or near May 30, 2017.
2. Community Development Planning Intern: Alec Henderson at $14.00 per hour with a start date on or near May 8, 2017.
3. Administrative Services Intern: Allyson Krattenmaker at $13.50 per hour with start date on or near May 15, 2017.

Attachments

Resolution 1705112

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:55 PM
Form Started By: Colleen Lasher		Started On: 05/03/2017 06:26 PM
Final Approval Date: 05/04/2017		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #17-05-112

RESOLUTION TO HIRE SEASONAL PUBLIC WORKS MAINTENANCE WORKERS AND INTERNS

WHEREAS, annually the City employs seasonal public works maintenance workers to perform work in the Parks, Streets, and Utilities Divisions of Public Works and interns to work in Administrative Services, Community Development, Engineering and Parks; and

WHEREAS, staff has found a significant benefit to seasonal public works maintenance workers and interns; and

WHEREAS, staff selected 1 qualified entry level seasonal candidate; and

WHEREAS, staff selected 2 qualified interns; and

WHEREAS, all candidates passed the pre-employment screening; and

WHEREAS, staff recommends hiring the selected 2017 candidates listed below.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

Motion to adopt resolution #17-05-112 to hire the following employees:

1. Entry level seasonal employee: Returning for the second year: Gunnar Ledin at $10.25 per hour with a start date on or near May 30, 2017.
2. Community Development Planning Intern: Alec Henderson at $14.00 per hour with a start date on or near May 8, 2017.
3. Administrative Services Intern: Allyson Krattenmaker at $13.50 per hour with start date on or near May 15, 2017.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember , and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of May, 2017.

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **4. 9.**

Meeting Date: 05/09/2017

By: Jo Thieling, Administrative Services

Information

Title:

Adopt Resolution #17-05-109 Requesting Anoka County to Withhold Certain Tax Forfeit Land from Public Sale and Authorizing Acquisition of Tax Forfeit Property (PIN 08-32-25-23-0014) for Public Purpose in the City of Ramsey

Purpose/Background:

Purpose: The purpose of this case is to ask Council to consider acquiring a tax forfeit parcel for public purpose.

Background: The City has received notification from Anoka County Property Records and Taxation of a parcel that would potentially be going to private land sale in July 2017. it went tax forfeit in 2010. State Statutes requires that the governing body of a municipality must approve the classification and sale of forfeit parcels that lie within their jurisdiction. The City is also offered the first right to acquire the tax forfeit properties.

Upon staff review, it appears that the parcel could be acquired for public purpose.

For Council's information,the following is included with this report: Policy for the Acquisition of City Owned Land, Minnesota State Statute related to conveyance of tax forfeit land to public entities, and a GIS image of the subject parcel, as well as a resolution re acquiring the parcel.

Observations/Alternatives:

Attached to this case is a GIS image of the tax forfeit parcel.

08-32-25-23-0014 OUTLOT A TIGER MEADOWS
Upon review, staff has determined this parcel could be acquired for drainage purposes. The parcel contains a drainage swale that directs stormwater runoff to a culvert under 170th Avenue.

A resolution for the acquisition of the subject parcel is attached to this case for Council action.

Staff will complete the additional responses requested by Anoka County administratively as part of the regular tax-forfeit parcel review process.

Funding Source:

Any costs to the City of acquiring tax forfeit parcels are typically minimal, e.g. filing fees, etc. Funding would come out of the Public Improvement Revolving Fund for Parcel 08-32-25-23-0014.

Recommendation:

Staff recommends Council adopt the Resolution to acquire the tax forfeit property.

Action:

Motion to adopt Resolution #17-05-109 Requesting Anoka County to Withhold Certain Tax Forfeit Land from Public Sale and Authorizing Acquisition of Tax Forfeit Property (PIN 08-32-25-23-0014) for public purpose.

Attachments

Policy for Acquisition of Tax Forfeit Property

MN SS re Tax Forfeit Properties

Map Tax Forfeit Property

Resolution Tax Forfeit

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/03/2017 10:40 AM
Form Started By: Jo Thieling		Started On: 05/02/2017 01:23 PM
Final Approval Date: 05/03/2017		

POLICY FOR THE ACQUISITION OF CITY OWNED LAND

City of Ramsey, Minnesota

SECTION I: PURPOSE

To establish a set of guidelines and criteria the City shall review when considering the acquisition of real estate. This policy is meant to act as a formal guide for the City and shall not be considered a legal requirement.

SECTION II: POLICY STATEMENT

The objective of this policy is to limit the City from acquiring real estate that is unneeded for either current or foreseeable future demands.

SECTION III: PUBLIC BENEFIT

There are a number of benefits to the public in limiting the City from acquiring unneeded real estate.

(1) Reduced future City property maintenance costs
(2) Reduced future City liability
(3) Preservation of tax base
(4) Reduced future City resources needed for management of City owned parcels

SECTION III: DECISION CRITERIA

The following three sub sections, including potential use, compliance and policy statements, outline the criteria that shall be considered before the City acquires real estate. Each criterion shall be considered both for current and future demand.

The City shall consider the acquisition of real estate if the subject property meets one of the following potential uses.

POTENTIAL USE CRITERIA

(1) Economic development purposes; including removal of blighted properties and enhancing the City's tax base
(2) Public works and maintenance facilities, staging and storage areas
(3) Public safety facilities, staging and storage areas
(4) Administrative service facilities
(5) Public Right of Way; including roads, railroads and airports
(6) Drainage, wetland and utility easements
(7) Enhancement of housing stock; including redevelopment purposes
(8) Public parks, trails and open space

(9) Dedication of land through the subdivision process; including unrestricted land to be used in lieu of a cash contribution

Consideration for the acquisition of real estate by the City shall be given based on the compliance and consistency with the criteria outlined below.

COMPLIANCE CRITERIA

(10) City Comprehensive plan
(11) City Comprehensive water and sewer plans
(12) City Master parks and trails plan
(13) City Transportation plan
(14) Relevant City boards and commissions review
(15) City Ordinances, Sec. 117-614. - Subdivision Design Standards

The City shall consider the acquisition of City owned land based on the policy statements outlined below

POLICY STATEMENT CRITERIA

(16) The demand for public parks is shifting away from small neighborhood pocket parks to larger regional community parks. The cost to maintain a large number of small neighborhood pocket parks can be greater than the cost to maintain a small number of regional community parks. As such, the City will consider the consolidation of underutilized pocket parks in favor of larger regional parks.
(17) The City shall not acquire real estate if there is no foreseeable current or future need for the property.
(18) Regarding the dedication of parks and open spaces, unless it is desired to acquire new parkland, the City shall favor the dedication of cash over the dedication of real estate. If real estate is dedicated the City shall favor an unrestricted title over restricted title.

2014 Minnesota Statutes

282.01 TAX-FORFEITED LANDS; CLASSIFICATION, SALE

Subd. 1a. **Conveyance to public entities.**

(a) Upon written request from a state agency or a governmental subdivision of the state, a parcel of unsold tax-forfeited land must be withheld from sale or lease to others for a maximum of six months. The request must be submitted to the county auditor. Upon receipt, the county auditor must withhold the parcel from sale or lease to any other party for six months, and must confirm the starting date of the six-month withholding period to the requesting agency or subdivision. If the request is from a governmental subdivision of the state, the governmental subdivision must pay the maintenance costs incurred by the county during the period the parcel is withheld. The county board may approve a sale or conveyance to the requesting party during the withholding period. A conveyance of the property to the requesting party terminates the withholding period.

A governmental subdivision of the state must not make, and a county auditor must not act upon, a second request to withhold a parcel from sale or lease within 18 months of a previous request for that parcel. A county may reject a request made under this paragraph if the request is made more than 30 days after the county has given notice to the requesting state agency or governmental subdivision of the state that the county intends to sell or otherwise dispose of the property.

(b) Nonconservation tax-forfeited lands may be sold by the county board, for their market value as determined by the county board, to an organized or incorporated governmental subdivision of the state for any public purpose for which the subdivision is authorized to acquire property. When the term "market value" is used in this section, it means an estimate of the full and actual market value of the parcel as determined by the county board, but in making this determination, the board and the persons employed by or under contract with the board in order to perform, conduct, or assist in the determination, are exempt from the licensure requirements of chapter 82B.

(c) Nonconservation tax-forfeited lands may be released from the trust in favor of the taxing districts on application to the county board by a state agency for an authorized use at not less than their market value as determined by the county board.

(d) Nonconservation tax-forfeited lands may be sold by the county board to an organized or incorporated governmental subdivision of the state or state agency for less than their market value if:

(1) the county board determines that a sale at a reduced price is in the public interest because a reduced price is necessary to provide an incentive to correct the blighted conditions that make the lands undesirable in the open market, or the reduced price will lead to the development of affordable housing; and

(2) the governmental subdivision or state agency has documented its specific plans for correcting the blighted conditions or developing affordable housing, and the specific law or laws that empower it to acquire real property in furtherance of the plans.

If the sale under this paragraph is to a governmental subdivision of the state, the commissioner of revenue must convey the property on behalf of the state by quitclaim deed. If the sale under this paragraph is to a state agency, the commissioner must issue a conveyance document that releases the property from the trust in favor of the taxing districts.

(e) Nonconservation tax-forfeited land held in trust in favor of the taxing districts may be conveyed by the commissioner of revenue in the name of the state to a governmental subdivision for an authorized public use, if an application is submitted to the commissioner which includes a statement of facts as to the use to be made of the tract and the favorable recommendation of the county board. For the purposes of this paragraph, "authorized public use" means a use that allows an indefinite segment of the public to physically use and enjoy the property in numbers appropriate to its size and use, or is for a public service facility. **Authorized public uses as defined in this paragraph are limited to:**

(1) a road, or right-of-way for a road;

(2) a park that is both available to, and accessible by, the public that contains improvements such as campgrounds, playgrounds, athletic fields, trails, or shelters;

(3) trails for walking, bicycling, snowmobiling, or other recreational purposes, along with a reasonable amount of surrounding land maintained in its natural state;

(4) transit facilities for buses, light rail transit, commuter rail or passenger rail, including transit ways, park-and-ride lots, transit stations, maintenance and garage facilities, and other facilities related to a public transit system;

(5) public beaches or boat launches;

(6) public parking;

(7) civic recreation or conference facilities; and

(8) public service facilities such as fire halls, police stations, lift stations, water towers, sanitation facilities, water treatment facilities, and administrative offices.

No monetary compensation or consideration is required for the conveyance, except as provided in subdivision 1g, but the conveyance is subject to the conditions provided in law, including, but not limited to, the reversion provisions of subdivisions 1c and 1d.

(f) The commissioner of revenue shall convey a parcel of nonconservation tax-forfeited land to a local governmental subdivision of the state by quitclaim deed on behalf of the state upon the favorable recommendation of the county board if the governmental subdivision has certified to the board that prior to forfeiture the subdivision was entitled to the parcel under a

written development agreement or instrument, but the conveyance failed to occur prior to forfeiture. No compensation or consideration is required for, and no conditions attach to, the conveyance.

(g) The commissioner of revenue shall convey a parcel of nonconservation tax-forfeited land to the association of a common interest community by quitclaim deed upon the favorable recommendation of the county board if the association certifies to the board that prior to forfeiture the association was entitled to the parcel under a written agreement, but the conveyance failed to occur prior to forfeiture. **No compensation or consideration is required for, and no conditions attach to, the conveyance.**

(h) Conservation tax-forfeited land may be sold to a governmental subdivision of the state for less than its market value for either: (1) creation or preservation of wetlands; (2) drainage or storage of storm water under a storm water management plan; or (3) preservation, or restoration and preservation, of the land in its natural state. The deed must contain a restrictive covenant limiting the use of the land to one of these purposes for 30 years or until the property is reconveyed back to the state in trust. At any time, the governmental subdivision may reconvey the property to the state in trust for the taxing districts. The deed of reconveyance is subject to approval by the commissioner of revenue. No part of a purchase price determined under this paragraph shall be refunded upon a reconveyance, but the amount paid for a conveyance under this paragraph may be taken into account by the county board when setting the terms of a future sale of the same property to the same governmental subdivision under paragraph (b) or (d). If the lands are unplatted and located outside of an incorporated municipality and the commissioner of natural resources determines there is a mineral use potential, the sale is subject to the approval of the commissioner of natural resources.

(i) A park and recreation board in a city of the first class is a governmental subdivision for the purposes of this section.

(j) Tax-forfeited land held in trust in favor of the taxing districts may be conveyed by the commissioner of revenue in the name of the state to a governmental subdivision for a school forest under section 89.41. An application that includes a statement of facts as to the use to be made of the tract and the favorable recommendation of the county board and the commissioner of natural resources must be submitted to the commissioner of revenue. No monetary compensation or consideration is required for the conveyance, but the conveyance is subject to the conditional use and reversion provisions of subdivisions 1c and 1d, paragraph (e). At any time, the governmental subdivision may reconvey the property back to the state in trust for the taxing districts. The deed of reconveyance is subject to approval by the commissioner of revenue.

ANOKA COUNTY

08-32-25-23-0014 RAMSEY

Anoka County MINNESOTA

Aerial Photo: Flown Spring of 2014

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #17-06-109

RESOLUTION REQUESTING ANOKA COUNTY TO WITHHOLD CERTAIN TAX FORFEIT LAND FROM PUBLIC SALE AND AUTHORIZING ACQUISITION OF TAX FORFEIT PROPERTY FOR PUBLIC PURPOSE

WHEREAS, Outlot A TIGER MEADOWS, City of Ramsey, Anoka County, Minnesota, PIN #08-32-25-23-0014, has forfeited to the State of Minnesota for non-payment of taxes (The "Subject Property A"); and

WHEREAS, the parcel contains a drainage swale that directs stormwater runoff to a culvert under 170th Avenue; and

WHEREAS, it appears to be in the best interest of the City to acquire the Subject Property A for drainage purposes.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESTOA, as follows:

1) That the Mayor and City Clerk are hereby authorized to complete the application for a state use deed and any other necessary paperwork to secure ownership of the Subject Property A for drainage purposes.

2) That the Council hereby authorizes the costs the City would incur by acquiring the tax forfeit properties to be taken from the Public Improvement Revolving Fund for the acquisition of Subject Property A.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember , and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of May, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 10.**

Meeting Date: 05/09/2017

By: Tim Gladhill, Community Development

Information

Title

Adopt Resolution #17-05-113 Proclaiming May as Building Safety Month

Purpose/Background:

Purpose: The purpose of this item is to adopt a Resolution formally proclaiming May as Building Safety Month. A proclamation for same was read aloud under the presentation portion of this meeting.

Background: Building Safety Month (BSM), founded by the International Code Council (ICC), is celebrated by jurisdictions worldwide during the month of May. Mayor Strommen will read the proclamation aloud during this presentation portion of the meeting.

Building Safety Month is a public awareness campaign to help individuals, families and businesses understand what it takes to create safe and sustainable structures. The campaign reinforces the need for adoption of modern, model building codes, a strong and efficient system of code enforcement and a well-trained, professional workforce to maintain the system.

The campaign is presented by the ICC and its 63,000 members worldwide along with a diverse partnership of professionals from the building construction, design and safety community. Corporations, government agencies, professional associations, nonprofits and more come together to support Building Safety Month because they understand the need for safe and sustainable structures where we live, work and play.

Locally, this is an opportunity to celebrate the successes of Ramsey's building safety team. Over the past several years, the team has set out a goal, and excelled to a high degree, improvements to support to our community. The team has a passion for good customer service to ensure safety and healthy buildings and communities. The work of the team may not always be popular, but the good nature of the process helps ensure a vibrant future for our community. Some of the key achievements over the past year include, but are not limited to the following.

1. Electronic Permits/ePermits
2. Electronic/Automated Inspection Scheduling
3. Electronic Plan Review (coming this July)
4. Improved Insurance Ratings (savings to our residents)
5. Improved resources and webpage (customer-focused, not staff-focused) These improvements were developed in working directly with our customers. In 2016, the team put together a Customer Satisfaction Survey that produced a number of great ideas and process improvements. The improvements had an immediate result in our customer service satisfaction feedback.

Action:

Motion to adopt Resolution #17-05-113 Proclaiming May as Building Safety Month

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Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	05/04/2017 12:33 PM
Kurt Ulrich	Kurt Ulrich	05/04/2017 03:02 PM
Form Started By: Tim Gladhill		Started On: 05/04/2017 11:14 AM
Final Approval Date: 05/04/2017		

CC Regular Session **4. 11.**

Meeting Date: 05/09/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Information

Title

Report from Public Works Committee meeting dated April 18, 2017.
1. Consider Preventative Maintenance for 29-year old Well Pump and Motor at Central Park: Ratify the recommendation of the Public Works Committee to recommend City Council consideration of preventative maintenance to the well at Central Park at a not-to-exceed cost of $9,000 from the Capital Maintenance Fund, which includes replacement of the existing system with a Variable Frequency Drive and pump.
2. Consider A Review of SCADA System and the Need for Redundancy Upgrades: Ratify the recommendation of the Public Works Committee to recommend City Council consideration of Item # 1 for 2017 for purchase of Spare Master Equipment and to have the Public Works staff budget as necessary for Items #2-4 in future years, as reviewed in Mr. LeFreniere's April 6, 2017, report.
3. Consider Pedestrian and Traffic Concerns on Variolite Street and Receive Petition for Pedestrian Crosswalk: Ratify the recommendation of the Public Works Committee to recommend City Council to instruct City Staff to review potential safety-related improvements on Variolite Street, including a proposed crosswalk, and present their findings and recommendations to the Public Works Committee at their May 16, 2017, meeting.
4. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-00, Sunwood Drive Reconstruction: Ratify the recommendation of the Public Works Committee to recommend that the City Council approve plans and specifications for Improvement Project #17-00, Sunwood Drive Reconstruction.
5. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-01, Alpine Drive Reconstruction. Ratify the recommendation of the Public Works Committee to recommend City Council approval of plans and specifications for Improvement Project #17-01, Alpine Drive Reconstruction.
6. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension: Ratify the recommendation of the Public Works Committee to recommend City Council authorization to prepare plans and specifications for extended trunk sanitary sewer and watermain along Bunker Lake Boulevard to Puma Street.
7. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Flashing Yellow Arrow Improvements to Signal System at Armstrong Boulevard and Sunwood Drive: Ratify the recommendation of the Public Works Committee to recommend City Council authorization to hire SEH, Inc., to prepare plans and specifications for converting the City-owned signal system at the intersection of Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue to flashing yellow arrow operations.

Purpose/Background:

The Public Works Committee held its regular meeting on April 18, 2017 and discussed the following cases:
1. Consider Preventative Maintenance for 29-year old Well Pump and Motor at Central Park: Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and explained that preventative maintenance is recommended for the 4-inch submersible water supply well that was installed in 1988 at the Park Center Building at Central Park. In 2006, a concessions stand was completed. There are 23 separate fixtures in the park, and the Park Center Building is used year-round. A group of trees to the north of the buildings is in a dry, non-irrigated area. City Staff hopes to provide irrigation to that area as part of this project. Motion to ratify the recommendation of the Public Works Committee to recommend City Council consideration of preventative maintenance to the well at Central Park at a not-to-exceed cost of $9,000 from the Capital Maintenance Fund, which includes replacement of the existing system with a Variable Frequency Drive and pump.
2. Consider A Review of SCADA System and the Need for Redundancy Upgrades: Utilities Supervisor John Nelson reviewed the staff report and explained that the Public Works Committee had requested that City Staff review the SCADA (Supervisory Control and Data Acquisition) redundancy program, and provide a cost estimate. He introduced Craig LaFreniere, Total Control, Inc., who does SCADA system upgrades and programming.Mr. LaFreniere reviewed options for SCADA system upgrades for the Public Works Committee's review and consideration. These include: spare master equipment to be stored at Public Works; updated software for use with existing SCADA computer; the addition of a new SCADA computer and software update; a redundant SCADA computer, only valid with purchase of additional software under Option #3; or wireless broadband connection and Cradlepoint device. Motion to ratify the recommendation of the Public Works Committee to recommend City Council consideration of Item # 1 for 2017 for purchase of Spare Master Equipment and to have the Public Works staff budget as necessary for Items #2-4 in future years, as reviewed in Mr. LeFreniere's April 6, 2017, report.
3. Consider Pedestrian and Traffic Concerns on Variolite Street and Receive Petition for Pedestrian Crosswalk: Public Works Superintendent Riemer reviewed the staff report and explained that City Staff received a petition from the Sweetbay Ridge Neighborhood residents requesting consideration of a safer pedestrian crossing area at the intersection of Variolite Street and 161st Avenue NW. Traffic and pedestrian volumes, sight lines, accident history, posted speed, and other information about the intersection will be collected and reviewed by City Staff and a recommendation will be made based on that data as well as standard engineering practices. Public Works Superintendent Riemer stated the Public Works Committee can direct City Staff to collect the necessary data and present findings and recommendations on the requested crosswalk at the May 16, 2017, Public Works Committee meeting. Motion to Ratify the recommendation of the Public Works Committee to recommend City Council to instruct City Staff to review potential safety-related improvements on Variolite Street, including a proposed crosswalk, and present their findings and recommendations to the Public Works Committee at their May 16, 2017, meeting.
4. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-00, Sunwood Drive Reconstruction: Motion to ratify the recommendation of the Public Works Committee to recommend that the City Council approve plans and specifications for Improvement Project #17-00, Sunwood Drive Reconstruction.This is being presented as a separate case on tonight's agenda.
5. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-01 Alpine Drive Reconstruction: Motion to ratify the recommendation of the Public Works Committee to recommend City Council approval of plans and specifications for Improvement Project #17-01, Alpine Drive Reconstruction This is being presented as a separate case on tonight's agenda.
6. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Improvement Project #17-09, Bunker Lake Boulevard Utilities Extension: Motion to ratify the recommendation of the Public Works Committee to recommend City Council authorization to prepare plans and specifications for extended trunk sanitary sewer and watermain along Bunker Lake Boulevard to Puma Street. The Council authorized preparation of plans and specifications on April 25, 2017.
7. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Flashing Yellow Arrow Improvements to Signal System at Armstrong Boulevard and Sunwood Drive: Motion to ratify the recommendation of the Public Works Committee to recommend City Council authorization to hire SEH, Inc., to prepare plans and specifications for converting the City-owned signal system at the intersection of Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue to flashing yellow arrow operations.This is being presented as a separate case on tonights agenda.

Action:
Motion to ratify the recommendation of the Public Works Committee.

Attachments

Agenda

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	05/04/2017 09:52 AM
Bruce Westby	Bruce Westby	05/04/2017 10:31 AM
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:33 PM
Form Started By: MaryJo Warner		Started On: 05/01/2017 01:22 PM
Final Approval Date: 05/04/2017		

City of Ramsey
Agenda
Public Works Committee
Tuesday, April 18, 2017
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

5. Committee Business

1. Consider Preventative Maintenance for 29 year-old Well Pump and Motor at Central Park

2. A Review of SCADA System and the Need for Redundancy Upgrades

3. Review Pedestrian and Traffic Concerns on Variolite Street and Receive Petition for Pedestrian Crosswalk

4. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-00, Sunwood Drive Reconstruction

5. Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-01, Alpine Drive Reconstruction

6. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Improvement Project #17-09, Bunker Lake Blvd Utilities Extension

7. Consider Recommending City Council Authorization to Prepare Plans and Specifications for Flashing Yellow Arrow Improvements to Signal System at Armstrong Boulevard & Sunwood Drive

6. Committee/Staff Input

1. Large Diameter Culvert Inspection Report

2. Staff Updates on Improvement Projects and Items of Interest

3. Review Future Topics Calendar

7. Adjournment

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services

Public Works Committee **5. 1.**

Meeting Date: 04/18/2017

By: Mark Riverblood, Engineering/Public Works

Title:

Consider Preventative Maintenance for 29 year-old Well Pump and Motor at Central Park

Purpose/Background:

The purpose of this case is to recommend to City Council the authorization to perform preventive maintenance for the water supply well associated with the Park Center Building at Central Park. The 4" residential sized well was put into service in 1988, and has performed without any problems since. In approximately 2006, the concession stand or Lion's Pavilion was completed, and a 2" inch underground water supply line was routed from the Park Center building to also serve the new concession stand. Altogether, between the two buildings, there are 23 separate fixtures, including various faucets, sinks, toilets, urinals, drinking fountains and the misting station between the buildings.

These park buildings are used every day from early spring through late fall, with the Park Center Building in service year-around. While the well has not failed, this size of well and annual use (amount of water pumped) would be comparable to a residential property with irrigation. Accordingly, the average service life for the 4" submersible well pump and motor would be around 15 years.

Timeframe:

The background and overview of this case presentation may be less than 5 (five) minutes.

Observations/Alternatives:

Observations:

Water supply wells typically only fail when they are in use. If, (or when) the well that is the subject of this case fails, it is likely to cause significant inconvenience to park users—especially if it were to occur during a weekend tournament, where restrooms would be out of service, and the concession stand would need to be shut down. Another example of significant disruption would be during an election day (the Park Center Building is a Polling place).

On March 10th, 2017 the motor and pump were pulled from the well casing and tested. After 29 years of continuous use, the thrust bearing that couples the motor and pump was found to be worn, confirming that preventative maintenance—replacing the pump and motor—should be scheduled.

The following are **alternatives** to consider:

1. Do nothing at this time, and react to a potential water supply failure in the future.
2. Schedule pump and motor replacement in a future year.
3. Replace Pump
    a. Replace the pump and motor early in 2017 with a 1 1/2 hp motor and pump (same as in use today). This option is about $5,000.
    b. Replace the [existing system] with a 3 hp Variable Frequency Drive and pump (Staff's recommendation) due to the longer service life and other benefits. This option is < $9,000.

Additional information will be available at the meeting.

Funding Source:

Capital Maintenance Fund, (formerly known as the Park Maintenance Fund), in an amount not-to-exceed $9,000.

Recommendation:

Staff recommends replacing the well motor and pump with a new, 3 hp Variable Frequency Drive motor and pump, consistent with the attached quote— as soon as can be scheduled in the spring of 2017.

Action:

Motion to recommend/not recommend to City Council, preventative maintenance to the well at Central Park as discussed, at a not-to-exceed cost of $9,000 from the Capital Maintenance Fund.

Attachments

Quote

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	04/13/2017 04:23 PM
Grant Riemer	MaryJo Warner	04/13/2017 04:23 PM
Kurt Ulrich	Kurt Ulrich	04/13/2017 04:29 PM
Form Started By: Mark Riverblood		Started On: 04/12/2017 01:31 PM
Final Approval Date: 04/13/2017		

* * * E S T I M A T E * * *

E.H. RENNER & SONS, INC.
15688 JARVIS STREET NW

ELK RIVER, MN 55330

ESTIMATE NO.:000068390000
CUSTOMER NO.:02173
DATE: 03/10/17

TO:
CITY OF RAMSEY
7550 SUNWOOD DRIVE NW
RAMSEY, MN 55303

SHIP TO:
CENTRAL PARK COMMUNITY BL
7925 - 161ST AVE. NW
RAMSEY, MN 55303

SALESPERSON ... 02
ORDER DATE 03/10/17

Contacts:
1. TERRY BYRON (763) 238-9823
2. John Nelson (764) 286-0296
3. John Nelson (763) 433-9861
4. CITY HALL FAX (763) 427-5543

QUANTITY	DESCRIPTION		UNIT PRICE	AMOUNT
	REPLACEMENT PUMP SYSTEM FOR THE WELL # 449174 AT CENTRAL PARK COMMUNITY BLDG.			
1	SMEAL TRIP CHARGE	/TRIP	115.00	115.00
3	SMEAL PUMP TRUCK	/HR	120.00	360.00
4	OPERATOR	/ HR	116.00	464.00
4	SERVICE TECHNICIAN	/HR	116.00	464.00
	MATERIALS			
1	PUMP FRANKLIN LEGEND 30GPM PEO		927.00	927.00
1	MOTOR FRANKLIN 3HP 230/60/3		845.00	845.00
1	SUBDRIVE 30-C FRANKLIN		1,919.50	1,919.50
42	PIPE GALV 2" T&C W/MERCH CPLGS		8.45	354.90
1	VALVE CHECK 2" MIDWEST 530		125.75	125.75
50	WIRE 12/3 W/GRD FLAT JKT SUB-CABLE		1.55	77.50
1	MSC WIRE CONNECTORS, TAPE		11.00	11.00
1	TANK FLEXLITE FL28 - 82 GALLON		1,034.047	1,034.05
1	MISC. TANK FITTINGS		250.00	250.00
1	BOE ELECTRICAL ALOTMENT ESTIMATE		800.00	800.00
1	2" COPPER ALOTMENT ESTIMATE (BUDGET NUMBER)		645.00	645.00

ESTIMATOR: ROGER E. RENNER
763-427-6100-OFFICE
rerenner@ehrenner.com

SUB-TOTAL 8,392.70

* T H A N K Y O U *

SALES TAX 0.00

TOTAL 8,392.70

VFD

E.H. Renner & Sons

WELL DRILLING FOR FOUR GENERATIONS

15688 Jarvis Street N.W., Elk River, MN. 55330, (612)427-6100

WELL LOG

MAPCODE Q2-138

Date Started 11-21 19 88 Date Completed 12-9 19 88

Owner or Contractor City of Ramsey Address 15153 Nowthen Blvd.

Job Location 7925 161st Ave NW

City Ramsey County Anoka State of Minnesota

Well: ____ Cable Tool GD1000 Rotary Driller: Dale Johnson

Cased with: 4 inch ____ PE X T&C 150 Ft. Total Depth of Well 185 Ft. from grade
Includes 1' stickup
____ inch ____ PE ____ T&C ____ Ft.
____ inch ____ PE ____ T&C ____ Ft.

Feet of Open Hole 35 Finished in Franconia Static Water Level 35 Ft.

Tested at 40+ gallons per min. Drawn down of air feet.. clean & clear
Tested at ____ gallons per min. Drawn down of air feet. 90' 60GPM

Screen:
Size NONE dia. ____ ft. Make ____ Slot ____

Leader:
Size NONE dia. ____ ft. ____ Material ____ Fittings

Pump:
Make Grundfos Model 25S15-9 HP. 1½ Volts 230 1 Phase Type Sub Tank (2) WX-302

Motor Serial No. ____ Pump Serial No. ____ Drop Pipe ____ feet

Size 1¼ Capacity of Pump 25 G.P.M. AT 180 T.D.H Date Installed December 9, 1988

Inside 2 ft. Outside 35 ft.

Pitless Adapter: Make Baker 4" Standard Offset Material CU Size 1½ inch

Kind of Formation	Color of Formation	Started Depth	Ended Depth	Total Thickness of Formation	Remarks
Sand	Brn/Tan	0	30	30	
Clay & Rock	Red	30	78	48	
Sand & Rocks (Gravel)	Tan Grn/White	78	88	10	
Clay	Tan/Brn	88	100	12	
Sandstone Gravel Drift	Tan/White Grey/Yellow	100	120	20	
Clay	Brn/Grey	120	126	6	Layered Very Tight
Shale Drift Mix	Blue Grey White	126	144	18	
Sand Rock	Turquois	144	149	5	149 Extremely hard turned soft at 155
Sandstone Jordon	White Grey	149	168	19	lost return
Sandstone Jordon	Grey	168	180	12	
Sandstone Franconia	Green	180	185	5	

E. H. Renner & Sons

INVOICE

INCORPORATED
WELL DRILLING FOR FIVE GENERATIONS
15688 JARVIS ST. N.W. • ELK RIVER, MN 55330
PHONE: (763)427-6100 • FAX: (763)427-0533
www.ehrenner.com

INVOICE NO.:000154490000
CUSTOMER NO.:02173
DATE: 03/10/17

SOLD TO:
CITY OF RAMSEY
7550 SUNWOOD DRIVE NW

RAMSEY, MN 55303

SHIP TO:
COMMUNITY CENTER WELL
7925 - 161ST AVE. NW
WELL # 449174
RAYMSEY, MN 55303

SHIP DATE	SHIPPED VIA	F.O.B.	TERMS	SALES-PERSON	ORDER DATE	P.O. NUMBER
03/10/17	RAYMOND	RAMSEY	NET 30	03	03/07/17	763-238-9823

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	PUMP TEST FOR WELL # 449174 USE OWNER'S PUMP OVER THE TOP ATTAINED 30GPM/FT OF DRAW DOWN NEED SPECIFIC CAPACITY OF WELL ATTAINED DIME SIZE SAND AT 60GPM BRING GLASS JAR TO DETECT SANSTONE PUMP IS < 5% OFF CURVE AT 60PSI PICTURES NEEDED TO ESTIMATE THE MOTOR RUNS AT 11.76 AMPS OPEN FOUND BOTH PRESSURE TANK'S BLADDERS RIPPED		
1	SMEAL TRIP CHARGE /TRIP	115.00	115.00
1	SMEAL PUMP TRUCK /HR	120.00	120.00
1	OPERATOR / HR	116.00	116.00
	RAN SYSTEM TO CLEAR AND RESET PUMP, WATER LEVEL 32' AND WAS AT 35' IN 1988		

RAYMOND T. RENNER CWI/PI
763-286-8806-CELL
raymond.t.renner@ehrenner.com

March 10th test

	SUB-TOTAL	351.00	SHIPPING CHARGES	0.00
* THANK YOU *	SALES TAX	0.00	TOTAL	351.00

Like Us on FACEBOOK!

WHITE – CUSTOMER YELLOW – OFFICE PINK – SEND BACK WITH PAYMENT

Public Works Committee **5. 2.**

Meeting Date: 04/18/2017
Submitted For: Grant Riemer, Engineering/Public Works
By: Grant Riemer, Engineering/Public Works

Title:
A Review of SCADA System and the Need for Redundancy Upgrades

Purpose/Background:
Purpose: The PW committee requested that staff review the need for a SCADA (Supervisory Control and Data Acquisition) redundancy program and its cost. Craig LaFreniere from Total Control Inc, who does all of our SCADA system upgrades and programming will be on hand to give a quick run through on the backup features of our current program and and give options and pricing on possible system upgrades.

Timeframe:
10-15 minutes

Observations/Alternatives:
NA

Funding Source:
NA

Recommendation:
Based on committee discussion

Action:
Based on committee discussion

Attachments

SCADA Upgrades

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/13/2017 03:45 PM
Form Started By: Grant Riemer		Started On: 03/30/2017 02:49 PM
Final Approval Date: 04/13/2017		

Total Control Systems, Inc.
38841 Nyman Drive NE
PO Box 40
Stanchfield, MN 55080-0040
Phone 320-396-4442 / Fax 320-396-4443

April 6th, 2017

To: John Nelson Re: Ramsey, MN – Scada Improvements Quote.

Total Control Systems, Inc. (TCS) proposes the following equipment and services.

Item #1 – Spare Master Equipment (PLC, Radio, Power Supplies, Relays, Surge Arrestors & UPS)
Item #1 Equipment & Labor Cost - **$3,274.33 (NO Tax Included)**

Item #2 – Scada HMI Update & Software Dialer Update (Conversion of existing HMI to Rockwell Software FTView & Win911 Software Update to current version. Uses existing Scada computer)
Item #2 Equipment & Labor Cost - **$11,998,33 (No Tax Included)**

Item #3 – Scada Computer, Scada HMI Update & Software Dialer Update (New Scada Computer, Conversion of existing HMI to Rockwell Software FTView & Win911 Software Update to current version. Uses existing Scada computer)
Item #3 Equipment & Labor Cost - **$15,085.81 (No Tax Included)**

Item #4 – Redundant Scada Computer, Scada HMI Software (New Redundant Scada Computer, Rockwell Software FTView, Sonicwall Firewalls to connect Redundant computer into remote SCADA PLC)
Item #4 Equipment & Labor Cost - **$13,077.60 (No Tax Included)**
NOTE: ITEM #4 PRICING VALID IF ITEM #3 SELECTED AS WELL.

Item #5 – Verizon Wireless Broadband Connection utilizing Cradlepoint device.
Item #5 Equipment & Labor Cost - **$2,127.67 Per Site (No Tax Included)**
NOTE: ITEM #5 VALID FOR SITES WITH NETWORK BASED PLC CONTROLLERS.
****: Monthly Verizon service NOT included, this is a customer responsibility.**
TCS advises Verizon 1 GB/Month plans for EACH site at $25/month per site.

- We acknowledge receipt of Addendum No.
- Terms are Net 30 days from invoice date. No retainage allowed. A 1.5% charge per month added to any past due balance. Price may be dependent on past credit history.
- This quote/proposal valid for 60 days.
- Work to commence after receipt of an acceptable written purchase order acknowledging acceptance of our terms.
- F.O.B. job-site. Freight allowed
- Start-up service/training, documentation and equipment adjustment is included as specified.
- TCSI does not accept any liquidated damages.

- ALL PANELS FURNISHED BY TCS WILL HAVE A UL 508 SERIALIZED OR UL698A ENCLOSED INDUSTRIAL CONTROL PANEL RELATING TO HAZARDOUS LOCATIONS WITH INTRINSICALLY SAFE CIRCUIT EXTENSIONS LABEL, AS REQUIRED.

If you have any questions regarding our proposal, please contact our office. We look forward to working with you on this project.

Sincerely,
TOTAL CONTROL SYSTEMS, INC.

Kraig LaFreniere
KL/lb

Public Works Committee **5. 3.**

Meeting Date: 04/18/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Review Pedestrian and Traffic Concerns on Variolite Street and Receive Petition for Pedestrian Crosswalk

Purpose/Background:

At the April 11th city council meeting staff received a petition from the Sweetbay Ridge neighborhood requesting that the city provide residents with a safer crossing area at the intersection of Variolite St and 161st Ave. to allow access to Central Park. Our policy is to have staff collect information at the intersection in question, such as traffic volumes, pedestrian volumes, sight lines, accident history, posted speed, etc. After the data is collected and reviewed, staff will make its recommendation based on that data and standard engineering practices.

Staff also received a letter from a resident that lives near the intersection of 158th Ave and Variolite St and they to are concerned with traffic speed on Variolte St and pedestrian safety. Both the petition and the letter are attached to the case.

Timeframe:

5 minutes

Observations/Alternatives:

NA

Funding Source:

The traffic data collection will be performed as part of staff's regular duties.

Recommendation:

Direct staff to collect the necessary traffic data and present it's findings and recommendation for the requested crosswalk, and any other safety-related improvements in regard to Variolite Street, at the May16th Public Works Committee meeting.

Action:

Motion to approve staff recommendation to collect the necessary data and present it's findings and recommendation for the requested crosswalk, and any other safety-related improvements in regard to Variolite Street, at the May 16th Public Works Committee meeting or, reject the staff recommendation, and accept alternate recommendation based on committee discussion.

Attachments

Petition

Letter of Concern

Form Review

Inbox	Reviewed By	Date

Kurt Ulrich	Kurt Ulrich	04/13/2017 03:52 PM
Form Started By: Grant Riemer		Started On: 03/30/2017 02:54 PM
Final Approval Date: 04/13/2017		

Petition for a Safer Street Crossing

We the undersigned ask that the City of Ramsey provide residents with a safer crossing area to access Central Park at the intersection of Variolite Street and 161st Avenue. This will provide residents with access to the city park and it's resources from nearby current and future homes.

	Date	Printed Name	Signature	Address
1	4/6/17	Mary Woestehoff	Mary Woestehoff	16078 Uranimite St. NW
2	4/6/17	Jessica Foss		16061 Uranimite St NW
3	4/6/17	Kody Gilla		16037 Uranimite St NW
4	4/6/17	Noura Seabrook	Noura	16025 uranimite NW Ramsey Anoka
5	4/6/17	Dwayne Gapinski		
6	4-6-17	Ryan Hood	Ryan Hood	15982 uranimite NW Ramsey, M
7	4-6-17	Denette Moser		16030 Uranimite St NW
8	4/6/17	Lilian Ombati	Liliana	16054 Uranimite St NW
9	4/6/17	Sarah Eiden		16068 Uranimite St NW
10	4/6/17	JOE Goddu		7541 161st Ave NW

Petition for a Safer Street Crossing

We the undersigned ask that the City of Ramsey provide residents with a safer crossing area to access Central Park at the intersection of Variolite Street and 161st Avenue. This will provide residents with access to the city park and it's resources from nearby current and future homes.

	Date	Printed Name	Signature	Address
11	4/5	Beth Hulke		7530 161st Ave N.W.
12	4/6	Derrick Olson		7513 161st Ave N.W.
13	4/6	Clint Seul		7496 161st Ave NW
14	4/6	Katie Wenberg		7508 161st Ave NW
15	4/6	Jenni Taylor		7483 161st Ave NW
16	4/6	Eric Roering		7463 161st Ave NW
17	4/6	Matt Hilmoe		16096 Rhinestone St.
18	4/6	Susan Martinson		16078 Rhinestone St.
19	4/6	Amy Hauge		16071 Rhinestone St.
20	4/6/17	Ryan & Wendy Rahnstrom		16089 Rhinestone St

Petition for a Safer Street Crossing

We the undersigned ask that the City of Ramsey provide residents with a safer crossing area to access Central Park at the intersection of Variolite Street and 161st Avenue. This will provide residents with access to the city park and it's resources from nearby current and future homes.

	Date	Printed Name	Signature	Address
21	4/6	Amy Dow		16130 Rhinestone St NW Ramsey MN 55303
22	4/6	Morgan Jensen		16107 Rhinestone St NW Ramsey MN
23	4/6	Kristy Manning		16121 Rhinestone St NW, Ramsey, MN
24	4/6	Katie Anderson		16144 Rhinestone St. NW Ramsey, MN 55303
25	4/6	Blake Chelley		16145 Rhinestone St NW Ramsey MN 55303
26	4/6	Lisa Quam		7477 162nd Ave NW Ramsey, MN 55303
27	4/7	Kyle Langseth		16073 Uranium St. NW Ramsey, MN 55303
28	4/7	Lora Steiner		15977 Uranium ST NW Ramsey, MN 55303
29	4/7	Eric Hodges		7463 159th Ave NW Ramsey, MN 55303
30	4/7	Sherry Beck		7514 159th Ave NW Ramsey, MN 55303

Petition for a Safer Street Crossing

We the undersigned ask that the City of Ramsey provide residents with a safer crossing area to access Central Park at the intersection of Variolite Street and 161st Avenue. This will provide residents with access to the city park and it's resources from nearby current and future homes.

	Date	Printed Name	Signature	Address
31	4/7/17	Alem Belcum		7526 159th Ave Ramsey MN 55303
32	4/7/17	Brad Marzinsk		15972 Uranimite St NW Ramsey, MN 55303
33	4-7-17	MARIANNE COVINGTON		16132 URANIMITE ST NW RAMSEY MN 55303
34	4/7/17	JANIE TRUTNIN		16125 Uranimite St. NW RAMSEY, MN 55303
35	4/7/17	Louis LaFrenier		16168 Uranimite St Ramsey MN 55303
36	4/7/17	Sara Deforest		7540 162nd Ave Ramsey MN 55303
37	4/7/17	Michele Batts		7553 162nd Ave NW Ramsey MN 55303
38	4/7/17	Nicole Bergeland	Nicole Bergeland	7535 162nd Ave NW Ramsey MN 55303
39	4/7/17	Azeb Akallew ELIAS Getebeb	Elias Getebeb	7514 162 Ave NW Ramsey MN 55303
40	4/7/17	Jenny Balwanz Mark Balwanz	Jenny Balwanz	7502 162nd Ave NW Ramsey MN 55303

Petition for a Safer Street Crossing

We the undersigned ask that the City of Ramsey provide residents with a safer crossing area to access Central Park at the intersection of Variolite Street and 161st Avenue. This will provide residents with access to the city park and it's resources from nearby current and future homes.

	Date	Printed Name	Signature	Address
41	4/7/17	Isaac Ludquist		7525 162nd Ave NW Ramsey MN 55303
42	4/7/17	Tray Halverson		7489 162nd Avenue Ramsey MN 55303
43	4/7/17	Kayla Fandel		7486 162nd Ave NW Ramsey MN 55303
44	4/7/17	Cindy Goodrich		16137 Rhinestone St NW Ramsey, MN 55303
45	4/7/17	Ashley McCormick		16088 Rhinestone St NW Ramsey, MN 55303
46	4/7/17	Chad Boehlke		16101 Rhinestone St NW Ramsey, MN 55303
47	4/7/17	Bill Cowette		16266 Sapphire St NW Ramsey MN 55303
48	4/7/17	Amber Cuevas		7474 163rd Ave NW Ramsey, MN 55303
49	4/7/17	CHAD MARACK		7258 163RD AVE NW RAMSEY, MN 55303
50	4/7/17	JASON SUNDEEN		7543 163RD AVE NW RAMSEY, MN 55303

Petition for a Safer Street Crossing

We the undersigned ask that the City of Ramsey provide residents with a safer crossing area to access Central Park at the intersection of Variolite Street and 161st Avenue. This will provide residents with access to the city park and it's resources from nearby current and future homes.

	Date	Printed Name	Signature	Address
51	4/7	Jeff Brown	Jeff Brown	7556 163RD AVE NW Ramsey, MN 55303
52	4/7	Rebecca Patrick	R Patrick	7588 163rd Avenue Ramsey MN 55303
53	4/7	Ryan Knox	Ry Knox	7589 163rd Ave NW Ramsey, MN 55303
54	4/7	Jeff Noyes	JN	7575 163rd Ave NW Ramsey, MN 55303
55	4/7	Steve Wentz		7573 163rd Ln NW
56	4/7	MARY CHERRICO	M Cherrico	16094 Uranium St NW Ramsey, MN 55303
57	04.08	Tina Meraviglia	Tina Meraviglia	15972 Uranium St NW Ramsey MN 55303
58				
59				
60				

All,

I have lived on the corner of 158th and Varolite for 25+ years, have seen many changes over the years.

I walk the sounding area 4-5 times/week all year and have seen more frequent concerns these past few years. I feel the speed should be looked at on Varolite between at least 163rd and Alpine. The following is some observations in no particular order:

1. We have a hill at 161st (the road that goes to central park), that makes for poor site lines.
2. The new development to the east of Varolite between 158th and 163rd is getting built out fairly fast now making for more trips.
3. I see a fair amount of people crossing at 161st by foot/bike going to/from the park, this is where I have seen enough close calls, another one this weekend that made me want to finally write you.
4. We have a walking path that's on the road, it goes between a turn lane and Varolite at 159th. If you have not walked it yet, do yourself a favor and walk down the path when you have cars going 50-60mph on one side of you and cars on the other side of you in a turn lane as they enter going 50mph. I'm going to be honest here, I don't use that section of trail, I walk in the turn lane, at least I have an out to the ditch + it gives me some distance from the faster cars on Varolite, lessor of all evils I guess. It would appear most walkers feel the same about that section.
5. From what I can tell the new development has fair number of young families, if the current trend keeps going I can see a lot of young soccer/foot ball/baseball players making way to Central Park by foot being its so close. I hope that's case anyway.
6. It appears the Brookfield Development next addition is heading to the West, I'm going to guess many of those folks will be using Varolite.
7. If that trail/boardwalk gets done by Troutbrook that's going to put more people on the shoulders. I'm looking at you park board lets get this done, even if we don't get the grant:)
8. Deer vs car, not sure if this is a plus or minus. Its seems to be working well keeping the deer population down with the faster speeds.
9. Another kind of odd deal is the speed on Alpine is slower in the area compared to Varolite. I'm not a traffic engineer but the number of homes, access points and generally the number of people I see on foot near and around the park is much higher than Alpine.
10. Varolite is a retaliative short section of roadway at 2.25 miles. If we dropped the speed between Alpine and 163rd (1 mile) 10mph its going to cost us 18 seconds, drop the whole section of road 80 seconds in time, I can live with either one.

Its just a matter of time until someone gets clocked good or a life is taken. I'm going to guess its more apt to happen between game times during the summer months. I think a permanent speed change would be warranted if not permanent at least during game/practice times, that's when I have seen the most close calls.

Not that a speed change would help with people passing on the shoulder and or the knuckle head texting that I see while I'm walking it would at least buy me a few more seconds to get out of the way if need be if they were traveling slower.

I'm the last one to complain, I can count on one hand how many times I have contacted the city in the past 25 years. After seeing so many close calls I really do feel we have a unsafe environment in that area.

If you want to make the walk with me I'm open to that, as noted I walk it often, rain or shine.

Thanks for you time,

Jay Jagerosn

Public Works Committee **5. 4.**

Meeting Date: 04/18/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-00, Sunwood Drive Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of plans and specifications for Improvement Project #17-00, Sunwood Drive Reconstruction.

Background:

Attached are current plans for Improvement Project #17-00, Sunwood Drive Reconstruction. These plans are being reviewed by MnDOT State Aid. Approval by State Aid must be received before the City can bid the project. Staff anticipates receiving State Aid approval prior to requesting City Council approval of plans and specifications and authorization to bid the project on May 9th. This schedule would allow construction to begin in late June and to be substantially complete by September 1st.

The design represented in the attached plans is generally consistent with the design as discussed with the City Council and addressed within the Feasibility Report. The only significant difference is that instead of milling 3+ inches off the top of the existing pavement and hauling it off site, all of the existing bituminous pavement will be reclaimed and mixed with the existing aggregate base, then 4 inches of the reclaim material will be hauled off site to allow for 4 inches of new bituminous pavement to maintain existing elevations. The project also proposes to install 6 inches of stabilized reclamation material now instead of 5 inches as proposed in the Feasibility Report, thereby providing a stronger pavement section.

The Feasibility Report identified estimated costs in the amount of $607,000. The current estimated project costs per the attached plans are $571,539.48. Special assessments are proposed to pay for 25% of the total project costs.

Timeframe:

Staff estimates 10 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

Observations:

Staff is working with property owners to ensure they are fully aware of the current plans and tentative schedule to reconstruct their driveway accesses.

Alternatives:

Alternative #1 – Motion recommending City Council approval of plans and specifications for Improvement Project #17-00, Sunwood Drive Reconstruction.

Alternative #2 – Motion of other.

Funding Source:

Staff proposes to fund the proposed improvements using a combination of special assessments, street reconstruction bond funds, and stormwater utility funds.

Recommendation:

Staff recommends alternative #1.

Action:

Motion to recommend City Council approval of plans and specifications for Improvement Project #17-00, Sunwood Drive Reconstruction.

Attachments

IP1700 Plans

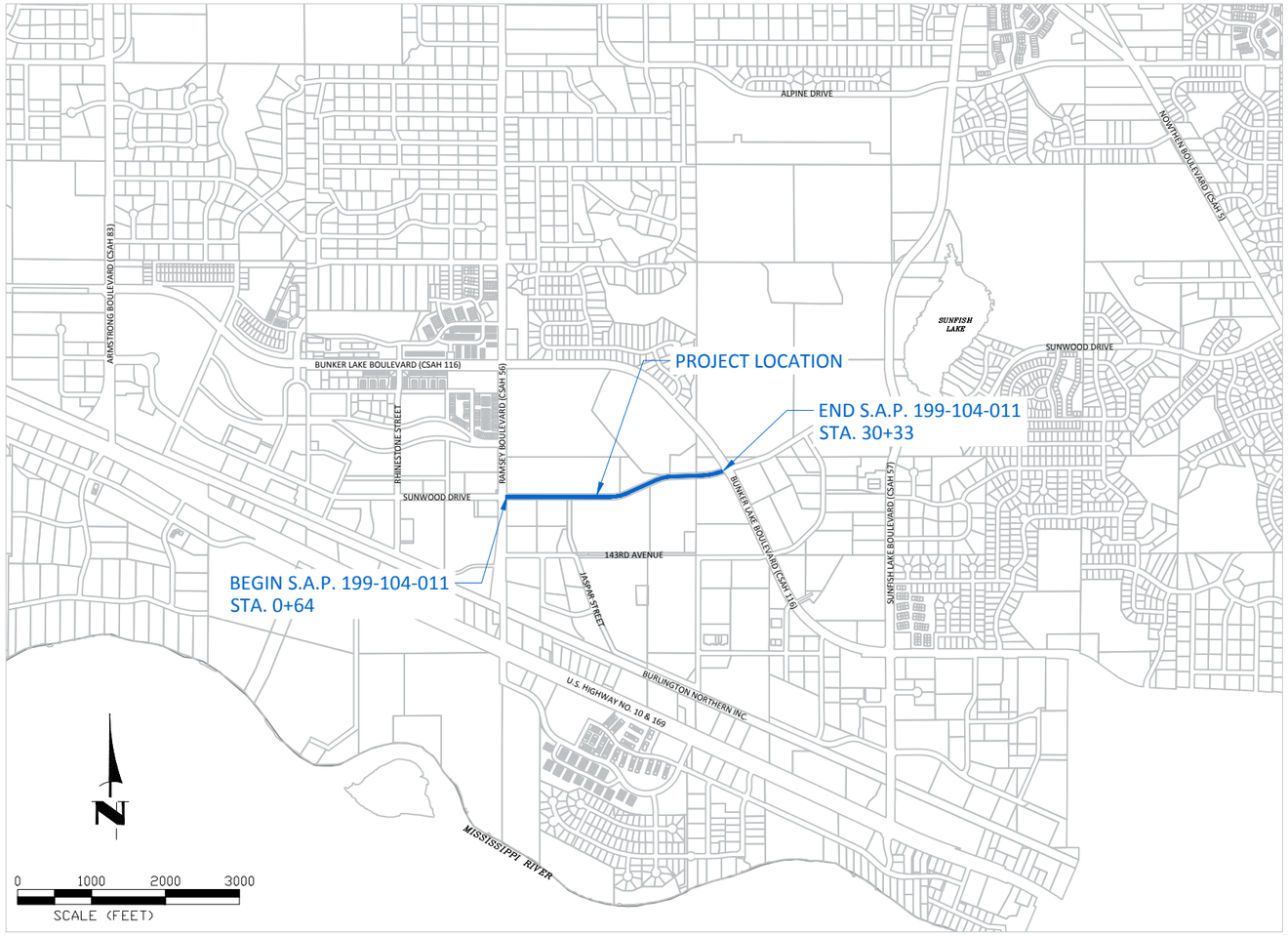
Form Review

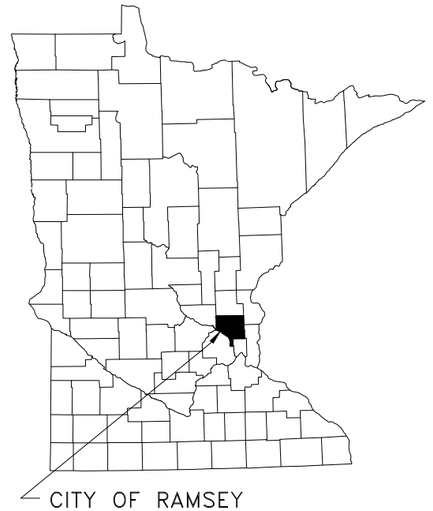
Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/13/2017 11:05 AM
Kurt Ulrich	Kurt Ulrich	04/13/2017 03:55 PM
Form Started By: Bruce Westby		Started On: 04/10/2017 05:25 PM
Final Approval Date: 04/13/2017		

CITY OF RAMSEY

STREET CONSTRUCTION PLANS FOR BITUMINOUS RECLAMATION AND PAVING.
S.A.P. 199–104–011

S.A.P. LOCATED ON SUNWOOD DRIVE BETWEEN RAMSEY BOULEVARD AND BUNKER LAKE BOULEVARD
FROM NW 1/4 OF THE SW 1/4 OF S27, T32, R25 TO NW 1/4 OF THE SE 1/4 OF S27, T32, R25





CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA
DISTRICT: METRO

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38–02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL 1–800–252–1166 OR 651–454–0002

Call before you dig
811
651 454–0002 Metro
800 252–1166 Outstate
www.gopherstateonecall.org

NO.	PROJECT	STA. TO STA.	GROSS LENGTH	BRIDGE LENGTH	NET LENGTH	NET LENGTH (MILES)	ADT (2015)	ADT (2037)	DESIGN ESAL	R VALUE	TON DESIGN	DESIGN SPEED	NUMBER OF LANES	WIDTH OF LANES	NUMBER OF PARKING LANES	WIDTH OF PKG LANES	FUNCTIONAL CLASSIFICATION
①	S.A.P. 199–104–011 SUNWOOD DRIVE	0+64 TO 30+33	2969 FT	0 FT	2969 FT	0.56 MI.	3500	7380	499,000	50	10	40	2	EB – 12' WB – 12'	2	8'	COLLECTOR

GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

THIS PLAN CONTAINS 18 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SHEET INDEX
3	STATEMENT OF ESTIMATED QUANTITIES
4	TYPICAL SECTION
5	DETAILS
6–8	EROSION CONTROL AND RESTORATION
9–11	REMOVALS
12	ALIGNMENT LAYOUT
13–15	STREET AND STORM SEWER
16	STRIPING PLAN
17–18	SWPPP

LEGEND

MB	MAILBOX	— —	EASEMENT
	LIGHT POLE	———	RIGHT OF WAY
	TREE	—E—	ELECTRIC
	SHRUB	—G—	GAS
	SIGN	—T—	TELECOMMUNICATIONS
POLE	POLE	—>>—	STORM SEWER
	FLOOD LIGHT		TREE LINE
	VALVE	—XSR—	SPLIT RAIL FENCE
PED	UTILITY PEDESTAL		LANDSCAPING
HH	HAND HOLE		RETAINING WALL
	EXISTING CATCH BASIN		5' CONTOUR LINE
STM	EXISTING MANHOLE		1' CONTOUR LINE
	EXISTING FLARED END	—SF—	SILT FENCE
	REMOVE TREE		CONCRETE CURB & GUTTER
	3'X2' CATCH BASIN		
	CATCH BASIN MANHOLE		
	INLET PROTECTION		
	RECLAIM BITUMINOUS PAVEMENT		
	EDGE MILL		
	REMOVE BITUMINOUS PAVEMENT		
	REMOVE BITUMINOUS DRIVE		
	REMOVE CONCRETE VALLEY GUTTER		
	CONCRETE PAVEMENT		
	BITUMINOUS PAVEMENT		
	SOD		

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

BRUCE R WESTBY, P.E.
RAMSEY CITY ENGINEER
40116 LIC. NO.
DATE

DATE
DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY

DATE
STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING

SHEET 1 OF 18 SHEETS

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STOPPING SIGHT DISTANCE BASED ON:
3.5 FT – HEIGHT OF EYE
2.0 FT – HEIGHT OF OBJECT

DATUM:
VERTICAL: NAVD 88
HORIZONTAL: ANOKA COUNTY COORDINATES (1996 ADJUSTMENT)

S.A.P. 199–104–011

DATE	REVISION

Apr 11, 2017 – 3:10pm
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0 120 240 360
SCALE (FEET)

N

RAMSEY BOULEVARD (CSAH 56)

BUNKER LAKE BOULEVARD (CSAH 116)

BEGIN S.A.P. 199-104-011
STA. 0+64

END S.A.P. 199-104-011
STA. 30+33

0+00 5+00 10+00 15+00 20+00 25+00 30+00 31+07

SUNWOOD DRIVE

JASPAR STREET

143RD AVENUE

7231
14601
7222
7180
7100
7000
6825
6850
6690
PID 27-32-25-31-0009
PID 27-32-25-42-0005
PID 27-32-25-42-0006

13 9 6

14 10 7

15 11 8

LEGEND

XX — EROSION CONTROL PLAN & RESTORATION

(XX) — REMOVALS

[XX] — STREET AND STORM SEWER

DATE	REVISION

Apr 11, 2017 - 3:10pm
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BRUCE W. WESTBY
Date 4/11/17 Lic. No. 40116

DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/11/17
CHECKED BY:	BRW	FILE No. 17-00

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SHEET INDEX
S.A.P. 199-104-011

SUNWOOD DRIVE 2017 OVERLAY - RAMSEY TO BUNKER
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 2 OF 18 SHEETS

ESTIMATE□ □UANTITIES					NON□PARTICIPATING		
					S.A.P. 199-104-011 *SUNWOOD DRIVE*		
					STREET	*STORM SEWER*	
PAGE NO.	**NOTE**	**ITEM NO.**	**ITEM**	**UNIT**	**ESTIMATE□ □UANTIT□**	**ESTIMATE□ □UANTIT□**	**TOTAL ESTIMATE□ □UANTIT□**
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STORM SEWER CASTING RESET SCHEDULE			
PAGE No.	STRUCTURE	STATION	OFFSET
14	CBMH 204	5+51.72	R - 21.0'
14	CBMH 203B	8+51.54	R - 21.2'
14	CBMH 203	8+85.38	R - 20.5'
14	CB 203C	9+50.10	R - 21.1'
15	CB 305	13+45.19	R - 21.0'
15	CB 402A	17+95.69	R - 20.6'

NOTE:
SEE CITY STANDARD PLATE STO-13, SHEET 5 FOR STORM SEWER CASTING RESET.

PAY ITEM NOTES:

1. EV TO CV CONVERSION FACTOR = 1.2
2. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 0.07 GAL/SY.
3. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 110 LB/SY-IN.
4. REMOVAL LIMITS WILL BE MARKED IN THE FIELD BY CITY STAFF.
5. LUMP SUM QUANTITY SHALL INCLUDE ALL COST REQUIRED FOR MAINTAINING PEDESTRIAN ACCESS ROUTES, AND ALL FLAGGING OPERATIONS AS NECESSARY.
6. GROUT CATCH BASIN SHALL OCCUR AFTER BITUMINOUS WEARING COURSE LIFT IS APPLIED.
7. APPLICATION RATE OF 4.5% BITUMINOUS MATERIAL FOR STABILIZED FULL DEPTH RECLAMATION USED FOR ESTIMATION PURPOSES ONLY. SEE STABILIZED FULL DEPTH RECLAMATION MIX DESIGN FOR FINAL APPLICATION RATE.
8. CONTRACTOR SHALL STOCKPILE ENOUGH RECLAIM MATERIAL ON-SITE TO PLACE UNDER THE REPLACED CONCRETE CURB AND GUTTER AND CONCRETE VALLEY GUTTER. 6" OF RECLAIM MATERIAL SHALL BE PLACED UNDER CONCRETE CURB AND GUTTER TO 6" BEHIND THE BACK OF CURB. 8" OF RECLAIM MATERIAL SHALL BE PLACED UNDER CONCRETE VALLEY GUTTER. THIS SHALL BE INCIDENTAL TO THE PAY ITEMS.

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NO GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING IRRIGATION SYSTEMS WITHIN THE PROJECT CONSTRUCTION LIMITS BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE FOR AVOIDING DAMAGE TO IRRIGATION SYSTEMS WHERE POSSIBLE.

DATE	REVISION

Apr 11, 2017 - 3:10pm
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE W. WESTBY
Date 4/11/17 Lic. No. 40116

DESIGNED BY:	
JJF	
DRAWN BY: JJF	DATE: 4/11/17
CHECKED BY: BRW	FILE No. 17-00

City of RAMSEY

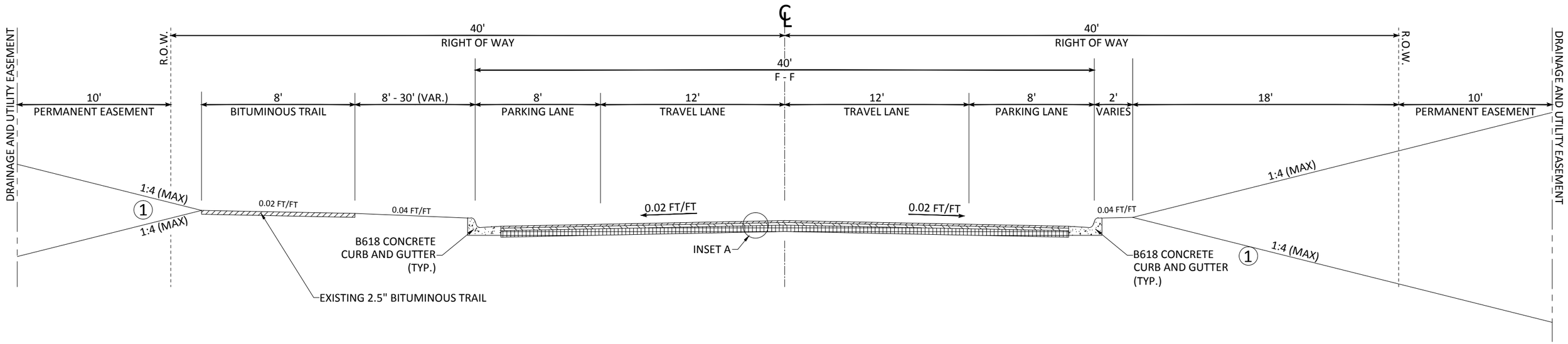
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STATEMENT OF ESTIMATED QUANTITIES
S.A.P. 199-104-011

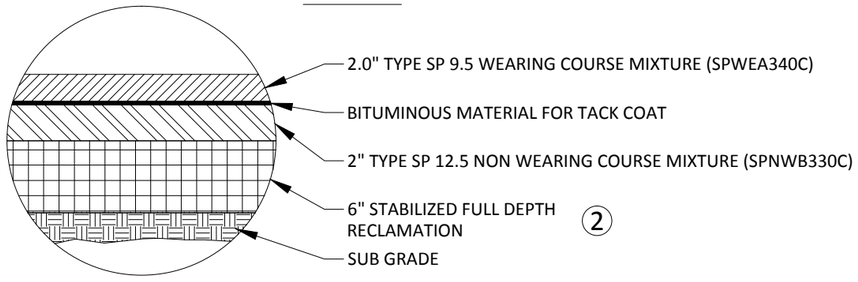
SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 3 OF 18 SHEETS

PROPOSED SUNWOOD DRIVE TYPICAL SECTION



INSET A:



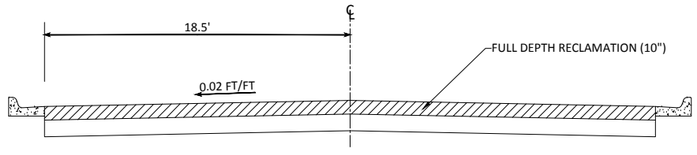
REFERENCE NOTES:

① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING A MINIMUM OF 4" COMMON TOPSOIL BORROW AND SODDING TYPE LAWN. SEE CITY PLATE NO. ERO-6 FOR COMMON TOPSOIL BORROW.

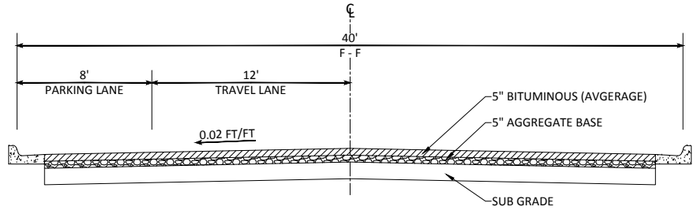
② STABILIZED FULL DEPTH RECLAMATION (SFDR), SEE THE SPECIFIED MIXTURE.
SPREADING, COMPACTION AND ROLLING PER SPECIFICATIONS

20 YR DESIGN LANE BESALS:	499,000
DESIGN R-VALUE: 40	
REQUIRED SECTION	
MINIMUM BIT (GE)	7.32
MIN. AGG. BASE (GE)	6.00
TOTAL REQUIRED GE	13.32
PROPOSED SECTION	
WEARING COURSE (2.0")	4.50
NON-WEAR COURSE (2.0")	4.50
TOTAL BIT	9.00
FDR STABILIZED (6.0")	9.00
TOTAL PROPOSED GE	18.00

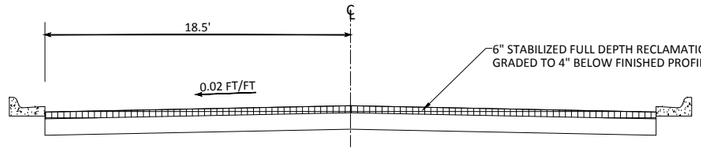
STEP 1: FULL DEPTH RECLAMATION OF EXISTING PAVEMENT SECTION (10")



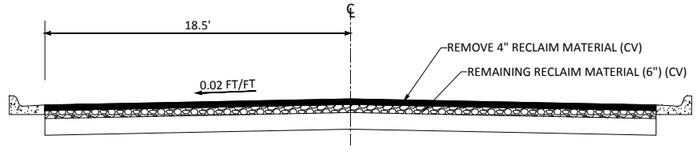
EXISTING PAVEMENT SECTION



STEP 3: STABILIZE FULL DEPTH RECLAMATION, SPREAD AND COMPACT THE MIXTURE. MAY REQUIRED AN ADDITIONAL PASS TO PROPERLY MIX.



STEP 2: REMOVE EXCESS RECLAMATION MATERIAL TO 4" BELOW FINISHED PROFILE GRADE.



NOTE: NOT TO SCALE

DATE	REVISION

Apr 11, 2017 - 3:11pm
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BRUCE W. WESTBY
Date 4/11/17 Lic. No. 40116

DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/11/17
CHECKED BY:	BRW	FILE No.	17-00

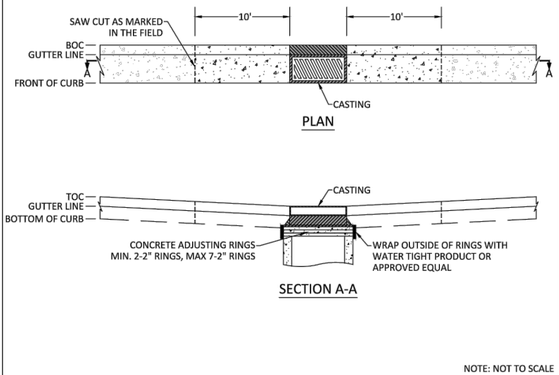
City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

TYPICAL
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 4 OF 18 SHEETS

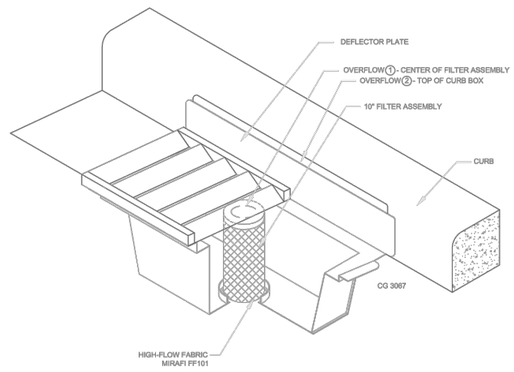


NOTE: NOT TO SCALE

NOTE:

1. CONCRETE CURB AND GUTTER TO BE REMOVED 10 FEET TO EITHER SIDE OF CATCH BASIN CASTING. CURB AND GUTTER MUST BE SAW CUT - FULL DEPTH.
2. CASTING SHALL BE BROUGHT UP TO PROPER GRADE. DAMAGED CONCRETE ADJUSTING RINGS MUST BE REPLACED. OUTSIDE OF RINGS MUST BE WRAPPED WITH APPROVED WATER TIGHT PRODUCT. INSIDE OF RINGS MUST BE GROUTED TO A SMOOTH FINISH.
3. CONCRETE CURB AND GUTTER SHALL BE REPLACED AND MATCH INTO THE RESET CASTING AND THE EXISTING CURB AND GUTTER.
4. DAMAGED BITUMINOUS PAVEMENT SHALL BE REPAIRED AND IS INCIDENTAL. FOLLOW CITY STANDARD PLATE STR-25.
5. PROPER TRAFFIC CONTROL DEVICES SHALL BE REQUIRED TO MAINTAIN A SAFE WORK ENVIRONMENT, AND IS INCLUDED IN THE TRAFFIC CONTROL LUMP SUM BIT ITEM.
6. ALL EQUIPMENT, MATERIALS, DISPOSAL, AND LABOR REQUIRED TO RESET CATCH BASIN CASTING AS DESCRIBED BY THIS DETAIL IS INCIDENTAL.
7. BOULEVARD RESTORATION BEHIND CURB IS NOT INCLUDED WITH THE RESET CATCH BASIN CASTING PAY ITEM.

APPROVED: 3 – 2017	City of RAMSEY	STANDARD DETAILS: RESET CATCH BASIN CASTING
		CITY PLATE No. STO–13



INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

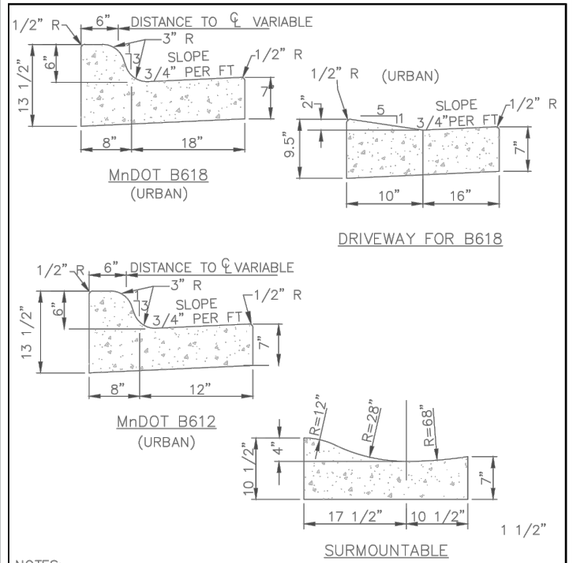
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2

MNDOT 2016 SPEC

MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	>85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

APPROVED: 1 – 2016	City of RAMSEY	CITY PLATE No. ERO–6	STANDARD DETAILS: TOPSOIL REQUIREMENTS



NOTES:

1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: CURB AND GUTTER
		CITY PLATE No. STR-1

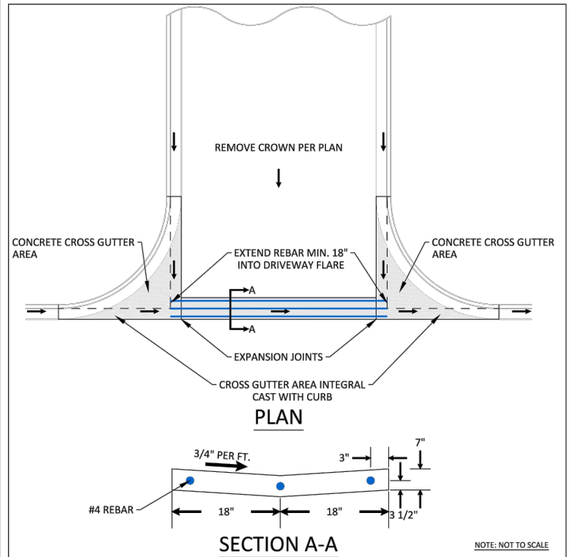
TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

% PASSING

1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

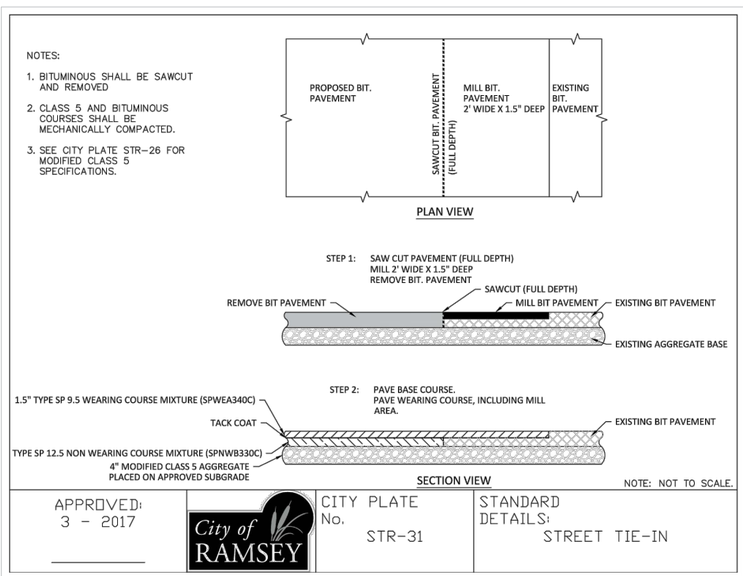
APPROVED: 2 – 2003	City of RAMSEY	STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATIONS
		CITY PLATE No. STR-26



NOTE: NOT TO SCALE

NOTES:
1. WITH REMOVAL OF EXISTING CURB AT A STREET, MILL BITUMINOUS TO A DEPTH OF 1.5" AND A WIDTH OF 18" IN EXISTING STREET.
2. TO BE USED WHENEVER CROSS DRAINAGE IS < 2%.
3. CONCRETE CURB AND GUTTER SHALL BE CAST INTEGRAL WITH CONCRETE CROSS GUTTER AREA.
4. CONCRETE CURB AND GUTTER SHALL BE PAID SEPARATELY FROM CONCRETE CROSS GUTTER AREA.

APPROVED: 3 – 2017	City of RAMSEY	STANDARD DETAILS: CROSS GUTTER
		CITY PLATE No. STR-2



NOTE: NOT TO SCALE.

APPROVED: 3 – 2017	City of RAMSEY	CITY PLATE No. STR–31	STANDARD DETAILS: STREET TIE-IN

MNDOT STANDARD PLATES

THESE STANDARD PLATES AS APPROVED BY THE FHWA SHALL APPLY

PLATE NO.	DESCRIPTION
3007 E	SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
3100 G	CONCRETE APRON FOR REINFORCED CONCRETE PIPE
4011 E	PRECAST CONCRETE BASE
4022 A	MANHOLE OR CATCH BASIN COVER (3FT. X 2FT. OPENING)
4026 A	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
4108 F	ADJUSTING RINGS FOR CATCH BASINS AND MANHOLES
4180 J	MANHOLE OR CATCH BASIN STEP
7100 H	CONCRETE CURB AND GUTTER DESIGN B AND DESIGN V
8000 J	CHANNELIZERS (3 SHEETS)

DATE	REVISION

Apr 11, 2017 - 3:11pm
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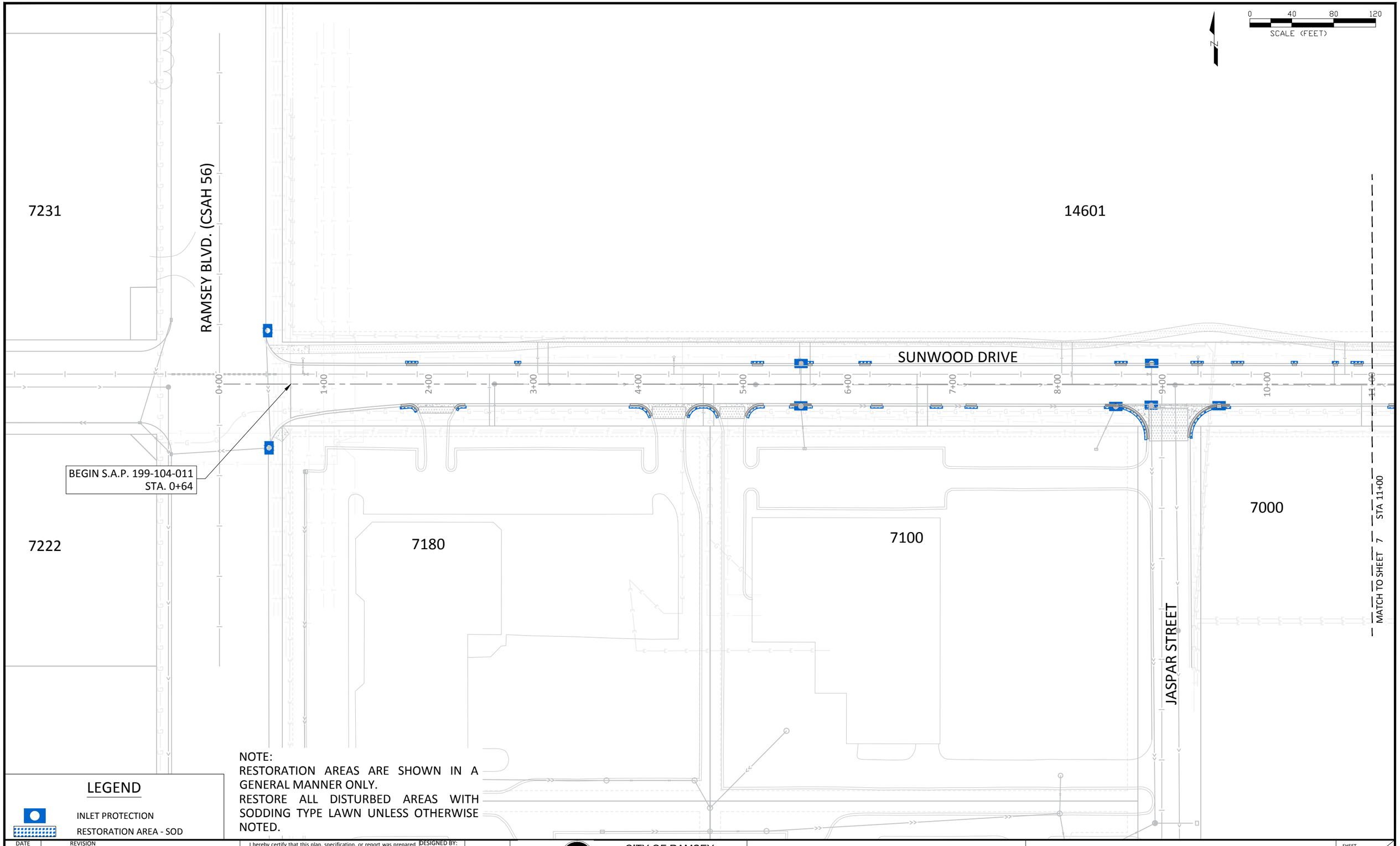
BRUCE W. WESTBY
Date 4/11/17 Lic. No. 40116

DESIGNED BY: JJF	
DRAWN BY: JJF	DATE: 4/11/17
CHECKED BY: BRW	FILE No. 17-00

City of RAMSEY
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

DETAILS
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



NOTE:
RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
RESTORE ALL DISTURBED AREAS WITH SODDING TYPE LAWN UNLESS OTHERWISE NOTED.

LEGEND

INLET PROTECTION

RESTORATION AREA - SOD

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EROSION CONTROL AND RESTORATION
S.A.P. 199-104-011

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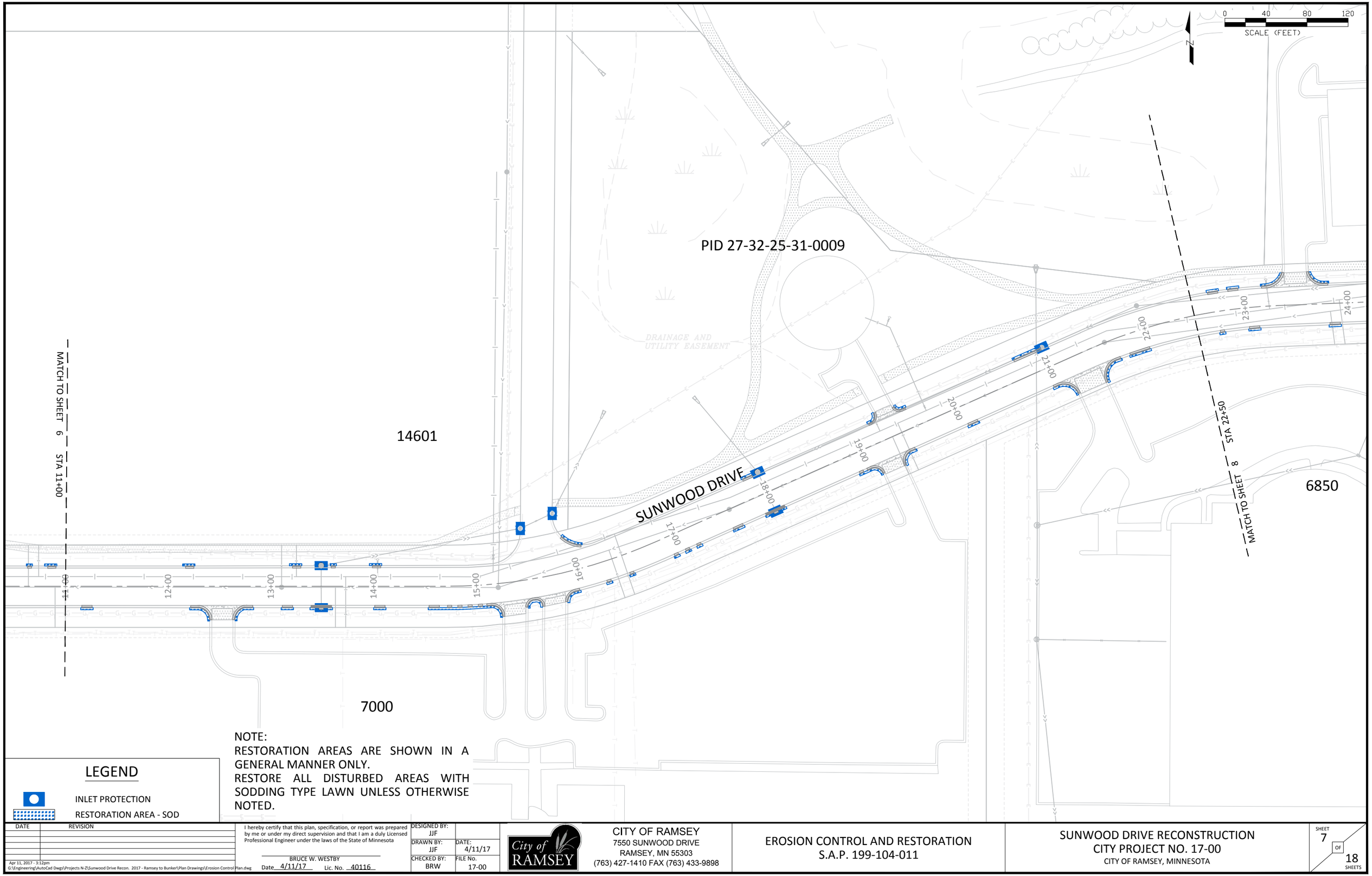

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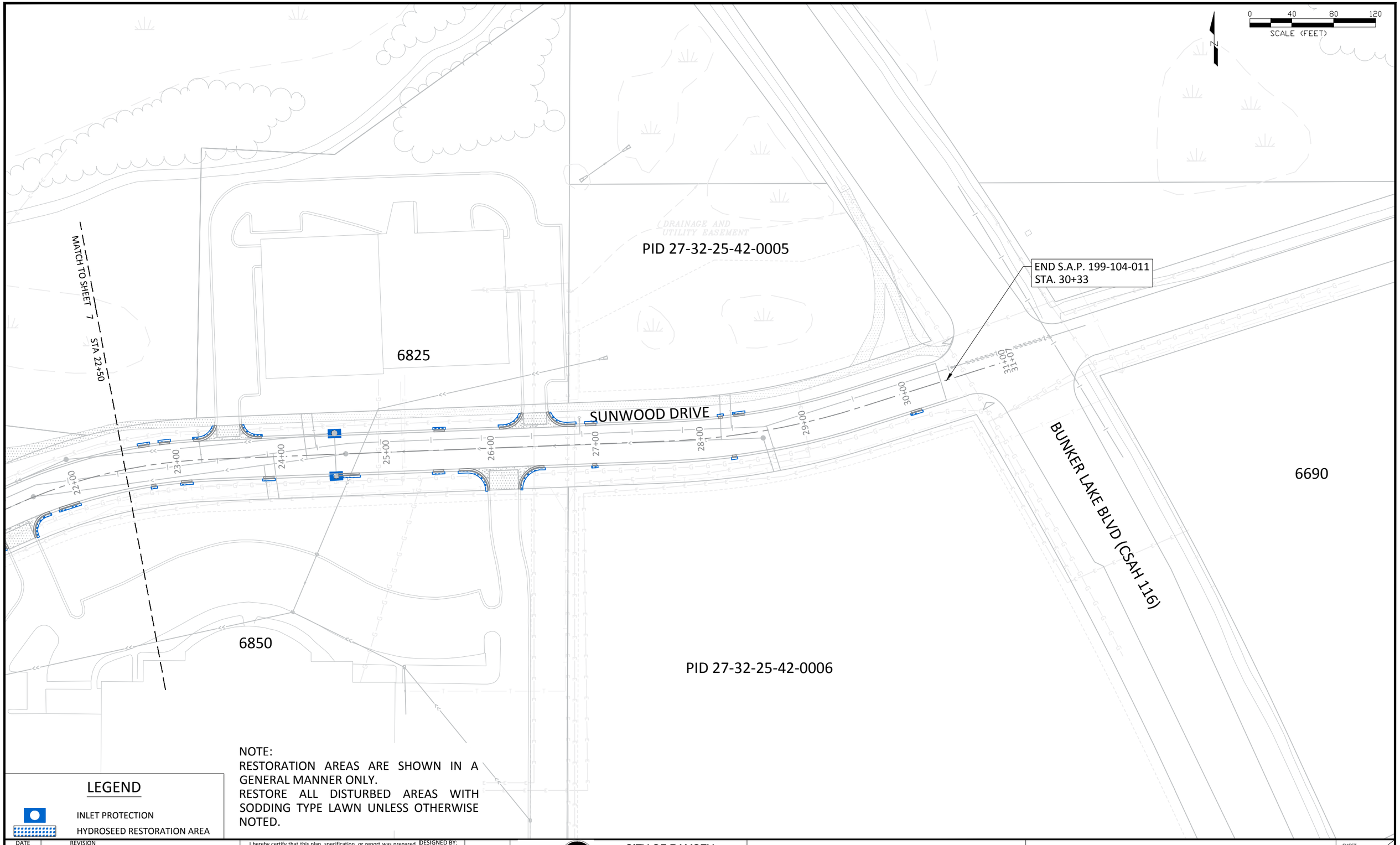

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- HYDROSEED RESTORATION AREA

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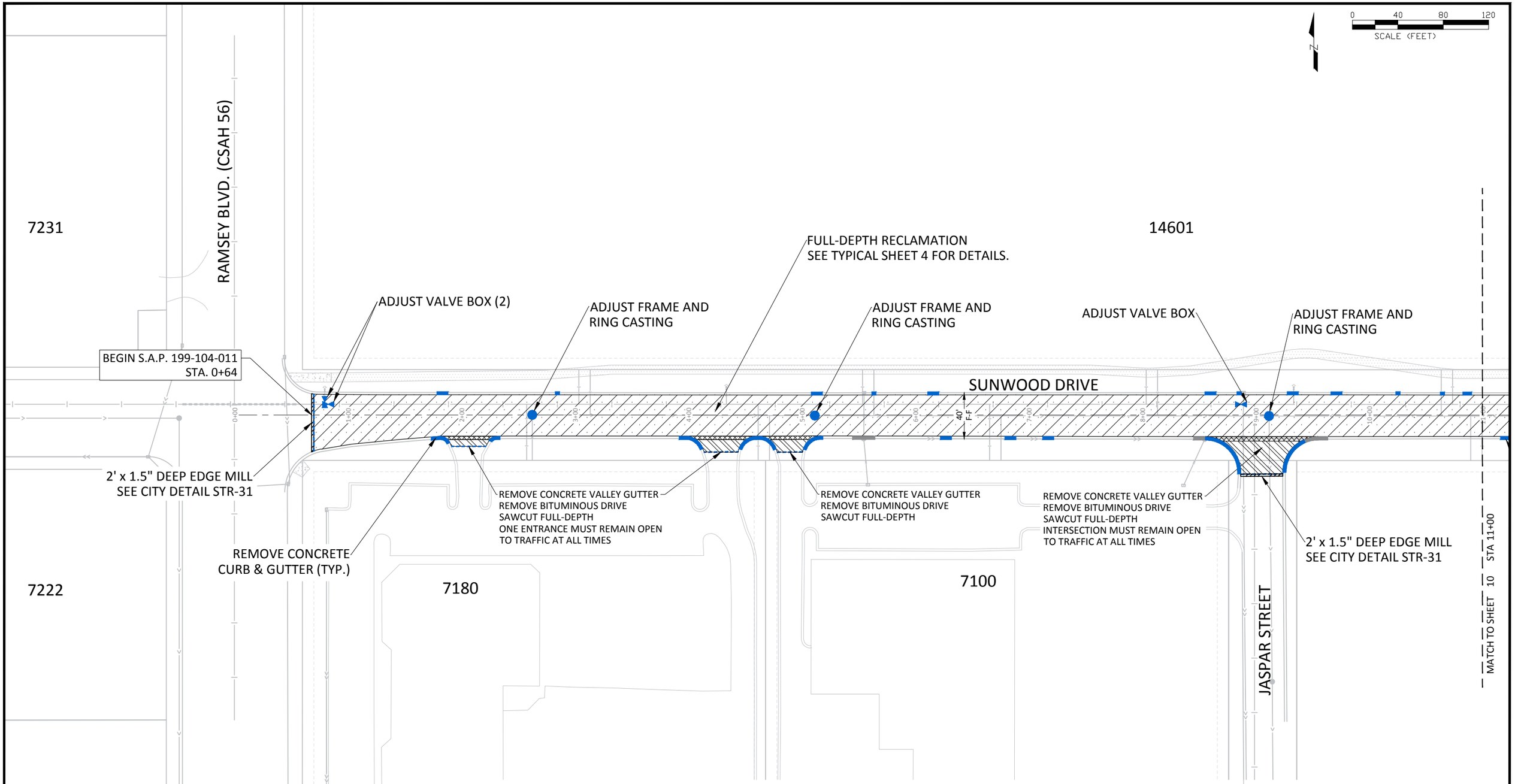

LEGEND

- ADJUST VALVE BOX
- ADJUST FRAME AND RING CASTING
- REMOVE CURB & GUTTER
- SAWCUT - FULL DEPTH
- MILL & RECLAIM PAVEMENT
- EDGE MILL BITUMINOUS PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE VALLEY GUTTER

NOTE:
1. ALL DRIVEWAY REMOVALS MUST BE SAWCUT.
2. CONCRETE CURB AND GUTTER REMOVALS ARE SHOWN IN AN APPROXIMATE WAY ONLY.
3. 4' MINIMUM CURB AND GUTTER REMOVAL LENGTH.

NOTE:
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5. PROTECT LANDSCAPING AND IRRIGATION. PROPERTY OWNERS ARE TO LOCATE AND MOVE IRRIGATION BEFORE CONSTRUCTION.

NOTE:
6. A FULL WATER TRUCK SHALL BE ON-SITE AT ALL TIMES FOR DUST CONTROL.
7. CONTRACTOR SHALL PLACE MIN 6" RECLAIM MATERIAL UNDER REPLACEMENT CURB & GUTTER AND VALLEY GUTTER.

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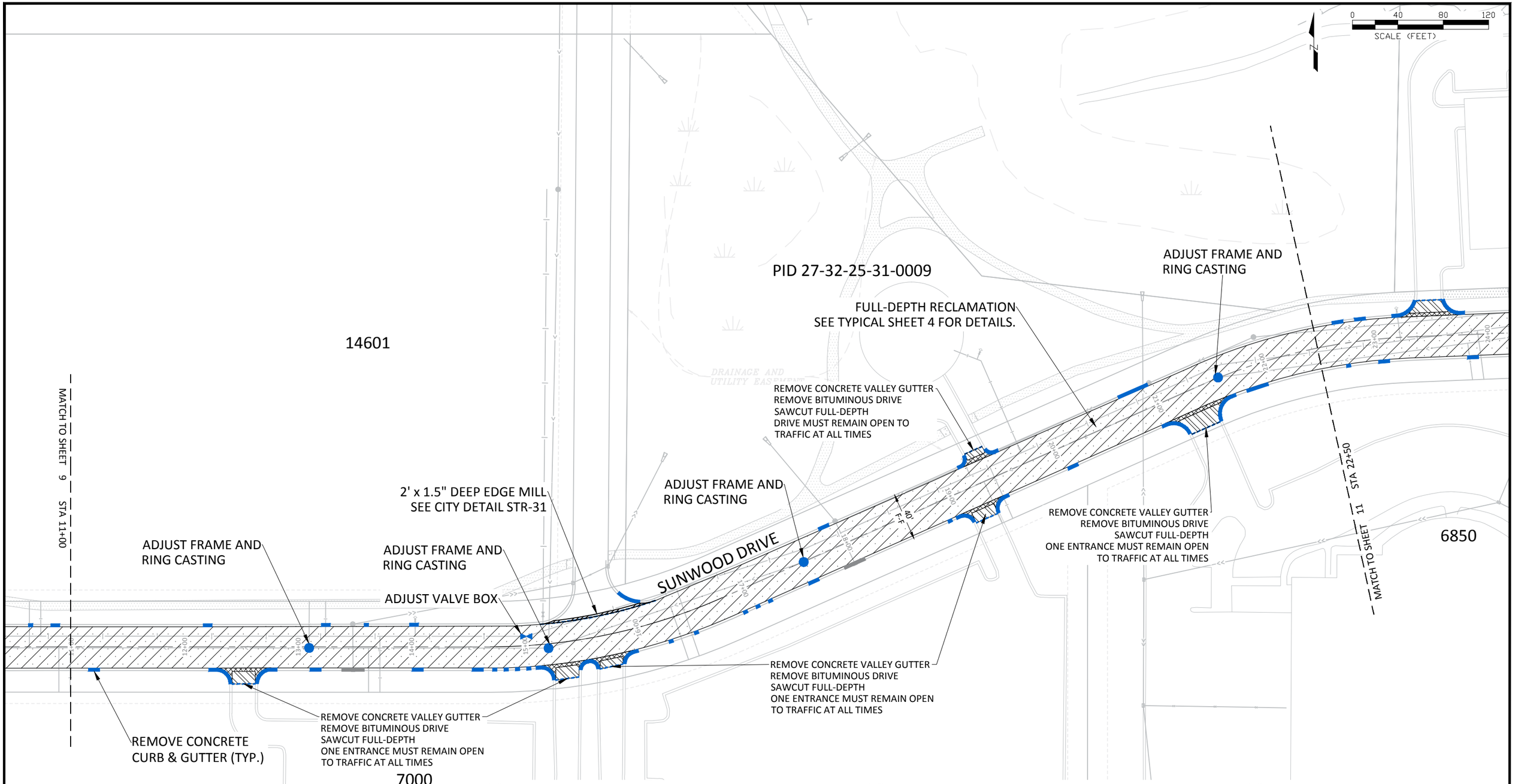
REMOVALS
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 9 OF 18 SHEETS



LEGEND

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- SAWCUT - FULL DEPTH
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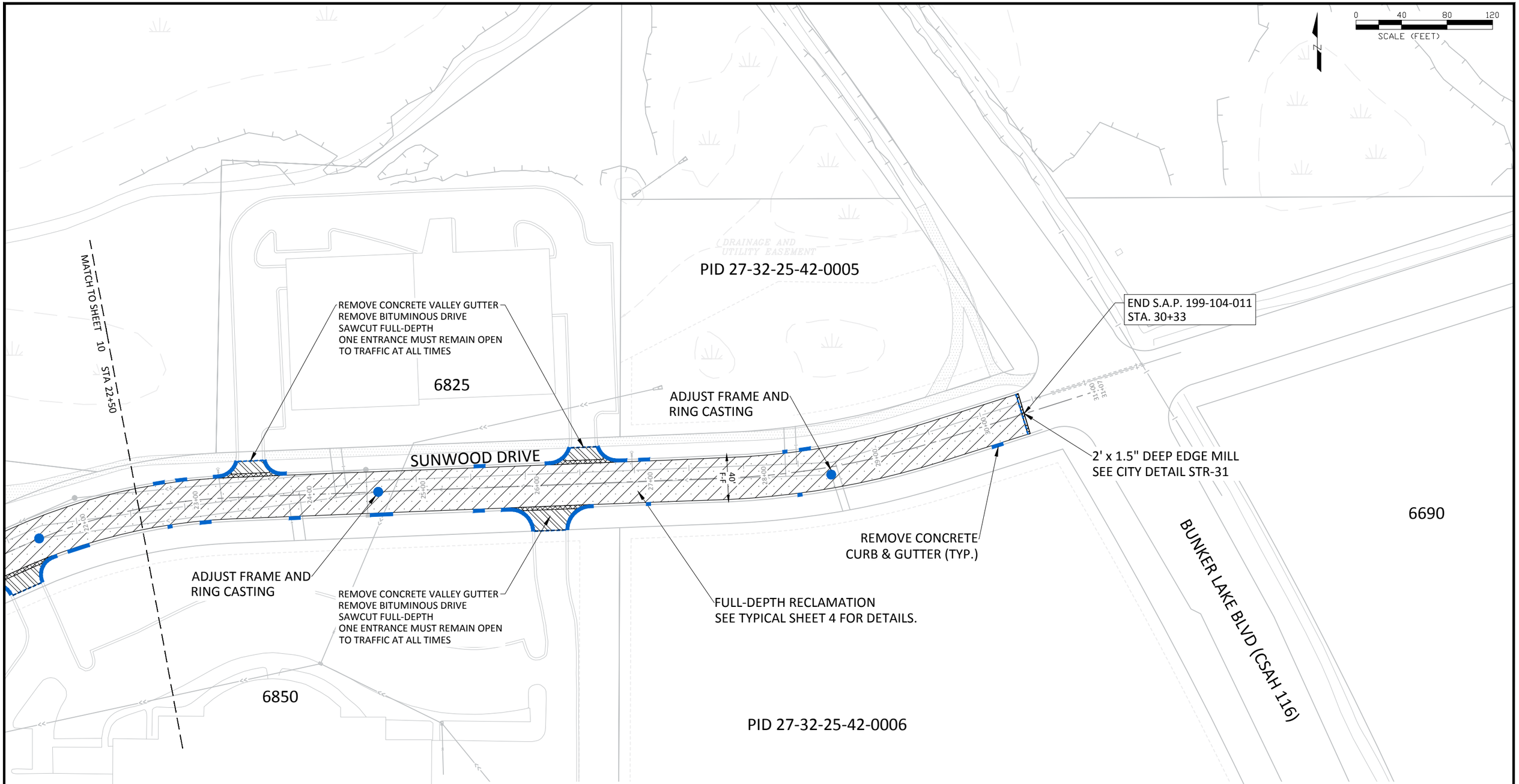
SHEET 10 OF 18 SHEETS



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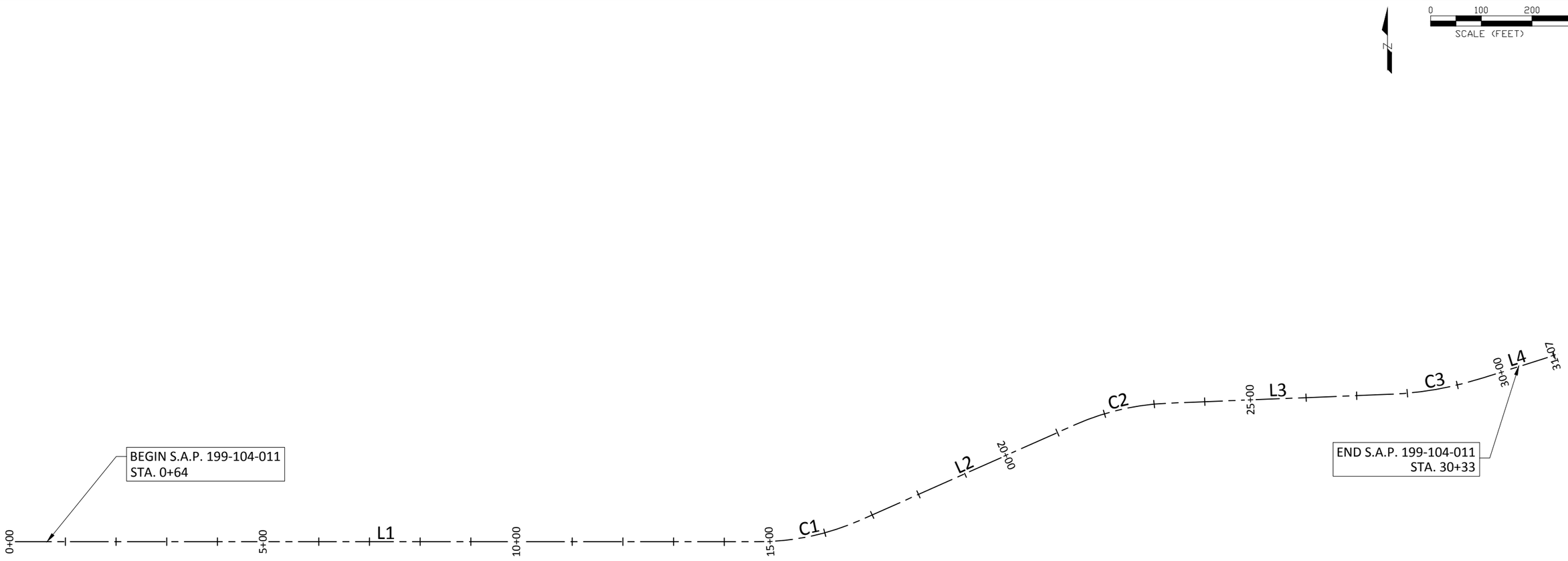

LINE TABLE: ALIGNMENTS				
LINE #	LENGTH	DIRECTION	START POINT	END POINT
L1	1466.30'	S89° 59' 39.40"E	(452839.9792,171922.0222)	(454306.2794,171921.8757)
L2	460.29'	N66° 02' 59.90"E	(454510.8018,171965.2444)	(454931.4643,172152.0960)
L3	436.52'	N87° 43' 09.94"E	(455115.6220,172195.0027)	(455551.7952,172212.3731)
L4	155.69'	N72° 29' 35.16"E	(455736.2506,172244.5449)	(455884.7268,172291.3789)

CURVE TABLE: ALIGNMENTS						HORZ. CURVE DESIGN		
CURVE #	RADIUS	LENGTH	CHORD DIRECTION	START POINT	END POINT	DESIGN SPEED	RATE OF (e)	MIN. RADIUS
C1	503.701	210.601	N78° 01' 40.25"E	(454306.2794,171921.8757)	(454510.8018,171965.2444)	40 MPH	NORMAL CROWN	667
C2	502.961	190.222	N76° 53' 04.92"E	(454931.4643,172152.0960)	(455115.6220,172195.0027)	40 MPH	NORMAL CROWN	667
C3	706.651	187.792	N80° 06' 22.55"E	(455551.7952,172212.3731)	(455736.2506,172244.5449)	40 MPH	NORMAL CROWN	667

VERTICAL CURVE DESIGN

CREST VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 4.4) - 120'

SAG VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 3.0) - 120'

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BRW	17-00

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

ALIGNMENT LAYOUT
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 12 OF 18 SHEETS

0 40 80 120
SCALE (FEET)

N

NOTE:
CONCRETE CURB AND GUTTER AND CONCRETE VALLEY GUTTER ARE HIGH EARLY (HE) CONCRETE.

7231

RAMSEY BLVD. (CSAH 56)

14601

MATCH TO SHEET 14 STA 11+00

BEGIN S.A.P. 199-104-011
STA. 0+64

CBMH 204A
GROUT CATCH BASIN

CBMH 203
RESET CASTING (TYP.)

CBMH 203A
GROUT CATCH BASIN

SUNWOOD DRIVE

0+00 1+00 2+00 3+00 4+00 5+00 6+00 40' F-F 7+00 8+00 9+00 10+00 11+00

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
ONE ENTRANCE SHALL REMAIN OPEN TO
TRAFFIC AT ALL TIMES.

CBMH 204
RESET CASTING (TYP.)

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).

CBMH 203B
REST CASTING (TYP.)

R 30'

R 30'

CB 203C
RESET CASTING (TYP.)

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
INTERSECTION SHALL REMAIN OPEN TO
TRAFFIC AT ALL TIMES.

JASPAR STREET

7222

7180

7100

7000

LEGEND

- CONCRETE VALLEY GUTTER
- BITUMINOUS PAVEMENT
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- WATERMAIN VALVE
- SANITARY MANHOLE

THE LOCACTIONS OF EXISTING UNDERGROUND UTILITES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE: THE FIRST 10' OF CONCRETE CURB AND GUTTER REPLACEMENT ON EACH SIDE OF THE CATCH BASIN IS INCIDENTAL TO THE RESET CATCH BASIN CASTING PAY ITEM.

NOTE: CONTRACTOR SHALL PLACE 6" OF RECLAIM MATERIAL UNDER REPLACEMENT CONCRETE CURB & GUTTER TO 6" BEHIND CURB. CONTRACTOR SHALL PLACE 8" OF RECLAIM MATERIAL UNDER CONCRETE VALLEY GUTTERS. SEE PAY ITEM NOTE No.8 SHEET 3.

DATE	REVISION

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STREET AND STORM SEWER
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
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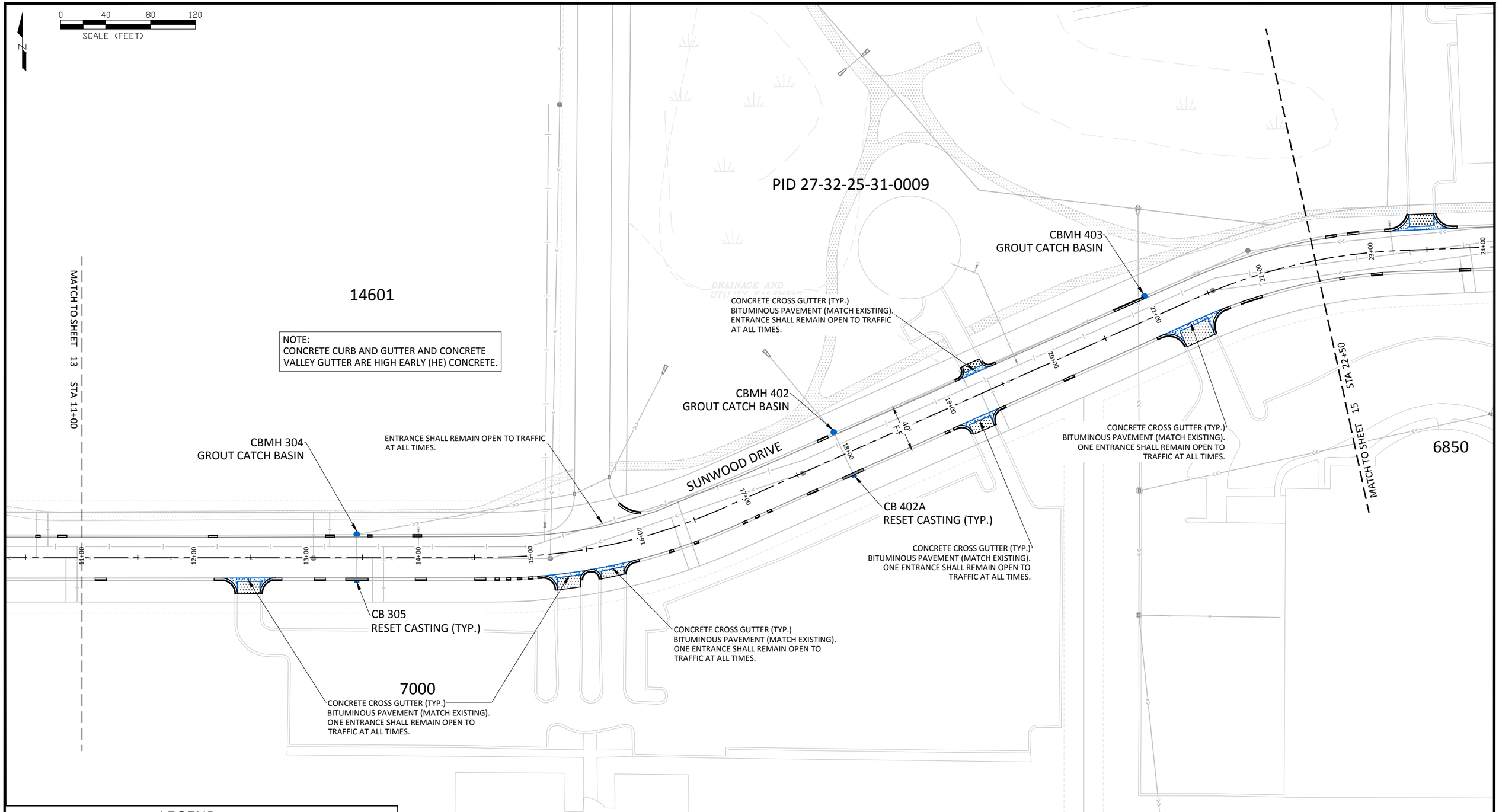
CITY OF RAMSEY, MINNESOTA



LEGEND

- CONCRETE VALLEY GUTTER
- BITUMINOUS PAVEMENT
- PROPOSED CURB & GUTTER
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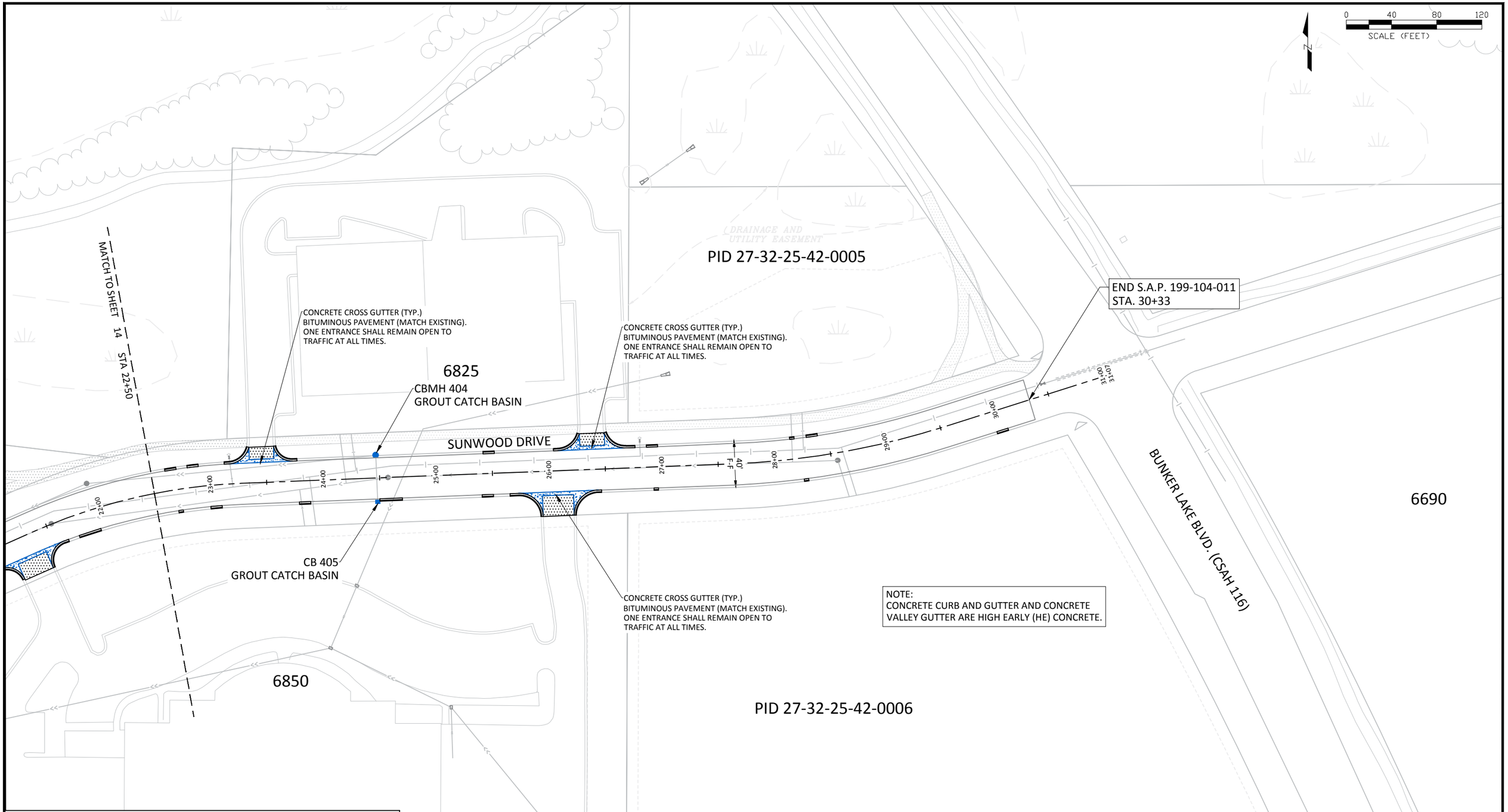
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



LEGEND

- CONCRETE VALLEY GUTTER
- BITUMINOUS PAVEMENT
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- WATERMAIN VALVE
- SANITARY MANHOLE

THE LOCACTIONS OF EXISTING UNDERGROUND UTILITES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE: THE FIRST 10' OF CONCRETE CURB AND GUTTER REPLACEMENT ON EACH SIDE OF THE CATCH BASIN IS INCIDENTAL TO THE RESET CATCH BASIN CASTING PAY ITEM.

NOTE: CONTRACTOR SHALL PLACE 6" OF RECLAIM MATERIAL UNDER REPLACEMENT CONCRETE CURB & GUTTER TO 6" BEHIND CURB. CONTRACTOR SHALL PLACE 8" OF RECLAIM MATERIAL UNDER CONCRETE VALLEY GUTTERS. SEE PAY ITEM NOTE No.8 SHEET 3.

DATE	REVISION

Apr 11, 2017 - 3:14pm
G:\Engineering\AutoCad Dwgs\Projects N-Z\Sunwood Drive Recon. 2017 - Ramsey to Bunker\Plan Drawings\Street and Storm.dwg

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

BRUCE W. WESTBY
Date 4/11/17 Lic. No. 40116

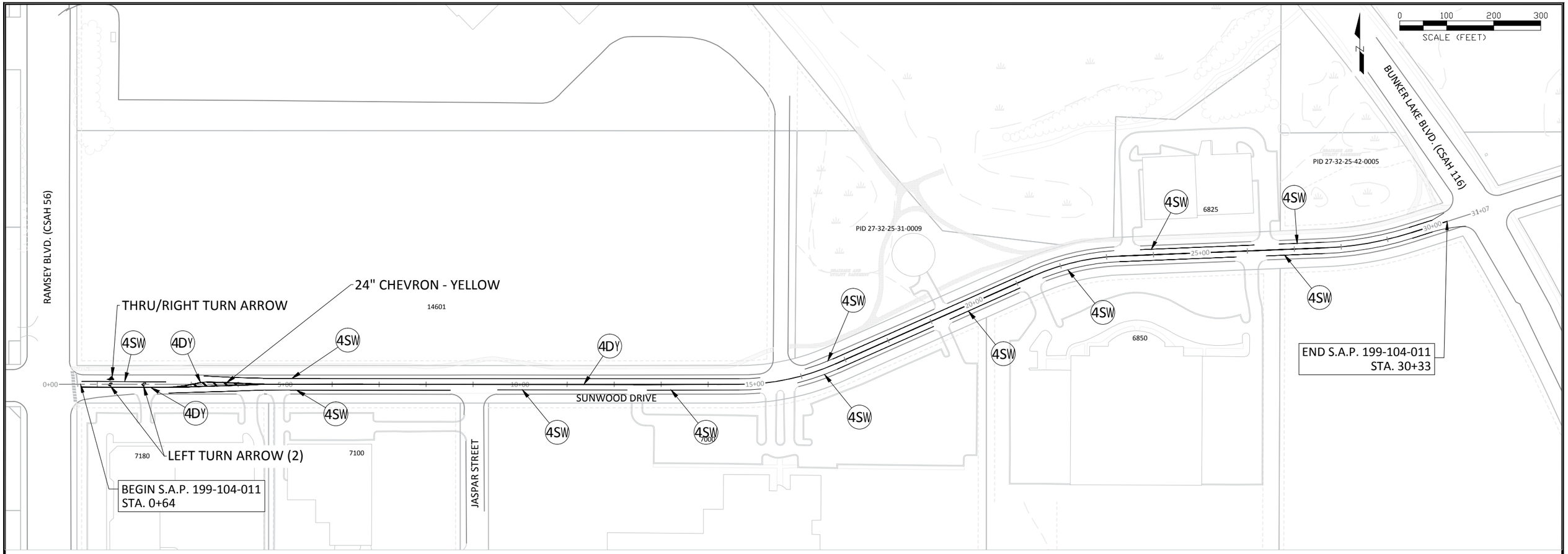
DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/11/17
CHECKED BY:	BRW	FILE No.	17-00

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

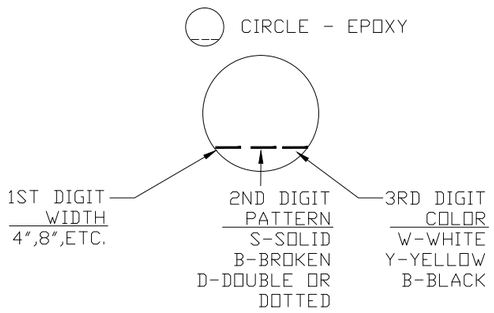
STREET AND STORM SEWER
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



STRIPING SUMMARY					
LINE	SEGMENT NO.	START STATION	END STATION	LENGTH (FEET)	KEY
CENTERLINE	1. CL	0+70	4+55	389	4, D, Y
	2. CL	2+58	4+55	197	4, D, Y
	3. CL	4+55	30+64	2577	4, D, Y
ISLAND CHEVRON	1. CL CHV	2+87	4+19	50	24, S, Y
EASTBOUND FOGLINE	1. E	2+52	8+52	600	4, S, W
	2. E	9+52	12+28	275	4, S, W
	3. E	12+70	15+12	243	4, S, W
	4. E	15+89	19+01	314	4, S, W
	5. E	19+39	21+02	164	4, S, W
	6. E	21+55	25+76	417	4, S, W
	7. E	26+40	30+67	432	4, S, W
WESTBOUND FOGLINE	1. W	3+27	15+12	1184	4, S, W
	2. W	16+12	23+17	708	4, S, W
	3. W	23+72	26+15	243	4, S, W
	4. W	26+68	30+32	361	4, S, W
WESTBOUND TURNLANE	1. W TURN	0+67	2+46	179	4, S, W
		TOTALS	4, S, W	5120	LIN. FT.
			4, D, Y	3163	LIN. FT.
			24" CHEVRON	50	LIN. FT.

STRIPING KEY & LEGEND



EXAMPLE: (4SW) = 4" SOLID WHITE - EPOXY

PERMANENT PAVEMENT MARKING GENERAL NOTES AND GUIDELINES:

1. THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULATATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, PAVEMENT EDEGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.
2. EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.
3. TOLERANCE OF $\frac{1}{4}$ INCH UNDER OR $\frac{1}{4}$ OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO $\frac{1}{2}$ FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.
4. THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO PAVEMENT MARKING.
5. THE EPOXY MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.
6. FOR 15 MIL APPLICATIONS, GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 25 LB/GAL. THE "NO-TRACKING" CONDITION SHALL BE DETERMINED ON AN APPLICATION OF SPECIFIED THICKNESS TO THE PAVEMENT AND COVERED WITH GLASS BEADS AT THE RATE OF AT LEAST 25 LB/GAL.
7. OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES °F OR GREATER.
8. PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

DATE	REVISION

Apr 11, 2017 - 3:15pm
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE W. WESTBY
Date 4/11/17 Lic. No. 40116

DESIGNED BY: JJF	
DRAWN BY: JJF	DATE: 4/11/17
CHECKED BY: BRW	FILE No. 17-00

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STRIPING PLAN
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 16 OF 18 SHEETS

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

SUNWOOD DRIVE RECONSTRUCTION

CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

LEGEND

PROJECT LIMITS
SPECIAL WATER

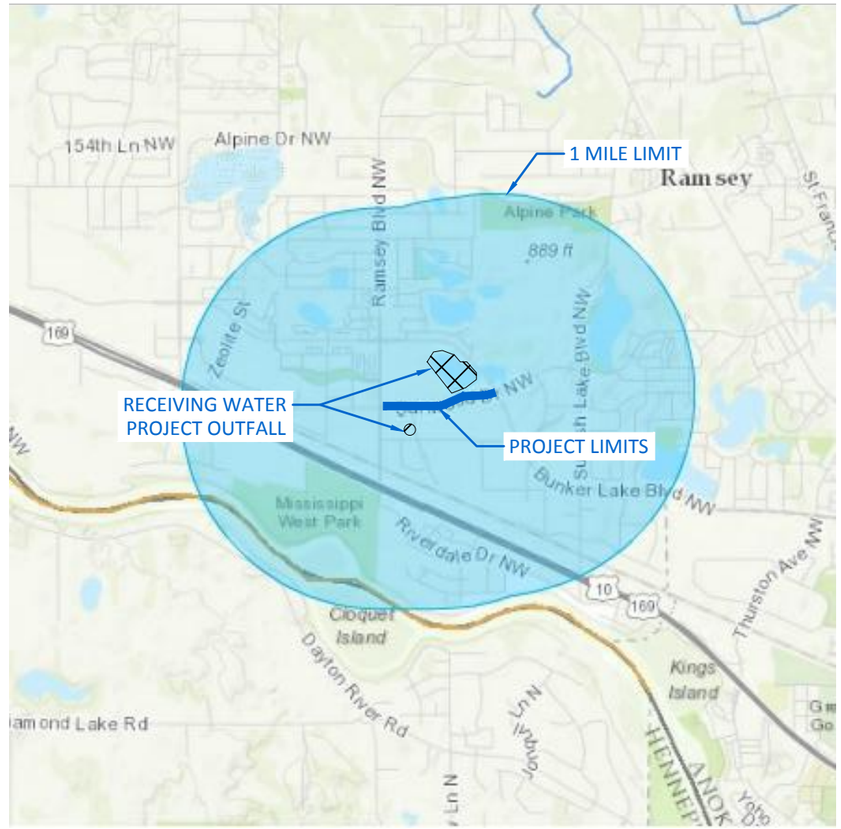
PROJECT AREAS
Total Project Size (disturbed area) = 2.72 acres
Existing area of impervious surfce = 2.66 acres
Post construction area of Impervious surface = 2.66 acres
New impervious surface area created = 0.00 acres

Planned Construction Start Date: June, 2017
Estimated Construction Completion Date: Oct, 2017

PERMANENT STORMWATER MANAGEMENT SYSTEM
Type of storm water management used if more than 1 acre of new impervious surface is created:
Wet Sedimentation Pond
Infiltration/ Filtration
Regional Pond
Permanent Stormwater Management Not Required

PROJECT LOCATION

County: ANOKA Township: 32 Range: 25 Section: 27 Latitude: 45.1357 Longitude: 93.2637



LOCATION OF SWPPP REQUIRMENETS IN PROJECT PLAN

DESCRIPTION	LOCATION
TEMPORARY EROSION CONTROL MEASURES	SHEETS NO. 6 - 8
FINAL STABILIZATION	SHEETS NO. 6 - 8
STORM SEWER TABULATION	SHEETS NO. 3
EROSION AND SEDIMENT CONTROL DETAILS	SHEETS NO. 5

CERTIFICATION:
LEONARD LINTON: DESIGN OF CONSTRUCTION SWPPP EXPIRES MAY 31, 2019
INSTRUCTOR UNIVERSITY MN EROSION & STORMWATER MANAGEMENT CERTIFICATION PROGRAM.

DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:
Construction activities include: Site grading, storm sewer construction, temporary erosion and sediment control, roadway, and permanent stabilization.

Project description:
The project consists of rehabilitation of 0.56 miles of existing bituminous street, with the existing concrete curb and gutter remaining in-place. The drainage for the existing street flows to a storm water basin located relatively in the center of the project and another basin located south of the project. Storm water from these basins than flow through a series of ponds and storm sewer, eventually draining to the Mississippi River. There will be minor repairs to the existing storm sewer system, with no change to the outfalls. The system is designed to handle the 2.5 inch rainfall and rate control.

RESPONSIBLE PARTIES
The Contractor and Owner must apply for coverage under the MPCA's General Storm Water Permit for Construction Activity as required by the National Pollution Discharge Elimination System (NPDES) Phase II program. Coverage under the permit will begin automatically 7 calendar days after the electronic submittal date or after the postmarked date of a complete application. (Longer time frames will apply to areas that disturb 50 acres or discharge within 1 mile of a special water)

	COMPANY	CONTACT PERSON	PHONE
OWNER:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825
SWPPP DESIGNER:	CITY OF RAMSEY	LEONARD LINTON, PE	763-433-9834
CONTRACTOR:			
SITE MANAGER:			
PARTY RESPONSIBLE FOR LONG TERM O&M:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825

Individuals listed above, including the SWPPP preparer, individual overseeing implementation of, revising and amending the SWPPP, individuals performing or supervising the installation, maintenance and repair of BMP's must be trained. At least one individual present on the permitted project, or available within 72 hours shall be trained in the applicable job duties. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Copies of the SWPPP preparer information is included in the Project Manual. The contractor shall provide information for the individual(s) overseeing implementation, supervising installation, maintenance, and repair of BMP's to included in the Project Manual prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

Documentation shall include:
a. Names of trained personnel associated with this project.
b. Dates of training, names of instructor(s) and entity providing training.
c. Content of training course or workshop including the number of hours trained.
d. As an alternative to a, b, and c listed above, a photocopy of the a current Erosion and Stormwater Management card issued by the University of Minnesota can be attached to the SWPPP as suitable documentation of training.

SPECIAL ENVIRONMENTAL CONSIDERATIONS:

Was an environmental review required for this project or any parr of a common plan of development or sale that includes all or any portion of this project?	NO
Does any portion of the site have the potential to affect threatened or endangered species?	NO
Does any portion of this site discharge to a Calcareous fen and the letter of approval from the DNR is located in the Project Manual?	NO
Will any portion of the site potentially affect properties listed on the National Register of Historic Places or a Known or discovered archeological site?	NO
Have any Karst features been identified in the project vicinity?	NO
Is compliance with temporary or permanent stormwater management design requirements infeasible for this project?	NO

GENERAL STORMWATER DISCHARGE REQUIREMENTS
All requirements listed in Part III of the permit for the design of permanent stormwater management system and discharge have been included in the preparation of this SWPPP. These include but are not limited to:
1. The expected amount, frequency, intensity and duration of precipitation.
2. The nature of stormwater runoff and run-on at the site.
3. Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
4. The range of soil particle sizes expected to be present on the site.

DOCUMENT RETENTION
The following documentation will be retained for a period of not less than 3-years from the date of submittal of the NOT in compliance with Part III.E of the permit.
1. The final SWPPP
2. Copies of all stormwater related permits required for the project
3. Records of all inspection and maintenance conducted during construction
4. Copies of all permanent operation and maintenance agreements; including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance, and
5. All required calculations for design of temporary and permanent BMPs.

RECEIVING WATERS
Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds, are identified on the USGS 7.5min quad map within 1 mile of the project boundary. Receiving waters that are impaired, the impairment and WLA are listed as follows. All specific BMPs relative to construction activities listed in this permit for special and impaired waters have been incorporated into this plan. All specific BMPs listed in approved TMDLs and those BMPs listed for construction related waste load allocations have also been incorporated.

NAME OF WATER BODY	TYPE (ditch, pond, wetland, lake, etc.)	APPENDIX A SPECIAL WATER?	FLOWS TO IMPAIRED WATER WITHIN 1 MILE?	USEPA APPROVED TMDL?
NONE	N/A	NO	NO	NO
N/A				

IMPLEMENTATION SCHEDULE AND PHASING
1. Furnish & install perimeter sediment control, inlet protection and construction exit.
2. Rough grade site
3. Reset and Grout storm structures
4. Furnish & install concrete curb, bituminous pavement.
5. Add additional temporary BMPs as necessary during construction based on inspection reports
6. Submit Notice of Termination NOT to MPCA within 30 days of final stabilization.

EROSION PREVENTION PRACTICES

1. The permittee(s) must plan for and implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion, so that the inspection and maintenance requirements are complied with. The location of areas not to be disturbed must be delineated (e.G. With flags, stakes, signs, silt fence, etc.) on the development site before work begins.

2. All exposed soil areas must be stabilized as soon as possible, but in no case later than 14 days after the construction area has temorarily or permanently ceased.

DATE	REVISION

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BRUCE R WESTBY
Date 4/11/17 Lic. No. 40116

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City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SWPPP
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 17 OF 18 SHEETS

These areas include constructed storm water management pond side slopes, and any exposed soil areas with a positive slope to a storm water conveyance system, such as a curb and gutter system, storm sewer inlet, temporary or permanent drainage ditch or other natural or man made systems that discharge to a surface water.

3. The normal wetted perimeter of any temporary or permanent drainage ditch that drains water from a construction site, or diverts water around a site, must be stabilized within 200 lineal feet from the property edge, or from the point of discharge to any surface water. Stabilization must be completed within 24 hours of connecting to a surface water.

4. Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours of connection to a surface water.

5. All disturbed areas, except roadways, building areas, parking areas, islands and sidewalk, shall be restored with minimum 6 inches topsoil, seeded and mulched within 7 days of completion of site grading. Seeding shall be in accordance with mn/dot specification 2575 (c)100 lbs/acre (or approved equal). Dormant seeding areas shall be seeded and mulched in accordance with mn/dot specifications. Straw mulching quantity shall be two tons per acre. Where slopes exceed or equal 1:3, a polypropylene netting or wood fiber blanket shall be provided and staked over the mulched area. Fertilizer (15–0–10) shall be applied at a rate of 400 pounds per acre (can be omitted in landscaped areas if landscaped seeding is done concurrently).

6. Refer to landscape plan for areas to be seeded or sodded for erosion control.

SEDIMENT CONTROL PRACTICES

1. Sediment control practices must minimize sediment from entering surface waters, including curb and gutter systems and storm sewer inlets.

A. Temporary or permanent drainage ditches and sediment basins that are designed as part of a treatment system (e.G., ditches with rock check dams) require sediment control practices only as appropriate for site conditions.

B. If the down gradient treatment system is overloaded, additional upgradient sediment control practices must be installed to eliminate the overloading, and the swppp must be amended to identify these additional practices.

C. In order to maintain sheet flow and minimize rills and/or gullies, there shall be no unbroken slope length of greater than 75 feet for slopes with a grade of 1:3 or steeper.

2. Sediment control practices must be established on all down gradient perimeters before any upgradient land disturbing activities begin. These practices shall remain in place until final stabilization has been established.

3. The timing of the installation of sediment control practices may be adjusted to accommodate short–term activities such as clearing or grubbing, or passage of vehicles. Any short–term activity must be completed as quickly as possible and the sediment control practices must be installed immediately after the activity is completed. However, sediment control practices must be installed before the next precipitation event even if the activity is not complete.

4. All storm drain inlets must be protected by appropriate bmps during construction until all sources with potential for discharging to the inlet have been stabilized.

5. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including storm water conveyances such as curb and gutter systems, or conduits and ditches.

6. Stockpile areas which remain on the site for more than seven days shall be seeded, mulched, and surrounded by silt fence.

7. Vehicle tracking of sediment from the construction site must be minimized by bmps such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such bmps are not adequate to prevent sediment from being tracked onto the street.

8. The permittee must install temporary sedimentation basins as required.

DEWATERING AND BASIN DRAINING

1. Dewatering or basin draining (e.g., pumped discharges, trench/ditch cuts for drainage) related to the construction activity that may have turbid or sediment laden discharge water must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible. If the water cannot be discharged to a sedimentation basin prior to entering the surface water, it must be treated with the appropriate bmps, such that the discharge does not adversely affect the receiving water or downstream landowners. The permittee(s) must ensure that discharge points are adequately protected from erosion and scour. The discharge must be dispersed over natural rock riprap, sand bags, plastic sheeting or other accepted energy dissipation measures. Adequate sedimentation control measures are required for discharge water that contains suspended solids.

2. All water from dewatering or basin draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing significant adverse impact to the wetland.

INSPECTIONS AND MAINTENANCE

1. The permittee(s) (either the owner or operator, whoever is identified in the swppp) must routinely inspect the construction site once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. Following an inspection that occurs within 24–hours after a rainfall event, the next inspection must be conducted within 7 days.

2. All inspections and maintenance conducted during construction must be recorded in writing and these records must be retained with the SWPPP. Records of each inspection and maintenance activity shall include:

a. Date and time of inspections;

b. Name of person(s) conducting inspections;

c. Findings of inspections, including recommendations for corrective actions;

d. Corrective actions taken (including dates, times, and party completing maintenance activities);

e. Date and amount of all rainfall events greater than 1/2 inch (0.5 inches) in 24 hours; and

f. Documentation of changes made to the SWPPP as required in part iii.A.4.

3. Where parts of the construction site have undergone final stabilization, but work remains on other parts of the site, inspections of the stabilized areas may be reduced to once per month. Where work has been suspended due to frozen ground conditions, the required inspections and maintenance must take place within 24 hours after runoff occurs at the site or 24 hours prior to resuming construction, whichever comes first.

4. All erosion prevention and sediment control BMP's must be inspected to ensure integrity and effectiveness. All nonfunctional BMP's must be repaired, replaced, or supplemented with functional bmps. The permittee(s) must investigate and comply with the following inspection and maintenance requirements:

a. All silt fences must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches 1/3 of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.

B. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches 1/2 the storage volume. Drainage and removal must be completed within 72 hours of discovery, or as soon as field conditions allow access.

C. Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of sediment being deposited by erosion. The permittee(s) must remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems, and restabilize the areas where sediment removal results in exposed soil. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The permittee shall use all reasonable efforts to obtain access. If precluded, removal and stabilization must take place within seven (7) calendar days of obtaining access. The permittee is responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work.

D. Construction site vehicle exit locations must be inspected for evidence of off–site sediment tracking onto paved surfaces. Tracked sediment must be removed from all off–site paved surfaces, within 24 hours of discovery, or if applicable, within a shorter time.

E. The permittee(s) are responsible for the operation and maintenance of temporary and permanent water quality management BMP's, as well as all erosion prevention and sediment control BMP's, for the duration of the construction work at the site. The permittee(s) are responsible until another permittee has assumed control over all areas of the site that have not been finally stabilized or the site has undergone final stabilization, and a not has been submitted to the MPCA.

F. If sediment escapes the construction site, off–site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off–site impacts (e.G., fugitive sediment in streets could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets).

5. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activities is reaching the infiltration area and these areas are protected from compaction due to construction equipment driving across the infiltration area.

6. Storm sewer pipes and structures to be inspected and cleaned out.

POLLUTION PREVENTION MANAGEMENT MEASURES

The permittee(s) shall implement the following pollution prevention management measures on the site:

1. Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with mpca disposal requirements.

2. Hazardous materials: oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with mpca regulations.

3. External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.

FINAL STABILIZATION

The permittee(s) must ensure final stabilization of the site. The permittee(s) must submit a not within 30 days after final stabilization is complete, or another owner/operator (permittee) has assumed control over all areas of the site that have not undergone final stabilization. Final stabilization can be achieved in one of the following ways:

1. All soil disturbing activities at the site have been completed and all soils must be stabilized by a uniform perennial vegetative cover with a density of 70 percent over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions and;

a. All drainage ditches, constructed to drain water from the site after construction is complete, must be stabilized to preclude erosion;

b. All temporary synthetic, and structural erosion prevention and sediment control bmps (such as silt fence) must be removed as part of the site final stabilization; and

c. The permittee(s) must clean out all sediment from conveyances and from temporary sedimentation basins that are to be used as permanent water quality management basins. Sediment must be stabilized to prevent it from being washed back into the basin, conveyances or drainageways discharging off–site or to surface waters. The cleanout of permanent basins must be sufficient to return the basin to design capacity.

2. Final vegetation cover shall be in Project Specifications.

3. For residential construction only, final stabilization has been achieved when temporary erosion protection and down gradient perimeter control for individual lots has been completed and the residence has been transferred to the homeowner. Additionally, the permittee must distribute the MPCA "Homeowner fact sheet" to the homeowner to inform the homeowner of the need for, and benefits of, final stabilization.

SEQUENCE OF CONSTRUCTION

Construction shall proceed in the following sequence:

1. Contractor shall schedule and conduct a pre–construction meeting with the city.
2. Contractor shall secure all necessary permits and licenses.
3. Furnish & install erosion control measures.
4. Maintain erosion control measures, i.e., silt fence, temporary rock construction entrance.
5. Reclaim existing bituminous pavement and base. Remove excess reclamation material.
6. Remove damaged curb and gutter, reset catch basins per plan.
7. Prepare reclaim material, stabilize grade and compact reclaim material.
8. Furnish & install concrete curb, base course of bituminous pavement
9. Grout catch basins per plan.
10. Furnish & install wear course of bituminous pavement.
11. Remove erosion control after vegetation is established.

ADDITIONAL STORMWATER POLLUTION PREVENTION, GRADING PLAN ANS SCHEDULE NOTES

1. All slopes to be 1:4 unless approved by the city engineer.
2. Below grade structures shall be protected and meet drainage requirements per the city engineer.
3. Construction operation hours are from 7:00am–10:00pm Mon.–Sat.
4. Call Gopher State One Call for utility locations prior to any work at 1–800–252–1166.
5. Permittee may need to modify SWPPP if the general objectives of controlling pollutants is not being met.
6. Operator shall implement these and any other bmp's that may be required to meet the general permit requirements.
7. Site is not in karst area or pollution or remediation site.
8. Silt fence to be installed downhill from any grading activity.
9. If tracking onto adjacent streets occurs a street sweeper shall be used to clean streets within 8 hours or as directed by the engineer.
10. Dust control may be necessary during rough grading. No grading can take place if wind speed exceeds 25 mph.
11. Solid waste shall be collected and disposed of properly and must comply with MPCA disposal requirements.
12. Hazardous materials shall be stored properly to prevent spills and vandalism
13. No engine degreasing is allowed on site. External washing of vehicles shall be limited to a defined area (bone yard) on site.
14. Permitee(s) shall adhere to all SWPPP specifications on this plan and other mpca permit requirements.

DATE	REVISION

Apr 11, 2017 - 3:15pm
G:\Engineering\AutoCad Dwgs\Projects N-Z\Sunwood Drive Recon. 2017 - Ramsey to Bunker\Plan Drawings\SWPPP Plan.dwg

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

BRUCE R WESTBY
Date 4/11/17 Lic. No. 40116

DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/11/17
CHECKED BY:	BRW	FILE No. 17-01

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SWPPP
S.A.P. 199-122-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

Public Works Committee **5. 5.**

Meeting Date: 04/18/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Plans and Specifications for Improvement Project #17-01, Alpine Drive Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of plans and specifications for Improvement Project #17-01, Alpine Drive Reconstruction.

Background:

Attached are current plans for Improvement Project #17-01, Alpine Drive Reconstruction. These plans are being reviewed by MnDOT State Aid. Approval by State Aid must be received before the City can bid the project. Staff anticipates receiving State Aid approval prior to requesting City Council approval of plans and specifications and authorization to bid the project on May 9th. This schedule would allow construction to begin in late June and to be substantially complete by September 1st.

The design represented in the attached plans is has been modified from the design discussed with the City Council and addressed within the Feasibility Report as follows.

The primary design difference is that instead of reclaiming the existing crushed concrete base material and reusing it on site for aggregate base, all of the existing crushed concrete base material is now proposed to be removed and properly disposed of off-site. This change was made based on subsequent discoveries which indicate the crushed concrete base material has a significant amount of fines and therefore if reused on site it could result in some of the same pavement tenting issues over time. This design modification was therefore made to ensure the proposed improvements will perform adequately over time and result in a minimum pavement life of 30 years as outlined in the Feasibility Report.

Additional grading and storm sewer work was also incorporated into the plans based on findings made during final design related to a culvert under Alpine Drive that was previously buried.

The Feasibility Report identified estimated costs in the amount of $463,000. The current estimated project costs per the attached plans are $522,408.60. While the proposed project cost is $59,408.60 more than was identified in the Feasibility Report, staff feels this cost increase is justified to ensure the new pavement section will achieve a minimum pavement life of 30 years by removing and disposing of the crushed concrete base.

Timeframe:

Staff estimates 10 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

Observations:

Letters were mailed to the residential property owners on the west of the project to inform them of the proposed improvements, including the proposed schedule, and of the City's plans to close this segment of Alpine Drive during construction. Again, all of these properties have their primary driveway off of Armstrong Boulevard, and garbage hauling and mail delivery services also occur on Armstrong Boulevard so closing Alpine Drive will not impact services to these properties. The proposed detour route occurs along Ramsey Boulevard/CSAH 56, Bunker

Lake Boulevard/CSAH 116, and Armstrong Boulevard/CSAH 83. Anoka County has reviewed and approved the proposed detour route.

The plans have also been submitted to Anoka County for review and approval. The estimated fee for this review is $150.

Alternatives:
Alternative #1 – Motion recommending City Council approval of plans and specifications for Improvement Project #17-01, Alpine Drive Reconstruction.

Alternative #2 – Motion of other.

Funding Source:
Staff proposes to fund the proposed improvements using a combination of street reconstruction bond funds and stormwater utility funds. No special assessments are proposed with this project.

Recommendation:
Staff recommends alternative #1.

Action:
Motion to recommend City Council approval of plans and specifications for Improvement Project #17-01, Alpine Drive Reconstruction.

Attachments

IP1701 Plans

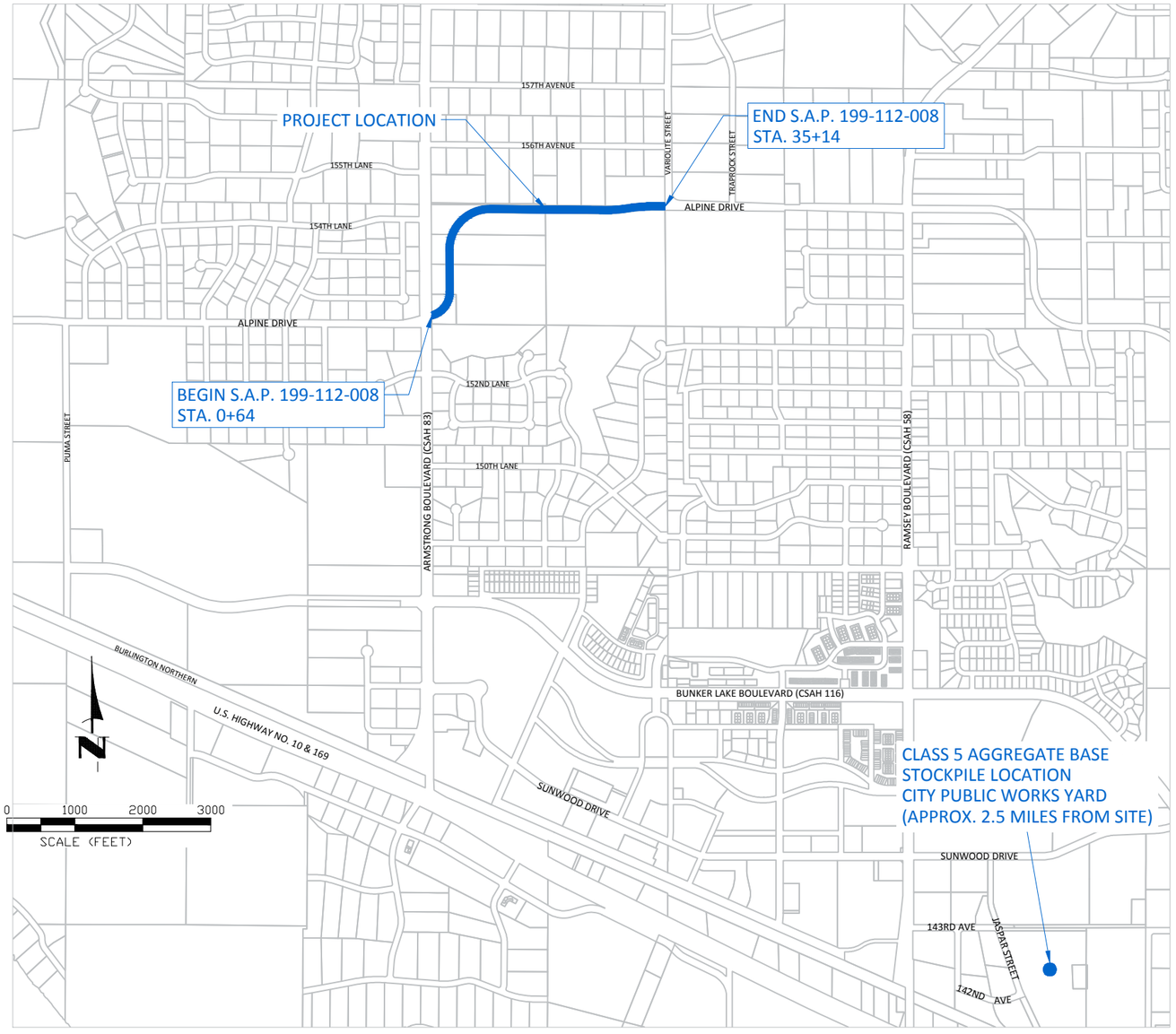
Form Review

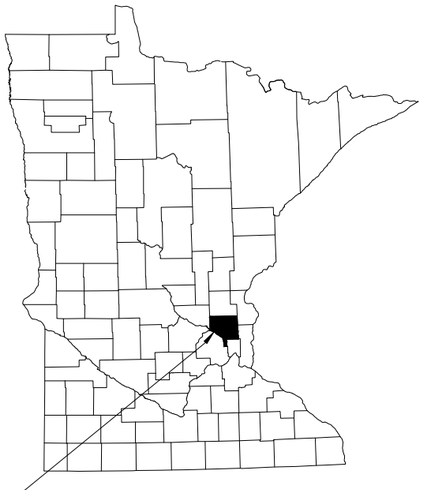
Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/13/2017 02:11 PM
Kurt Ulrich	Kurt Ulrich	04/13/2017 03:57 PM
Form Started By: Bruce Westby		Started On: 04/10/2017 05:25 PM
Final Approval Date: 04/13/2017		

CITY OF RAMSEY

STREET CONSTRUCTION PLANS FOR BITUMINOUS RECLAMATION AND PAVING.
S.A.P. 199-112-008

S.A.P. LOCATED ON ALPINE DRIVE BETWEEN ARMSTRONG BOULEVARD AND VARIOLITE STREET
FROM SW 1/4 OF THE NW 1/4 OF S21, T32, R25 TO NE 1/4 OF THE NW 1/4 OF S21, T32, R25





CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA
DISTRICT: METRO

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL 1-800-252-1166 OR 651-454-0002

Call before you dig
811
651 454-0002 Metro
800 252-1166 Outstate
www.gopherstateonecall.com

NO.	PROJECT	STA. TO STA.	GROSS LENGTH	BRIDGE LENGTH	NET LENGTH	NET LENGTH (MILES)	ADT (2015)	ADT (2037)	DESIGN ESAL	R VALUE	TON DESIGN	DESIGN SPEED	NUMBER OF LANES	WIDTH OF LANES	NUMBER OF PARKING LANES	WIDTH OF LANES	FUNCTIONAL CLASSIFICATION
①	S.A.P. 199-112-008 ALPINE DRIVE	0+64 TO 35+14	3450 FT	0 FT	3450 FT	0.65 MI.	1,000	1,000	229,000	40	10	40	2	EB - 12'-14' WB - 14'	0 - 1	10'	COLLECTOR

City of RAMSEY
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STOPPING SIGHT DISTANCE BASED ON:
3.5 FT - HEIGHT OF EYE
2.0 FT - HEIGHT OF OBJECT

DATUM:
VERTICAL: NAVD 88
HORIZONTAL: ANOKA COUNTY COORDINATES (1996 ADJUSTMENT)

S.A.P. 199-112-008

DATE	REVISION

GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

THIS PLAN CONTAINS 21 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SHEET INDEX
3	STATEMENT OF ESTIMATED QUANTITIES
4	TYPICAL SECTIONS
5	EROSION CONTROL AND STREET DETAILS
6	STORM SEWER DETAILS
7-9	REMOVALS
10-12	EROSION CONTROL AND RESTORATION
13	ALIGNMENT LAYOUT
14-16	STREET AND STORM SEWER
17	GRADING
18	STRIPING PLAN
19-20	SWPPP
21	DETOUR PLAN

LEGEND

MB	MAILBOX	— —	EASEMENT
	LIGHT POLE	———	RIGHT OF WAY
	TREE	—E—	ELECTRIC
	SIGN	—G—	GAS
POLE	POLE	—T—	TELECOMMUNICATIONS
	FLOOD LIGHT	—>>—	STORM SEWER
	VALVE		TREE LINE
PCB	UTILITY PEDESTAL	—XSR—	SPLIT RAIL FENCE
HH	HAND HOLE		LANDSCAPING
	REMOVE CATCH BASIN		RETAINING WALL
STM	EXISTING MANHOLE		5' CONTOUR LINE
	EXISTING FLARED END		1' CONTOUR LINE
	REMOVE TREE	—SF—	SILT FENCE
	REMOVE STORM CASTING		PROPOSED B618 C & G
	3'X2' CATCH BASIN		
	CATCH BASIN MANHOLE		
	INLET PROTECTION		
	MILL BITUMINOUS PAVEMENT		
	EDGE MILL		
	REMOVE BITUMINOUS PAVEMENT		
	REMOVE BITUMINOUS DRIVE		
	REMOVE CONCRETE DRIVE		
	REMOVE GRAVEL DRIVE		
	CONCRETE DRIVE		
	BITUMINOUS DRIVE		
	GRAVEL DRIVE		
	RIP RAP		
	HYDRO SEED AREA		
	EROSION CONTROL BLANKET		
	CLEARING AND GRUBBING		

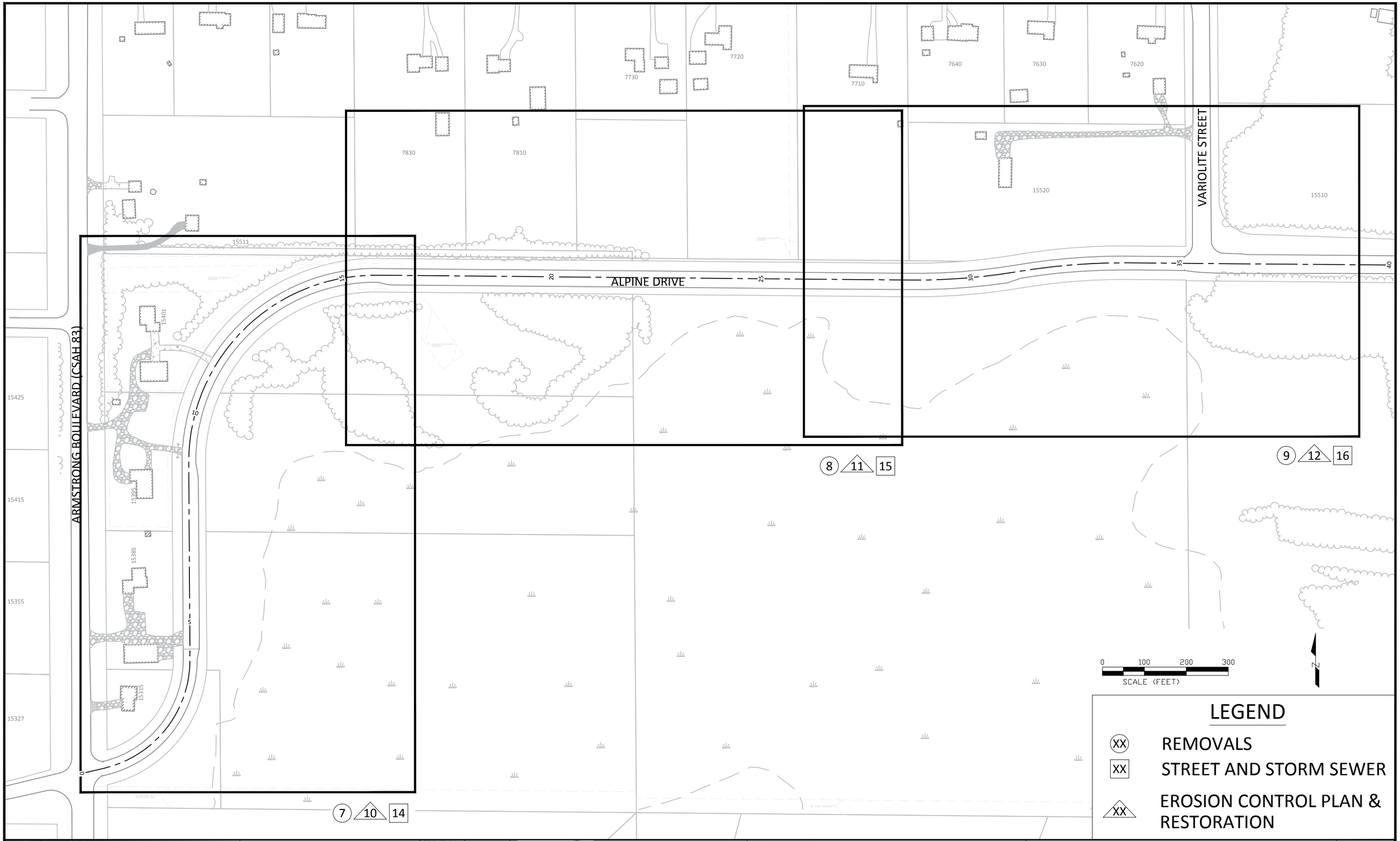
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

40116
BRUCE R WESTBY, P.E. LIC. NO.
RAMSEY CITY ENGINEER
DATE

DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY
DATE

STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING
DATE

Apr 12, 2017 - 8:26am
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Cover Sheet.dwg



LEGEND

- (XX) REMOVALS
- [XX] STREET AND STORM SEWER
- △XX EROSION CONTROL PLAN & RESTORATION

DATE	REVISION

Apr 12, 2017 - 8:26am
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Sheet Index.dwg

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BRUCE R WESTBY
Date 4/12/17 Lic. No. 40116

DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/12/17
CHECKED BY:	BRW	FILE No.	17-01

City of RAMSEY
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SHEET INDEX
S.A.P. 199-112-008

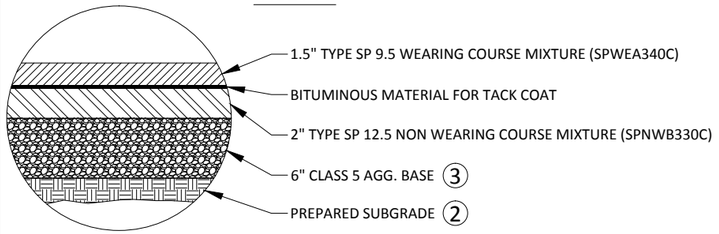
ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 2 OF 21 SHEETS

ESTIMATED QUANTITIES

					NON-PARTICIPATING		
					S.A.P. 199-112-008 *ALPINE DRIVE*		
					STREET	*STORM SEWER*	
PAGE NO.	**NOTE**	**ITEM NO.**	**ITEM**	**UNIT**	**ESTIMATED QUANTITY**	**ESTIMATED QUANTITY**	**TOTAL ESTIMATED QUANTITY**
			MOBILIZATION	LS	1	1	1
2	1	2021.501	REMOVE CURB AND GUTTER	LF	1,100	0	1,100
2		2021.501	REMOVE CURB AND GUTTER	EA	1	0	1
2	1	2021.501	REMOVE BITUMINOUS PAVEMENT	SY	1,200	0	1,200
2		2021.501	REMOVE BITUMINOUS PAVEMENT	SY	0	0	0
2		2021.501	REMOVE CONCRETE PAVEMENT	SY	0	0	0
2	1	2021.501	REMOVE CONCRETE PAVEMENT	SY	1,200	0	1,200
2		2021.501	REMOVE CONCRETE DRIVEWAY	SY	0	0	0
2		2021.501	REMOVE BITUMINOUS DRIVEWAY	SY	0	0	0
2	2	2021.501	REMOVE CONCRETE MEDIAN	SY	0	0	0
2	2	2021.501	REMOVE CONCRETE MEDIAN	SY	0	0	0
2

INSET A:



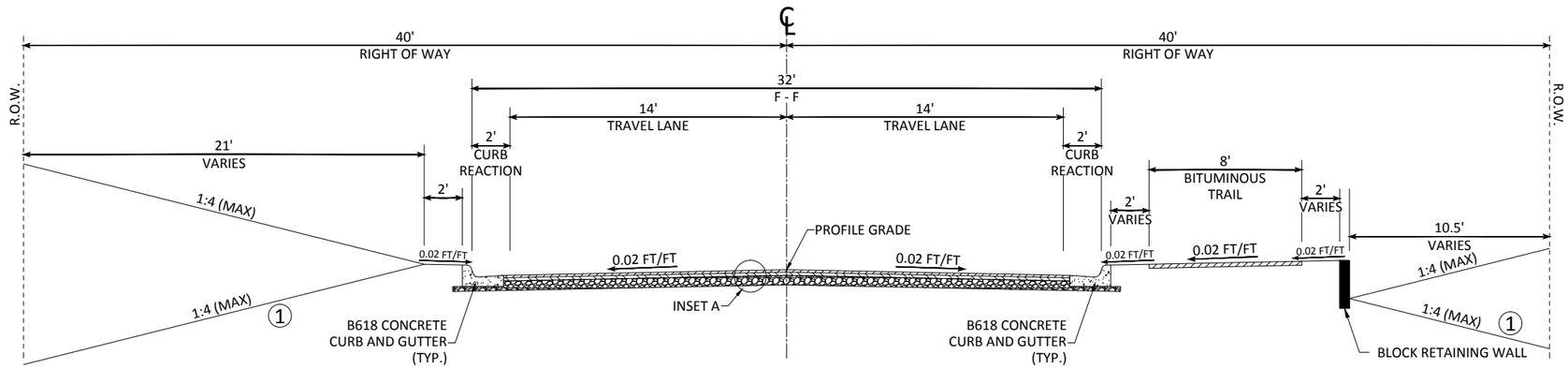
REFERENCE NOTES:

① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING A MINIMUM OF 4" COMMON TOPSOIL BORROW AND HYRDOSEED WITH MIXTURE PER PLAN. SEE CITY PLATE NO. ERO-6 FOR COMMON TOPSOIL BORROW.

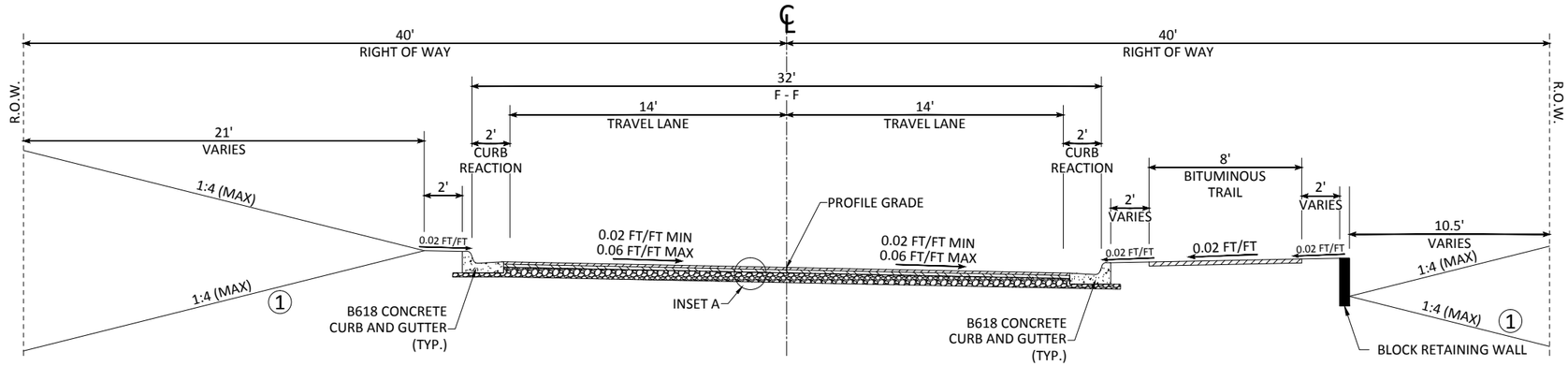
② CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING CLASS 5 AGGREGATE BASE. THIS PROCESS SHALL BE INCIDENTAL TO THE SUBGRADE PREPARATION PAY ITEM.

③ CITY TO FURNISH CLASS 5 AGGREGATE BASE. CONTRACTOR TO LOAD AND HAUL FROM STOCKPILE AND PLACE, SHAPE AND COMPACT ON SITE.

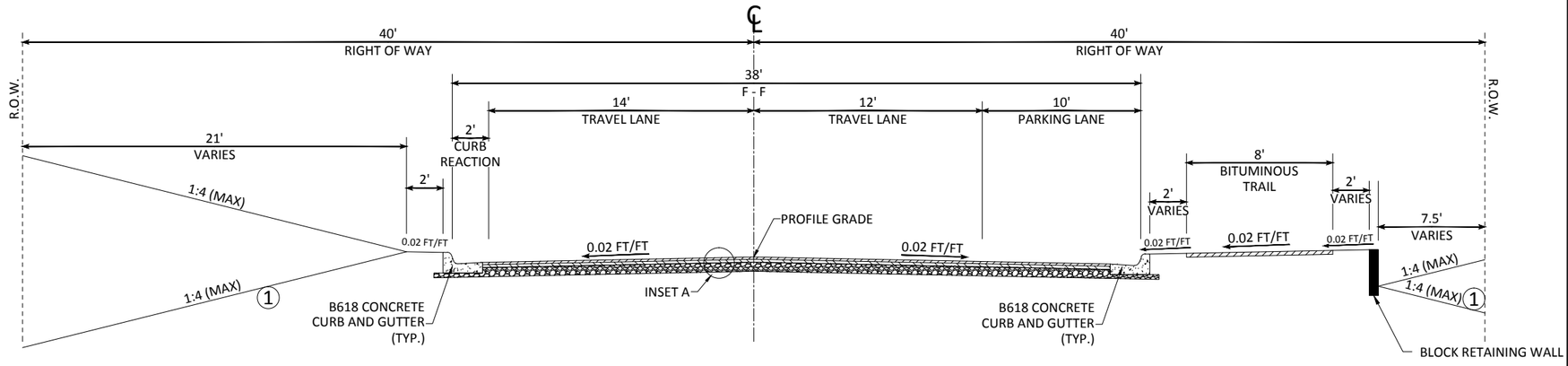
TYPICAL SECTION: NO PARKING STA. 31+20 - 35+14



TYPICAL SECTION: SUPER ELEVATED STA. 0+64 - 4+12, STA. 8+84 - 15+85



TYPICAL SECTION: PARKING ALLOWED STA. 4+12 - 8+84, STA. 15+85 - 31+20



PAVEMENT DESIGN

20 YR DESIGN LANE BESALS:	229,000
DESIGN R-VALUE:	40

MINIMUM REQUIRED

MINIMUM BIT (GE)	7.00
MIN. AGG. BASE (GE)	3.88
TOTAL REQUIRED GE	11.45

PROPOSED DESIGN

WEARING COURSE (1.5")	3.38
NON-WEAR COURSE (2.0")	4.50
CLASS 5 AGG. BASE (6.0")	6.00
TOTAL DESIGN GE	13.88

NOTE: NOT TO SCALE

DATE	REVISION

Apr 12, 2017 - 8:27am
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Typical Section.dwg

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

BRUCE R WESTBY
Date 4/12/17 Lic. No. 40116

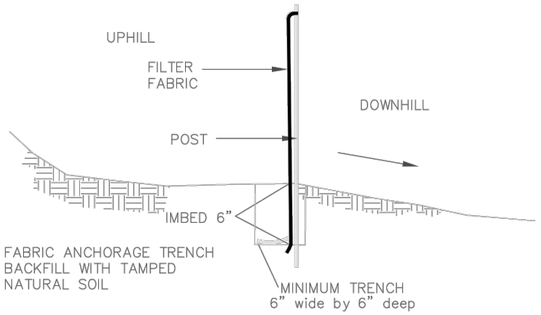
DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/12/17
CHECKED BY:	BRW	FILE No. 17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

TYPICAL SECTIONS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 4 OF 21 SHEETS

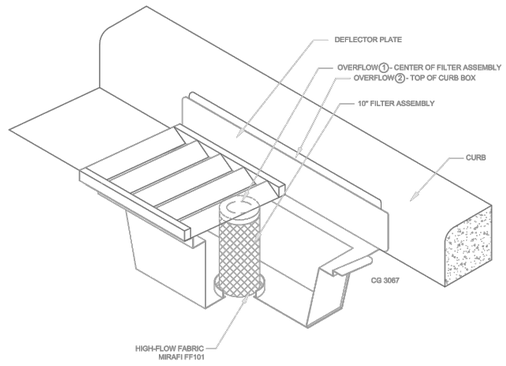


INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL

NO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO–1

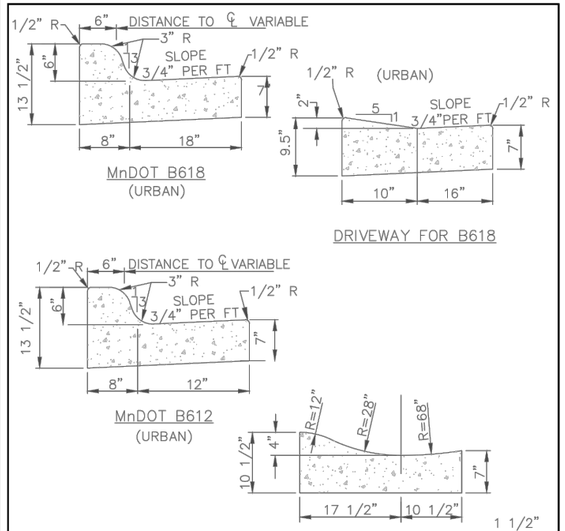


INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

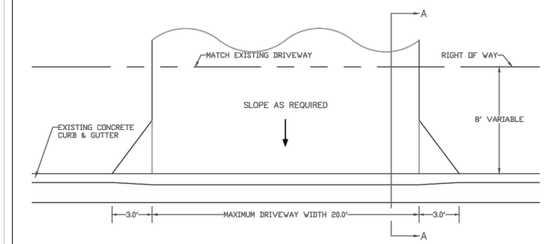
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2



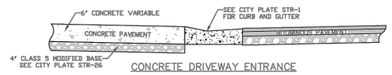
NOTES:

1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

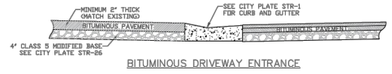
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: CURB AND GUTTER
		CITY PLATE No. STR–1



SECTION A–A



CONCRETE DRIVEWAY ENTRANCE



BITUMINOUS DRIVEWAY ENTRANCE

NOTES:
1. PANEL WIDTH SHALL NOT EXCEED 10 FT. WITHOUT A CENTERLINE CONSTRUCTION JOINT.
2. CONCRETE DRIVEWAY TO BE ONE COURSE CONCRETE PAVEMENT. (SEE SPECIAL PROVISIONS FOR CLASS OF CONCRETE.)
3. CONCRETE DRIVEWAYS TO BE 6" THICK.
4. ½" EXPANSION JOINT, ½" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2 CONCRETE AREAS ARE POURED SEPERATELY.)
5. BITUMINOUS DRIVEWAYS MINIMUM 2" THICK, MATCH EXISTING BITUMINOUS PAVEMENT THICKNESS.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: RESIDENTIAL DRIVEWAY – NO SIDEWALK
		CITY PLATE No. STR–30

MNDOT 2016 SPEC

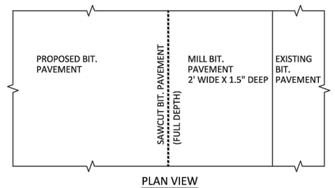
MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	≥85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

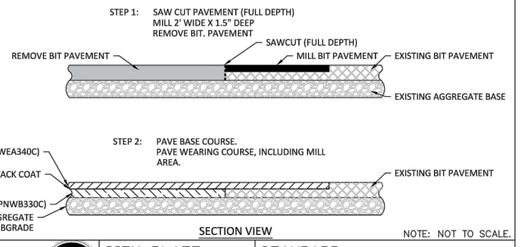
APPROVED: 1 – 2016	City of RAMSEY	CITY PLATE No. ERO–6	STANDARD DETAILS: TOPSOIL REQUIREMENTS

NOTES:

1. BITUMINOUS SHALL BE SAWCUT AND REMOVED
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHANICALLY COMPACTED.
3. SEE CITY PLATE STR–26 FOR MODIFIED CLASS 5 SPECIFICATIONS.



PLAN VIEW



SECTION VIEW NOTE: NOT TO SCALE.

APPROVED: 3 – 2017	City of RAMSEY	CITY PLATE No. STR–31	STANDARD DETAILS: STREET TIE–IN

MNDOT STANDARD PLATES

THESE STANDARD PLATES AS APPROVED BY THE FHWA SHALL APPLY

PLATE NO.	DESCRIPTION
3000 L	REINFORCED CONCRETE PIPE (5 SHEETS)
3006 G	GASKET JOINT FOR R.C. PIPE (2 SHEETS)
3007 E	SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
3040 F	CORRUGATED METAL PIPE CULVERT (STANDARD 2-2/3" X ½" CORRUGATION)
3123 J	METAL APRON FOR C.S. PIPE
3221 C	CORRUGATED STEEL PIPE COUPLING BAND (3 SHEETS)
4011 E	PRECAST CONCRETE BASE
4022 A	MANHOLE OR CATCH BASIN COVER (3FT. X 2FT. OPENING)
4026 A	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
4108 F	ADJUSTING RINGS FOR CATCH BASINS AND MANHOLES
4180 J	MANHOLE OR CATCH BASIN STEP
7038 A	DETECTABLE WARNING SURFACE TRUNCATED DOMES
7100 H	CONCRETE CURB AND GUTTER DESIGN B AND DESIGN V
8000 J	CHANNELIZERS (3 SHEETS)
9102 E	TURF ESTABLISHMENT AREAS (AT PIPE CULVERT ENDS)

DATE	REVISION

Apr 12, 2017 - 8:28am
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Details.dwg

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

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Date 4/12/17 Lic. No. 40116

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JJF	
DRAWN BY: JJF	DATE: 4/12/17
CHECKED BY: BRW	FILE No. 17-01

City of RAMSEY

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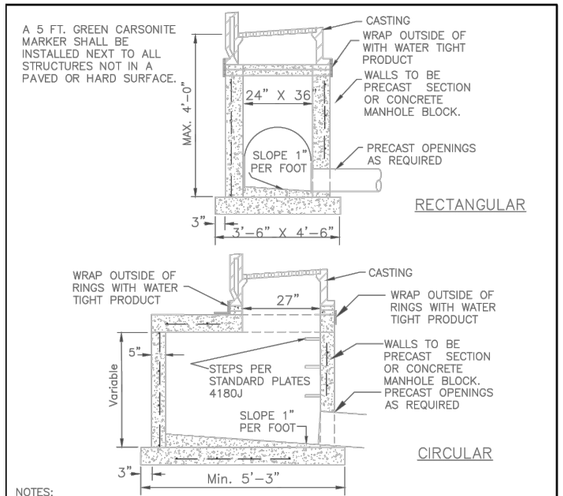
EROSION CONTROL AND STREET DETAILS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

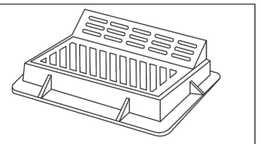


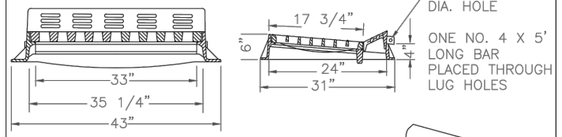
NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX.7–2" RINGS, MIN 2–2" RINGS
4. GROUT BETWEEN RINGS,SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
9. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED:		STANDARD DETAILS:
4 – 2007	City of RAMSEY	CATCH BASIN
		CITY PLATE No. STO–1

NOTE: SURMOUNTABLE CURB & GUTTER

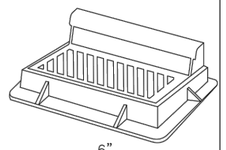
1. CATCH BASIN CASTING SHALL BE NEENAH R–3067 WITH GRATED BACK (BICYLE SAFE) OR APPROVED EQUAL.
2. FOR CATCH BASINS ADJACENT TO RADIUS, USE NEENAH R–3246R OR APPOVED EQUAL.

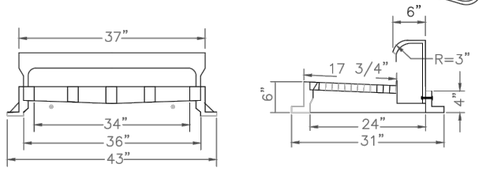




NOTE: B 618 CURB & GUTTER

1. CATCH BASIN CASTING SHALL BE NEENAH R–3246R OR APPROVED EQUAL.



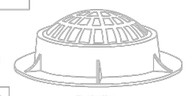


STANDARD CATCHBASIN CASTING

APPROVED:		STANDARD DETAILS:
7 – 2016	City of RAMSEY	STORMWATER CASTING
		CITY PLATE No. STO–4

R–2560 Series
Beehive Grates with Frames

SUITABLE FOR DRAINAGE ON CIRCUMSTANCES WHERE CLOGGING OF A FLAT GRATING IS A PROBLEM. EXCELLENT FOR ROADSIDE OR EARTH DITCH CATCH BASINS.



Illustrating R–2560–E

Furnished standard with ground bearing surfaces.

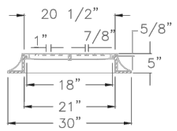
Catalog No.	Dimensions In Inches							Wt. LBS
	A	B	C	D	E	F	G	
R–2560–A	12	1	11	12 1/2	19	4	4	80
R–2560–B	15 1/2	1 1/4	15	15	21	5	3	120
R–2560–C	18	1 1/4	16 1/2	20 1/2	30	8	4	190
R–2560–C1	22	1 1/2	20	23	28	4	4 1/2	195
R–2560–C2	22	1 1/2	20 1/2	24	28 1/4	6	4 1/2	270
R–2560–D	22	1 1/2	20	24 1/2	35	9	4 1/2	315
R–2560–D1	22	1 1/2	20	23	28 1/4	4	7	210
R–2560–D2	22	1 1/2	20 1/2	24	35	6	7	285
R–2560–D3	22	1 1/2	20	24 1/2	36	9	7	345
R–2560–E	23	1 1/2	21	25 1/2	35 1/2	9	7	340
R–2560–EA	25 3/4	7/8	24 1/8	26 1/2	35 1/2	4	6	235
R–2560–EB	25 3/4	7/8	24 1/8	26 1/2	35 1/2	4	9	255
R–2560–E1	25 3/4	7/8	24 1/8	26 1/2	35 1/2	7	6	285
R–2560–E2	25 3/4	7/8	24 1/8	26 1/2	35 1/2	7	9	300
R–2560–E5	25 3/4	7/8	24 1/8	26 1/2	35 1/2	8	6	345
R–2560–E6	25 3/4	7/8	24 1/8	26 1/2	35 1/2	8	9	365
R–2560–E7	25 3/4	7/8	24 1/8	26 1/2	35 1/2	9	6	350
R–2560–E8	25 3/4	7/8	24 1/8	26 1/2	35 1/2	9	9	365
R–2560–E9	25 3/4	7/8	24 1/8	26 1/2	35 1/2	10	6	360
R–2560–E10	25 3/4	7/8	24 1/8	26 1/2	35 1/2	10	9	385
R–2560–G	32	1 1/2	30	36	46	7	4	535

Furnished standard with ground bearing surfaces.

R–2570 Catch Basin Frame, Grate

Light Duty

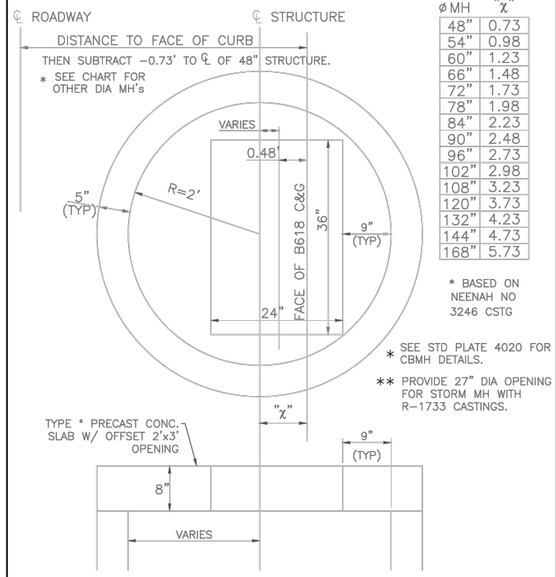
Total Weight 170 Pounds



Furnished standard with ground bearing surfaces.

STORM CASTINGS FOR NON–TRAFFIC AREAS
NTS

APPROVED:		STANDARD DETAILS:
9 – 2011	City of RAMSEY	STORM CASTING – NON TRAFFIC AREAS
		CITY PLATE No. STO–6



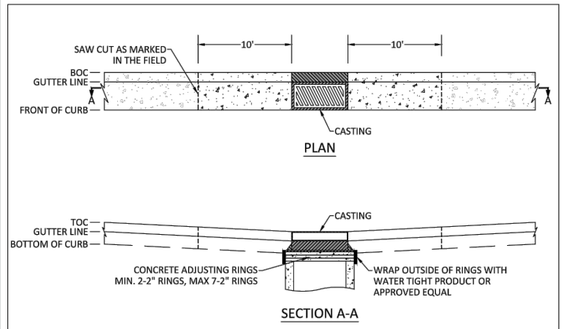
ø MH	"X"
48"	0.73
54"	0.98
60"	1.23
66"	1.48
72"	1.73
78"	1.98
84"	2.23
90"	2.48
96"	2.73
102"	2.98
108"	3.23
120"	3.73
132"	4.23
144"	4.73
168"	5.73

* BASED ON NEENAH NO 3246 CSTG

* SEE STD PLATE 4020 FOR CBMH DETAILS.

** PROVIDE 27" DIA OPENING FOR STORM MH WITH R–1733 CASTINGS.

APPROVED:		STANDARD DETAILS:
4 – 2005	City of RAMSEY	SLAB TOP MANHOLE COVER
		CITY PLATE No. STO–5



NOTE: NOT TO SCALE

NOTE:

1. CONCRETE CURB AND GUTTER TO BE REMOVED 10 FEET TO EITHER SIDE OF CATCH BASIN CASTING. CURB AND GUTTER MUST BE SAW CUT - FULL DEPTH.
2. CASTING SHALL BE BROUGHT UP TO PROPER GRADE. DAMAGED CONCRETE ADJUSTING RINGS MUST BE REPLACED. OUTSIDE OF RINGS MUST BE WRAPPED WITH APPROVED WATER TIGHT PRODUCT. INSIDE OF RINGS MUST BE GROUTED TO A SMOOTH FINISH.
3. CONCRETE CURB AND GUTTER SHALL BE REPLACED AND MATCH INTO THE RESET CASTING AND THE EXISTING CURB AND GUTTER.
4. DAMAGED BITUMINOUS PAVEMENT SHALL BE REPAIRED AND IS INCIDENTAL. FOLLOW CITY STANDARD PLATE STR-25.
5. PROPER TRAFFIC CONTROL DEVICES SHALL BE REQUIRED TO MAINTAIN A SAFE WORK ENVIRONMENT, AND IS INCLUDED IN THE TRAFFIC CONTROL LUMP SUM BIT ITEM.
6. ALL EQUIPMENT, MATERIALS, DISPOSAL, AND LABOR REQUIRED TO RESET CATCH BASIN CASTING AS DESCRIBED BY THIS DETAIL IS INCIDENTAL.
7. BOULEVARD RESTORATION BEHIND CURB IS NOT INCLUDED WITH THE RESET CATCH BASIN CASTING PAY ITEM.

APPROVED:		STANDARD DETAILS:
3 – 2017	City of RAMSEY	RESET CATCH BASIN CASTING
		CITY PLATE No. STO–13

DATE	REVISION

Apr 12, 2017 - 8:28am
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BRUCE R WESTBY
Date 4/12/17 Lic. No. 40116

DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/12/17
CHECKED BY:	BRW	FILE No.	17-01

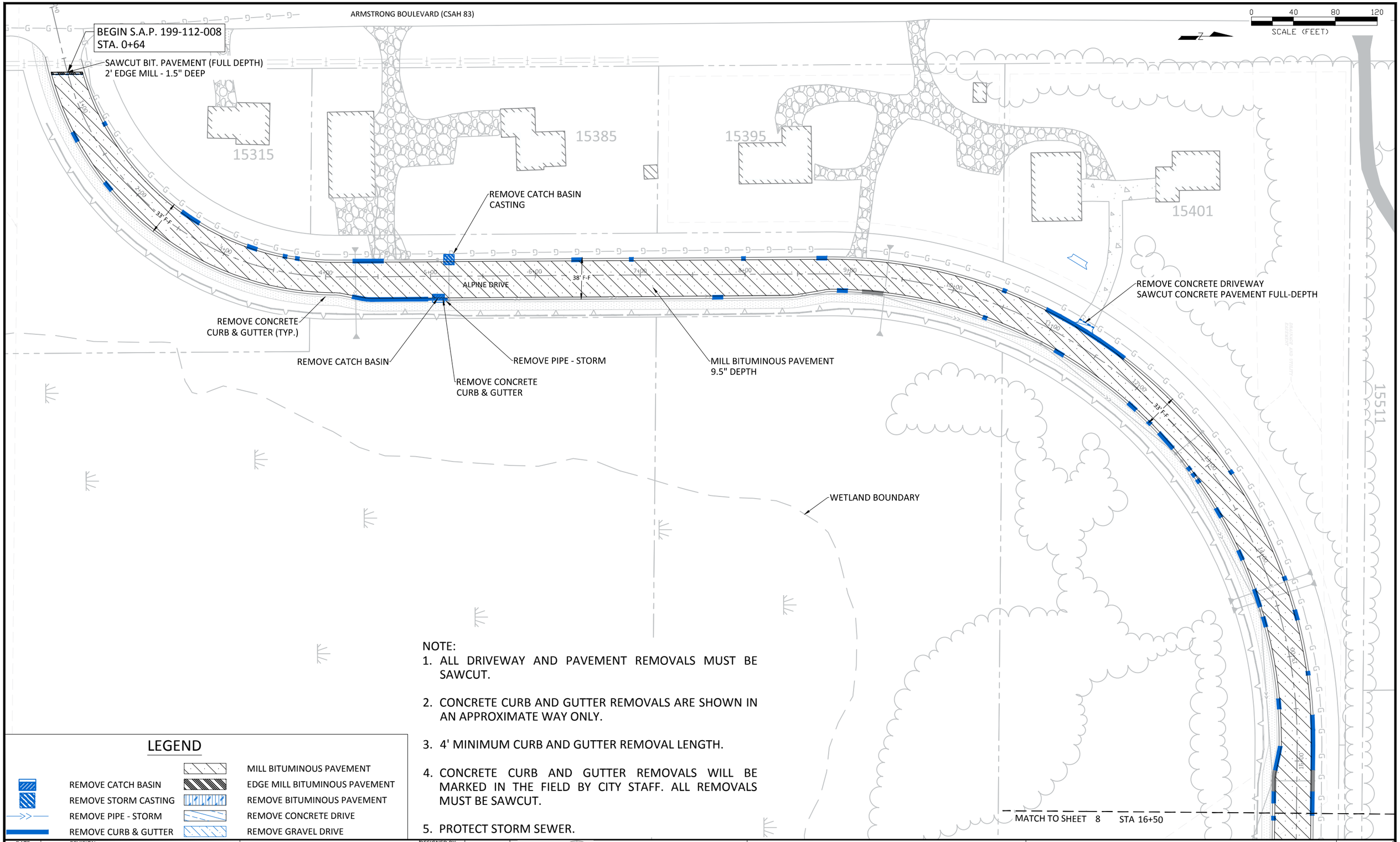
City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STORM SEWER DETAILS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 6 OF 21 SHEETS



NOTE:

1. ALL DRIVEWAY AND PAVEMENT REMOVALS MUST BE SAWCUT.
2. CONCRETE CURB AND GUTTER REMOVALS ARE SHOWN IN AN APPROXIMATE WAY ONLY.
3. 4' MINIMUM CURB AND GUTTER REMOVAL LENGTH.
4. CONCRETE CURB AND GUTTER REMOVALS WILL BE MARKED IN THE FIELD BY CITY STAFF. ALL REMOVALS MUST BE SAWCUT.
5. PROTECT STORM SEWER.

LEGEND

	MILL BITUMINOUS PAVEMENT
REMOVE CATCH BASIN	EDGE MILL BITUMINOUS PAVEMENT
REMOVE STORM CASTING	REMOVE BITUMINOUS PAVEMENT
REMOVE PIPE - STORM	REMOVE CONCRETE DRIVE
REMOVE CURB & GUTTER	REMOVE GRAVEL DRIVE

DATE	REVISION

Apr 12, 2017 - 8:28am
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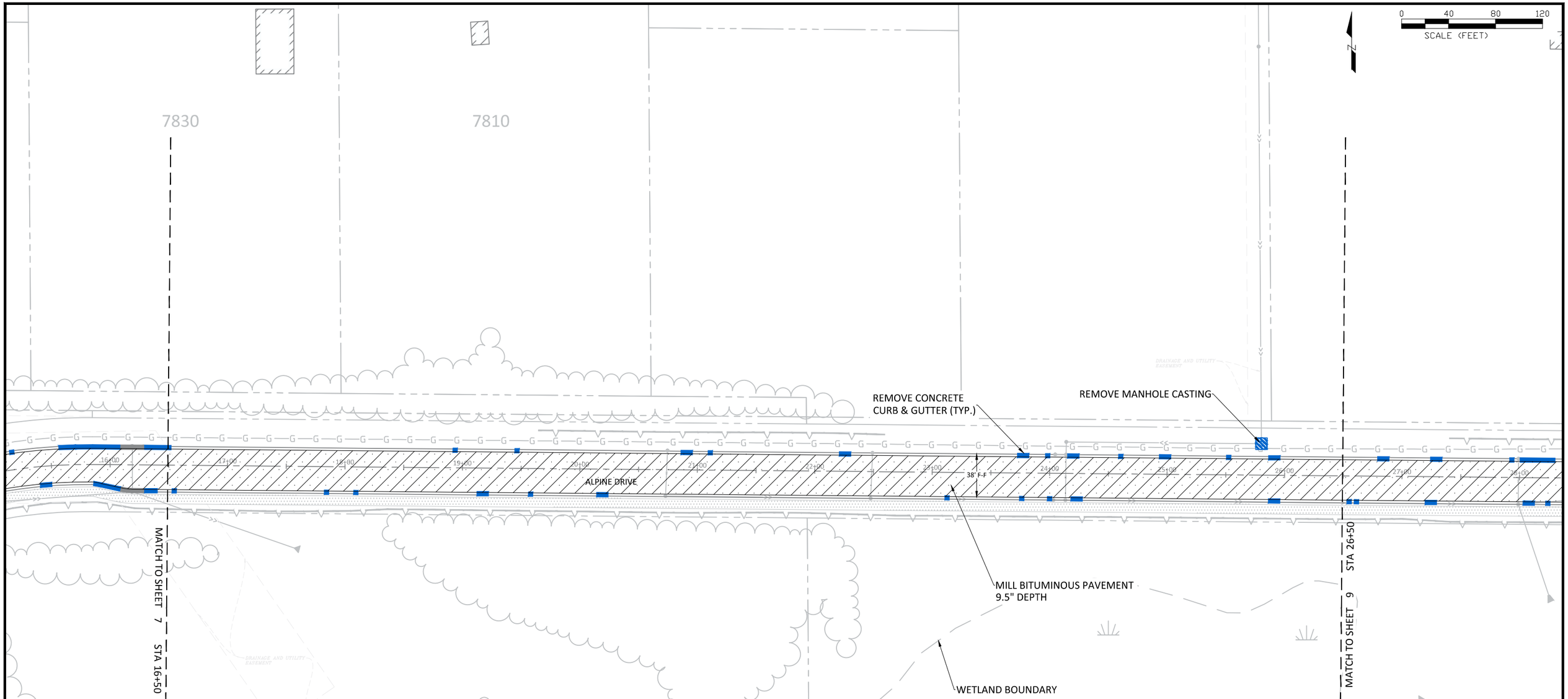
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

REMOVALS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 7 OF 21 SHEETS



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3. 4' MINIMUM CURB AND GUTTER REMOVAL LENGTH
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5. PROTECT STORM SEWER.

LEGEND

	MILL BITUMINOUS PAVEMENT
REMOVE CATCH BASIN	EDGE MILL BITUMINOUS PAVEMENT
REMOVE STORM CASTING	REMOVE BITUMINOUS PAVEMENT
REMOVE PIPE - STORM	REMOVE CONCRETE DRIVE
REMOVE CURB & GUTTER	REMOVE GRAVEL DRIVE

DATE	REVISION

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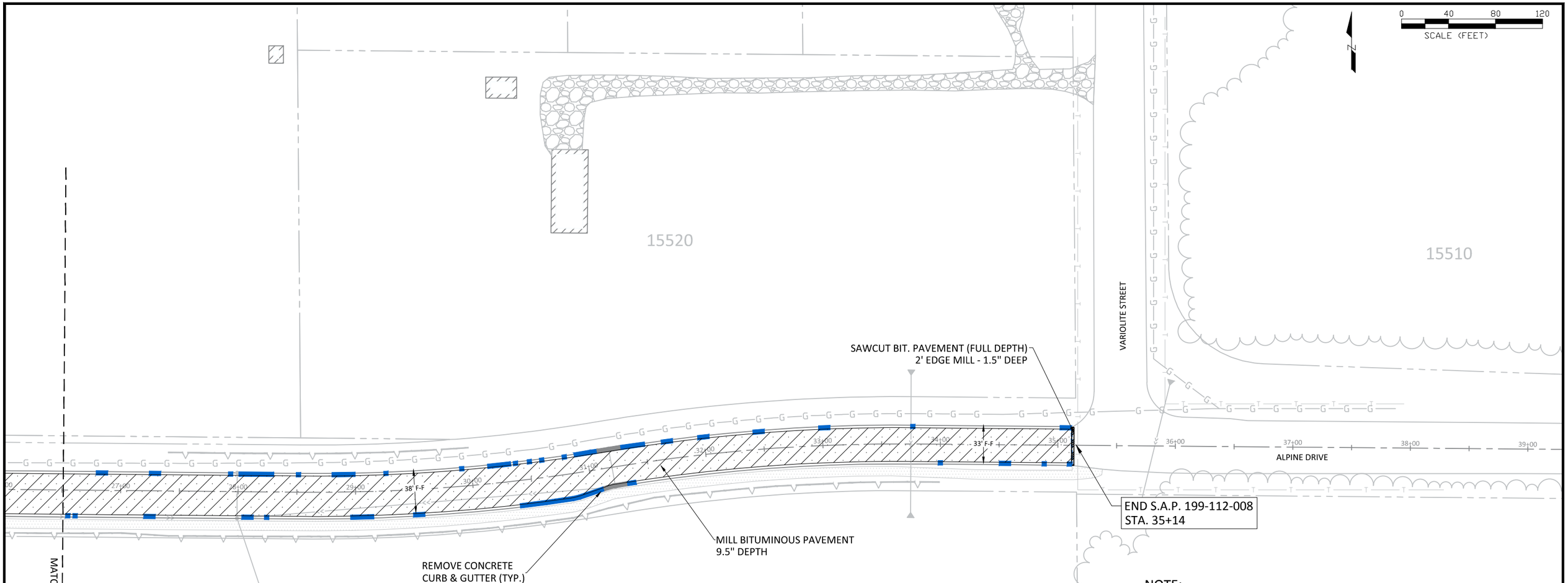
REMOVALS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 8 OF 21 SHEETS



NOTE:
PEDESTRIAN ACCESS ROUTE MUST BE MAINTAINED AT ALL TIMES.
SEE PAY ITEM NOTE 8 ON SHEET 3.

NOTE:

1. ALL DRIVEWAY AND PAVEMENT REMOVALS MUST BE SAWCUT.
2. CONCRETE CURB AND GUTTER REMOVALS ARE SHOWN IN AN APPROXIMATE WAY ONLY.
3. 4' MINIMUM CURB AND GUTTER REMOVAL LENGTH.
4. CONCRETE CURB AND GUTTER REMOVALS WILL BE MARKED IN THE FIELD BY CITY STAFF. ALL REMOVALS MUST BE SAWCUT.
5. PROTECT STORM SEWER.

LEGEND

	MILL BITUMINOUS PAVEMENT
REMOVE CATCH BASIN	EDGE MILL BITUMINOUS PAVEMENT
REMOVE STORM CASTING	REMOVE BITUMINOUS PAVEMENT
REMOVE PIPE - STORM	REMOVE CONCRETE DRIVE
REMOVE CURB & GUTTER	REMOVE GRAVEL DRIVE

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REMOVALS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

ARMSTRONG BOULEVARD (CSAH 83)

0 40 80 120
SCALE (FEET)

BEGIN S.A.P. 199-112-008
STA. 0+64

15315

15385

15395

15401

15511

SILT FENCE (TYP.)

SILT FENCE (TYP.)

SILT FENCE (TYP.)

WETLAND BOUNDARY

SILT FENCE (TYP.)

33' F-F

38' F-F

33' F-F

MATCH TO SHEET 11 STA 16+50

LEGEND

SF — SILT FENCE

INLET PROTECTION

HYDROSEED RESTORATION AREA

NOTE:
RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
RESTORE ALL DISTURBED AREAS WITH HYDROSEED MATERIAL UNLESS OTHERWISE NOTED.

DATE	REVISION

Apr 12, 2017 - 8:30am
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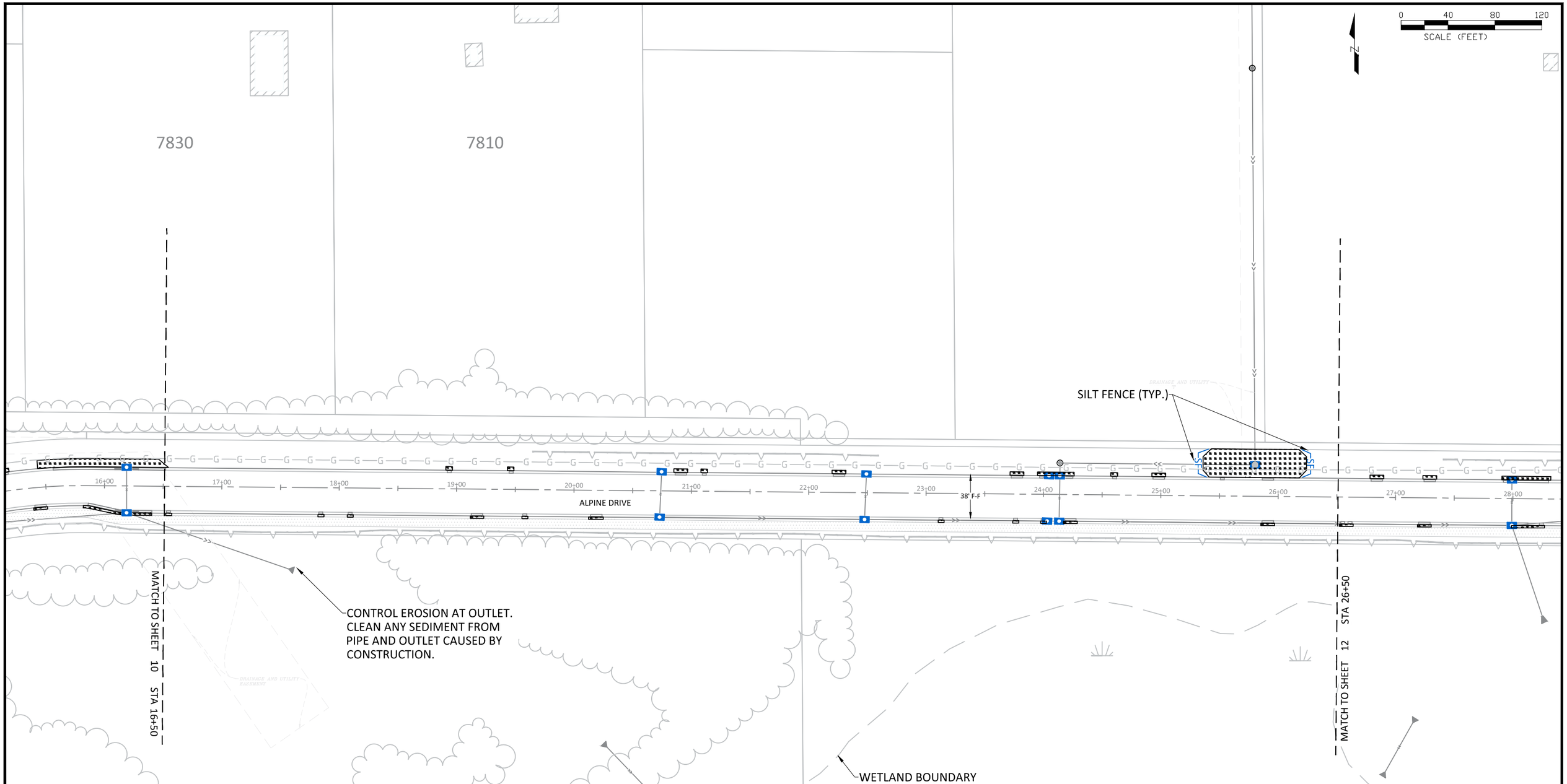
EROSION CONTROL AND RESTORATION
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 10 OF 21 SHEETS



LEGEND

- SF — SILT FENCE
- INLET PROTECTION
- HYDROSEED RESTORATION AREA MNDOT SEED MIXTURE 25-131

NOTE:
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City of RAMSEY

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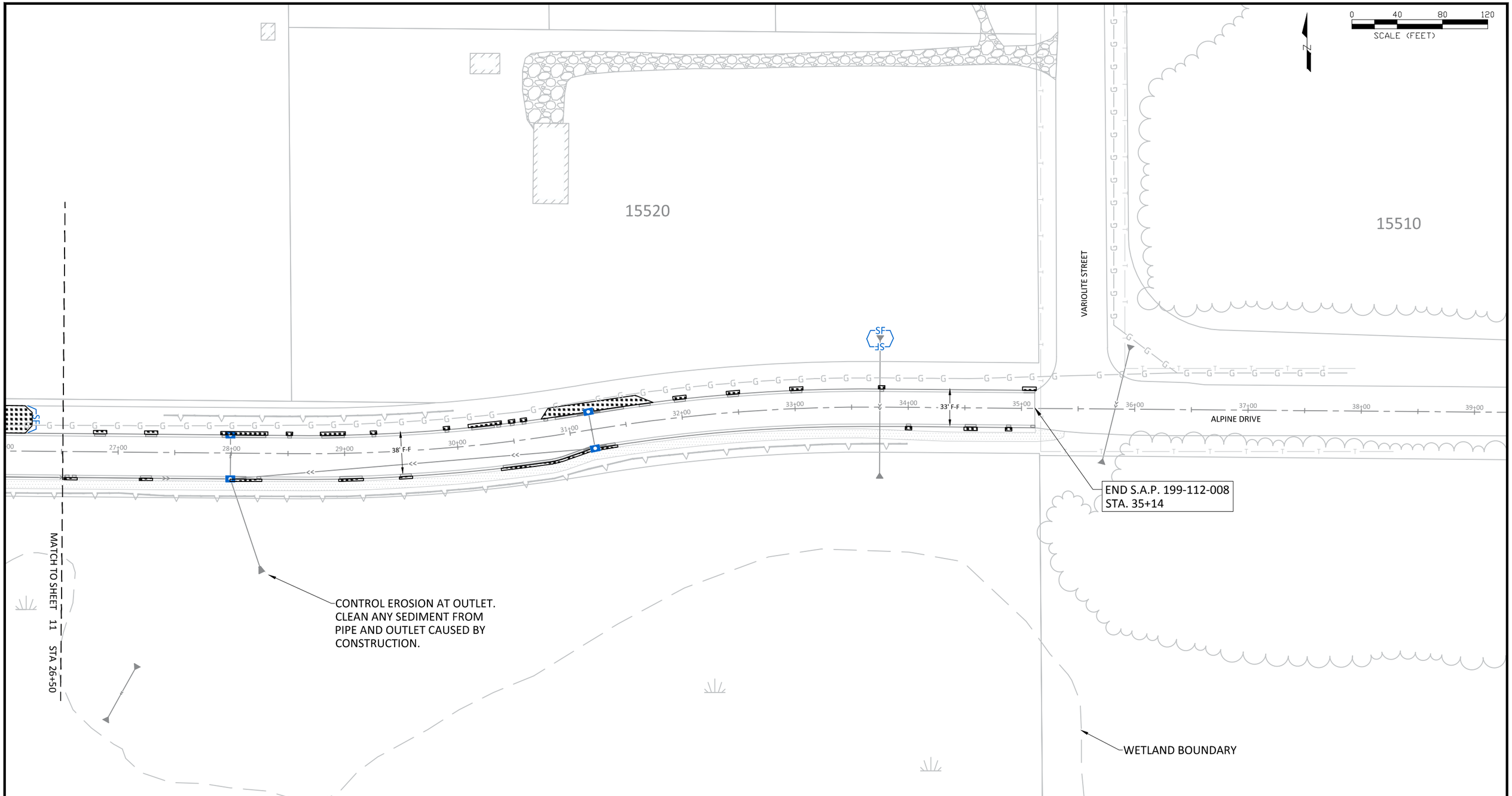
EROSION CONTROL AND RESTORATION
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 11 OF 21 SHEETS



LEGEND

- SF — SILT FENCE
- INLET PROTECTION
- HYDROSEED RESTORATION AREA

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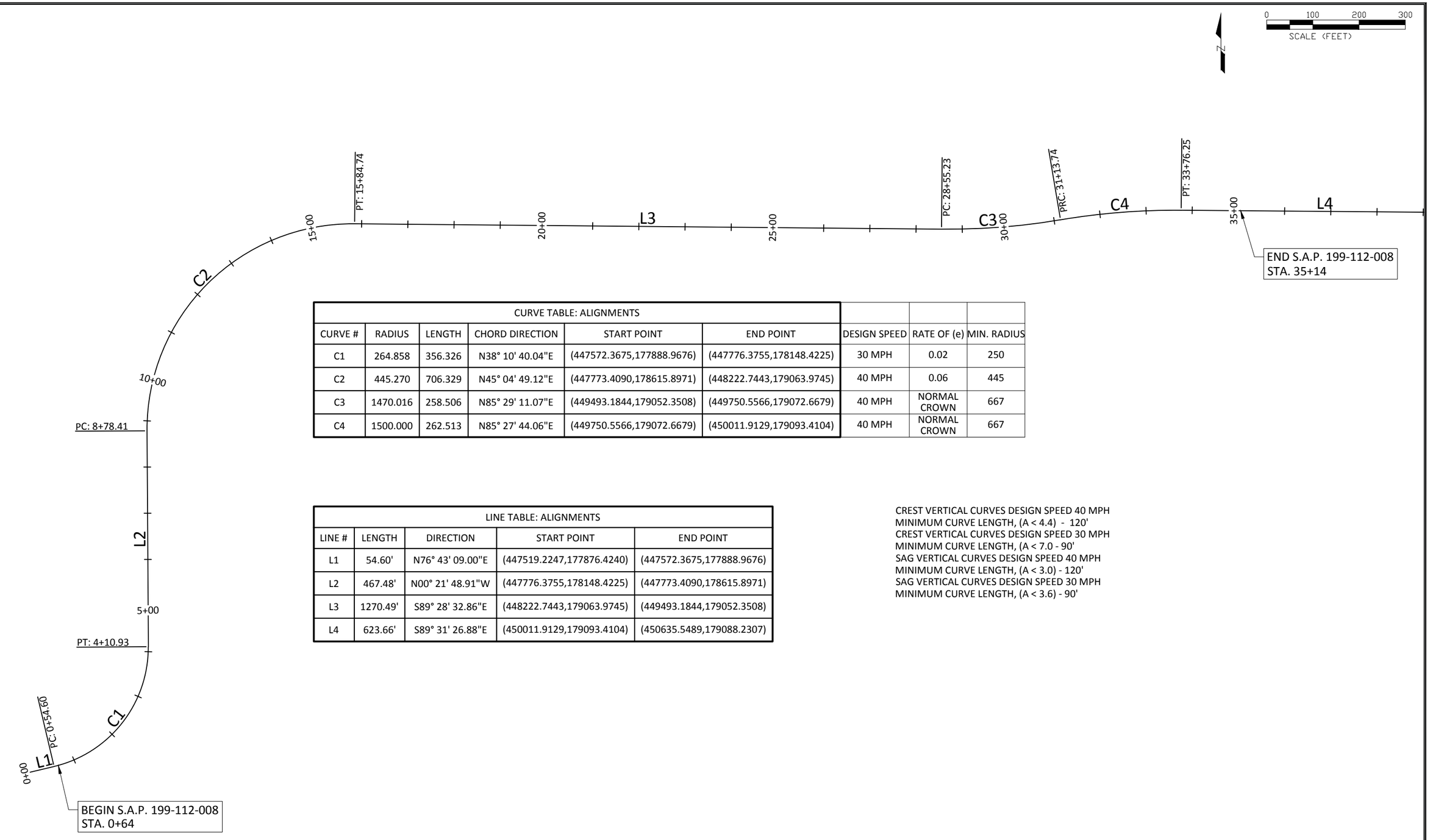

CURVE TABLE: ALIGNMENTS								
CURVE #	RADIUS	LENGTH	CHORD DIRECTION	START POINT	END POINT	DESIGN SPEED	RATE OF (e)	MIN. RADIUS
C1	264.858	356.326	N38° 10' 40.04"E	(447572.3675,177888.9676)	(447776.3755,178148.4225)	30 MPH	0.02	250
C2	445.270	706.329	N45° 04' 49.12"E	(447773.4090,178615.8971)	(448222.7443,179063.9745)	40 MPH	0.06	445
C3	1470.016	258.506	N85° 29' 11.07"E	(449493.1844,179052.3508)	(449750.5566,179072.6679)	40 MPH	NORMAL CROWN	667
C4	1500.000	262.513	N85° 27' 44.06"E	(449750.5566,179072.6679)	(450011.9129,179093.4104)	40 MPH	NORMAL CROWN	667

LINE TABLE: ALIGNMENTS				
LINE #	LENGTH	DIRECTION	START POINT	END POINT
L1	54.60'	N76° 43' 09.00"E	(447519.2247,177876.4240)	(447572.3675,177888.9676)
L2	467.48'	N00° 21' 48.91"W	(447776.3755,178148.4225)	(447773.4090,178615.8971)
L3	1270.49'	S89° 28' 32.86"E	(448222.7443,179063.9745)	(449493.1844,179052.3508)
L4	623.66'	S89° 31' 26.88"E	(450011.9129,179093.4104)	(450635.5489,179088.2307)

CREST VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 4.4) - 120'
CREST VERTICAL CURVES DESIGN SPEED 30 MPH
MINIMUM CURVE LENGTH, (A < 7.0 - 90'
SAG VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 3.0) - 120'
SAG VERTICAL CURVES DESIGN SPEED 30 MPH
MINIMUM CURVE LENGTH, (A < 3.6) - 90'

DATE	REVISION

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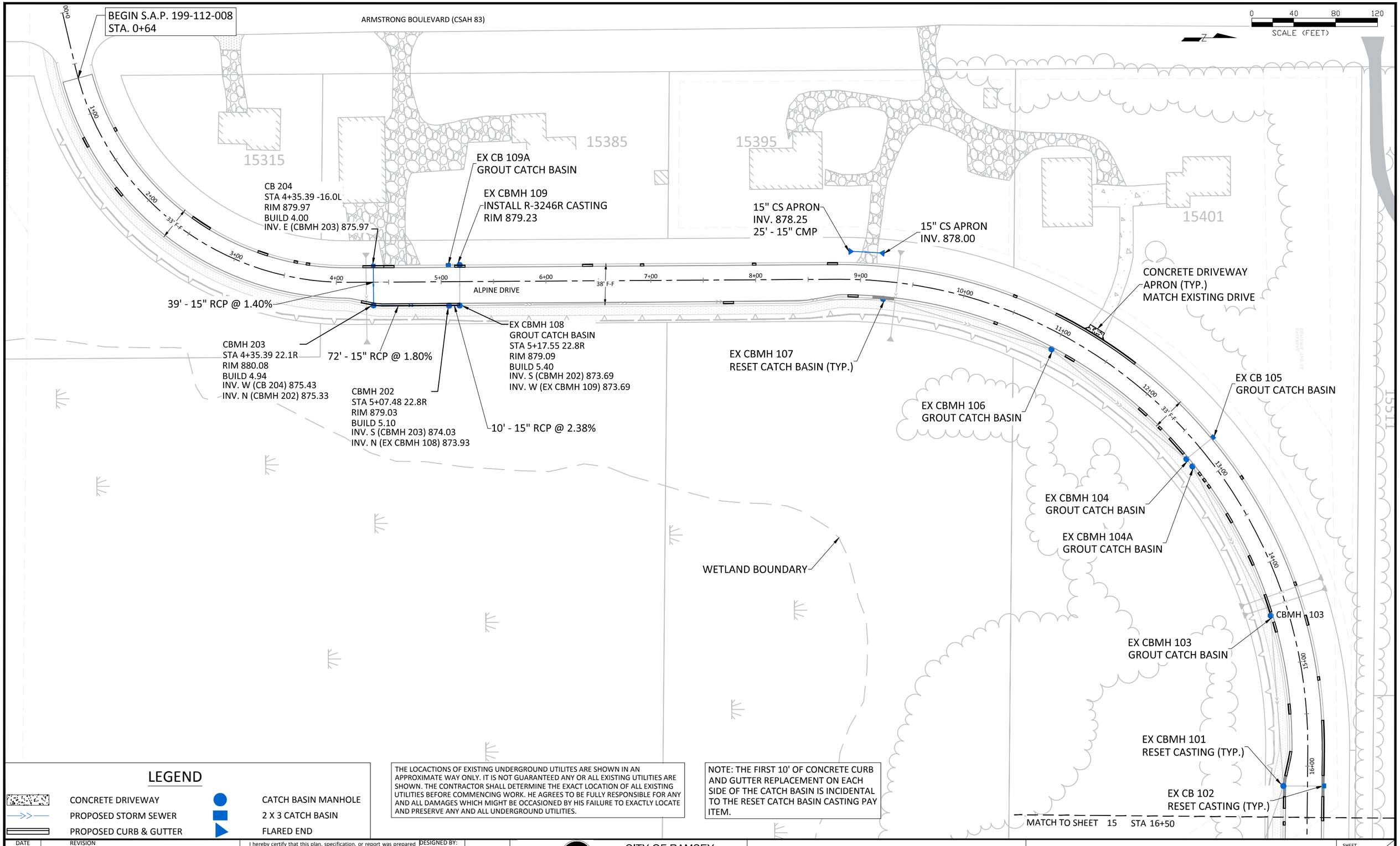
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

ALIGNMENT LAYOUT
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 13 OF 21 SHEETS



LEGEND

- CONCRETE DRIVEWAY
- PROPOSED STORM SEWER
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- FLARED END

THE LOCACTIONS OF EXISTING UNDERGROUND UTILITES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE: THE FIRST 10' OF CONCRETE CURB AND GUTTER REPLACEMENT ON EACH SIDE OF THE CATCH BASIN IS INCIDENTAL TO THE RESET CATCH BASIN CASTING PAY ITEM.

DATE	REVISION

Apr 12, 2017 - 8:31am
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE R WESTBY
Date 4/12/17 Lic. No. 40116

DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/12/17
CHECKED BY:	BRW	FILE No.	17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
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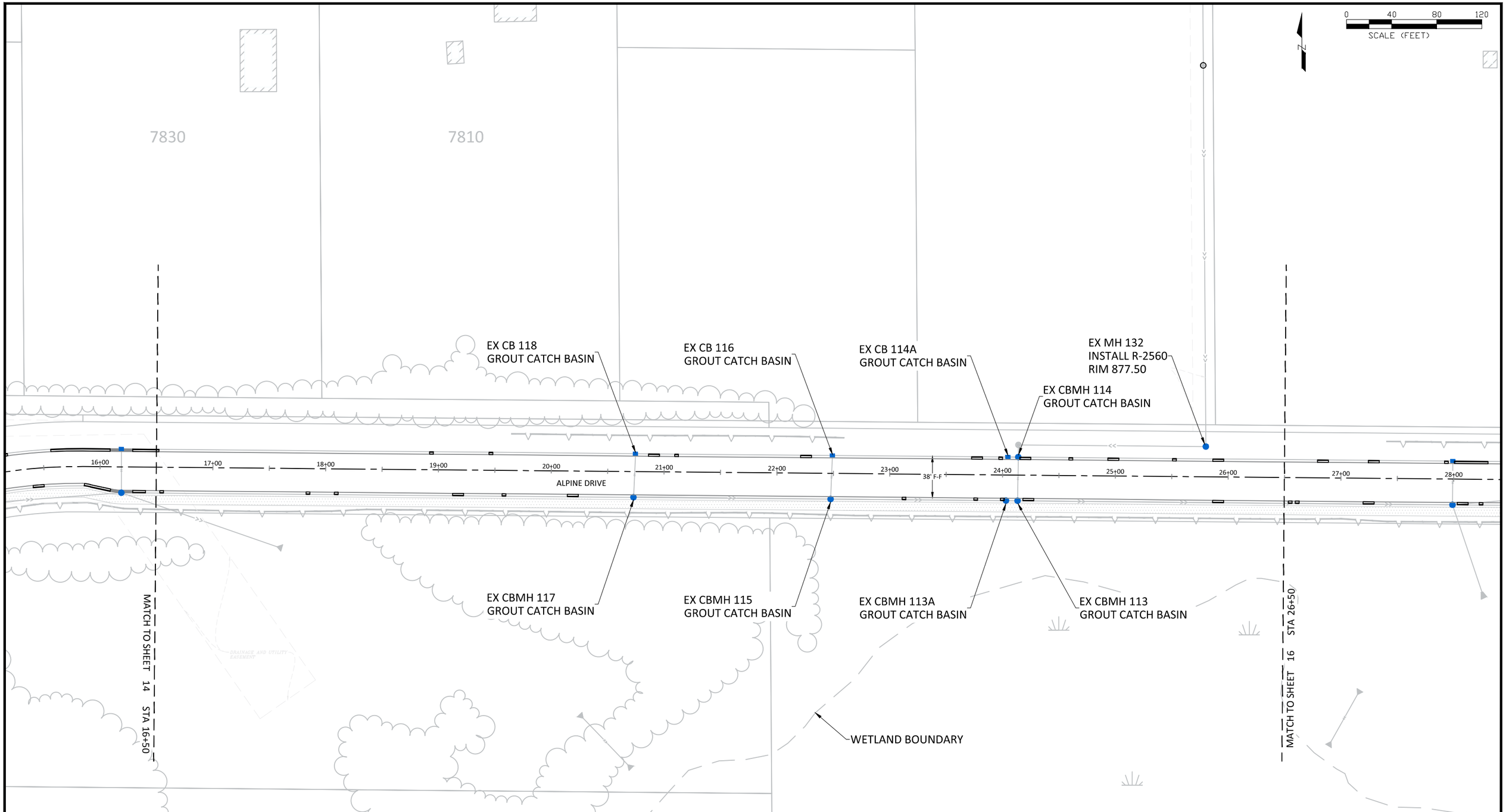
STREET AND STORM SEWER
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 14 OF 21 SHEETS



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City of RAMSEY

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RAMSEY, MN 55303
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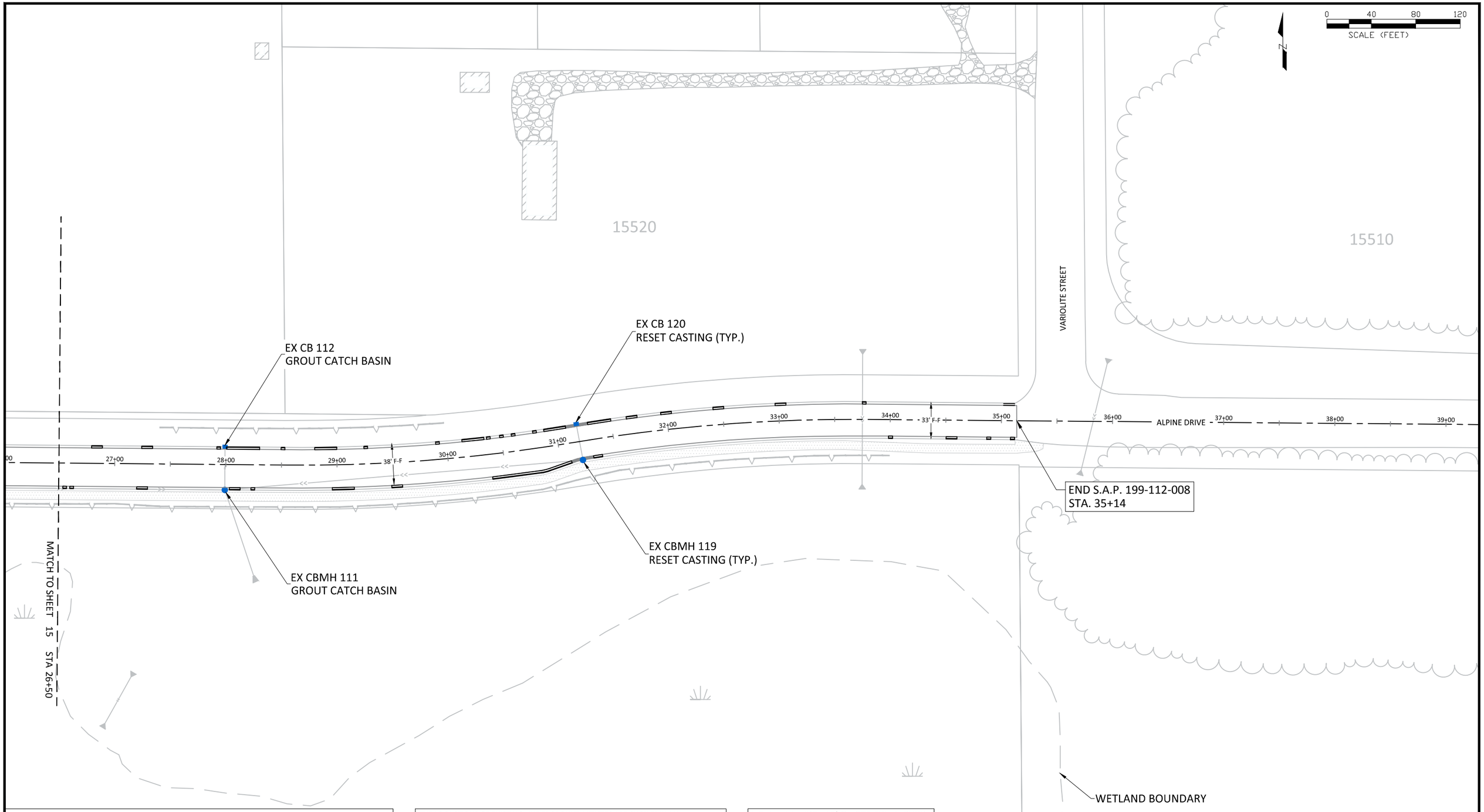
STREET AND STORM SEWER
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 15 OF 21 SHEETS



LEGEND

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- PROPOSED STORM SEWER
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- FLARED END

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City of RAMSEY
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STREET AND STORM SEWER
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 16 OF 21 SHEETS

15385

SCALE (FEET) 0 6 12 18

880
879
878
877
876

EXISTING 24" RC APRON
INV. 875.69

ALPINE DRIVE

NOTE:
ONCE EXISTING 24" RC PIPE APRON IS EXPOSED, CONTRACTOR SHALL WORK WITH CITY STAFF TO CLEAN EXISTING CULVERT.

LEGEND

XXX	PROPOSED ELEVATION
XXX	EXISTING ELEVATION
	PROPOSED 1' CONTOUR
	PROPOSED 5' CONTOUR
	EXISTING 1' CONTOUR
	EXISTING 5' CONTOUR

15395

SCALE (FEET) 0 10 20 30

15" CS APRON
INV. 878.25

25' - 15" CMP

15" CS APRON
INV. 878.00

EXISTING 28" SPAN APRON
INV. 878.09

9+00

ALPINE DRIVE

LEGEND

XXX	PROPOSED ELEVATION
XXX	EXISTING ELEVATION
	PROPOSED 1' CONTOUR
	PROPOSED 5' CONTOUR
	EXISTING 1' CONTOUR
	EXISTING 5' CONTOUR

7720

7710

SCALE (FEET) 0 6 12 18

879

EX MH 132
R-2560 CASTING
RIM ELEVATION 877.5

878
878.5
879

ALPINE DRIVE

25+00

26+00

LEGEND

XXX	PROPOSED ELEVATION
XXX	EXISTING ELEVATION
	PROPOSED 1' CONTOUR
	PROPOSED 5' CONTOUR
	EXISTING 1' CONTOUR
	EXISTING 5' CONTOUR

DATE	REVISION

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CHECKED BY:	BRW	FILE No.	17-01

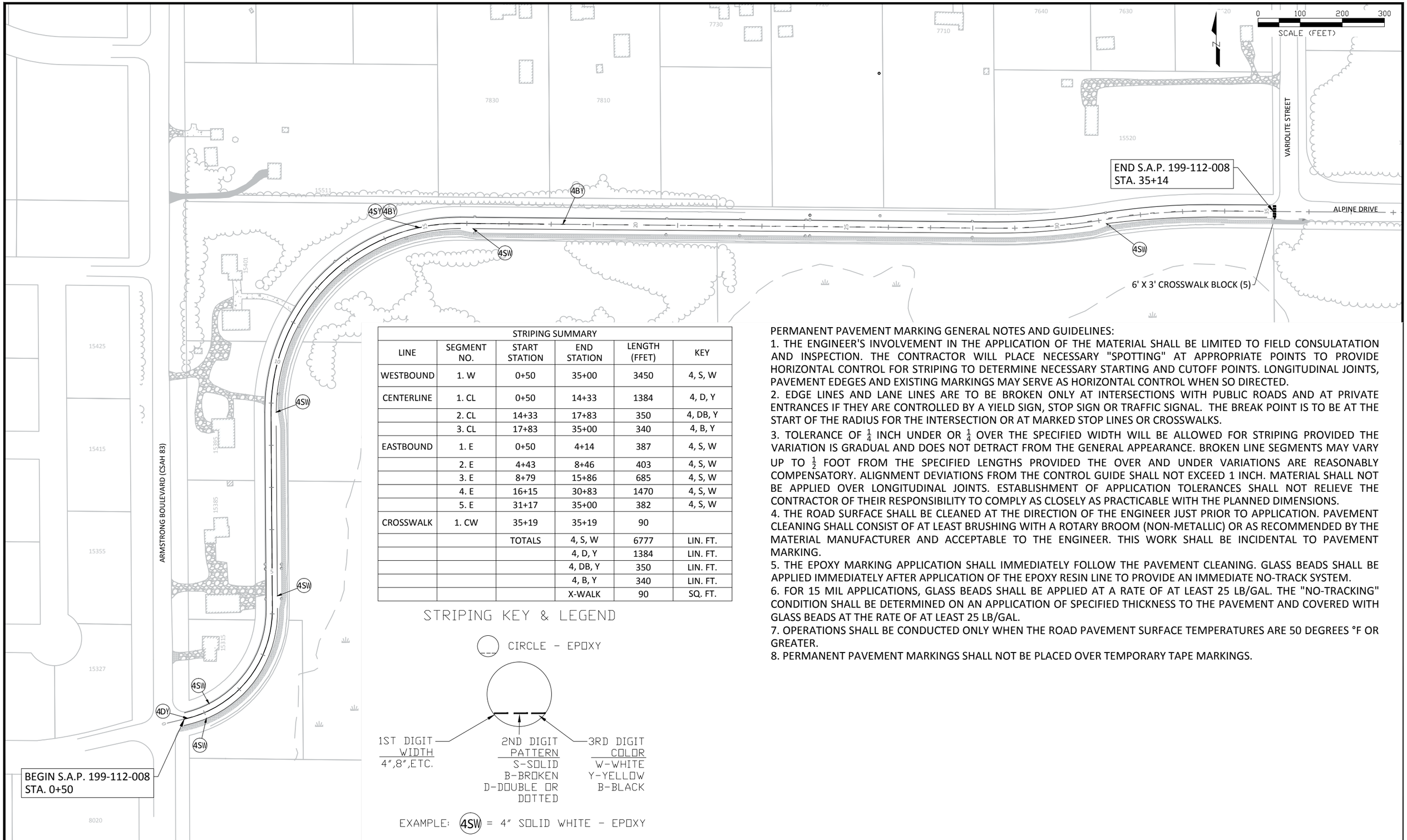
City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

GRADING
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 17 OF 21 SHEETS



STRIPING SUMMARY					
LINE	SEGMENT NO.	START STATION	END STATION	LENGTH (FFET)	KEY
WESTBOUND	1. W	0+50	35+00	3450	4, S, W
CENTERLINE	1. CL	0+50	14+33	1384	4, D, Y
	2. CL	14+33	17+83	350	4, DB, Y
	3. CL	17+83	35+00	340	4, B, Y
EASTBOUND	1. E	0+50	4+14	387	4, S, W
	2. E	4+43	8+46	403	4, S, W
	3. E	8+79	15+86	685	4, S, W
	4. E	16+15	30+83	1470	4, S, W
	5. E	31+17	35+00	382	4, S, W
CROSSWALK	1. CW	35+19	35+19	90	
		TOTALS	4, S, W	6777	LIN. FT.
			4, D, Y	1384	LIN. FT.
			4, DB, Y	350	LIN. FT.
			4, B, Y	340	LIN. FT.
			X-WALK	90	SQ. FT.

STRIPING KEY & LEGEND

EXAMPLE: 4SW = 4" SOLID WHITE - EPOXY

PERMANENT PAVEMENT MARKING GENERAL NOTES AND GUIDELINES:

1. THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULATATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, PAVEMENT EDEGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.
2. EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.
3. TOLERANCE OF $\frac{1}{4}$ INCH UNDER OR $\frac{1}{4}$ OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO $\frac{1}{2}$ FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.
4. THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO PAVEMENT MARKING.
5. THE EPOXY MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.
6. FOR 15 MIL APPLICATIONS, GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 25 LB/GAL. THE "NO-TRACKING" CONDITION SHALL BE DETERMINED ON AN APPLICATION OF SPECIFIED THICKNESS TO THE PAVEMENT AND COVERED WITH GLASS BEADS AT THE RATE OF AT LEAST 25 LB/GAL.
7. OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES °F OR GREATER.
8. PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

DATE	REVISION

Apr 12, 2017 - 8:33am
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CHECKED BY:	BRW	FILE No.	17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STRIPING PLAN
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

ALPINE DRIVE RECONSTRUCTION

CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

LEGEND

PROJECT LIMITS
SPECIAL WATER

PROJECT AREAS

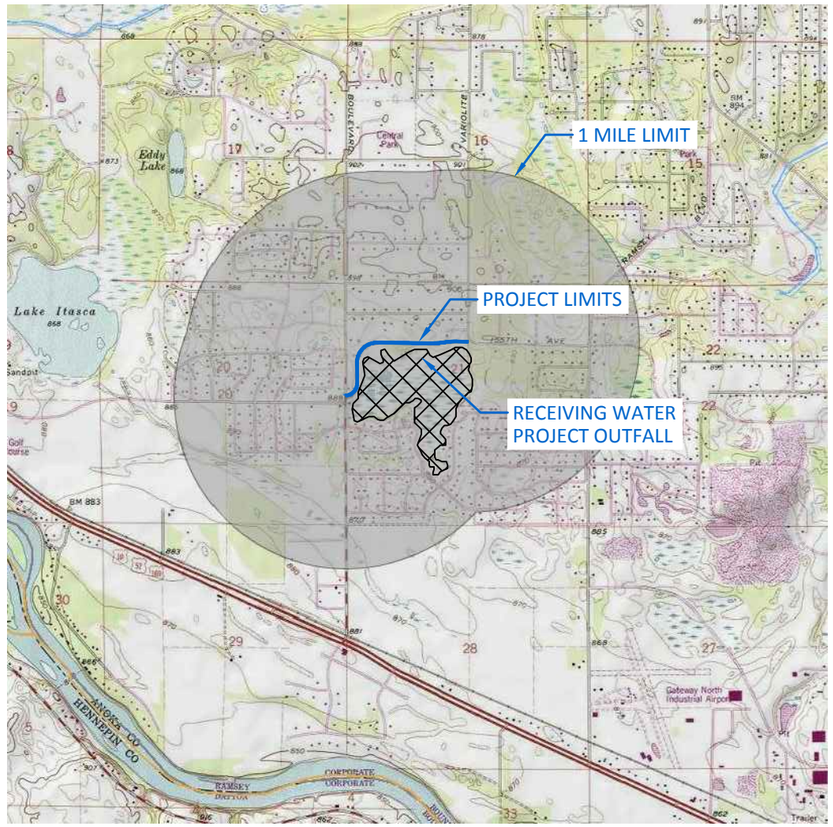
Total Project Size (disturbed area) =	3.18	acres
Existing area of impervious surfce =	2.98	acres
Post construction area of Impervious surface =	2.98	acres
New impervious surface area created =	0.00	acres

Planned Construction Start Date: June, 2017
Estimated Construction Completion Date: Oct, 2017

PERMANENT STORMWATER MANAGEMENT SYSTEM
Type of storm water management used if more than 1 acre of new impervious surface is created:
Wet Sedimentation Pond
Infiltration/ Filtration
Regional Pond
Permanent Stormwater Management Not Required

PROJECT LOCATION

County: ANOKA Township: 32 Range: 25 Section: 21 Latitude: 45.1507 Longitude: 93.2802



LOCATION OF SWPPP REQUIRMENETS IN PROJECT PLAN

DESCRIPTION	LOCATION
TEMPORARY EROSION CONTROL MEASURES	SHEETS NO. 10 - 12
FINAL STABILIZATION	SHEETS NO. 10 - 12
STORM SEWER PROFILE SHEETS	SHEETS NO. 14 - 16
STORM SEWER TABULATION	SHEETS NO. 3
EROSION AND SEDIMENT CONTROL DETAILS	SHEETS NO. 5

CERTIFICATION:
LEONARD LINTON: DESIGN OF CONSTRUCTION SWPPP EXPIRES MAY 31, 2019
INSTRUCTOR UNIVERSITY MN EROSION & STORMWATER MANAGEMENT CERTIFICATION PROGRAM.

DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:
Construction activities include: Site grading, storm sewer construction, temporary erosion and sediment control, roadway, and permanent stabilization.

Project description:
The project consists of rehabilitation of 0.67 miles of existing bituminous street, with the existing concrete curb and gutter remaining in-place. The drainage for the existing street flows to 2 separate infiltration basins located relatively in the center of the project, which then flow to the wetland south of the project. There will be minor repairs and addition of 3 catch basins to the existing storm sewer system, with no change to the outfalls. The system is designed to handle the 2.5 inch rainfall and rate control.

RESPONSIBLE PARTIES
The Contractor and Owner must apply for coverage under the MPCA's General Storm Water Permit for Construction Activity as required by the National Pollution Discharge Elimination System (NPDES) Phase II program. Coverage under the permit will begin automatically 7 calendar days after the electronic submittal date or after the postmarked date of a complete application. (Longer time frames will apply to areas that disturb 50 acres or discharge within 1 mile of a special water)

	COMPANY	CONTACT PERSON	PHONE
OWNER:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825
SWPPP DESIGNER:	CITY OF RAMSEY	LEONARD LINTON, PE	763-433-9834
CONTRACTOR:			
SITE MANAGER:			
PARTY RESPONSIBLE FOR LONG TERM O&M:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825

Individuals listed above, including the SWPPP preparer, individual overseeing implementation of, revising and amending the SWPPP, individuals performing or supervising the installation, maintenance and repair of BMP's must be trained. At least one individual present on the permitted project, or available within 72 hours shall be trained in the applicable job duties. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Copies of the SWPPP preparer information is included in the Project Manual. The contractor shall provide information for the individual(s) overseeing implementation, supervising installation, maintenance, and repair of BMP's to included in the Project Manual prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

Documentation shall include:
a. Names of trained personnel associated with this project.
b. Dates of training, names of instructor(s) and entity providing training.
c. Content of training course or workshop including the number of hours trained.
d. As an alternative to a, b, and c listed above, a photocopy of the a current Erosion and Stormwater Management card issued by the University of Minnesota can be attached to the SWPPP as suitable documentation of training.

SPECIAL ENVIRONMENTAL CONSIDERATIONS:

Was an environmental review required for this project or any parr of a common plan of development or sale that includes all or any portion of this project?	NO
Does any portion of the site have the potential to affect threatened or endangered species?	NO
Does any portion of this site discharge to a Calcareous fen and the letter of approval from the DNR is located in the Project Manual?	NO
Will any portion of the site potentially affect properties listed on the National Register of Historic Places or a Known or discovered archeological site?	NO
Have any Karst features been identified in the project vicinity?	NO
Is compliance with temporary or permanent stormwater management design requirements infeasible for this project?	NO

GENERAL STORMWATER DISCHARGE REQUIREMENTS
All requirements listed in Part III of the permit for the design of permanent stormwater management system and discharge have been included in the preparation of this SWPPP. These include but are not limited to:
1. The expected amount, frequency, intensity and duration of precipitation.
2. The nature of stormwater runoff and run-on at the site.
3. Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
4. The range of soil particle sizes expected to be present on the site.

DOCUMENT RETENTION
The following documentation will be retained for a period of not less than 3-years from the date of submittal of the NOT in compliance with Part III.E of the permit.
1. The final SWPPP
2. Copies of all stormwater related permits required for the project
3. Records of all inspection and maintenance conducted during construction
4. Copies of all permanent operation and maintenance agreements; including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance, and
5. All required calculations for design of temporary and permanent BMPs.

RECEIVING WATERS
Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds, are identified on the USGS 7.5min quad map within 1 mile of the project boundary. Receiving waters that are impaired, the impairment and WLA are listed as follows. All specific BMPs relative to construction activities listed in this permit for special and impaired waters have been incorporated into this plan. All specific BMPs listed in approved TMDLs and those BMPs listed for construction related waste load allocations have also been incorporated.

NAME OF WATER BODY	TYPE (ditch, pond, wetland, lake, etc.)	APPENDIX A SPECIAL WATER?	FLOWS TO IMPAIRED WATER WITHIN 1 MILE?	USEPA APPROVED TMDL?
NONE	N/A	NO	NO	NO
N/A				

IMPLEMENTATION SCHEDULE AND PHASING
1. Furnish & install perimeter sediment control, and inlet protection.
2. Remove existing bituminous pavement and spot concrete curb and gutter.
3. Rough grade site
4. Furnish & install storm structures
5. Furnish & install concrete curb, bituminous pavement.
6. Add additional temporary BMPs as necessary during construction based on inspection reports
7. Submit Notice of Termination NOT to MPCA within 30 days of final stabilization.

EROSION PREVENTION PRACTICES

1. The permittee(s) must plan for and implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion, so that the inspection and maintenance requirements are complied with. The location of areas not to be disturbed must be delineated (e.G. With flags, stakes, signs, silt fence, etc.) on the development site before work begins.

2. All exposed soil areas must be stabilized as soon as possible, but in no case later than 14 days after the construction area has temorarily or permanently ceased.

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SWPPP
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 19 OF 21 SHEETS

These areas include constructed storm water management pond side slopes, and any exposed soil areas with a positive slope to a storm water conveyance system, such as a curb and gutter system, storm sewer inlet, temporary or permanent drainage ditch or other natural or man made systems that discharge to a surface water.

3. The normal wetted perimeter of any temporary or permanent drainage ditch that drains water from a construction site, or diverts water around a site, must be stabilized within 200 lineal feet from the property edge, or from the point of discharge to any surface water. Stabilization must be completed within 24 hours of connecting to a surface water.

4. Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours of connection to a surface water.

5. All disturbed areas, except roadways, building areas, parking areas, islands and sidewalk, shall be restored with minimum 6 inches topsoil, seeded and mulched within 7 days of completion of site grading. Seeding shall be in accordance with mn/dot specification 2575 (c)100 lbs/acre (or approved equal). Dormant seeding areas shall be seeded and mulched in accordance with mn/dot specifications. Straw mulching quantity shall be two tons per acre. Where slopes exceed or equal 1:3, a polypropylene netting or wood fiber blanket shall be provided and staked over the mulched area. Fertilizer (15–0–10) shall be applied at a rate of 400 pounds per acre (can be omitted in landscaped areas if landscaped seeding is done concurrently).

6. Refer to landscape plan for areas to be seeded or sodded for erosion control.

SEDIMENT CONTROL PRACTICES

1. Sediment control practices must minimize sediment from entering surface waters, including curb and gutter systems and storm sewer inlets.

A. Temporary or permanent drainage ditches and sediment basins that are designed as part of a treatment system (e.G., ditches with rock check dams) require sediment control practices only as appropriate for site conditions.

B. If the down gradient treatment system is overloaded, additional upgradient sediment control practices must be installed to eliminate the overloading, and the swppp must be amended to identify these additional practices.

C. In order to maintain sheet flow and minimize rills and/or gullies, there shall be no unbroken slope length of greater than 75 feet for slopes with a grade of 1:3 or steeper.

2. Sediment control practices must be established on all down gradient perimeters before any upgradient land disturbing activities begin. These practices shall remain in place until final stabilization has been established.

3. The timing of the installation of sediment control practices may be adjusted to accommodate short–term activities such as clearing or grubbing, or passage of vehicles. Any short–term activity must be completed as quickly as possible and the sediment control practices must be installed immediately after the activity is completed. However, sediment control practices must be installed before the next precipitation event even if the activity is not complete.

4. All storm drain inlets must be protected by appropriate bmps during construction until all sources with potential for discharging to the inlet have been stabilized.

5. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including storm water conveyances such as curb and gutter systems, or conduits and ditches.

6. Stockpile areas which remain on the site for more than seven days shall be seeded, mulched, and surrounded by silt fence.

7. Vehicle tracking of sediment from the construction site must be minimized by bmps such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such bmps are not adequate to prevent sediment from being tracked onto the street.

8. The permittee must install temporary sedimentation basins as required.

DEWATERING AND BASIN DRAINING

1. Dewatering or basin draining (e.g., pumped discharges, trench/ditch cuts for drainage) related to the construction activity that may have turbid or sediment laden discharge water must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible. If the water cannot be discharged to a sedimentation basin prior to entering the surface water, it must be treated with the appropriate bmps, such that the discharge does not adversely affect the receiving water or downstream landowners. The permittee(s) must ensure that discharge points are adequately protected from erosion and scour. The discharge must be dispersed over natural rock riprap, sand bags, plastic sheeting or other accepted energy dissipation measures. Adequate sedimentation control measures are required for discharge water that contains suspended solids.

2. All water from dewatering or basin draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing significant adverse impact to the wetland.

INSPECTIONS AND MAINTENANCE

1. The permittee(s) (either the owner or operator, whoever is identified in the swppp) must routinely inspect the construction site once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. Following an inspection that occurs within 24–hours after a rainfall event, the next inspection must be conducted within 7 days.

2. All inspections and maintenance conducted during construction must be recorded in writing and these records must be retained with the SWPPP. Records of each inspection and maintenance activity shall include:

a. Date and time of inspections;

b. Name of person(s) conducting inspections;

c. Findings of inspections, including recommendations for corrective actions;

d. Corrective actions taken (including dates, times, and party completing maintenance activities);

e. Date and amount of all rainfall events greater than 1/2 inch (0.5 inches) in 24 hours; and

f. Documentation of changes made to the SWPPP as required in part iii.A.4.

3. Where parts of the construction site have undergone final stabilization, but work remains on other parts of the site, inspections of the stabilized areas may be reduced to once per month. Where work has been suspended due to frozen ground conditions, the required inspections and maintenance must take place within 24 hours after runoff occurs at the site or 24 hours prior to resuming construction, whichever comes first.

4. All erosion prevention and sediment control BMP's must be inspected to ensure integrity and effectiveness. All nonfunctional BMP's must be repaired, replaced, or supplemented with functional bmps. The permittee(s) must investigate and comply with the following inspection and maintenance requirements:

a. All silt fences must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches 1/3 of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.

B. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches 1/2 the storage volume. Drainage and removal must be completed within 72 hours of discovery, or as soon as field conditions allow access.

C. Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of sediment being deposited by erosion. The permittee(s) must remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems, and restabilize the areas where sediment removal results in exposed soil. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The permittee shall use all reasonable efforts to obtain access. If precluded, removal and stabilization must take place within seven (7) calendar days of obtaining access. The permittee is responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work.

D. Construction site vehicle exit locations must be inspected for evidence of off–site sediment tracking onto paved surfaces. Tracked sediment must be removed from all off–site paved surfaces, within 24 hours of discovery, or if applicable, within a shorter time.

E. The permittee(s) are responsible for the operation and maintenance of temporary and permanent water quality management BMP's, as well as all erosion prevention and sediment control BMP's, for the duration of the construction work at the site. The permittee(s) are responsible until another permittee has assumed control over all areas of the site that have not been finally stabilized or the site has undergone final stabilization, and a not has been submitted to the MPCA.

F. If sediment escapes the construction site, off–site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off–site impacts (e.G., fugitive sediment in streets could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets).

5. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activities is reaching the infiltration area and these areas are protected from compaction due to construction equipment driving across the infiltration area.

6. Storm sewer pipes and structures to be inspected and cleaned out.

POLLUTION PREVENTION MANAGEMENT MEASURES

The permittee(s) shall implement the following pollution prevention management measures on the site:

1. Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with mpca disposal requirements.

2. Hazardous materials: oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with mpca regulations.

3. External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.

FINAL STABILIZATION

The permittee(s) must ensure final stabilization of the site. The permittee(s) must submit a not within 30 days after final stabilization is complete, or another owner/operator (permittee) has assumed control over all areas of the site that have not undergone final stabilization. Final stabilization can be achieved in one of the following ways:

1. All soil disturbing activities at the site have been completed and all soils must be stabilized by a uniform perennial vegetative cover with a density of 70 percent over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions and;

a. All drainage ditches, constructed to drain water from the site after construction is complete, must be stabilized to preclude erosion;

b. All temporary synthetic, and structural erosion prevention and sediment control bmps (such as silt fence) must be removed as part of the site final stabilization; and

c. The permittee(s) must clean out all sediment from conveyances and from temporary sedimentation basins that are to be used as permanent water quality management basins. Sediment must be stabilized to prevent it from being washed back into the basin, conveyances or drainageways discharging off–site or to surface waters. The cleanout of permanent basins must be sufficient to return the basin to design capacity.

2. Final vegetation cover shall be in Project Specifications.

3. For residential construction only, final stabilization has been achieved when temporary erosion protection and down gradient perimeter control for individual lots has been completed and the residence has been transferred to the homeowner. Additionally, the permittee must distribute the MPCA "Homeowner fact sheet" to the homeowner to inform the homeowner of the need for, and benefits of, final stabilization.

SEQUENCE OF CONSTRUCTION

Construction shall proceed in the following sequence:

1. Contractor shall schedule and conduct a pre–construction meeting with the City.
2. Contractor shall secure all necessary permits and licenses.
3. Furnish & install erosion control measures.
4. Maintain erosion control measures, i.e. silt fence, temporary rock construction entrance.
5. Construct storm sewer.
6. Remove existing bituminous pavement and base, and remove damaged curb and gutter.
7. Prepare subgrade.
8. Place and compact aggregate base material.
9. Furnish & install concrete curb, base course of bituminous pavement.
10. Furnish & install wear course of bituminous pavement.
11. Grout catch basins
12. Remove erosion control after vegetation is established.

ADDITIONAL STORMWATER POLLUTION PREVENTION, GRADING PLAN ANS SCHEDULE NOTES

1. All slopes to be 1:4 unless approved by the city engineer.
2. Below grade structures shall be protected and meet drainage requirements per the city engineer.
3. Construction operation hours are from 7:00am–10:00pm Mon.–Sat.
4. Call Gopher State One Call for utility locations prior to any work at 1–800–252–1166.
5. Permittee may need to modify SWPPP if the general objectives of controlling pollutants is not being met.
6. Operator shall implement these and any other bmp's that may be required to meet the general permit requirements.
7. Site is not in karst area or pollution or remediation site.
8. Silt fence to be installed downhill from any grading activity.
9. If tracking onto adjacent streets occurs a street sweeper shall be used to clean streets within 8 hours or as directed by the engineer.
10. Dust control may be necessary during rough grading. No grading can take place if wind speed exceeds 25 mph.
11. Solid waste shall be collected and disposed of properly and must comply with MPCA disposal requirements.
12. Hazardous materials shall be stored properly to prevent spills and vandalism
13. No engine degreasing is allowed on site. External washing of vehicles shall be limited to a defined area (bone yard) on site.
14. Permitee(s) shall adhere to all SWPPP specifications on this plan and other mpca permit requirements.

DATE	REVISION

Apr 12, 2017 - 8:33am
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\SWPPP Plan.dwg

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

BRUCE R WESTBY
Date 4/12/17 Lic. No. 40116

DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/12/17
CHECKED BY:	BRW	FILE No. 17-01

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SWPPP
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 20 OF 21 SHEETS

ALPINE DRIVE CLOSED
ARMSTRONG BLVD (CSAH 83) TO VARIOLITE STREET
PROJECTED CLOSURE: 8 WEEKS

PROPOSED DETOUR ROUTE

PROPOSED DETOUR ROUTE

SIGN LAYOUT NOTE:
FOLLOW MNDOT TEMPORARY TRAFFIC CONTROL PLAN, TYPICAL SIGNING FOR ROAD CLOSURES TEMPLATE

SCALE (FEET) 0 400 800 1200

DATE	REVISION

Apr 12, 2017 - 8:34am
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE R WESTBY
Date 4/12/17 Lic. No. 40116

DESIGNED BY:	JJF		
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CHECKED BY:	BRW	FILE No.	17-01

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

DETOUR PLAN
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 21 OF 21 SHEETS

Public Works Committee **5. 6.**

Meeting Date: 04/18/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Authorization to Prepare Plans and Specifications for Improvement Project #17-09, Bunker Lake Blvd Utilities Extension

Purpose/Background:

Two development proposals currently exist for the Future Business Park area.

The first development is proposed by Capstone Homes who wants to construct around 300 single family homes. This development, known as Riverstone, is proposed to be located within the area bordered by the Northfork golf course, Alpine Drive, Puma Street, and Highway 10. This development is in the City's MUSA area and as such is proposed to be served by City water and sanitary sewer.

The second development is proposed by PSD LLC who wants to construct a new business park. This concept stage proposal was presented to the City Council at their March 28th Work Session. This development is proposed to be located on 45 acres of land between Bunker Lake Boulevard and Highway 10, east of Puma Street. PSD has a letter of intent to purchase the land from Hageman Holdings. The PSD LLC proposal includes getting all building sites "pad ready" in anticipation of future construction. This work would include mass site grading, storm water pond grading, and installation of utility stubs. While this development proposal is at concept stage only at this time, PSD LLC appears to be committed to this proposal.

When Bunker Lake Boulevard and Puma Street were constructed in 2006, only a portion of Bunker Lake Boulevard was constructed to its proposed permanent condition, including utilities and the street. The remainder of Bunker Lake Boulevard, and all of Puma Street, were constructed with temporary pavement sections and no utilities. The trunk sanitary sewer and watermain utilities under Bunker Lake Boulevard were terminated approximately 1,400 feet east of Puma Street as depicted in Figure 1 (attached). The existing watermain is 16-inch DIP. The existing sanitary sewer is 18-inch PVC. These utilities were intended to be extended, and the streets constructed to their permanent condition, at the time the abutting parcels were developed. The utilities are currently located 3 or more feet south of the edge of the existing pavement section so extending the utilities can be accomplished by closing one lane of traffic on Bunker Lake Boulevard. Therefore, access to the existing home in the northeast corner of the intersection of Bunker Lake Boulevard and Puma Street will be maintained at all times.

In March 2017, Bolton Menk updated their Future Business Park report to include estimated costs for extending trunk utilities to Puma Street. Their estimated cost to extend the 16-inch trunk watermain line 1,400 feet to Puma Street, including fire hydrants and service stubs to abutting properties to the north and south, is $154,000. Their estimated cost to extend the 18-inch trunk sanitary sewer line 1,400 feet to Puma Street, including manholes and service stubs to abutting properties to the north and south, is $179,000. These costs include 30% contingency and indirect costs. All costs to extend the utilities are proposed to be paid through City sewer and water funds. The developer's share of these costs will be recovered through their trunk utility fees at the time of development.

City staff is currently working with Capstone Homes to develop an assessment agreement that will allow the City to construct the remaining public infrastructure in phases 1A (streets only) and 1B (streets and utilities) as necessary to support their development. The assessment agreement will allow the City to assess the developer for a portion of the costs. The assessment agreement will be presented to the City Council for consideration of approval at a later date.

Capstone Homes wants to begin construction of the Riverstone development this summer. Development of the lots on the south end of the development will occur first. In order to issue Certificates of Occupancy for these homes, they must be served by City sewer and water which will require the existing trunk utilities to be extended along Bunker Lake Boulevard to Puma Street. By completing this work as a City improvement project in advance of the assessment agreement being executed, Capstone Homes will be able to connect more homes to City sewer and water in the fall of 2017 due to the time that will be saved by extending the utilities to Puma Street in advance of the improvements that will be constructed through the assessment agreement.

Staff is proposing to extend the utilities along Bunker Lake Boulevard to Puma Street this summer to support these and other development proposals within the Future Business Park area.

Timeframe:

Staff estimates this case will take 15 minutes to present and respond to questions.

Observations/Alternatives:

Observations:

City Staff proposes to prepare plans and specifications in-house. City staff also proposes to administer the project and to inspect construction.

Staff will work with the property owners north and south of Bunker Lake Boulevard during development of plans and specifications to locate proposed utility service stubs.

Repairs to the existing temporary street section as a result of the utilities extension work will be evaluated during development of the plans. Staff recommends using aggregate base as a temporary surfacing since the street is proposed to be reconstructed to its permanent condition in the fall. Costs to repair or replace the street surfacing are not included in the estimated costs above. Staff estimates this cost will be about $60,000 if a portion of the City's aggregate base stockpile is used as temporary surfacing.

Alternatives:

Alternative #1 – Motion to recommend City Council authorization to prepare plans and specifications for extending trunk sanitary sewer and watermain along Bunker Lake Boulevard to Puma Street.

Alternative #2 – Motion of other.

Funding Source:

All costs required to extend the utilities are proposed to be paid through City sewer and water funds.

Recommendation:

Staff recommends providing a recommendation to the City Council to authorize preparation of plans and specifications for extending trunk sanitary sewer and watermain along Bunker Lake Boulevard to Puma Street to support current and future development of abutting parcels within the Future Business Park area.

Action:

Recommend City Council authorization to prepare plans and specifications for extending trunk sanitary sewer and watermain along Bunker Lake Boulevard to Puma Street.

Attachments

Figure 1

FBP Report Mar2017

Form Review

Inbox	Reviewed By	Date
Patrick Brama	Patrick Brama	04/13/2017 04:07 PM
Diana Lund	MaryJo Warner	04/13/2017 04:23 PM
Grant Riemer	MaryJo Warner	04/13/2017 04:23 PM
Kurt Ulrich	Kurt Ulrich	04/13/2017 04:27 PM

Form Started By: Bruce Westby Started On: 04/10/2017 05:27 PM

Final Approval Date: 04/13/2017

Bunker Lake Boulevard Utility Extensions

Print Date: April 12, 2017

0 230 460 920 1,380 1,840 Feet

FIGURE 1

BOLTON & MENK

Real People. Real Solutions.

City of Ramsey

Future Business Park

March 2017 Update

Analysis and Report

Submitted by:
Bolton & Menk, Inc.
7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303
P: 763-433-2851

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Appendix

Appendix A: Figures
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EXECUTIVE SUMMARY

The City of Ramsey identified the need to prepare for the development of a new business park within the City. A large area of privately owned green-field space located on the north side of Trunk Highway 10, west of Armstrong Boulevard, was identified for a future Ramsey Business Park. A report was prepared in late 2015 and early 2016 which reviewed traffic impacts and outlined infrastructure needs related to business park area.

Development pressures have resulted in proposed land use changes for a portion of the study area. Phasing of the development activities in this area is also different than previously anticipated. As a result, the City requested an update to the previous analysis.

This update primarily includes a study of traffic impacts resulting from the revised anticipated land uses in the business park.

The updated analysis indicates the required improvements within the study area can be implemented based on the phasing plan currently proposed. Each series of improvements for Bunker Lake Boulevard and Puma Street can be implemented as the properties immediately adjacent to the roadways are developed.

Future improvements required to serve the area include:

- Expansion of Bunker Lake Boulevard (west of Armstrong Boulevard) to a four lane section,
- Expansion of the west end of Bunker Lake Boulevard and Puma Street to three lane sections,
- Construction of right turn lanes at entrances,
- Extension of an 18-inch sanitary sewer line along Bunker Lake Boulevard and Puma Street,
- North of the Puma Street/Bunker Lake Boulevard intersection, construction of a lift station,
- North of the lift station, extension of a 12-inch sanitary sewer gravity main,
- Extension of a 16-inch water main along Bunker Lake Boulevard and Puma Street,
- Use of regional rate control basins to maintaining existing flow rates into the COR,
- Installation of street lighting, trails/sidewalks, and landscaping consistent with City Policy, and
- Obtaining of ROW required for improvements during the platting process.

Total costs for all public improvements are approximately $6,819,000, assuming the project is constructed according to the phases described in this report. The costs are considered project costs and include 30% contingencies and project development costs (administrative, engineering, and fiscal).

Costs related to trunk sanitary sewer and trunk watermain were assumed to be paid from City utility funds. The City will need to develop a funding strategy for the remaining $5,419,000 in public improvement costs.

The information presented in this report is intended to allow for discussions with property owners and developers, as well as allow the City to begin considering funding options.

I. INTRODUCTION

The Ramsey City Council and Ramsey Economic Development Authority (EDA) identified the need to prepare for the development of a new business park within the City. The City identified a large area of privately owned green-field space located on the north side of Trunk Highway 10, west of Armstrong Boulevard, for a future Ramsey Business Park. A report was prepared in late 2015 and early 2016 which reviewed traffic impacts and outlined infrastructure needs related to the business park area. That report is incorporated by reference to this update.

Development pressures have resulted in proposed land use changes for a portion of the study area. Phasing of the development activities in this area is also different than previously anticipated. As a result, the City requested an update to the previous analysis.

The previous report provided a comprehensive analysis of the study area. This update focuses primarily on areas located adjacent to Puma Street, with a more cursory review of the remaining study area. Infrastructure needed and potential cost allocations related to the required improvements are included in this review.

The overall study area boundary remains unchanged from the previous study (see Figure 1).

II. LAND USE UPDATES

The primary land use changes relate to the area west of Puma Street and north of Bunker Lake Boulevard. The area west of Puma Street was previously a combination of Business Park and Medium Density Residential, and will now be all Medium Density Residential. The area north of Bunker Lake Boulevard had been Public, and will now be Business Park (see Figure 2 for updated land uses).

III. PRELIMINARY CONSIDERATIONS

The previous study described the roadway and public utility improvements required to serve the study area.

Public utility improvements are based on information contained in the City's Comprehensive Plans for sanitary sewer and water. The proposed updates in land use for this specific area are not anticipated to change the strategies contained in those Comprehensive Plans. The sanitary sewer and water system improvements, as outlined in the previous study, are still considered as base requirements for developments occurring in this area.

Roadway improvements require additional analysis based on the new land uses. Both the Average Annual Daily Traffic (AADT) and the Peak Hour turning movements are expected to change due to the updated land uses. The required roadway geometrics (number of through lanes, turns lanes, etc.) will be reviewed and compared to those described in the previous study.

Traffic patterns are expected to change as a result of the changes in land use. For example:

- For Business Park uses, traffic would be expected to enter the area in the morning (AM Peak Hour) and leave in the evening (PM Peak Hour).
- For Residential uses, traffic would be expected to leave the area during the AM Peak Hour and return during the PM Peak Hour.
- For Public, or School, uses, traffic would be expected to enter the area during the AM Peak Hour, leave during an early PM Peak Hour, and not impact the traditional PM Peak Hour. Also,

special events at School properties typically occur at off-peak times, creating congestion outside of the typical peak hours.

The updated land uses include Business Park areas being converted to residential, and also Public areas being converted to Business Park.

IV. DISCUSSION OF PHASES/IMPROVEMENTS

The previous analysis considered a phasing plan beginning a quarter of a mile west of Armstrong Boulevard and then systematically extending to the west along Bunker Lake Boulevard and then north along Puma Street. New development pressures create a revised phasing strategy for implementation of infrastructure improvements.

A Preliminary Plat is anticipated for the 87.8 acre property immediately west of Puma Street and extending from the Union Pacific Railroad tracks to Alpine Avenue. This area is anticipated to ultimately contain 351 lots and be phased from south to north.

The current phasing strategy is depicted on Figure 3. A discussion of the phasing, along with required infrastructure improvements is described below:

A. Phase 1A

The phase 1A improvements are as depicted on Figure 4. The developments will include both Residential and Business Park uses.

The public utility improvements will consist of extending the sanitary sewer and water mains to Puma Street. The utilities will need to be extended beyond the future roadway improvements to avoid the need to impact those facilities when future phases occur.

The roadway improvements will include construction of Bunker Lake Boulevard from the previously constructed west access to the former school property to Puma Street.

B. Phase 1B

See Figure 5 for the anticipated Phase 1B development area. The improvements will include both Residential and Business Park uses, extending north from the Phase 1A development area. The Phase 1B development area is anticipated to extend to the low area along Puma Street.

The public utility improvements will consist of extending the sanitary sewer and water mains north along Puma Street. The utilities will need to be extended beyond the future roadway improvements to avoid the need to impact those facilities when future phases occur.

The roadway improvements will include construction of Puma Street from Bunker Lake Boulevard to the low area along Puma Street.

C. Phase 2

See Figure 6 for the anticipated Phase 2 development area. The improvements are anticipated to consist entirely of residential uses, extending from the low area along Puma Street to Alpine Drive.

The public utility improvements will consist of extending the sanitary sewer and water mains north along Puma Street. The utilities will need to be extended to Alpine Drive, with consideration given to future extensions along Alpine Drive.

The roadway improvements will include construction of Puma Street from the low area

along Puma Street to Alpine Drive.

D. Future Phase

The future phase of development is depicted on figure 7, and includes an area east of the Phase 1A, Phase 1B and Phase 2 improvements.

The area includes Business Park uses. The north half of Bunker Lake Boulevard, along with sanitary sewer and water mains have been constructed through this area. Roadway improvements will include construction of the south half of Bunker Lake Boulevard.

E. Area of Additional Consideration

This area is depicted on Figure 8 and is comprised of the areas along the first ¼ mile of Bunker Lake Boulevard west of Armstrong Boulevard which may access Bunker Lake Boulevard in the future. There is the potential for this area to be developed as a commercial/retail center, which would be a significant traffic generator. There is also the potential for the property located south of Bunker Lake Boulevard to access Armstrong Boulevard at 147th Avenue, which would relieve stress on the Bunker Lake Boulevard and Armstrong Avenue intersection.

V. ASSUMPTIONS CARRIED FORWARD

The primary focus of this analysis is related to providing infrastructure to serve development along Puma Street in the near future. In the previous study, assumptions were made that should be considered by the City as developments are brought forward. The following is a summary of those items:

Right-of-Way Requirements

We have assumed that most of the required improvements will be development driven and Right of Way will be secured through the platting process. The City will need to review the right of way required and secure needed easements during the Preliminary Platting process.

Phased Improvements

A general understanding of the improvements required to ultimately serve the area along with an anticipated sequencing of the improvements is described above. Changes in the sequencing of the improvements could impact the facilities needed for each phase and the costs associated with those improvements.

Jurisdictional Authority/Approvals/Permits

As the project moves from the planning stages to design and construction, permits will be required from various agencies. The following agencies will be permitting entities for considered improvements:

- Minnesota Department of Transportation State Aid: Bunker Lake Boulevard and Puma Street are State Aid routes,
- Minnesota Pollution Control Agency: NPDES Storm Water Permit,
- Minnesota Pollution Control Agency: Sanitary Sewer Extension Permit,
- Minnesota Department of Health (MDH): Watermain Extension and Dewatering,
- Anoka County: Work in Right of Way, and
- Lower Rum River Watershed Management Organization: Storm Water.

Both MnDOT and Anoka County were engaged during the previous study process. Comments from both agencies are reflected in the improvements considered in this report.

Previous Improvements

Significant consideration and planning was completed prior to completion of the improvements constructed in 2011. Those improvements included street, trail, sanitary sewer and water distribution. Additionally, consideration was given to storm water management strategies and a potential 30-inch raw watermain from a future intake on the Mississippi River to the proposed site of the water treatment plant, just south of Fire Station No. 1. All previous analyses and reports are considered as a part of this analysis.

VI. ADDITIONAL ANALYSIS

In the previous analysis, we completed traffic and storm water studies and reviewed City Comprehensive Plans for sanitary sewer and water main needs for the study area. Based on the changes in proposed land use, the traffic study requires revisions. The storm water requirements, along with the sanitary sewer and water main needs, are unchanged as a result of the revised land uses. The following paragraphs relate key findings of the traffic analysis. The complete analysis is included in Appendix B of this report.

a. Traffic Analysis Update

The traffic analysis was completed to determine required lane geometry for Bunker Lake Boulevard and Puma Street, along with turn lane requirements at four intersections in the study area.

The revised land uses result in an increase of 18,100 trips per day into and out of the area at full build. This is at the low end of the range previously calculated for the area (18,500 to 23,300).

Note: Short term improvements are intended to mitigate current safety or operations problems, along with full development of the Study Area. Mid-term improvements are anticipated safety related improvements that may be required within the study area. Long-term improvements are anticipated safety improvements required as a result of growth in the region.

b. Short Term Improvements

- Armstrong Boulevard & Bunker Lake Boulevard:
    - Bunker Lake Boulevard is proposed to be reconstructed in the near future by Anoka County to a four lane divided road between Ramsey Boulevard and Armstrong Boulevard. The dual southbound left turn lanes at this intersection will be striped when Bunker Lake Boulevard is reconstructed. A southbound double left turn lane will help reduce queues entering the COR development.
    - Plan for eastbound dual-right turn lanes, two eastbound through lanes, and a 300 ft. left turn lane.
- Bunker Lake Boulevard (west of Armstrong Boulevard):
    - Expand to a four lane section for development to the first full access to the west of Armstrong Boulevard. This will be between 540 ft. to 775 ft., depending on access from the COR to Bunker Lake Boulevard.

- The eastbound approach should include a left turn lane, two through lanes, and one right turn lane.

- Bunker Lake Boulevard (west of commercial section to Puma Street):
  - Expand to a three lane section for development.
  - Right turn lanes (locations and lengths) will be determined based on development type. Right turn lanes will typically be required where development related trips are anticipated to be more than 100 per day.

- Puma Street:
  - Expand to a three lane section for development (two through lanes and one center left turn lane). Depending on what type of developments occur on the east side of Puma Street, and where those accesses are located, Puma Street could potentially remain as a two lane roadway.
  - Right turn lanes (locations and lengths) will be determined based on development type.

- Bunker Lake Boulevard & Puma Street Intersection:
  - An all-way stop or single lane roundabout will operate adequately at this intersection for the 2040 Full-Build conditions. A southbound left turn lane and westbound right turn lane are recommended for an all way stop.

c. Mid-Term Improvements

- See attached Traffic Memorandum in Appendix B.

d. Long-Term Improvements

- See attached Traffic Memorandum in Appendix B.

e. Discussion of Findings

- The required improvements within the study area can be implemented based on the phasing plan described above. Each series of improvements for Bunker Lake Boulevard and Puma Street can be implemented as the properties immediately adjacent to the roadways are developed.
- Puma Street could potentially be developed as a two lane section with right and left turn lanes at key access points. This will depend on access point locations, type of development on the east side of Puma Street, and location of accesses along the corridor. We recommend proceeding with the three lane section at this time due to the uncertainties of development in the area.
- For Phase 1A, right turn lanes will most likely be required both eastbound and westbound along Bunker Lake Boulevard and southbound along Puma Street at proposed access locations. Temporary paving will be required to transition back to the existing Bunker Lake Boulevard and the existing Puma Street.
- For Phase 1B, right turn lanes will most likely be required both northbound and southbound along Puma Street at proposed development access locations. Temporary paving will be required to transition back to the existing Puma Street.
- For Phase 2, right turn lanes will most likely be required both northbound and southbound along Puma Street at proposed development access locations.

- For the Future Phase, right turn lanes will most likely be required along Bunker Lake Boulevard in both the eastbound and westbound directions. Temporary paving will be required to transition back to the existing Bunker Lake Boulevard.
- Our analysis indicates that, while nearing capacity, the intersection of Bunker Lake Boulevard and Armstrong Boulevard will not require improvements until the Area of Additional Consideration is developed.

VII. ADDITIONAL IMPROVEMENT CONSIDERATIONS

For more detailed information of each of the following items, please reference the previous study report.

Street Lighting

The costs included for street lighting were derived from recent projects within the City of Ramsey.

Trails/Sidewalks

Project costs shown in this report include trails along the south side of Bunker Lake Boulevard and the east side of Puma Street.

Phase Transitions

Bunker Lake Boulevard and Puma Street will be constructed to wider sections than currently exist. Because the roadways will be constructed in phases, they will need to taper to meet the existing, narrower roadway widths. These taper sections will then be removed as the next phase of improvements is completed. Costs were included in each phase for these tapering roadway sections.

Right Turn Lane Additions

Right turn lanes will be required at each access off of Bunker Lake Boulevard and Puma Street. The actual access locations will be dependent upon the type of land use and internal site characteristics. We included allowances for the right turn lanes in each phase for budgeting purposes.

Landscaping

The improvements considered with this report include a very utilitarian landscaping approach to the area. Bituminous trails and lighting were included, but other features, such as trees, shrubs, decorative features and monuments are not included in the estimated project costs.

Right of Way and Easements

We assumed that required rights of way would be dedicated as a portion of the development process and no costs are included in the project costs for acquisitions.

VIII. COST CONSIDERATIONS

Costs were developed based upon phased implementation. The phasing is as depicted on the figures in Appendix A. All costs presented in the following pages are 2017 costs, with no allowance for inflation.

Phases 1A, 1B and 2

Improvement Type	Phase 1A	Phase 1B	Phase 2
Roadway	$ 795,000	$ 940,000	$ 675,000
Roadway Transitions	$ 66,000	$ 78,000	$ 56,000
Right Turn Lanes	$ 132,000	$ 156,000	$ 112,000
Trails/Sidewalks	$ 106,000	$ 125,000	$ 90,000
Storm Water Management	$ 0	$ 48,000	$ 16,000
Street Lighting	$ 76,000	$ 90,000	$ 65,000
Trunk Water	$ 154,000	$ 182,000	$ 131,000
Trunk Sanitary Sewer	$ 179,000	$ 545,000	$ 179,000
Total Costs/Phase	**$ 1,508,000**	**$ 2,164,000**	**$ 1,324,000**
Total Costs less Public Utilities	**$ 1,175,000**	**$ 1,437,000**	**$ 1,014,000**

Future Phases

Improvement Type	Future East	Additional Area
Roadway	$ 628,000	$ 580,000
Roadway Transitions	$ 62,000	$ 58,000
Right Turn Lanes	$ 52,000	$ 48,000
Trails/Sidewalks	$ 115,000	$ 106,000
Storm Water Management	$ 0	$ 0
Street Lighting	$ 75,000	$ 69,000
Trunk Water	$ 19,000	$ 0
Trunk Sanitary Sewer	$ 11,000	$ 0
Total Costs/Phase	**$ 962,000**	**$ 861,000**
Total Costs less Public Utilities	**$ 932,000**	**$ 861,000**

Total Cost all Phases	**$ 6,819,000**
Total Cost all Phases less Public Utilities	**$ 5,419,000**

The above costs are considered project costs and include 30% contingencies and project development costs. Project development costs include administrative, engineering, and fiscal related costs.

The roadway transition costs are allotments for phase transitions associated with tapering pavements sections to match in-place sections where required, and subsequent removals of the transition areas.

The right turn lane costs depicted in the tables include a 150 ft turn lane with 1:10 taper sections.

Street lighting costs are based upon recent installations within the City of Ramsey.

For storm water management, costs were included for manholes, catch basins, and pipe within the street sections and included in the roadway costs. For Phases 1B and 2, ponding costs were included for excavation related activities. We assumed a ponding area would be acquired through the platting process, and ponding within a development site would be expanded to include volume for roadway drainage.

The Phase 1A limits are based upon the area that can be served by a gravity sanitary sewer system. The Phase 1B sanitary sewer costs include a lift station and forcemain.

IX. COST ALLOCATION ALTERNATIVES

The costs, or a portion of the costs, of the improvements are typically allocated back to adjacent properties through the use of assessments, fees and other methods. The costs are typically allocated in a way that is equitable to the properties benefitting from the improvements. Public improvements that will become City owned and maintained are typically constructed through a public process, while secondary improvements are constructed by the developer. For our analysis, we assumed the following items would be constructed through the public process:

- Bunker Lake Boulevard and Puma Street, including storm water conveyance systems,
- Trunk Water Facilities,
- Trunk Sanitary Sewer Facilities,
- Trails, and
- Street Lighting.

While the street lights will most likely be installed by a private utility and the trails could potentially be constructed by the property owner, we have included these items as public improvements.

Other improvements were considered secondary and are typically the property owner's responsibility to install:

- Sanitary Sewer Service Extensions,
- Water Service Extensions,
- Natural Gas Lines to Buildings,
- Telephone Service to Buildings,
- Electric Service to Buildings,
- Site Grading,
- Site Landscaping,
- Site Storm Water Conveyance,
- Storm Water Ponding, and
- Easement Dedication.

These types of improvements are typically inspected by the City for conformity with applicable codes and standards, but are constructed by the property owner.

Figure 9 depicts the parcels considered for this report and also provides additional information related to each parcel. Similar information is presented in the following table:

Identification Number	Zoning Classification	Gross Area less NWI Area (Acres)	Adjusted Frontage (Ft)
Phase 1A			
1	B-2 Business District	20.307	1,358
2	B-2 Business District	10.843	1,002
4	R-2 Medium Density Residential	9.231	120
5	R-2 Medium Density Residential	19.691	399
Phase 1A Totals		**60.072**	**2,879**
Phase 1B			
6	B-2 Business District	27.116	1,141
7	R-2 Medium Density Residential	16.022	928
Phase 1B Totals		**43.138**	**2,069**
Phase 2			
8	R-1 Low Density Residential	28.338	683
9	R-1 Low Density Residential	4.107	419
10	R-2 Medium Density Residential	35.285	1,289
Phase 2 Totals		**67.730**	**2,391**
Future			
11	B-2 Business District	24.801	1,343
12	B-2 Business District	23.324	1,345
13	B-2 Business District	11.529	0
Future Phase Totals		**59.654**	**2,688**
Additional Area			
14	COR	7.507	1,263
15	R-1 MUSA	7.878	1,261
Additional Area Totals		**15.385**	**2,524**
Totals all Phases		**245.979**	**12,551**

Note: The table above includes a column for Gross Area – NWI Area. This represents the total area of the parcel based on GIS mapping, less the wetland area per the National Wetland Inventory (NWI) GIS mapping.

The zoning classifications listed in the table above are based on anticipated future zoning for the study area. Gross areas and frontages are based on GIS information and will most likely be refined during subsequent phases of project development.

A portion of the improvements will be paid by the City either through utility funds or other means. A list of assumptions is as follows:

- All trunk water and sanitary sewer system costs will be paid for through the City utility funds,
- Storm water management costs are related to ponding and are considered integral to roadway construction,
- Assessments will be made to benefitting properties as each phase is constructed,
- Two standard methods of assessments were analyzed including: Frontage and Area.
- The City's existing assessment policy very closely matches the Frontage method, and
- Gross acreage (less NWI Wetland acreage) was used in lieu of net developable acreage in the calculations below.
- Lot 3 was not considered in the assessments as the lot is zoned residential. The resultant assessment amounts are considered negligible related to the entire Business Park area.
- Lots 14 and 15 abut Armstrong Boulevard, a County roadway, and will access off of Bunker Lake Boulevard. Lots 1 and 4 abut a portion of the Puma Street right of way that is anticipated to be vacated. Lots 8, 9 and 10 abut Alpine Drive, but access will be limited to Puma Street.

The table below depicts a distribution based on all costs being assessed to the benefitting properties. We have assumed for this analysis the costs would be assessed to properties benefitting from each phase of construction. For instance, properties directly benefitting from Phase 1 improvements would be assessed for Phase 1 costs at the time of Phase 1 improvements.

Calculations were based on the areas and front footages, along with the costs per phase as developed earlier within this report. Trunk sanitary sewer and trunk watermain were considered City costs and were not included in the calculations. While this study focuses primarily on Phases 1 – 3, the future phase and the area of additional consideration were included for comparison. A summary of the unit costs used in the calculations is presented below:

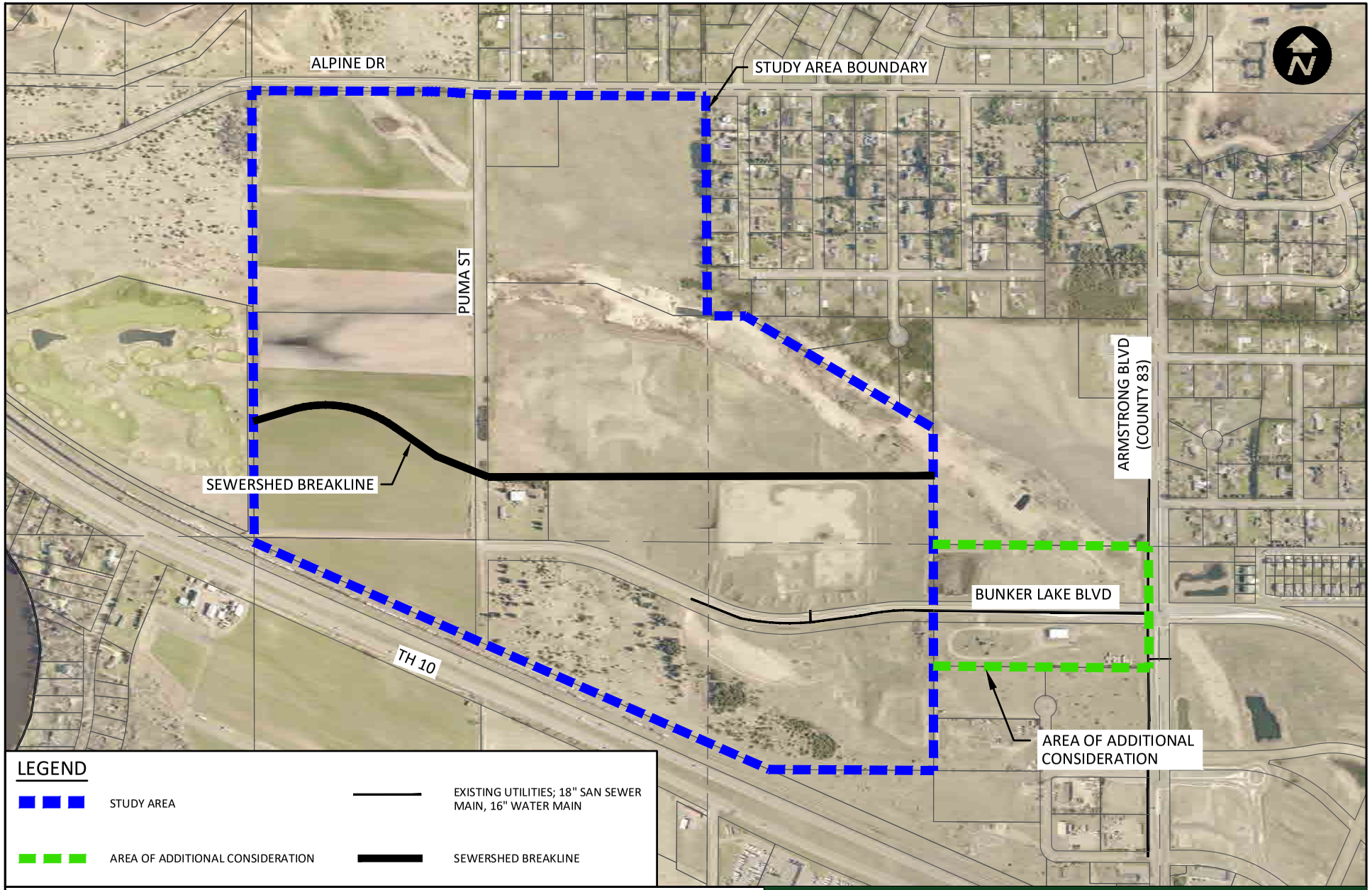
Phase	Frontage Method (Cost/FF)	Area Method (Cost/Acre)
1A	$ 408.13	$ 19,559.86
1B	$ 694.54	$ 33,311.70
2	$ 424.09	$ 14,971.21
Future	$ 346.73	$ 15,623.43
Additional Area	$ 341.13	$ 55,963.60

Based on the above cost distribution, the potential assessments per lot per phase is depicted below:

Identification Number	Frontage Method	Area Method
Phase 1A		
1	$ 554,200	$ 397,200
2	$ 409,000	$ 212,100
4	$ 49,000	$ 180,500
5	$ 162,800	$ 385,200
Phase 1A Totals	**$ 1,175,000**	**$ 1,175,000**
Phase 1B		
6	$ 792,500	$ 903,300
7	$ 644,500	$ 533,700
Phase 1B Totals	**$ 1,437,000**	**$ 1,437,000**
Phase 2		
8	$ 289,700	$ 424,300
9	$ 177,700	$ 61,500
10	$ 546,700	$ 528,300
Phase 2 Totals	**$ 1,014,000**	**$ 1,014,000**
Future Phase		
11	$ 465,700	$ 387,500
12	$ 466,400	$ 364,400
13	$ 0	$ 180,100
Future Phase Totals	**$ 932,000**	**$ 932,000**
Additional Area		
14	$ 430,800	$ 420,100
15	$ 430,200	$ 440,900
Additional Area Totals	**$ 861,000**	**$ 861,000**
Total all Phases	**$ 5,419,000**	**$ 5,419,000**

The information presented in this section of the report is intended to allow for discussions with property owners and developers to be initiated. Refinement of the amounts presented is anticipated based on those discussions.

Appendix A: Figures



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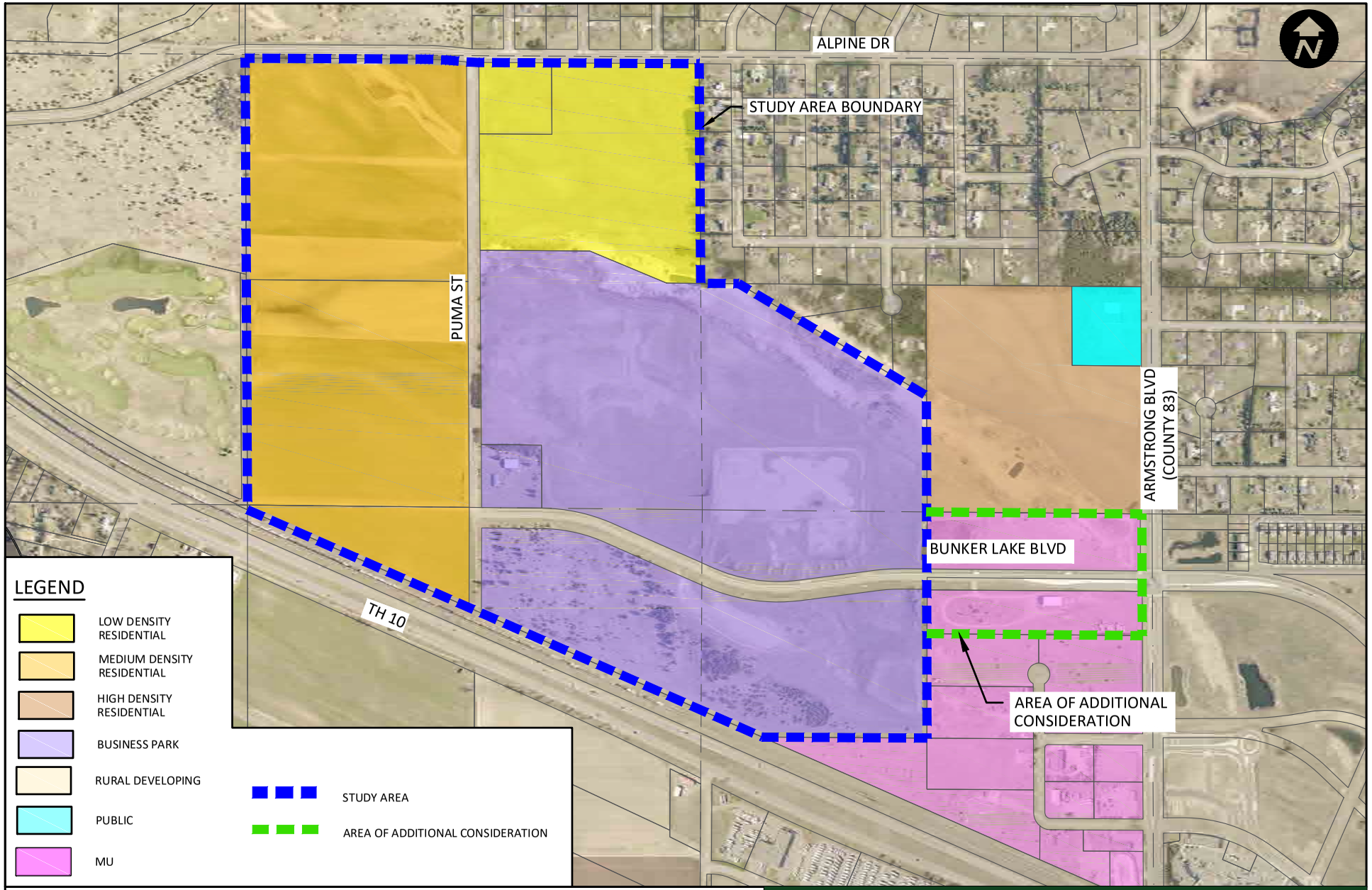
City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
LOCATION & EXISTING CONDITIONS

FIGURE 1



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City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PROJECTED LAND USE MAP

FIGURE 2

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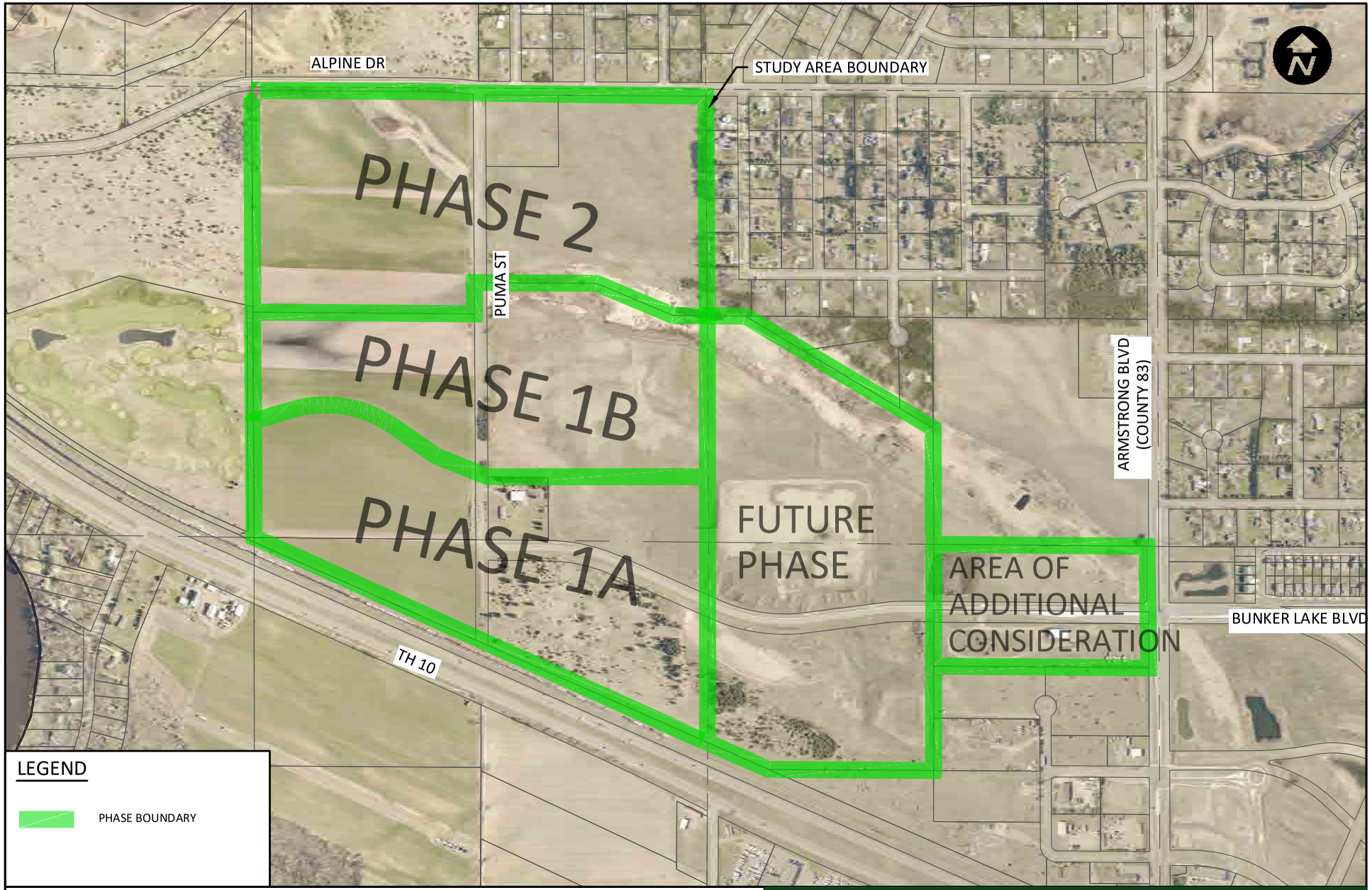

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City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PHASING MAP

FIGURE 3

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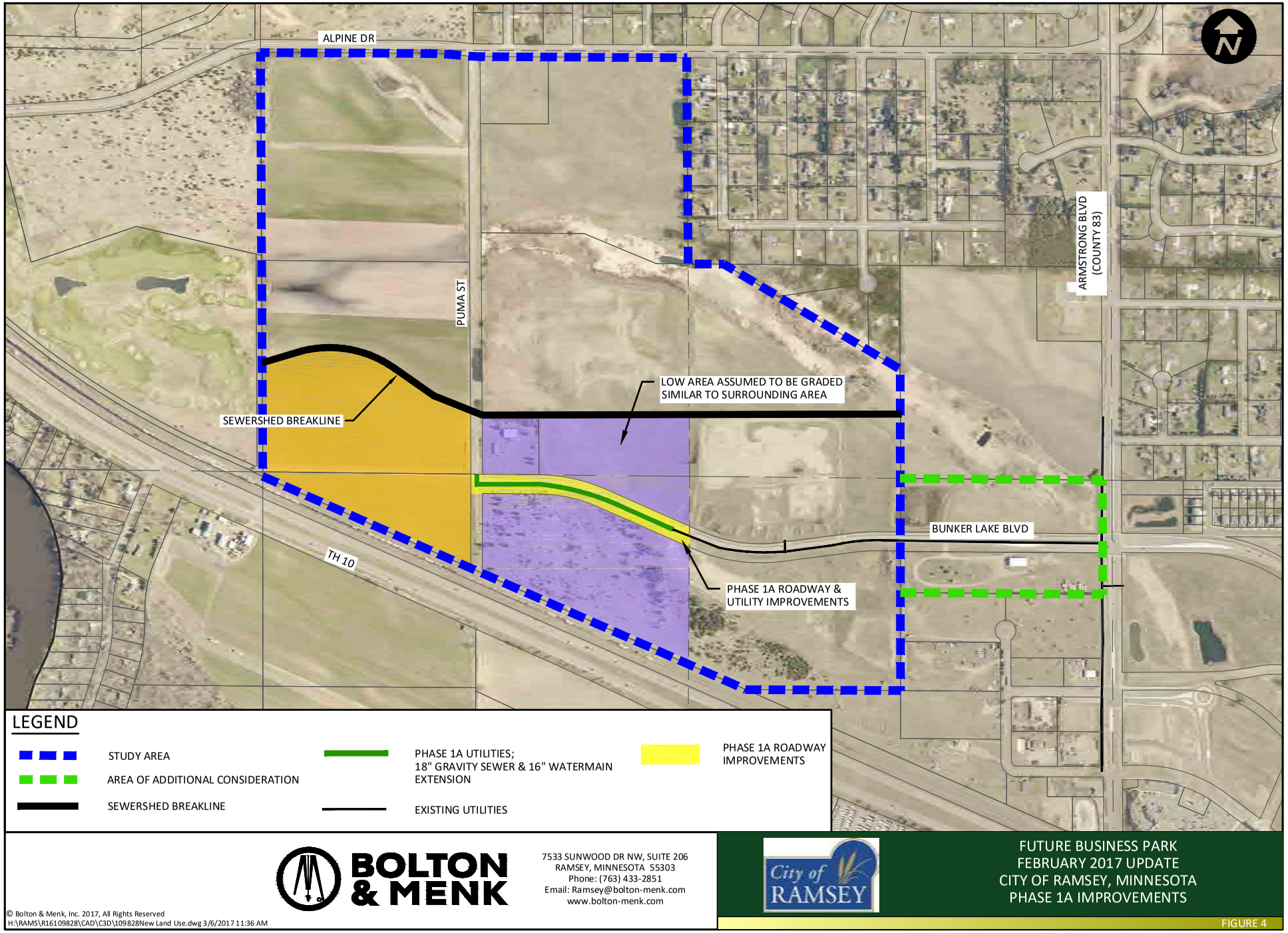

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City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PHASE 1A IMPROVEMENTS

FIGURE 4

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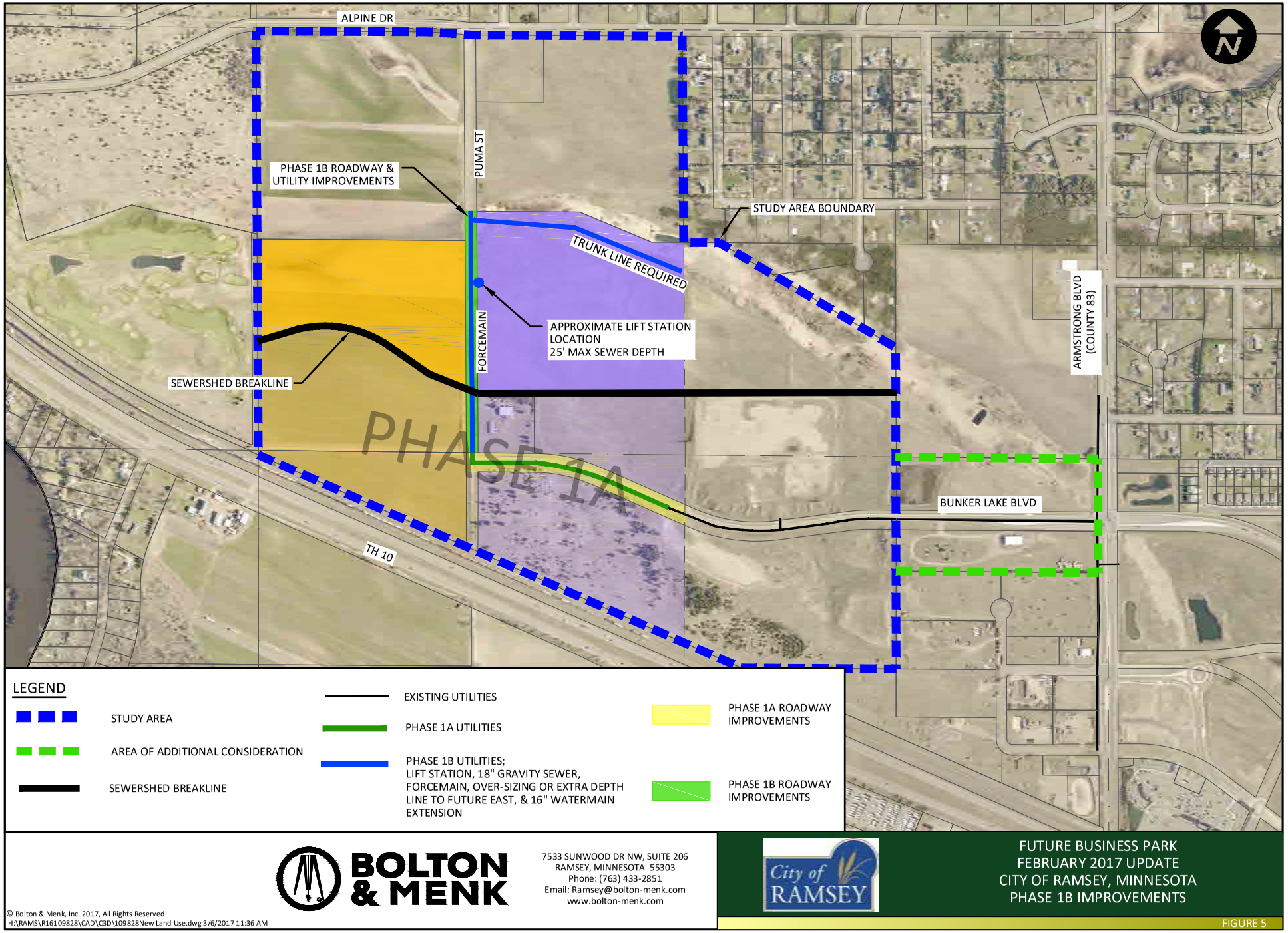

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City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PHASE 1B IMPROVEMENTS

FIGURE 5

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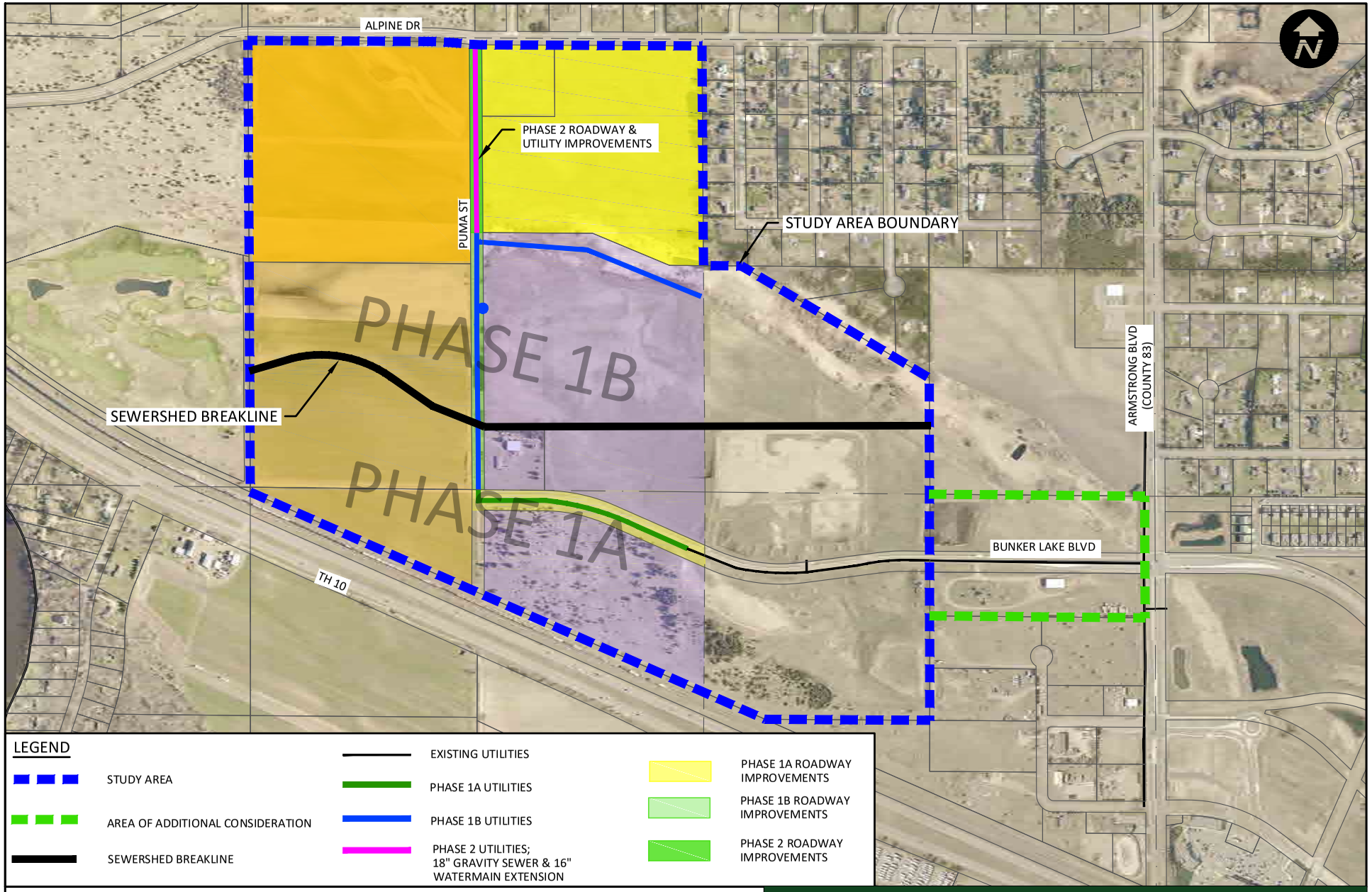

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FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PHASE 2 IMPROVEMENTS

FIGURE 6

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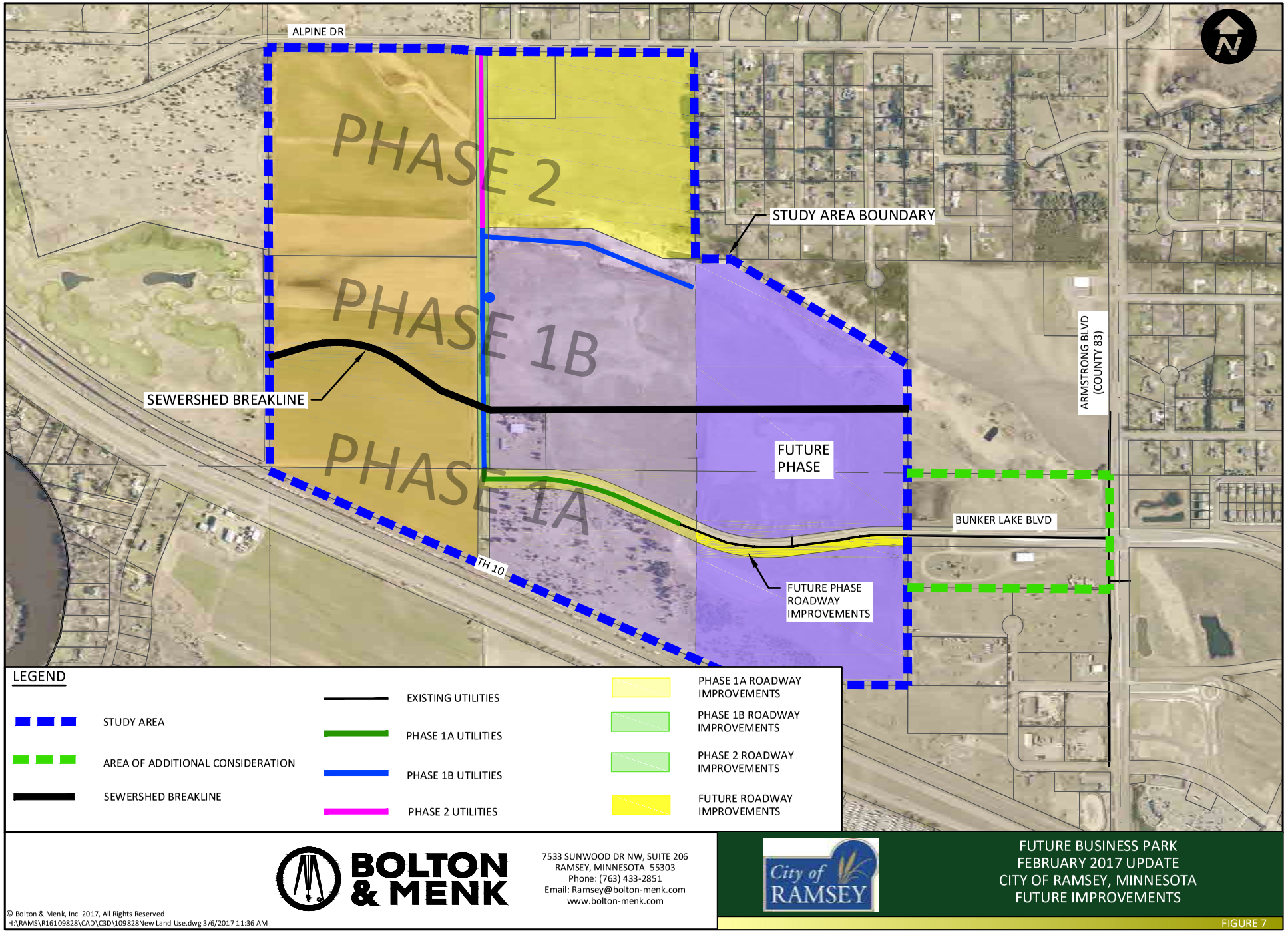

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City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
FUTURE IMPROVEMENTS

FIGURE 7

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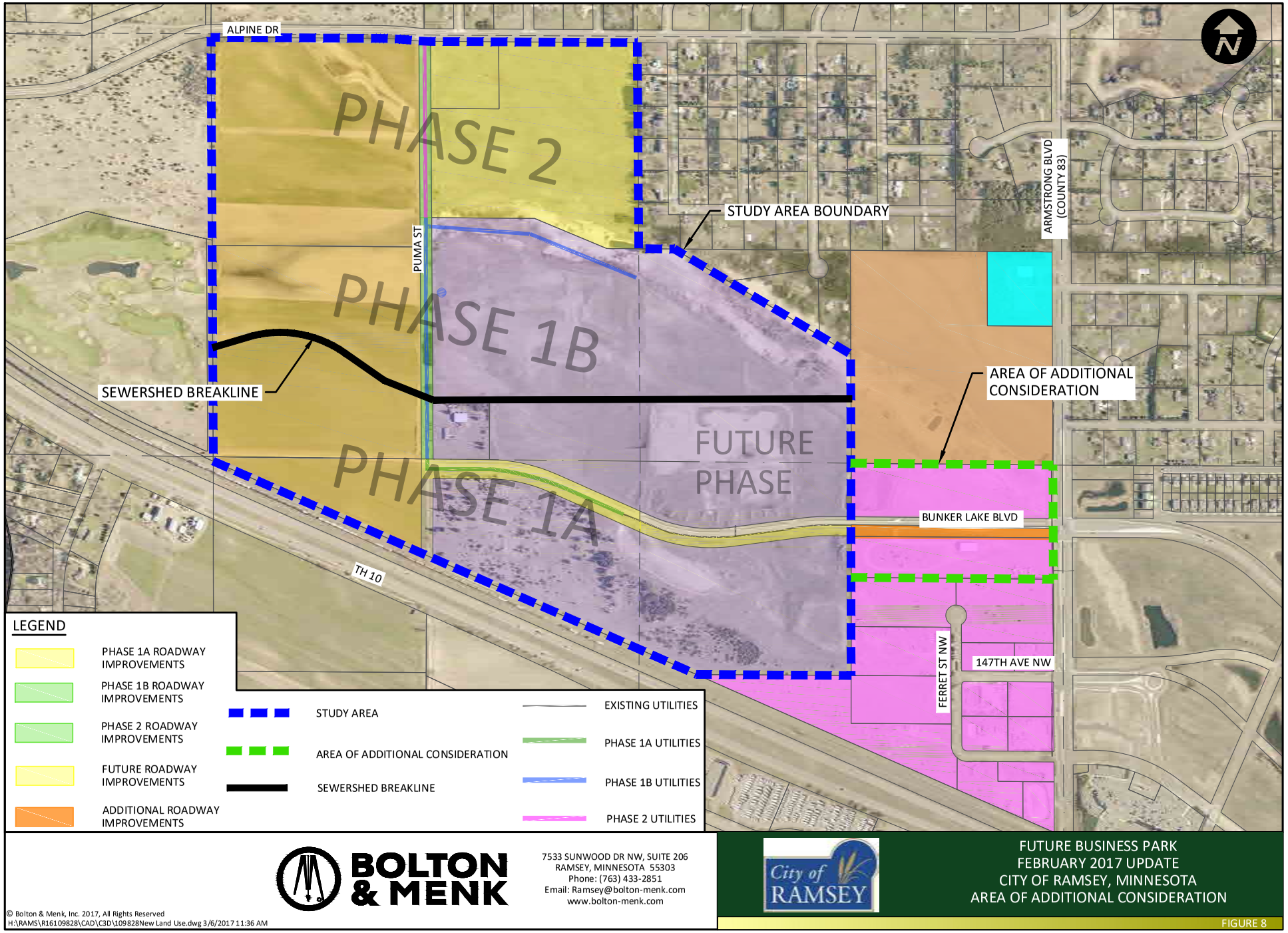

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City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
AREA OF ADDITIONAL CONSIDERATION

FIGURE 8

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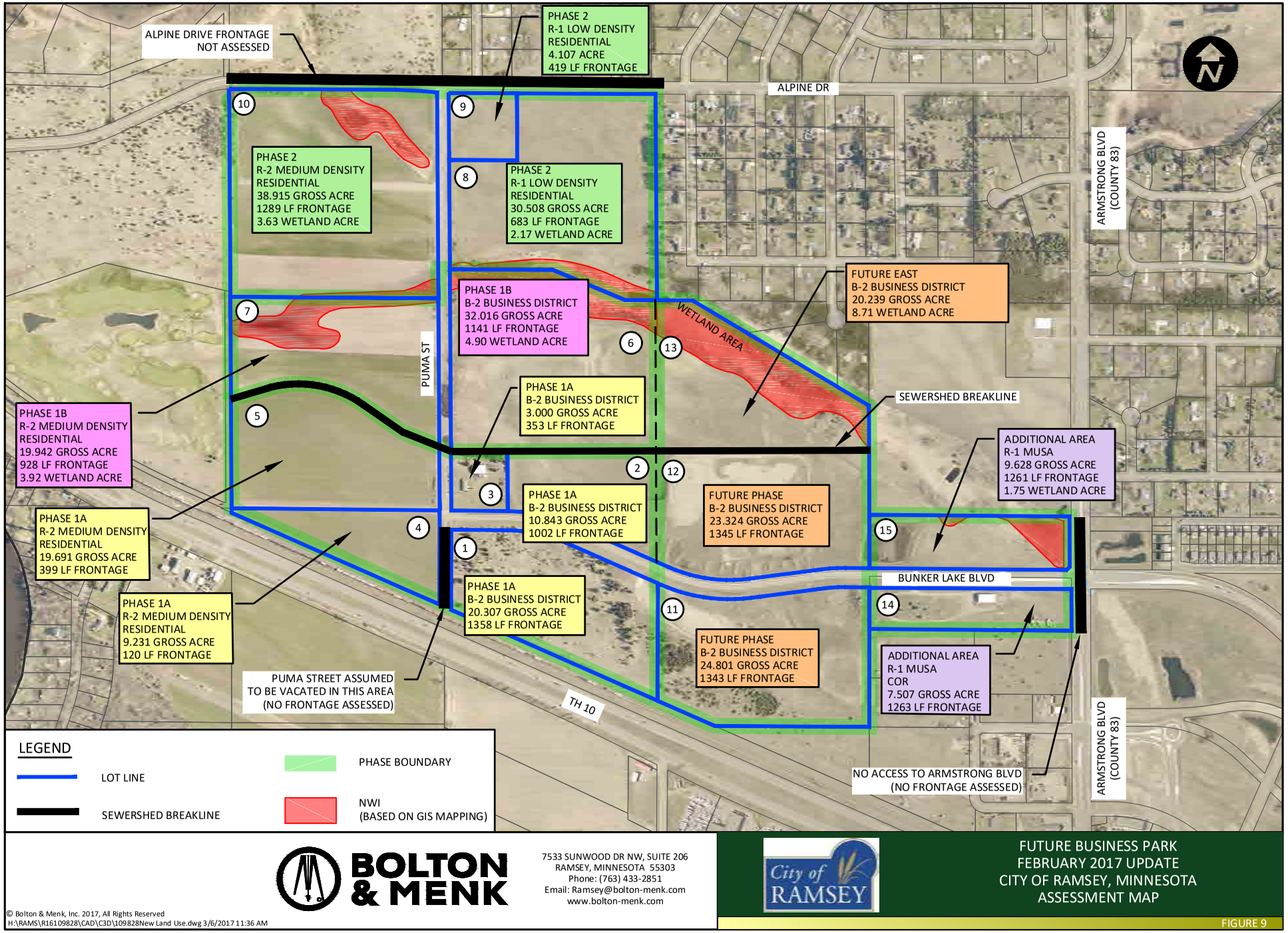

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City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
ASSESSMENT MAP

FIGURE 9

Appendix B: Traffic Study

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TRAFFIC MEMORANDUM

Date: January 27, 2017

To: City of Ramsey

From: Bryan Nemeth, P.E., PTOE

Subject: Supplemental Traffic Memorandum
Traffic Impact Study for Future Business Park: October 21, 2015
City of Ramsey, MN
Project No.: R16.109828

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

By: _____
Bryan T. Nemeth, P.E., PTOE
License No. 43354

Date: January 27, 2017

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I. Introduction

This traffic memorandum provides an update to the Traffic Impact Study for Future Business Park, October 21, 2015, in Ramsey, MN. The update includes analysis of a revised Proposed Future Land Use plan for the area.

The revised analysis results in an increase of approximately 18,100 trips per day into and out of the area at 2040 Full Build. This is an overall reduction in trips compared to the previous land use alternatives proposed.

The analysis evaluates the mitigation needs Bunker Lake Blvd west of Armstrong Boulevard (CSAH 83) and Puma Street south of Alpine Drive. This includes the intersection of Armstrong Blvd (CSAH 83) at Bunker Lake Blvd (CSAH 116).

II. Recommendations

A. Intersection and roadway improvements along Bunker Lake Blvd (west of Armstrong Blvd) and Puma St. (south of Alpine Dr.) are revised as follows.

1. Short Term

a) Armstrong Blvd & Bunker Lake Blvd: Stripe the southbound left with dual left turn lanes. No other roadway improvements needed in the short term. Signal timing updates recommended.

(1) Plan for eastbound dual right turn lanes or free-right turn lane and two eastbound thru lanes in the future (See Long Term Recommendations).

b) Bunker Lake Blvd (west of Armstrong Blvd)

(1) COR area:

(a) With COR access to Bunker Lake Blvd: 4-lane divided roadway to full access intersection. Full access 775 ft. from Armstrong Blvd. Right-in/right-out access at least 475 ft. from Armstrong Blvd. Continuous median to full access.

(b) Without COR access to Bunker Lake Blvd: 4-lane Divided to full access intersection. Full access 540 ft. from Armstrong Blvd. Right-in/right-out access at least 475 ft. from Armstrong Blvd. Continuous median to full access.

(2) COR to Llama St. Alignment: 3-lane undivided roadway, right turn lanes into development roadways. Primary intersection spacing of 1/8 mile.

(3) Llama St. Alignment to Puma St.: 3-lane undivided roadway, right turn lanes into development roadways where development trips anticipated to be over 100 per day. Primary intersection spacing of 1/8 mile.

c) Puma St.: Potentially remain a 2-lane undivided roadway. Left turn lanes into Business Park accesses. Right turn lanes provided where development trips anticipated to be over 100 per day.

d) Bunker Lake Blvd & Puma St.: Single lane roundabout or all-way stop

control. Southbound left turn lane and westbound right turn lane recommended with all-way stop control.

2. Mid-Term

a) Armstrong Blvd & Alpine Dr.: Single lane roundabout. Intersection control evaluation study should be completed to verify.

b) Alpine Dr. & Puma St.: Add eastbound right turn lane. Add a northbound turn lane to separate left and right turns. Add a westbound left turn lane when needed. This need to be based on delay and crash experience, especially if there is trip redistribution due to congestion on Armstrong Blvd.

3. Long-Term

a) Armstrong Blvd & Bunker Lake Blvd: Dual eastbound right turn lanes or free right turn lane. Dual right turn lanes are recommended over the free right due to pedestrian accessibility crossing a heavy free-right and the bridge design of Armstrong Blvd.

b) Plan for two eastbound thru lanes in the future. The two eastbound thru lanes are not necessarily due to traffic volumes but are recommended to give more green time to conflicting movements, specifically the westbound left. Additionally, the high eastbound right turn volumes may result in trip reassignment to use Bunker Lake Blvd and access Highway 10 at Ramsey Blvd instead of Armstrong Blvd. This may also result in more trips using Alpine Dr. to access Highway 10 for trips to and from the west.

III. Analysis

The traffic analysis updates consider a change in land uses within the Future Business Park area as shown on the attached Armstrong West: Proposed Future Land Uses map.

A. Forecasts

The background trip forecasts are consistent with the previous analysis. The trip forecasts to and from each area are included at the end of this memorandum. Forecasts were developed using trip rates from the ITE Trip Generation Manual, consistent with the previous analysis. The additional trips due to the development result in the forecasted trips as shown on the attached map.

B. Traffic Analysis Results

1. 2040 Full Build with Existing Lanes

Table 1: Design Year (2040) with Existing Lanes

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**		Limiting Movement ***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft) ****
Design Year 2040 Alternative 2									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd)	AM	13	B	24	C	EBL	EBL	105	174
Signal	PM	12	B	22	C	EBL	EBL	98	148
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd)	AM	63	E	143	F	WBR	WBT/R	468	1152
Signal	PM	71	E	124	F	WBR	WBT/R	595	1560
CSAH 83 (Armstrong Blvd & 147th Avenue	AM	55	D	131	F	NBL	NBT	759	1327
Signal	PM	52	D	87	F	NBL	NBT	660	1252
CSAH 83 (Armstrong Blvd) & CSAH 116 (Bunker Lake Blvd)	AM	69	E	184	F	NBL	NBT	784	1086
Signal (assumed double SBL & double WBL were stripped)	PM	100	F	227	F	NBL	NBT	733	1109
CSAH 83 (Armstrong Blvd) & Alpine Drive NW	AM	5	A	20	C	EBT	EBL/T	45	114
TWSC	PM	9	A	46	E	EBL	NBL/T	68	167
Alpine Drive NW & Puma Street NW	AM	2	A	7	A	NBL	NBL/R	31	54
TWSC	PM	3	A	9	A	NBL	NBL/T	51	86
Puma Street NW & Bunker Lake Blvd	AM	3	A	9	A	NBT	SBL/T/R	50	75
Option 1: AWSC	PM	4	A	7	A	WBR	WBT/R	56	86
Puma Street NW & Bunker Lake Blvd	AM	0	A	3	A	EBR	EB L/R	4	18
Option 2: 3 Legged intersection (with curve)	PM	0	A	2	A	EBL	EBL/R	7	24
Puma Street NW & Bunker Lake Blvd	AM	2	A	5	A	NBT	SBL/T/R	16	51
Option 3: Roundabout	PM	2	A	4	A	SBT	SBL/T/R	4	23

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Analysis indicates that it there are anticipated to be capacity concerns along Armstrong Blvd from Highway 10 to Bunker Lake Blvd. Mitigation is necessary at the intersection of Armstrong Blvd at Bunker Lake Blvd.

2. 2040 Full Build with Mitigation

Table 2: Design Year (2040) with Mitigation

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay-LOS**		Limiting Movement ***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft) ****
Design Year 2040 Alternative 2									
TH 10/169 South Ramp & CSAH 83 (Armstrong Blvd)	AM	11	B	22	C	EBL	EBL	95	147
Signal	PM	12	B	23	C	EBL	SBR	47	171
TH 10/169 North Ramp & CSAH 83 (Armstrong Blvd)	AM	21	C	53	D	SBT	SBT	382	727
Signal	PM	49	D	141	F	SBT	SBT	809	1272
CSAH 83 (Armstrong Blvd & 147th Avenue	AM	12	B	33	C	SBL	NBT	199	376
Signal	PM	56	E	111	F	SBT	SBT	664	1232
CSAH 83 (Armstrong Blvd) & CSAH 116 (Bunker Lake Blvd)	AM	38	D	84	F	NBL	NBT	353	868
Signal (Added double EB thru, free right)	PM	50	D	139	F	WBL	WBT	401	915
CSAH 83 (Armstrong Blvd) & Alpine Drive NW	AM	5	A	26	D	WBL	EBR	61	110
TWSC (Added EB/WB RT lane)	PM	10	B	88	F	EBT	NBL/T	77	171
Alpine Drive NW & Puma Street NW	AM	2	A	6	A	WBL	NBL/R	33	56
TWSC	PM	3	A	9	A	NBL	NBL/T	48	80
Puma Street NW & Bunker Lake Blvd	AM	3	A	9	A	WBL	SBL/T/R	50	78
Option 1: AWSC	PM	4	A	8	A	WBL	WBL/T/R	57	83
Puma Street NW & Bunker Lake Blvd	AM	0	A	3	A	EBL	EBL/R	4	18
Option 2: 3 Legged intersection (with curve)	PM	0	A	5	A	EBL	EBL/R	6	24
Puma Street NW & Bunker Lake Blvd	AM	2	A	5	A	NBT	SBL/T/R	11	37
Option 3: Roundabout	PM	2	A	4	A	EBT	SBL/T/R	3	21

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Analysis indicates

Mitigation includes the lanes and traffic control indicated in the recommendations but also includes a third southbound lane along Armstrong Blvd from Bunker Lake Blvd to the Highway 10 North Ramp terminal. Additional review of the bridge design indicates that a third lane would not be feasible without substantial revisions to the bridge structure over the railroad. Based on this, two eastbound through lanes are recommended at the intersection of Armstrong Blvd and Bunker Lake Blvd to provide an alternative route if needed. The analysis below also considers an eastbound free right into the third lane. This is recommended to be a dual right turn when or if needed based on traffic redistribution in the area.

The resulting queues are shown below for each movement at the intersection of Armstrong Blvd and Bunker Lake Blvd. Dual eastbound right turn lanes would be anticipated to have similar average queues and shorter max queues. The max queues are anticipated to be less if there is traffic redistribution based on congestion.

Table 3: Design Year (2040) Armstrong Blvd & Bunker Lake with Proposed Lanes

Traffic Control Scenario	Peak Hour	Delay-LOS**		Max Approach Queue	
				Average Queue (ft)	Max Queue (ft) ****
CSAH 83 (Armstrong Blvd) & CSAH 116 (Bunker Lake Blvd)					
EBL	AM	41	D	64	122
	PM	37	D	106	191
EBR	AM	3	A		
	PM	47	D	390	916
WBL	AM	45	D	134	215
	PM	131	F	401	915
NBL	AM	84	F	305	412
	PM	52	D	207	307
SBL	AM	31	C	95	145
	PM	46	D	81	128

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

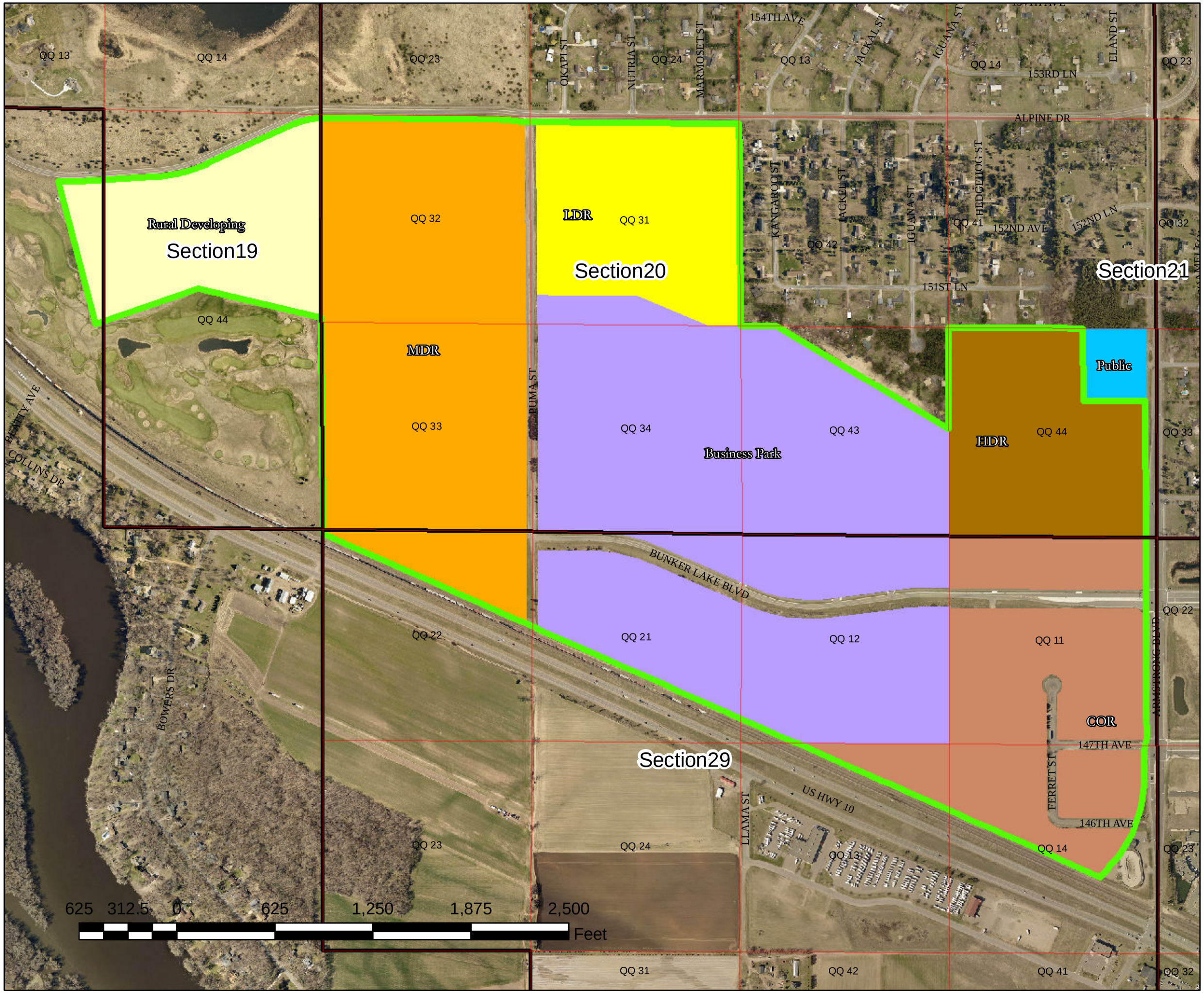
***Limiting Movement is the highest delay movement.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

C. Special Considerations

1. The trips from specific developments to Puma and Bunker Lake Blvd have not been analyzed. Trips to and from specific developments should be assigned to appropriate roadways based on the development roadway design. This is especially important for trip assignment at the intersection of Bunker Lake Blvd and Puma St.

2. Mitigation for intersections outside of the area due to development in the area have not been completed.



City of RAMSEY

Armstrong West
Proposed Future Land Uses

- Section QQ
- Section Only
- AUAR Boundary

Future Land Use

- Business Park
- COR
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Public/Quasi-Public
- Rural Developing

N

This is not an approved land use plan. This is a working document only, based on current feedback and concepts (both public and privately developed concepts).

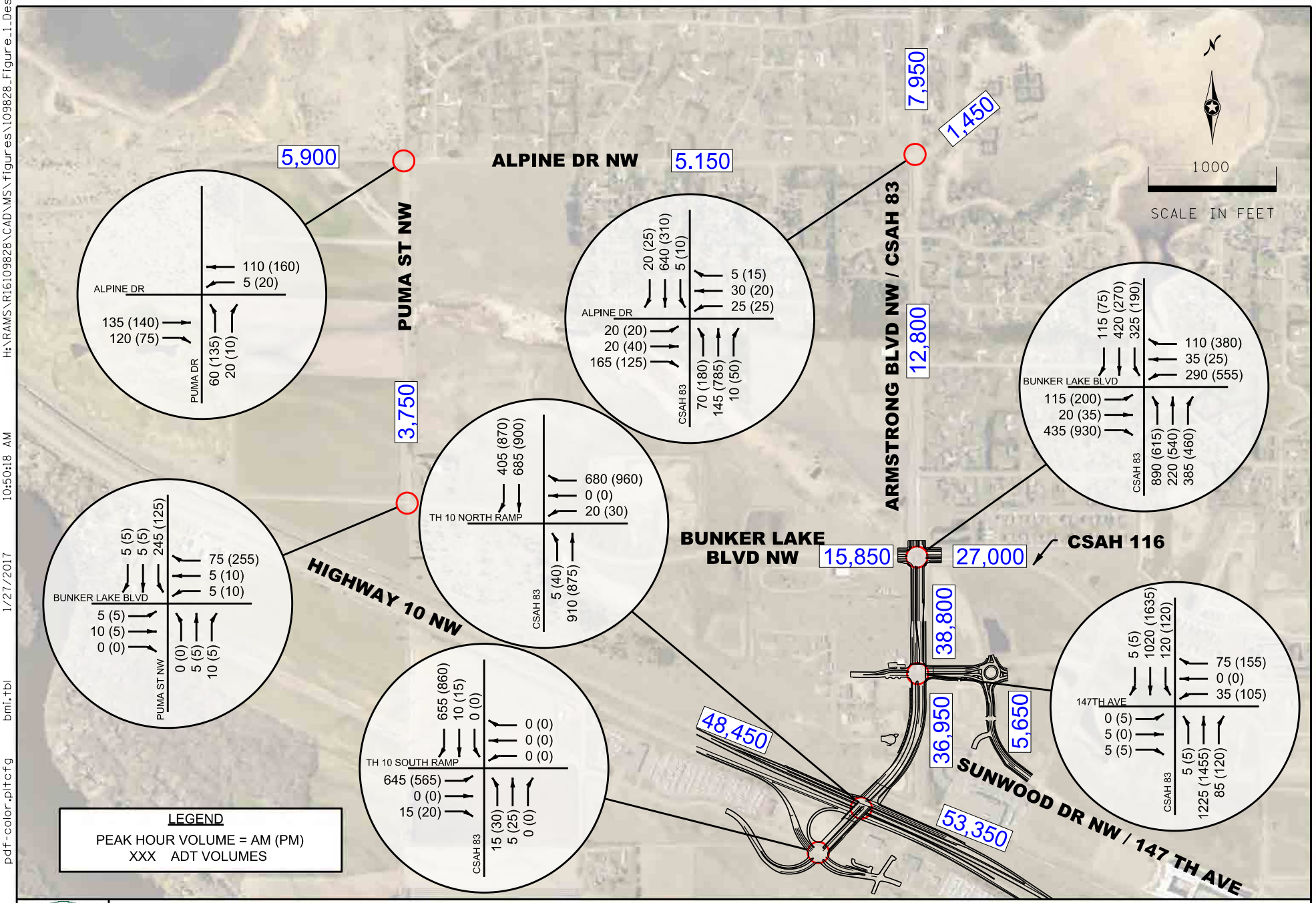


FIGURE 1: DESIGN YEAR (2040) TRAFFIC VOLUMES

FUTURE BUSINESS PARK TRAFFIC STUDY
RAMSEY, MN.

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Ramsey EDA Traffic Assumptions

Alternative 2: Business Park (January 2017 Update)

B-2 **Business Park** — 134.54 Acres — ITE Code 130 — Internal-to-Internal Reduction

Based on Acres

	Average Rate	#	% enter	% exit	entering	exiting		entering	exiting		Pass-by entering	Pass-by exiting	New Trips entering	New Trips exiting
AM	8.55	1151	83	17	955	196	10%	860	177	0%	0	0	860	177
Afternoon	4.42	595	50	50	298	298	10%	268	268	0%	0	0	268	268
PM	8.84	1190	21	79	250	940	10%	225	847	0%	0	0	225	847
Weekday	63.11	8491	50	50	4246	4246	15%	3609	3609	0%	0	0	3609	3609

B-2 **Retail/Commercial** — 74.4 K ft^2 — ITE Code X — Internal-to-Internal Reduction

Based on Square Feet — 7.43 Acres

	Average Rate	#	% enter	% exit	entering	exiting		entering	exiting		Pass-by entering	Pass-by exiting	New Trips entering	New Trips exiting
AM	7.41	552	53	47	293	259	20%	235	208	46%	109	96	126	112
Afternoon	5.46	407	50	50	204	204	20%	163	163	40%	66	66	97	97
PM	10.91	813	51	49	415	398	20%	332	319	39%	130	125	202	194
Weekday	124.59	9275	50	50	4638	4638	30%	3247	3247	39%	1267	1267	1980	1980

R-1 **Single Family Detached Housing** — 104 units — ITE Code 210 — 34.62 Acres — 3 Units per Acre

Based on Dwelling Units

	rate	#	% enter	% exit	entering	exiting	New Trips entering	New Trips exiting
AM	0.75	83	25	75	21	62	21	62
Afternoon	0.51	53	31	69	16	37	16	37
PM	1.01	109	63	37	69	40	69	40
Weekday	9.57	1078	50	50	539	539	539	539

R-2 **Residential Townhouse** — 527 units — ITE Code 230 — 87.79 Acres — 3 to 7 Units per Acre — Assume 6 Units per Acre

Based on Dwelling Units

	Average Rate	#	% enter	% exit	entering	exiting	New Trips entering	New Trips exiting
AM	0.44	196	17	83	33	163	33	163
Afternoon	0.26	138	31	69	43	95	43	95
PM	0.52	235	67	33	157	78	157	78
Weekday	5.81	2732	50	50	1366	1366	1366	1366

R-3 **Low Rise Apartment** — 525 units — ITE Code 221 — 43.74 Acres — 7 to 15 Units per Acre — Assume 12 Units per Acre

Based on Dwelling Units

	Average Rate	#	% enter	% exit	entering	exiting	New Trips entering	New Trips exiting
AM	0.46	215	21	79	45	170	45	170
Afternoon	0.29	153	31	69	47	106	47	106
PM	0.58	291	65	35	189	102	189	102
Weekday	6.59	3076	50	50	1538	1538	1538	1538

Rural Developing — ITE Code x

Assumed trips

	New Trips entering	New Trips exiting
AM	5	20
Afternoon		
PM	20	5
Weekday		

Total

	Pass-by entering	Pass-by exiting	New Trips entering	New Trips exiting
AM	109	96	1090	704
Afternoon	66	66	472	602
PM	130	125	862	1266
Weekday	1267	1267	9032	9032

West of Commercial Area

	Pass-by entering	Pass-by exiting	New Trips entering	New Trips exiting
AM			919	422
Afternoon			327	400
PM			471	970
Weekday			5514	5514

Public Works Committee **5. 7.**

Meeting Date: 04/18/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Authorization to Prepare Plans and Specifications for Flashing Yellow Arrow Improvements to Signal System at Armstrong Boulevard & Sunwood Drive

Purpose/Background:

Purpose:

The purpose of this case is to review the findings of the attached flashing yellow arrow analysis recently completed by SEH, Inc. and request a recommendation for the City Council to authorize Staff to hire SEH, Inc. to prepare plans and specifications for converting the City-owned signal system at the intersection of Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue to flashing yellow arrow operations. See Figure 1 (attached) for signal system location.

Background:

Flashing yellow arrows (FYA's) are gaining momentum as an alternative to a simple green ball light for left-turning motorists. They signal to the motorist that it is safe to turn left so long as they yield to oncoming vehicles, which have the right of way. These permitted left turns are unlike protected left turns, where the left-turning motorist does not need to consider opposing traffic because those vehicles have a red light. As recently discussed, the Anoka County Highway Department will construct FYA modifications to signal systems at eight different intersections across Anoka County in 2017. Three of the signal systems are located within the City of Ramsey along Bunker Lake Boulevard/CSAH 116 where it intersects with Dysprosium Street/Thurston Avenue, Sunfish Lake Boulevard/CSAH 57, and Ramsey Boulevard/CSAH 56. The FYA's will be operational during different times of the day at different intersections.

Anoka County annually budgets approximately $100,000 to convert 4 to 10 of their 200 signal systems to FYA operations each year. Typical costs to convert signal systems to incorporate FYA's run between $0 and $28,500 per signal system, with higher end costs being $50,000 or more.

Anoka County solely utilizes SEH, Inc. to study their signal systems for FYA conversions, and requested that the City also utilize SEH to study the intersection of Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue for potential FYA modifications if the City was interested in doing so. This helps ensure that the evaluations are performed consistently County-wide for safety and liability purposes.

In November of 2016, the Public Works Committee authorized City staff to employ SEH to analyze the signal system at Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue for potential FYA improvements. This analysis was recently completed and a copy of the report is attached. In summary, SEH's analysis shows that FYA's should be able to be considered for nearly all times of a typical weekday, as well as the entire weekend, but initially they recommend that FYA operations not be used between 6 and 9 am and between 3 and 7 pm on weekdays due to higher posted speeds and higher traffic volumes. However, in the future this can be reviewed and these operations may be able to be expanded to additional hours if there are no safety issues or significant increases in traffic volumes.

SEH currently estimates costs to convert the signal system at Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue to FYA operations at $40,000. This cost will be further refined upon preparation of plans and specifications. This cost seemed high to Staff since it is a newer signal system, but according to SEH the current guidelines for FYA installations are specific on what needs to be included in the design, and these specifics were

not fully in-place when this signal was initially designed and constructed. Typically, costs to convert systems such as this one are averaging between $20,000 and $50,000.

Timeframe:

Approximately 5 minutes for presentation and discussion.

Observations/Alternatives:

Observations:

Plans and specifications will be required to allow the City to advertise for bids for construction of FYA modifications. Anoka County plans to complete FYA conversion improvements to the signal system at Armstrong Boulevard/CSAH 83 & Bunker Lake Boulevard in the late fall/early winter of 2017 and/or in early 2018. Preparing plans and specifications now for the FYA signal system modifications at Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue, the City would be well positioned to coordinate the timing of our bids and construction with Anoka County's FYA improvements at Bunker Lake Boulevard, thereby allowing proper coordination of modifications to both signal systems, and to coordinate the implementation of the FYA's at both intersections to ensure consistency.

Alternatives:

Alternative #1 – Motion recommending City Council authorization to hire SEH, Inc. to prepare plans and specifications for converting the City-owned signal system at the intersection of Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue to flashing yellow arrow operations.

Alternative #2 – Motion of other.

Funding Source:

The cost for SEH to study FYA modifications for the City-owned signal system at Armstrong Boulevard & Sunwood Drive/147th Avenue was estimated at $2,400. The final invoice for this work has not yet been received. These funds will be drawn from the Public Improvement Revolving fund.

SEH estimates their costs to prepare plans and specifications for the FYA conversion improvements at $6,500. These funds would also be drawn from the Public Improvement Revolving fund.

Recommendation:

Staff recommends alternative #1.

Action:

Recommend City Council authorization to hire SEH, Inc. to prepare plans and specifications for converting the City-owned signal system at the intersection of Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue to flashing yellow arrow operations.

Attachments

SEH Report

Figure 1

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/13/2017 02:08 PM
Kurt Ulrich	Kurt Ulrich	04/13/2017 04:01 PM
Form Started By: Bruce Westby		Started On: 04/11/2017 07:53 AM
Final Approval Date: 04/13/2017		

SEH

Building a Better World
for All of Us®

March 21, 2017

RE: Ramsey, Minnesota
CSAH 83 at Sunwood Drive/147th Avenue NW Signal System
Flashing Yellow Arrow Considerations
SEH No. RAMSY 141224

Mr. Bruce Westby, PE
City Engineer
City of Ramsey
7550 Sunwood Drive Northwest
Ramsey, Minnesota 55303

Dear Mr. Westby:

As requested, we reviewed the intersection of CSAH 83 (Armstrong Boulevard) and Sunwood Drive/147th Avenue Northwest with regards to proposed modification of the existing intersection traffic signal left turn operations. Recently, the City has received requests to have flashing yellow arrow operation installed and activated at this intersection. In response to these requests, the City had SEH perform an analysis of the intersection to determine if flashing yellow arrow operation can be utilized here. The analysis would include review of the feasibility, cost, and safety of the intersection for flashing yellow arrow operations. Following is the results of our analysis.

This 4-legged intersection was signalized in January 2013 (prior to when the adjacent Trunk Highway 10-CSAH 83 intersection was reconstructed with an interchange), with protected left turn phasing installed for all approaches. The posted speed limit on CSAH 83 is 55 mph, while both Sunwood Drive and 147th Avenue Northwest are posted at 30 mph. The northbound and southbound CSAH 83 approaches and the eastbound 147th Avenue Northwest approaches each have a single left turn lane, while the westbound Sunwood Drive approach has a dual left turn lane. Single through lanes and separate right turn lanes exist on the side street approaches, while each CSAH 83 approach has two separate through lanes and a separate right turn lane approaching the intersection. The intersection is located approximately ¼ mile east of the Trunk Highway 10/CSAH 83 interchange area, with a significant east-to-south horizontal curve for northbound CSAH 83 traffic from the interchange area to where a full left turn lane exists for traffic approaching Sunwood Drive/147th Avenue Northwest.

SEH obtained peak hour turning movement traffic counts on September 29, 2016, several months after the Trunk Highway 10-CSAH 83 interchange area was opened and area traffic patterns were able to stabilize, in order to properly analyze existing traffic conditions. SEH

performed AM peak hour (6-9 am), mid-day (11-1 pm), and PM peak hour (3-7 pm) turning movement traffic counts to determine typical weekday traffic patterns at this intersection.

SEH also obtained crash data for the intersection for the 5 year period of 2011-2015 from the State's crash website. SEH then completed a brief field review of the signal system to confirm that the existing traffic signal plans correspond to the current installation of the signal system and take into account the current intersection geometrics. SEH also reviewed traffic signal cabinet components to determine if additional electrical equipment would be required to be provided in order to allow for flashing yellow arrow operation to be used.

As part of the signal system installation, each intersection approach was set up to operate with protected left turn phasing (3-section RLA-YLA-GLA signals). The intersection has a newer Econolite ASC-3 controller unit and Reno MMU-1600-GE conflict monitor, both of which are fully compatible with upgraded left turn (i.e. flashing yellow arrow) operations. The controller cabinet has sufficient load switch bays available to accommodate flashing yellow arrow operations. Thus, the existing controller and cabinet have the capacity and capability to accommodate future flashing yellow arrow operations for all four intersection approaches without requiring this equipment to be significantly upgraded or revised.

As part of our analysis, SEH utilized the Minnesota Department of Transportation's (MnDOT) flashing yellow arrow installation criteria from their "*Traffic Signal Timing and Coordination Manual*" to analyze extended usage of flashing yellow arrow operations for each intersection approach. A copy of this criteria is attached for your information. Based on comparison of available data with the MnDOT criteria, the following can be inferred:

> The design of this signal system included the initial recommendation of protected left turn phasing for each intersection approach due to the higher posted speed limit of 55 mph on CSAH 83 (as is typical Anoka County practice) and the presence of a dual left turn lane for the westbound Sunwood Drive approach.
>
> With regards to utilizing Flashing Yellow Arrow operations for each left turn movement, the following should be noted:
>
> - According to the current edition of the *AASHTO Geometric Design of Highways and Streets* manual, left-turning drivers "need sufficient sight distance to decide when it is safe to turn left across the lanes used by opposing traffic." This stopping sight distance along CSAH 83 for the design/posted speed of 55 mph is at least 495 feet of clear sight distance to the north and south. For both Sunwood Drive and 147th Avenue Northwest, the recommended stopping sight distance at 30 mph is as least 200 feet to the east and west. Based on a field review of intersection geometrics, the southbound, eastbound, and westbound intersection approaches are straight for several hundred feet in each direction with no impediments to the sight distance (other than possible sun issues for eastbound

traffic in the AM peak hour and for westbound traffic in the PM peak hour during fall-winter months).

For northbound CSAH 83, sight distance is somewhat limited due to a sweeping north-to-west horizontal curve that begins approximately 300 feet north of the intersection. However, there are no impediments to sight distance in the median area and no trees or other topography exist to the north on either side of the roadway that limit sight distance for northbound left turning traffic at the intersection (northbound left turning traffic can see oncoming traffic clearly for at least the minimum stopping sight distance required at the posted 55 mph speed limit).

Based on this information, **available stopping sight distance meets this criteria for each intersection approach**.

- Based on the recent crash history at this intersection, no crashes were reported on the State of Minnesota's crash web site between 2011 and 2015. **Thus, there does not appear to be a safety concern at this intersection with the presence of signalized operation**.

- One of the recommendations from the *MnDOT Traffic Signal Timing and Coordination Manual* is to utilize protected left turn phasing only either for situations where the posted speed limit exceeds 45 mph and the peak hour left turning volume is greater than 240 vehicles per hour, or for when the cross product between left turning traffic volume and opposing through traffic volume exceeds 80,000. With regards to the most recent available traffic counts:

  a. Between the hours of 4:00 pm-5:00 pm of the most recent traffic counts, westbound Sunwood Drive left turn volumes were near 130 vehicles per hour. No other intersection approach exceeded 65 left turning vehicles per hour during the PM peak period.

  b. For the midday and AM peak hour counts, no intersection approach had left turning traffic volumes that exceeded 70 vehicles per hour.

  c. The cross product between left turn traffic volumes and opposing through traffic volumes never exceeded 25,000 for any hour counted in 2016.

Following up against the flashing yellow arrow criteria from the *MnDOT Traffic Signal Timing and Coordination Manual:*

1. Left turn lanes line up well for each intersection approach with sufficient turning room in the intersection so that left turn paths were not conflicting. This was observed specifically for the westbound dual left turn lane/eastbound single left turn

movement, where protected left turn phasing was run together for these movements with no conflicts between either direction's left turn movements. Left turn movements are offset far enough such that no conflicts in left turn paths are occurring.

2. As mentioned, the westbound approach has two left turn lanes. For this approach, the MnDOT Manual suggests that protected operation be utilized during the higher volume periods of the day with Engineering judgment being used to determine if flashing yellow operation could be used for all other times of the day.

3. There are less than 3 opposing lanes of through traffic facing each intersection approach.

4. The intersection does not have a high crash rate and there is no significant history of right angle crashes involving left turning traffic.

In summary, as there is no significant crash history for left turning traffic and traffic volumes are likely lower for the entire intersection (outside of the peak traffic periods), the City should be able to consider using Flashing Yellow Arrow operations at this intersection throughout much of a typical weekday and throughout the weekend. In addition, any changes to the operation of the left turn signal phases are not anticipated to impact overall operations of the intersection in a negative way (and delays for left turning traffic will decrease with flashing yellow arrow operations which will improve the overall operation of the intersection). For peak traffic periods though (and for when sun becomes an issue for eastbound and westbound traffic), protected left turn operation is strongly recommended to be implemented.

Some modifications to the existing signal system installation will be required to revise the operation of this signal system and add flashing yellow arrows for each intersection approach. Both overhead end mounted and far left pole mounted left turn signals for each intersection approach will required having 3-section RLA-YLA-GLA signal heads replaced with 4-section RLA-YLA-FYLA-GLA signal heads. For the westbound approach (due to the dual left turn lane), a 5-foot extension will be required to be added to the mast arm facing this approach so that two 4-section overhead signals can be installed and centered on each left turn lane (requirement that each approaching left turn lane have its own flashing yellow arrow signal centered on each left turn lane). No additional through signal heads will be required to be installed facing any of the four approaches, as there are already separate through (RYG) signal heads centered on each through lane. Some additional cabling (6/c#14) will be required to be installed to operate new flashing yellow arrow signal heads on all four intersection approaches based on a review of the field wiring diagram. No new conduit will be required to be installed to accommodate installation of these new cables.

With regards to left turn lane detection, the *MnDOT Traffic Control Signal Design Manual* recommends that either four loop detectors be installed for proper detection (at 5', 20' 35' and 50' from the stop bar or crosswalk) or that two separately wired loop detectors be installed for

existing signal system retrofits at 10' and 40' from the stop bar or crosswalk. Recent County practice has been to have the four separate loop detectors installed in each left turn lane in order to be able to operate the left turn lanes on non-lock operation. For this signal system, left turn lane detection was installed at 10' and 40' from the stop bar for the northbound, southbound, and westbound approaches (each wired separately), while the eastbound approach has four loop detectors installed in the left turn lane. To meet current County practice, additional loop detectors will be required to be furnished and installed 25 feet and 55 feet from the stop bar in the northbound and southbound left turn lanes as well as in both westbound left turn lanes (for a total of 8 new loop detectors). No additional 2/c#14 cables or controller cabinet loop detector cards will be required to operate these new loop detectors since existing loop detectors are already wired separately in each left turn lane.

To allow for flashing yellow arrow operation, we estimate that these modifications (completed by an electrical signal contractor) will cost approximately $40,000. A detailed preliminary engineer's estimate of costs is attached to this letter for your information.

Overall, we do not see any issues with installation and operation of flashing yellow arrows for each intersection approach. However, should the City and County implement flashing yellow arrow modifications to this signal system, **we recommend that the signal system initially operate with protected left turns during both the AM peak period (6:00-9:00 am) and the PM peak period (3:00-7:00 pm) due to higher traffic volumes, higher posted speeds, and the presence of dual left turn lanes through this area**. For all other hours of the day and for all weekend hours, the City and County should be able to consider using flashing yellow arrow operations.

Note that any changes in the operation of this signal system should be monitored by the City and County, including annual review of crash data to ensure that crash frequency does not increase due to modified left turn signal operations.

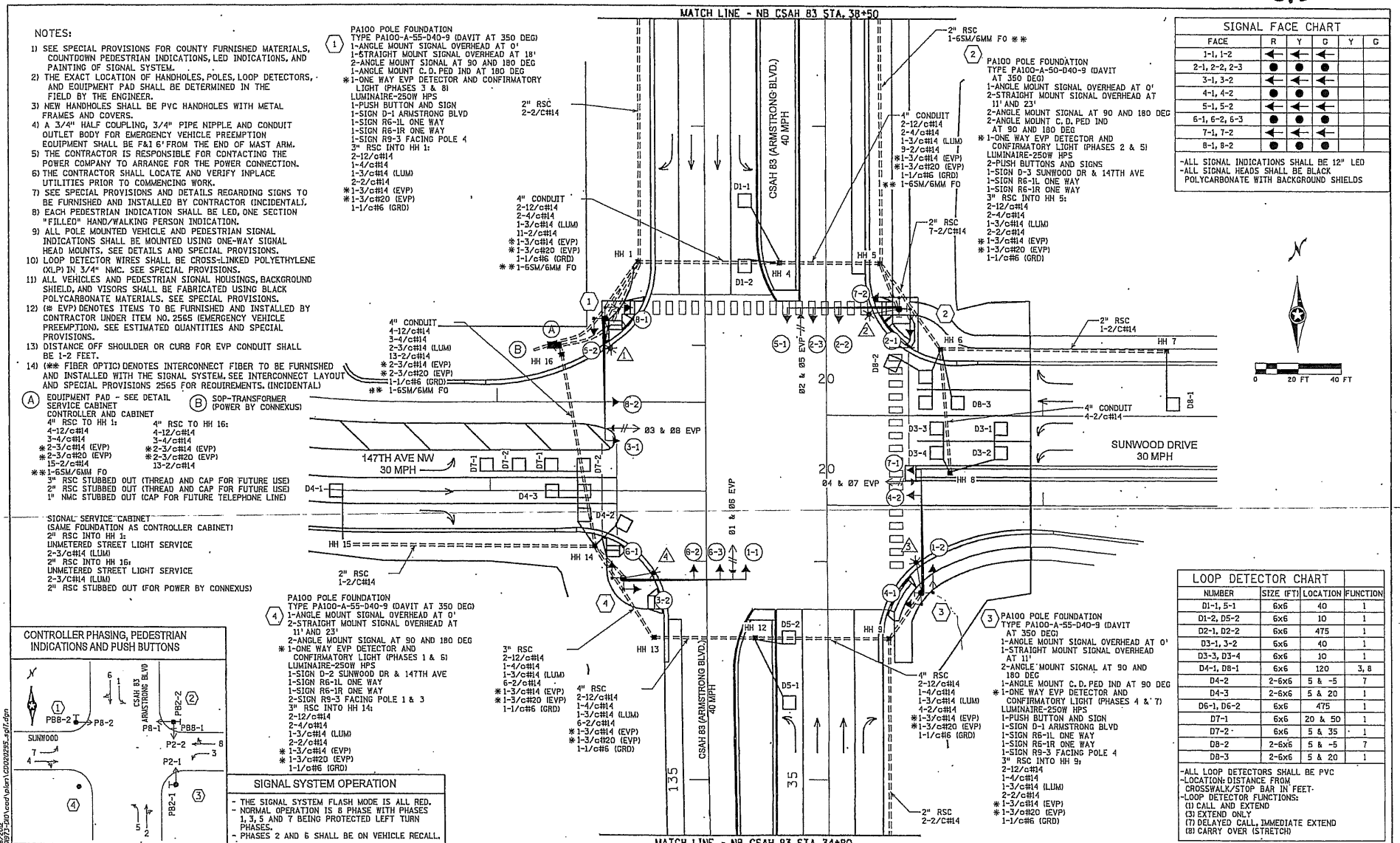
Please review our analysis and feel free to contact me at 651.490.2073 with any questions or concerns that you may have related to our analysis.

We hope that this information provides you with insight needed to help evaluate and implement the appropriate left turn operations for this intersection.

Sincerely,
SHORT ELLIOTT HENDRICKSON INC.

John M. Gray, PE
Project Engineer

Enclosures
c: Jane Rose, Anoka County Highway Department



NOTES:

1) SEE SPECIAL PROVISIONS FOR COUNTY FURNISHED MATERIALS, COUNTDOWN PEDESTRIAN INDICATIONS, LED INDICATIONS, AND PAINTING OF SIGNAL SYSTEM.
2) THE EXACT LOCATION OF HANDHOLES, POLES, LOOP DETECTORS, AND EQUIPMENT PAD SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3) NEW HANDHOLES SHALL BE PVC HANDHOLES WITH METAL FRAMES AND COVERS.
4) A 3/4" HALF COUPLING, 3/4" PIPE NIPPLE AND CONDUIT OUTLET BODY FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE F&I 6' FROM THE END OF MAST ARM.
5) THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE POWER COMPANY TO ARRANGE FOR THE POWER CONNECTION.
6) THE CONTRACTOR SHALL LOCATE AND VERIFY INPLACE UTILITIES PRIOR TO COMMENCING WORK.
7) SEE SPECIAL PROVISIONS AND DETAILS REGARDING SIGNS TO BE FURNISHED AND INSTALLED BY CONTRACTOR (INCIDENTAL).
8) EACH PEDESTRIAN INDICATION SHALL BE LED, ONE SECTION "FILLED" HAND/WALKING PERSON INDICATION.
9) ALL POLE MOUNTED VEHICLE AND PEDESTRIAN SIGNAL INDICATIONS SHALL BE MOUNTED USING ONE-WAY SIGNAL HEAD MOUNTS, SEE DETAILS AND SPECIAL PROVISIONS.
10) LOOP DETECTOR WIRES SHALL BE CROSS-LINKED POLYETHYLENE (XLP) IN 3/4" NMC. SEE SPECIAL PROVISIONS.
11) ALL VEHICLES AND PEDESTRIAN SIGNAL HOUSINGS, BACKGROUND SHIELD, AND VISORS SHALL BE FABRICATED USING BLACK POLYCARBONATE MATERIALS. SEE SPECIAL PROVISIONS.
12) (* EVP) DENOTES ITEMS TO BE FURNISHED AND INSTALLED BY CONTRACTOR UNDER ITEM NO. 2565 (EMERGENCY VEHICLE PREEMPTION). SEE ESTIMATED QUANTITIES AND SPECIAL PROVISIONS.
13) DISTANCE OFF SHOULDER OR CURB FOR EVP CONDUIT SHALL BE 1-2 FEET.
14) (** FIBER OPTIC) DENOTES INTERCONNECT FIBER TO BE FURNISHED AND INSTALLED WITH THE SIGNAL SYSTEM. SEE INTERCONNECT LAYOUT AND SPECIAL PROVISIONS 2565 FOR REQUIREMENTS. (INCIDENTAL)

(A) EQUIPMENT PAD - SEE DETAIL
SERVICE CABINET
CONTROLLER AND CABINET
4" RSC TO HH 1:
4-12/c#14
3-4/c#14
*2-3/c#14 (EVP)
*2-3/c#20 (EVP)
15-2/c#14
**1-6SM/6MM FO
4" RSC TO HH 16:
4-12/c#14
3-4/c#14
*2-3/c#14 (EVP)
*2-3/c#20 (EVP)
13-2/c#14
3" RSC STUBBED OUT (THREAD AND CAP FOR FUTURE USE)
2" RSC STUBBED OUT (THREAD AND CAP FOR FUTURE USE)
1" NMC STUBBED OUT (CAP FOR FUTURE TELEPHONE LINE)

(B) SOP-TRANSFORMER
(POWER BY CONNEXUS)

SIGNAL SERVICE CABINET
(SAME FOUNDATION AS CONTROLLER CABINET)
2" RSC INTO HH 1:
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2" RSC INTO HH 16:
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2" RSC STUBBED OUT (FOR POWER BY CONNEXUS)

(1) PA100 POLE FOUNDATION
TYPE PA100-A-55-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
1-STRAIGHT MOUNT SIGNAL OVERHEAD AT 18'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
1-ANGLE MOUNT C.D. PED IND AT 180 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 3 & 8)
LUMINAIRE-250W HPS
1-PUSH BUTTON AND SIGN
1-SIGN D-1 ARMSTRONG BLVD
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
1-SIGN R9-3 FACING POLE 4
3" RSC INTO HH 1:
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
2" RSC
2-2/C#14
4" CONDUIT
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
11-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
**1-6SM/6MM FO
4" CONDUIT
4-12/c#14
3-4/c#14
2-3/c#14 (LUM)
13-2/c#14
*2-3/c#14 (EVP)
*2-3/c#20 (EVP)
1-1/c#6 (GRD)
**1-6SM/6MM FO

(2) PA100 POLE FOUNDATION
TYPE PA100-A-50-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
2-STRAIGHT MOUNT SIGNAL OVERHEAD AT 11' AND 23'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
2-ANGLE MOUNT C.D. PED IND AT 90 AND 180 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 2 & 5)
LUMINAIRE-250W HPS
2-PUSH BUTTONS AND SIGNS
1-SIGN D-3 SUNWOOD DR & 147TH AVE
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
3" RSC INTO HH 5:
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
2" RSC
1-6SM/6MM FO **
4" CONDUIT
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
9-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
**1-6SM/6MM FO
2" RSC
7-2/C#14
2" RSC
1-2/C#14
4" CONDUIT
4-2/c#14

(3) PA100 POLE FOUNDATION
TYPE PA100-A-55-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
1-STRAIGHT MOUNT SIGNAL OVERHEAD AT 11'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
1-ANGLE MOUNT C.D. PED IND AT 90 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 4 & 7)
LUMINAIRE-250W HPS
1-PUSH BUTTON AND SIGN
1-SIGN D-1 ARMSTRONG BLVD
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
1-SIGN R9-3 FACING POLE 4
3" RSC INTO HH 9:
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
4" RSC
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
4-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
2" RSC
2-2/C#14

(4) PA100 POLE FOUNDATION
TYPE PA100-A-55-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
2-STRAIGHT MOUNT SIGNAL OVERHEAD AT 11' AND 23'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 1 & 6)
LUMINAIRE-250W HPS
1-SIGN D-2 SUNWOOD DR & 147TH AVE
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
2-SIGN R9-3 FACING POLE 1 & 3
3" RSC INTO HH 14:
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
3" RSC
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
6-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
4" RSC
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
6-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)

SIGNAL FACE CHART

FACE	R	Y	G	Y	G
1-1, 1-2	←	←	←		
2-1, 2-2, 2-3	●	●	●		
3-1, 3-2	←	←	←		
4-1, 4-2	●	●	●		
5-1, 5-2	←	←	←		
6-1, 6-2, 6-3	●	●	●		
7-1, 7-2	←	←	←		
8-1, 8-2	●	●	●		

-ALL SIGNAL INDICATIONS SHALL BE 12" LED
-ALL SIGNAL HEADS SHALL BE BLACK POLYCARBONATE WITH BACKGROUND SHIELDS

LOOP DETECTOR CHART

NUMBER	SIZE (FT)	LOCATION	FUNCTION
D1-1, 5-1	6x6	40	1
D1-2, D5-2	6x6	10	1
D2-1, D2-2	6x6	475	1
D3-1, 3-2	6x6	40	1
D3-3, D3-4	6x6	10	1
D4-1, D8-1	6x6	120	3, 8
D4-2	2-6x6	5 & -5	7
D4-3	2-6x6	5 & 20	1
D6-1, D6-2	6x6	475	1
D7-1	6x6	20 & 50	1
D7-2	6x6	5 & 35	1
D8-2	2-6x6	5 & -5	7
D8-3	2-6x6	5 & 20	1

-ALL LOOP DETECTORS SHALL BE PVC
-LOCATION: DISTANCE FROM CROSSWALK/STOP BAR IN FEET.
-LOOP DETECTOR FUNCTIONS:
(1) CALL AND EXTEND
(3) EXTEND ONLY
(7) DELAYED CALL, IMMEDIATE EXTEND
(8) CARRY OVER (STRETCH)

CONTROLLER PHASING, PEDESTRIAN INDICATIONS AND PUSH BUTTONS

SIGNAL SYSTEM OPERATION

- THE SIGNAL SYSTEM FLASH MODE IS ALL RED.
- NORMAL OPERATION IS 8 PHASE WITH PHASES 1, 3, 5 AND 7 BEING PROTECTED LEFT TURN PHASES.
- PHASES 2 AND 6 SHALL BE ON VEHICLE RECALL.

NO.	DATE	BY	CHK	REVISIONS

Design By: SD
Plan By: MAS
Checked By: NEH
Approved By: SD

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
CERTIFIED BY: [signature]
LYDOKEN PROFESSIONAL ENGINEER - SEAL OR STAMP, PE
DATE: 04/03/12 LIC. NO# 40948

WSB & Associates, Inc.
701 Xenia Avenue South, Suite 300
Minneapolis, MN 55416
www.wsbeng.com
INFRASTRUCTURE • ENGINEERING • PLANNING • CONSTRUCTION

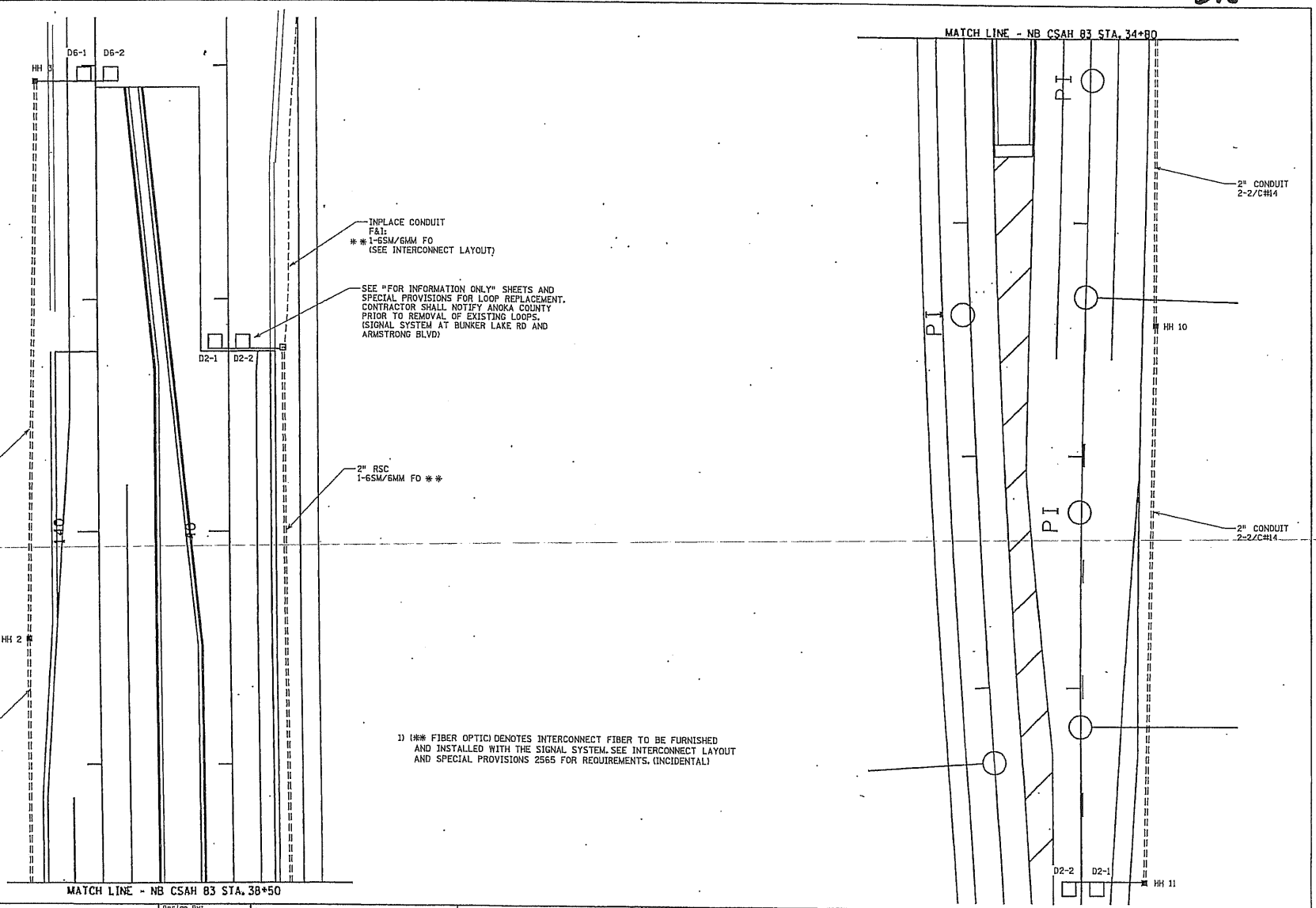
City of RAMSEY
Armstrong Blvd at Sunwood Drive
City of Ramsey, Minnesota

CITY OF RAMSEY, MINNESOTA
TRAFFIC CONTROL SIGNAL SYSTEM INTERSECTION LAYOUT
SIGNAL PLAN
S.A.P. 199-020-010 / C.P. 12-20

SHEET 125 OF 153 SHEETS

Date Printed: 6/25/2012
WSB Filename: N:\08173-260\cad\plan\CD2012255_sgnl1.dgn

318



1) (**) FIBER OPTIC) DENOTES INTERCONNECT FIBER TO BE FURNISHED AND INSTALLED WITH THE SIGNAL SYSTEM. SEE INTERCONNECT LAYOUT AND SPECIAL PROVISIONS 2565 FOR REQUIREMENTS. (INCIDENTAL)

NO.	DATE	BY	CHK	REVISIONS

Design By: SD
Plan By: MAS
Checked By: NEH
Approved By: SD

I HEREBY IDENTIFY THIS ITEM PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CERTIFIED BY: _____ LICENSED PROFESSIONAL ENGINEER - SEAL ON FILE, PE
DATE: 04/03/18 LIC. NO.: 40245

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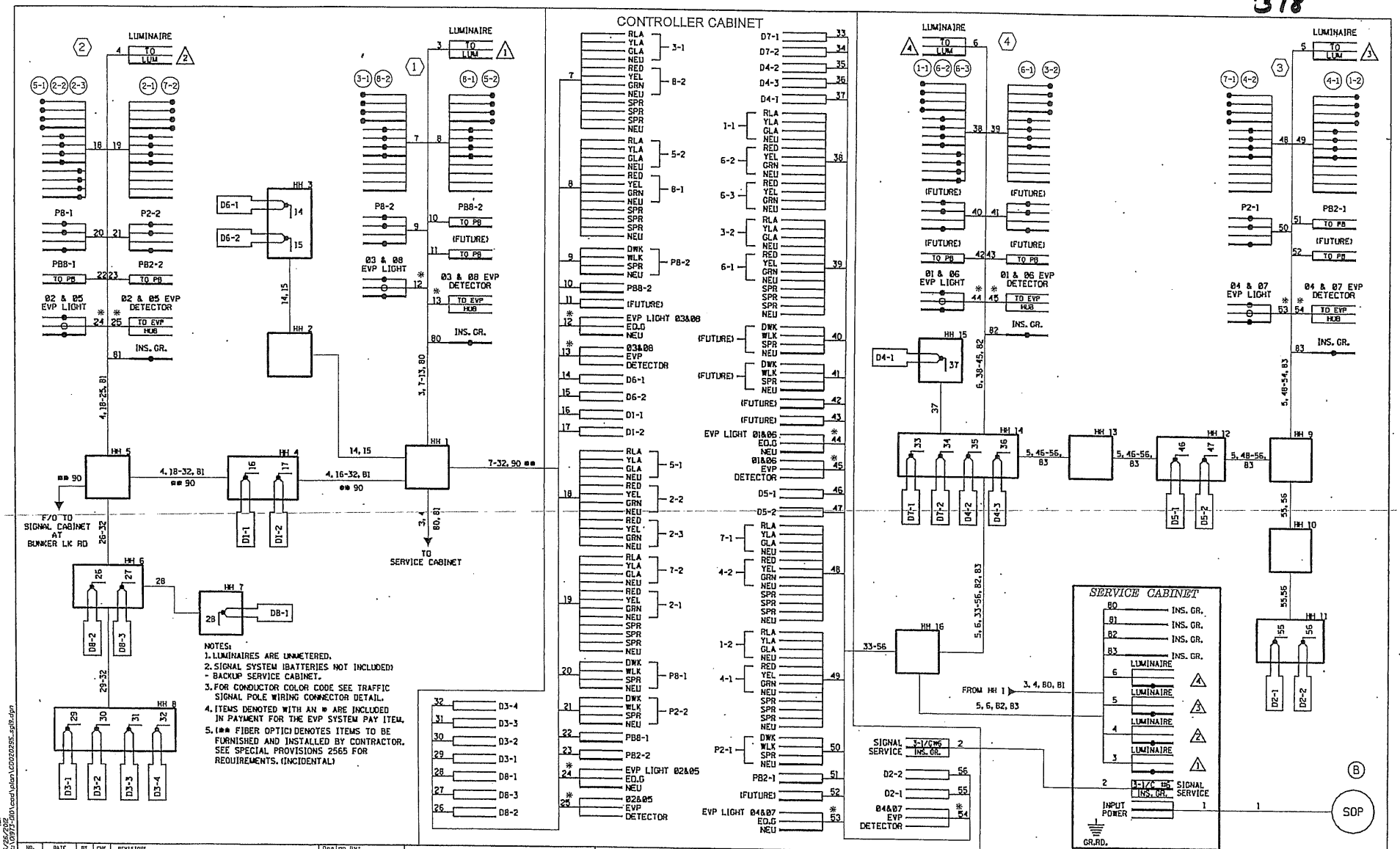
City of RAMSEY
Armstrong Blvd at Sunwood Drive
City of Ramsey, Minnesota

CITY OF RAMSEY, MINNESOTA
TRAFFIC CONTROL SIGNAL SYSTEM MATCH LINE
SIGNAL PLAN
S.A.P. 199-020-010 / C.P. 12-20

SHEET 126 OF 153 SHEETS

Date Printed: 6/26/2018
WSB Filename: K:\0873-001\cad\plan\D0920295_sg18.dgn



NO.	DATE	BY	CHK	REVISIONS

Design By: SD
Plan By: MAS
Checked By: NEH
Approved By: SD

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CERTIFIED BY: [signature] LUCINDA J. JOHNSON, P.E. - SEAL REQUIRED
DATE: 04/03/13 Lic. NO: 40545

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Minneapolis, MN 55416
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City of RAMSEY
Armstrong Blvd at Sunwood Drive
City of Ramsey, Minnesota

CITY OF RAMSEY, MINNESOTA
TRAFFIC CONTROL SIGNAL SYSTEM WIRING DIAGRAM
SIGNAL PLAN
S.A.P. 199-020-010 / C.P. 12-20

SHEET 127 OF 153 SHEETS

Date Printed: 4/2/2013 7:25:37 AM
WSB Filename: K:\09173-300\cad\plan\C0020255_sp8.dgn

Estimated Costs and Quantities
Revise Signal System (FYA Modifications)
CSAH 83 at Sunwood Drive/147th Avenue NW
Prepared by JMG (SEH) on March 21, 2017

Item	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Remove 3-Section Signals	8	$300	$2,400
4-Section Signals (with LED)	9	$900	$8,100
5-Foot Extension	1	$2,500	$2,500
Strap-on Mid Mast Arm Mount	1	$1,000	$1,000
R10-X12 Sign Panels	4	$500	$2,000
Controller Cabinet Modifications	1	$2,000	$2,000
6 x 6 NMC Loop Detectors	8	$1,500	$12,000
6/c#14 Cable (to poles 1, 2, 3, 4)	800'	$2	$1,600
EVP detector modifications	1	$500	$500
Traffic Control	1	$2,500	$2,500
Sub Total			$34,600
Miscellaneous	approx. 15%		$5,400
Total Estimated Revise Signal System Costs			$40,000

Short Elliott Hendrickson Inc.

3535 Vadnais Center Drive
St. Paul, MN, 55110
Building a Better World for All of Us

2016 Anoka County Counts
Armstrong Blvd at Sundown Dr/147th St
AM Peak
Ramsey, MN

File Name : 1-CSAH 83 (Armstrong Blvd) at Sundown Drive_147th Avenue 6AM-9AM.ASF
Site Code :
Start Date : 9/29/2016
Page No : 1

Groups Printed- Cars + - Trucks

	Armstrong Blvd From North						Sundown Drive From East						Armstrong Blvd From South						147th Street From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
BREAK																									
06:00 AM	0	74	10	0	0	84	3	0	7	0	0	10	10	11	0	0	0	21	0	0	0	0	0	0	115
06:15 AM	0	64	11	0	0	75	2	0	6	0	0	8	12	19	0	0	0	31	1	0	0	0	0	1	115
06:30 AM	0	77	12	0	0	89	2	1	5	0	0	8	9	21	0	0	0	30	0	0	0	0	0	0	127
06:45 AM	0	50	23	0	0	73	3	0	11	0	1	15	22	25	3	0	0	50	0	0	0	0	0	0	138
Total	0	265	56	0	0	321	10	1	29	0	1	41	53	76	3	0	0	132	1	0	0	0	0	1	495
07:00 AM	0	57	13	0	0	70	4	0	9	0	0	13	20	20	3	0	0	43	3	0	0	0	0	3	129
07:15 AM	0	65	18	0	0	83	5	0	9	0	1	15	40	24	0	0	0	64	0	0	0	0	0	0	162
07:30 AM	1	48	15	0	0	64	4	0	5	0	0	9	47	48	0	0	0	95	0	0	0	0	0	0	168
07:45 AM	1	57	18	0	0	76	3	0	11	0	0	14	38	30	1	0	0	69	0	0	1	0	0	1	160
Total	2	227	64	0	0	293	16	0	34	0	1	51	145	122	4	0	0	271	3	0	1	0	0	4	619
08:00 AM	1	32	19	0	0	52	8	0	13	0	0	21	24	18	0	0	0	42	2	0	0	0	0	2	117
08:15 AM	0	57	9	0	0	66	8	0	11	0	0	19	14	17	2	0	0	33	0	1	1	0	0	2	120
08:30 AM	0	46	15	0	0	61	7	1	12	0	1	21	18	21	1	0	0	40	0	0	0	0	0	0	122
08:45 AM	0	33	13	0	0	46	9	0	7	0	0	16	29	20	2	0	0	51	0	0	0	0	0	0	113
Total	1	168	56	0	0	225	32	1	43	0	1	77	85	76	5	0	0	166	2	1	1	0	0	4	472
Grand Total	3	660	176	0	0	839	58	2	106	0	3	169	283	274	12	0	0	569	6	1	2	0	0	9	1586
Apprch %	0.4	78.7	21	0	0		34.3	1.2	62.7	0	1.8		49.7	48.2	2.1	0	0		66.7	11.1	22.2	0	0		
Total %	0.2	41.6	11.1	0	0	52.9	3.7	0.1	6.7	0	0.2	10.7	17.8	17.3	0.8	0	0	35.9	0.4	0.1	0.1	0	0	0.6	
Cars +	2	650	172	0	0	824	57	2	101	0	2	162	271	258	12	0	0	541	5	1	1	0	0	7	1534
% Cars +	66.7	98.5	97.7	0	0	98.2	98.3	100	95.3	0	66.7	95.9	95.8	94.2	100	0	0	95.1	83.3	100	50	0	0	77.8	96.7
Trucks	1	10	4	0	0	15	1	0	5	0	1	7	12	16	0	0	0	28	1	0	1	0	0	2	52
% Trucks	33.3	1.5	2.3	0	0	1.8	1.7	0	4.7	0	33.3	4.1	4.2	5.8	0	0	0	4.9	16.7	0	50	0	0	22.2	3.3

Short Elliott Hendrickson Inc.

3535 Vadnais Center Drive
St. Paul, MN, 55110
Building a Better World for All of Us

2016 Anoka County Counts
Armstrong Blvd at Sundown Dr/147th St
Mid-Day Peak
Ramsey, MN

File Name : 2-CSAH 83 (Armstrong Blvd) at Sundown Drive_147th Avenue 11AM-1PM.ASF
Site Code :
Start Date : 9/29/2016
Page No : 1

Groups Printed- Cars + - Trucks

	Armstrong Blvd From North						Sundown Drive From East						Armstrong Blvd From South						147th Street From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
BREAK																									
11:00 AM	1	23	8	0	0	32	14	0	11	0	0	25	19	20	0	1	0	40	1	0	0	0	0	1	98
11:15 AM	1	19	11	0	0	31	10	1	17	0	0	28	24	19	1	0	0	44	1	0	0	0	0	1	104
11:30 AM	0	22	8	0	0	30	12	0	15	0	1	28	17	28	0	0	0	45	0	1	0	0	0	1	104
11:45 AM	0	16	12	0	0	28	11	0	8	0	0	19	20	16	1	0	0	37	0	1	0	0	0	1	85
Total	2	80	39	0	0	121	47	1	51	0	1	100	80	83	2	1	0	166	2	2	0	0	0	4	391
12:00 PM	0	27	11	0	0	38	12	0	12	0	0	24	22	31	0	0	0	53	0	0	0	0	0	0	115
12:15 PM	1	17	6	0	0	24	22	2	16	0	0	40	24	34	2	0	0	60	2	1	1	0	0	4	128
12:30 PM	0	24	9	0	0	33	11	0	15	0	0	26	33	18	5	0	0	56	0	1	2	0	0	3	118
12:45 PM	1	22	11	0	0	34	15	0	12	0	0	27	22	28	0	0	0	50	2	0	0	0	0	2	113
Total	2	90	37	0	0	129	60	2	55	0	0	117	101	111	7	0	0	219	4	2	3	0	0	9	474
Grand Total	4	170	76	0	0	250	107	3	106	0	1	217	181	194	9	1	0	385	6	4	3	0	0	13	865
Apprch %	1.6	68	30.4	0	0		49.3	1.4	48.8	0	0.5		47	50.4	2.3	0.3	0		46.2	30.8	23.1	0	0		
Total %	0.5	19.7	8.8	0	0	28.9	12.4	0.3	12.3	0	0.1	25.1	20.9	22.4	1	0.1	0	44.5	0.7	0.5	0.3	0	0	1.5	
Cars +	3	161	75	0	0	239	105	3	102	0	1	211	176	186	8	1	0	371	6	4	3	0	0	13	834
% Cars +	75	94.7	98.7	0	0	95.6	98.1	100	96.2	0	100	97.2	97.2	95.9	88.9	100	0	96.4	100	100	100	0	0	100	96.4
Trucks	1	9	1	0	0	11	2	0	4	0	0	6	5	8	1	0	0	14	0	0	0	0	0	0	31
% Trucks	25	5.3	1.3	0	0	4.4	1.9	0	3.8	0	0	2.8	2.8	4.1	11.1	0	0	3.6	0	0	0	0	0	0	3.6

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3535 Vadnais Center Drive
St. Paul, MN, 55110
Building a Better World for All of Us

2016 Anoka County Counts
Armstrong Blvd at Sundown Dr/147th St
PM Peak
Ramsey, MN

File Name : 3-CSAH 83 (Armstrong Blvd) at Sundown Drive_147th Avenue 3PM-7PM.ASF
Site Code :
Start Date : 9/29/2016
Page No : 1

Groups Printed- Cars + - Trucks

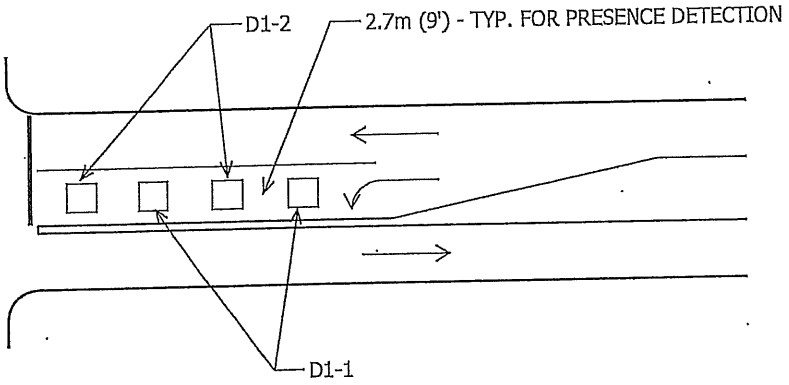
	Armstrong Blvd From North						Sundown Drive From East						Armstrong Blvd From South						147th Street From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
BREAK																									
03:00 PM	0	27	10	0	0	37	23	0	14	0	1	38	29	36	0	1	0	66	0	0	0	0	0	0	141
03:15 PM	0	26	16	0	0	42	20	0	24	0	0	44	17	49	1	0	0	67	5	0	0	0	0	5	158
03:30 PM	0	47	17	0	0	64	31	0	22	0	0	53	30	57	2	0	1	90	0	0	0	0	1	1	208
03:45 PM	0	34	19	0	0	53	26	0	10	0	0	36	41	53	0	2	0	96	1	0	1	0	0	2	187
Total	0	134	62	0	0	196	100	0	70	0	1	171	117	195	3	3	1	319	6	0	1	0	1	8	694
04:00 PM	0	46	7	0	0	53	35	0	30	0	0	65	27	54	0	0	0	81	0	0	0	0	0	0	199
04:15 PM	1	29	22	0	0	52	33	0	29	0	0	62	29	58	0	0	0	87	0	0	1	0	0	1	202
04:30 PM	0	52	10	0	0	62	45	0	41	0	0	86	31	65	0	1	1	98	1	0	0	0	0	1	247
04:45 PM	1	33	18	0	0	52	32	1	29	0	0	62	32	73	1	0	0	106	1	0	0	0	0	1	221
Total	2	160	57	0	0	219	145	1	129	0	0	275	119	250	1	1	1	372	2	0	1	0	0	3	869
05:00 PM	2	38	20	0	0	60	47	0	23	0	0	70	35	73	0	1	0	109	4	0	0	0	0	4	243
05:15 PM	0	45	9	0	0	54	37	0	22	0	0	59	36	64	0	0	0	100	0	0	0	0	0	0	213
05:30 PM	0	49	14	0	0	63	34	0	20	0	2	56	26	56	2	0	0	84	1	0	1	0	0	2	205
05:45 PM	1	38	14	0	0	53	26	0	7	0	1	34	31	68	1	2	0	102	0	0	2	0	0	2	191
Total	3	170	57	0	0	230	144	0	72	0	3	219	128	261	3	3	0	395	5	0	3	0	0	8	852
06:00 PM	0	46	15	0	0	61	41	0	17	0	1	59	32	49	1	1	0	83	0	0	1	0	0	1	204
06:15 PM	0	38	16	0	0	54	34	0	19	0	3	56	24	54	0	1	0	79	0	0	0	0	0	0	189
06:30 PM	0	41	12	0	4	57	20	0	21	0	5	46	25	47	0	0	0	72	1	0	0	0	0	1	176
06:45 PM	0	24	17	0	0	41	25	0	13	0	0	38	26	31	0	0	0	57	0	0	0	0	0	0	136
Total	0	149	60	0	4	213	120	0	70	0	9	199	107	181	1	2	0	291	1	0	1	0	0	2	705
Grand Total	5	613	236	0	4	858	509	1	341	0	13	864	471	887	8	9	2	1377	14	0	6	0	1	21	3120
Apprch %	0.6	71.4	27.5	0	0.5		58.9	0.1	39.5	0	1.5		34.2	64.4	0.6	0.7	0.1		66.7	0	28.6	0	4.8		
Total %	0.2	19.6	7.6	0	0.1	27.5	16.3	0	10.9	0	0.4	27.7	15.1	28.4	0.3	0.3	0.1	44.1	0.4	0	0.2	0	0	0.7	
Cars +	5	602	233	0	0	840	508	1	339	0	2	850	460	866	4	9	1	1340	14	0	6	0	0	20	3050
% Cars +	100	98.2	98.7	0	0	97.9	99.8	100	99.4	0	15.4	98.4	97.7	97.6	50	100	50	97.3	100	0	100	0	0	95.2	97.8
Trucks	0	11	3	0	4	18	1	0	2	0	11	14	11	21	4	0	1	37	0	0	0	0	1	1	70
% Trucks	0	1.8	1.3	0	100	2.1	0.2	0	0.6	0	84.6	1.6	2.3	2.4	50	0	50	2.7	0	0	0	0	100	4.8	2.2

Exhibit 4-6 Protected Permissive and FYA Left Turn – Separate Left Turn Lane

LOOP DETECTOR PLACEMENT

PROTECTED/PERMISSIVE AND FLASHING YELLOW LEFT TURN

SEPARATE LEFT TURN LANE



LOOP DETECTOR FUNCTIONS
1 = CALL AND EXTEND

NUMBER	FUNCTION	SIZE	LOCATION
D1-1	1	2 - 1.7 x 1.7m (6' X 6')	6m (20') & 15m (50')
D1-2	1	2 - 1.7 x 1.7m (6' X 6')	1.5m (5') & 11m (35')

LOCATION = DISTANCE FROM STOP BAR TO LOOP DETECTOR

NOTES:

1) CONTROLLER PHASE AND DETECTOR FUNCTION SHALL BE NON-LOCK MEMORY WITH NO RECALL.
2) USE BACK UP PROTECTION TO PREVENT LEFT TURN TRAP IF THERE ARE OPPOSING LEFT TURNS.
3) DESIGN SPEED IS 25 MPH.
4) EACH NUMBERED LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE AND SEPARATE AMPLIFIER.
5) IF USING NMC LOOPS, A SINGLE LARGER LOOP CAN REPLACE THE DUALS.
6) DETECTOR CROSS SWITCHING MAY BE USED.
7) USE THIS FIGURE IF INSTALLING A FLASHING YELLOW ARROW (FYA).

FIGURE 5

Metric				US Customary			
		Intersection sight distance				Intersection sight distance	
		Passenger cars				Passenger cars	
Design speed (km/h)	Stopping sight distance (m)	Calculated (m)	Design (m)	Design speed (mph)	Stopping sight distance (ft)	Calculated (ft)	Design (ft)
20	20	30.6	35	15	80	121.3	125
30	35	45.9	50	20	115	161.7	165
40	50	61.2	65	25	155	202.1	205
50	65	76.5	80	30	200	242.6	245
60	85	91.7	95	35	250	283.0	285
70	105	107.0	110	40	305	323.4	325
80	130	122.3	125	45	360	363.8	365
90	160	137.6	140	50	425	404.3	405
100	185	152.9	155	55	495	444.7	445
110	220	168.2	170	60	570	485.1	490
120	250	183.5	185	65	645	525.5	530
130	285	198.8	200	70	730	566.0	570
				75	820	606.4	610
				80	910	646.8	650

Note: Intersection sight distance shown is for a passenger car making a left turn from an undivided highway. For other conditions and design vehicles, the time gap should be adjusted and the sight distance recalculated.

Exhibit 9-67. Intersection Sight Distance—Case F—Left Turn from Major Road

If stopping sight distance has been provided continuously along the major road and if sight distance for Case B (stop control) or Case C (yield control) has been provided for each minor-road approach, sight distance will generally be adequate for left turns from the major road. Therefore, no separate check of sight distance for Case F may be needed.

However, at three-leg intersections or driveways located on or near a horizontal curve or crest vertical curve on the major road, the availability of adequate sight distance for left turns from the major road should be checked. In addition, the availability of sight distance for left turns from divided highways should be checked because of the possibility of sight obstructions in the median.

At four-leg intersections on divided highways, opposing vehicles turning left can block a driver's view of oncoming traffic. Exhibit 9-98, presented later in this chapter, illustrates intersection designs that can be used to offset the opposing left-turn lanes and provide left-turning drivers with a better view of oncoming traffic.

Varying Between Protected, Protected/Permissive, and Permissive Operation

As discussed above, the FYA can be considered a variable operation signal indication. Consider the following items:

- ✓ All FYA signals may vary operation between protected, protected/permissive, and permissive operation at various times of the day and night.
- ✓ Each signal approach will need to be analyzed individually to determine the time-of-day FYA operation by considering the following criteria:
  - a) Cross-product volumes of left turns and opposing throughs at various times of day
  - b) Speed limit
  - c) Sight distance limitations
  - d) Number of opposing through lanes
  - e) Double left turn lanes or single left turn lanes
  - f) Opposing left turn lane offset
  - g) Cross street or mainline approach
  - h) Comprehensive left turn crash analysis of approaches with similar characteristics

Test for Protected Only Operation 24 Hours per Day

In some cases, the left turn indication should run in the most restrictive Protected-Only mode 24 hours per day. Refer to Exhibit 3-13 for the Protected Only Left Turn Operation Guidelines. If the answer to question 1 or 2 is "yes", then protected operation should be used throughout the day.

Exhibit 3-13 Part 1: Protected-Only Left Turn Operation 24 Hours per Day

Part 1: Protected Only Operation - 24 hrs/day Guidelines

Question 1: Conflicting Left Turns

Do the opposing left turn paths conflict?

○ Yes
○ No

> If the answer is Yes, then use Protected Operation 24 hours/day.
> If the answer is No, proceed to the next question.

Question 2: Limited Sight Distance

Does the left turner have very limited sight distance as defined in the current AASHTO "A Policy on Geometric Designs of Highways and Streets"?

○ Yes
○ No

> If the answer is Yes, then use Protected Operation 24 hours/day.
> If the answer is No, proceed to part 2 to check for FYA by TOD.

> If the Answer is Yes to Question 1 or 2, use Protected Operation 24 hours/day
> If the Answer is No to all of the above, proceed to Part 2.

If the answer is "yes" to any of the questions in Part 1, then Protected-Only operation is suggested throughout the day. If the answer to all of the questions is "no", then proceed to Part 2 (Exhibit 3-14) to check for permissive FYA operation by time of day.

Test for FYA Operation by Time of Day

Part 2 (Exhibit 3-14) should be performed for each time of day interval. Typically, the evaluation would be for 4 or more intervals throughout the day (AM Peak, Mid-day Peak, PM Peak and Off Peak). Other intervals can be evaluated as warranted.

For the Cross-Product (Question 6) use the highest hourly cross product during the interval evaluated.

Exhibit 3-14 Part 2: Permissive FYA Operation by Time of Day

Part 2: Time of Day Operation of FYA

_____ Start Time

_____ End Time

Question 3: Number of Left Turn Lanes

Does the left turn have two (2) or more lanes?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** during the **high** volume times of the day (use Engineering Judgment if Decision to run FYA by TOD).

○ No
> If the answer is **No**, proceed to the next question.

Question 4: Number of Opposing Through Lanes

Does the left turn face three (3) or more opposing through lanes?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** during the **high** volume times of the day (use Engineering Judgment if Decision to run FYA by TOD).

○ No
> If the answer is **No**, proceed to the next question.

Question 5: Crash History

Is protected/permissive operation in place and is there a high number of left turn related collisions during this time interval over a 3-year period susceptible to correction by protected only phasing?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** for this TOD.

○ No
> If the answer is **No**, proceed to the next question.

Question 6: Speed and Cross Product

Is the Speed 45 MPH or greater and the Peak Hour left turn volume greater than 240 vph or is the peak hour cross product greater than 80,000 (100,000 if 2 opposing lanes)?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** for this TOD.

○ No
> If the answer is **No**, FYA may be possible during this time period.

> If the answer is **Yes** to all Questions, Protected Only Operation is **Suggested** during this TOD (use Engineering Judgment if Decision to run FYA by TOD).

> If the answer is **No** to all Questions, FYA may be used during this TOD.

If the answer to all of the questions in Part 2 are "yes", protected only operation is suggested. Use engineering judgment if a decision to run FYA for the evaluated time period.

Question 6 does include a threshold volume of 240 vph for the subject left turn. However, if the opposing through volume is low, apply engineering judgment to determine if FYA operation could be used even if the left turn volume exceeds 240 vph.

If permissive FYA operation is allowed, protected/permissive operation may be investigated. The decision to use protected/permissive operation should be based on a capacity analysis.

Definitions

- ✓ **Protected only left turn operation:** signal phasing that allows left turn movements to only be made on an exclusive phase (green arrow).
- ✓ **Conflicting Left Turn Paths:** At some locations geometric constraints at the intersection cause the paths of opposing left turn vehicles to cross as overlap creating a conflict. An example is an approach that crosses a divided roadway with a wide median. In these locations, it may be necessary to operate the left turns in a lead-lag sequence or a split phase sequence, not allowing simultaneous opposing left turns. This operation will require protected left turns.
- ✓ **Opposing through lane (conflict):** The opposing through lanes are the lanes across from, and in conflict with, the left turning vehicle. Multiple lanes make it difficult for a driver to evaluate gaps in oncoming traffic. An opposing separate right turn lane will typically not be counted with opposing through lanes unless engineering judgment indicates that the lane configuration and number of right turns will cause conflicts with the left turn movement.
- ✓ **Limited Sight Distance (Requirements):** The minimum sight distance values necessary for the design vehicle volume to complete the turn movement. Distance should be calculated from the stop bar for the mainline left turning vehicle. Measurement is based on travel path, speed, and acceleration vehicle height. Both the sight distance for passenger vehicles and trucks should be checked using heights and distance requirements per the AASHTO Geometric Design Guide. The current reference at time this manual was prepared is the 2004 Guide, Chapter 9, Exhibit 9-67).
- ✓ **Dual Left Turn Lanes:** Multiple left turn lanes may consist of exclusive left turn lanes or a combination of exclusive left turn lanes and lanes that are shared by through and left turning traffic. Both the dual lane and the left turn lane opposing this operation are suggested to operate with protected phasing. Left turn lanes without opposing traffic, such as left turns off of a one- way street, does not require protected only phasing based upon this criteria. It might also be possible to run the FYA in permissive mode during low volume times of the day.
- ✓ **Protected/permissive left turn operation:** signal phasing that provides an exclusive phase (green arrow) followed by a permissive phase (flashing yellow arrow), time during the signal cycle where left turning traffic may make a left turn after yielding to oncoming traffic.
- ✓ **Left Turn Related Collisions:** These are Collisions that could be corrected by protected only phasing, such as those between those involving a left turning vehicle and an opposing through vehicle. At higher speeds the accidents collisions are likely to be more severe. Therefore, a lower number of collisions might be used as the parameter for consideration for high-speed approaches. Because of the variations in collisions overtime, an average number of collisions per year over a 3- year period should be used if the data is available.
- ✓ **Speed:** Because it can be difficult for a driver to accurately judge available gaps in traffic approaching at high speeds, the engineer must exercise discretion when considering permissive or protected permissive left turn phasing with opposing speeds of 45 MPH or above.

Use of posted speed limit is recommended. Non-arterial approaches may have lower speeds than the posted speed limit because they are often in a stop condition upon the arrival of traffic. Grades affect the acceleration rate of the left turner and the stopping distance and speed of the opposing through traffic and are therefore considered in conjunction with speeds.

✓ **Cross Product:** The left turn volume multiplied by the opposing through volume. The cross product values used are taken from the Wisconsin Department of Transportation (WisDOT) Traffic Signal Design Manual discussion on left turn conflicts analysis, Chapter 2, Section 3, Subject 4. Cross product used represents a high frequency of conflicts for left turners looking for gaps in through traffic.

FYA during Free Operation

With the variable-phasing operation of the FYA head, free operation will no longer have an assigned fixed phasing operation. Therefore, standard free operation will need to be set up in the signal controller so technicians can put signals quickly to FREE with a standard phasing operation desired at the specific time. Here is an example of the standard FREE operations that will need to be set up in the signal controller:

1. All left turns protected
2. All left turns protected/permissive
3. All left turns permissive
4. Mainline protected, cross street protected permissive
5. Mainline protected, cross street permissive
6. Mainline protected/permissive, cross street protected
7. Mainline protected/permissive, cross street permissive
8. Mainline permissive, cross street protected
9. Mainline permissive, cross street protected/permissive Minimum Green Times

Minimum Green Times

Mn/DOT currently sets the minimum green time based on the type of phasing operation where protected lefts have a 7 second minimum green and protected/permissive lefts have a 5 second minimum green. Given the FYA head is a variable phasing operation head, a decision will need to be made as to if there should be more than one minimum green value that changes with the phasing operation; or if a universal minimum green should apply to all phasing operations.

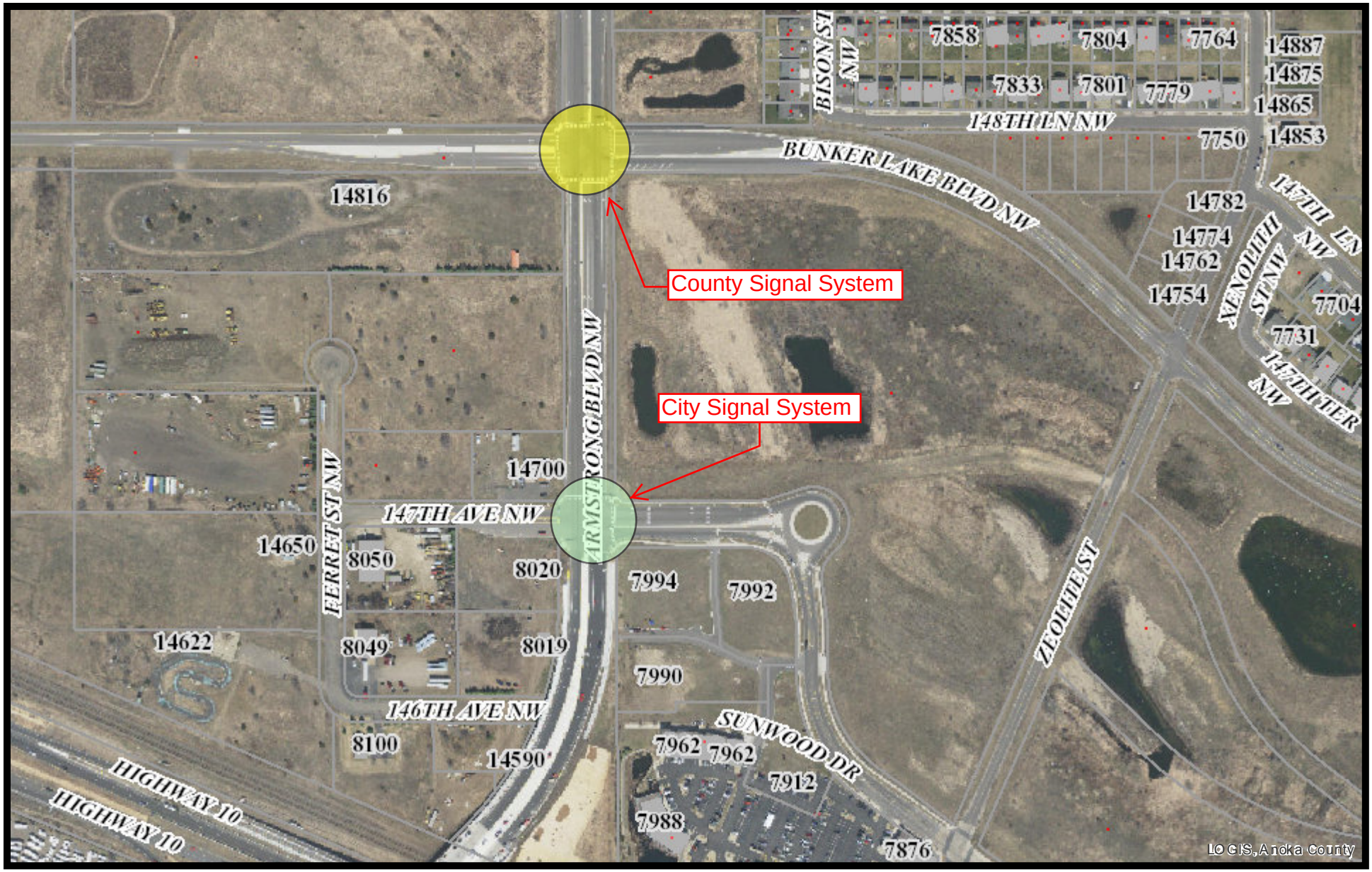
If one minimum green is used, and if a left turn phase will ever run protected, the left turn minimum green should be set at 7 seconds. If a left turn will never run protected (i.e. only run protected/permissive or permissive), then the left turn minimum green should be set at 5 seconds.

EVP Preemption Operation under FYA

A. Protected-only Operation

✓ When the FYA is not allowed (protected only), the pre-emption will bring up the protected left turn and the adjacent through phase. The opposing FYA will not be allowed during preemption (refer to Exhibit 3-15).

FIGURE 1



Print Date: April 13, 2017

0 125 250 500 750 1,000 Feet

Public Works Committee **6. 1.**

Meeting Date: 04/18/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Large Diameter Culvert Inspection Report

Purpose/Background:

The Public Works Committee had requested staff to perform an inspection of our larger diameter culverts, so replacement needs could be anticipated and added to our Capital Improvement Program for future funding. That list and staff recommendations are attached to this case. City staff performed an inspection of 10 culverts that, at times, carry a significant amount of water under our roadways. One of the culverts inspected staff felt, should be considered for replacement in 2017, while the others can delayed and included in street improvement projects or added to the CIP.

Timeframe:

10 minutes

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

Informational only at this time. Projects will be brought back individually for review when warranted.

Action:

Informational only

Attachments

Culvert List

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/13/2017 03:53 PM
Form Started By: Grant Riemer		Started On: 03/30/2017 03:05 PM
Final Approval Date: 04/13/2017		

Major Culvert Inventory and Repair list

160st Lane (5801 161st Ln)	48” metal culvert, PW patched road surface over pipe due to sink holes, culvert mostly rusted away culvert needs replacement.
Xenon (15890 Xenon St)	42” x 85’ metal culvert, bad shape needs replacement.
176th Lane (8500 176th Lane)	Concrete culvert 42” x 58’, needs replacement
Ermine Boulevard (9500 Ermine Blvd)	Concrete culvert 72” x 58’, needs replacement
167th Ave (6220 167th Ave)	36” metal culvert approx. 30’ in from north end pipe is bent down at top, 6” to 8” of sediment in pipe needs cleaning
176th Avenue (8455 176th Ave)	Remove vegetation and tree along apron south end Culvert in good shape
Ermine Boulevard (9331 Ermine Blvd)	Clean vegetation at apron south end Culvert in good shape
Vanadium St Culvert (6301 Vanadium)	East end has some erosion needs repair West end minor erosion, culvert in good shape
Variolite Street (@ Trott Brook)	Concrete culvert water table too high
173rd Avenue (8500 173rd Ave)	Metal culvert, water table too high

Public Works Committee **6. 2.**

Meeting Date: 04/18/2017

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

The purpose of this case is to update the Public Works Committee on current and proposed improvement projects within the City, and on other items of interest to the Committee.

City Improvement Projects

- **Business Park 95 Regional Stormwater Pond Improvements**
  - Work is substantially complete
  - Final payment will occur in 2017 following satisfactory completion of punch list and warranty work
- **Andrie Street & 164th Lane Reconstruction**
  - Work is substantially complete
  - Final payment will occur in 2017 following satisfactory completion of punch list and warranty work
- **Mississippi River Trail Phase 3**
  - Grading substantially completed in 2016
  - Aggregate base will be toleranced and paving will be completed spring of 2017
  - Final completion scheduled for summer 2017
- **Zeolite Street Storm Sewer Extension Improvements**
  - Work is substantially complete
  - Final payment will occur in 2017 following satisfactory completion of punch list and warranty work
- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd.**
  - Plans and specifications are complete
  - Working with Anoka County Parks to acquire 5.3 acres of roadway right-of-way (appraised value $200,000)
  - Construction proposed for 2017 (pending right of way acquisition)
- **Alpine Drive Reconstruction**
  - Plans submitted for State Aid review
  - Alpine Drive closed to traffic to expedite work and improve safety
  - Letters regarding closure mailed to residents on west end Alpine Drive (mail and garbage pickup occurs on Armstrong)
  - Council approval of plans and authorization for bids proposed for May 9th
  - Construction proposed from June 26th through September 22nd (open to traffic August 26th)
- **Sunwood Drive Reconstruction**
  - Plans submitted for State Aid review
  - Council approval of plans and authorization for bids proposed for May 9th
  - Construction proposed from June 26th through September 29th

Anoka County Improvement Projects

- **Hanson Boulevard/CSAH 78 Grade Separation @ BNSF Railway Crossing (2017)**
  - Reconstruct County State Aid Highway 78 (CSAH 78) / Hanson Boulevard to a 4-lane divided section
  - Construct a grade-separated overpass for Burlington Northern Sante Fe (BNSF) railway crossing
- **Hanson Boulevard/CSAH 78 Reconstruction (2018)**
  - Expand CSAH 78 / Hanson Blvd between 139th Ave and CSAH 18 / Crosstown Blvd to 4-lane divided

section

- **Foley Boulevard/CSAH 11 Grade Separation @ BNSF Railway Crossing**
  - This project is currently unscheduled and unfunded

MnDOT Improvement Projects

- **Trunk Highway 10 Cable Median Barrier Installation (2018)**
  - Install cable median barrier along Highway 10 between Thurston Avenue and Highway 101
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Railway Crossing (2017)**
  - Preliminary design underway

Items of Interest

- Updating Wellhead Protection Plan
- Request for Quotes for Ground Penetrating Radar, Pavement Corings and Soil Borings on Street Maintenance Projects in 2018 & 2019 CIP

Timeframe:

Staff estimates that 5 minutes will be needed for updates and discussion.

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

No action required.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/12/2017 01:39 PM
Kurt Ulrich	Kurt Ulrich	04/13/2017 04:02 PM
Form Started By: Bruce Westby		Started On: 04/11/2017 08:00 AM
Final Approval Date: 04/13/2017		

Public Works Committee **6. 3.**

Meeting Date: 04/18/2017

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

Attached is a list of topics for review and discussion by the Public Works Committee. The list includes topics that were drawn from Committee requests received during meetings or are topics that have previously been discussed by the Committee but have yet to be resolved. Calendar dates have been estimated based on availability of information, staff workload, and competing objectives and are therefore subject to change.

Timeframe:

Staff estimates 5 minutes will be necessary to review the future topics calendar and address Committee questions.

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

For Committee review and discussion purposes only. No formal action is requested or necessary.

Attachments

April2017 PWC calendar

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/12/2017 03:04 PM
Kurt Ulrich	Kurt Ulrich	04/13/2017 04:03 PM
Form Started By: Bruce Westby		Started On: 04/11/2017 08:01 AM
Final Approval Date: 04/13/2017		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
June 2017	Well Siting Study - Well #9
July 2017	Sunfish Lake Sedimentation Basin Improvements *(Westby)*
July 2017	Gibbon Street & 173rd Avenue Drainage Improvements *(Westby)*
Future	County Ditch Maintenance / Buffer Law *(Westby)*
Date	**Topics for Discussion – Regulatory**
Future	CR 63 / Green Valley Road Speed Study Results *(Westby)*
Future	Sunfish Lake Boulevard Speed Zone Study Results *(Westby)*
Date	**Topics for Discussion – Policy**
Future	Landscaped Median Maintenance Policy *(Riemer)*
July 2017	Draft Trail Maintenance Policy *(Westby)*
July 2017	Draft Stormwater Pond Maintenance Policy *(Westby)*
Date	**Topics for Discussion – Planning and Budget**
May 2017	Review Municipal State Aid System (MSAS) Revisions *(Westby)*
June 2017	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies *(Westby)*
Future	Public Works Facility Review/Update *(Riemer/Brama)*
Future	Comprehensive Plan for Long-Term Water Supply *(Westby)*
Date	**Topics for Discussion – Staff Updates**
April 2017	Flashing Yellow Arrow Study @ Sunwood Dr & CSAH 83 *(Westby)*
Future	Water Conservation Options / Incentives

* Dates are estimated and are subject to change based on availability of information, staff workload, and competing objectives.

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 1.**

Meeting Date: 05/09/2017

Submitted For: Jo Thieling, Administrative Services

By: Jo Thieling, Administrative Services

Information

Title:

Consider Request to Appeal Solicitor License Denial; Case of Aaron Jahnke, Heston & Associates, Inc.

Purpose/Background:

Purpose: The purpose of this case is to hear a request to appeal denial of a Solicitor License.

Background: Staff received an application for a Solicitor's License for year 2017 from Mr. Aaron Jahnke. ***(Mr. Jahnke's application is attached to this case.)*** The nature of Mr. Jahnke's business is to go door-to-door to deliver information on home improvements. This type of activity requires a Solicitor's License and such license requires a background check and approval or denial by the Police Chief, based upon the check. Following Mr. Jahnke's background check, Chief Katers denied approval of Mr. Jahnke's application based upon disqualifying information found - a past felony conviction in 1996 for second degree assault with a dangerous weapon. City Code states the following with regard to the application and recommended approval or denial by the Police Chief:

ARTICLE XIII - PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS ***(This section of City Code is attached.) Excerpts from City Code below)***

Sec. 26-586 - Application for license.

(a) In order to acquire the license required in this article, the peddler, solicitor, transient merchant or vendor, except a person selling or peddling the products of a farm or garden occupied and cultivated by themselves, or a person conducting a garage or estate sale, must submit the following information to the city clerk:

(6) Any felonies or gross misdemeanors, or any crimes of theft or issuance of a worthless check, of which the registrant was convicted within the ten most recent years, and the nature of the crime of which the registrant was convicted.

(b) Every application shall bear the written report and recommendation of the Chief of Police. The Police Chief or his designee shall immediately institute an investigation of the applicant including, but not limited to, a criminal history and wanted persons check with the Bureau of Criminal Apprehension, for the protection of the public good.
.. .. ..

Sec. 26-587 - Non-issue denial.

(a) If as a result of a background investigation, the applicant is found to be unsatisfactory, the Chief of Police shall endorse on such application his disapproval and the reasons for the same, and return the application to the city clerk
. . .

(b) Any applicant may be found to be unsatisfactory for reasons including, but not solely limited to:
(1) Fraud, misrepresentation or incorrect statement contained in the application for permit
(2) Past fraud, misrepresentation or incorrect statement made in the course of carrying on a business as a solicitor, canvasser, peddler, transient merchant, itinerant merchant, or itinerant vendor.
(3) Past conviction of any crime or misdemeanor involving fraud, theft, or moral turpitude, or any crime of violence as defined in Minn. Stats. 624.713 (***the definition is actually in 624.712, subd. 5 - that portion is attached)***

The police chief must comply with the provisions of Minn. Stats. ch. 364 if the recommendation for denial is based in whole or in part upon prior criminal convictions. ***(Minn. stats. ch. 364 is attached).***

Mr. .Jahnke was informed of Chief Katers' recommendation of denial and he has requested, in writing, to appeal this decision before the City Council at this meeting. ***(Mr. Jahnke's request is attached.)*** City Code Sec. 26-590 - Appeal - states that any person aggrieved by the denial/revocation of a license may appeal to the city council.

Mr. Jahnke will be in attendance to present his appeal and Chief Katers will be present to answer any questions Council may have.

Notification:
Mr. Aaron Jahnke has been notified that he will be on the agenda for this evening.

Observations/Alternatives:
Under the City's Code, we do not <u>have</u>to deny the license based on the background check, but we do have the <u>authority</u> to do so. State Statute says the following:

No disqualification from licensed occupations. Notwithstanding any other provision of law to the contrary, no person shall be disqualified from pursuing, practicing, or engaging in any occupation for which a license is required solely or in part because of a prior conviction of a crime or crimes, unless the crime or crimes for which convicted directly relate to the position of employment sought or the occupation for which the license is sought.

The statute also talks about evidence of rehabilitation. It says:

A person who has been convicted of a crime or crimes which directly relate to the public employment sought or to the occupation for which a license is sought shall not be disqualified from the employment or occupation if the person can show competent evidence of sufficient rehabilitation and present fitness to perform the duties of the public employment sought or the occupation for which the license is sought.

Some of the criteria listed is: evidence showing that at least one year has elapsed since release from any local, state, or federal correctional institution without subsequent conviction of a crime; and evidence showing compliance with all terms and conditions of probation or parole.

According to this Statute, consideration should also be given to the age of the person at the time the crime was committed - and the length of time elapsed since the crime was committed. ***(MN Statute 364.03 is attached.)***

Mr. Jahnke's crime / conviction was in 1996 - 21 years ago. Records indicate that he was fined $150, given 21 months confinement in the Ramsey County Workhouse and seven years of probation. ***(This record is public information and is attached to this case.)*** Mr. Jahnke paid his fine, served six months of the 21 (which is a normal amount of time for such sentence) and served his seven years of probation. Mr. Jahnke was age 22 at the time of conviction - he is now age 43.

Mr. Jahnke submitted a couple letters of recommendation/reference. **Such letters are attached to this case.**

Recommendation:

Staff recommends Council hear Mr. Jahnke's appeal as is allowed by City Code and to make a decision to approve or deny such license based upon information received.

Action:
Motion to approve Mr. Aaron Jahnke's Solicitor's license.

OR

Motion to deny Mr. Aaron Jahnke's Solicitor's license.

Attachments

MN Statute 6
Application Aaron Jahnke
Ramsey Code re Peddlers
MN Statute 624
MN Statute 364
Appeal letter Aaron Jahnke
Register of Actions Jahnke
Letter of Recommendation
Letter of Recommendation

Form Review

Inbox	Reviewed By	Date
Jeff Katers	Jo Thieling	04/20/2017 04:08 PM
Kurt Ulrich	Kurt Ulrich	04/20/2017 04:16 PM
Jo Thieling (Originator)	Jo Thieling	04/20/2017 04:38 PM
Jeff Katers	Jo Thieling	04/28/2017 09:09 AM
Jo Thieling (Originator)	Jo Thieling	04/28/2017 11:23 AM
Jeff Katers	Jeff Katers	04/28/2017 12:08 PM
Joe Langel	Joe Langel	04/28/2017 12:46 PM
Kurt Ulrich	Kurt Ulrich	05/03/2017 10:28 AM
Kurt Ulrich	Kurt Ulrich	05/03/2017 10:29 AM
Form Started By: Jo Thieling		Started On: 04/19/2017 03:12 PM
Final Approval Date: 05/03/2017		

624.712 DEFINITIONS.

Subdivision 1. **Scope.** As used in sections 624.711 to 624.717, the terms defined in this section shall have the meanings given them.

Subd. 2. **Pistol.** "Pistol" includes a weapon designed to be fired by the use of a single hand and with an overall length less than 26 inches, or having a barrel or barrels of a length less than 18 inches in the case of a shotgun or having a barrel of a length less than 16 inches in the case of a rifle (1) from which may be fired or ejected one or more solid projectiles by means of a cartridge or shell or by the action of an explosive or the igniting of flammable or explosive substances; or (2) for which the propelling force is a spring, elastic band, carbon dioxide, air or other gas, or vapor.

"Pistol" does not include a device firing or ejecting a shot measuring .18 of an inch, or less, in diameter and commonly known as a "BB gun," a scuba gun, a stud gun or nail gun used in the construction industry or children's pop guns or toys.

Subd. 3. **Antique firearm.** "Antique firearm" means any firearm, including any pistol, with a matchlock, flintlock, percussion cap, or similar type of ignition system, manufactured before 1899 and any replica of any firearm described herein if such replica is not designed or redesigned, made or remade, or intended to fire conventional rimfire or conventional centerfire ammunition, or uses conventional rimfire or conventional centerfire ammunition which is not readily available in the ordinary channels of commercial trade.

Subd. 4. **Saturday night special pistol.** "Saturday night special pistol" means a pistol other than an antique firearm or a pistol for which the propelling force is carbon dioxide, air or other vapor, or children's pop guns or toys, having a frame, barrel, cylinder, slide or breechblock:

(1) of any material having a melting point (liquidus) of less than 1,000 degrees Fahrenheit, or

(2) of any material having an ultimate tensile strength of less than 55,000 pounds per square inch, or

(3) of any powdered metal having a density of less than 7.5 grams per cubic centimeter.

Subd. 5. **Crime of violence.** "Crime of violence" means: felony convictions of the following offenses: sections 609.185 (murder in the first degree); 609.19 (murder in the second degree); 609.195 (murder in the third degree); 609.20 (manslaughter in the first degree); 609.205 (manslaughter in the second degree); 609.215 (aiding suicide and aiding attempted suicide); 609.221 (assault in the first degree); 609.222 (assault in the second degree); 609.223 (assault in the third degree); 609.2231 (assault in the fourth degree); 609.224 (assault in the fifth degree); 609.2242 (domestic assault); 609.2247 (domestic assault by strangulation); 609.229 (crimes committed for the benefit of a gang); 609.235 (use of drugs to injure or facilitate crime); 609.24 (simple robbery); 609.245 (aggravated robbery); 609.25 (kidnapping); 609.255 (false imprisonment); 609.322 (solicitation, inducement, and promotion of prostitution; sex trafficking); 609.342 (criminal sexual conduct in the first degree); 609.343 (criminal sexual conduct in the second degree); 609.344 (criminal sexual conduct in the third degree); 609.345 (criminal sexual conduct in the fourth degree); 609.377 (malicious punishment of a child); 609.378 (neglect or endangerment of a child); 609.486 (commission of crime while wearing or possessing a bullet-resistant vest); 609.52 (involving theft of a firearm and theft involving the theft of a controlled substance, an explosive, or an incendiary device); 609.561 (arson in the first degree); 609.562 (arson in the second degree); 609.582, subdivision 1 or 2 (burglary in the first and second degrees); 609.66, subdivision 1e (drive-by shooting); 609.67 (unlawfully owning, possessing, operating a machine gun or short-barreled shotgun); 609.71 (riot); 609.713 (terroristic threats); 609.749 (stalking); 609.855, subdivision 5 (shooting at a public transit vehicle or facility); and chapter 152 (drugs, controlled substances); and an attempt to commit any of these offenses.

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CITY OF RAMSEY - 2017 - APPLICATION FOR PEDDLER/SOLICITORS/TRANSIENT MERCHANT LICENSE

Bond placed
Badge

Return this completed application along with $100.00 + $35.00 per person License Fee to:
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303
Make check or money order payable to the "City of Ramsey".

ENTERED

1) FULL Name of Business: Heston & Associates

2) Employer's **FULL** Name: Jaluke (Last) Aaron (First) Geoffrey (Middle Name)

3) Business Address: 5526 West Bavarian Pass (Street, Box, Route) Fridley (City) MN (State) 55432 (ZIP)

4) Business Phone Number(s): 651-808-1930

5) Applicant's **FULL** Name: Jaluke (Last Name) Aaron (First Name) Geoffrey (Middle Name)

6) Applicant's Phone Number(s): 651-808-1930 Email Address: HestonAssoc@gmail.com

7) Applicant's Date of Birth: 8-17-1973

8) Applicant's Place of Birth: Carmel CA

9) Applicant's Address: 5526 West Bavarian Pass (Street, Box, Route) Fridley (City) MN (State) 55432 (ZIP)

10) Applicant's Position With Company: Public Relations Director

11) Brief description of nature of business and goods to be sold:

Information on Home improvements

12) Period of time in which activities will be conducted: Jan 2017 - Dec 31 2017
9Am - 8pm Mon - Sunday

13) Source of supply of goods or property proposed to be sold: Nothing will be sold Just information given.

14) Method of delivery if peddler, or location of sales site and permission slip from property owner if transient merchant:

N/A

15) Other communities where licenses are or have been held: Hopkins / Lakeville

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services

16) List below any felonies or gross misdemeanors or any crimes of theft or issuance of a worthless check of which you were convicted of within the ten (10) most recent years and the nature of the crime or crimes of which you were convicted: 1996 Got into A fight Pled guilty Nothing since Maybe speeding?

17) Have you taken advantage of any State or Federal bankruptcy or insolvency law or proceeding as a bankrupt or debtor within the ten (10) most recent years? NO. If yes, explain: N/A

18) List below **FULL** names, dates of birth, and driver's license numbers and State of Issue of all employees other than the above applicant who will be selling these goods in the City of Ramsey:

Aaron Geoffrey Jalunke Dr# V93225705351 4 MN

19) Do you reside in Ramsey and have your home as a base for your business? Yes: No: X

If yes, what is the present zoning of the property? N/A

If you reside within the city limits of Ramsey and your principal place of business is at your home, you may be subject to certain zoning regulations and you may have to apply for a conditional use permit.

20) Please list other cities you have conducted business in: Hopkins, Lakeville

21) Please fill out **COMPLETELY** the attached forms that are required for the Minnesota Department of Revenue and Department of Labor and Industry. Some of this information may be repetitive, but it is required by Minnesota Statute Sections 270.72 and 176.182. Applications will not be accepted until these forms are filled out completely.

22) In order to permit the verification of the information required by City Code, any person required to submit information as herein set forth shall not engage in selling or in making calls as described in the City Code until seven (7) days have elapsed after submitting the application. Licenses are good for the calendar year and must be renewed each year. The **LICENSE FEE OF $100.00** shall be paid at the time of application. Also required is proof of insurance for your company.

I hereby certify that the foregoing statements are true and correct to the best of my knowledge and that the giving of false information or the failure to give pertinent information constitutes cause for revocation of this permit. Further, I agree to comply with all the provisions of the ordinance under which this license is granted.

Applicant's Signature: Aaron Jalunke

Date: Dec. 20, 2016

This license will take effect as early as January 1, 2015 and will expire on or before December 31, 2015. Transient Merchants are permitted for a maximum of 60 days in a calendar year. The license fee of $100.00 must be paid at the time of application. The $35 per person fee applies to Peddlers & Solicitors only – not Transient Merchants.

DO NOT WRITE BELOW THIS LINE - FOR CITY USE ONLY

Received on 12-21-2016

Receipt # 24503 pd by CC

Approved on

Zoning Approval

Comments:

Form SP:CI
LICENSE APPLICANT:

Pursuant to Minnesota Statute 270.72 Tax Clearance; Issuance of Licenses, the licensing authority is required to provide to the Minnesota Commissioner of Revenue your Minnesota business tax identification number and the Social Security Number of each license applicant.

Under the Minnesota Government Data Practices Act and the Federal Privacy Act of 1974, we are required to advise you of the following regarding the use of this information:

1. This information may be used to deny the issuance, renewal, or transfer of your license in the event you owe the Minnesota Department of Revenue delinquent taxes, penalties, or interest.
2. Upon receiving this information, the licensing authority will supply it only to the Minnesota Department of Revenue. However, under the Federal Exchange of Information Agreement the Department of Revenue may supply this information to the Internal Revenue Service.
3. Failure to supply this information may jeopardize or delay the processing of your licensing issuance or renewal application.

Please supply the following information and return along with your application to the agency issuing the license. **DO NOT RETURN TO THE DEPARTMENT OF REVENUE.**

License being applied for or renewed: Peddler/Solicitor/Transient Merchant License

Licensing Authority: City of Ramsey
(Name of City, County, or State Agency issuing License)

License Renewal Date: January 1, ~~2016~~ 2017

PERSONAL INFORMATION (if applicable):

Applicant's Name: Aaron ~~Foster~~ Geoffrey Schuke

Applicant's Address: 5526 West Bavarian Pass Fridley MN 55432
City State ZIP

Social Security Number: [redacted]

BUSINESS INFORMATION (if applicable):
Business Name: Heston & Associates

Business Address: 5526 West Bavarian Pass Fridley MN 55432
City State ZIP

Minnesota Tax Identification No.: _____

Federal Tax Identification No.: [redacted]

If a Minnesota Tax Identification number is not required, please explain on the reverse side.

Signature Position (Officer, Partner, etc.) Date: Dec 21-2016

CERTIFICATION OF COMPLIANCE
MINNESOTA WORKERS' COMPENSATION LAW

Minnesota Statute, Section 176.182 requires every state and local licensing agency to withhold the issuance or renewal of a license or permit to operate a business or engage in an activity in Minnesota until the applicant presents acceptable evidence of compliance with the workers' compensation insurance coverage requirement of MSS Chapter 176. The information required is: The name of the insurance company, the policy number, and dates of coverage or the permit to self-insure. This information will be collected by the licensing agency and retained in their files.

This information is required by law, and licenses, and permits to operate a business may not be issued or renewed if it is not provided and/or is falsely reported. Furthermore, if this information is not provided or falsely stated, it may result in a $1,000 penalty assessed against the applicant by the Commissioner of the Department of Labor and Industry.

Insurance Company Name: Farmers Union
(NOT the insurance agent)

Policy Number: GLR 9011

Dates of Coverage: oct 11, 2016 – oct 11 – 2017

(or)

I am not required to have workers' compensation liability coverage because:

(X) I have no employees covered by the law.

( ) I am self-insured (include permit to self-insure)

( ) I have no employees who are covered by the workers' compensation law (these include: Spouse, Parents, Children, and certain farm employees).

Name: Aaron Jahnke Geoffrey
(Last, First, Middle)

Doing Business As: Heston & Associates
(Business Name if different than your name)

Business Address: 5526 west Bavarian Pass

City, State, ZIP: Fridley MN 55432 Phone: (651) 808-1930

[redacted] Date: Dec 21, 2016
(Signature)

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services

City of RAMSEY

The City of Ramsey conducts background checks on all peddler/solicitor/transient merchant applicants wishing to conduct business within the City. Please fill out the attached authorization form in its entirety – including your signature, attach a copy of your identification (Driver's license, State ID, or Military ID) and return it with your application.

If you have any questions, please contact Jo Thieling, City Clerk, at 763-433-9840 or jthieling@ci.ramsey.mn.us.

Thank you.

CITY OF RAMSEY
CITY CLERK'S OFFICE
REQUEST FOR BACKGROUND CHECK INFORMATION

1994–1996? arrested/jailed for date of offense

DATA PRIVACY ADVISORY: The data supplied on this form will be used to assess the qualifications for a license. This data is not legally required but the City will not be able to grant the license without it. If a license is granted, the data will constitute a public record. The data is needed to distinguish this application from others, to identify this application in City license files, to verify the identity of the applicant, to contact the applicant if additional information is required and to determine if the applicant meets all ordinance requirements.

INFORMATION TO BE USED FOR BUSINESS LICENSE PROCESSING ONLY

Ramsey Police Department Records Division

Individual Background Check to Include: Criminal History, Drivers License Check, Outstanding Warrants

Please Print

Type of License Applied For: Solicitor

Business Name: Heston & Associates

Business Address: 5526 west Barvarian Pass Fridley MN 55432

Applicant Information:

Driver's license, State ID, or Military ID Number (*attach copy*): V932257053514

Name: Aaron (*First*) Geoffrey (*Middle*) Jahnke (*Last*) Date of Birth: 8-17-1973

Phone(*daytime*): 651-808-1930 Sex: M Race: Human Mixed

Address: 5526 west Barvarian Pass (*Street*) Fridley (*City*) MN (*State*) 55432 (*Zip Code*)

Other Names Used (*in past 5 years*): N/A

Other Addresses (*in past 5 years*): Greenbrier St Vadnais Heights
(Attach separate sheet if necessary)

I, the undersigned do hereby authorize the RAMSEY POLICE DEPARTMENT to disclose all criminal history record information to the City Clerk's Office for the purpose of licening with the City of Ramsey. This authorization shall be valid for one year from the date of my signature.

Signature Dec 21, 2016 *Date*

FOR OFFICE USE ONLY

Approved ☐ Denied ☒

1996

Checks: **Criminal History** ☐ **Driver's License** ☐ **Warrants** ☐

Comments: 1994 Felony Assault Conviction 2nd degree w/ dangerous weapon

Application Processed by: JHeimann **Date:** 1/3/17

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services

City of RAMSEY

POLICE DEPARTMENT

Jeff Katers, Chief of Police

7550 Sunwood Drive NW • Ramsey, MN 55303
Administrative: 763.427.6812 • Fax: 763.427.2361 • Dispatch: 763.427.1212

January 3, 2017

Aaron Geoffrey Jahnke
5526 West Bavarian Pass
Fridley, MN 55432

Re: Peddler Permit Denial

Dear Aaron:

Your application for a City of Ramsey Peddlers Permit was received and reviewed by the Ramsey Police Department. The issuance of a permit was denied based on a criminal history check that was conducted as part of the background investigation.

Complaints or grievances concerning denials shall be processed and adjudicated in accordance with the procedure set forth in Minnesota State Statutes, Chapter 14, The Administrative Procedure Act.

Questions in this matter should be directed in writing, to my attention.

Sincerely,

Jeff Katers, Chief of Police
Ramsey Police Department

JK/jrw

cc: Jo Thieling, City Clerk

CITY OF RAMSEY

TENNESSEN WARNING

In connection with your request for a license, the City of Ramsey has asked that you provide information about yourself which is classified as either *private or confidential* by the Minnesota Government Data Practices Act (M.S.A. 13.04). Accordingly, the City is required to inform you of the following:

1. The private or confidential information requested includes, but may not necessarily be limited to, the following: *Your social security number or Minnesota business identification number.*

2. The purpose and intended use of the information requested is: *To comply with Minnesota Statutes, Section 270.72.*

3. You are required to supply the requested information.

4. The known consequences of supplying the requested information are as follows: *Loss or denial of the requested license if you owe the State of Minnesota delinquent taxes, penalties or interest.*

5. The known consequences of refusing to supply the requested information is: *Your request for a license cannot be processed.*

6. The following persons and entities are authorized by law to receive the information if provided: *State of Minnesota - Department of Revenue and other government agencies as provided by law.*

The undersigned, by signing this notice, acknowledges that he/she has read and understood the contents of this notice.

Dec 21 - 2016
Date

Signature of Applicant

Aaron Jahnke
Print Name

ARTICLE XIII. - PEDDLERS, SOLICITORS AND TRANSIENT MERCHANTS[7]

Footnotes:
--- (7) ---

State Law reference— Hawkers, peddlers and transient merchants, Minn. Stats. ch. 329.

DIVISION 1. - GENERALLY

Sec. 26-549. - Definitions.

(a)

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Peddler means any person with no fixed place of business who goes from house to house, business to business, place to place, or street to street, carrying or transporting goods, wares or merchandise and offering or exposing the same for sale, or making sales and deliveries to purchasers of the same.

Solicitor means any person who goes from house to house soliciting or taking or attempting to take orders for the purchase of any goods, wares or merchandise, including magazines, books, periodicals or personal property of any nature whatsoever for delivery in the future, or orders for the performance of maintenance or repair services in or about the home or place of business, such as furnace cleaning, roof repair or blacktopping.

Transient merchant means any person who engages temporarily (60 days or less) in the business of selling and delivering goods, wares, or merchandise within the city, and who, in furtherance of such purpose, hires, leases, uses or occupies any building, structure, vacant lot, parking lot, tent, alley, motor vehicle, trailer or railroad car.

(b)

Vendors of milk, groceries, bakery products, or other perishable commodities, or vendors of soft water service or laundry and dry cleaning pickup and delivery, who make an uninvited initiatory call upon the occupant of a residence as a preliminary step to the establishment of a regular route service for the sale and delivery of such commodities or the providing of such services to regular customer, shall not be included within the definition of "peddler" or "solicitor."

(c)

The term "peddler" or "solicitor" does not include any person who sells or attempts to sell, or solicits or attempts to solicit orders for goods, wares or merchandise, if doing so on behalf of a bona fide charitable, religious, civic, educational or political organization.

(Code 1978, § 7.85.01; Ord. No. 84-4A, 5-24-1984; Ord. No. 91-06, 6-17-1991; Ord. No. 08-12, § 2 (7.85.01), 3-25-2008)

Sec. 26-550. - Placards.

(a)

Prohibiting peddlers and solicitors from premises. Any resident of the city who wishes to exclude peddlers or solicitors from premises occupied by said resident may place upon or near the usual entrance to such premises a printed placard or sign bearing the following notice: "Peddlers and Solicitors Prohibited." Such placard shall be at least 3½ inches long and 3½ inches wide and the printing thereon shall not be smaller than 49 point type. No peddler or solicitor shall enter in or upon any premises, or attempt to enter in or upon any premises, where such a placard or sign is placed and maintained.

(b)

Defacing placard. No person other than the person occupying such premises shall remove, injure or deface such placard or sign.

(Code 1978, §§ 7.85.02, 7.85.03; Ord. No. 84-4A, 5-24-1984; Ord. No. 08-12, § 2(7.85.02), (7.85.03), 3-25-2008)

Sec. 26-551. - Restrictions with regard to placement of transient merchant wares.

Transient merchants must make certain their goods, wares or merchandise for sale are on an improved surface per the zoning requirements for that district. They may not locate within required green space between the parking area and the right-of-way. The site must remain in compliance with article II, division 8 of this chapter.

(Code 1978, § 7.85.04; Ord. No. 08-12, § 2(7.85.04), 3-25-2008)

Sec. 26-552. - Acts in violation of article.

The following acts or omissions shall be deemed violations of the provisions of this article:

(1)

Acts prohibited by section 26-550;

(2)

A person who is required to submit information pursuant to section 26-586 and engages in peddling, soliciting, transient merchandising, or in making calls as described in section 26-549, without submitting such information, or without payment of the license fee required by section 26-28, or does any of the actions described in this subsection before council approval of the license;

(3)

Furnishing false information, or failing to furnish information as required by this article;

(4)

Sale of merchandise or services by a peddler, solicitor, transient merchant or vendor by means of statements that the person making them knows or should know are false or misleading;

(5)

Sale of merchandise by a peddler, solicitor, transient merchant or vendor, which merchandise is not of merchantable quality or is not fit for the purpose for which the seller knows, or has reason to know, the merchandise is being purchased;

(6)

Engaging in peddling, soliciting or transient sales after the hour of 9:00 p.m. or before 9:00 a.m. unless a previous appointment has been made.

(Code 1978, § 7.85.06; Ord. No. 84-4A, 5-24-1984; Ord. No. 91-06, 6-17-1991; Ord. No. 08-12, § 2 (7.85.07), 3-25-2008)

Sec. 26-553. - Use of devices to attract attention prohibited.

No person licensed under this article shall call attention to his business or to his merchandise by crying out, by blowing a horn, by ringing a bell, by any sound-amplified devices, or by any loud or unusual noise, unless otherwise noted in the permit application.

(Code 1978, § 7.85.07; Ord. No. 84-4A, 5-24-1984; Ord. No. 08-12, § 2(7.85.08), 3-25-2008)

Secs. 26-554—26-584. - Reserved.

DIVISION 2. - LICENSE

Sec. 26-585. - License required.

A license shall be required for any soliciting, peddling or transient merchandising, or in making calls as described in section 26-549.

(Code 1978, § 7.85.04; Ord. No. 84-4A, 5-24-1984; Ord. No. 91-06, 6-17-1991; Ord. No. 08-12, § 2 (7.85.05), 3-25-2008)

Sec. 26-586. - Application for license.

(a)

In order to acquire the license required in this article, the peddler, solicitor, transient merchant or vendor, except a person selling or peddling the products of a farm or garden occupied and cultivated by themselves, or a person conducting a garage or estate sale, must submit the following information to the city clerk:

(1)

Name and permanent address and local address, if any;

(2)

A brief description of the nature of the business and the goods to be sold;

(3)

If employed, the name and address of the employer;

(4)

The period of time within which applicant intends to conduct activities including days of the week and hours of the day (i.e., 9:00 a.m. to 6:00 p.m., Monday through Saturday).

(5)

The source of supply of the goods or property proposed to be sold, or in the case of goods or property to be sold by solicitation of orders where such goods or products are located at the time the information is submitted to the city clerk, and the proposed method of delivery.

(6)

Any felonies or gross misdemeanors, or any crimes of theft or issuance of a worthless check, of which the registrant was convicted within the ten most recent years, and the nature of the crime of which the registrant was convicted.

(7)

Whether the registrant has taken advantage of any state or federal bankruptcy or insolvency law or proceeding as a bankrupt or debtor within the ten most recent years. Every peddler, solicitor or vendor required to submit the foregoing information shall promptly submit to the city clerk any changes therein required by changes in circumstances.

(8)

In the case of transient merchants, the place where the business is to be carried on together with written consent of the property owner of proposed location.

(9)

A copy of county license if applicable.

(10)

If nonprofit organization, a certificate of nonprofit status from the state where organized.

(b)

Every application shall bear the written report and recommendation of the chief of police. The police chief or his designee shall immediately institute an investigation of the applicant including, but not limited to, a criminal history and wanted persons check with the Bureau of Criminal Apprehension, for the protection of the public good. No transient merchant license shall be issued for sales from any location which does not have sufficient parking for customers and for areas where customer parking would interfere with normal traffic flow. The completed application shall be presented to the council for consideration and, if granted by the council, a license shall be issued by the city clerk upon payment of the required fee. The fee shall be set annually by council ordinance.

(Code 1978, § 7.85.05; Ord. No. 84-4A, 5-24-1984; Ord. No. 91-06, 6-17-1991; Ord. No. 08-12, § 2 (7.85.06), 3-25-2008)

Sec. 26-587. - Non-issue/denial.

(a)

If as a result of a background investigation, the applicant is found to be unsatisfactory, the chief of police shall endorse on such application his disapproval and the reasons for the same, and return the application to the city clerk, who will in turn bring the request with recommendation for denial to the city council. The police chief must comply with the provisions of Minn. Stats. ch. 364 if the recommendation for denial is based in whole or in part upon prior criminal convictions. If the council denies the issuance of a license, the city clerk shall notify the applicant that his application is disapproved and no permit shall be issued.

(b)

Any applicant may be found to be unsatisfactory for reasons including, but not solely limited to:

(1)

Fraud, misrepresentation or incorrect statement contained in the application for permit.

(2)

Past fraud, misrepresentation or incorrect statement made in the course of carrying on a business as a solicitor, canvasser, peddler, transient merchant, itinerant merchant, or itinerant vendor.

(3)

Past conviction of any crime or misdemeanor involving fraud, theft or moral turpitude, or any crime of violence as defined in Minn. Stats. § 624.713.

(4)

Conducting the business of peddler, solicitor, transient merchant, itinerant merchant, or itinerant vendor, as the case may have been, in an unlawful manner or in such a manner as to constitute a breach of peace or to constitute a menace to the health, safety or general welfare of the public.

(Code 1978, § 7.85.10; Ord. No. 08-12, § 2(7.85.10), 3-25-2008)

Sec. 26-588. - Carrying and display.

All licensees must make an appointment with the police department, after the license is approved by council, but prior to conducting business, to have a photo taken and an identification badge issued. Such photo identification badge must be worn whenever business is being conducted.

(Code 1978, § 7.85.08; Ord. No. 84-4A, 5-24-1984; Ord. No. 08-12, § 2(7.85.09), 3-25-2008)

Sec. 26-589. - Revocation.

Any license may be revoked by the council for a violation of any provision of this Code if the licensee has been given a reasonable notice of seven days and an opportunity to be heard.

(Code 1978, § 7.85.09; Ord. No. 84-4A, 5-24-1984; Ord. No. 91-06, 6-17-1991; Ord. No. 08-12, § 2 (7.85.011), 3-25-2008)

Sec. 26-590. - Appeal.

Any person aggrieved by the denial/revocation of a license may appeal to the city council. Such appeal shall be taken by filing with the city clerk, within 14 days after notice of the action complained of, a written statement setting forth fully the grounds for the appeal. The city clerk shall schedule a time and place with the city council for hearing on such appeal, and notice of such hearing shall be given to the applicant. No individual may conduct any business while an appeal is pending.

(Code 1978, § 7.85.12; Ord. No. 08-12, § 2(7.85.12), 3-25-2008)

Secs. 26-591—26-613. - Reserved.

624.712 DEFINITIONS.

Subdivision 1. **Scope.** As used in sections 624.711 to 624.717, the terms defined in this section shall have the meanings given them.

Subd. 2. **Pistol.** "Pistol" includes a weapon designed to be fired by the use of a single hand and with an overall length less than 26 inches, or having a barrel or barrels of a length less than 18 inches in the case of a shotgun or having a barrel of a length less than 16 inches in the case of a rifle (1) from which may be fired or ejected one or more solid projectiles by means of a cartridge or shell or by the action of an explosive or the igniting of flammable or explosive substances; or (2) for which the propelling force is a spring, elastic band, carbon dioxide, air or other gas, or vapor.

"Pistol" does not include a device firing or ejecting a shot measuring .18 of an inch, or less, in diameter and commonly known as a "BB gun," a scuba gun, a stud gun or nail gun used in the construction industry or children's pop guns or toys.

Subd. 3. **Antique firearm.** "Antique firearm" means any firearm, including any pistol, with a matchlock, flintlock, percussion cap, or similar type of ignition system, manufactured before 1899 and any replica of any firearm described herein if such replica is not designed or redesigned, made or remade, or intended to fire conventional rimfire or conventional centerfire ammunition, or uses conventional rimfire or conventional centerfire ammunition which is not readily available in the ordinary channels of commercial trade.

Subd. 4. **Saturday night special pistol.** "Saturday night special pistol" means a pistol other than an antique firearm or a pistol for which the propelling force is carbon dioxide, air or other vapor, or children's pop guns or toys, having a frame, barrel, cylinder, slide or breechblock:

(1) of any material having a melting point (liquidus) of less than 1,000 degrees Fahrenheit, or

(2) of any material having an ultimate tensile strength of less than 55,000 pounds per square inch, or

(3) of any powdered metal having a density of less than 7.5 grams per cubic centimeter.

Subd. 5. **Crime of violence.** "Crime of violence" means: felony convictions of the following offenses: sections 609.185 (murder in the first degree); 609.19 (murder in the second degree); 609.195 (murder in the third degree); 609.20 (manslaughter in the first degree); 609.205 (manslaughter in the second degree); 609.215 (aiding suicide and aiding attempted suicide); 609.221 (assault in the first degree); 609.222 (assault in the second degree); 609.223 (assault in the third degree); 609.2231 (assault in the fourth degree); 609.224 (assault in the fifth degree); 609.2242 (domestic assault); 609.2247 (domestic assault by strangulation); 609.229 (crimes committed for the benefit of a gang); 609.235 (use of drugs to injure or facilitate crime); 609.24 (simple robbery); 609.245 (aggravated robbery); 609.25 (kidnapping); 609.255 (false imprisonment); 609.322 (solicitation, inducement, and promotion of prostitution; sex trafficking); 609.342 (criminal sexual conduct in the first degree); 609.343 (criminal sexual conduct in the second degree); 609.344 (criminal sexual conduct in the third degree); 609.345 (criminal sexual conduct in the fourth degree); 609.377 (malicious punishment of a child); 609.378 (neglect or endangerment of a child); 609.486 (commission of crime while wearing or possessing a bullet-resistant vest); 609.52 (involving theft of a firearm and theft involving the theft of a controlled substance, an explosive, or an incendiary device); 609.561 (arson in the first degree); 609.562 (arson in the second degree); 609.582, subdivision 1 or 2 (burglary in the first and second degrees); 609.66, subdivision 1e (drive-by shooting); 609.67 (unlawfully owning, possessing, operating a machine gun or short-barreled shotgun); 609.71 (riot); 609.713 (terroristic threats); 609.749 (stalking); 609.855, subdivision 5 (shooting at a public transit vehicle or facility); and chapter 152 (drugs, controlled substances); and an attempt to commit any of these offenses.

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2016 Minnesota Statutes

Authenticate

364.03 RELATION OF CONVICTION TO EMPLOYMENT OR OCCUPATION.

Subdivision 1. **No disqualification from licensed occupations.** Notwithstanding any other provision of law to the contrary, no person shall be disqualified from public employment, nor shall a person be disqualified from pursuing, practicing, or engaging in any occupation for which a license is required solely or in part because of a prior conviction of a crime or crimes, unless the crime or crimes for which convicted directly relate to the position of employment sought or the occupation for which the license is sought.

Subd. 2. **Conviction relating to public employment sought.** In determining if a conviction directly relates to the position of public employment sought or the occupation for which the license is sought, the hiring or licensing authority shall consider:

(1) the nature and seriousness of the crime or crimes for which the individual was convicted;

(2) the relationship of the crime or crimes to the purposes of regulating the position of public employment sought or the occupation for which the license is sought;

(3) the relationship of the crime or crimes to the ability, capacity, and fitness required to perform the duties and discharge the responsibilities of the position of employment or occupation.

Subd. 3. **Evidence of rehabilitation.** (a) A person who has been convicted of a crime or crimes which directly relate to the public employment sought or to the occupation for which a license is sought shall not be disqualified from the employment or occupation if the person can show competent evidence of sufficient rehabilitation and present fitness to perform the duties of the public employment sought or the occupation for which the license is sought. Competent evidence of sufficient rehabilitation may be established by the production of the person's most recent certified copy of a United States Department of Defense form DD-214 showing the person's honorable discharge, or separation under honorable conditions, from the United States armed forces for military service rendered following conviction for any crime that would otherwise disqualify the person from the public employment sought or the occupation for which the license is sought, or:

(1) a copy of the local, state, or federal release order; and

(2) evidence showing that at least one year has elapsed since release from any local, state, or federal correctional institution without subsequent conviction of a crime; and evidence showing compliance with all terms and conditions of probation or parole; or

(3) a copy of the relevant Department of Corrections discharge order or other documents showing completion of probation or parole supervision.

(b) In addition to the documentary evidence presented, the licensing or hiring authority shall consider any evidence presented by the applicant regarding:

(1) the nature and seriousness of the crime or crimes for which convicted;

(2) all circumstances relative to the crime or crimes, including mitigating circumstances or social conditions surrounding the commission of the crime or crimes;

(3) the age of the person at the time the crime or crimes were committed;

(4) the length of time elapsed since the crime or crimes were committed; and

(5) all other competent evidence of rehabilitation and present fitness presented, including, but not limited to, letters of reference by persons who have been in contact with the applicant since the applicant's release from any local, state, or federal correctional institution.

(c) The certified copy of a person's United States Department of Defense form DD-214 showing the person's honorable discharge or separation under honorable conditions from the United States armed forces ceases to qualify as competent evidence of sufficient rehabilitation for purposes of this section upon the person's conviction for any gross

misdemeanor or felony committed by the person subsequent to the effective date of that honorable discharge or separation from military service.

History: *1974 c 298 s 3; 1986 c 444; 2013 c 142 art 4 s 9*

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4-14-17

Aaron Jahnke
5526 W. Barbadian Pass
Eridley MN. 55126
651-808-1930

I would like to appeal
My Solicitor permit Request.

Aaron Jahnke

REGISTER OF ACTIONS

CASE NO. 62-K4-95-003502

The State of Minnesota vs. AARON GEOFFREY JAHNKE, [10-25-95]

Case Type: **Felony**
Date Filed: **10/27/1995**
Location: **Ramsey Criminal/Traffic/Petty Downtown**

PARTY INFORMATION

Defendant **JAHNKE, AARON GEOFFREY**

Male
DOB: 08/17/1973

Lead Attorneys
THOMAS M KELLY
Retained
612-339-5055(W)

Jurisdiction **State of Minnesota**

ALFRED P ZDRAZIL
651-757-1364(W)

CASE INFORMATION

Charges: JAHNKE, AARON GEOFFREY	Statute	Level	Date	Disposition	Level of Sentence
1. ASSAULT 2ND DEGREE (Not applicable - GOC)	609.222.1	Converted: Offense Level Not Available	10/25/1995	05/03/1996 Convicted	

EVENTS & ORDERS OF THE COURT

DISPOSITIONS

01/08/1996 **Plea** (Judicial Officer: Judge, Presiding)
1. ASSAULT 2ND DEGREE (Not applicable - GOC)
Guilty

05/03/1996 **Disposition** (Judicial Officer: Judge, Presiding)
1. ASSAULT 2ND DEGREE (Not applicable - GOC)
Convicted

05/03/1996 **Converted TCIS Criminal Sentence** (Judicial Officer: Rosas, Salvador)
1. ASSAULT 2ND DEGREE (Not applicable - GOC)
10/25/1995 (CNVLEVEL) 609.222.1 (CNVOFFENSE)

Converted Disposition:
Pronounced: 21 Months Confinement NCIC: MN062023C - Ramsey County Workhouse Probation: 7 Years Probation NCIC: MN062013G - Ramsey Co. Probation Office Conditional: 6 Months Length of Stay: 7 Years Probation Type: Supervised
Converted Disposition:
Fined: $150.00
Converted Disposition:
Other Court Provisions: 540: Comply with Conditions 379: Home Detention 522: Work Release Privileges
Converted Disposition:
Comments: 21M SS TO PO 7Y 1)6M 2)USUAL COND PO 3)FOLLOW DR DIRECTIONS 4)2 LTRS TO OFFICERS OF APOLOGY 5)CNSLG PER PO DLO

OTHER EVENTS AND HEARINGS

10/27/1995 **FLD-Case Filed** (Judicial Officer: Judge, Presiding)
10/27/1995 **1st Appearance District Court** (1:31 PM) (Judicial Officer DeCourcy, Michael T.)
Result: Converted Activity Status Flag Occurred
11/01/1995 **BAL-Total Cash Bail** (Judicial Officer: Judge, Presiding)
11/01/1995 **DOC-Document Filed** (Judicial Officer: Judge, Presiding)
11/09/1995 **CRP-Certificate of Representation** (Judicial Officer: Judge, Presiding)
11/09/1995 **DOC-Document Filed** (Judicial Officer: Judge, Presiding)
11/09/1995 **Hearing** (1:30 PM) (Judicial Officer Gearin, Kathleen R.)
Result: Converted Activity Status Flag Occurred
11/09/1995 *CANCELED* **Omnibus Hearing** (1:30 PM) (Judicial Officer Gearin, Kathleen R.)
Other
11/22/1995 **CRP-Certificate of Representation** (Judicial Officer: Judge, Presiding)
11/22/1995 **Hearing** (1:30 PM) (Judicial Officer Cohen, Lawrence)
Result: Converted Activity Status Flag Occurred
12/20/1995 **DOC-Document Filed** (Judicial Officer: Judge, Presiding)
12/20/1995 **Pre-trial** (9:00 AM) (Judicial Officer Shumaker, Gordon W.)
Result: Converted Activity Status Flag Occurred
01/08/1996 **DOC-Document Filed** (Judicial Officer: Judge, Presiding)
01/08/1996 **Plea Hearing** (8:30 AM) (Judicial Officer Rosas, Salvador)
Result: Converted Activity Status Flag Occurred
01/24/1996 **DOC-Document Filed** (Judicial Officer: Judge, Presiding)
03/01/1996 *CANCELED* **Sentencing** (9:00 AM) (Judicial Officer Rosas, Salvador)
Other
04/12/1996 **Hearing** (9:00 AM) (Judicial Officer Rosas, Salvador)
Result: Converted Activity Status Flag Occurred
04/12/1996 *CANCELED* **Sentencing** (9:00 AM) (Judicial Officer Rosas, Salvador)

	Other
05/03/1996	**CLO-Closed** (Judicial Officer: Judge, Presiding)
05/03/1996	**DOC-Document Filed** (Judicial Officer: Judge, Presiding)
05/03/1996	**DOC-Document Filed** (Judicial Officer: Judge, Presiding)
05/03/1996	**PSI-Pre-Sentence Investigation** (Judicial Officer: Judge, Presiding)
05/03/1996	**RVB-Review Bail** (Judicial Officer: Judge, Presiding)
05/03/1996	**Sentencing** (9:00 AM) (Judicial Officer Rosas, Salvador)
	Result: Converted Activity Status Flag Occurred
05/21/1996	**WRC-Recall Warrant** (Judicial Officer: Judge, Presiding)
07/30/1996	**DOC-Document Filed** (Judicial Officer: Judge, Presiding)
02/05/1997	**PIF-Paid in Full** (Judicial Officer: Judge, Presiding)
05/10/2002	**AUD-Pass to Auditor** (Judicial Officer: Judge, Presiding)
05/15/2002	**DOC-Document Filed** (Judicial Officer: Judge, Presiding)
11/03/2004	**ARC-Archive** (Judicial Officer: Judge, Presiding)
02/21/2007	**ARC-Archive** (Judicial Officer: Judge, Presiding)
04/06/2007	**Converted Pending Activity** (Judicial Officer: Judge, Presiding)

FINANCIAL INFORMATION

	Defendant JAHNKE, AARON GEOFFREY			
	Total Financial Assessment			150.00
	Total Payments and Credits			150.00
	Balance Due as of 04/26/2017			**0.00**
11/01/1995	Transaction Assessment			150.00
02/05/1997	Converted Payment	Receipt # 97002738	NO NAME AVAILABLE	(150.00)

Corbin Exteriors

getting the job done... right

To: Whom it may concern

5.1.17

Re: Heston and Associates LLC

As the owner of a local contracting company for the better part of 10 years now I have been able to rely on the quality and quantity of the leads Heston and Associates LLC has been able to provide for my company for several years.

From their expert, no-nonsense approach at the door to making sure they are permitted in every city they acquire leads from; I know that I am walking into a good situation where the client does not feel the pressure to buy and also understands we are filling a need they have.

I will continue to use Heston and Associates LLC to provide me with high quality leads where the owner has an actual need instead of feeling pressured to buy.

I would recommend Heston and Associates LLC to any contractor looking to grow their business organically and in a short period of time.

Sincerely,

Nathan Corbin - Owner

5/1/17

1115 Southview Blvd, South Saint Paul, MN 55075 Office: 651.760.3116 Fax: 651.433.7373

Visit us online at: www.corbinexteriors.com

5/3/17

The Window Store Home Improvements Inc

2924 Anthony Ln, Suite 115

St. Anthony, MN 55419

To Whom It May Concern,

This is a letter of recommendation for Aaron Jahnke of Heston and Associates.

I have known Aaron on a personal and professional level for over two years now. I can attest that he is a professional of high standards and conducts business in an ethical way.

I would recommend Aaron Jahnke as a person of high moral standards and would feel that any business or client or city with whom Aaron has dealings, will get high value from what he offers.

Please feel free to contact me if you have any further questions.

Sincerely,

Chris Ahlquist

Director of Advertising

612-481-7059

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 2.**

Meeting Date: 05/09/2017

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Adopt Resolutions #17-05-106 and #17-05-107 Granting Approval of the Final Plat and Development Agreement for Woodlands 4th Addition (Project #16-102); Case of Lennar

Purpose/Background:

The purpose of this case is to consider a final plat for twenty seven (27) single-family lots, located north of Alpine Drive NW and west of Ramsey Boulevard NW, that will be added to the remaining undeveloped lots in the Woodlands development. If approved, this would result in the final build-out of the Woodlands development.

Notification:

Staff attempted to notify all Property Owners within a 700 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald.

Observations/Alternatives:

The property was rezoned from R-1 Rural Developing to R-1 (MUSA). The final plat meets all requirements for the R-1 (MUSA) zoning district, with necessary modifications as outlined in the Staff Review Letter. Civil Engineering Plans are generally acceptable to the City Engineer, with amendments also outlined in the Staff Review Letter. The Landscape and Tree Preservation Plans are also generally acceptable with revisions as outlined in the Staff Review Letter.

On April 26, 2017, the Metropolitan Council did approve the requested Comprehensive Plan Amendment without any contingencies. However, their approval came with a strong recommendation that the wetlands and stormwater ponds be platted as publicly owned outlots to provide better protection of the ecological resources on the Subject Property. Staff is working with the Applicant on the idea of a wetland and stormwater protection easement that would encumber these areas rather than creating separate outlots for these lands. This would not have any impact on the proposed configuration of the plat yet still would seem to meet the intent of the Metropolitan Council's recommendation for better ecological resource protection. Furthermore, if some sort of physical marker were installed along the easement boundary, this would assist even more in reducing potential encroachment issues and;/or vegetative alterations.

The Planning Commission held a public hearing on the Preliminary Plat at their December 1, 2016 meeting. There were no written or verbal comments received. One item that the Planning Commission did discuss was water quality for the homes at the end of the cul-de-sac (due to its length, which was approved via a Variance on December 1, 2016). The Planning Commission ultimately added a contingency to their recommendation for approval that the City complete additional maintenance, as needed, on the water line (e.g. additional flushings) to eliminate potential stagnant water at the dead end.

The Planning Commission conducted a Public Hearing for the requested Zoning Amendment on January 5, 2017 and there were no written or verbal comments received. Staff did receive a couple inquiries about the development from residents wanting to ensure that it was following all applicable regulations pertaining to wetlands. The development is subject to not only the City's standards, including the lot depth requirement and wetland setback requirement, which now provide additional protections to wetlands then existed for previous additions of Woodlands, but also to review by the Lower Rum River Watershed Management Organization (LRRWMO) standards as well. The Planning Commission did recommend approval of the Zoning Amendment.

Alternative 1. Approve Resolutions #17-05-106 and #17-05-107 granting Final Plat approval of Woodlands 4th Addition and approving the Development Agreement, subject to review and approval as to legal form by the City Attorney as well as review by the City Engineer regarding the cost estimates for the Stage I surety and contingent upon compliance with the Staff Review Letter dated May 5, 2017, and direct Staff to work with the Applicant to secure an ecological protection easement over the wetlands and stormwater ponds. The Final Plat is consistent with the approved Preliminary Plat and there are no major discrepancies unresolved. Furthermore, the added layer of protection an ecological easement would provide should reduce future issues, such as encroachment. Staff supports this alternative. Alternative 2. Approve Resolutions #17-05-106 and #17-05-107 granting Final Plat approval of Woodlands 4th Addition and approving the Development Agreement, subject to review and approval as to legal form by the City Attorney as well as review by the City Engineer regarding the cost estimates for the Stage I surety and contingent upon compliance with the Staff Review Letter dated May 5, 2017, but do not direct Staff to work with the Applicant to secure an ecological protection easement over the wetlands and stormwater ponds. The Final Plat is consistent with the approved Preliminary Plat and there are no major discrepancies unresolved. While not a contingency of the Met Council's approval of the CPA, added protections for the ecological resources in the area was a strong recommendation of theirs. Moreover, this added layer of protection for these resources should reduce future issues, such as encroachment. Staff does not support this alternative.

Alternative 3. Do not approve the Final Plat and Development Agreement. The Developer has completed quality work in the past and the product will be similar to the single family homes constructed in previous Woodlands additions. Furthermore, the Final Plat is consistent with the approved Preliminary Plat and thus, Staff does not support this alternative.

Funding Source:

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

Recommendation:

Staff recommends adopting Resolutions #17-05-106 and #17-05-107 approving the Final Plat and Development Agreement for Woodlands 4th Addition, contingent upon compliance with the Staff Review Letter dated May 5, 2017 and review and approval of the Development Agreement as to legal form by the City Attorney as well as review by the City Engineer regarding the cost estimates for the Stage I surety.

Action:

Motion to adopt Resolutions #17-05-106 and #17-05-107, contingent upon:

- Compliance with the Staff Review Letter dated May 5, 2017; and
- Review of the Development Agreement by the City Attorney and City Engineer with regard to legal form and the cost estimates for the Stage I surety.

and to direct Staff to continue to work with the Applicant to secure an ecological protection easement over the wetlands and stormwater ponds.

Attachments

Site Location Map

Final Plat (3 pages)

Woodlands 4th Addition Final Plat Plan Set

Staff Review Letter

Development Agreement

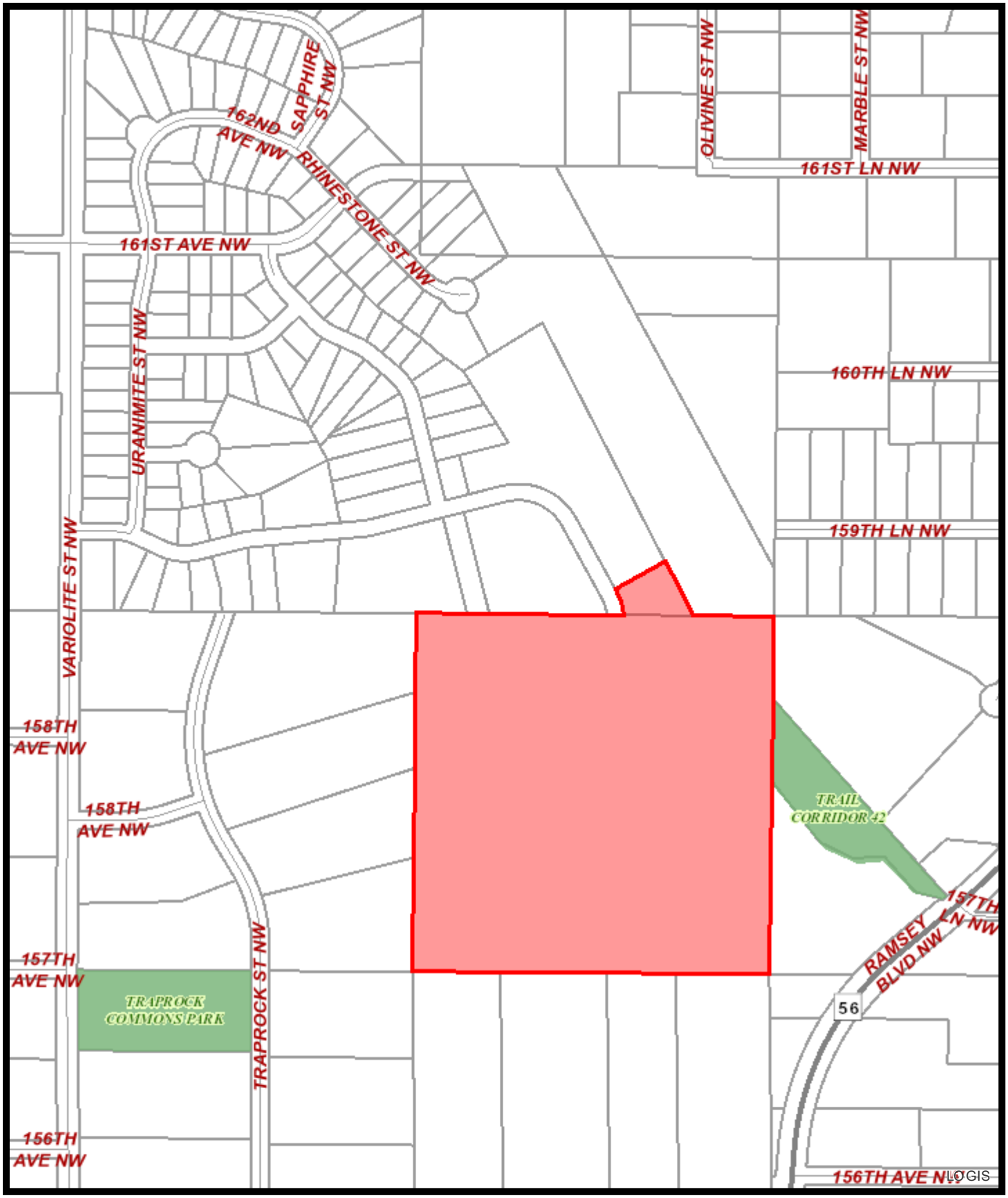
Resolution #17-05-106: Final Plat

Resolution #17-05-107: Development Agreement

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	05/04/2017 09:56 AM
Tim Gladhill	Tim Gladhill	05/04/2017 12:33 PM
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:31 PM
Form Started By: Eric Maass		Started On: 05/01/2017 12:57 PM
Final Approval Date: 05/04/2017		

Site Location Map



Print Date: November 16, 2016

WOODLANDS 4TH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 16, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That U.S. Home Corporation, a Delaware corporation, owner of the following described property:

Outlot B, WOODLANDS, according to the recorded plat thereof, Anoka County, Minnesota.

And

Outlot B, WOODLANDS 2ND ADDITION, according to the recorded plat thereof, Anoka County, Minnesota.

And

Outlot A, WOODLANDS 3RD ADDITION, according to the recorded plat thereof, Anoka County, Minnesota.

And

That part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 32, Range 25, Anoka County, Minnesota, described as follows:

Commencing at the northwest corner of said Southeast Quarter of the Southeast Quarter; thence on an assumed bearing of South 89 degrees 24 minutes 10 seconds East, along the north line of said Southeast Quarter of the Southeast Quarter, a distance of 352.58 feet to the point of beginning of the land to be described; thence continuing South 89 degrees 24 minutes 10 seconds East, along said north line, a distance of 968.77 feet to the northeast corner of said Southeast Quarter of the Southeast Quarter; thence South 00 degrees 52 minutes 52 seconds West, along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 805.01 feet; thence North 89 degrees 24 minutes 10 seconds West a distance of 810.01 feet; thence North 00 degrees 52 minutes 52 seconds East a distance of 555.01 feet; thence North 31 degrees 37 minutes 00 seconds West a distance of 295.48 feet to the point of beginning.

Has caused the same to be surveyed and platted as WOODLANDS 4TH ADDITION and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as created on this plat.

In witness whereof said U.S. Home Corporation, a Delaware corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 20____.

U.S. Home Corporation

By: _____
Jonathan A. Aune, Vice President

STATE OF _____

COUNTY OF _____

This instrument was acknowledged before me on _____ day of _____, 20_____ by Jonathan A. Aune, Vice President of U.S. Home Corporation, a Delaware corporation, on behalf of the corporation.

_____ _____
_____ County, _____

My commission expires _____

I Marcus F. Hampton do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this_____ day of _____, 20_____.

_____
Marcus F. Hampton, Licensed Land Surveyor, Minnesota License No. 47481

STATE OF MINNESOTA

COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____, 20____ by Marcus F. Hampton.

_____ _____
_____ County, _____

My commission expires January 31, 20 ____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of WOODLANDS 3RD ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20___, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By: _____ _____
Mayor Clerk

N

SCALE IN FEET
0 100 200 300

BEARINGS ARE BASED ON THE NORTH LINE OF SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SEC. 16, T. 32, R. 25, WHICH IS ASSUMED TO HAVE A BEARING OF S 89°24'10" E.

● DENOTES 1/2 INCH IRON MONUMENT FOUND

○ DENOTES SET 1/2 INCH IRON MONUMENT WITH CAP MARKED R.L.S. NO. 47481

DENOTES WETLAND DELINEATED BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY, JULY 2014

ANOKA COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20___.

_____
Larry D. Hoium, Anoka County Surveyor

ANOKA COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20 ____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20___.

_____
Property Tax Administrator

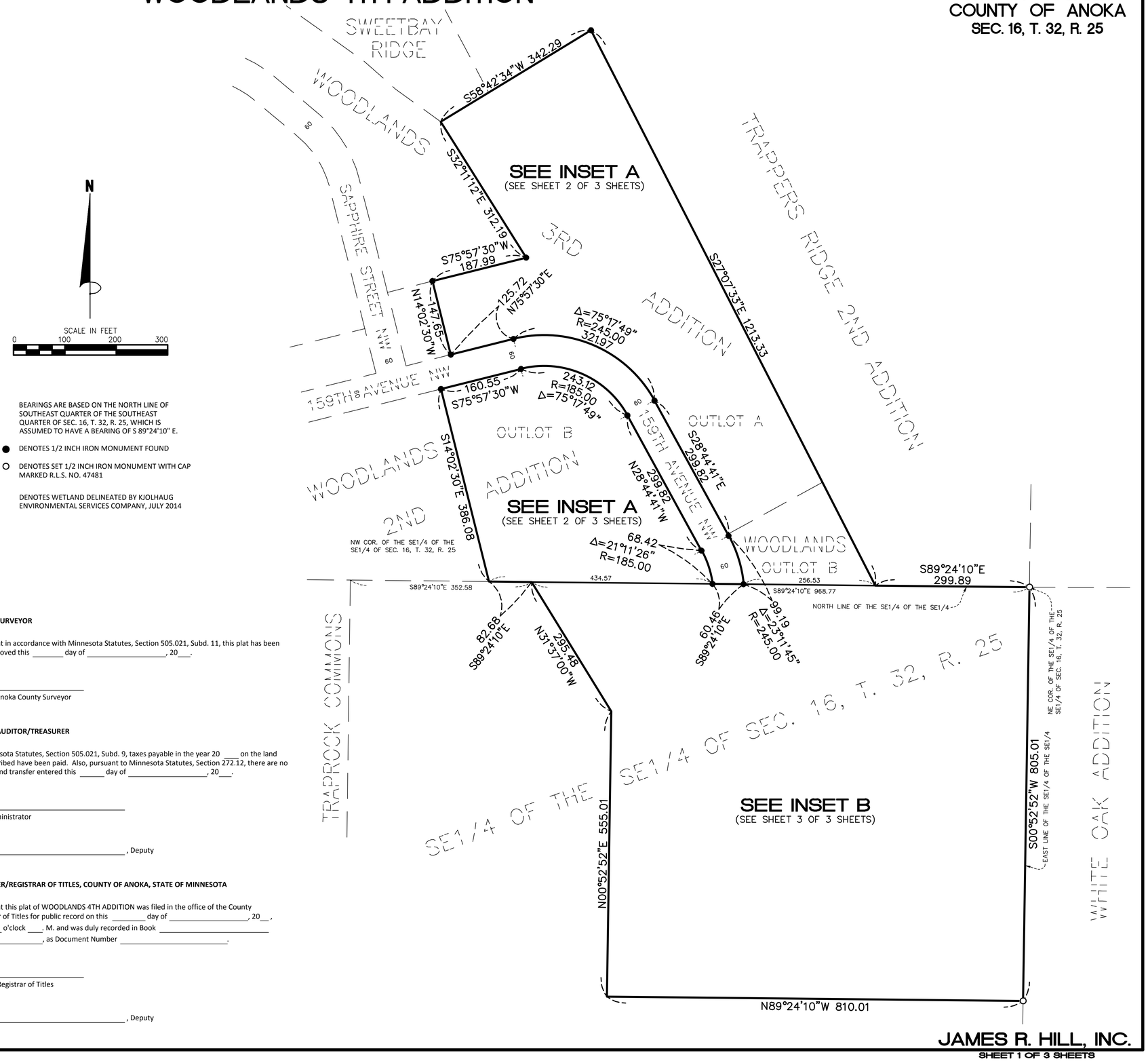
By: _____, Deputy

COUNTY RECORDER/REGISTRAR OF TITLES, COUNTY OF ANOKA, STATE OF MINNESOTA

I hereby certify that this plat of WOODLANDS 4TH ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20__, at _____ o'clock ___. M. and was duly recorded in Book _____ Page _____, as Document Number _____.

_____
County Recorder/Registrar of Titles

By: _____, Deputy



JAMES R. HILL, INC.

WOODLANDS 4TH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 16, T. 32, R. 25

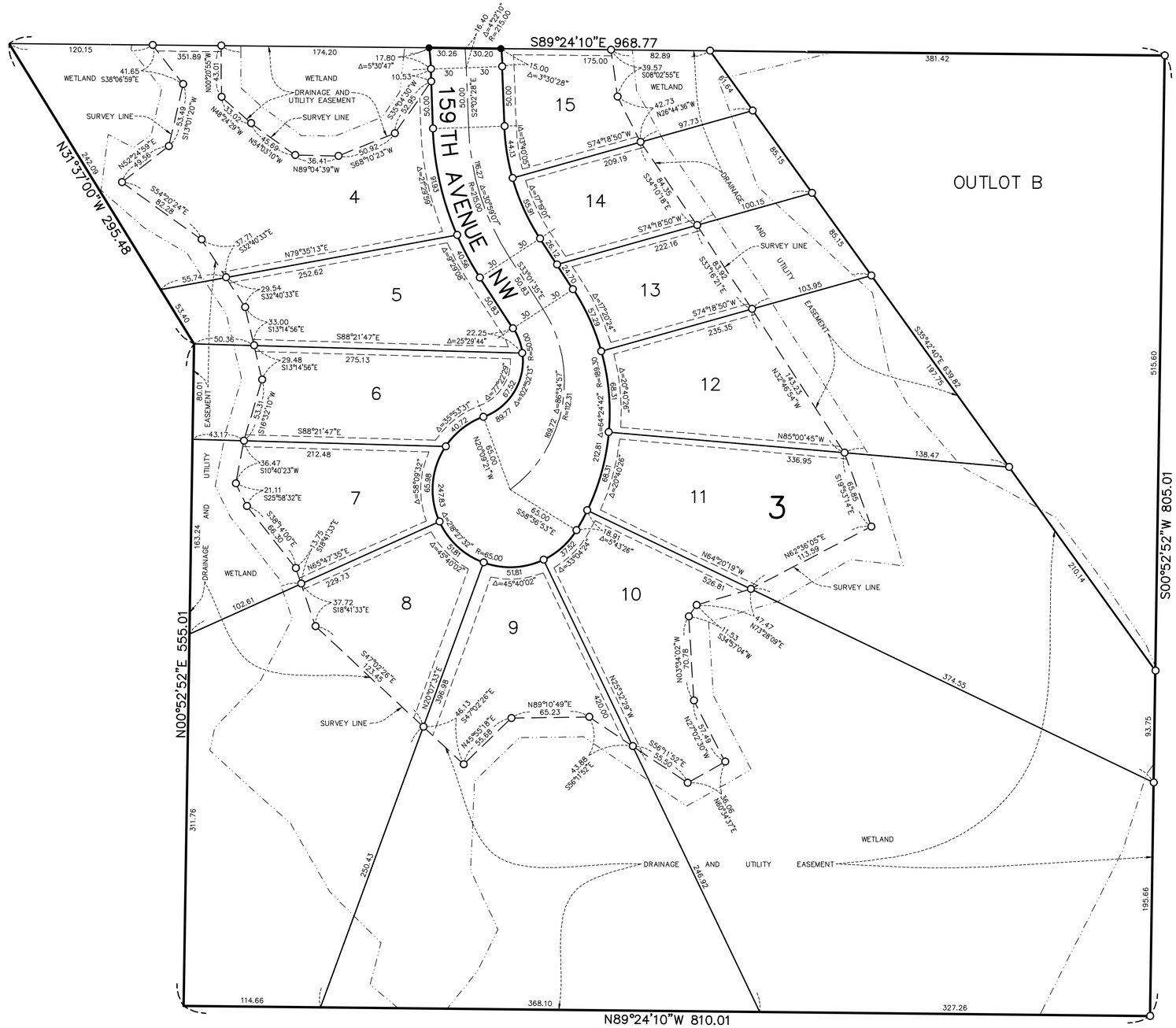
INSET A

S27°07'33"E 1213.33
130.75
105.02
80.03
80.03
80.03
DRAINAGE AND UTILITY EASEMENT
SURVEY LINE
WETLAND
191.97
33.89
OUTLOT A
164.42
164.19
S89°24'10"E 245.89
S89°24'10"E 256.53
S29°38'39"E 41.87
S7°49'44"E 47.20
N48°07'49"E 70.69
S89°24'10"E
33.79
N28°47'40"W
30.46
Δ=7°07'20"
N29°08'02"W 80.00
N61°51'19"E 210.19
S61°51'19"W 212.45
S61°51'19"W 214.72
S61°51'19"W 216.98
N29°08'02"W 80.00
80.00
80.00

WOODLANDS 4TH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 16, T. 32, R. 25

INSET B



N

SCALE IN FEET
0 100 200 300

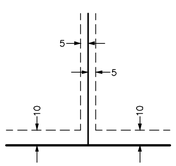
BEARINGS ARE BASED ON THE NORTH LINE OF SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SEC. 16, T. 32, R. 25, WHICH IS ASSUMED TO HAVE A BEARING OF S 89°24'10" E.

● DENOTES 1/2 INCH IRON MONUMENT FOUND

○ DENOTES SET 1/2 INCH IRON MONUMENT WITH CAP MARKED R.L.S. NO. 47481

DENOTES WETLAND DELINEATED BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY, JULY 2014

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



DRAINAGE AND UTILITY EASEMENTS BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING LOT LINES, AND BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING RIGHT OF WAY LINES, AS SHOWN ON THE PLAT.

JAMES R. HILL, INC.

WOODLANDS 4TH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 16, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That U.S. Home Corporation, a Delaware corporation, owner of the following described property:

Outlot B, WOODLANDS, according to the recorded plat thereof, Anoka County, Minnesota.

And

Outlot B, WOODLANDS 2ND ADDITION, according to the recorded plat thereof, Anoka County, Minnesota.

And

Outlot A, WOODLANDS 3RD ADDITION, according to the recorded plat thereof, Anoka County, Minnesota.

And

That part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 32, Range 25, Anoka County, Minnesota, described as follows:

Commencing at the northwest corner of said Southeast Quarter of the Southeast Quarter; thence on an assumed bearing of South 89 degrees 24 minutes 10 seconds East, along the north line of said Southeast Quarter of the Southeast Quarter, a distance of 352.58 feet to the point of beginning of the land to be described; thence continuing South 89 degrees 24 minutes 10 seconds East, along said north line, a distance of 968.77 feet to the northeast corner of said Southeast Quarter of the Southeast Quarter; thence South 00 degrees 52 minutes 52 seconds West, along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 805.01 feet; thence North 89 degrees 24 minutes 10 seconds West a distance of 810.01 feet; thence North 00 degrees 52 minutes 52 seconds East a distance of 555.01 feet; thence North 31 degrees 37 minutes 00 seconds West a distance of 295.48 feet to the point of beginning.

Has caused the same to be surveyed and platted as WOODLANDS 4TH ADDITION and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as created on this plat.

In witness whereof said U.S. Home Corporation, a Delaware corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 20____.

U.S. Home Corporation

By: _____
Jonathan A. Aune, Vice President

STATE OF _____

COUNTY OF _____

This instrument was acknowledged before me on _____ day of _____, 20_____ by Jonathan A. Aune, Vice President of U.S. Home Corporation, a Delaware corporation, on behalf of the corporation.

_____ _____
_____ County, _____

My commission expires _____

I Marcus F. Hampton do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this_____ day of _____, 20_____.

_____
Marcus F. Hampton, Licensed Land Surveyor, Minnesota License No. 47481

STATE OF MINNESOTA

COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____, 20____ by Marcus F. Hampton.

_____ _____
_____ County, _____

My commission expires January 31, 20 ____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of WOODLANDS 3RD ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20___, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By: _____ _____
Mayor Clerk

N

SCALE IN FEET
0 100 200 300

BEARINGS ARE BASED ON THE NORTH LINE OF SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SEC. 16, T. 32, R. 25, WHICH IS ASSUMED TO HAVE A BEARING OF S 89°24'10" E.

● DENOTES 1/2 INCH IRON MONUMENT FOUND

○ DENOTES SET 1/2 INCH IRON MONUMENT WITH CAP MARKED R.L.S. NO. 47481

DENOTES WETLAND DELINEATED BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY, JULY 2014

ANOKA COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20___.

_____
Larry D. Hoium, Anoka County Surveyor

ANOKA COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20 ____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20___.

_____
Property Tax Administrator

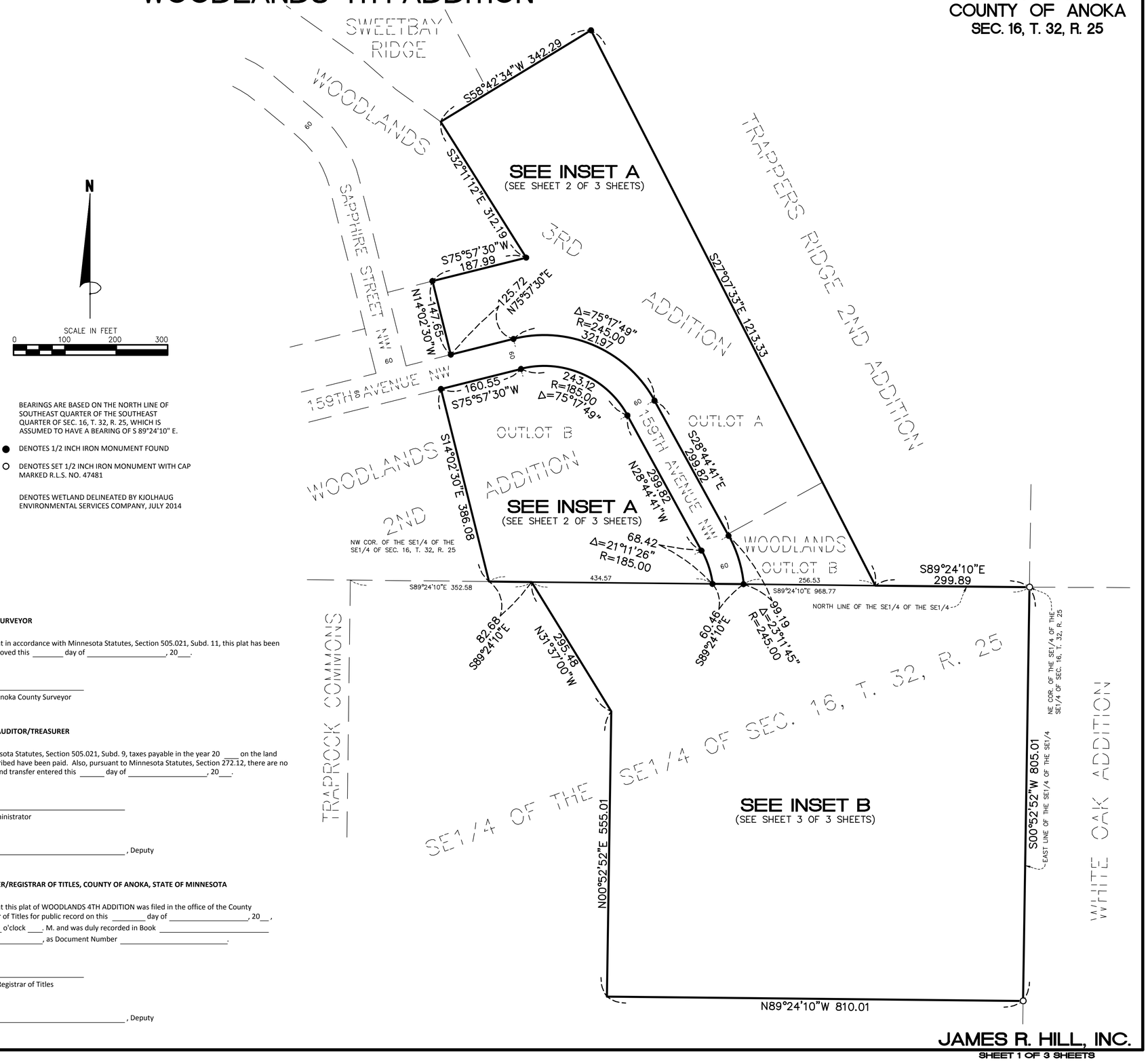
By: _____, Deputy

COUNTY RECORDER/REGISTRAR OF TITLES, COUNTY OF ANOKA, STATE OF MINNESOTA

I hereby certify that this plat of WOODLANDS 4TH ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20__, at _____ o'clock ___. M. and was duly recorded in Book _____ Page _____, as Document Number _____.

_____
County Recorder/Registrar of Titles

By: _____, Deputy



JAMES R. HILL, INC.

WOODLANDS 4TH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 16, T. 32, R. 25

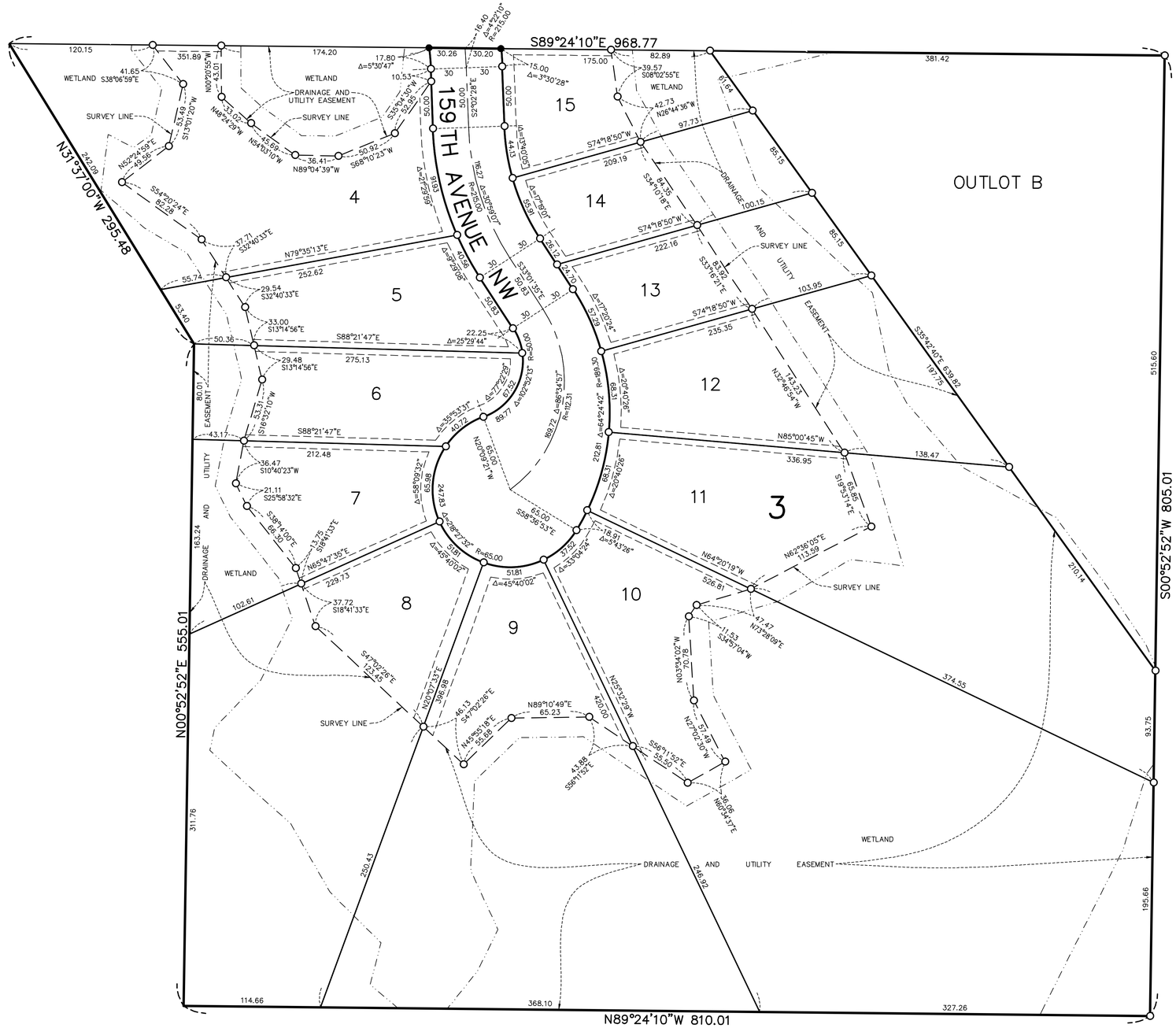
INSET A

S27°07'33"E 1213.33
130.75
105.02
80.03
80.03
80.03
DRAINAGE AND UTILITY EASEMENT
SURVEY LINE
WETLAND
191.97
33.89
OUTLOT A
164.42
164.19
S89°24'10"E 245.89
S89°24'10"E 256.53
S29°38'39"E 41.87
S7°49'44"E 47.20
N48°07'49"E 70.69
S89°24'10"E
33.79
N28°47'40"W
30.46
Δ=7°07'20"
N29°08'02"W 80.00
N61°51'19"E 210.19
S61°51'19"W 212.45
S61°51'19"W 214.72
S61°51'19"W 216.98
N29°08'02"W 80.00
80.00
80.00

WOODLANDS 4TH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 16, T. 32, R. 25

INSET B



N

SCALE IN FEET
0 100 200 300

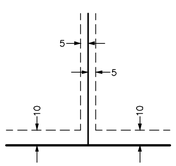
BEARINGS ARE BASED ON THE NORTH LINE OF SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SEC. 16, T. 32, R. 25, WHICH IS ASSUMED TO HAVE A BEARING OF S 89°24'10" E.

● DENOTES 1/2 INCH IRON MONUMENT FOUND

○ DENOTES SET 1/2 INCH IRON MONUMENT WITH CAP MARKED R.L.S. NO. 47481

DENOTES WETLAND DELINEATED BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY, JULY 2014

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



DRAINAGE AND UTILITY EASEMENTS BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING LOT LINES, AND BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING RIGHT OF WAY LINES, AS SHOWN ON THE PLAT.

JAMES R. HILL, INC.

THE WOODLANDS–4TH ADDITION

RAMSEY, MINNESOTA

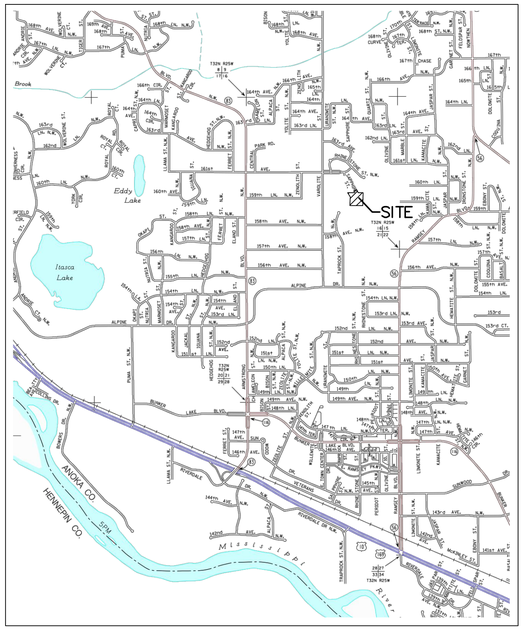
GRADING & DRAINAGE, EROSION CONTROL, SANITARY SEWER, WATERMAIN AND STORM SEWER CONSTRUCTION PLANS

FOR

LENNAR

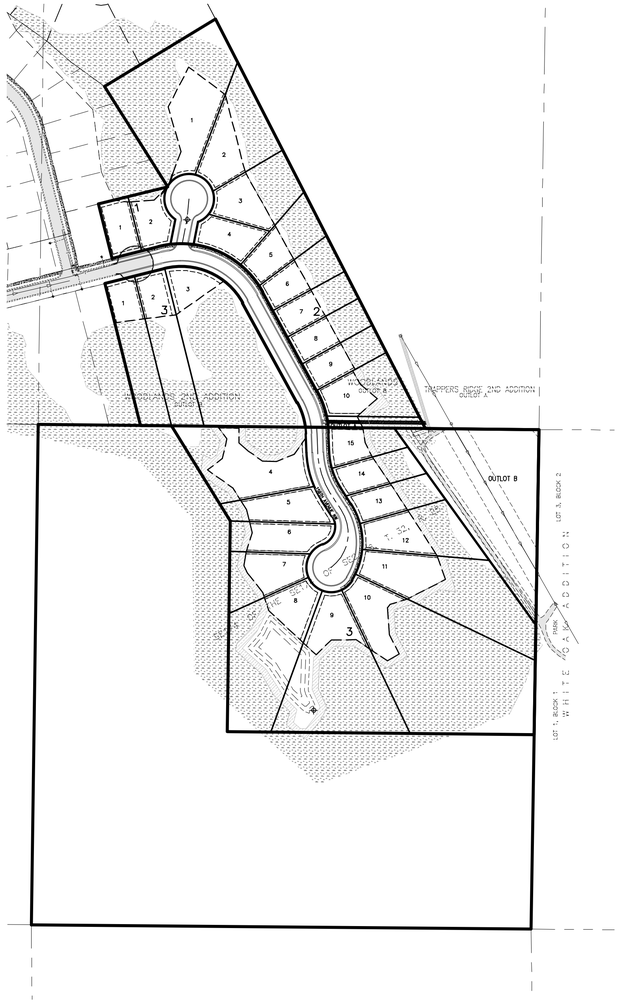
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

PHONE: (952) 249–3000



LOCATION MAP
NOT TO SCALE

GOPHER STATE ONE CALL
CALL 48 HOURS BEFORE YOU DIG!
TWIN CITY AREA 651–454–0002
MN. TOLL FREE 1–800–252–1166



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GRADING & DRAINAGE PLAN	3.30 – 3.31
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LEGEND

- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING WETLAND AREA
- EXISTING WETLAND
- EXISTING FEMA LINE
- EXISTING TREES
- EXISTING CURB
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED CURB
- PROPOSED STORM SEWER
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- PROPOSED CONCRETE SURFACE
- PROPOSED WETLAND SETBACK (16.5' MINIMUM)
- PROPOSED MnDOT CATEGORY 3 EROSION CONTROL BLANKET –POST GRADING/UTILITY CONSTRUCTION
- PROPOSED SILT FENCE–POST GRADING CONSTRUCTION
- PROPOSED DOUBLE ROW HEAVY DUTY SILT FENCE
- PROPOSED HEAVY DUTY SILT FENCE
- PROPOSED INLET PROTECTION
- PROPOSED WIMCO–POST STORM SEWER CONSTRUCTION
- PROPOSED TEMPORARY ROCK CONSTRUCTION ENTRANCE

PROJECT COORDINATES

N 45° 15' 30"
W 93° 27' 07"

MINIMUM SETBACKS

FRONT	30 FEET
SIDE (HOUSE)	10 FEET
SIDE (GARAGE)	6 FEET
REAR	30 FEET
WETLAND	16.5 FEET

4TH ADDITION SITE DATA

TOTAL SITE AREA	27.82 AC.
4TH ADDITION GROSS AREA (=TOTAL SITE AREA–OUTLOTS)	25.39
NUMBER OF SINGLE FAMILY LOTS – TOTAL	27 LOTS
–GROSS DENSITY (=4TH ADDITION LOTS/4TH ADDITION GROSS AREA)	1.06 UNITS/GROSS ACRE
–NET DENSITY (=4TH ADDITION LOTS/LOT AREA–WETLAND AREA)	2.29 UNITS/NET ACRE
–LOT AREA	23.09 AC.
RIGHT OF WAY AREA (SUBDIVISION ROADS)	2.30 AC.
OUTLOT AREA (OUTLOT A + OUTLOT B)	2.43 AC.
WETLAND AREA (WITHIN 4TH ADDITION LOTS)	11.32 AC.
MAXIMUM IMPERVIOUS COVERAGE	35%

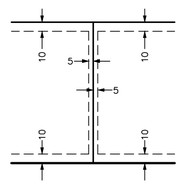
SINGLE FAMILY REQUIREMENT & DATA (RS–1)

MIN. LOT AREA	10,800 S.F.
MIN. LOT WIDTH AT SETBACK	80 FEET

PROJECT CONTACTS

PROJECT ENGINEER:	JOEL COOPER, P.E. – JAMES R. HILL, INC.	(952)–890–6044 (O) (612)–508–6480 (C)
DEVELOPER:	PAUL TABONE – LENNAR	(952)–249–3086 (O) (952)–221–4032 (C)
CITY ENGINEER:	BRUCE WESTBY, P.E.– CITY ENGINEER	(763)–433–9825 (O)
NPDES OFFICER:	BRANDON DAHL – MPCA	(651)–757–2279 (O)
GENERAL CONTRACTOR REPRESENTATIVE:	TO BE DETERMINED	

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES AND 10 FEET IN WIDTH ADJOINING STREET LINES AND REAR LOT LINES, UNLESS OTHERWISE INDICATED ON THE PLAT.

N

SCALE IN FEET
0 200 400 600
1 inch = 200 feet

BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=897.75

#2 TNH LOTS 6&7, BLOCK 4, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=885.00

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville, MN 55337
PHONE: (952)890–6044 FAX: (952)890–6244

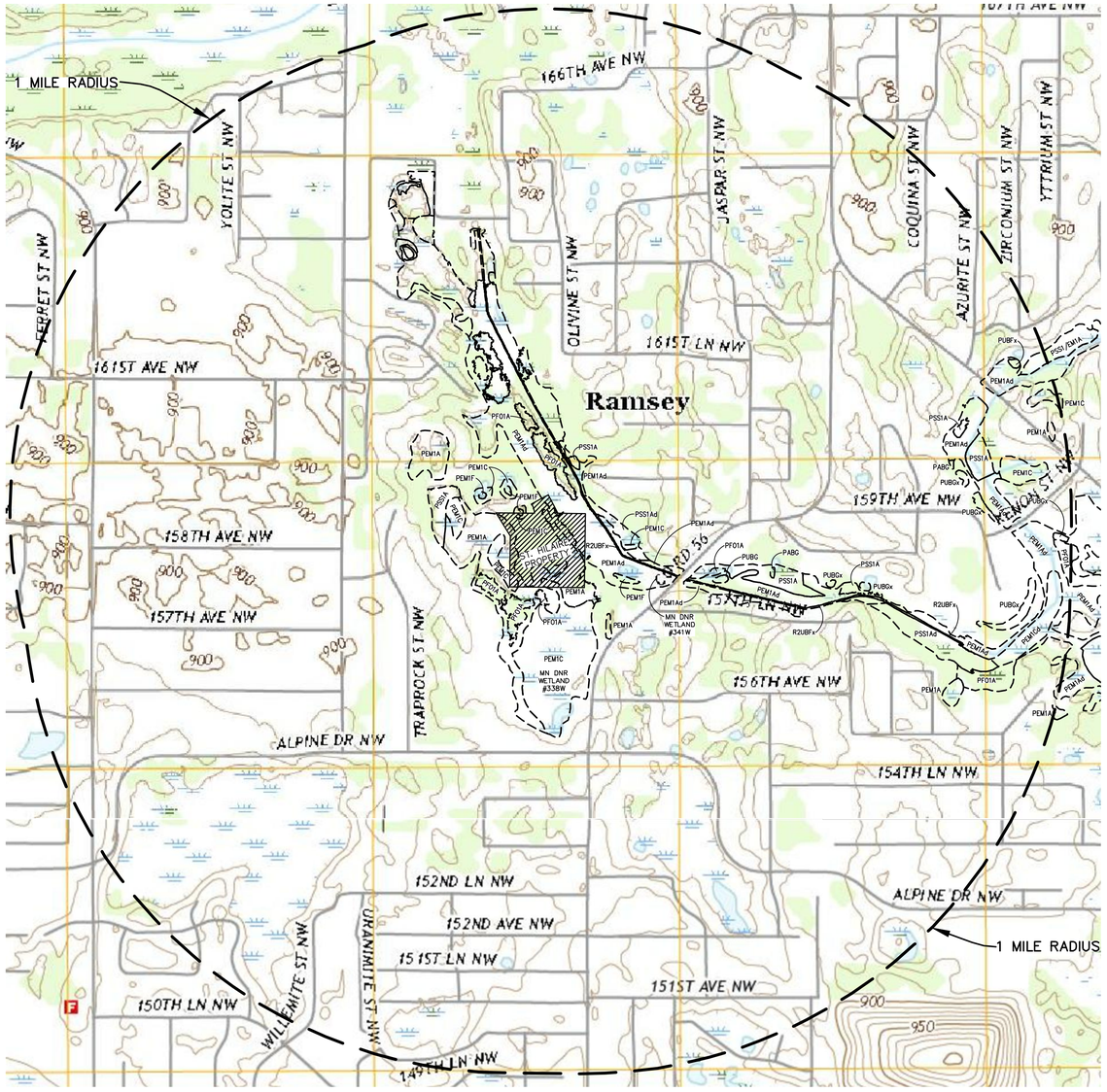
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
JOEL G. COOPER
Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS – 4th ADDITION
RAMSEY, MINNESOTA
TITLE SHEET
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY
EPF
DATE
03/03/2017
REVISIONS

CAD FILE
23253–30TS
PROJECT NO.
23253–30
1.10

F:_Civil 3D Projects\23253–30\FINAL PLANS\23253–30TS.dwg – 3/10/2017 10:00AM



USGS MAP

1 inch = 800 feet

SOIL GROUP MAP

1 inch = 100 feet

N

BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=897.75

#2 TNH LOTS 6&7, BLOCK 4, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=885.00

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JOEL G. COOPER
Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS - 4th ADDITION
RAMSEY, MINNESOTA
SITE INFORMATION
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY CJK
DATE 03/03/2017
REVISIONS
CAD FILE 23253-30SI
PROJECT NO. 23253-30
1.20

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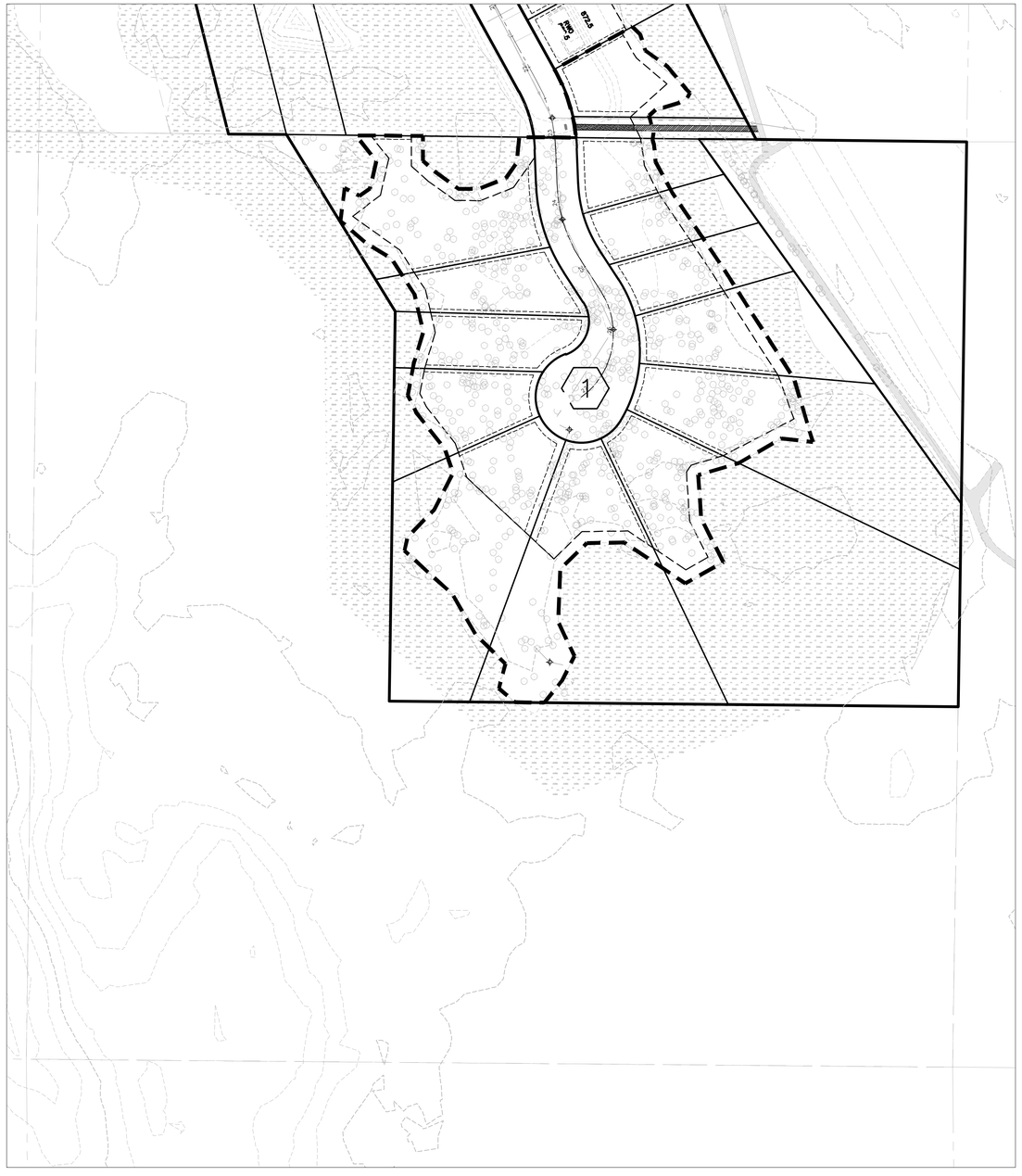
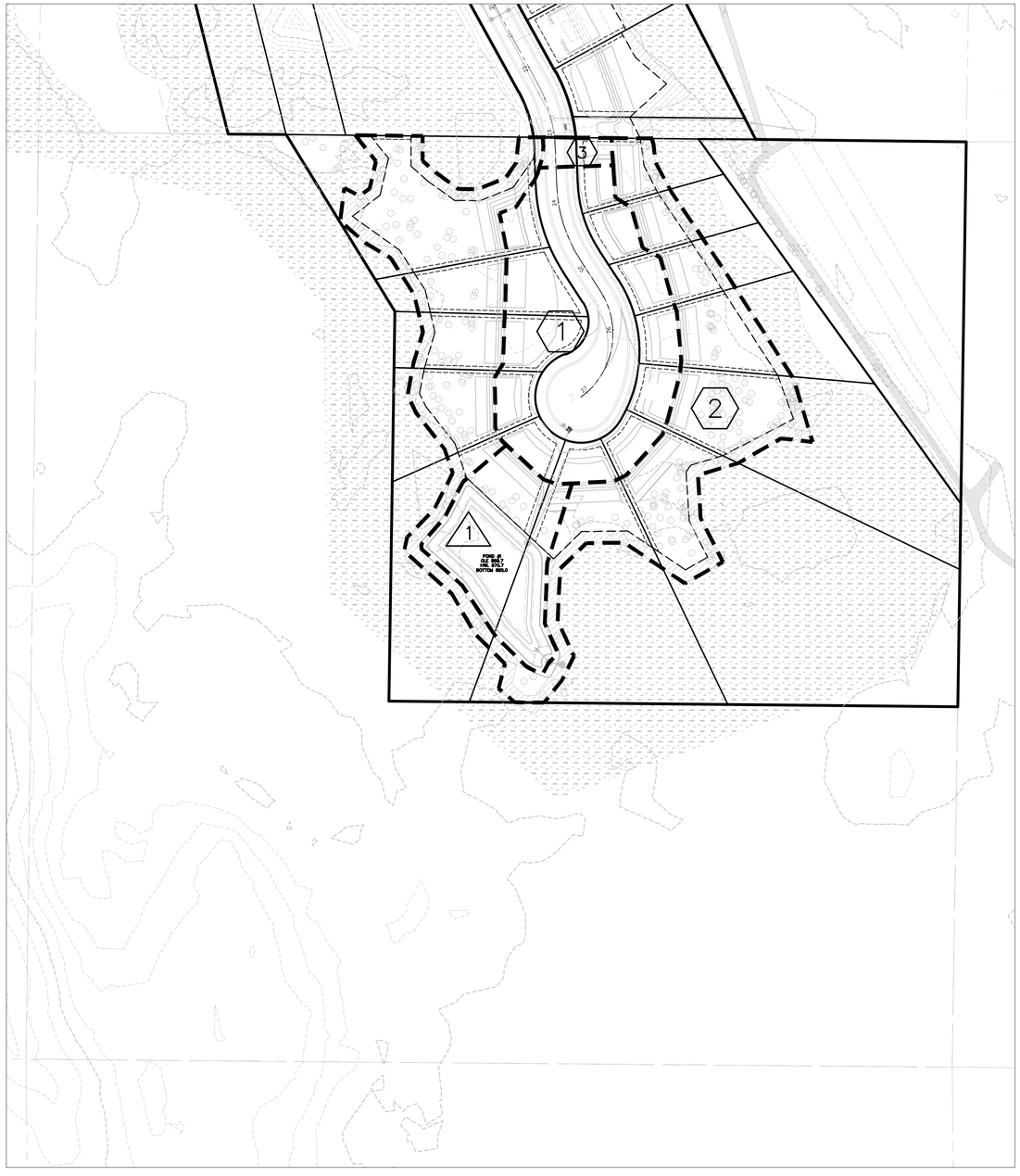


EXISTING DRAINAGE MAP

SCALE IN FEET
0 100 200 300
1 inch = 100 feet

N



PROPOSED DRAINAGE MAP

SCALE IN FEET
0 100 200 300
1 inch = 100 feet

DRAINAGE SUMMARY

	EXISTING	PROPOSED
2YR	0.46 CFS	0.51 CFS
10YR	4.60 CFS	3.11 CFS
100YR	20.20 CFS	11.71 CFS

LEGEND

POND AREA

DRAINAGE AREA

BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=897.75

#2 TNH LOTS 6&7, BLOCK 4, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=885.00

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
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JOEL G. COOPER
Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS - 4th ADDITION

RAMSEY, MINNESOTA

SITE INFORMATION

FOR

LENNAR

16305 36TH AVE N, #800, PLYMOUTH, MN 55446

DRAWN BY
CJK

DATE
03/03/2017

REVISIONS

CAD FILE
23253-30SI-DRAINAGE

PROJECT NO.
23253-30

1.21

F:\Civil 3D Projects\23253-30\FINAL PLANS\23253-30SI-DRAINAGE.dwg - 3/10/2017 10:03AM

WOODLANDS 2ND ADDITION
OUTLOT B
WOODLANDS
OUTLOT B
TRAPPERS RIDGE 2ND ADDITION
OUTLOT A
EXISTING BOARDWALK
LOT 1, BLOCK 1
WHITE OAK PARK ADDITION
LOT 3, BLOCK 2
S89°24'10"E 434.57
S89°24'10"E 60.48
S89°24'10"E 256.53
N89°24'10"W 810.01
N00°52'52"E 554.01
S00°52'52"W 605.01
S27°11'12"E 317.19
S27°19'33"E 121.33
N14°02'30"W 147.65
N28°44'41"W 288.82
S17°42'30"E 306.08
TW 870.0
BW 870.0
TW 874.0
BW 870.0
TW 870.0
BW 870.0
EX. 10" PVC
EX. 12" PVC
EX. 8" PVC
EX. 6" PVC
EX MH 7
RIM 875.30
INV 10" 859.60 NW
INV 10" 858.55 SE
EX MH 8
RIM 875.07
INV 10" 858.43 NW
INV 10" 858.33 SE
EX MH 9
RIM 876.53
INV 10" 857.27 NW
INV 10" 857.24 E
EX MH 10
RIM 871.36
INV 10" 856.49 W
INV 10" 856.39 E
EX MH 11
RIM 876.63
INV 10" 857.24 W
INV 10" 857.14 E
EX MH 12
RIM 871.36
INV 10" 856.39 W
INV 10" 856.29 E
R=245.00
R=275.00
R=225.00
R=25.00
Δ=75°17'48"
52.97
125.73
160.55
A.05/S.G/S
A.05/S.G/S
A.05/S.G/S

NPDES REQUIREMENTS

II.B. APPLICATION AND DURATION OF COVERAGE

1. Application Required.
   a. The owner and operator shall submit a complete and accurate on-line application form with the appropriate fee to the MPCA for each project that disturbs one (1) or more acres of land or for a common plan of development or sale that will ultimately disturb one (1) or more acres. If the applicant is not able to apply on-line, contact the MPCA for technical assistance or a waiver.
   b. For certain projects or common plans of development or sale disturbing 50 acres or more, the application must be submitted at least 30 days before the start of construction activity. This requirement pertains to projects that have a discharge point on the project that is within one mile (aerial radius measurement) of, and flows to, a special water listed in Appendix A, Part B. or waters listed as impaired under section 303(d) of the federal Clean Water Act (see the MPCA's website) where the identified pollutant(s) or stressor(s) are phosphorus (nutrient eutrophication biological indicators), turbidity, dissolved oxygen, or biotic impairment (fish bioassessment, aquatic plant bioassessment and benthic macroinvertebrate bioassessment). Applicants of projects listed in this part must submit a complete and accurate application form and SWPPP including all calculations for the Permanent Stormwater Management System (see Parts III.A.-D.).

2. All persons meeting the definition of owner and operator are Permittees and must be listed on the application. The owner is responsible for compliance with all terms and conditions of this permit. The operator is responsible for compliance with Parts II.B, II.C, III.B-F, IV, V, and applicable construction activity requirements found in Appendix A, Part C. of this permit and is jointly responsible with the owner for compliance with those portions of the permit.

3. Permit Coverage Effective Date: The commencement of any construction activity (e.g., land disturbing activities) covered under Part I.A. of this permit is prohibited until permit coverage under this permit is effective.
   a. For projects listed in Part II.B.1.a. permit coverage will become effective seven (7) calendar days after the electronic submittal date or the postmarked date of a complete application form.
   b. For projects listed in Part II.B.1.b. permit coverage will become effective 30 calendar days after the electronic submittal date, the postmarked date or MPCA date stamp (whichever is first) of the complete application. For incomplete applications (e.g., lack of fees or signature) or incomplete SWPPPs (e.g., missing calculations, Best Management Practice (BMP) specifications, estimated quantities of BMPs, or timing of BMP installation narrative), the permit becomes effective 30 calendar days after all required information is submitted.

4. Coverage Notification: Permittee(s) will be notified of coverage in a manner as determined by the Commissioner (e.g., e-mail, online notification or letter).

5. Change of Coverage: For construction projects where the owner or operator changes, (e.g., an original developer sells portions of the property to various homebuilders or sells the entire site to a new owner) the current owner and the new owner or operator shall submit a complete permit modification on a form provided by the Commissioner. The form must be submitted prior to the new owner or operator commencing construction activity on site or in no case later than 30 days after taking ownership of the property. The owner shall provide a SWPPP to the new owner and operator that specifically addresses the remaining construction activity.

II.C. TERMINATION OF COVERAGE

1. Termination of coverage when construction is complete: All Permittee(s) must submit a Notice of Termination (NOT) to the MPCA on a form provided by the Commissioner within 30 days after all activities required for Final Stabilization (see Part IV.G.) are complete. The Permittee(s)' coverage under this permit terminates at midnight on the submission date of the NOT.

2. Termination of coverage when transfer of ownership occurs: All Permittee(s) must submit a NOT on a form provided by the Commissioner within 30 days after selling or otherwise legally transferring the entire site, including permit responsibility for roads (e.g., street sweeping) and stormwater infrastructure final clean out, or transferring portions of a site to another party. The Permittee(s)' coverage under this permit terminates at midnight on the submission date of the NOT.

3. Permittee(s) may terminate permit coverage prior to completion of all construction activity if all of the following conditions are met. After the permit is terminated under this Part, if there is any subsequent development on the remaining portions of the site where construction activity was not complete, new permit coverage must be obtained if the subsequent development itself or as part of the remaining common plan of development or sale will result in land disturbing activities of one (1) or more acres in size.
   a. Construction activity has ceased for at least 90 days.
   b. At least 90 percent (by area) of all originally proposed construction activity has been completed and permanent cover established on those areas.
   c. On areas where construction activity is not complete, permanent cover has been established.
   d. The site is in compliance with Part IV.G.2. and Part IV.G.3. and where applicable, Part IV.G.4. or Part IV.G.5.

4. Permittee(s) may terminate coverage upon approval by the MPCA if information is submitted to the MPCA documenting that termination is appropriate because the project is cancelled.

III.B. SWPPP AMENDMENTS

The Permittee(s) must amend the SWPPP as necessary to include additional requirements, such as additional or modified BMPs that are designed to correct problems identified or address situations whenever:

1. There is a change in design, construction, operation, maintenance, weather or seasonal conditions that has a significant effect on the discharge of pollutants to surface waters or underground waters.

2. Inspections or investigations by site owner or operators, USEPA or MPCA officials indicate the SWPPP is not effective in eliminating or significantly minimizing the discharge of pollutants to surface waters or underground waters or that the discharges are causing water quality standard exceedances (e.g., nuisance conditions as defined in Minn. R. 7050.0210, subp. 2).

3. The SWPPP is not achieving the general objectives of minimizing pollutants in stormwater discharges associated with construction activity, or the SWPPP is not consistent with the terms and conditions of this permit.

4. At any time after permit coverage is effective, the MPCA may determine that the project's stormwater discharges may cause, have reasonable potential to cause, or contribute to non-attainment of any applicable water quality standard, or that the SWPPP does not incorporate the applicable requirements in Part III.A.8., (Impaired Waters and TMDLs). If a water quality standard changes during the term of this permit, the MPCA will make a determination as to whether a modification of the SWPPP is necessary to address the new standard. If the MPCA makes such determination(s) or any of the determinations in Parts III.B.1.-3., the MPCA will notify the Permittee(s) in writing. In response, the Permittee(s) must amend the SWPPP to address the identified concerns and submit information requested by the MPCA, which may include an individual permit application. If the MPCA's written notification requires a response, failure to respond within the specified timeframe constitutes a permit violation.

III.E RECORD RETENTION

The SWPPP (original or copies) including, all changes to it, and inspections and maintenance records must be kept at the site during construction by the Permittee(s) who has/have operational control of that portion of the site. The SWPPP can be kept in either the field office or in an on-site vehicle during normal working hours. All owner(s) must keep the following records on file for three (3) years after submittal of the NOT as outlined in Part II.C. This does not include any records after submittal of the NOT.

1. The final SWPPP

2. Any other stormwater related permits required for the project

3. Records of all inspection and maintenance conducted during construction (Part IV.E. Inspections and Maintenance)

4. All permanent operation and maintenance agreements that have been implemented, including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance and

5. All required calculations for design of the temporary and permanent Stormwater Management Systems.

III.F. TRAINING REQUIREMENTS

The Permittee(s) shall ensure the following individuals identified in this part have been trained in accordance with this Permit's training requirements.

1. Who must be trained:
   a. Individual(s) preparing the SWPPP for the project
   b. Individual(s) overseeing implementation of, revising, and amending the SWPPP and individual(s) performing inspections as required in Part IV.E. One of these individual(s) must be available for an onsite inspection within 72 hours upon request by the MPCA.
   c. Individual(s) performing or supervising the installation, maintenance and repair of BMPs. At least one individual on a project must be trained in these job duties.

2. Training content: The content and extent of training must be commensurate with the individual's job duties and responsibilities with regard to activities covered under this permit for the project. At least one individual present on the permitted project site (or available to the project site in 72 hours) must be trained in the job duties described in Part III.F.1.b. and Part III.F.1.c.

3. The Permittee(s) shall ensure that the individuals are trained by local, state, federal agencies, professional organizations, or other entities with expertise in erosion prevention, sediment control, permanent stormwater management and the Minnesota NPDES/SDS Construction Stormwater Permit. An update refresher-training must be attended every three (3) years starting three (3) years from the issuance date of this permit.

PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS

IV.A. STORMWATER POLLUTION PREVENTION PLAN

The Permittee(s) must implement the SWPPP and the requirements of this part. The BMPs identified in the SWPPP and in this permit must be selected, installed, and maintained in an appropriate and functional manner that is in accordance with relevant manufacturer specifications and accepted engineering practices.

IV.B. EROSION PREVENTION PRACTICES

1. The Permittee(s) must plan for and implement appropriate BMPs such as construction phasing, vegetative buffer strips, horizontal slope grading, inspection and maintenance of Part IV.E. and other construction practices that minimize erosion as necessary to comply with this permit and protect waters of the state. The location of areas not to be disturbed must be delineated (e.g., with flags, stakes, signs, silt fence etc.) on the project site before work begins. The Permittee(s) must minimize the need for disturbance of portions of the project that have steep slopes. For those sloped areas which must be disturbed, the Permittee(s) must use techniques such as phasing and stabilization practices designed for steep slopes (e.g., slope draining and terracing).

2. The Permittee(s) must stabilize all exposed soil areas (including stockpiles). Stabilization must be initiated immediately to limit soil erosion whenever any construction activity has permanently or temporarily ceased on any portion of the site and will not resume for a period exceeding 14 calendar days. Stabilization must be completed no later than 14 calendar days after the construction activity in that portion of the site has temporarily or permanently ceased. For Public Waters that the Minnesota Department of Natural Resources has promulgated "work in water restrictions" during specified fish spawning time frames, all exposed soil areas that are within 200 feet of the water's edge, and drain to these waters must complete the stabilization activities within 24 hours during the restriction period. Temporary stockpiles without significant silt, clay or organic components (e.g., clean aggregate stockpiles, demolition concrete stockpiles, sand stockpiles) and the constructed base components of roads, parking lots and similar surfaces are exempt from this requirement but must be in compliance with Part IV.C.5.

3. If using stormwater conveyance channels, the Permittee(s) must design the channels to route water around unstabilized areas on the site and to reduce erosion, unless infeasible. The Permittee(s) must use erosion controls and velocity dissipation devices such as check dams, sediment traps, riprap, or grouted riprap at outlets within and along the length of any constructed stormwater conveyance channel, and at any outlet, to provide a non-erosive flow velocity, to minimize erosion of channels and their embankments, outlets, adjacent stream banks, slopes, and downstream waters during discharge conditions.

4. The Permittee(s) must stabilize the normal wetted perimeter of any temporary or permanent drainage ditch or swale that drains water from any portion of the construction site, or diverts water around the site, within 200 lineal feet from the property edge, or from the point of discharge into any surface water. Stabilization of the last 200 lineal feet must be completed within 24 hours after connecting to a surface water or property edge.

The Permittee(s) shall complete stabilization of the remaining portions of any temporary or permanent ditches or swales within 14 calendar days after connecting to a surface water or property edge and construction in that portion of the ditch has temporarily or permanently ceased.

Temporary or permanent ditches or swales that are being used as a sediment containment system during construction (with properly designed rock-ditch checks, bio rolls, silt dikes, etc.) do not need to be stabilized during the temporary period of its use as a sediment containment system. These areas must be stabilized within 24 hours after no longer being used as a sediment containment system. Applying mulch, hydromulch, tackifier, polyacrylamide or similar erosion prevention practices is not acceptable stabilization in any part of a temporary or permanent drainage ditch or swale.

5. Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours after connection to a surface water.

6. Unless infeasible due to lack of pervious or vegetated areas, the Permittee(s) must direct discharges from BMPs to vegetated areas of the site (including any natural buffers) in order to increase sediment removal and maximize stormwater infiltration. The Permittee(s) must use velocity dissipation devices if necessary to prevent erosion when directing stormwater to vegetated areas.

IV.C. SEDIMENT CONTROL PRACTICES

1. The Permittee(s) must employ Sediment control practices as necessary to minimize sediment from entering surface waters, including curb and gutter systems and storm sewer inlets.
   a. Temporary or permanent drainage ditches and sediment basins that are designed as part of a sediment containment system (e.g., ditches with rock-check dams) require sediment control practices only as appropriate for site conditions.
   b. If the down gradient sediment controls are overloaded (based on frequent failure or excessive maintenance requirement), the Permittee(s) must install additional upgradient sediment control practices or redundant BMPs to eliminate the overloading, and the SWPPP must be amended to identify these additional practices as required in Part III.B.1.-3.

2. Sediment control practices must be established on all down gradient perimeters and be located upgradient of any buffer zones. The perimeter sediment control practice must be in place before any upgradient land-disturbing activities begin. These practices shall remain in place until Final Stabilization has been established in accordance with Part IV.G. A floating silt curtain placed in the water is not a sediment control BMP to satisfy perimeter control requirements in this part except when working on a shoreline and below the waterline. In those cases, a floating silt curtain can be used as a perimeter control practice if the floating silt curtain is installed as close to shore as possible. Immediately after the short term construction activity (e.g. installation of rip rap along the shoreline) in that area is complete, an upland perimeter control practice must be installed if exposed soils still drain to the surface water.

3. The Permittee(s) shall re-install all sediment control practices that have been adjusted or removed to accommodate short-term activities such as clearing or grubbing, or passage of vehicles, immediately after the short-term activity has been completed. The Permittee(s) shall complete any short-term activity that requires removal of sediment control practices as quickly as possible. The Permittee(s) must re-install sediment control practices before the next precipitation event even if the short-term activity is not complete.

4. All storm drain inlets must be protected by appropriate BMPs during construction until all sources with potential for discharging to the inlet have been stabilized. Inlet protection may be removed for a particular inlet if a specific safety concern (street flooding/freezing) has been identified by the Permittee(s) or the jurisdictional authority (e.g., city/county/township/MnDOT engineer). The Permittee(s) must document the need for removal in the SWPPP.

5. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in any natural buffers or surface waters, including stormwater conveyances such as curb and gutter systems, or conduits and ditches unless there is a bypass in place for the stormwater.

6. Where vehicle traffic leaves any part of the site (or onto paved roads within the site):
   a. The Permittee(s) must install a vehicle tracking BMP to minimize the track out of sediment from the construction site. Examples of vehicle tracking BMPs include (but are not limited to) rock pads, mud mats, slash mulch, concrete or steel wash racks, or equivalent systems.
   b. The Permittee(s) must use street sweeping if such vehicle tracking BMPs are not adequate to prevent sediment from being tracked onto the street (see Part IV.E.5.d.).

7. The Permittee(s) must install temporary sedimentation basins as required in Part III.C. of this permit.

8. The Permittee(s) must minimize soil compaction and, unless infeasible, preserve topsoil. Minimizing soil compaction is not required where the function of a specific area of the site dictates that it be compacted.

9. The Permittee(s) must preserve a 50 foot natural buffer or (if a buffer is infeasible on the site) provide redundant sediment controls when a surface water is located within 50 feet of the project's earth disturbances and stormwater flows to the surface water. Natural buffers are not required adjacent to road ditches, judicial ditches, county ditches, stormwater conveyance channels, storm drain inlets, and sediment basins. The Permittee(s) is/are not required to enhance the quality of the vegetation that already exists in the buffer or provide vegetation if none exist. However, Permittee(s) can improve the natural buffer with vegetation.

10. If the Permittee(s) intend to use polymers, flocculants, or other sedimentation treatment chemicals on the project site, the Permittee(s) must comply with the following minimum requirements:
    a. The Permittee(s) must use conventional erosion and sediment controls prior to chemical addition to ensure effective treatment. Chemicals may only be applied where treated stormwater is directed to a sediment control system which allows for filtration or settlement of the floc prior to discharge.
    b. Chemicals must be selected that are appropriately suited to the types of soils likely to be exposed during construction, and to the expected turbidity, pH, and flow rate of stormwater flowing into the chemical treatment system or area.
    c. Chemicals must be used in accordance with accepted engineering practices, and with dosing specifications and sediment removal design specifications provided by the manufacturer or provider/supplier of the applicable chemicals.

IV.D. DEWATERING AND BASIN DRAINING

1. The Permittee(s) must discharge turbid or sediment-laden waters related to dewatering or basin draining (e.g., pumped discharges, trench/ditch cuts for drainage) to a temporary or permanent sedimentation basin on the project site unless infeasible. The Permittee(s) may discharge from the temporary or permanent sedimentation basins to surface waters if the basin water has been visually checked to ensure adequate treatment has been obtained in the basin and that nuisance conditions (see Minn. R. 7050.0210, subp. 2) will not result from the discharge. If the water cannot be discharged to a sedimentation basin prior to entering the surface water, it must be treated with the appropriate BMPs, such that the discharge does not adversely affect the receiving water or downstream properties. If the Permittee(s) must discharge water that contains oil or grease, the Permittee(s) must use an oil-water separator or suitable filtration device (e.g. cartridge filters, absorbents pads) prior to discharging the water. The Permittee(s) must ensure that discharge points are adequately protected from erosion and scour. The discharge must be dispersed over natural rock riprap, sand bags, plastic sheeting, or other accepted energy dissipation measures.

2. All water from dewatering or basin-draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing significant adverse impact to the wetland.

3. If the Permittee(s) is/are using filters with backwash water, the Permittee(s) must haul the backwash water away for disposal, return the backwash water to the beginning of the treatment process, or incorporate the backwash water into the site in a manner that does not cause erosion. The Permittee(s) may discharge backwash water to the sanitary sewer if permission is granted by the sanitary sewer authority. The Permittee(s) must replace and clean the filter media used in dewatering devices when required to retain adequate function.

IV.E. INSPECTIONS AND MAINTENANCE

1. The Permittee(s) must ensure that a trained person (as identified in Part III.A.3.a.) will routinely inspect the entire construction site at least once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. Following an inspection that occurs within 24 hours after a rainfall event, the next inspection must be conducted within seven (7) days after the rainfall event.

2. All inspections and maintenance conducted during construction must be recorded within 24 hours in writing and these records must be retained with the SWPPP in accordance with Part III.E. Records of each inspection and maintenance activity shall include:
   a. Date and time of inspections
   b. Name of person(s) conducting inspections
   c. Findings of inspections, including the specific location where corrective actions are needed
   d. Corrective actions taken (including dates, times, and party completing maintenance activities)
   e. Date and amount of all rainfall events greater than 1/2 inch (0.5 inches) in 24 hours. Rainfall amounts must be obtained by a properly maintained rain gauge installed onsite, a weather station that is within 1 mile of your location or a weather reporting system that provides specific rainfall data from radar summaries.
   f. If any discharge is observed to be occurring during the inspection, a record of all points of the property from which there is a discharge must be made, and the discharge should be described (i.e., color, odor, floating, settled, or suspended solids, foam, oil sheen, and other obvious indicators of pollutants) and photographed.
   g. Any amendments to the SWPPP proposed as a result of the inspection must be documented as required in Part III.B. within seven (7) calendar days.

3. Inspection frequency adjustment
   a. Where parts of the project site have permanent cover, but work remains on other parts of the site, the Permittee(s) may reduce inspections of the areas with permanent cover to once per month.
   b. Where construction sites have permanent cover on all exposed soil areas and no construction activity is occurring anywhere on the site, the site must be inspected during non-frozen ground conditions at least once per month for a period of twelve (12) months. Following the twelfth month of permanent cover and no construction activity, inspections may be terminated until construction activity is once again initiated unless the Permittee(s) is/are notified in writing by the MPCA that erosion issues have been detected at the site and inspections need to resume.
   c. Where work has been suspended due to frozen ground conditions, the inspections may be suspended. The required inspections and maintenance schedule must begin within 24 hours after runoff occurs at the site or 24 hours prior to resuming construction, whichever comes first.

4. The Permittee(s) is/are responsible for the inspection and maintenance of temporary and permanent water quality management BMPs, as well as all erosion prevention and sediment control BMPs, until another Permittee has obtained coverage under this Permit according to Part II.B.5. or the project has undergone Final Stabilization, and an NOT has been submitted to the MPCA.

5. The Permittee(s) must inspect all erosion prevention and sediment control BMPs and Pollution Prevention Management Measures to ensure integrity and effectiveness during all routine and post-rainfall event inspections. All nonfunctional BMPs must be repaired, replaced, or supplemented with functional BMPs by the end of the next business day after discovery, or as soon as field conditions allow access unless another time frame is specified below. The Permittee(s) must investigate and comply with the following inspection and maintenance requirements:
   a. All perimeter control devices must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches one-half (1/2) of the height of the device. These repairs must be made by the end of the next business day after discovery, or thereafter as soon as field conditions allow access.
   b. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches one-half (1/2) the storage volume. Drainage and removal must be completed within 72 hours of discovery, or as soon as field conditions allow access (see Part IV.D.).
   c. Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of erosion and sediment deposition during each inspection. The Permittee(s) must remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems, and restabilize the areas where sediment removal results in exposed soil. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The Permittee(s) shall use all reasonable efforts to obtain access. If precluded, removal and stabilization must take place within seven (7) calendar days of obtaining access. The Permittee(s) is/are responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work in surface waters.
   d. Construction site vehicle exit locations must be inspected for evidence of off-site sediment tracking onto paved surfaces. Tracked sediment must be removed from all paved surfaces both on and off site within 24 hours of discovery, or if applicable, within a shorter time to comply with Part IV.C.6.
   e. Streets and other areas adjacent to the project must be inspected for evidence of off-site accumulations of sediment. If sediment is present, it must be removed in a manner and at a frequency sufficient to minimize off-site impacts (e.g., fugitive sediment in streets could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets).

6. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activity is reaching the infiltration area. All infiltration areas must be inspected to ensure that equipment is not being driven across the infiltration area.

IV.F. POLLUTION PREVENTION MANAGEMENT MEASURES

The Permittee(s) shall implement the following pollution prevention management measures on the site:

1. Storage, Handling, and Disposal of Construction Products, Materials, and Wastes: The Permittee(s) shall comply with the following to minimize the exposure to stormwater of any of the products, materials, or wastes. Products or wastes which are either not a source of contamination to stormwater or are designed to be exposed to stormwater are not held to this requirement:
   a. Building products that have the potential to leach pollutants must be under cover (e.g., plastic sheeting or temporary roofs) to prevent the discharge of pollutants or protected by a similarly effective means designed to minimize contact with stormwater.
   b. Pesticides, herbicides, insecticides, fertilizers, treatment chemicals, and landscape materials must be under cover (e.g., plastic sheeting or temporary roofs) to prevent the discharge of pollutants or protected by similarly effective means designed to minimize contact with stormwater.
   c. Hazardous materials, toxic waste, (including oil, diesel fuel, gasoline, hydraulic fluids, paint solvents, petroleum-based products, wood preservatives, additives, curing compounds, and acids) must be properly stored in sealed containers to prevent spills, leaks or other discharge. Restricted access storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste or hazardous materials must be in compliance with Minn. R. ch. 7045 including secondary containment as applicable.
   d. Solid waste must be stored, collected and disposed of properly in compliance with Minn. R. ch. 7035.
   e. Portable toilets must be positioned so that they are secure and will not be tipped or knocked over. Sanitary waste must be disposed of properly in accordance with Minn. R. ch. 7041.

2. Fueling and Maintenance of Equipment or Vehicles; Spill Prevention and Response: The Permittee(s) shall take reasonable steps to prevent the discharge of spilled or leaked chemicals, including fuel, from any area where chemicals or fuel will be loaded or unloaded including the use of drip pans or absorbents unless infeasible. The Permittee(s) must conduct fueling in a contained area unless infeasible. The Permittee(s) must ensure adequate supplies are available at all times to clean up discharged materials and that an appropriate disposal method is available for recovered spilled materials. The Permittee(s) must report and clean up spills immediately as required by Minn. Stat. § 115.061, using dry clean up measures where possible.

3. Vehicle and equipment washing: If the Permittee(s) wash the exterior of vehicles or equipment on the project site, washing must be limited to a defined area of the site. Runoff from the washing area must be contained in a sediment basin or other similarly effective controls and waste from the washing activity must be properly disposed of. The Permittee(s) must properly use and store soaps, detergents, or solvents. No engine degreasing is allowed on site.

4. Concrete and other washouts waste: The Permittee(s) must provide effective containment for all liquid and solid wastes generated by washout operations (concrete, stucco, paint, form release oils, curing compounds and other construction materials) related to the construction activity. The liquid and solid washout wastes must not contact the ground, and the containment ust be designed so that it does not result in runoff from the washout operations or areas. Iquid and solid wastes must be disposed of properly and in compliance with MPCA rules. A sign must be installed adjacent to each washout facility that requires site personnel to utilize the proper facilities for disposal of concrete and other washout wastes.

IV.G. FINAL STABILIZATION

The Permittee(s) must ensure Final Stabilization of the site. Final Stabilization is not complete until all requirements of Parts IV.G.1-5. are complete:

1. All soil disturbing activities at the site have been completed and all soils are stabilized by a uniform perennial vegetative cover with a density of 70 percent of its expected final growth density over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions.

2. The permanent stormwater management system is constructed, meets all requirements in Part III.D. and is operating as designed. Temporary or permanent sedimentation basins that are to be used as permanent water quality management basins have been cleaned of any accumulated sediment. All sediment has been removed from conveyance systems and ditches are stabilized with permanent cover.

3. All temporary synthetic and structural erosion prevention and sediment control BMPs (such as silt fence) have been removed on the portions of the site for which the Permittee(s) is/are responsible. BMPs designed to decompose on site (such as some compost logs) may be left in place.

4. For residential construction only, individual lots are considered finally stabilized if the structure(s) are finished and temporary erosion protection and downgradient perimeter control has been completed and the residence has been sold to the homeowner. Additionally, the Permittee has distributed the MPCA's "Homeowner Fact Sheet" to the homeowner to inform the homeowner of the need for, and benefits of, permanent cover.

5. For construction projects on agricultural land (e.g., pipelines across crop, field pasture or range land) the disturbed land has been returned to its preconstruction agricultural use.

DEVELOPMENT SUMMARY

THE WOODLANDS - 4TH ADDITION - RAMSEY, MN

TYPE OF PROJECT : 27 Lot Single Family Residential Construction

TYPE OF WORK : Grading, Utility and Street Construction, Paving. Subsequently, Joint Trench and Home construction will occur.

TOTAL PLATTED AREA : 20.47 AC

TOTAL DISTURBED AREA : 5.87 AC

EXISTING IMPERVIOUS AREA : 0.36 AC

PROPOSED (DESIGN) IMPERVIOUS AREA : 3.65 AC
(ROADWAYS, SIDEWALK, ROOFTOPS)

SPECIAL WATERS : There are no special or impaired water within one mile of the site.

PROJECT NARRATIVE

The Woodlands 4th Addition will complete the originally platted Woodlands and add in 14 Lots from the St. Hilaire Plat. Stormwater from the original Woodlands development is accounted for within basins constructed in the 1st, 2nd, and 3rd additions to the Woodlands. Stormwater from the St. Hilaire property will be collected and treated via a wet detention pond at the south end of the site. Because of the proximity to the ground water table, infiltration is not allowed and will be completed by purchasing off-site infiltration mitigation.

CONSTRUCTION PHASING

The project is expected to be constructed in a single phase, within one construction season. Utility and street construction is anticipated to be completed within 8 weeks from commencement of work. Private utilities (Gas/Telephone/Electric/Cable) will be installed after street construction is complete. Followed by final site stabilization.

POTENTIAL FOR EROSION AND DISCHARGE OF SEDIMENT

As the site will be stripped of topsoil and vegetation for a period of several weeks during construction, the potential for erosion will increase. The proposed stormwater basins and street subcut will serve as temporary sediment basins during construction.

The risk of discharge of sediment off of the site is moderate, due to the grade orientation and design. This can be controlled by heavy duty silt fence, buffer strips, erosion control blanket, and temporary sediment basins.

Contractor will be required to manage completion of 3:1 slopes such that soil exposure is minimized. After excavation and embankments are completed, slopes shall be re-spread with topsoil, the slope grades certified, and erosion blanket installed as per the plan. Contractor shall coordinate these steps to be carried out in a timely manner.

EROSION CONTROL BMPs

The construction plans anticipate the use of, but are not limited to, the following Erosion Control BMPs:

1. Perimeter delineation to minimize disturbed areas
2. Temporary Rock Construction Entrance
3. Temporary straw mulch as needed.
4. Seed and mulch/sod
5. Erosion Control Blanket
6. Minimize active or disturbed work areas
7. Turf reinforcement mat (TRM)
8. Horizontal slope grading

SEDIMENT CONTROL BMPs

The construction plans anticipate the use of, but are not limited to, the following Sediment Control BMPs

1. Sediment traps constructed in street subcut
2. Utilize permanent stormwater basin as Temporary Sediment Basin
3. Silt Fence at project perimeter or toe of slopes
4. Inlet protection on existing catch basins
5. Inlet protection on existing culverts
6. Inlet protection after utility construction
7. Linear control along back of new curb and gutter (bioroll or silt fence)
8. Routine street sweeping adjacent to construction entrance.
9. Ditch checks

Refer to plans for designated locations of BMPs, details and implementation notes.

BASIN AND TRAP DEWATERING BMPs

Should the need arise for basin or trap dewatering, contractor shall utilize a floating skimmer pump intake, such that the water is drawn from the surface of the basin. Pumped effluent shall not be discharged into Surface Waters in a turbid state.
Turbid effluent shall be filtered with mechanical devices, chemical filtering, or a combination thereof, to a state of 50 NTUs or less.

STABILZATION BMPs

The construction plans anticipate the use of, but are not limited to, the following Stabilization BMPs:

1. After 3:1 slopes on lots are certified, permanent seed and erosion control blanket can be applied.
2. Rip rap at pipe outfalls
3. Permanent seed and erosion control blanket on basin slopes after grade certified.
4. After curbs are backfilled, apply permanent seed and mulch to remaining building pads and boulevard area not already stabilized.
5. Sod placement, as appropriate.

POLUTION CONTROL BMPs

1. Fueling: A fixed fueling station is not anticipated. Contractor will be required to implement BMPs for onsite re-fueling of equipment.
2. Concrete Washout: A suggested washout area will be specified on the plan. The developer has the ability to adjust location or to provide alternative washout containment.
3. There is not an anticipated need for storing chemicals, paints, solvents or other potentially toxic or hazardous materials on site.

SEED & MULCH SPECIFICATIONS

Seed placed for permanent cover or final stabilization requires 6" minimum topsoil cover. Exception: Infiltration/Filtration basins - see basin details for soil type). Multiple site visits will be required to accommodate permanent or temporary stabilization as required during the phases of construction.

(1) General Seed & Mulch
   A. Seed: **MNDOT 25-141** at a rate of 59 lb/acre
   B. Fertilzer: Type 3 slow release 10-10-10 at a rate of 200 lb/acre
   C. Mulch: MNDOT Type 1 at a rate of 2 tons/acre
(2) Stormwater/Filtration Basins (Aquatic Bench & Filtration Basin Only)
   A. Seed: **MNDOT 34-262** at a rate of 14.5 lb/acre
   B. Fertilzer: Type 3 slow release 10-10-10 at a rate of 200 lb/acre
   C. Mulch: MNDOT Type 3 at a rate of 2 tons/acre
(3) Stormwater/Filtration Bank (Stormwater Basin & Filtration Basin OLE to HWL)
   A. Seed: **MNDOT 33-261** at a rate of 35 lb/acre
   B. Fertilzer: Type 3 slow release 10-10-10 at a rate of 200 lb/acre
   C. Mulch: MNDOT Type 3 at a rate of 2 tons/acre
(4) Upland Buffer
   A. Seed: **MNDOT 33-261** at a rate of 35 lb/acre
   B. Fertilzer: Type 3 slow release 10-10-10 at a rate of 200 lb/acre
   C. Mulch: MNDOT Type 3 at a rate of 2 tons/acre
(5) Temporary Cover Crop (Ponding/Filtration/Adjacent Slope Areas)
   A. Seed: **MNDOT 21-112** at a rate of 100 lb/acre
   B. Fertilzer: Type 3 slow release 10-10-10 at a rate of 200 lb/acre
   C. Mulch: MNDOT Type 3 at a rate of 2 tons/acre

INSPECTION AND MAINTENANCE OF BMPs

Routine Inspection

1. Rock Entrance - Inspect weekly. If rock becomes filled with sediment and tracked material to the extent the purpose ceases to function, remove the contaminated rock and replace with new rock.
2. Silt fence - Inspect weekly, particularly for damaged sections, breaches, down-gradient areas, flow concentration points, scour areas and sections adjacent to sensitive areas. Where capacity is filled to more than 50% of depth, sediment shall be removed to restore capture capacity.
3. Sediment traps and basins - Inspect weekly. Where capacity is filled to more than 50% of depth, sediment shall be removed to restore capture capacity within 72 hours of discovery.
4. Inlet Protection - Inspect weekly or more frequently as needed after multiple rainfalls less than 0.5". Verify intake capacity is not compromised. Where capacity is filled to more than 50% of depth, sediment shall be removed to restore capture capacity.
5. Inspect other site specific BMP's on a weekly basis minimum.

Rain Event Inspection - Mandatory, within 24 hours after a rain event 0.5" or greater. Complete all items associated with Routine Inspection. Furthermore, inspect site for breaches, failures, scours and gullying. Take corrective actions as necessary to restore functionality to the BMP's. If a given situation is discovered to be prone to repetitive failure, advise the Engineer and Contractor for SWPPP and BMP amendments.

ADDITIONAL SWPPP NOTES

1. All Erosion and Sediment Control facilities shall be maintained by the contractor during the construction operations. Any temporary facilities which are to be removed as called for on these plans and specifications shall be removed by the contractor at the time directed by the engineer. The contractor shall then restore the subsequently disturbed areas in accordance with these plans and specifications.
2. Wherever practical and feasible, the contractor shall protect and preserve existing natural trees, grass and other vegetative cover in effort to provide natural buffering and filtering of runoff.
3. Contractor shall be adaptable in adjusting construction schedules in anticipation of weather forecasts of precipitation, in order to minimize risk of erosion and sediment transport.
4. It is the responsibility of the contractor to keep public streets, travel ways, parking lots and trails utilized for ingress to and egress from the construction site free of dirt, sediment and debris, resulting from construction activity. Cost for this shall be considered incidental to the contract.
5. Adequate control of dust shall be maintained by the contractor. Cost for dust control shall be considered incidental to the contract.

ADDITIONAL SWPPP NOTES (continued)

6. Perimeter controls shall not be removed until final stabilization of areas draining toward the control devices.
7. When temperatures do not exceed 40 degrees F, areas that require seed and mulch stabilization shall be dormant seeded. Application rate shall be two times the normal rate. No dormant seeding shall be done on ice or snow greater than 2" in depth.
8. Any areas that were seeded that do not achieve 70% coverage shall be reseeded at the contractor's expense, where coverage limitation is caused by lack of seed germination and growth.

STORMWATER BASIN MAINTENANCE

All stormwater basins within the project will be owned and maintained by the City of Ramsey. Suggested practices are as follows:

1. Stormwater basins shall be mowed 2-3 times, 30 days apart during the first year, with the mower deck set 6"-8" off the ground they must be mowed once the second year, before the weeds set their seeds.

2. For the first three years after construction, basins should be inspected for obvious signs of erosion, such as gullies, rills or sediment plumes. Identify the cause and take corrective measures such that grades are restored and surfaces re-established with appropriate vegetation.

3. Inspect for sediment accumulation at the pipe outlets into the pond at the completion of sod installation of last lot in plat.Remove sediment. Re-inspect every 3-5 years.

4. Inspect inlets and outlets for blockage or debris buildup annually. Remove debris as necessary to allow for inlets and outlets to function as designed.

5. Verify basin design capacity after 15 to 20 years of service.

MPCA STORMWATER PERMIT - RESPONSIBILITY

The Contractor will be required to become the Permittee for the project, until final stabilization and transfer of responsibility is completed. Transfer of responsibility shall be completed with the Permit Modification Form.

OWNER:
Joe Jablonski - Lennar - (952)-249-3000

PERMITTEE:
TBD

OPERATOR:
TBD

OTHER CONTACTS
ENGINEER:
Joel Cooper, PE, Proj. Mgr - James R. Hill, Inc. - (612)-508-6480 (c)

TRAINING REQUIREMENTS
Joel Cooper, P.E.
Design of Construction SWPPP (Certification(2014-2017))
University of Minnesota
Instructors : John Chapman

LGU CONTACT:
Bruce Westby, P.E. - City of Ramsey- (763)-433-9825

MPCA COMPLIANCE:
Brandon Dahl - MPCA - (651)-757-2279

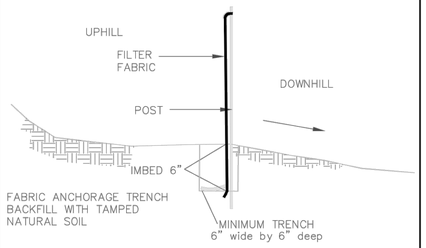
The Contractor shall follow the implementation sequence as described on these plans. Amendments shall be made as site conditions change. Amendments shall be proposed by contractor and reviewed by the engineer.

All BMP's selected and implemented shall be appropriate for the time of year, the current site conditions and for the estimated duration of use.

These plans shall be considered part of the project SWPPP. A copy of the SWPPP shall remain on site throughout active construction.

ESTIMATED EROSION /SEDIMENT CONTROL QUANITITES

ROCK CONSTRUCTION ENTRANCE WITH FABRIC	1 EA
REGULAR SILT FENCE INCL MAINTENANCE	689 LF
HEAVY-DUTY SILT FENCE INCL MAINTENANCE	4,348 LF
SEED & MULCH - MnDOT 25-141 (GENERAL SEED MIX) - 1.5X	4.7 AC
SEED & MULCH - MnDOT 33-261 (STORMWATER

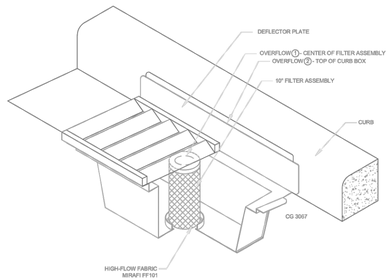


INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL

NO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO–1



INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2

CONCRETE WASHOUT CONTAINMENT

The Owner requires the use of contained concrete washout areas.

Contained concrete washout area locations shall be identified on the Storm Water Pollution Prevention Plan (SWPPP). Containers shall be placed in safe, easily accessible, and in locations approved by the Engineer.

Contained concrete washout area must be clearly labeled "Concrete Washout Area"

Contained concrete washout area must be watertight.

Contained concrete washout area's overall condition and approximate volume must be noted on each weekly erosion control inspection report.

Contained concrete washout area must have a minimum capacity size of 12'x8'x2' or 10 cubic-yards volume.

Contained concrete washout area must be maintained once levels reach ¾ full.

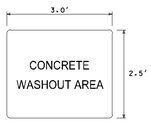
Concrete waste must be disposed of properly in accordance to MPCA requirements, State, and Federal laws.

Damage to the contained concrete washout containment system must be reported to the Owner within 24 hours of discovery.

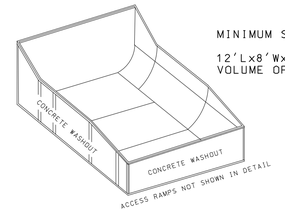
An Owner-approved concrete washout vendor must be used and a minimum of a monthly maintenance contract issued. A copy of this contract must be kept on file with the Owner.

Corrective Action

The Owner reserves the right to direct any required maintenance or removal of any concrete waste on site. This includes, but is not limited to, leaking containers, containers that are more than ¾ full for one inspection period, any concrete washout piles throughout the site, and concrete slurry resulting from cutting and masonry work. The fees incurred from the maintenance or removal of concrete waste is incidental to the work generating the waste, and no additional compensation will be made thereto.



CONCRETE WASHOUT SIGN DETAIL



MINIMUM SIZE:

12'Lx8'Wx2'H OR A MINIMUM VOLUME OF 7.1 CUBIC YARDS.

MAINTENANCE:
- CONTAINER MUST BE MONITORED ON A WEEKLY BASIS AND CONDITION NOTED ON EROSION & SEDIMENT CONTROL INSPECTION REPORT.
- CONCRETE MUST BE REMOVED ONCE THE CONTAINER IS FULL. CONCRETE MUST BE DISPOSED OF PROPERLY.

CONTAINER SPECIFICATIONS:
- CONTAINER MUST BE CLEARLY LABLED "CONCRETE WASHOUT AREA"
- CONTAINER MUST BE PLACED IN AN EASILY ACCESSIABLE AND UNSIGLTLEY LOCATION
- THE CONTAINER MUST BE PORTABLE AND WATER TIGHT.
- THE CONTAINER MAY HAVE ACCESS RAMPS.
- THE CONTAINER MUST HAVE A MINIMUM HOLDING CAPACITY OF 20 CUBIC YARDS OF WASHED CONCRETE.

CONCRETE WASHOUT DETAIL

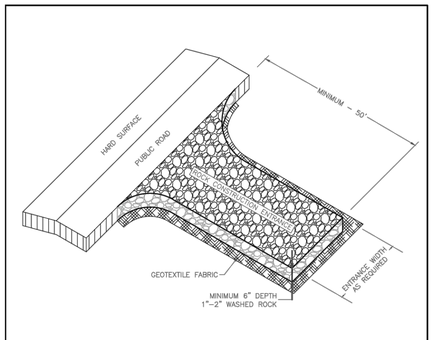
CONCRETE WASHOUT AREA

MNDOT 2016 SPEC

MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	>85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

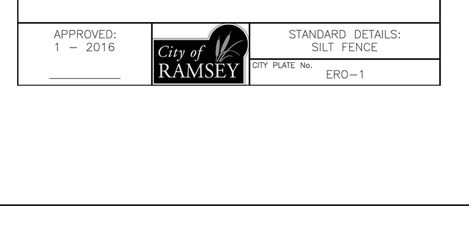
APPROVED: 1 – 2016	City of RAMSEY	CITY PLATE No. ERO–6	STANDARD DETAILS: TOPSOIL REQUIREMENTS



NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTAINENCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

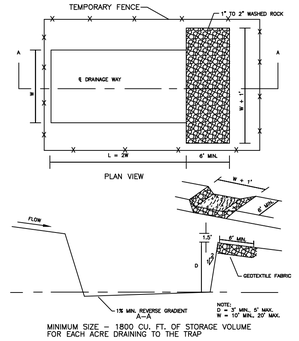
NOT TO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: ROCK CONSTRUCTION ENTRANCE
		CITY PLATE No. ERO–5



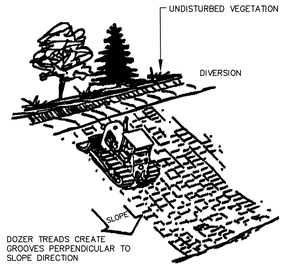
EROSION CONTROL BLANKET–CATEGORY 3

(TO BE INSTALLED PER MANUFACTURE'S SPECIFICATIONS)



MINIMUM SIZE – 1800 CU. FT. OF STORAGE VOLUME FOR EACH ACRE DRAINING TO THE TRAP

TEMPORARY SEDIMENT TRAP



HORIZONTAL SLOPE GRADING

BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD. TOP NUT HYDRANT ELEV=897.75

#2 TNH LOTS 6&7, BLOCK 4, WOODLANDS 1ST ADD. TOP NUT HYDRANT ELEV=885.00

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
JOEL G. COOPER
Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS – 4th ADDITION
RAMSEY, MINNESOTA
EROSION & SEDIMENT CONTROL DETAILS
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY: CJK
DATE: 03/03/2017
REVISIONS
CAD FILE: 23253–30ERD
PROJECT NO.: 23253–30
3.11

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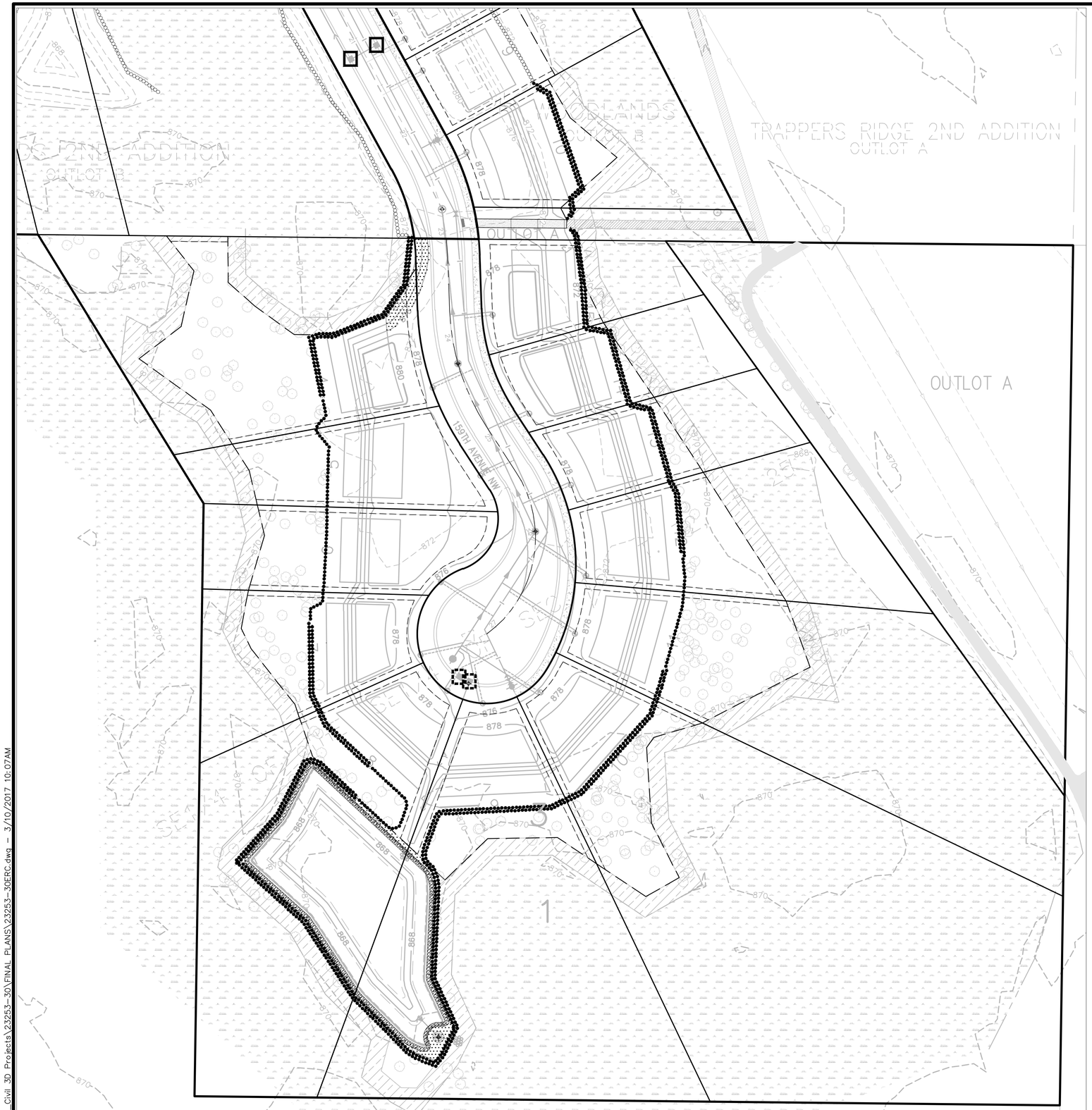

LEGEND

- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING WETLAND AREA
- EXISTING WETLAND
- EXISTING TREES
- EXISTING CURB
- EXISTING SILT FENCE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED CURB
- PROPOSED STORM SEWER
- PROPOSED CONCRETE SURFACE
- PROPOSED WETLAND BUFFER (16.5' MINIMUM)
- PROPOSED MnDOT CATEGORY 3 EROSION CONTROL BLANKET –POST GRADING/UTILITY CONSTRUCTION
- PROPOSED SILT FENCE–POST GRADING CONSTRUCTION
- PROPOSED DOUBLE ROW HEAVY DUTY SILT FENCE
- PROPOSED HEAVY DUTY SILT FENCE
- PROPOSED INLET PROTECTION
- PROPOSED WIMCO–POST STORM SEWER CONSTRUCTION
- PROPOSED TEMPORARY ROCK CONSTRUCTION ENTRANCE

BENCHMARK

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TOP NUT HYDRANT ELEV=897.75

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TOP NUT HYDRANT ELEV=885.00

N

SCALE IN FEET
0 50 100 150
1 inch = 50 feet

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THE WOODLANDS – 4th ADDITION
RAMSEY, MINNESOTA
PRELIMINARY EROSION & SEDIMENT CONTROL PLAN
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY
CJK

DATE
03/03/2017

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CAD FILE
23253–30ERC

PROJECT NO.
23253–30

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LEGEND

- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING WETLAND AREA
- EXISTING WETLAND
- EXISTING TREES
- EXISTING CURB
- EXISTING SILT FENCE
- EXISTING CONTOUR
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- PROPOSED INLET PROTECTION
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- PROPOSED TEMPORARY ROCK CONSTRUCTION ENTRANCE

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SCALE IN FEET
0 50 100 150
1 inch = 50 feet

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THE WOODLANDS – 4th ADDITION
RAMSEY, MINNESOTA
EROSION & SEDIMENT CONTROL PLAN
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

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EPF

DATE
03/03/2017

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23253–30

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WOODLANDS 2ND ADDITION
OUTLOT B

TRAPPERS RIDGE 2ND ADDITION
OUTLOT A

WOODLANDS
OUTLOT B

OUTLOT A

159TH AVENUE NW

23+50
VC=50'
(877.55)
877.49 HP

CDS
27+10.66
875.75

TC
875.05

TC
875.08

TC
874.40

EOF
877.0

POND #1
OLE 869.7
HWL 870.7
BOTTOM 865.0

AQUATIC
BENCH @ 10:1

WETLAND
HWL 870.5

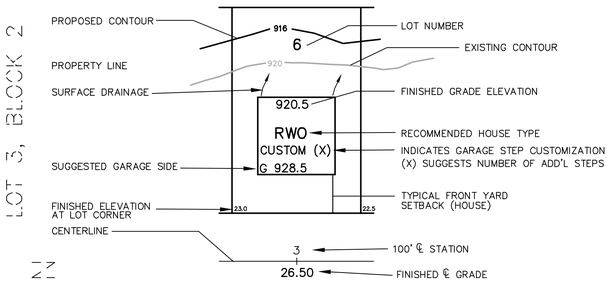
LOT 1, BLOCK 1
WHITETAIL CREEK ADDITION

LOT 3, BLOCK 2
WHITETAIL CREEK ADDITION

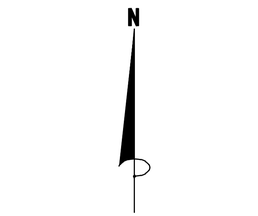
PARK

LEGEND

- EXISTING STORM SEWER
- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING WETLAND AREA
- EXISTING WETLAND
- EXISTING FEMA LINE
- EXISTING TREES
- EXISTING CURB
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED CURB
- PROPOSED STORM SEWER
- PROPOSED CONCRETE SURFACE
- PROPOSED WETLAND SETBACK (16.5' MINIMUM)



TYPICAL LOT



BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=897.75

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Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS - 4th ADDITION

RAMSEY, MINNESOTA

PRELIMINARY GRADING & DRAINAGE PLAN

FOR

LENNAR

16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY
CJK
DATE
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PROJECT NO.
23253-30
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LEGEND

- EXISTING STORM SEWER
- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING WETLAND AREA
- EXISTING WETLAND
- EXISTING FEMA LINE
- EXISTING TREES
- EXISTING CURB
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- PROPOSED CONTOUR
- PROPOSED CURB
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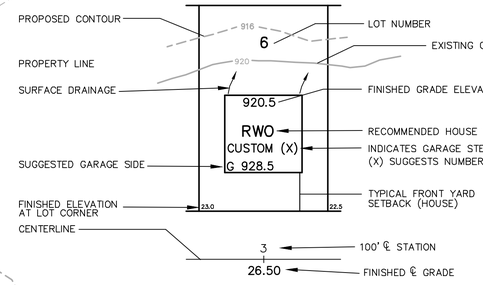
- PROPOSED WETLAND SETBACK (16.5' MINIMUM)



TYPICAL LOT

N

SCALE IN FEET
0 50 100 150
1 inch = 50 feet

BENCHMARK

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RAMSEY, MINNESOTA
PRELIMINARY GRADING & DRAINAGE PLAN
FOR
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23253-30

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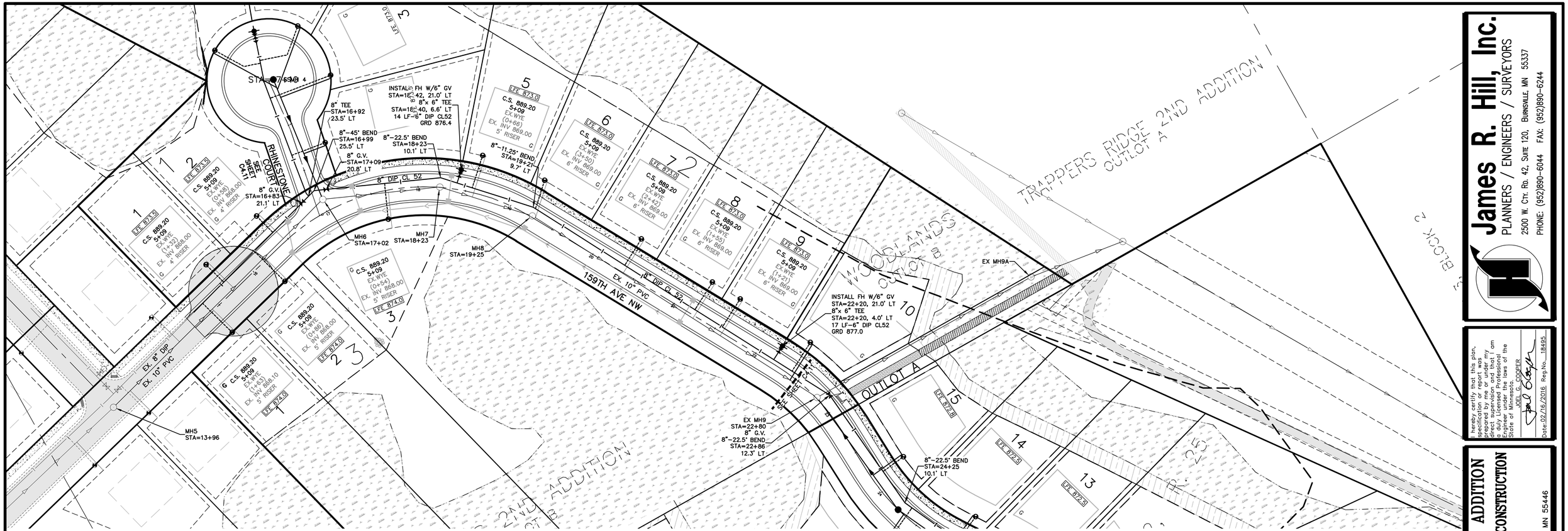

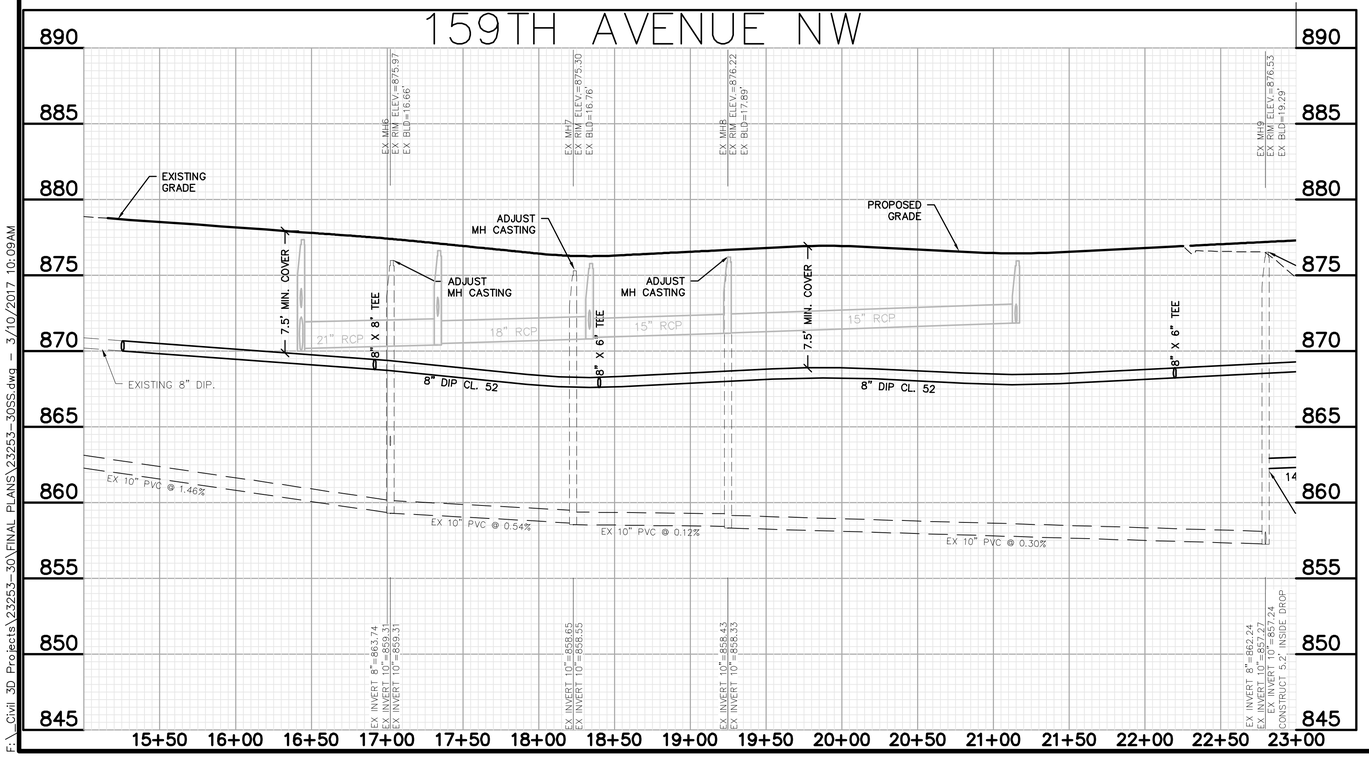

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LEGEND

- PROPOSED WATERMAIN
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING SANITARY SERVICE -4" PVC SDR 26
- PROPOSED SANITARY SERVICE -4" PVC SDR 26
- PROPOSED WATER SERVICE -1" COPPER TYPE K
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER

NOTES

1.) ALL WATER STUBS AND DIP SERVICES MUST BE TIED/RESTRAINED FROM PLUG TO MAINLINE TEE BY A CITY APPROVED METHOD.

2.) THE LOCATION OF ALL VERTICAL/HORIZONTAL BENDS, SEWER SERVICE INVERTS NEED TO BE VERIFIED BEFORE BACKFILLING PER MnOPS REQUIREMENTS.

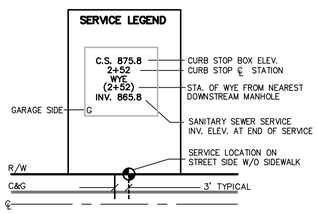
3.) ALL WATERMAIN (DIP CL 52 & DIP CL 53) SHALL BE INSTALLED WITH GRANULAR BEDDING.

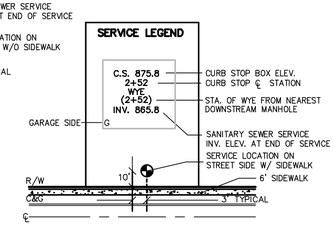
4.) ALL FITTINGS SHALL BE AMERICAN MADE DIP-COMPACT AND FUSION BONDED EPOXY COATED. ALL BOLTS AND FASTENERS SHALL BE AMERICAN MADE STAINLESS STEEL.

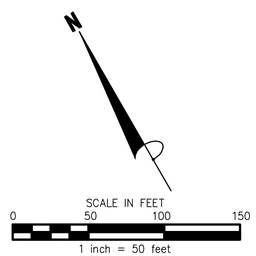
5.) WATERTIGHT WRAP OR APPROVED EQUAL MUST BE INSTALLED WITH THE CASTING AND RINGS OF ALL THE SANITARY MANHOLES.

6.) SANITARY WYES, RISERS, AND SERVICES INSTALLED PER 1ST ADDITION PLANS. VERIFY SERVICE INVERTS PRIOR TO CONSTRUCTION.

7.) ALL 6" AND SMALLER DIP SHALL BE CLASS 53







BENCHMARK

TNH LOT 1, BLOCK 2 (WOODLANDS 1ST ADD.)
TOP NUT HYDRANT ELEV=897.75

TNH LOTS 6&7, BLOCK 4 (WOODLANDS 1ST ADD.)
TOP NUT HYDRANT ELEV=885.00

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JOEL G. COOPER

Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS - 4th ADDITION
RAMSEY, MINNESOTA
SANITARY SEWER & WATERMAIN CONSTRUCTION
159TH AVENUE NW
FOR
LENNAR
16305 36TH AVE N., #600, PLYMOUTH, MN 55446

DRAWN BY
EPF

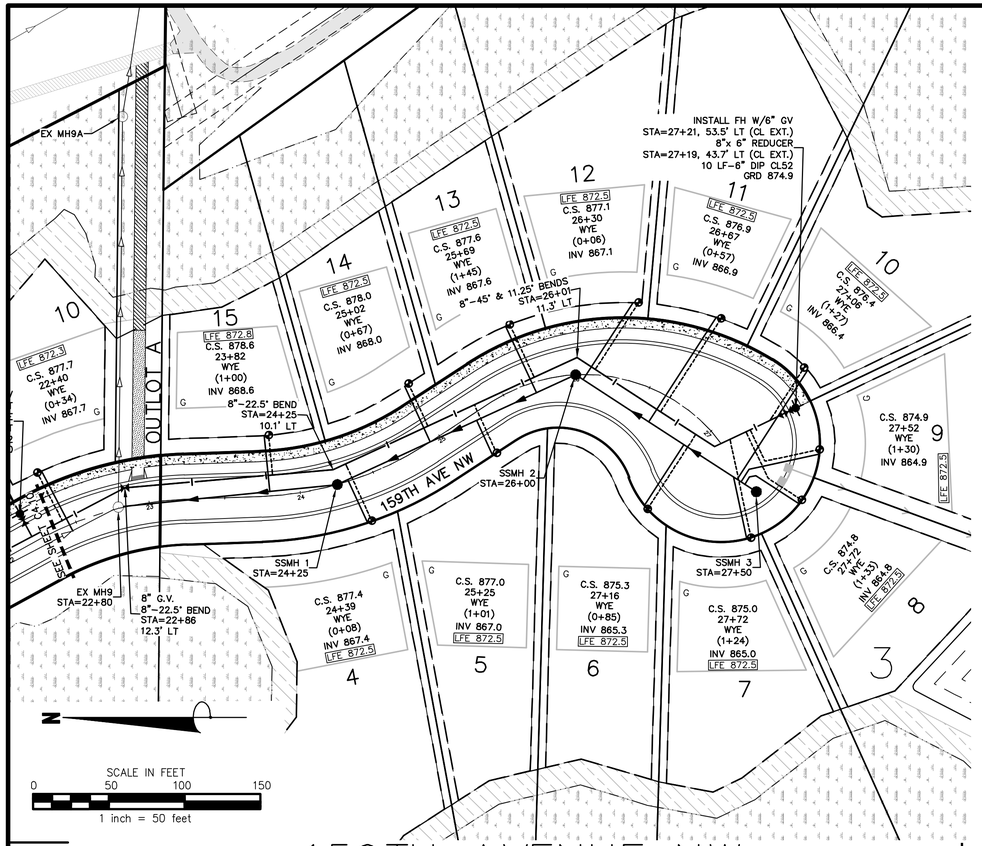
DATE
03/03/2017

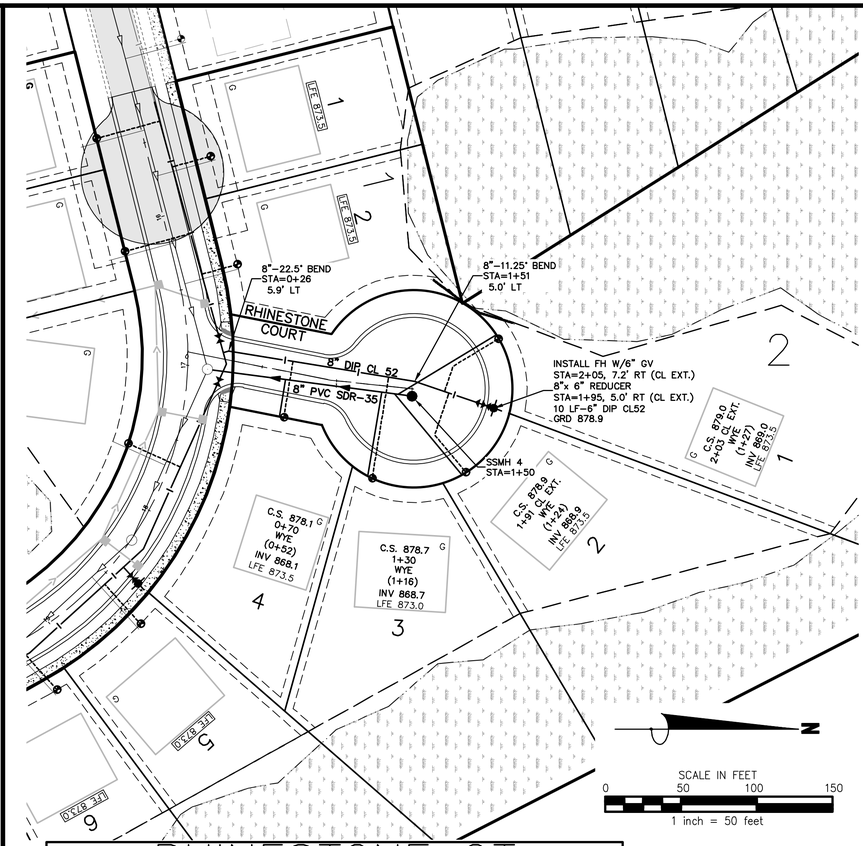
REVISIONS

CAD FILE
23253-30SS

PROJECT NO.
23253-30

C4.10





LEGEND

- PROPOSED WATERMAIN
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING SANITARY SERVICE –4" PVC SDR 26
- PROPOSED SANITARY SERVICE –4" PVC SDR 26
- PROPOSED WATER SERVICE –1" COPPER TYPE K
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER

NOTES

1.) ALL WATER STUBS AND DIP SERVICES MUST BE TIED/RESTRAINED FROM PLUG TO MAINLINE TEE BY A CITY APPROVED METHOD.

2.) THE LOCATION OF ALL VERTICAL/HORIZONTAL BENDS, SEWER SERVICE INVERTS NEED TO BE VERIFIED BEFORE BACKFILLING PER MnOPS REQUIREMENTS.

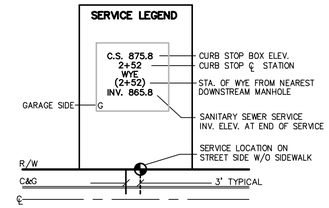
3.) ALL WATERMAIN (DIP CL 52 & DIP CL 53) SHALL BE INSTALLED WITH GRANULAR BEDDING.

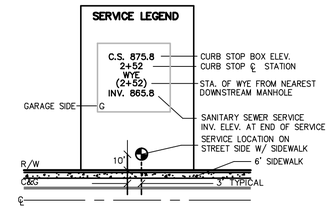
4.) ALL FITTINGS SHALL BE AMERICAN MADE DIP-COMPACT AND FUSION BONDED EPOXY COATED. ALL BOLTS AND FASTENERS SHALL BE AMERICAN MADE STAINLESS STEEL.

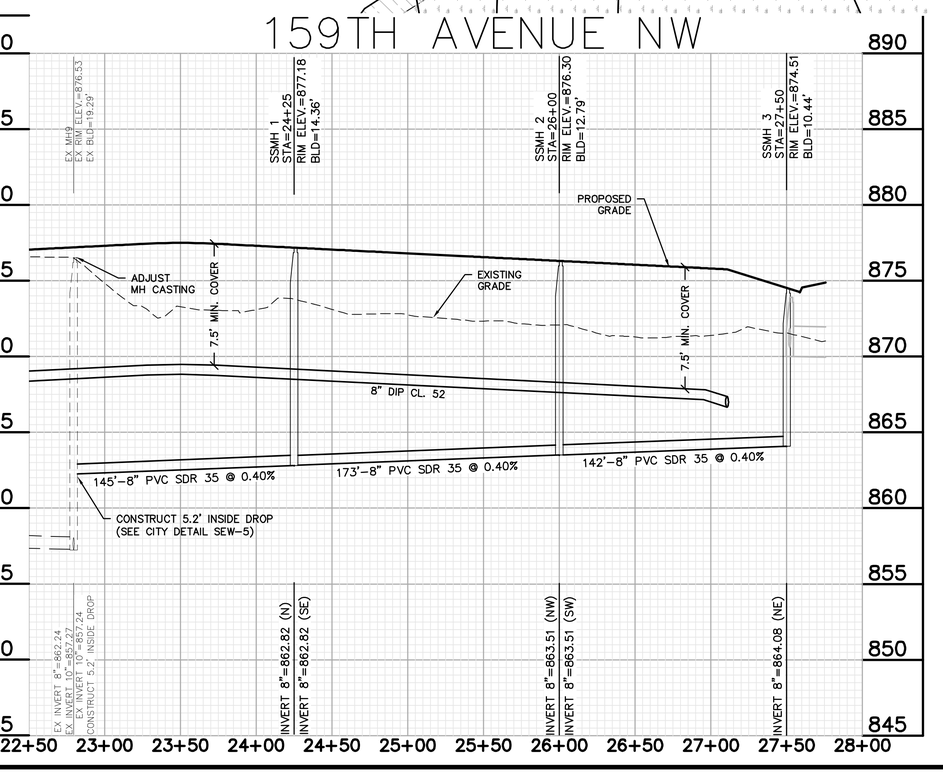
5.) WATERTIGHT WRAP OR APPROVED EQUAL MUST BE INSTALLED WITH THE CASTING AND RINGS OF ALL THE SANITARY MANHOLES.

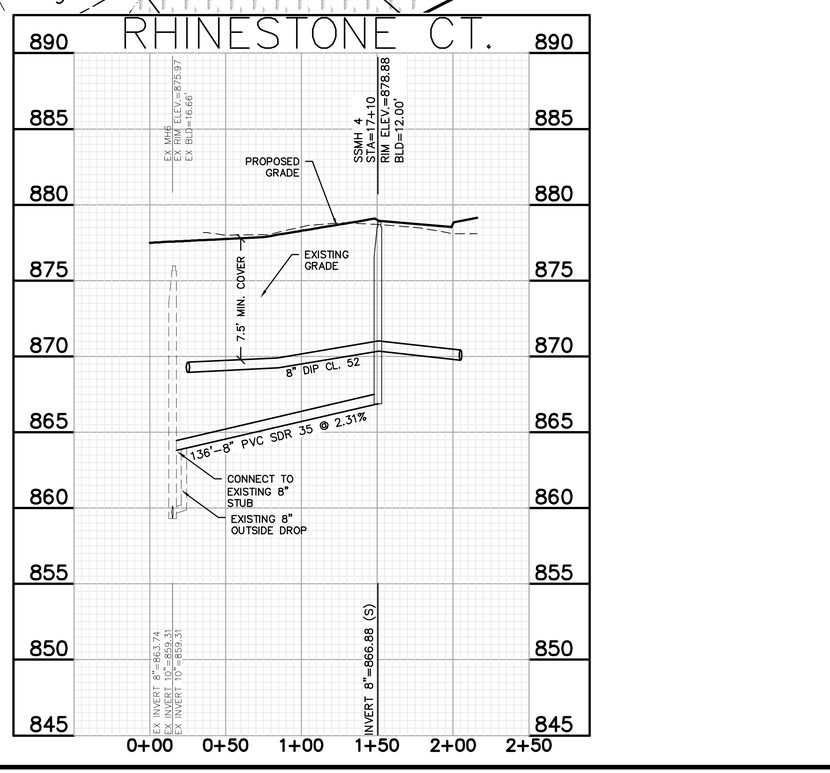
6.) SANITARY WYES, RISERS, AND SERVICES INSTALLED PER 1ST ADDITION PLANS. VERIFY SERVICE INVERTS PRIOR TO CONSTRUCTION.

7.) ALL 6" AND SMALLER DIP SHALL BE CLASS 53









BENCHMARK

TNH LOT 1, BLOCK 2 (WOODLANDS 1ST ADD.)
TOP NUT HYDRANT ELEV=897.75

TNH LOTS 6&7, BLOCK 4 (WOODLANDS 1ST ADD.)
TOP NUT HYDRANT ELEV=885.00

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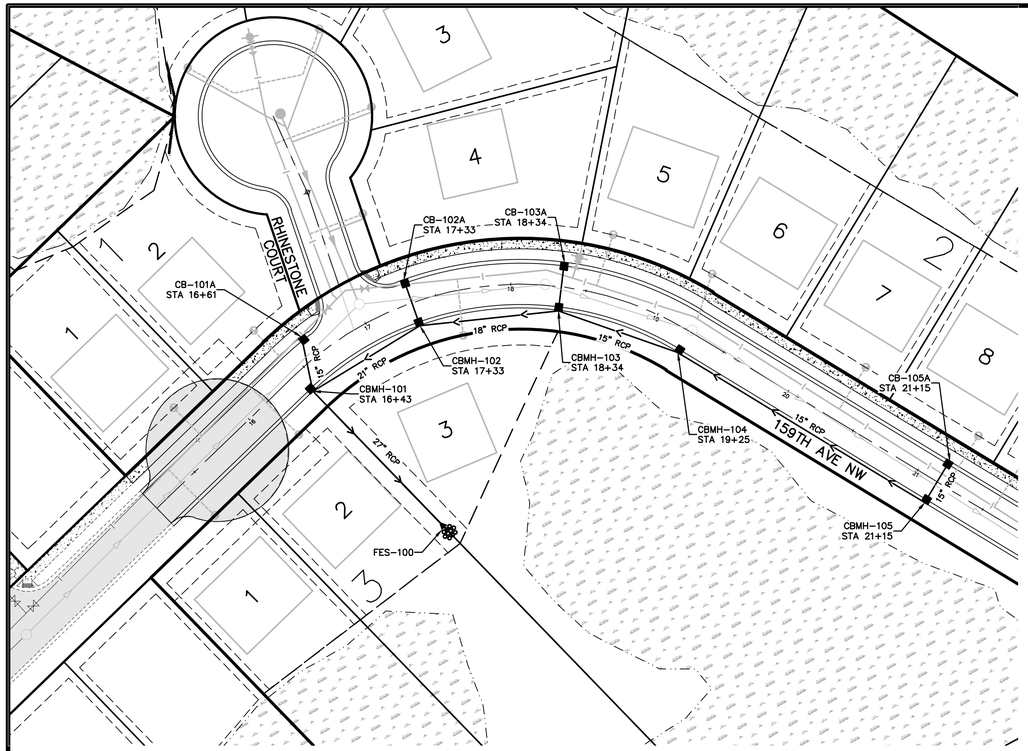
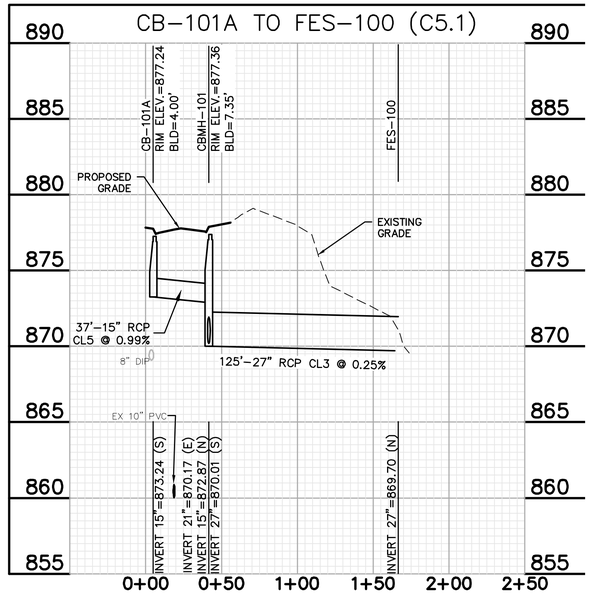
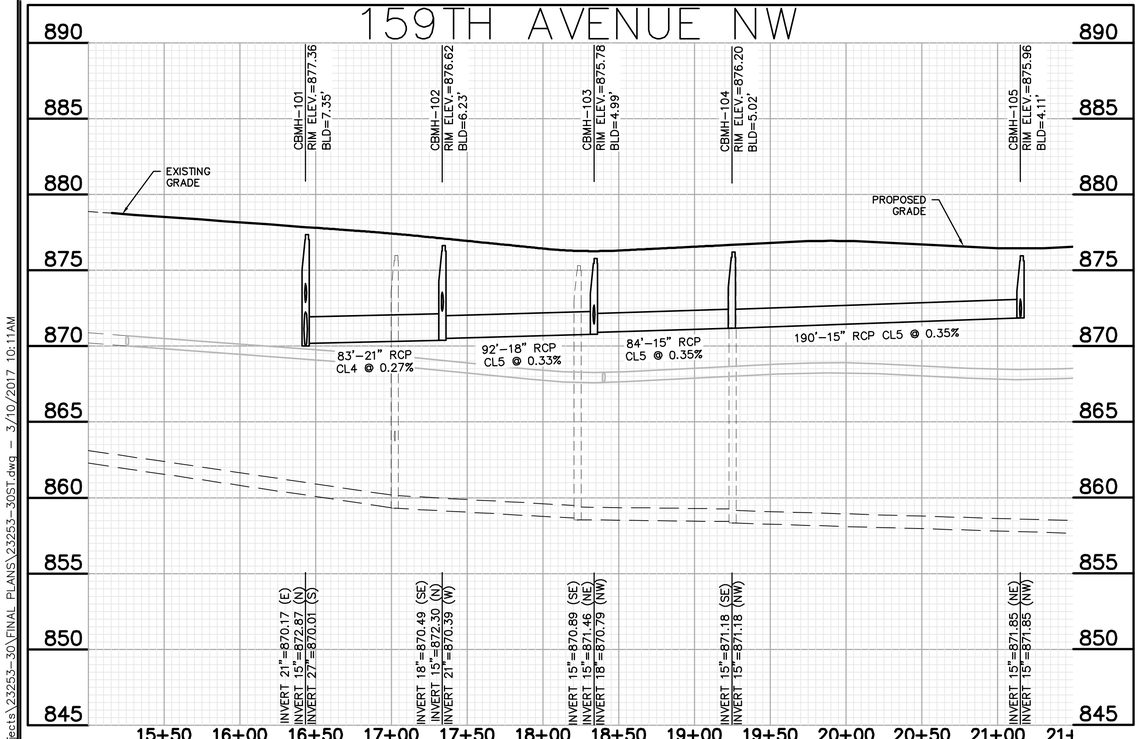
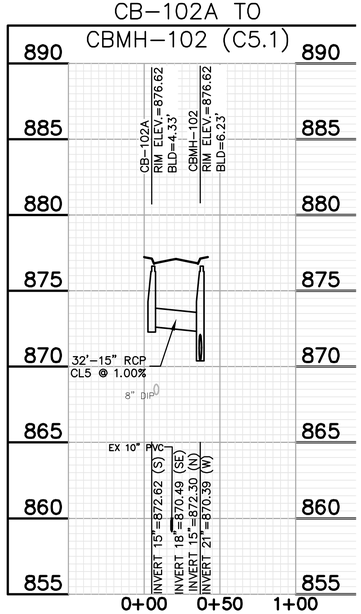
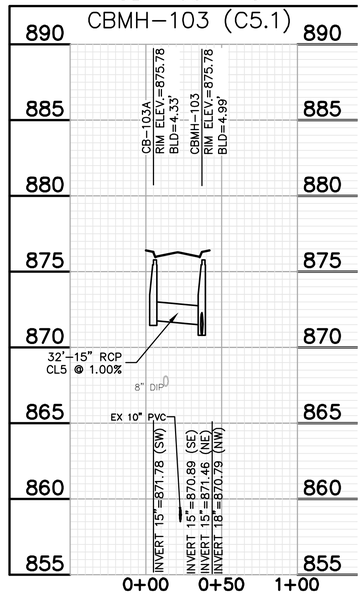
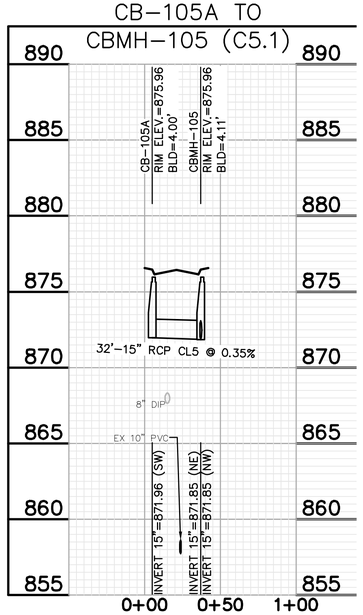












LEGEND

- PROPOSED WATERMAIN
- EXISTING WATERMAIN
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- EXISTING SANITARY SERVICE –4" PVC SDR 26
- PROPOSED WATER SERVICE –1" COPPER TYPE K
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED RIP RAP

NOTES

1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED

2. SOD MUST BE INSTALLED BEHIND ALL CONCRETE CURB & GUTTER/SIDEWALK AND ALL AREA DISTURBED BY UTILITY CONSTRUCTION MUST BE SEEDED AND MULCHED IMMEDIATELY UPON COMPLETION OF PRIVATE UTILITY (GTE) CONSTRUCTION.

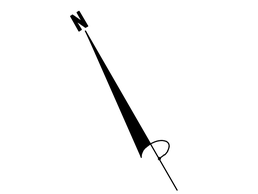
3. INLET PROTECTION (WIMCO) OR APPROVE EQUAL MUST BE INSTALLED IN ALL STREET CATCH BASINS UPON COMPLETION OF STREET CONSTRUCTION (STR–21).

4. ALL PROPOSED SILT FENCE/DITCH CHECKS/TURF REINFORCEMENT MAT/CB PROTECTION & EROSION CONTROL BLANKET MUST BE INSTALLED IMMEDIATELY AFTER UTILITY CONSTRUCTION.

BENCHMARK

TNH LOT 1, BLOCK 2 (WOODLANDS 1ST ADD.)
TOP NUT HYDRANT ELEV=897.75

TNH LOTS 6&7, BLOCK 4 (WOODLANDS 1ST ADD.)
TOP NUT HYDRANT ELEV=885.00



SCALE IN FEET
0 50 100 150
1 inch = 50 feet

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RAMSEY, MINNESOTA
STORM SEWER CONSTRUCTION
FOR
LENNAR
16305 36TH AVE N, #800, PLYMOUTH, MN 55446

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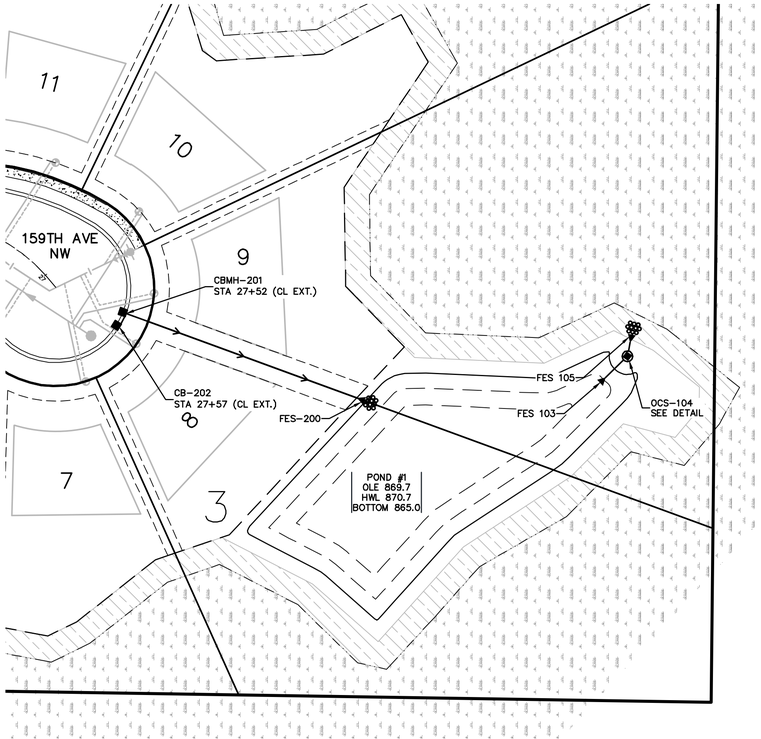
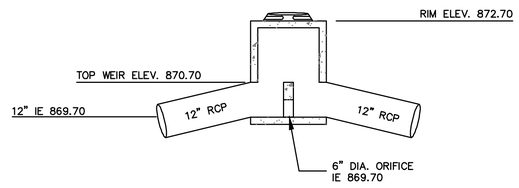


STORM SEWER STRUCTURE SCHEDULE				
STRUCTURE NO.	TYPE	BUILD HEIGHT	INSIDE DIM.	NEENAH CASTING
CBMH-101	CBMH	7.35'	72"	R-3067
CB-101A	CB	4.00'	2' X 3'	R-3067
CBMH-102	CBMH	6.23'	48"	R-3067
CB-102A	CB	4.33'	2' X 3'	R-3067
CBMH-103	CBMH	4.99'	48"	R-3067
CB-103A	CB	4.33'	2' X 3'	R-3067
CBMH-104	CBMH	5.02'	48"	R-3067
CBMH-105	CBMH	4.11'	48"	R-3067
CB-105A	CB	4.00'	2' X 3'	R-3067
CB-202	CB	3.26'	2' X 3'	R-3067
CBMH-201	CBMH	3.90'	48"	R-3067
OCS-104	OCS	3.00'	48"	R-4342



OCS-104 DETAIL (NTS)

LEGEND

PROPOSED WATERMAIN
EXISTING WATERMAIN
PROPOSED SANITARY SEWER
EXISTING SANITARY SEWER
EXISTING SANITARY SERVICE -4" PVC SDR 26
PROPOSED WATER SERVICE -1" COPPER TYPE K
EXISTING STORM SEWER
PROPOSED STORM SEWER
PROPOSED RIP RAP

NOTES

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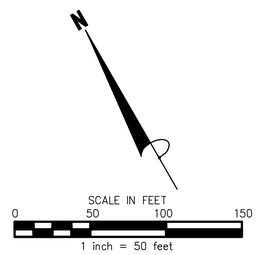

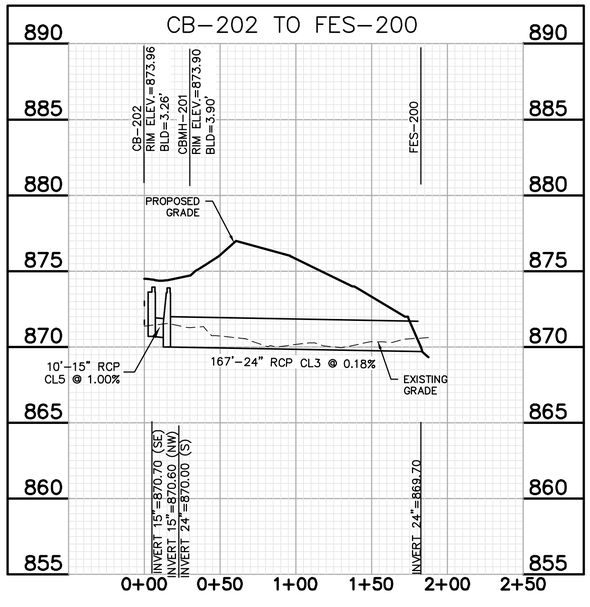

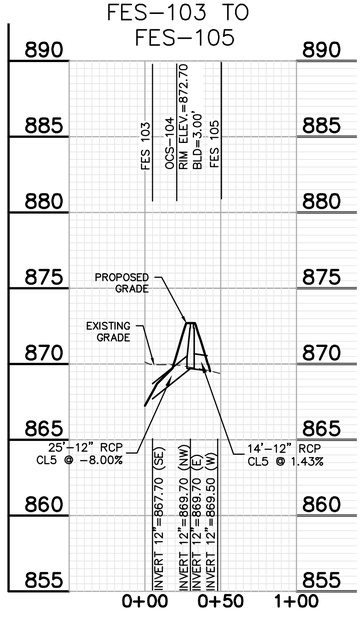

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FOR
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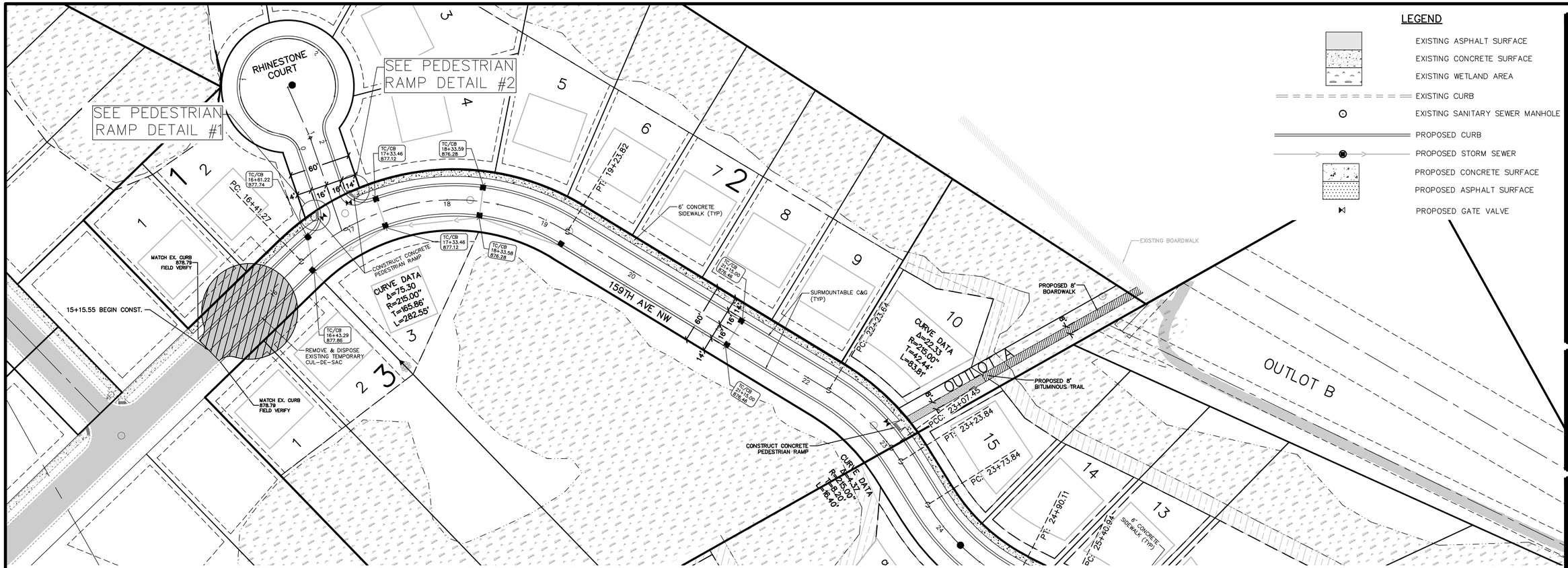

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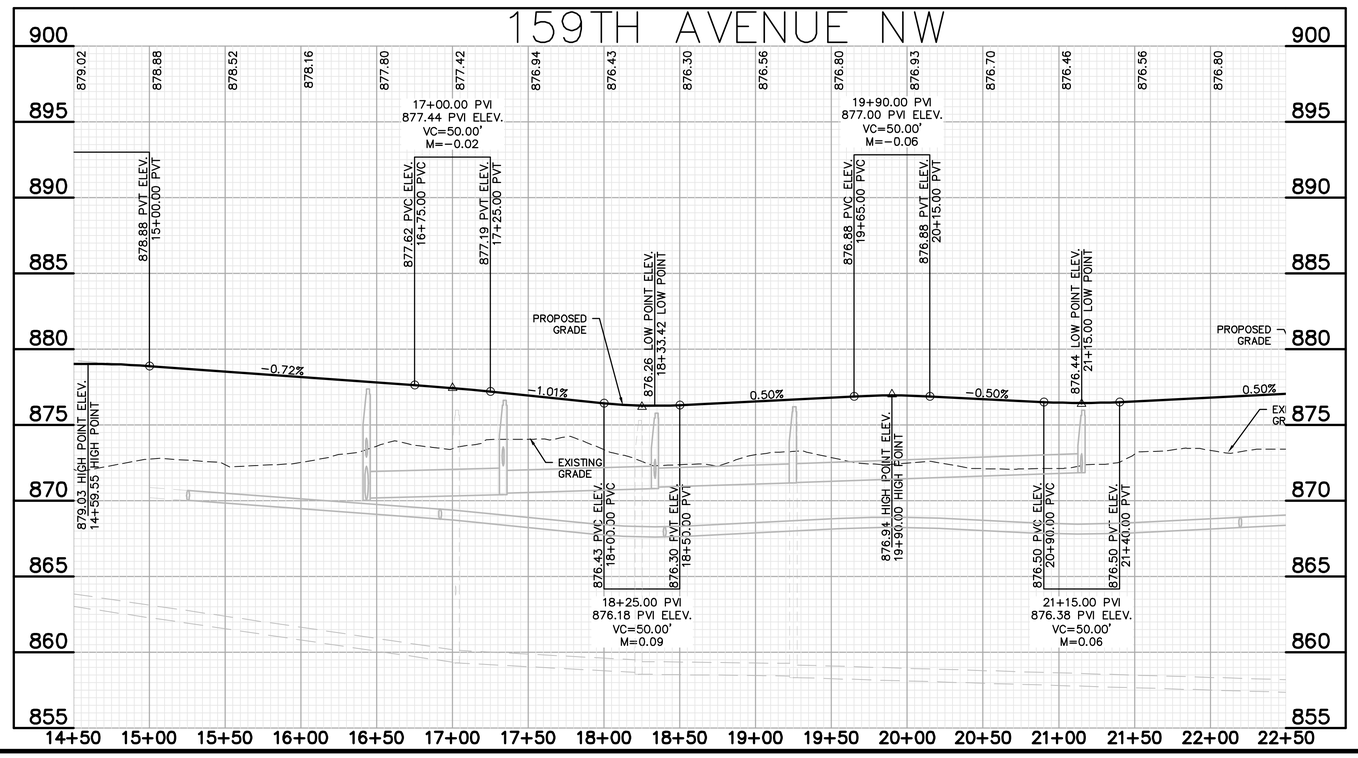
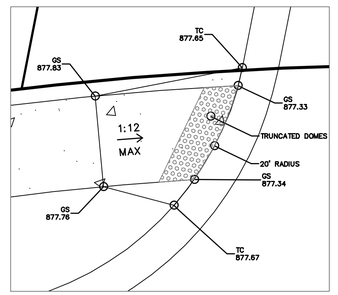
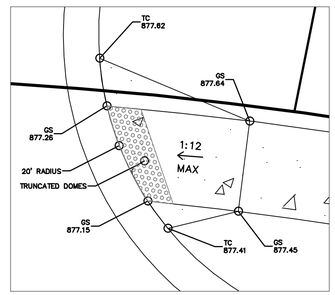


PEDESTRIAN RAMP #1 (1"=5')



PEDESTRIAN RAMP #2 (1"=5')



NOTES

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2. B-618 CURB & GUTTER (TYP.) AT ALL INTERSECTION RADII AND CATCH BASINS UNLESS OTHERWISE NOTED.

3. ALL TC ELEVATIONS TO BE TOP OF SURMOUNTABLE CURB & GUTTER.

4. ALL INTERSECTION RADII TO BE A 20' RADIUS (TYP.) TO THE BACK OF CURB UNLESS OTHERWISE NOTED.

5. SOD MUST BE INSTALLED BEHIND ALL CONCRETE CURB & GUTTER/SIDEWALK, AND ALL AREA DISTURBED BY UTILITY & STREET CONSTRUCTION MUST BE SEEDED AND MULCHED IMMEDIATELY UPON COMPLETION OF PRIVATE UTILITY (GTE) CONSTRUCTION. SILT FENCE MAY BE INSTALLED IN LIEU OF SOD.

6. INLET PROTECTION (WMCO OR APPROVED EQUAL) MUST BE INSTALLED IN ALL STREET CATCH BASINS UPON COMPLETION OF STREET CONSTRUCTION (SEE DETAIL STR-21).

SCALE IN FEET
0 50 100 150
1 inch = 50 feet

BENCHMARK

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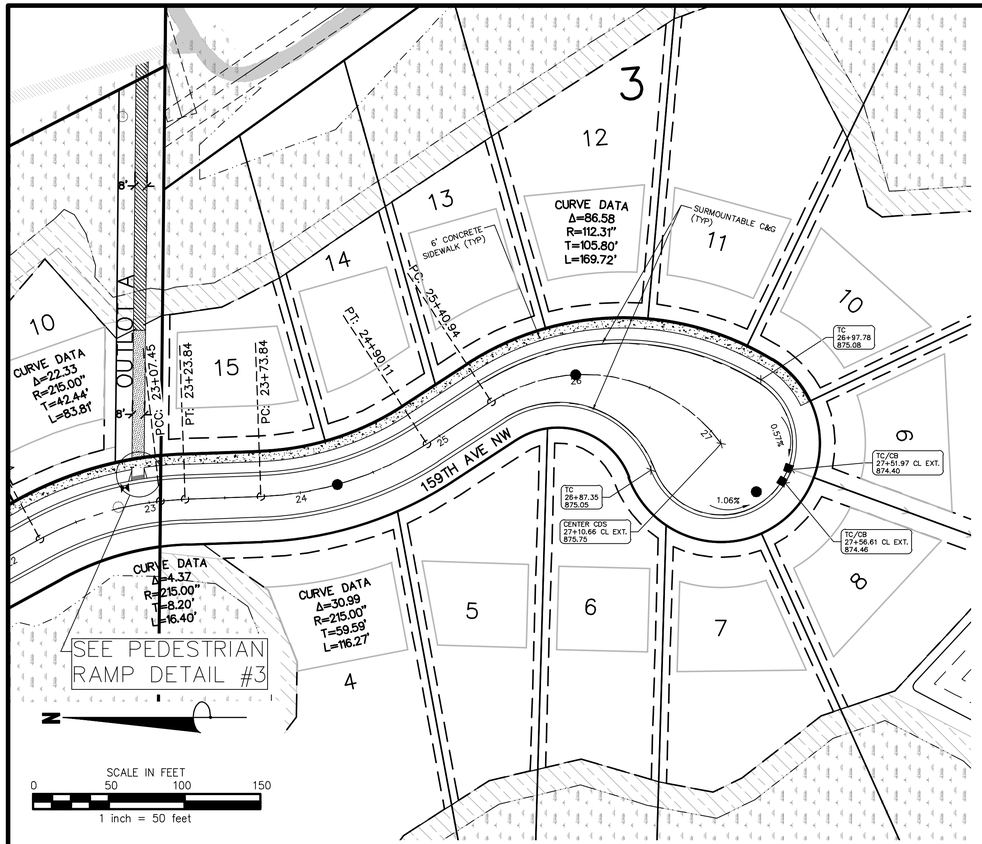

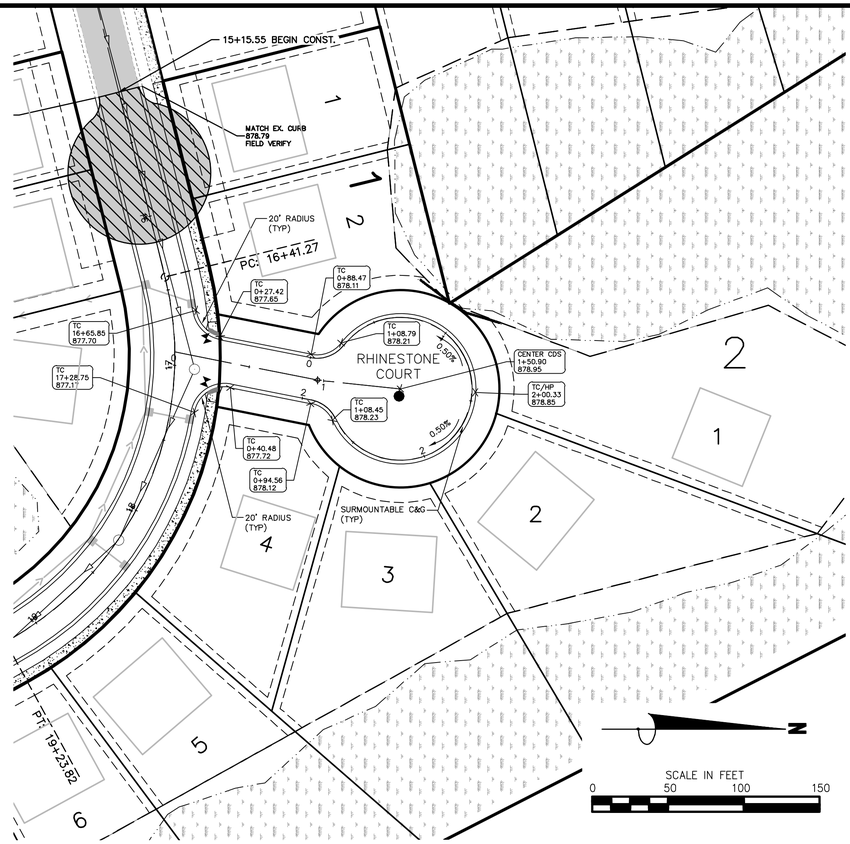

LEGEND

- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING WETLAND AREA
- EXISTING CURB
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED CURB
- PROPOSED STORM SEWER
- PROPOSED CONCRETE SURFACE
- PROPOSED ASPHALT SURFACE
- PROPOSED GATE VALVE

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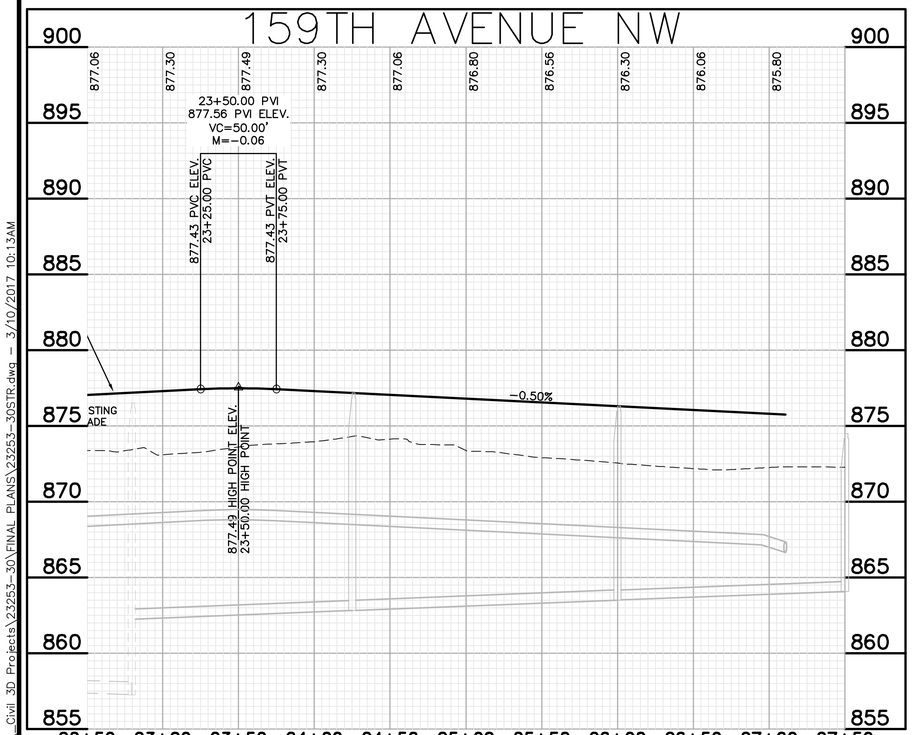
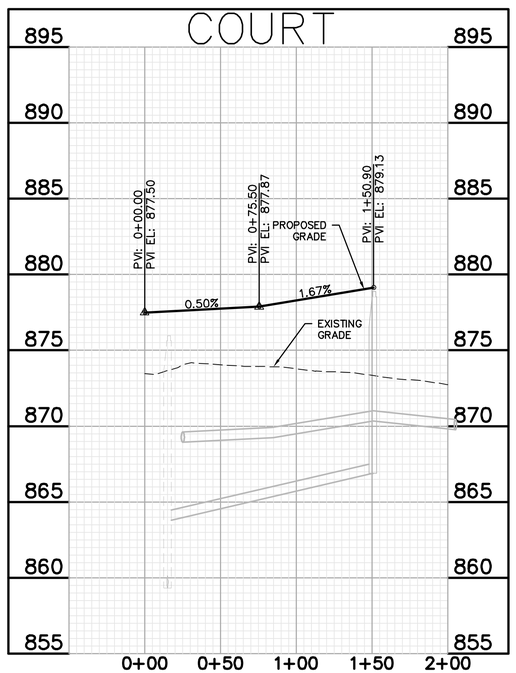
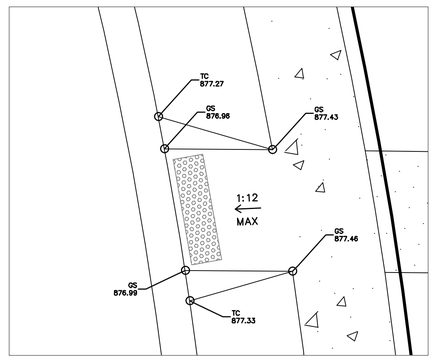




PEDESTRIAN RAMP #3 (1"=5')



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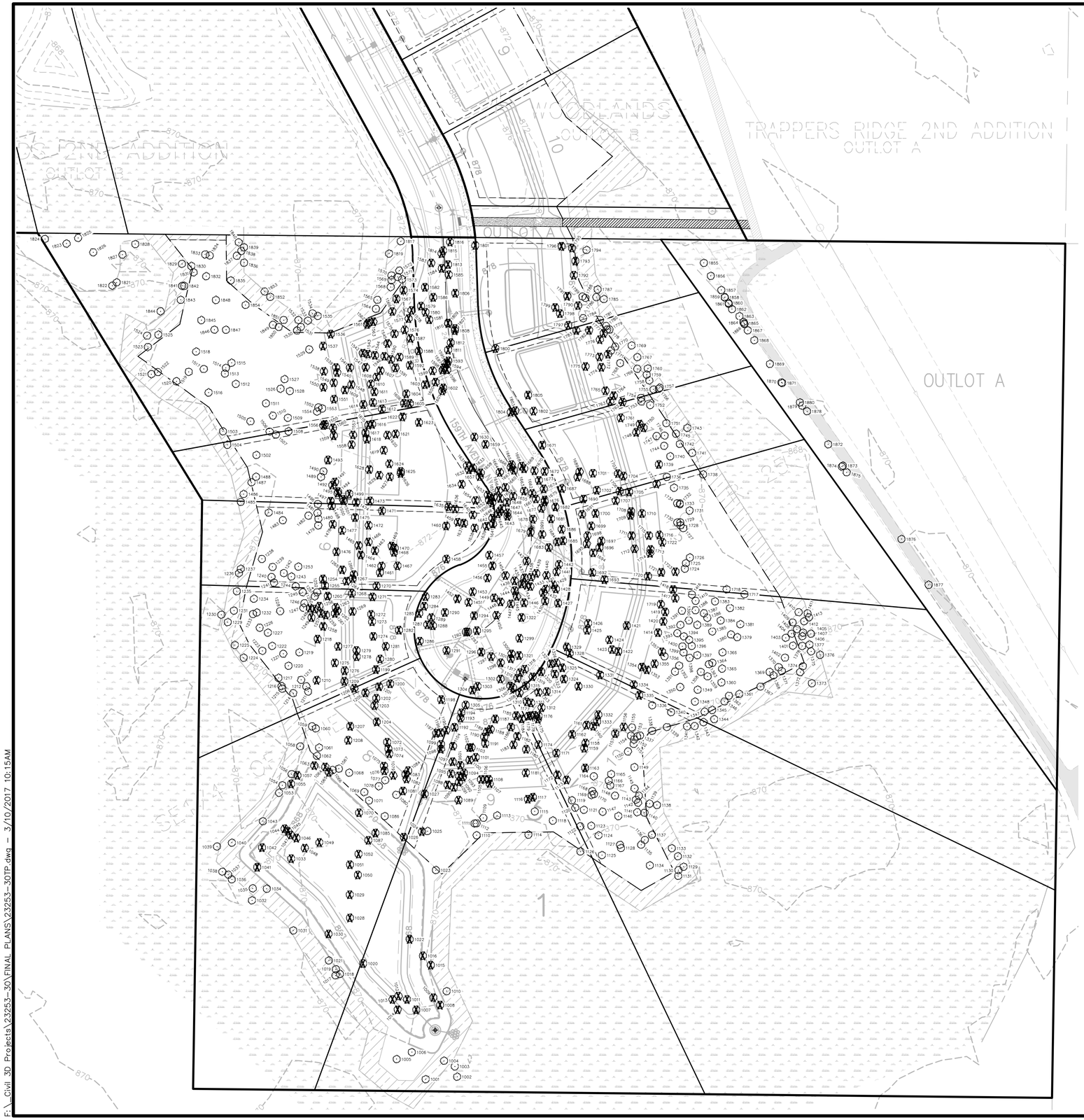

NOTES

1. ALL TREE CLEARING ACTIVITIES SHALL OCCUR PRIOR TO APRIL 15 OR AFTER JULY 15 TO MINIMIZE THE POTENTIAL INTRODUCTION OF OAK WILT TO THE SITE

LEGEND

EXISTING TREES TO BE SAVED

EXISTING TREES REMOVED

N

SCALE IN FEET
0 50 100 150
1 inch = 50 feet

BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=897.75

#2 TNH LOTS 6&7, BLOCK 4, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=885.00

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
JOEL G. COOPER
Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS - 4th ADDITION
RAMSEY, MINNESOTA
PRELIMINARY TREE PRESERVATION PLAN
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY
CJK

DATE
03/03/2017

REVISIONS

CAD FILE
23253-30TP

PROJECT NO.
23253-30

7.10

E:_Civil 3D Projects\23253-30\FINAL PLANS\23253-30TP.dwg - 3/10/2017 10:15AM

TREE PRESERVATION

LENNAR
ST. HILAIRE PROPERTY
September 22, 2016

TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1001	869.48	ASH	18		X		1	0
1002	869.08	ASH	6		X		1	0
1003	869.10	ELM	10		X		1	0
1004	869.36	ASH	10		X		1	0
1005	869.43	ASH	8		X		1	0
1006	869.88	OAK	4		X		1	0
1007	869.96	OAK	8			X	0	1
1008	869.96	ASH	15			X	0	1
1009	870.21	ASH	8			X	0	1
1010	869.26	ASH	8		X		1	0
1011	870.50	OAK	7			X	0	1
1012	870.29	ASH	8			X	0	1
1013	870.47	ASH	9			X	0	1
1014	870.51	BIRCH	8			X	0	1
1015	869.78	ASH	11			X	0	1
1016	870.20	OAK	5			X	0	1
1017	869.37	ASH	8		X		1	0
1018	869.86	ASH	12		X		1	0
1019	869.76	ASH	8		X		1	0
1020	870.29	OAK	6			X	0	1
1021	869.82	ASH	12		X		1	0
1022	870.19	OAK	4			X	0	1
1023	870.53	ASH	12		X		1	0
1024	870.40	OAK	4			X	0	1
1025	870.48	OAK	6		X		1	0
1026	870.56	OAK	5			X	0	1
1027	869.93	ASH	8			X	0	1
1028	870.71	ASH	8			X	0	1
1029	870.67	ASH	12			X	0	1
1030	870.30	OAK	6			X	0	1
1031	869.73	ASH	9		X		1	0
1032	869.50	ASH	11		X		1	0
1033	869.90	OAK	8			X	0	1
1034	869.87	ASH	10		X		1	0
1035	869.85	ASH	11		X		1	0
1036	869.79	OAK	10		X		1	0
1037	869.81	ASH	9		X		1	0
1038	869.82	ASH	10		X		1	0
1039	869.03	ASH	10		X		1	0
1040	869.55	BOXELDER	9		X		1	0
1041	869.95	ASH	9			X	0	1
1042	870.31	ASH	10			X	0	1
1043	869.80	OAK	5		X		1	0
1044	869.89	OAK	4			X	0	1
1045	869.89	OAK	4			X	0	1
1046	869.97	OAK	7			X	0	1
1047	869.97	OAK	6			X	0	1
1048	869.97	OAK	5			X	0	1
1049	869.84	OAK	6			X	0	1
1050	870.88	ASH	8			X	0	1
1051	870.73	ASH	9			X	0	1
1052	870.56	OAK	5			X	0	1
1053	869.66	OAK	9		X		1	0
1054	869.65	OAK	5		X		1	0
1055	870.01	OAK	4			X	0	1
1056	869.82	ASH	14		X		1	0
1057	870.08	ASH	9			X	0	1
1058	869.95	OAK	9		X		1	0
1059	870.08	OAK	5		X		1	0
1060	870.08	OAK	9		X		1	0
1061	870.24	ASH	15		X		1	0
1062	870.27	OAK	5		X		1	0
1063	870.24	OAK	6			X	0	1
1064	870.81	OAK	4			X	0	1
1065	870.63	OAK	6			X	0	1
1066	870.72	ASH	10		X		1	0
1067	870.63	ASH	12		X		1	0
1068	870.94	ASH	10		X		1	0
1069	870.50	OAK	7		X		1	0
1070	870.49	OAK	8			X	0	1
1071	870.56	OAK	8		X		1	0
1072	870.73	OAK	10			X	0	1
1073	870.40	OAK	4			X	0	1
1074	870.41	OAK	5			X	0	1
1075	870.37	OAK	4			X	0	1
1076	870.35	ASH	9			X	0	1
1077	870.55	OAK	4		X		1	0
1078	870.97	ASH	10		X		1	0
1079	870.33	OAK	5			X	0	1
1080	870.22	OAK	7		X		1	0
1081	870.18	OAK	4			X	0	1
1082	870.27	ASH	9			X	0	1
1083	870.01	OAK	8			X	0	1
1084	870.27	OAK	5			X	0	1
1085	870.46	OAK	8			X	0	1
1086	870.01	ASH	11		X		1	0
1087	870.66	OAK	5			X	0	1
1088	869.88	OAK	4			X	0	1
1089	869.89	ASH	9			X	0	1
1090	869.90	OAK	6			X	0	1
1091	870.13	OAK	4			X	0	1
1092	870.40	OAK	6			X	0	1
1093	870.24	OAK	4			X	0	1
1094	870.61	OAK	4			X	0	1
1095	870.26	OAK	5			X	0	1
1096	870.49	OAK	5			X	0	1
1097	870.06	ASH	10			X	0	1
1098	869.98	OAK	8			X	0	1
1099	870.03	OAK	8			X	0	1
1100	870.62	OAK	8			X	0	1
1101	870.12	ASH	10			X	0	1
1102	870.06	OAK	4			X	0	1
1103	870.07	ASH	9			X	0	1

TREE PRESERVATION

LENNAR
ST. HILAIRE PROPERTY
September 22, 2016

TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1104	870.34	ASH	11			X	0	1
1105	869.89	OAK	4			X	0	1
1106	869.97	ASH	10			X	0	1
1107	870.05	ASH	8			X	0	1
1108	870.01	OAK	4			X	0	1
1109	870.10	ASH	12		X		1	0
1110	869.88	ASH	11		X		1	0
1111	869.72	OAK	4		X		1	0
1112	869.77	OAK	5		X		1	0
1113	870.02	ASH	8		X		1	0
1114	869.57	ELM	14		X		1	0
1115	870.25	OAK	5		X		1	0
1116	870.32	OAK	5			X	0	1
1117	870.29	ASH	10			X	0	1
1118	870.17	ASH	11		X		1	0
1119	870.60	OAK	6		X		1	0
1120	870.49	OAK	8		X		1	0
1121	870.74	OAK	8		X		1	0
1122	870.41	OAK	8		X		1	0
1123	870.70	OAK	14		X		1	0
1124	869.88	OAK	7		X		1	0
1125	869.70	ASH	8		X		1	0
1126	869.92	OAK	7		X		1	0
1127	869.73	OAK	7		X		1	0
1128	869.73	OAK	4		X		1	0
1129	869.09	ASH	10		X		1	0
1130	869.07	ASH	12		X		1	0
1131	869.08	ASH	8		X		1	0
1132	869.11	ASH	13		X		1	0
1133	869.80	ASH	13		X		1	0
1134	869.20	ASH	12		X		1	0
1135	869.61	OAK	6		X		1	0
1136	869.58	OAK	5		X		1	0
1137	870.15	OAK	6		X		1	0
1138	869.34	ASH	8		X		1	0
1139	869.94	ASH	12		X		1	0
1140	869.95	OAK	4		X		1	0
1141	870.29	OAK	6		X		1	0
1142	870.18	OAK	8		X		1	0
1143	869.71	OAK	4		X		1	0
1144	870.42	ELM	8		X		1	0
1145	869.63	ASH	10		X		1	0
1146	870.26	OAK	6		X		1	0
1147	870.08	OAK	5		X		1	0
1148	870.49	OAK	8		X		1	0
1149	869.86	OAK	8		X		1	0
1150	869.91	ASH	14		X		1	0
1151	869.88	ASH	14		X		1	0
1152	869.91	OAK	4		X		1	0
1153	869.92	OAK	4		X		1	0
1154	869.92	OAK	4		X		1	0
1155	870.26	OAK	5		X		1	0
1156	870.31	OAK	7			X	0	1
1157	869.43	OAK	4			X	0	1
1158	870.02	ASH	11			X	0	1
1159	869.57	ASH	13			X	0	1
1160	870.44	OAK	4			X	0	1
1161	870.78	ASH	8			X	0	1
1162	870.12	OAK	5			X	0	1
1163	869.74	OAK	4			X	0	1
1164	869.68	ASH	15		X		1	0
1165	869.90	OAK	6		X		1	0
1166	869.78	OAK	5		X		1	0
1167	869.91	OAK	5		X		1	0
1168	870.48	OAK	7		X		1	0
1169	870.51	OAK	5		X		1	0
1170	870.55	OAK	6		X		1	0
1171	870.17	OAK	10			X	0	1
1172	869.58	ASH	14			X	0	1
1173	869.63	ELM	8			X	0	1
1174	870.45	ASH	10			X	0	1
1175	870.35	ASH	10			X	0	1
1176	870.34	ASH	12			X	0	1
1177	870.36	ASH	11			X	0	1
1178	870.48	ASH	10			X	0	1
1179	870.47	ASH	11			X	0	1
1180	870.30	OAK	4			X	0	1
1181	870.35	OAK	4			X	0	1
1182	870.74	ASH	11			X	0	1
1183	870.40	ASH	8			X	0	1
1184	870.31	ASH	13			X	0	1
1185	870.32	ASH	12			X	0	1
1186	870.57	ASH	15			X	0	1
1187	870.20	OAK	4			X	0	1
1188	870.76	ASH	12			X	0	1
1189	870.71	ASH	12			X	0	1
1190	870.39	OAK	4			X	0	1
1191	870.40	OAK	4			X	0	1
1192	870.92	OAK	4			X	0	1
1193	870.71	ASH	8			X	0	1
1194	870.71	OAK	5			X	0	1
1195	870.55	ASH	10			X	0	1
1196	870.66	OAK	7			X	0	1
1197	870.80	ASH	8			X	0	1
1198	870.81	ASH	10			X	0	1
1199	870.99	OAK	12			X	0	1
1200	871.60	ASH	12			X	0	1
1201	871.52	OAK	6			X	0	1
1202	871.39	OAK	6			X	0	1
1203	871.46	ASH	11			X	0	1
1204	871.35	ASH	12			X	0	1
1205	871.13	OAK	7			X	0	1
1206	870.85	ASH	9			X	0	1

TREE PRESERVATION

LENNAR
ST. HILAIRE PROPERTY
September 22, 2016

TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1207	871.01	ASH	14			X	0	1
1208	871.01	OAK	4			X	0	1
1209	870.71	ASH	10			X	0	1
1210	870.40	ASH	12			X	0	1
1211	870.33	OAK	8		X		1	0
1212	870.44	OAK	6		X		1	0
1213	870.20	OAK	7		X		1	0
1214	870.00	ASH	10		X		1	0
1215	869.82	ASH	10		X		1	0
1216	869.68	OAK	5		X		1	0
1217	870.23	OAK	6		X		1	0
1218	870.89	ASH	11			X	0	1
1219	871.00	ASH	12		X		1	0
1220	870.77	OAK	9		X		1	0
1221	870.78	OAK	10		X		1	0
1222	870.52	OAK	5		X		1	0
1223	870.27	OAK	12		X		1	0
1224	870.06	OAK	7		X		1	0
1225	870.18	OAK	9		X		1	0
1226	870.61	ASH	9		X		1	0
1227	870.93	OAK	12		X		1	0
1228	870.87	ASH	11		X		1	0
1229	869.65	ASH	9		X		1	0
1230	870.22	OAK	11		X		1	0
1231	869.69	ELM	8		X		1	0
1232	870.54	ASH	8		X		1	0
1233	870.59	OAK	5		X		1	0
1234	870.76	OAK	15		X		1	0
1235	869.83	ASH	9		X		1	0
1236	870.18	OAK	13		X		1	0
1237	869.98	ASH	14		X		1	0
1238	870.38	ASH	8		X		1	0
1239	870.56	OAK	6		X		1	0
1240	870.73	OAK	7		X		1	0
1241	871.09	OAK	10		X		1	0
1242	870.79	OAK	16		X		1	0
1243	871.16	OAK	5		X		1	0
1244	871.37	ASH	10		X		1	0
1245	871.42	ASH	11		X		1	0
1246	871.13	OAK	4		X		1	0
1247	871.14	OAK	5		X		1	0
1248	871.38	OAK	5			X	0	1
1249	871.52	OAK	6			X	0	1
1250	871.52	OAK	6			X	0	1
1251	872.19	OAK	7		X		1	0
1252	871.80	ASH	12		X		1	0
1253	871.14	ASH	11		X		1	0
1254	871.44	OAK	6			X	0	1
1255	871.32	OAK	6			X	0	1
1256	871.32	OAK	7			X	0	1
1257	871.37	OAK	6			X	0	1
1258	871.21	OAK	4			X	0	1
1259	871.21	OAK	4			X	0	1
1260	871.73	OAK	6			X	0	1
1261	871.44	OAK	6			X	0	1
1262	871.58	OAK	5			X	0	1
1263	871.42	OAK	4			X	0	1
1264	871.56	OAK	6			X	0	1
1265	871.27	OAK	4			X	0	1
1266	871.49	OAK	4			X	0	1
1267	871.49	OAK	4			X	0	1
1268	871.41	ASH	13			X	0	1
1269	871.58	OAK	7			X	0	1
1270	871.28	ASH	13			X	0	1
1271	871.27	ASH	9			X	0	1
1272	871.22	OAK	5			X	0	1
1273	871.10	OAK	7			X	0	1
1274	871.18	OAK	5	5		X	0	1
1275	870.34	ASH	10			X	0	1
1276	870.57	ASH	10			X	0	1
1277	870.76	ASH	9			X	0	1
1278	870.83	ASH	8			X	0	1
1279	871.15	ASH	8			X	0	1
1280	870.82	OAK	7			X	0	1
1281	870.69	ASH	12			X	0	1
1282	871.19	ASH	10			X	0	1
1283	870.63	ASH	11			X	0	1
1284	871.16	ASH	11			X	0	1
1285	871.20	OAK	9			X	0	1
1286	871.14	ASH	13			X	0	1
1287	871.50	ASH	14			X	0	1
1288	871.58	OAK	5			X	0	1
1289	871.36	ASH	12			X	0	1
1290	871.38	OAK	5			X	0	1
1291	871.55	OAK	7			X	0	1
1292	872.13	ASH	9			X	0	1
1293	872.14	OAK	5			X	0	1
1294	871.79	OAK	8			X	0	1
1295	871.66	OAK	6			X	0	1
1296	871.58	ASH	14			X	0	1
1297	871.13	OAK	5			X	0	1
1298	870.92	OAK	5			X	0	1
1299	870.83	ASH	10			X	0	1
1300	871.13	OAK	5			X	0	1
1301	871.35	OAK	4			X	0	1
1302	871.21	ASH	11			X	0	1
1303	871.43	ASH	12			X	0	1
1304	871.56	OAK	5			X	0	1
1305	871.66	OAK	5			X	0	1
1306	871.14	ASH	13			X	0	1
1307	871.06	ASH	9			X	0	1
1308	871.23	ASH	9			X	0	1
1310	870.77	ASH	11			X	0	1

TREE PRESERVATION

LENNAR
ST. HILAIRE PROPERTY
September 22, 2016

TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1311	871.01	OAK	4			X	0	1
1312	871.11	OAK	5			X	0	1
1313	871.10	ASH	11			X	0	1
1314	871.13	ASH	9			X	0	1
1315	871.09	OAK	4			X	0	1
1316	871.16	ASH	9			X	0	1
1317	871.25	OAK	4			X	0	1
1318	871.14	OAK	5			X	0	1
1319	871.35	ASH	14			X	0	1
1320	871.01	OAK	5			X	0	1
1321	871.24	OAK	5			X	0	1
1322	871.57	OAK	9			X	0	1
1323	871.32	OAK	4			X	0	1
1324	871.63	OAK	5			X	0	1
1325	871.47	ASH	12			X	0	1
1326	871.51	ASH	10			X	0	1
1327	871.38	OAK	6			X	0	1
1328	871.62	OAK	4			X	0	1
1329	871.91	OAK	7			X	0	1
1330	871.43	ASH	11			X	0	1
1331	871.24	OAK	5			X	0	1
1332	870.44	ASH	8			X	0	1
1333	870.53	OAK	4			X	0	1
1334	871.67	ASH	12			X	0	1
1335	871.07	ASH	11			X	0	1
1336	870.90	OAK	6		X		1	0
1337	869.58	ASH	9		X		1	0
1338	869.56	OAK	8		X		1	0
1339	869.99	ASH	9		X		1	0
1340	870.19	OAK	14		X		1	0
1341	869.68	OAK	7		X		1	0
1342	869.83	ASH	12		X		1	0
1343	869.60	ASH	8		X		1	0
1344	869.72	ASH	8		X		1	0
1345	870.00	ASH	9		X		1	0
1346	869.83	ASH	8		X		1	0
1347	869.76	OAK	4		X		1	0
1348	870.43	OAK	4		X		1	0
1349	871.22	OAK	6		X		1	0
1350	870.61	OAK	6		X		1	0
1351	870.72	OAK	5		X		1	0
1352	870.59	OAK	4		X		1	0
1353	871.03	OAK	8			X	0	1
1354	871.45	OAK	9			X	0	1
1355	871.37	ASH	11			X	0	1
1356	871.44	ASH	11		X		1	0
1357	871.61	OAK	9			X	0	1
1358	871.23	ASH	11		X		1	0
1359	870.52	OAK	4		X		1	0
1360	870.53	OAK	5		X		1	0
1361	869.72	OAK	5		X		1	0
1362	870.33	ASH	8		X		1	0
1363	870.79	OAK	5		X		1	0
1364	870.71	OAK	4		X		1	0
1365	870.83	OAK	4		X		1	0
1366	871.03	OAK	8		X		1	0
1367	870.07	OAK	7		X		1	0
1368	870.41	OAK	7		X		1	0
1369	870.27	ASH	9		X		1	0
1370	870.58	OAK	10		X		1	0
1371	870.27	ASH	9		X		1	0
1372	870.29	OAK	7		X		1	0
1373	869.70	OAK	4		X		1	0
1374	870.02	OAK	4		X		1	0
1375	872.79	OAK	10		X		1	0
1376	872.14	OAK	4		X		1	0
1377	872.55	ASH	9		X		1	0
1378	872.61	OAK	4		X		1	0
1379	871.04	OAK	5		X		1	0
1380	870.98	OAK	7		X		1	0
1381	871.01	ASH	10		X		1	0
1382	871.04	OAK	7		X		1	0
1383	870.74	ASH	10		X		1	0
1384	870.82	OAK	6		X		1	0
1385	870.98	OAK	8		X		1	0
1386	870.81	OAK	6		X		1	0
1387	870.73	ASH	11		X		1	0
1388	870.68	OAK	5		X		1	0
1389	870.80	OAK	6		X		1	0
1390	870.61	ASH	12		X		1	0
1391	870.80	OAK	9		X		1	0
1392	870.77	OAK	4		X		1	0
1393	870.94	ASH	12		X		1	0
1394	870.57	ASH	11		X		1	0
1395	870.78	OAK	5		X		1	0
1396	870.84	OAK	9		X		1	0
1397	870.96	OAK	6		X		1	0
1398	870.79	OAK	8		X		1	0
1399	870.67	OAK	4		X		1	0
1400	870.90	OAK	7		X		1	0
1401	870.20	ASH	8		X		1	0
1402	870.46	ASH	8		X		1	0
1403	870.22	OAK	4		X		1	0
1404	870.19	ASH	8		X		1	0
1405	870.13	OAK	8		X		1	0
1406	869.92	OAK	4		X		1	0
1407	869.84	OAK	6		X		1	0
1408	870.12	OAK	7	5	X		1	0
1409	869.83	ASH	8		X		1	0
1410	869.75	OAK	4		X		1	0
1411	869.49	OAK	8		X		1	0
1412	869.56	ASH	9		X		1	0
1413	869.51	ASH	8		X		1	0

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TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1414	871.38	OAK	6			X	0	1
1415	870.89	ASH	10		X		1	0
1416	870.77	ASH	9		X		1	0
1417	870.90	ASH	8			X	0	1
1418	870.92	ASH	9			X	0	1
1419	871.14	ASH	12			X	0	1
1420	871.34	OAK	6			X	0	1
1421	871.81	OAK	6			X	0	1
1422	871.75	OAK	4			X	0	1
1423	871.88	OAK	5			X	0	1
1424	871.92	OAK	5			X	0	1
1425	871.81	OAK	8			X	0	1
1426	871.82	ASH	8			X	0	1
1427	871.57	OAK	8			X	0	1
1428	871.40	OAK	5			X	0	1
1429	870.85	OAK	5			X	0	1
1430	871.13	OAK	4			X	0	1
1431	871.06	OAK	5			X	0	1
1432	871.07	OAK	5			X	0	1
1433	871.10	OAK	6			X	0	1
1434	871.17	OAK	5			X	0	1
1435	871.23	OAK	4			X	0	1
1436	871.26	OAK	4			X	0	1
1437	871.33	ASH	9			X	0	1
1438	871.51	OAK	9			X	0	1
1439	871.25	OAK	7			X	0	1
1440	871.40	OAK	5			X	0	1
1441	871.71	OAK	4			X	0	1
1442	871.62	OAK	4			X	0	1
1443	871.35	OAK	5			X	0	1
1444	871.18	ASH	8			X	0	1
1445	871.29	OAK	4			X	0	1
1446	870.95	OAK	5			X	0	1
1447	871.31	ASH	9			X	0	1
1448	871.45	OAK	5			X	0	1
1449	871.47	OAK	11			X	0	1
1450	871.35	OAK	9			X	0	1
1451	871.36	OAK	5			X	0	1
1452	871.86	ASH	8			X	0	1
1453	871.38	OAK	4			X	0	1
1454	871.41	OAK	4			X	0	1
1455	871.33	OAK	5			X	0	1
1456	871.20	OAK	5			X	0	1
1457	871.29	ASH	9			X	0	1
1458	871.33	OAK	8			X	0	1
1459	871.54	OAK	5			X	0	1
1460	871.97	OAK	10			X	0	1
1461	871.74	ASH	10			X	0	1
1462	871.95	ASH	12			X	0	1
1463	872.00	ASH	12			X	0	1

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TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1517	870.38	ASH	9		X		1	0
1518	870.25	OAK	5		X		1	0
1519	870.55	OAK	4		X		1	0
1520	870.52	ASH	8		X		1	0
1521	870.21	OAK	7		X		1	0
1522	870.36	OAK	5	4	X		1	0
1523	869.77	OAK	8		X		1	0
1524	869.96	OAK	11		X		1	0
1525	869.93	OAK	10	11	X		1	0
1526	871.83	ASH	10		X		1	0
1527	871.30	ASH	9		X		1	0
1528	871.67	ASH	8		X		1	0
1529	871.10	OAK	6		X		1	0
1530	870.25	OAK	7		X		1	0
1531	870.50	OAK	7		X		1	0
1532	870.05	ASH	10		X		1	0
1533	870.02	OAK	6		X		1	0
1534	869.42	OAK	4		X		1	0
1535	869.51	OAK	7		X		1	0
1536	869.87	ASH	12			X	0	1
1537	870.56	ASH	14			X	0	1
1538	871.23	OAK	4			X	0	1
1539	871.49	ASH	13			X	0	1
1540	871.63	ASH	8			X	0	1
1541	871.63	ASH	10			X	0	1
1542	871.44	ASH	9			X	0	1
1543	871.85	ASH	10			X	0	1
1544	871.46	OAK	5			X	0	1
1545	871.87	OAK	9			X	0	1
1546	872.12	OAK	5			X	0	1
1547	872.29	OAK	5			X	0	1
1548	871.75	OAK	6			X	0	1
1549	871.50	OAK	12			X	0	1
1550	871.64	ASH	10			X	0	1
1551	871.51	OAK	6			X	0	1
1552	871.46	OAK	4		X		1	0
1553	871.74	ASH	8		X		1	0
1554	871.72	OAK	7		X		1	0
1555	871.93	OAK	6			X	0	1
1556	872.22	ASH	14			X	0	1
1557	871.87	ASH	12			X	0	1
1558	872.25	ASH	9			X	0	1
1559	872.16	OAK	7			X	0	1
1560	871.77	OAK	4			X	0	1
1561	870.66	OAK	4			X	0	1
1562	870.47	ASH	12			X	0	1
1563	870.77	OAK	6			X	0	1
1564	870.42	ASH	9		X		1	0
1565	870.28	ASH	10		X		1	0
1566	871.07	ASH	8			X	0	1
1567	870.78	OAK	5			X	0	1
1568	870.37	OAK	7		X		1	0
1569	870.33	OAK	4		X		1	0
1570	870.34	ASH	10		X		1	0
1571	870.62	OAK	4		X		1	0
1572	870.29	ASH	12		X		1	0
1573	870.70	OAK	10		X		1	0
1574	871.06	OAK	5			X	0	1
1575	871.48	ASH	9			X	0	1
1576	871.82	OAK	6			X	0	1
1577	871.94	OAK	5			X	0	1
1578	871.75	ASH	8			X	0	1
1579	872.02	OAK	5			X	0	1
1580	872.54	OAK	6			X	0	1
1581	872.35	ASH	8			X	0	1
1582	871.45	OAK	9			X	0	1
1583	871.74	OAK	8			X	0	1
1584	871.81	OAK	7			X	0	1
1585	873.55	OAK	7			X	0	1
1586	872.46	OAK	9			X	0	1
1587	872.09	OAK	9			X	0	1
1588	872.40	OAK	6			X	0	1
1589	871.94	ASH	9			X	0	1
1590	872.02	ASH	11			X	0	1
1591	872.25	OAK	7			X	0	1
1592	872.28	ASH	11			X	0	1
1593	873.79	OAK	5			X	0	1
1594	873.73	OAK	6			X	0	1
1595	873.84	OAK	4			X	0	1
1596	873.56	OAK	5			X	0	1
1597	873.57	OAK	7			X	0	1
1598	873.40	OAK	4			X	0	1
1599	872.97	OAK	8			X	0	1
1600	873.12	ASH	8			X	0	1
1601	872.93	OAK	7			X	0	1
1602	872.93	ASH	8			X	0	1
1603	873.03	OAK	7			X	0	1
1604	872.86	OAK	10			X	0	1
1605	873.07	OAK	4			X	0	1
1606	873.18	ASH	9			X	0	1
1607	872.16	OAK	6			X	0	1
1608	872.28	OAK	5			X	0	1
1609	871.73	OAK	4			X	0	1
1610	871.96	ASH	9			X	0	1
1611	872.21	ASH	5			X	0	1
1612	872.55	ASH	11			X	0	1
1613	872.22	OAK	6			X	0	1
1614	872.28	OAK	6			X	0	1
1615	872.54	OAK	6			X	0	1
1616	872.27	OAK	5			X	0	1
1617	872.38	OAK	4			X	0	1
1618	872.50	OAK	7			X	0	1
1619	872.89	OAK	7			X	0	1

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TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1620	872.76	OAK	5			X	0	1
1621	872.95	ASH	8			X	0	1
1622	872.73	ASH	9			X	0	1
1623	872.93	OAK	8			X	0	1
1624	873.27	OAK	6			X	0	1
1625	873.04	OAK	6			X	0	1
1626	873.10	ASH	8			X	0	1
1627	872.88	OAK	4			X	0	1
1628	871.68	OAK	4			X	0	1
1629	872.85	OAK	4			X	0	1
1630	872.99	OAK	12			X	0	1
1631	872.86	OAK	4			X	0	1
1632	872.54	OAK	8			X	0	1
1633	872.30	ASH	10			X	0	1
1634	873.01	OAK	5			X	0	1
1635	872.36	OAK	7			X	0	1
1636	872.49	OAK	6			X	0	1
1637	871.58	OAK	4			X	0	1
1638	871.47	OAK	7			X	0	1
1639	871.52	OAK	7			X	0	1
1640	871.78	OAK	8			X	0	1
1641	871.62	OAK	6			X	0	1
1642	871.53	OAK	6			X	0	1
1643	871.69	OAK	5			X	0	1
1644	871.86	OAK	4			X	0	1
1645	871.63	OAK	4			X	0	1
1646	871.81	OAK	4			X	0	1
1647	871.97	ASH	11			X	0	1
1648	871.92	OAK	5			X	0	1
1649	871.76	OAK	4			X	0	1
1650	871.78	OAK	5			X	0	1
1651	871.95	ASH	8			X	0	1
1652	871.78	ASH	11			X	0	1
1653	872.08	OAK	5			X	0	1
1654	871.84	OAK	8			X	0	1
1655	872.01	OAK	6			X	0	1
1656	871.96	OAK	8			X	0	1
1657	872.11	OAK	6			X	0	1
1658	872.27	OAK	4			X	0	1
1659	872.70	OAK	4			X	0	1
1660	871.97	ASH	10			X	0	1
1661	872.33	ASH	8			X	0	1
1662	872.24	OAK	4			X	0	1
1663	872.36	ASH	10			X	0	1
1664	872.11	OAK	8			X	0	1
1665	872.41	OAK	5			X	0	1
1666	872.41	OAK	5			X	0	1
1667	872.33	OAK	5			X	0	1
1668	872.51	OAK	5			X	0	1
1669	872.38	ASH	10			X	0	1
1670	872.45	ASH	19			X	0	1
1671	872.92	OAK	4			X	0	1
1672	872.83	OAK	6			X	0	1
1673	872.77	ASH	10			X	0	1
1674	872.62	ASH	9			X	0	1
1675	872.29	ASH	10			X	0	1
1676	872.10	ASH	9			X	0	1
1677	872.21	OAK	4			X	0	1
1678	872.05	OAK	7			X	0	1
1679	872.11	OAK	7			X	0	1
1680	872.09	OAK	6			X	0	1
1681	872.35	ASH	9			X	0	1
1682	872.35	ASH	11			X	0	1
1683	871.89	OAK	4			X	0	1
1684	872.03	OAK	4			X	0	1
1685	871.86	OAK	4			X	0	1
1686	872.23	OAK	5			X	0	1
1687	873.15	OAK	7			X	0	1
1688	872.85	ASH	8			X	0	1
1689	872.98	ASH	8			X	0	1
1690	872.65	OAK	4			X	0	1
1691	872.49	OAK	9			X	0	1
1692	872.30	OAK	6			X	0	1
1693	871.81	OAK	7			X	0	1
1694	872.26	OAK	5			X	0	1
1695	872.60	OAK	10	8		X	0	1
1696	872.17	ASH	9			X	0	1
1697	872.07	ASH	8			X	0	1
1698	873.03	ASH	26			X	0	1
1699	872.34	OAK	4			X	0	1
1700	872.16	OAK	6			X	0	1
1701	872.14	OAK	4			X	0	1
1702	872.29	ASH	8			X	0	1
1703	872.03	ASH	9			X	0	1
1704	872.17	ASH	12			X	0	1
1705	871.99	ASH	8			X	0	1
1706	872.34	ELM	8			X	0	1
1707	872.42	OAK	11			X	0	1
1708	872.14	OAK	4			X	0	1
1709	872.15	ASH	8			X	0	1
1710	872.15	OAK	10			X	0	1
1711	871.99	OAK	7			X	0	1
1712	871.68	OAK	5			X	0	1
1713	871.89	ASH	10			X	0	1
1714	871.72	ASH	10			X	0	1
1715	871.99	ASH	10			X	0	1
1716	871.49	ASH	9			X	0	1
1717	871.11	OAK	7		X		1	0
1718	871.01	OAK	9		X		1	0
1719	871.50	OAK	4			X	0	1
1720	871.86	ASH	8			X	0	1
1721	871.65	OAK	6			X	0	1
1722	871.39	ASH	11			X	0	1

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TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1723	870.76	ASH	9			X	0	1
1724	870.85	ASH	8		X		1	0
1725	870.96	ASH	9		X		1	0
1726	871.00	ASH	8		X		1	0
1727	870.77	OAK	9		X		1	0
1728	870.71	ASH	7		X		1	0
1729	870.94	OAK	10		X		1	0
1730	870.77	ASH	9		X		1	0
1731	870.59	ASH	9		X		1	0
1732	870.12	OAK	8		X		1	0
1733	870.44	OAK	5		X		1	0
1734	870.75	ASH	9		X		1	0
1735	870.86	ASH	9		X		1	0
1736	870.83	OAK	6		X		1	0
1737	870.47	OAK	6			X	0	1
1738	869.91	ASH	10		X		1	0
1739	870.79	OAK	8			X	0	1
1740	870.20	OAK	5		X		1	0
1741	870.39	ASH	8		X		1	0
1742	870.11	OAK	6		X		1	0
1743	870.13	ASH	9		X		1	0
1744	870.55	OAK	4		X		1	0
1745	869.83	OAK	5		X		1	0
1746	870.32	ASH	9		X		1	0
1747	870.71	OAK	8		X		1	0
1748	871.79	OAK	5			X	0	1
1749	871.33	ASH	8			X	0	1
1750	871.17	ASH	10			X	0	1
1751	870.50	ASH	8		X		1	0
1752	870.23	OAK	7		X		1	0
1753	871.04	ASH	8		X		1	0
1754	870.10	OAK	5		X		1	0
1755	869.76	OAK	5		X		1	0
1756	869.57	OAK	6		X		1	0
1757	869.74	ASH	10		X		1	0
1758	869.74	OAK	5		X		1	0
1759	870.02	ELM	13		X		1	0
1760	869.03	ASH	10		X		1	0
1761	871.40	OAK	7			X	0	1
1762	871.44	OAK	5			X	0	1
1763	871.69	OAK	9			X	0	1
1764	871.81	OAK	6			X	0	1
1765	871.95	OAK	5			X	0	1
1766	870.12	OAK	4		X		1	0
1767	869.49	OAK	4		X		1	0
1768	870.57	ASH	12		X		1	0
1769	869.34	OAK	5		X		1	0
1770	869.87	ASH	12		X		1	0
1771	870.46	OAK	8		X		1	0
1772	870.89	ASH	11			X	0	1
1773	871.43	OAK	5			X	0	1
1774	871.90	OAK	9			X	0	1
1775	871.81	OAK	9			X	0	1
1776	870.62	ASH	9			X	0	1
1777	869.89	ASH	9			X	0	1
1778	870.34	OAK	4		X		1	0
1779	870.11	OAK	4		X		1	0
1780	869.74	OAK	5		X		1	0
1781	870.04	ASH	15		X		1	0
1782	871.23	OAK	10	4		X	0	1
1783	871.71	OAK	5			X	0	1
1784	870.80	OAK	7		X		1	0
1785	869.48	OAK	7		X		1	0
1786	870.07	OAK	7		X		1	0
1787	870.26	OAK	5		X		1	0
1788	870.78	OAK	4		X		1	0
1789	870.78	ASH	13		X		1	0
1790	871.00	OAK	6			X	0	1
1791	871.59	OAK	5			X	0	1
1792	870.50	OAK	6			X	0	1
1793	869.92	ASH	11			X	0	1
1794	870.09	ASH	19		X		1	0
1795	870.16	OAK	6			X	0	1
1796	869.85	OAK	7			X	0	1
1797	872.27	OAK	4			X	0	1
1798	872.17	OAK	5			X	0	1
1799	872.40	OAK	6			X	0	1
1800	874.06	OAK	11			X	0	1
1801	873.57	OAK	4			X	0	1
1802	872.86	ASH	11			X	0	1
1803	872.53	OAK	5			X	0	1
1804	872.53	ASH	9			X	0	1
1805	872.85	ASH	8			X	0	1
1806	873.55	OAK	9			X	0	1
1807	873.54	OAK	6			X	0	1
1808	873.61	OAK	9			X	0	1
1809	873.06	OAK	4			X	0	1
1810	872.90	ASH	8			X	0	1
1811	873.84	OAK	5			X	0	1
1812	873.24	ASH	8			X	0	1
1813	873.25	OAK	8			X	0	1
1814	873.00	OAK	4			X	0	1
1815	873.40	OAK	9			X	0	1
1816	873.06	OAK	10			X	0	1
1817	870.65	OAK	6		X		1	0
1819	870.30	ASH	9		X		1	0
1821	870.99	ASH	10		X		1	0
1822	870.89	ASH	9		X		1	0
1823	870.60	ASH	11		X		1	0
1824	870.36	ASH	10		X		1	0
1825	870.54	ASH	9		X		1	0
1826	870.43	ASH	8		X		1	0
1827	870.36	ASH	9		X		1	0

TREE PRESERVATION

LENNAR
ST. HILAIRE PROPERTY
September 22, 2016

TREE TAG NUMBER	ELEVATION	TREE TYPE	DIAMETER	DIAMETER	SAVE	REMOVE	NO. OF SAVED TREES	NO. OF REMOVED TREES
1828	870.09	ASH	9		X		1	0
1829	870.30	OAK	8		X		1	0
1830	870.64	OAK	4		X		1	0
1831	870.32	OAK	8		X		1	0
1832	870.73	OAK	7		X		1	0
1833	870.46	OAK	5		X		1	0
1834	870.76	OAK	7		X		1	0
1835	870.72	ASH	10		X		1	0
1836	870.34	ASH	11		X		1	0
1837	870.47	OAK	10		X		1	0
1838	870.90	OAK	6		X		1	0
1839	870.74	OAK	6		X		1	0
1840	870.87	ASH	8		X		1	0
1841	870.13	ASH	10		X		1	0
1842	870.01	OAK	4		X		1	0
1843	870.16	ASH	8		X		1	0
1844	869.64	ELM	10		X		1	0
1845	870.54	OAK	4		X		1	0
1846	871.11	OAK	9		X		1	0
1847	870.80	ASH	10		X		1	0
1848	870.65	ASH	10		X		1	0
1849	870.62	OAK	7		X		1	0
1850	870.61	OAK	8		X		1	0
1851	870.61	OAK	5		X		1	0
1852	870.52	ASH	9		X		1	0
1853	870.67	OAK	5		X		1	0
1854	870.65	ASH	10		X		1	0
1855	869.05	OAK	9		X		1	0
1856	869.41	OAK	7		X		1	0
1857	869.34	OAK	9		X		1	0
1858	869.51	OAK	8		X		1	0
1859	869.46	OAK	5		X		1	0
1860	869.34	OAK	5		X		1	0
1861	869.39	OAK	8		X		1	0
1862	869.32	OAK	9		X		1	0
1863	869.40	OAK	10		X		1	0
1864	869.35	OAK	6		X		1	0
1865	869.27	OAK	6		X		1	0
1866	869.20	OAK	5		X		1	0
1867	869.27	OAK	7		X		1	0
1868	869.22	ASH	9		X		1	0
1869	869.44	OAK	10		X		1	0
1870	869.62	OAK	5		X		1	0
1871	869.59	OAK	5		X		1	0
1872	869.35	ASH	9		X		1	0
1873	869.07	OAK	7		X		1	0
1874	869.44	OAK	6		X		1	0
1875	869.27	ASH	11		X		1	0
1876	869.65	OAK	8		X		1	0
1877	870.08	OAK	8		X		1	0
1878	869.60	ASH	9		X		1	0
1879	869.70	OAK	7		X		1	0
1880	869.71	OAK	7		X		1	0
							378	**499**

TOTAL NUMBER OF TREES **877**
NUMBER OF TREES SAVED **378 (3,041 CAL. IN)** **(43.1%)**
NUMBER OF TREES REMOVED **499 (3,707 CAL. IN.)** **(56.9%)**

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
JOEL G. COOPER
Date: 02/16/2016 Reg. No. 18495

THE WOODLANDS - 4th ADDITION
RAMSEY, MINNESOTA
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

PRELIMINARY TREE PRESERVATION PLAN

DRAWN BY
CJK

DATE
03/03/2017

REVISIONS

CAD FILE
23253-30TP

PROJECT NO.
23253-30

7.12

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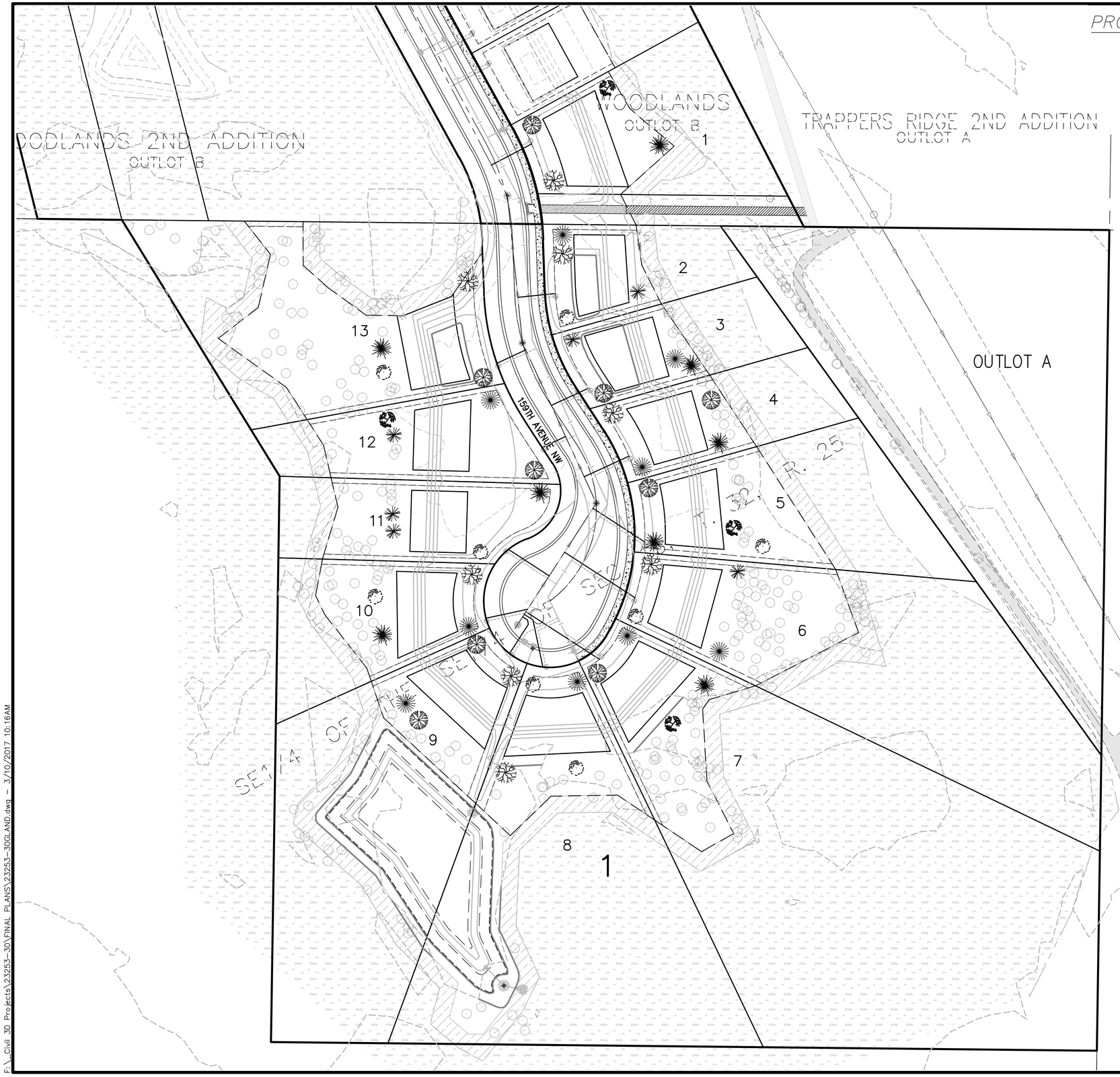

PROPOSED TREE INVENTORY 4/LOT

PROPOSED DECIDUOUS TREES	SIZE	QUANTITY
DENOTES WHITE OAK	1" CALIPER MINIMUM	8
DENOTES SUGAR MAPLE	1" CALIPER MINIMUM	9
DENOTES AMERICAN ELM	1" CALIPER MINIMUM	9
DENOTES DOWNY HAWTHORN	1" CALIPER MINIMUM	4
DENOTES COMMON HONEYLOCUST	1" CALIPER MINIMUM	8
PROPOSED CONIFEROUS TREES		
DENOTES BLACK HILLS SPRUCE	5' HEIGHT MINIMUM	8
DENOTES RED (NORWAY) PINE	5' HEIGHT MINIMUM	6
TOTAL PROPOSED TREE COUNT		
TOTAL DECIDUOUS	1" CALIPER MINIMUM	38
TOTAL CONIFEROUS	5' HEIGHT MINIMUM	14
TOTAL PROPOSED TREES		52

NOTES

1. ANY DEVIATION FROM PLANTING PLAN AS SHOWN REQUIRES CITY APPROVAL.

N

SCALE IN FEET
0 50 100 150
1 inch = 50 feet

BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=897.75

#2 TNH LOTS 6&7, BLOCK 4, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=885.00

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JOEL G. COOPER
Date: 02/16/2016 Reg.No. 18495

THE WOODLANDS - 4th ADDITION
RAMSEY, MINNESOTA
PRELIMINARY LANDSCAPE PLAN
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY	CJK
DATE	03/03/2017
REVISIONS	
CAD FILE	23253-30GLAND
PROJECT NO.	23253-30
	7.20

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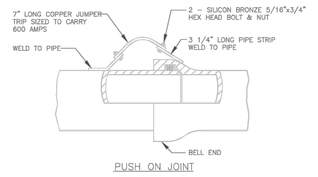
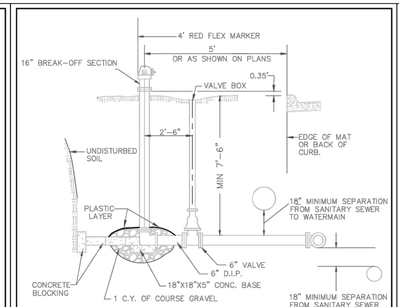
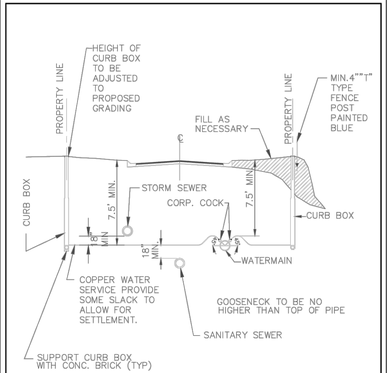


APPROVED:		STANDARD DETAILS:
7 - 1993	City of RAMSEY	JOINT CONNECTION
		CITY PLATE No. WAT-1



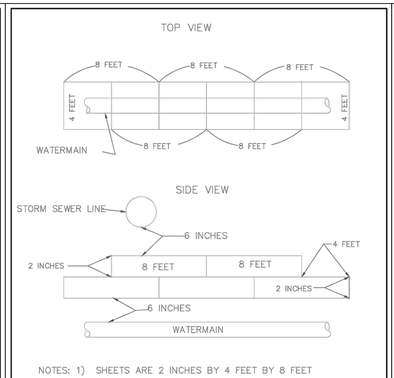
NOTES:
1. HYDRANTS TO BE ORDERED FOR 8'-0" BURY. IN AREAS OF EXTRA DEPTH ON THE WATERMAIN, HYDRANTS EXTENSIONS MAY BE REQUIRED.
2. HYDRANTS SHALL BE BLOCKED OR TIED TO THE TEE AT MAIN WITH 2-3/4" DIAMETER TIE RODS. ALL TIE RODS TO BE COAL TAR COATED AFTER INSTALLATION. RESTRAINED JOINT PIPE AND RETAINING GLANDS MAY BE USED.
3. TOP NUT OF HYDRANT 2.5" ABOVE TOP BACK OF CURB OR BITUMINOUS SURFACE.
4. HYDRANTS BURIED BELOW WATER TABLE, DRAIN HOLES NEED TO BE PLUGGED AND HYDRANT MARKED BY PAINTING 5" CAP YELLOW.
5. BRUSH PAINT ALL HYDRANTS AFTER INSTALLATION IS COMPLETE.

APPROVED:		STANDARD DETAILS:
4 - 2005	City of RAMSEY	HYDRANT
		CITY PLATE No. WAT-3



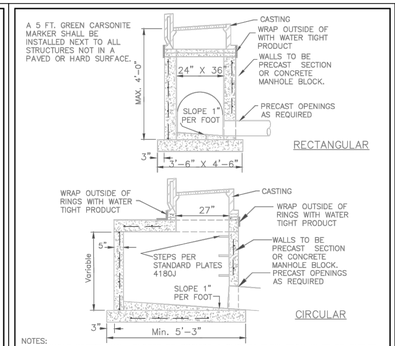
WATER SERVICE
NTS

APPROVED:		STANDARD DETAILS:
7 - 1993	City of RAMSEY	WATER SERVICE
		CITY PLATE No. WAT-4



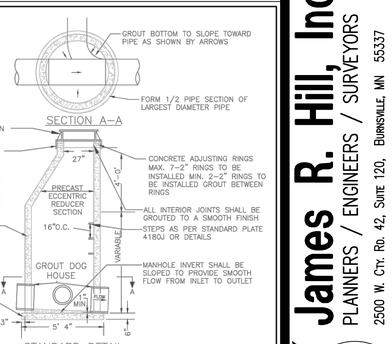
NOTES: 1) SHEETS ARE 2 INCHES BY 4 FEET BY 8 FEET
2) SURFACE PREPARATION SHALL BE SMOOTH AND ROCK FREE
3) JOINTS WILL BE OVERLAPPED BY 4 FEET
4) POLYSTYRENE INSULATION OR APPROVED EQUAL

APPROVED:		STANDARD DETAILS:
4 - 2004	City of RAMSEY	UTILITY INSULATION
		CITY PLATE No. WAT-5



NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX.7-2" RINGS, MIN 2-2" RINGS
4. GROUT BETWEEN RINGS,SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
9. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

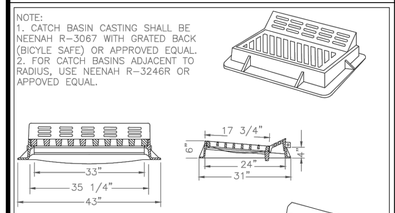
APPROVED:		STANDARD DETAILS:
4 - 2007	City of RAMSEY	CATCH BASIN
		CITY PLATE No. STO-1



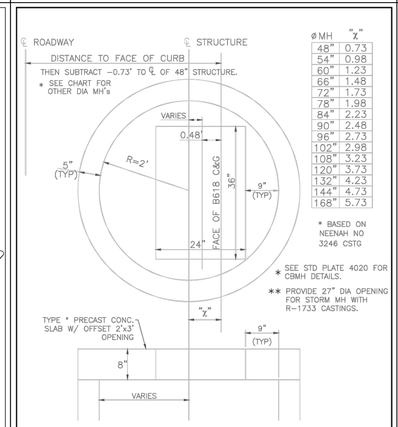
NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
3. ALL INLET INVERTS TO BE 0.10 ABOVE OUTLET INVERTS UNLESS OTHERWISE NOTED
4. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
5. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
6. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
7. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED:		STANDARD DETAILS:
1 - 2006	City of RAMSEY	STORM MANHOLE
		CITY PLATE No. STO-3

NOTE:
1. CATCH BASIN CASTING SHALL BE NEENAH R-3067 WITH GRATED BACK (BICYCLE SAFE) OR APPROVED EQUAL.
2. FOR CATCH BASINS ADJACENT TO RADIUS, USE NEENAH R-3246R OR APPOVED EQUAL.

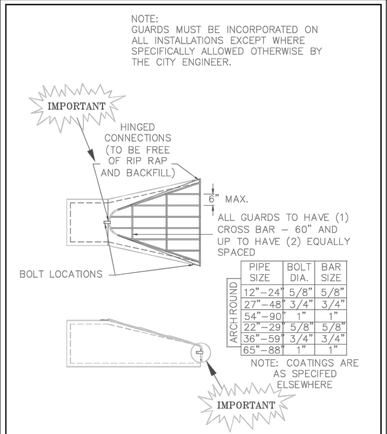


APPROVED:		STANDARD DETAILS:
6 - 2016	City of RAMSEY	STORMWATER CASTING
		CITY PLATE No. STO-4

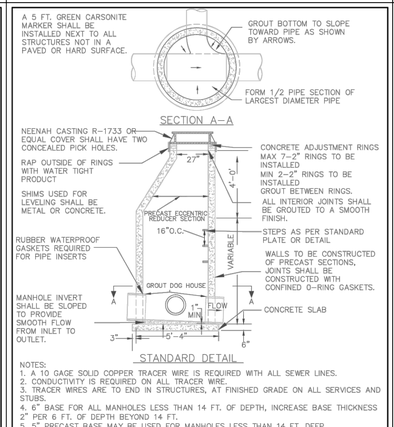


APPROVED:		STANDARD DETAILS:
4 - 2005	City of RAMSEY	SLAB TOP MANHOLE COVER
		CITY PLATE No. STO-5

NOTE:
GUARDS MUST BE INCORPORATED ON ALL INSTALLATIONS EXCEPT WHERE SPECIFICALLY ALLOWED OTHERWISE BY THE CITY ENGINEER.

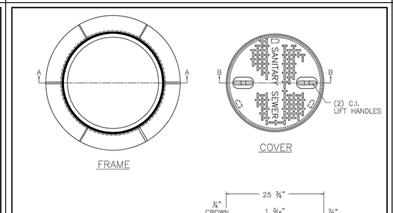


APPROVED:		STANDARD DETAILS:
2 - 2006	City of RAMSEY	TRASH GUARD
		CITY PLATE No. STO-8



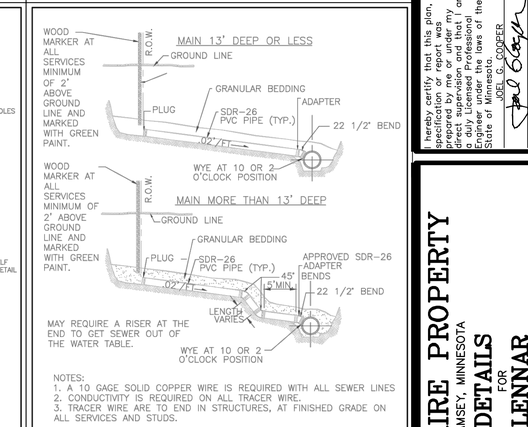
NOTES:
1. A 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.
4. 6" BASE FOR ALL MANHOLES LESS THAN 14 FT. OF DEPTH, INCREASE BASE THICKNESS 2" PER 6 FT. OF DEPTH BEYOND 14 FT.
5. 5" PRECAST BASE MAY BE USED FOR MANHOLES LESS THAN 14 FT. DEEP.
6. ALL INVERTS TO BE 0.10' ABOVE OUTLET.

APPROVED:		STANDARD DETAILS:
1 - 2006	City of RAMSEY	SANITARY MANHOLE
		CITY PLATE No. SEW-1



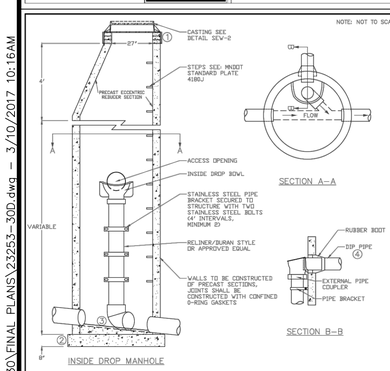
NOTE: NOT TO SCALE

APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	WATER TIGHT CASTING
		CITY PLATE No. SEW-2



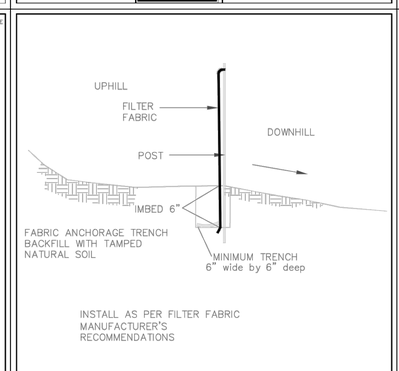
NOTES:
1. A 10 GAGE SOLID COPPER WIRE IS REQUIRED WITH ALL SEWER LINES
2. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE.
3. TRACER WIRE ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUDS.

APPROVED:		STANDARD DETAILS:
9 - 2011	City of RAMSEY	SANITARY SEWER SERVICE
		CITY PLATE No. SEW-3

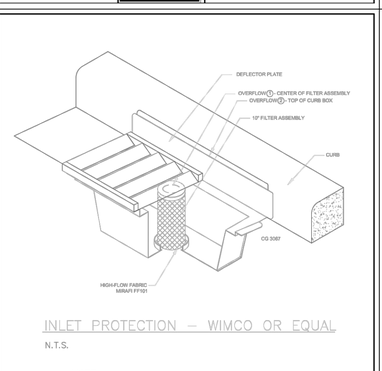


NOTES:
① CONCRETE ADJUSTMENT RINGS, MIN 2 MAX 7 - 2" RINGS TO BE INSTALLED. ALL INTERIOR JOINTS SHALL BE GROUTED TO A SMOOTH FINISH. WRAP OUTSIDE OF RINGS WITH WATER TIGHT PRODUCT.
② 8" BASE FOR AL MANHOLES LESS THAN 14 FT. DEEP. INCREASE BASE THICKNESS 2" PER 6 FT. OF DEPTH BEYOND 14 FT. & REINFORCEMENT WITH 6"X6" & 10"X10" MESH.
③ INVERT SHALL BE SMOOTH AND SLOPED TO PROVIDE SMOOTH FLOW INLET TO OUTLET. RUBBER WATERPROOF GASKETS REQUIRED FOR PIPE INSERTS.
④ DUCTILE IRON PIPE FROM TEE TO UNDISTURBED SOIL.
5. 10 GAGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL SEWER LINES.
6. CONDUCTIVITY IS REQUIRED ON ALL TRACE WIRE.
7. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS.

APPROVED:		STANDARD DETAILS:
4 - 2016	City of RAMSEY	INSIDE DROP MANHOLE
		CITY PLATE No. SEW-5

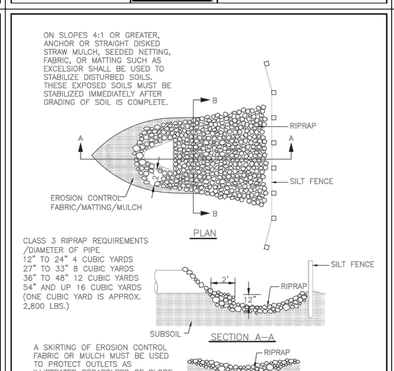


APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	SILT FENCE
		CITY PLATE No. ERO-1

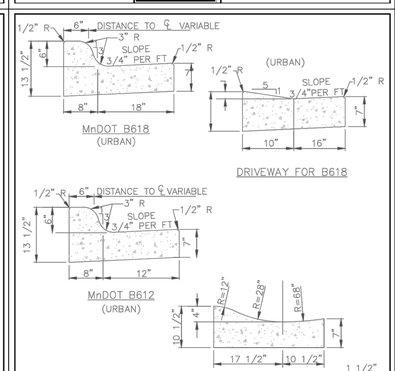


NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	INLET PROTECTION
		CITY PLATE No. ERO-2

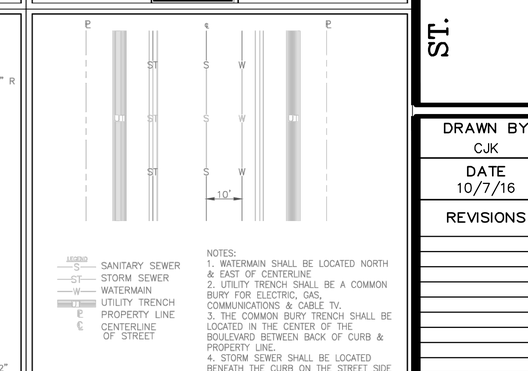


APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	RIP-RAP
		CITY PLATE No. ERO-3



NOTES:
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED:		STANDARD DETAILS:
1 - 2016	City of RAMSEY	CURB AND GUTTER
		CITY PLATE No. STR-1



NOTES:
1. WATERMAIN SHALL BE LOCATED NORTH & EAST OF CENTERLINE
2. UTILITY TRENCH SHALL BE A COMMON BURY FOR ELECTRIC, GAS, COMMUNICATIONS & CABLE TV.
3. THE COMMON BURY TRENCH SHALL BE LOCATED IN THE CENTER OF THE BOULEVARD BETWEEN BACK OF CURB & PROPERTY LINE.
4. STORM SEWER SHALL BE LOCATED BENEATH THE CURB ON THE STREET SIDE OPPOSITE TO THE WATERMAIN.
5. SEE DETAILS FOR MINUMUM DEPTH LOCATIONS.

UTILITY LOCATIONS
N.T.S.

APPROVED:		STANDARD DETAILS:
7 - 1996	City of RAMSEY	UTILITY LOCATIONS
		CITY PLATE No. UTL-1

James R. Hill, Inc.
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JOEL G. COOPER
Date: 10/7/16 Reg.No. 18495

ST. HILAIRE PROPERTY
RAMSEY, MINNESOTA
DETAILS
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY
CJK
DATE
10/7/16
REVISIONS
CAD FILE
23253-30D
PROJECT NO.
23253-30
8.10

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GENERAL GRADING NOTES:

1. SPECIFICATIONS WHICH APPLY ARE THE MOST RECENT EDITIONS OF THE CITY OF RAMSEY AND THE MINNESOTA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR HIGHWAY CONSTRUCTION UNLESS MODIFIED HEREIN ON THESE CONTRACT DOCUMENTS.

2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO UTILIZE THE "GOPHER STATE ONE CALL" EXCAVATION NOTICE SYSTEM AS REQUIRED UNDER MINNESOTA STATUTE CHAPTER 216D, 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION (PHONE 651-454-0002 IN THE TWIN CITIES METRO AREA OR TOLL FREE 1-800-252-1166).

3. GRADING CONTRACTOR SHALL VERIFY LOCATIONS AND ELEVATIONS OF ALL UNDERGROUND UTILITIES WITH THE RESPECTIVE UTILITY COMPANIES PRIOR TO CONSTRUCTION.

4. ALL CONSTRUCTION AS CALLED FOR ON THESE CONTRACT DOCUMENTS SHALL BE PERFORMED IN ACCORDANCE WITH ALL OSHA REQUIREMENTS.

5. ALL LOT AND EASEMENT DIMENSIONS ARE SUBJECT TO FINAL PLAT.

6. IT IS THE RESPONSIBILITY OF THE GRADING CONTRACTOR TO DISPOSE OFF-SITE ALL TREES, STUMPS, BRUSH, OR OTHER DEBRIS THAT EXISTS WITHIN THE CONSTRUCTION AREAS. TREES TO REMAIN SHALL BE DESIGNATED BY THE ENGINEER.

7. THE GRADING CONTRACTOR SHALL SCHEDULE THE SOILS ENGINEER SO THAT CERTIFICATION OF ALL CONTROLLED FILLS CAN BE FURNISHED TO THE OWNER DURING AND UPON COMPLETION OF THE PROJECT.

8. DENSITY TESTS SHALL BE TAKEN TO EVALUATE THE COMPACTION WITHIN THE STREETS, TRAVEL WAYS OR PARKING LOTS. WITHIN THE UPPER 3 FEET OF STREET, TRAVEL WAYS OR PARKING LOT SUBGRADE, THE CONTRACTOR SHALL INSURE THAT ALL SOILS BE NOT MORE THAN ONE PERCENTAGE POINT OVER THE SOIL'S STANDARD PROCTOR OPTIMUM MOISTURE CONTENT, AND THAT COMPACTION TO A MINIMUM OF 100% OF STANDARD PROCTOR DENSITY BE PROVIDED. IN AREAS BELOW THE UPPER THREE FEET OF SUBGRADE OF THE STREETS, TRAVEL WAYS OR PARKING LOTS, THE CONTRACTOR SHALL INSURE THAT ALL SOILS BE NOT MORE THAN THREE PERCENTAGE POINTS OVER THE SOIL'S STANDARD PROCTOR OPTIMUM MOISTURE CONTENT, AND THAT COMPACTION TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY BE PROVIDED. THE GRADING TOLERANCE FOR THESE AREAS SHALL BE WITHIN 0.1'±.

9. LOT GRADING AND/OR THE PREPARATION OF BUILDING PADS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS. THE GRADING TOLERANCE SHALL BE 0.3'±. ALL EARTHWORK OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH THE HUD-FHA DATA SHEET 79G "LAND DEVELOPMENT WITH CONTROLLED EARTHWORK", PROVIDING FOR A MINIMUM OF 95% STANDARD DENSITY, OR AS OTHERWISE SPECIFIED BY THE GEO-TECHNICAL ENGINEER.

10. IN AREAS WHERE RETAINING WALLS ARE PROPOSED ON CONTROLLED FILL AREAS, A MINIMUM 95% STANDARD DENSITY NEEDS TO BE ATTAINED WHERE FILL THICKNESSES EXCEED 10' BELOW WALL FOUNDATION ELEVATIONS, A HIGHER MINIMUM OF 98% SHALL BE ATTAINED

11. BUILDING PADS SHOWN ON EACH LOT ARE TYPICAL ONLY. THE DEPTH OF THE PAD FROM FRONT TO BACK SHALL BE GRADED THROUGHOUT THE FULL WIDTH OF THE LOT OR AS NECESSARY TO ALLOW FOR CONSTRUCTION OF A BUILDING AT THE MINIMUM SIDE YARD SETBACKS. (REFER TO THE PLANS FOR SPECIFIC SETBACK DISTANCES.) IF UNSUITABLE SOIL CONDITIONS ARE ENCOUNTERED WITHIN A PROPOSED BUILDING PAD THAT CANNOT BE CORRECTED OR REMOVED, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER OF THE CONDITIONS AND TO LOCATE THE LIMITS OF THE UNSUITABLE AREAS.

12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO KEEP PUBLIC STREETS, TRAVEL WAYS, PARKING LOTS AND TRAILS UTILIZED FOR INGRESS TO AND EGRESS FROM THE CONSTRUCTION SITE FREE OF DIRT AND OTHER DEBRIS WHICH RESULTS FROM SAID GRADING CONSTRUCTION. AFTER THE STREET SURFACING THAT IS A PART OF THE STAGE I IMPROVEMENTS IS INSTALLED, THE PERMITTEE SHALL CLEAR ANY SOIL, EARTH, OR DEBRIS FROM THE STREETS RESULTING FROM THE CONSTRUCTION OF THE STAGE I IMPROVEMENTS. IF AFTER A MINIMUM OF TWENTY-FOUR (24) HOURS' NOTICE FROM THE CITY, PERMITTEE HAS NOT CLEARED ANY SOIL, EARTH, OR DEBRIS FROM THE STREETS RESULTING FROM THE CONSTRUCTION OF THE STAGE I IMPROVEMENTS, THE CITY MAY REMOVE SUCH ACCUMULATIONS OF SOIL, EARTH, AND DEBRIS FROM THE STREETS.

13. THE SITE GRADING TOLERANCE FOR THE SITE SHOULD BE 0.1' FOR STREETS AND 0.3' FOR LANDSCAPED/OPEN AREAS.

SPECIFIC GRADING NOTES:

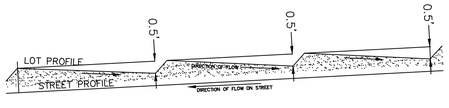
1. THE EXISTING TOPOGRAPHY AND CONTOUR ELEVATIONS ON THE PLANS WERE PROVIDED BY JAMES R. HILL, INC. ON OR ABOUT 9/21/16. THE DEGREE OF ACCURACY OF THE EXISTING CONTOURS SHOWN ON THE PLAN IS EQUAL TO ± ONE HALF THE CONTOUR INTERVAL.

2. STREETS MUST BE CLEANED WITHIN 3 HOURS OF NOTIFICATION FROM THE CITY.

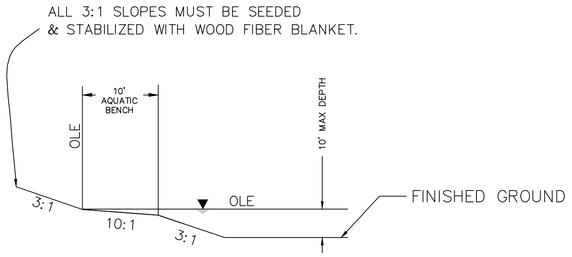
RECOMMENDED HOUSE TYPES

RWO — WALKOUT LOT- FINISHED GROUND ELEVATION FOR REAR BASEMENT WALKOUT IS 8.5' LOWER THAN FINISHED GROUND ELEVATION SHOW AT FRONT OF HOUSE. BASEMENT FLOOR ELEVATION IS 0.5' ABOVE REAR FINISHED GROUND ELEVATION SHOWN.

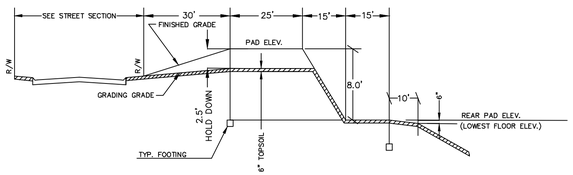
NOTE: FOR ALL RECOMMENDED HOUSE TYPES, GARAGE FLOOR ELEVATION IS 0.3' ABOVE FINISHED GROUND ELEVATION SHOWN AT FRONT OF HOUSE. TOP OF BLOCK ELEVATION IS 0.7' ABOVE FINISHED GROUND ELEVATION SHOWN AT FRONT OF HOUSE.



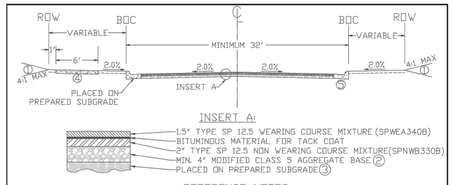
LOT BENCHING DETAIL



TYPICAL NURP BASIN CROSS SECTION



RAMBLER WALKOUT SECTION (RWO)



REFERENCE NOTES:

① GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW IN BOULEVARDS. SEE CITY PLATE No. ERO-6

② CLASS 5 GRADATION IS MODIFIED PER CITY PLATE No. STR-26

③ CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.

④ ALL SIDEWALKS SHALL BE 6' THICK, 6' WIDE, PLACED ON PREPARED SUBGRADE.

⑤ CONCRETE CURB AND GUTTER PER PLAN. SEE CITY PLATE No. STR-1.

NOTE: NOT TO SCALE

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
4 - 2016	City of RAMSEY	STR-5	32' - URBAN STREET

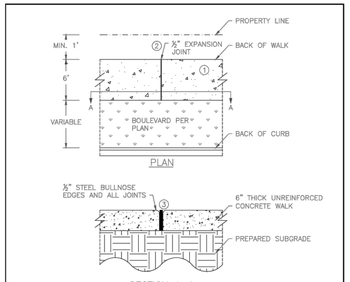
MNDOT 2016 SPEC

MNDOT 2016 SPEC TABLE 3877-1 COMMON TOPSOIL BORROW

REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	>85%	-
CLAY	5% - 35%	ASTM D 422
SILT	5% - 70%	ASTM D 422
SAND	10% - 75%	ASTM D 422
ORGANIC MATTER	3% - 15%	ASTM D 2974
pH	6.1-7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

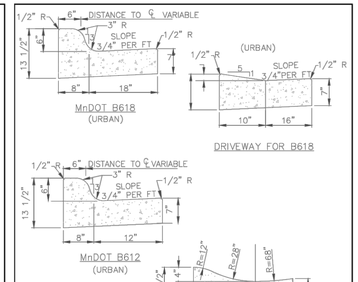
APPROVED:		CITY PLATE No.	STANDARD DETAILS:
1 - 2016	City of RAMSEY	ERO-6	TOPSOIL REQUIREMENTS



NOTE:
① BROOM FINISH CONCRETE WALK SURFACE
② MAXIMUM 100 FOOT SPACING BETWEEN EXPANSION JOINTS
③ 1/2" EXPANION JOINT MEETING MNDOT SPEC 3702. PROVIDE ONE PIECE OF FILLER FOR THE ENTIRE DEPTH AND WIDTH OF THE JOINT

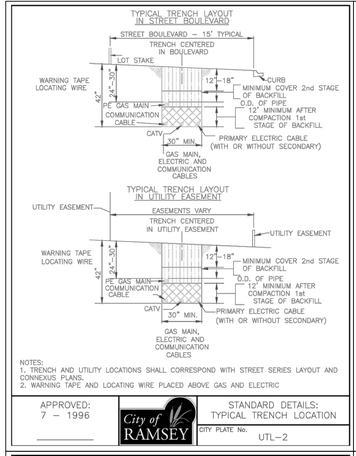
NOT TO SCALE

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
10 - 2015	City of RAMSEY	STR-3	CONCRETE SIDEWALK



NOTES:
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
1 - 2016	City of RAMSEY	STR-1	CURB AND GUTTER

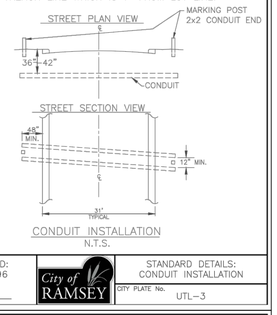


NOTES:
1. TRENCH AND UTILITY LOCATIONS SHALL CORRESPOND WITH STREET SERIES LAYOUT AND CONNEXUS PLANS.
2. WARNING TAPE AND LOCATING WIRE PLACED ABOVE GAS AND ELECTRIC

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
7 - 1996	City of RAMSEY	UTL-2	TYPICAL TRENCH LOCATION

CONDUIT INSTALLATION GUIDE

REQUIREMENTS
1. CONDUIT(S) SHALL BE 4" PVC SCHEDULE 40 UNLESS OTHERWISE NOTED.
2. DEPTH OF CONDUIT(S) SHALL BE 36" TO 42"
3. EXTEND CONDUIT(S) A MINIMUM OF 48" BEYOND CURB AND MARK ENDS WITH A 2X2 MARKING POST.
4. IF MULTIPLE CONDUIT(S) ARE NEEDED, THEY SHALL BE SEPARATED BY A MINIMUM OF 12".
5. AT STREET INTERSECTIONS, INSTALL THE CONDUIT(S) IN LINE WITH UTILITY TRENCH LINE WHICH IS 7' FROM LOT LINE.



CONDUIT INSTALLATION
N.T.S.

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
7 - 1996	City of RAMSEY	UTL-3	CONDUIT INSTALLATION

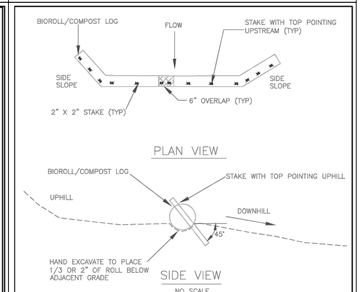
TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

% PASSING

1"	100
3/4"	90 - 100
3/8"	50 - 80
No.4	35 - 70
No.10	20 - 60
No.40	10 - 35
No.200	5 - 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
2 - 2003	City of RAMSEY	STR-26	MODIFIED CLASS 5 SPECIFICATIONS



NOTE:
STAKE INTO GROUND WITH WOOD STAKES DRIVING STAKE 6" INTO GROUND AND PROTRUDING 2" ABOVE LOG
WOOD STAKES ARE A MINIMUM 0.5" X 2" X 16" AND PLACED EVERY 1' UNLESS PRECLUDED BY A ROCK
WHEN MORE THAN 1 BIOROLL/COMPOST LOG IS NEEDED, OVERLAP ENDS A MINIMUM OF 6" AND STAKE
WOOD STAKES ARE DRIVEN THROUGH BACK HALF OF BIOROLL OR COMPOST LOG AT 45° ANGLE WITH TOP OF STAKE POINTING UPHILL

APPROVED:		CITY PLATE No.	STANDARD DETAILS:
3 - 2016	City of RAMSEY	ERO-4	BIO ROLL (COMPOST LOG)

GENERAL UTILITY CONSTRUCTION NOTES:

1. SPECIFICATIONS: THE WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF RAMSEY STANDARD SPECIFICATIONS AND CITY ENGINEER ASSOCIATION OF MINNESOTA SPECIFICATIONS, MOST RECENT VERSION.

2. EXISTING FACILITIES: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LOCATION OF ALL EXISTING UTILITIES BEFORE STARTING CONSTRUCTION. THIS INCLUDES, BUT IS NOT LIMITED TO SANITARY AND STORM SEWER, WATERMAIN, NATURAL GAS, ELECTRIC, TELEPHONE AND CABLE TELEVISION SERVICES.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICT BETWEEN THE EXISTING UTILITIES AND THE PROPOSED CONSTRUCTION. THE ENGINEER IN COOPERATION WITH THE UTILITY COMPANIES, SHALL DETERMINE THE NECESSITY FOR ANY RELOCATION OF THESE FACILITIES.

THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND FACILITIES SO THAT THEY WILL CONTINUE TO FUNCTION IN THEIR PROPER MANNER BOTH DURING CONSTRUCTION AND IN THE FUTURE. ANY SUPPORTING STRUCTURE THAT MAY BE REQUIRED BECAUSE OF THE CONTRACTOR'S OPERATION SHALL BE PROVIDED BY HIM.

THE CONTRACTOR SHALL BRING TO THE ATTENTION OF THE ENGINEER ANY CONDITIONS SUCH AS SAND IN MANHOLES OR VALVE BOXES EXISTING PRIOR TO THE CONTRACTOR'S EXCAVATION. ONCE EXCAVATION HAS COMMENCED, IT WILL BE ASSUMED THAT ALL DAMAGE TO UNDERGROUND UTILITIES HAS BEEN CAUSED BY THE CONTRACTOR'S OPERATIONS AND IT WILL BE HIS RESPONSIBILITY TO MAKE THE NECESSARY REPAIRS.

3. CONTRACTOR RESPONSIBILITIES: THE CONTRACTOR SHALL MAKE HIS OWN ARRANGEMENTS FOR RECEIVING WATER FROM PUBLIC OR PRIVATE SOURCES AND SECURE NECESSARY PERMITS AND PAY REGULAR CHARGES. WATER IS AVAILABLE AT THE CITY FILL STATION, 14100 JASPAR STREET. WATER MAY NOT BE TAKEN FROM HYDRANTS.

THE CITY ENGINEER AND THE ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO COMMENCING WORK. CONTRACTORS SHALL BE SUBJECT TO SHUT DOWN IF PROPER NOTIFICATION IS NOT GIVEN TO THE ENGINEER.

CITY STREETS THAT ARE UTILIZED FOR INGRESS TO OR EGRESS FROM THE CONSTRUCTION SITE SHALL BE KEPT FREE OF DIRT AND OTHER DEBRIS RESULTING FROM SAID CONSTRUCTION. COST FOR THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ADEQUATE STORM DRAINAGE PROTECTION OF THE SITE IN ORDER TO PREVENT EROSION AND SILTING OF ON-SITE AND OFF-SITE AREAS. THIS SHALL BE ACCOMPLISHED BY PLACEMENT OF HAY BALES OR FILTER FABRIC FENCE AROUND THE DRAINAGE INLETS AND OUTLETS AND BY CONSTRUCTION OF DITCHES, BERMS, DEBRIS BASINS, FILTER FABRIC FENCING AND BY ANY OTHER ON-SITE PROTECTION AS DETERMINED BY THE ENGINEER. UNLESS SPECIFICALLY CALLED OUT AS A BID ITEM ON THE BID FORM, ANY TEMPORARY DITCHING, CULVERTS, HAY BALES, AND FILTER FABRIC FENCE NECESSARY TO ACCOMPLISH THIS SHALL BE AT THE CONTRACTOR'S EXPENSE.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT AND LEAVE UNDISTURBED THOSE MARKERS OR MONUMENTS SET FOR THE SUBDIVISION OF LAND.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO UTILIZE THE "GOPHER STATE ONE CALL" EXCAVATION NOTICE SYSTEM AS REQUIRED UNDER MINNESOTA STATUTE CHAPTER 216D, 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION (PHONE 454-0002 IN THE TWIN CITIES METRO AREA OR TOLL FREE 1-800-242-8511).

4. COMPACTION: DENSITY TESTS SHALL BE TAKEN ON ALL TRENCHES WITHIN THE STREET CROSS SECTION AND THE PAD AREAS TO EVALUATE THE COMPACTION ACHIEVED DURING UTILITY CONSTRUCTION. WITHIN THE UPPER 3 FEET OF STREET SUBGRADE THE CONTRACTOR SHALL INSURE THAT ALL SOILS BE NOT MORE THAN ONE PERCENTAGE POINT OVER THE SOIL'S STANDARD PROCTOR OPTIMUM MOISTURE CONTENT, AND THAT COMPACTION TO A MINIMUM OF 100 % OF STANDARD PROCTOR DENSITY (AASHTO T-99) BE PROVIDED. WITHIN UTILITY TRENCHES IN OPEN SPACE AREAS (PAD AREAS) AND AREAS BELOW THE UPPER 3 FEET OF STREET SUBGRADE, THE CONTRACTOR SHALL INSURE THAT ALL SOILS BE NOT MORE THAN THREE PERCENTAGE POINTS OVER THE SOIL'S STANDARD PROCTOR OPTIMUM MOISTURE CONTENT, AND THAT COMPACTION TO A MINIMUM OF 95 % OF STANDARD PROCTOR DENSITY BE PROVIDED. THE SURFACE OF ALL UTILITY TRENCHES SHALL BE FINISHED GRADED TO THE ELEVATIONS AS STAKED BY THE ENGINEER TO WITHIN A TOLERANCE OF ±0.3' IN OPEN SPACE AREAS AND ± 0.1' WITHIN STREET RIGHT OF WAYS. THE DENSITY WILL BE TESTED BY AN APPROVED TESTING LABORATORY. AN APPROVED TESTING METHOD WHICH UTILIZES A NUCLEAR DENSITY METER MAY BE USED FOR THE DENSITY TESTS. THE LOCATION OF THE TESTS WILL BE AT THE DIRECTION OF THE ENGINEER.

THE OWNER SHALL BEAR ALL COSTS OF THE TESTING. ANY AREAS WHICH FAIL TO MEET THE COMPACTION REQUIREMENTS OUTLINED IN THIS SECTION SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. ALL COSTS FOR ANY RE-TESTING ASSOCIATED WITH ANY CORRECTIVE WORK SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

5. ALL WATERMAIN TO BE INSTALLED WITH 7.5' MINIMUM COVER.

6. ALL 6" WATERMAIN TO BE CONSTRUCTED OF DIP CLASS 53 PIPE & 8" WATERMAIN TO BE CONSTRUCTED OF DIP CLASS 52 PIPE.

7. ALL 8" SANITARY SEWER TO BE CONSTRUCTED OF PVC SDR 35 PIPE.

BENCHMARK

#1 TNH LOT 1, BLOCK 2, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=897.75

#2 TNH LOTS 6&7, BLOCK 4, WOODLANDS 1ST ADD.
TOP NUT HYDRANT ELEV=885.00

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
JOEL G. COOPER
Date: 10/7/16 Reg.No. 18495

ST. HILAIRE PROPERTY
RAMSEY, MINNESOTA
DETAILS
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY
CJK

DATE
10/7/16

REVISIONS

CAD FILE
23253-30D

PROJECT NO.
23253-30

8.11

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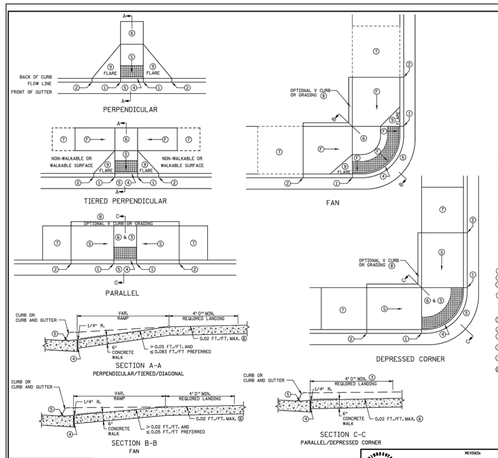


NOTES:
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, EXCEPTING WHERE ONLY SURROUNDING SLOPES GREATER THAN 5.0% AND 5' THE APPROACHING WALK IS DIVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 10' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS MAY BE CAST SEPARATELY; FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 5 WHEN LANDINGS ARE CAST SEPARATELY.

ALL SLOPES ARE ABSOLUTE, RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

4" MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS.DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH EXCEEDS 6 ROAD.

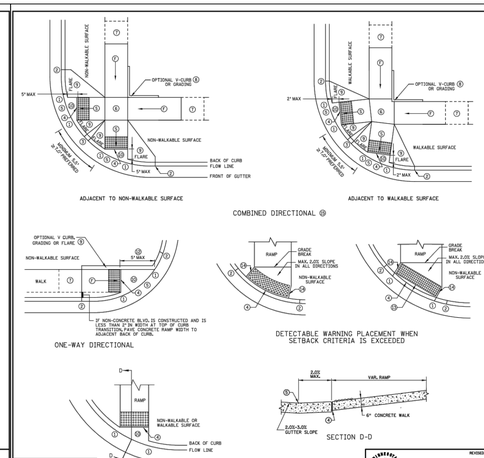
SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ DETECTABLE WARNINGS MAY BE PART OF 4'X 4' LANDING AREA IF IT IS NOT CONSTRUCTED WITHIN THE ROADWAY. THE LANDING BEHIND THE DETECTABLE WARNING AREA.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213,JOINT FILLER SHALL BE PLACED BETWEEN CURB AND GUTTER AND ADJACENT SIDEWALK.JOINT SHALL BE 1/2" THICK AND THE FULL DEPTH OF CURB AND GUTTER. RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.
⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB SPANDRELS. SEE SHEET 4 OF 5.
⑥ 4'-0" X 4'-MIN. LANDING WITH MAX.2.0% SLOPE IN ALL DIRECTIONS.
⑦ 3" LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4'X 4'-MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.
⑧ V CURB,IF USED,SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. SEE SHEET 4 OF 5.
⑨ SEE SHEET 4 OF 5,TYPICAL SIDE TREATMENT OPTIONS,FOR DETAILS ON FLARES AND RETURNED CURBS.
⑩ DIAGONAL RAMPS SHOULD ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

LEGEND
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT,LONGITUDINAL SLOPES UP TO 8.3% IN FLATTER ARE ALLOWED.
① INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE BETWEEN 5.0% AND 8.3% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%
② INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE GREATER THAN 5.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

REVISIONS
APPROVED 8-8-2014 — STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
APPROVED 8-6-2014 — STATE DESIGN ENGINEER
STANDARD PLAN 5-297.250 | 1 OF 5



NOTES:
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION,AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND 5' THE APPROACHING WALK IS DIVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 10' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED,LANDINGS MAY BE CAST SEPARATELY;FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 5 WHEN LANDINGS ARE CAST SEPARATELY.

ALL SLOPES ARE ABSOLUTE,RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

4" MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS.DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH EXCEEDS 6 ROAD.

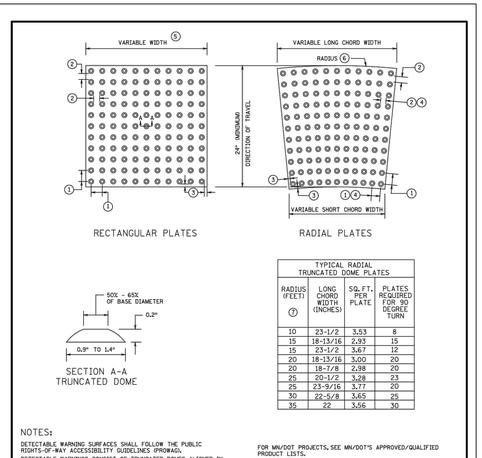
SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 3" MINIMUM CURB HEIGHT, 6" PREFERRED.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213,JOINT FILLER SHALL BE PLACED BETWEEN CURB AND GUTTER AND ADJACENT SIDEWALK.JOINT SHALL BE 1/2" THICK AND THE FULL DEPTH OF CURB AND GUTTER. RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.
⑤ SEE STANDARD PLATE 7039 FOR ADDITIONAL DETAILS ON CONSTRUCTING CURB AND GUTTER AT CURB SPANDRELS. SEE SHEET 4 OF 5.
⑥ 4'-0" X 4'-MIN. LANDING WITH MAX.2.0% SLOPE IN ALL DIRECTIONS.
⑦ 3" LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4'X 4'-MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.
⑧ V CURB,IF USED,SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
⑨ SEE SHEET 4 OF 5,TYPICAL SIDE TREATMENT OPTIONS,FOR DETAILS ON FLARES AND RETURNED CURBS.
⑩ MAX.2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE OF GUTTER.GRADE BREAK WITH CURB AND GUTTER.
⑪ TO BE USED FOR ALL DIRECTIONAL RAMPS.
⑫ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
⑬ RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. 3" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNING.
⑭ WHEN NO CONCRETE FLARES ARE PROPOSED,THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY, MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑮ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2'MAXIMUM WHEN ADJACENT TO PARKING SPACE.DETECTABLE WARNING SHALL BE ADJACENT TO NON-WALKABLE SURFACE WITH ONE EDGE 3"-5" FROM BACK OF CURB. WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER

LEGEND
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT,LONGITUDINAL SLOPES UP TO 8.3% IN FLATTER ARE ALLOWED.
① INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE BETWEEN 5.0% AND 8.3% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%
② INDICATES PEDESTRIAN RAMP – SLOPE SHALL BE GREATER THAN 5.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

REVISIONS
APPROVED 8-8-2014 — STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
APPROVED 8-6-2014 — STATE DESIGN ENGINEER
STANDARD PLAN 5-297.250 | 2 OF 5



TYPICAL RADIAL TRUNCATED DOME PLATES

RADIUS (FEET) ⑦	LONG CHORD WIDTH (INCHES)	SQ.FT. PER PLATE	PLATES REQUIRED FOR 90 DEGREE TURN
10	23-1/2	3.53	8
15	18-13/16	2.93	15
15	23-1/2	3.67	12
20	18-13/16	3.00	20
20	18-7/8	2.98	20
25	20-1/2	3.28	23
25	23-9/16	3.77	20
30	22-5/8	3.65	25
35	22	3.56	30

NOTES:
DETECTABLE WARNING SURFACES SHALL FOLLOW THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).

DETECTABLE WARNINGS CONSIST OF TRUNCATED DOMES ALIGNED IN A SQUARE OR RADIAL GRID PATTERN.

DETECTABLE WARNINGS ARE REQUIRED;
-WHERE RAMPS,LANDINGS, OR BLENDED TRANSITIONS PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE ROADWAY.
-WHERE PEDESTRIAN ACCESS ROUTES CROSS COMMERCIAL DRIVEWAYS THAT ARE PROVIDED WITH TRAFFIC CONTROL DEVICES OR OTHERWISE PERMITTED TO OPERATE LIKE A PUBLIC ROADWAY.
-AT PEDESTRIAN RAILWAY CROSSINGS.
-ON RAIL PLATFORMS WHERE BOARDING EDGES ARE NOT PROTECTED.

DETECTABLE WARNINGS SHALL EXTEND;
-A MINIMUM OF 24" IN THE DIRECTION OF TRAVEL.
-THE FULL WIDTH OF THE RAMP,LANDING, OR BLENDED TRANSITION.
-THE FULL WIDTH OF THE PUBLIC USE AREA.
-THE FULL LENGTH OF THE PUBLIC USE AREA OF A RAIL PLATFORM.

DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER,ROADWAY, OR WALKWAY,EITHER A LIGHT-ON-DARK OR DARK-ON-LIGHT. CONTRAST MAY BE PROVIDED ON THE FULL RAMP SURFACE,EXCLUDING THE FLARED SIDES.

FOR MN/DOT PROJECTS,SEE MN/DOT'S APPROVED/QUALIFIED PRODUCT LISTS.

DETECTABLE WARNING SURFACE SHALL BE PAID FOR AS TRUNCATED DOMES BY THE SQUARE FOOT.

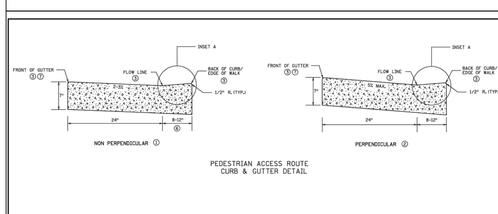
ALL TRUNCATED DOME SYSTEMS SHALL BE PLACED IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER.

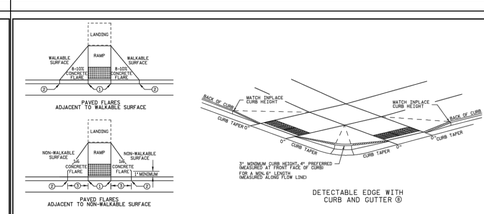
① CENTER TO CENTER DOME SPACING: 1.6" MINIMUM, 2.4" MAXIMUM.
② BASE TO BASE DOME SPACING 0.65" MINIMUM.
③ DOME BASE TO PLATE EDGE SPACING 0.35" MINIMUM, 0.75" MAXIMUM.
④ SPACING VARIES ON RADIAL PLATES.
⑤ TYPICAL WIDTHS AVAILABLE:12",18",24",30",36". CHECK WITH MANUFACTURERS FOR AVAILABLE WIDTHS.
⑥ ON RADIAL PLATE, RADIUS DEFINED AT BACK OF CURB.
⑦ TYPICAL RADII.CHECK WITH MANUFACTURERS FOR AVAILABLE RADII.

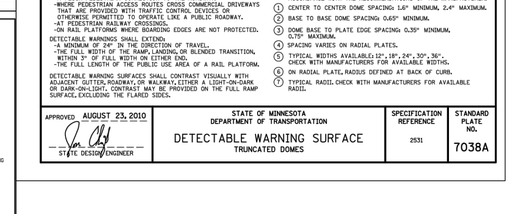
APPROVED AUGUST 23, 2010 — STATE DESIGN ENGINEER

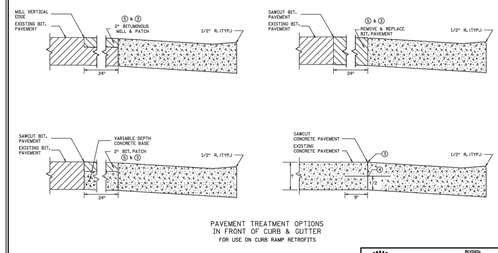
STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
DETECTABLE WARNING SURFACE
TRUNCATED DOMES

SPECIFICATION REFERENCE: 2531
STANDARD PLATE NO.: 7038A









NOTES:
POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.

NO PONDING SHALL BE PRESENT IN THE PAR.

ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/2" IN HEIGHT.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE,RAMP TYPES INCLUDED FANS,DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.

② FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE,RAMP TYPES INCLUDED PERPENDICULAR, TIERED PERPENDICULAR,PARALLEL, AND DIAGONAL RAMPS.

③ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".

④ DRILL AND GROUT NO.4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.

⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. THE SLOPE OF THE NEW GUTTER SHALL MATCH THE SLOPE OF THE EXISTING PAVEMENT.

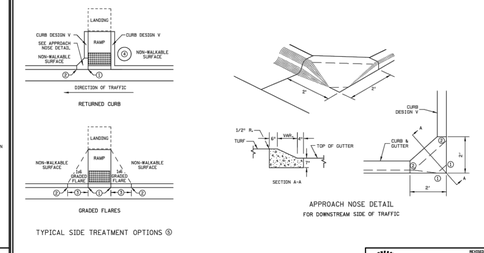
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.

⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. PAR GUTTER SHALL NOT BE OVERLAID.

⑧ WHERE PLAN SPECIFIES,DRILL AND GROUT 2 - NO.4 X 12"-LONG REINFORCEMENT BARS EPOXY COATED.

REVISIONS
APPROVED 8-8-2014 — STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
APPROVED 8-6-2014 — STATE DESIGN ENGINEER
STANDARD PLAN 5-297.250 | 3 OF 5



NOTES:
SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

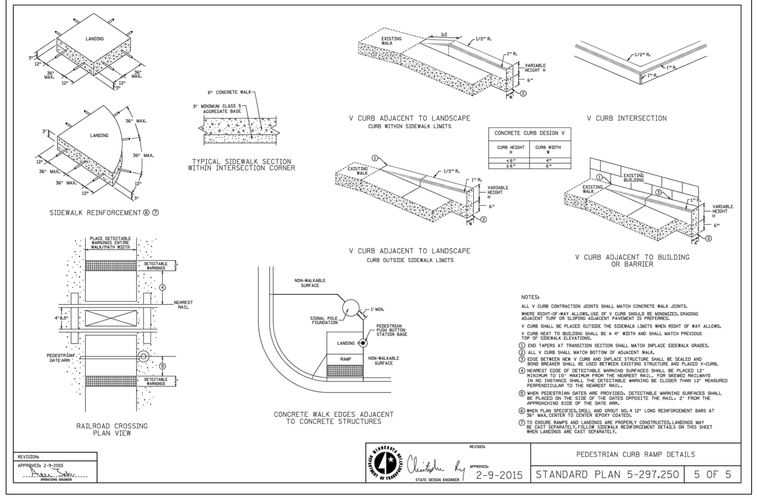
WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER.

CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8'LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 3" - 5"FLARE.
④ IMMOVABLE OBJECT OR OBSTRUCTION.
⑤ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED ON ALL RAMPS AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE APPROPRIATE SIDE TREATMENT BASED ON THE ROADWAY AND SIDEWALK ELEMENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
⑥ WHEN NO CONCRETE FLARES ARE PROPOSED,THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY, MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑦ WHERE RAMPS ARE NOT PLACED IN RURAL SECTIONS,DETECTABLE WARNINGS SHALL BE PLACED 2'FROM THE EDGE OF ROADWAY TO PROVIDE VISUAL CONTRAST.
⑧ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED.THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB.CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE CURB TAPER REACHES A HEIGHT OF 3 INCHES. AT THESE LOCATIONS DETECTABLE WARNINGS AND UNEVENNESS EXISTS TO A 3-INCH MAXIMUM CURB HEIGHT, ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.

REVISIONS
APPROVED 8-8-2014 — STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
APPROVED 8-6-2014 — STATE DESIGN ENGINEER
STANDARD PLAN 5-297.250 | 4 OF 5



CONCRETE CURB DESIGN V	
CURB HEIGHT A	CURB WIDTH B
≤ 6"	4"
6"	6"

NOTES:
ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

WHERE RIGHT-OF-WAY ALLOWS,USE OF V CURB SHOULD BE MINIMIZED. GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

1. CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS SIDEWALK ELEVATIONS.

① END TAPERS AT TRANSITION SECTION SHALL MATCH INFLANCE SIDEWALK GRADES.
② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
③ ALL CRACKS, JOINTS, VOIDS AND INFLACE STRUCTURE SHALL BE SEALED AND EDGE BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V-CURB.
④ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12" MINIMUM TO 15" MAXIMUM FROM THE NEAREST RAIL, FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12" MEASURED PERPENDICULAR TO THE NEAREST RAIL.
⑤ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM.
⑥ WHEN PLAN SPECIFIES,DRILL AND GROUT NO.4 12" LONG REINFORCEMENT BARS AT 36" MAX.OVER TO DOVETAIL EPOXY COATED.
⑦ TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED,LANDINGS MAY BE CAST SEPARATELY;FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET WHEN LANDINGS ARE CAST SEPARATELY.

REVISIONS
APPROVED 2-9-2015 — STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
APPROVED 2-9-2015 — STATE DESIGN ENGINEER
STANDARD PLAN 5-297.250 | 5 OF 5

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
JOEL G. COOPER
Date: 10/7/16 Reg.No. 18495

ST. HILAIRE PROPERTY
RAMSEY, MINNESOTA
DETAILS
FOR
LENNAR
16305 36TH AVE N, #600, PLYMOUTH, MN 55446

DRAWN BY: CJK
DATE: 10/7/16
REVISIONS
CAD FILE: 23253-30D
PROJECT NO.: 23253-30
8.12

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CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 5, 2017	**PROJECT ADDRESS**	NORTH OF ALPINE DRIVE, WEST OF RAMSEY BOULEVARD
PROJECT. TITLE	WOODLANDS 4TH ADDITION FINAL PLAT		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Maass, Consultant City Planner Phone: (763) 576-4306 Email: EMaass@wsbeng.com		

Preliminary Plat Review

We offer the following comments regarding the Final Plat submittal for Woodlands 4th Addition as it relates to the City's Zoning Code. Final Plat submittal consists of twenty-four (24) sheets, prepared by James R. Hill, Inc. dated March 3, 2017 and Final Plat sheets consisting of three (3) sheets, prepared by James R. Hill, Inc. The proposal includes a request for Final Plat.

Staff provides the following comments that require revision:

General Comment:

1. Include the 100-year floodplain elevation on the plan set.
2. As of February 1, 2017 Connexus Energy no longer provides lighting plans for developments. As such, the Applicant will need to provide a lighting plan for review and approval by the City.

Sheet 1.10

1. Remove the text under Minimum Setbacks related to the Side (garage) yard setback that reads "(Including livable space above and behind garage).

Sheet 3.30

1. The line type used for the portion of the trail in Outlot A which is assumed to be the boardwalk portion, is not shown in the legend. Please add this line type and provide its label to ensure clarity of what it is representing. Please address on all other correspond sheets as necessary.

Sheet 5.10

1. Add precautionary steps to be taken on site to protect oak trees from Oak Wilt and/or reference said plan and that it is incorporated by reference.

Final Plat

1. Rename the short cul-de-sac to Peridot Ct and rename the longer cul-de-sac to Peridot St.

Staff provides the following comments for general review of applications:

General. The Final Plat proposes re-platting Outlot B, Woodlands, Outlot B, Woodlands 2nd Addition, and Outlot A, Woodlands 3rd Addition and the adjacent parcel to the south parcel legally described below, into twenty seven (27) single family residential lots. Twelve of the lots would be accessed by the extension of 159th

Avenue NW with the remaining fifteen (15) lots being serviced by the portion of 159th Ave NW which has already been constructed.

Outlot B, Woodlands, Anoka County, Minnesota; and

Outlot B, Woodlands 2nd Addition, Anoka County, Minnesota; and

Outlot A, Woodlands 3rd Addition, Anoka County, Minnesota; and

That part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 32, Range 25, Anoka County, Minnesota, described as follows:

Commencing at the northwest corner of said Southeast Quarter of the Southeast Quarter; thence on an assumed bearing of South 89 degrees 24 minutes 10 seconds East, along the north line of said Southeast Quarter of the Southeast Quarter, a distance of 352.58 feet to the point of beginning of the land to be described; thence continuing South 89 degrees 24 minutes 10 seconds East, along said north line, a distance of 968.77 feet to the northeast corner of said Southeast Quarter of the Southeast Quarter; thence South 00 degrees 52 minutes 52 seconds West, along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 805.01 feet; thence North 89 degrees 24 minutes 10 seconds West a distance of 810.01 feet; thence North 00 degrees 52 minutes 52 seconds West a distance of 295.48 feet to the point of beginning.

- Or upon recording-

Lots 1-2, Block 1, Lots 1-10, Block 2 (inclusive), Lots 1-15, Block 3 (inclusive), WOODLANDS 4TH ADDITION, Anoka County, Minnesota.

Following the approval of the requested Comprehensive Plan Amendment by the Metropolitan Council, and the Rezoning of the property by the City of Ramsey from R-1 Residential (Rural Developing) to R-1 Residential (MUSA), the Final Plat is being reviewed under the R-1 Residential (MUSA) standards.

Lot Sizes. The minimum lot size in the R-1 Residential District (MUSA) is 10,800 square feet with a minimum lot width of 80 feet (90 feet for corner lots), measured at the building setback line. City ordinance now also requires that each lot have an area sixty (60) feet wide by one hundred (100) feet deep not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas. Note that lot width is measured at the property line abutting a street at the minimum setback line of the applicable zoning district.

Setbacks and Dimensional Standards.

MUSA	
Required	**Proposed**
Front yard: 30 feet	**30 feet**
Side yard uninhabitable: 6 feet	**6 feet**
Side yard habitable: 10 feet	**10 feet**
Side yard corner lot: 30 feet	**N/A**
Rear yard: 30 feet	**30 feet**
Minimum lot width*: 80 feet/corner lot 90 feet	**80 feet**
Lot depth: 100 feet with a minimum width of 60 feet**	**A variance was granted for Lot 15, Block 3. All other lots which were not platted prior to the lot depth ordinance meet the required lot depth standard.**
Wetland: 16.5 feet	**16.5 feet**

**Note: Minimum Lot Width is measured at front yard setback line, property must abut built street.*

*** Lot depth required is 100 feet for a width of 60 feet that is not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas.*

Density. The R-1 Residential regulations for the MUSA area allows a net density of up to 3 units per acre (excluding wetlands and major road rights-of-way). The proposed density is 1.06 units per acre (gross density).

Floodplains. There are floodplains within the boundaries of the project area. The floodplain includes only Floodfringe.

Wetlands. There are significant wetlands on the property which are shown within drainage and utility easements on the Final Plat. The project will be subject to review by the Lower Rum River Watershed Management Organization (LRRWMO) regarding both the wetland delineation as well as stormwater calculations.

Landscaping. Each lot is required to have two (2) front yard trees installed. The plan currently shows the required two (2) front yard trees for each lot. The proposed trees should be positioned in the boulevard area to serve as street trees (as spacing permits). Deciduous trees shall be at least one (1) inch in diameter and coniferous trees shall be at least five (5) feet in height. Each lot is subject to the City's topsoil requirement.

Due to the presence of larger stands of oak trees, tree clearing activities shall occur prior to April 15 or after July 15 to minimize the potential introduction of Oak Wilt to the site. A note regarding this timeframe has been added to both the Grading, Drainage, and Erosion Control Plan as well as the Tree Inventory and Protection Plan. Additionally, please consult with the Certified Arborist that prepared the Tree Inventory and Protection Plan to prepare a plan that identifies the precautionary steps to be taken on site to protect oak trees from Oak Wilt.

The Landscape Plan is generally acceptable. However, we would like to work with you to focus at least one (1) of the two (2) required front yard trees to be located within the boulevard (between the sidewalk and back of curb or, for those areas with no sidewalk, within ten [10] feet of the back of curb) to create a street tree presence. Street trees shall only consist of deciduous species. Any changes to the species shall receive approval by the City prior to installation.

The Environmental Policy Board (EPB) reviewed the Landscape and Tree Preservation Plans at its meeting on November 21st and recommended approval of both contingent upon compliance with this review letter.

Density Transitioning: As proposed, the development is subject to the density transitioning standards found in City Code Section 117-110. It appears that the wetland area in the rear of each of the proposed lots creates a natural buffer of more than 300 feet between the existing homes in the R-1 Residential (Rural Developing) district. This would satisfy the density transitioning requirements.

Streets and Access. The Final Plat indicates that 159th Avenue NW would be extended to the south to serve lots 4 – 15 (inclusive) of Block 3. The Applicant received a variance to cul-de-sac variance length.

Trails. The plans currently show a trail access to the existing boardwalk located in Outlot A between Lot 10 Block 2, and Lot 15 Block 3. This satisfies the staff request for a pedestrian connection to the boardwalk to the east.

Grading and Drainage Plans. A permit from the LRRWMO will be required. Please also see review comments from the Engineering Division.

Development Fees. Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded.

Development Agreement: An executed Development Agreement will be required prior to releasing the plat for recording.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 4, 2017	**PROJECT ADDRESS**	EAST OF VARIOLITE STREET SOUTH OF 161ST AVENUE
PROJECT. TITLE	WOODLANDS 4TH ADDITION		
ESCROW #	115353		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

We offer the following comments regarding the Construction Plans for Woodlands 4th Addition. The submittal consists of 23 sheets prepared by James R. Hill, Inc. dated March 3, 2017.

Preliminary Grading and Drainage Plan Sheet C3.30:

1. Revise the lowest floor elevation for lots 5 – 10 to 872.5. This is two (2) feet above the 100 year water level of the adjacent wetlands as required by the Lower Rum River Watershed Management Organization (LRRWMO). (This comment was in the preliminary plat review letter)

Preliminary Grading and Drainage Plan Sheet C3.31:

1. Show contours from the front of the houses to the back of curb.

Preliminary Utility Plan Sheet C4.10:

1. Add connect to existing watermain near station 15+50.
2. There is overlapping text in Rhinestone court.
3. All 6" watermain must be Class 53.
4. The connection to the existing sanitary manhole must be an inside drop. The City has updated their detail for an inside drop.
5. Utility installation will require dewatering. The final plans must show a location for discharge of the dewatering pipes. The downstream ditch must be checked for obstructions prior to starting dewatering.

Preliminary Utility Plan Sheet C4.11:

1. The connection to the existing sanitary manhole must be an inside drop. The City has updated their detail for an inside drop. Add invert label at this connection.
2. Check the cover over the services at Lot 8, Block 3 and insulate as needed.
3. All 6" watermain must be Class 53.

Storm Sewer Construction C5.11:

1. Revise storm sewer structure table to match detail STO 4.

Street Construction Sheets C6.10, C6.11:

1. Screen or ghost the valves, catchbasins and manholes on these sheets.
2. The bituminous trail must be 10 feet wide. Evaluate connecting the new bituminous trail to the existing bituminous trail for access purposes.
3. The space between the pedestrian ramp and the sidewalk shall be concrete. The pedestrian ramp to the new trail shall be 10 feet wide.
4. Number the pedestrian ramps in plan view to match the details.
5. A pedestrian ramp is required at Lot 10, Block 3.

Preliminary Tree Preservation Plan C7.10:

1. Add notes: All erosion control needs to be installed prior to any tree clearing activities.
2. Trench to cut tree roots prior to commencing removal activities.

Details C8.11, C8.12:

1. General note 12 states 24 hour notice, Specific note 2 states 3 hours. Revise the 24 hours to read 3 hours. This is the City Standard.
2. Add to note 12: The developer's escrow will be billed if the City cleans the streets.
3. The MNDOT standard Curb Ramp details now consist of 6 sheets.

A project manual which includes the bid form, contract and specifications must be submitted with the final plans.

Stormwater Model:

The stormwater model indicates the site provides the required rate control for the 2, 10 and 100 year storms. Volume control cannot be provided on site due to the shallow depth to groundwater. Calculations and a cost estimate for an infiltration basin sized for this project must be submitted to the City for review. The City will use this information to determine the amount to contribute to the infiltration mitigation fund.

The engineer provided an estimate of $2,500 for the infiltration mitigation. Staff feels this is too low and recommends a contribution of $9,370. This is broken out as follows:

Infiltration volume required	5,554 cubic feet	
Subcut for sand liner	1 foot	
Total Excavation	8331 Cubic feet or 309 CY	
Grading Unit Cost	$15/ Cubic Yard	
Grading Cost		$ 4,630
Liner Volume	103 Cubic Yard	
Liner Unit Cost	$30/ Cubic Yard	
Liner Cost		$ 3,090
Seeding Cost		$ 400
Subtotal		$ 8,150
Total	With 15% Contingency	$ 9.370

The stormwater summary included P8 model data showing the site provides the necessary Total Suspended Solids and Total Phosphorus removals.

CITY OF RAMSEY
DEVELOPMENT AGREEMENT FOR WOODLANDS 4th Addition

This Agreement (hereinafter the "Agreement") is dated as of this 9th day of May, 2017 and is by and between the **CITY OF RAMSEY**, a Minnesota municipal corporation (the "**CITY**") and **U.S. HOME CORPORATION, dba LENNAR**, a Delaware Corporation (the "**PERMITTEE**").

WHEREAS, the **PERMITTEE** is the owner of land legally described on the attached Exhibit A (the "Subject Property").

WHEREAS, the **PERMITTEE** has received approval from the **CITY** to subdivide the Subject Property and plat the same as WOODLANDS 4TH ADDITION (the "Plat").

WHEREAS, the Plat re-subdivides the Subject Property into Lots 1-2, Block 1, Lots 1-10, Block 2 (inclusive), Lots 1-15, Block 3 (inclusive), WOODLANDS 4TH ADDITION, Anoka County, Minnesota.

THEREFORE, THE **CITY** AND THE **PERMITTEE** AGREE AS FOLLOWS:

1. Conditions of Approval. The **CITY** has approved the Plat subject to satisfaction of the following conditions subsequent:

   a. The **PERMITTEE'S** Execution of this Agreement. That the **PERMITTEE** enter into this Agreement.

   b. Marketable Title. That prior to recording the Plat, the **PERMITTEE** shall provide the **CITY** with proof of marketable title to the Subject Property either through a currently certified abstract, registered property abstract or title insurance commitment or policy**.**

   c. Proof of Authority. That the **PERMITTEE** provide proof that the respective governing boards of the **PERMITTEE** have authorized the **PERMITTEE'S** execution of this Agreement. This proof of authority may be satisfied by providing the **CITY** with a certified copy of the minutes of the governing board of each entity which grants such authority.

2. The Plans. The term "Plans" as used in this Agreement means the Final Plat Plans prepared by James R. Hill, Inc. dated May 3, 2017. The Plans remain subject to: (a) **CITY** Staff's review and approval of the Plans to, among other things, confirm that the revisions requested in the **CITY** Staff's review letter have been made; and (b) such further revisions as the **PERMITTEE** may propose and the **CITY** approves. The Plans shall not be attached to this Agreement, but are in the **CITY'S** files. The Plan set includes the following sheets.

   1.10: Title Sheet

1.20 - 1.21: Site Information
1.30: Existing Conditions

3.10 – 3.11: Erosion & Sediment Control Details
3.20 – 3.21: Erosion & Sediment Control Plan
3.30 – 3.31: Grading & Drainage Plan
4.10: Sanitary Sewer & Watermain Construction for 159th Avenue NW
4.11: Sanitary Sewer & Watermain Construction for 159th Avenue NW & Rhinestone Court
5.10 – 5.11: Storm Sewer Construction
6.10: Street Construction for 159th Avenue NW
6.11: Street Construction for 159th Avenue NW & Rhinestone Court
7.10 – 7.12: Tree Preservation Plan
7.20 – Landscape Plan
L1: Landscape Plan – From APA
8.10 – 8.12: Details

3. Stage I Improvements. The improvements the **PERMITTEE** will construct or install are as follows:

a. Trail
b. Streets
c. Concrete curb and gutter
d. Street traffic control devices
e. Lot grading
f. Sidewalks
g. Boulevard sodding
h. Trunk and lateral sanitary sewer
i. Trunk and lateral water main
j. Storm drainage facilities
k. Electricity (within one-fourth mile)
l. Phone (within one-fourth mile)
m. Natural gas (within one-fourth mile)
n. Water shut off boxes

(the "Stage I Improvements").

The **PERMITTEE** agrees to construct the Stage I Improvements according to the terms and conditions of this Agreement and in accordance with the Plans and the City Code. Per City Code Section 117-615, the **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Stage I Improvements and acceptance by the **CITY**. As as-built plans are a required Stage I Improvement item per City Code Section 117-615, the **CITY** will not release in its entirety the required Stage I Improvement Financial Guarantee noted in paragraph #6 below until such as-built plans are received by the **CITY**. Additionally, the **PERMITTEE** agrees to provide to the

CITY the plans in CAD format prior to the commencement of construction of the Stage I Improvements.

4. Additional Requirements Related to Certain Stage I Improvements. *This paragraph intentionally deleted.*

5. Lot Corner Staking. The **PERMITTEE** must install lot corner stakes at all lot corners.

6. Stage I Improvement Financial Guarantee. The **PERMITTEE** shall provide a financial guarantee to the **CITY** guaranteeing the construction of the Stage I Improvements and their timely completion. The **PERMITTEE** shall be responsible for a financial guarantee in the amount of SEVEN HUNDRED NINETY SEVEN THOUSAND FIVE HUNDRED SEVENTY EIGHT DOLLARS AND SEVENTY FIVE CENTS **($797,578.75),** which amount is 125% of the **CITY** Engineer's estimated cost of the Stage I Improvements ($638,063.00 x 1.25). Upon completion of Stage I Improvements (including the removal of "temporary" erosion control measures as identified in the approved Grading Plan), acceptance by the **CITY**, supported by appropriate lien waivers, The **PERMITTEE** may request a reduction in the amount of the financial guarantee.

7. Inspection Fees for the Stage I Improvements. The **PERMITTEE** shall provide an inspection fee to the **CITY** to inspect the Stage I Improvements. The **PERMITTEE** shall be responsible for an inspection fee in the amount of THIRTY ONE THOUSAND NINE HUNDRED AND THREE DOLLARS and FIFTEEN CENTS **($31,903.15)**, which amount is 5% of the City Engineer's estimated cost of the Stage I Improvements ($638,063 x .05). The inspection fee must be in the form of a cash escrow. The **PERMITTEE** may request a refund of the remaining balance in the escrow upon completion of the Stage I Improvements, acceptance by the **CITY**, and supported by appropriate lien waivers.

8. Installation of the Stage I Improvements. The **PERMITTEE** shall obtain all necessary permits from all governmental agencies before commencing construction of the Stage I Improvements. The **PERMITEE** must provide the **CITY** with copies of all necessary permits from other governmental agencies prior to or when the **PERMITTEE** applies for a building permit to construct improvements on a lot within the Plat. Within thirty (30) days after the completion of the Stage I Improvements, the **PERMITTEE** shall provide the **CITY** with a complete set of reproducible "As Built" plans for the Stage I Improvements.

9. Time of Performance for the Stage I Improvements. The **PERMITTEE** must complete the Stage I Improvements within one (1) year after the recording of the Plat.

10. Ownership of the Stage I Improvements. The **PERMITTEE** owns the Stage I Improvements until the **CITY'S** acceptance of the Stage I Improvements. Title to the Stage I Improvements automatically passes to the **CITY** upon the **CITY'S**

written acceptance of the Stage I Improvements. Except to the extent the **CITY** has accepted all or portions of the Stage I Improvements, in writing, prior to the lapse, expiration, or other termination of the **CITY'S** financial guaranty described in Section 6 and except to the extent the **CITY** and the **PERMITTEE** may agree, in writing, to defer the **CITY'S** acceptance of certain specified Stage I Improvements, the **CITY** is deemed to have accepted the Stage I Improvements when the **CITY** releases the financial guaranty described in Section 6 or allows such financial guarantee to lapse, expire or otherwise terminate.

11. Stage I Improvements License. The **PERMITTEE** hereby grants the **CITY** and the **CITY'S** agents, employees, officers, and contractors an irrevocable license to enter the Subject Property to perform all necessary work and/or inspections the **CITY** deems appropriate during the **PERMITTEE'S** installation of the Stage I Improvements. The license shall expire after the **CITY** accepts ownership of Stage I Improvements.

12. Stage II **CITY** Improvements. The future improvements the **PERMITTEE** must construct or install are as follows:

    a. Street striping and signing
    b. Street lights
    c. Installation of survey monumentation.

(the "Stage II Improvements"). The **PERMITTEE** must complete the construction of the Stage II Improvements within one (1) year after the date upon which the Plat is recorded.

PERMITTEE must install the Stage II Improvements in accordance with the Plans. Per City Code Section 117-615, the **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Stage II Improvements and acceptance by the **CITY**. As as-built plans are a required Stage II Improvement item per City Code Section 117-615, the **CITY** will not release the required Stage I Improvement Financial Guarantee noted in paragraph #6 above until **CITY** has received the as-built plans. Additionally, the **PERMITTEE** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage II Improvements.

13. Financial Guaranty for Stage II Improvements. The **CITY** does not require a financial guaranty to secure the **PERMITTEE'S** obligation to construct the Stage II Improvements.

14. Warranty for Stage I and Stage II Improvements. The **PERMITTEE** shall provide a one year warranty in the amount of 25% of the cost of the Stage I and Stage II Improvements. Said warranty shall be in force for one year following the final acceptance of any required improvements and shall guarantee satisfactory

performance of said improvement. The warranty must be in the form of a Letter of Credit in a form acceptable to the **CITY'S** Finance Director or a cash escrow.

15. Street Cleaning and Clean Up. After the street surfacing that is a part of the Stage I Improvements is installed, the **PERMITTEE** shall clear any soil, earth, or debris from the streets. From time to time, the **CITY** may remove accumulations of soil, earth, and debris from the streets resulting from the construction of the Stage I Improvements. It shall be the **PERMITTEE'S** responsibility to pay the costs associated with this necessary street cleaning. Invoices from the **CITY** to the **PERMITTEE** for such costs shall be paid within fifteen (15) days of the date of the invoice.

16. Payment of Development Fee's. The **PERMITTEE** must pay to the **CITY** the fees described on Exhibit B which may include, but are not limited to, Park Land Dedication Fees, Trail Development Fees, Sanitary Sewer Connection (Trunk) Fees, Water Connection (Trunk) Fees, Sanitary Sewer Lateral Fees, Water Lateral Fees, Storm Management Fees, Street Light as well as Street Light Operation and Maintenance Fees.

17. Requirements for Building and Occupancy Permits.

a. No building permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) installed a Class 5 driving surface to within 300 feet of the structure; (b) provided the **CITY** Building Official with a Certificate of Survey; c.) the financial guaranty described in Section 6 to the **CITY**; d.) obtained all necessary permits from the Lower Rum River Watershed Management Organization and the Anoka County Soil Conservation District and has provided a copy of each such permit to the **CITY;** and

b. No occupancy permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) constructed vehicular access to the lot, including the installation of at least one layer of bituminous surfacing; (b) constructed all utilities and storm water facilities this Contract requires to serve the lot and such utilities and storm water facilities are in place, and operational and the **CITY** has accepted those utilities and storm water facilities; (c) for lots that have a slope of less than 2%, provided the **CITY** with a certificate of grading, prepared by a licensed (State of Minnesota) professional land surveyor, certifying that the flattest grade on the lot is 1% or greater; and (d) installed and planted the sod and landscaping that are required as a part of the Stage I Improvements.

18. **PERMITTEE** Defaults. If the **PERMITTEE** defaults in the performance of one or more of the **PERMITTEE'S** obligations under this Contract, i) the **CITY** gives the **PERMITTEE** thirty (30) days written notice of the default and ii) the **PERMITTEE** fails to cure the default within said thirty (30), then the **CITY** may

pursue any and all remedies available at law or in equity including, but not limited to, the following:

a. The **CITY** may, at its option, perform or engage one or more third parties to perform the **PERMITTEE'S** obligations. If, in the reasonable judgment of the **CITY'S** staff, the **PERMITTEE'S** default creates an immediate risk to public health or safety, the **CITY** may perform or engage one or more third parties to perform the work before the **CITY** provides the notice described in the initial paragraph of this Section, but the **CITY** must use commercially reasonable efforts to notify the **PERMITTEE** as promptly as possible that the **CITY** is undertaking to perform the **PERMITTEE'S** obligation or obligations. If the **CITY** performs one or more obligations of the **PERMITTEE**, the **PERMITTEE** must reimburse the **CITY** for any costs or expenses the **CITY** incurs, including costs and expenses for **CITY** staff time, to perform the work within 30 days after the **CITY** notifies the **PERMITTEE**, in writing, of the costs and expenses the **CITY** incurred to perform the work. If the **PERMITTEE** does not reimburse the **CITY** within said 30 day period, the **CITY** may pursue any remedies available to the **CITY** either at law or in equity or, in the alternative, the **CITY** may draw on the financial guaranty the **PERMITTEE** has provided to the **CITY** pursuant to this Agreement to reimburse itself for the expenses the **CITY** incurs to perform the work. This Agreement is a license for the **CITY** to act, and it shall not be necessary for the **CITY** to seek a Court Order for permission to enter the **PERMITTEE** Property. As an alternative to seeking recovery from the **PERMITTEE** or the financial guaranty, the **CITY** may levy special assessments against the **PERMITTEE** Property in accordance with Minnesota Statutes Section 429, and the **PERMITTEE**, for itself and its successors in title, hereby expressly waives any and all substantive and procedural objections or defenses the **PERMITTEE** may have to such special assessments;

b. The **CITY** may commence an action in Anoka County District Court to pursue any remedy available to the **CITY** at law or in equity including, but not limited to, injunctive relief;

c. The **CITY** may refuse to grant building permits for improvements to be constructed on any lots within the Plat until the **PERMITTEE** has cured all of its defaults; and

d. The **CITY** may draw upon all or any portion of the financial guaranty the **PERMITTEE** has provided to the **CITY** pursuant to Section 6 and (i) use all or any portion of the proceeds from the financial guaranty to reimburse the **CITY** pursuant to subsection (a) above; (ii) use all or any portion of the proceeds from the financial guaranty to satisfy any judgment the **CITY**

obtains against the **PERMITTEE** pursuant to subsection (b) above; (iii) use all or any portion of the proceeds to reimburse the **CITY** pursuant to Section 19 (j) below; and (iv) hold all or any portion of the proceeds for a reasonable time for the future application as described in subsections (i), (ii) and (iii) of this Section 18(d).

19. Miscellaneous.

a. Invalidity of Any Section. If any portion, section, subsection, sentence, clause, paragraph or phrase of this Agreement is for any reason invalid, such decision shall not affect the validity of the remaining portion of this Agreement.

b. Written Amendments Only. The action or inaction of the **CITY** or the **PERMITTEE** shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties, and approved by a resolution of the **CITY** Council. The **CITY'S** or the **PERMITTEE'S** failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

c. Compliance with Laws and Regulations. The **PERMITTEE** represents to the **CITY** that the Plat complies with all **CITY**, County, metropolitan, State, and Federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances and environmental regulations. If the **CITY** determines that the Plat does not comply, the **CITY** may, at its option, refuse to allow any construction or development work in the Plat until the **PERMITTEE** does comply. Upon the **CITY**'**S** demand **PERMITTEE** shall cease work until there is compliance.

d. Mailbox Locations. If the **PERMITTEE** desires to construct mailboxes within the public right of way, the **PERMITTEE** agrees that the placement of mailboxes along public streets is subject to the approval by the **CITY**. Utility locates will be necessary.

e. Boulevard and Wetland Restoration. The **PERMITTEE** shall be responsible for the cost of establishing seed in all boulevards within thirty (30) days of the completion of the street improvements, and restoring all other areas disturbed by the development grading operation in accordance with the approved Grading and Erosion Control plan. The **PERMITTEE** shall be responsible for the cost of cleaning any soil, earth, or debris from the wetlands within and adjacent to this Plat resulting from grading performed in the development of the Plat.

f. Construction, Hours and Entrance Signs. The **CITY** restricts construction and delivery hours to Monday through Saturday 7:00 a.m. to 10:00 p.m. The **PERMITTEE** is required to provide a sign at each entrance point stating delivery and construction operation hours. Said signs are not to exceed eighty (80) square feet in size and must be clearly visible at all times during the construction period.

g. Construction Site Maintenance. The **PERMITTEE** shall adhere to all of the **CITY** ordinances relating to, but not limited to, dumping of garbage, site development, construction debris, open burning, etc. The **CITY** reserves the right to withhold permits, inspections, or certificates of occupancy to correct violations relating to construction site maintenance.

h. Estimated Cost. It is understood and agreed that cost amounts set forth in this Agreement as to Stage I and Stage II Improvements, unless qualified as fixed amounts, are estimated. The **PERMITTEE** agrees to pay the entire cost of said improvements including interest, engineering and legal fees related thereto.

i. Plat Approval Expenses. The **PERMITTEE** agrees that it will pay to **CITY** all **CITY** expenses incurred in the approval of the Plat, including, but not limited to, administration expenses, engineering and legal fees. Said expenses incurred after recording of the Final Plat shall also be paid within said fifteen (15) day billing period. Failure to pay the **CITY'S** expenses within the fifteen (15) day billing period will permit the **CITY** to draw upon any of the escrows required by this Agreement for payment.

j. Reimbursement to the **CITY**. The **PERMITTEE** agrees to reimburse the **CITY** for all costs incurred by the **CITY** in defense or enforcement of this Agreement, or any portion thereof, including court costs and reasonable engineering and attorney's fees.

k. Certificate of Occupancy. The term "Certificate of Occupancy" as used in this Agreement shall be defined as a document issued by the **CITY'S** Building Official, which authorizes the structure to be used for its intended purposes.

l. Estoppel Certificates and Certificate of Completion. Within ten (10) days after a written request from the **PERMITTEE,** the **CITY** will provide the **PERMITTEE** and any third party who is purchasing all or any portion of

the Subject Property or to whom the **PERMITTEE** is granting a mortgage on all or any portion of the Subject Property with a written estoppel certificate stating: (i) that this Agreement remains in full force and **effect – or -** that this Agreement has been terminated; (ii) that this Agreement has not been modified or amended **- or,** *if this Agreement has been modified or amended* -, identifying such modifications or amendments; (iii) the type and amount of any security the **CITY** is holding to secure the performance of the **PERMITTEE'S** obligations under this Agreement; (iv) that, to the best of the **CITY'S** actual knowledge, the **PERMITTEE** is not in default in the performance of the **PERMITTEE'S** obligations under this Agreement **- or**, *if the **CITY** has knowledge of **PERMITTEE** defaults*, describing those defaults; and (v) that, to the best of the **CITY'S** actual knowledge, the **CITY** is not in default in the performance of the **CITY'S** obligations under this Agreement **- or**, *if the **CITY** has knowledge of **CITY** defaults*, describing those defaults. At any time that the **PERMITTEE** believes it has fully performed its obligations under this Agreement, the **PERMITTEE** may so notify the **CITY** and the **CITY** shall promptly inspect the Subject Property to determine if the **PERMITTEE** has fully performed its obligations under this Agreement. Within ten (10) days after the **CITY'S** inspection the **CITY** must provide the **PERMITTEE** with either a detailed written description of the **PERMITTEE's** obligations which the **CITY** determines the **PERMITTEE** has not fully performed or a recordable instrument executed by the **CITY'S** mayor and **CITY** administrator evidencing the termination and satisfaction of this Agreement.

m. Notices. Required notices shall be in writing, and shall be either hand delivered to the Parties, its employees or agents, or mailed to them by certified or registered mail at the following address:

TO PERMITTEE:
U.S. HOME CORPORATION dba LENNAR
Attn: Paul Tabone
16305 36th Avenue North, Ste 600
Plymouth MN 55446

TO THE CITY:
City of Ramsey
Attn: Community Development Director
7550 Sunwood Drive NW
Ramsey, MN 55303

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THE PERMITTEE:

U.S. HOME CORPORATION dba LENNAR

By:_____, Paul Tabone
Its: Land Entitlement Manager

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____ , 2017, by Paul Tabone, Land Entitlement Manager of U.S. HOME CORPORATION dba LENNAR, a Delaware Corporation, under the laws of the State of Minnesota on behalf of the corporation.

_____

Notary Public

THE CITY:

CITY OF RAMSEY

By:_____
Its: Mayor

By:_____
Its: City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

The forgoing instrument was acknowledged before me on this_____ day of_____ 2017, by Sarah Strommen and Kurtis G. Ulrich, the Mayor and the City Administrator of the City of Ramsey, a charter city and municipal corporation organized under the laws of the state of Minnesota on behalf of the City.

_____

Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

EXHIBIT A

Legal Description of the Subject Property

Outlot B, Woodlands, Anoka County, Minnesota; and

Outlot B, Woodlands 2nd Addition, Anoka County, Minnesota; and

Outlot A, Woodlands 3rd Addition, Anoka County, Minnesota; and

That part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 32, Range 25, Anoka County, Minnesota, described as follows:

Commencing at the northwest corner of said Southeast Quarter of the Southeast Quarter; thence on an assumed bearing of South 89 degrees 24 minutes 10 seconds East, along the north line of said Southeast Quarter of the Southeast Quarter, a distance of 352.58 feet to the point of beginning of the land to be described; thence continuing South 89 degrees 24 minutes 10 seconds East, along said north line, a distance of 968.77 feet to the northeast corner of said Southeast Quarter of the Southeast Quarter; thence South 00 degrees 52 minutes 52 seconds West, along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 805.01 feet; thence North 89 degrees 24 minutes 10 seconds West a distance of 810.01 feet; thence North 00 degrees 52 minutes 52 seconds West a distance of 295.48 feet to the point of beginning.

- Or upon recording-

Lots 1-2, Block 1, Lots 1-10, Block 2 (inclusive), Lots 1-15, Block 3 (inclusive), WOODLANDS 4TH ADDITION, Anoka County, Minnesota.

EXHIBIT B

Fees Payable to the City

1. Park Dedication. The **PERMITTEE** is responsible for satisfying applicable Park Dedication requirements. The 2017 Park Dedication Fee applicable to the Plat is $2,800.00 per residential unit. **PERMITTEE** must pay a Park Dedication Fee of Seventy Five Thousand Six Hundred Dollars and No Cents ($2,800 x 27 units = **$75,600.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

2. Trail Development Fees. The **PERMITTEE** is responsible for satisfying applicable Trail Development Fee requirements. The 2017 Trail Development Fee applicable to the Plat is $800.00 per residential unit. The **PERMITTEE** may apply the cost of the trail construction in Outlot A as well as the boardwalk construction towards the required trail fee. The engineers estimate stated a cost of Seven Hundred Sixty Dollars and No Cents ($760.00) for the construction of the trail, and a cost of Two Thousand Three Hundred and Forty Dollars and No Cents ($2,340.00) for a total credit of Three Thousand One Hundred Dollars and No Cents ($3,100.00) of improvements that can be credited towards the total trail fee paid. The **PERMITTEE** must pay a Trail Development Fee of Fifteen Thousand and Four Hundred Dollars and No Cents ($15,400.00) ($800 x 27 units - $3,100 credit = **$15,400.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

3. Sanitary Sewer Connection (Trunk) Fees. The **PERMITTEE** is responsible for satisfying applicable Sanitary Sewer Trunk Fee requirements. The 2017 Sanitary Sewer Trunk applicable to the Plat is $1,126.00 per residential unit. **PERMITTEE** must pay a Sanitary Sewer Trunk Fee of Thirty Thousand Six Hundred Ninety Nine Dollars and No Cents ($1,137 x 27 units = **$30,699.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

4. Water Connection (Trunk) Fees. The **PERMITTEE** is responsible for satisfying applicable Water Trunk Fee requirements. The Plat is located in a reimbursement area related to previous construction of the water trunk line that services the Plat. 21st Century Bank is entitled to reimbursement of fees collected for the Plat per the existing reimbursement agreement. The 2017 Water Trunk applicable to the Plat is $1,925.00 per residential unit. **PERMITTEE** must pay a Water Trunk Fee of Fifty One Thousand Nine Hundred Seventy Five Dollars and No Cents ($1,925 x 27 units = **$51,975.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected. A copy of the reimbursement agreement is attached hereto as Exhibit C.

5. Sanitary Sewer Lateral Benefit Fees. The **PERMITTEE** is constructing its own lateral service lines; therefore no sanitary sewer lateral benefit fee is due.

6. Water Lateral Fees. The **PERMITTEE** is constructing its own lateral service lines; therefore no water lateral benefit fee is due.

7. Stormwater Management Fee. The **PERMITTEE** is responsible for satisfying applicable Stormwater Trunk Fee requirements. The 2017 Stormwater Management Fee applicable to the Plat is $473 per residential unit. **PERMITTEE** must pay a Stormwater Management Fee of Twelve Thousand Seven Hundred and Seventy One Dollars and No Cents ($473 x 27 units = **$12,771.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

8. Street Light Fee. The **PERMITTEE** is responsible for a Street Light Fee of One Thousand Four Hundred and Forty One Dollars and No Cents ($1,441.00) per light. The **PERMITTEE** is responsible for installation of street lights within the Plat. As of February 1, 2017 Connexus Energy no longer creates a street lighting plan for final plats. As such, the **PERMITTEE** will be required to create a street lighting plan and receive approval of that street lighting plan from the **CITY**. **PERMITTEE** acknowledges that the final quantity of street lights required may change pending final approval of the lighting plan by the **CITY**. The **PERMITTEE** shall work directly with Connexus Energy for street light installation.

9. Street Light Operation and Maintenance Fee. The **PERMITTEE** is responsible for a Street Light Operation and Maintenance Fee associated with lighting of public rights of way. **PERMITTEE** must pay a Street Light Operation and Maintenance Fee of Two Hundred and Ninety Four Dollars and No Cents ($294.00) per light. As of February 1, 2017, Connexus energy no longer creates a street lighting plan for final plats. As such, the PERMITTEE will be required to create a street lighting plan and receive approval of that street lighting plan from the **CITY**. The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

Exhibit C

Existing Brookfield Addition Amendment to Water Main and Sanitary Sewer Cost Contribution/Reimbursement Agreement

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COPY

BROOKFIELD ADDITION
AMENDMENT TO WATER MAIN AND SANITARY SEWER COST CONTRIBUTION/REIMBURSEMENT AGREEMENT
CITY OF RAMSEY, ANOKA COUNTY, MINNESOTA

THIS AGREEMENT, made and entered into by the **CITY OF RAMSEY,** a Municipal Corporation under the laws of the State of Minnesota (the **"CITY"**); **OAKWOOD LAND DEVELOPMENT, INC.,** a Minnesota Corporation (**"Oakwood"**); and **21ST CENTURY BANK,** a Minnesota Corporation (**"21st"**);

RECITALS

WITNESSETH:

WHEREAS, Oakwood and City are parties to the following:

WATER MAIN AND SANITARY SEWER
COST CONTRIBUTION/REIMBURSEMENT AGREEMENT
Dated March 22, 2006
(the "WSCA")
(copy appended hereto),

and

WHEREAS, pursuant to the WSCA, Oakwood has contributed to City the sum of $6.0 million in performance of its obligations under Article 2 of the WSCA, and,

WHEREAS, Oakwood is now entitled to reimbursement from City under Article 3 of the WSCA, and

WHEREAS, Oakwood has assigned its rights to reimbursement under the WCSA to 21st, as contemplated by Article 3.06 of the WCSA, and

WHEREAS, 21st and City have reached agreement on numerous issues in connection with certain plats known as Brookfield First Addition, Brookfield Second Addition, and Brookfield Third Addition (collectively, "Brookfield")

NOW THEREFORE, in consideration of the foregoing and in consideration of the mutual promises herein, it is agreed by and amongst the parties hereto as follows:

1. SUBSTITUTION

21st is hereby substituted for Oakwood under Articles 3, 4 and 5 of the WCSA. Oakwood hereby assigns its interest thereunder to 21st and 21st accepts said assignment. It is acknowledged that all duties of all parties under Articles 1 and 2 of the WCSA have been fully performed, and that Oakwood contributed the sum of $6.0 million under Section 2.01 of the WCSA. From and after the date hereof, Oakwood shall have no interest or rights under the WCSA. Where the word "Oakwood" is used herein, it shall be deemed to mean "21st" unless a different connotation is apparent.

2. **DEFINITION OF TERMS** – Capitalized terms as used herein shall have the definition attributed to them herein. Capitalized terms used herein that do not have a stated definition herein shall have that definition assigned to them in the WSCA.

3. **AMENDMENTS TO WSCA**

A. Article 3 of the WSCA is hereby deleted, and replaced by the following Article 3:

ARTICLE 3
21st REIMBURSEMENT

3.01 21st Reimbursement The parties acknowledge that as of the date hereof, the City has partially reimbursed Oakwood for the Oakwood Contribution in the total amount of $ 502,204.00, through credits given in the respective Brookfield development agreements. In addition, Oakwood assigned some credits to Sweetbay Land Company, a Minnesota corporation, and an Oakwood related company. Sweetbay Land Company was given Trunk Fee credit for $208,216.00 in the Sweetbay Ridge/City of Ramsey development agreement for Sweetbay Ridge Addition. The total amount reimbursed for the Oakwood Contribution to date is therefore $710,420.00. The amount remaining to be reimbursed to Oakwood is therefore $5,289,580.00. Oakwood has assigned its rights to the Oakwood Lots Reimbursement to 21st.

Future lots platted from outlots or other lots in Brookfield First, Second and or Third Addition will pay no Trunk Fees for each lot platted, the amount of the Oakwood Contribution deemed reduced by the Trunk Fee credit will be $3,062 per lot ($1,925 for the Water Trunk Fee and $1,137.00 for sewer Trunk Fee). In addition, 21st is entitled to up to 91 additional water Trunk Fee credits from the current unplatted lots in Sweetbay Ridge, and up to 60 additional water Trunk Fee credits from the current unplatted lots in Harmony Farms, pursuant to Section 3.01 of the WSCA. The City shall charge the ultimate developer of the remaining unplatted lands in Sweetbay Ridge (91 lots) and Harmony Farms (60 lots) the full Trunk Fees, and remit the Water Trunk Fees to 21st at the address noted in Article 5 Section 07 in satisfaction of the credits owed to 21st for those two developments. The City will retain the sanitary sewer trunk fees for said lots. Except for the remaining unplatted area of Brookfield (as represented by platted developable outlots), City will also retain the right to all future sanity sewer trunk fees of any kind or nature.

3.02 Additional 21st Reimbursement For each lot (new or existing) connected to city water within the Northwest Service Area, Northeast Service Area (outside of Brookfield or parts thereof,) or within the Additional Oakwood Reimbursement Area, and outside of Sweetbay Ridge and Harmony Farms, 21st will receive from the City the Water Trunk Fee, payable at the time the hookup of a lot occurs, and in the manner provided by Article 5, Section 5.01. If the City increases the Water Trunk Fee, then this per/lot amount will increase by a like amount. The Water Trunk Fee reimbursement will continue until the total amount of the Oakwood Contribution credited by City to date ($710,420.00) plus the total amount received or credited or paid from new lots created from outlots or other lots in Brookfield or current unplatted lots in Sweetbay Ridge or Harmony Farms plus the total amount received from all other lots platted or hooking up to city water in the Northwest, Northeast Service Area and the Additional Oakwood Reimbursement Area ($1,925.00 per hookup-or as increased) totals six million dollars ($6,000,000.00), or until December 31, 2026, whichever comes first.

It is agreed that 21st will not receive any Water Trunk Fee if the City does not receive a Water Trunk Fee as a result of an agreement with any other developer that provides for said developer to pay the cost of the extension of the water main to such developer's property which is considered a payment of the Water Trunk Fees for the lots to be developed by such developer. As further clarification of this sentence, it is anticipated that as new development occurs, the City may have to give incentives to developers to pay for the cost of extending water mains into new neighborhoods. This would normally be accomplished by not requiring the developer to pay for Water Trunk Fees up to the point where the savings from not paying Water Trunk Fees equals the cost to the developer in extending water mains. For example, in a 100/lot development, Water Trunk Fees now in effect would total $190,250.00 at $1,925.00 per lot. If the cost of extending the water mains in that project was $50,000.00, the City would be permitted to give the developer in that project up to $50,000.00 in Water Trunk Fee relief, meaning that ultimately, 21st would only receive $140,250.00 in Water Trunk Fees from that development.

B. Article 4 of the WSCA is hereby deleted and replaced by the following Article 4.

ARTICLE FOUR
TERM

This Agreement shall expire on December 31, 2026, after which time 21st will receive no further Water Trunk Fees, **NOTWITHSTANDING THAT THE OAKWOOD CONTRIBUTION MAY NOT BE PAID IN FULL AS OF SAID EXPIRATION DATE.** Notwithstanding the foregoing language, if the City adopts any moratoriums on residential development prior to the expiration date, the expiration date will be extended by an amount of time equal to the duration of the moratoriums.

C. Article 5.07: Notice to Oakwood shall be changed to "Notice to 21st", as follows:

If to 21st:

Thomas P. Dolphin, CEO
21st Century Bank
9380 Central Avenue NE
Blaine, MN 55434
Email: tpd@21stcenturybank.com

With a copy to:

Wilbur F. Dorn, Jr.
Dorn Law Firm, Ltd.
9380 Central Avenue NE
Blaine, MN 55434
Email: wfd@dornlegal.com

4. No Other Changes

Except as herein modified, all other terms and conditions of the WCSA shall remain in force and effect, and all Exhibits will remains as originally affixed to the WCSA.

The following page is the signature page.

In Witness whereof, the parties have executed this agreement the dates below written:

21st Century Bank

By: _____ Dated: 12-30-09
Thomas P. Dolphin, CEO

Oakwood Development Company, Inc.

By: _____ Dated: 12-18-09
John Peterson, President

City of Ramsey Dated: 12-30-09

By: _____
Bob Ramsey, Mayor

By: _____
~~Kurt Ulrich, City Administrator~~
Heidi A. Nelson, Deputy City Administrator

STATE OF MINNESOTA)
) ss.
COUNTY OF Anoka)

The foregoing instrument was acknowledged before me this 30th day of December, 2009, by Thomas P. Dolphin, the Chief Executive Officer of 21st Century Bank, a Minnesota corporation, on behalf of the corporation.

Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)
WILBUR F. DORN JR
Notary Public
Minnesota
My Commission Expires January 31, 2010

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this 29 day of December, 2009, by John Peterson, President of Oakwood Development Company, Inc, a Minnesota corporation, on behalf of the corporation.

Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)
REBECCA LAZERTE
Notary Public
Minnesota
My Commission Expires January 31, 2010

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this 30th day of December, 2009 by Bob Ramsey and Heidi A. Nelson, the Mayor and Deputy City Administrator of the City of Ramsey,, a Minnesota municipal corporation, on behalf of the corporation.

William K Goodrich
Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)

WILLIAM K. GOODRICH
Notary Public
Minnesota
My Commission Expires January 31, 2010

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION # 17-05-106

RESOLUTION GRANTING FINAL PLAT APPROVAL OF WOODLANDS 4TH ADDITION

WHEREAS, Lennar Corporation, hereafter referred to as "Developer", properly applied for Final Plat approval of the following described property located in the City of Ramsey:

Outlot B, Woodlands, Anoka County, Minnesota; and

Outlat B, Woodlands 2nd Addition, Anoka County, Minnesota; and

Outlot A, Woodlands 3rd Addition, Anoka County, Minnesota; and

That part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 32, Range 25, Anoka County, Minnesota, described as follows:

Commencing at the northwest corner of said Southeast Quarter of the Southeast Quarter; thence on an assumed bearing of South 89 degrees 24 minutes 10 seconds East, along the north line of said Southeast Quarter of the Southeast Quarter, a distance of 352.58 feet to the point of beginning of the land to be described; thence continuing South 89 degrees 24 minutes 10 seconds East, along said north line, a distance of 968.77 feet to the northeast corner of said Southeast Quarter of the Southeast Quarter; thence South 00 degrees 52 minutes 52 seconds West, along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 805.01 feet; thence North 89 degrees 24 minutes 10 seconds West a distance of 810.01 feet; thence North 00 degrees 52 minutes 52 seconds West a distance of 295.48 feet to the point of beginning.

- Or upon recording-

Lots 1-2, Block 1, Lots 1-10, Block 2 (inclusive), Lots 1-15, Block 3 (inclusive), WOODLANDS 4TH ADDITION, Anoka County, Minnesota.

WHEREAS, the City of Ramsey received a sketch plan for Woodlands 4th Addition from Lennar Corporation; and

WHEREAS, the Planning Commission reviewed the sketch plan and comprehensive plan amendment on October 6, 2016; and;

WHEREAS, the City Council reviewed the comprehensive plan amendment on October 25, 2016; and;

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation, landscape plan, and potential wetland impacts pertaining to the preliminary plat on November 21, 2016; and

WHEREAS, on December 1, 2016, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat; and

WHEREAS, on January 5, 2017, the Ramsey Planning Commission conducted a public hearing regarding the proposed zoning amendment; and

WHEREAS, on January 24, 2017, the City Council reviewed the preliminary plat.

WHEREAS, on February 14, 2017, the City Council reviewed the zoning amendment

WHEREAS, on April 26, 2017, the Metropolitan Council approved a comprehensive plan amendment to include the subject property within the metropolitan urban service area boundary; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) That the Ramsey City Council hereby grants final plat approval of Woodlands 4th Addition in accordance with relevant City Codes, subject to the following conditions:

   a) Compliance with City Staff Review Letter dated May 5, 2017.
   b) Adoption of Ordinance #17-02 rezoning the property from R-1 Residential (Rural Developing) to R-1 Residential (MUSA).
   c) The Developer entering into a Development Agreement with the City.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____ and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this ___th day of _____, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-05-107

RESOLUTION APPROVING THE DEVELOPMENT AGREEMENT FOR WOODLANDS 4TH ADDITION

WHEREAS, U.S. Home Corporation, dba Lennar, hereafter referred to as "Developer", properly applied for plat approval of the following described property located in the City of Ramsey:

Outlot B, Woodlands, Anoka County, Minnesota; and

Outlot B, Woodlands 2nd Addition, Anoka County, Minnesota; and

Outlot A, Woodlands 3rd Addition, Anoka County, Minnesota; and

That part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 32, Range 25, Anoka County, Minnesota, described as follows:
Commencing at the northwest corner of said Southeast Quarter of the Southeast Quarter; thence on an assumed bearing of South 89 degrees 24 minutes 10 seconds East, along the north line of said Southeast Quarter of the Southeast Quarter, a distance of 352.58 feet to the point of beginning of the land to be described; thence continuing South 89 degrees 24 minutes 10 seconds East, along said north line, a distance of 968.77 feet to the northeast corner of said Southeast Quarter of the Southeast Quarter; thence South 00 degrees 52 minutes 52 seconds West, along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 805.01 feet; thence North 89 degrees 24 minutes 10 seconds West a distance of 810.01 feet; thence North 00 degrees 52 minutes 52 seconds West a distance of 295.48 feet to the point of beginning.

- Or upon recording-

Lots 1-2, Block 1, Lots 1-10, Block 2 (inclusive), Lots 1-15, Block 3 (inclusive), WOODLANDS 4TH ADDITION, Anoka County, Minnesota.

(Subject Property)

WHEREAS, on July 29, 2005, the City Council approved the Preliminary Plat for SWEETBAY RIDGE.

WHEREAS, on April 30, 2014, the City of Ramsey received an application from Greatland Homes, LLC, Inc., for COUNTRY CLUB HILLS; and

WHEREAS, on June 5, 2014, the Planning Commission conducted a Public Hearing on the Preliminary Plat for COUNTRY CLUB HILLS; and

WHEREAS, under 4410.4300(19)(c)of the State of Minnesota Rules, an Environmental Assessment Worksheet (EAW) was prepared for Sweetbay Ridge in 2005; and

WHEREAS, the City finds that there have been no significant changes to the proposed plat, and therefore an amended EAW is not required; and

WHEREAS, on June 24, 2014, the City Council approved the Preliminary Plat; and

WHEREAS, on September 9, 2014, the City Council approved the Final Plat with contingencies; and

WHEREAS, on July 28, 2015, the City Council approved a request by the Developer to change the name of the from COUNTRY CLUB HILLS to WOODLANDS; and

WHEREAS, on May 9, 2017, the City Council approved the Final Plat of WOODLANDS 4TH ADDITION.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY , STATE OF MINNESOTA, as follows:

That the Ramsey City Council hereby approves the Development Agreement for Woodlands 4th Addition, contingent upon revisions as outlined in the Staff Review Letter dated May 5th, 2017 and review by the City Attorney as to legal form and the City Engineer regarding cost estimates for the Stage I surety.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 9th day of May, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 3.**

Meeting Date: 05/09/2017

By: Chris Anderson, Community Development

Information

Title:

Consider Easement Vacations, Final Plat, and Development Agreement for Brookfield 8th Addition (Project No. 16-78); Case of Brookfield Land, LLC

Purpose/Background:

The purpose of this case is to consider multiple actions related to Brookfield 8th Addition, a twenty-five (25) lot, single family residential subdivision proposed by Brookfield Land LLC (the "Applicant") on Outlot A, Brookfield 2nd Addition and PID #09-32-25-44-0017 (together, the "Subject Property"). Requested actions include vacating existing drainage and utility easements and a temporary trail easement, approval of the Final Plat, and approval of multiple agreements.

The Applicant has proposed vacating an existing trail easement that runs generally along the location of the proposed roadway extension of 168th Circle NW and across the proposed lots 10, 11, and 12 of Block 2. The proposed improvements in connection with the development would result in a sidewalk along the north/west side of 168th Circle NW and a new trail access to the existing Trott Brook Trail. The existing trail easement was put into place as a temporary means to provide local residents access to the Trott Brook Trail. This development will establish a permanent trail access. The Applicant has also proposed to vacate an existing ten (10) foot drainage and utility easement that runs along the southern property line of Outlot A, Brookfield 2nd Addition. Note - the Public Hearing Notice did create some confusion from recipients of the letter that the trail was going away all together. Staff has been able to clarify as needed, and mailed a clarifying letter on January 22.

The Applicant has received previous approvals for this project from the City Council including submission of a Comprehensive Plan Amendment to re-guide a portion of the Subject Property from Rural Developing to Low Density Residential, rezoning a portion of the Subject Property from R-1 Residential (Rural Developing) to R-1 Residential (MUSA) and Preliminary Plat. Additionally, the Applicant had also received a variance to cul-de-sac length, front yard setback, and lot depth standards by the Planning Commission.

This case was originally considered by the City Council at its February 28, 2017 regular meeting. At that meeting, the City Council did close the Public Hearing on the easement vacations. However, action on the various requests was tabled until the Metropolitan Council took action on the Comprehensive Plan Amendment request and there was resolution to the request for the City to participate in a cost-sharing of the extension of the watermain line south to 166th Ave.

Notification:

Staff attempted to notify all Property Owners within a 700 foot radius of the Subject Property of the Public Hearing via Standard US Mail. The Public Hearing was also published in the City's official newsletter, the Anoka County Union Herald. A second letter was also sent out the same mailing list to clarify the requested vacation of the temporary trail easement was not eliminating the public access to the Trott Brook Trail, but that a new, permanent connection would be provided as part of this project.

Observations/Alternatives:

Comprehensive Plan Amendment

On April 26, 2017, the Metropolitan Council did approve the requested Comprehensive Plan Amendment without any contingencies. However, their approval came with a strong recommendation that the wetlands and stormwater ponds be platted as publicly owned outlots to provide better protection of the ecological resources on the Subject Property. Staff is working with the Applicant on the idea of a wetland and stormwater protection easement that would encumber these areas rather than creating separate outlots for these lands. This would not have any impact on the proposed configuration of the plat yet still would seem to meet the intent of the Metropolitan Council's recommendation for better ecological resource protection. Furthermore, if some sort of physical marker were installed along the easement boundary, this would assist even more in reducing potential encroachment issues and;/or vegetative alterations.

Watermain Extension

The Public Works Committee reviewed the request for a cost-share agreement to complete a loop of the proposed watermain line down to 166th Ave NW. The Applicant's Engineer's Estimate for this loop is $96,562.50. The Public Works Committee unanimously recommended that the City participate in fifty-fifty (50-50) cost-share with a not to exceed cap of $50,000 for the City's contribution. The Public Works Committee case is attached for reference and for more specific details. The Development Agreement has been revised to address the City's participation in the cost-share to complete this looping with a not-to-exceed cap of $50,000.

Easement Vacations

The City Council conducted a Public Hearing to consider the vacation of existing drainage and utility easements on Outlot A Brookfield 2nd Addition (to be rededicated with the recording of the Final Plat of Brookfield 8th Addition) and the vacation of an existing, temporary trail easement (to be replaced with a new, permanent trail easement as part of Brookfield 8th Addition). The City Council closed the Public Hearing at its meeting on February 28, 2017, after there were no public comments provided. However, action is still needed to formally vacate these easements.

Oak Wilt Management Plan

The Applicant intends to complete the tree clearing and initial grading work in advance of the street and utility work. Their intention had been to complete this work prior to April 15 to avoid the 'high risk' timeframe for transmission of oak wilt. However, with the delayed action on the Comprehensive Plan Amendment request, their time table has been pushed back. As a result, the Applicant worked with a Certified Arborist to develop an Oak Wilt Management Plan to outline the preventative steps that would be taken to minimize the potential introduction of oak wilt to the site or surrounding areas. Considering that there is a pocket of oak wilt on the Subject Property, the proposed Management Plan will actually be more effective in controlling the spread of oak wilt than would waiting till the lower risk season (typically sometime in July). The EPB has reviewed the proposed Management Plan and has recommended approval of it.

Final Plat

The Final Plat generally consistent with the approved Preliminary Plat. As previously noted, Staff is working with the Applicant in an attempt to address the recommendation from the Metropolitan Council regarding enhanced protection of ecological resources. This could be in the form of an easement rather than platting these areas in separate outlots (as recommended by the Metropolitan Council). If the Applicant is agreeable to encumbering the wetlands and stormwater ponds in a more protective easement (compared to the standard drainage and utility easement), this wouldn't have any impact on the plat itself yet still seems to address the intent of the Metropolitan Council's recommendation.

Alternatives

Alternative 1. Adopt Resolution #17-05-111 granting Final Plat approval of Brookfield 8th Addition, vacating existing drainage, utility, and temporary trail easements, accepting a Pedestrian and Bicycle Easement, approving both a Development Agreement and Grading and Tree Clearing Agreement and directing Staff to work with the Applicant on a ecological protection easement for the wetlands and stormwater ponds. The primary contingencies identified by the City Council in February, which were the Comprehensive Plan Amendment (CPA) and considering a request to participate in a cost share to complete the looping of the watermain to 166th Ave, have been addressed. The Metropolitan Council approved the CPA on April 26 and the Public Works Committee unanimously recommended the City contribute a not-to-exceed amount of $50,000 to complete the looping of the water line. The Final Plat conforms with the approved Preliminary Plat, and new drainage and utility easements and a new, permanent trail easement, will be provided with the Final Plat. Staff supports this alternative.

Alternative 2. Adopt Resolution #17-05-111 granting Final Plat approval of Brookfield 8th Addition, vacating existing drainage, utility, and temporary trail easements, accepting a Pedestrian and Bicycle Easement, directing Staff to work with the Applicant on an ecological protection easement for the wetlands and stormwater ponds, and approving the Grading and Tree Clearing Agreement and a modified Development Agreement to exclude the City's participation in completing the looping of the water line. Staff believes that due to the specifics of this project, it would not set a precedent for future participation in trunk utility extensions. This would also contradict the recommendation of the Public Works Committee regarding participation in completing the water line loop. Staff does not support this alternative.

Alternative 3. Adopt Resolution #17-05-111 granting Final Plat approval of Brookfield 8th Addition, vacating existing drainage, utility, and temporary trail easements, accepting a Pedestrian and Bicycle Easement, approving both a Development Agreement and Grading and Tree Clearing Agreement but directing Staff not to pursue an ecological protection easement for the wetlands and stormwater ponds. While providing additional protections to the stormwater system (including wetlands) was not a contingency of the Metropolitan Council's approval of the CPA, it was a strong recommendation. Moreover though, the added layer of protection above and beyond a standard drainage and utility easement, including a physical demarcation of the easement boundary, would reduce future encroachments in these areas. Staff does not support this alternative.

Alternative 4. Do not approve Resolution #17-05-111 granting Final Plat approval for Brookfield 8th Addition. The Final Plat is consistent with the approved Preliminary Plat, the proposed use is compatible with the surrounding area, and was always envisioned as part of the Brookfield subdivision. Staff does not support this alternative.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant. However, the project does include consideration of a cost share with the City to complete the watermain loop to 166th Ave with a not-to-exceed amount of $50,000 for the City.

Recommendation:

Staff recommends adoption of Resolution #17-05-111 (Alternative 1) to:

1. Approve vacating existing drainage and utility easements and a temporary trail easement on the Subject Property.
2. Approve the Final Plat of Brookfield 8th Addition.
3. Approve a Tree Clearing and Grading Agreement for Brookfield 8th Addition.
4. Approve a Development Agreement for Brookfield 8th Addition.
5. Approve and accept a Pedestrian and Bicycle Trail Easement.

and to direct Staff to pursue an ecological protection easement over the wetlands and stormwater ponds.

Action:

Motion to adopt Resolution #17-05-111 to:

1. Approve vacating existing drainage and utility easements and a temporary trail easement on the Subject Property.
2. Approve the Final Plat of Brookfield 8th Addition.
3. Approve a Tree Clearing and Grading Agreement for Brookfield 8th Addition.
4. Approve a Development Agreement for Brookfield 8th Addition.
5. Approve and accept a Pedestrian and Bicycle Trail Easement.

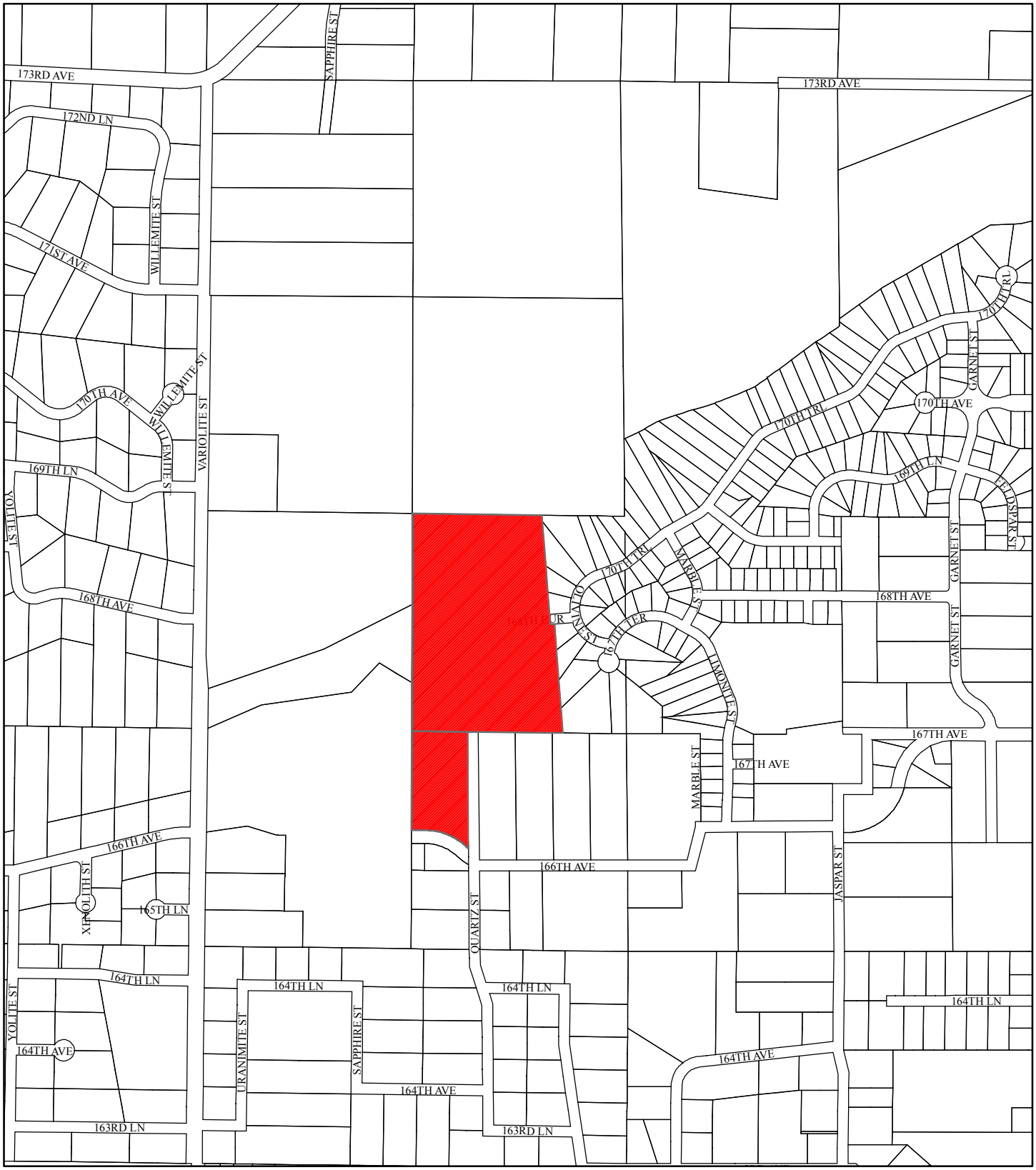
and to direct Staff to pursue an ecological protection easement over the wetlands and stormwater ponds.

Attachments

Site Location Map
Final Plat
Trail Easement Vacation Sketch and Description
Drainage and Utility Easement Vacation Description and Sketch
Pedestrian and Bicycle Trail Easement
Public Works Committee Case and Meeting Minutes Dated March 21, 2017
Oak Wilt Management Plan
Draft EPB Meeting Minutes Dated April 17, 2017
Staff Review Letter
Grading and Tree Clearing Agreement
Development Agreement
Resolution #17-05-111

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	05/04/2017 12:33 PM
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:28 PM
Form Started By: Chris Anderson		Started On: 05/01/2017 11:40 AM
Final Approval Date: 05/04/2017		



City of RAMSEY

Brookfield 8th Addition

Legend

Site

Parcels

N

0 1,050 2,100 Feet

PRELIMINARY COPY
UNRECORDED AS OF 4/12/17

BROOKFIELD EIGHTH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 9, T32, R25

KNOW ALL PERSONS BY THESE PRESENTS: That Brookfield Land, LLC, a Minnesota limited liabilty company, owner, and Tradition Capital Bank, a Minnesota corporation, mortgagee, of the following described property:

Outlot A, BROOKFIELD SECOND ADDITION, Anoka County, Minnesota.

AND

TRACT A:
That part of the North 200 feet of the South 677.6 feet (as measured along the West line) of the Southeast Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, lying West of the East 933 feet (as measured along the North line) of the Southeast Quarter of the Southeast Quarter thereof, Anoka County, Minnesota.

AND

That part of the Southeast Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, Anoka County, Minnesota, lying West of the East 933 feet (as measured along the North line of said Southeast Quarter of the Southeast Quarter) thereof and lying North of the South 677.6 feet, as measured along the West line of said Southeast Quarter of the Southeast Quarter, thereof.

EXCEPT THE FOLLOWING THREE PARCELS:

EXCEPTION 1: The east 33.00 feet of Tract A

EXCEPTION 2: An 80.00 foot strip of land over, under and across Tract A. The center line of said strip of land is described as follows: Commencing at the southwest corner of said Tract A; thence North 00 degrees 25 minutes 01 seconds East, assumed bearing, along the west line of said Tract A, a distance of 203.11 feet to the point of beginning of said center line; thence South 89 degrees 01 minutes 26 seconds East a distance of 87.41 feet; thence southeasterly a distance of 222.37 feet along a tangential curve concave to the southwest having a central angle of 39 degrees 48 minutes 52 seconds and a radius of 320.00 feet; thence South 49 degrees 12 minutes 34 seconds East, tangent to last described curve, a distance of 30.56 feet; thence southeasterly a distance of 40.03 feet along a tangential curve concave to the northeast having a central angle of 07 degrees 10 minutes 01 seconds and a radius of 320.00 feet to the west line of the east 33.00 feet of said Tract A and there terminating.

The side lines of said strip of land are prolonged or shortened to terminate on said west line of Tract A and said west line of the east 33.00 feet of Tract A.

EXCEPTION 3: That part of Tract A lying southerly of the southerly boundary of Exception 2.

Have caused the same to be surveyed and platted as BROOKFIELD EIGHTH ADDITION and do hereby dedicate to the public for public use the public way and the drainage and utility easements as shown on this plat.

In witness whereof said Brookfield Land, LLC, a Minnesota limited liabilty company, has caused these presents to be signed by its proper officer this _____ day of _____, 20___.

BROOKFIELD LAND, LLC

_____
Barry B. Onufrock, Chief Manager

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20___ by Barry B. Onufrock, Chief Manager of Brookfield Land, LLC a Minnesota limited liabilty company.

_____
_____
Notary Public, _____ County, Minnesota
My Commission Expires _____

In witness whereof said Tradition Capital Bank, a Minnesota corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 20___.

TRADITION CAPITAL BANK

_____
Thomas M. Grotbo, Vice President

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20___ by Thomas M. Grotbo, Vice President of Tradition Capital Bank, a Minnesota corporation, on behalf of the corporation.

_____
_____
Notary Public, _____ County, Minnesota
My Commission Expires _____

I Jason E. Rud do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20___,

_____
Jason E. Rud, Licensed Land Surveyor
Minnesota License No. 41578

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20___ by Jason E. Rud.

_____
_____
Notary Public, _____ County, Minnesota
My Commission Expires _____

City Council, City of Ramsey, Minnesota

This plat of BROOKFIELD EIGHTH ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20___, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

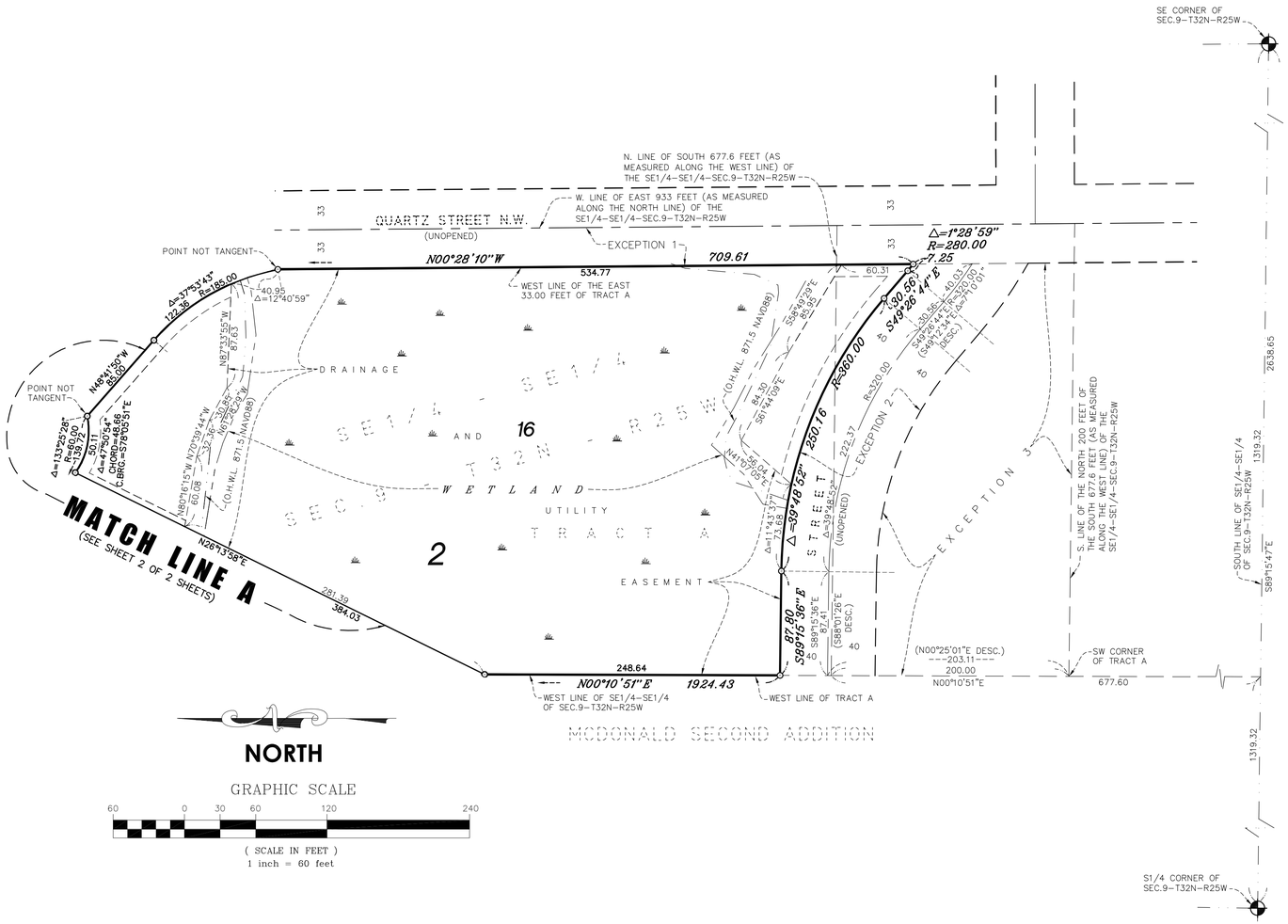
By _____ Mayor

By _____ Clerk

County Surveyor

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20___,

_____
Larry D. Hoium
Anoka County Surveyor



NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(SCALE IN FEET)
1 inch = 60 feet

County Auditor/Treasurer

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20___ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20___ .

_____
Property Tax Administrator
By _____, Deputy

County Recorder/Registrar of Titles

County of Anoka, State of Minnesota

I hereby certify that this plat of BROOKFIELD EIGHTH ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20___, at _____ o'clock ___M. and was duly recorded in Book _____ Page _____, as Document Number _____,

_____
County Recorder/Registrar of Titles
By _____, Deputy

o DENOTES ½ INCH BY 14 INCH IRON PIPE MARKED BY RLS NO. 41578.

● DENOTES FOUND IRON MONUMENT

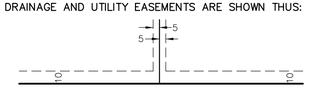
⊕ DENOTES ANOKA COUNTY CAST IRON MONUMENT

(DESC.) REFERS TO LEGAL DESCRIPTION

FOR THE PURPOSES OF THIS PLAT THE WEST LINE OF OUTLOT A, BROOKFIELD SECOND ADDITION IS ASSUMED TO HAVE A BEARING OF NORTH 00 DEGREES 10 MINUTES 51 SECONDS EAST.

WETLAND DELINEATION COMPLETED BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY IN 2016.

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



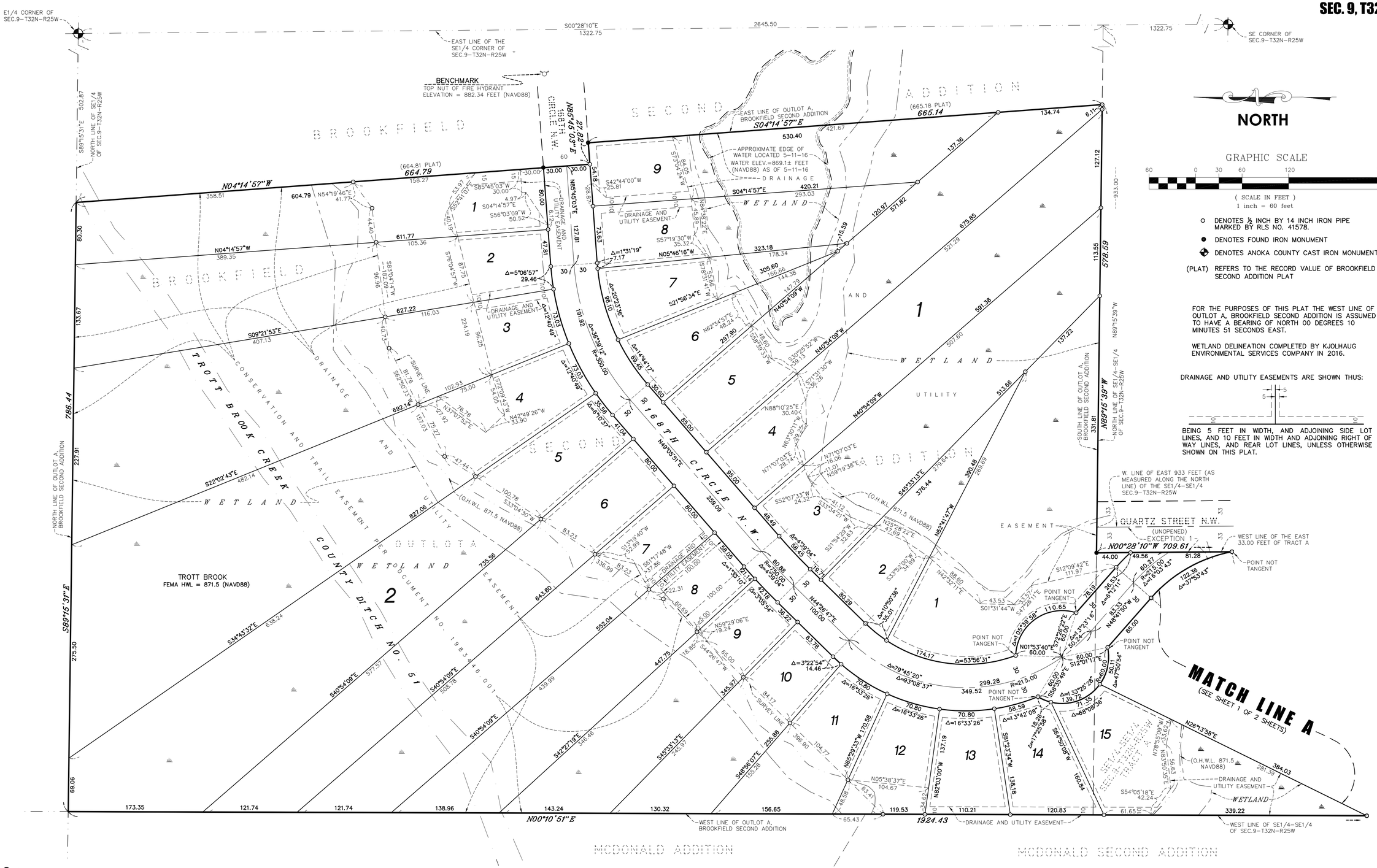
BEING 5 FEET IN WIDTH, AND ADJOINING SIDE LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT OF WAY LINES, AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THIS PLAT.

E.G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors

PRELIMINARY COPY
UNRECORDED AS OF 04/012/17

BROOKFIELD EIGHTH ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 9, T32, R25



NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(SCALE IN FEET)
1 inch = 60 feet

- DENOTES ½ INCH BY 14 INCH IRON PIPE MARKED BY RLS NO. 41578.
- DENOTES FOUND IRON MONUMENT
- DENOTES ANOKA COUNTY CAST IRON MONUMENT

(PLAT) REFERS TO THE RECORD VALUE OF BROOKFIELD SECOND ADDITION PLAT

FOR THE PURPOSES OF THIS PLAT THE WEST LINE OF OUTLOT A, BROOKFIELD SECOND ADDITION IS ASSUMED TO HAVE A BEARING OF NORTH 00 DEGREES 10 MINUTES 51 SECONDS EAST.

WETLAND DELINEATION COMPLETED BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY IN 2016.

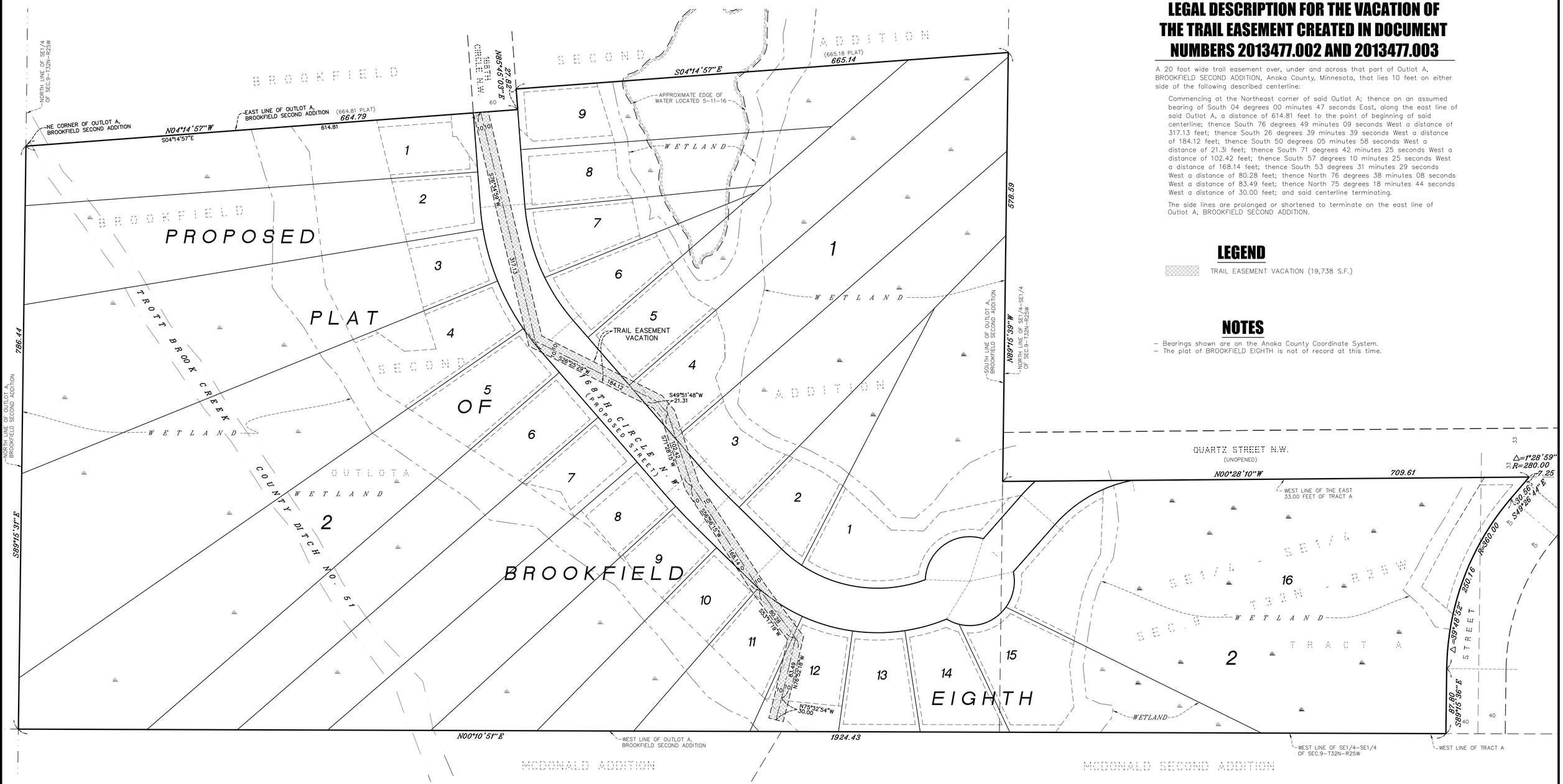
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

BEING 5 FEET IN WIDTH, AND ADJOINING SIDE LOT LINES, AND 10 FEET IN WIDTH AND ADJOINING RIGHT OF WAY LINES, AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THIS PLAT.

E. G. RUD & SONS, INC.
EST. 1977
Professional Land Surveyors

SKETCH AND DESCRIPTION

~for~ BROOKFIELD EIGHTH ADDITION
~of~ VACATION OF TRAIL EASEMENT


NORTH LINE OF SE1/4 OF SEC.9–T32N–R25W
NE CORNER OF OUTLOT A, BROOKFIELD SECOND ADDITION
N04°14'57"W
S04°14'57"E
EAST LINE OF OUTLOT A, BROOKFIELD SECOND ADDITION (664.81 PLAT) 664.79
614.81
BROOKFIELD SECOND ADDITION
(665.18 PLAT) 665.14
S04°14'57"E
N89°45'03"E 27.22
60
APPROXIMATE EDGE OF WATER LOCATED 5–11–16
WETLAND
TRAIL EASEMENT VACATION
S36°25'29"W 184.12
S49°51'48"W 21.31
S12°18'15"W 104.42
S36°25'15"W 168.14
S34°47'09"W 317.13
S53°17'9"W 80.28
N15°52'18"W 83.49
N75°32'54"W 30.00
10
10
10

1/27/17

PROPOSED DESCRIPTION FOR THE VACATION OF THE DRAINAGE AND UTILITY EASEMENTS FOR BROOKFIELD EIGHTH ADDITION

All of the drainage and utility easements as dedicated on the recorded plats of BROOKFIELD FIRST ADDITION AND BROOKFIELD SECOND ADDITION, which lie within Outlot A, BROOKFIELD SECOND ADDITION, Anoka County, Minnesota.

OFFICIAL PLAT

Book 72 of Abst Page 37

BROOKFIELD FIRST ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 9 & 10, T. 32, R. 25

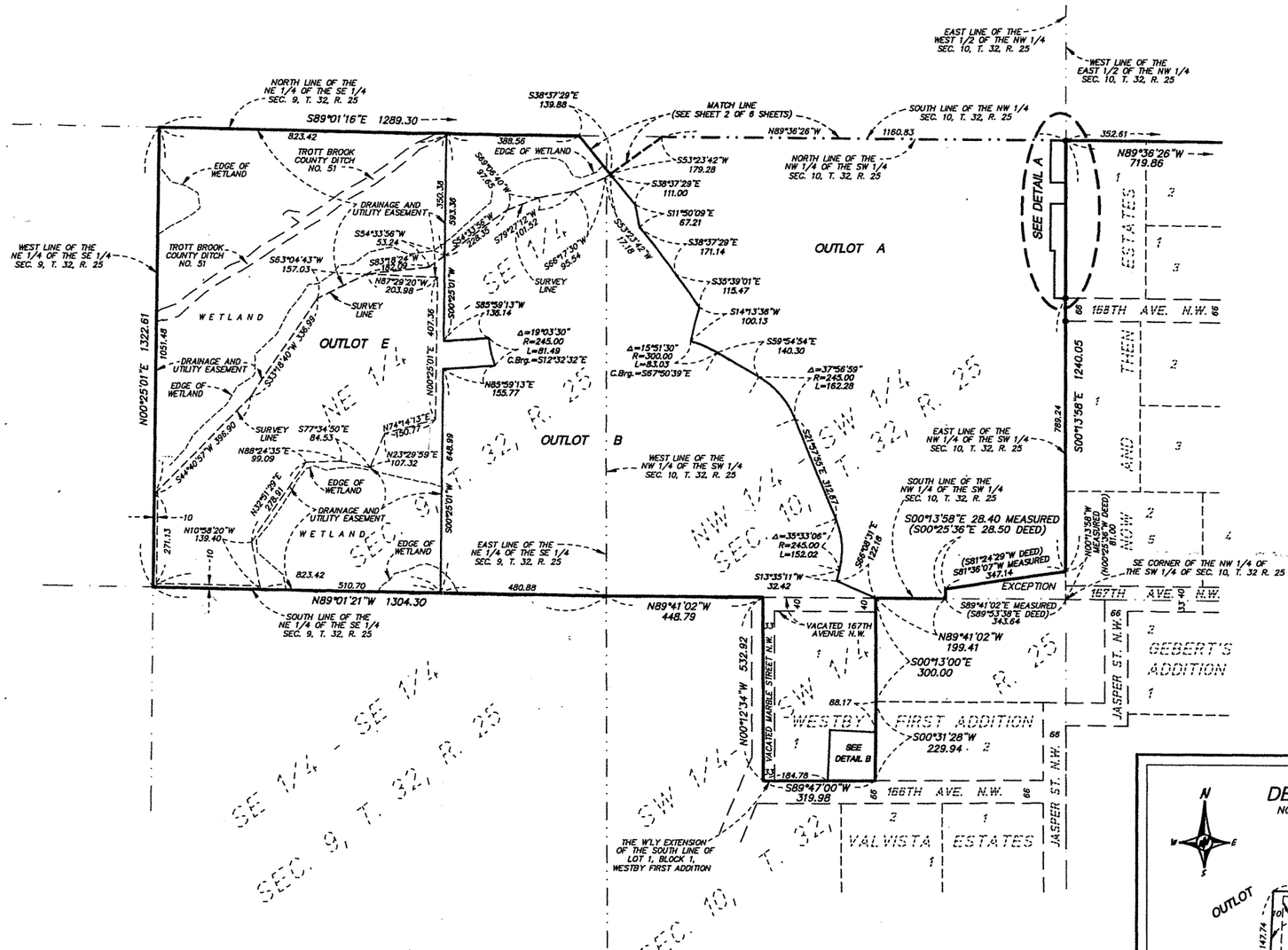
N
W E
S

0 200 400
SCALE IN FEET
1 INCH = 200 FEET

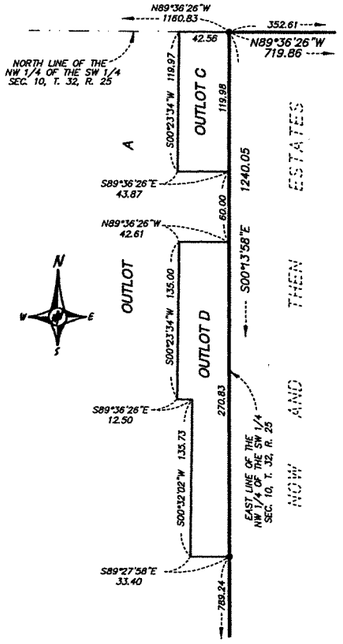
FOR THE PURPOSES OF THIS PLAT, THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 32, RANGE 25 IS ASSUMED TO HAVE A BEARING OF SOUTH 89 DEGREES 01 MINUTES 16 SECONDS EAST.

● DENOTES IRON PIPE MONUMENT FOUND

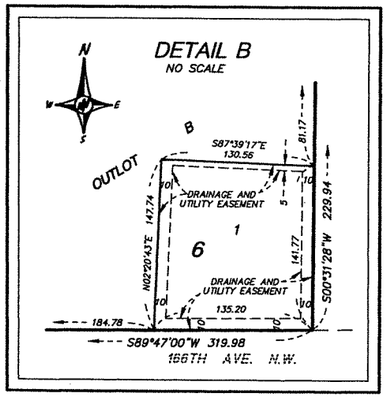
ALL MONUMENTS REQUIRED BY MINNESOTA STATUTE AND NOT SHOWN ON THIS PLAT, WILL BE SET WITHIN ONE YEAR OF THE RECORDING DATE OF THIS PLAT AND SHALL BE EVIDENCED BY A 1/2 INCH BY 14 INCH IRON PIPE MARKED BY R.L.S. No. 25287



DETAIL A
NO SCALE



DETAIL B
NO SCALE



PASSE ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEERS
LICENSED LAND SURVEYORS

SHEET 3 OF 6 SHEETS

OFFICIAL PLAT

BROOKFIELD SECOND ADDITION

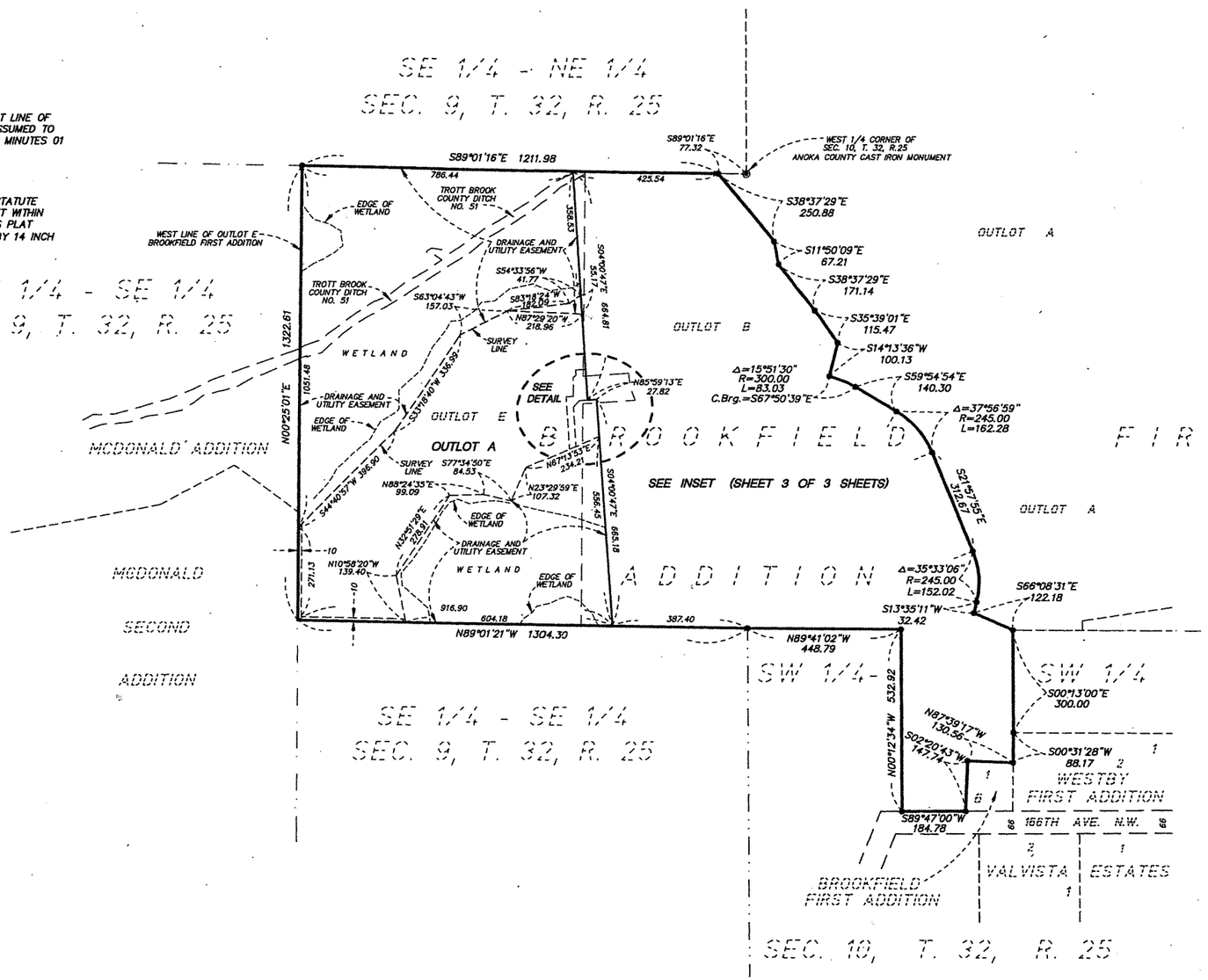
CITY OF RAMSEY
COUNTY OF ANOKA
SEC'S 9 & 10, T. 32, R. 25
Book 74 Page 20

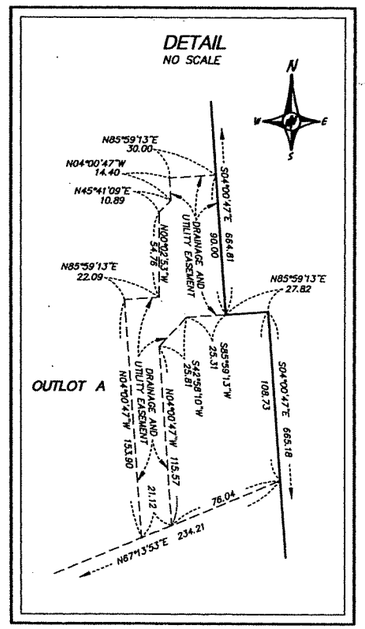
N
W E
S
0 200 400
SCALE IN FEET
1 INCH = 200 FEET

FOR THE PURPOSES OF THIS PLAT, THE WEST LINE OF OUTLOT E, BROOKFIELD FIRST ADDITION IS ASSUMED TO HAVE A BEARING OF NORTH 00 DEGREES 25 MINUTES 01 SECONDS EAST.

● DENOTES IRON PIPE MONUMENT FOUND

ALL MONUMENTS REQUIRED BY MINNESOTA STATUTE AND NOT SHOWN ON THIS PLAT, WILL BE SET WITHIN ONE YEAR OF THE RECORDING DATE OF THIS PLAT AND SHALL BE EVIDENCED BY A 1/2 INCH BY 14 INCH IRON PIPE MARKED BY R.L.S. No. 25287





PASSE ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEERS
LICENSED LAND SURVEYORS

GRANT OF PEDESTRIAN AND BICYCLE TRAIL EASEMENT

This grant of a pedestrian and bicycle trail easement ("Grant") is made this _____ day of _____, 20___, by Brookfield Land, LLC, a Minnesota limited liability company under the laws of the State of Minnesota (hereinafter referred to as "Grantor") to the **City of Ramsey**, a municipal corporation under the laws of the State of Minnesota (hereinafter referred to as "Grantee").

WITNESSETH:

WHEREAS, Grantor is the owner of real property situated in the County of Anoka, State of Minnesota, legally described as Lots 7 & 8, Block 2 Brookfield 8th Addition, Anoka County, Minnesota (the "Property"); and

WHEREAS, Grantor wishes to grant and dedicate an easement for pedestrian and bicycle trail purposes for the benefit of the public, over, under, across and upon the Property in those areas legally described in **Exhibit A**, attached hereto (hereinafter referred to as the "Easement Area").

NOW, THEREFORE, for One Dollar and other good and valuable consideration, the parties agree as follows:

1. Easement Grant and Dedication. Grantor hereby grants, dedicates, conveys and quit claims to Grantee, its successors and assigns, a perpetual easement for pedestrian and bicycle trail purposes for the benefit of the public, over, under, across and upon the Easement Area.

2. Construction and Maintenance. Grantor is responsible for all costs to initially construct the trail but that after acceptance of the trail by the Grantee, the Grantee shall be responsible for the maintenance and repair of the surface of trail and to provide for snow removal. Grantor shall maintain the grass and vegetation within the Easement Area in accordance with City ordinances, with the understanding that Grantee may, on occasion, cut the grass within the Easement Area. Grantee's occasional

maintenance of the grass within the Easement Area shall not relieve Grantor's obligations under City ordinances.

3. Successors and Assigns. All of the provisions of this instrument, including the benefits and burdens, run with the land and are binding on and inure to the benefit of the heirs, assigns, successors, tenants and personal representatives of the Grantor and Grantee herein.

4. Headings. Paragraph headings used in this instrument are for convenience only, and shall not affect the construction of this Grant.

5. Entire Agreement. This instrument, and the Exhibits attached hereto, constitute the entire understanding of the parties hereto with respect to the transaction contemplated thereby, and supersede all prior agreements and understandings between the parties with respect to the subject matter. No representations, warranties, undertakings or promises, whether oral, implied, written or otherwise, have been made by either party hereto to the other unless expressly stated in the above-referenced documents, or unless mutually agreed to in writing between the parties hereto after the date hereof, and neither party has relied on any verbal representations, agreements, or understandings not expressly set forth herein.

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

GRANTOR: _____

By: _____

Its: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before this _____ day of _____, 20___, by _____, the _____ of _____, a Minnesota _____, on behalf of the _____.

_____
Notary Public

(Additional signatures on next page.)

GRANTEE: City of Ramsey, a Minnesota municipal corporation

By: _____

Its: Mayor

AND

By: _____

Its: Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before this _____ day of _____, 20___, by _____, the _____ and _____, the _____ of the City of Ramsey, a Minnesota municipal corporation, on behalf of the corporation.

_____
Notary Public

THIS INSTRUMENT WAS DRAFTED BY:

Ratwik, Roszak & Maloney, P.A.
730 Second Avenue South, Suite 300
Minneapolis, MN 55402
Telephone: (612) 339-0060
(JJL)

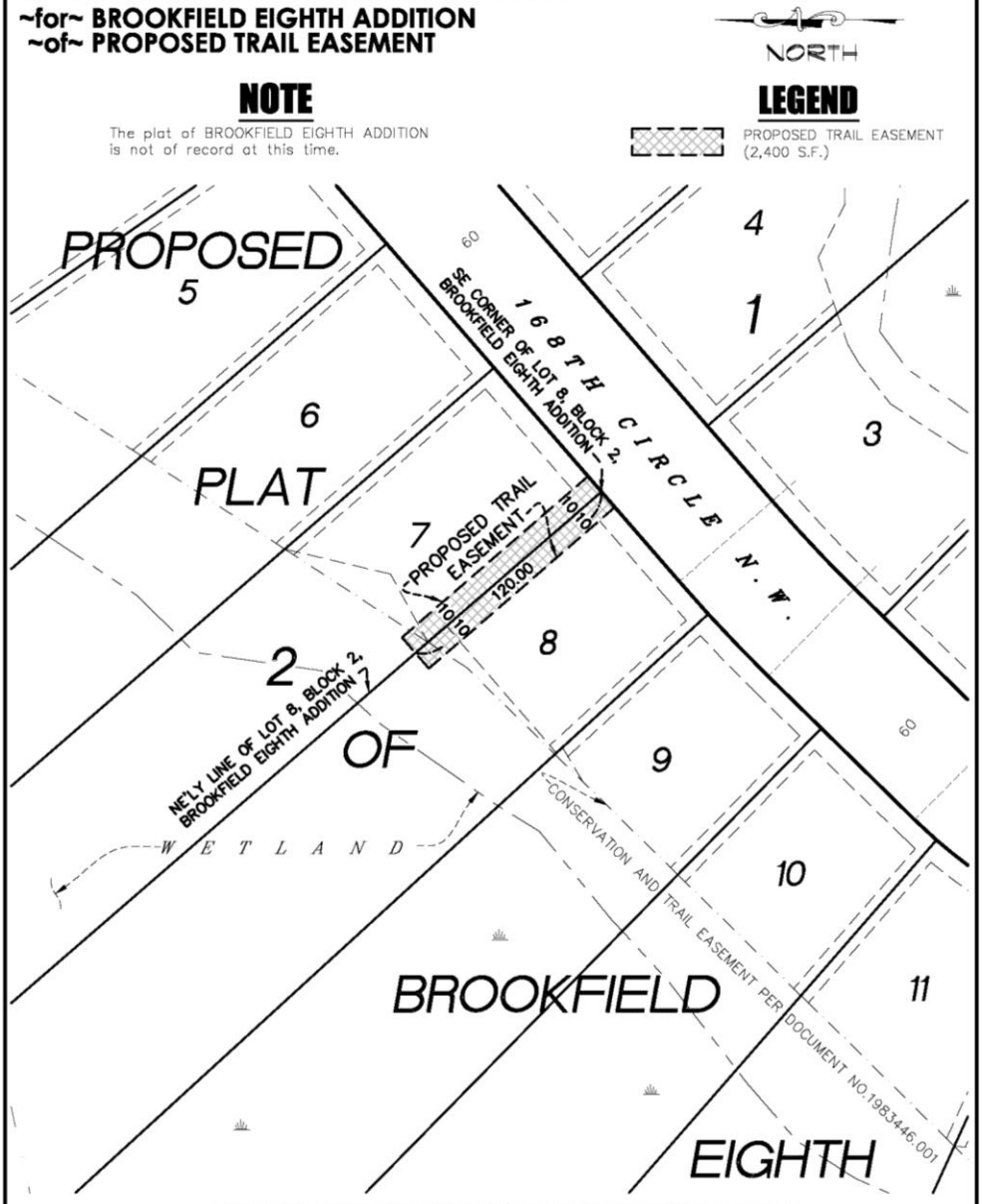
Exhibit A

A 20.00 foot wide perpetual easement for trail purposes over, under and across Lots 7 and 8, Block 2, BROOKFIELD 8TH ADDITION, Anoka County, Minnesota. The centerline of said easement is described as follows:

Beginning at the southeast corner of said Lot 8, Block 2; thence northwesterly a distance of 120.00 feet, along the northeasterly line of said Lot 8, Block 2, and said centerline there terminating.

SKETCH AND DESCRIPTION

~for~ BROOKFIELD EIGHTH ADDITION
~of~ PROPOSED TRAIL EASEMENT



PROPOSED TRAIL EASEMENT DESCRIPTION

A 20.00 foot wide perpetual easement for trail purposes over and across Lots 7 and 8, Block 2, BROOKFIELD EIGHTH ADDITION, Anoka County, Minnesota. The centerline of said easement is described as follows:

Beginning at the southeast corner of said Lot 8, Block 2; thence northwesterly a distance of 120.00 feet, along the northeasterly line of said Lot 8, Block 2, and said centerline there terminating.

Location: Ramsey

Scale 1"= 60' | ● Denotes Iron Monument | Bearing Datum: County | Job No. 16343PP | Drwg By JEN

I hereby certify that this plan, survey or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

E. G. RUD & SONS, INC.

By _____

Dated this 27th day of January 2017. Minnesota License No. 41578

E. G. RUD & SONS, INC.
PROFESSIONAL LAND SURVEYORS
6776 LAKE DRIVE NE, SUITE 110
LINO LAKES, MINNESOTA 55014
TEL. (651) 361-8200
FAX (651) 361-8701
www.egrud.com

L7&8–B2

Public Works Committee **5. 2.**

Meeting Date: 03/21/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending Council Approval of City Cost Participation for Looped Watermain Connection through Brookfield 8th Addition

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of City cost participation for a looped watermain connection through Brookfield 8th Addition.

Background:

Capstone Homes proposes to construct 25 single family homes along an approximately 1,200 foot long cul-de-sac street in Brookfield 8th Addition. This development is in the City's MUSA area and as such is proposed to be served by City water and sanitary sewer. The development plans submitted by Capstone Homes show the 8-inch diameter trunk watermain running through the cul-de-sac and dead-ending at the edge of the plat.

Engineering Staff's plan review comments directed the developer to extend the dead-end watermain line approximately 650 feet through an existing City owned right-of-way corridor to the south and to connect the extended watermain to an existing watermain stub north of 166th Avenue. This would provide a looped trunk watermain system which allows water to be drawn from either end of the trunk line which is preferred to dead-end watermain lines for numerous reasons, which are discussed in more detail below.

The developer responded that they can't afford to bear this cost alone, but that they understand the benefits and are agreeable to sharing up to 50% of the costs required to complete this work, to a maximum of $50,000. The estimated cost to extend and connect the 8-inch trunk watermain line, including approximately 500 feet of directional drilled high-density polyethylene (HDPE) watermain and 150 feet of open trenched cast iron pipe (CIP), through the City owned right-of-way between 166th Avenue and Brookfield 8th Addition is approximately $100,000. A 50/50 cost split would therefore result in both parties contributing up to $50,000 for this work.

This watermain connection was discussed briefly by the City Council on February 28th. At the time, Council raised concerns that sharing in costs for directed work could set a precedent whereby future developers may request City cost sharing for watermain extensions and connections when requested by the City. However, Staff believes this situation is unique and would not set a precedent for future developer cost-share requests since the requested watermain extension occurs well outside the plat for Brookfield 8th Addition and therefore similar situations are anticipated to be encountered infrequently.

The trunk watermain connection will benefit both the City and the developer so City Staff supports a 50/50 cost-share based on dual benefits.

Benefits to the City due to a looped water supply system include;

1. Improved public safety response due to increased water pressure and flow rates
2. Improved water quality due to increased water pressure and flow rates
3. Ability to isolate (shut off) fewer homes when maintaining watermain
4. Reduced maintenance costs due to minimal watermain flushing needs

Benefits to Capstone Homes due to a looped water supply system include;

1. Ability to obtain Certificates of Occupancy one home at a time (versus obtaining multiple CO's for dead-end watermain)
2. Increased customer satisfaction due to City benefits #1 through #3

Attached is a one-page position sheet provided by Capstone Homes. As noted, if a cost-share agreement is not approved the developer proposes to install a dead-end watermain line. While this would not be ideal due to the potential concerns regarding water quality and public safety noted above, the dead-end 8-inch watermain line would be sufficient to serve the new homes along the cul-de-sac street once a sufficient number of homes are occupied and are using water. This number will depend on the locations of the homes along the dead-end main (to be determined by City Staff as needed).

Timeframe:

Staff estimates this case will take 15 minutes to present and respond to questions.

Observations/Alternatives:

Capstone Homes would complete the looped watermain connection work as part of their development, and the City would reimburse them for our share of the costs. City Staff will inspect the work and costs will be based on actual construction costs, which will be reviewed and approved by City Staff. Appropriate traffic control will be used as necessary while the work is completed.

Ben Minks with Capstone Homes will be attending to answer questions as needed.

Funding Source:

If a cost-share is approved by City Council, Staff will develop a cost-share agreement to be executed between the City and Capstone Homes. The City's share of costs will be funded through the Water Funds.

Recommendation:

Since the trunk watermain connection would benefit both the City and the developer, City Staff supports a 50/50 cost-share in an amount not-to-exceed $50,000.

Action:

Recommend City Council approval of sharing in up to 50% of construction costs to connect the watermain from Brookfield 8th Addition to the existing trunk watermain at 166th Avenue at a not to exceed amount of $50,000.

Attachments

Capstone Determination Memo

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	03/16/2017 09:45 AM
Kurt Ulrich	MaryJo Warner	03/16/2017 02:21 PM
Patrick Brama	Patrick Brama	03/16/2017 02:39 PM
Form Started By: Bruce Westby		Started On: 03/07/2017 08:04 AM
Final Approval Date: 03/16/2017		

5. COMMITTEE BUSINESS

5.01: Nominate Chair and Vice-Chair of the Public Works Committee

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recommend nomination of Chris Riley for Committee Chair and Mark Kuzma for Committee Vice Chair.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5.02: Consider Recommending Council Approval of City Cost Participation for Looped Watermain Connection through Brookfield 8th Addition

City Engineer Westby explained the Brookfield 8th Addition development includes a 1,200-foot-long cul-de-sac street that is proposed to be served by City water and sanitary sewer. The development plans, submitted by Capstone Homes, shows the 8" diameter watermain coming to a dead end at the edge of the plat. City Engineering staff have directed the developer to extend the dead-end watermain line to connect with an existing watermain stub north of 166th Avenue. The line would extend through a City-owned right-of-way to create a looped trunk watermain system, which provides numerous benefits. The line could be either trenched or drilled, at an overall cost of $100,000. The developer has agreed to share up to 50% of the costs.

In terms of benefits, the looped watermain will improve public safety, enhance water pressure and water quality, and reduce maintenance costs. This unique situation will not set a precedent for future developers as the extension will not be within the plat for Brookfield 8th Addition. Capstone Homes would complete the connection as part of their development, and the City's share of costs will be covered under the Water Funds.

City Staff are requesting a recommendation to the City Council to approve connecting the watermain from Brookfield 8th Addition to the existing trunk watermain at 166th Avenue, at a not to exceed amount of $50,000.

City Engineer Westby introduced Barry Onufrock, a representative of Capstone Homes. He added Mr. Onufrock was present to answer the Committee's questions and receive comments.

Councilmember Kuzma asked where the City's Water Funds come from.

City Engineer Westby stated the Water Funds are comprised of water trunk fees that are collected when new development occurs.

Councilmember Kuzma asked whether there is any future development anticipated to the south of this area.

City Engineer Westby stated no new development has been proposed.

Chairperson Riley asked whether City Staff supports the developer's estimated water usage calculations.

City Engineer Westby confirmed this, adding the developer calculated the volume of water in the pipe and the development's daily water requirements, and the totals are reasonable.

Councilmember Kuzma asked whether trenching or drilling is recommended for this project.

City Engineer Westby stated the developer is recommending drilling the line as there is less surface disturbance, and trenching will require additional de-watering costs.

Councilmember Johns asked whether the total project cost estimate is reasonable, and whether City staff expects any fluctuation.

City Engineer Westby stated this type of project has a defined cost with few potential changes, and the City's portion should not exceed $50,000 in any case.

Chairperson Riley asked whether Mr. Onufrock had any comments.

Mr. Onufrock stated Capstone Homes plans to begin construction in Brookfield 8th Addition in the fall of 2017. He added the development's model homes can be built at the end of the cul-de-sac to alleviate concerns regarding water quality.

Chairperson Riley asked whether the looped watermain connection was a requirement for the plat development.

City Engineer Westby stated City Staff recommended the loop connection but the costs were prohibitive for the developer alone, and there are benefits for the City.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend that the City Council approve City cost participation to connect the watermain from Brookfield 8th Addition to the existing trunk watermain at 166th Avenue at a not to exceed amount of $50,000.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.03: Review of Municipal Water System Control and Alarm Systems

Utilities Supervisor Nelson reviewed the City's SCADA (Supervisory Control and Data Acquisition) system and gave a demonstration of its capabilities. The SCADA computer program controls the City's water towers, municipal wells and sanitary sewer lift stations. The SCADA system allows City Staff to monitor infrastructure, determine cause when an alarm is triggered, and respond appropriately.

CAPSTONE HOMES

LIC. NO. BC637318

Comprehensive Oak Wilt Management Plan
Brookfield 8th
April 7, 2017

Capstone Homes has developed a comprehensive Oak Wilt Management Plan in conjunction with a certified Arborist from Precision Tree and Landscaping that will greatly reduce the chance for the disease to spread during our tree clearing process at Brookfield 8th. Currently, we expect to begin tree clearing May 1st, 2017, pending approval of Final Plat by the Ramsey City Council.

After an inspection of the property, our arborist encountered sporadic examples of Oak Wilt infected trees within the center of the larger parcel. In the South West of this parcel and the adjacent North part of the smaller parcel, there is an Oak wilt infection center. Here, mortality at the center was almost complete.

Our Management Plan includes sanitizing/purging the site of the diseased trees within the silt fence line and processes to limit it's spread. Given the fact that the disease is already on the site and surrounding parcels, expectations for remediation of future infected trees seems unreasonable and therefore is not included in this plan. Every effort will be made to prevent introducing further infection to the area.

The process we recommend is as follows:

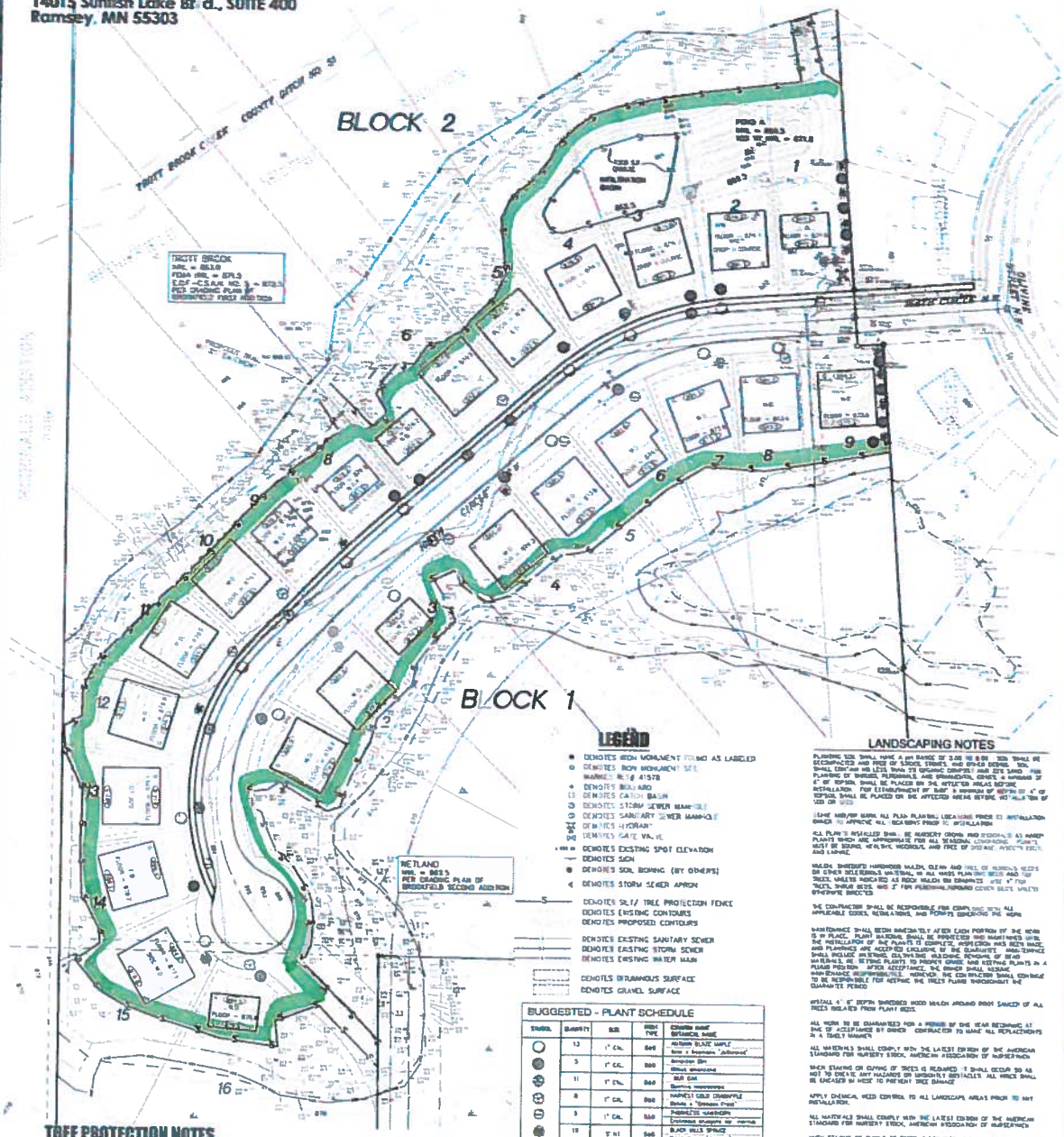
1) Before any ground clearing is started, Precision Tree and Landscaping will double trench at least 54" deep within the silt fence line identified in the Landscape Plan {Sheet 6 (2-24-17)}. Included in this plan is a copy of the sheet with a green line. This line will be incorporated into the full set of engineering plans upon approval of this Oak Wilt Management Plan. The double trench will break the common root grafts to stop the underground transmission of the pathogen. As identified in the Landscape Plan, all trees will be removed inside the silt fence. There will be no tree removal outside the silt fence on the remaining property.

2) All material removed material will be processed into chips or mulch on site and removed in enclosed containers.

3) During the clearing phase of the operation, we will have at the ready, an arborist or technician who could seal any wound that might occur. A mechanical felling machine will be utilized for this project. A mechanical felling machine will be utilized to cut, lift, and remove trees with minimal (or no) damage to the remaining trees.

LANDSCAPE PLAN

-of- BROOKFIELD
EIGHTH ADDITION
-for- BROOKFIELD LAND, LLC
14015 Sunfish Lake Blvd., SUITE 400
Ramsey, MN 55303



LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES IRON MONUMENT SET MARKED "RLS 41578"
- DENOTES BOLLARD
- DENOTES CATCH BASIN
- DENOTES STORM SEWER MANHOLE
- DENOTES SANITARY SEWER MANHOLE
- DENOTES HYDRANT
- DENOTES GATE VALVE
- DENOTES EXISTING SPOT ELEVATION
- DENOTES SIGN
- DENOTES SOIL BORING (BY OTHERS)
- DENOTES STORM SEWER APRON
- DENOTES SILT/ TREE PROTECTION FENCE
- DENOTES EXISTING CONTOURS
- DENOTES PROPOSED CONTOURS
- DENOTES EXISTING SANITARY SEWER
- DENOTES EXISTING STORM SEWER
- DENOTES EXISTING WATER MAIN
- DENOTES BITUMINOUS SURFACE
- DENOTES GRAVEL SURFACE

LANDSCAPING NOTES

PLANTING SOIL SHALL HAVE A pH RANGE OF 5.0 TO 8.0 AND SHALL BE FREE OF STONES, STUMPS, AND OTHER DEBRIS. SOIL SHALL CONTAIN NOT LESS THAN 2% ORGANIC MATTER AND 20% SAND FOR PLANTING OF SHRUBS, PERENNIALS, AND GROUNDCOVER. COVER A MINIMUM OF 4" OF TOPSOIL SHALL BE PLACED ON THE AFFECTED AREAS BEFORE INSTALLATION. FOR ESTABLISHMENT OF SOD, A MINIMUM OF DEPTH OF 4" OF TOPSOIL SHALL BE PLACED ON THE AFFECTED AREAS BEFORE INSTALLATION OF SOD OR SEED.

LIME AND/OR MARL ALL PLAN PLANTING LOCATIONS PRIOR TO INSTALLATION UNLESS OTHERWISE APPROVED ALL SOIL TESTING PRIOR TO INSTALLATION.

ALL PLANTS INSTALLED SHALL BE NURSERY GROWN AND HARDINESS AS HARDY PLANTS WHICH ARE APPROPRIATE FOR ALL SEASONAL LONGPOINT. PLANTS MUST BE SOUND, HEALTHY, VIGOROUS, AND FREE OF DISEASE, INSECTS EGGS, AND LARVAE.

MULCH SHREDDED HARDWOOD MULCH, CLEAN AND FREE OF WEEDS OR OTHER DELETERIOUS MATERIAL TO ALL AREAS PLANTINGS BEDS AND TREE WELLS UNLESS INDICATED AS ROCK MULCH ON GRAPHICS. USE 4" FOR TREES, SHRUB BEDS, AND 3" FOR PERENNIAL/GROUND COVER BEDS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND PERMITS GOVERNING THE WORK.

MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PORTION OF THE WORK IS IN PLACE. PLANT WATERING SHALL BE PROVIDED THAT MAINTAINS WITH THE INSTALLATION OF THE PLANTS IS COMPLETE, INSPECTION HAS BEEN MADE, AND PLANTINGS ARE ACCEPTED EXCLUSIVE OF THE GUARANTEE. MAINTENANCE SHALL INCLUDE WATERING, CULTIVATING, BUILDING, REMOVING OF DEAD MATERIALS, RE-SETTING PLANTS TO PROPER GRADE AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES. HOWEVER, THE CONTRACTOR SHALL CONTINUE TO BE RESPONSIBLE FOR REPAIRS THE TREES PLANTS THROUGHOUT THE GUARANTEE PERIOD.

INSTALL 4" OF FINELY SHREDDED WOOD MULCH AROUND BASE SAUCER OF ALL TREES ISOLATED FROM PLANT BEDS.

ALL WORK TO BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT TIME OF ACCEPTANCE BY OWNER. CONTRACTOR TO MAKE ALL REPLACEMENTS IN A TIMELY MANNER.

ALL MATERIALS SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.

WHEN STAKING OR GUYING OF TREES IS REQUIRED, IT SHALL OCCUR SO AS NOT TO CREATE ANY HAZARDS OR UNSIGHTLY OBSTACLES. ALL WIRES SHALL BE ENCASED IN HOSE TO PREVENT TREE DAMAGE.

APPLY CHEMICAL WEED CONTROL TO ALL LANDSCAPE AREAS PRIOR TO MAT INSTALLATION.

ALL MATERIALS SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.

WHEN STAKING OR GUYING OF TREES IS REQUIRED, IT SHALL OCCUR SO AS NOT TO CREATE ANY HAZARDS OR UNSIGHTLY OBSTACLES. ALL WIRES SHALL BE ENCASED IN HOSE TO PREVENT TREE DAMAGE.

BUGGESTED - PLANT SCHEDULE

SYMBOL	QUANTITY	SIZE	BOTANICAL NAME	COMMON NAME
	13	1" CAL.	Acer	Autumn Blaze Maple
	5	1" CAL.	Tilia x flavescens 'Jeffersred'	Freeman Elm
	11	1" CAL.	Quercus macrocarpa	Bur Oak
	8	1" CAL.	Malus 'Donald Wyman'	Harvest Gold Crabapple
	5	1" CAL.	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry
	19	5' Ht.	Picea glauca 'Densata'	Black Hills Spruce
	13	5' Ht.	Picea glauca	White Spruce

SUGGESTED

1) EXAMPLE SPECIES SHOWN - VERIFY SPECIES REQUIREMENTS WITH CITY'S ENVIRONMENTAL COORDINATOR PRIOR TO ANY INSTALLATIONS

2) VERIFY TREE LOCATIONS WITH BOULEVARD WITH CITY'S ENVIRONMENTAL COORDINATOR PRIOR TO ANY INSTALLATIONS

TREE PROTECTION NOTES

- TREE PROTECTION UNITS TO BE MARKED IN FIELD AND APPROVED BY THE CITY PRIOR TO INSTALLATION OF TREE PROTECTION / SILT FENCE OR TREE CLEARING ACTIVITY
- SILT / TREE PROTECTION FENCE TO BE INSTALLED AT CONSTRUCTION LIMIT LINE
- CARE SHALL BE TAKEN TO AVOID CONSTRUCTION ACTIVITY OR CONSTRUCTION VEHICLE TRAFFIC WITHIN THE DRIP LINE OF TREES OR THE ROOT PROTECTION ZONE.
- NO DEVIATIONS WILL BE MADE ON LOCATION OF TREE PROTECTION UNITS TO PRESERVE SIGNIFICANT TREES.
- SOME TREES AND LEAVES WILL NOT BE CLEARED. THIS MUST BE DONE PRIOR TO INSTALLATION OF SILT / TREE PROTECTION FENCE. GRADING OF TRAPS WILL OCCUR AFTER EROSION CONTROL MEASURE ARE INSTALLED.
- ALL CLEARING ACTIVITIES TO OCCUR PRIOR TO APRIL 15TH OR AFTER JULY 15 TO MINIMIZE THE POTENTIAL INTRODUCTION OF OAK WILT TO THE SITE.

OWNER INFORMATION

BROOKFIELD LAND, LLC
14015 Sunfish Lake Blvd
Suite 400
Ramsey, MN 55303
TEL. (763) 427-3050

TREE REMOVAL/PLANTING SUMMARY

TOTAL ON-SITE SIGNIFICANT TREE CALIPER INCHES = 7,775.5 DBH
TOTAL TREE REMOVAL = 4,368.5 DBH
PROPOSED LANDSCAPE TREE PLANTING = 71 DBH

NOTES

- Bearings shown are on the Anoka County Coordinate System
- Contours shown are from MnDOT Lidar topography supplemented by field data.
- Surveyed perimeter shown on this survey map is in Flood Zone X (Areas determined to be outside the 0.2% annual chance flood plain). Flood Zone AE (Base Flood Elevations determined). Floodway areas in Zone AE = The Drainway of a channel or stream that any adjacent flood prone areas that must be kept free of encroachment so that the 1.0 annual chance flood can be carried without substantial increases in flood heights. According to Flood Insurance Rate Map Community No. 270401 Panel 0165 Suffix E, this Number 27053C0165E by the Federal Emergency Management Agency effective date December 18, 2013.
- See City Engineering Department for Storm Sewer Pond, Streets, and Sewer.
- Natural Resources by Hamline Environmental Survey Company Tree Inventory by Hamline Environmental Survey Company and ISA Certified Arborist Steve Nicholson (MN-4303A)
- Wetland Jurisdiction by Hamline Environmental Survey Company and ISA Certified Arborist Steve Nicholson (MN-4303A)

TREE PRESERVATION NOTES

TOTAL ON-SITE SIGNIFICANT TREE CALIPER INCHES = 7,775.5 DBH
TOTAL BENEFICIAL TREE CALIPER INCHES ON-SITE PROPOSED FOR PRESERVATION = 3,406.5 DBH
- SIGNIFICANT TREES AND THEIR SIZES = 2,780.1 DBH
- SIGNIFICANT TREES PROPOSED REMOVED FOR POND, STREETS AND ENDS = 1,828.5 DBH
- SIGNIFICANT TREE CALIPER INCHES REMOVED FOR HOUSE PADS AND YARDS = 2,939.7 DBH
- SIGNIFICANT TREE CALIPER INCHES REMAINING = 3,646.1 DBH
- PERCENTAGE OF TOTAL CALIPER INCHES REMOVED FOR HOUSE PADS AND YARDS = 37.8%
- PERCENTAGE OF SIGNIFICANT TREES REMOVED OUTSIDE OF POND, STREET AND HOUSE AREAS = 23.7%

THIS SITE INVENTORY OF 30.3 MILLION SEVERAL ACRES OF WOODED WETLAND AND 10.4 ACRES WOODED UP, AND AREAS

BENCHMARK

BENCHMARK: Anoka County Benchmark # 2087
Elevation = 858.599 (NAVD88)

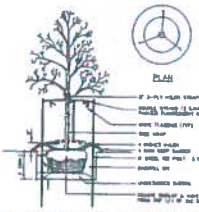
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota

Jason E. Rud
Date: 02/24/15 License No. 41578

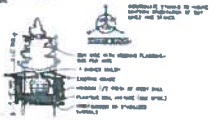
TREE INVENTORY BY
Steve Nicholson
ISA Certification (MN-4303A)

DRAWN BY: JER	JOB NO. 15343PP	DATE 2/24/15
CHECK BY: EGR	SCALE: 1" = 50'	

NO.	BY	DESCRIPTION
1	JER	PRELIMINARY PLAT
2	JER	CITY COMMENTS
3	MHD	CITY COMMENTS
NO.	BY	DESCRIPTION



DECIDUOUS TREE PLANTING DETAIL
N.T.S.



CONIFEROUS TREE PLANTING DETAIL
N.T.S.

GRAPHIC SCALE

E.G. RUD & SONS, INC.
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701
www.egrud.com

SHEET 1
15343PP

5. POLICY BOARD BUSINESS

5.01: Consider Oak Wilt Management Plan for Brookfield 8th Addition

City Planner Anderson presented the staff report. He stated Capstone Homes/Brookfield Land LLC has applied for Final Plat approval of Brookfield 8th Addition, a 25-lot, single-family residential development. He noted in September 2016, the Board reviewed multiple aspects of this project, including the Tree Preservation and Landscaping Plans. The applicant revised plans based on recommendations from the EPB and actions by the Planning Commission and the Final Plat was considered by the City Council on February 28, 2017. The project is still awaiting action by the Metropolitan Council regarding a Comprehensive Plan Amendment to re-guide a portion of the project area to Low Density Residential so that the two lots at the end of the cul-de-sac can be serviced with municipal sewer and water. Due to this contingency, along with discussion about a cost-share agreement to extend the water main south to 166th Avenue, the City Council tabled action until these two items were resolved. As a result, construction timelines have been revised and now will coincide with the high-risk time period for Oak Wilt. City Planner Anderson provided the location of the project on a map for the Board. This will go before the Metropolitan Council next Wednesday. Council will not take action until its' first meeting in May.

City Planner Anderson stated construction is likely to begin around May 1st. Due to concerns with oak wilt, the applicant has submitted an Oak Wilt Management Plan that outlines the precautions they will take to address the potential introduction of and/or spread of oak wilt to other adjacent properties. A copy of the Oak Wilt Management Plan was provided in the Board packet. City Planner Anderson reviewed the plan and noted the proposed management strategy is reasonable and should be effective at controlling the already present pocket of oak wilt. All costs associated with this request are the responsibility of the Applicant.

Motion by Board Member Hiatt and seconded by Chairperson Anderson to recommend City Council approve the Oak Wilt Management Plan for Brookfield 8th Addition.

Motion carried. Voting Yes: Vice Chair Valentine, Board Member Hiatt, Anderson, Bernard, and Covart. Voting No: None. Absent: Chairperson Stodola and Board Member Trossen.

DRAFT

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	FEBRUARY 24, 2017 REVISED: MAY 5, 2017	**PROJECT ADDRESS**	WEST OF OLIVINE STREET, SOUTH OF TROTT BROOK
PROJECT. TITLE	BROOKFIELD 8TH ADDITION FINAL PLAT & EASEMENT VACATION		
ESCROW #	115267		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: (763) 433-9817 Email: canderson@cityoframsey.com		

Final Plat Review

We offer the following comments regarding the Final Plat submittal for Brookfield 8th Addition as it relates to the City's Zoning Code. Final Plat submittal consists of two (2) sheets, prepared by E.G. Rud & Sons, Inc., along with the final construction plans consisting of and eighteen (18) sheets, prepared by Plowe Engineering, and six (6) sheets, prepared by E.G. Rud & Sons, Inc., both dated April 12, 2017. The proposal includes a request for a Final Plat and Easement Vacation.

Planning Staff provides the following comments that require revision:

Preliminary Plat Sheet

1. The wetland setback is identified as "wetland buffer". Please revise so that is reads as "Wetland Setback".

Sheet C0.1

1. The wetland setback is identified as "wetland buffer". Please revise so that is reads as "Wetland Setback".

Sheet C2.3

1. The wetland setback is identified as "wetland buffer". Please revise so that is reads as "Wetland Setback".
2. Add the trenching work outlined in the Oak Wilt Management Plan to this plan sheet (we have received an electronic copy of this, the final plan set must include this).

Sheet 3

1. Add the trenching work outlined in the Oak Wilt Management Plan to this plan sheet (we have received an electronic copy of this, the final plan set must include this).

Sheet 6

1. Add the trenching work outlined in the Oak Wilt Management Plan to this plan sheet (we have received an electronic copy of this, the final plan set must include this).

Staff provides the following comments for general review of applications:

General. The Final Plat proposes re-platting Outlot A, Brookfield 2nd Addition and the adjacent parcel to the south (PID No. 09-32-25-44-0017) into twenty-five (25) single family residential lots. All twenty-five (25) of the new lots would be accessed by the extension of 168th Circle NW.

Lot Sizes. The minimum lot size in the R-1 Residential District (MUSA) is 10,800 square feet with a minimum lot width of 80 feet (90 feet for corner lots), measured at the building setback line. City ordinance now also requires that each lot have an area sixty (60) feet wide by one hundred (100) feet deep not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas. Note that lot width is measured at the property line abutting a street at the minimum setback line of the applicable zoning district. The Planning Commission approved variances for lot depth, and a front yard setback of 25 feet for certain lots within the Plat.

Setbacks and Dimensional Standards.

MUSA	
Required	**Proposed**
Front yard: 30 feet	Front yard: 25 feet (Lots 1-9, Block 1 and Lots 15-16, Block 2 per the approved variance) and 30 feet.
Side yard uninhabitable: 6 feet	Side yard uninhabitable: 6 feet
Side yard habitable: 10 feet	10 feet
Side yard corner lot: 30 feet	Side yard corner lot: 30 feet
Rear yard: 30 feet	Rear yard: 30 feet
Minimum lot width*: 80 feet/corner lot 90 feet	Minimum lot width*: 80 feet
Lot depth**: 100 feet with a minimum width of 60 feet	Variance granted for substandard lots (Lots 1 and 3, Block 1 and Lot 16, Block 2)
Wetland: 16.5 feet	Wetland: 16.5 feet

**Note: Minimum Lot Width is measured at front yard setback line, property must abut built street.*
*** Lot depth required is 100 feet for a width of 60 feet that is not encumbered by wetland, wetland setback area, floodway, or other unbuildable areas.*

Density. The R-1 Residential regulations for the MUSA area allows a net density of 3 units per acre (excluding wetlands and major road rights-of-way). The proposed density is 2.39 units per acre.

Floodplains. There are floodplains within the boundaries of the project area, including both Floodway and Floodfringe. There shall be no fill placed within the Floodway.

The Flood Insurance Study indicates that the flood elevation is 871.5 feet. The lowest floor of any proposed home will need to be at or above the Regulatory Flood Protection Elevation (RFPE), which is one (1) foot above 871.5 feet.

There is floodplain across portions of this site. According to the Flood Profile for Trott Brook, the Floodway elevation is approximately 871.5 feet. An Elevation Certificate will be required for Lots 1-5, Block 1 and Lots 7-12, and 15-16, Block 2, prior to the issuance of a Certificate of Occupancy, to ensure that the lowest floor elevation is at or above the Regulatory Flood Protection Elevation, which is the base flood elevation (871.5 ft) plus one foot of freeboard (State of Minnesota requirement). Note that this language has been added to the Development Agreement.

Please be advised that individual lot surveys will be required to include the following information above and beyond what is typically shown: Floodplain boundary (with note of no grading within floodway), wetland, and wetland setback.

Wetlands. All wetlands and land within the (16.5) Sixteen and a half foot wetland setback must be encumbered within a drainage and utility easement. This area is shown within such an easement on the Final Plat sheet; however the Preliminary Plat Sheet refers to the Wetland Setback as a Wetland Buffer. *Ensure that all wetland setbacks are identified as "Wetland Setback" rather than "Wetland Buffer".*

Trott Brook. A portion of the lots will back up to Trott Brook, which is a tributary of the Rum River. Thus, the project is subject to the Scenic River Overlay District, which includes a 100 foot setback from the OHW of Trott Brook and has controlled vegetative cutting standards as well. Additionally, lands within 300 feet of the OHW of Trott Brook are subject to Shoreland Management requirements. There is a Conservation and Trail Easement encumbering significant portions of the rear yards of Lots 1-12, Block 2 that will prevent any impervious surfaces or tree/vegetation removal in proximity to Trott Brook.

Tree Preservation. A Tree Inventory and Preservation Plan was submitted and approved as part of the Preliminary Plat. The Developer worked with a Certified Arborist to develop an Oak Wilt Management Plan to address the potential introduction and/or spread of oak wilt to trees outside of the clearing work. The Oak Wilt Management Plan was reviewed by the City's Environmental Policy Board, which did recommend approval of it. The proposed trenching work to sever potentially grafted root systems needs to be added to the final plan set. *Provide exhibits for Lots 4-8 & 16, Block 2 and Lot 1, Block 1 (in CAD format or equivalent, but send over as pdf) to illustrate what trees can be removed by a future homeowner.*

Landscaping. Each lot is required to have two (2) front yard trees installed. The plan currently shows the required two (2) front yard trees for each lot. The proposed trees are positioned in the boulevard area to serve as street trees (as spacing permits). Deciduous trees shall be at least one (1) inch in diameter and coniferous trees shall be at least five (5) feet in height. Each lot is subject to the City's topsoil requirement.

Density Transitioning. Lots 1-5, Block 1 are subject to the density transitioning standards found in City Code Section 117-110. It appears that the wetland area in the rear of these lots creates a natural buffer of more than 300 feet between the existing homes in the R-1 Residential (Rural Developing) district. This satisfies the density transitioning requirements.

Streets and Access. Access to the site will be gained by an extension of 168th Circle. The Planning Commission has approved a variance to cul-de-sac length for this project.

Trails. The plans currently show a portion of the existing trail that would run between lots 11 and 12 of Block 2 to be removed and that a replacement trail access is proposed to run between Lots 7 and 8 of Block 2. It will be required that that proposed trail connection be ADA compliant.

Development Fees. Development Fees will be due with the Plat including, but not limited to, Park Dedication, Trail Development, and Stormwater Management. These fees are collected at the time the Final Plat is recorded and at the rate in effect when the plat is recorded. Note that the lots are subject to the Water Main and Sanitary Sewer Cost Contribution/Reimbursement Agreement.

Development Agreement(s): Due to the desire to commence grading and tree clearing activities prior to recording the Plat, there will be two (2) separate agreements executed. First, a Grading and Tree Clearing Agreement to address the initial activities. Then, an executed Development Agreement will be required prior to releasing the plat for recording. Each will require a separate surety for the applicable improvements.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	MAY 4, 2017	**PROJECT ADDRESS**	WEST OF OLIVINE STREET AT 168TH CIRCLE
PROJECT. TITLE	BROOKFIELD 8TH ADDITION		
ESCROW #	115267		
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

The Engineering Department offers the following comments regarding the Final Plat Exhibits for Brookfield 8th Addition. The submittal consists of 24 sheets prepared by E. G. Rud & Sons, Inc. and Plowe Engineering, Inc. dated September 1, 2016, revised April 12, 2017.

NO RECYCLE IN WEAR COURSE

Sheet Specific Comments:

C0.1 Removals Plan

1. The wetland buffer text must be bold to standout on this sheet.

C1.1 and C1.2 Plan and Profile Watermain and Sanitary Sewer

1. Replace "Ramsey Public Works" with "Ramsey Engineering". Please make this change on all sheets.
2. Call out angle of watermain bends.
3. Label length of watermain in profile view.
4. Verify invert elevation of San MH 5.

C 1.3 Plan and Profile Watermain

1. Add a match line to the plan view and to sheet C1.2.
2. Directional boring pit needs to be outside of wetland.
3. Specify where the DIP ends and the HDPE begins.
4. Provide detail on connecting DIP to HDPE, 2 locations.
5. Move watermain to 10 ft east of forcemain.
6. The connection to the existing watermain in 166th Ave. will require a wet tap. Search of the as-built records did not show a Tee was installed at this location.
7. Add a hydrant to the new line just north of 166th Ave.

C 1.4

1. Adjust existing profile to reflect shots shown on sheet C3.7.
2. The pond outlet profile view does not match the plan view. The plan view states match elevations in the 870 range. The profile view shows the trail at 880.

C 2.1

1. Please revise the Trott Brook – TMDL to list the BMPs used on this project and the expected water quality treatment improvements provided by each practice. Provide this information in report form also.

C 2.3

1. The wetland buffer text must be bold to standout on this sheet.
2. Add note under tree protection "Refer to Oak Wilt management plan dated April 7, 2017". Add this note to C 2.4 also.

C 3.7

1. The wetland buffer text must be bold to standout on this sheet.

A project manual which includes the bid form, contract and specifications must be submitted with the final plat.

Revised plans which address **all** of these changes must be submitted.

CITY OF RAMSEY
TREE CLEARING AND GRADING AGREEMENT

This Agreement is dated as of this _____ day of _____, 2017 and is by and between the **CITY OF RAMSEY**, a Minnesota municipal corporation (the "**CITY**") and **BROOKFIELD LAND, LLC**, a Minnesota limited liability company (the "**PERMITTEE**").

WHEREAS, the **PERMITTEE** is the owner of land legally described on the attached Exhibit A (the "Subject Property"); and

WHEREAS, the **PERMITTEE** has received approval from the **CITY** to subdivide the Subject Property and plat the same as BROOKFIELD 8TH ADDITION (the "Plat"); and

WHEREAS, the parties desire to enter into this Agreement as required by the Plat approval.

THEREFORE, THE **CITY** AND THE **PERMITTEE** AGREE AS FOLLOWS:

1. Conditions of Approval. The **CITY** has approved the Plat subject to satisfaction of the following conditions subsequent:

   a. The **PERMITTEE'S** Execution of this Agreement. That the **PERMITTEE** enter into this Agreement.

   b. Marketable Title. That prior to recording the Plat, the **PERMITTEE** shall provide the **CITY** with proof of marketable title to the Subject Property either through a currently certified abstract, registered property abstract or title insurance commitment or policy**.**

   c. Proof of Authority. That the **PERMITTEE** provide proof that the respective governing boards of the **PERMITTEE** have authorized the **PERMITTEE'S** execution of this Agreement. This proof of authority may be satisfied by providing the **CITY** with a certified copy of the minutes of the governing board of each entity which grants such authority.

2. The Plans. The term "Plans" as used in this Agreement means the Final Plat Plans prepared by E.G. Rud & Sons, Inc., dated January 27, 2017, revised _____ and consisting of nine (9) sheets, and the Civil Engineering Plans, prepared by Plowe Engineering, Inc., dated January 27, 2017, revised _____ and consisting of twelve (12) sheets as well as an Oak Wilt Management Plan prepared by Captsone Homes and Precision Tree and Landscaping, dated April 7, 2017. The Plans remain subject to: (a) **CITY** Staff's review and approval of the _____, 2017 revisions to, among other things, confirm that the revisions requested in the **CITY** Staff Review Letter, dated February 24, 2017 have been made; and (b) such further revisions as the **PERMITTEE** may propose and the **CITY** approves. The Plans shall not be attached to this Agreement, but are in the **CITY'S** files.

3. Stage I Improvements. The Stage I Improvements the **PERMITTEE** will construct or install in accordance with the Plans are as follows:

a. Grading
b. Root trenching (oak wilt management)
c. Tree clearing/grubbing

(the "Stage I Improvements").

The **PERMITTEE** agrees to construct the Stage I Improvements according to the terms and conditions of this Agreement and in accordance with the Plans and the City Code. Per City Code Section 117-615, the **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Stage I Improvements and acceptance by the **CITY**. As as-built plans are a required Stage I Improvement item per City Code Section 117-615, the **CITY** will not release the required Stage I Improvement Financial Guarantee noted in Section 6 below until said as-built plans are provided to the **CITY**. Additionally, the **PERMITTEE** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage I Improvements.

4. Additional Requirements Related to Certain Stage I Improvements. The **PERMITTEE** is required to hold a pre-construction meeting at **CITY** offices. The **PERMITTEE** shall be responsible for contacting the **CITY** to schedule the pre-construction meeting. The **CITY** will prepare the agenda for the pre-construction meeting. Work within existing rights of way and roadways must be completed under traffic, be brought back up to grade, and must be restored to existing conditions within 24 hours.

5. Stage I Improvement Financial Guarantee. Prior to commencing work on the Stage I Improvements, the **PERMITTEE** shall provide a financial guarantee, in the form of cash or an irrevocable letter of credit, to the **CITY** guaranteeing the construction of the Stage I Improvements and their timely completion. The **PERMITTEE** shall be responsible for a financial guarantee in the amount of Forty Seven Thousand Seven Hundred Seventy One Dollars and No Cents **($47,771.00),** which amount is 125% of 20% of the grading work and 125% of the trenching and tree clearing work in the Engineer's Estimate for the Stage I Improvements. Upon completion of Stage I Improvements (including the removal of "temporary" erosion control measures as identified in the approved Grading Plan), acceptance by the **CITY**, supported by appropriate lien waivers, the **PERMITTEE** may request a reduction in the amount of the financial guarantee. The accepted engineer's estimate is attached as Exhibit C hereto.

6. Inspection Fees for the Stage I Improvements. The **PERMITTEE** shall provide an inspection fee to the **CITY** to inspect the Stage I Improvements. The

PERMITTEE shall be responsible for an inspection fee in the amount of Five Thousand Six Hundred Sixty Four Dollars and No Cents **($5,664.00)**, which amount is 5% of the Engineer's Estimate for the Stage I Improvements. The inspection fee must be in the form of a cash escrow. The **PERMITTEE** may request a refund of the remaining balance in the escrow upon completion of the Stage I Improvements, acceptance by the **CITY**, and supported by appropriate lien waivers. The accepted engineer's estimate is attached as Exhibit C hereto.

7. Installation of the Stage I Improvements. The **PERMITTEE** shall obtain all necessary permits from all governmental agencies before commencing construction of the Stage I Improvements. The **PERMITTEE** must provide the **CITY** with copies of all necessary permits from other governmental agencies prior to or when the **PERMITTEE** applies for a building permit to construct improvements on a lot within the Plat. Within thirty (30) days after the completion of the Stage I Improvements, the **PERMITTEE** shall provide the **CITY** with a complete set of reproducible "As Built" plans in CAD format for the Stage I Improvements.

8. Time of Performance for the Stage I Improvements. The **PERMITTEE** must complete the Stage I Improvements no later than September 30, 2017.

9. Stage I Improvements License. The **PERMITTEE** hereby grants the **CITY** and the **CITY'S** agents, employees, officers, and contractors an irrevocable license to enter the Subject Property to perform all necessary work and/or inspections the **CITY** deems appropriate during the **PERMITTEE'S** installation of the Stage I Improvements.

10. Stage I Improvements to Outlots. The **PERMITTEE** acknowledges that Stage I Improvements are not being required for proposed Outlots, but will be required upon development of said Outlots.

11. Street Cleaning and Clean Up. The **PERMITTEE** shall clear any soil, earth, or debris from the existingstreets. From time to time, the **CITY** may remove accumulations of soil, earth, and debris from the streets resulting from the construction of the Stage I Improvements. It shall be the **PERMITTEE'S** responsibility to pay the costs associated with this necessary street cleaning. Invoices from the **CITY** to the **PERMITTEE** for such costs shall be paid within fifteen (15) days of the date of the invoice.

12. Payment of Development Fees. Development Fees to be outlined and addressed in the Development Agreement for Brookfield 8th Addition.

13. Requirements for Building and Occupancy Permits.

    a. No building permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) installed a Class 5 driving surface to within 300 feet of the structure; (b) provided the **CITY** Building Official with a Certificate of Survey; (c) provided the financial guaranty described in Section 6 to the **CITY**; (d) obtained all necessary permits from the Lower Rum River

Watershed Management Organization and the Anoka County Soil Conservation District and has provided a copy of each such permit to the **CITY;** and (e) recorded the Plat of Brookfield 8th Addition and paid all development fees outlined in the Development Agreement for Brookfield 8th Addition.

b. No occupancy permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) constructed vehicular access to the lot, including the installation of at least one layer of bituminous surfacing; (b) constructed all utilities and storm water facilities this Contract requires to serve the lot and such utilities and storm water facilities are in place, operational, and the **CITY** has accepted those utilities and storm water facilities; (c) for lots that have a slope of less than 2%, provided the **CITY** with a certificate of grading, prepared by a licensed (State of Minnesota) professional land surveyor, certifying that the flattest grade on the lot is 1% or greater; and (d) installed and planted the sod and landscaping that are required as a part of the Stage I Improvements.

14. **PERMITTEE** Defaults. If the **PERMITTEE** defaults in the performance of one or more of the **PERMITTEE'S** obligations under this Contract, i) the **CITY** gives the **PERMITTEE** thirty (30) days written notice of the default and ii) the **PERMITTEE** fails to cure the default within said thirty (30) days, then the **CITY** may pursue any and all remedies available at law or in equity including, but not limited to, the following:

a. The **CITY** may, at its option, perform or engage one or more third parties to perform the **PERMITTEE'S** obligations. If, in the reasonable judgment of the **CITY'S** staff, the **PERMITTEE'S** default creates an immediate risk to public health or safety, the **CITY** may perform or engage one or more third parties to perform the work before the **CITY** provides the notice described in the initial paragraph of this Section, but the **CITY** must use commercially reasonable efforts to notify the **PERMITTEE** as promptly as possible that the **CITY** is undertaking to perform the **PERMITTEE'S** obligation or obligations. If the **CITY** performs one or more obligations of the **PERMITTEE**, the **PERMITTEE** must reimburse the **CITY** for any costs or expenses the **CITY** incurs, including costs and expenses for **CITY** staff time, to perform the work within 30 days after the **CITY** notifies the **PERMITTEE**, in writing, of the costs and expenses the **CITY** incurred to perform the work. If the **PERMITTEE** does not reimburse the **CITY** within said 30 day period, the **CITY** may pursue any remedies available to the **CITY** either at law or in equity or, in the alternative, the **CITY** may draw on the financial guaranty the **PERMITTEE** provided to the **CITY** pursuant to this Agreement to reimburse itself for the expenses the **CITY** incurs to perform the work. This Agreement is a license for the **CITY** to act, and it shall not be necessary for

the **CITY** to seek a Court Order for permission to enter the **PERMITTEE'S** Property. As an alternative to seeking recovery from the **PERMITTEE** or the financial guaranty, the **CITY** may levy special assessments against the **PERMITTEE** Property in accordance with Minnesota Statutes Section 429, and the **PERMITTEE**, for itself and its successors in title, hereby expressly waives any and all substantive and procedural objections or defenses the **PERMITTEE** may have to such special assessments;

b. The **CITY** may commence an action in Anoka County District Court to pursue any remedy available to the **CITY** at law or in equity including, but not limited to, injunctive relief;

c. The **CITY** may refuse to grant building permits for improvements to be constructed on any lots within the Plat until the **PERMITTEE** has cured all of its defaults; and

d. The **CITY** may draw upon all or any portion of the financial guaranty the **PERMITTEE** has provided to the **CITY** pursuant to Section 6 and (i) use all or any portion of the proceeds from the financial guaranty to reimburse the **CITY** pursuant to subsection (a) above; (ii) use all or any portion of the proceeds from the financial guaranty to satisfy any judgment the **CITY** obtains against the **PERMITTEE** pursuant to subsection (b) above; (iii) use all or any portion of the proceeds to reimburse the **CITY** pursuant to Section 19 (j) below; and (iv) hold all or any portion of the proceeds for a reasonable time for the future application as described in subsections (i), (ii) and (iii) of this Section 18(d).

15. Miscellaneous.

a. Invalidity of Any Section. If any portion, section, subsection, sentence, clause, paragraphs or phrase of this Agreement is for any reason invalid, such decision shall not affect the validity of the remaining portion of this Agreement.

b. Written Amendments Only. The action or inaction of the **CITY** or the **PERMITTEE** shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties, and approved by a resolution of the **CITY** Council. The **CITY'S** or the **PERMITTEE'S** failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

c. Compliance with Laws and Regulations. The **PERMITTEE** represents to the **CITY** that the Plat complies with all **CITY**, County, metropolitan, State, and Federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances and environmental regulations. If the **CITY** determines that the Plat does not comply, the **CITY** may, at its option, refuse to allow any construction or development work in the Plat until the **PERMITTEE** does comply. Upon the **CITY**'**S** demand **PERMITTEE** shall cease work until there is compliance.

d. Boulevard and Wetland Restoration. The **PERMITTEE** shall be responsible for restoring all other areas disturbed by the development grading operation in accordance with the approved Grading and Erosion Control plan. The **PERMITTEE** shall be responsible for the cost of cleaning any soil, earth, or debris from the wetlands within and adjacent to this Plat resulting from grading performed in the development of the Plat.

e. Construction, Hours and Entrance Signs. The **CITY** restricts construction and delivery hours to Monday through Saturday 7:00 a.m. to 10:00 p.m. The **PERMITTEE** is required to provide a sign at each entrance point stating delivery and construction operation hours. Said signs are not to exceed eighty (80) square feet in size and must be clearly visible at all times during the construction period. To the extent possible, the **PERMITTEE** shall avoid the use of Garnet Street and 168th Avenue for construction traffic.

f. Construction Site Maintenance. The **PERMITTEE** shall adhere to all of the **CITY** ordinances relating to, but not limited to, dumping of garbage, site development, construction debris, open burning, etc. The **CITY** reserves the right to withhold permits, inspections, or certificates of occupancy to correct violations relating to construction site maintenance.

g. Estimated Cost. It is understood and agreed that cost amounts set forth in this Agreement as to Stage I and Stage II Improvements, unless qualified as fixed amounts, are estimated. The **PERMITTEE** agree to pay the entire cost of said improvements including interest, engineering and legal fees related thereto.

h. Plat Approval Expenses. The **PERMITTEE** agrees that it will pay to **CITY** all **CITY** expenses incurred in the approval of the Plat, including, but not limited to, administration expenses, engineering and legal fees. Said expenses incurred after recording of the Final Plat shall be paid within a fifteen (15) day billing period. Failure to pay the **CITY'S** expenses within

the fifteen (15) day billing period will permit the **CITY** to draw upon any of the escrows required by this Agreement for payment.

i. Reimbursement to the **CITY**. The **PERMITTEE** agrees to reimburse the **CITY** for all costs incurred by the **CITY** in defense or enforcement of this Agreement, or any portion thereof, including court costs and reasonable engineering and attorney's fees.

j. Certificate of Occupancy. The term "Certificate of Occupancy" as used in this Agreement shall be defined as a document issued by the **CITY'S** Building Official, which authorizes the structure to be used for its intended purposes.

k. Notices. Required notices shall be in writing, and shall be either hand delivered to the Parties, its employees or agents, or mailed to them by certified or registered mail at the following address:

TO PERMITTEE:
BROOKFIELD LAND, LLC
Attn: Barry Blaine Onufrock, Chief Financial Manager
14015 Sunfish Lake Blvd. NW
Ramsey, MN 55303

TO THE CITY:
City of Ramsey
Attn: Community Development Director
7550 Sunwood Drive NW
Ramsey, MN 55303

[The remainder of this page is intentionally left blank.]

THE PERMITTEE:

BROOKFIELD LAND, LLC

By:_____, Stephen A. Bona
Its: Chief Land Manager

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____ , 2017, by Stephen A. Bona, the Chief Land Manager officer of BROOKFIELD LAND, LLC, a domestic limited liability company under the laws of the State of Minnesota on behalf of the corporation.

_____

Notary Public

THE CITY:

CITY OF RAMSEY

By: _____
Its: Mayor

By: _____
Its: City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

The forgoing instrument was acknowledged before me on this_____ day of_____ 2017, by Sarah Strommen and Kurtis G. Ulrich, the Mayor and the City Administrator of the City of Ramsey, a charter city and municipal corporation organized under the laws of the state of Minnesota on behalf of the City.

_____

Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

EXHIBIT A

Legal Description of the Subject Property

Outlot A, Brookfield 2nd Addition

AND

TRACT A:

That part of the North 200 feet of the South 677.6 feet (as measured along the West line) of the Southeast Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, lying West of the East 933 feet (as measured along the North line) of the Southeast Quarter of the Southeast Quarter thereof, Anoka County, Minnesota.

AND

That part of the Southeast Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, Anoka County, Minnesota, lying West of the East 933 feet (as measured along the North line of said Southeast Quarter of the Southeast Quarter) thereof and lying North of the South 677.6 feet, as measured along the West line of said Southeast Quarter of the Southeast Quarter, thereof.

EXCEPT THE FOLLOWING THREE PARCELS:

EXCEPTION 1: The east 33.00 feet of Tract A.

EXCEPTION 2: An 80.00 foot strip of land over, under and across Tract A. The center line of said strip of land is described as follows: Commencing at the southwest corner of said Tract A; thence North 00 degrees 25 minutes 01 seconds East, assumed bearing, along the west line of said Tract A, a distance of 203.11 feet to the point of beginning of said center line; thence South 89 degrees 01 minutes 26 seconds East a distance of 87.41 feet; thence southeasterly a distance of 222.37 feet along a tangential curve concave to the southwest having a central angle of 39 degrees 48 minutes 52 seconds and a radius of 320.00 feet; thence South 49 degrees 12 minutes 34 seconds East, tangent to last described curve, a distance of 30.56 feet; thence southeasterly a distance of 40.03 feet along a tangential curve concave to the northeast having a central angle of 07 degrees 10 minutes 01 seconds and a radius of 320.00 feet to the west line of the east 33.00 feet of said Tract A and there terminating.

The side lines of said strip of land are prolonged or shortened to terminate on said west line of Tract A and said west line of the east 33.00 feet of Tract A.

EXCEPTION 3: That part of Tract A lying southerly of the southerly boundary of Exception 2.

Exhibit B
Engineer's Estimate

NORTH PINE AGGREGATE INC.
14551 Lake Drive | Forest Lake, MN 55025 | 651.464.6802

To:	Capstone Homes	**Contact:**	Stephen Bona
Address:	14015 Sunfish Lake Blvd Suite 400	**Phone:**	(763) 427-3090
	Ramsey, MN 55303	**Fax:**	(763) 712-9060
Project Name:	Brookfield 8th Addition, Rev2	**Bid Number:**	17-002
Project Location:	168th Circle NW, Ramsey, MN	**Bid Date:**	4/12/2017

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
A. Sanitary Sewer					
101	8" PVC SDR 35	955.00	LF	$18.50	$17,667.50
102	Sanitary Manhole W/Casting (0-8')	5.00	EACH	$2,400.00	$12,000.00
102a	Sanitary Manhole, >8.0'	26.00	LF	$125.00	$3,250.00
103	Connect To Existing Stub	1.00	EACH	$1,825.00	$1,825.00
104	8"x4" Wye & Bend	26.00	EACH	$155.00	$4,030.00
105	4" PVC SDR 26- Service Pipe	1,003.00	LF	$14.50	$14,543.50
106	4" PVC SDR 26- Service Riser Pipe	52.00	LF	$20.00	$1,040.00
107	Clean-Out	1.00	EACH	$315.00	$315.00
108	Televise Sewer (Complete)	955.00	LF	$2.00	$1,910.00
		Total Price for above A. Sanitary Sewer Items:			**$56,581.00**
B. Watermain					
201	Remove Exist Watermain	88.00	LF	$8.00	$704.00
202	6" DIP Watermain	61.00	LF	$44.00	$2,684.00
203	8" DIP Watermain	1,303.00	LF	$34.00	$44,302.00
204	6" Gate Valve	1.00	EACH	$1,500.00	$1,500.00
205	8" Gate Valve	3.00	EACH	$1,950.00	$5,850.00
206	Fittings	645.00	LB	$8.00	$5,160.00
207	Connect To Existing	1.00	EACH	$1,725.00	$1,725.00
208	Hydrant And Valve	4.00	EACH	$4,950.00	$19,800.00
209	1" Water Service- Copper Type K	958.00	LF	$17.55	$16,812.90
210	1" Corporation Stop	26.00	EACH	$250.00	$6,500.00
211	1" Curb Stop & Box	26.00	EACH	$250.00	$6,500.00
		Total Price for above B. Watermain Items:			**$111,537.90**
C. Storm Sewer					
301	12" RCP	275.00	LF	$26.00	$7,150.00
302	15" RCP	833.00	LF	$28.00	$23,324.00
303	18" RCP	134.00	LF	$30.00	$4,020.00
304	21" RCP	120.00	LF	$32.00	$3,840.00
305	18" RC Apron W/Trashguard	1.00	EACH	$950.00	$950.00
306	21" RC Apron W/Trashguard	2.00	EACH	$1,110.00	$2,220.00
307	Storm Sewer Manhole W/Casting- 48" Dia.	5.00	EACH	$2,200.00	$11,000.00
308	Storm Sewer Manhole W/Casting- 2'x3'	4.00	EACH	$2,050.00	$8,200.00
309	Pond Outlet Structure W/Weir Wall & Grate	1.00	EACH	$6,995.00	$6,995.00
		Total Price for above C. Storm Sewer Items:			**$67,699.00**

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
D. Streets					
401	Remove Existing Curb	103.00	LF	$4.00	$412.00
402	Remove Existing Bituminous	817.00	SY	$2.65	$2,165.05
403	Sawcut	32.00	LF	$5.00	$160.00
404	Remove Existing Gravel Trail	159.00	SY	$1.05	$166.95
405	Traffic Control	1.00	LS	$1,295.00	$1,295.00
406	Subgrade Preparation	4,431.00	SY	$0.75	$3,323.25
407	Pavement- 1.5" Bit. Wear SP 9.5 WEAR240B (Recycled)	3,820.00	SY	$6.66	$25,441.20
408	Pavement- 2" Bit. Base SP 12.5 NW230B (Recycled)	3,820.00	SY	$7.38	$28,191.60
409	Pavement- Bit. Tack Coat	191.00	GAL	$4.25	$811.75
410	Pavement- 4" Agg. Base	3,820.00	SY	$4.50	$17,190.00
411	Mountable Concrete Curb & Gutter	2,333.00	LF	$14.15	$33,011.95
412	6" Concrete Sidewalk	7,171.00	SF	$4.90	$35,137.90
413	2.5" Bituminous Trail	1,526.00	SF	$4.01	$6,119.26
414	Pedestrian Curb Ramp W/Domes	3.00	EACH	$2,235.00	$6,705.00
415	Sod W/4" Topsoil (2 Rows Behind Curb)	1,058.00	SY	$4.50	$4,761.00
				Total Price for above D. Streets Items:	**$164,891.91**
E. Biofiltration Basin					
501	Subgrade Preparation	1,403.00	SY	$1.00	$1,403.00
502	Filtration Media	78.00	CY	$45.00	$3,510.00
503	Erosion Control Blanket	3,388.00	SY	$1.15	$3,896.20
504	Seed & Mulch- Wetland Mix	1,403.00	SY	$0.32	$448.96
505	Seed & Mulch- Not Wetland Mix	2,669.00	SY	$0.21	$560.49
506	6" Draintile- Pipe In Rock Bed (Complete)	199.00	LF	$22.00	$4,378.00
507	8" Draintile- Pipe In Rock Bed (Complete)	23.00	LF	$35.90	$825.70
508	8" PVC (Solid Wall)	69.00	LF	$11.40	$786.60
509	Draintile- Cleanouts	4.00	EACH	$370.00	$1,480.00
				Total Price for above E. Biofiltration Basin Items:	**$17,288.95**
F. Miscellaneous					
601	Mobilization	1.00	LS	$15,075.00	$15,075.00
602	Street Signage- Stop Sign	1.00	EACH	$325.00	$325.00
603	Street Signage- No Outlet	1.00	EACH	$325.00	$325.00
604	Street Signage- Barricade Type III	2.00	EACH	$530.00	$1,060.00
605	Lift Station Access (Same Sect. As Street)	559.00	SF	$5.30	$2,962.70
606	Remove & Dispose Of Existing Septic System	0.00	LS	$2,500.00	$0.00
607	Remove/Cap Existing Well	0.00	LS	$5,000.00	$0.00
				Total Price for above F. Miscellaneous Items:	**$19,747.70**
G. Grading/Restoration/Erosion Control					
701	Clearing & Grubbing Trees	1.00	LS	$12,675.00	$12,675.00
701A	Root Cutting, For Oak Wilt Management	2,509.00	LF	$2.70	$6,774.30
702	Topsoil Strip (Assume 6" Topsoil Average)	6,440.00	CY	$1.50	$9,660.00
703	Common Excavation	35,153.00	CY	$1.80	$63,275.40
704	Soil Correction (Measured Quantity)	0.00	CY	$1.70	$0.00
705	On Site Borrow (Measured Quantity)	0.00	CY	$2.25	$0.00
707	Respread Topsoil	5,421.00	CY	$1.60	$8,673.60
707	Seed & Mulch (Includes Boulevard Seeding After Small Utilities)	6.75	ACRE	$600.00	$4,050.00
708	Class 3 Rip Rap W/Fabric	8.00	CY	$120.00	$960.00
709	Catch Basin Inlet Protection	9.00	EACH	$135.00	$1,215.00
710	Stabilized Pond Overflow	1.00	EACH	$900.00	$900.00

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
711	Silt Fence	3,780.00	LF	$1.35	$5,103.00
		Total Price for above G. Grading/Restoration/Erosion Control Items:			**$113,286.30**

Total Bid Price: $551,032.76

Notes:

- Addenda Acknowledged: #None
- Price does not include: Site Surveying; Soil Testing; Building or Structure Demolition; Hidden or Buried Debris; Hazardous Materials Removal; Street Sweeping; Dewatering; Import of Dirt; Site Utilities other than those listed above; Bonds and Permits; Moving of Small Utilities; Any Subsoil Corrections or Trench Borrow; SWPPP Management/Maintenance; Traffic Control; **Any Erosion Control NOT Listed Above;**
- Pricing is based on the engineer(s) plans dated: 11/22/16
- Proposal is valid for a period of 30 days from date of proposal.
- This proposal assumes an average topsoil depth of 1.0 foot.
- Any delays due to incomplete surveying or improper surveying could result in additional charges.
- Price does not include lowering/moving small utilities. If there are utilities not properly represented on plans, price is subject to change.
- All grading needs to be verified by civil engineer as grading is completed.
- **Retainage is NOT to exceed 5% without prior approval, and is to be released/reduced as our work is approved.**

Payment Terms:

Net due upon receipt of billing. A 1.5% per month service charge will be assessed on unpaid balance.

ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted. **Buyer:** _____ **Signature:** _____ **Date of Acceptance:** _____	**CONFIRMED:** **North Pine Aggregate, Inc.** **Authorized Signature:** **Estimator:** Keith Herman 651-464-6802 keith@npainc.net

CITY OF RAMSEY
DEVELOPMENT AGREEMENT FOR BROOKFIELD 8TH ADDITION

This Agreement is dated as of this _____ day of _____, 2017 and is by and between the **CITY OF RAMSEY**, a Minnesota municipal corporation (the "**CITY**") and **BROOKFIELD LAND, LLC**, a Minnesota limited liability company (the "**PERMITTEE**").

WHEREAS, the **PERMITTEE** is the owner of land legally described on the attached Exhibit A (the "Subject Property"); and

WHEREAS, the **PERMITTEE** has received approval from the **CITY** to subdivide the Subject Property and plat the same as BROOKFIELD 8TH ADDITION (the "Plat"); and

WHEREAS, the parties desire to enter into this Agreement as required by the Plat approval.

THEREFORE, THE **CITY** AND THE **PERMITTEE** AGREE AS FOLLOWS:

1. Conditions of Approval. The **CITY** has approved the Plat subject to satisfaction of the following conditions subsequent:

   a. The **PERMITTEE'S** Execution of this Agreement. That the **PERMITTEE** enter into this Agreement.

   b. Marketable Title. That prior to recording the Plat, the **PERMITTEE** shall provide the **CITY** with proof of marketable title to the Subject Property either through a currently certified abstract, registered property abstract or title insurance commitment or policy**.**

   c. Proof of Authority. That the **PERMITTEE** provide proof that the respective governing boards of the **PERMITTEE** have authorized the **PERMITTEE'S** execution of this Agreement. This proof of authority may be satisfied by providing the **CITY** with a certified copy of the minutes of the governing board of each entity which grants such authority.

2. The Plans. The term "Plans" as used in this Agreement means the Final Plat Plans prepared by E.G. Rud & Sons, Inc., dated January 27, 2017, revised _____ and consisting of nine (9) sheets, the Civil Engineering Plans, prepared by Plowe Engineering, Inc., dated January 27, 2017, revised _____ and consisting of twelve (12) sheets, and the Civil Engineering Plans for the water main extension prepared by Plowe Engineering, Inc. dated _____, 2017, revised _____. The Plans remain subject to: (a) **CITY** Staff's review and approval of the _____, 2017 revisions to, among other things, confirm that the revisions requested in the **CITY** Staff Review Letter, dated September 30, 2016 and revised February 24, 2017 have been made; and (b) such further revisions as the **PERMITTEE** may propose and the **CITY** approves. The Plans shall not be attached to this Agreement, but are in the **CITY'S** files.

3. Stage I Improvements. The improvements the **PERMITTEE** will construct or install are as follows:

a. Streets
b. Concrete curb and gutter
c. Street traffic control devices
d. Lot grading
e. Sidewalks
f. Boulevard sodding
g. Trunk and lateral sanitary sewer
h. Trunk and lateral water main, including the south extension
i. Storm drainage facilities
j. Trail development
k. Electricity (within one-fourth mile)
l. Phone (within one-fourth mile)
m. Natural gas (within one-fourth mile)
n. Water shut off boxes

(the "Stage I Improvements").

The **PERMITTEE** agrees to construct the Stage I Improvements according to the terms and conditions of this Agreement and in accordance with the Plans and the City Code. Per City Code Section 117-615, the **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Stage I Improvements and acceptance by the **CITY**. As as-built plans are a required Stage I Improvement item per City Code Section 117-615, the **CITY** will not release the required Stage I Improvement Financial Guarantee noted in Section 6 below until said as-built plans are provided to the **CITY**. Additionally, the **PERMITTEE** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage I Improvements.

4. Additional Requirements Related to Certain Stage I Improvements. The **PERMITTEE** is required to hold a pre-construction meeting at **CITY** offices. The **PERMITTEE** shall be responsible for contacting the **CITY** to schedule the pre-construction meeting. The **CITY** will contact all utilities listed above and prepare the agenda for the pre-construction meeting. Work within existing rights of way and roadways must be completed under traffic, be brought back up to grade, and must be restored to existing conditions within 24 hours.

5. Lot Corner Staking. The **PERMITTEE** must install lot corner stakes at all lot corners.

6. Stage I Improvement Financial Guarantee. Prior to commencing work on the Stage I Improvements, the **PERMITTEE** shall provide a financial guarantee, in the form

of cash or an irrevocable letter of credit, to the **CITY** guaranteeing the construction of the Stage I Improvements and their timely completion. The **PERMITTEE** shall be responsible for a financial guarantee in the amount of Six Hundred Seven Thousand, Five Hundred Thirty Five Dollars and No Cents **($607,535.00),** which amount is 125% of the **CITY** Engineer's estimated cost of the Stage I Improvements. Upon completion of Stage I Improvements (including the removal of "temporary" erosion control measures as identified in the approved Grading Plan), acceptance by the **CITY**, supported by appropriate lien waivers, the **PERMITTEE** may request a reduction in the amount of the financial guarantee. The accepted engineer's estimate is attached as Exhibit C hereto.

7. Inspection Fees for the Stage I Improvements. The **PERMITTEE** shall provide an inspection fee to the **CITY** to inspect the Stage I Improvements. The **PERMITTEE** shall be responsible for an inspection fee in the amount of Twenty Four Thousand Three Hundred One Dollars and No Cents **($24,301.00)**, which amount is 5% of the **CITY** Engineer's estimated cost of the Stage I Improvements. The inspection fee must be in the form of a cash escrow. The **PERMITTEE** may request a refund of the remaining balance in the escrow upon completion of the Stage I Improvements, acceptance by the **CITY**, and supported by appropriate lien waivers. The accepted engineer's estimate is attached as Exhibit C hereto.

8. Installation of the Stage I Improvements. The **PERMITTEE** shall obtain all necessary permits from all governmental agencies before commencing construction of the Stage I Improvements. The **PERMITTEE** must provide the **CITY** with copies of all necessary permits from other governmental agencies prior to or when the **PERMITTEE** applies for a building permit to construct improvements on a lot within the Plat. Within thirty (30) days after the completion of the Stage I Improvements, the **PERMITTEE** shall provide the **CITY** with a complete set of reproducible "As Built" plans in CAD format for the Stage I Improvements.

9. Time of Performance for the Stage I Improvements. The **PERMITTEE** must complete the Stage I Improvements within one (1) year after the recording of the Plat. The Final Plat must be recorded within two (2) years of approval by the City Council.

10. Ownership of the Stage I Improvements. The **PERMITTEE** owns the Stage I Improvements until the **CITY'S** acceptance of the Stage I Improvements. Title to the Stage I Improvements automatically passes to the **CITY** upon the **CITY'S** written acceptance of the Stage I Improvements. Except to the extent the **CITY** has accepted all or portions of the Stage I Improvements, in writing, prior to the lapse, expiration, or other termination of the **CITY'S** financial guaranty described in Section 7 and except to the extent the **CITY** and the **PERMITTEE** may agree, in writing, to defer the **CITY'S** acceptance of certain specified Stage I Improvements, the **CITY** is deemed to have accepted the Stage I Improvements when the **CITY** releases the financial guaranty described in Section 7.

11. Stage I Improvements License. The **PERMITTEE** hereby grants the **CITY** and the **CITY'S** agents, employees, officers, and contractors an irrevocable license to enter the Subject Property to perform all necessary work and/or inspections the **CITY** deems appropriate during the **PERMITTEE'S** installation of the Stage I Improvements. The license shall expire after the **CITY** accepts ownership of Stage I Improvements.

12. Stage II **CITY** Improvements. The future improvements the **PERMITTEE** must construct or install are as follows:

    a. Street striping and signing (street signs to be installed by the City's Public Works Department)
    b. Street lights
    c. Installation of survey monumentation.

    (the "Stage II Improvements").

    The **PERMITTEE** must complete the construction of the Stage II Improvements within one (1) year after the date upon which the Plat is recorded.

    PERMITTEE must install the Stage II Improvements in accordance with the Plans. Per City Code Section 117-615, the **PERMITTEE** shall provide the **CITY** with a set of re-producible as-built plans in CAD format upon completion of the Stage II Improvements and acceptance by the **CITY**. Additionally, the **PERMITTEE** agrees to provide to the **CITY** the plans in CAD format prior to the commencement of construction of the Stage II Improvements.

13. Stage I and Stage II Improvements to Outlots. The **PERMITTEE** acknowledges that Stage I and Stage II Improvements are not being required for proposed Outlots, but will be required upon development of said Outlots.

14. Financial Guaranty for Stage II Improvements. The **CITY** does not require a financial guaranty to secure the **PERMITTEE'S** obligation to construct the Stage II Improvements.

15. Warranty for Stage I and Stage II Improvements. The **PERMITTEE** shall provide a one year warranty in the amount of One Hundred Twenty-One Thousand Five Hundred Six Dollars and No Cents **($121,506.00)** ($486,027.71 x .25), which is 25% of the cost of the Stage I and Stage II Improvements (excluding line items #701-711 in Exhibit C). Said warranty shall be in force for one year following the final acceptance of any required improvements and shall guarantee satisfactory performance of said improvements. The warranty must be in the form of an Irrevocable Letter of Credit in a form acceptable to the **CITY'S** Finance Director or cash escrow.

16. Street Cleaning and Clean Up. After the street surfacing that is a part of the Stage I Improvements is installed, the **PERMITTEE** shall clear any soil, earth, or debris

from the streets. From time to time, the **CITY** may remove accumulations of soil, earth, and debris from the streets resulting from the construction of the Stage I Improvements. It shall be the **PERMITTEE'S** responsibility to pay the costs associated with this necessary street cleaning. Invoices from the **CITY** to the **PERMITTEE** for such costs shall be paid within fifteen (15) days of the date of the invoice.

17. Payment of Development Fees. The **PERMITTEE** must pay to the **CITY** the fees described on Exhibit B, which may include, but are not limited to, Park Land Dedication Fees, Trail Development Fees, Sanitary Sewer Connection (Trunk) Fees, Water Connection (Trunk) Fees, Sanitary Sewer Lateral Fees, Water Lateral Fees, Storm Management Fees, Street Light as well as Street Light Operation and Maintenance Fees.

18. Requirements for Building and Occupancy Permits.

a. No building permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) installed a Class 5 driving surface to within 300 feet of the structure; (b) provided the **CITY** Building Official with a Certificate of Survey; c.) provided the financial guaranty described in Section 6 to the **CITY**; and d.) obtained all necessary permits from the Lower Rum River Watershed Management Organization and the Anoka County Soil Conservation District and has provided a copy of each such permit to the **CITY.**

b. No occupancy permit for any lot in the Plat shall be issued until the **PERMITTEE** has: (a) constructed vehicular access to the lot, including the installation of at least one layer of bituminous surfacing; (b) constructed all utilities and storm water facilities this Contract requires to serve the lot and such utilities and storm water facilities are in place, operational, and the **CITY** has accepted those utilities and storm water facilities; (c) for lots that have a slope of less than 2%, provided the **CITY** with a certificate of grading, prepared by a licensed (State of Minnesota) professional land surveyor, certifying that the flattest grade on the lot is 1% or greater; and (d) installed and planted the sod and landscaping that are required as a part of the Stage I Improvements; (e) an Elevation Certificate is provided for Lots 1-5, Block 1 and Lots 7-12 and 15-16, Block 2, to ensure that the lowest floor elevation is at or above the Regulatory Flood Protection Elevation.

19. **PERMITTEE** Defaults. If the **PERMITTEE** defaults in the performance of one or more of the **PERMITTEE'S** obligations under this Contract, i) the **CITY** gives the **PERMITTEE** thirty (30) days written notice of the default and ii) the **PERMITTEE** fails to cure the default within said thirty (30) days, then the **CITY**

may pursue any and all remedies available at law or in equity including, but not limited to, the following:

a. The **CITY** may, at its option, perform or engage one or more third parties to perform the **PERMITTEE'S** obligations. If, in the reasonable judgment of the **CITY'S** staff, the **PERMITTEE'S** default creates an immediate risk to public health or safety, the **CITY** may perform or engage one or more third parties to perform the work before the **CITY** provides the notice described in the initial paragraph of this Section, but the **CITY** must use commercially reasonable efforts to notify the **PERMITTEE** as promptly as possible that the **CITY** is undertaking to perform the **PERMITTEE'S** obligation or obligations. If the **CITY** performs one or more obligations of the **PERMITTEE**, the **PERMITTEE** must reimburse the **CITY** for any costs or expenses the **CITY** incurs, including costs and expenses for **CITY** staff time, to perform the work within 30 days after the **CITY** notifies the **PERMITTEE**, in writing, of the costs and expenses the **CITY** incurred to perform the work. If the **PERMITTEE** does not reimburse the **CITY** within said 30 day period, the **CITY** may pursue any remedies available to the **CITY** either at law or in equity or, in the alternative, the **CITY** may draw on the financial guaranty the **PERMITTEE** provided to the **CITY** pursuant to this Agreement to reimburse itself for the expenses the **CITY** incurs to perform the work. This Agreement is a license for the **CITY** to act, and it shall not be necessary for the **CITY** to seek a Court Order for permission to enter the **PERMITTEE'S** Property. As an alternative to seeking recovery from the **PERMITTEE** or the financial guaranty, the **CITY** may levy special assessments against the **PERMITTEE** Property in accordance with Minnesota Statutes Section 429, and the **PERMITTEE**, for itself and its successors in title, hereby expressly waives any and all substantive and procedural objections or defenses the **PERMITTEE** may have to such special assessments;

b. The **CITY** may commence an action in Anoka County District Court to pursue any remedy available to the **CITY** at law or in equity including, but not limited to, injunctive relief;

c. The **CITY** may refuse to grant building permits for improvements to be constructed on any lots within the Plat until the **PERMITTEE** has cured all of its defaults; and

d. The **CITY** may draw upon all or any portion of the financial guaranty the **PERMITTEE** has provided to the **CITY** pursuant to Section 6 and (i) use all or any portion of the proceeds from the financial guaranty to reimburse the **CITY** pursuant to subsection (a) above; (ii) use all or any portion of the

proceeds from the financial guaranty to satisfy any judgment the **CITY** obtains against the **PERMITTEE** pursuant to subsection (b) above; (iii) use all or any portion of the proceeds to reimburse the **CITY** pursuant to Section 19 (j) below; and (iv) hold all or any portion of the proceeds for a reasonable time for the future application as described in subsections (i), (ii) and (iii) of this Section 18(d).

20. Miscellaneous.

a. Invalidity of Any Section. If any portion, section, subsection, sentence, clause, paragraphs or phrase of this Agreement is for any reason invalid, such decision shall not affect the validity of the remaining portion of this Agreement.

b. Written Amendments Only. The action or inaction of the **CITY** or the **PERMITTEE** shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties, and approved by a resolution of the **CITY** Council. The **CITY'S** or the **PERMITTEE'S** failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

c. Compliance with Laws and Regulations. The **PERMITTEE** represents to the **CITY** that the Plat complies with all **CITY**, County, metropolitan, State, and Federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances and environmental regulations. If the **CITY** determines that the Plat does not comply, the **CITY** may, at its option, refuse to allow any construction or development work in the Plat until the **PERMITTEE** does comply. Upon the **CITY**'**S** demand **PERMITTEE** shall cease work until there is compliance.

d. Mailbox Locations. If the **PERMITTEE** desires to construct mailboxes within the public right of way, the **PERMITTEE** agrees that the placement of mailboxes along public streets is subject to the approval by the **CITY**. Utility locates will be necessary.

e. Boulevard and Wetland Restoration. The **PERMITTEE** shall be responsible for the cost of establishing seed in all boulevards within thirty (30) days of the completion of the street improvements, and restoring all other areas disturbed by the development grading operation in accordance with the approved Grading and Erosion Control plan. The **PERMITTEE** shall be responsible for the cost of cleaning any soil, earth, or debris from

the wetlands within and adjacent to this Plat resulting from grading performed in the development of the Plat.

f. Construction, Hours and Entrance Signs. The **CITY** restricts construction and delivery hours to Monday through Saturday 7:00 a.m. to 10:00 p.m. The **PERMITTEE** is required to provide a sign at each entrance point stating delivery and construction operation hours. Said signs are not to exceed eighty (80) square feet in size and must be clearly visible at all times during the construction period. To the extent possible, the **PERMITTEE** shall avoid the use of Garnet Street and 168th Avenue for construction traffic.

g. Construction Site Maintenance. The **PERMITTEE** shall adhere to all of the **CITY** ordinances relating to, but not limited to, dumping of garbage, site development, construction debris, open burning, etc. The **CITY** reserves the right to withhold permits, inspections, or certificates of occupancy to correct violations relating to construction site maintenance.

h. Estimated Cost. It is understood and agreed that cost amounts set forth in this Agreement as to Stage I and Stage II Improvements, unless qualified as fixed amounts, are estimated. The **PERMITTEE** agree to pay the entire cost of said improvements including interest, engineering and legal fees related thereto.

i. Plat Approval Expenses. The **PERMITTEE** agrees that it will pay to **CITY** all **CITY** expenses incurred in the approval of the Plat, including, but not limited to, administration expenses, engineering and legal fees. Said expenses incurred after recording of the Final Plat shall be paid within a fifteen (15) day billing period. Failure to pay the **CITY'S** expenses within the fifteen (15) day billing period will permit the **CITY** to draw upon any of the escrows required by this Agreement for payment.

j. Reimbursement to the **CITY**. The **PERMITTEE** agree to reimburse the **CITY** for all costs incurred by the **CITY** in defense or enforcement of this Agreement, or any portion thereof, including court costs and reasonable engineering and attorney's fees.

k. Certificate of Occupancy. The term "Certificate of Occupancy" as used in this Agreement shall be defined as a document issued by the **CITY'S** Building Official, which authorizes the structure to be used for its intended purposes.

l. Notices. Required notices shall be in writing, and shall be either hand delivered to the Parties, its employees or agents, or mailed to them by certified or registered mail at the following address:

TO PERMITTEE:
BROOKFIELD LAND, LLC
Attn: Barry Blaine Onufrock, Chief Financial Manager
14015 Sunfish Lake Blvd. NW
Ramsey, MN 55303

TO THE CITY:
City of Ramsey
Attn: Community Development Director
7550 Sunwood Drive NW
Ramsey, MN 55303

m. Water Main Extension. In lieu of having a dead-end watermain, PERMITTEE agrees to extend the watermain south to an existing watermain stub north of 166th Avenue, pursuant to plans prepared by **PERMITTEE** and approved by the **CITY**. The estimated cost of the extension is $100,000.00. The **CITY**and **PERMITTEE** will evenly split the cost between them, with the **CITY'S** share capped at a maximum of $50,000.00. Any costs for the extension over $100,000.00 shall be paid by **PERMITTEE**.

[The remainder of this page is intentionally left blank.]

THE PERMITTEE:

BROOKFIELD LAND, LLC

By:_____, Stephen A. Bona
Its: Chief Land Manager

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____ , 2017, by Stephen A. Bona, the Chief Land Manager officer of BROOKFIELD LAND, LLC, a domestic limited liability company under the laws of the State of Minnesota on behalf of the corporation.

_____

Notary Public

THE CITY:

CITY OF RAMSEY

By: _____
Its: Mayor

By: _____
Its: City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

The forgoing instrument was acknowledged before me on this_____ day of_____ 2017, by Sarah Strommen and Kurtis G. Ulrich, the Mayor and the City Administrator of the City of Ramsey, a charter city and municipal corporation organized under the laws of the state of Minnesota on behalf of the City.

_____

Notary Public

This document drafted by:
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

This document reviewed by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402

EXHIBIT A
Legal Description of the Subject Property

Outlot A Brookfield 2nd Addition

AND

TRACT A:

That part of the North 200 feet of the South 677.6 feet (as measured along the West line) of the Southwest Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, lying West of the East 933 feet (as measured along the North line) of the Southeast Quarter of the Southeast Quarter thereof, Anoka County, Minnesot.

AND

That part of the Southeast Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, Anoka County, Minnesota, lying West of the East 933 feet (as measured along the North line of said Southeast Quarter of the Southeast Quarter) thereof and lying North of the South 677.6 feet, as measured along the West line of said Southeast Quarter of the Southeast Quarter, thereof.

EXCEPT THE FOLLOWING THREE PARCELS:

EXCEPTION 1: The east 33.00 feet of Tract A.

EXCEPTION 2: An 80.00 foot strip of land over, under and across Tract A. The center line of said strip of land is described as follows: Commencing at the southwest corner of said Tract A; thence North 00 degrees 25 minutes 01 seconds East, assumed bearing, along the west line of said Tract A, a distance of 203.11 feet to the point of beginning of said center line; thence South 89 degrees 01 minutes 26 seconds East a distance of 87.41 feet; thence southeasterly a distance of 222.37 feet along a tangential curve concave to the southwest having a central angle of 39 degrees 48 minutes 52 seconds and a radius of 320.00 feet; thence South 49 degrees 12 minutes 34 seconds East, tangent to last described curve, a distance of 30.56 feet; thence southeasterly a distance of 40.03 feet along a tangential curve concave to the northeast having a central angle of 07 degrees 10 minutes 01 seconds and a radius of 320.00 feet to the west line of the ast 33.00 feet of said Tract A and there terminating.

The side lines of said strip of land are prolonged or shortened to terminate on said west line of Tract A and said west line of the east 33.00 feet of Tract A.

EXCEPTION 3: That part of Tract A lying southerly of the southerly boundary of Exception 2.

-or upon recording-

Lots 1-9 (inclusive), Block 1 and Lots 1-16 (inclusive), Block 2, BROOKFIELD 8TH ADDITION, Anoka County, Minnesota.

EXHIBIT B

Fees Payable to the City

1. Park Dedication. The **PERMITTEE** is responsible for satisfying applicable Park Dedication requirements. The 2017 Park Dedication Fee applicable to the Plat is $2,800 per residential unit. **PERMITTEE** must pay a Park Dedication Fee of Seventy Thousand Dollars and No Cents ($2,800 x 25 units = **$70,000.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

2. Trail Development Fees. The **PERMITTEE** is responsible for satisfying applicable Trail Development Fee requirements. The 2017 Trail Development Fee applicable to the Plat is $800 per residential unit. **PERMITTEE** must pay a Trail Development Fee of Twenty Thousand Dollars and No Cents ($800 x 25 units = **$20,000.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

3. Sanitary Sewer Connection (Trunk) Fees. The Plat is subject to the Brookfield Addition Amendment to Water Main and Sanitary Sewer Cost Contribution/Reimbursement Agreement (the "Reimbursement Agreement"). Per Section 3.01 of the Reimbursement Agreement, future lots platted from outlots or other lots in Brookfield First, Second, or Third Addition will pay no Trunk Fee for each lot platted. The amount deemed reduced by the trunk fee credit will be Twenty Eight Thousand Four Hundred Twenty Five Dollars and No Cents ($1,137 x 25 units = $28,425.00). This amount will be subtracted from the total amount to be credited to 21st Century Bank. A copy of the Reimbursement Agreement is attached as Exhibit D hereto.

4. Water Connection (Trunk) Fees. Per Section 3.01 of the Reimbursement Agreement, future lots platted from outlots or other lots in Brookfield First, Second, or Third Addition will pay no Trunk Fee for each lot platted. The amount deemed reduced by the trunk fee credit will be Forty Eight Thousand One Hundred Twenty Five Dollars and No Cents ($1,925 x 25 units = $48,125.00). This amount will be subtracted from the total amount to be credited to 21st Century Bank. A copy of the Reimbursement Agreement is attached as Exhibit D hereto.

5. Sanitary Sewer Lateral Benefit Fees. The **PERMITTEE** is constructing its own lateral service lines; therefore no sanitary sewer lateral benefit fee is due.

6. Water Lateral Fees. The **PERMITTEE** is constructing its own lateral service lines; therefore no water lateral benefit fee is due.

7. Stormwater Management Fee. The **PERMITTEE** is responsible for satisfying applicable Stormwater Trunk Fee requirements. The 2017 Stormwater Management Fee is $473 per residential unit. **PERMITTEE** must pay a Stormwater Management Fee of Eleven Thousand Eight Hundred Twenty Five Dollars and No Cents ($473 x 25 units = **$11,825.00**). The **PERMITTEE**

acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

8. Street Light Fee. The **PERMITTEE** is responsible for a Street Light Fee of $1,441.00 per light. **PERMITTEE** must pay a Street Light Fee of Four Thousand Three Hundred Twenty Three Dollars and No Cents ($1,441.00 x 3 lights = **$4,323.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

9. Street Light Operation and Maintenance Fee. The **PERMITTEE** is responsible for a Street Light Operation and Maintenance Fee of $294 per light. **PERMITTEE** must pay a Street Light Operation and Maintenance Fee of Eight Hundred Eighty Two Dollars and No Cents ($294 x 3 lights = **$882.00**). The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

10. Development Fees for the Outlots. The **PERMITTEE** acknowledges that development fees are not being collected for any Outlots. The **PERMITTEE** acknowledges that development fees will be due upon development of Outlots at the rate in effect at the time the Plat is recorded.

Exhibit C
Engineer's Estimate

NORTH PINE AGGREGATE INC.
14551 Lake Drive | Forest Lake, MN 55025 | 651.464.6802

To:	Capstone Homes	**Contact:**	Stephen Bona
Address:	14015 Sunfish Lake Blvd Suite 400	**Phone:**	(763) 427-3090
	Ramsey, MN 55303	**Fax:**	(763) 712-9060
Project Name:	Brookfield 8th Addition, Rev2	**Bid Number:**	17-002
Project Location:	168th Circle NW, Ramsey, MN	**Bid Date:**	4/12/2017

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
A. Sanitary Sewer					
101	8" PVC SDR 35	955.00	LF	$18.50	$17,667.50
102	Sanitary Manhole W/Casting (0-8')	5.00	EACH	$2,400.00	$12,000.00
102a	Sanitary Manhole, >8.0'	26.00	LF	$125.00	$3,250.00
103	Connect To Existing Stub	1.00	EACH	$1,825.00	$1,825.00
104	8"x4" Wye & Bend	26.00	EACH	$155.00	$4,030.00
105	4" PVC SDR 26- Service Pipe	1,003.00	LF	$14.50	$14,543.50
106	4" PVC SDR 26- Service Riser Pipe	52.00	LF	$20.00	$1,040.00
107	Clean-Out	1.00	EACH	$315.00	$315.00
108	Televise Sewer (Complete)	955.00	LF	$2.00	$1,910.00
		Total Price for above A. Sanitary Sewer Items:			**$56,581.00**
B. Watermain					
201	Remove Exist Watermain	88.00	LF	$8.00	$704.00
202	6" DIP Watermain	61.00	LF	$44.00	$2,684.00
203	8" DIP Watermain	1,303.00	LF	$34.00	$44,302.00
204	6" Gate Valve	1.00	EACH	$1,500.00	$1,500.00
205	8" Gate Valve	3.00	EACH	$1,950.00	$5,850.00
206	Fittings	645.00	LB	$8.00	$5,160.00
207	Connect To Existing	1.00	EACH	$1,725.00	$1,725.00
208	Hydrant And Valve	4.00	EACH	$4,950.00	$19,800.00
209	1" Water Service- Copper Type K	958.00	LF	$17.55	$16,812.90
210	1" Corporation Stop	26.00	EACH	$250.00	$6,500.00
211	1" Curb Stop & Box	26.00	EACH	$250.00	$6,500.00
		Total Price for above B. Watermain Items:			**$111,537.90**
C. Storm Sewer					
301	12" RCP	275.00	LF	$26.00	$7,150.00
302	15" RCP	833.00	LF	$28.00	$23,324.00
303	18" RCP	134.00	LF	$30.00	$4,020.00
304	21" RCP	120.00	LF	$32.00	$3,840.00
305	18" RC Apron W/Trashguard	1.00	EACH	$950.00	$950.00
306	21" RC Apron W/Trashguard	2.00	EACH	$1,110.00	$2,220.00
307	Storm Sewer Manhole W/Casting- 48" Dia.	5.00	EACH	$2,200.00	$11,000.00
308	Storm Sewer Manhole W/Casting- 2'x3'	4.00	EACH	$2,050.00	$8,200.00
309	Pond Outlet Structure W/Weir Wall & Grate	1.00	EACH	$6,995.00	$6,995.00
		Total Price for above C. Storm Sewer Items:			**$67,699.00**

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
D. Streets					
401	Remove Existing Curb	103.00	LF	$4.00	$412.00
402	Remove Existing Bituminous	817.00	SY	$2.65	$2,165.05
403	Sawcut	32.00	LF	$5.00	$160.00
404	Remove Existing Gravel Trail	159.00	SY	$1.05	$166.95
405	Traffic Control	1.00	LS	$1,295.00	$1,295.00
406	Subgrade Preparation	4,431.00	SY	$0.75	$3,323.25
407	Pavement- 1.5" Bit. Wear SP 9.5 WEAR240B (Recycled)	3,820.00	SY	$6.66	$25,441.20
408	Pavement- 2" Bit. Base SP 12.5 NW230B (Recycled)	3,820.00	SY	$7.38	$28,191.60
409	Pavement- Bit. Tack Coat	191.00	GAL	$4.25	$811.75
410	Pavement- 4" Agg. Base	3,820.00	SY	$4.50	$17,190.00
411	Mountable Concrete Curb & Gutter	2,333.00	LF	$14.15	$33,011.95
412	6" Concrete Sidewalk	7,171.00	SF	$4.90	$35,137.90
413	2.5" Bituminous Trail	1,526.00	SF	$4.01	$6,119.26
414	Pedestrian Curb Ramp W/Domes	3.00	EACH	$2,235.00	$6,705.00
415	Sod W/4" Topsoil (2 Rows Behind Curb)	1,058.00	SY	$4.50	$4,761.00
		Total Price for above D. Streets Items:			**$164,891.91**
E. Biofiltration Basin					
501	Subgrade Preparation	1,403.00	SY	$1.00	$1,403.00
502	Filtration Media	78.00	CY	$45.00	$3,510.00
503	Erosion Control Blanket	3,388.00	SY	$1.15	$3,896.20
504	Seed & Mulch- Wetland Mix	1,403.00	SY	$0.32	$448.96
505	Seed & Mulch- Not Wetland Mix	2,669.00	SY	$0.21	$560.49
506	6" Draintile- Pipe In Rock Bed (Complete)	199.00	LF	$22.00	$4,378.00
507	8" Draintile- Pipe In Rock Bed (Complete)	23.00	LF	$35.90	$825.70
508	8" PVC (Solid Wall)	69.00	LF	$11.40	$786.60
509	Draintile- Cleanouts	4.00	EACH	$370.00	$1,480.00
		Total Price for above E. Biofiltration Basin Items:			**$17,288.95**
F. Miscellaneous					
601	Mobilization	1.00	LS	$15,075.00	$15,075.00
602	Street Signage- Stop Sign	1.00	EACH	$325.00	$325.00
603	Street Signage- No Outlet	1.00	EACH	$325.00	$325.00
604	Street Signage- Barricade Type III	2.00	EACH	$530.00	$1,060.00
605	Lift Station Access (Same Sect. As Street)	559.00	SF	$5.30	$2,962.70
606	Remove & Dispose Of Existing Septic System	0.00	LS	$2,500.00	$0.00
607	Remove/Cap Existing Well	0.00	LS	$5,000.00	$0.00
		Total Price for above F. Miscellaneous Items:			**$19,747.70**
G. Grading/Restoration/Erosion Control					
701	Clearing & Grubbing Trees	1.00	LS	$12,675.00	$12,675.00
701A	Root Cutting, For Oak Wilt Management	2,509.00	LF	$2.70	$6,774.30
702	Topsoil Strip (Assume 6" Topsoil Average)	6,440.00	CY	$1.50	$9,660.00
703	Common Excavation	35,153.00	CY	$1.80	$63,275.40
704	Soil Correction (Measured Quantity)	0.00	CY	$1.70	$0.00
705	On Site Borrow (Measured Quantity)	0.00	CY	$2.25	$0.00
707	Respread Topsoil	5,421.00	CY	$1.60	$8,673.60
707	Seed & Mulch (Includes Boulevard Seeding After Small Utilities)	6.75	ACRE	$600.00	$4,050.00
708	Class 3 Rip Rap W/Fabric	8.00	CY	$120.00	$960.00
709	Catch Basin Inlet Protection	9.00	EACH	$135.00	$1,215.00
710	Stabilized Pond Overflow	1.00	EACH	$900.00	$900.00

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
711	Silt Fence	3,780.00	LF	$1.35	$5,103.00
	Total Price for above G. Grading/Restoration/Erosion Control Items:				**$113,286.30**

Total Bid Price: **$551,032.76**

Notes:

- Addenda Acknowledged: #None
- Price does not include: Site Surveying; Soil Testing; Building or Structure Demolition; Hidden or Buried Debris; Hazardous Materials Removal; Street Sweeping; Dewatering; Import of Dirt; Site Utilities other than those listed above; Bonds and Permits; Moving of Small Utilities; Any Subsoil Corrections or Trench Borrow; SWPPP Management/Maintenance; Traffic Control; **Any Erosion Control NOT Listed Above;**
- Pricing is based on the engineer(s) plans dated: 11/22/16
- Proposal is valid for a period of 30 days from date of proposal.
- This proposal assumes an average topsoil depth of 1.0 foot.
- Any delays due to incomplete surveying or improper surveying could result in additional charges.
- Price does not include lowering/moving small utilities. If there are utilities not properly represented on plans, price is subject to change.
- All grading needs to be verified by civil engineer as grading is completed.
- **Retainage is NOT to exceed 5% without prior approval, and is to be released/reduced as our work is approved.**

Payment Terms:

Net due upon receipt of billing. A 1.5% per month service charge will be assessed on unpaid balance.

ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted. **Buyer:** _____ **Signature:** _____ **Date of Acceptance:** _____	**CONFIRMED:** **North Pine Aggregate, Inc.** **Authorized Signature:** **Estimator:** Keith Herman 651-464-6802 keith@npainc.net

NORTH PINE AGGREGATE INC.
14551 Lake Drive | Forest Lake, MN 55025 | 651.464.6802

To:	Capstone Homes	**Contact:**	Stephen Bona
Address:	14015 Sunfish Lake Blvd Suite 400	**Phone:**	(763) 427-3090
	Ramsey, MN 55303	**Fax:**	(763) 712-9060
Project Name:	Brookfield 8th Addition Watermain Loop	**Bid Number:**	17-002
Project Location:	From 166th Ave, North To Future Cul De Sac In The 9th Addition, Ramsey, MN	**Bid Date:**	4/10/2017

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
1	Mobilization	1.00	LS	$6,000.00	$6,000.00
2	Silt Fence	300.00	LF	$1.75	$525.00
3	Connect To Existing Watermain Stub & Ends Of Directional Drill	1.00	LS	$2,700.00	$2,700.00
4	Trench Stabilization Rock	150.00	TON	$30.00	$4,500.00
5	8" DIP CL 52 - Open Cut (Ends), As Conditions Allow	120.00	LF	$50.00	$6,000.00
6	Seed & Mulch	0.25	ACRE	$2,750.00	$687.50
7	8" HDPE SDR 11 (Directional Drill)	600.00	LF	$125.00	$75,000.00
8	Erosion Control Blanket	1,000.00	SY	$1.15	$1,150.00

Total Bid Price: $96,562.50

Notes:

- Addenda Acknowledged: None
- Price does not include: **Site Surveying; Tree Clearing/Grubbing;** Soil Testing; **Gravel or Bituminous**; Concrete Curb & Gutter; Building or Structure Demolition; Hidden or Buried Debris; Hazardous Materials Removal; Street Sweeping; Import and/or Export of Dirt; Site Utilities other than those listed above; Bonds and Permits; Moving of Small Utilities; Any Subsoil Corrections or Trench Borrow; **SWPPP Management/Maintenance**; Traffic Control; **Any Erosion Control NOT Listed Above;**
- Pricing is based on the engineer(s) plans dated: Brookfield 8th Addition Sheet C1.3 "Preliminary" 9/1/16
- Proposal is valid for a period of 30 days from date of proposal.
- Any delays due to incomplete surveying or improper surveying could result in additional charges.
- Price does not include lowering/moving small utilities. If there are utilities not properly represented on plans, price is subject to change.
- **Retainage is NOT to exceed 5% and is to be released/reduced as our work is approved.**
- ****There are no special conditions, figured into this proposal, for handling water from flushing watermain. (i.e. water trucks, water treatment, etc.)****

Payment Terms:

Net due upon receipt of billing. A 1.5% per month service charge will be assessed on unpaid balance.

ACCEPTED: The above prices, specifications and conditions are satisfactory and are hereby accepted. **Buyer:** _____ **Signature:** _____ **Date of Acceptance:** _____	**CONFIRMED:** North Pine Aggregate, Inc. **Authorized Signature:** _____ **Estimator:** Jake Jensen jake@npainc.net

Exhibit D

Existing Brookfield Addition Amendment to Water Main and Sanitary Sewer Cost Contribution/Reimbursement Agreement

COPY

BROOKFIELD ADDITION
AMENDMENT TO WATER MAIN AND SANITARY SEWER COST CONTRIBUTION/REIMBURSEMENT AGREEMENT
CITY OF RAMSEY, ANOKA COUNTY, MINNESOTA

THIS AGREEMENT, made and entered into by the **CITY OF RAMSEY,** a Municipal Corporation under the laws of the State of Minnesota (the **"CITY"**); **OAKWOOD LAND DEVELOPMENT, INC.,** a Minnesota Corporation (**"Oakwood"**); and **21ST CENTURY BANK,** a Minnesota Corporation (**"21st"**);

RECITALS

WITNESSETH:

WHEREAS, Oakwood and City are parties to the following:

WATER MAIN AND SANITARY SEWER
COST CONTRIBUTION/REIMBURSEMENT AGREEMENT
Dated March 22, 2006
(the "WSCA")
(copy appended hereto),

and

WHEREAS, pursuant to the WSCA, Oakwood has contributed to City the sum of $6.0 million in performance of its obligations under Article 2 of the WSCA, and,

WHEREAS, Oakwood is now entitled to reimbursement from City under Article 3 of the WSCA, and

WHEREAS, Oakwood has assigned its rights to reimbursement under the WCSA to 21st, as contemplated by Article 3.06 of the WCSA, and

WHEREAS, 21st and City have reached agreement on numerous issues in connection with certain plats known as Brookfield First Addition, Brookfield Second Addition, and Brookfield Third Addition (collectively, "Brookfield")

NOW THEREFORE, in consideration of the foregoing and in consideration of the mutual promises herein, it is agreed by and amongst the parties hereto as follows:

1. SUBSTITUTION

21st is hereby substituted for Oakwood under Articles 3, 4 and 5 of the WCSA. Oakwood hereby assigns its interest thereunder to 21st and 21st accepts said assignment. It is acknowledged that all duties of all parties under Articles 1 and 2 of the WCSA have been fully performed, and that Oakwood contributed the sum of $6.0 million under Section 2.01 of the WCSA. From and after the date hereof, Oakwood shall have no interest or rights under the WCSA. Where the word "Oakwood" is used herein, it shall be deemed to mean "21st" unless a different connotation is apparent.

2. **DEFINITION OF TERMS** – Capitalized terms as used herein shall have the definition attributed to them herein. Capitalized terms used herein that do not have a stated definition herein shall have that definition assigned to them in the WSCA.

3. **AMENDMENTS TO WSCA**

A. Article 3 of the WSCA is hereby deleted, and replaced by the following Article 3:

ARTICLE 3
21st REIMBURSEMENT

3.01 21st Reimbursement The parties acknowledge that as of the date hereof, the City has partially reimbursed Oakwood for the Oakwood Contribution in the total amount of $ 502,204.00, through credits given in the respective Brookfield development agreements. In addition, Oakwood assigned some credits to Sweetbay Land Company, a Minnesota corporation, and an Oakwood related company. Sweetbay Land Company was given Trunk Fee credit for $208,216.00 in the Sweetbay Ridge/City of Ramsey development agreement for Sweetbay Ridge Addition. The total amount reimbursed for the Oakwood Contribution to date is therefore $710,420.00. The amount remaining to be reimbursed to Oakwood is therefore $5,289,580.00. Oakwood has assigned its rights to the Oakwood Lots Reimbursement to 21st.

Future lots platted from outlots or other lots in Brookfield First, Second and or Third Addition will pay no Trunk Fees for each lot platted, the amount of the Oakwood Contribution deemed reduced by the Trunk Fee credit will be $3,062 per lot ($1,925 for the Water Trunk Fee and $1,137.00 for sewer Trunk Fee). In addition, 21st is entitled to up to 91 additional water Trunk Fee credits from the current unplatted lots in Sweetbay Ridge, and up to 60 additional water Trunk Fee credits from the current unplatted lots in Harmony Farms, pursuant to Section 3.01 of the WSCA. The City shall charge the ultimate developer of the remaining unplatted lands in Sweetbay Ridge (91 lots) and Harmony Farms (60 lots) the full Trunk Fees, and remit the Water Trunk Fees to 21st at the address noted in Article 5 Section 07 in satisfaction of the credits owed to 21st for those two developments. The City will retain the sanitary sewer trunk fees for said lots. Except for the remaining unplatted area of Brookfield (as represented by platted developable outlots), City will also retain the right to all future sanity sewer trunk fees of any kind or nature.

3.02 Additional 21st Reimbursement For each lot (new or existing) connected to city water within the Northwest Service Area, Northeast Service Area (outside of Brookfield or parts thereof,) or within the Additional Oakwood Reimbursement Area, and outside of Sweetbay Ridge and Harmony Farms, 21st will receive from the City the Water Trunk Fee, payable at the time the hookup of a lot occurs, and in the manner provided by Article 5, Section 5.01. If the City increases the Water Trunk Fee, then this per/lot amount will increase by a like amount. The Water Trunk Fee reimbursement will continue until the total amount of the Oakwood Contribution credited by City to date ($710,420.00) plus the total amount received or credited or paid from new lots created from outlots or other lots in Brookfield or current unplatted lots in Sweetbay Ridge or Harmony Farms plus the total amount received from all other lots platted or hooking up to city water in the Northwest, Northeast Service Area and the Additional Oakwood Reimbursement Area ($1,925.00 per hookup-or as increased) totals six million dollars ($6,000,000.00), or until December 31, 2026, whichever comes first.

It is agreed that 21st will not receive any Water Trunk Fee if the City does not receive a Water Trunk Fee as a result of an agreement with any other developer that provides for said developer to pay the cost of the extension of the water main to such developer's property which is considered a payment of the Water Trunk Fees for the lots to be developed by such developer. As further clarification of this sentence, it is anticipated that as new development occurs, the City may have to give incentives to developers to pay for the cost of extending water mains into new neighborhoods. This would normally be accomplished by not requiring the developer to pay for Water Trunk Fees up to the point where the savings from not paying Water Trunk Fees equals the cost to the developer in extending water mains. For example, in a 100/lot development, Water Trunk Fees now in effect would total $190,250.00 at $1,925.00 per lot. If the cost of extending the water mains in that project was $50,000.00, the City would be permitted to give the developer in that project up to $50,000.00 in Water Trunk Fee relief, meaning that ultimately, 21st would only receive $140,250.00 in Water Trunk Fees from that development.

B. Article 4 of the WSCA is hereby deleted and replaced by the following Article 4.

ARTICLE FOUR
TERM

This Agreement shall expire on December 31, 2026, after which time 21st will receive no further Water Trunk Fees, **NOTWITHSTANDING THAT THE OAKWOOD CONTRIBUTION MAY NOT BE PAID IN FULL AS OF SAID EXPIRATION DATE.** Notwithstanding the foregoing language, if the City adopts any moratoriums on residential development prior to the expiration date, the expiration date will be extended by an amount of time equal to the duration of the moratoriums.

C. Article 5.07: Notice to Oakwood shall be changed to "Notice to 21st", as follows:

If to 21st:

Thomas P. Dolphin, CEO
21st Century Bank
9380 Central Avenue NE
Blaine, MN 55434
Email: tpd@21stcenturybank.com

With a copy to:

Wilbur F. Dorn, Jr.
Dorn Law Firm, Ltd.
9380 Central Avenue NE
Blaine, MN 55434
Email: wfd@dornlegal.com

4. No Other Changes

Except as herein modified, all other terms and conditions of the WCSA shall remain in force and effect, and all Exhibits will remains as originally affixed to the WCSA.

The following page is the signature page.

In Witness whereof, the parties have executed this agreement the dates below written:

21st Century Bank

By: _____ Dated: 12-30-09
Thomas P. Dolphin, CEO

Oakwood Development Company, Inc.

By: _____ Dated: 12-18-09
John Peterson, President

City of Ramsey Dated: 12-30-09

By: _____
Bob Ramsey, Mayor

By: _____
~~Kurt Ulrich, City Administrator~~
Heidi A. Nelson, Deputy City Administrator

STATE OF MINNESOTA)
) ss.
COUNTY OF Anoka)

The foregoing instrument was acknowledged before me this 30th day of December, 2009, by Thomas P. Dolphin, the Chief Executive Officer of 21st Century Bank, a Minnesota corporation, on behalf of the corporation.

Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)
WILBUR F. DORN JR
Notary Public
Minnesota
My Commission Expires January 31, 2010

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this 29 day of December, 2009, by John Peterson, President of Oakwood Development Company, Inc, a Minnesota corporation, on behalf of the corporation.

Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)
REBECCA LAZERTE
Notary Public
Minnesota
My Commission Expires January 31, 2010

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this 30th day of December, 2009 by Bob Ramsey and Heidi A. Nelson, the Mayor and Deputy City Administrator of the City of Ramsey,, a Minnesota municipal corporation, on behalf of the corporation.

William K Goodrich
Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)

WILLIAM K. GOODRICH
Notary Public
Minnesota
My Commission Expires January 31, 2010

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-05-111

RESOLUTION GRANTING APPROVAL OF FINAL PLAT, EASEMENT VACATIONS, EASEMENT ACCEPTANCE, AND AGREEMENTS RELATED TO BROOKFIELD 8TH ADDITION

WHEREAS, Brookfield Land, LLC, hereafter referred to as "Developer", properly applied for final plat approval of the following described property located in the City of Ramsey:

Outlot A, Brookfield 2nd Addition

AND

TRACT A:

That part of the North 200 feet of the South 677.6 feet (as measured along the West line) of the Southeast Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, lying West of the East 933 feet (as measured along the North line) of the Southeast Quarter of the Southeast Quarter thereof, Anoka County, Minnesota.

AND

That part of the Southeast Quarter of the Southeast Quarter of Section 9, Township 32, Range 25, Anoka County, Minnesota, lying West of the East 933 feet (as measured along the North line of said Southeast Quarter of the Southeast Quarter) thereof and lying North of the South 677.6 feet, as measured along the West line of said Southeast Quarter of the Southeast Quarter, thereof.

EXCEPT THE FOLLOWING THREE PARCELS:

EXCEPTION 1: The east 33.00 feet of Tract A.

EXCEPTION 2: An 80.00 foot strip of land over, under and across Tract A. The center line of said strip of land is described as follows: Commencing at the southwest corner of said Tract A; thence North 00 degrees 25 minutes 01 seconds East, assumed bearing, along the west line of said Tract A, a distance of 203.11 feet to the point of beginning of said center line; thence South 89 degrees 01 minutes 26 seconds East a distance of 87.41 feet; thence southeasterly a distance of 222.37 feet along a tangential curve concave to the southwest having a central angle of 39 degrees 48 minutes 52 seconds and a radius of 320.00 feet; thence South 49 degrees 12 minutes 34 seconds East, tangent to last described curve, a distance of 30.56 feet; thence southeasterly a distance of 40.03 feet along a tangential curve concave to the northeast having a central angle of 07 degrees 10 minutes 01 seconds and a radius of 320.00 feet to the west line of the east 33.00 feet of said Tract A and there terminating.

The side lines of said strip of land are prolonged or shortened to terminate on said west line of Tract A and said west line of the east 33.00 feet of Tract A.

EXCEPTION 3: That part of Tract A lying southerly of the southerly boundary of Exception 2.

-or upon recording-

Lots 1-9, Block 1 (inclusive) and Lots 1-16, Block 2 (inclusive) BROOKFIELD 8TH ADDITION

(the 'Subject Property');

WHEREAS, the City of Ramsey received a sketch plan for Brookfield 8th Addition from Brookfield Land LLC on June 14, 2016; and

WHEREAS, the Planning Commission reviewed the sketch plan on July 21, 2016; and;

WHEREAS, on October 6, 2016, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation, landscape plan, and potential wetland impacts pertaining to the preliminary plat on September 19, 2016; and

WHEREAS, on October 25, 2016, the City Council reviewed the preliminary plat; and

WHEREAS, on January 27, 2017, the City of Ramsey received an application and final plat plans for Brookfield 8th Addition from Capstone Homes; and

WHEREAS, on January 27, 2017, the City of Ramsey received an application and plans for the vacation of an existing trail easement and the vacation of an existing drainage and utility easement located on the subject property; and

WHEREAS, Brookfield 8th Addition was a continuation of the Brookfield Addition; and

WHEREAS, on February 28th, 2017, the City Council conducted a public hearing regarding the proposed easement vacations; and

WHEREAS, on February 28th, 2017, the City Council reviewed the final plat and easement vacation applications and tabled action on the requests until the contingencies regarding the Comprehensive Plan Amendment and the watermain loop cost-share were resolved; and

WHEREAS, on March 21, 2017, the Public Works Committee reviewed the request for the City's participation in a cost share to complete a looping of the watermain to 166th Ave NW; and

WHEREAS, on April 17, 2017, the Environmental Policy Board reviewed the Oak Wilt Management Plan; and

WHEREAS, on May 9, 2017, the City Council reviewed the final plat and easement vacation applications, as well as the Oak Wilt Management Plan, Development Agreement, and Tree Clearing and Grading Agreement.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY , STATE OF MINNESOTA, as follows:

1. That the Ramsey City Council hereby approves the vacation of an existing trail easement and drainage and utility easement in accordance with the plans submitted to the City by the Applicant dated January 27th, 2017, revised April 13, 2017, contingent upon recording of the Final Plat of BROOKFIELD 8TH ADDITION.
2. That the Ramsey City Council hereby accepts the Pedestrian and Bicycle Trail Easement.
3. That the Ramsey City Council hereby grants final plat approval to BROOKFIELD 8TH ADDITION in accordance with relevant City Codes contingent upon compliance with the City Staff Review Letter dated February 24, 2017, revised May 5, 2017, contingent on approval of the City Engineer.
4. That the Ramsey City Council hereby approves the Grading and Tree Clearing Agreement for BROOKFIELD 8TH ADDITION and authorizes the Mayor and City Administrator to sign on behalf of the City.
5. That the Ramsey City Council hereby approves the Development Agreement for BROOKFIELD 8TH ADDITION and authorizes the Mayor and City Administrator to sign on behalf of the City.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 9th day of May, 2017.

_____
Mayor

ATTEST:

City Clerk

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 4.**

Meeting Date: 05/09/2017

By: Chris Anderson, Community Development

Information

Title:

Adopt Ordinance #17-04 Amending Irrigation Requirements (Project #17-104)

Purpose/Background:

During the early part of this year, the Environmental Policy Board (EPB) discussed a potential ordinance amendment regarding irrigation requirements for multi-family and commercial/industrial developments. Originally, the intention was to simply eliminate the City Code requirement of in-ground irrigation systems in all multi-family and commercial/industrial projects. However, based on information received at their January meeting from a guest speaker, the EPB directed Staff to revise the Ordinance so that it also stipulates that *if* an irrigation system is installed (including single family parcels), it shall be equipped with a rain sensor (per state statute) as well as one or more water efficient technologies. This could include, but would not be limited to, a smart controller, soil moisture sensor(s), and/or an evapotranspiration (ET) sensor(s). This provides enough flexibility so that as future advances in water efficient irrigation technologies are developed, it will not require additional ordinance amendments.

Notification:

The Public Hearing for the proposed ordinance was properly published in the City's Official Newsletter.

Observations/Alternatives:

The cost of 'smart', water efficient technologies has come down as they have become more commonplace. Again, based on input from a guest speaker from Conserva Irrigation, including a smart controller, for example, to a new irrigation system, only adds about $250-$350 to the overall cost. It is more expensive to retrofit existing systems with the more water efficient technologies, approximately $650-$750. However, the Return on Investment (ROI) for a standard residential system could be realized relatively quickly, maybe in as few as 2-4 years (and would be even quicker on larger, commercial systems).

As water supply continues to be a prominent concern for the City and as the 'smart' technologies become more commonplace (and therefore with prices coming down), the EPB believes that requiring water efficient technologies is appropriate. However, the EPB has also noted that they want to ensure that this is enforceable. At this time, it does not appear that it could be addressed through any existing building or plumbing inspection, as it is common that the in-ground system is not yet installed when the backflow preventer inspection is done. This inspection will be incorporated into the standard landscape inspection (verifying that yard is established and required trees are planted) when part of a new construction project (majority of irrigation permits) or as a stand-alone inspection for those systems that are not part of a new construction project.

A draft of this Ordinance was reviewed with the Planning Commission at its regular March meeting. There have been no revisions to the document since that time. The Planning Commission conducted a Public Hearing at their April 6, 2017 regular meeting and there were no written or verbal comments received on the proposed Ordinance

Amendment.

The City Council introduced Ordinance #17-04 at its April 25, 2017 regular meeting and it is now eligible for adoption.

Funding Source:

This is being handled as part of Staff's regular duties.

Recommendation:

Both the Environmental Policy Board and the Planning Commission recommend adopting Ordinance #17-04 amending the irrigation standards.

Action:

Motion to waive the charter requirement to read the Ordinance aloud and to adopt Ordinance #17-04 eliminating the requirement for in-ground irrigation systems in any zoning district, and requiring any newly installed irrigation system to include rain sensors and water efficient technology systems.

Roll Call
Councilmember Riley
Councilmember Shryock
Councilmember Williams
Councilmember Kuzma
Councilmember Letourneau
Councilmember Johns
Mayor Strommen

Attachments

Redlined City Code Sections
EPB Meeting Minutes Dated January 18, 2017
EPB Meeting Minutes Dated February 22, 2017
Planning Commission Meeting Minutes Dated March 2, 2017
DRAFT Planning Commission Meeting Minutes Dated April 6, 2017
DRAFT City Council Meeting Minutes Dated April 25, 2017
Ordinance #17-04

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	05/04/2017 09:50 AM
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:17 PM
Form Started By: Chris Anderson		Started On: 05/01/2017 11:22 AM
Final Approval Date: 05/04/2017		

Sec. 117-111. - R-1 Residential District.

(g) *General R-1 residential performance standards.*

(1) *Fences.*

a. *Height.* Fencing or walls (except retaining walls) located in the required front yard setback shall not exceed four feet in height except for "ornamental fences" as defined in section 117-1. Fencing or walls located in the side or rear yard shall not exceed eight feet in height. A zoning permit is required for all fences that are not addressed by the Minnesota State Building Code.

b. *Materials and construction.* Fences shall be constructed in a workmanlike manner and of substantial material reasonably suited for its intended purpose. Fencing material shall consist only of wood, chain link, wrought iron, maintenance free vinyl, aluminum, or steel. Any other material must be approved by the zoning administrator prior to installation.

1. No boards, planks, or panels shall be larger than 12 inches in width.

2. Link fences shall be constructed such that no barbed ends shall be at the top.

(i) Agricultural uses.

A. Fences may be constructed of barbless wire or have the capability to carry an electric charge to accommodate agricultural activities and the raising of livestock and animals as defined by chapter 10, Animals. Lots of record as of July 1, 2002, within the MUSA that are currently used for agricultural activities or the raising of livestock and animals also qualify under this provision.

B. Electric fences must be set back a minimum of three feet from property lines and must be posted as being electric.

C. A sketch drawing shall be submitted to the city showing the proposed location of an electric fence.

3. Fence framing must face inward on the fence owner's lot.

c. *Location.* Fencing must be located 100 percent on the fence owner's lot and it is the responsibility of the fence owner to accurately locate property boundaries.

1. For corner lots, no fence shall be located within the vision clearance triangle as described in section 117-348.

2. The zoning administrator may require the owner of the property upon which a fence will be constructed to establish the boundary lines of the property by a survey thereof to be made by any registered land surveyor.

(2) *Garbage receptacle storage.* Outdoor garbage receptacles serving multifamily units must be in either the rear or side yard and must be screened from public view and adjacent lots.

(3) *Lot landscaping.*

a. *Number of plantings.* The minimum number of overstory trees on any given lot shall be as required below:

Required planting types	Required number of plantings
Overstory deciduous/coniferous trees	2 trees per dwelling unit

b. *Minimum size of plantings.* Required trees shall be of the following minimum planting size:

Planting Type	Size
Deciduous trees	1-inch diameter as measured six inches above ground
Coniferous trees	5 feet in height

c. *Planting types.* Acceptable plantings shall be determined by the city planting schedule. The compliment of trees fulfilling the landscaping requirements shall not be less than 25 percent deciduous and not less than 25 percent coniferous.

(4) *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

a. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

b. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

(5) *Lighting.* Lighting used to illuminate an off-street parking area, sign or structure, shall be arranged to deflect light away from adjacent residential districts or public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) shall be directed so that the bulb is not visible from off the property where the light source is located.

(~~5~~6) *Exterior building materials.* The type of building materials used on exterior walls on all structures in the R-1 Residential District shall be face brick, natural stone, stucco, aluminum, steel, or vinyl siding, wood, masonite products or other compatible residential materials that may be approved by the city.

Sec. 117-112. - R-2 Residential District.

(e) *General R-2 residential performance standards.*

(6) *Lot landscaping.*

a. *Minimum landscaping requirements.* All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the lot. A reasonable attempt should be made to preserve as many existing trees as practicable in order to incorporate the trees into the development.

b. *Minimum planting requirements.* The minimum number of plantings required shall be determined based on crown or canopy cover. To fulfill the planting requirements, a combination of trees and shrubs shall meet or exceed the minimum required canopy cover square footage. The minimum canopy cover shall be calculated as follows:

1. Determine ratio of impervious area to entire site area.
2. Multiply the impervious area/site area ratio by the square footage of the pervious area to calculate the required canopy cover square footage for the project area.
3. The following formula shall be utilized to determine the average canopy cover of a species:

   [(Minimum + Maximum Spread) ÷ 4] ^{2} × π × (0.65 for preferred species or 0.50 for acceptable species, as identified in the Ramsey Tree Book).

c. *Minimum size of plantings.* Required trees shall be of the following minimum planting size:

Planting Type	Size
Deciduous trees	1-inch diameter as measured six inches above ground
Coniferous trees	5 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1-inch diameter as measured six inches above ground

d. *Planting types.* Acceptable and preferred plantings shall be identified in the Ramsey Tree Book. The compliment of trees fulfilling the landscaping requirements shall not be less than 25 percent deciduous and not less than 25 percent coniferous. No more than 25 percent of the canopy cover requirements shall be fulfilled with the use of shrubs and ornamental trees.

e. *Irrigation.* If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~All landscaped areas shall include underground irrigation systems. Exceptions to this requirement include natural areas that are left undisturbed.~~

f. *Open space.* Each townhouse development shall have at a minimum, 40 percent open space for the enjoyment of its residents that may be held as private lots or in common areas. Qualifying areas include grassed lawns, landscape areas, gardens, natural areas, landscape rock, mulch, wetlands, and ponding areas. Of the 40 percent open space, ten percent is to be dedicated as an identifiable common area for use by residents of the development.

Sec. 117-113. - R-3 Residential District.

(e) *General R-3 residential performance standards.*

(5) *Lot landscaping.*

a. *Minimum landscaping requirements.* All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the lot. A reasonable attempt should be made to preserve as many existing trees as practicable in order to incorporate the trees into the development.

b. *Minimum planting requirements.* The minimum number of plantings required shall be determined based on crown or canopy cover. To fulfill the planting requirements, a combination of trees and shrubs shall meet or exceed the minimum required canopy cover square footage. The minimum canopy cover shall be calculated as follows:

1. Determine ratio of impervious area to entire site area.
2. Multiply the impervious area/site area ratio by the square footage of the pervious area to calculate the required canopy cover square footage for the project area.
3. The following formula shall be utilized to determine the average canopy cover of a species:

   [(Minimum + Maximum Spread) ÷ 4] ^{2} × π × (0.65 for preferred species or 0.50 for acceptable species, as identified in the Ramsey Tree Book).

c. *Minimum size of plantings.* Required trees shall be of the following minimum planting size:

	Size
Deciduous trees	1-inch diameter as measured six inches above ground
Coniferous trees	5 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1-inch diameter as measured six inches above ground

d. *Planting types.* Acceptable and preferred plantings shall be identified in the Ramsey Tree Book. The compliment of trees fulfilling the landscaping requirements shall not be less than 25 percent deciduous and not less than 25 percent coniferous. No more than 25 percent of the canopy cover requirement shall be fulfilled with the use of shrubs and ornamental trees.

~~e.~~ e. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~*Irrigation.* All landscaped areas shall include underground irrigation systems. Exceptions to this requirement include natural areas that are left undisturbed.~~

f. *Open space.* Each townhouse development shall have at a minimum, 40 percent open space for the enjoyment of its residents that may be held as private lots or in common areas. Qualifying areas include grassed lawns, landscape areas, gardens, natural areas, landscape rock, mulch, wetlands, and ponding areas. Of the 40 percent open space, ten percent is to be dedicated as an identifiable common area for use by residents of the development.

Sec. 117-114. - B-1 General Business District.

(e) *Standards.* (Also refer to article II, division 6 of this chapter for general performance standards.)

(14) Landscaping and buffering.

a. Site landscaping.

1. Minimum landscaping requirements. All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the site. A reasonable attempt should be made to preserve as many existing trees as is practicable and to incorporate them into the development. For each existing significant tree retained one overstory tree can be deducted from the minimum requirements.

2. Number of plantings. The minimum number of overstory trees on any given site shall be as indicated below. These are minimum requirements that are typically supplemented with other understory trees, shrubs, flowers and ground covers deemed appropriate for a complete quality landscape treatment of a site.

	Business Districts
Deciduous/coniferous trees	1 per 50 lineal feet of site perimeter, or 1 tree per 1,000 square feet of building footprint, whichever is greater. For expansions to buildings, 1 additional tree is required for each 1,000 square feet of additional building footprint area.
Shrubs	1 per 30 feet of site perimeter or 1 per 300 square feet of building footprint area, whichever is greater.

3. Minimum size of plantings. Landscaping material shall be of the following minimum planting size:

Landscape Material	Size
Deciduous trees	2.5 inches diameter as measured three feet above ground
Coniferous trees	6 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1.5 inches diameter as measured three feet above ground

4. Planting types.

   (i) Acceptable plantings shall be determined by the City of Ramsey Tree Book.

   (ii) The compliment of trees fulfilling the landscaping requirements shall be not less than 25 percent deciduous and lot less than 25 percent coniferous. No more than 25 percent of the required plantings shall consist of ornamental trees.

   (iii) For every 35 feet of public road frontage, one overstory tree shall be planted on the private property adjacent to the public road right-of-way.

b. *Topsoil.* All exposed ground areas of a site not occupied by building, parking or storage, excluding natural areas that are left undisturbed, shall be covered with four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348.

c. Sodding and ground cover. All areas not otherwise improved in accordance with approved site plans shall be finished with sod up to the edge of improved streets. Any alternative to the sod requirement shall require city council approval.

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~Irrigation.~~

~~1. All landscaping areas required under this section shall include underground irrigation systems.~~

~~2. Exceptions include natural areas that are left undisturbed.~~

Sec. 117-115. - B-2 Highway Business District.

(e) *Standards.* (Also refer to article II, division 6 of this chapter for general performance standards).

(16) Landscaping and buffering.

a. Site landscaping.

1. Minimum landscaping requirements. All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the site. A reasonable attempt should be made to preserve as many existing trees as is practicable and to incorporate them into the development. For each existing significant tree retained one overstory tree can be deducted from the minimum requirements.

2. Number of plantings. The minimum number of overstory trees on any given site shall be as indicated below. These are minimum requirements that are typically supplemented with other understory trees, shrubs, flowers and ground covers deemed appropriate for a complete quality landscape treatment of a site.

	Business Districts
Deciduous/coniferous trees	1 per 50 lineal feet of site perimeter or 1 tree per 1,000 square feet of building footprint area, whichever is greater. For expansions to buildings, 1 additional tree is required for each 1,000 square feet of additional building area.
Shrubs	1 per lineal feet of site perimeter or 1 per 300 square feet of building footprint area, whichever is greater.

3. Minimum size of plantings. Landscaping material shall be of the following minimum planting size:

Landscape Material	Size
Deciduous trees	2.5 inches diameter as measured three feet above ground
Coniferous trees	6 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1.5 inches diameter as measured three feet above ground

4. Planting Types.

   (i) Acceptable plantings shall be determined by the City of Ramsey Tree Book.

   (ii) The compliment of trees fulfilling the landscaping requirements shall be not less than 25 percent deciduous and not less than 25 percent coniferous. No more than 25 percent of the required plantings shall consist of ornamental trees.

   (iii) For every 35 feet of public road frontage, one overstory tree shall be planted on the private property adjacent to the public road right-of-way.

b. *Topsoil.* All exposed ground areas of a site not occupied by building, parking or storage, excluding natural areas that are left undisturbed, shall be covered with four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348.

c. Sodding and ground cover. All areas not otherwise improved in accordance with approved site plans shall be finished with sod up to the edge of improved streets. Any alternative to the sod requirement shall require city council approval.

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~Irrigation.~~

~~1. All landscaping areas required under this section shall include underground irrigation systems.~~

~~2. Exceptions include natural areas that are left undisturbed.~~

Sec. 117-116. - E-2 Employment District.

(e) *Standards.* (Also refer to article II, division 6 of this chapter for general performance standards).

(3) Landscaping and buffering.

a. Site landscaping.

1. Minimum landscaping requirements. All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the site. A reasonable attempt should be made to preserve as many existing trees as is practicable and to incorporate them into the development. For each existing significant tree retained one overstory tree can be deducted from the minimum requirements.

2. Number of plantings. The minimum number of overstory trees on any given site shall be as indicated below. These are minimum requirements that are typically supplemented with other understory trees, shrubs, flowers and ground covers deemed appropriate for a complete quality landscape treatment of a site.

Type	Number of Plantings
Deciduous/coniferous trees	1 per 50 lineal feet of site perimeter or 1 tree per 1,000 square feet of building footprint area, whichever is greater. For expansions to buildings, 1 tree is required for each 1,000 square feet of additional building footprint area.
Shrubs	1 per 30 lineal feet of site perimeter or 1 per 300 square feet of building footprint area, whichever is greater.

3. Minimum size of plantings. Landscaping material shall be of the following minimum planting size:

Type	Size
Deciduous trees	2.5 inches diameter as measured three feet above ground
Coniferous trees	6 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1.5 inches diameter as measured three feet above ground

4. Planting types.

(i) Acceptable plantings shall be determined by the City of Ramsey Tree Book.

(ii) The compliment of trees fulfilling the landscaping requirements shall be not less than 25 percent deciduous and lot less than 25 percent coniferous. No more than 25 percent of the required plantings shall consist of ornamental trees.

(iii) For every 35 feet of public road frontage, one overstory tree shall be planted on the private property adjacent to the public road right-of-way.

b. *Topsoil.* All exposed ground areas of a site not occupied by building, parking or storage, excluding natural areas that are left undisturbed, shall be covered with four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348.

c. Sodding and ground cover. All areas not otherwise improved in accordance with approved site plans shall be finished with sod up to the edge of improved streets. Any alternative to the sod requirement shall require city council approval.

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~Irrigation.~~

~~1. All landscaping areas required under this section shall include underground irrigation systems.~~

~~2. Exceptions include natural areas that are left undisturbed.~~

Sec. 117-117. - E-1 Employment District.

(e) *Standards.* (Also refer to article II, division 6 of this chapter for general performance standards)

(3) *Landscaping and buffering.*

a. *Site landscaping.*

1. *Minimum landscaping requirements.* All open space areas of a lot which are not used or improved for required parking areas, drives or storage shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the site. A reasonable attempt should be made to preserve as many existing trees as is practicable and to incorporate them into the development. For each existing significant tree retained one overstory tree can be deducted from the minimum requirements.

2. *Number of plantings.* The minimum number of overstory trees on any given site shall be as indicated below. These are minimum requirements that are typically supplemented with other understory trees, shrubs, flowers and ground covers deemed appropriate for a complete quality landscape treatment of a site.

Type	Number of Plantings
Deciduous/coniferous trees	1 per 50 lineal feet of site perimeter or 1 tree per 1,000 square feet of building footprint area, whichever is greater. For expansions to buildings, 1 tree is required for each 1,000 square feet of additional building footprint area.
Shrubs	1 per 30 lineal feet of site perimeter or 1 per 300 square feet of building footprint area, whichever is greater.

3. *Minimum size of plantings.* Landscaping material shall be of the following minimum planting size:

Type	Size
Deciduous trees	2.5 inches diameter as measured three feet above ground
Coniferous trees	6 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1.5 inches diameter as measured three feet above ground

4. *Planting types.*

   (i) Acceptable plantings shall be determined by the City of Ramsey Tree Book.

   (ii) The compliment of trees fulfilling the landscaping requirements shall not be less than 25 percent deciduous and lot less than 25 percent coniferous. No more than 25 percent of the required plantings shall consist of ornamental trees.

   (iii) For every 35 feet of public road frontage, one overstory tree shall be planted on the private property adjacent to the public road right-of-way.

b. Topsoil. All exposed ground areas of a site not occupied by building, parking or storage, excluding natural areas that are left undisturbed, shall be covered with four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348.

c. *Sodding and ground cover.* All areas not otherwise improved in accordance with approved site plans shall be finished with sod up to the edge of improved streets. Any alternative to the sod requirement shall require city council approval.

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

   1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

   2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~*Irrigation.*~~

~~1. All landscaping areas required under this section shall include underground irrigation systems.~~

~~2. Exceptions include natural areas that are left undisturbed.~~

Sec. 117-120. - H-1 Highway 10 Business District.

(e) *Standards.* (Also refer to article II, division 6 of this chapter for general performance standards.)

(14) Landscaping and buffering.

a. Site landscaping.

1. Minimum landscaping requirements. All open space areas of a lot which are not used or improved for required parking areas, drives or display areas shall be landscaped with a combination of overstory trees, ornamental trees, shrubs, flowers, ground cover, decorative walks, or other similar site design materials in a quantity and placement suitable for the site. A reasonable attempt should be made to preserve as many existing trees as is practicable and to incorporate them into the development. For each existing significant tree retained one overstory tree can be deducted from the minimum requirements.

2. Number of plantings. The minimum number of overstory trees on any given site shall be as indicated below. These are minimum requirements that are typically supplemented with other understory trees, shrubs, flowers and ground covers deemed appropriate for a complete quality landscape treatment of a site.

	Business Districts
Deciduous/coniferous trees	1 per 50 lineal feet of site perimeter or 1 tree per 1,000 square feet of building footprint area, whichever is greater. For expansions to buildings, 1 additional tree is required for each 1,000 square feet of additional building footprint area.
Shrubs	1 per 30 lineal feet of site perimeter or 1 per 300 square feet of building footprint area, whichever is greater.

3. Minimum size of plantings. Landscaping material shall be of the following minimum planting size:

Landscape Material	Size
Deciduous trees	2.5 inches diameter as measured three feet above ground
Coniferous trees	6 feet in height
Deciduous shrubs	2 feet in height
Evergreen shrubs	2 feet in height or 2 feet in width, whichever applies
Ornamental trees	1.5 inches diameter as measured three feet above ground

4. Planting types:

   (i) Acceptable plantings shall be determined by the City of Ramsey Tree Book.

   (ii) The compliment of trees fulfilling the landscaping requirements shall be not less than 25 percent deciduous and lot less than 25 percent coniferous. No more than 25 percent of the required plantings shall consist of ornamental trees.

   (iii) For every 35 feet of public road frontage, one overstory tree shall be planted on the private property, adjacent to the public road right-of-way.

b. *Topsoil.* All exposed ground areas of a site not occupied by building, parking or storage, excluding natural areas that are left undisturbed, shall be covered with four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348.

c. Sodding and ground cover. All areas not otherwise improved in accordance with approved site plans shall be finished with sod up to the edge of improved streets. Any alternative to the sod requirement shall require city council approval.

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~Irrigation.~~

~~1. All landscaping areas required under this section shall include underground irrigation systems.~~

~~2. Exceptions include natural areas that are left undisturbed.~~

Sec. 117-121. - B-3 Business District.

(g) *Standards.*

(2) *Performance standards.*

a. *Building design.* Building massing shall be varied throughout the development site and should include building components such as columns, articulated rooflines and facades, specialized window and door treatments, and unique architectural details. A common architectural theme shall be employed throughout the development site, with an emphasis on integration of color, style, and materials between buildings.

b. *Building materials.* All exterior wall surfaces shall be brick, glass, stone, stucco, or pre-cast concrete units whose surface has been integrally treated with an applied decorative material, texture, or color. Other exterior materials may be used as approved by the planning commission and city council. Exterior materials shall not include smooth-faced concrete block, steel panels, fiberglass or vinyl siding. The use of metal for architectural accents may be permitted. A color palette for all materials shall be included in the site plan submittal.

1. At least 50 percent of the front facade and street-facing facades must be comprised of brick.

2. Windows must be utilized extensively on the front facade of all buildings to allow visual access into the store. Windows are also required on all facades with street frontage. For buildings where this is not feasible, additional architectural details and/or landscaping will be required.

c. *Building orientation.* Buildings should be oriented to face public streets where possible. When this is not possible, additional landscaping and/or improved building design will be required to improve street-facing facades. Multiple buildings are permitted on one lot, if approved as part of the master plan.

d. *Street system.* The street system internal to the development site is an essential element of the master plan. The new system must connect to existing city streets.

e. *Pedestrian circulation/sidewalks/trails.* A comprehensive pedestrian network is required in the overall master plan for this zoning district. While this zoning district is intended to accommodate larger-scale retail uses, safe pedestrian access is required throughout the zoning district and between the district and adjacent neighborhoods. Sidewalks are required on both sides of all streets within the zoning district. Crosswalks are required where all sidewalks meet the street and shall be indicated with paver bricks or integrally-treated pavement rather than paint.

f. Landscaping. The master plan shall include a landscape plan for the entire development site. Landscaping shall be integrated throughout the site and shall include a combination of overstory trees, ornamental trees, shrubs, flowers (planting beds and raised planters), ground cover, and other landscaping elements. The required number of plantings will be site specific and will be determined largely by the total pervious area of a site. Landscaping should be used to soften and shade parking areas, line sidewalks and streets, accent building entrances, and break up large building facades. Plant selection should focus on functionality and take into account characteristics such as tolerance of soil compaction, poor drainage, and deicing salts. All landscaping shall be over at least four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

~~*Landscaping.* The master plan shall include a landscape plan for the entire development site. Landscaping shall be integrated throughout the site and shall include a combination of overstory trees, ornamental trees, shrubs, flowers (planting beds and raised planters), ground cover, and other landscaping elements. The required number of plantings will be site specific and will be determined largely by the total pervious area of a site. Landscaping should be used to soften and shade parking areas, line sidewalks and streets, accent building entrances, and break up large building facades. Plant selection should focus on functionality and take into account characteristics such as tolerance of soil compaction, poor drainage, and deicing salts. All landscaping shall be over at least four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348, and all landscaped areas shall include underground irrigation systems.~~

g. *Stormwater.* The master plan shall include a stormwater plan for the entire development site. In addition to traditional stormwater management methods, low impact development (LID) strategies are encouraged throughout the development site, particularly in parking areas. Such methods might include special soil systems, pervious pavements, storm ceptors, underground storage, and bio-retention strips and cells (rain gardens).

h. *Parking areas.* A parking plan shall be included as part of the master site plan submittal. Parking lots, stalls, and drive accesses shall be designed to accommodate a variety of vehicle sizes and turning movements.

i. *Building service areas (loading docks, trash storage and removal).* Such areas shall be internal to the building wherever possible and in all cases constructed of the same exterior materials and screened from adjacent lots, public streets, and building entrances.

j. *Mechanical equipment.* All mechanical equipment associated with buildings must be completely screened from view, whether located on the roof or ground level.

k. *Outdoor storage.* All storage, including open storage, storage in containers, trailers, or similar enclosures, is prohibited, except as permitted under subsection (f) of this section.

l. *Lighting.* A lighting plan shall be included as part of the master plan submittal. Lighting must be used to illuminate off-street parking areas, signs, structures, and pedestrian walkways. The scale of lighting fixtures must be appropriate to the scale of what is proposed to be lighted. Fixtures must be arranged so that the bulb is not visible from outside the area proposed to be lighted by that fixture.

m. *Signs.* A sign plan shall be included as part of the master plan submittal. No temporary signs are permitted anywhere in the zoning district.

(Code 1978, § 9.20.28; Ord. No. 06-29, 8-8-2006; Ord. No. 07-04, 2-13-2007; Ord. No. 09-06, § 2(9.20.28), 4-28-2009; Ord. No. 10-04, § 2, 4-13-2010; Ord. No. 11-09, § 2, 6-28-2011)

ENVIRONMENTAL POLICY BOARD
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

On Wednesday, January 18, 2017, the Environmental Policy Board (EPB) met in the Lake Itasca Conference Room at the Ramsey Municipal Center, 7550 Sunwood Drive N.W., Ramsey, Minnesota.

Members Present:	Chairperson Thomas Stodola (arrived at 6:34 p.m.) Board Member Colleen Anderson Board Member Reid Bernard Board Member Jane Covart Board Member Lucas Trossen Board Member Michael Valentine
Members Absent:	Board Member Michael Hiatt
Also Present:	City Planner Chris Anderson Councilmember John LeTourneau

1. CALL TO ORDER

Vice Chairperson Valentine called the meeting to order at 6:32 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Board Member Covart and seconded by Board Member Bernard to approve the agenda as submitted.

Motion carried. Voting Yes: Vice Chairperson Valentine, Board Member Covart, Bernard, Anderson, and Trossen. Voting No: None. Absent: Commissioner Hiatt and Chairperson Stodola.

4. APPROVE MINUTES

4.01: Approve Meeting Minutes December 19, 2016

Motion by Board Member Covart and seconded by Board Member Trossen to approve the regular meeting minutes dated December 19, 2016.

Motion carried. Voting Yes: Vice Chairperson Valentine, Board Member Covart, Trossen, Anderson, and Bernard. Voting No: None. Absent: Commissioner Hiatt and Chairperson Stodola.

5. POLICY BOARD BUSINESS

5.01: Receive Presentation on Irrigation System Components and an Overview of Incentive Programs

City Planner Anderson introduced the topic and guest speaker Russ Jundt of Conserva Irrigation, and stated that Mr. Jundt would provide a presentation on water conserving technologies available for irrigation systems and an overview of Minnesota Nursery and Landscape Association (MNLA) incentive/rebate programs that encourage use of these newer technologies.

Russ Jundt, Conserva Irrigation, shared a presentation that outlined his background and explained water conservation as it relates to irrigation in residential, commercial, and municipal areas with over 46 million residential irrigation systems nationwide. He stated irrigation systems waste more water than any other source.

Councilmember John LeTourneau asked if the waste comes from systems not being designed properly.

Mr. Jundt explained components are very inexpensive and that every head needs to be check-valved, which is not an expensive upgrade. He said zoning needs to be done per micro-climates and that a smart controller is much better than a simple timer in saving water. He shared a sketch outlining zones versus time watering and explained how less watering is needed in April versus August which results in massive overwatering. Mr. Jundt explained how rain sensors operate like a "snooze alarm" and shuts off but then returns to programmed time resulting in overwatering. He said smart controllers can be programmed based on weather data by zip code which saves substantial amounts of water and shared an example in a Hugo homeowners association where over 2,200 sprinkler heads were broken in their 7,800 head system.

Mr. Jundt shared changing industry dynamics including landscaping demand, control consumption, increased pricing, fines, and penalties and said most water wasted is through irrigation systems. He shared how smart controllers can reduce water usage by 40-60% and that they developed a proprietary system where low scores provide motivation. He shared their partnerships with Toro and The Wyland Foundation which are dedicated to water conservation.

Mr. Jundt displayed samples of ET sensors and controllers and outlined the Metropolitan Council's water efficiency grant program and cities who offer rebates, adding the return on investment for commercial systems can be seen in days and residential systems within one to two seasons.

City Planner Anderson asked if ET sensors are different than soil moisture sensors.

Mr. Jundt said ET sensors are different as they operate based on 40 years of weather data.

Board Member Trossen inquired about the life expectancy of these controllers.

Mr. Jundt replied controllers are warrantied up to five years and that data is updated every year.

Chairperson Stodola asked how much would be added to a system in new construction.

Mr. Jundt said smart controllers cost $250-350 more than standard controllers on new installations.

Board Member Anderson clarified the total additional cost for an existing system to be retrofitted would be $475-675 and asked if one system is better than another.

Mr. Jundt said a system that includes a smart controller with an ET sensor would be better than just a soil moisture sensor and would result in the City saving a lot in water.

Informational; no action required.

5.02: Receive Update from Anoka County Community Health and Environmental Services Department related to Water Resources

City Planner Anderson introduced Bret Biernat, Anoka County Environmental Services (ACES) who would provide an update on water related initiatives/activities.

Mr. Biernat, ACES, shared his background beginning in 1991 with the ground water management act established in 1989 to address watershed management issues and creating the groundwater protection plan. He reviewed priorities and said Anoka County created a task force to prioritize water, including coordination of water resources protection and management. He said it is important not to work as silos and that Ramsey's citizen survey included very good scores rating the drinking water. Mr. Biernat reviewed the Board's priorities and outlined the County's Water Task Force statement as a committee charged with making water a priority. He said the wellhead protection act ensures no pollution sources and the Community Health Services Plan includes measurable goals such as well sealing to reduce pollution.

Mr. Biernat outlined the goal of reducing wells by two percent per year and to test private wells and collaborate better with all the organizations. He shared that the Irrigation Association has declared July as Smart Irrigation Month and reviewed community health issues including water quality and sustainable drinking water. Mr. Biernat shared how the County has provided water testing for homeowners since 1972 which is important from a public health standpoint and outlined how they can support the Board. He shared water conservation goals as a partner with WaterSense and the EPA and referred to their "KnowTheFlow" coordination tool website and outreach and education efforts. Mr. Biernat outlined drinking water protection and the Water Task Force focus and shared how the County can be an advocate for cities such as creating a well sealing video.

City Planner Anderson distributed a sign-up sheet for notification of Task Force meetings and offerings then referred to Ray Renner of Renner & Sons well drilling, who provided the Department of Health with well locations in Ramsey.

Mr. Biernat said the records were very helpful and that Mr. Renner's brother is on the Water Task Force.

City Planner Anderson shared how the City offers water testing kits at City Hall.

Mr. Biernat said he is pleased with this partnership as cities can distribute bottles for testing instead of plastic bags which provides better results.

City Planner Anderson inquired about WaterSense program obligations such as reporting requirements.

Mr. Biernat said an annual report is required for the EPA to promote water efficiency as a collaborative effort which could be done separately.

Mr. Jundt inquired about the fee for a water test.

Mr. Biernat said the cost is relatively inexpensive at $30 per test.

5.03: Consider DRAFT Ordinance #17-04 Eliminating the Requirement for In-Ground Irrigation in Multiple Zoning Districts

City Planner Anderson presented the staff report and draft ordinance to amend multiple sections of City Code to eliminate the in-ground irrigation requirement for multi-family and commercial/industrial projects. He explained this would not prohibit a project from including such a system, if they wished, but simply removes it as a required improvement. City Planner Anderson stated revisions can be made to this draft, if desired, based on the information received tonight about technological improvements to irrigation systems.

City Planner noted the proposed ordinance could be amended if the Board wishes to include language regarding smart technologies. He said due to the rescheduled meeting the public hearing notice deadlines could not be met so if brought forward the ordinance now it would be discussed at the March Planning Commission with Council consideration in March or possibly April. City Planner Anderson asked Mr. Jundt if the State Statute requirement refers to rain sensors only as it seems that it could be interpreted to require smart technologies.

Mr. Jundt said the Statute's intention was for rain sensors but the legislation is looking at broadening language to include any device affected by rain.

Chairperson Stodola said the ordinance drafted satisfies our direction and asked if staff is requesting the Board go further by requiring different technologies.

City Planner Anderson said that he was not requesting that but thought it should be discussed based on input from the Board last month. He said the timing would provide for an opportunity to include ET sensors, smart controllers, moisture control sensors and other technologies if the Board desired.

Chairperson Stodola confirmed the recommendation of incentives.

City Planner Anderson said staff intended that language would be formalized after the evening's discussion on Item 5.01 so staff will bring forward an outline for incentive programs for both retrofits and new systems and could include irrigation as well as indoor appliances and fixtures at a future meeting. He noted they now understand that outdoor water conservation provides the most return but that the Board could expand any type of rebate program.

Board Member Anderson said she would like to see incentives rather than rebates as it would provide better participation.

Chairperson Stodola said he is not advocating for incentivizing upgrades but would prefer language requiring smart sensors, ET sensor, etc. for new construction and at incentivizing retrofitting existing system.

Board Member Bernard agreed.

Board Member Trossen said he supported eliminating the requirement for systems but if someone is going to install a new system it should be water efficient.

Board Member Valentine agreed, stating the return on investment is huge.

City Planner Anderson noted an in-ground irrigation system is not required for single family home construction and asked for an estimate for multi-family/homeowner associations, and commercial/industrial projects.

Mr. Jundt said the cost is usually not much more and noted the return on investment for large systems is much quicker because of the larger water source.

Board Member Anderson referred to the need for fees and inspections and asked how we guarantee the system works.

City Planner Anderson said irrigation permits are currently required to ensure backflow preventers are installed but agreed that this is something that will need to be reviewed in greater detail.

Board Member Anderson suggested the requirements be included as part of the Certificate of Occupancy process.

Chairperson Stodola said more research is needed.

Board Member Covart confirmed the proposed ordinance is for new construction only for multi-family and homeowners associations.

City Planner Anderson said once the Board reaches consensus staff can include language on permitting processes.

Chairperson Stodola said the overall goal is to use less water and that he wants to be bold in their recommendation.

Board Member Trossen agreed, stating pricing makes this action obvious and suggested an incentive for retrofit.

City Planner Anderson said staff will develop an ordinance outlining requirements for single family, multi-family, commercial, and industrial projects. A potential incentive program for retrofitting existing systems will be explored and brought back at a future meeting.

Chairperson Stodola clarified incentives will not be included in the ordinance amendment but instead Staff will work to develop a program for retrofitting existings systems.

It was the consensus of the Environmental Policy Board to bring forward an ordinance for Council consideration outlining irrigation system requirements for all properties, including single family, multi-family, commercial, and industrial and separately develop an incentive program to encourage retrofitting existing irrigation systems with more water efficient components.

Mr. Jundt said he would offer proposed language for the ordinance and applauded the Board for their work in water conservation.

Board Member Valentine referred to revenue loss due to this ordinance.

City Planner Anderson said staff will discuss those implications with the Finance and Public Works Departments.

Chairperson Stodola said with discussions of constructing an additional treatment plant this action could potentially delay that need.

Mr. Biernat said this action could delay some demand costs and allow the City to work together with Nowthen and Oak Grove when they are ready for increased water needs.

Board Member Anderson asked who pays for the rebates.

City Planner Anderson said grant programs could potentially be renewed or similar programs created.

Board Member Anderson asked if this type of proposal is typical throughout the country.

Mr. Jundt said no as California's need is much higher. He added the City of Andover odd/even water restrictions do not apply if a homeowner's system includes a smart controller.

Board Member Anderson said Metropolitan Council grants need to be included in these discussions.

City Planner Anderson noted that the decision not to participate in past grant opportunities was based on the lack of staff resources to administer the program.

Chairperson Stodola asked that direction could be changed.

City Planner Anderson said the direction could potentially be changed if the program is renewed.

5.04: Review Concept Plan and Mandatory Environmental Review for Pearson Farm Residential Development

City Planner Anderson presented the staff report, noting the City received a Concept Plan for the potential future residential development currently named Pearson Farm. If approved, it could result in approximately 350 new housing units on City services. Due to its scale and size, the project will be subject to an Environmental Assessment Worksheet (EAW).

City Planner Anderson noted the EAW process takes 2-3 months to review and could result in the need for an Environmental Impact Statement (EIS). He said the Board will have a significant role in the EAW review and will include support of a planning consultant who focuses on EAWs. He asked if the Board had any comments otherwise prior to the review and stated this will be a complex process including navigation with the public. He added that the Environmental Quality Board is looking for volunteers for their review panel on how this process can be improved and to let him know if any Board Members are interested in being involved.

Board Member Trossen inquired about the developer.

City Planner Anderson said the developer is Capstone Homes and the property owner is Al Pearson. He said Capstone Homes is located in Ramsey and has experience in the City with closing out the Brookfield project. He said Capstone Homes has proven to be a good developer and that the proposed 350 units will be phased over a number of years.

Chairperson Stodola asked what type of housing the developer proposes.

City Planner Anderson said although they have not received a formal application the project would include both single and multi-family homes with multi-family on the north and south portions and single-family in between with a community building and small neighborhood parks.

Board Member Covart inquired about road improvements.

City Planner Anderson said road improvements are planned for Bunker Lake Boulevard and Puma Street with a proposed second connection to Alpine Drive.

Informational; no action required.

6. BOARD / STAFF INPUT

- **Pilot Program for Collecting Extra Cardboard over Holidays**

City Planner Anderson advised the implemented pilot program with ACE Solid Waste for cardboard collection was very popular. He stated over the three weeks it was available, the 20-yard container was dumped four times. He said the effort was at no cost to the City to gauge how well it would be utilized and was successful with a total of over 2 tons of cardboard recycled with no illegal dumping. City Planner Anderson said staff will likely continue with this program over the holidays in the future.

City Planner Anderson stated the Board's February meeting will be rescheduled to Wednesday, February 22 due to the President's Day holiday.

7. ADJOURNMENT

Motion by Chairperson Stodola and seconded by Board Member Valentine to adjourn the meeting.

The meeting adjourned at 8:53 p.m.

Respectfully submitted,

_____
Chris Anderson
City Planner

ATTEST:

_____
JoAnn Shaw
Community Development Secretary

Drafted by Cathy Sorensen
TimeSaver Off Site Secretarial, Inc.

5.02: Consider Draft Ordinance Amendment Addressing Irrigation Requirements

City Planner Anderson presented the staff report. He stated that over the past two months, the Board has discussed a potential ordinance amendment regarding irrigation requirements for multi-family and commercial/industrial developments. He stated that based on the discussed at the January meeting, staff has updated a draft ordinance that eliminates the irrigation requirement and also stipulates that if an irrigation system is installed (including single family parcels), it must be equipped with a rain sensor, per state statute, as well as one or more water efficient technologies. This could include, but would not be limited to, a smart controller, soil moisture sensor(s), and/or an evapotranspiration (ET) sensor(s). He stated that this provides enough flexibility so that as future advances in water efficient irrigation technologies are developed, it will not require additional ordinance amendments. He noted that while not specifically included in the draft ordinance, it may be worth noting that this could be an opportunity to encourage more native landscaping within projects; noting that the Board would contemplate some sort of landscaping credit for projects incorporating a native grass and plant community. He noted that staff is not suggesting that this be contemplated as part of the draft ordinance but something that the Board may wish to keep in mind from a broader water conservation perspective. He noted that staff is still assessing how the water efficient requirement would be verified in the field and any potential action on the draft ordinance could be contingent upon finalizing an effective and efficient inspection methodology.

Board Member Anderson asked if there is some sense of how an inspection could occur.

City Planner Anderson stated that the building official did not say he could not do an inspection but simply stated that it would not fit in with an existing inspection. He stated that he believes that there is a way to fit in the inspection but simply wants to ensure that the proper methodology can be identified. He stated that he has heard positive comments from the staff members he has spoken with, noting that they all agree that it makes sense to have the sensors as a requirement.

Board Member Anderson asked whether staff would be looking for the sensor or ensure that it is functional during the inspection.

City Planner Anderson stated that staff is most likely going to check to ensure that it's installed.

Chairperson Stodola stated that he likes the language proposed as it provides flexibility for future technology that is developed. He asked if City Planner Anderson believed that the Council would agree with the vague language or whether they would like it more defined.

City Planner Anderson stated that there are specific examples listed, but the language simply leaves the door open for future technologies. He stated that if the Council is in agreement with the concept he did not believe that there would be a problem with the language.

Board Member Anderson noted that another option would be to use different language and state other approved technologies. She stated that she does prefer the language as proposed but was simply providing an alternative.

City Planner Anderson noted that City Attorney Langel has reviewed the language and approves of the proposed language. He confirmed the consensus of the Board to use the language as proposed and if there is a problem the alternate suggested could be used.

Motion by Chairperson Stodola and seconded by Board Member Covart to recommend adoption of Ordinance #17-04, Amending Multiple Sections of the Ramsey City Code Relating to Irrigation Requirements, contingent upon staff developing an efficient and effective inspection methodology.

Motion carried. Voting Yes: Chairperson Stodola, Board Member Covart, Anderson, Bernard, Trossen, and Valentine. Voting No: None. Absent: Board Member Hiatt.

It was the consensus of the Board to direct staff to vet out the opportunity to encourage more native landscaping within project, with the use of some sort of landscaping credit for projects incorporating a native grass and plant community; as well as the possibility to retrofit existing irrigation systems.

5.03: Consider Draft Ordinance Amendment Addressing Irrigation Requirements (Discussion Purposes Only)

Presentation

City Planner Anderson presented the staff report stating over the past two months, the Environmental Policy Board (EPB) has discussed a potential ordinance amendment regarding irrigation requirements for multi-family and commercial/industrial developments. The intention originally was simply to eliminate the City Code requirement that in-ground irrigation systems shall be installed in all multi-family and commercial/industrial projects. However, based on information received at their January meeting from a guest speaker, the EPB directed Staff to revise the DRAFT Ordinance so that it also stipulates that if an irrigation system is installed (including single family parcels), it shall be equipped with a rain sensor (per state statute) as well as one or more water efficient technologies. This could include, but would not be limited to, a smart controller, soil moisture sensor(s), and/or an evapotranspiration (ET) sensor(s). This provides enough flexibility so that as future advances in water efficient irrigation technologies are developed, it will not require additional ordinance amendments.

City Planner Anderson explained the cost of these 'smart', water efficient technologies has come down as they have become more commonplace. Again, based on input from a guest speaker from Conserva Irrigation, including a smart controller, for example, to a new irrigation system, only adds about $250 to $350 to the overall cost. It is more expensive to retrofit existing systems with the more water efficient technologies, approximately $650 to $750. However, the Return on Investment (ROI) for a standard residential system could be realized relatively quickly, maybe in as few as two to four years (and would be even quicker on larger, commercial systems).

City Planner Anderson reported as water supply continues to be a prominent concern for the City and as the 'smart' technologies become more commonplace (and therefore with prices coming down), the EPB believes that requiring water efficient technologies is appropriate. However, the EPB has also noted that they want to ensure that this is enforceable. Thus, staff is still assessing how the water efficient requirement could be verified in the field. At this time, it does not appear that it could be addressed through any existing inspection. Additional review is still needed on this aspect.

Commission Business

Chairperson Bauer supported the City being proactive on the City's water usage and its proper management.

Commissioner Anderson agreed.

Commissioner VanScoy also supported the City addressing this issue and asked if the proposed plan went far enough. He questioned if something other than sod should be considered in order to reduce the City's dependence on water.

City Planner Anderson stated this was an excellent point. He discussed a portion of City Code regarding the use of native plantings and how the City was working to address landscaping that required less chemicals and water. He indicated the EPB was hoping to get something in place prior to the 2017 construction season.

Chairperson Bauer thanked City Planner Anderson for the update on this item.

5.08: Public Hearing: Consider Ordinance #17-04 Amending Irrigation Requirements (Project #17-104)

Public Hearing

Chairperson Bauer called the public hearing to order at 8:58 p.m.

Presentation

City Planner Anderson presented the staff report stating during the early part of this year, the Environmental Policy Board (EPB) discussed a potential ordinance amendment regarding irrigation requirements for multi-family and commercial/industrial developments. The intention originally was simply to eliminate the City Code requirement that in-ground irrigation systems be installed in all multi-family and commercial/industrial projects. However, based on information received at their January meeting from a guest speaker, the EPB directed Staff to revise the Ordinance so that it also stipulates that *if* an irrigation system is installed (including single family parcels), it shall be equipped with a rain sensor (per state statute) as well as one or more water efficient technologies. This could include, but would not be limited to, a smart controller, soil moisture sensor(s), and/or an evapotranspiration (ET) sensor(s). This provides enough flexibility so that as future advances in water efficient irrigation technologies are developed, it will not require additional ordinance amendments. Staff reviewed the request further with the Commission and recommended approval.

Citizen Input

Commissioner Nosan asked if a residential homeowner needed a permit to install an irrigation system.

City Planner Anderson stated this was required by the State of Minnesota.

Motion by Commissioner Anderson, seconded by Commissioner Surma, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Brauer, Gengler, and Nosan. Voting No: None. Absent: Commissioner VanScoy.

Chairperson Bauer closed the public hearing closed at 9:02 p.m.

Commission Business

Motion by Commissioner Anderson, seconded by Commissioner Surma, to recommend that City Council adopt Ordinance #17-04 eliminating the requirement for in-ground irrigation systems in any zoning district and requiring any newly installed irrigation system to have one or more water efficient technologies.

DRAFT

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Surma, Brauer, Gengler, and Nosan. Voting No: None. Absent: Commissioner VanScoy.

DRAFT

7.10: Consider Introduction of Ordinance #17-04 Amending Irrigation Requirements (Project #17-104)

Community Development Director Gladhill reviewed the staff report and recommendation of the Environmental Policy Board (EPB) and Planning Commission to eliminate the requirement for in-ground irrigation systems in any zoning district and require newly installed irrigation systems to include rain sensors and water efficient technology systems. He stated the ordinance is eligible for adoption in May and that more detail will be provided then, adding this is a goal that would allow more flexibility in new development areas.

Motion by Councilmember Williams, seconded by Councilmember Kuzma, to Introduce Ordinance #17-04 An Ordinance Amending Multiple Sections of the Ramsey City Code Relating to Irrigation Requirements.

Motion carried. Voting Yes: Acting Mayor LeTourneau, Councilmembers Williams, Kuzma, Johns, Riley, and Shryock. Voting No: None. Absent: Mayor Strommen.

ORDINANCE #17-04
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN AMENDMENT TO CHAPTER 117 OF THE CITY CODE, WHICH CHAPTER IS KNOWN AS ZONING AND SUBDIVISIONS OF THE CITY CODE OF RAMSEY, MINNESOTA

AN ORDINANCE AMENDING MULTIPLE SECTIONS OF THE RAMSEY CITY CODE RELATING TO IRRIGATION REQUIREMENTS.

The City of Ramsey Ordains:

SECTION 1 AUTHORITY

This ordinance is adopted pursuant to and under the authority of the City Charter of the City of Ramsey.

SECTION 2 AMENDMENTS

Section 117-111. – R-1 Residential (g) (4) is amended as follows and the existing (4) and (5) are renumbered to (5) and (6):

(4) *Irrigation.* If a landscape irrigation system is provided, the system shall be equipped with the following:
   a. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
   b. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

Section 117-112. - R-2 Residential District (e) (6) e. is amended as follows:

e. *Irrigation.* If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

Section 117-113. – R-3 Residential District (e) (5) e. is amended as follows:

e. *Irrigation.* If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).

DRAFT

2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

Section 117-114. – B-1 General Business District (e) (14) d. is amended as follows:

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

Section 117-115. – B-2 Highway Business District (e) (16) d. is amended as follows:

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

Section 117-116. – E-2 Employment District (e) (3) d. is amended as follows:

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

Section 117-117. – E-1 Employment District (e) (3) d. is amended as follows:

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

DRAFT

Section 117-120. – H-1 Highway 10 Business District (e) (14) d. is amended as follows:

d. *Irrigation*. If a landscape irrigation system is provided, the system shall be equipped with the following:

2. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
3. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

Section 117-121. – B-3 Business District (g) (2) f. is amended as follows:

f. *Landscaping.* The master plan shall include a landscape plan for the entire development site. Landscaping shall be integrated throughout the site and shall include a combination of overstory trees, ornamental trees, shrubs, flowers (planting beds and raised planters), ground cover, and other landscaping elements. The required number of plantings will be site specific and will be determined largely by the total pervious area of a site. Landscaping should be used to soften and shade parking areas, line sidewalks and streets, accent building entrances, and break up large building facades. Plant selection should focus on functionality and take into account characteristics such as tolerance of soil compaction, poor drainage, and deicing salts. All landscaping shall be over at least four inches of topsoil, as defined in section 117-1, or an approved alternative as referenced in section 117-348. If a landscape irrigation system is provided, the system shall be equipped with the following:

1. Technology that inhibits or interrupts operation of the irrigation system during periods of sufficient moisture (rain sensor).
2. One or more water efficient technologies. This could include, but is not limited to, WasterSense labeled weather-based irrigation controllers, soil moisture sensors, and/or evapotranspiration (ET) sensors.

SECTION 3. SUMMARY

The following is the official summary of Ordinance #17-04, which has been approved by the City Council of the City of Ramsey as clearly informing the public of the intent and effect of the Ordinance.

It is the intent and effect of Ordinance #17-04 to amend Ramsey, Minnesota City Code Chapter 117 to eliminate the requirement for in-ground irrigation systems in all zoning districts and to specify that if an irrigation system is installed, it shall be equipped with a rain sensor as well as one or more water efficient technologies.

SECTION 4. EFFECTIVE DATE

The effective date of this Ordinance is thirty (30) days after its passage and publication, subject to City Charter Section 5.07.

Adopted by the Ramsey City Council the _____ day of _____, 2017.

DRAFT

_____
Mayor

ATTEST:

_____
City Clerk

Introduction Date:
Posting Dates:
Adoption Date:
Publication Date:
Effective Date:

DRAFT

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 5.**

Meeting Date: 05/09/2017

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #17-05-103 Approving Plans and Specifications and Authorizing Advertisements for Bids for Improvement Project #17-00, Sunwood Drive Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to Adopt Resolution #17-05-103 approving plans and specifications and authorizing advertisements for bids for Improvement Project #17-00, Sunwood Drive Reconstruction.

Background:

Attached is a set of final plans prepared by City staff for Improvement Project #17-00, Sunwood Drive Reconstruction.

The attached plans are generally consistent with the design represented in the Feasibility Report as approved by the City Council. The only significant difference is that 3 inches of existing bituminous pavement will no longer be milled and hauled off site. Rather, all existing bituminous pavement will be reclaimed and mixed with the existing aggregate base. Then 4 inches of reclaim material will be removed and hauled off site, after which the remaining 6 inches of reclaim material will be stabilized by incorporating an asphalt emulsion. This will allow 4 inches of new bituminous pavement to be placed on top of the stabilized base resulting in a stronger pavement section than previously existed, while maintaining existing elevations. The Feasibility Report only called for 5 inches of stabilized reclaim material.

This segment of Sunwood Drive is part of the City's Municipal State Aid System. The attached plans were reviewed and approved by MnDOT State Aid. Attached is a copy of State Aid's approval letter authorizing advancement of the project to construction.

The proposed project schedule is below.

May 9 – Approve Plans and Specifications / Authorize Ads for Bids
May 12 & 19 – Advertisements for Bids published
June 6 – Public bid opening
June 13 – Accept Bids / Award Contract
Late June / early July – Begin construction
September 1 – Substantial completion (open to traffic)

On April 18th, the Public Works Committee reviewed the plans and unanimously recommended Council approval of plans and authorization to advertise for bids.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Observations:

Staff has contacted all abutting property owners to inform them of the tentative project schedule outlined above, and to ensure them that access will remain open to their properties during construction.

Alternatives:

Alternative #1 – Motion approving plans and specifications and authorizing advertisements for bids for Improvement Project #17-00, Sunwood Drive Reconstruction.

Alternative #2 – Motion of other.

Funding Source:

The Feasibility Report had identified estimated costs of $607,000. The current engineer's estimate based on the attached plans is $571,539.48. The improvements are proposed to be funded using a combination of street reconstruction bond funds ($561,576.48) and storm water utility funds ($9,963). Special assessments are proposed to be levied against benefiting properties to pay for 25% of total project costs. The Assessment Hearing is tentatively scheduled for October 10, 2017.

Recommendation:

Staff recommends alternative #1.

Action:

Adopt Resolution #17-05-103 approving plans and specifications and authorizing advertisements for bids for Improvement Project #17-00, Sunwood Drive Reconstruction.

Attachments

Resolution 1705103

IP1700 Plans FINAL

MSA Approval Ltr

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:11 PM
Form Started By: Bruce Westby		Started On: 05/01/2017 10:23 AM
Final Approval Date: 05/04/2017		

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-05-103

RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND AUTHORIZING ADVERTISEMENTS FOR BIDS FOR IMPROVEMENT PROJECT #17-00, SUNWOOD DRIVE RECONSTRUCTION

WHEREAS, pursuant to Ramsey City Council resolution #16-08-139, adopted August 8, 2016, the City Engineer prepared a Feasibility Report for City Improvement Project #17-00 which proposes improvements to Sunwood Drive between Ramsey Boulevard/ County State Aid Highway 56 and Bunker Lake Boulevard/County Road 116 including reconstruction of bituminous pavement, replacement of damaged concrete curb and gutter, and other appurtenant work as needed; and

WHEREAS, pursuant to Ramsey City Council resolution #17-01-028, adopted January 24, 2017, the Feasibility Report was received and preliminarily accepted, pending input from impacted property owners, and a Public Hearing was ordered for February 14, 2017 to consider the proposed improvements for said street in accordance with the revised Feasibility Report; and

WHEREAS, pursuant to Ramsey City Council motions adopted February 14 and February 28, 2017, the Public Hearing was postponed until March 14, 2017; and

WHEREAS, benefiting properties are proposed to be assessed for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, Chapter 8 of the City Charter, applicable City codes, and the City of Ramsey's adopted Special Assessments Policy; and

WHEREAS, the City Clerk gave mailed and published notice of such hearing and improvements as required by law; and

WHEREAS, pursuant to Ramsey City Council resolution #17-03-057, adopted March 14, 2017, a Public Hearing was conducted, after which the Feasibility Report was accepted and the City of Ramsey Engineering Department was ordered to prepare final plans and specifications for the proposed improvements.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1. The Ramsey City Council hereby approves the final plans and specifications prepared by the City of Ramsey Engineering Department for the making of such improvements, and authorizes the advertisement of bids for the same improvements.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of May, 2017.

_____
Mayor

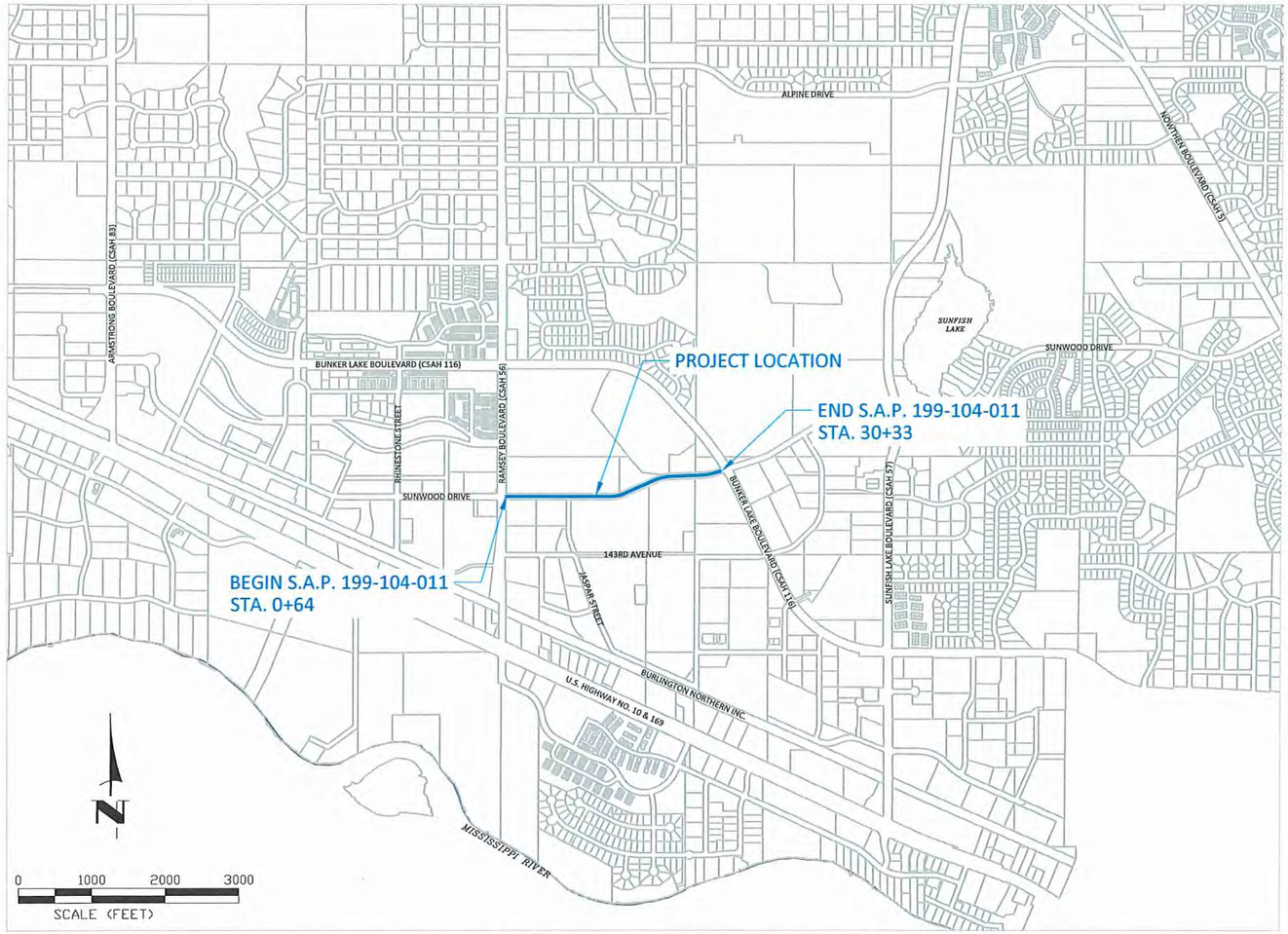
ATTEST:

_____
City Clerk

CITY OF RAMSEY

STREET CONSTRUCTION PLANS FOR BITUMINOUS RECLAMATION AND PAVING.
S.A.P. 199-104-011

S.A.P. LOCATED ON SUNWOOD DRIVE BETWEEN RAMSEY BOULEVARD AND BUNKER LAKE BOULEVARD
FROM NW 1/4 OF THE SW 1/4 OF S27, T32, R25 TO NW 1/4 OF THE SE 1/4 OF S27, T32, R25



CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA
DISTRICT: METRO

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL 1-800-252-1166 OR 651-454-0002

GSOC

Call before you dig
811
651 454-0002 Metro
800 252-1166 Outstate
www.gopherstateonecall.org

NO.	PROJECT	STA. TO STA.	GROSS LENGTH	BRIDGE LENGTH	NET LENGTH	NET LENGTH (MILES)	ADT (2017)	ADT (2037)	DESIGN ESAL	R VALUE	TON DESIGN	DESIGN SPEED	NUMBER OF LANES	WIDTH OF LANES	NUMBER OF PARKING LANES	WIDTH OF PKG LANES	FUNCTIONAL CLASSIFICATION
①	S.A.P. 199-104-011 SUNWOOD DRIVE	0+64 TO 30+33	2969 FT	0 FT	2969 FT	0.56 MI.	3500	7380	499,000	50	10	40	2	EB - 12' WB - 12'	2	8'	COLLECTOR

GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

THIS PLAN CONTAINS 18 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SHEET INDEX
3	STATEMENT OF ESTIMATED QUANTITIES
4	TYPICAL SECTION
5	DETAILS
6-8	EROSION CONTROL AND RESTORATION
9-11	REMOVALS
12	ALIGNMENT LAYOUT
13-15	STREET AND STORM SEWER
16	STRIPING PLAN
17-18	SWPPP

LEGEND

MB	MAILBOX	— —	EASEMENT
	LIGHT POLE		RIGHT OF WAY
	TREE	—E—	ELECTRIC
	SHRUB	—G—	GAS
	SIGN	—T—	TELECOMMUNICATIONS
POLE	POLE	—>>—	STORM SEWER
	FLOOD LIGHT		TREE LINE
	VALVE	—XSR—	SPLIT RAIL FENCE
PED	UTILITY PEDESTAL		LANDSCAPING
HH	HAND HOLE		RETAINING WALL
	EXISTING CATCH BASIN		5' CONTOUR LINE
STM	EXISTING MANHOLE		1' CONTOUR LINE
	EXISTING FLARED END	—SF—	SILT FENCE
	REMOVE TREE		CONCRETE CURB & GUTTER
	3'X2' CATCH BASIN		
	CATCH BASIN MANHOLE		
	INLET PROTECTION		
	RECLAIM BITUMINOUS PAVEMENT		
	EDGE MILL		
	REMOVE BITUMINOUS PAVEMENT		
	REMOVE BITUMINOUS DRIVE		
	REMOVE CONCRETE VALLEY GUTTER		
	CONCRETE PAVEMENT		
	BITUMINOUS PAVEMENT		
	SOD		

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

Bruce R Westby — 40116 — DATE 4/26/17
BRUCE R WESTBY, P.E. — LIC. NO.
RAMSEY CITY ENGINEER

Julie Brisel — DATE 5/2/17
DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY

for Julie Brisel — DATE 5/2/17
STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING

SHEET 1 OF 18 SHEETS

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STOPPING SIGHT DISTANCE BASED ON:
3.5 FT - HEIGHT OF EYE
2.0 FT - HEIGHT OF OBJECT

DATUM:
VERTICAL: NAVD 88
HORIZONTAL: ANOKA COUNTY COORDINATES (1996 ADJUSTMENT)

S.A.P. 199-104-011

DATE	REVISION

Apr 26, 2017 - 1:36pm
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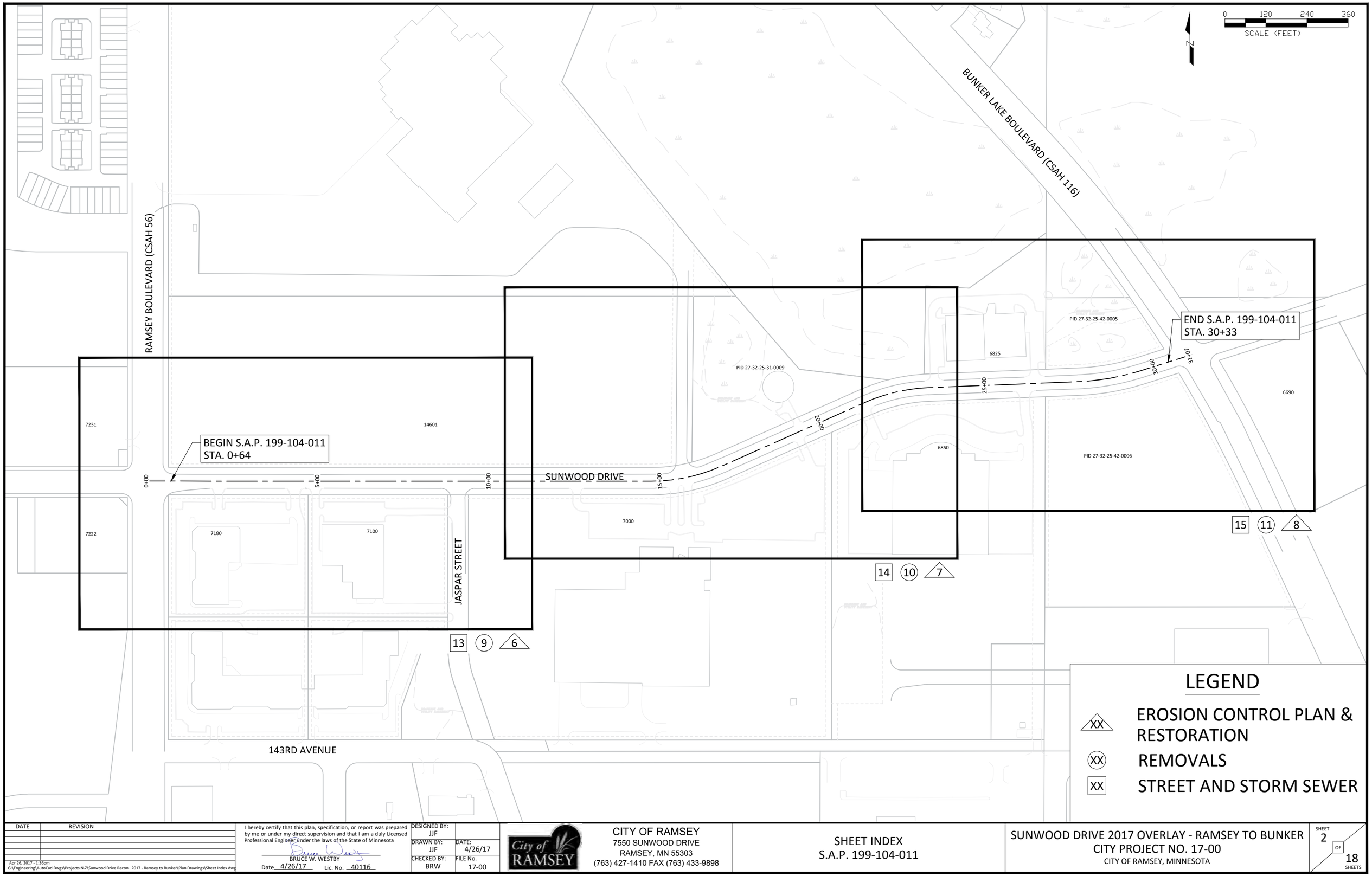

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BRUCE W. WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/26/17
CHECKED BY:	BRW	FILE No. 17-00

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SHEET INDEX
S.A.P. 199-104-011

SUNWOOD DRIVE 2017 OVERLAY - RAMSEY TO BUNKER
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

ESTIMATE□ □UANTITIES					NON□PARTICIPATING		
					S.A.P. 199-104-011 *SUNWOOD DRIVE*		
					STREET	*STORM SEWER*	
PAGE NO.	**NOTE**	**ITEM NO.**	**ITEM**	**UNIT**	**ESTIMATE□ □UANTIT□**	**ESTIMATE□ □UANTIT□**	**TOTAL ESTIMATE□ □UANTIT□**
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STORM SEWER CASTING RESET SCHEDULE			
PAGE No.	STRUCTURE	STATION	OFFSET
14	CBMH 204	5+51.72	R - 21.0'
14	CBMH 203B	8+51.54	R - 21.2'
14	CBMH 203	8+85.38	R - 20.5'
14	CB 203C	9+50.10	R - 21.1'
15	CB 305	13+45.19	R - 21.0'
15	CB 402A	17+95.69	R - 20.6'

NOTE:
SEE CITY STANDARD PLATE STO-13, SHEET 5 FOR STORM SEWER CASTING RESET.

PAY ITEM NOTES:

1. EV TO CV CONVERSION FACTOR = 1.2
2. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 0.07 GAL/SY.
3. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 110 LB/SY-IN.
4. REMOVAL LIMITS WILL BE MARKED IN THE FIELD BY CITY STAFF.
5. LUMP SUM QUANTITY SHALL INCLUDE ALL COST REQUIRED FOR MAINTAINING PEDESTRIAN ACCESS ROUTES, AND ALL FLAGGING OPERATIONS AS NECESSARY.
6. GROUT CATCH BASIN SHALL OCCUR AFTER BITUMINOUS WEARING COURSE LIFT IS APPLIED.
7. APPLICATION RATE OF 4.5% BITUMINOUS MATERIAL FOR STABILIZED FULL DEPTH RECLAMATION USED FOR ESTIMATION PURPOSES ONLY. SEE STABILIZED FULL DEPTH RECLAMATION MIX DESIGN FOR FINAL APPLICATION RATE.
8. CONTRACTOR SHALL STOCKPILE ENOUGH RECLAIM MATERIAL ON-SITE TO PLACE UNDER THE REPLACED CONCRETE CURB AND GUTTER AND CONCRETE VALLEY GUTTER. 6" OF RECLAIM MATERIAL SHALL BE PLACED UNDER CONCRETE CURB AND GUTTER TO 6" BEHIND THE BACK OF CURB. 8" OF RECLAIM MATERIAL SHALL BE PLACED UNDER CONCRETE VALLEY GUTTER. THIS SHALL BE INCIDENTAL TO THE PAY ITEMS.

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NO GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING IRRIGATION SYSTEMS WITHIN THE PROJECT CONSTRUCTION LIMITS BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE FOR AVOIDING DAMAGE TO IRRIGATION SYSTEMS WHERE POSSIBLE.

DATE	REVISION

Apr 26, 2017 - 1:37pm
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE W. WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	
JJF	
DRAWN BY:	DATE:
JJF	4/26/17
CHECKED BY:	FILE No.
BRW	17-00

City of RAMSEY

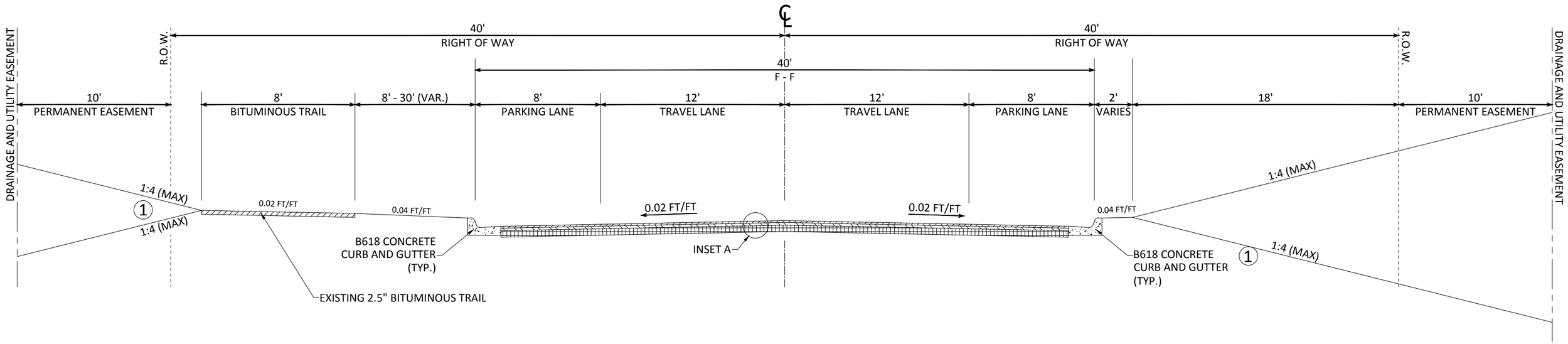
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STATEMENT OF ESTIMATED QUANTITIES
S.A.P. 199-104-011

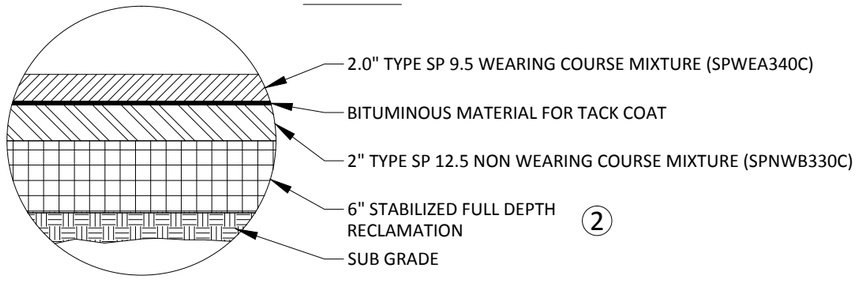
SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 3 OF 18 SHEETS

PROPOSED SUNWOOD DRIVE TYPICAL SECTION



INSET A:



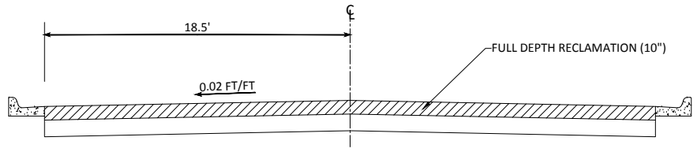
REFERENCE NOTES:

① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING A MINIMUM OF 4" COMMON TOPSOIL BORROW AND SODDING TYPE LAWN. SEE CITY PLATE NO. ERO-6 FOR COMMON TOPSOIL BORROW.

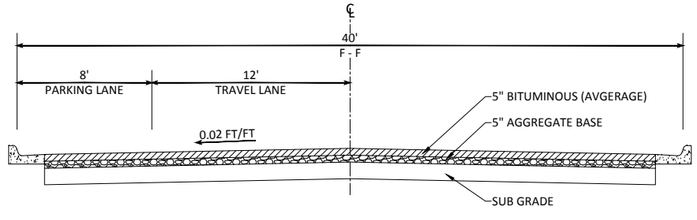
② STABILIZED FULL DEPTH RECLAMATION (SFDR), SEE THE SPECIFIED MIXTURE.
SPREADING, COMPACTION AND ROLLING PER SPECIFICATIONS

20 YR DESIGN LANE BESALS:	499,000
DESIGN R-VALUE: 40	
REQUIRED SECTION	
MINIMUM BIT (GE)	7.32
MIN. AGG. BASE (GE)	6.00
TOTAL REQUIRED GE	13.32
PROPOSED SECTION	
WEARING COURSE (2.0")	4.50
NON-WEAR COURSE (2.0")	4.50
TOTAL BIT	9.00
FDR STABILIZED (6.0")	9.00
TOTAL PROPOSED GE	18.00

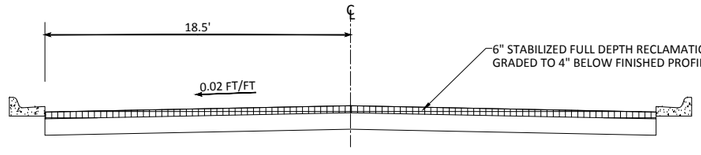
STEP 1: FULL DEPTH RECLAMATION OF EXISTING PAVEMENT SECTION (10")



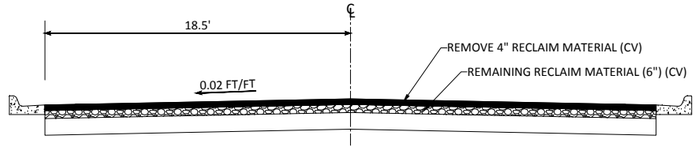
EXISTING PAVEMENT SECTION



STEP 3: STABILIZE FULL DEPTH RECLAMATION, SPREAD AND COMPACT THE MIXTURE. MAY REQUIRED AN ADDITIONAL PASS TO PROPERLY MIX.



STEP 2: REMOVE EXCESS RECLAMATION MATERIAL TO 4" BELOW FINISHED PROFILE GRADE.



NOTE: NOT TO SCALE

DATE	REVISION

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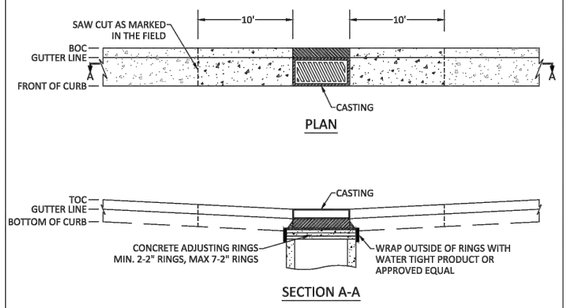
BRUCE W. WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/26/17
CHECKED BY:	BRW	FILE No. 17-00

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

TYPICAL
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

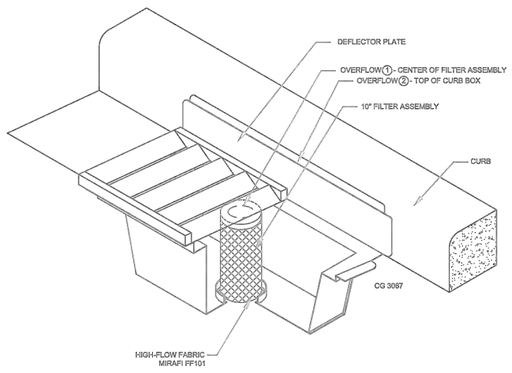


NOTE: NOT TO SCALE

NOTE:

1. CONCRETE CURB AND GUTTER TO BE REMOVED 10 FEET TO EITHER SIDE OF CATCH BASIN CASTING. CURB AND GUTTER MUST BE SAW CUT - FULL DEPTH.
2. CASTING SHALL BE BROUGHT UP TO PROPER GRADE. DAMAGED CONCRETE ADJUSTING RINGS MUST BE REPLACED. OUTSIDE OF RINGS MUST BE WRAPPED WITH APPROVED WATER TIGHT PRODUCT. INSIDE OF RINGS MUST BE GROUTED TO A SMOOTH FINISH.
3. CONCRETE CURB AND GUTTER SHALL BE REPLACED AND MATCH INTO THE RESET CASTING AND THE EXISTING CURB AND GUTTER.
4. DAMAGED BITUMINOUS PAVEMENT SHALL BE REPAIRED AND IS INCIDENTAL. FOLLOW CITY STANDARD PLATE STR-25.
5. PROPER TRAFFIC CONTROL DEVICES SHALL BE REQUIRED TO MAINTAIN A SAFE WORK ENVIRONMENT, AND IS INCLUDED IN THE TRAFFIC CONTROL LUMP SUM BIT ITEM.
6. ALL EQUIPMENT, MATERIALS, DISPOSAL, AND LABOR REQUIRED TO RESET CATCH BASIN CASTING AS DESCRIBED BY THIS DETAIL IS INCIDENTAL.
7. BOULEVARD RESTORATION BEHIND CURB IS NOT INCLUDED WITH THE RESET CATCH BASIN CASTING PAY ITEM.

APPROVED: 3 – 2017	City of RAMSEY	STANDARD DETAILS: RESET CATCH BASIN CASTING
		CITY PLATE No. STO–13



INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

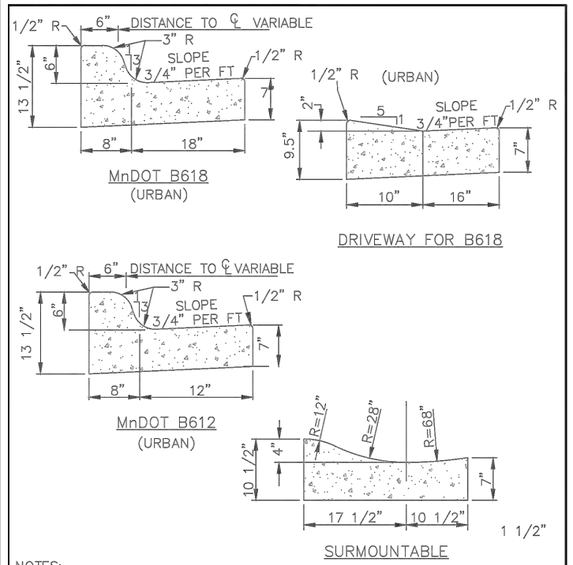
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2

MNDOT 2016 SPEC

MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	>85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

APPROVED: 1 – 2016	City of RAMSEY	CITY PLATE No. ERO–6	STANDARD DETAILS: TOPSOIL REQUIREMENTS



NOTES:

1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED: 1 - 2016	City of RAMSEY	STANDARD DETAILS: CURB AND GUTTER
		CITY PLATE No. STR-1

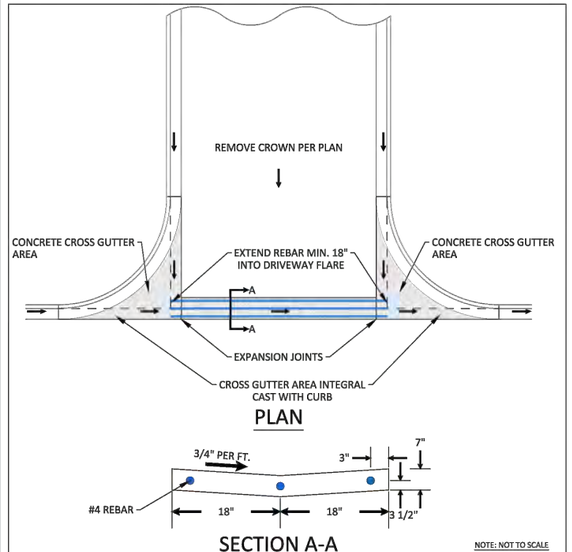
TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

% PASSING

1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED: 2 - 2003	City of RAMSEY	STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATIONS
		CITY PLATE No. STR-26

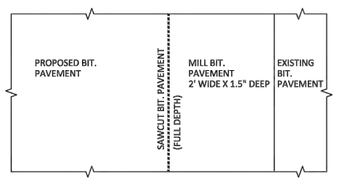


NOTE: NOT TO SCALE

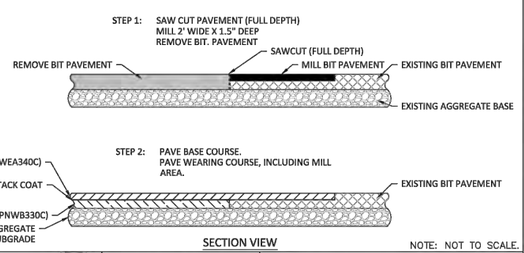
NOTES:
1. WITH REMOVAL OF EXISTING CURB AT A STREET, MILL BITUMINOUS TO A DEPTH OF 1.5" AND A WIDTH OF 18" IN EXISTING STREET.
2. TO BE USED WHENEVER CROSS DRAINAGE IS < 2%.
3. CONCRETE CURB AND GUTTER SHALL BE CAST INTEGRAL WITH CONCRETE CROSS GUTTER AREA.
4. CONCRETE CURB AND GUTTER SHALL BE PAID SEPARATELY FROM CONCRETE CROSS GUTTER AREA.

APPROVED: 3 - 2017	City of RAMSEY	STANDARD DETAILS: CROSS GUTTER
		CITY PLATE No. STR-2

NOTES:
1. BITUMINOUS SHALL BE SAWCUT AND REMOVED
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHANICALLY COMPACTED.
3. SEE CITY PLATE STR–26 FOR MODIFIED CLASS 5 SPECIFICATIONS.



PLAN VIEW



SECTION VIEW

NOTE: NOT TO SCALE.

APPROVED: 3 - 2017	City of RAMSEY	CITY PLATE No. STR-31	STANDARD DETAILS: STREET TIE-IN

MNDOT STANDARD PLATES

THESE STANDARD PLATES AS APPROVED BY THE FHWA SHALL APPLY

PLATE NO.	DESCRIPTION
3007 E	SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
3100 G	CONCRETE APRON FOR REINFORCED CONCRETE PIPE
4011 E	PRECAST CONCRETE BASE
4022 A	MANHOLE OR CATCH BASIN COVER (3FT. X 2FT. OPENING)
4026 A	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
4108 F	ADJUSTING RINGS FOR CATCH BASINS AND MANHOLES
4180 J	MANHOLE OR CATCH BASIN STEP
7100 H	CONCRETE CURB AND GUTTER DESIGN B AND DESIGN V
8000 J	CHANNELIZERS (3 SHEETS)

DATE	REVISION

Apr 26, 2017 - 1:37pm
G:\Engineering\AutoCad Dwgs\Projects N-Z\Sunwood Drive Recon. 2017 - Ramsey to Bunker\Plan Drawings\Details.dwg

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BRUCE W. WESTBY
Date 4/26/17 Lic. No. 40116

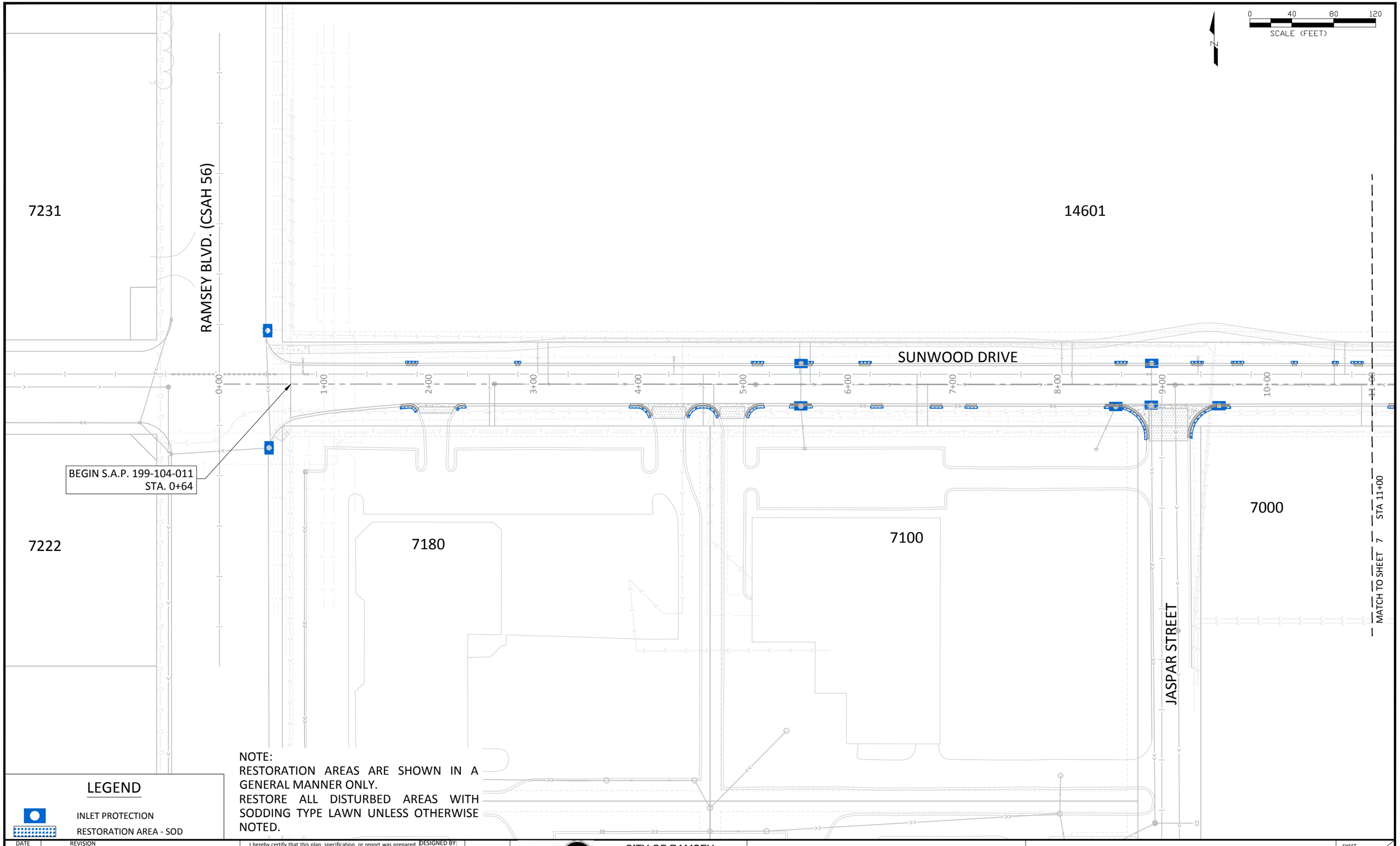
DESIGNED BY: JJF		
DRAWN BY: JJF	DATE: 4/26/17	
CHECKED BY: BRW	FILE No. 17-00	

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

DETAILS
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 5 OF 18 SHEETS



NOTE:
RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
RESTORE ALL DISTURBED AREAS WITH SODDING TYPE LAWN UNLESS OTHERWISE NOTED.

LEGEND

INLET PROTECTION

RESTORATION AREA - SOD

DATE	REVISION

Apr 26, 2017 - 1:38pm
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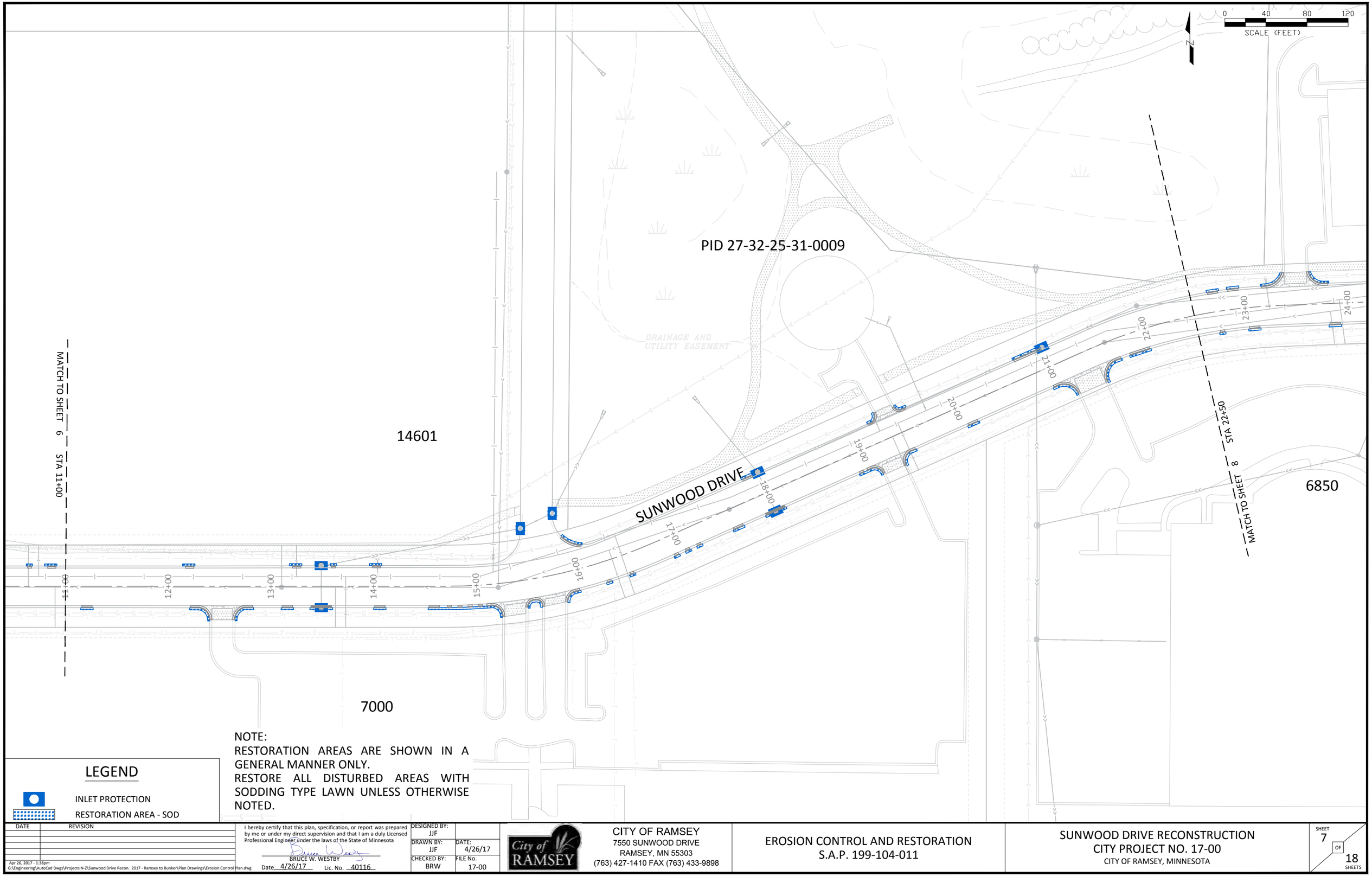
City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

EROSION CONTROL AND RESTORATION
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



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LEGEND

INLET PROTECTION

RESTORATION AREA - SOD

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Apr 26, 2017 - 1:38pm
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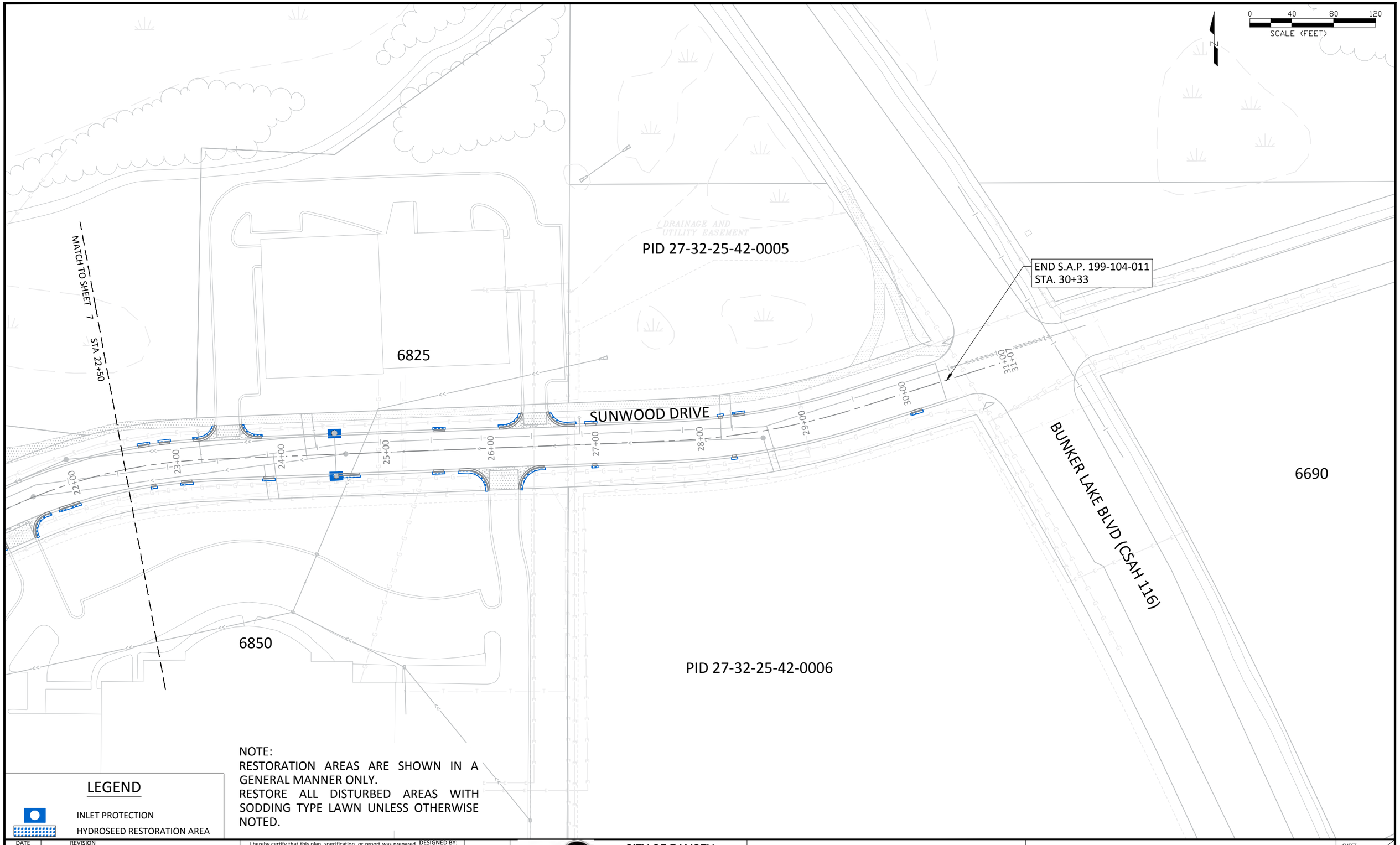
EROSION CONTROL AND RESTORATION
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 7 OF 18 SHEETS



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LEGEND

INLET PROTECTION

HYDROSEED RESTORATION AREA

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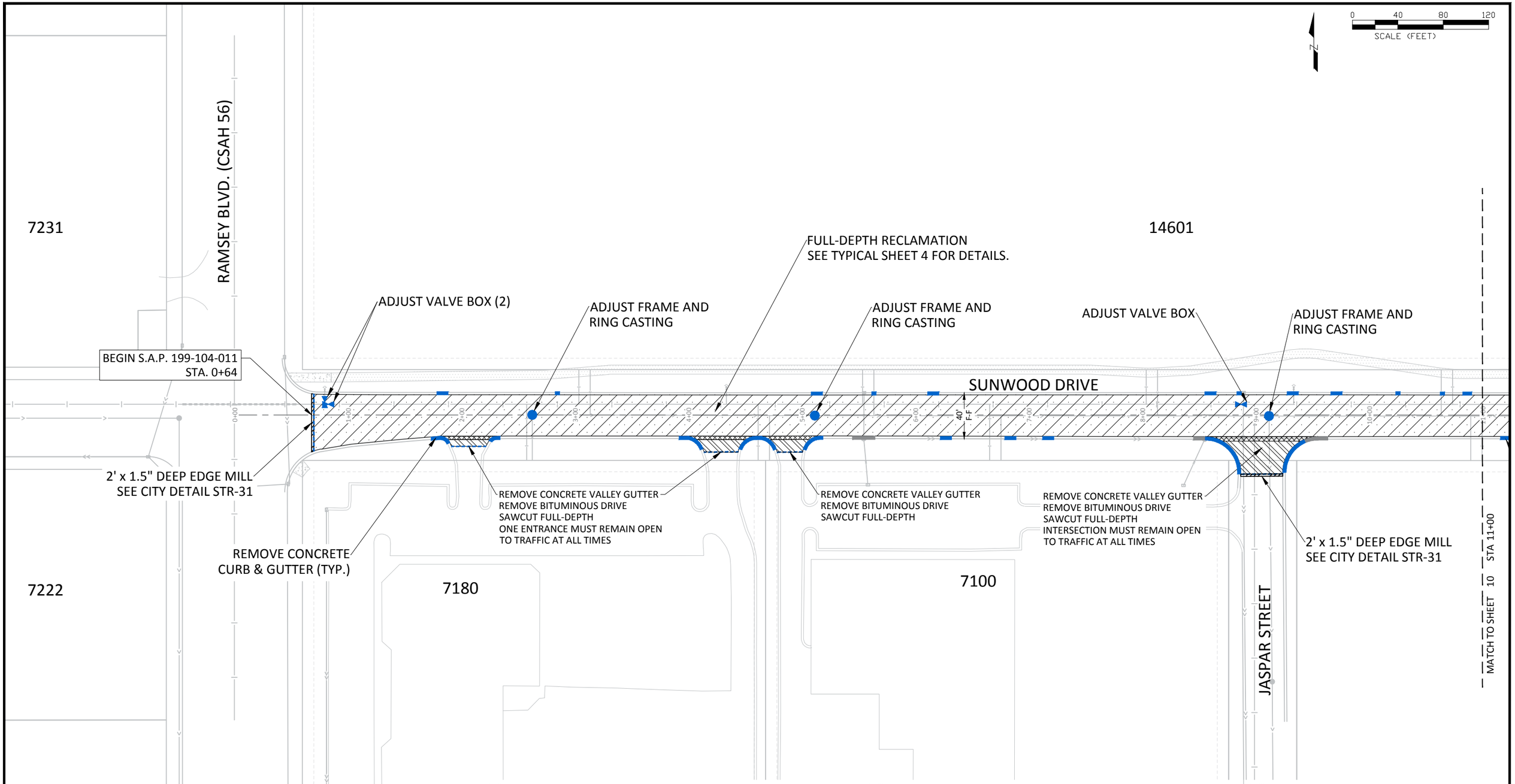
SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



LEGEND

- ADJUST VALVE BOX
- ADJUST FRAME AND RING CASTING
- REMOVE CURB & GUTTER
- SAWCUT - FULL DEPTH
- MILL & RECLAIM PAVEMENT
- EDGE MILL BITUMINOUS PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE VALLEY GUTTER

NOTE:

1. ALL DRIVEWAY REMOVALS MUST BE SAWCUT.
2. CONCRETE CURB AND GUTTER REMOVALS ARE SHOWN IN AN APPROXIMATE WAY ONLY.
3. 4' MINIMUM CURB AND GUTTER REMOVAL LENGTH.

NOTE:

4. CONCRETE CURB AND GUTTER REMOVALS WILL BE MARKED IN THE FIELD BY CITY STAFF. ALL REMOVALS MUST BE SAWCUT.
5. PROTECT LANDSCAPING AND IRRIGATION. PROPERTY OWNERS ARE TO LOCATE AND MOVE IRRIGATION BEFORE CONSTRUCTION.

NOTE:

6. A FULL WATER TRUCK SHALL BE ON-SITE AT ALL TIMES FOR DUST CONTROL.
7. CONTRACTOR SHALL PLACE MIN 6" RECLAIM MATERIAL UNDER REPLACEMENT CURB & GUTTER AND VALLEY GUTTER.

DATE	REVISION

Apr 26, 2017 - 1:39pm
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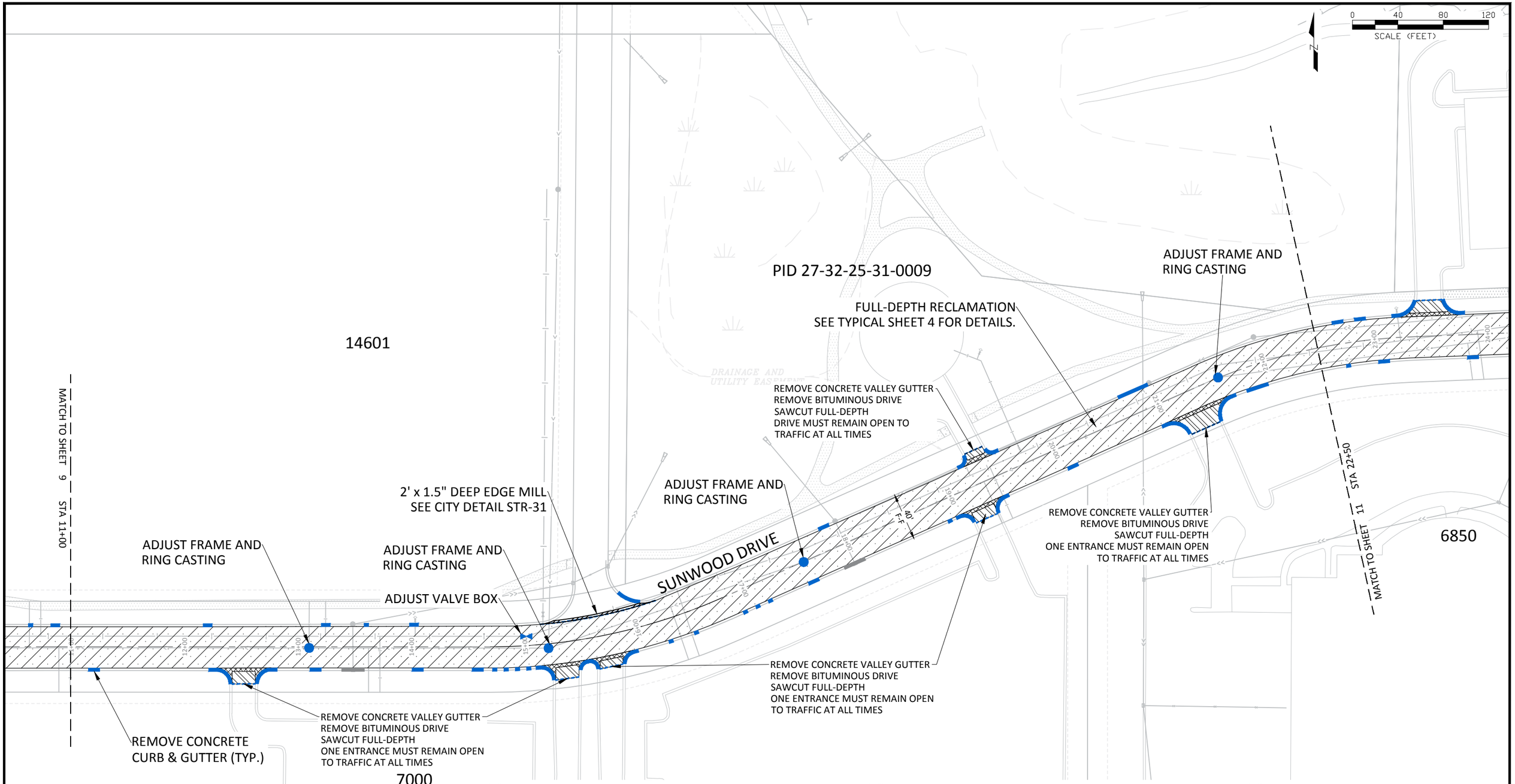
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

REMOVALS
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



LEGEND

- ADJUST VALVE BOX
- ADJUST FRAME AND RING CASTING
- REMOVE CURB & GUTTER
- SAWCUT - FULL DEPTH
- RECLAIM BITUMINOUS PAVEMENT
- EDGE MILL BITUMINOUS PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE VALLEY GUTTER

NOTE:
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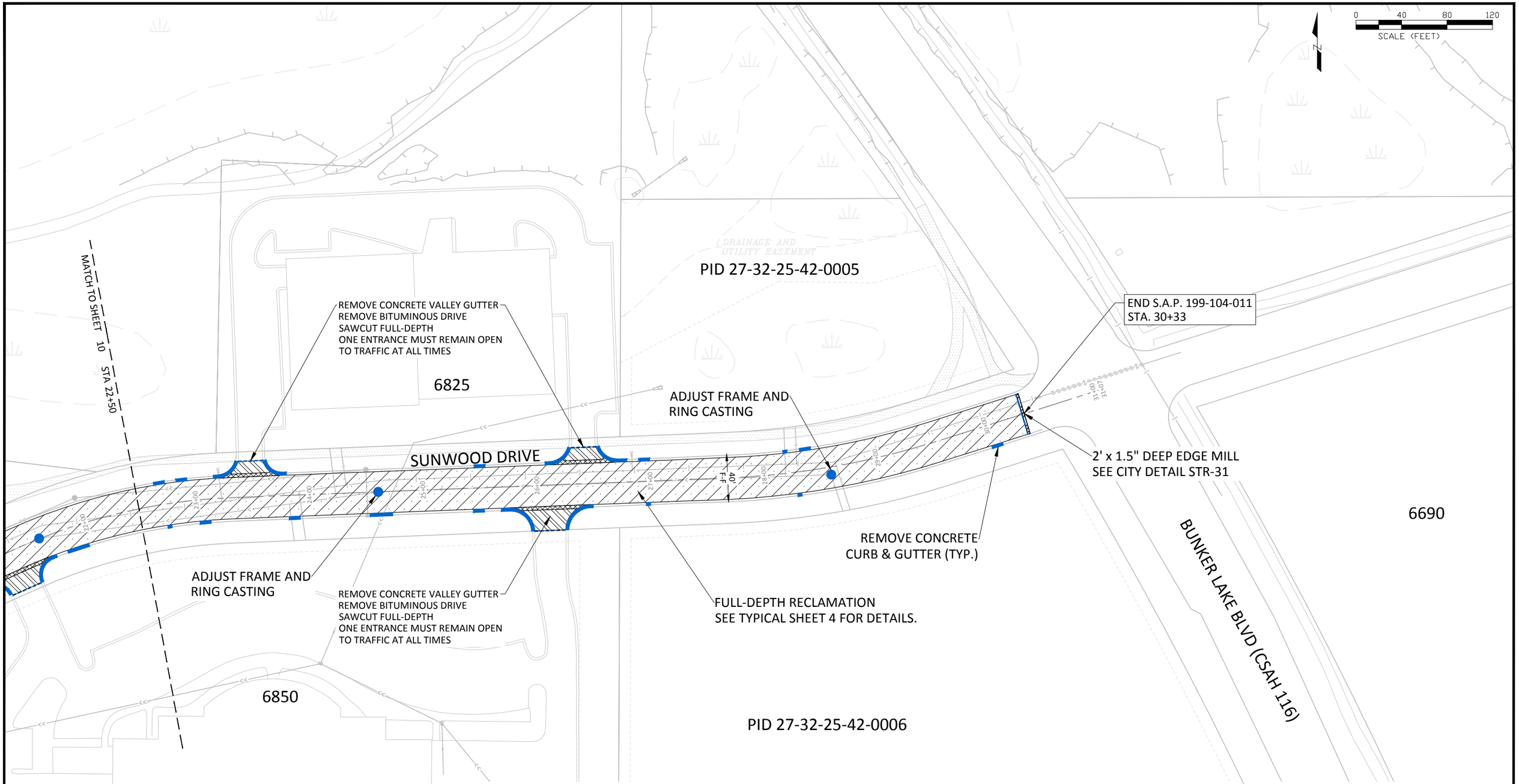

LEGEND

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- ADJUST FRAME AND RING CASTING
- REMOVE CURB & GUTTER
- SAWCUT - FULL DEPTH
- RECLAIM BITUMINOUS PAVEMENT
- EDGE MILL BITUMINOUS PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE VALLEY GUTTER

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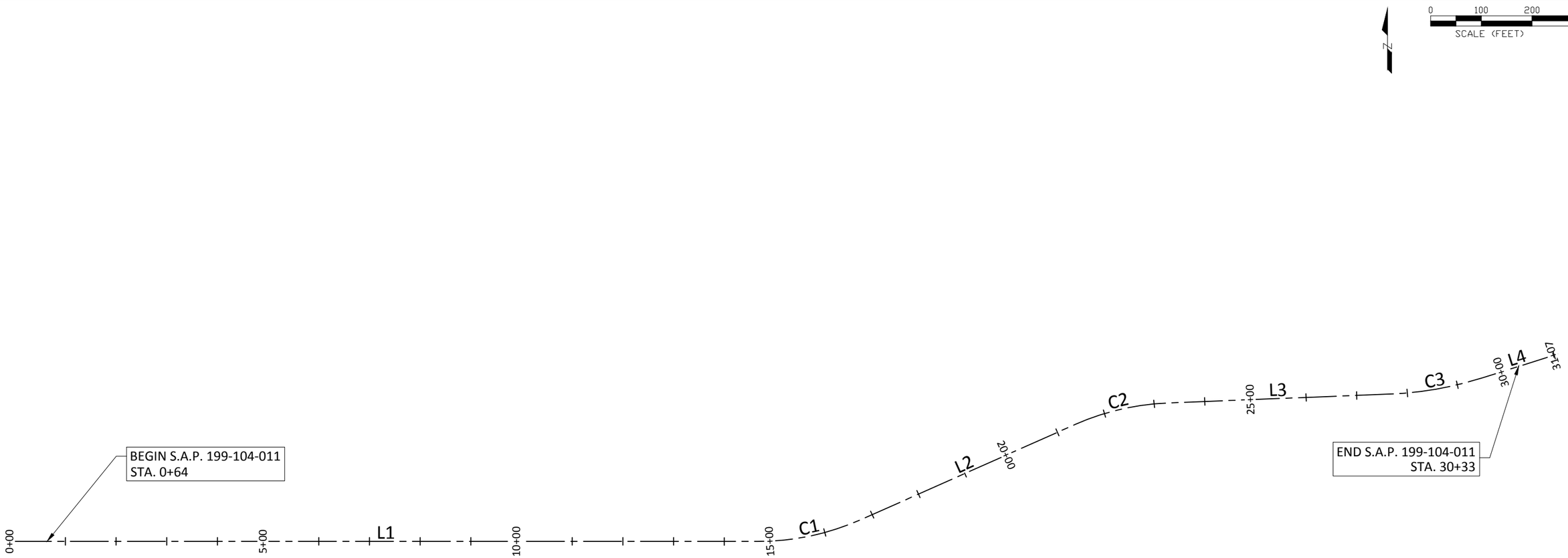
REMOVALS
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



LINE TABLE: ALIGNMENTS				
LINE #	LENGTH	DIRECTION	START POINT	END POINT
L1	1466.30'	S89° 59' 39.40"E	(452839.9792,171922.0222)	(454306.2794,171921.8757)
L2	460.29'	N66° 02' 59.90"E	(454510.8018,171965.2444)	(454931.4643,172152.0960)
L3	436.52'	N87° 43' 09.94"E	(455115.6220,172195.0027)	(455551.7952,172212.3731)
L4	155.69'	N72° 29' 35.16"E	(455736.2506,172244.5449)	(455884.7268,172291.3789)

CURVE TABLE: ALIGNMENTS						HORZ. CURVE DESIGN		
CURVE #	RADIUS	LENGTH	CHORD DIRECTION	START POINT	END POINT	DESIGN SPEED	RATE OF (e)	MIN. RADIUS
C1	503.701	210.601	N78° 01' 40.25"E	(454306.2794,171921.8757)	(454510.8018,171965.2444)	40 MPH	NORMAL CROWN	667
C2	502.961	190.222	N76° 53' 04.92"E	(454931.4643,172152.0960)	(455115.6220,172195.0027)	40 MPH	NORMAL CROWN	667
C3	706.651	187.792	N80° 06' 22.55"E	(455551.7952,172212.3731)	(455736.2506,172244.5449)	40 MPH	NORMAL CROWN	667

VERTICAL CURVE DESIGN

CREST VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 4.4) - 120'

SAG VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 3.0) - 120'

DATE	REVISION

Apr 26, 2017 - 1:39pm
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JJF	
DRAWN BY:	DATE:
JJF	4/26/17
CHECKED BY:	FILE No.
BRW	17-00

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

ALIGNMENT LAYOUT
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

0 40 80 120
SCALE (FEET)

N

7231

RAMSEY BLVD. (CSAH 56)

NOTE:
CONCRETE CURB AND GUTTER AND CONCRETE VALLEY GUTTER ARE HIGH EARLY (HE) CONCRETE.

14601

MATCH TO SHEET 14 STA 11+00

BEGIN S.A.P. 199-104-011
STA. 0+64

CBMH 204A
GROUT CATCH BASIN

CBMH 203
RESET CASTING (TYP.)

CBMH 203A
GROUT CATCH BASIN

SUNWOOD DRIVE

0+00 1+00 2+00 3+00 4+00 5+00 6+00 40' F-F 7+00 8+00 9+00 10+00 11+00

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
ONE ENTRANCE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.

CBMH 204
RESET CASTING (TYP.)

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).

CBMH 203B
REST CASTING (TYP.)

R 30'

R 30'

CB 203C
RESET CASTING (TYP.)

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
INTERSECTION SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.

JASPAR STREET

7222

7180

7100

7000

LEGEND

- CONCRETE VALLEY GUTTER
- BITUMINOUS PAVEMENT
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- WATERMAIN VALVE
- SANITARY MANHOLE

THE LOCACTIONS OF EXISTING UNDERGROUND UTILITES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE: THE FIRST 10' OF CONCRETE CURB AND GUTTER REPLACEMENT ON EACH SIDE OF THE CATCH BASIN IS INCIDENTAL TO THE RESET CATCH BASIN CASTING PAY ITEM.

NOTE: CONTRACTOR SHALL PLACE 6" OF RECLAIM MATERIAL UNDER REPLACEMENT CONCRETE CURB & GUTTER TO 6" BEHIND CURB. CONTRACTOR SHALL PLACE 8" OF RECLAIM MATERIAL UNDER CONCRETE VALLEY GUTTERS. SEE PAY ITEM NOTE No.8 SHEET 3.

DATE	REVISION

Apr 26, 2017 - 1:40pm
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City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STREET AND STORM SEWER
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 13 OF 18 SHEETS

0 40 80 120
SCALE (FEET)

N

PID 27-32-25-31-0009

14601

MATCH TO SHEET 13 STA 11+00

NOTE:
CONCRETE CURB AND GUTTER AND CONCRETE VALLEY GUTTER ARE HIGH EARLY (HE) CONCRETE.

CBMH 304
GROUT CATCH BASIN

ENTRANCE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.

SUNWOOD DRIVE

CBMH 402
GROUT CATCH BASIN

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
ENTRANCE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.

CBMH 403
GROUT CATCH BASIN

40' F-F

11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

CB 305
RESET CASTING (TYP.)

CB 402A
RESET CASTING (TYP.)

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
ONE ENTRANCE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
ONE ENTRANCE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.

CONCRETE CROSS GUTTER (TYP.)
BITUMINOUS PAVEMENT (MATCH EXISTING).
ONE ENTRANCE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.

7000

6850

MATCH TO SHEET 15 STA 22+50

LEGEND

- CONCRETE VALLEY GUTTER
- BITUMINOUS PAVEMENT
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- WATERMAIN VALVE
- SANITARY MANHOLE

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NOTE: THE FIRST 10' OF CONCRETE CURB AND GUTTER REPLACEMENT ON EACH SIDE OF THE CATCH BASIN IS INCIDENTAL TO THE RESET CATCH BASIN CASTING PAY ITEM.

NOTE: CONTRACTOR SHALL PLACE 6" OF RECLAIM MATERIAL UNDER REPLACEMENT CONCRETE CURB & GUTTER TO 6" BEHIND CURB. CONTRACTOR SHALL PLACE 8" OF RECLAIM MATERIAL UNDER CONCRETE VALLEY GUTTERS. SEE PAY ITEM NOTE No.8 SHEET 3.

DATE	REVISION

Apr 26, 2017 - 1:40pm
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE W. WESTBY
Date 4/26/17 Lic. No. 40116

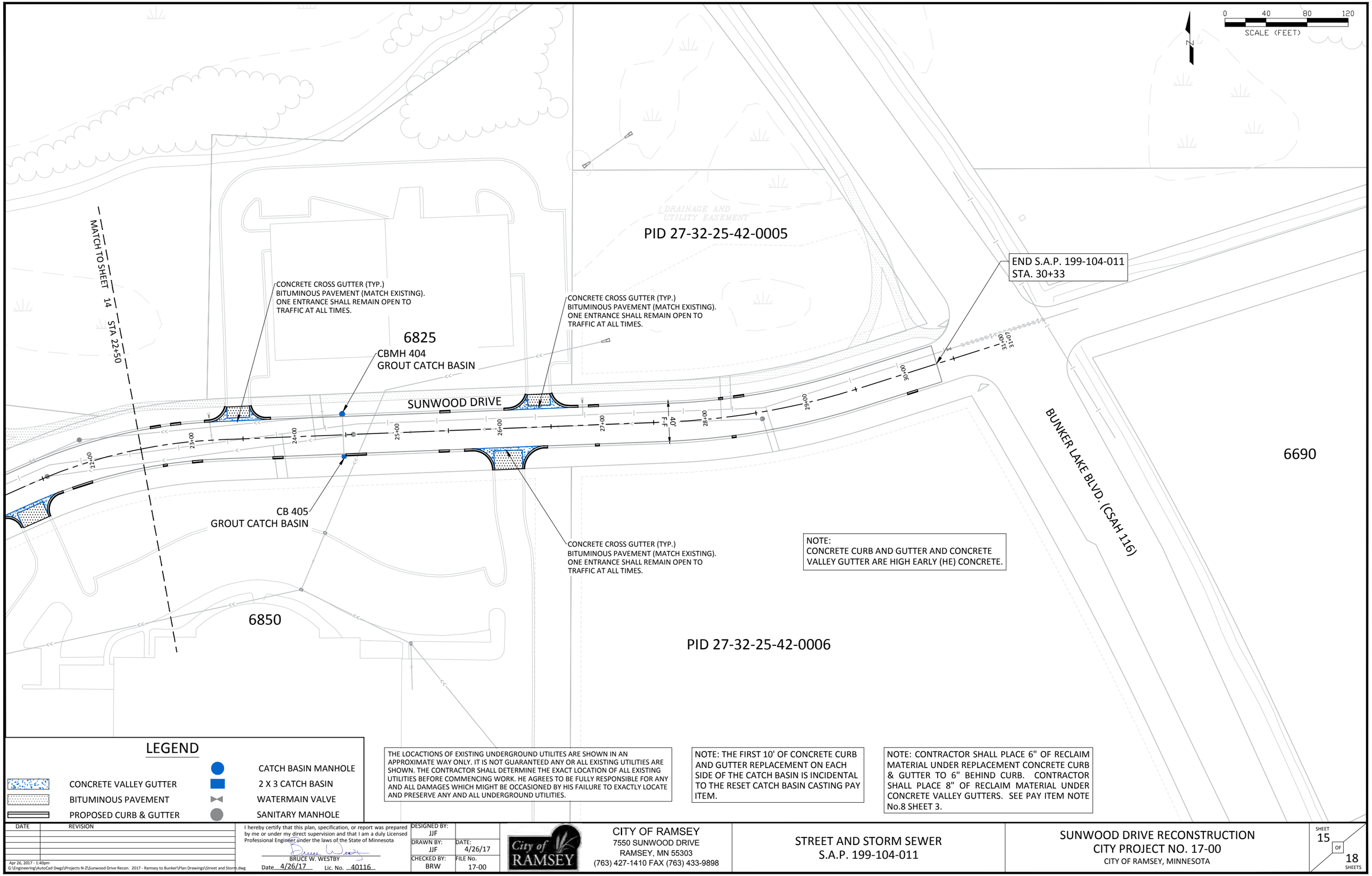
DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/26/17
CHECKED BY:	BRW	FILE No.	17-00

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STREET AND STORM SEWER
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA



NOTE:
CONCRETE CURB AND GUTTER AND CONCRETE VALLEY GUTTER ARE HIGH EARLY (HE) CONCRETE.

LEGEND

- CONCRETE VALLEY GUTTER
- BITUMINOUS PAVEMENT
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- WATERMAIN VALVE
- SANITARY MANHOLE

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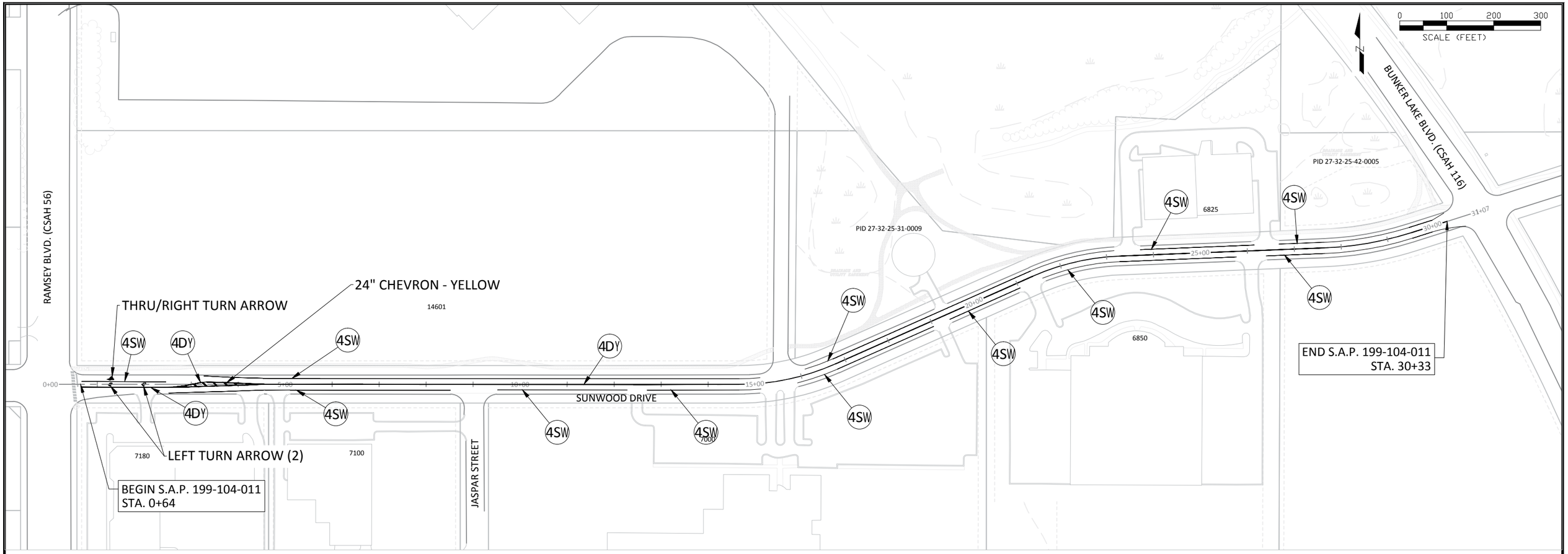
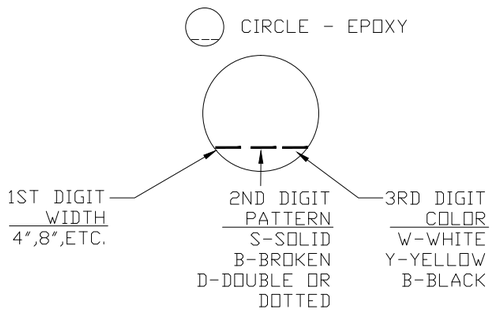


STRIPING SUMMARY					
LINE	SEGMENT NO.	START STATION	END STATION	LENGTH (FEET)	KEY
CENTERLINE	1. CL	0+70	4+55	389	4, D, Y
	2. CL	2+58	4+55	197	4, D, Y
	3. CL	4+55	30+64	2577	4, D, Y
ISLAND CHEVRON	1. CL CHV	2+87	4+19	50	24, S, Y
EASTBOUND FOGLINE	1. E	2+52	8+52	600	4, S, W
	2. E	9+52	12+28	275	4, S, W
	3. E	12+70	15+12	243	4, S, W
	4. E	15+89	19+01	314	4, S, W
	5. E	19+39	21+02	164	4, S, W
	6. E	21+55	25+76	417	4, S, W
	7. E	26+40	30+67	432	4, S, W
WESTBOUND FOGLINE	1. W	3+27	15+12	1184	4, S, W
	2. W	16+12	23+17	708	4, S, W
	3. W	23+72	26+15	243	4, S, W
	4. W	26+68	30+32	361	4, S, W
WESTBOUND TURNLANE	1. W TURN	0+67	2+46	179	4, S, W
		TOTALS	4, S, W	5120	LIN. FT.
			4, D, Y	3163	LIN. FT.
			24" CHEVRON	50	LIN. FT.

STRIPING KEY & LEGEND



EXAMPLE: (4SW) = 4" SOLID WHITE - EPOXY

PERMANENT PAVEMENT MARKING GENERAL NOTES AND GUIDELINES:

1. THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULATATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, PAVEMENT EDEGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.
2. EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.
3. TOLERANCE OF $\frac{1}{4}$ INCH UNDER OR $\frac{1}{4}$ OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO $\frac{1}{2}$ FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.
4. THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO PAVEMENT MARKING.
5. THE EPOXY MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.
6. FOR 15 MIL APPLICATIONS, GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 25 LB/GAL. THE "NO-TRACKING" CONDITION SHALL BE DETERMINED ON AN APPLICATION OF SPECIFIED THICKNESS TO THE PAVEMENT AND COVERED WITH GLASS BEADS AT THE RATE OF AT LEAST 25 LB/GAL.
7. OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES °F OR GREATER.
8. PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

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STRIPING PLAN
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 16 OF 18 SHEETS

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

SUNWOOD DRIVE RECONSTRUCTION

CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

LEGEND

PROJECT LIMITS
SPECIAL WATER

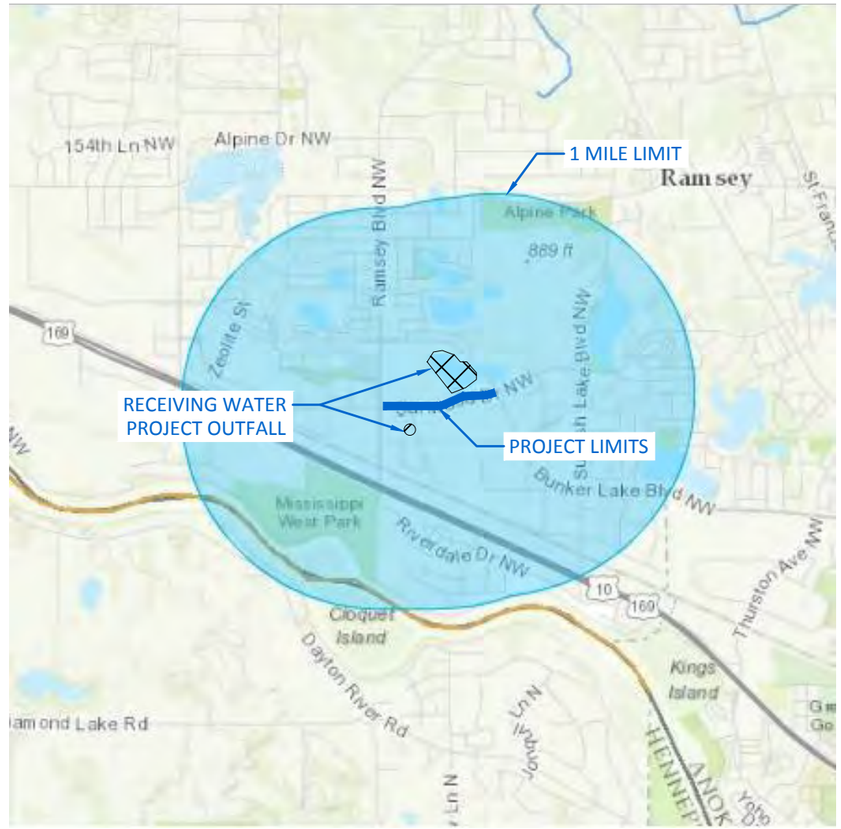
PROJECT AREAS
Total Project Size (disturbed area) = 2.72 acres
Existing area of impervious surfce = 2.66 acres
Post construction area of Impervious surface = 2.66 acres
New impervious surface area created = 0.00 acres

Planned Construction Start Date: June, 2017
Estimated Construction Completion Date: Oct, 2017

PERMANENT STORMWATER MANAGEMENT SYSTEM
Type of storm water management used if more than 1 acre of new impervious surface is created:
Wet Sedimentation Pond
Infiltration/ Filtration
Regional Pond
Permanent Stormwater Management Not Required

PROJECT LOCATION

County: ANOKA Township: 32 Range: 25 Section: 27 Latitude: 45.1357 Longitude: 93.2637



LOCATION OF SWPPP REQUIRMENETS IN PROJECT PLAN

DESCRIPTION	LOCATION
TEMPORARY EROSION CONTROL MEASURES	SHEETS NO. 6 - 8
FINAL STABILIZATION	SHEETS NO. 6 - 8
STORM SEWER TABULATION	SHEETS NO. 3
EROSION AND SEDIMENT CONTROL DETAILS	SHEETS NO. 5

CERTIFICATION:
LEONARD LINTON: DESIGN OF CONSTRUCTION SWPPP EXPIRES MAY 31, 2019
INSTRUCTOR UNIVERSITY MN EROSION & STORMWATER MANAGEMENT CERTIFICATION PROGRAM.

DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:
Construction activities include: Site grading, storm sewer construction, temporary erosion and sediment control, roadway, and permanent stabilization.

Project description:
The project consists of rehabilitation of 0.56 miles of existing bituminous street, with the existing concrete curb and gutter remaining in-place. The drainage for the existing street flows to a storm water basin located relatively in the center of the project and another basin located south of the project. Storm water from these basins than flow through a series of ponds and storm sewer, eventually draining to the Mississippi River. There will be minor repairs to the existing storm sewer system, with no change to the outfalls. The system is designed to handle the 2.5 inch rainfall and rate control.

RESPONSIBLE PARTIES
The Contractor and Owner must apply for coverage under the MPCA's General Storm Water Permit for Construction Activity as required by the National Pollution Discharge Elimination System (NPDES) Phase II program. Coverage under the permit will begin automatically 7 calendar days after the electronic submittal date or after the postmarked date of a complete application. (Longer time frames will apply to areas that disturb 50 acres or discharge within 1 mile of a special water)

	COMPANY	CONTACT PERSON	PHONE
OWNER:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825
SWPPP DESIGNER:	CITY OF RAMSEY	LEONARD LINTON, PE	763-433-9834
CONTRACTOR:			
SITE MANAGER:			
PARTY RESPONSIBLE FOR LONG TERM O&M:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825

Individuals listed above, including the SWPPP preparer, individual overseeing implementation of, revising and amending the SWPPP, individuals performing or supervising the installation, maintenance and repair of BMP's must be trained. At least one individual present on the permitted project, or available within 72 hours shall be trained in the applicable job duties. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Copies of the SWPPP preparer information is included in the Project Manual. The contractor shall provide information for the individual(s) overseeing implementation, supervising installation, maintenance, and repair of BMP's to included in the Project Manual prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

Documentation shall include:
a. Names of trained personnel associated with this project.
b. Dates of training, names of instructor(s) and entity providing training.
c. Content of training course or workshop including the number of hours trained.
d. As an alternative to a, b, and c listed above, a photocopy of the a current Erosion and Stormwater Management card issued by the University of Minnesota can be attached to the SWPPP as suitable documentation of training.

SPECIAL ENVIRONMENTAL CONSIDERATIONS:

Was an environmental review required for this project or any parr of a common plan of development or sale that includes all or any portion of this project?	NO
Does any portion of the site have the potential to affect threatened or endangered species?	NO
Does any portion of this site discharge to a Calcareous fen and the letter of approval from the DNR is located in the Project Manual?	NO
Will any portion of the site potentially affect properties listed on the National Register of Historic Places or a Known or discovered archeological site?	NO
Have any Karst features been identified in the project vicinity?	NO
Is compliance with temporary or permanent stormwater management design requirements infeasible for this project?	NO

GENERAL STORMWATER DISCHARGE REQUIREMENTS
All requirements listed in Part III of the permit for the design of permanent stormwater management system and discharge have been included in the preparation of this SWPPP. These include but are not limited to:
1. The expected amount, frequency, intensity and duration of precipitation.
2. The nature of stormwater runoff and run-on at the site.
3. Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
4. The range of soil particle sizes expected to be present on the site.

DOCUMENT RETENTION
The following documentation will be retained for a period of not less than 3-years from the date of submittal of the NOT in compliance with Part III.E of the permit.
1. The final SWPPP
2. Copies of all stormwater related permits required for the project
3. Records of all inspection and maintenance conducted during construction
4. Copies of all permanent operation and maintenance agreements; including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance, and
5. All required calculations for design of temporary and permanent BMPs.

RECEIVING WATERS
Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds, are identified on the USGS 7.5min quad map within 1 mile of the project boundary. Receiving waters that are impaired, the impairment and WLA are listed as follows. All specific BMPs relative to construction activities listed in this permit for special and impaired waters have been incorporated into this plan. All specific BMPs listed in approved TMDLs and those BMPs listed for construction related waste load allocations have also been incorporated.

NAME OF WATER BODY	TYPE (ditch, pond, wetland, lake, etc.)	APPENDIX A SPECIAL WATER?	FLOWS TO IMPAIRED WATER WITHIN 1 MILE?	USEPA APPROVED TMDL?
NONE	N/A	NO	NO	NO
N/A				

IMPLEMENTATION SCHEDULE AND PHASING
1. Furnish & install perimeter sediment control, inlet protection and construction exit.
2. Rough grade site
3. Reset and Grout storm structures
4. Furnish & install concrete curb, bituminous pavement.
5. Add additional temporary BMPs as necessary during construction based on inspection reports
6. Submit Notice of Termination NOT to MPCA within 30 days of final stabilization.

EROSION PREVENTION PRACTICES

1. The permittee(s) must plan for and implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion, so that the inspection and maintenance requirements are complied with. The location of areas not to be disturbed must be delineated (e.G. With flags, stakes, signs, silt fence, etc.) on the development site before work begins.

2. All exposed soil areas must be stabilized as soon as possible, but in no case later than 14 days after the construction area has temorarily or permanently ceased.

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SWPPP
S.A.P. 199-104-011

SUNWOOD DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
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SHEET 17 OF 18 SHEETS

These areas include constructed storm water management pond side slopes, and any exposed soil areas with a positive slope to a storm water conveyance system, such as a curb and gutter system, storm sewer inlet, temporary or permanent drainage ditch or other natural or man made systems that discharge to a surface water.

3. The normal wetted perimeter of any temporary or permanent drainage ditch that drains water from a construction site, or diverts water around a site, must be stabilized within 200 lineal feet from the property edge, or from the point of discharge to any surface water. Stabilization must be completed within 24 hours of connecting to a surface water.

4. Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours of connection to a surface water.

5. All disturbed areas, except roadways, building areas, parking areas, islands and sidewalk, shall be restored with minimum 6 inches topsoil, seeded and mulched within 7 days of completion of site grading. Seeding shall be in accordance with mn/dot specification 2575 (c)100 lbs/acre (or approved equal). Dormant seeding areas shall be seeded and mulched in accordance with mn/dot specifications. Straw mulching quantity shall be two tons per acre. Where slopes exceed or equal 1:3, a polypropylene netting or wood fiber blanket shall be provided and staked over the mulched area. Fertilizer (15–0–10) shall be applied at a rate of 400 pounds per acre (can be omitted in landscaped areas if landscaped seeding is done concurrently).

6. Refer to landscape plan for areas to be seeded or sodded for erosion control.

SEDIMENT CONTROL PRACTICES

1. Sediment control practices must minimize sediment from entering surface waters, including curb and gutter systems and storm sewer inlets.

A. Temporary or permanent drainage ditches and sediment basins that are designed as part of a treatment system (e.G., ditches with rock check dams) require sediment control practices only as appropriate for site conditions.

B. If the down gradient treatment system is overloaded, additional upgradient sediment control practices must be installed to eliminate the overloading, and the swppp must be amended to identify these additional practices.

C. In order to maintain sheet flow and minimize rills and/or gullies, there shall be no unbroken slope length of greater than 75 feet for slopes with a grade of 1:3 or steeper.

2. Sediment control practices must be established on all down gradient perimeters before any upgradient land disturbing activities begin. These practices shall remain in place until final stabilization has been established.

3. The timing of the installation of sediment control practices may be adjusted to accommodate short–term activities such as clearing or grubbing, or passage of vehicles. Any short–term activity must be completed as quickly as possible and the sediment control practices must be installed immediately after the activity is completed. However, sediment control practices must be installed before the next precipitation event even if the activity is not complete.

4. All storm drain inlets must be protected by appropriate bmps during construction until all sources with potential for discharging to the inlet have been stabilized.

5. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including storm water conveyances such as curb and gutter systems, or conduits and ditches.

6. Stockpile areas which remain on the site for more than seven days shall be seeded, mulched, and surrounded by silt fence.

7. Vehicle tracking of sediment from the construction site must be minimized by bmps such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such bmps are not adequate to prevent sediment from being tracked onto the street.

8. The permittee must install temporary sedimentation basins as required.

DEWATERING AND BASIN DRAINING

1. Dewatering or basin draining (e.g., pumped discharges, trench/ditch cuts for drainage) related to the construction activity that may have turbid or sediment laden discharge water must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible. If the water cannot be discharged to a sedimentation basin prior to entering the surface water, it must be treated with the appropriate bmps, such that the discharge does not adversely affect the receiving water or downstream landowners. The permittee(s) must ensure that discharge points are adequately protected from erosion and scour. The discharge must be dispersed over natural rock riprap, sand bags, plastic sheeting or other accepted energy dissipation measures. Adequate sedimentation control measures are required for discharge water that contains suspended solids.

2. All water from dewatering or basin draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing significant adverse impact to the wetland.

INSPECTIONS AND MAINTENANCE

1. The permittee(s) (either the owner or operator, whoever is identified in the swppp) must routinely inspect the construction site once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. Following an inspection that occurs within 24–hours after a rainfall event, the next inspection must be conducted within 7 days.

2. All inspections and maintenance conducted during construction must be recorded in writing and these records must be retained with the SWPPP. Records of each inspection and maintenance activity shall include:

a. Date and time of inspections;

b. Name of person(s) conducting inspections;

c. Findings of inspections, including recommendations for corrective actions;

d. Corrective actions taken (including dates, times, and party completing maintenance activities);

e. Date and amount of all rainfall events greater than 1/2 inch (0.5 inches) in 24 hours; and

f. Documentation of changes made to the SWPPP as required in part iii.A.4.

3. Where parts of the construction site have undergone final stabilization, but work remains on other parts of the site, inspections of the stabilized areas may be reduced to once per month. Where work has been suspended due to frozen ground conditions, the required inspections and maintenance must take place within 24 hours after runoff occurs at the site or 24 hours prior to resuming construction, whichever comes first.

4. All erosion prevention and sediment control BMP's must be inspected to ensure integrity and effectiveness. All nonfunctional BMP's must be repaired, replaced, or supplemented with functional bmps. The permittee(s) must investigate and comply with the following inspection and maintenance requirements:

a. All silt fences must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches 1/3 of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.

B. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches 1/2 the storage volume. Drainage and removal must be completed within 72 hours of discovery, or as soon as field conditions allow access.

C. Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of sediment being deposited by erosion. The permittee(s) must remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems, and restabilize the areas where sediment removal results in exposed soil. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The permittee shall use all reasonable efforts to obtain access. If precluded, removal and stabilization must take place within seven (7) calendar days of obtaining access. The permittee is responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work.

D. Construction site vehicle exit locations must be inspected for evidence of off–site sediment tracking onto paved surfaces. Tracked sediment must be removed from all off–site paved surfaces, within 24 hours of discovery, or if applicable, within a shorter time.

E. The permittee(s) are responsible for the operation and maintenance of temporary and permanent water quality management BMP's, as well as all erosion prevention and sediment control BMP's, for the duration of the construction work at the site. The permittee(s) are responsible until another permittee has assumed control over all areas of the site that have not been finally stabilized or the site has undergone final stabilization, and a not has been submitted to the MPCA.

F. If sediment escapes the construction site, off–site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off–site impacts (e.G., fugitive sediment in streets could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets).

5. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activities is reaching the infiltration area and these areas are protected from compaction due to construction equipment driving across the infiltration area.

6. Storm sewer pipes and structures to be inspected and cleaned out.

POLLUTION PREVENTION MANAGEMENT MEASURES

The permittee(s) shall implement the following pollution prevention management measures on the site:

1. Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with mpca disposal requirements.

2. Hazardous materials: oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with mpca regulations.

3. External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.

FINAL STABILIZATION

The permittee(s) must ensure final stabilization of the site. The permittee(s) must submit a not within 30 days after final stabilization is complete, or another owner/operator (permittee) has assumed control over all areas of the site that have not undergone final stabilization. Final stabilization can be achieved in one of the following ways:

1. All soil disturbing activities at the site have been completed and all soils must be stabilized by a uniform perennial vegetative cover with a density of 70 percent over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions and;

a. All drainage ditches, constructed to drain water from the site after construction is complete, must be stabilized to preclude erosion;

b. All temporary synthetic, and structural erosion prevention and sediment control bmps (such as silt fence) must be removed as part of the site final stabilization; and

c. The permittee(s) must clean out all sediment from conveyances and from temporary sedimentation basins that are to be used as permanent water quality management basins. Sediment must be stabilized to prevent it from being washed back into the basin, conveyances or drainageways discharging off–site or to surface waters. The cleanout of permanent basins must be sufficient to return the basin to design capacity.

2. Final vegetation cover shall be in Project Specifications.

3. For residential construction only, final stabilization has been achieved when temporary erosion protection and down gradient perimeter control for individual lots has been completed and the residence has been transferred to the homeowner. Additionally, the permittee must distribute the MPCA "Homeowner fact sheet" to the homeowner to inform the homeowner of the need for, and benefits of, final stabilization.

SEQUENCE OF CONSTRUCTION

Construction shall proceed in the following sequence:

1. Contractor shall schedule and conduct a pre–construction meeting with the city.
2. Contractor shall secure all necessary permits and licenses.
3. Furnish & install erosion control measures.
4. Maintain erosion control measures, i.e., silt fence, temporary rock construction entrance.
5. Reclaim existing bituminous pavement and base. Remove excess reclamation material.
6. Remove damaged curb and gutter, reset catch basins per plan.
7. Prepare reclaim material, stabilize grade and compact reclaim material.
8. Furnish & install concrete curb, base course of bituminous pavement
9. Grout catch basins per plan.
10. Furnish & install wear course of bituminous pavement.
11. Remove erosion control after vegetation is established.

ADDITIONAL STORMWATER POLLUTION PREVENTION, GRADING PLAN ANS SCHEDULE NOTES

1. All slopes to be 1:4 unless approved by the city engineer.
2. Below grade structures shall be protected and meet drainage requirements per the city engineer.
3. Construction operation hours are from 7:00am–10:00pm Mon.–Sat.
4. Call Gopher State One Call for utility locations prior to any work at 1–800–252–1166.
5. Permittee may need to modify SWPPP if the general objectives of controlling pollutants is not being met.
6. Operator shall implement these and any other bmp's that may be required to meet the general permit requirements.
7. Site is not in karst area or pollution or remediation site.
8. Silt fence to be installed downhill from any grading activity.
9. If tracking onto adjacent streets occurs a street sweeper shall be used to clean streets within 8 hours or as directed by the engineer.
10. Dust control may be necessary during rough grading. No grading can take place if wind speed exceeds 25 mph.
11. Solid waste shall be collected and disposed of properly and must comply with MPCA disposal requirements.
12. Hazardous materials shall be stored properly to prevent spills and vandalism
13. No engine degreasing is allowed on site. External washing of vehicles shall be limited to a defined area (bone yard) on site.
14. Permitee(s) shall adhere to all SWPPP specifications on this plan and other mpca permit requirements.

DATE	REVISION

Apr 26, 2017 - 1:41pm
G:\Engineering\AutoCad Dwgs\Projects N-Z\Sunwood Drive Recon. 2017 - Ramsey to Bunker\Plan Drawings\SWPPP Plan.dwg

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

BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/26/17
CHECKED BY:	BRW	FILE No. 17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SWPPP
S.A.P. 199-122-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-00
CITY OF RAMSEY, MINNESOTA

SHEET 18 OF 18 SHEETS

DEPARTMENT OF TRANSPORTATION

Metro District State Aid
1500 West County Road B2
Roseville, MN 55113-3174

May 2, 2017

Mr. Bruce Westby
Ramsey City Engineer
7550 Sunwood Drive NW
Ramsey, Minnesota 55303

In Reply Refer to: **S.A.P. 199-104-011 & 112-008**
Construction Plan for Sunwood Dr & Alpine Dr
City of Ramsey

Dear Mr. Westby:

The above referenced plan has been approved and you are now authorized to advance the status of this project.

Please invite Mike Pretel and/or Jim Deeny, of our office, to the Pre-Construction Conference, for this project.

Mike Pretel
State Aid Construction Engineer
Phone (651) 234-7778
Email: Michael.pretel@state.mn.us

Jim Deeny
State Aid Contract Administration
Phone (651) 234-7762
Email: Jim.deeny@state.mn.us

When the project is let, please email the Excel spreadsheet of the low bidder's prices in the Statement of Estimated Quantities format. The spreadsheet may be emailed to Sharon LeMay at Sharon.LeMay@state.mn.us.

Sincerely,

Rob Wiehnski

For Julie Dresel
Metro District State Aid Program Engineer

EC: J. Dresel
File

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 6.**

Meeting Date: 05/09/2017

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #17-05-104 Approving Plans and Specifications and Authorizing Advertisements for Bids for Improvement Project #17-01, Alpine Drive Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #17-05-104 approving plans and specifications and authorizing advertisements for bids for Improvement Project #17-01, Alpine Drive Reconstruction.

Background:

Attached is a set of final plans prepared by City staff for Improvement Project #17-01, Alpine Drive Reconstruction.

The attached plans are generally consistent with the design represented in the Feasibility Report as approved by the City Council, with three primary exceptions.

Instead of reclaiming the existing crushed concrete base material and reusing it on site as aggregate base, all of the existing crushed concrete base material is now proposed to be removed and properly disposed of off-site. This change was made based on subsequent discoveries which indicate the crushed concrete base material has a significant amount of fines and therefore if reused on site it could result in some of the same pavement tenting issues over time. This design modification was therefore made to ensure the proposed improvements will perform adequately over time and result in a minimum pavement life of 30 years as outlined in the Feasibility Report.

Additional grading and storm sewer work was also incorporated into the plans based on findings made during final design related to a culvert under Alpine Drive that was previously buried.

Alpine Drive is proposed to be closed to traffic during construction. This is proposed to ensure that construction can be completed as quickly and safely as possible, not only for the traveling public, but also for people working on the project. Since the residential properties along the west end of the project all have their primary driveways on Armstrong Boulevard, and since garbage hauling and mail delivery services are provided from Armstrong Boulevard, closing Alpine Drive will not impact access to or services to these properties. The proposed detour route occurs along Ramsey Boulevard/CSAH 56, Bunker Lake Boulevard/CSAH 116, and Armstrong Boulevard/CSAH 83, and Anoka County has approved the proposed detour route.

This segment of Alpine Drive is part of the City's Municipal State Aid System. The attached plans were reviewed and approved by MnDOT State Aid. Attached is a copy of State Aid's approval letter authorizing advancement of the project to construction.

The proposed project schedule is below.

May 9 – Approve Plans and Specifications / Authorize Ads for Bids
May 12 & 19 – Advertisements for Bids published
June 6 – Public bid opening
June 13 – Accept Bids / Award Contract
Late June / early July – Begin construction
September 1 – Substantial completion (open to traffic)

On April 18th, the Public Works Committee reviewed the plans and unanimously recommended Council approval of plans and authorization to advertise for bids.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Observations:

Letters were mailed to the three residential property owners on the west end of the project area informing them of the proposed improvements, including the proposed schedule and the plan to close this segment of Alpine Drive to traffic during construction. To date, staff has not received any responses from these property owners.

Alternatives:

Alternative #1 – Motion to adopt Resolution #17-05-104 approving plans and specifications and authorizing advertisements for bids for Improvement Project #17-01, Alpine Drive Reconstruction.

Alternative #2 – Motion of other.

Funding Source:

The Feasibility Report identified estimated costs of $463,000. The current estimated project costs per the attached plans are $522,408.60. Project funding is proposed to include a combination of street reconstruction bond funds ($488,694.30) and storm water utility funds ($33,714.30). No special assessments are proposed with this project.

Though the final estimated project cost is $59,408.60 more than the estimated costs identified in the Feasibility Report, staff feels this cost increase is justified to ensure that the new pavement section will achieve a minimum pavement life of 30 years.

Recommendation:

Staff recommends alternative #1.

Action:

Adopt Resolution #17-05-104 approving plans and specifications and authorizing advertisements for bids for Improvement Project #17-01, Alpine Drive Reconstruction.

Attachments

Resolution 1705104
IP1701 Plans FINAL
MSA Approval Ltr

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:12 PM
Form Started By: Bruce Westby		Started On: 05/01/2017 10:24 AM

Final Approval Date: 05/04/2017

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-05-104

RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND AUTHORIZING ADVERTISEMENTS FOR BIDS FOR IMPROVEMENT PROJECT #17-01, ALPINE DRIVE RECONSTRUCTION

WHEREAS, pursuant to Ramsey City Council resolution #16-08-139, adopted August 8, 2016, the City Engineer prepared a Feasibility Report for City Improvement Project #17-01 which proposes improvements to Alpine Drive between Armstrong Boulevard/CSAH 83 and Variolite Street, including reconstruction of bituminous pavement, replacement of damaged concrete curb and gutter, and other appurtenant work as needed; and

WHEREAS, pursuant to Ramsey City Council resolution #17-01-029, adopted January 24, 2017, the City Council received and accepted the Feasibility Report, and the City of Ramsey Engineering Department was ordered to prepare final plans and specifications for the proposed improvements.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1. The Ramsey City Council hereby approves the final plans and specifications prepared by the City of Ramsey Engineering Department for the making of such improvements, and authorizes the advertisement of bids for the same improvements.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of May, 2017.

_____
Mayor

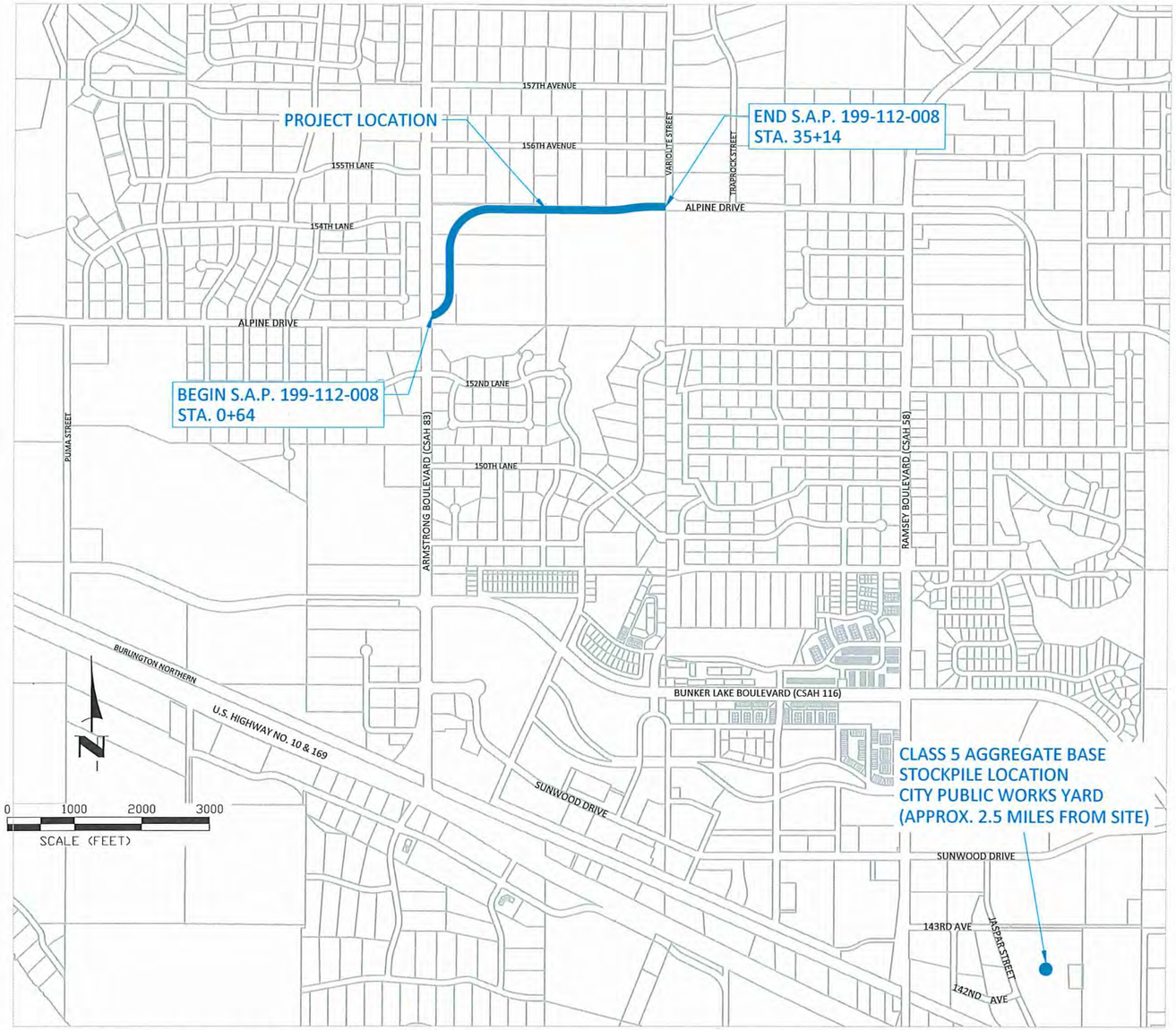
ATTEST:

_____
City Clerk

CITY OF RAMSEY

STREET CONSTRUCTION PLANS FOR BITUMINOUS RECLAMATION AND PAVING.
S.A.P. 199-112-008

S.A.P. LOCATED ON ALPINE DRIVE BETWEEN ARMSTRONG BOULEVARD AND VARIOLITE STREET
FROM SW 1/4 OF THE NW 1/4 OF S21, T32, R25 TO NE 1/4 OF THE NW 1/4 OF S21, T32, R25



CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA
DISTRICT: METRO

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL 1-800-252-1166 OR 651-454-0002

GSOC

Call before you dig
811
651 454-0002 Metro
800 252-1166 Outstate
www.gopherstateonecall.org

GOVERNING SPECIFICATIONS

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

THIS PLAN CONTAINS 21 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SHEET INDEX
3	STATEMENT OF ESTIMATED QUANTITIES
4	TYPICAL SECTIONS
5	EROSION CONTROL AND STREET DETAILS
6	STORM SEWER DETAILS
7-9	REMOVALS
10-12	EROSION CONTROL AND RESTORATION
13	ALIGNMENT LAYOUT
14-16	STREET AND STORM SEWER
17	GRADING
18	STRIPING PLAN
19-20	SWPPP
21	DETOUR PLAN

LEGEND

MB	MAILBOX	— —	EASEMENT
	LIGHT POLE	———	RIGHT OF WAY
	TREE	—E—	ELECTRIC
	SIGN	—G—	GAS
POLE	POLE	—T—	TELECOMMUNICATIONS
	FLOOD LIGHT	—>>—	STORM SEWER
	VALVE		TREE LINE
ECB	UTILITY PEDESTAL	—XSR—	SPLIT RAIL FENCE
HH	HAND HOLE		LANDSCAPING
	REMOVE CATCH BASIN	—V—	RETAINING WALL
STM	EXISTING MANHOLE		5' CONTOUR LINE
	EXISTING FLARED END		1' CONTOUR LINE
	REMOVE TREE	—SF—	SILT FENCE
	REMOVE STORM CASTING		PROPOSED B618 C & G
	3'X2' CATCH BASIN		
	CATCH BASIN MANHOLE		
	INLET PROTECTION		
	MILL BITUMINOUS PAVEMENT		
	EDGE MILL		
	REMOVE BITUMINOUS PAVEMENT		
	REMOVE BITUMINOUS DRIVE		
	REMOVE CONCRETE DRIVE		
	REMOVE GRAVEL DRIVE		
	CONCRETE DRIVE		
	BITUMINOUS DRIVE		
	GRAVEL DRIVE		
	RIP RAP		
	HYDRO SEED AREA		
	EROSION CONTROL BLANKET		
	CLEARING AND GRUBBING		

NO.	PROJECT	STA. TO STA.	GROSS LENGTH	BRIDGE LENGTH	NET LENGTH	NET LENGTH (MILES)	ADT (2017)	ADT (2037)	DESIGN ESAL	R VALUE	TON DESIGN	DESIGN SPEED	NUMBER OF LANES	WIDTH OF LANES	NUMBER OF PARKING LANES	WIDTH OF LANES	FUNCTIONAL CLASSIFICATION
①	S.A.P. 199-112-008 ALPINE DRIVE	0+64 TO 35+14	3450 FT	0 FT	3450 FT	0.65 MI.	1,000	1,000	229,000	40	10	40	2	EB - 12'-14' WB - 14'	0 - 1	10'	COLLECTOR

DESIGN SPEED NOT ACHIEVED AT STA. 0+64 to STA. 4+12 DUE TO ENVIRONMENTAL IMPACTS.

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

Bruce R Westby — 40116 — DATE 4/26/17
BRUCE R WESTBY, P.E. RAMSEY CITY ENGINEER — LIC. NO.

Julie Driscoll — DATE 5/2/17
DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY

Julie Driscoll for — DATE 5/2/17
STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING

SHEET 1 OF 21 SHEETS

City of RAMSEY
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

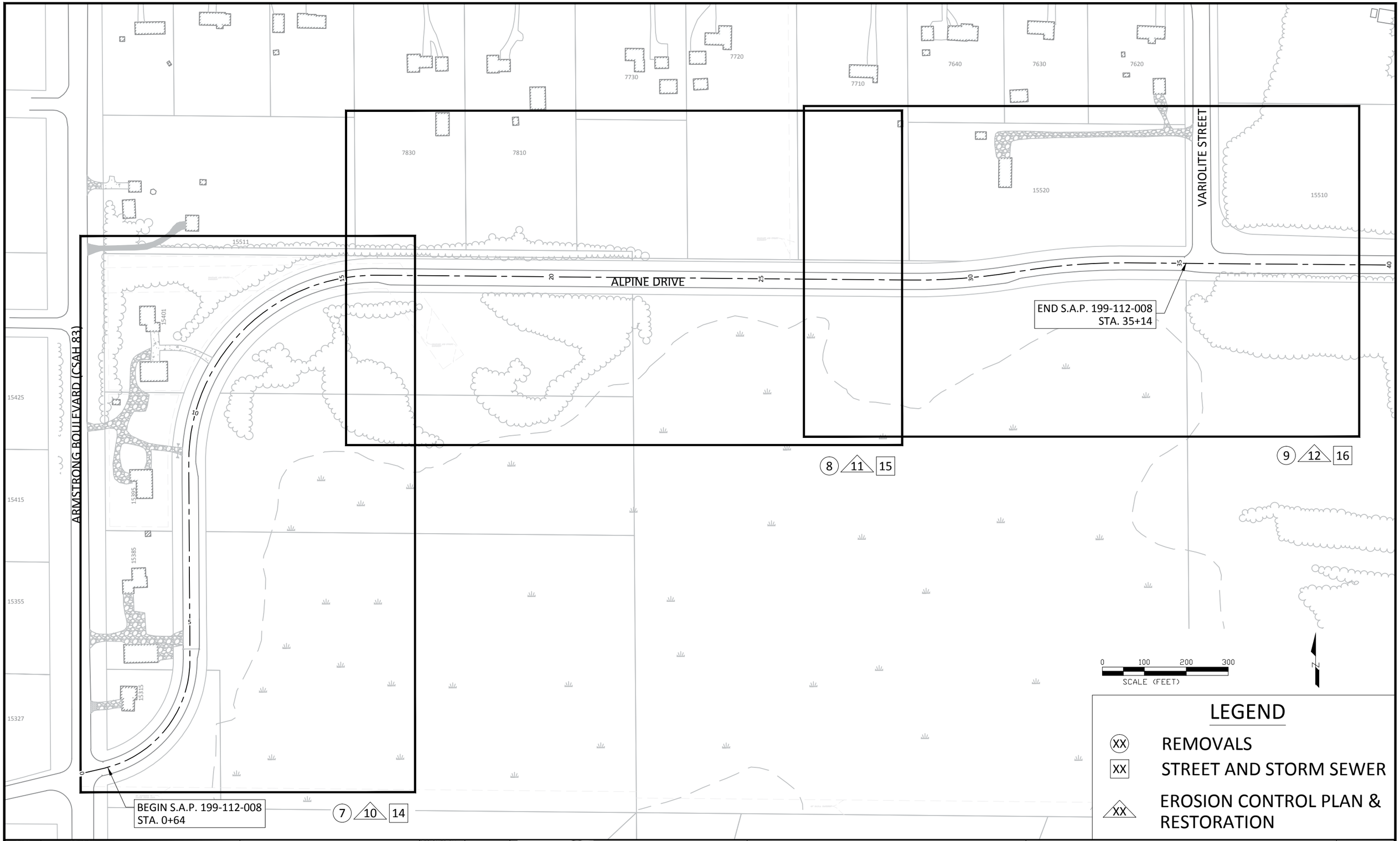
STOPPING SIGHT DISTANCE BASED ON:
3.5 FT - HEIGHT OF EYE
2.0 FT - HEIGHT OF OBJECT

DATUM:
VERTICAL: NAVD 88
HORIZONTAL: ANOKA COUNTY COORDINATES (1996 ADJUSTMENT)

S.A.P. 199-112-008

DATE	REVISION

Apr 26, 2017 - 12:21pm
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Cover Sheet.dwg



LEGEND

- (XX) REMOVALS
- [XX] STREET AND STORM SEWER
- △XX EROSION CONTROL PLAN & RESTORATION

DATE	REVISION

Apr 26, 2017 - 12:22pm
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/26/17
CHECKED BY:	BRW	FILE No.	17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SHEET INDEX
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

ESTIMATE□ □UANTITIES					NON□PARTICIPATING		
					S.A.P. 199-112-008 *ALPINE DRIVE*		
					STREET	*STORM SEWER*	
PAGE NO.	**NOTE**	**ITEM NO.**	**ITEM**	**UNIT**	**ESTIMATE□ □UANTIT□**	**ESTIMATE□ □UANTIT□**	**TOTAL ESTIMATE□ □UANTIT□**
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PAY ITEM NOTES:

1. EV TO CV CONVERSION FACTOR = 1.2
2. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 0.07 GAL/SY.
3. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 110 LB/SY-IN.
4. REMOVAL LIMITS WILL BE MARKED IN THE FIELD BY CITY STAFF.
5. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 2000 LB/ACRE.
6. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 200 LB/ACRE.
7. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 220 LB/ACRE.
8. LUMP SUM QUANTITY SHALL INCLUDE ALL COST REQUIRED FOR MAINTAINING PEDESTRIAN ACCESS ROUTES, ALL FLAGGING AND / OR DETOUR OPERATIONS AS NECESSARY.
9. GROUT CATCH BASIN SHALL OCCUR AFTER BITUMINOUS WEARING COURSE LIFT IS APPLIED.
10. CITY TO FURNISH CLASS 5 AGGREGATE BASE MATERIAL FROM STOCKPILE LOCATED AT CITY PUBLIC WORKS YARD. THE CONTRACTOR SHALL FURNISH A LOADER AND OPERATOR. CONTRACTOR SHALL LOAD AND HAUL FROM THE STOCKPILE AND PLACE, SHAPE AND COMPACT ON-SITE.
11. SEE STRIPING TABULATION SHEET 18.

GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING IRRIGATION SYSTEMS WITHIN THE PROJECT CONSTRUCTION LIMITS BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE FOR AVOIDING DAMAGE TO IRRIGATION SYSTEMS WHERE POSSIBLE.

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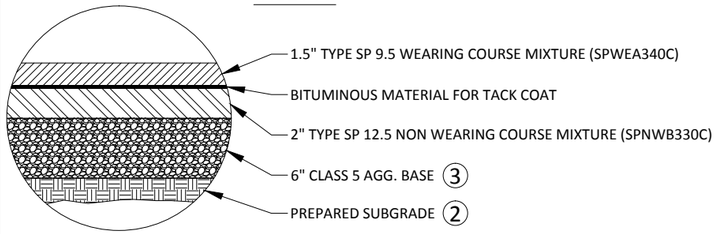
INSET A:



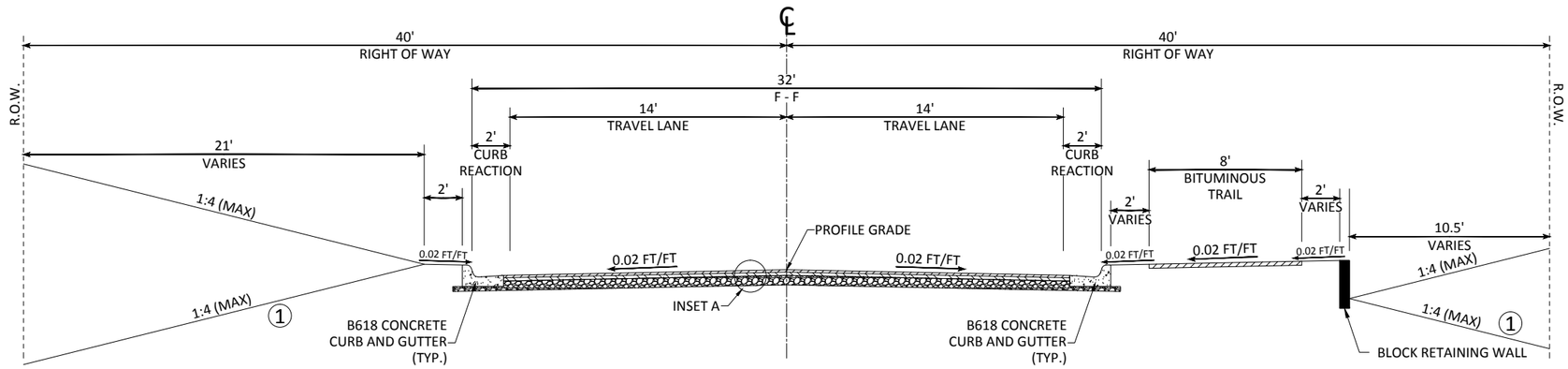
REFERENCE NOTES:

① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING A MINIMUM OF 4" COMMON TOPSOIL BORROW AND HYRDOSEED WITH MIXTURE PER PLAN. SEE CITY PLATE NO. ERO-6 FOR COMMON TOPSOIL BORROW.

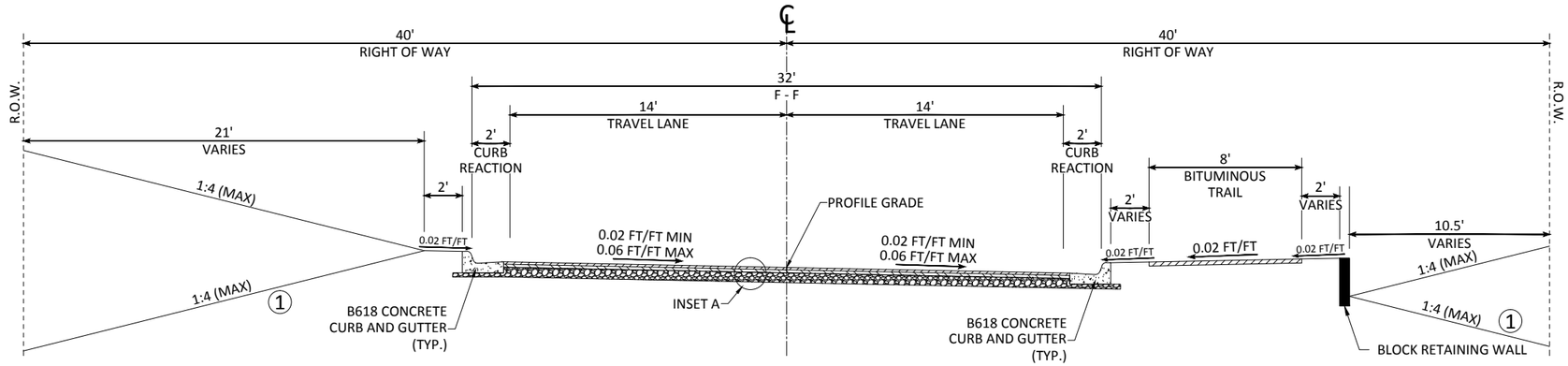
② CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING CLASS 5 AGGREGATE BASE. THIS PROCESS SHALL BE INCIDENTAL TO THE SUBGRADE PREPARATION PAY ITEM.

③ CITY TO FURNISH CLASS 5 AGGREGATE BASE. CONTRACTOR TO LOAD AND HAUL FROM STOCKPILE AND PLACE, SHAPE AND COMPACT ON SITE.

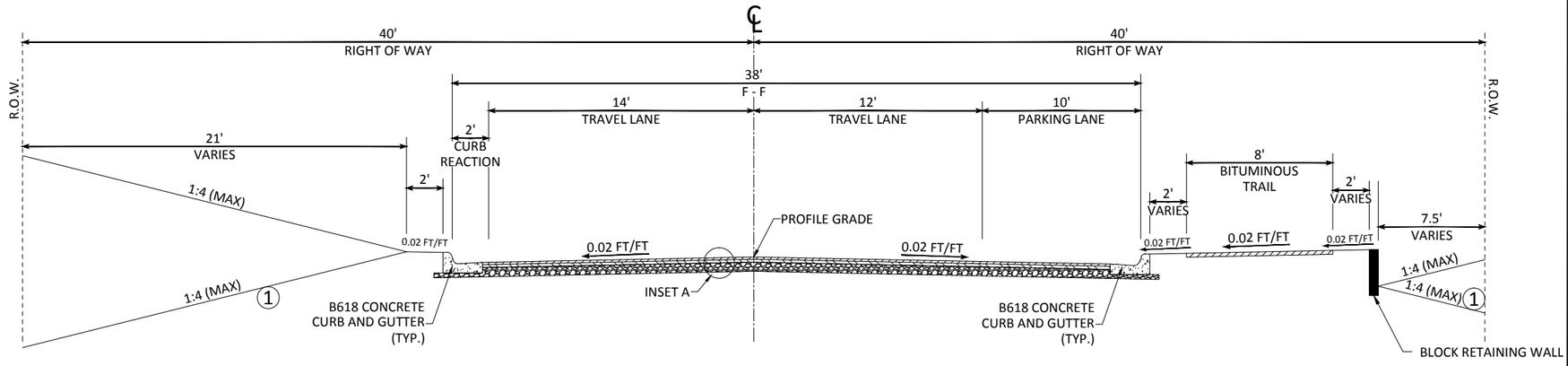
TYPICAL SECTION: NO PARKING STA. 31+20 - 35+14



TYPICAL SECTION: SUPER ELEVATED STA. 0+64 - 4+12, STA. 8+84 - 15+85



TYPICAL SECTION: PARKING ALLOWED STA. 4+12 - 8+84, STA. 15+85 - 31+20



PAVEMENT DESIGN

20 YR DESIGN LANE BESALS:	229,000
DESIGN R-VALUE:	40

MINIMUM REQUIRED

MINIMUM BIT (GE)	7.00
MIN. AGG. BASE (GE)	3.88
TOTAL REQUIRED GE	11.45

PROPOSED DESIGN

WEARING COURSE (1.5")	3.38
NON-WEAR COURSE (2.0")	4.50
CLASS 5 AGG. BASE (6.0")	6.00
TOTAL DESIGN GE	13.88

NOTE: NOT TO SCALE

DATE	REVISION

Apr 26, 2017 - 12:22pm
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Typical Section.dwg

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

Bruce R Westby

BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

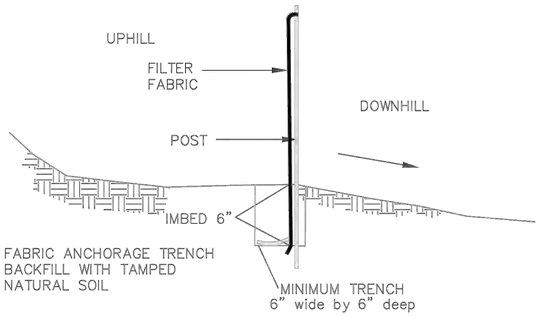
DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/26/17
CHECKED BY:	BRW	FILE No.	17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

TYPICAL SECTIONS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 4 OF 21 SHEETS

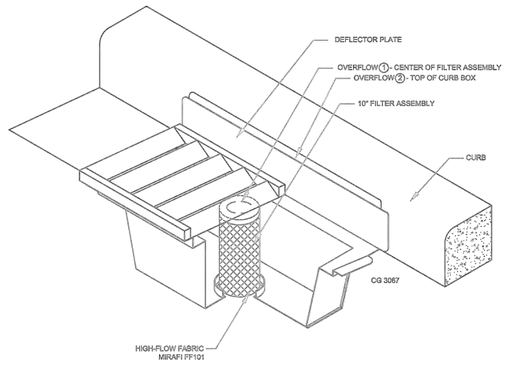


INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL

NO SCALE

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: SILT FENCE
		CITY PLATE No. ERO–1

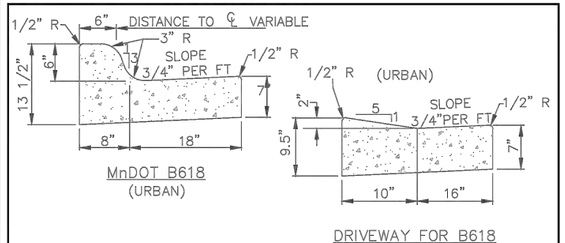


INLET PROTECTION – WIMCO OR EQUAL

N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINTED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

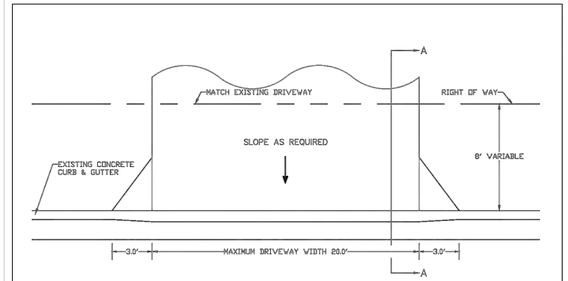
APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: INLET PROTECTION
		CITY PLATE No. ERO–2



NOTES:

1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: CURB AND GUTTER
		CITY PLATE No. STR–1



NOTES:
1. PANEL WIDTH SHALL NOT EXCEED 10 FT. WITHOUT A CENTERLINE CONSTRUCTION JOINT.
2. CONCRETE DRIVEWAY TO BE ONE COURSE CONCRETE PAVEMENT. (SEE SPECIAL PROVISIONS FOR CLASS OF CONCRETE.)
3. CONCRETE DRIVEWAYS TO BE 6" THICK.
4. ½" EXPANSION JOINT, ½" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2 CONCRETE AREAS ARE POURED SEPERATELY.)
5. BITUMINOUS DRIVEWAYS MINIMUM 2" THICK, MATCH EXISTING BITUMINOUS PAVEMENT THICKNESS.

APPROVED: 1 – 2016	City of RAMSEY	STANDARD DETAILS: RESIDENTIAL DRIVEWAY – NO SIDEWALK
		CITY PLATE No. STR–30

MNDOT 2016 SPEC

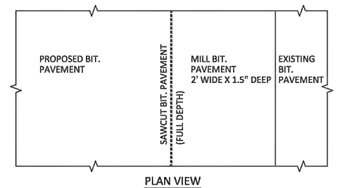
MNDOT 2016 SPEC TABLE 3877–1 COMMON TOPSOIL BORROW		
REQUIREMENT	RANGE	TEST METHOD
MATERIAL PASSING THE 3/4 IN [19MM]	100%	ASTM D 422
MATERIAL PASSING NO. 4 [4.75MM]	≥85%	–
CLAY	5% –35%	ASTM D 422
SILT	5% – 70%	ASTM D 422
SAND	10% – 75%	ASTM D 422
ORGANIC MATTER	3% – 15%	ASTM D 2974
pH	6.1–7.8	ASTM G 51

NOTE:
1. INSTALLATION OF 4" OF TOPSOIL MEETING MNDOT SPECIFICATION 3877A COMMON TOPSOIL BORROW, MAY BE REQUIRED ACROSS ALL DISTURBED AREAS.
2. A SOIL CERTIFICATION FROM A GEOTECHNICAL FIRM MUST BE PROVIDED VERIFYING THE TOPSOIL MEETS SPECIFICATION ALONG WITH LOAD TICKETS TO VERIFY THE SOURCE OF MATERIAL AND QUANTITY.
3. TOPSOIL MUST COME FROM A CITY APPROVED SOURCE.

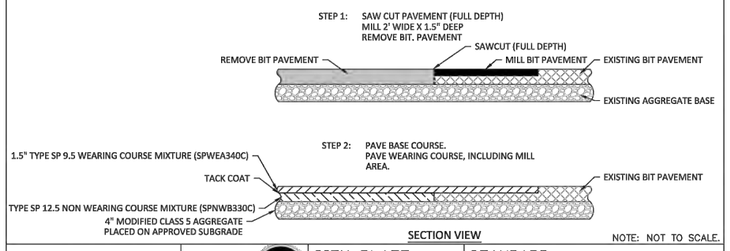
APPROVED: 1 – 2016	City of RAMSEY	CITY PLATE No. ERO–6	STANDARD DETAILS: TOPSOIL REQUIREMENTS

NOTES:

1. BITUMINOUS SHALL BE SAWCUT AND REMOVED
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHANICALLY COMPACTED.
3. SEE CITY PLATE STR–26 FOR MODIFIED CLASS 5 SPECIFICATIONS.



PLAN VIEW



SECTION VIEW

NOTE: NOT TO SCALE.

APPROVED: 3 – 2017	City of RAMSEY	CITY PLATE No. STR–31	STANDARD DETAILS: STREET TIE–IN

MNDOT STANDARD PLATES

THESE STANDARD PLATES AS APPROVED BY THE FHWA SHALL APPLY

PLATE NO.	DESCRIPTION
3000 L	REINFORCED CONCRETE PIPE (5 SHEETS)
3006 G	GASKET JOINT FOR R.C. PIPE (2 SHEETS)
3007 E	SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
3040 F	CORRUGATED METAL PIPE CULVERT (STANDARD 2-2/3" X ½" CORRUGATION)
3123 J	METAL APRON FOR C.S. PIPE
3221 C	CORRUGATED STEEL PIPE COUPLING BAND (3 SHEETS)
4011 E	PRECAST CONCRETE BASE
4022 A	MANHOLE OR CATCH BASIN COVER (3FT. X 2FT. OPENING)
4026 A	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
4108 F	ADJUSTING RINGS FOR CATCH BASINS AND MANHOLES
4180 J	MANHOLE OR CATCH BASIN STEP
7100 H	CONCRETE CURB AND GUTTER DESIGN B AND DESIGN V
8000 J	CHANNELIZERS (3 SHEETS)
9102 E	TURF ESTABLISHMENT AREAS (AT PIPE CULVERT ENDS)

DATE	REVISION

Apr 26, 2017 - 12:23pm
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY: JJF	
DRAWN BY: JJF	DATE: 4/26/17
CHECKED BY: BRW	FILE No. 17-01

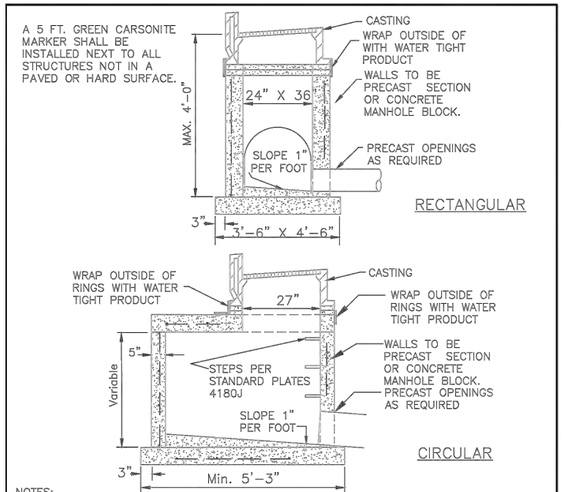
City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

EROSION CONTROL AND STREET DETAILS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 5 OF 21 SHEETS

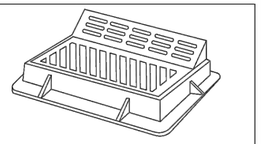


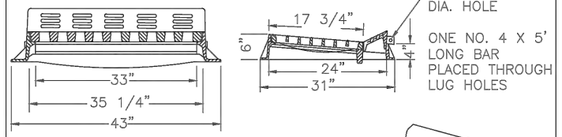
NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. CONCRETE BASE SHALL BE 6" POURED IN PLACE OR 5" PRECAST SLAB.
3. CONCRETE ADJUSTING RINGS TO BE INSTALLED MAX.7–2" RINGS, MIN 2–2" RINGS
4. GROUT BETWEEN RINGS,SHIMS SHALL BE METAL, CONCRETE OR PLASTIC
5. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
6. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
7. CONDUCTIVITY IS REQUIRED ON ALL TRACER WIRE
8. STEPS ARE REQUIRED IF STRUCTURE FROM THE CASTING TO THE INVERT IS GREATER THAN 4 FEET
9. TRACER WIRES ARE TO END IN STRUCTURES, AT FINISHED GRADE ON ALL SERVICES AND STUBS

APPROVED:		STANDARD DETAILS:
4 – 2007	City of RAMSEY	CATCH BASIN
		CITY PLATE No. STO–1

NOTE: SURMOUNTABLE CURB & GUTTER

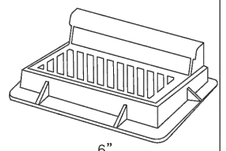
1. CATCH BASIN CASTING SHALL BE NEENAH R–3067 WITH GRATED BACK (BICYLE SAFE) OR APPROVED EQUAL.
2. FOR CATCH BASINS ADJACENT TO RADIUS, USE NEENAH R–3246R OR APPOVED EQUAL.

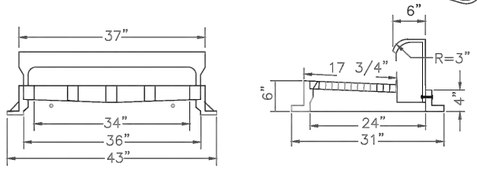




NOTE: B 618 CURB & GUTTER

1. CATCH BASIN CASTING SHALL BE NEENAH R–3246R OR APPROVED EQUAL.



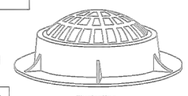


STANDARD CATCHBASIN CASTING

APPROVED:		STANDARD DETAILS:
7 – 2016	City of RAMSEY	STORMWATER CASTING
		CITY PLATE No. STO–4

R–2560 Series
Beehive Grates with Frames

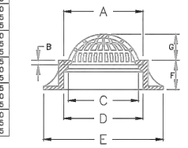
SUITABLE FOR DRAINAGE ON CIRCUMSTANCES WHERE CLOGGING OF A FLAT GRATING IS A PROBLEM. EXCELLENT FOR ROADSIDE OR EARTH DITCH CATCH BASINS.



Illustrating R–2560–E

Catalog No.	Dimensions In Inches							Wt. LBS
	A	B	C	D	E	F	G	
R–2560–A	12	1	11	12 1/2	19	4	4	80
R–2560–B	15 1/2	1 1/4	15	15	21	5	3	120
R–2560–C	18	1 1/4	16 1/2	20 1/2	30	8	4	190
R–2560–C1	22	1 1/2	20	23	28	4	4 1/2	195
R–2560–C2	22	1 1/2	20 1/2	24	28 1/4	6	4 1/2	270
R–2560–D	22	1 1/2	20	24 1/2	35	9	4 1/2	315
R–2560–D1	22	1 1/2	20	23	28 1/4	4	7	210
R–2560–D2	22	1 1/2	20 1/2	24	30	6	7	285
R–2560–D3	22	1 1/2	20	24 1/2	36	9	7	345
R–2560–E	23	1 1/2	21	25 1/2	35 1/2	9	7	340
R–2560–EA	25 3/4	7/8	24 1/8	26 1/2	35 1/2	4	9	230
R–2560–EB	25 3/4	7/8	24 1/8	26 1/2	35 1/2	4	9	255
R–2560–E1	25 3/4	7/8	24 1/8	26 1/2	35 1/2	7	6	285
R–2560–E2	25 3/4	7/8	24 1/8	26 1/2	35 1/2	7	9	300
R–2560–E3	25 3/4	7/8	24 1/8	26 1/2	35 1/2	8	6	345
R–2560–E6	25 3/4	7/8	24 1/8	26 1/2	35 1/2	8	9	365
R–2560–E7	25 3/4	7/8	24 1/8	26 1/2	35 1/2	9	6	350
R–2560–E8	25 3/4	7/8	24 1/8	26 1/2	35 1/2	9	9	365
R–2560–E9	25 3/4	7/8	24 1/8	26 1/2	35 1/2	10	6	360
R–2560–E10	25 3/4	7/8	24 1/8	26 1/2	35 1/2	10	9	385
R–2560–G	32	1 1/2	30	36	46	7	4	535

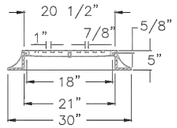
Furnished standard with ground bearing surfaces.



R–2570 Catch Basin Frame, Grate

Light Duty

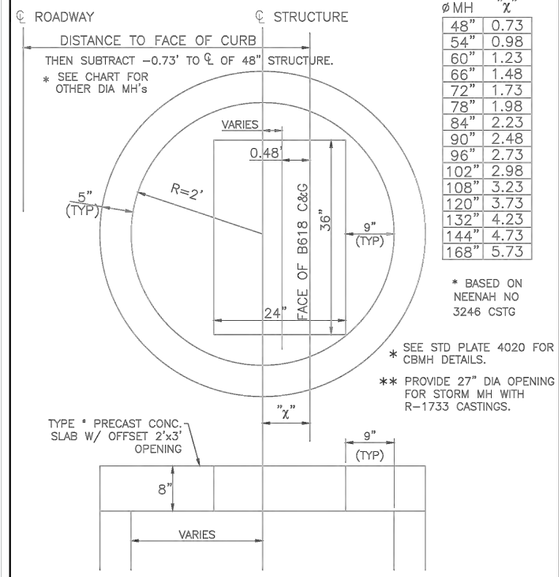
Total Weight 170 Pounds



Furnished standard with ground bearing surfaces.

STORM CASTINGS FOR NON–TRAFFIC AREAS
NTS

APPROVED:		STANDARD DETAILS:
9 – 2011	City of RAMSEY	STORM CASTING – NON TRAFFIC AREAS
		CITY PLATE No. STO–6



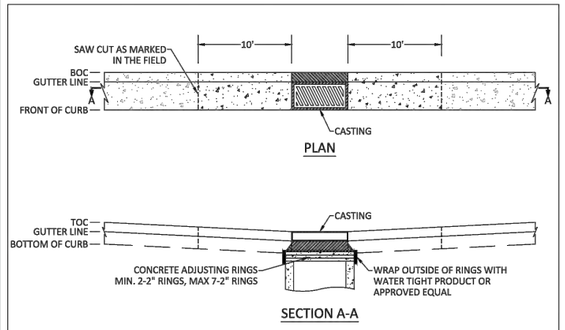
ø MH	"X"
48"	0.73
54"	0.98
60"	1.23
66"	1.48
72"	1.73
78"	1.98
84"	2.23
90"	2.48
96"	2.73
102"	2.98
108"	3.23
120"	3.73
132"	4.23
144"	4.73
168"	5.73

* BASED ON NEENAH NO 3246 CSTG

* SEE STD PLATE 4020 FOR CBMH DETAILS.

** PROVIDE 27" DIA OPENING FOR STORM MH WITH R–1733 CASTINGS.

APPROVED:		STANDARD DETAILS:
4 – 2005	City of RAMSEY	SLAB TOP MANHOLE COVER
		CITY PLATE No. STO–5



NOTE: NOT TO SCALE

NOTE:

1. CONCRETE CURB AND GUTTER TO BE REMOVED 10 FEET TO EITHER SIDE OF CATCH BASIN CASTING. CURB AND GUTTER MUST BE SAW CUT - FULL DEPTH.
2. CASTING SHALL BE BROUGHT UP TO PROPER GRADE. DAMAGED CONCRETE ADJUSTING RINGS MUST BE REPLACED. OUTSIDE OF RINGS MUST BE WRAPPED WITH APPROVED WATER TIGHT PRODUCT. INSIDE OF RINGS MUST BE GROUTED TO A SMOOTH FINISH.
3. CONCRETE CURB AND GUTTER SHALL BE REPLACED AND MATCH INTO THE RESET CASTING AND THE EXISTING CURB AND GUTTER.
4. DAMAGED BITUMINOUS PAVEMENT SHALL BE REPAIRED AND IS INCIDENTAL. FOLLOW CITY STANDARD PLATE STR-25.
5. PROPER TRAFFIC CONTROL DEVICES SHALL BE REQUIRED TO MAINTAIN A SAFE WORK ENVIRONMENT, AND IS INCLUDED IN THE TRAFFIC CONTROL LUMP SUM BIT ITEM.
6. ALL EQUIPMENT, MATERIALS, DISPOSAL, AND LABOR REQUIRED TO RESET CATCH BASIN CASTING AS DESCRIBED BY THIS DETAIL IS INCIDENTAL.
7. BOULEVARD RESTORATION BEHIND CURB IS NOT INCLUDED WITH THE RESET CATCH BASIN CASTING PAY ITEM.

APPROVED:		STANDARD DETAILS:
3 – 2017	City of RAMSEY	RESET CATCH BASIN CASTING
		CITY PLATE No. STO–13

DATE	REVISION

Apr 26, 2017 - 12:23pm
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Details.dwg

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BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

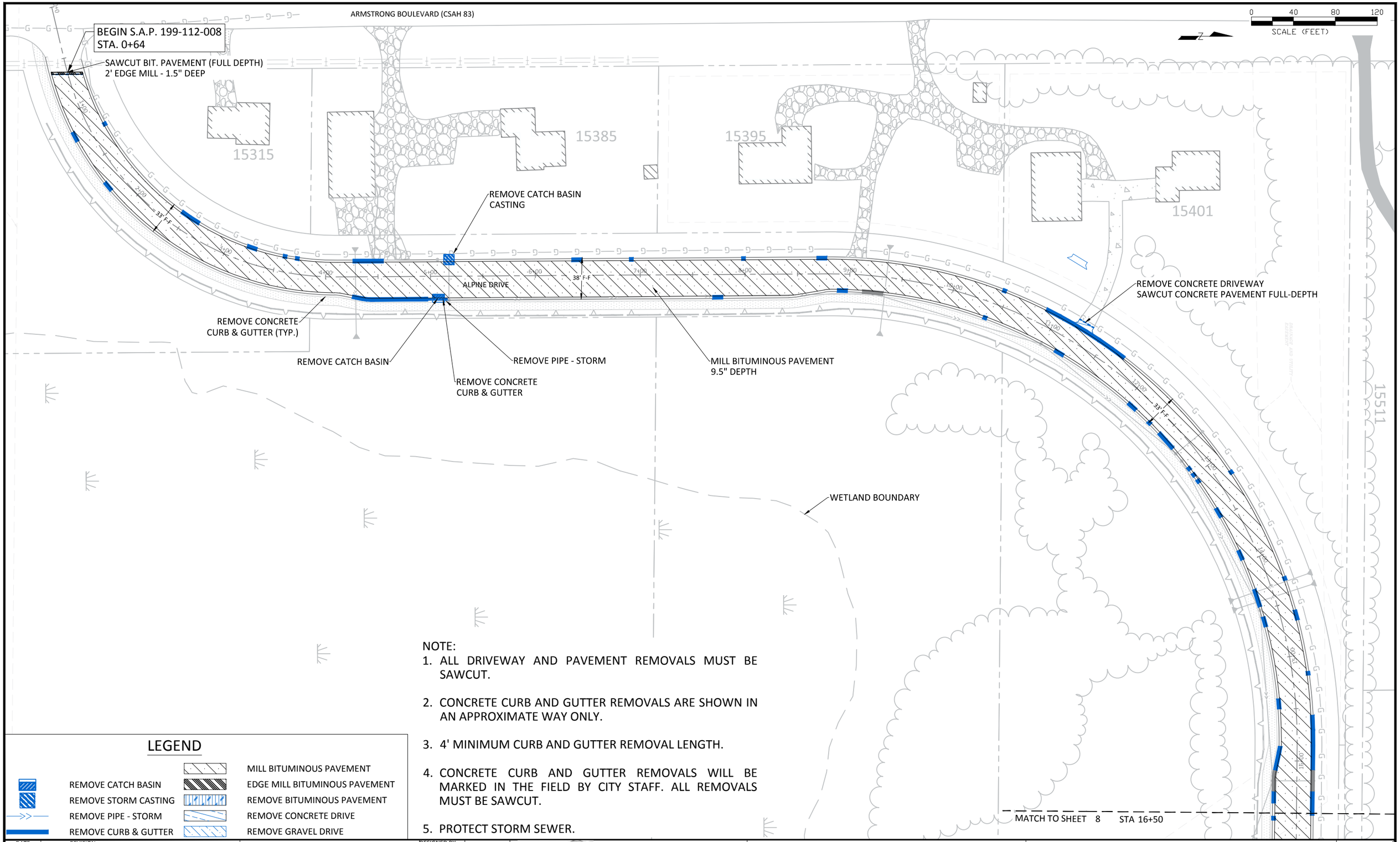
DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/26/17
CHECKED BY:	BRW	FILE No.	17-01

City of RAMSEY
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STORM SEWER DETAILS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 6 OF 21 SHEETS



NOTE:

1. ALL DRIVEWAY AND PAVEMENT REMOVALS MUST BE SAWCUT.
2. CONCRETE CURB AND GUTTER REMOVALS ARE SHOWN IN AN APPROXIMATE WAY ONLY.
3. 4' MINIMUM CURB AND GUTTER REMOVAL LENGTH.
4. CONCRETE CURB AND GUTTER REMOVALS WILL BE MARKED IN THE FIELD BY CITY STAFF. ALL REMOVALS MUST BE SAWCUT.
5. PROTECT STORM SEWER.

LEGEND

	MILL BITUMINOUS PAVEMENT
REMOVE CATCH BASIN	EDGE MILL BITUMINOUS PAVEMENT
REMOVE STORM CASTING	REMOVE BITUMINOUS PAVEMENT
REMOVE PIPE - STORM	REMOVE CONCRETE DRIVE
REMOVE CURB & GUTTER	REMOVE GRAVEL DRIVE

DATE	REVISION

Apr 26, 2017 - 12:24pm
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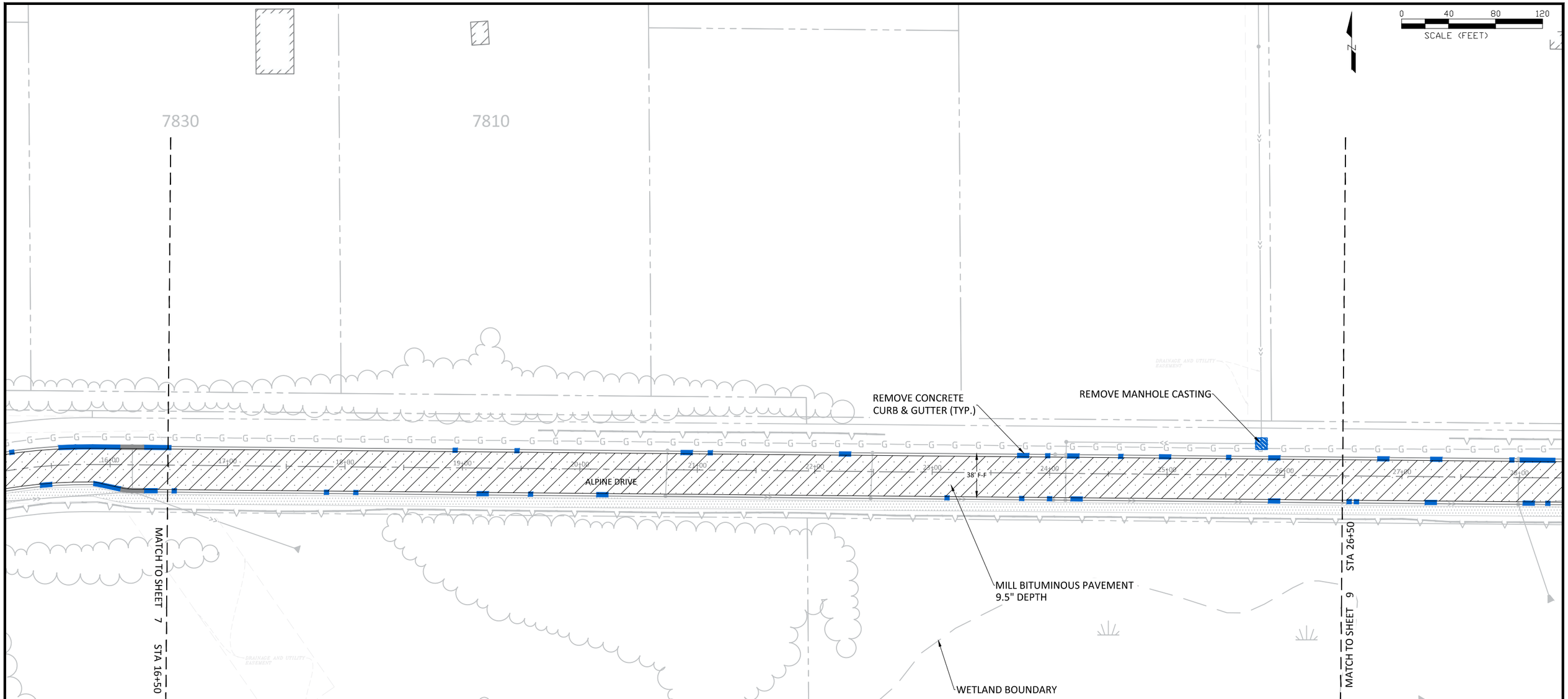
REMOVALS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 7 OF 21 SHEETS



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5. PROTECT STORM SEWER.

LEGEND

	MILL BITUMINOUS PAVEMENT
REMOVE CATCH BASIN	EDGE MILL BITUMINOUS PAVEMENT
REMOVE STORM CASTING	REMOVE BITUMINOUS PAVEMENT
REMOVE PIPE - STORM	REMOVE CONCRETE DRIVE
REMOVE CURB & GUTTER	REMOVE GRAVEL DRIVE

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Bruce R Westby

BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

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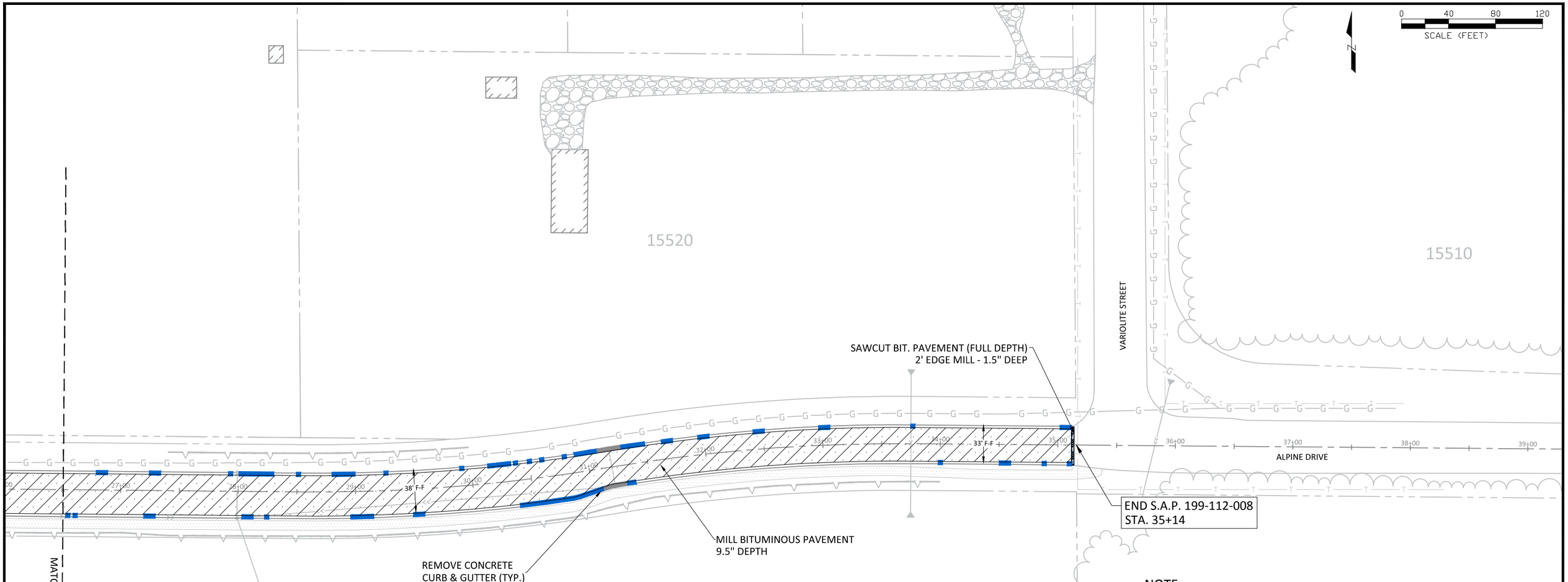
REMOVALS
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA



LEGEND

	MILL BITUMINOUS PAVEMENT
REMOVE CATCH BASIN	EDGE MILL BITUMINOUS PAVEMENT
REMOVE STORM CASTING	REMOVE BITUMINOUS PAVEMENT
REMOVE PIPE - STORM	REMOVE CONCRETE DRIVE
REMOVE CURB & GUTTER	REMOVE GRAVEL DRIVE

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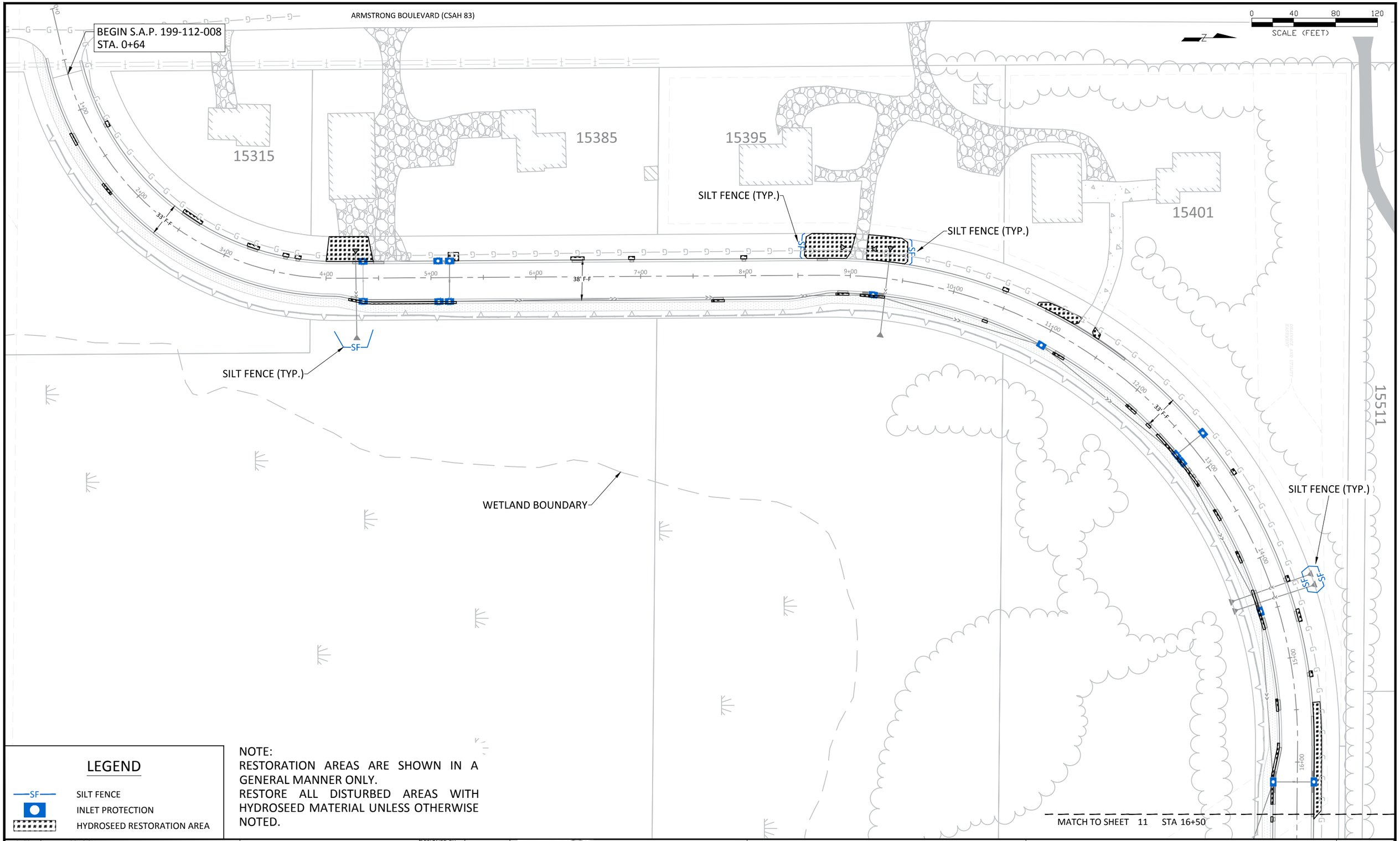

LEGEND

- SF — SILT FENCE
- INLET PROTECTION
- HYDROSEED RESTORATION AREA

NOTE:
RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
RESTORE ALL DISTURBED AREAS WITH HYDROSEED MATERIAL UNLESS OTHERWISE NOTED.

DATE	REVISION

Apr 26, 2017 - 12:25pm
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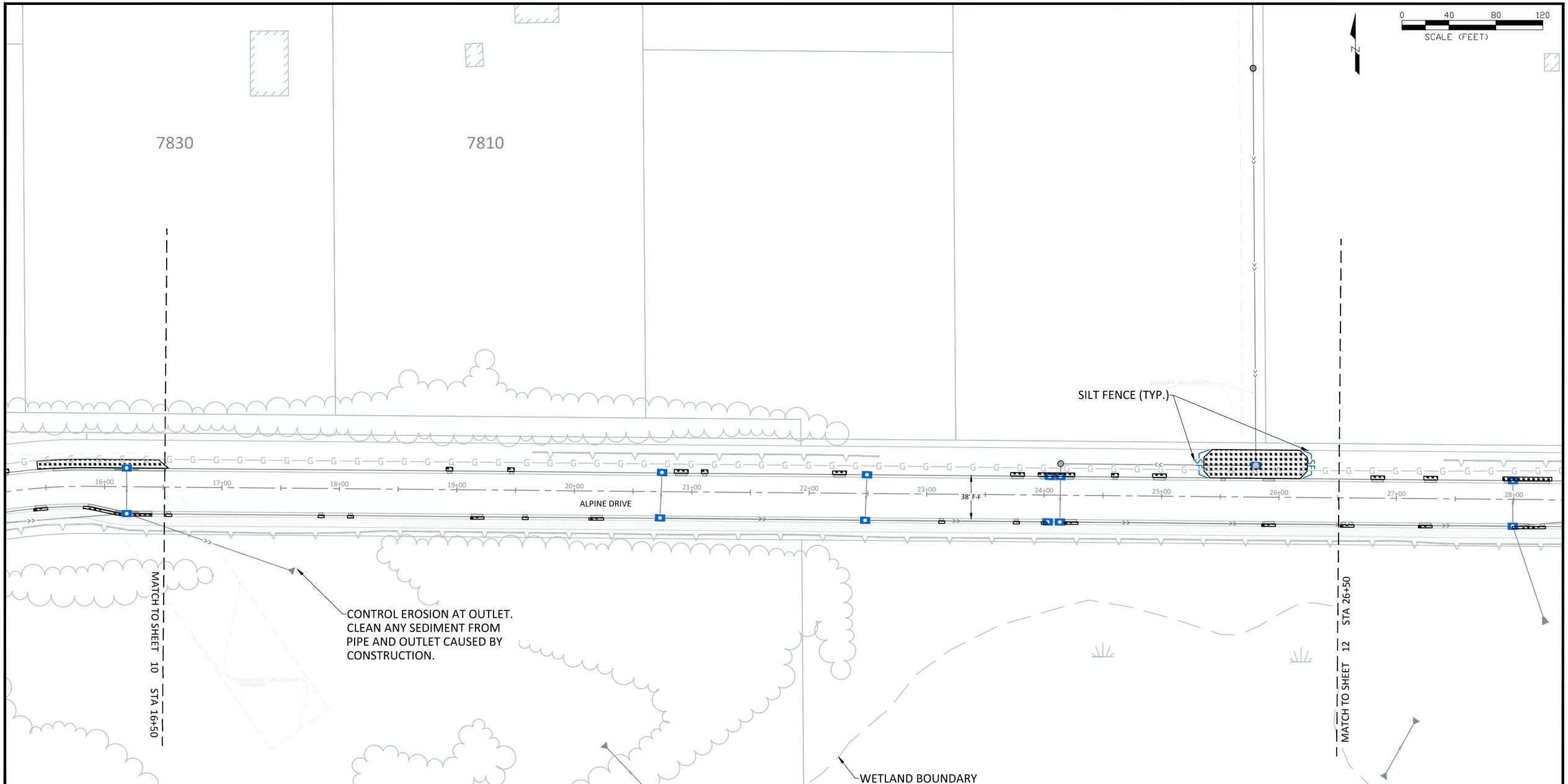
EROSION CONTROL AND RESTORATION
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 10 OF 21 SHEETS



LEGEND

- SF — SILT FENCE
- INLET PROTECTION
- HYDROSEED RESTORATION AREA MNDOT SEED MIXTURE 25-131

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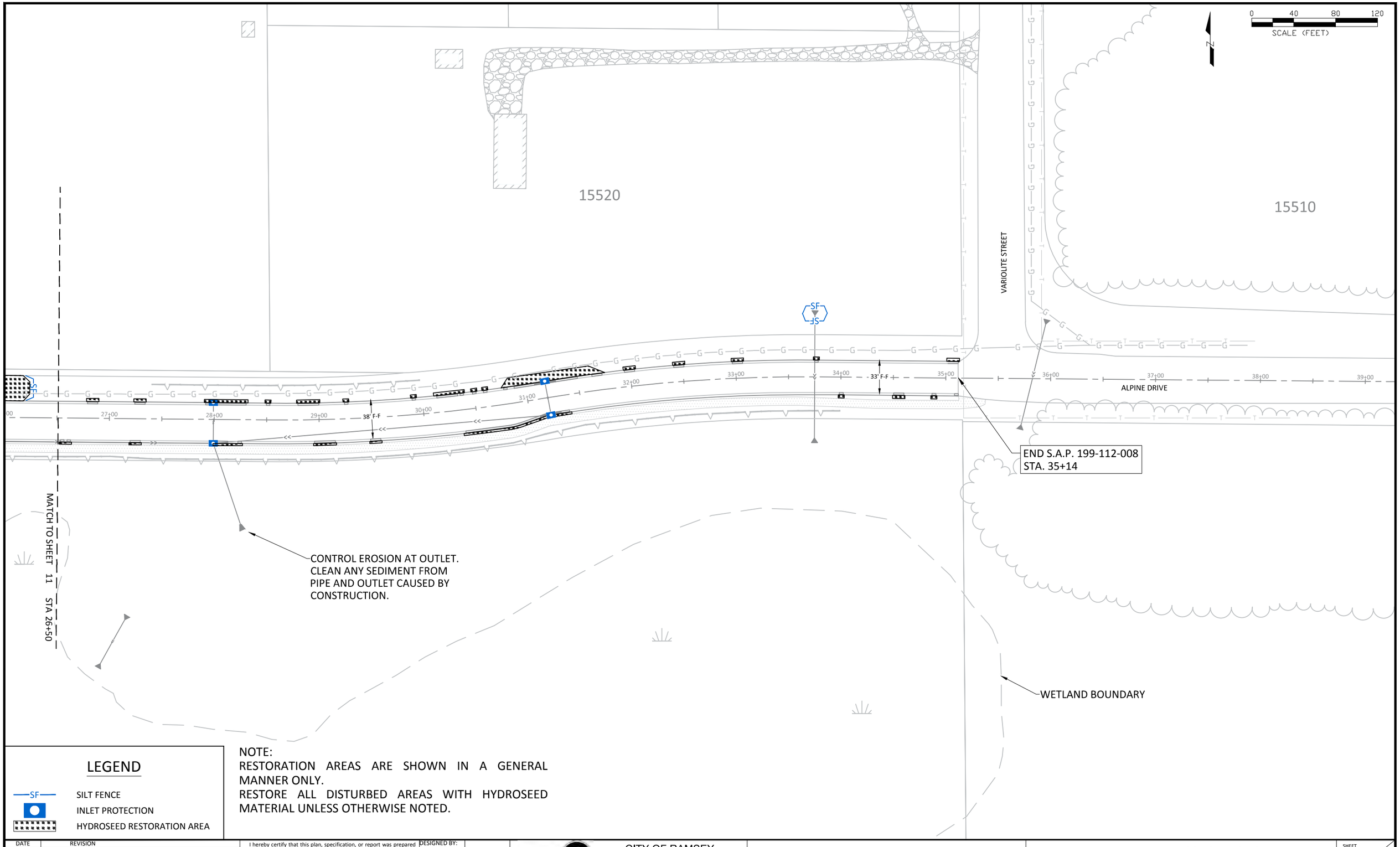
EROSION CONTROL AND RESTORATION
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA



LEGEND

- SF — SILT FENCE
- INLET PROTECTION
- HYDROSEED RESTORATION AREA

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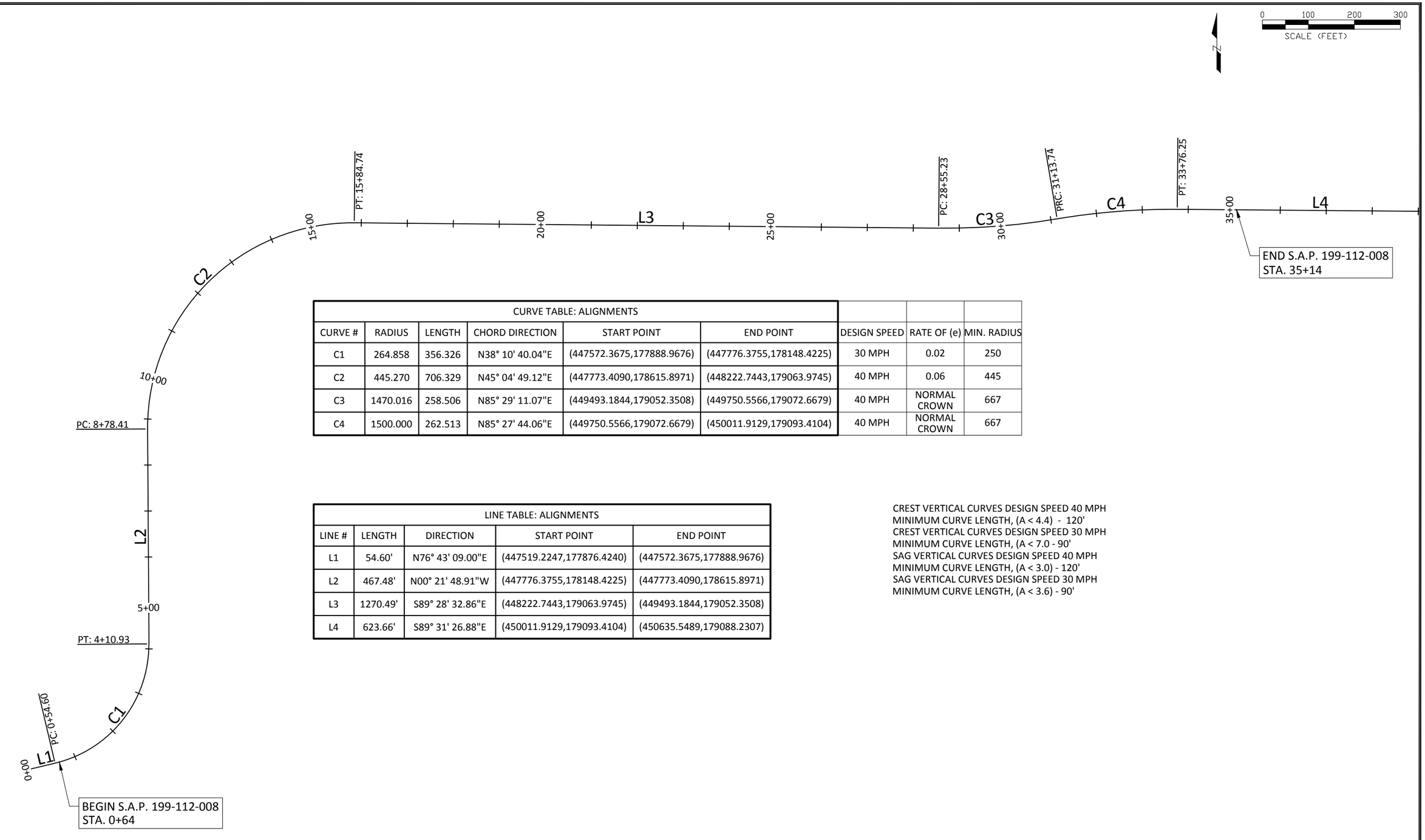

CURVE TABLE: ALIGNMENTS								
CURVE #	RADIUS	LENGTH	CHORD DIRECTION	START POINT	END POINT	DESIGN SPEED	RATE OF (e)	MIN. RADIUS
C1	264.858	356.326	N38° 10' 40.04"E	(447572.3675,177888.9676)	(447776.3755,178148.4225)	30 MPH	0.02	250
C2	445.270	706.329	N45° 04' 49.12"E	(447773.4090,178615.8971)	(448222.7443,179063.9745)	40 MPH	0.06	445
C3	1470.016	258.506	N85° 29' 11.07"E	(449493.1844,179052.3508)	(449750.5566,179072.6679)	40 MPH	NORMAL CROWN	667
C4	1500.000	262.513	N85° 27' 44.06"E	(449750.5566,179072.6679)	(450011.9129,179093.4104)	40 MPH	NORMAL CROWN	667

LINE TABLE: ALIGNMENTS				
LINE #	LENGTH	DIRECTION	START POINT	END POINT
L1	54.60'	N76° 43' 09.00"E	(447519.2247,177876.4240)	(447572.3675,177888.9676)
L2	467.48'	N00° 21' 48.91"W	(447776.3755,178148.4225)	(447773.4090,178615.8971)
L3	1270.49'	S89° 28' 32.86"E	(448222.7443,179063.9745)	(449493.1844,179052.3508)
L4	623.66'	S89° 31' 26.88"E	(450011.9129,179093.4104)	(450635.5489,179088.2307)

CREST VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 4.4) - 120'
CREST VERTICAL CURVES DESIGN SPEED 30 MPH
MINIMUM CURVE LENGTH, (A < 7.0 - 90'
SAG VERTICAL CURVES DESIGN SPEED 40 MPH
MINIMUM CURVE LENGTH, (A < 3.0) - 120'
SAG VERTICAL CURVES DESIGN SPEED 30 MPH
MINIMUM CURVE LENGTH, (A < 3.6) - 90'

DATE	REVISION

Apr 26, 2017 - 12:26pm
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DRAWN BY:	JJF	DATE: 4/26/17
CHECKED BY:	BRW	FILE No. 17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

ALIGNMENT LAYOUT
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

BEGIN S.A.P. 199-112-008
STA. 0+64

ARMSTRONG BOULEVARD (CSAH 83)

0 40 80 120
SCALE (FEET)

15315
15385
15395
15401
15511

EX CB 109A
GROUT CATCH BASIN

EX CBMH 109
INSTALL R-3246R CASTING
RIM 879.23

CB 204
STA 4+35.39 -16.0L
RIM 879.97
BUILD 4.00
INV. E (CBMH 203) 875.97

15" CS APRON
INV. 878.25
25' - 15" CMP

15" CS APRON
INV. 878.00

CONCRETE DRIVEWAY
APRON (TYP.)
MATCH EXISTING DRIVE

ALPINE DRIVE

39' - 15" RCP @ 1.40%

CBMH 203
STA 4+35.39 22.1R
RIM 880.08
BUILD 4.94
INV. W (CB 204) 875.43
INV. N (CBMH 202) 875.33

72' - 15" RCP @ 1.80%

CBMH 202
STA 5+07.48 22.8R
RIM 879.03
BUILD 5.10
INV. S (CBMH 203) 874.03
INV. N (EX CBMH 108) 873.93

EX CBMH 108
GROUT CATCH BASIN
STA 5+17.55 22.8R
RIM 879.09
BUILD 5.40
INV. S (CBMH 202) 873.69
INV. W (EX CBMH 109) 873.69

10' - 15" RCP @ 2.38%

EX CBMH 107
RESET CATCH BASIN (TYP.)

EX CBMH 106
GROUT CATCH BASIN

EX CB 105
GROUT CATCH BASIN

EX CBMH 104
GROUT CATCH BASIN

EX CBMH 104A
GROUT CATCH BASIN

WETLAND BOUNDARY

CBMH 103

EX CBMH 103
GROUT CATCH BASIN

EX CBMH 101
RESET CASTING (TYP.)

EX CB 102
RESET CASTING (TYP.)

MATCH TO SHEET 15 STA 16+50

LEGEND

- CONCRETE DRIVEWAY
- PROPOSED STORM SEWER
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- FLARED END

THE LOCACTIONS OF EXISTING UNDERGROUND UTILITES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE: THE FIRST 10' OF CONCRETE CURB AND GUTTER REPLACEMENT ON EACH SIDE OF THE CATCH BASIN IS INCIDENTAL TO THE RESET CATCH BASIN CASTING PAY ITEM.

DATE	REVISION

Apr 26, 2017 - 12:26pm
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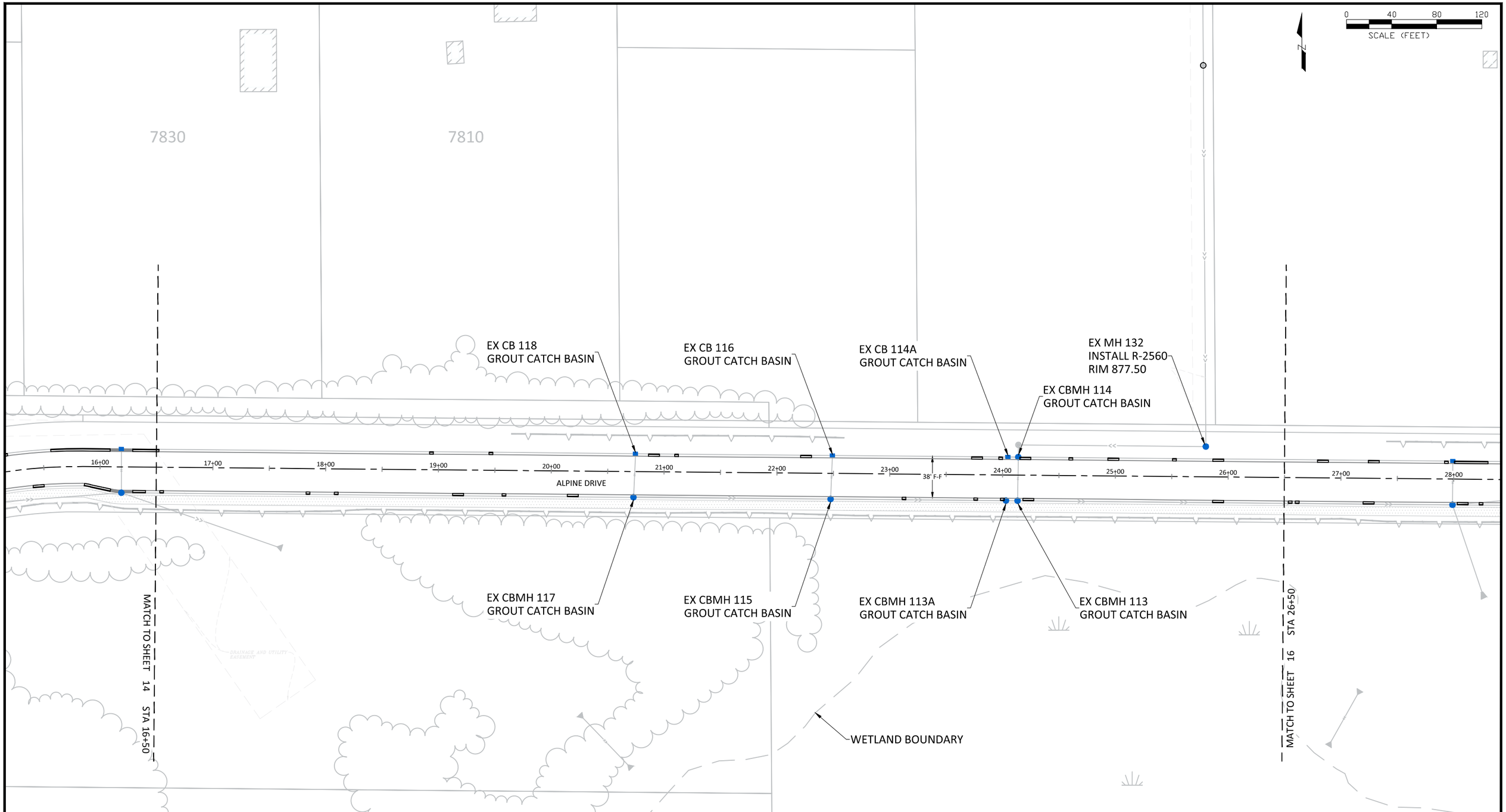
STREET AND STORM SEWER
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA



LEGEND

- CONCRETE DRIVEWAY
- PROPOSED STORM SEWER
- PROPOSED CURB & GUTTER
- CATCH BASIN MANHOLE
- 2 X 3 CATCH BASIN
- FLARED END

THE LOCACTIONS OF EXISTING UNDERGROUND UTILITES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE: THE FIRST 10' OF CONCRETE CURB AND GUTTER REPLACEMENT ON EACH SIDE OF THE CATCH BASIN IS INCIDENTAL TO THE RESET CATCH BASIN CASTING PAY ITEM.

DATE	REVISION

Apr 26, 2017 - 12:26pm
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

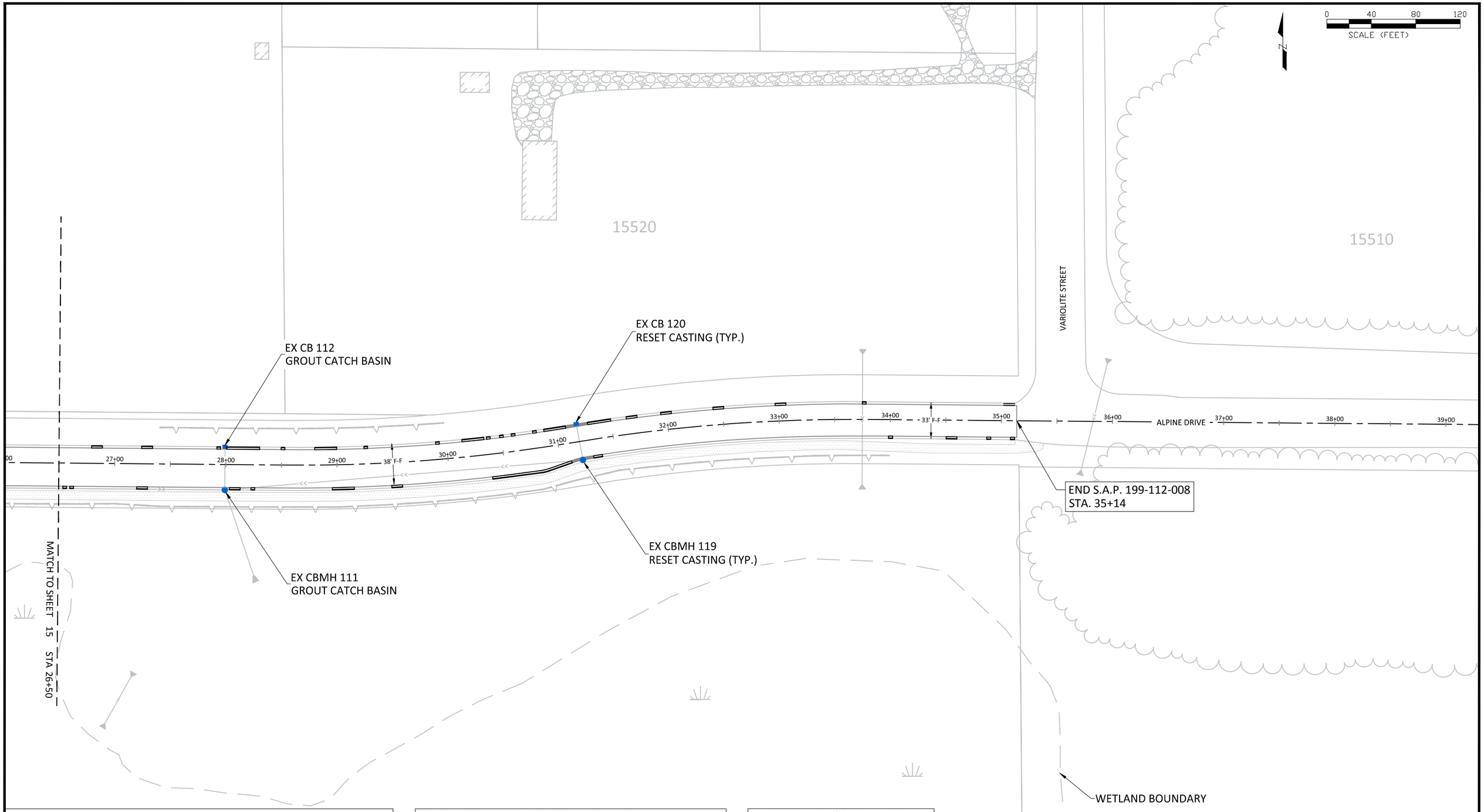
BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/26/17
CHECKED BY:	BRW	FILE No.	17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STREET AND STORM SEWER
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA



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STREET AND STORM SEWER
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

15385

SCALE (FEET) 0 6 12 18

880
879
878
877
876

EXISTING 24" RC APRON
INV. 875.69

ALPINE DRIVE

NOTE:
ONCE EXISTING 24" RC PIPE APRON IS EXPOSED, CONTRACTOR SHALL WORK WITH CITY STAFF TO CLEAN EXISTING CULVERT.

LEGEND

XXX	PROPOSED ELEVATION
XXX	EXISTING ELEVATION
	PROPOSED 1' CONTOUR
	PROPOSED 5' CONTOUR
	EXISTING 1' CONTOUR
	EXISTING 5' CONTOUR

15395

SCALE (FEET) 0 10 20 30

15" CS APRON
INV. 878.25

25' - 15" CMP

15" CS APRON
INV. 878.00

EXISTING 28" SPAN APRON
INV. 878.09

9+00

ALPINE DRIVE

LEGEND

XXX	PROPOSED ELEVATION
XXX	EXISTING ELEVATION
	PROPOSED 1' CONTOUR
	PROPOSED 5' CONTOUR
	EXISTING 1' CONTOUR
	EXISTING 5' CONTOUR

7720

7710

SCALE (FEET) 0 6 12 18

879

EX MH 132
R-2560 CASTING
RIM ELEVATION 877.5

878
878.5
879

ALPINE DRIVE

25+00

26+00

LEGEND

XXX	PROPOSED ELEVATION
XXX	EXISTING ELEVATION
	PROPOSED 1' CONTOUR
	PROPOSED 5' CONTOUR
	EXISTING 1' CONTOUR
	EXISTING 5' CONTOUR

DATE	REVISION

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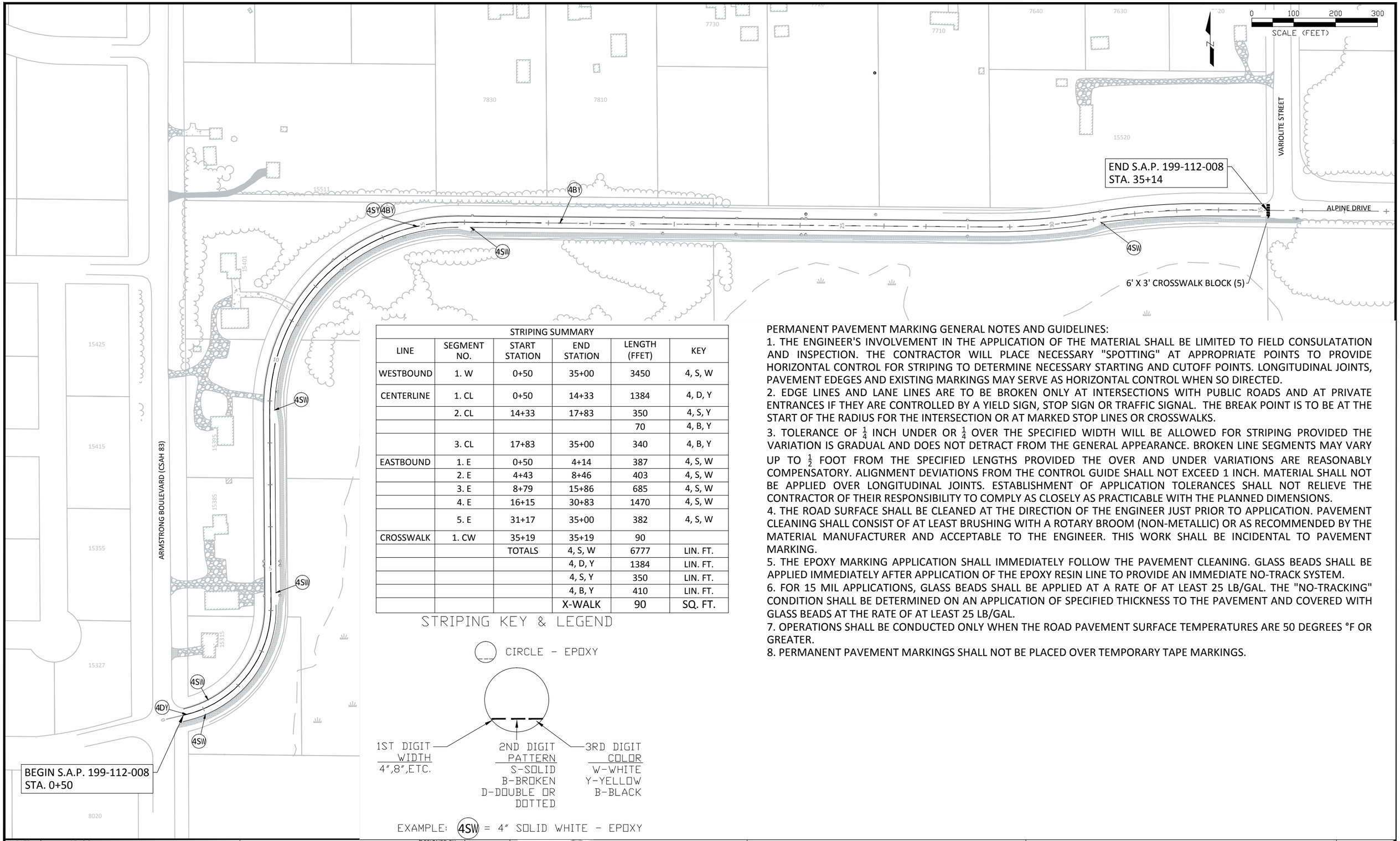
City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

GRADING
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 17 OF 21 SHEETS



STRIPING SUMMARY					
LINE	SEGMENT NO.	START STATION	END STATION	LENGTH (FFET)	KEY
WESTBOUND	1. W	0+50	35+00	3450	4, S, W
CENTERLINE	1. CL	0+50	14+33	1384	4, D, Y
	2. CL	14+33	17+83	350	4, S, Y
				70	4, B, Y
	3. CL	17+83	35+00	340	4, B, Y
EASTBOUND	1. E	0+50	4+14	387	4, S, W
	2. E	4+43	8+46	403	4, S, W
	3. E	8+79	15+86	685	4, S, W
	4. E	16+15	30+83	1470	4, S, W
	5. E	31+17	35+00	382	4, S, W
CROSSWALK	1. CW	35+19	35+19	90	
		TOTALS	4, S, W	6777	LIN. FT.
			4, D, Y	1384	LIN. FT.
			4, S, Y	350	LIN. FT.
			4, B, Y	410	LIN. FT.
			X-WALK	90	SQ. FT.

STRIPING KEY & LEGEND

EXAMPLE: 4SW = 4" SOLID WHITE - EPOXY

PERMANENT PAVEMENT MARKING GENERAL NOTES AND GUIDELINES:

1. THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULATATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, PAVEMENT EDEGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.
2. EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.
3. TOLERANCE OF $\frac{1}{4}$ INCH UNDER OR $\frac{1}{4}$ OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO $\frac{1}{2}$ FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.
4. THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO PAVEMENT MARKING.
5. THE EPOXY MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.
6. FOR 15 MIL APPLICATIONS, GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 25 LB/GAL. THE "NO-TRACKING" CONDITION SHALL BE DETERMINED ON AN APPLICATION OF SPECIFIED THICKNESS TO THE PAVEMENT AND COVERED WITH GLASS BEADS AT THE RATE OF AT LEAST 25 LB/GAL.
7. OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES °F OR GREATER.
8. PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

DATE	REVISION

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Date 4/26/17 Lic. No. 40116

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CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

STRIPING PLAN
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

ALPINE DRIVE RECONSTRUCTION

CITY OF RAMSEY
ANOKA COUNTY, MINNESOTA

RESPONSIBLE PARTIES
The Contractor and Owner must apply for coverage under the MPCA's General Storm Water Permit for Construction Activity as required by the National Pollution Discharge Elimination System (NPDES) Phase II program. Coverage under the permit will begin automatically 7 calendar days after the electronic submittal date or after the postmarked date of a complete application. (Longer time frames will apply to areas that disturb 50 acres or discharge within 1 mile of a special water)

	COMPANY	CONTACT PERSON	PHONE
OWNER:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825
SWPPP DESIGNER:	CITY OF RAMSEY	LEONARD LINTON, PE	763-433-9834
CONTRACTOR:			
SITE MANAGER:			
PARTY RESPONSIBLE FOR LONG TERM O&M:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825

Individuals listed above, including the SWPPP preparer, individual overseeing implementation of, revising and amending the SWPPP, individuals performing or supervising the installation, maintenance and repair of BMP's must be trained. At least one individual present on the permitted project, or available within 72 hours shall be trained in the applicable job duties. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Copies of the SWPPP preparer information is included in the Project Manual. The contractor shall provide information for the individual(s) overseeing implementation, supervising installation, maintenance, and repair of BMP's to included in the Project Manual prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

Documentation shall include:
a. Names of trained personnel associated with this project.
b. Dates of training, names of instructor(s) and entity providing training.
c. Content of training course or workshop including the number of hours trained.
d. As an alternative to a, b, and c listed above, a photocopy of the a current Erosion and Stormwater Management card issued by the University of Minnesota can be attached to the SWPPP as suitable documentation of training.

SPECIAL ENVIRONMENTAL CONSIDERATIONS:

Was an environmental review required for this project or any parr of a common plan of development or sale that includes all or any portion of this project?	NO
Does any portion of the site have the potential to affect threatened or endangered species?	NO
Does any portion of this site discharge to a Calcareous fen and the letter of approval from the DNR is located in the Project Manual?	NO
Will any portion of the site potentially affect properties listed on the National Register of Historic Places or a Known or discovered archeological site?	NO
Have any Karst features been identified in the project vicinity?	NO
Is compliance with temporary or permanent stormwater management design requirements infeasible for this project?	NO

GENERAL STORMWATER DISCHARGE REQUIREMENTS
All requirements listed in Part III of the permit for the design of permanent stormwater management system and discharge have been included in the preparation of this SWPPP. These include but are not limited to:
1. The expected amount, frequency, intensity and duration of precipitation.
2. The nature of stormwater runoff and run-on at the site.
3. Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
4. The range of soil particle sizes expected to be present on the site.

LEGEND

PROJECT LIMITS
SPECIAL WATER

PROJECT AREAS
Total Project Size (disturbed area) = 3.18 acres
Existing area of impervious surfce = 2.98 acres
Post construction area of Impervious surface = 2.98 acres
New impervious surface area created = 0.00 acres

Planned Construction Start Date: June, 2017
Estimated Construction Completion Date: Oct, 2017

PERMANENT STORMWATER MANAGEMENT SYSTEM
Type of storm water management used if more than 1 acre of new impervious surface is created:
Wet Sedimentation Pond
Infiltration/ Filtration
Regional Pond
Permanent Stormwater Management Not Required

PROJECT LOCATION

County: ANOKA Township: 32 Range: 25 Section: 21 Latitude: 45.1507 Longitude: 93.2802

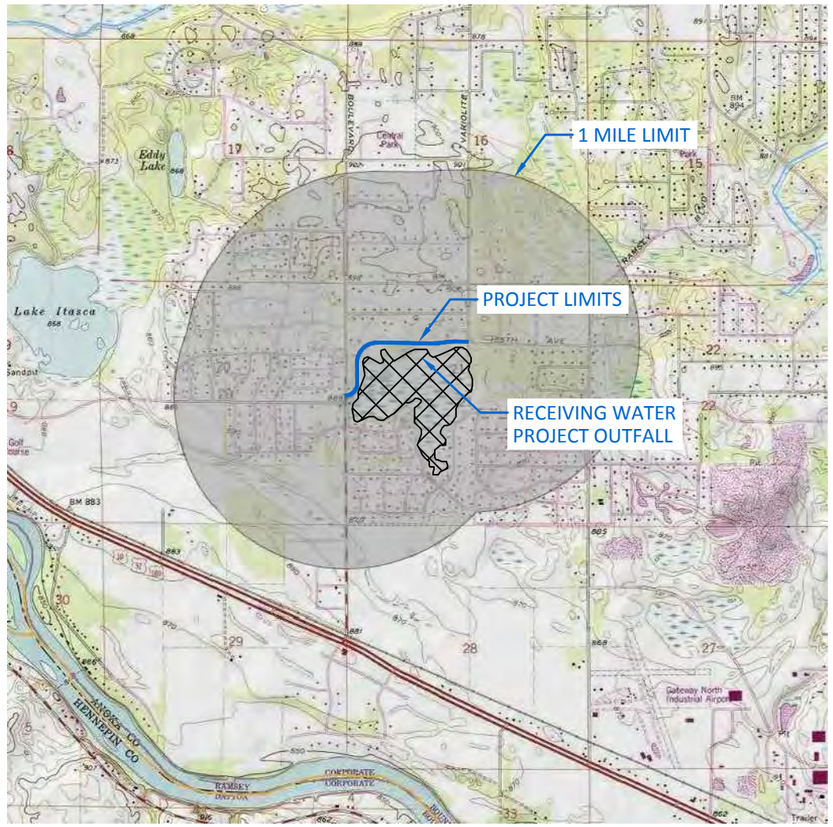
LOCATION OF SWPPP REQUIRMENETS IN PROJECT PLAN

DESCRIPTION	LOCATION
TEMPORARY EROSION CONTROL MEASURES	SHEETS NO. 10 - 12
FINAL STABILIZATION	SHEETS NO. 10 - 12
STORM SEWER PROFILE SHEETS	SHEETS NO. 14 - 16
STORM SEWER TABULATION	SHEETS NO. 3
EROSION AND SEDIMENT CONTROL DETAILS	SHEETS NO. 5

CERTIFICATION:
LEONARD LINTON: DESIGN OF CONSTRUCTION SWPPP EXPIRES MAY 31, 2019
INSTRUCTOR UNIVERSITY MN EROSION & STORMWATER MANAGEMENT CERTIFICATION PROGRAM.

DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:
Construction activities include: Site grading, storm sewer construction, temporary erosion and sediment control, roadway, and permanent stabilization.

Project description:
The project consists of rehabilitation of 0.67 miles of existing bituminous street, with the existing concrete curb and gutter remaining in-place. The drainage for the existing street flows to 2 separate infiltration basins located relatively in the center of the project, which then flow to the wetland south of the project. There will be minor repairs and addition of 3 catch basins to the existing storm sewer system, with no change to the outfalls. The system is designed to handle the 2.5 inch rainfall and rate control.



DOCUMENT RETENTION
The following documentation will be retained for a period of not less than 3-years from the date of submittal of the NOT in compliance with Part III.E of the permit.
1. The final SWPPP
2. Copies of all stormwater related permits required for the project
3. Records of all inspection and maintenance conducted during construction
4. Copies of all permanent operation and maintenance agreements; including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance, and
5. All required calculations for design of temporary and permanent BMPs.

RECEIVING WATERS
Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds, are identified on the USGS 7.5min quad map within 1 mile of the project boundary. Receiving waters that are impaired, the impairment and WLA are listed as follows. All specific BMPs relative to construction activities listed in this permit for special and impaired waters have been incorporated into this plan. All specific BMPs listed in approved TMDLs and those BMPs listed for construction related waste load allocations have also been incorporated.

NAME OF WATER BODY	TYPE (ditch, pond, wetland, lake, etc.)	APPENDIX A SPECIAL WATER?	FLOWS TO IMPAIRED WATER WITHIN 1 MILE?	USEPA APPROVED TMDL?
NONE	N/A	NO	NO	NO
N/A				

IMPLEMENTATION SCHEDULE AND PHASING
1. Furnish & install perimeter sediment control, and inlet protection.
2. Remove existing bituminous pavement and spot concrete curb and gutter.
3. Rough grade site
4. Furnish & install storm structures
5. Furnish & install concrete curb, bituminous pavement.
6. Add additional temporary BMPs as necessary during construction based on inspection reports
7. Submit Notice of Termination NOT to MPCA within 30 days of final stabilization.

EROSION PREVENTION PRACTICES

1. The permittee(s) must plan for and implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion, so that the inspection and maintenance requirements are complied with. The location of areas not to be disturbed must be delineated (e.G. With flags, stakes, signs, silt fence, etc.) on the development site before work begins.

2. All exposed soil areas must be stabilized as soon as possible, but in no case later than 14 days after the construction area has temorarily or permanently ceased.

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SWPPP
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 19 OF 21 SHEETS

These areas include constructed storm water management pond side slopes, and any exposed soil areas with a positive slope to a storm water conveyance system, such as a curb and gutter system, storm sewer inlet, temporary or permanent drainage ditch or other natural or man made systems that discharge to a surface water.

3. The normal wetted perimeter of any temporary or permanent drainage ditch that drains water from a construction site, or diverts water around a site, must be stabilized within 200 lineal feet from the property edge, or from the point of discharge to any surface water. Stabilization must be completed within 24 hours of connecting to a surface water.

4. Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours of connection to a surface water.

5. All disturbed areas, except roadways, building areas, parking areas, islands and sidewalk, shall be restored with minimum 6 inches topsoil, seeded and mulched within 7 days of completion of site grading. Seeding shall be in accordance with mn/dot specification 2575 (c)100 lbs/acre (or approved equal). Dormant seeding areas shall be seeded and mulched in accordance with mn/dot specifications. Straw mulching quantity shall be two tons per acre. Where slopes exceed or equal 1:3, a polypropylene netting or wood fiber blanket shall be provided and staked over the mulched area. Fertilizer (15–0–10) shall be applied at a rate of 400 pounds per acre (can be omitted in landscaped areas if landscaped seeding is done concurrently).

6. Refer to landscape plan for areas to be seeded or sodded for erosion control.

SEDIMENT CONTROL PRACTICES

1. Sediment control practices must minimize sediment from entering surface waters, including curb and gutter systems and storm sewer inlets.

A. Temporary or permanent drainage ditches and sediment basins that are designed as part of a treatment system (e.G., ditches with rock check dams) require sediment control practices only as appropriate for site conditions.

B. If the down gradient treatment system is overloaded, additional upgradient sediment control practices must be installed to eliminate the overloading, and the swppp must be amended to identify these additional practices.

C. In order to maintain sheet flow and minimize rills and/or gullies, there shall be no unbroken slope length of greater than 75 feet for slopes with a grade of 1:3 or steeper.

2. Sediment control practices must be established on all down gradient perimeters before any upgradient land disturbing activities begin. These practices shall remain in place until final stabilization has been established.

3. The timing of the installation of sediment control practices may be adjusted to accommodate short–term activities such as clearing or grubbing, or passage of vehicles. Any short–term activity must be completed as quickly as possible and the sediment control practices must be installed immediately after the activity is completed. However, sediment control practices must be installed before the next precipitation event even if the activity is not complete.

4. All storm drain inlets must be protected by appropriate bmps during construction until all sources with potential for discharging to the inlet have been stabilized.

5. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including storm water conveyances such as curb and gutter systems, or conduits and ditches.

6. Stockpile areas which remain on the site for more than seven days shall be seeded, mulched, and surrounded by silt fence.

7. Vehicle tracking of sediment from the construction site must be minimized by bmps such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such bmps are not adequate to prevent sediment from being tracked onto the street.

8. The permittee must install temporary sedimentation basins as required.

DEWATERING AND BASIN DRAINING

1. Dewatering or basin draining (e.g., pumped discharges, trench/ditch cuts for drainage) related to the construction activity that may have turbid or sediment laden discharge water must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible. If the water cannot be discharged to a sedimentation basin prior to entering the surface water, it must be treated with the appropriate bmps, such that the discharge does not adversely affect the receiving water or downstream landowners. The permittee(s) must ensure that discharge points are adequately protected from erosion and scour. The discharge must be dispersed over natural rock riprap, sand bags, plastic sheeting or other accepted energy dissipation measures. Adequate sedimentation control measures are required for discharge water that contains suspended solids.

2. All water from dewatering or basin draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing significant adverse impact to the wetland.

INSPECTIONS AND MAINTENANCE

1. The permittee(s) (either the owner or operator, whoever is identified in the swppp) must routinely inspect the construction site once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. Following an inspection that occurs within 24–hours after a rainfall event, the next inspection must be conducted within 7 days.

2. All inspections and maintenance conducted during construction must be recorded in writing and these records must be retained with the SWPPP. Records of each inspection and maintenance activity shall include:

a. Date and time of inspections;

b. Name of person(s) conducting inspections;

c. Findings of inspections, including recommendations for corrective actions;

d. Corrective actions taken (including dates, times, and party completing maintenance activities);

e. Date and amount of all rainfall events greater than 1/2 inch (0.5 inches) in 24 hours; and

f. Documentation of changes made to the SWPPP as required in part iii.A.4.

3. Where parts of the construction site have undergone final stabilization, but work remains on other parts of the site, inspections of the stabilized areas may be reduced to once per month. Where work has been suspended due to frozen ground conditions, the required inspections and maintenance must take place within 24 hours after runoff occurs at the site or 24 hours prior to resuming construction, whichever comes first.

4. All erosion prevention and sediment control BMP's must be inspected to ensure integrity and effectiveness. All nonfunctional BMP's must be repaired, replaced, or supplemented with functional bmps. The permittee(s) must investigate and comply with the following inspection and maintenance requirements:

a. All silt fences must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches 1/3 of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.

B. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches 1/2 the storage volume. Drainage and removal must be completed within 72 hours of discovery, or as soon as field conditions allow access.

C. Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of sediment being deposited by erosion. The permittee(s) must remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems, and restabilize the areas where sediment removal results in exposed soil. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The permittee shall use all reasonable efforts to obtain access. If precluded, removal and stabilization must take place within seven (7) calendar days of obtaining access. The permittee is responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work.

D. Construction site vehicle exit locations must be inspected for evidence of off–site sediment tracking onto paved surfaces. Tracked sediment must be removed from all off–site paved surfaces, within 24 hours of discovery, or if applicable, within a shorter time.

E. The permittee(s) are responsible for the operation and maintenance of temporary and permanent water quality management BMP's, as well as all erosion prevention and sediment control BMP's, for the duration of the construction work at the site. The permittee(s) are responsible until another permittee has assumed control over all areas of the site that have not been finally stabilized or the site has undergone final stabilization, and a not has been submitted to the MPCA.

F. If sediment escapes the construction site, off–site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off–site impacts (e.G., fugitive sediment in streets could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets).

5. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activities is reaching the infiltration area and these areas are protected from compaction due to construction equipment driving across the infiltration area.

6. Storm sewer pipes and structures to be inspected and cleaned out.

POLLUTION PREVENTION MANAGEMENT MEASURES

The permittee(s) shall implement the following pollution prevention management measures on the site:

1. Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with mpca disposal requirements.

2. Hazardous materials: oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with mpca regulations.

3. External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.

FINAL STABILIZATION

The permittee(s) must ensure final stabilization of the site. The permittee(s) must submit a not within 30 days after final stabilization is complete, or another owner/operator (permittee) has assumed control over all areas of the site that have not undergone final stabilization. Final stabilization can be achieved in one of the following ways:

1. All soil disturbing activities at the site have been completed and all soils must be stabilized by a uniform perennial vegetative cover with a density of 70 percent over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions and;

a. All drainage ditches, constructed to drain water from the site after construction is complete, must be stabilized to preclude erosion;

b. All temporary synthetic, and structural erosion prevention and sediment control bmps (such as silt fence) must be removed as part of the site final stabilization; and

c. The permittee(s) must clean out all sediment from conveyances and from temporary sedimentation basins that are to be used as permanent water quality management basins. Sediment must be stabilized to prevent it from being washed back into the basin, conveyances or drainageways discharging off–site or to surface waters. The cleanout of permanent basins must be sufficient to return the basin to design capacity.

2. Final vegetation cover shall be in Project Specifications.

3. For residential construction only, final stabilization has been achieved when temporary erosion protection and down gradient perimeter control for individual lots has been completed and the residence has been transferred to the homeowner. Additionally, the permittee must distribute the MPCA "Homeowner fact sheet" to the homeowner to inform the homeowner of the need for, and benefits of, final stabilization.

SEQUENCE OF CONSTRUCTION

Construction shall proceed in the following sequence:

1. Contractor shall schedule and conduct a pre–construction meeting with the City.
2. Contractor shall secure all necessary permits and licenses.
3. Furnish & install erosion control measures.
4. Maintain erosion control measures, i.e. silt fence, temporary rock construction entrance.
5. Construct storm sewer.
6. Remove existing bituminous pavement and base, and remove damaged curb and gutter.
7. Prepare subgrade.
8. Place and compact aggregate base material.
9. Furnish & install concrete curb, base course of bituminous pavement.
10. Furnish & install wear course of bituminous pavement.
11. Grout catch basins
12. Remove erosion control after vegetation is established.

ADDITIONAL STORMWATER POLLUTION PREVENTION, GRADING PLAN ANS SCHEDULE NOTES

1. All slopes to be 1:4 unless approved by the city engineer.
2. Below grade structures shall be protected and meet drainage requirements per the city engineer.
3. Construction operation hours are from 7:00am–10:00pm Mon.–Sat.
4. Call Gopher State One Call for utility locations prior to any work at 1–800–252–1166.
5. Permittee may need to modify SWPPP if the general objectives of controlling pollutants is not being met.
6. Operator shall implement these and any other bmp's that may be required to meet the general permit requirements.
7. Site is not in karst area or pollution or remediation site.
8. Silt fence to be installed downhill from any grading activity.
9. If tracking onto adjacent streets occurs a street sweeper shall be used to clean streets within 8 hours or as directed by the engineer.
10. Dust control may be necessary during rough grading. No grading can take place if wind speed exceeds 25 mph.
11. Solid waste shall be collected and disposed of properly and must comply with MPCA disposal requirements.
12. Hazardous materials shall be stored properly to prevent spills and vandalism
13. No engine degreasing is allowed on site. External washing of vehicles shall be limited to a defined area (bone yard) on site.
14. Permitee(s) shall adhere to all SWPPP specifications on this plan and other mpca permit requirements.

DATE	REVISION

Apr 26, 2017 - 12:28pm
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\SWPPP Plan.dwg

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

BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	JJF	
DRAWN BY:	JJF	DATE: 4/26/17
CHECKED BY:	BRW	FILE No. 17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SWPPP
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

ALPINE DRIVE CLOSED
ARMSTRONG BLVD (CSAH 83) TO VARIOLITE STREET
PROJECTED CLOSURE: 8 WEEKS

PROPOSED DETOUR ROUTE

PROPOSED DETOUR ROUTE

SIGN LAYOUT NOTE:
FOLLOW MNDOT TEMPORARY TRAFFIC CONTROL PLAN, TYPICAL SIGNING FOR ROAD CLOSURES TEMPLATE

SCALE (FEET) 0 400 800 1200

DATE	REVISION

Apr 26, 2017 - 12:29pm
G:\Engineering\AutoCad Dwgs\Projects A-M\Alpine Drive - Armstrong to Variolite\Plan Drawings\Detour Plan.dwg

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

BRUCE R WESTBY
Date 4/26/17 Lic. No. 40116

DESIGNED BY:	JJF		
DRAWN BY:	JJF	DATE:	4/26/17
CHECKED BY:	BRW	FILE No.	17-01

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

DETOUR PLAN
S.A.P. 199-112-008

ALPINE DRIVE RECONSTRUCTION
CITY PROJECT NO. 17-01
CITY OF RAMSEY, MINNESOTA

SHEET 21 OF 21 SHEETS

DEPARTMENT OF TRANSPORTATION

Metro District State Aid
1500 West County Road B2
Roseville, MN 55113-3174

May 2, 2017

Mr. Bruce Westby
Ramsey City Engineer
7550 Sunwood Drive NW
Ramsey, Minnesota 55303

In Reply Refer to: **S.A.P. 199-104-011 & 112-008**
Construction Plan for Sunwood Dr & Alpine Dr
City of Ramsey

Dear Mr. Westby:

The above referenced plan has been approved and you are now authorized to advance the status of this project.

Please invite Mike Pretel and/or Jim Deeny, of our office, to the Pre-Construction Conference, for this project.

Mike Pretel
State Aid Construction Engineer
Phone (651) 234-7778
Email: Michael.pretel@state.mn.us

Jim Deeny
State Aid Contract Administration
Phone (651) 234-7762
Email: Jim.deeny@state.mn.us

When the project is let, please email the Excel spreadsheet of the low bidder's prices in the Statement of Estimated Quantities format. The spreadsheet may be emailed to Sharon LeMay at Sharon.LeMay@state.mn.us.

Sincerely,

Rob Wiehnski

For Julie Dresel
Metro District State Aid Program Engineer

EC: J. Dresel
File

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **7. 7.**

Meeting Date: 05/09/2017

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #17-05-105 Ordering Plans and Specifications for Improvement Project #17-08, Flashing Yellow Arrow Improvements at Sunwood Drive & Armstrong Boulevard

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #17-05-105 ordering plans and specifications for Improvement Project #17-08, Flashing Yellow Arrow Improvements at Sunwood Drive/147th Avenue NW & Armstrong Boulevard/CSAH 83.

Background:

Flashing yellow arrows (FYA's) are gaining momentum as an alternative to a simple green ball light for left-turning motorists. They signal to the motorist that it is safe to turn left so long as they yield to oncoming vehicles, which have the right of way. These permitted left turns are unlike protected left turns, where the left-turning motorist does not need to consider opposing traffic because those vehicles have a red light.

The Anoka County Highway Department constructed FYA modifications to signal systems at eight different intersections across Anoka County this spring. Three of the signal systems are located within the City of Ramsey along Bunker Lake Boulevard/CSAH 116 where it intersects with Dysprosium Street/Thurston Avenue, Sunfish Lake Boulevard/CSAH 57, and Ramsey Boulevard/CSAH 56. These FYA's are operational during different times of the day at different intersections.

Anoka County annually budgets approximately $100,000 to convert 4 to 10 of their 200 signal systems to FYA operations each year. Typical costs to convert signal systems to incorporate FYA's run between $0 and $28,500 per signal system, with higher end costs being $50,000 or more.

Anoka County utilizes SEH, Inc. to study their signal systems for FYA conversions. The County requested that the City also use SEH to study the signal system at the intersection of Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue for potential FYA modifications when City staff contacted County staff to discuss public requests for adding FYA operations to this signal system. Anoka County uses SEH solely to help ensure that evaluations are performed consistently County-wide for safety and liability purposes.

In November of 2016, the Public Works Committee authorized City staff to employ SEH to analyze the signal system at Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue for potential FYA improvements. This analysis was recently completed and a copy of the SEH Study is attached. In summary, SEH's Study shows that FYA's should be able to be considered for nearly all times of a typical weekday, as well as the entire weekend. However, initially they recommend that FYA operations not be used on weekdays between the hours of 6 and 9 am, and again between 3 and 7 pm, due to higher posted speeds and higher traffic volumes. However, in the future this

can be reviewed and these operations may be able to be expanded to additional hours if there are no safety issues or significant increases in traffic volumes.

SEH currently estimates costs to convert the signal system at Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue to FYA operations at $40,000. This cost will be further refined upon preparation of plans and specifications. This cost seemed high to Staff since it is a newer signal system, but according to SEH the current guidelines for FYA installations are specific on what needs to be included in the design, and these specifics were not fully in-place when this signal was initially designed and constructed. Typically, costs to convert systems such as this one are averaging between $20,000 and $50,000.

Notification:

No notifications are required for this case.

Observations/Alternatives:

Observations:

Plans and specifications will be required to allow the City to advertise for bids for construction of FYA modifications. Anoka County plans to complete FYA conversion improvements to the signal system at Armstrong Boulevard/CSAH 83 & Bunker Lake Boulevard/CSAH 116 in late 2017 and/or early 2018. Preparing plans and specifications now for the FYA signal system modifications at Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue will allow the City to be well positioned to coordinate the timing of our bids and construction with Anoka County's FYA improvements at Armstrong Boulevard/CSAH 83 & Bunker Lake Boulevard/CSAH 116. This will allow proper coordination of modifications to both signal systems, and to coordinate the implementation of the FYA's at both intersections to ensure consistency, which will benefit drivers.

Alternatives:

Alternative #1 – Motion to adopt Resolution #17-05-105 ordering plans and specifications for Improvement Project #17-08, Flashing Yellow Arrow Improvements at Sunwood Drive/147th Avenue NW & Armstrong Boulevard/CSAH 83.

Alternative #2 – Motion of other.

Funding Source:

The cost for SEH to study FYA modifications for the City-owned signal system at Armstrong Boulevard & Sunwood Drive/147th Avenue was estimated at $2,400. The final invoice for this work was submitted in the amount of $1,182.36. Funds were drawn from the Public Improvement Revolving fund.

SEH estimates their costs to prepare plans and specifications for the FYA conversion improvements at a not-to-exceed amount of $6,500. These funds would also be drawn from the Public Improvement Revolving fund.

Recommendation:

Staff recommends alternative #1.

On April 18th the Public Works Committee reviewed the SEH Study memo findings and unanimously recommended that the City Council authorize preparation of plans and specifications for Improvement Project #17-08, Flashing Yellow Arrow Improvements at Sunwood Drive & Armstrong Boulevard.

Action:

Adopt Resolution #17-05-105 ordering plans and specifications for Improvement Project #17-08, Flashing Yellow Arrow Improvements at Sunwood Drive/147th Avenue NW & Armstrong Boulevard/CSAH 83.

Attachments

Resolution 1705105

Figure 1

SEH Study memo

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/04/2017 02:15 PM
Form Started By: Bruce Westby		Started On: 05/01/2017 10:33 AM
Final Approval Date: 05/04/2017		

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #17-05-105

RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT #17-08, FLASHING YELLOW ARROW IMPROVEMENTS AT SUNWOOD DRIVE AND ARMSTRONG BOULEVARD

WHEREAS, Flashing Yellow Arrow (FYA) improvements have been implemented at numerous Anoka County owned signal systems, including three signal systems within the City of Ramsey in 2017; and

WHEREAS, Anoka County is preparing to implement FYA improvements for the signal system at Armstrong Boulevard/CSAH 83 and Bunker Lake Boulevard/CSAH 116 in late 2017 and/or early 2018; and

WHEREAS, in response to numerous requests from the public, the City of Ramsey recently contracted with Short Elliott Hendrickson (SEH), Inc. to study the signal system at Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue NW as to the feasibility of incorporating FYA operations to this signal system; and

WHEREAS, SEH's Study concluded that FYA modifications are feasible for the signal system at Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue NW, and that FYA modifications would not negatively impact driver safety or the overall operations of the signal system; and

WHEREAS, SEH, Inc. submitted a proposal to the City of Ramsey to prepare plans and specifications for the proposed FYA modifications at a not-to-exceed cost of $6,500; and

WHEREAS, ordering plans and specifications at this time will allow the proposed FYA improvements at Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue NW to be constructed and activated in unison with Anoka County's proposed FYA improvements at Armstrong Boulevard/CSAH 83 and Bunker Lake Boulevard/CSAH 116 in 2017/2018; and

WHEREAS, the public would benefit by concurrently activating FYA improvements at the intersections of Armstrong Boulevard/CSAH 83 & Sunwood Drive/147th Avenue NW and Armstrong Boulevard/CSAH 83 & Bunker Lake Boulevard/CSAH 116.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1) The City Administrator shall execute a contract with SEH, Inc. to prepare plans and specifications for construction of the proposed Flashing Yellow Arrow improvements outlined within the SEH Study dated March 21, 2017, at a cost not-to-exceed $6,500, and to present said plans and specifications to the City Council for further consideration in an expedient manner.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

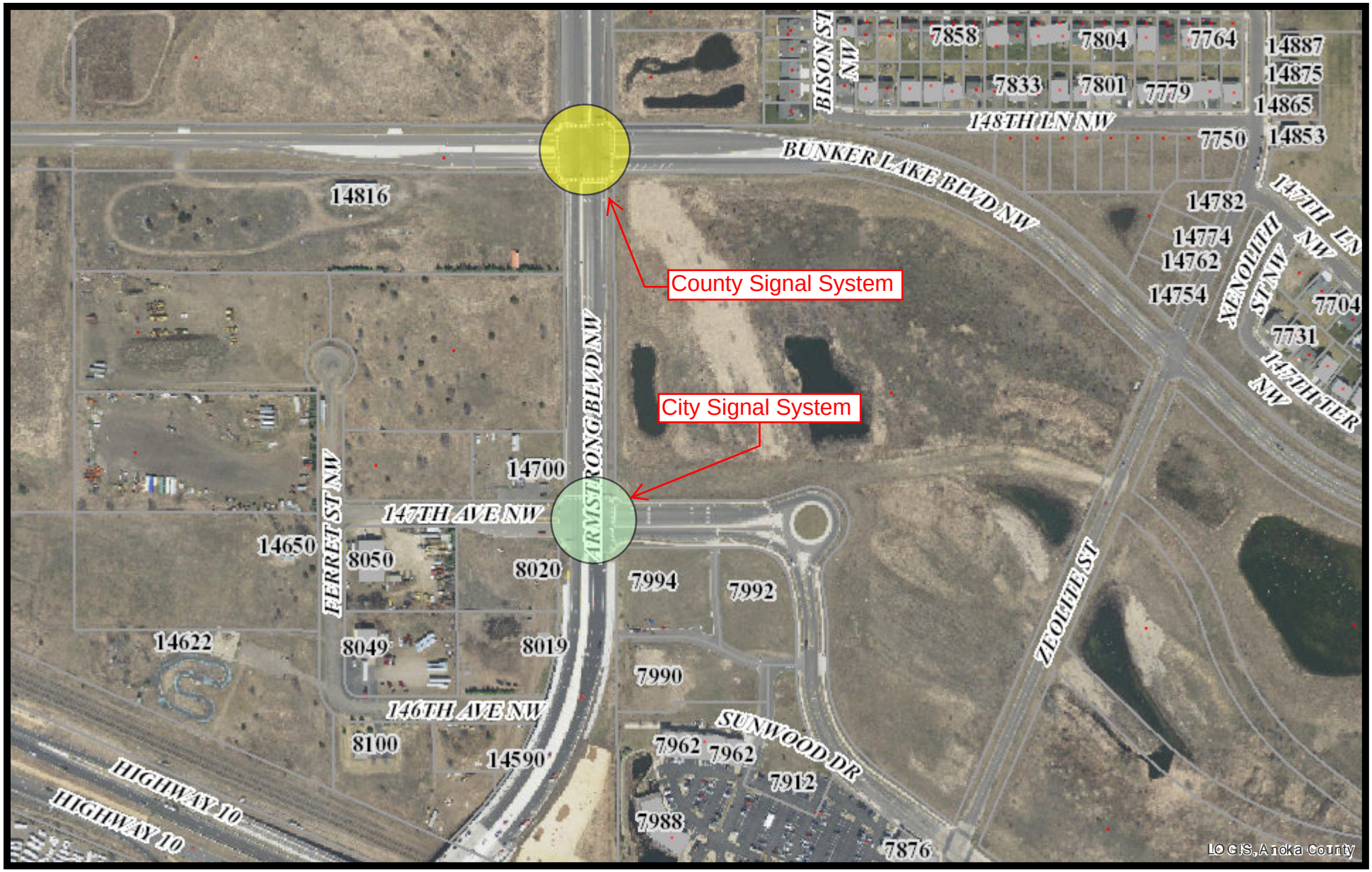
Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of May, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

FIGURE 1



Print Date: April 13, 2017

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SEH

Building a Better World
for All of Us®

March 21, 2017

RE: Ramsey, Minnesota
CSAH 83 at Sunwood Drive/147th Avenue NW Signal System
Flashing Yellow Arrow Considerations
SEH No. RAMSY 141224

Mr. Bruce Westby, PE
City Engineer
City of Ramsey
7550 Sunwood Drive Northwest
Ramsey, Minnesota 55303

Dear Mr. Westby:

As requested, we reviewed the intersection of CSAH 83 (Armstrong Boulevard) and Sunwood Drive/147th Avenue Northwest with regards to proposed modification of the existing intersection traffic signal left turn operations. Recently, the City has received requests to have flashing yellow arrow operation installed and activated at this intersection. In response to these requests, the City had SEH perform an analysis of the intersection to determine if flashing yellow arrow operation can be utilized here. The analysis would include review of the feasibility, cost, and safety of the intersection for flashing yellow arrow operations. Following is the results of our analysis.

This 4-legged intersection was signalized in January 2013 (prior to when the adjacent Trunk Highway 10-CSAH 83 intersection was reconstructed with an interchange), with protected left turn phasing installed for all approaches. The posted speed limit on CSAH 83 is 55 mph, while both Sunwood Drive and 147th Avenue Northwest are posted at 30 mph. The northbound and southbound CSAH 83 approaches and the eastbound 147th Avenue Northwest approaches each have a single left turn lane, while the westbound Sunwood Drive approach has a dual left turn lane. Single through lanes and separate right turn lanes exist on the side street approaches, while each CSAH 83 approach has two separate through lanes and a separate right turn lane approaching the intersection. The intersection is located approximately ¼ mile east of the Trunk Highway 10/CSAH 83 interchange area, with a significant east-to-south horizontal curve for northbound CSAH 83 traffic from the interchange area to where a full left turn lane exists for traffic approaching Sunwood Drive/147th Avenue Northwest.

SEH obtained peak hour turning movement traffic counts on September 29, 2016, several months after the Trunk Highway 10-CSAH 83 interchange area was opened and area traffic patterns were able to stabilize, in order to properly analyze existing traffic conditions. SEH

performed AM peak hour (6-9 am), mid-day (11-1 pm), and PM peak hour (3-7 pm) turning movement traffic counts to determine typical weekday traffic patterns at this intersection.

SEH also obtained crash data for the intersection for the 5 year period of 2011-2015 from the State's crash website. SEH then completed a brief field review of the signal system to confirm that the existing traffic signal plans correspond to the current installation of the signal system and take into account the current intersection geometrics. SEH also reviewed traffic signal cabinet components to determine if additional electrical equipment would be required to be provided in order to allow for flashing yellow arrow operation to be used.

As part of the signal system installation, each intersection approach was set up to operate with protected left turn phasing (3-section RLA-YLA-GLA signals). The intersection has a newer Econolite ASC-3 controller unit and Reno MMU-1600-GE conflict monitor, both of which are fully compatible with upgraded left turn (i.e. flashing yellow arrow) operations. The controller cabinet has sufficient load switch bays available to accommodate flashing yellow arrow operations. Thus, the existing controller and cabinet have the capacity and capability to accommodate future flashing yellow arrow operations for all four intersection approaches without requiring this equipment to be significantly upgraded or revised.

As part of our analysis, SEH utilized the Minnesota Department of Transportation's (MnDOT) flashing yellow arrow installation criteria from their "*Traffic Signal Timing and Coordination Manual*" to analyze extended usage of flashing yellow arrow operations for each intersection approach. A copy of this criteria is attached for your information. Based on comparison of available data with the MnDOT criteria, the following can be inferred:

> The design of this signal system included the initial recommendation of protected left turn phasing for each intersection approach due to the higher posted speed limit of 55 mph on CSAH 83 (as is typical Anoka County practice) and the presence of a dual left turn lane for the westbound Sunwood Drive approach.
>
> With regards to utilizing Flashing Yellow Arrow operations for each left turn movement, the following should be noted:
>
> - According to the current edition of the *AASHTO Geometric Design of Highways and Streets* manual, left-turning drivers "need sufficient sight distance to decide when it is safe to turn left across the lanes used by opposing traffic." This stopping sight distance along CSAH 83 for the design/posted speed of 55 mph is at least 495 feet of clear sight distance to the north and south. For both Sunwood Drive and 147th Avenue Northwest, the recommended stopping sight distance at 30 mph is as least 200 feet to the east and west. Based on a field review of intersection geometrics, the southbound, eastbound, and westbound intersection approaches are straight for several hundred feet in each direction with no impediments to the sight distance (other than possible sun issues for eastbound

traffic in the AM peak hour and for westbound traffic in the PM peak hour during fall-winter months).

For northbound CSAH 83, sight distance is somewhat limited due to a sweeping north-to-west horizontal curve that begins approximately 300 feet north of the intersection. However, there are no impediments to sight distance in the median area and no trees or other topography exist to the north on either side of the roadway that limit sight distance for northbound left turning traffic at the intersection (northbound left turning traffic can see oncoming traffic clearly for at least the minimum stopping sight distance required at the posted 55 mph speed limit).

Based on this information, **available stopping sight distance meets this criteria for each intersection approach**.

- Based on the recent crash history at this intersection, no crashes were reported on the State of Minnesota's crash web site between 2011 and 2015. **Thus, there does not appear to be a safety concern at this intersection with the presence of signalized operation**.

- One of the recommendations from the *MnDOT Traffic Signal Timing and Coordination Manual* is to utilize protected left turn phasing only either for situations where the posted speed limit exceeds 45 mph and the peak hour left turning volume is greater than 240 vehicles per hour, or for when the cross product between left turning traffic volume and opposing through traffic volume exceeds 80,000. With regards to the most recent available traffic counts:

  a. Between the hours of 4:00 pm-5:00 pm of the most recent traffic counts, westbound Sunwood Drive left turn volumes were near 130 vehicles per hour. No other intersection approach exceeded 65 left turning vehicles per hour during the PM peak period.

  b. For the midday and AM peak hour counts, no intersection approach had left turning traffic volumes that exceeded 70 vehicles per hour.

  c. The cross product between left turn traffic volumes and opposing through traffic volumes never exceeded 25,000 for any hour counted in 2016.

Following up against the flashing yellow arrow criteria from the *MnDOT Traffic Signal Timing and Coordination Manual:*

1. Left turn lanes line up well for each intersection approach with sufficient turning room in the intersection so that left turn paths were not conflicting. This was observed specifically for the westbound dual left turn lane/eastbound single left turn

movement, where protected left turn phasing was run together for these movements with no conflicts between either direction's left turn movements. Left turn movements are offset far enough such that no conflicts in left turn paths are occurring.

2. As mentioned, the westbound approach has two left turn lanes. For this approach, the MnDOT Manual suggests that protected operation be utilized during the higher volume periods of the day with Engineering judgment being used to determine if flashing yellow operation could be used for all other times of the day.

3. There are less than 3 opposing lanes of through traffic facing each intersection approach.

4. The intersection does not have a high crash rate and there is no significant history of right angle crashes involving left turning traffic.

In summary, as there is no significant crash history for left turning traffic and traffic volumes are likely lower for the entire intersection (outside of the peak traffic periods), the City should be able to consider using Flashing Yellow Arrow operations at this intersection throughout much of a typical weekday and throughout the weekend. In addition, any changes to the operation of the left turn signal phases are not anticipated to impact overall operations of the intersection in a negative way (and delays for left turning traffic will decrease with flashing yellow arrow operations which will improve the overall operation of the intersection). For peak traffic periods though (and for when sun becomes an issue for eastbound and westbound traffic), protected left turn operation is strongly recommended to be implemented.

Some modifications to the existing signal system installation will be required to revise the operation of this signal system and add flashing yellow arrows for each intersection approach. Both overhead end mounted and far left pole mounted left turn signals for each intersection approach will required having 3-section RLA-YLA-GLA signal heads replaced with 4-section RLA-YLA-FYLA-GLA signal heads. For the westbound approach (due to the dual left turn lane), a 5-foot extension will be required to be added to the mast arm facing this approach so that two 4-section overhead signals can be installed and centered on each left turn lane (requirement that each approaching left turn lane have its own flashing yellow arrow signal centered on each left turn lane). No additional through signal heads will be required to be installed facing any of the four approaches, as there are already separate through (RYG) signal heads centered on each through lane. Some additional cabling (6/c#14) will be required to be installed to operate new flashing yellow arrow signal heads on all four intersection approaches based on a review of the field wiring diagram. No new conduit will be required to be installed to accommodate installation of these new cables.

With regards to left turn lane detection, the *MnDOT Traffic Control Signal Design Manual* recommends that either four loop detectors be installed for proper detection (at 5', 20' 35' and 50' from the stop bar or crosswalk) or that two separately wired loop detectors be installed for

existing signal system retrofits at 10' and 40' from the stop bar or crosswalk. Recent County practice has been to have the four separate loop detectors installed in each left turn lane in order to be able to operate the left turn lanes on non-lock operation. For this signal system, left turn lane detection was installed at 10' and 40' from the stop bar for the northbound, southbound, and westbound approaches (each wired separately), while the eastbound approach has four loop detectors installed in the left turn lane. To meet current County practice, additional loop detectors will be required to be furnished and installed 25 feet and 55 feet from the stop bar in the northbound and southbound left turn lanes as well as in both westbound left turn lanes (for a total of 8 new loop detectors). No additional 2/c#14 cables or controller cabinet loop detector cards will be required to operate these new loop detectors since existing loop detectors are already wired separately in each left turn lane.

To allow for flashing yellow arrow operation, we estimate that these modifications (completed by an electrical signal contractor) will cost approximately $40,000. A detailed preliminary engineer's estimate of costs is attached to this letter for your information.

Overall, we do not see any issues with installation and operation of flashing yellow arrows for each intersection approach. However, should the City and County implement flashing yellow arrow modifications to this signal system, **we recommend that the signal system initially operate with protected left turns during both the AM peak period (6:00-9:00 am) and the PM peak period (3:00-7:00 pm) due to higher traffic volumes, higher posted speeds, and the presence of dual left turn lanes through this area**. For all other hours of the day and for all weekend hours, the City and County should be able to consider using flashing yellow arrow operations.

Note that any changes in the operation of this signal system should be monitored by the City and County, including annual review of crash data to ensure that crash frequency does not increase due to modified left turn signal operations.

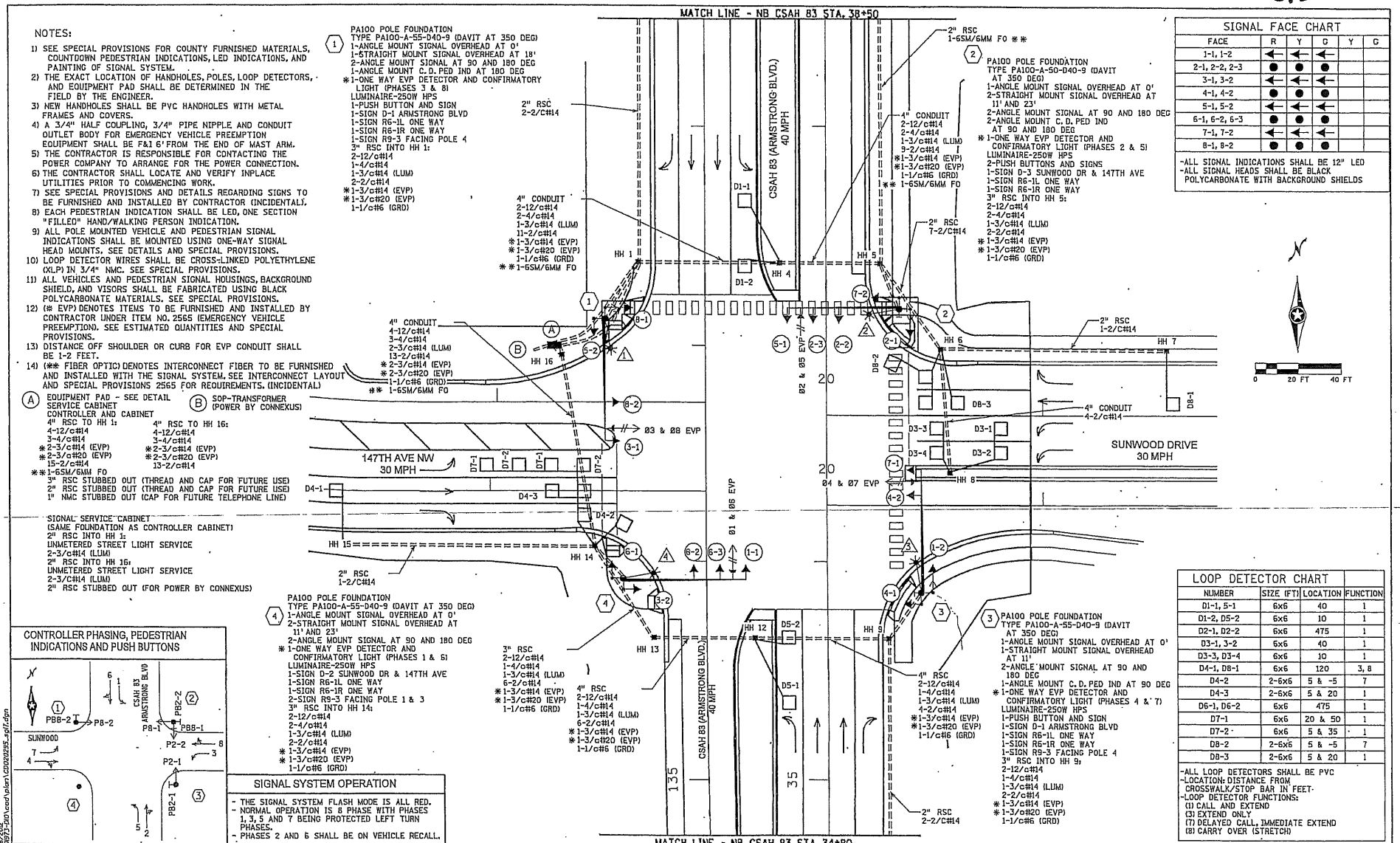
Please review our analysis and feel free to contact me at 651.490.2073 with any questions or concerns that you may have related to our analysis.

We hope that this information provides you with insight needed to help evaluate and implement the appropriate left turn operations for this intersection.

Sincerely,
SHORT ELLIOTT HENDRICKSON INC.

John M. Gray, PE
Project Engineer

Enclosures
c: Jane Rose, Anoka County Highway Department



NOTES:

1) SEE SPECIAL PROVISIONS FOR COUNTY FURNISHED MATERIALS, COUNTDOWN PEDESTRIAN INDICATIONS, LED INDICATIONS, AND PAINTING OF SIGNAL SYSTEM.
2) THE EXACT LOCATION OF HANDHOLES, POLES, LOOP DETECTORS, AND EQUIPMENT PAD SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3) NEW HANDHOLES SHALL BE PVC HANDHOLES WITH METAL FRAMES AND COVERS.
4) A 3/4" HALF COUPLING, 3/4" PIPE NIPPLE AND CONDUIT OUTLET BODY FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE F&I 6' FROM THE END OF MAST ARM.
5) THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE POWER COMPANY TO ARRANGE FOR THE POWER CONNECTION.
6) THE CONTRACTOR SHALL LOCATE AND VERIFY INPLACE UTILITIES PRIOR TO COMMENCING WORK.
7) SEE SPECIAL PROVISIONS AND DETAILS REGARDING SIGNS TO BE FURNISHED AND INSTALLED BY CONTRACTOR (INCIDENTAL).
8) EACH PEDESTRIAN INDICATION SHALL BE LED, ONE SECTION "FILLED" HAND/WALKING PERSON INDICATION.
9) ALL POLE MOUNTED VEHICLE AND PEDESTRIAN SIGNAL INDICATIONS SHALL BE MOUNTED USING ONE-WAY SIGNAL HEAD MOUNTS, SEE DETAILS AND SPECIAL PROVISIONS.
10) LOOP DETECTOR WIRES SHALL BE CROSS-LINKED POLYETHYLENE (XLP) IN 3/4" NMC. SEE SPECIAL PROVISIONS.
11) ALL VEHICLES AND PEDESTRIAN SIGNAL HOUSINGS, BACKGROUND SHIELD, AND VISORS SHALL BE FABRICATED USING BLACK POLYCARBONATE MATERIALS. SEE SPECIAL PROVISIONS.
12) (* EVP) DENOTES ITEMS TO BE FURNISHED AND INSTALLED BY CONTRACTOR UNDER ITEM NO. 2565 (EMERGENCY VEHICLE PREEMPTION). SEE ESTIMATED QUANTITIES AND SPECIAL PROVISIONS.
13) DISTANCE OFF SHOULDER OR CURB FOR EVP CONDUIT SHALL BE 1-2 FEET.
14) (** FIBER OPTIC) DENOTES INTERCONNECT FIBER TO BE FURNISHED AND INSTALLED WITH THE SIGNAL SYSTEM. SEE INTERCONNECT LAYOUT AND SPECIAL PROVISIONS 2565 FOR REQUIREMENTS. (INCIDENTAL)

(A) EQUIPMENT PAD - SEE DETAIL
SERVICE CABINET
CONTROLLER AND CABINET
4" RSC TO HH 1:
4-12/c#14
3-4/c#14
*2-3/c#14 (EVP)
*2-3/c#20 (EVP)
15-2/c#14
**1-6SM/6MM FO
4" RSC TO HH 16:
4-12/c#14
3-4/c#14
*2-3/c#14 (EVP)
*2-3/c#20 (EVP)
13-2/c#14
3" RSC STUBBED OUT (THREAD AND CAP FOR FUTURE USE)
2" RSC STUBBED OUT (THREAD AND CAP FOR FUTURE USE)
1" NMC STUBBED OUT (CAP FOR FUTURE TELEPHONE LINE)

(B) SOP-TRANSFORMER
(POWER BY CONNEXUS)

SIGNAL SERVICE CABINET
(SAME FOUNDATION AS CONTROLLER CABINET)
2" RSC INTO HH 1:
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2" RSC INTO HH 16:
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2" RSC STUBBED OUT (FOR POWER BY CONNEXUS)

(1) PA100 POLE FOUNDATION
TYPE PA100-A-55-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
1-STRAIGHT MOUNT SIGNAL OVERHEAD AT 18'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
1-ANGLE MOUNT C.D. PED IND AT 180 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 3 & 8)
LUMINAIRE-250W HPS
1-PUSH BUTTON AND SIGN
1-SIGN D-1 ARMSTRONG BLVD
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
1-SIGN R9-3 FACING POLE 4
3" RSC INTO HH 1:
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
2" RSC
2-2/C#14
4" CONDUIT
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
11-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
**1-6SM/6MM FO
4" CONDUIT
4-12/c#14
3-4/c#14
2-3/c#14 (LUM)
13-2/c#14
*2-3/c#14 (EVP)
*2-3/c#20 (EVP)
1-1/c#6 (GRD)
**1-6SM/6MM FO

(2) PA100 POLE FOUNDATION
TYPE PA100-A-50-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
2-STRAIGHT MOUNT SIGNAL OVERHEAD AT 11' AND 23'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
2-ANGLE MOUNT C.D. PED IND AT 90 AND 180 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 2 & 5)
LUMINAIRE-250W HPS
2-PUSH BUTTONS AND SIGNS
1-SIGN D-3 SUNWOOD DR & 147TH AVE
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
3" RSC INTO HH 5:
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
2" RSC
1-6SM/6MM FO **
4" CONDUIT
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
9-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
**1-6SM/6MM FO
2" RSC
7-2/C#14
2" RSC
1-2/C#14
4" CONDUIT
4-2/c#14

(3) PA100 POLE FOUNDATION
TYPE PA100-A-55-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
1-STRAIGHT MOUNT SIGNAL OVERHEAD AT 11'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
1-ANGLE MOUNT C.D. PED IND AT 90 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 4 & 7)
LUMINAIRE-250W HPS
1-PUSH BUTTON AND SIGN
1-SIGN D-1 ARMSTRONG BLVD
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
1-SIGN R9-3 FACING POLE 4
3" RSC INTO HH 9:
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
4" RSC
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
4-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
2" RSC
2-2/C#14

(4) PA100 POLE FOUNDATION
TYPE PA100-A-55-D40-9 (DAVIT AT 350 DEG)
1-ANGLE MOUNT SIGNAL OVERHEAD AT 0°
2-STRAIGHT MOUNT SIGNAL OVERHEAD AT 11' AND 23'
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG
*1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT (PHASES 1 & 6)
LUMINAIRE-250W HPS
1-SIGN D-2 SUNWOOD DR & 147TH AVE
1-SIGN R6-1L ONE WAY
1-SIGN R6-1R ONE WAY
2-SIGN R9-3 FACING POLE 1 & 3
3" RSC INTO HH 14:
2-12/c#14
2-4/c#14
1-3/c#14 (LUM)
2-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
3" RSC
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
6-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)
4" RSC
2-12/c#14
1-4/c#14
1-3/c#14 (LUM)
6-2/c#14
*1-3/c#14 (EVP)
*1-3/c#20 (EVP)
1-1/c#6 (GRD)

SIGNAL FACE CHART

FACE	R	Y	G	Y	G
1-1, 1-2	←	←	←		
2-1, 2-2, 2-3	●	●	●		
3-1, 3-2	←	←	←		
4-1, 4-2	●	●	●		
5-1, 5-2	←	←	←		
6-1, 6-2, 6-3	●	●	●		
7-1, 7-2	←	←	←		
8-1, 8-2	●	●	●		

-ALL SIGNAL INDICATIONS SHALL BE 12" LED
-ALL SIGNAL HEADS SHALL BE BLACK POLYCARBONATE WITH BACKGROUND SHIELDS

LOOP DETECTOR CHART

NUMBER	SIZE (FT)	LOCATION	FUNCTION
D1-1, 5-1	6x6	40	1
D1-2, D5-2	6x6	10	1
D2-1, D2-2	6x6	475	1
D3-1, 3-2	6x6	40	1
D3-3, D3-4	6x6	10	1
D4-1, D8-1	6x6	120	3, 8
D4-2	2-6x6	5 & -5	7
D4-3	2-6x6	5 & 20	1
D6-1, D6-2	6x6	475	1
D7-1	6x6	20 & 50	1
D7-2	6x6	5 & 35	1
D8-2	2-6x6	5 & -5	7
D8-3	2-6x6	5 & 20	1

-ALL LOOP DETECTORS SHALL BE PVC
-LOCATION: DISTANCE FROM CROSSWALK/STOP BAR IN FEET.
-LOOP DETECTOR FUNCTIONS:
(1) CALL AND EXTEND
(3) EXTEND ONLY
(7) DELAYED CALL, IMMEDIATE EXTEND
(8) CARRY OVER (STRETCH)

CONTROLLER PHASING, PEDESTRIAN INDICATIONS AND PUSH BUTTONS

SIGNAL SYSTEM OPERATION

- THE SIGNAL SYSTEM FLASH MODE IS ALL RED.
- NORMAL OPERATION IS 8 PHASE WITH PHASES 1, 3, 5 AND 7 BEING PROTECTED LEFT TURN PHASES.
- PHASES 2 AND 6 SHALL BE ON VEHICLE RECALL.

NO.	DATE	BY	CHK	REVISIONS

Design By: SD
Plan By: MAS
Checked By: NEH
Approved By: SD

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
CERTIFIED BY: [signature]
LYDOKEN PROFESSIONAL ENGINEER - SEAL OR STAMP, PE
DATE: 04/03/12 LIC. NO# 40948

WSB & Associates, Inc.
701 Xenia Avenue South, Suite 300
Minneapolis, MN 55416
www.wsbeng.com
INFRASTRUCTURE • ENGINEERING • PLANNING • CONSTRUCTION

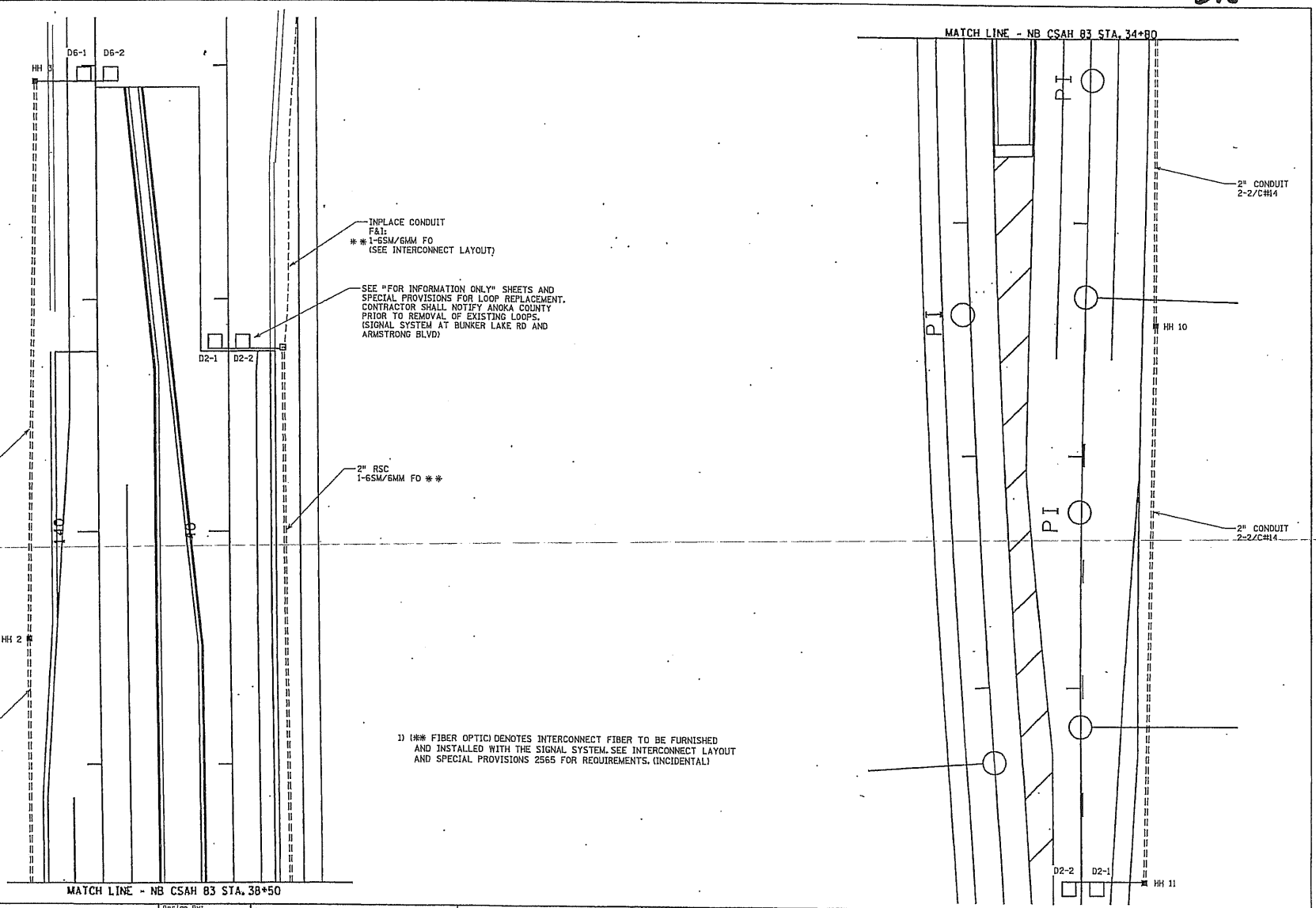
City of RAMSEY
Armstrong Blvd at Sunwood Drive
City of Ramsey, Minnesota

CITY OF RAMSEY, MINNESOTA
TRAFFIC CONTROL SIGNAL SYSTEM INTERSECTION LAYOUT
SIGNAL PLAN
S.A.P. 199-020-010 / C.P. 12-20

SHEET 125 OF 153 SHEETS

Date Printed: 6/25/2012
WSB Filename: N:\08173-260\cad\plan\CD2012255_sgnl1.dgn

318



1) (**) FIBER OPTIC) DENOTES INTERCONNECT FIBER TO BE FURNISHED AND INSTALLED WITH THE SIGNAL SYSTEM. SEE INTERCONNECT LAYOUT AND SPECIAL PROVISIONS 2565 FOR REQUIREMENTS. (INCIDENTAL)

NO.	DATE	BY	CHK	REVISIONS

Design By: SD
Plan By: MAS
Checked By: NEH
Approved By: SD

I HEREBY IDENTIFY THIS ITEM PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CERTIFIED BY: _____ LICENSED PROFESSIONAL ENGINEER - SEAL ON FILE, PE
DATE: 04/03/18 LIC. NO.: 40245

WSB & Associates, Inc.
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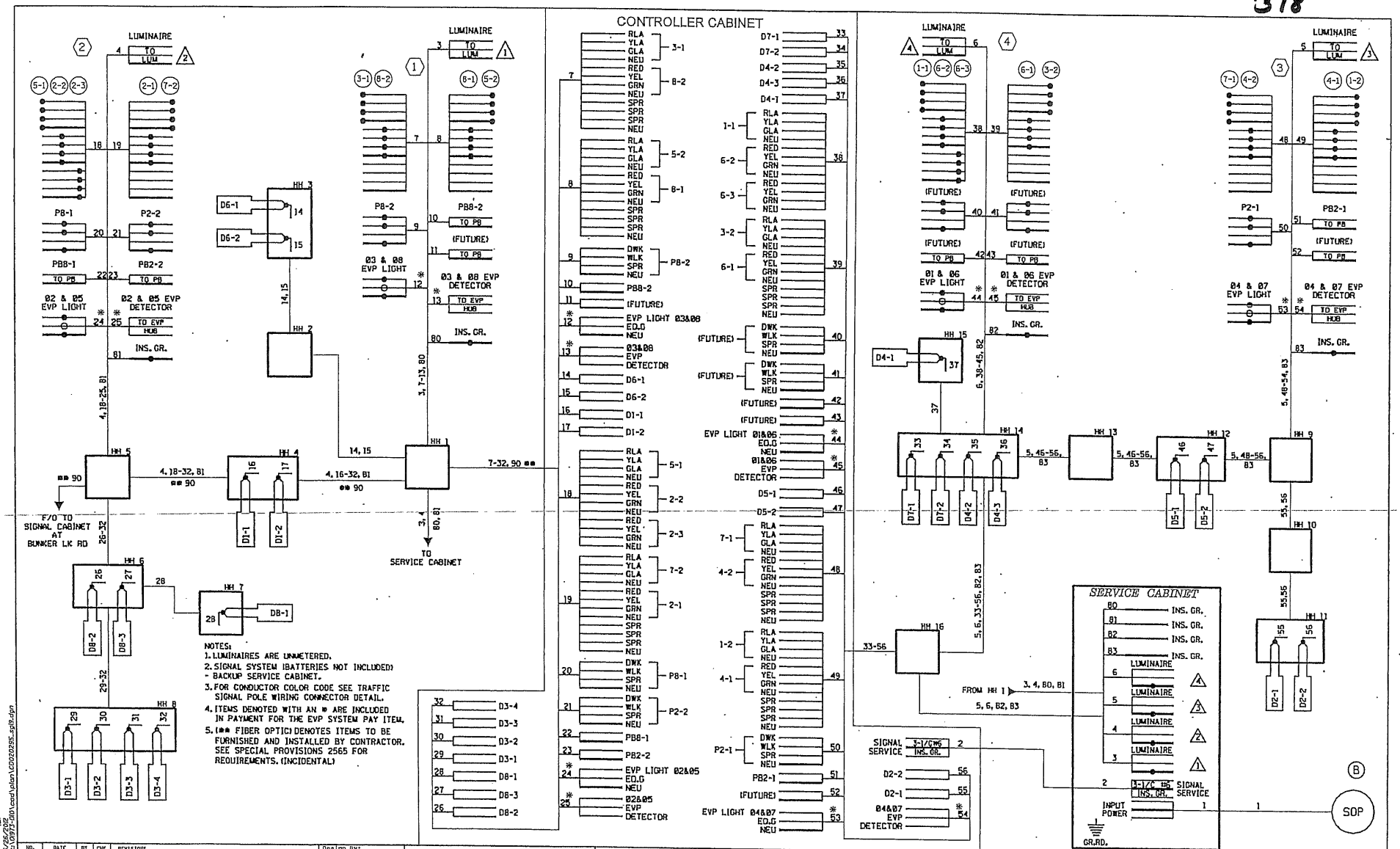
City of RAMSEY
Armstrong Blvd at Sunwood Drive
City of Ramsey, Minnesota

CITY OF RAMSEY, MINNESOTA
TRAFFIC CONTROL SIGNAL SYSTEM MATCH LINE
SIGNAL PLAN
S.A.P. 199-020-010 / C.P. 12-20

SHEET 126 OF 153 SHEETS

Date Printed: 6/26/2018
WSB Filename: K:\0873-001\cad\plan\D0920295_sg18.dgn



NO.	DATE	BY	CHK	REVISIONS

Design By: SD
Plan By: MAS
Checked By: NEH
Approved By: SD

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CERTIFIED BY: [signature] LUCINDA J. JOHNSON, P.E. - SEAL REQUIRED
DATE: 04/03/13 Lic. NO: 40545

WSB & Associates, Inc.
701 Xenia Avenue South, Suite 300
Minneapolis, MN 55416
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City of RAMSEY
Armstrong Blvd at Sunwood Drive
City of Ramsey, Minnesota

CITY OF RAMSEY, MINNESOTA
TRAFFIC CONTROL SIGNAL SYSTEM WIRING DIAGRAM
SIGNAL PLAN
S.A.P. 199-020-010 / C.P. 12-20

SHEET 127 OF 153 SHEETS

Date Printed: 4/2/2013 7:25:37 AM
WSB Filename: K:\09173-300\cad\plan\C0020255_sp8.dgn

Estimated Costs and Quantities
Revise Signal System (FYA Modifications)
CSAH 83 at Sunwood Drive/147th Avenue NW
Prepared by JMG (SEH) on March 21, 2017

Item	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Remove 3-Section Signals	8	$300	$2,400
4-Section Signals (with LED)	9	$900	$8,100
5-Foot Extension	1	$2,500	$2,500
Strap-on Mid Mast Arm Mount	1	$1,000	$1,000
R10-X12 Sign Panels	4	$500	$2,000
Controller Cabinet Modifications	1	$2,000	$2,000
6 x 6 NMC Loop Detectors	8	$1,500	$12,000
6/c#14 Cable (to poles 1, 2, 3, 4)	800'	$2	$1,600
EVP detector modifications	1	$500	$500
Traffic Control	1	$2,500	$2,500
Sub Total			$34,600
Miscellaneous	approx. 15%		$5,400
Total Estimated Revise Signal System Costs			$40,000

Short Elliott Hendrickson Inc.

3535 Vadnais Center Drive
St. Paul, MN, 55110
Building a Better World for All of Us

2016 Anoka County Counts
Armstrong Blvd at Sundown Dr/147th St
AM Peak
Ramsey, MN

File Name : 1-CSAH 83 (Armstrong Blvd) at Sundown Drive_147th Avenue 6AM-9AM.ASF
Site Code :
Start Date : 9/29/2016
Page No : 1

Groups Printed- Cars + - Trucks

	Armstrong Blvd From North						Sundown Drive From East						Armstrong Blvd From South						147th Street From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
BREAK																									
06:00 AM	0	74	10	0	0	84	3	0	7	0	0	10	10	11	0	0	0	21	0	0	0	0	0	0	115
06:15 AM	0	64	11	0	0	75	2	0	6	0	0	8	12	19	0	0	0	31	1	0	0	0	0	1	115
06:30 AM	0	77	12	0	0	89	2	1	5	0	0	8	9	21	0	0	0	30	0	0	0	0	0	0	127
06:45 AM	0	50	23	0	0	73	3	0	11	0	1	15	22	25	3	0	0	50	0	0	0	0	0	0	138
Total	0	265	56	0	0	321	10	1	29	0	1	41	53	76	3	0	0	132	1	0	0	0	0	1	495
07:00 AM	0	57	13	0	0	70	4	0	9	0	0	13	20	20	3	0	0	43	3	0	0	0	0	3	129
07:15 AM	0	65	18	0	0	83	5	0	9	0	1	15	40	24	0	0	0	64	0	0	0	0	0	0	162
07:30 AM	1	48	15	0	0	64	4	0	5	0	0	9	47	48	0	0	0	95	0	0	0	0	0	0	168
07:45 AM	1	57	18	0	0	76	3	0	11	0	0	14	38	30	1	0	0	69	0	0	1	0	0	1	160
Total	2	227	64	0	0	293	16	0	34	0	1	51	145	122	4	0	0	271	3	0	1	0	0	4	619
08:00 AM	1	32	19	0	0	52	8	0	13	0	0	21	24	18	0	0	0	42	2	0	0	0	0	2	117
08:15 AM	0	57	9	0	0	66	8	0	11	0	0	19	14	17	2	0	0	33	0	1	1	0	0	2	120
08:30 AM	0	46	15	0	0	61	7	1	12	0	1	21	18	21	1	0	0	40	0	0	0	0	0	0	122
08:45 AM	0	33	13	0	0	46	9	0	7	0	0	16	29	20	2	0	0	51	0	0	0	0	0	0	113
Total	1	168	56	0	0	225	32	1	43	0	1	77	85	76	5	0	0	166	2	1	1	0	0	4	472
Grand Total	3	660	176	0	0	839	58	2	106	0	3	169	283	274	12	0	0	569	6	1	2	0	0	9	1586
Apprch %	0.4	78.7	21	0	0		34.3	1.2	62.7	0	1.8		49.7	48.2	2.1	0	0		66.7	11.1	22.2	0	0		
Total %	0.2	41.6	11.1	0	0	52.9	3.7	0.1	6.7	0	0.2	10.7	17.8	17.3	0.8	0	0	35.9	0.4	0.1	0.1	0	0	0.6	
Cars +	2	650	172	0	0	824	57	2	101	0	2	162	271	258	12	0	0	541	5	1	1	0	0	7	1534
% Cars +	66.7	98.5	97.7	0	0	98.2	98.3	100	95.3	0	66.7	95.9	95.8	94.2	100	0	0	95.1	83.3	100	50	0	0	77.8	96.7
Trucks	1	10	4	0	0	15	1	0	5	0	1	7	12	16	0	0	0	28	1	0	1	0	0	2	52
% Trucks	33.3	1.5	2.3	0	0	1.8	1.7	0	4.7	0	33.3	4.1	4.2	5.8	0	0	0	4.9	16.7	0	50	0	0	22.2	3.3

Short Elliott Hendrickson Inc.

3535 Vadnais Center Drive
St. Paul, MN, 55110
Building a Better World for All of Us

2016 Anoka County Counts
Armstrong Blvd at Sundown Dr/147th St
Mid-Day Peak
Ramsey, MN

File Name : 2-CSAH 83 (Armstrong Blvd) at Sundown Drive_147th Avenue 11AM-1PM.ASF
Site Code :
Start Date : 9/29/2016
Page No : 1

Groups Printed- Cars + - Trucks

	Armstrong Blvd From North						Sundown Drive From East						Armstrong Blvd From South						147th Street From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
BREAK																									
11:00 AM	1	23	8	0	0	32	14	0	11	0	0	25	19	20	0	1	0	40	1	0	0	0	0	1	98
11:15 AM	1	19	11	0	0	31	10	1	17	0	0	28	24	19	1	0	0	44	1	0	0	0	0	1	104
11:30 AM	0	22	8	0	0	30	12	0	15	0	1	28	17	28	0	0	0	45	0	1	0	0	0	1	104
11:45 AM	0	16	12	0	0	28	11	0	8	0	0	19	20	16	1	0	0	37	0	1	0	0	0	1	85
Total	2	80	39	0	0	121	47	1	51	0	1	100	80	83	2	1	0	166	2	2	0	0	0	4	391
12:00 PM	0	27	11	0	0	38	12	0	12	0	0	24	22	31	0	0	0	53	0	0	0	0	0	0	115
12:15 PM	1	17	6	0	0	24	22	2	16	0	0	40	24	34	2	0	0	60	2	1	1	0	0	4	128
12:30 PM	0	24	9	0	0	33	11	0	15	0	0	26	33	18	5	0	0	56	0	1	2	0	0	3	118
12:45 PM	1	22	11	0	0	34	15	0	12	0	0	27	22	28	0	0	0	50	2	0	0	0	0	2	113
Total	2	90	37	0	0	129	60	2	55	0	0	117	101	111	7	0	0	219	4	2	3	0	0	9	474
Grand Total	4	170	76	0	0	250	107	3	106	0	1	217	181	194	9	1	0	385	6	4	3	0	0	13	865
Apprch %	1.6	68	30.4	0	0		49.3	1.4	48.8	0	0.5		47	50.4	2.3	0.3	0		46.2	30.8	23.1	0	0		
Total %	0.5	19.7	8.8	0	0	28.9	12.4	0.3	12.3	0	0.1	25.1	20.9	22.4	1	0.1	0	44.5	0.7	0.5	0.3	0	0	1.5	
Cars +	3	161	75	0	0	239	105	3	102	0	1	211	176	186	8	1	0	371	6	4	3	0	0	13	834
% Cars +	75	94.7	98.7	0	0	95.6	98.1	100	96.2	0	100	97.2	97.2	95.9	88.9	100	0	96.4	100	100	100	0	0	100	96.4
Trucks	1	9	1	0	0	11	2	0	4	0	0	6	5	8	1	0	0	14	0	0	0	0	0	0	31
% Trucks	25	5.3	1.3	0	0	4.4	1.9	0	3.8	0	0	2.8	2.8	4.1	11.1	0	0	3.6	0	0	0	0	0	0	3.6

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3535 Vadnais Center Drive
St. Paul, MN, 55110
Building a Better World for All of Us

2016 Anoka County Counts
Armstrong Blvd at Sundown Dr/147th St
PM Peak
Ramsey, MN

File Name : 3-CSAH 83 (Armstrong Blvd) at Sundown Drive_147th Avenue 3PM-7PM.ASF
Site Code :
Start Date : 9/29/2016
Page No : 1

Groups Printed- Cars + - Trucks

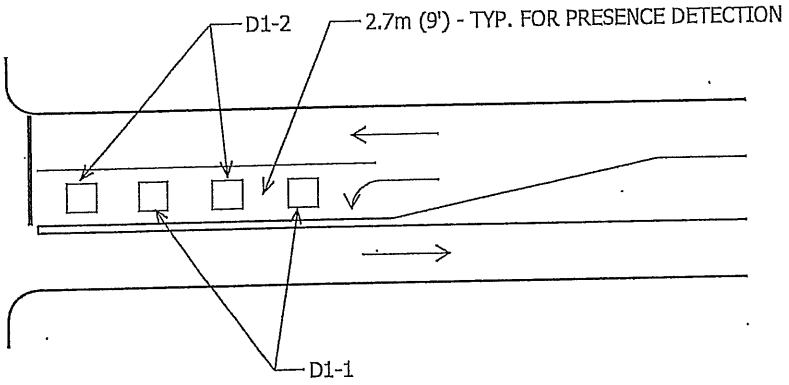
	Armstrong Blvd From North						Sundown Drive From East						Armstrong Blvd From South						147th Street From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
BREAK																									
03:00 PM	0	27	10	0	0	37	23	0	14	0	1	38	29	36	0	1	0	66	0	0	0	0	0	0	141
03:15 PM	0	26	16	0	0	42	20	0	24	0	0	44	17	49	1	0	0	67	5	0	0	0	0	5	158
03:30 PM	0	47	17	0	0	64	31	0	22	0	0	53	30	57	2	0	1	90	0	0	0	0	1	1	208
03:45 PM	0	34	19	0	0	53	26	0	10	0	0	36	41	53	0	2	0	96	1	0	1	0	0	2	187
Total	0	134	62	0	0	196	100	0	70	0	1	171	117	195	3	3	1	319	6	0	1	0	1	8	694
04:00 PM	0	46	7	0	0	53	35	0	30	0	0	65	27	54	0	0	0	81	0	0	0	0	0	0	199
04:15 PM	1	29	22	0	0	52	33	0	29	0	0	62	29	58	0	0	0	87	0	0	1	0	0	1	202
04:30 PM	0	52	10	0	0	62	45	0	41	0	0	86	31	65	0	1	1	98	1	0	0	0	0	1	247
04:45 PM	1	33	18	0	0	52	32	1	29	0	0	62	32	73	1	0	0	106	1	0	0	0	0	1	221
Total	2	160	57	0	0	219	145	1	129	0	0	275	119	250	1	1	1	372	2	0	1	0	0	3	869
05:00 PM	2	38	20	0	0	60	47	0	23	0	0	70	35	73	0	1	0	109	4	0	0	0	0	4	243
05:15 PM	0	45	9	0	0	54	37	0	22	0	0	59	36	64	0	0	0	100	0	0	0	0	0	0	213
05:30 PM	0	49	14	0	0	63	34	0	20	0	2	56	26	56	2	0	0	84	1	0	1	0	0	2	205
05:45 PM	1	38	14	0	0	53	26	0	7	0	1	34	31	68	1	2	0	102	0	0	2	0	0	2	191
Total	3	170	57	0	0	230	144	0	72	0	3	219	128	261	3	3	0	395	5	0	3	0	0	8	852
06:00 PM	0	46	15	0	0	61	41	0	17	0	1	59	32	49	1	1	0	83	0	0	1	0	0	1	204
06:15 PM	0	38	16	0	0	54	34	0	19	0	3	56	24	54	0	1	0	79	0	0	0	0	0	0	189
06:30 PM	0	41	12	0	4	57	20	0	21	0	5	46	25	47	0	0	0	72	1	0	0	0	0	1	176
06:45 PM	0	24	17	0	0	41	25	0	13	0	0	38	26	31	0	0	0	57	0	0	0	0	0	0	136
Total	0	149	60	0	4	213	120	0	70	0	9	199	107	181	1	2	0	291	1	0	1	0	0	2	705
Grand Total	5	613	236	0	4	858	509	1	341	0	13	864	471	887	8	9	2	1377	14	0	6	0	1	21	3120
Apprch %	0.6	71.4	27.5	0	0.5		58.9	0.1	39.5	0	1.5		34.2	64.4	0.6	0.7	0.1		66.7	0	28.6	0	4.8		
Total %	0.2	19.6	7.6	0	0.1	27.5	16.3	0	10.9	0	0.4	27.7	15.1	28.4	0.3	0.3	0.1	44.1	0.4	0	0.2	0	0	0.7	
Cars +	5	602	233	0	0	840	508	1	339	0	2	850	460	866	4	9	1	1340	14	0	6	0	0	20	3050
% Cars +	100	98.2	98.7	0	0	97.9	99.8	100	99.4	0	15.4	98.4	97.7	97.6	50	100	50	97.3	100	0	100	0	0	95.2	97.8
Trucks	0	11	3	0	4	18	1	0	2	0	11	14	11	21	4	0	1	37	0	0	0	0	1	1	70
% Trucks	0	1.8	1.3	0	100	2.1	0.2	0	0.6	0	84.6	1.6	2.3	2.4	50	0	50	2.7	0	0	0	0	100	4.8	2.2

Exhibit 4-6 Protected Permissive and FYA Left Turn – Separate Left Turn Lane

LOOP DETECTOR PLACEMENT

PROTECTED/PERMISSIVE AND FLASHING YELLOW LEFT TURN

SEPARATE LEFT TURN LANE



LOOP DETECTOR FUNCTIONS
1 = CALL AND EXTEND

NUMBER	FUNCTION	SIZE	LOCATION
D1-1	1	2 - 1.7 x 1.7m (6' X 6')	6m (20') & 15m (50')
D1-2	1	2 - 1.7 x 1.7m (6' X 6')	1.5m (5') & 11m (35')

LOCATION = DISTANCE FROM STOP BAR TO LOOP DETECTOR

NOTES:

1) CONTROLLER PHASE AND DETECTOR FUNCTION SHALL BE NON-LOCK MEMORY WITH NO RECALL.
2) USE BACK UP PROTECTION TO PREVENT LEFT TURN TRAP IF THERE ARE OPPOSING LEFT TURNS.
3) DESIGN SPEED IS 25 MPH.
4) EACH NUMBERED LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE AND SEPARATE AMPLIFIER.
5) IF USING NMC LOOPS, A SINGLE LARGER LOOP CAN REPLACE THE DUALS.
6) DETECTOR CROSS SWITCHING MAY BE USED.
7) USE THIS FIGURE IF INSTALLING A FLASHING YELLOW ARROW (FYA).

FIGURE 5

Metric				US Customary			
		Intersection sight distance				Intersection sight distance	
		Passenger cars				Passenger cars	
Design speed (km/h)	Stopping sight distance (m)	Calculated (m)	Design (m)	Design speed (mph)	Stopping sight distance (ft)	Calculated (ft)	Design (ft)
20	20	30.6	35	15	80	121.3	125
30	35	45.9	50	20	115	161.7	165
40	50	61.2	65	25	155	202.1	205
50	65	76.5	80	30	200	242.6	245
60	85	91.7	95	35	250	283.0	285
70	105	107.0	110	40	305	323.4	325
80	130	122.3	125	45	360	363.8	365
90	160	137.6	140	50	425	404.3	405
100	185	152.9	155	55	495	444.7	445
110	220	168.2	170	60	570	485.1	490
120	250	183.5	185	65	645	525.5	530
130	285	198.8	200	70	730	566.0	570
				75	820	606.4	610
				80	910	646.8	650

Note: Intersection sight distance shown is for a passenger car making a left turn from an undivided highway. For other conditions and design vehicles, the time gap should be adjusted and the sight distance recalculated.

Exhibit 9-67. Intersection Sight Distance—Case F—Left Turn from Major Road

If stopping sight distance has been provided continuously along the major road and if sight distance for Case B (stop control) or Case C (yield control) has been provided for each minor-road approach, sight distance will generally be adequate for left turns from the major road. Therefore, no separate check of sight distance for Case F may be needed.

However, at three-leg intersections or driveways located on or near a horizontal curve or crest vertical curve on the major road, the availability of adequate sight distance for left turns from the major road should be checked. In addition, the availability of sight distance for left turns from divided highways should be checked because of the possibility of sight obstructions in the median.

At four-leg intersections on divided highways, opposing vehicles turning left can block a driver's view of oncoming traffic. Exhibit 9-98, presented later in this chapter, illustrates intersection designs that can be used to offset the opposing left-turn lanes and provide left-turning drivers with a better view of oncoming traffic.

Varying Between Protected, Protected/Permissive, and Permissive Operation

As discussed above, the FYA can be considered a variable operation signal indication. Consider the following items:

- ✓ All FYA signals may vary operation between protected, protected/permissive, and permissive operation at various times of the day and night.
- ✓ Each signal approach will need to be analyzed individually to determine the time-of-day FYA operation by considering the following criteria:
  - a) Cross-product volumes of left turns and opposing throughs at various times of day
  - b) Speed limit
  - c) Sight distance limitations
  - d) Number of opposing through lanes
  - e) Double left turn lanes or single left turn lanes
  - f) Opposing left turn lane offset
  - g) Cross street or mainline approach
  - h) Comprehensive left turn crash analysis of approaches with similar characteristics

Test for Protected Only Operation 24 Hours per Day

In some cases, the left turn indication should run in the most restrictive Protected-Only mode 24 hours per day. Refer to Exhibit 3-13 for the Protected Only Left Turn Operation Guidelines. If the answer to question 1 or 2 is "yes", then protected operation should be used throughout the day.

Exhibit 3-13 Part 1: Protected-Only Left Turn Operation 24 Hours per Day

Part 1: Protected Only Operation - 24 hrs/day Guidelines

Question 1: Conflicting Left Turns

Do the opposing left turn paths conflict?

○ Yes
○ No

> If the answer is Yes, then use Protected Operation 24 hours/day.
> If the answer is No, proceed to the next question.

Question 2: Limited Sight Distance

Does the left turner have very limited sight distance as defined in the current AASHTO "A Policy on Geometric Designs of Highways and Streets"?

○ Yes
○ No

> If the answer is Yes, then use Protected Operation 24 hours/day.
> If the answer is No, proceed to part 2 to check for FYA by TOD.

> If the Answer is Yes to Question 1 or 2, use Protected Operation 24 hours/day
> If the Answer is No to all of the above, proceed to Part 2.

If the answer is "yes" to any of the questions in Part 1, then Protected-Only operation is suggested throughout the day. If the answer to all of the questions is "no", then proceed to Part 2 (Exhibit 3-14) to check for permissive FYA operation by time of day.

Test for FYA Operation by Time of Day

Part 2 (Exhibit 3-14) should be performed for each time of day interval. Typically, the evaluation would be for 4 or more intervals throughout the day (AM Peak, Mid-day Peak, PM Peak and Off Peak). Other intervals can be evaluated as warranted.

For the Cross-Product (Question 6) use the highest hourly cross product during the interval evaluated.

Exhibit 3-14 Part 2: Permissive FYA Operation by Time of Day

Part 2: Time of Day Operation of FYA

_____ Start Time

_____ End Time

Question 3: Number of Left Turn Lanes

Does the left turn have two (2) or more lanes?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** during the **high** volume times of the day (use Engineering Judgment if Decision to run FYA by TOD).

○ No
> If the answer is **No**, proceed to the next question.

Question 4: Number of Opposing Through Lanes

Does the left turn face three (3) or more opposing through lanes?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** during the **high** volume times of the day (use Engineering Judgment if Decision to run FYA by TOD).

○ No
> If the answer is **No**, proceed to the next question.

Question 5: Crash History

Is protected/permissive operation in place and is there a high number of left turn related collisions during this time interval over a 3-year period susceptible to correction by protected only phasing?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** for this TOD.

○ No
> If the answer is **No**, proceed to the next question.

Question 6: Speed and Cross Product

Is the Speed 45 MPH or greater and the Peak Hour left turn volume greater than 240 vph or is the peak hour cross product greater than 80,000 (100,000 if 2 opposing lanes)?

○ Yes
> If the answer is **Yes**, Protected Operation is **suggested** for this TOD.

○ No
> If the answer is **No**, FYA may be possible during this time period.

> If the answer is **Yes** to all Questions, Protected Only Operation is **Suggested** during this TOD (use Engineering Judgment if Decision to run FYA by TOD).

> If the answer is **No** to all Questions, FYA may be used during this TOD.

If the answer to all of the questions in Part 2 are "yes", protected only operation is suggested. Use engineering judgment if a decision to run FYA for the evaluated time period.

Question 6 does include a threshold volume of 240 vph for the subject left turn. However, if the opposing through volume is low, apply engineering judgment to determine if FYA operation could be used even if the left turn volume exceeds 240 vph.

If permissive FYA operation is allowed, protected/permissive operation may be investigated. The decision to use protected/permissive operation should be based on a capacity analysis.

Definitions

- ✓ **Protected only left turn operation:** signal phasing that allows left turn movements to only be made on an exclusive phase (green arrow).
- ✓ **Conflicting Left Turn Paths:** At some locations geometric constraints at the intersection cause the paths of opposing left turn vehicles to cross as overlap creating a conflict. An example is an approach that crosses a divided roadway with a wide median. In these locations, it may be necessary to operate the left turns in a lead-lag sequence or a split phase sequence, not allowing simultaneous opposing left turns. This operation will require protected left turns.
- ✓ **Opposing through lane (conflict):** The opposing through lanes are the lanes across from, and in conflict with, the left turning vehicle. Multiple lanes make it difficult for a driver to evaluate gaps in oncoming traffic. An opposing separate right turn lane will typically not be counted with opposing through lanes unless engineering judgment indicates that the lane configuration and number of right turns will cause conflicts with the left turn movement.
- ✓ **Limited Sight Distance (Requirements):** The minimum sight distance values necessary for the design vehicle volume to complete the turn movement. Distance should be calculated from the stop bar for the mainline left turning vehicle. Measurement is based on travel path, speed, and acceleration vehicle height. Both the sight distance for passenger vehicles and trucks should be checked using heights and distance requirements per the AASHTO Geometric Design Guide. The current reference at time this manual was prepared is the 2004 Guide, Chapter 9, Exhibit 9-67).
- ✓ **Dual Left Turn Lanes:** Multiple left turn lanes may consist of exclusive left turn lanes or a combination of exclusive left turn lanes and lanes that are shared by through and left turning traffic. Both the dual lane and the left turn lane opposing this operation are suggested to operate with protected phasing. Left turn lanes without opposing traffic, such as left turns off of a one- way street, does not require protected only phasing based upon this criteria. It might also be possible to run the FYA in permissive mode during low volume times of the day.
- ✓ **Protected/permissive left turn operation:** signal phasing that provides an exclusive phase (green arrow) followed by a permissive phase (flashing yellow arrow), time during the signal cycle where left turning traffic may make a left turn after yielding to oncoming traffic.
- ✓ **Left Turn Related Collisions:** These are Collisions that could be corrected by protected only phasing, such as those between those involving a left turning vehicle and an opposing through vehicle. At higher speeds the accidents collisions are likely to be more severe. Therefore, a lower number of collisions might be used as the parameter for consideration for high-speed approaches. Because of the variations in collisions overtime, an average number of collisions per year over a 3- year period should be used if the data is available.
- ✓ **Speed:** Because it can be difficult for a driver to accurately judge available gaps in traffic approaching at high speeds, the engineer must exercise discretion when considering permissive or protected permissive left turn phasing with opposing speeds of 45 MPH or above.

Use of posted speed limit is recommended. Non-arterial approaches may have lower speeds than the posted speed limit because they are often in a stop condition upon the arrival of traffic. Grades affect the acceleration rate of the left turner and the stopping distance and speed of the opposing through traffic and are therefore considered in conjunction with speeds.

✓ **Cross Product:** The left turn volume multiplied by the opposing through volume. The cross product values used are taken from the Wisconsin Department of Transportation (WisDOT) Traffic Signal Design Manual discussion on left turn conflicts analysis, Chapter 2, Section 3, Subject 4. Cross product used represents a high frequency of conflicts for left turners looking for gaps in through traffic.

FYA during Free Operation

With the variable-phasing operation of the FYA head, free operation will no longer have an assigned fixed phasing operation. Therefore, standard free operation will need to be set up in the signal controller so technicians can put signals quickly to FREE with a standard phasing operation desired at the specific time. Here is an example of the standard FREE operations that will need to be set up in the signal controller:

1. All left turns protected
2. All left turns protected/permissive
3. All left turns permissive
4. Mainline protected, cross street protected permissive
5. Mainline protected, cross street permissive
6. Mainline protected/permissive, cross street protected
7. Mainline protected/permissive, cross street permissive
8. Mainline permissive, cross street protected
9. Mainline permissive, cross street protected/permissive Minimum Green Times

Minimum Green Times

Mn/DOT currently sets the minimum green time based on the type of phasing operation where protected lefts have a 7 second minimum green and protected/permissive lefts have a 5 second minimum green. Given the FYA head is a variable phasing operation head, a decision will need to be made as to if there should be more than one minimum green value that changes with the phasing operation; or if a universal minimum green should apply to all phasing operations.

If one minimum green is used, and if a left turn phase will ever run protected, the left turn minimum green should be set at 7 seconds. If a left turn will never run protected (i.e. only run protected/permissive or permissive), then the left turn minimum green should be set at 5 seconds.

EVP Preemption Operation under FYA

A. Protected-only Operation

✓ When the FYA is not allowed (protected only), the pre-emption will bring up the protected left turn and the adjacent through phase. The opposing FYA will not be allowed during preemption (refer to Exhibit 3-15).

Our Mission: To work together to resposibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Regular Session **8. 1.**

Meeting Date: 05/09/2017

By: Tim Gladhill, Community Development

Information

Title:

Receive Update on Potassium Street Easement Dispute

Purpose/Background:

The purpose of this case is to receive an update on a settlement offer on a disputed road easement for Potassium Street. No action is requested at this time. Staff has received a Settlement Offer from Mr. Ron Schmitz. Staff and the City Attorney have provided a counter-offer to this proposal, and is awaiting a response as of the morning of May 4.

Observations/Alternatives:

Both parties acknowledge that at least a 33 foot easement exists on the property. However, the full 66 foot easement as argued by the City, conveyed by a previous Deed transfer to the public, is the subject of dispute. Additionally, the City Attorney has noted that the City has certain protections above and beyond the existing easement due to the length of use as a public road.

For informational purposes only, in the early 2000s the original home on this parcel was demolished in anticipation for future development and road extension. As a result, the City also acquired a single-family parcel with home in the River Pines subdivision to the north of the Subject Property. That home was removed as well. The current owner purchased the Subject Property for the purposes of a single-family home, not development. Regardless, the cul-de-sac still serves multiple homes on Potassium Street. Solid Waste removal providers have threatened to drop service for other Property Owners along Potassium Street due to barricading and posting of the cul-de-sac as private by the property owner.

Recommendation:

No action requested. Staff anticipates some resolution in the next 30 days.

Action:

No action requested. Item will come back before the Council to either approve an agreement as reached, or to pursue other options.

Attachments

Site Location Map
Schmitz Offer
City Counter Offer

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	05/04/2017 03:10 PM
Form Started By: Tim Gladhill		Started On: 05/04/2017 10:24 AM
Final Approval Date: 05/04/2017		

City of RAMSEY

Potassium Street Easement

15641 POTASSIUM ST NW

23-32-25-12-0003

Legend

Site

Parcels

N

Print Date: May 4, 2017

0 550 1,100 Feet

FOR SETTLEMENT PURPOSES ONLY
SUBJECT TO MINN. R. CIV. P. 408

SENT VIA EMAIL

February 7, 2017

Tim Gladhill
Community Development Director
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Proposed Turn-Around Area – Potassium

Dear Mr. Gladhill,

Outlined herein are two options for resolving the issue at hand along with an estimate for services from a local engineering firm, their estimate of the costs associated with the proposal, and the party's respective estimated contributions.

While multiple estimates were sought, only two firms responded (most complete response attached hereto.) It has been voiced as a concern by multiple engineering firms and contractors that they (the vendors providing services for either of these two options) would require assurances from the City of Ramsey that their participation in this project will not negatively affect their future opportunities with the City of Ramsey.

General Points Of Agreement

Schmitz's

- General release of all claims against the City arising out of the property dispute
- Offer $3,000 toward the fulfillment of Option 1 or 2
    - Plus approximately an additional $2K for underground cable for Option 1
- Allow turn-around in driveway area located at the end of the paved driveway west of the family's garage for 120 days or until new area is ready, whichever is less

City

- General release of all claims against the Schmitz's and the land in dispute
- Provide for Class V material out of City reserves for Option 1 or Option 2
- Provide supervision for implementation of Option 1 or Option 2
- Work with Contracting firm(s) to reduce costs to a reasonable level

Option 1 – Arced Area SW Corner of Schmitz's Potassium Property Extending into Shade Tree Communities, LLC Property Located Adjacent to the West

- Per drawings provided by City
    - Area to be a radius from the SW lot corner of the Schmitz's
    - Extending due East to eastern edge of current improved surface drive area
    - Arcing from this point to the northwest until intersecting with the western boundary of the Schmitz's property due north of the SW corner of the property
- Move electrical pole to accommodate the new area
    - Approximately $2,500 for pole relocation
        - Schmitz's responsible for additional charges for underground connection to new pole location
- Lower raised area property to current improved surface drive area elevation
- Install appropriate drainage angle to maintain current runoff directions
- Install appropriate Class V to accommodate customary vehicle traffic for this local
- Develop permanent solution on adjoining property to west within 36 months and vacate arced area at that time
- Approximate total cost of $18-23K
- Approximately $10K of this estimate is for Class V and excessive excavation fees
    - This should be able to be pulled from City reserves and excavation costs reduced from $3,600 to approximately $1,600
- City's contribution to be $5-8K

Potassium St CDS Concept 75'

Print Date: October 4, 2016

Option 2 – Rectangular Area Located to the South of Schmitz's Property and Combining the Current Roadway, Roadway Easement Area(s) and Area to the West of Current Roadway

- Per attached drawings
  - Area to begin along southern boundary of Schmitz's property
  - Beginning at the eastern edge of current improved surface drive area
    - Approximately 37 feet from Schmitz's SW lot corner marker
  - Extending to the west approximately 80 from this point
  - Extending due south from this NW point to approximately the driveway area of adjacent property.
  - Returning from this SW point to the east to the eastern edge of current improved surface drive area

- No electrical pole to relocate
    - Savings of time and approximately $2,500
- Comparative elevation along western edge of improved surface driving area
    - Reduced cost of leveling
- May be integrated into future development plans for adjacent property
- Approximate cost of $15-18K
- Approximately $10K of this estimate is for Class V and excessive excavation fees
    - This should be able to be pulled from City reserves and excavation costs reduced from $3,600 to approximately $1,600
- City's contribution to be $3-5K

ENGINEER'S ESTIMATE
CITY OF RAMSEY
POTASSIUM STREET CUL-DE-SAC CONSTRUCTION

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	ESTIMATED QUANTITY	ESTIMATED COST
1	Mobilization	LS	$1,500.00	1	$1,500.00
3	Salvage and Re-spread Topsoil	LS	$1,500.00	1	$1,500.00
4	Common Excavation	CY	$12.00	300	$3,600.00
5	Aggregate Surfacing, Class 5	TN	$20.00	400	$8,000.00
6	Turf Establishment	LS	$1,000.00	1	$1,000.00
					$15,600.00

Approximate $3,500 fee for engineering services not listed above.

The Schmitz's wish to resolve the this matter as soon as possible. I look forward to hearing from you and working with you on resolving these issues.

Keith A. Pieper

Gilbert Alden PLLC
2801 Cliff Road East
Suite 200
Burnsville, MN 55337

Direct: 612-940-5633
Email: Keith@GilbertAlden.com

Tim Gladhill

From: Joseph Langel <jjl@ratwiklaw.com>
Sent: Monday, May 01, 2017 2:52 PM
To: Charlie@gilbertalden.com
Subject: Potassium Street (4033-0131)

Mr. Alden,

City staff met this afternoon to discuss the Potassium Street turn-around issue. Here is the City's proposal for moving forward using Option 2, which moves the turn-around off of your client's property and avoids moving the existing electrical pole:

City obligations:

- Obtain consent from the property owner to the west to provide an easement, and draft the easement for recording.
- Retain Hakanson to design the requisite plans and specifications at the City's cost.
- City to provide surveyor to stake the easement area and turn-around.
- Provide at no cost the Class V material needed for construction.
- City to pay its own legal fees.

Schmitz's obligations:

- Pay for construction costs, including Hakanson's project administration costs and inspection fees.
- Transport gravel from City reserves to the construction site.
- Schmitz to pay his own legal fees.

Please advise if your client accepts these general terms. We can then draft a more detailed agreement.

Joe

RRM
Ratwik, Roszak & Maloney, P.A.

Joseph J. Langel
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. South, Suite 300
Minneapolis, MN 55402
PH: 612-339-0060 | Direct Fax: 612-225-6860
Web: www.ratwiklaw.com

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