City of Ramsey
Agenda
Regular City Council
Tuesday, April 24, 2018
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation

1. Board and Commission Member Oath of Office

3. Citizen Input

4. Consent Agenda

1. Receive March 2018 Financial Reports - General Fund and Enterprise Funds

2. Approve the Following Meeting Minutes:
1. City Council Work Session dated 3/27/2018
2. City Council Regular dated 3/27/18
3. City Council Work Session dated 4/9/2018
4. City Council Regular dated 4/9/2018

3. Approve Request to Declare Surplus Property

4. Approve Aeon Purchase Agreement, Phase II, Amendment I

5. Approve Centra Homes Purchase Agreement: Multiple Actions
- Approve the Amended Purchase Agreement
- Approve the Right of Entry Agreement
- Adopt Resolution #18-051; Authorizing the Sale of City Owned Land to Centra Homes, LLC.

6. Authorize the updated Joint and Cooperative Agreement for the Formation and Administration of the Anoka-Hennepin Narcotics and Violent Crimes Task Force

7. Authorize Staff to Complete Three Shovel Ready Certifications

8. Adopt Resolution #18-084 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of April 5, 2018 through April 18, 2018

9. Adopt Resolution #18-062 Declaring the City of Ramsey's Participation in the State Council on Local Results and Innovation -- Performance Measurement Program

10. Adopt Resolution #18-078 Proclaiming April 27, 2018 as Arbor Day and the Month of May as Arbor Month

11. Adopt Resolution #18-082 Accepting a Drainage and Utility Easement over a Portion of Lot 4, Block 3 Woodlands 4th Addition (Project No. 16-102): Case of U.S Home Corporation (dba Lennar)

12. Adopt Resolution #18-083 Authorizing Final Payment to New Look Contracting Inc for Business Park 95 Regional Stormwater Pond Outlet Improvements, Improvement Project #16-36.

13. Adopt Resolution #18-087 to Enter into a Residential Recycling Program Agreement with Anoka County to Receive SCORE Funds for 2018

14. Adopt Resolution #18-088 Approving Development Agreement for Anoka Hennepin 2nd Addition

5. Approve Agenda

6. Public Hearing

7. Council Business

1. Adopt Resolution #18-085 Granting Final Plat Approval to Rum River Prairie (Project #17-149); Case of Eric Thomsen

2. Consider Adoption of Resolution #18-086 granting Final Plat and Site Plan approval and Introducing Ordinance #18-10 vacating underlying roadway easements related to Affinity at Ramsey (Project No.17-142); Case of Inland Group

3. Affinity Apartment Project: Multiple Actions

4. Affinity Apartment Project: Resolution #18-061 Approving a TIF Agreement

5. Approve Resolution #18-063 Authorizing Services for Updating the Alternative Urban Areawide Review (AUAR) for The COR (Project No. 18-112)

6. Consider Authorization of 2018 Parks Capital Improvement Project(s)

7. Update on Park Plans within The COR and Authorize Civil Engineering Services

8. Status Update on the Mississippi Skyway, and Authorization to Prepare a Grant Application to Metropolitan Council for the Mississippi Skyway.

8. Mayor/Council/Staff Input

9. Adjournment

CC Regular Session **2. 1.**

Meeting Date: 04/24/2018

Information

Title:

Board and Commission Member Oath of Office

Purpose/Background:

The purpose of this presentation is to officially welcome and swear-in new board and commission members Ms. Melissa Fetterley to the Environmental Policy Board, and Mr. Daniel Onyambu to the Planning Commission. Both commissioner's terms begin this month.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 01:43 PM
Form Started By: Colleen Lasher		Started On: 04/19/2018 10:32 AM
Final Approval Date: 04/19/2018		

CC Regular Session **4. 1.**

Meeting Date: 04/24/2018

By: Diana Lund, Finance

Information

Title

Receive March 2018 Financial Reports - General Fund and Enterprise Funds

Purpose/Background:

Purpose: Receive March monthly financial reports for the funds of: General, Water, Sewer, Street Lighting, Recycling and Storm Drainage.

Brief summary of actual revenues and expenditures-to-date in comparison to adopted budget for the respective funds.

Action:

No action required. Informational only.

Attachments

March 2018 General Fund Financial Report - Budget to Actual

March 2018-Enterprise Funds Financial Reports - Budget to Actual

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:50 AM
Form Started By: Diana Lund		Started On: 04/16/2018 02:19 PM
Final Approval Date: 04/19/2018		

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: March 31, 2018

GENERAL FUND EXPENDITURES - BY DEPARTMENT -

Dept	-CURRENT YEAR ADOPTED BUDGET-	CURRENT YTD GENERAL LEDGER
Admin	2,077,782.00	444,767.95
Com Dev	928,529.00	200,381.02
Contingency	176,455.00	-
Council	151,651.00	46,821.85
Finance	492,154.00	119,842.95
Fire	1,005,890.00	166,117.54
Legal	128,400.00	16,350.90
Police	3,517,438.00	820,069.10
Public Works	3,644,985.00	687,718.31
Grand Total	**12,123,284.00**	**2,502,069.62**

GENERAL FUND EXPENDITURES - BY CATEGORY -

Category	-CURRENT YEAR ADOPTED BUDGET-	-CURRENT YTD GENERAL LEDGER-
Capital Outlay	710,510.00	68,009.04
Debt Service	119,455.00	-
Other Services & Charges	2,716,162.00	347,732.72
Personal Services	7,728,382.00	1,893,585.01
Supplies	848,775.00	192,742.85
Grand Total	**12,123,284.00**	**2,502,069.62**

GENERAL FUND REVENUES - BY CATEGORY -

Category	-CURRENT YEAR ADOPTED BUDGET-	-CURRENT YTD GENERAL LEDGER-
Taxes	9,400,242.00	49,425.67
Charges for Services	710,244.00	118,664.63
Business Licenses/Permits	33,750.00	4,858.40
Fines and Forfeits	68,700.00	6,946.35
Federal Intergovernmental	8,000.00	-
State Intergovernmental	351,750.00	72,500.00
Interest	70,000.00	-
Miscellaneous	31,000.00	7,453.45
Non-Business Licenses/Permits	479,000.00	128,515.00
Transfers in	970,598.00	-
Grand Total	**12,123,284.00**	**388,363.50**

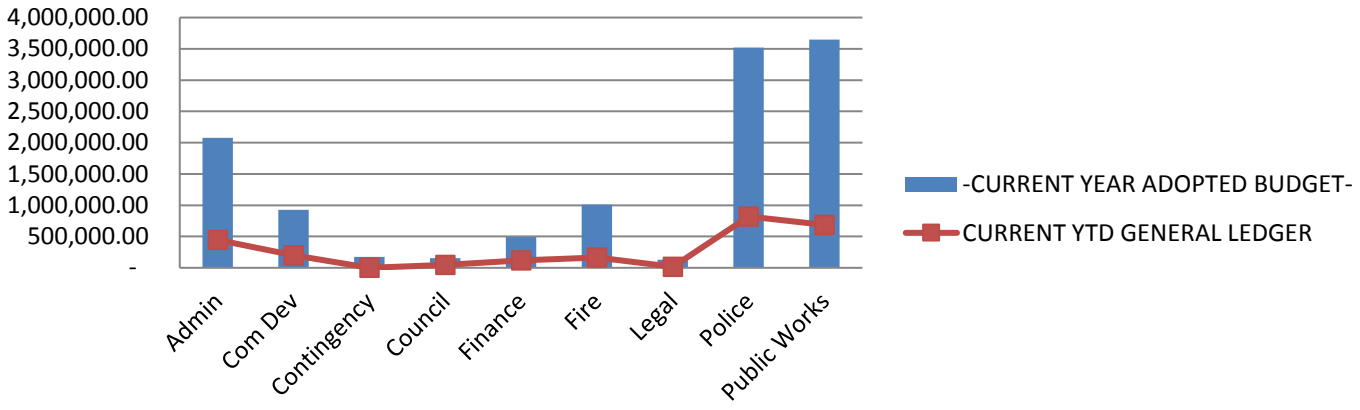
This report reflects year to date revenue and expenditures as compared to annual budget.
It does not reflect fund balance.

PREPARED BY: FINANCE DEPARTMENT

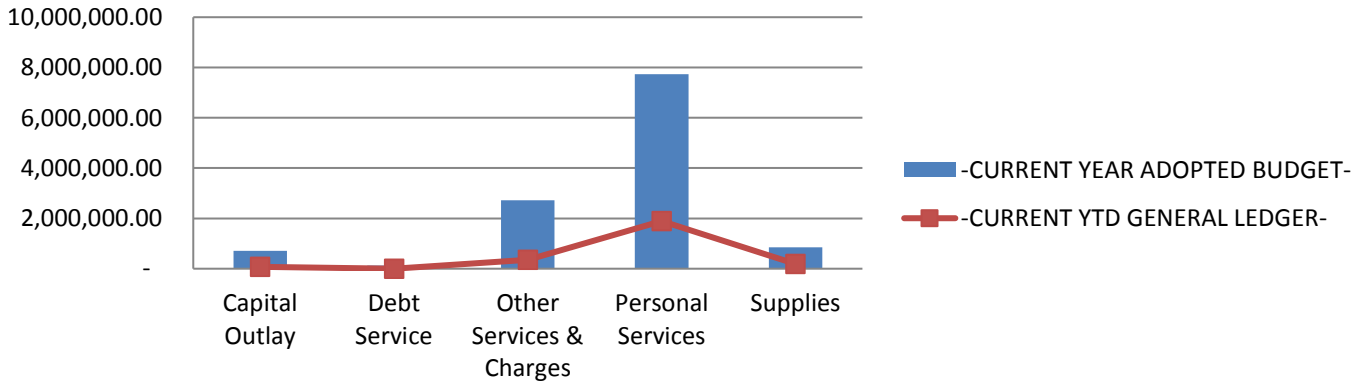
CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: March 31, 2018

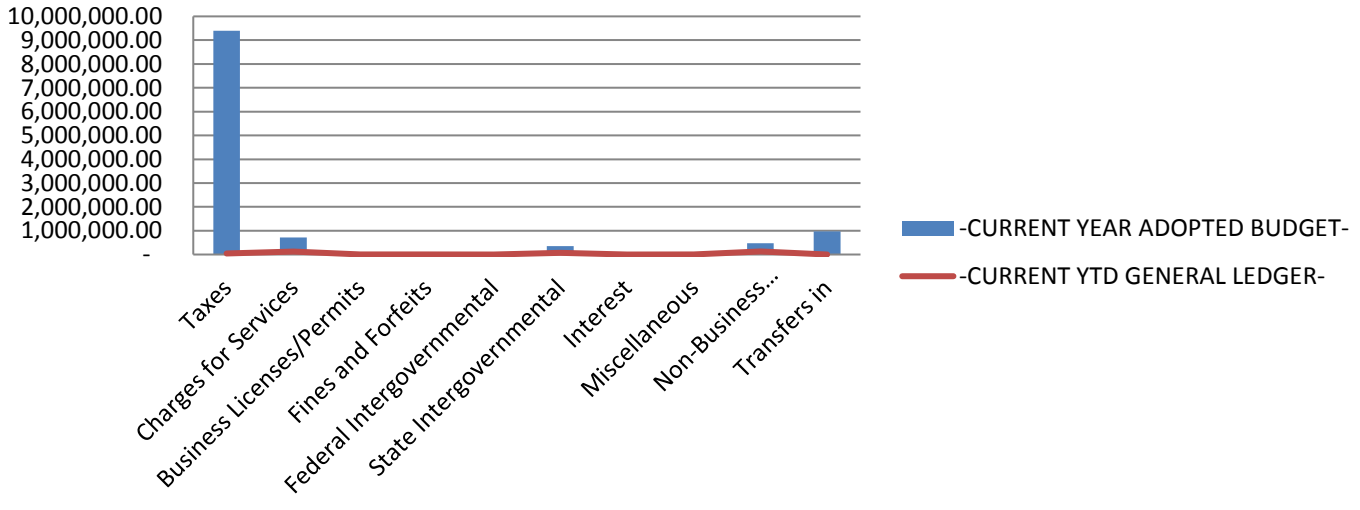
GENERAL FUND EXPENDITURES - BY DEPARTMENT



GENERAL FUND EXPENDITURES - BY CATEGORY



GENERAL FUND REVENUES



This report reflects year to date revenue and expenditures as compared to annual budget.
It does not reflect fund balance.

PREPARED BY: FINANCE DEPARTMENT

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: March 31, 2018

REVENUES

BUSINESS UNIT	9601	WATER UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140 CREDIT CARD PROCESSING FEES	(12,000.00)	(2,408.00)	20.07%
4609 OTHER MISCELLANEOUS REVENUES	62,000.00	(229.32)	-0.37%
4651 WATER REVENUE		4,586.77	0.00%
4652 WATER SALES - RESIDENTIAL	1,120,202.00	435.00	0.04%
4653 WATER SALES-COMMERCIAL	653,131.00	10.34	0.00%
4654 WATER PENALTIES	35,859.00	3,927.53	10.95%
4655 WATER METER INSTALLATION	15,000.00	3,780.00	25.20%
4656 WATER METERS	32,000.00	8,881.00	27.75%
4657 CONNECTION/RECONNECTION FEES	500.00	(100.00)	-20.00%
4701 INTEREST ON INVESTMENTS	120,000.00	-	0.00%
4606 DEVELOPER FEES (WAC)		29,877.00	0.00%
4601 MISCELLANEOUS REVENUE		594.89	0.00%
Grand Total	**2,026,692.00**	**49,355.21**	

EXPENSES

BUSINESS UNIT	9601	WATER UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102 F.T. REGULAR-WAGES & SALARIES	236,198.00	43,653.31	18.48%
6103 FULL TIME-REGULAR-OVERTIME	13,500.00	3,632.80	26.91%
6105 TEMPORARY-WAGES & SALARIES	17,066.00	-	0.00%
6121 PERA CONTRIBUTIONS	47,422.00	3,888.25	8.20%
6122 FICA/MEDICARE CONTRIBUTIONS	19,523.00	4,262.21	21.83%
6131 GROUP INSURANCE	33,177.00	7,039.57	21.22%
6133 WORKERS COMP INSURANCE PREMIUM	9,160.00	-	0.00%
6208 MISCELLANEOUS OFFICE SUPPLIES	600.00	22.48	3.75%
6223 GASOLINE	2,500.00	813.71	32.55%
6225 DIESEL FUEL	4,000.00	623.52	15.59%
6229 SHOP MATERIALS	500.00	12.19	2.44%
6231 UNIFORMS & TURN-OUT GEAR	2,900.00	2,003.00	69.07%
6249 MISCELLANEOUS OPERATING SUPPLY	18,000.00	7,104.17	39.47%
6257 OTHER VEHICLE PARTS	7,000.00	78.42	1.12%
6273 UTILITY SYSTEM MAINT SUPPLIES	75,000.00	8,583.24	11.44%
6281 SMALL TOOLS & MINOR EQUIPMENT	6,000.00	537.40	8.96%
6292 WATER METERS FOR RESALE	55,000.00	1,442.01	2.62%
6315 MISCELLANEOUS PROFESSIONAL SER	150,000.00	10,838.50	7.23%
6322 POSTAGE	2,600.00	49.69	1.91%
6323 CELLULAR PHONES	2,900.00	710.76	24.51%
6335 TRAINING	1,500.00	745.00	49.67%
6352 GENERAL NOTICE & PUBLIC INFOR	300.00	-	0.00%
6361 GENERAL LIABILITY/PROPERTY INS	28,000.00	-	0.00%
6371 ELECTRIC UTILITIES	125,000.00	14,228.16	11.38%
6373 GAS	3,000.00	680.70	22.69%
6374 REFUSE/RECYCLING	700.00	149.82	21.40%
6381 BUILDING & STRUCTURE REPAIR	3,000.00	2,290.00	76.33%
6439 OTHER MISCELLANEOUS	58,000.00	-	0.00%
6451 MEMBERSHIP DUES	500.00	965.00	193.00%
6489 OTHER CONTRACTED SERVICES	74,000.00	5,181.13	7.00%
6722 DEPRECIATION	750,000.00	-	0.00%
6820 OPERATING TRANSFERS TO OTHER F	41,000.00	-	0.00%
Grand Total	**1,788,046.00**	**119,535.04**	

This report reflects year to date revenue and expenditures as compared to annual budget.
It does not reflect fund balance.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: March 31, 2018

REVENUES			
BUSINESS UNIT	**9601**	**WATER UTILITY**	
GENERAL LEDGER ACCOUNT	**CURRENT YEAR REQUESTED BUDGET**	**CURRENT YTD GENERAL LEDGER**	**-% of Budget-**

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: **March 31, 2018**

REVENUES

BUSINESS UNIT	9602	SEWER UTILITY		
GENERAL LEDGER ACCOUNT		CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140	CREDIT CARD PROCESSING FEES	(11,000.00)	(2,557.42)	23.25%
4356	SEWER AVAILABILITY CHARGE-ADM	3,000.00	397.60	13.25%
4609	OTHER MISCELLANEOUS REVENUES	5,000.00	-	0.00%
4661	RESIDENTIAL-SEWER CHARGES	1,161,216.00	1,792.09	0.15%
4662	COMMERCIAL-SEWER CHARGES	360,000.00	19.00	0.01%
4663	SEWER PENALTIES	42,030.00	6,879.16	16.37%
4701	INTEREST ON INVESTMENTS	80,000.00	-	0.00%
4702	MISCELLANEOUS INTEREST	15,581.00	-	0.00%
4606	DEVELOPER FEES (WAC)	2,000.00	40,163.00	2008.15%
4601	MISCELLANEOUS REVENUE		594.89	0.00%
Grand Total		**1,657,827.00**	**47,288.32**	

EXPENSES

BUSINESS UNIT	9602	SEWER UTILITY		
GENERAL LEDGER ACCOUNT		CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102	F.T. REGULAR-WAGES & SALARIES	155,382.00	15,135.49	9.74%
6121	PERA CONTRIBUTIONS	24,361.00	1,177.37	4.83%
6122	FICA/MEDICARE CONTRIBUTIONS	11,988.00	1,259.65	10.51%
6131	GROUP INSURANCE	11,396.00	-	0.00%
6133	WORKERS COMP INSURANCE PREMIUM	5,013.00	-	0.00%
6223	GASOLINE	3,500.00	431.72	12.33%
6225	DIESEL FUEL	2,500.00	-	0.00%
6249	MISCELLANEOUS OPERATING SUPPLY	17,000.00	48.66	0.29%
6275	OTHER EQUIPMENT PARTS	5,000.00	344.28	6.89%
6315	MISCELLANEOUS PROFESSIONAL SER	70,000.00	-	0.00%
6335	TRAINING	1,500.00	1,193.00	79.53%
6361	GENERAL LIABILITY/PROPERTY INS	18,540.00	-	0.00%
6371	ELECTRIC UTILITIES	17,000.00	1,950.78	11.48%
6373	GAS	3,000.00	339.27	11.31%
6374	REFUSE/RECYCLING	700.00	149.82	21.40%
6377	SEWER SERVICE CHARGE	757,216.00	252,405.16	33.33%
6489	OTHER CONTRACTED SERVICES	24,000.00	2,364.48	9.85%
6722	DEPRECIATION	510,000.00	-	0.00%
6820	OPERATING TRANSFERS TO OTHER F	35,000.00	-	0.00%
Grand Total		**1,673,096.00**	**276,799.68**	

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: March 31, 2018

REVENUES

BUSINESS UNIT	9603	STREET LIGHT UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140 CREDIT CARD PROCESSING FEES	(2,500.00)	(750.40)	30.02%
4681 CHARGES FOR STREET LIGHTS	146,800.00	220.58	0.15%
4683 STREET LIGHTING PENALTIES	6,968.00	1,128.58	16.20%
4701 INTEREST ON INVESTMENTS	10,000.00	-	0.00%
4684 PRIORITY STREET LIGHT	50,680.00	46.99	0.09%
Grand Total	**211,948.00**	**645.75**	

EXPENSES

BUSINESS UNIT	9603	STREET LIGHT UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6371 ELECTRIC UTILITIES	130,000.00	19,610.53	15.09%
6489 OTHER CONTRACTED SERVICES	14,000.00	2,276.62	16.26%
6722 DEPRECIATION	46,000.00	-	0.00%
6820 OPERATING TRANSFERS TO OTHER F	20,000.00	-	0.00%
Grand Total	**210,000.00**	**21,887.15**	

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: **March 31, 2018**

REVENUES

BUSINESS UNIT	9604	RECYCLING UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140 CREDIT CARD PROCESSING FEES	(3,000.00)	(879.80)	29.33%
4287 OTHER LOCAL GOVERNMENT GRANTS	69,000.00	-	0.00%
4609 OTHER MISCELLANEOUS REVENUES	-	490.00	0.00%
4671 RECYCLING CHARGES	302,000.00	293.67	0.10%
4672 RECYCLING PENALTIES	8,000.00	1,681.28	21.02%
4701 INTEREST ON INVESTMENTS	2,000.00	-	0.00%
Grand Total	**378,000.00**	**1,585.15**	

EXPENSES

BUSINESS UNIT	9604	RECYCLING UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102 F.T. REGULAR-WAGES & SALARIES	20,906.00	3,018.41	14.44%
6104 PART TIME-WAGES & SALARIES	7,280.00	-	0.00%
6121 PERA CONTRIBUTIONS	2,114.00	226.30	10.70%
6122 FICA/MEDICARE CONTRIBUTIONS	2,165.00	198.28	9.16%
6131 GROUP INSURANCE	2,359.00	-	0.00%
6133 WORKERS COMP INSURANCE PREMIUM	223.00	-	0.00%
6249 MISCELLANEOUS OPERATING SUPPLY	25,000.00	2,018.25	8.07%
6322 POSTAGE	400.00	43.39	10.85%
6489 OTHER CONTRACTED SERVICES	316,000.00	79,351.27	25.11%
6820 OPERATING TRANSFERS TO OTHER F	11,500.00	-	0.00%
Grand Total	**387,947.00**	**84,855.90**	

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CITY OF RAMSEY
FINANCIAL STATEMENT

JANUARY 1, 2018 THROUGH PERIOD ENDING: **March 31, 2018**

REVENUES

BUSINESS UNIT	9605	STORM WATER UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
4140 CREDIT CARD PROCESSING FEES	(4,200.00)	(1,260.77)	30.02%
4693 STORM WATER-RESIDENTIAL	511,920.00	505.35	0.10%
4694 STORM WATER-COMMERCIAL	503,064.00	68.42	0.01%
4695 STORM WATER-PENALTIES	18,427.00	3,866.88	20.98%
4701 INTEREST ON INVESTMENTS	10,000.00	-	0.00%
Grand Total	**1,039,211.00**	**3,179.88**	

EXPENSES

BUSINESS UNIT	9605	STORM WATER UTILITY	
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-
6102 F.T. REGULAR-WAGES & SALARIES	128,566.00	4,912.30	3.82%
6121 PERA CONTRIBUTIONS	24,350.00	368.48	1.51%
6122 FICA/MEDICARE CONTRIBUTIONS	9,863.00	366.81	3.72%
6131 GROUP INSURANCE	17,121.00	-	0.00%
6133 WORKERS COMP INSURANCE PREMIUM	4,146.00	-	0.00%
6223 GASOLINE	100.00	-	0.00%
6225 DIESEL FUEL	4,500.00	-	0.00%
6249 MISCELLANEOUS OPERATING SUPPLY	10,000.00	16.68	0.17%
6257 OTHER VEHICLE PARTS	9,000.00	45.80	0.51%
6315 MISCELLANEOUS PROFESSIONAL SER	60,000.00	400.00	0.67%
6361 GENERAL LIABILITY/PROPERTY INS	8,000.00	-	0.00%
6371 ELECTRIC UTILITIES	2,500.00	520.51	20.82%
6373 GAS	2,500.00	339.26	13.57%
6374 REFUSE/RECYCLING	700.00	149.83	21.40%
6451 MEMBERSHIP DUES	20,000.00	-	0.00%
6489 OTHER CONTRACTED SERVICES	40,000.00	2,276.59	5.69%
6722 DEPRECIATION	325,000.00	-	0.00%
6820 OPERATING TRANSFERS TO OTHER F	30,000.00	-	0.00%
Grand Total	**696,346.00**	**9,396.26**	

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

CC Regular Session **4. 2.**

Meeting Date: 04/24/2018

By: Jo Thieling, Administrative Services

Information

Title

Approve the Following Meeting Minutes:

1. City Council Work Session dated 3/27/2018
2. City Council Regular dated 3/27/18
3. City Council Work Session dated 4/9/2018
4. City Council Regular dated 4/9/2018

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 3/27/2018
2. City Council Regular dated 3/27/18
3. City Council Work Session dated 4/9/2018
4. City Council Regular dated 4/9/2018

Attachments

327 CCWS
327 CC Mts
0409 CCWS
0409 CC Mts

Form Review

Form Started By: Jo Thieling Started On: 04/10/2018 05:12 PM

Final Approval Date: 04/10/2018

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

The Ramsey City Council conducted a City Council Work Session on Tuesday, March 27, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Chris Riley
Councilmember Melody Shryock

Also Present: City Administrator Kurtis Ulrich
Finance Director Diana Lund
Police Chief Jeff Katers
Parks and Assistant Public Works Superintendent Mark Riverblood
Public Works Superintendent Grant Riemer
Community Development Director Timothy Gladhill
City Engineer Bruce Westby
Jenn Edison WSB Project Engineer
Bret Weiss President of WSB

1. CALL TO ORDER

Mayor Strommen called the City Council Work Session to order at 5:36 p.m.

2. TOPICS FOR DISCUSSION

2.01: Street Maintenance Project Review

City Engineer Westby reviewed the staff report.

City Administrator Ulrich noted that this is an opportunity to review the street maintenance funding as the current program has been in place for three years.

Finance Director Lund clarified that the City bonded for the assessments as well.

Councilmember LeTourneau stated that with 51 miles of roads completed, that is only about one quarter of the roads.

City Engineer Westby noted that there is 176 miles of roads within Ramsey in total. He noted that over 40 miles of the roads completed in the program thus far have been sealcoats and

therefore it will be a long process ahead. He noted that the roads will continue to degrade because of the poor subgrade of the roads.

Mayor Strommen stated that the City has picked off the worst of the worst thus far and will at some point hit a bubble. She stated that the more people that are assessed, the more contentious this program will become and that is why this is a good time to discuss the financing once again before they reach that bubble.

City Engineer Westby stated that since the program began in 2015, staff is finding they are able to complete more work with the dollars than they anticipated and believed that a bigger chunk could be taken in the next five-year program that starts in 2020.

Bret Weiss, WSB, stated that no one wants assessments and the amount that is contributed from assessments is dismal towards the total cost of the projects. He stated that streets are a core function of the City and it is important to have a pavement management plan and follow that plan. He provided additional information on pavement management plans and the elements included within. He provided the typical pavement performance curve without maintenance and compared that to the lifecycle with maintenance. He noted that with the right course of maintenance, the lifespan of a roadway can extend to 60 years. He noted that regular sustainable funding is a key element of the pavement management plan. He reviewed the different funding methods which include 100 percent tax levy, 100 percent assessments, combination of taxes and assessments, State Aid, and franchise fees. He stated that his industry has attempted to gain a trunk fee for roads through the legislature but have not been able to make that happen. He stated that the franchise fee would be paid monthly by residents in lieu of assessment. He stated that commercial and industrial properties really favor franchise fees because of the heavy assessment that typically occurs towards those types of properties. He reviewed the pros and cons of the combination of taxes and assessments method. He stated that once the franchise fees were implemented in Rogers, residents no longer oppose road projects and actually want their roads to be fixed. He reviewed the pros and cons of the franchise fee method for funding. He noted that the franchise fee option has no increase to the tax levy, provides a stable revenue stream that can be adjusted, is collected by all street users (including schools, nonprofits, and renters), and reduced costs for the project expenses (financial, legal, and engineering). He reviewed the negative aspects of the franchise fee method including less transparency on how the revenue is collected, requires public outreach to describe the fee and process, and the utility companies typically do not favor this method. He stated that the franchise fee method for funding provides a reduction in overall project costs, improved community engagement, and provides a fair distribution of costs to all road users. He provided an example of how the franchise fees appear on the utility bills in the city of Rogers.

Mayor Strommen stated that one comment that the City heard was that roads should be included in the operational budget of the City but noted that there is no way the City could pay for roads in its usual budget. She stated that for those people that have not been assessed, they could still be under the impression that the roads are included in their taxes.

Mr. Weiss stated that if the City is going to fund the roads with 100 percent tax financing, the tax levy would increase significantly and that would not collect from all users of the roads as

nonprofits do not pay taxes. He stated that if the City increases their tax levy to cover the roads 100 percent by the City, that will push the tax rate of the City out of competition for commercial and businesses because other cities do not use that method.

Jenn Edison, WSB, stated that at the end of the day, franchise fees are the cheapest financing method and costs the least amount of dollars to the tax payers.

Councilmember Kuzma asked if this was put on the ballot in Rogers.

Mr. Weiss noted that there were public meetings, but the issue was not placed on the ballot in Rogers.

Councilmember Johns asked for information on how the meters are charged.

Mr. Weiss identified the different categories. He noted that the City also pays their fair share on their utility bill.

Councilmember Riley asked if the fee not being tax deductible was discussed in Rogers.

Mr. Weiss replied that most homes are paying $108 per year and therefore that is not much of an argument.

Councilmember Riley asked if there were comments that this method was regressive, meaning that typically larger homes pay more taxes.

Mr. Weiss replied that all users use the roads equally and therefore should be charged equally. He provided a comparison of what users of different property values would typically pay through franchise fees. He stated that in Rogers they are ahead of their plan for the roads as they are accomplishing more than they had anticipated. He stated that if you can get ahead of the projects, that is where you make gains and the cost of maintenance could be lowered. He stated that if you fall behind on your program, that is where it becomes difficult because then the roads require more maintenance than originally anticipated, which equates to higher costs. He explained how the roads are ranked in Rogers in order to get the best return on the investments.

Councilmember Riley asked when the city of Rogers implemented the franchise fees.

Mr. Weiss replied that this will be the fourth year of implementation. He noted that they have assisted in Brooklyn Park, are helping in Princeton, and noted that Elk River already had implemented this method. He explained that if you go too far down the road of combined assessments and taxes, you will be unable to change financing methods.

Councilmember Kuzma asked how the City would handle assessments that have been paid.

Mr. Weiss noted that the City could rebate franchise fees for a number of years for those residents or could stop those assessments still pending. He noted that it might be a hit the City has to take but stated that the City's numbers are not that big in terms of owed assessments. He

encouraged the City to find the number for franchise fees that would feel right, get some traction in the program, and then review to determine if the fee needs to be adjusted. He provided a suggested process for implementation of franchise fees, should the Council decide to go down that path. He stated that he cannot think of any reason that the City shouldn't chose franchise fees. He stated that there may be opposition in the beginning but once the program moves ahead it will help the City to get control of the roads and people will like the program and support it.

Ms. Edison stated that homeowners are actually excited to see their road being repaired and therefore construction moves much more smoothly.

Mr. Weiss stated that they provide flexibility to the contractor, stating that the project can be completed between May and October but only within a 60-day window once they begin.

Mayor Strommen stated that the key argument she heard is the cost efficiency in the franchise fee method and perhaps WSB staff could provide assistance if this moves forward.

Mr. Weiss noted that they have real world examples that they can provide for comparison.

Councilmember Riley stated that now that the City is a few years into this program, it is easy to see what the debt is doing to the City's levy. He stated that it would be very powerful to show the correlation and that the City's levy could be reduced if you remove the road financing.

Mayor Strommen agreed that perhaps the City did not make the financial argument very well in the last discussion of franchise fees. She stated that it may be good to continue this discussion with the budget in preparation for the 2019 budget discussions.

Councilmember LeTourneau stated that he would want to see a few scenarios that would show the levy without road financing compared to the current levy that includes the road financing.

Finance Director Lund agreed that she could provide that comparison of the current levy and what the levy would have been if the City would have gone with the franchise fee method.

Mayor Strommen noted that it would also be interesting to see the funding that would be available if the City used a rate of $4 and $5 rather than simply using $8. She stated that perhaps $8 was too high as a starting place.

Councilmember Riley stated that the decision would also need to be made to the people that have been assessed, as the method would need to be fair. He noted that the hit might not be too bad as many people chose to finance their assessment over a number of years.

Councilmember LeTourneau stated that it will be interesting to see the reply of the residents on his topic through the resident survey, which may be an opportunity to open the discussion for road financing.

Councilmember Kuzma stated that there were some issues with the Charter Commission in the past. He asked if there would be time to place the question on the ballot if it would need to go that way.

City Administrator Ulrich noted that if the question needs to go on the ballot, that would need to be submitted by August 24th and that may not be sufficient time to gain the necessary support.

Councilmember LeTourneau agreed that timeline would be aggressive, and he would rather make the transition right, with sufficient time to get the information out to the public.

Councilmember Kuzma asked if the City would slow down on the projects scheduled for this year.

Mayor Strommen stated that would come back to the question from Councilmember Riley on how to unwind the assessments if the franchise fee is implemented. She stated that she would hate to pause the road improvements because that will simply slow the process. She suggested that staff bring back the desired information sooner rather than later in order to continue this discussion.

2.02: Ten Year Debt Review

Finance Director Lund reviewed the staff report.

Councilmember Riley asked for additional information on the figure used to estimate road costs.

Finance Director Lund provided clarification and additional information on the debt limit of the City.

Councilmember Riley stated that this is a great discussion. He stated that if the City continues to follow these numbers, without adding anything new, the levy will go up over eight percent and over the next five years would increase the levy by 25 percent.

Finance Director Lund stated that in 2020, the proposed capital is the capital that has been requested at this point and the discussion could occur to determine if things can be pushed back additional years. She stated that a similar amount is proposed for capital within the period of 2020 to 2025.

Mayor Strommen stated that it is important that the Council is looking at this in preparation rather than reaching the point where there is a decision needed between a huge spike in taxes or cut in services.

Councilmember Riley asked for additional options, if this is determined to be unacceptable.

Finance Director Lund stated that is why franchise fees were discussed tonight. She noted that the biggest debt item on the list is the road debt and that is only continuing to rise.

Mayor Strommen stated that this is a good example of how taxes will increase if the roads continue to be financed in this method and that is why franchise fees look like a great opportunity. She stated that some people in the last discussion were perhaps choosing an option that does not exist. She noted that the taxes continue to rise, or franchise fees become the method to finance roads.

Councilmember LeTourneau noted that another option for residents to consider would be cutting City services.

Mayor Strommen noted that they would need to be big ticket items, such as public works or police and they would be big cuts that the City and residents would feel.

Finance Director Lund provided some additional details on internal loans and methods for funding certain capital expenses that could reduce the impact on the levy.

Councilmember LeTourneau stated that he likes the idea of borrowing from different internal funds, as those are taxpayer dollars that have been collected already. He asked if that would put pressure on the City's bond rating.

Finance Director Lund provided details on the bond rating of the City. She stated that the rating looks at the amount of debt itself and not whether it is internal or external.

Councilmember Riley referenced the MSA funds which will become available in 2019/2021, which could provide assistance. He noted that this is a great first step and noted that he would like to see this model with a franchise fee. He stated that perhaps more work needs to be done on the trail costs as well.

Mayor Strommen confirmed that this item will come back to the Council in conjunction with the previous discussion. She noted that this is a good place to start this discussion in advance of the budget discussions.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

The Work Session of the City Council was adjourned at 6:58 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
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, March 27, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Chris Riley
Councilmember Melody Shryock

Members Absent: None

Also Present: City Administrator Kurtis Ulrich
Police Chief Jeff Katers
Parks and Assistant Public Works Superintendent Mark Riverblood
Civil Engineer IV Leonard Linton
Human Resources Manager Colleen Lasher
Community Development Director Timothy Gladhill
City Engineer Bruce Westby
City Planner Chris Anderson

1. CALL TO ORDER

Mayor Strommen called the regular meeting of the Ramsey City Council to order at 7:00 p.m., followed by the Pledge of Allegiance led by Mayor Strommen.

2. PRESENTATION

None.

3. CITIZEN INPUT

None.

4. CONSENT AGENDA

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

4.01: Receive February 2018 Financial Reports – General Fund and Enterprise Funds

4.02: Note the Following Board and Commissions Meeting Minutes:

- Environmental Policy Board Meeting Minutes dated January 26, 2018
- Planning Commission Meeting Minutes dated February 1, 2018
- Park and Recreation Commission Meeting Minutes dated February 8, 2018

4.03: Approve the following Meeting Minutes:

1) City Council Work Session dated March 13, 2018
2) City Council Regular dated March 13, 2018

4.04: Approve Licenses:

Temporary Wine
Church of St. Katherine Drexel/7101 153rd Ave NW, Suite G
Peddler/Solicitor/Transient Merchant
Comcast-Brian Holden/6901 Winnetka Ave N, Brooklyn Park
Peddler/Solicitor/Transient Merchant
LeAnn Lambrecht-Edward Jones/2850 Cutters Grove Ave NW, Suite 202, Anoka
Peddler/Solicitor/Transient Merchant
Britos Tacos El Sombrero/6360 Highway 10 NW

4.05: Approve Rental Licenses

4.06: Approve Lease Agreement 6745 Highway 10, Independent Auto

4.07: Adopt Resolution #18-064 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of March 8, 2018 through March 21, 2018

4.08: Adopt Resolution #18-055 Appointing Election Judges for the Special General Election on April 10, 2018

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

5. APPROVE AGENDA

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

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

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Consider Adopting Ordinances #18-07 and #18-08 Granting a Zoning Amendment and Easement Vacation as Part of ACE Addition (Project No. 18-100); Case of ACE Solid Waste, Inc.

City Planner Anderson reviewed the staff report and recommendation of the Planning Commission to approve the Final Plat and Zoning Amendment and noted that staff supports the easement vacation request, contingent upon recording of the Plat.

Mayor Strommen asked if the two motions could be combined into one action or whether separate action should be taken on each.

City Administrator Ulrich recommended acting separately.

Councilmember Kuzma thanked ACE for thinking ahead and planning for the future.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to waive the Charter requirement to read the ordinances aloud and Adopt Ordinance #18-07 Amending Section 117-90 "MAP" of Chapter 117 of the City Code of Ramsey, Minnesota, contingent upon recording of the Final Plat.

A roll call vote was performed by the Recording Secretary:

Councilmember Riley	aye
Councilmember Shryock	aye
Councilmember LeTourneau	aye
Councilmember Johns	aye
Councilmember Kuzma	aye
Mayor Strommen	aye

Motion carried.

Motion by Councilmember Kuzma, seconded by Councilmember LeTourneau, to waive the Charter requirement to read the ordinances aloud and Adopt Ordinance #18-08 Vacating Drainage and Utility Easements and a Street, Trail and Utility Easement on Lot 1, Block 4, Gateway North Industrial Park Plat 2, contingent upon recording of the Final Plat.

A roll call vote was performed by the Recording Secretary:

Councilmember Riley	aye
Councilmember Shryock	aye
Councilmember LeTourneau	aye
Councilmember Johns	aye
Councilmember Kuzma	aye
Mayor Strommen	aye

Motion carried.

7.02: Review Draft Comprehensive Plan Update

Community Development Director Gladhill reviewed the staff report and provided a review of the draft Comprehensive Plan update. He noted that although staff has completed an initial draft of all chapters, not all the chapters are complete and ready to publish for review. He highlighted upcoming dates including an April 9th workshop, May 3rd Planning Commission meeting, and May 22nd City Council meeting.

Councilmember Riley referenced the positive learning environment theme, noting that the City does not and cannot make those type of decisions. He stated that even when the City holds land in anticipation, the decision is heard from another group that a middle school will not go in that location in the near future. He referenced the Rum River crossing, noting that is such a distant second to a Mississippi River crossing that it would only become relevant once a Mississippi River crossing is gained.

Mayor Strommen stated that the Mississippi River crossing would make sense because it would connect to major infrastructure while a Rum River crossing would not do that. She stated that a Rum River crossing would simply split the congestion with an area that is not prepared to handle that additional traffic and therefore suggested removing the Rum River crossing and focusing instead on elements that will help to achieve goals.

Councilmember Kuzma asked if the participants in the Resilient Communities Project (RCP) have contributed to the Comprehensive Plan process.

Community Development Director Gladhill noted that the RCP program has helped to collect necessary data for staff to use in updating the Comprehensive Plan. He stated that staff continues to look for additional opportunities.

Councilmember Shryock stated that she is generally happy with the progress. She noted that there is still time for residents to look at the draft Comprehensive Plan and provide comments.

Community Development Director Gladhill confirmed the consensus of the Council to remove the Rum River crossing from the Plan. He referenced the comment regarding a positive learning environment and noted that while the City does not have control, if this is not in the City's Plan perhaps the School District will not keep that as a focus. He noted that element could be merged more with goals from the Strategic Plan.

Mayor Strommen agreed that planning for schools is under the umbrella for smart citizen focused government and perhaps that would be a better theme for that chapter. She provided additional input on recent conversations between herself, staff, and the School District to plan for the future. She stated that this process has been driven by the Ramsey residents and has led to a quality product. She commended staff and the residents that have participated in this process.

7.03: Update on Zoning Verification for Baker White at 6111 Highway 10 NW

City Planner Anderson reviewed the staff report and provided an update on the property at 6111 Highway 10 NW. He reviewed the available options and noted that the City Attorney recommends that a zoning amendment would need to be processed before permitting the tenant

improvements proposed with the Building Permit Application. He noted that furthermore, a zoning amendment could also assist with addressing the clean room/mixing lab that already exists on the subject property. He asked for feedback from the Council on whether they would possibly support a zoning amendment if submitted by the business owner.

Mayor Strommen confirmed that per the opinion of the City Attorney, issuing the building permit for a use that is not consistent with the zoning is not an option. She noted that an option would be to consider a zoning amendment, if the business owner wished to submit the application.

City Planner Anderson stated that if the zoning amendment is submitted the discussion would be focused solely on this use and not more broadly at this time.

Councilmember Kuzma asked if the light manufacturing duties would be halted while the discussion occurs.

City Planner Anderson stated that he would need further input from the City Attorney as to whether the activity could continue during an expedited timeline or whether the activity would need to halt. He provided additional input on the timeline for an expedited process, which he estimated at about 60 days but could be longer.

Dan Baker, Ramsey resident and business owner of Baker White, stated that he is a small business and time is money. He stated that he is in a competitive business and that timeline would kill his business. He stated that the light manufacturing that they do is extremely light, and he employs people in Ramsey. He stated that if the timeline is 120 days, he cannot wait that long.

Mayor Strommen asked if the business owner is willing to submit the application for a zoning amendment as the City cannot issue a building permit for an activity that is not allowed.

Mr. Baker stated that 60 days would be okay, but he could not go longer than that.

Councilmember Riley stated that there was a question of the applicant applying and asked if that is a potential answer.

City Planner Anderson clarified that the applicant applying for a zoning amendment would be a step towards resolving the issue. He stated that a building permit would not be issued until final action is taken on a zoning text amendment.

Councilmember Riley stated that it sounds like this would be very, very light manufacturing which barely meets the criteria of manufacturing and therefore he would support the use in this instance but would not want to create a manufacturing district.

Mr. Baker stated that they are very light manufacturing and it is almost a technicality. He noted that it would be nice for staff to have some authority to make decisions in an expedited process.

Mayor Strommen stated that a zoning designation would need to go through the Planning Commission but agreed providing flexibility in that zoning district would be helpful.

Councilmember Kuzma stated that he hears that the Council is supportive of this action but noted that it is behooved to the business owner to ensure that the business use is allowed within the district before accepting contracts that they need to fulfil. He stated that while Highway 10 is changing, there needs to be changes to the plans for that district. He noted that the process needs to go through the proper channels.

Mayor Strommen stated that there does seem to be interest in the zoning amendment for this use and the business owner seems agreeable if the timeline stays around 60 days.

City Planner Anderson agreed that this matter could be addressed and could then lead into the longer-term discussion for the district.

7.04: Consider Adoption of Resolution #18-057 Approving Plans and Specifications and Authorizing Advertisements for Bids for 2018 Street Overlay Improvement, Improvement Project #18-03

City Engineer Westby reviewed the staff report and recommendation to adopt Resolution #18-057 approving plans and specifications and authorizing advertisements for bids for 2018 Street Overlay Improvements, Improvement Project #18-03, and to approve the City paying for all bituminous patching costs.

Councilmember LeTourneau stated that this is the first time he is hearing about the strategy for patching. He asked for additional details on the rating of the road and how repairing sections would be helpful if the subbase is bad.

City Engineer Westby stated that the rating system is somewhat subjective based on visualization. He stated that it is the best judgement of the Public Works Superintendent as to the pavement rating. He provided additional details on different rating systems that other municipalities may use to rate their roadways. He stated that staff is talking about transitioning to another system that would provide a better method of relaying the information. He acknowledged that the City's system is somewhat subjective. He noted that these areas proposed for patching are similar to areas that received overlays in 2015 and are holding up well and therefore staff anticipates similar results.

Councilmember LeTourneau stated that his concern is that it appears that staff is basing their estimation on subjective knowledge.

City Engineer Westby stated that he is basing his estimation off the performance of the roads that have been repaired recently. He noted that the pavement condition varies so much from one segment to another that they are working on visualization. He confirmed that he cannot say that the City will get an additional 15 years out of every road that is overlaid. He stated that until the City has a road that is built to the current road standards, they cannot predict the lifespan of the

roadway. He noted that the patching would remove the full pavement section to the class five and patching that, explaining that the patching section would therefore be the best condition.

Motion by Councilmember LeTourneau, seconded by Councilmember Shryock, to Adopt Resolution #18-057 Approving Plans and Specifications and Authorizing Advertisements for Bids for 2018 Street Overlay Improvements, Improvement Project #18-03, and to approve of the City paying for all bituminous patching costs.

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

7.05: Consider Adoption of Resolution #18-058 Accepting Bids and Awarding Contract for River's Bend Street Reconstruction, Improvement Project #17-02

City Engineer Westby reviewed the staff report and recommendation to adopt Resolution #18-058 accepting bids and awarding a contract for construction for River's Bend Street Reconstructions, Improvement Project #17-02. He stated that this will allow the project to be constructed in 2018 and will allow for the use of special assessments to pay for up to 25 percent of eligible project costs per the City's Special Assessments Policy.

Councilmember LeTourneau stated that the Council continues to hear the same thing repeatedly for the reconstruction projects regarding the poor subbase and pavement width. He stated that this road is about 30 years old and needs complete reconstruction. He asked if the expectation once this is completed, and continues in the City's maintenance cycle, is that the lifespan would then be 60 years.

City Engineer Westby confirmed that if the road follows the maintenance cycle, he would anticipate 60 years before the road needs to be reconstructed again.

Councilmember LeTourneau noted that this is the condition of the roads throughout the community and therefore this is a huge undertaking that the City has with staggering costs that will be challenging. He stated that eventually the City will emerge on the other side and will be able to run on a maintenance cycle that will save on bonding dollars. He noted that roads are a huge problem in the community.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to Adopt Resolution #18-058 Accepting Bids and Awarding Contract for River's Bend Street Reconstructions, Improvement Project #17-02.

Further discussion: Councilmember LeTourneau confirmed that after this reconstruction is complete, there will not be a section of pavement that is .9 inches thick. City Engineer Westby replied that the pavement would be uniform throughout and would meet the City's design standards. Councilmember Kuzma asked if the .9 depth is due to wear and tear or whether it is from the construction. City Engineer Westby noted that he cannot give an exact answer. He stated that the road most likely was not constructed to .9 inches and most likely incurred damage throughout the years.

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

7.06: Consider Adoption of Resolution #18-059 Accepting Bids and Awarding Contract for Stanhope Terrace Street Reconstruction, Improvement Project #18-00

City Engineer Westby reviewed the staff report and recommendation to adopt Resolution #18-059 accepting bids and awarding a contract for construction for Stanhope Terrance Street Reconstructions, Improvement Project #18-00. He stated that this will allow the project to be constructed in 2018 and will allow for the use of special assessments to pay for up to 25 percent of eligible project costs per the City's Special Assessments Policy.

Councilmember LeTourneau stated that this is a scope of the project that most residents will continue to feel as the road projects move forward. He stated that while this is the best funding plan that the City has at this time, residents will continue to feel these assessments as the road reconstructions continue.

Motion by Councilmember Kuzma, seconded by Councilmember LeTourneau, to Adopt Resolution #18-059 Accepting Bids and Awarding Contract for Stanhope Terrace Street Reconstructions, Improvement Project #18-00.

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

Civil Engineer IV Linton thanked Councilmember LeTourneau for his observations tonight. He stated that road designs in the past when these roads were constructed in the City were different than the standards today. He acknowledged that the City has a huge challenge in repairing the roads to meet the standards of today.

7.07: Consider Adoption of Resolution #18-056 Authorizing Preparation of Feasibility Study for COR Infiltration Basin Improvements, Improvement Project #18-09

Civil Engineer IV Linton reviewed the staff report and recommendation to adopt Resolution #18-056 authorizing preparation of a Feasibility Study for COR Infiltration Improvements, Improvement Project #18-09.

Councilmember Riley asked for details on how this basin will look and maintenance that will occur.

Civil Engineer IV Linton noted that this will be a shallow basin and will be seeded with wild flowers and wet meadow vegetation that can withstand inundation. He noted that staff would maintain and periodic weeding and other maintenance activity. He noted that because the basin is within The COR, staff would want to ensure that this looks good.

Councilmember LeTourneau asked if the purpose of this infiltration basin is to provide a safe method for infiltration into the groundwater outside of the well area, to filter out impurities before entering the water supply.

Civil Engineer IV Linton confirmed that this is the purpose for moving this outside of the ten-year capture zone for the wells. He provided additional data on infiltration requirements through the MS4 permit.

Councilmember LeTourneau asked and received confirmation that this infiltration will also help to reenergize the aquafer.

Councilmember Riley noted that another benefit is that this action consolidates the infiltration requirements to one area rather than providing treatment on each individual site. He noted that the City has already committed to this action through the issuance of LRRWMO permits.

Motion by Councilmember Riley, seconded by Councilmember Johns, to Adopt Resolution #18-056 Ordering a Feasibility Study for COR Infiltration Basin Improvements, Improvement Project #18-09.

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

7.08: Consider Adoption of Resolution #18-065 Appointing and Re-Appointing Board and Commission Members

Human Resources Manager Lasher reviewed the staff report and recommendation to appoint Ms. Laura Moore to a four-year term on the Environmental Policy Board; Mr. Shane Bennett to a four-year term on the Park and Recreation Commission; and for Mr. Randy Bauer to a four-year term, Mr. Gary Van Scoy to a four-year term, and Mr. Daniel Onyambu to a one-year term on the Planning Commission.

Councilmember Shryock stated that it is great to have committed Board and Commission members that want to continue to serve as well as the opportunity to interview new candidates. She stated that there have been strong candidates in the past few rounds of interviews and hoped that the City continues to retain the interest of those candidates for other opportunities that arise.

Motion by Councilmember Shryock, seconded by Councilmember LeTourneau, to Adopt Resolution #18-065 Appointing and Re-Appointing Board and Commission Members

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

8. MAYOR, COUNCIL AND STAFF INPUT

City Administrator Ulrich announced upcoming meetings and events.

Councilmember Shryock thanked all the residents in Ramsey and surrounding communities that participated in the Youth First Mayor's Prayer Breakfast. She stated that it was a great turnout for a great event that supports Youth First, an organization which continues to provide a service to the youth in the community.

Mayor Strommen thanked Councilmember Shryock and the Youth First Board for their planning efforts which made the event a success.

Mayor Strommen stated that she will be resigning her position as Mayor effective May 1st because she is relocating outside of Ramsey and unfortunately the job of Mayor is one that you cannot take with you outside of the City. She stated that it has been her honor and pleasure to serve the community with the amazing members of the Council and staff. She stated that the citizens of Ramsey have the community well in hand and there is a bright future ahead. She noted that she is working closely with the Council and staff on the transition and noted that she would like her vacancy to align with the general election. She noted that upon the vacancy, Councilmember LeTourneau will move to the position of Mayor Pro Tem until the general election occurs.

9. ADJOURNMENT

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

Motion carried.

The regular meeting of the City Council adjourned at 9:05 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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

The Ramsey City Council conducted a City Council Work Session on Monday, April 9, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember Chris Riley
Councilmember Melody Shryock

Members Absent: Councilmember John LeTourneau

Also Present: City Administrator Kurtis Ulrich
Fire Chief Matt Kohner
Police Chief Jeff Katers
Public Works Superintendent Grant Riemer
Human Resources Manager Colleen Lasher
Asst. City Administrator/Economic Development Manager Patrick Brama

1. CALL TO ORDER

Mayor Strommen called the City Council Work Session to order at 5:37 p.m.

2. TOPICS FOR DISCUSSION

2.01: Overview of Emergency Management for Elected Officials

Fire Chief Kohner reviewed the staff report and provided details on comprehensive emergency management. He explained that the priorities, in ranked order, are life safety, incident stabilization and property/environment conservation. He reviewed the different phases of emergency management which include response, recovery, mitigation, and preparedness. He noted that the more effort that is place on mitigation and preparedness, the more fluid the response and recovery actions become. He provided details on the National Incident Management System (NIMS) and the Incident Command System (ICS).

Councilmember Kuzma stated that in the past, Elk River used a different radio system or channel and asked if that has been resolved.

Fire Chief Kohner replied that Elk River does use a different channel. He explained that dispatch would be able to patch the calls together if needed. He noted that there are also designated channels for mutual aid calls that would allow multiple agencies/departments to communicate. He provided additional information on the ICS functions and chain of command

in an emergency situation. He provided emergency examples and explained how the different roles would respond in different situations. He reviewed examples of incidents that are managed using the ICS. He stated that the City is required to have an Emergency Operations Plan and noted that he will be updating the plan later this summer. He stated that the primary Emergency Operations Center (EOC) is at City Hall in the Alexander Ramsey room and the Ramsey Fire Station 2 is the secondary backup EOC. He provided additional details on the function of the EOC and when the EOC might be activated. He stated that every incident that begins in Ramsey starts and remains at a local level, although if the City resources are exhausted additional help can be gained from the County, State or federal government if needed. He noted that there are certain steps that must be taken in order to gain reimbursement from FEMA, which begins with the Mayor declaring a local declaration of emergency and then would move up to the State declaration and Presidential declaration. He provided an overview of the roles and responsibilities of different City staff and City Council members during an emergency situation.

Councilmember Kuzma asked if the new computer system used by the County has been implemented and if that is working well.

Fire Chief Kohner noted that the system has been implemented. He stated that from an emergency response point the system is fully functional. He stated that the system is lagging a bit in the other system functions such as inspections.

Police Chief Katers agreed that the additional functions such as analytics are not fully functioning. He noted that the most resources for implementing that system were focused on emergency response. He stated that the new system began mid-year in 2015 and noted that the previous data is still available in the previous system.

Fire Chief Kohner stated that in terms of working with the media, the City Council members would be contacted and briefed by the City Administrator. He provided additional information on the Public Information Officer (PIO) for the City during an event. He noted that the PIO would depend on the type of event, explaining that for a fire event he would function as a PIO while other incidents would most likely use a PIO from the police department because of their experience with the media.

Police Chief Katers stated that in dealing with the media the key takeaway that he has gained is that if the City is not the source of the information, the story will develop on its own.

Fire Chief Kohner provided additional information on managing public information during emergency events. He noted that it is important during emergency events to speak with one voice. He explained that government officials must coordinate and integrate messages with on-scene Public Information Officers and other agencies.

Police Chief Katers provided additional information on the data practice act as applied to law enforcement and which information is public, referencing Chapter 13.82. He stated that while they would like to have a flow chart for every situation, emergencies are dynamic and therefore it is important for the departments to work together and keep an accurate log of information.

City Administrator Ulrich stated that if the Mayor were to declare an emergency, open meeting laws are bypassed, and the Council can be called to make emergency decisions. He stated that Police Chief Katers, Fire Chief Kohner and Public Works Superintendent Riemer have been well trained for emergency scenarios and therefore the City would be in a good position to respond if there were an emergency situation in Ramsey.

Councilmember Kuzma thanked staff for the presentation and time that has been put into the training.

Police Chief Katers provided additional details on emergency response.

Councilmember Shryock left the meeting at 6:30 p.m.

2.02: Discussion Regarding the Public Information and Events Specialist Vacancy and Alternative Staffing Options

Human Resources Manager Lasher reviewed the staff report.

Asst. City Administrator/Economic Development Manager Brama stated that Ms. Wenberg will be missed and has done a great job. He noted that this is an opportunity to bring someone in with more experience for a full-time position. He stated that the presence of social media continues to take a larger role for the community and the City. He stated that it is important to have a professional that has the experience to response to those comments and that has a full-time investment in the City. He stated that in the interim, economic development staff and administration staff will handle the duties of the position. He noted that the frequency of social media posts will be reduced. He stated that Happy Days will continue to be a high priority as well as the economic development events.

Councilmember Kuzma stated that he is not thrilled about the part-time suggestions or an intern and therefore would support a full-time position with an experienced individual.

Councilmember Riley stated that recently the Council discussed budget shortfalls and therefore he would not agree with expanding the position. He stated that he would also not agree with part-time position suggestions and would suggest continuing with the current role of the position.

Councilmember Johns noted that she would support suggestions two or three but shares the concern of Councilmember Riley regarding the budget concerns. She asked if the current structure of the position and pay scale is part of the reason the employee is leaving.

Asst. City Administrator/Economic Development Manager Brama stated that Ms. Wenberg wanted to make the transition to the private sector. He stated that one of the challenges is attempting to recruit a qualified candidate pool for the current position.

Councilmember Johns acknowledged that the City may have to take a step down if recruiting for the current position.

Mayor Strommen noted that most likely Ramsey is going to be a stepping stone for a lot of employees in this position because it is a small city and therefore there may not be a lot gained increasing from a specialist to a coordinator. She stated that the real challenge will be to think about this in a budget concept and decide whether the 16 percent difference between a specialist and coordinator should be invested into this position or into a different area of the budget. She stated that the City will not get all the experience on day one, but the applicants will have some experience and interest in learning.

City Administrator Ulrich noted that there is an overlap in the pay scale. He noted that the current employee was at step five and therefore there is flexibility. He stated that the title change does not have to have a cost. He stated that there has been a policy to hire at market rate but noted that does not take any options off the table.

Mayor Strommen asked for information on what the options would look like with market rate for option two.

Councilmember Kuzma stated that the communications part of the City is important, to ensure a well written effective message is being sent out.

Councilmember Johns stated that this employee has been a face to the community at events and therefore it is helpful to have that continuous face for the position in addition to the communications piece.

Human Resources Manager Lasher stated that the part-time position is a benefit eligible position and therefore you may attract a qualified candidate that does not want to work full-time. She stated that with the part-time administrative assistant added that would bring the combination to 56 hours per week. She noted that economic development is already low staffed and very busy and therefore this vacant position will put a lot of stress on that department.

City Administrator Ulrich stated that real test between options two and three will be the application process. He stated that staff is cognizant of the budget impacts. He noted that if the Council were going to choose option three, a lower starting rate could be hired with room for that position to grow.

Mayor Strommen stated that she does not want to underpay people but simply is asking what the City "buys" for that level compared to what would be "bought" with the other position.

Councilmember Riley stated that he has a problem with using the term underpayment. He stated that if the City makes an offer and that is accepted, then that is market rate. He stated that this was filled with a new person that was groomed. He did not feel that the City will be able to retain someone in a long-term position.

Councilmember Shryock returned to the meeting at 6:54 p.m.

Councilmember Kuzma stated that he would support marketing for a more experienced person.

Councilmember Johns stated that perhaps the City proceeds with option two and if the qualified candidates are not obtained the position could be remarketed.

Mayor Strommen noted that she would rather take the time to fill the position correctly than rush the decision. She noted that only four people took part in the discussion and therefore that is challenging. She supported the suggestion of Councilmember Johns to market for option two and readjust if qualified candidates are not obtained.

Councilmember Riley agreed.

Human Resources Manager Lasher noted that if qualified candidates are not obtained staff can shut the process down without interviews and readvertise.

It was the consensus of the Council to advertise the position for the second option and if qualified candidates are not obtained staff will readvertise for the third option.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

The Work Session of the City Council was adjourned at 6:56 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
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 Monday, April 9, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Sarah Strommen
Councilmember Jill Johns
Councilmember Mark Kuzma
Councilmember John LeTourneau
Councilmember Chris Riley
Councilmember Melody Shryock

Members Absent: None

Also Present: City Administrator Kurtis Ulrich
Police Chief Jeff Katers
Civil Engineer IV Leonard Linton
Community Development Director Timothy Gladhill
City Engineer Bruce Westby
City Planner Chris Anderson
Asst. City Administrator/Economic Development Manager Patrick Brama

1. CALL TO ORDER

Mayor Strommen called the regular meeting of the Ramsey City Council to order at 7:04 p.m., followed by the Pledge of Allegiance led by Mayor Strommen.

2. PRESENTATION

2.01: Board and Commission Member Oath of Office

Mayor Strommen administered a ceremonial Oath of Officer to new Commissioners Matt Woestehoff and Laura Moore. She noted that Mr. Woestehoff will join the Planning Commission and Ms. Moore will join the Environmental Policy Board. She thanked all the residents of Ramsey that choose to share their time and skills with the City.

2.02: Police Incident Update

Police Chief Katers stated that late yesterday the City received an online threat to a preschool. He noted that it was never a specific threat to any school in Ramsey or the outside community but a vague threat. He stated that officers investigated the threat and interviewed the individual. He noted that it was a vague threat and there was no means or credibility and the individual does

not have the means to carry out the threat. He stated that the Ramsey Police Department attempts to share information on their social media site and appreciate the public not sharing rumors or innuendo. He stated that even through there was not a credible threat to Ramsey schools, officers were at the schools this morning to reassure the public. He recommended that the members of the public stay vigilant, "if you see something say something". He noted that the police can only respond to things they know about. He welcomed any additional questions that residents may have and noted that official responses are posted on the social media sites.

Mayor Strommen stated that this information was shared in a desire to remain open and transparent.

3. CITIZEN INPUT

None.

4. CONSENT AGENDA

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

4.01: Receive Cash and Investments for Period Ending March 31, 2018
4.02: Schedule Canvassing Board to Canvass Results of April 10, 2018 Special Election
4.03: Approve the following Meeting Minutes:
    1) City Council Work Session dated March 20, 2018
    2) City Council Regular dated March 20, 2018
4.04: Adopt Resolution #18-069 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of March 22, 2018 through April 4, 2018
4.05: Adopt Resolution #18-068 Approving the Transfer of Excess General Fund Revenues to the Equipment Revolving Fund, Facilities Construction Fund, Capital Maintenance Fund and Public Improvement Revolving (PIR) Fund
4.06: Adopt Resolution #18-070 Resolution Establishing Procedures Related to Compliance with Reimbursement Bond Regulations under the Internal Revenue Code (Bonding for 2018 Road Reconstruction Projects)
4.07: Adopt Resolution #18-075 Approving Premise Permit for Anoka Ramsey Athletic Association at The Links of Northfork
4.08: Adopt Resolution #18-076 Prohibiting Parking on Puma Street NW, from Bunker Lake Boulevard NW to Alpine Drive NW, for Improvement Project #18-05
4.09: Adopt Resolution #18-073 Appointing an Environmental Policy Board Member
4.10: Adopt Resolution #18-071 Hiring Seasonal Public Works Maintenance Workers and Temporary Interns

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

5. APPROVE AGENDA

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

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

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Consider Site Plan, Landscape Plan, and Amended Conditional Use Permit Associated with Connexus Energy's Solar Project (Project No. 17-135); Case of Connexus Energy

City Planner Anderson reviewed the staff report and recommendation to approve the Amended Conditional Use Permit. He noted that there are no significant changes to the CUP document other than the inclusion of two additional Permittees. He noted that the Site Plan and Landscape Plan are very similar to what had been provided as a conceptual layout when the request originally came forward, just with more detail.

Mayor Strommen noted that the Council has had thorough discussion on this topic and the Planning Commission has also had a thorough review.

Councilmember Kuzma asked for information on the decommission process.

Andrew Dahlen, SoCore Energy, stated that SoCore Energy is responsible for the decommissioning process. He explained that the steel would be recycled, and the company would be obligated to restore the site to its original contours.

Mayor Strommen noted that in driving through southern Minnesota she has noticed more solar farms.

Councilmember LeTourneau asked for information on the funding and cost savings that Connexus customers may see as a result of this project.

Brian Burandt, Connexus, provided additional information on the funding for the system and the tax credits that will be received. He noted that if the Connexus customers will see a decrease in their bills on day one. He stated that the Connexus campus was originally looked at, but the City believes that parcel has higher economic development value and encouraged the company to look at other parcels which is what led Connexus to this parcel owned by Anoka County.

Motion by Councilmember LeTourneau, seconded by Councilmember Shryock, to Adopt Resolution #18-074 Approving the Issuance of a Conditional Use Permit to Connexus Energy to Allow the Installation and Maintenance of a Solar Energy System on as a Principal Use in the Public/Quasi-Public District and Declaring Terms of Same.

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

7.02: Consider Adopting Resolution #18-072 Accepting Feasibility Study and Ordering Plans and Specifications for COR Infiltration Basin Improvements, Improvement Project #18-09

Civil Engineer Linton reviewed the staff report and recommendation to adopt Resolution #18-072 accepting the Feasibility Study and ordering plans and specifications for COR Infiltration Improvements, Improvement Project #18-09.

Mayor Strommen noted that as discussed at the last meeting, the City has already agreed to this project and collected funds.

Motion by Councilmember Riley, seconded by Councilmember Kuzma, to Adopt Resolution #18-072 Accepting Feasibility Study and Ordering Plans and Specifications for COR Infiltration Basin Improvements, Improvement Project #18-09.

Further discussion: Councilmember Kuzma stated that as The COR continues to develop, the funds for this project will be reimbursed. Mayor Strommen noted that this is a good proposal as it fulfills the infiltration requirements, protects the wellhead protection area, and is an efficient use of land.

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

7.03: Consider Adopting Resolution #18-077 Approving 2020 MUSA Boundary Comprehensive Plan Amendment for Ramsey Elementary 2nd Campus

Community Development Director Gladhill reviewed the staff report and recommendation to adopt Resolution #18-077 approving an amendment to the 2020 Metropolitan Urban Service Area (MUSA) boundary. He noted that this amendment is being requested by the Metropolitan Council as part of the Ramsey Elementary School 2nd Campus project. He noted that the City Council previously approved a resolution granting submittal of a Comprehensive Plan Amendment to reguide the subject property from Low Density Residential to Public/Quasi-Public. He noted that the purpose of the resolution is to clarify that Comprehensive Plan amendment to include an updating of the 2020 MUSA boundary.

Councilmember LeTourneau referenced the use of phased boundary. He asked if this area was already planned to be included in the MUSA in the future and if this request is simply moved forward.

Community Development Director Gladhill confirmed that this area was planned to be included in the MUSA during the time of 2020 to 2030. He noted that only the elementary school parcel will be moved into the MUSA at this time and the remainder of the area will remain in the phased timing.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to Adopt Resolution #18-077 Approving a Clarification of a Comprehensive Plan Amendment for the Purpose of Revising the 2020 MUSA Boundary for Ramsey Elementary Campus 2.

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

8. MAYOR, COUNCIL AND STAFF INPUT

City Administrator Ulrich announced upcoming meetings and events.

9. ADJOURNMENT

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

Motion carried.

The regular meeting of the City Council adjourned at 7:34 p.m.

Respectfully submitted,

_____
Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Jo Ann M. Thieling
City Clerk

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

CC Regular Session **4. 3.**

Meeting Date: 04/24/2018

Submitted For: Dan Bray, 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

- 1989 Ford F250, VIN# 1FTHF26G5KPA20577 - Mileage 16,834 (Fire Department). This vehicle has been replaced by a new unit that was part of the 2018 budget.

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:

- 1989 Ford F250, VIN# 1FTHF26G5KPA20577 - Mileage 16,834 .

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 01:45 PM
Form Started By: Jo Thieling		Started On: 04/19/2018 11:39 AM
Final Approval Date: 04/19/2018		

CC Regular Session **4. 4.**

Meeting Date: 04/24/2018

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Approve Aeon Purchase Agreement, Phase II, Amendment I

Purpose/Background:

PURPOSE

Consider approving an amendment extending the term of the attached purchase agreement (PA) with Aeon Ramsey 2 LLC by one year.

BACKGROUND

See attached original PA, original CBRE property listing, and Aeon project renderings. This city-owned property is being sold/ developed in two phases by Aeon https://www.aeonmn.org/. They are developing the site into two apartment buildings (54-units and about 45-units). The first phase closed in late 2017, and is under construction now. The second phase is scheduled to close by October 13, 2018.

The developer would like to extend the closing date on the second phase of this project by one year (to October 13, 2019). The developer is willing to make the existing $10,000 of earnest money non-refundable, and add another $10,000 of non-refundable earnest money for this extension. The developer is asking for this extension to allow sufficient time to obtain financing. The developer is anticipating closing will occur sooner than October 2019--however, is attempting to plan ahead.

Notification:

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

Staff is generally comfortable with this request because the developer is willing to make all existing earnest money non-refundable and add new non-refundable earnest money. This type of arrangement is generally consistent with past practice (on other city owned land transactions). The proposed project is consistent with the original deal (attached PA). Financing for workforce housing is based on the timing of several other funding sources/ project partners. The cycles to obtain financing from those other sources can take a year or more.

EDA Review:

The EDA reviewed this case on 04/12 and recommended 6-0 for the City Council to approve. Please see QCTV video for details.

Action:

Motion to:
Approve the attached amendment to the Purchase Agreement with Aeon Ramsey 2 LLC dated June 30, 2017.

Attachments

PA Amendment 1
CBRE Listing
Phase I Concept
Phase II Concept
Original PA

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:40 AM
Form Started By: Patrick Brama		Started On: 04/14/2018 10:29 PM
Final Approval Date: 04/19/2018		

PURCHASE AGREEMENT
FIRST AMENDMENT

This is the First Amendment is to the Purchase Agreement by and between AEON RAMSEY 2 LLC, a Minnesota limited liability corporation, and the CITY OF RAMSEY, a Minnesota municipal corporation, with an effective date of June 30, 2017.

Recitals

1. Pursuant to the terms of the Purchase Agreement, the Closing Date is to be no later than October 13, 2018.
2. Buyer seeks an additional year to close on the transaction.
3. Buyer completed its inspection during the Inspection Period, which is expired, and Buyer also completed its examination of title.
4. Seller is willing to extend the Closing Date in exchange for making the existing escrow non-refundable and receiving additional non-refundable escrow, in accordance with the terms set forth below.
5. The outlot that is the subject of the Purchase Agreement was platted, requiring a change in the legal description.

Agreement

In consideration for the mutual promises set forth below, the parties agree as follows:

1. The above recitals are incorporated into the Agreement.
2. The Closing Date is hereby amended to be 30 days after the expiration of the contingencies but no later than October 13, 2019.
3. Buyer acknowledges that the Inspection Period expired on November 1, 2017.
4. Buyer acknowledges that its title examination pursuant to section 5 of the Purchase Agreement is completed.
5. Buyer acknowledges that its contingencies under paragraphs 6.2 (Title), 6.4 (Document Review), 6.5 (Government Approvals) and 6.6 (Financing) of the Purchase Agreement have been satisfied.
6. Notwithstanding section 3 or any other provisions in the Purchase Agreement:

a. The Earnest Money of $10,000.00 deposited by Buyer with the Title Company is hereby non-refundable.

b. Within three business days of execution of this Amendment, Buyer shall deposit an additional $10,000.00 of Earnest Money with the Title Company, and said $10,000.00 is immediately non-refundable.

7. The legal description in Exhibit B is hereby replaced with the following: Outlot A, Greenway Terrace, Anoka County, Minnesota.

8. All other terms of the Purchase Agreement remain unchanged except to the extent inconsistent with this First Amendment.

The City of Ramsey, Minnesota

By: _____ Dated: _____, 2018
Sarah Strommen, Mayor

By: _____ Dated: _____, 2018
Kurtis G. Ulrich
City Administrator

Aeon Ramsey 2 LLC

By: _____ Dated: _____, 2018

CITY-OWNED LAND FOR SALE: ±4.96 ACRES OF RESIDENTIAL LAND

LOCATED WITHIN THE COR RETAIL CENTER - RAMSEY, MN 55303

$450,000

CITY PARCEL #52

LOCATION

North central portion of the COR.

ACCESS

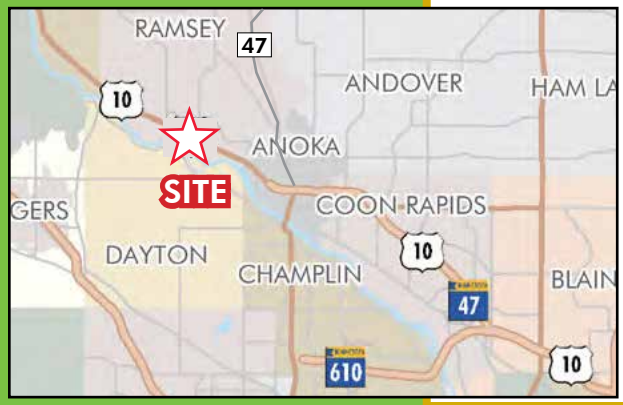
- Immediate access to Ramsey Pkwy, Town Center Dr, 145th Ave NW and Bunker Lake Blvd NW
- Easy access to Hwy 10, Amstrong Blvd and Bunker Lake Blvd

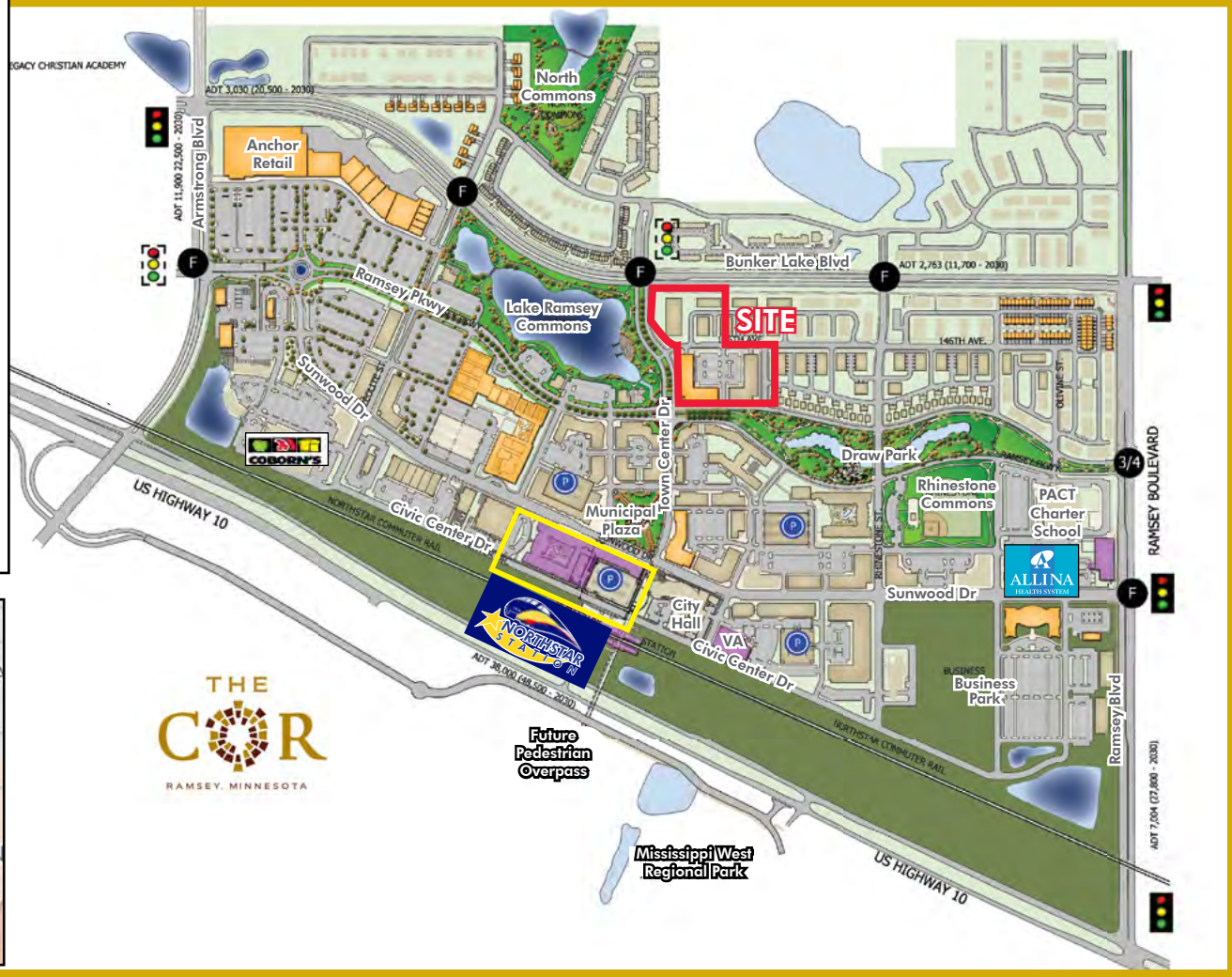
AMENITIES

- Located within COR retail site
- Only 30 minutes to downtown Minneapolis
- Close proximity to Northstar Rail Station and area retailers

VISIBILITY

Frontage and visibility from Town Center Dr, Ramsey Pkwy, 145th Ave NW and Bunker Lake Blvd NW





FOR MORE INFORMATION, PLEASE CONTACT:

Richard Palmiter
Vice President
+1 952 924 4603
richard.palmiter@cbre.com

Brian Pankratz
Vice President
+1 952 924 4665
brian.pankratz@cbre.com

4400 West 78th Street, Suite 200
Minneapolis, MN 55435

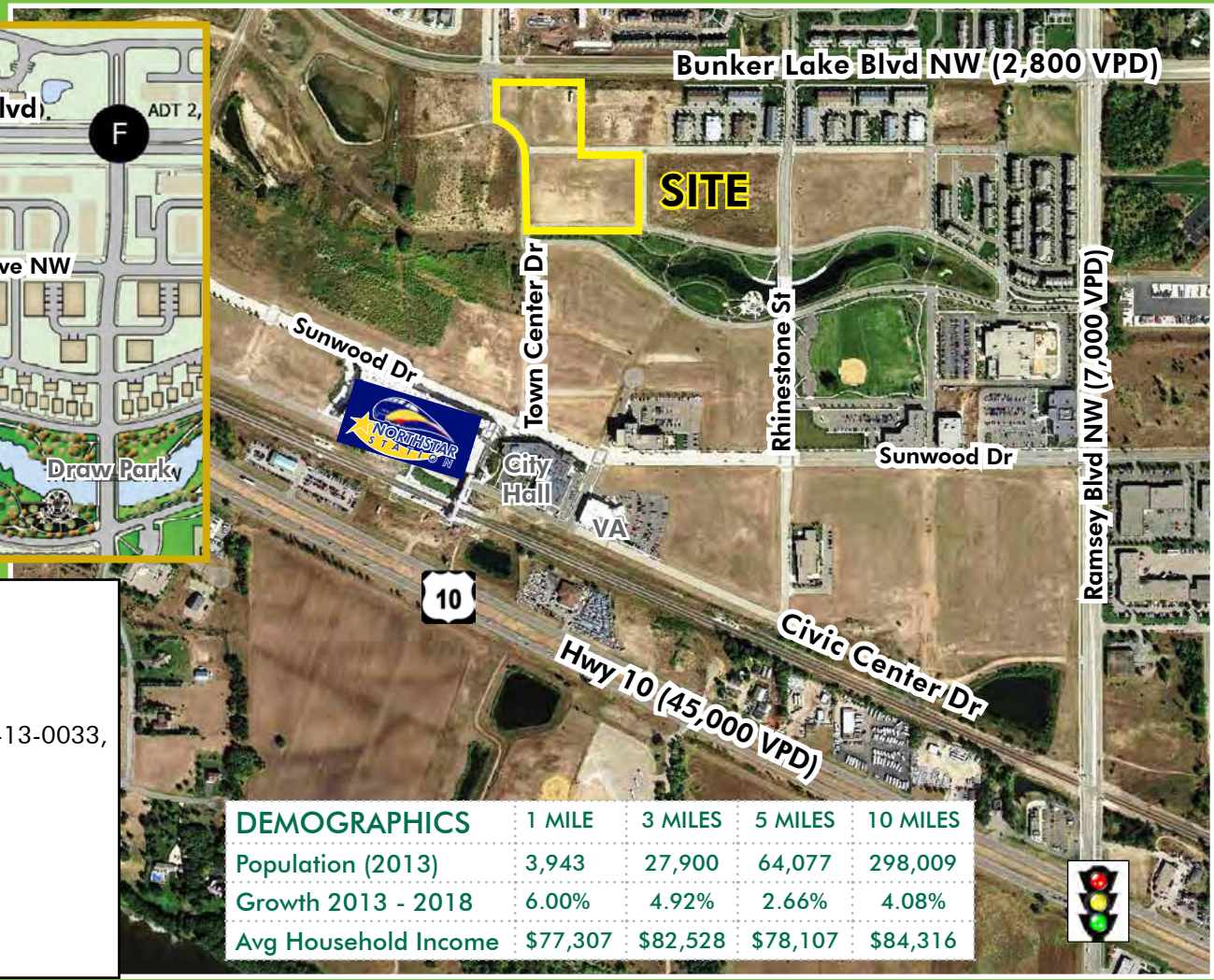
CBRE

CITY-OWNED LAND FOR SALE: ±4.96 ACRES OF RESIDENTIAL LAND

LOCATED WITHIN THE COR RETAIL CENTER - RAMSEY, MN 55303

$450,000





DEMOGRAPHICS	1 MILE	3 MILES	5 MILES	10 MILES
Population (2013)	3,943	27,900	64,077	298,009
Growth 2013 - 2018	6.00%	4.92%	2.66%	4.08%
Avg Household Income	$77,307	$82,528	$78,107	$84,316

CITY PARCEL #52

ADDRESS
Town Center Dr and 146th Ave NW

PID
28-32-25-24-0005, 28-32-25-13-0034, 28-32-25-13-0033, SOME ROW

ACRES
4.96

ZONING
COR 4 (Neighborhood District)

SCHOOL DISTRICT
Anoka-Hennepin #11

FOR MORE INFORMATION, PLEASE CONTACT:

Richard Palmiter
Vice President
+1 952 924 4603
richard.palmiter@cbre.com

Brian Pankratz
Vice President
+1 952 924 4665
brian.pankratz@cbre.com

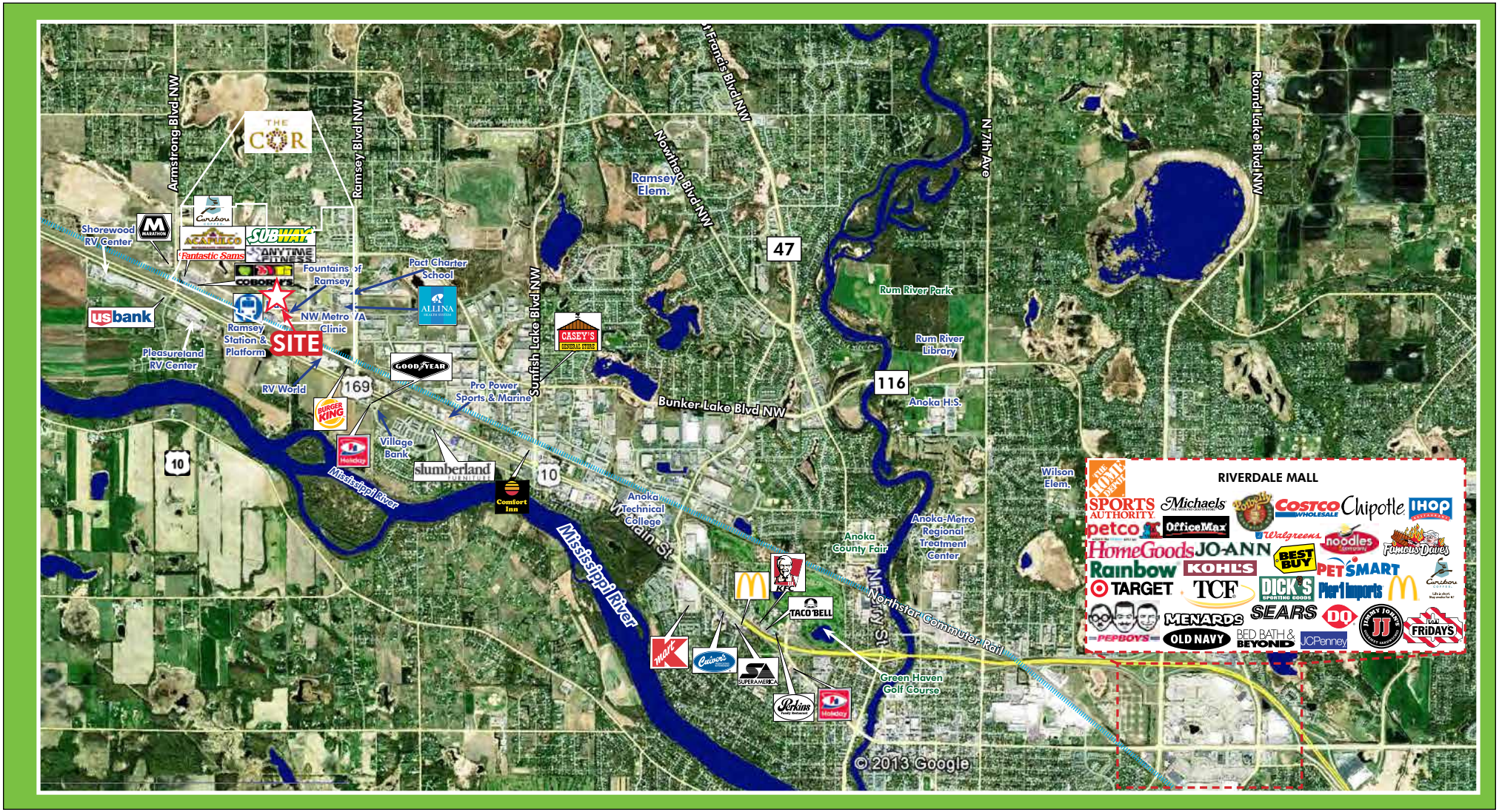
4400 West 78th Street, Suite 200
Minneapolis, MN 55435

CBRE

CITY-OWNED LAND FOR SALE: ±4.96 ACRES OF RESIDENTIAL LAND

LOCATED WITHIN THE COR RETAIL CENTER - RAMSEY, MN 55303

$450,000



FOR MORE INFORMATION, PLEASE CONTACT:

Richard Palmiter
Vice President
+1 952 924 4603
richard.palmiter@cbre.com

Brian Pankratz
Vice President
+1 952 924 4665
brian.pankratz@cbre.com

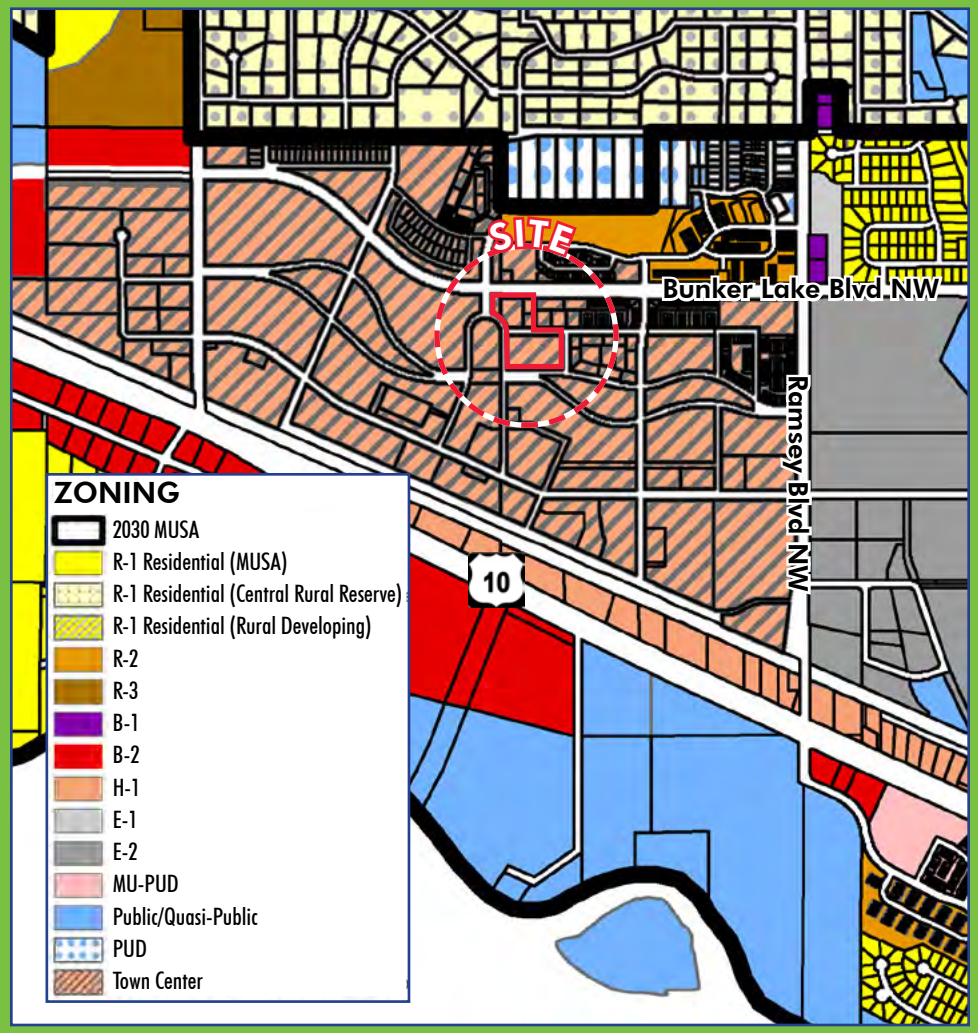
4400 West 78th Street, Suite 200
Minneapolis, MN 55435

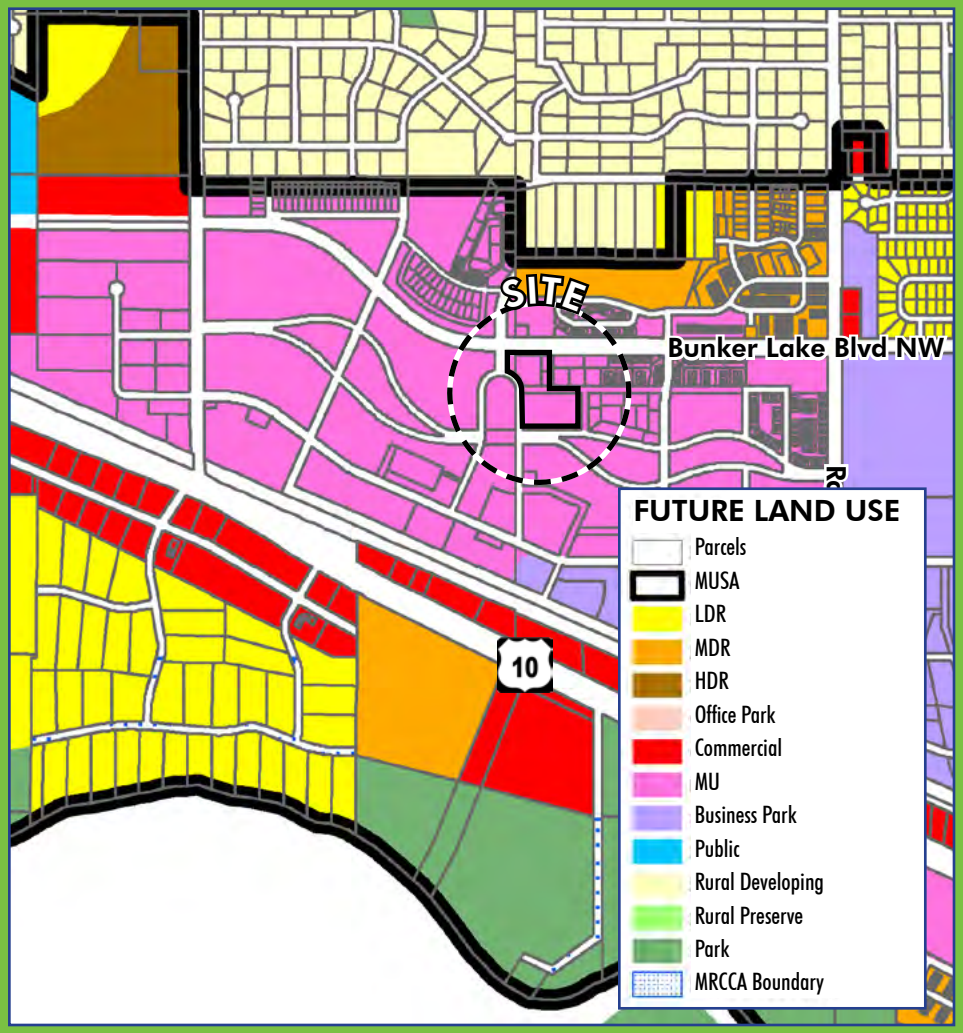
CBRE

CITY-OWNED LAND FOR SALE: ±4.96 ACRES OF RESIDENTIAL LAND

LOCATED WITHIN THE COR RETAIL CENTER - RAMSEY, MN 55303

$450,000





FOR MORE INFORMATION, PLEASE CONTACT:

Richard Palmiter
Vice President
+1 952 924 4603
richard.palmiter@cbre.com

Brian Pankratz
Vice President
+1 952 924 4665
brian.pankratz@cbre.com

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Sec. 117-118. - The COR district.

(a) Intent. The primary intent of the COR district is to create a focal point in the community that embodies the principles of transit-oriented and mixed-use development. The COR
district envisions a distinctly different development pattern, with a more urban structure of streets and blocks, than the suburban and rural patterns that have shaped the community to date. The COR area is comprised of a number of distinct subdistricts intended to define the type and intensity of uses, location of amenities and overall character of development. The COR district incorporates the COR development plan and development framework by reference to provide necessary building and site design features that are essential to a pedestrian environment.

(b) The COR subdistrict definition. The COR district consists of five subdistricts that define the type and intensity of land use.

(1) COR-1 mixed-use core subdistrict. The mixed-use core is intended to provide a mix of residential, retail, service, professional, community service, recreational and similar uses on every block near, and within easy walking distance of the transit station.

(2) COR-2 (COR-2 and 2b) commercial subdistrict. The COR-2 commercial subdistrict is designated to provide a location for retail commercial that has building and/or site designs inconsistent with the COR-1 subdistrict, including larger scale retail and other auto-oriented commercial uses.

(3) COR-3 and COR-3a workplace subdistrict. The workplace area is intended to accommodate medical and technology-related office and research uses, as well as other office uses and ancillary retail and service uses designed to support serve employees and office visitors.

(4) COR-4 (COR-4a, COR-4b and COR-4c) neighborhood subdistrict. The neighborhood subdistrict is intended to include a full range of housing types, from small-lot single-family detached to high-density senior and general apartments, as well as a limited number of small-scale retail and office uses at appropriate locations (i.e., at corners).

(5) COR-5 park and open space subdistrict. The park and open space subdistrict is intended to preserve environmental features, provide amenities and create focal points and community gathering places within easy access of all areas of the COR.

Click link for complete Zoning Code:

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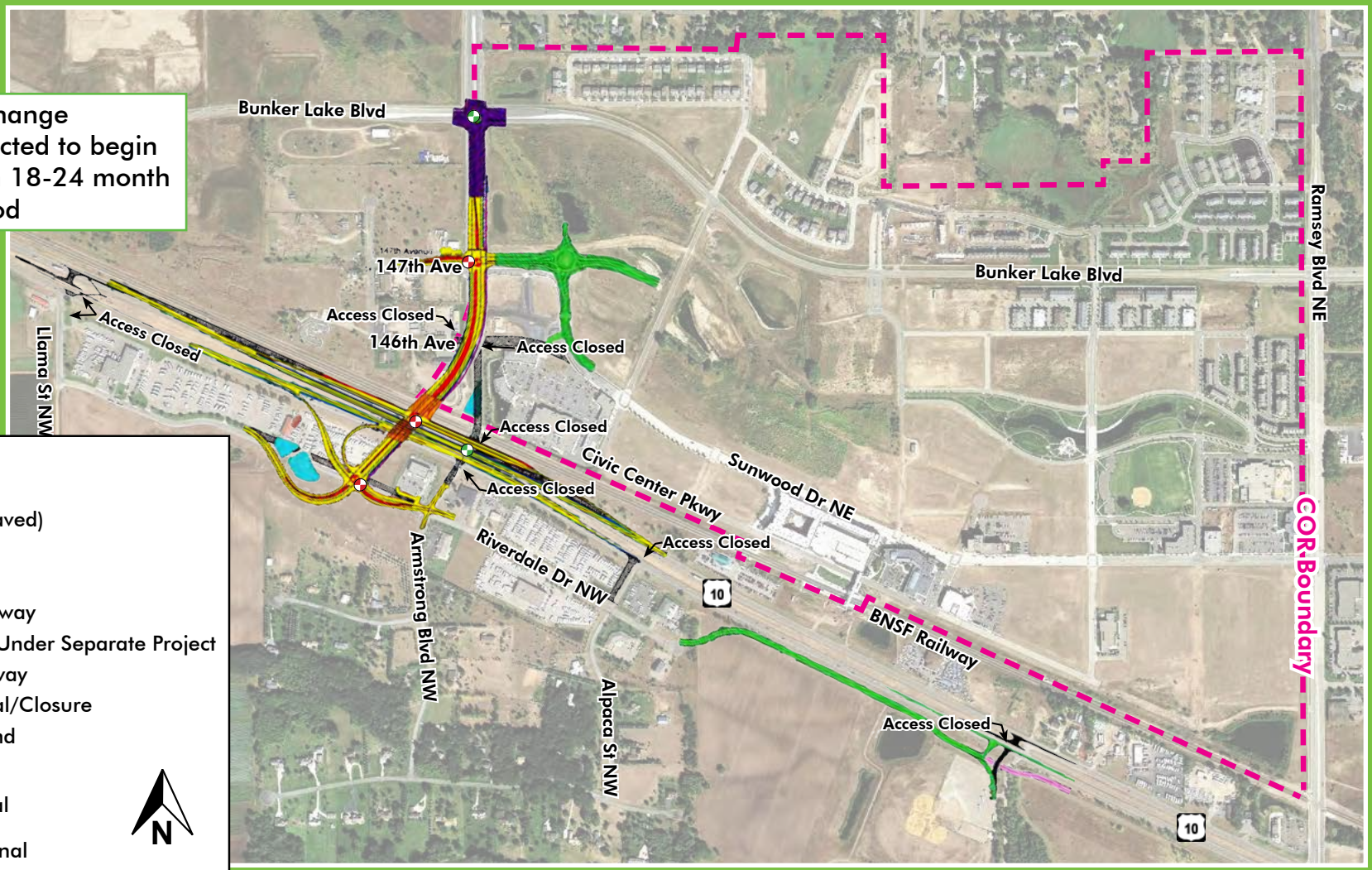
CBRE

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Full access interchange construction expected to begin Fall 2014 with an 18-24 month construction period



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CBRE



Transit — Miles

P 1. Veterans Drive & Ramsey Park & Ride 0.55

T 2. Ramsey Station & Platform 0.6

Parks

1. The Draw 0.0
2. Mississippi West Park 0.47
3. Cottonwood Park 0.8
4. Pelzer Park 0.9

Education

1. PACT Charter School 0.34

Civic Facilities

1. Ramsey City Fire Departments 0.22
   Ramsey Police Department 0.22
   Anoka County License Bureau 0.22

Clinics

1. Metro Dental Care 0.22
2. Northwest Metro VA Clinic 0.25
3. Allina Health Ramsey Clinic 0.41
4. Barnett Family Dentistry 0.55
5. Ramsey Eye Clinic 0.55
6. Pine Ridge Pet Care 0.6

Grocery / Dining

1. The Lunch Box 0.2
1. Corborn's Super Store 0.5
2. Subway 0.45
3. Caribou 0.55
4. Acapulco Restaurant 0.55

Other

1. Anytime Fitness 0.45
2. Crossfit Ursa 1.0
3. Anoka Ramsey Farm & Garden Center 0.44

URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

RAMSEY, MN | 03.29.2017 | 16-0011

N

1 VICINITY MAP



URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

RAMSEY, MN | 03.29.2017 | 16-0011

N

1" = 50'-0"

2 SITE PLAN



SOUTH ELEVATION



EAST ELEVATION

1” = 20’

URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

RAMSEY, MN | 03.29.2017 | 16-0011

BUILDING ELEVATIONS



NORTH ELEVATION



WEST ELEVATION

URBANWORKS ARCHITECTURE

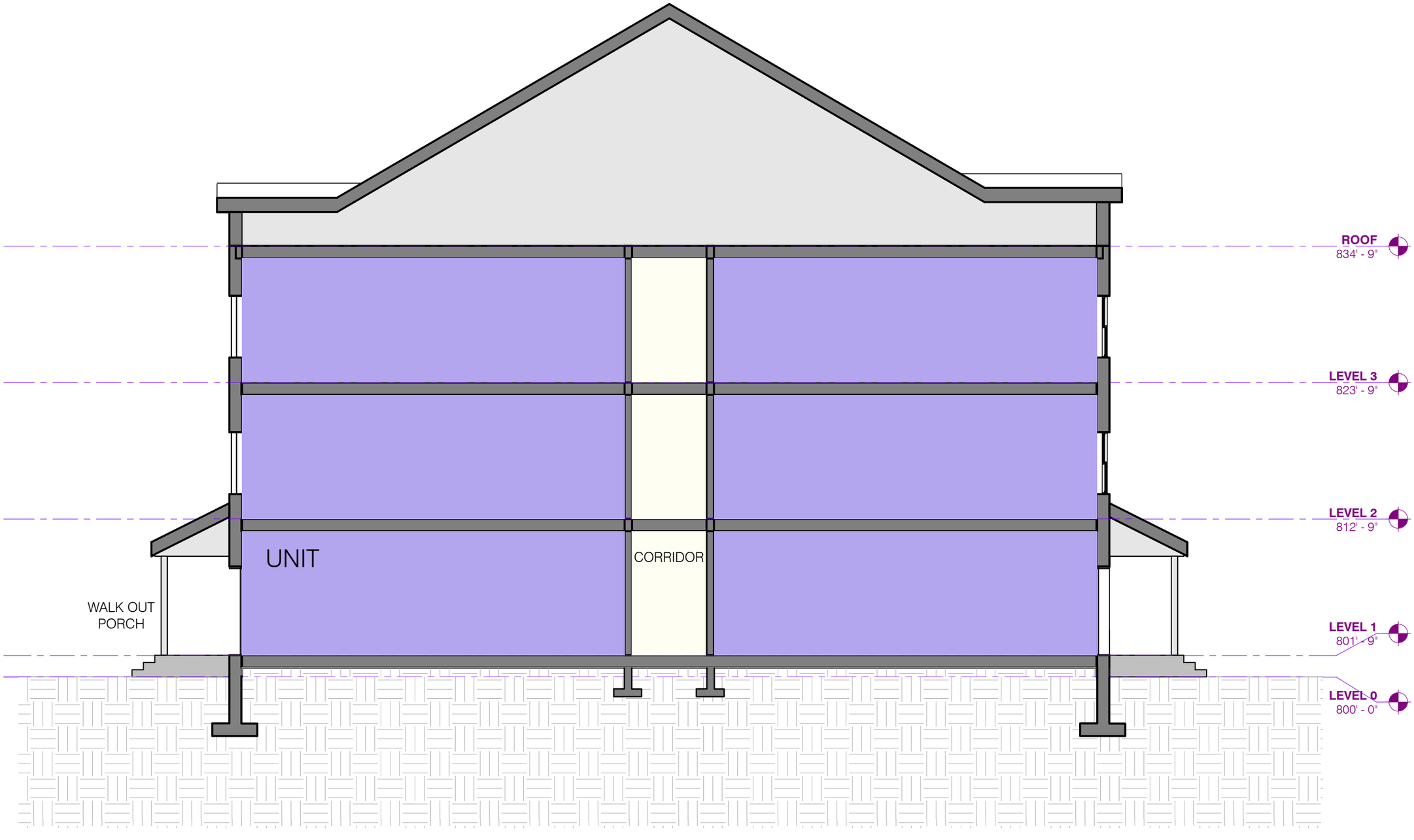
aeon Homes for Generations

Ramsey Apartments

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1" = 20'

BUILDING ELEVATIONS



URBANWORKS ARCHITECTURE

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1/8" = 1'-0"

BUILDING SECTION



URBANWORKS ARCHITECTURE

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PERSPECTIVE VIEW
LOOKING SOUTH



URBANWORKS ARCHITECTURE

aeon Homes for Generations

Ramsey Apartments

RAMSEY, MN | 03.29.2017 | 16-0011

PERSPECTIVE VIEW
LOOKING EAST



URBANWORKS ARCHITECTURE

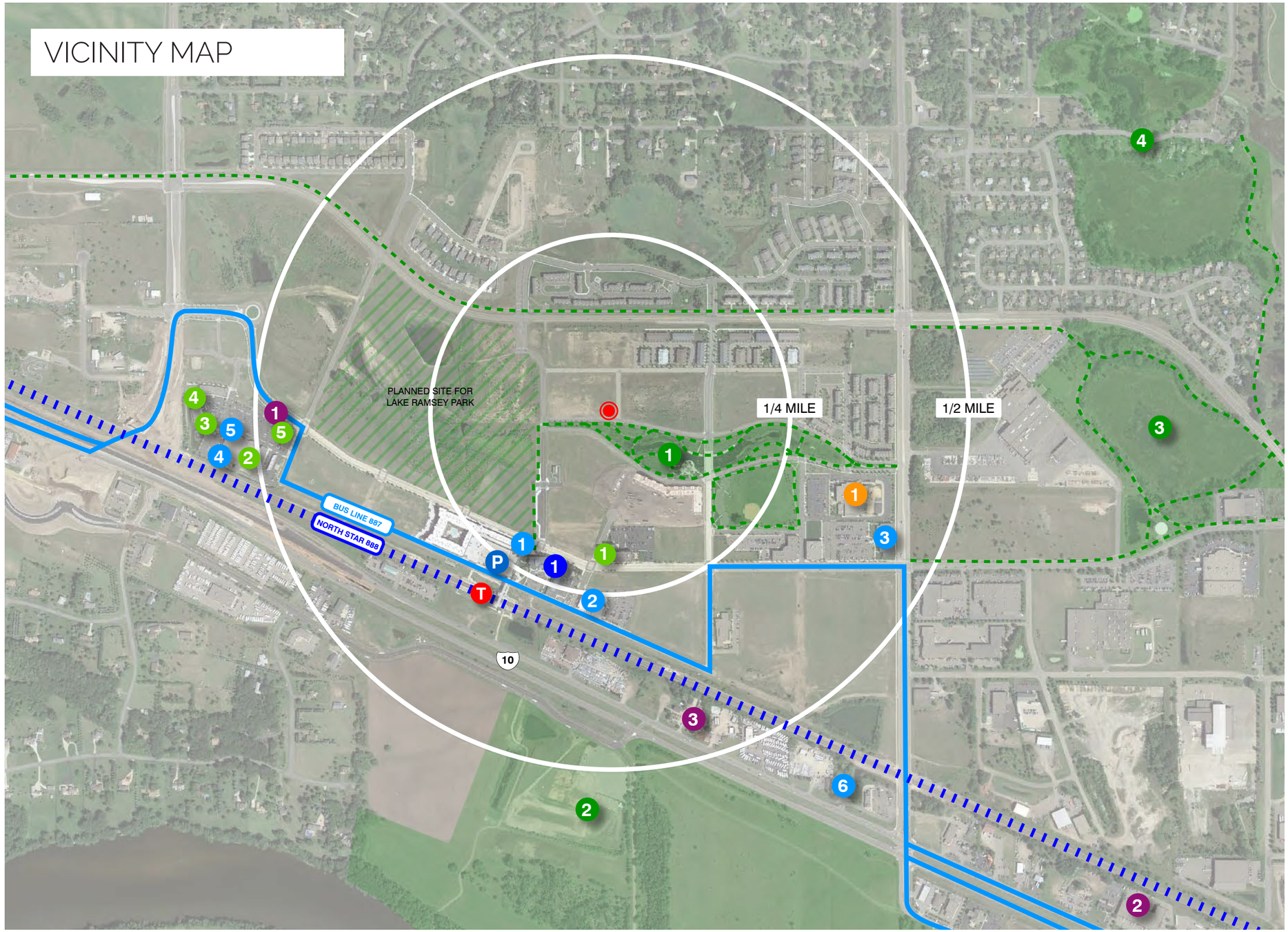
aeon Homes for Generations

Ramsey Apartments

RAMSEY, MN | 03.29.2017 | 16-0011

PERSPECTIVE VIEW
SOUTH EAST CORNER

VICINITY MAP



Transit — Miles

1. Veterans Drive & Ramsey Park & Ride 0.55
2. Ramsey Station & Platform 0.6

Parks

1. The Draw 0.0
2. Mississippi West Park 0.47
3. Cottonwood Park 0.8
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3. Caribou 0.55
4. Acapulco Restaurant 0.55

Other

1. Anytime Fitness 0.45
2. Crossfit Ursa 1.0
3. Anoka Ramsey Farm & Garden Center 0.44

N

PHASE 2

146th AVE NW

PHASE 1

EAST TOWN CENTER DR

TRAPROCK ST NW

E RAMSEY PKWY

OFFICE

RAMP DOWN

4 BEDROOM

3 BEDROOM

2 BEDROOM

STAIR

PLAYGROUND

GARDEN

DOG RUN

TRASH

N

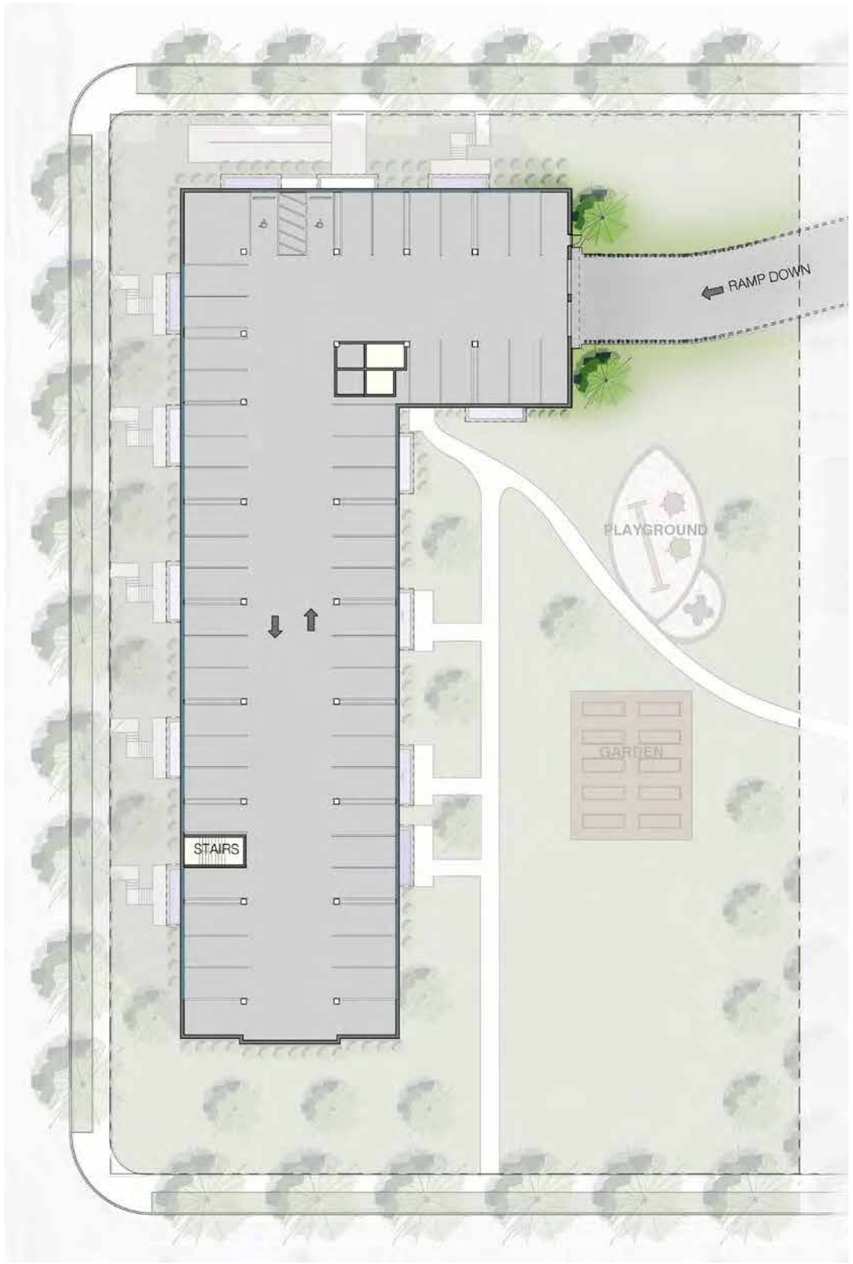
URBANWORKS

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Home Changes Everything

Greenway Terrace Phase II

RAMSEY, MN / 05.24.2017 / 17-0011

SITE PLAN - LEVEL 1



SUBLEVEL 1



LEVELS 2 - 3

N

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Home Changes Everything

Greenway Terrace Phase II

RAMSEY, MN / 05.24.2017 / 17-0011

SUBLEVEL 1 & LEVELS 2-3



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Greenway Terrace Phase II

RAMSEY, MN / 05.24.2017 / 17-0011

PERSPECTIVE RENDERING
NORTHWEST CORNER



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Greenway Terrace Phase II

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PERSPECTIVE RENDERING
EAST - INSIDE CORNER



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Home Changes Everything

Greenway Terrace Phase II

RAMSEY, MN / 05.24.2017 / 17-0011

PERSPECTIVE RENDERING
NORTHEAST CORNER



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

PURCHASE AGREEMENT

THIS PURCHASE AGREEMENT ("Agreement") is made and entered into effective as of June 13, 2017 (the "Effective Date") by and between AEON RAMSEY 2 LLC, a Minnesota nonprofit corporation, its successors and/or assigns ("Buyer"), and the CITY OF RAMSEY, MINNESOTA, a Minnesota municipal corporation ("Seller").

In consideration of the Earnest Money, the mutual covenants set forth in this Agreement, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. Capitalized Terms and Other Key Terms. Capitalized terms used in this Agreement that are not otherwise defined herein shall have the meanings assigned to such terms as set forth on Exhibit A hereto, which is hereby incorporated by reference.

2. Sale of Property. Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, the Property, upon and subject to the terms, conditions, and limitations herein contained.

3. Purchase Price and Manner of Payment. The Purchase Price shall be payable by Buyer to Seller as follows:

   3.1 Earnest Money Deposit. Within ten (10) business days following the Effective Date, Buyer shall deposit the Earnest Money in the form of cash with the Title Company and such funds shall be held and disbursed pursuant to the Escrow Agreement and this Agreement; provided, however, that if there are any inconsistent terms between the Escrow Agreement and this Agreement, the terms of this Agreement shall control. Except as otherwise provided herein, the Earnest Money shall be credited against the Purchase Price at the Closing.

   3.2 Balance of Purchase Price. The balance of the Purchase Price, as increased or decreased by any and all other adjustments set forth in this Agreement, shall be paid by wire transfer of immediately available funds at the Closing.

4. Inspection Period.

   4.1 Buyer acknowledges that it received the documents set forth in Exhibit C, if any, and previously inspected the Property as part of its purchase from the Seller of the adjoining property.

   4.2 Upon the completion of its activities on the Property, Buyer shall remove any debris resulting from such activities and shall restore the Property to the condition it was in prior to the commencement of such activities.

4.3 Buyer shall indemnify, hold harmless and defend the Seller from and against all Claims arising out of, resulting from or relating to any loss of (or damage to) any property or business or any injury to (or death of) any person, where such loss, damage, injury, or death actually or allegedly arises (whether directly or indirectly, wholly or in part) from: (a) any action or omission of Buyer (or its employees, agents, or contractors) while on the Property pursuant to this Section; or (b) the exercise by buyer (or its employees, agents, or contractors) of the permission granted by this Section; or (c) the release of any Hazardous Substance (as defined below) resulting (directly or indirectly, wholly or in part) from any action or omission of Buyer (or its employees, agents, or contractors) while on the Property.

4.4 Buyer (and its employees, agents, and contractors) shall comply with all applicable laws while on the Property.

4.5 Buyer will not commence any environmental testing until its work plan for such testing has been approved in writing by Seller, which approval shall not be unreasonably withheld, conditioned or delayed. Buyer will provide Seller with complete copies of the test data and test reports as soon as they are available to Buyer.

4.6 The cost of any test or additional survey work will be borne solely by Buyer.

4.7 Seller agrees not to negotiate with any third parties for the sale of the Property unless Buyer and Seller in writing terminate this Agreement.

5. Title Examination.

5.1 Unless otherwise agreed to by the Parties, the Escrow Agent shall be the Title Company for this transaction. Buyer acknowledges having received a title commitment and obtained a survey for the Property as part of its purchase from the Seller of the adjoining property. Buyer has [no objections] to the Title Commitment or the Survey.

5.2 Left blank intentionally.

5.3 Left blank intentionally.

6. Buyer's Contingencies. The obligations of Buyer under this Agreement are contingent upon each of the following:

6.1 Representations, Warranties, and Covenants. The representations, warranties, and covenants of Seller contained in this Agreement must be true as of the Effective Date and on the Closing Date as if made on the Closing Date.

6.2 Title. Title to the Property shall have been found acceptable, or been made acceptable.

6.3 Left blank intentionally.

6.4 Document Review. Buyer shall have determined, on or before the expiration of the Inspection Period, that it is satisfied with its review and analysis of any contracts related to the Property.

6.5 Government Approvals. Buyer shall have obtained on or before the Closing Date all final approvals from all Governmental Authorities necessary in Buyer's judgment to make the use of the Property which Buyer intends.

6.6 Financing. Buyer shall have received, on or before the Closing Date, the proceeds of financing necessary and sufficient, in Buyer's sole discretion, to complete the purchase of the Property and to implement Buyer's planned use of the Property, including, but not limited to, an award of Low Income Housing Tax Credits and gap funding from the Minnesota Housing Finance Agency in an amount and under terms acceptable to Buyer to facilitate the development of the Property as intended by Buyer.

Buyer shall inform Seller when the contingencies have been satisfied.

Buyer may terminate this Agreement by written notice to Seller on or before the last day of the applicable periods as specified above, but no later than November 01, 2017. Upon termination of this Agreement for failure to satisfy one of Buyer's contingencies set forth in this Section 6, neither party will have any further rights or obligations regarding this Agreement or the Property and if the termination occurs prior to the Inspection Period, the Earnest Money shall be returned to Buyer. If this Agreement is terminated by Buyer after the Inspection Period, other than as a result of Seller's default, Seller shall retain the Earnest Money. All the contingencies are specifically for the benefit of Buyer, and Buyer shall have the right to waive any contingency by written notice to Seller.

7. Seller's Contingency. The obligations of Seller under this Agreement are contingent upon the representations, warranties, and covenants of Buyer contained in this Agreement being true as of the Effective Date and as of the Closing Date.

7.1 Government Approvals. Buyer shall have obtained on or before the Closing Date all final approvals from all Governmental Authorities necessary to make the use of the Property; including: an approved final plat, approved development agreement, and approved architectural design renderings.

8. Closing. The Closing shall occur on the Closing Date. The Closing shall take place at a location mutually agreeable to Seller and Buyer. Seller agrees to deliver possession of the Property to Buyer on the Closing Date.

8.1 Seller's Closing Documents. On the Closing Date, Seller shall execute and deliver to Buyer the following documents (collectively, the "Seller's Closing Documents"), all in form and content reasonably satisfactory to Buyer:

8.1.1 The Deed.

8.1.2 The Closing Statement.

8.1.3 A non-foreign affidavit, properly executed, containing such information as is required by Code Section 1445(b)(2) and the regulations promulgated thereunder.

8.1.4 Any executed documents that may be required in the State or other jurisdiction where the Property is located in order for the Deed to be recorded properly on the Closing Date.

8.1.5 All other documents determined by Buyer or the Title Company to be necessary to transfer the Property to Buyer free and clear of all encumbrances other than the Permitted Encumbrances.

8.2 Buyer's Closing Documents. On the Closing Date, Buyer will execute and deliver to Seller the following (collectively, the "Buyer's Closing Documents"):

8.2.1 The funds representing the remaining portion of the Purchase Price due hereunder, subject to any adjustments and/or prorations required hereunder.

8.2.2 The Closing Statement.

9. Prorations. Seller and Buyer agree to the following prorations and allocation of costs regarding this Agreement:

9.1 Title Insurance and Closing Fee. Seller will pay all costs of the issuance of the Title Commitment and the fees charged by the Title Company for any escrow required regarding Buyer's Title Objections. Buyer will pay all additional premiums required for the issuance of any lender's and owner's Title Policies and any endorsements requested by Buyer that are not necessary to cure Title Objections as provided in Section 5 of this Agreement. Seller and Buyer will each pay one-half (1/2) of any closing fee or charge imposed by any closing agent or by the Title Company.

9.2 Real Estate Taxes and Special Assessments. All real estate taxes payable in the years prior to the year in which the Closing occurs, any deferred taxes, and any and all and pending special assessments (regardless of when such assessments are due) shall be paid by Seller at the Closing. Real estate taxes payable in the year in which Closing occurs shall be prorated between Buyer and Seller based upon the Closing Date.

9.3 Recording Fees. Seller will pay any recording fees in connection with the release of all mortgages, liens and encumbrances and security interests against the Property that are not being assumed by Buyer. Seller shall also pay any deed tax due in connection with the sale of the Property pursuant to applicable State statutes. Buyer shall pay the recording fee in connection with the recording of the Deed.

9.4 Funds. Any account balances or other funds connected to the Property shall be retained by Seller.

9.5 Other Costs. All other operating costs of the Property shall be prorated between Seller and Buyer as of the Closing Date so that Seller pays that portion of operating costs payable before the Closing Date, and Buyer pays that part of operating costs payable from and after the Closing Date.

9.6 Attorneys' Fees. Each of the parties will pay its own attorney's fees, except that a party defaulting under this Agreement or any document referenced in this Agreement will pay the reasonable attorneys' fees and court costs incurred by the nondefaulting party to enforce its rights hereunder.

10. Seller's Covenants During Executory Period. During the Executory Period, Seller covenants to comply with the following conditions:

10.1 Left blank intentionally.

10.2 Without obtaining the Consent of Buyer, Seller shall refrain (i) from creating any mortgage, easement, lien, pledge or any other encumbrance in any way affecting the Property, (ii) from conveying any interest in the Property, (iii) from entering into any other contracts or agreements pertaining to the Property, except contracts or agreements which are consistent with Buyer's rights hereunder and that may be terminated on or prior to the Closing Date, and/or (iv) agreeing to any change in the property tax status of the Property or deferring any property taxes.

10.3 Seller shall refrain from committing any waste or nuisance upon the Property.

10.4 Seller shall not market the Property for sale and/or to negotiate with any third parties for the sale of the Property unless Buyer and Seller in writing terminate this Agreement.

10.5 Left blank intentionally.

10.6 Without the Consent of Buyer, Seller shall not allow any labor to be performed on the Property that could give rise to the filing of a mechanic's lien against any portion of the Property if the costs of such labor are not timely paid.

11. Representations and Warranties of Seller. Seller represents and warrants to Buyer as of the Effective Date and the Closing Date as follows:

11.1 Title to Property. Seller has good and marketable, fee simple title to the Property, subject only to the Permitted Encumbrances. The Property constitutes a separate tax parcel eligible for development in accordance with the Regulations without need for further subdivision.

11.2 Authority; Consents. Seller represents and warrants to and covenants with Buyer that: (i) Seller is duly organized and has received all requisite authority to transact

business in the State in which the Property is located; (ii) Seller has the power and authority to enter into this Agreement and all of the Seller's Closing Documents signed or to be signed by it; (iii) the execution, delivery and performance of Seller of the Seller's Closing Documents do not conflict with or result in violation of Seller's organizational documents, any judgment, order or decree of any court or arbiter to which Seller is a party, or any local ordinance, or statute, rule, or law of the State; (iv) upon execution, the Seller's Closing Documents will be valid and binding obligations of Seller, and are enforceable in accordance with their terms, subject to applicable bankruptcy, insolvency, reorganization, moratorium, creditor's rights and other similar laws; and (v) the consents of no other parties are required as a condition to the Closing.

11.3 Unrecorded Agreements. There are no unrecorded agreements, undertakings or restrictions which affect the Property.

11.4 Leases. There are no leases or possessory rights of others regarding the Property.

11.5 No Default Notice. Seller has not received notice of a default or breach of any agreement to which Seller is a patty, and is not aware of any facts that would result in Seller being in default or breach of any agreement to which it is a party.

11.6 Reports. The Reports delivered or to be delivered to Buyer hereunder are correct and complete and, to Seller's actual knowledge, do not contain any false information.

11.7 Operations. Seller has received no notice of actual or threatened cancellation or suspension of any utility services at or on the Property, nor has Seller received any notice of any violation of any Regulations. Except as disclosed in the Title Commitment, Seller has received no notice of actual or threatened special assessments or reassessments, condemnation, or eminent domain proceedings with respect to the Property.

11.8 Environmental Laws. To Seller's actual knowledge, no Hazardous Substances have been generated, treated, stored, transferred from, released or disposed of, or otherwise placed, deposited in or located on the Property, nor has any activity been undertaken on the Property that would cause or contribute to the Property becoming a treatment, storage or disposal facility within the meaning of, or otherwise bring the Property within the ambit of, any Regulations relating to the protection of the environment. To Seller's actual knowledge, there are no Hazardous Substances in or on the Property that may support a claim or cause of action under any Regulations relating to the protection of the environment. To Seller's actual knowledge, the Property is not now, and never has been, listed on any list of sites contaminated with Hazardous Substances, nor used as landfill, dump, disposal or storage site for Hazardous Substances.

11.9 FIRPTA. Seller is not a "foreign person," "foreign partnership," "foreign trust," or "foreign estate," as those terms are defined in Code Section 1445 and the regulations promulgated thereunder.

11.10 No Proceedings. No legal or administrative proceeding is pending or, to Seller's actual knowledge, threatened (i) against Seller or any of its affiliates which would adversely affect its right to convey the Property to Buyer as contemplated in this Agreement, or (ii) affecting the Property. There are no condemnation or eminent domain proceedings pending or, to Seller's knowledge, threatened with respect to the Property.

11.11 Additional Interests. There are no property interests or other improvements that are owned by Seller and which are necessary or useful for the use and operation of the Property that are not being conveyed pursuant to this Agreement.

11.12 Private Sewage Systems; Wells. There are no private sewage systems or wells located on the Property.

11.13 Use of Property. To the best of Seller's knowledge, no methamphetamine production has occurred on the Property.

11.14 Unpaid Labor and Materials. Neither Seller nor any other party is indebted for labor or material that might give rise to the filing of notice of mechanic's lien against any portion of the Property.

11.15 No Broker. Seller has not engaged the services of any broker in connection with the sale and purchase contemplated by this Agreement except CBRE, to whom Seller will pay all real estate commissions due and owning no later than the Closing Date.

11.16 Property Notice / No Redemption Rights. There exist no outstanding redemption rights in any third parties with respect to all or any portion of the Property and the Seller has given all proper notices and obtained all requisite approvals necessary to sell and convey the Property to the Buyer pursuant to the terms of this Agreement.

Seller will indemnify the Indemnified Parties, against, and will hold each of the Indemnified Parties harmless from, any expenses or damages, including reasonable attorneys' fees, that the Indemnified Parties incur because of the breach of any of the above representations and warranties. Each of the foregoing representations and warranties shall be deemed remade as of the Closing Date with respect to the Property.

12. Representations and Warranties of Buyer. Buyer represents and warrants to Seller as of the Effective Date and the Closing Date as follows:

12.1 Buyer is duly organized or incorporated under the laws of the State of its formation and has received all requisite authority to transact business in the State in which the Property is located.

12.2 Buyer has the power and authority to enter into this Agreement and all of the Buyer's Closing Documents signed or to be signed by it.

12.3 Buyer's execution, delivery and performance this Agreement and of the Buyer's Closing Documents do not conflict with or result in violation of Buyer's organizational documents or any judgment, order or decree of any court or arbiter to which Buyer is a party

12.4 Upon execution, the Buyer's Closing Documents will be valid and binding obligations of Buyer, and are enforceable in accordance with their terms, subject to applicable bankruptcy, insolvency, reorganization, moratorium, creditor's rights and other similar laws.

12.5 No consents or approvals from any third parties are required for Buyer to perform its obligations under this Agreement.

12.6 Buyer has not engaged the services of any broker in connection with the sale and purchase contemplated by this Agreement. Buyer is purchasing the Property for an investment with the intent of making a profit.

13. Casualty; Condemnation. If all or any part of the Property is substantially damaged by fire, casualty, the elements, or any other cause, Seller immediately shall give written notice to Buyer, and Buyer shall have the right to terminate this Agreement by giving written notice within thirty (30) days after Buyer receives written notice from Seller of the same. If Buyer shall fail to give notice of termination, then the parties shall proceed to Closing and Seller shall assign to Buyer all rights to insurance proceeds resulting from such event. If eminent domain proceedings are threatened or commenced against all or any portion of the Property, Seller immediately shall give written notice to Buyer, and Buyer shall have the right to terminate this Agreement by giving written notice within thirty (30) days after Buyer receives written notice from Seller of the same. If Buyer shall fail to give notice of termination, then the parties shall proceed to Closing and Seller shall assign to Buyer all rights to appear in and receive any award from such proceedings.

14. Remedies.

14.1 If Buyer defaults in its obligation to proceed to the Closing in accordance with the terms of this Agreement and fails to cure such default within ten (10) days after being notified in writing thereof, Seller shall be entitled, as its sole and exclusive remedy, to terminate this Agreement and to retain the Earnest Money as liquidated damages. The parties agree that in the event of default by Buyer, subject to the expiration of the cure period above, Seller's damages will be difficult or impractical to ascertain and the Earnest Money will be deemed to constitute a reasonable estimate of Seller's damages and shall not be deemed to constitute a forfeiture or penalty. Seller shall not have the right to recover any other damages of any kind from Buyer or to obtain other equitable adjustment to the terms of the sale of the Property.

14.2 If Seller defaults on any of its material obligations under this Agreement and fails to cure such default within ten (10) days after receiving written notice thereof, Buyer shall be entitled to exercise any remedies available to Buyer at law or equity for a default by Seller hereunder including, without limitation, (i) the immediate return of the Earnest Money, (ii) to apply for and to receive from a court of competent jurisdiction equitable relief by way of specific performance to enforce Seller's performance of the terms of this Agreement, and/or (iii) to seek and recover from Seller damages for nonperformance of this Agreement for all of Buyer's out-of-pocket costs and fees, including without limitation, reasonable attorneys' fees, accountants' fees and other consultants' fees incurred by Buyer in preparing and negotiating this Agreement, preparing for the Closing, obtaining financing commitments, investigating the status, title and condition of the Property, and other similar and reasonable costs and expenses.

14.3 If either party hereto shall bring suit against the other to enforce the terms of this Agreement, the losing party shall pay to the prevailing party the prevailing party's cost and expenses (including, without limitation, reasonable attorneys' fees and costs) incurred in enforcing such prevailing party's rights under this Agreement.

15. Miscellaneous.

15.1 Construction. This Agreement shall not be construed more strictly against one party than against the other, merely by virtue of the fact that it may have been prepared primarily by counsel for one of the parties, it being recognized that both Buyer and Seller have contributed substantially and materially to the preparation of this Agreement.

15.2 Headings. The headings preceding the text of the paragraphs and subparagraphs hereof are inserted solely for convenience of reference and shall not constitute a part of this Agreement, nor shall they affect its meaning, construction or effect.

15.3 Further Acts. Each party hereto agrees to do such further acts and execute, deliver, file and record such further documents and instruments as may be reasonably necessary to effectuate, evidence, and record the transactions contemplated by this Agreement.

15.4 Severability. The invalidity or unenforceability of any term or terms of this Agreement shall not invalidate, make unenforceable or otherwise affect any other term of this Agreement, and this Agreement shall be construed in all respects as if such invalid or unenforceable provision were omitted, and in such event, the remaining terms of this Agreement shall remain in full force and effect.

15.5 Governing Law; Parties in Interest. This Agreement shall be governed by and be construed in accordance with the laws of the State.

15.6 Computation of Time. In computing any period of time pursuant to this Agreement, the day of the act or event from which the designated period of time begins to run will not be included. The last day of the period so computed will be included, unless

it is a Saturday, Sunday or legal holiday, in which event the period runs until the end of the next day which is not a Saturday, Sunday or such legal holiday.

15.7 Time of the Essence. All times, wherever specified herein for the performance by Seller or Buyer of their respective obligations hereunder, are of the essence of this Agreement.

15.8 Assignment. Neither party shall be entitled to assign or convey any interest in this Agreement to any third party, without first obtaining the prior written consent of the other party. Notwithstanding the foregoing, Buyer shall have the right to assign its interest in this Agreement to an entity affiliated with, or controlled by Buyer, without the consent of Seller; provided, however, that Buyer shall provide Seller with a copy of any such assignment promptly after it has been executed. The parties' rights and obligations under tills Agreement shall inure to the benefit of and shall be binding on successors and assigns.

15.9 Notices. All notices and other communications in respect to this Agreement shall be deemed to have been duly given, if in writing and delivered personally or if mailed in a sealed wrapper by United Sates registered or certified mail, return receipt requested, postage prepaid, or via facsimile, properly addressed to the parties as provided in Exhibit A attached hereto.

15.10 Complete Agreement. This instrument and any exhibits, schedules or addendums attached hereto contain the entire Agreement of the parties, and supersedes all prior negotiations, agreements or understandings, whether oral or in writing. This Agreement may not be changed orally but only by an Agreement in writing signed by the party against whom enforcement of any such waiver, change, modification, extension or discharge is sought.

15.11 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute an original but all of which, taken together, shall constitute but one and the same instrument.

17. Option to Extend.

17.1 Option Property. In the event Buyer requests a 90 day extension of the Inspection Period, and the extension is agreed to in writing by Seller, Buyer must deposit an additional $10,000 Earnest Money with the Escrow Agent. Both the original Earnest Money, and the additional Earnest Money, are nonrefundable immediately, and shall comply with Section 3 of this Agreement. Buyer may be granted two (2) 90-day extensions.

IN WITNESS WHEREOF, Seller and Buyer have executed this Purchase Agreement effective as of the Effective Date.

The City of Ramsey, Minnesota

By: Sarah Strommen Dated: 6/14, 2017

Sarah Strommen, Mayor

By: KGC Dated: 6/14, 2017

Kurtis G. Ulrich

City Administrator

Aeon Ramsey 2, LLC

By: Caroline Horton Dated: June 15, 2017

Caroline Horton

Secretary - Treasurer

EXHIBIT A

Key Terms and Definitions

A. Definitions. For purposes of this Agreement, the following capitalized terms shall have the following meanings:

1. "Agreement" shall mean the Purchase Agreement between Buyer and Seller to which this Exhibit is attached.

2. "Buyer" shall have the meaning assigned to such term in the opening paragraph of this Agreement.

3. "Buyer's Closing Documents" shall have the meaning assigned to such term in Section 8.2 of the Agreement.

4. "Closing" shall mean the closing of the purchase and sale of the Property contemplated by this Agreement.

5. "Closing Date" shall mean no later than October 13, 2018.

6. "Closing Statement" means a closing statement prepared by the Title Company to be executed by Seller, Buyer, and the Title Company at the Closing that accurately describes the economic terms of transaction described this Agreement

7. "Code" shall mean the Internal Revenue Code of 1986, as amended.

8. "Consent" means the prior written consent of Buyer, which consent may be withheld in Buyer's sole discretion unless otherwise stated in this Agreement.

9. "Cure Period" has the meaning set forth in Section 5.3.

10. "Deed" shall mean a Limited Warranty Deed conveying the Property to Buyer, free and clear of all encumbrances, except the Permitted Encumbrances, at the Closing.

11. "Earnest Money" means Ten Thousand Dollars ($10,000), along with any interest or earnings accrued thereon while such funds are held by the Title Company.

12. "Effective Date" shall be as defined in the opening paragraph of this Agreement (June 13, 2017).

13. "Escrow Agreement" shall mean any form of acknowledgement of escrow deposit in the form required by the Title Company upon its receipt of the Earnest Money.

14. "Executory Period" shall mean the period of time from the Effective Date through and including the Closing Date.

16. "Governmental Authority" means any state, federal, local, municipal or other governmental authority, agency, or licensing authority of any kind having jurisdiction over the Property or Seller.

17. "Hazardous Substances" shall mean toxic or hazardous substances or wastes, pollutants or contaminants (including, without limitation, asbestos, urea formaldehyde, the group of organic compounds known as polychlorinated biphenyls, petroleum products including gasoline, fuel oil, crude oil and various constituents of such products, and any hazardous substance as defined in any state, local or federal Regulations relating to the protection of the environment.

18. "Indemnified Parties" means collectively, Buyer, its officers, directors, members, partners, governors, managers, and employees and their respective successors and assigns

19. "Inspection Period" shall mean November 01, 2017; after which, earnest money will become non-refundable.

20. "Land" shall mean the western 59,000 square feet of the parcel described on Exhibit B to this Agreement. The parcel described on Exhibit B shall be updated prior to Closing, including a legal description.

21. "Permitted Encumbrances" means any defects or encumbrances on the Property to which Buyer does not submit a written Title Objection during the Inspection Period, or any defect or encumbrance that is waived by Buyer in accordance with the terms of this Agreement.

22. "Property" shall mean collectively the Land and all rights related thereto, including easements and adjacent street and alleys.

23. "Purchase Price" means $123,368.00 ($2.08 per square foot), as the same may be adjusted pursuant to the terms and conditions of this Agreement.

24. "Regulations" means the rules and regulations applicable to the Property or Seller of any Governmental Authority having jurisdiction.

25. "Reports" means all feasibility studies, soil reports, environmental reports, permits, licenses, service contracts, title policies, surveys, and other appraisals, inspections, tests, reports, or studies in the possession or reasonable control of Seller with respect to the Property.

26. "Seller" shall have the meaning assigned to such term in the opening paragraph of this Agreement.

27. "Seller's Closing Documents" shall have the meaning assigned to such term in Section 8.1 of the Agreement.

28. "Seller's Title Notice" shall have the meaning set forth in Section 5.1.

29. "State" shall mean the State of Minnesota.

30. "Survey" means an updated ALTA/ACSM survey of the Property prepared by a surveyor acceptable to Buyer in its sole discretion.

31. "Title Commitment" means a commitment for an ALTA Owner's Policy of Title Insurance insuring fee simple title to the Property in the amount of the Purchase Price, which shall (i) commit the Title Company to insure fee simple title to the Property subject only to the Permitted Encumbrances, (ii) so long as Buyer obtains the Survey, affirmatively insure Buyer against any and all encroachments or mechanic's liens not of record, (iii) provide that the Title Company will increase its coverage at any time to reflect increase in the property values and /or improvements being made to the Property, upon payment to the Title Company of a standard policy premium for the amount of the increased insurance coverage; and (iv) provide that the Property is zoned properly for Buyer's intended use of the Property and that the Property is in compliance with all applicable zoning requirements.

32. "Title Company" shall mean Commercial Partners Title LLC, 200 South Sixth Street, Suite 1300, Minneapolis, MN 55402, or such other title insurance company as Buyer may select in its reasonable discretion.

33. "Title Evidence" shall mean the Title Commitment and the Survey, together.

34. "Title Objections" shall have the meaning assigned to such term in Section 5.2 of this Agreement.

B. **Notices**. Notices, as provided in this Agreement, shall be given to the parties at the following addresses, or such other address as any of the parties may reasonably notify the other parties of in accordance with this Agreement:

If to Buyer:

Aeon Ramsey 2 LLC
901 North Third Street, #150
Minneapolis, MN 55401
Attention: Leslie Roering
email: lroering@aeonmn.org
Phone Number: (612) 746-4853

If to Seller:

City of Ramsey
7550 Sunwood Drive NW Ramsey, Minnesota 55303
Attention: Patrick Brama
Email: pbrama@cityoframsey.com
Phone Number: (763) 433-9868

EXHIBIT B

Legal Description

Outlot A, Ramsey Town Center 7th Addition, Anoka County, Minnesota.

CC Regular Session **4. 5.**

Meeting Date: 04/24/2018

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Approve Centra Homes Purchase Agreement: Multiple Actions

- Approve the Amended Purchase Agreement
- Approve the Right of Entry Agreement
- Adopt Resolution #18-051; Authorizing the Sale of City Owned Land to Centra Homes, LLC.

Purpose/Background:

PURPOSE

Consider multiple actions related to the PA between the City of Ramsey and Centra Homes, LLC. These actions are considered to be administrative and consistent with past actions by the city.

(1) Approve the attached Purchase Agreement **Amendment #1**; changing the title company and confirming the sale price/ preferred concept layout.

(2) Approve the attached **right of re-entry agreement**. Per the attached purchase agreement for city-owned land, the buyer must enter into a right-of-re-entry agreement. This is a "performance" agreement that will be recorded against the Centra Homes Project. It will require the construction of 15 single family homes pursuant to the schedule by October 1, 2021. This agreement also outlines default provisions.

(3) Pass a **resolution formally authorizing the sale of city-owned land**. As required by the Anoka County Recorder's Office, the city must pass resolution authorizing the sale of city-owned land. The city has already approved a purchase agreement outlining this action, and previously an ordinance.

BACKGROUND

Please see attached cover letter. Please see company website. Centra Homes is in good standing with the State of Minnesota business filing search system. Staff has not worked with Centra Homes on a project in Ramsey. However, staff has been working with Centra Homes for the past few months, as they have contemplated several sites in Ramsey.

The attached Amendment #1, Appendix A, shows the preferred concept level layout. It should be noted, this layout is very preliminary and will require changes. This layout has not gone through the City's entitlement process and no approvals have been provided. The EDA, Planning Commission, and City Council have all seen this concept layout (February and March) and have provided preliminary informal support

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

EDA Review:
The EDA reviewed this case on 04/12 and recommended 6-0 for the City Council to approve. Please see QCTV video for details. No major discussion occurred.

One EDA member did request that the developer construct their project on the public fronting roads first, rather than starting internal to the site. Additionally, it was requested that the Right of Re Entry be tied to the final buildable lots (about 36-40) verses the existing single lot--to insure it could be enforced.

Staff did work with the developer based on the feedback provided by the EDA. First, it should be noted, the attached Right of Re Entry Agreement includes language that specifies the final lot descriptions will be added before closing on this land transaction. Secondly, the developer agreed to adjusting the Right of Re Entry Agreement to require that 3 of the minimum 5 homes to be constructed each year be located on public fronting roads (Ramsey Boulevard or Bunker Lake Boulevard). Previously, the agreement was silent on that item.

Action:
Motion to:

(1) Approve the attached Amendment #1 to the purchase agreement between the City of Ramsey and Centra Homes, LLC; subject to final review and approval by the City Attorney.

-and-

(2) Approve the attached "Right of Re-Entry" Agreement with Centra Homes, LLC; subject to final review and approval by the City Attorney.

-and-

(3) Adopt the attached Resolution #18-051; Authorizing the Sale of City Owned Land to Centra Homes, LLC.

Attachments

Centra Cover Letter
PA
Resolution #18-051
Amendment #1
Right of Re Entry

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:40 AM
Form Started By: Patrick Brama		Started On: 04/14/2018 10:26 PM
Final Approval Date: 04/19/2018		

CENTRA HOMES LLC

Excellent Experiences

January 4, 2018

To: City of Ramsey

We are excited to present our offer to purchase approximately 4 acres of land located in The COR at the corner of Ramsey Blvd and Bunker Lake Blvd.

We propose to build and sell approximately 35 single family detached homes. These homes would be served be[by] an alley with front doors orientated toward Ramsey Blvd and Bunker Lake Blvd. As part of developing the neighborhood we plan to provide additional parking and trail connections in the area.

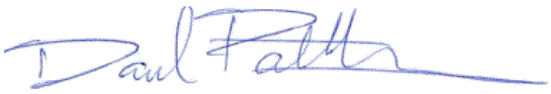
We have previously built homes in the City of Ramsey and look forward to opportunities to again work in your community. The neighborhood that we are proposing would provide homes for families that would meet needs that are unique from other current offering[s]. This neighborhood would provide for a detached product in the COR that would enhance the community feel and visual appeal along the perimeter roads as well as additional housing options that currently do not exist.

The plan is to move as quickly as possible through the preliminary plat process allowing us to begin building homes in late summer of 2018.

Centra Homes is locally owned and operated, and recognized as one of the top homebuilders in the Twin Cities. As a land developer and home builder Centra Homes built in excess of 120 homes in 2017.

We are excited to work closely with City to create a new neighborhood in the City of Ramsey.

Sincerely,



David Pattberg
Centra Homes, LLC

PURCHASE AGREEMENT

This Agreement is entered into by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **Centra Homes LLC**, a Nevada Limited Liability Company ("Buyer").

In consideration of the Earnest Money, the mutual covenants set forth below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. **EFFECTIVE DATE.** The effective date of this Agreement is **February 13, 2018** (the "Effective Date").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller 4.29 acres of vacant land at the southwest corner of Ramsey Boulevard and Bunker Lake Boulevard in Ramsey, Minnesota.

   Legal Description: THAT PRT OF OUTLOT B RAMSEY TOWN CENTER 2ND ADD LYG ELY OF FOL DESC LINE: COM AT NW COR OF SD OUTLOT, TH S 89 DEG 42 MIN 54 SEC E, ASSD BRG, ALG NLY LINE OF SD OUTLOT 607.10 FT TO POB OF SD LINE, TH S 247.47 TO SLY LINE OF SD OUTLOT & SD LINE THERE TERM, SUBJ TO EASE OF REC.

   Anoka County Property Identification: 28-32-25-14-0094

   Platting: Buyer is responsible for subdividing and re-platting Property, providing the City of Ramsey with an updated legal description of the new parcel. This Agreement shall be amended to reflect the exact legal description of the Property.

3. **PURCHASE PRICE.** The purchase price for the Property is variable, as outlined in the table below. Upon completion of the Inspection Period (Section 9), and submission of the written Notice-to-Proceed, Buyer shall provide Seller with final purchase price, and this Agreement shall be amended accordingly. Seller has the right to reject a purchase price different than outlined below.

	PSF	P Acre	Purchase Price
Layout #1, Exhibit A	$ 1.76	$ 76,744.19	$ 330,000.00
Layout #2, Exhibit B	$ 1.68	$ 73,255.81	$ 315,000.00
Layout #3, Exhibit C	$ 1.57	$ 68,604.65	$ 295,000.00

4. **EARNEST MONEY.** By February 20, 2018 Buyer must deposit the sum of $10,000 (the "Earnest Money") with Commercial Partners Title Company, 200 South 6th Street, #1300, Minneapolis, MN 55402 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

    a. If Buyer does not deposit the Earnest Money with Escrow Agent as required above, then Seller may terminate this Agreement by written notice to Buyer; provided, however, if Buyer deposits the Earnest Money with Escrow Agent before Seller exercises Seller's right to terminate, Seller's right to terminate is extinguished.

    b. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 23 as a result of a default by Seller).

    c. If Buyer does not provide a Notice to Proceed to Seller in accordance with Section 9(b), this Agreement automatically terminates and Escrow Agent must disburse all Earnest Money Escrow Agent holds to Buyer.

    d. At Closing, Escrow Agent shall disburse to Seller any Earnest Money not previously disbursed to Seller, and Buyer shall receive a credit against the Purchase Price owing at Closing in an amount equal to the amount of the Earnest Money.

5. **SURVEY.** Seller shall, at Seller's expense, obtain an ALTA/NSPS 2016 survey (Table A, items 1-4 and 6, 8, and 11) (the "Survey") from a duly licensed surveyor and deliver it to Buyer within thirty (30) days after the Effective Date. Buyer may arrange with the surveyor to include additional information on the Survey at Buyer's expense.

6. **TITLE COMMITMENT.**

    a. Seller makes no representations or warranties with respect to the status of title to the Property. Within thirty (30) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "Title Commitment") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.

    b. Buyer shall have until the date thirty (30) days after the receipt of the Title Commitment and the Survey (collectively, "**Title/Survey**") to review Title/Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted**

Exception." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

7. **RIGHT OF ENTRY.** At all times after Buyer has deposited the Earnest Money with Seller and before the Closing, Buyer (and its employees, agents, and contractors) may enter the Property for the purpose of conducting soil tests, environmental tests and additional survey work, subject to the following conditions:

   a. Within one week after the termination of this Agreement, if either Seller or Buyer terminate this Agreement in accordance with the provisions hereof prior to Closing, Buyer must repair and or restore any damage Buyer or its employees, agents or contractors cause to the Property and remove any personal property, refuse or debris Buyer or its employees, agents or contractors brought onto or authorized third parties to bring onto the Property.

   b. Buyer must defend and indemnify Seller from and against and hold Seller harmless Seller from all "Claims," as defined in Section 10, arising out of, resulting from or relating to any loss of or damage to any property or business or out of any injury to or death of any person, if the loss, damage, injury, or death arises or is alleged to arise either directly or indirectly and either wholly or in part from: (a) any action or omission of Buyer or its employees, agents, or contractors, while on the Property pursuant to this Section; or (b) actions or omissions of Buyer or Buyer's employees, agents, or contractors that cause or result in the release of any Hazardous Substance onto the Property or onto other property.

c. Buyer must comply with and shall cause it employees, agents, and contractors to comply with all applicable laws, while on the Property.

d. Other than a standard Phase 1 environmental assessment, Buyer may not commence any environmental testing on the Property until Buyer submits a work plan for such testing to Seller and Seller approves the work plan, in writing. Seller may not unreasonably withhold, condition or delay Seller's approval of a work plan.

e. Buyer must, promptly and without demand from Seller, provide Seller with true and complete copies of all draft and final reports relating to Buyer's geotechnical and environmental investigations and testing of the Property including, without limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.

f. The cost of any test or additional survey work will be borne solely by Buyer.

8. **PROPERTY SOLD AS IS.** Subject to Buyer's right to terminate this Agreement pursuant to Section 9, Buyer agrees to accept the Property in its current condition, including, without limitation, its current environmental and geological condition, and in an "AS-IS" and with "ALL FAULTS" condition. Buyer's payment of the Purchase Price at Closing constitutes Buyer's acknowledgment and agreement that:

a. Seller has not made any written or oral representations or warranties of any kind with respect to the Property (including without limitation express or implied warranties of title, merchantability, or fitness for a particular purpose);

b. Buyer has not relied on any written or oral representation or warranty made by Seller, its agents or employees with respect to the condition or value of the Property;

c. Buyer has had an adequate opportunity to inspect the condition of the Property, including without limitation any environmental testing, and to inspect documents applicable thereto, and Buyer is relying solely on such inspection and testing; and

d. The condition of the Property is fit for Buyer's intended use.

e. Buyer accepts all risk of Claims (including without limitation all Claims under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation) whether past, present or future, existing or contingent, known or unknown, arising out of, resulting from or relating to the condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

9. INSPECTION PERIOD.

a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to **July 01, 2018** (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

b. Buyer may, at any time on or before 5:00 p.m. on the last day of the Inspection Period, terminate the Agreement by written notice to Seller based on Buyer's determination, in Buyer's sole and absolute discretion, that the condition of the Property is not suitable for Buyer's intended use or that Buyer may not be able to obtain all governmental approvals and utilities necessary for Buyer's intended use of the Property. In addition, this Agreement automatically terminates at 5:00 p.m. on the last day of the Inspection Period unless, prior to that time Buyer delivers a written notice of Buyer's intention to proceed (a "**Notice to Proceed**") to Seller.

c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must disburse to Buyer any Earnest Money Escrow Agent holds.

10. DEFINITIONS. As used in this Agreement:

"**Claim**" or "**Claims**" means any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorney's fees, consultant's fees, costs, remedial action costs, cleanup costs and expenses which may be related to any claims).

"**Environmental Law**" means the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act (the Clean Water Act), 33 U.S.C. § 1251 et seq. the Clean Air Act, 42 U.S.C. § 7401 et seq., and the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law or ordinance dealing with the protection of human health, safety, natural resources or the environment now existing or hereafter enacted.

"**Hazardous Substance**" or "**Hazardous Substances**" means any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law.

11. **RELEASE.** By accepting the deed to the Property, Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

12. **NOTICES.** Notices permitted or required by this Agreement must be in writing and shall be deemed given when delivered in legible form to the party to whom addressed. Notices may be sent by certified mail or e-mail. Notices are effective two business days after they are mailed via certified mail, return receipt requested or, if sent by email, upon email transmission (provided that any email transmission that occurs after 5:00 pm Pacific Time will be deemed provided on the following day). If delivered at the Closing, a notice shall be deemed given when hand-delivered to the party's representative at the Closing. The business addresses of the parties are as follows:

Seller: City Administrator
City of Ramsey
7550 Sunwood Drive N.W.
Ramsey, MN 55303
Email: pbrama@cityoframsey.com

Buyer: Centra Homes LLC
Dale Wills
11460 Robinson Dr NW
Minneapolis, MN 55433
Email: dalew@centrahomes.com

Notices not given in the manner or within the time limits set forth in this Agreement are of no effect and may be disregarded by the party to whom they are directed.

13. **CLOSING.** This transaction shall close within 30 days after Buyer delivers a Notice to Proceed to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement; provided, however, Buyer may extend the Closing a total of two (2) times, each time for a period of sixty (60) days, by depositing an additional Ten Thousand and 00/100 Dollars ($10,000.00) earnest money with Escrow Agent for each extension. Each $10,000 extension payment shall be non-refundable, but applicable to the Purchase Price. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent pursuant to avoid the necessity for a Closing at which the Parties are present.

a. **Seller's Obligations at Closing.** At Closing, Seller must deliver to Escrow Agent, for delivery to Buyer:

i. A limited warranty deed, duly executed and acknowledged on behalf of the City and with the City's seal affixed, conveying title to the Property, subject to (A) the lien of real estate taxes, if any, not yet due and payable and any installments of special assessments certified for payment therewith; (B) Building, Subdivision and Zoning Ordinances; (C) Matters that would be disclosed by an accurate survey of the Property; and (D) matters that constitute Permitted Exceptions pursuant to Section 6;

ii. A certified copy of a duly adopted City Ordinance and Resolution authorizing Seller's sale of the Property to Buyer; and

iii. Seller's affidavits, well disclosure certificate (if required), settlement statement approved by Seller and Buyer, and any other documents required by the Escrow Agent.

b. **Buyer's Obligations at Closing.** At Closing, Buyer must:

i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted for to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay or will receive pursuant to Section 14(c), to Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and

ii. File or cause Escrow Agent to file an Electronic Certificate of Real Estate Value, if required and necessary.

c. **Closing Costs.**

i. At Closing, the following Seller closing costs and expenses must be paid from the Purchaser Price or, if the Purchase Price is not sufficient, paid by Seller:

1. Seller's portion of the prorated property taxes.
2. Seller's own attorney's fees.
3. One-half the cost of any closing fees.
4. The cost of real estate broker commission fees as prescribed in Section 14.

ii. At Closing Buyer must pay the Purchase Price to Seller and the following costs and expenses:

1. Buyer's portion of prorated property taxes.
2. Buyer's own attorney's fees.
3. One-half the cost of any closing fees.
4. Documentary and recording fees for the deed(s).
5. The cost of the owner's title insurance policy, if Buyer elects to purchase an Owner's title insurance policy.
6. State deed tax.

d. **Possession.** Seller must deliver possession of the Property to Buyer at Closing.

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction, other than CBRE, Inc. ("Seller's's Broker"), which represents the Seller. Seller shall pay Broker as required by their agreement (5% of final gross sale price). Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party. The Seller recognizes the Buyer intends to assign this Agreement to an affiliated special purpose entity that will be registered officially with the State of Minnesota. Notwithstanding, Seller agrees to allow Buyer to assign its rights under this Agreement without Seller's consent so long as the assignee is controlled by or under common control with Buyer.

16. THIRD PARTY BENEFICIARY. There are no third party beneficiaries of this Agreement, intended or otherwise.

17. **JOINT VENTURE.** Seller and Buyer, by entering into this Agreement and completing the transactions described herein, shall not be considered joint venturers or partners.

18. **CAPTIONS.** The paragraph headings or captions appearing in this Agreement are for convenience only, are not a part of this Agreement, and are not to be considered in interpreting this Agreement.

19. **ENTIRE AGREEMENT / MODIFICATION.** This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties.

20. **BINDING EFFECT.** This Agreement binds and benefits the Parties and their successors and assigns.

21. **CONTROLLING LAW.** This Agreement is made under the laws of the State of Minnesota and such laws will control its interpretation.

22. **REMEDIES.**

    a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 11 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

    b. If Seller fails to perform any of the terms or conditions of this Agreement within the specified time limits, Buyer may, as its sole remedy, declare this Agreement terminated in which case Escrow Agent and, if applicable, Seller, shall refund the Earnest Money (both the Initial Disbursement and the Remaining Earnest Money) to Buyer, or, in the alternative, Buyer may have this Agreement specifically enforced and recover any incidental damages. Buyer waives all claims for consequential damages against Seller based on Seller's breach or alleged default hereunder.

23. **WAIVER.** Failure of Seller or Buyer to insist upon the performance of any of the covenants, agreements and/or conditions of this Agreement or to exercise any right or privilege herein shall not be deemed a waiver of any such covenant, condition or right.

24. **SURVIVAL OF TERMS AND CONDITIONS.** The terms and conditions of this Agreement shall survive and be in full force and effect after the delivery of the deed, and shall not be deemed to have merged therein.

25. **SEVERABILITY.** Each provision of this Agreement shall apply to the extent permitted by applicable law and is intended to be severable. If any provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the legality or validity of the remainder of the Agreement.

26. **CONSTRUCTION.** The Parties acknowledge that this Agreement was initially prepared by Seller solely as a convenience and that all Parties and their counsel hereto have read and full negotiated all the language used in this Agreement. The Parties acknowledge that because all Parties and their counsel participated in negotiating and drafting this Agreement, no rule of construction shall apply to this Agreement to construe ambiguous or unclear language in favor of or against any Party.

27. **COUNTERPARTS; DIGITAL COPIES.** This Agreement may be executed in any number of counterparts and the signature pages of the separate counterparts combined into a single copy of this Agreement which will then constitute a fully executed version of this Agreement. A facsimile, .pdf file or digital copy of a signed counterpart or of an assemblage of counterparts of this Agreement shall be deemed to be an original thereof.

28. **TIME PERIODS.** The time for performance of any obligation or taking any action under this Agreement shall be deemed to expire at 5:00 p.m. Central Time on the last day of the applicable time period provided for in this Agreement. If the time for the performance of any obligation or taking any action under this Agreement expires on a Saturday, Sunday or legal holiday, the time for performance or taking such action shall be extended to the next succeeding day which is not a Saturday, Sunday or legal holiday.

29. **CONSTRUCTION DEADLINE.** Buyer shall obtain certificates of occupancy for the construction of fifteen (15) single family homes pursuant to the following schedule:

    Construction Deadline Schedule:
    Five (5) certificates of occupancy by October 1, 2019
    Five (5) certificates of occupancy by October 1, 2020
    Five (5) certificates of occupancy by October 1, 2021

    At Closing, a "Right of Re-Entry Agreement" must be executed and recorded to the Property providing that, in the event any of the above deadlines are not met, Seller has the right to reclaim title to the parcels for which certificates of occupancy have not been obtained, or in the alternative, and at Seller's sole discretion, Buyer shall pay Seller $5,000 for each certificate of occupancy that is not obtained pursuant to the deadlines set forth above.

30. **PLATTING & DEVELOPMENT AGREEMENT.** Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards.

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: Feb 20, 2018
Sarah Strommen, Mayor

By: _____ Dated: 2/15/18, 2018
Kurt Ulrich, City Administrator

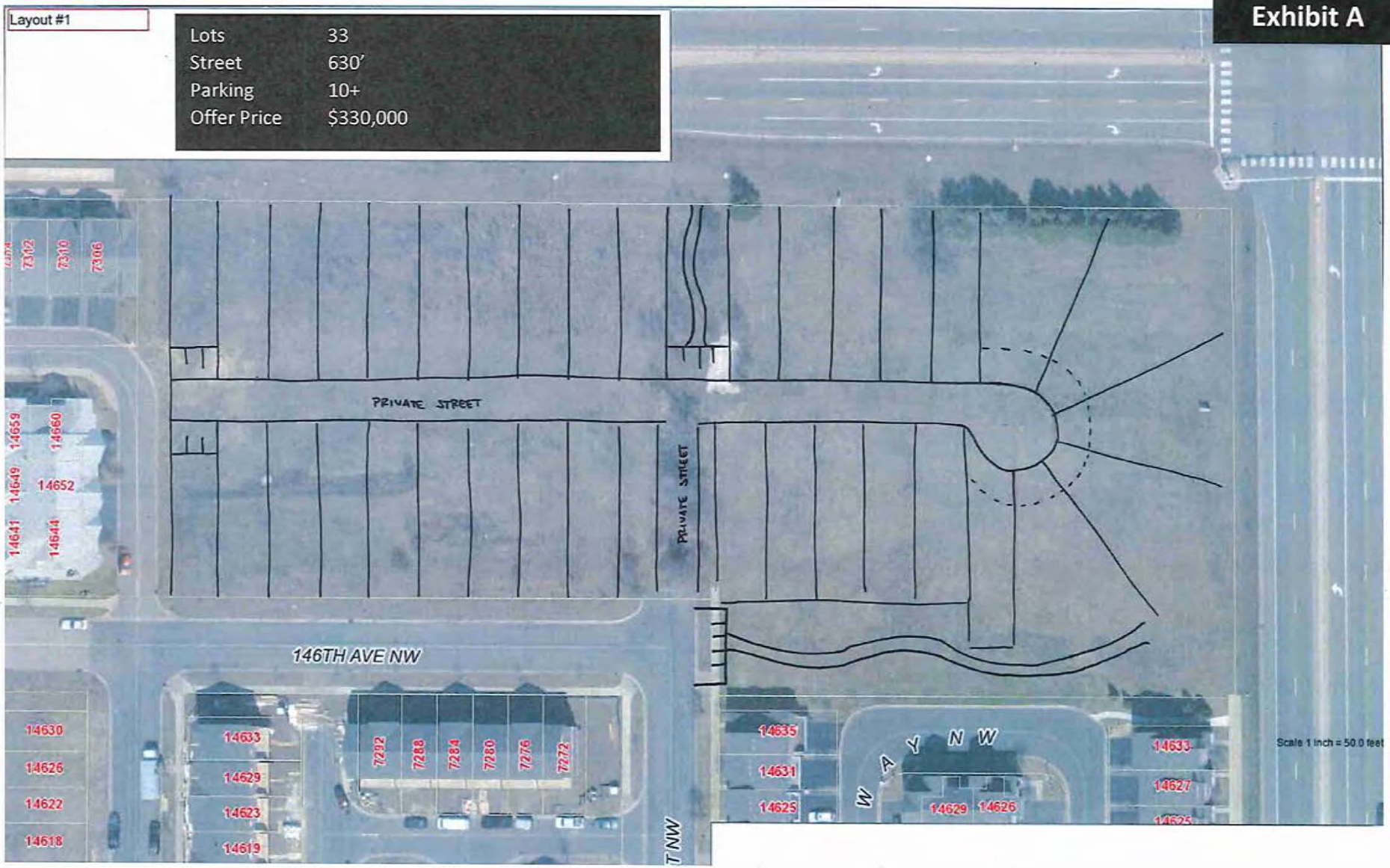
BUYER: Centra Homes, LLC, a Nevada Limited Liability Company.

By: _____ Dated: February 19, 2018
Dale Wills, President

Exhibit A

Layout #1

Lots	33
Street	630'
Parking	10+
Offer Price	$330,000



Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards. This is an example concept only, changes will occur.

Layout #2

Lots	35
Street	740'
Parking	16+
Offer Price	$315,000

Exhibit B



Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards. This is an example concept only, changes will occur.



Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards. This is an example concept only, changes will occur.

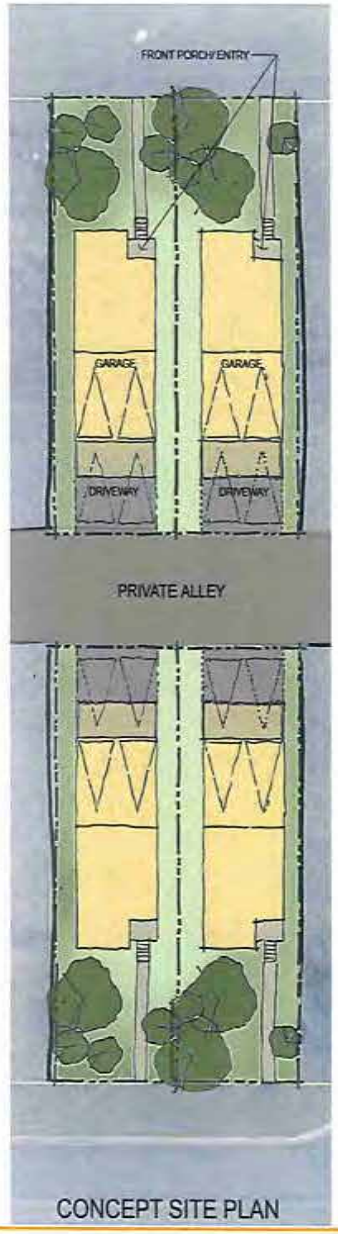
Example Preliminary Renderings (changes will occur)

Exhibit D



Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards. This is an example concept only, changes will occur.

Exhibit E



CONCEPT SITE PLAN

2017.12.22

Godden | Sudik ARCHITECTS

RAMSEY | CENTRA HOMES

Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project before Closing. The Development Agreement and Site Plan must comply with all local zoning ordinances and design standards, including The COR Design Standards. This is an example concept only, changes will occur.

Councilmember _____ introduced the following resolution and moved for its adoption:

CITY COUNCIL RESOLUTION #18-051

RESOLUTION AUTHORIZING THE CITY OF RAMSEY TO SELL 4.29 ACRES OF REAL PROPERTY.

WHEREAS, the City of Ramsey, herein referred to as the "City," owns various parcels throughout the City of Ramsey; and

WHEREAS, the City received and entered into a formal purchase agreement for the sale of the parcel legally described on **Exhibit A** ("the **Property**"), on February 13, 2018, as amended on April, 24, 2018, with Centra Homes, LLC, a Nevada limited liability company:

WHEREAS, the City herby declares the Property to be surplus City-owned land and is no longer needed for current or future City functions, and authorizes the property to be sold.

WHEREAS, the formal purchase agreement requires a Right-of-Re-Entry Agreement be recorded at the closing of this land transaction; and

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

1) That the City hereby declares the Property to be surplus City-owned land, and authorizes the property to be sold.

2) That the City hereby approves the sale of the Property to Centra Homes, LLC, for $295,000 for the development of single-family detached housing.

3) That the City authorizes and requires a Right-of-Re-Entry Agreement to be recorded at the closing of this land transaction.

4) That the City hereby authorizes the City Administrator and Mayor to sign any and all documents necessary to close on the sale of the Property, consistent with Charter and State law requirements.

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:

None

and the following abstained:

None

and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the City of Ramsey this the __ th day of _____, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

EXHIBIT A
DEVELOPMENT PROPERTY

THAT PRT OF OUTLOT B RAMSEY TOWN CENTER 2ND ADD LYG ELY OF FOL DESC LINE: COM AT NW COR OF SD OUTLOT, TH S 89 DEG 42 MIN 54 SEC E, ASSD BRG, ALG NLY LINE OF SD OUTLOT 607.10 FT TO POB OF SD LINE, TH S 247.47 TO SLY LINE OF SD OUTLOT & SD LINE THERE TERM, SUBJ TO EASE OF REC

Anoka County PID: 28-32-25-14-0094

To be platted and subdivided by the Buyer as follows:

[insert lots from new plat]

FIRST AMENDMENT
TO
PURCHASE AGREEMENT

This is the First Amendment to the Purchase Agreement by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **Centra Homes LLC**, a Nevada Limited Liability Company ("Buyer"), dated February 13, 2018.

Recitals

1. The Buyer desires to confirm the Seller's preferred concept layout and the final sale price of the Property.

   a. Buyer preferred concept layout: Layout #3 (Exhibit A)
   b. Confirmed final sale price: $295,000

2. The Buyer and Seller both understand that confirming the Sale Price does not constitute official review or approval of the Buyer's project from the City; and does not provide any entitlements from the City to the Buyer.

3. The Buyer desires to change the title company.

   a. The first sentence of item 4 is modified as follows:

   "By February 20, 2018 Buyer must deposit the sum of $10,000 (the "Earnest Money") with ~~Commercial Partners Title Company 200 South 6th Street, #1300, Minneapolis, MN 55402~~ Land Title, INC. Company, 3927 Coon Rapids Blvd NW, Coon Rapids, MN 55433 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

Agreement

1. AMENDMENT APPROVAL. Seller hereby approves this Purchase Agreement amendment:
   a. Confirming the final sale price of $295,000.
   b. Changing the title company to Land Title, INC.

2. REMAINING TERMS. All other provisions of the Purchase Agreement, as amended, remain unchanged except to the extent inconsistent with the terms of this First Amendment. The terms used in this First Amendment have the same meaning as in the Purchase Agreement.

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: _____, 2018
Sarah Strommen, Mayor

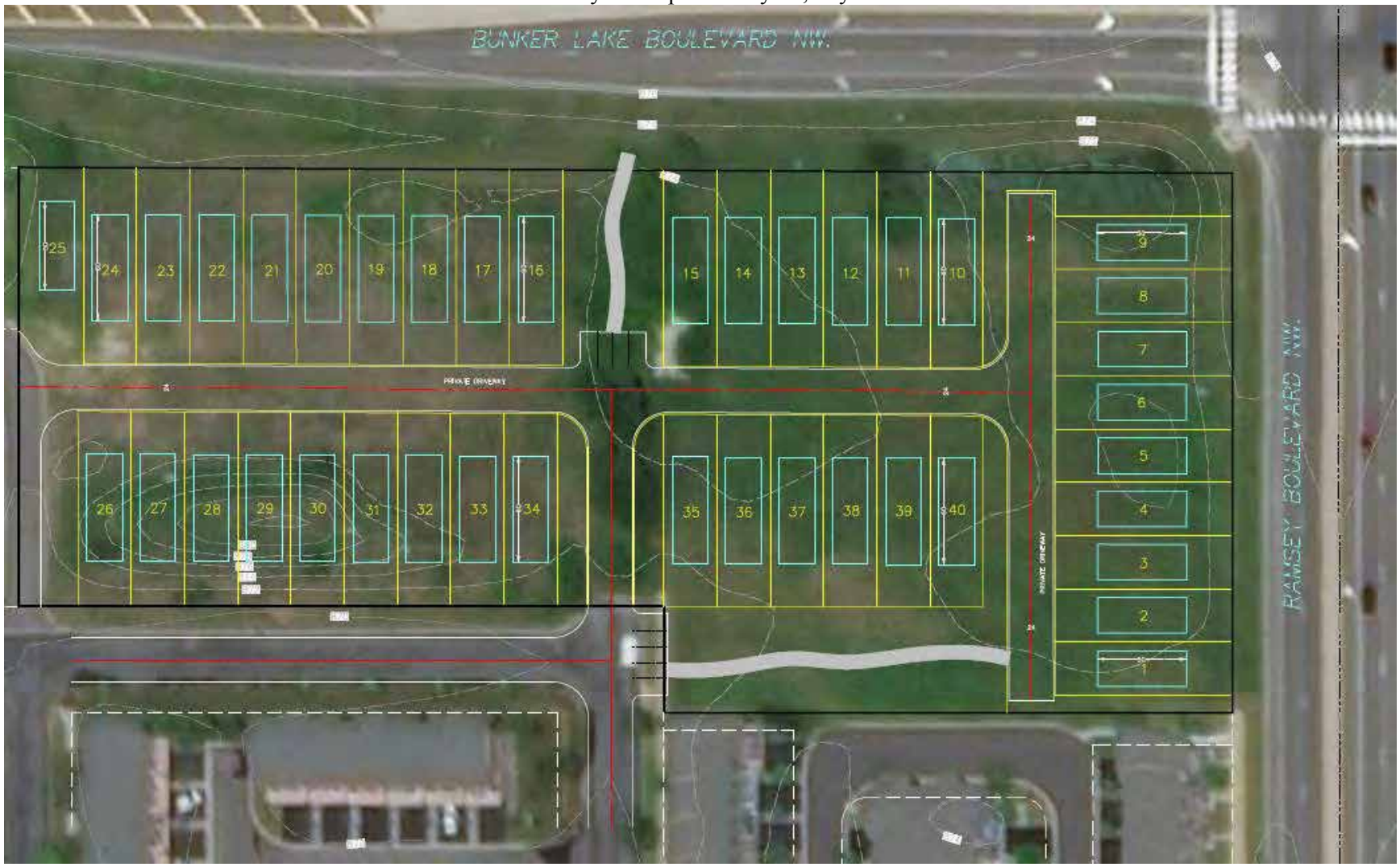
By: _____ Dated: _____, 2018
Kurt Ulrich, City Administrator

BUYER: Centra Homes, LLC, a Nevada Limited Liability Company.

By: _____ Dated: _____, 2018
Dale Wills, President

Exhibit A

Preliminary Concept Site Layout, Layout #3



[Reserved for Recording Data]

RIGHT OF RE-ENTRY AGREEMENT

This Right of Re-entry Agreement is entered into on April 24, 2018, by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **Centra Homes LLC**, a Nevada Limited Liability Company ("Buyer").

Recitals

A. On _____, 2018, Seller conveyed title of the following Property to Buyer:

THAT PRT OF OUTLOT B RAMSEY TOWN CENTER 2ND ADD LYG ELY OF FOL DESC LINE: COM AT NW COR OF SD OUTLOT, TH S 89 DEG 42 MIN 54 SEC E, ASSD BRG, ALG NLY LINE OF SD OUTLOT 607.10 FT TO POB OF SD LINE, TH S 247.47 TO SLY LINE OF SD OUTLOT & SD LINE THERE TERM, SUBJ TO EASE OF REC

Anoka County PID: 28-32-25-14-0094

To be platted and subdivided by the Buyer. See Appendix A.

B. Title to the Property was conveyed subject to Buyer fulfilling certain Conditions as set forth below.

C. As indicated in the Purchase Agreement between the City of Ramsey and Centra Homes LLC, dated February 13, 2018, Section 29, it is the intent of the parties to create and set forth a right to impose a penalty or a right of re-entry in favor of Seller in the event Buyer fails to satisfy the Conditions.

Agreement

1. The recitals are incorporated herein as if fully set forth.

2. Seller shall have the right, but not the obligation, to either impose a penalty against the Property pursuant to Paragraph 3, or to re-enter and take possession of the Property pursuant to Paragraph 4, in the event that any of the following Conditions are not satisfied by Buyer:

    a. Buyer must obtain certificates of occupancy for the construction of fifteen (15) single family homes pursuant to the following schedule:

        Construction Deadline Schedule:
        Five (5) certificates of occupancy by October 1, 2019
        Five (5) certificates of occupancy by October 1, 2020
        Five (5) certificates of occupancy by October 1, 2021

    b. For each year depicted within the Construction Deadline Schedule, three (3) of the five (5) certificates of occupancy shall be for lots located immediately adjacent to, and fronting, either Ramsey Boulevard or Bunker Lake Boulevard.

3. Seller may impose a separate penalty of $5,000.00 against the Property if the certificate of occupancy is not obtained, for each of the 15 single family homes, pursuant to the deadline set forth above. The penalty is due upon written notice to Buyer from Seller of the failure to satisfy a contingency. In the event the penalty is not paid within 30 days of receipt of the notice, Seller may, but is not required to, certify the penalty to Anoka County as an assessment against the Property. Buyer waives any and all rights under Minnesota Statutes, chapter 429, and any other applicable law, including any right to notice of hearing and hearing, the right to object, and the right to appeal the assessment. Buyer further waives any requirements of the City Charter that may apply to said assessment.

4. As an alternative to imposition of a financial penalty and not in addition thereto, Seller may re-enter and take physical possession of the Property. Title to the Property shall be restored in Seller, and Buyer shall execute whatever documents and undertake whatever steps are necessary to establish and confirm Seller's fee simple interest in the Property free of any claims or encumbrances, including mechanic's liens.

5. This document constitutes the entire Right of Re-entry Agreement between the parties. Any modifications or amendments to this Agreement must be in writing and signed by both parties.

CITY OF RAMSEY

By: _____
Sarah Strommen, Mayor

By: _____
Kurt Ulrich, City Administrator

This instrument was acknowledged before me on _____, 2018, by Sarah Strommen and Kurt Ulrich as Mayor and City Administrator, respectively, of the City of Ramsey, Minnesota.

_____
Notary Public

BUYER: Centra Homes, LLC, a Nevada Limited Liability Company.

By: _____
Dale Wills, President

This instrument was acknowledged before me on _____, 2018, by Dale Wills, President of Centra Homes, LLC.

_____
Notary Public

This instrument drafted by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402
(612) 339-0060
(JJL)

Appendix A: The Property

THAT PRT OF OUTLOT B RAMSEY TOWN CENTER 2ND ADD LYG ELY OF FOL DESC LINE: COM AT NW COR OF SD OUTLOT, TH S 89 DEG 42 MIN 54 SEC E, ASSD BRG, ALG NLY LINE OF SD OUTLOT 607.10 FT TO POB OF SD LINE, TH S 247.47 TO SLY LINE OF SD OUTLOT & SD LINE THERE TERM, SUBJ TO EASE OF REC

Anoka County PID: 28-32-25-14-0094

To be platted and subdivided by the Buyer as follows:

[insert lots from new plat]

.

CC Regular Session **4. 6.**

Meeting Date: 04/24/2018

Submitted For: Brad Bluml, Police **By:** Brad Bluml, Police

Information

Title

Authorize the updated Joint and Cooperative Agreement for the Formation and Administration of the Anoka-Hennepin Narcotics and Violent Crimes Task Force

Purpose/Background:

The purpose of this case it to consider approving the updated Joint Powers Agreement between the City of Ramsey and the now 9 cities and 1 county which comprise the Anoka Hennepin Narcotics and Violent Crimes Task Force (AHNVCTF) also known as the drug task force. The City of Ramsey joined the AHNVCTF in 2017. The attached JPA defines the agreed upon terms and conditions required for the city of Ramsey to participate in AHNVCTF operations and governance.

In 2017 the city attorney reviewed the JPA and recommended its approval. On January 10th, 2017 city council made a motion to Adopt Resolution #17-01-017 Authorizing the Joint and Cooperative Agreement for the Formation and Administration of the Anoka-Hennepin Narcotics and Violent Crimes Task Force.

The significant change to the JPA was due to the addition of the City of Rogers out of Hennepin County, making them the ninth city to join the AHNVCTF. Specific changes to the previously approved JPA are as follows; page 3 updating the quorum requirement from five to six agencies, page 4 updating the definition of the executive committee's duties, page 11 – section 7 increasing the executive committee's authorization to make purchases from $2,500 up to $5,000, page 12 – section 1 updating the dates of the agreement, and page 24 adding the City of Rogers signature page.

Funding Source:

A police officer position and assignment to the AHNVCTF was budgeted for in City of Ramsey's approved budget. The JPA requires no additional funding.

Recommendation:

Staff reviewed the JPA and recommends approval.

Action:

Motion to Authorize the updated Joint and Cooperative Agreement for the Formation and Administration of the Anoka-Hennepin Narcotics and Violent Crimes Task Force.

Attachments

Updated JPD for AHNVCTF

Form Review

Inbox	Reviewed By	Date
Jeff Katers	Jeff Katers	04/11/2018 04:12 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:35 AM
Form Started By: Brad Bluml		Started On: 04/11/2018 01:25 PM
Final Approval Date: 04/19/2018		

JOINT AND COOPERATIVE AGREEMENT FOR THE FORMATION AND ADMINISTRATION OF THE ANOKA-HENNEPIN NARCOTICS AND VIOLENT CRIMES TASK FORCE

I. PARTIES

The parties to this agreement are political subdivisions of the State of Minnesota. This agreement is made pursuant to Minnesota Statutes Section § 471.59, as amended.

II. PROBLEM AND PURPOSE

The parties hereto find that drug abuse and related violent criminal activities have increased significantly within and between their communities in recent years. As communities located on or near the northern borders of Minneapolis and St. Paul, a significant amount of drug traffic, violent crime, and organized criminal gang activity has emerged and migrated into their communities. Linked by the 610, 694, and 169 bridges over the Mississippi River, the communities share common borders with easy access which has provided a conduit for drug traffickers and criminal elements to utilize. The nature of drug law enforcement, violent crime, and the criminal enterprise associated with them does not adhere to jurisdictional boundaries. In addition, the individual parties hereto face the difficulty of limited resources and ever-increasing demands for service which make effective organized drug enforcement difficult on an individual basis.

The general purpose of this agreement is to provide coordination and joint enforcement efforts within the jurisdictional boundaries of the parties of controlled substance crimes as defined in federal, state, and local statutes, as well as related violent crime and the criminal enterprise associated with them.

III. NAME

This joint enforcement project shall be known as the Anoka-Hennepin Narcotics and Violent Crimes Task Force.

IV. MEMBERSHIP

The parties to this agreement shall be the Cities of Anoka, Blaine, Champlin, Columbia Heights, Coon Rapids, Fridley, Maple Grove, Ramsey, and Rogers, and the County of Anoka (herein collectively referred to as "the parties").

V. ADMINISTRATION

A Task Force Advisory Board is formed consisting of the Chiefs of Police and Sheriff, or his or her designee, from each party. The Task Force Commander and supervisors will serve in an advisory capacity and shall have responsibility for administration of the Task Force. A prosecuting attorney from Anoka or Hennepin County will act in an advisory capacity to the Board. The Anoka County Sheriff's Office will be the coordinating law enforcement agency and provide the day-to-day administration of the Task Force through the assignment of the Investigative Lieutenant, serving as the Task Force Commander. The Commander will be assisted by a Sergeant assigned to the Task Force by any of the participating Police Departments and a Detective Team Leader assigned to the Task Force by the Anoka County Sheriff's Office.

The Task Force Advisory Board members, which have voting authority, will be the Chiefs of Police and the Sheriff, or his or her designee, from each party. The votes

shall be weighed based on the number of officers assigned to the Task Force, capped at two votes per agency.

In any issue requiring a vote of the Advisory Board, a quorum of six voting members, representing six agencies, must be present to vote. In order for a motion to pass, a majority of votes must be cast.

The Advisory Board shall elect a chair to conduct board meetings and serve as liaison between the parties, the Commander, and the Board.

VI. OPERATION

Section 1. Composition

The Task Force shall consist of full-time peace officers POST licensed to practice law enforcement as defined in Minnesota Statutes, Chapter 626. One of the assigned officers shall hold the rank of Sergeant. The assigned Sergeant may come from any member agency. The minimum number of licensed peace officers each member may assign to the Task Force is one (1). Each officer will remain an employee of the party assigning the officer to the Task Force. The Advisory Board may approve a change in the composition of the Task Force upon the request of any party. Members will inform the Board of their staffing commitment in a timely manner as to allow for overall planning by the Task Force Commander. No party may be required to assign additional officers to the Task Force without the consent of the affected party.

Section 2. Chain of Command

Advisory Board: The Advisory Board shall be responsible for the overall management and budget of the Task Force as set forth in section V. of the agreement

Executive Committee: The Board will establish an Executive Committee whose purpose is to conduct research and gather information to advise the Board, and carry out any other responsibilities or duties as described within this Joint Powers Agreement. The Executive Committee shall consist of the Advisory Board Chair, Advisory Board Vice-Chair and the Task Force Commander. During the first Board meeting of 2017 the Board shall elect from its members both an Advisory Board Chair and Vice-Chair. The term of each position shall be one year, The Vice-Chair will assume a Board Chair vacancy by automatic succession. After 2017, the Board will only need to fill a Vice-Chair vacancy at the first meeting of each year.

Advisory Board Chair: The Advisory Board Chair shall be responsible for conducting business meetings, documenting meeting minutes and facilitating communication with members of the Advisory Board and the Task Force Commander.

Advisory Board Vice-Chair: The Advisory Board Vice-Chair will fill in for the Board Chair during absences.

Commander/Lieutenant: The Task Force Commander shall be the head of the Task Force and will also serve on the Executive Committee. The Criminal Investigation Lieutenant of the Anoka County Sheriff's Office will act in this capacity at the onset of this agreement.

The Commander shall serve at the pleasure of the Advisory Board and may be removed by a majority vote of the Board. The Commander reports directly to the Advisory Board. The Commander will make the day-to-day operational and administrative decisions of the Task Force.

Sergeant/Team Leader: One Sergeant shall be assigned to the Task Force by one of the member agencies. One Team Leader shall be assigned to the Task Force by the Anoka County Sheriff's Office. The Sergeant and Team Leader operate at the direction of the Task Force Commander. They are responsible for the direct supervision of officers assigned to the Task Force by the parties.

Officers: Officers assigned to the Task Force operate at the direction and under the supervision of the Task Force Commander and Supervisors while assigned.

Clerical: The Task Force may hire clerical support for the Task Force from the grant budget. The County of Anoka agrees to act as the employer of the person hired.

Section 3. Equipment

Equipment purchased by the Task Force during the grant period for Task Force usage shall be divided amongst the parties by the Advisory Board at the end of the grant period if this agreement is not renewed. Upon a mutually agreed dissolution of this Task Force, all equipment owned by the Task Force will be distributed between the parties as decided by the Advisory Board. Parties are expected to also utilize their own equipment such as body transmitters and surveillance vans on an as-needed basis. All equipment

brought into Task Force use by an agency will remain the property of the agency supplying said equipment.

Section 4. Facilities

Each Task force member will work out of a centrally located office furnished and maintained by the Task Force as provided in the annual grant budget.

Section 5. Policy and Procedure

Operational policy and procedure may be developed for the Task Force based on an examination of operational goals and administrative need. These policies and procedures will be proposed to the Advisory Board by supervisory staff who will conduct ongoing evaluations of Task Force operations and need. Policies and procedures will be implemented at the direction of the Advisory Board.

Section 6. Purchase of Evidence/Information

The purchase of evidence and information shall be done in a manner consistent with the approved policy and procedures.

Section 7. Supplies

Office supplies will be provided by the Task Force under the grant annual budget. Any supplies not itemized in the grant annual budget will be provided by that officer's employment agency.

Section 8. Sworn Personnel

Each party is providing licensed peace officers under the conditions outlined herein. Wages and benefits for these officers will be the primary responsibility of the

officer's employing agency during the grant period. Wage and benefit reimbursement, to include overtime costs, may be reimbursed through the grant as approved by the Advisory Board.

An officer assigned to the Task Force by a party may be removed from the Task Force by the appointment party or through a majority vote of the Advisory Board. The party shall then appoint a suitable replacement for the removed officer.

Peace officers assigned to the Task Force shall be equipped by their employment parties with appropriate police credentials and suitable firearms. The employment party will be responsible for providing any POST required training to their officers assigned to the Task Force.

The Commander may direct additional, specialized training to be paid through the grant budget.

Section 9. Vehicles

The Task Force shall lease up to one vehicle for each officer assigned to the Task Force. Each party will be responsible for fuel, insurance, and maintenance costs incurred by the vehicle(s) leased for the officer(s) assigned by that party. Larger unforeseen repair costs may be presented to the Advisory Board for approval to use Task Force forfeiture funds for the repair. Upon termination of this agreement, the vehicles will either be absorbed by the parties agreeing to assume leasing obligations or returned to the leasing agency. Vehicles owned by a party and utilized by the Task Force will remain the responsibility of the party, as will costs incurred for the vehicle's use and maintenance.

VII. TASKS

Section 1. The primary function and responsibility of the Task Force is to detect, investigate, gather evidence, and apprehend drug traffickers, as well as assist in violent crimes and gang related investigations, within the geographic area of the parties. As a result of the nature of covert undercover operations, it is anticipated that undercover operatives may detect or become aware of other crimes, including drug crimes, occurring both within and outside the geographical boundaries of member agencies. The Task Force will pursue other avenues of investigation only upon recommendation of the Task Force Commander and by permission of the Chief of Police or Sheriff of the particular party involved. In addition, the Task Force may be used by any of the parties for other investigative purposes under exigent circumstances or in a capacity wherein the nature of the investigation being undertaken requires undercover officers.

Section 2. It is the mission priority of this unit to investigate drug wholesalers (those individuals who bring drugs into the Task Force area), street-level drug distributors, those persons involved in the clandestine laboratory manufacturing of illicit drugs, and individuals who attempt to acquire pharmaceutical drugs in violation of the provisions of Minnesota Statutes, Chapter 152.

Section 3. A function of the Task Force will be to gather and to disseminate controlled substance intelligence information. The Task Force will maintain an ongoing intelligence

filing system. The Task Force will attempt to investigate those leads, maintain on file that information, and upon request disseminate that information to the parties hereto.

Section 4. With permission of the Task Force Commander, the Task Force will provide training to member parties requesting that service. Requests for community drug education and drug awareness will be provided only upon permission of the Task Force Commander and the department of that particular party.

Section 5. Public announcements concerning the function of the Task Force will be made only by permission of the Advisory Board in conjunction with the parties to this agreement and by approval of the Chief of Police or Sheriff of the party in which that release is to be made.

Section 6. Public announcements concerning arrests or investigations conducted by the Task Force will be made by the Task Force Commander or the Chief of Police or Sheriff of that party, or his or her designee, where that arrest was made, and upon approval of the Task Force Commander. News releases concerning the Task Force's function, investigations, and/or arrests will not be made by any Task Force officer unless specifically requested by the Task Force Commander or the Chief of Police or Sheriff with permission of the Task Force Commander or the Advisory Board.

VIII. FINANCIAL MATTERS

Section 1. The fiscal year of the Task Force shall be the calendar year.

Section 2. The Finance Department of Anoka County will be responsible for the administration of all funds coming under the direct supervision of the Task Force, whether federal grant funds or contributions of the parties.

Section 3. The Task Force Advisory Board shall direct the Commander to prepare an annual grant application, including proposed budget, which will be presented to the parties on or before the application deadline set by the Office of Justice Programs, Minnesota Department of Public Safety. The Task Force Commander shall submit the approved grant application and budget to the Office of Justice Programs by the deadline established by the Office of Justice Programs.

Section 4. Funding shall be in the form of a matching grant from the federal government. The contributions of the parties shall be at least 25% of the total budget established for the current year. An individual party's financial contribution shall be proportioned to the number of officers committed to the Task Force as shown in the grant application budget. The matching funds will be submitted to the Finance Department of Anoka County by the parties at the beginning of the grant period. Any unused match funds will be returned at the end of the grant period in a manner determined by the Advisory Board. Payment of any outstanding financial obligations shall be made in a manner determined by the Advisory Board.

Section 5. Any assets seized by the Task Force and awarded to the Task Force through administrative or judicial proceedings shall be distributed to the parties on a periodic basis as determined by the Board. The formula for distribution of these assets shall be

proportioned based on the number of officers assigned for each participating agency. The Task Force Commander will be responsible for the distribution of funds or assets seized or forfeited by the Task Force.

Section 6. The Commander, upon direction and approval of the Advisory Board, is authorized to sign and enter into contracts on behalf of the Task Force as may be necessary.

Section 7. The Commander has authority to make purchases, payments, and expenditures, outside of yearly budgeted expenses, of up to $1,000 without approval of the Advisory Board. The Executive Committee has the authority to make purchases, payments, and expenditures up to $5,000 without Advisory Board approval.

IX. DEPUTATION

Officers assigned to the Task Force, while performing their assigned duties as Task Force officers in a jurisdiction other than their own jurisdiction, shall have the same powers, duties, privileges, and immunities as conferred upon them by their own jurisdiction. The authority granted hereunder does not constitute employment by the Task Force or by the city or county in which the duty or duties are being performed. Any worker's compensation claims or work related injury that may occur as a result of working with the Task Force shall be the sole responsibility of the officer's home jurisdiction. Further, the authority granted hereunder extends only so far as may be necessary to complete the duties assigned to the officers and terminates at the expiration of this agreement and any extension thereof.

X. INSURANCE

The Task Force shall purchase insurance to provide liability and property damage coverage in the amount determined by the Advisory Board. In no event will the insurance coverage be less than the League of Minnesota Cities Insurance Trust standard liability coverage. The insurance shall provide coverage for all authorized Task Force operations by Task Force members.

XI. DURATION

Section 1. This agreement for Task Force operations shall be in effect from notwithstanding the dates of signature by the parties, and shall continue in effect until terminated in accordance with the provisions herein. As of March 1, 2018, this agreement replaces the previous Joint Powers agreement between the parties, which began September 1, 2017.

Section 2. Any party may withdraw from this agreement on December 31 of any year by declaring its intention to withdraw in writing and providing the written notice, delivered by mail or in person, to each of the other parties on or before July 1st of that year. Notice by mail shall be deemed received three days after mailing. Withdrawal by a party shall not result in the discharge of any legal liability incurred by such party before the effective date of withdrawal.

Section 3. This agreement shall terminate under the following circumstances:

(1) There are no remaining parties as a result of withdrawal pursuant to this agreement; or

(2) All remaining parties mutually agree to terminate this agreement; or

(3) This agreement shall terminate automatically when grant funding for Task Force activities is discontinued.

XII. CONTRACTS AND PURCHASES

Any contracts and purchases made pursuant to this agreement shall be made by the County and shall conform to the requirements applicable to Anoka County.

XIII. STRICT ACCOUNTABILITY

Pursuant to Minnesota Statute §471.59, a joint powers agreement is to provide for strict accounting of all funds and report of all receipts and disbursements. Any party to this agreement may request a strict accounting at any time.

XIV. ENTIRE AGREEMENT

This joint powers agreement constitutes the entire agreement of the parties on the matter related hereto. The agreement shall not be altered or amended, except by agreement in writing signed by the parties hereto.

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ County of Anoka

By:_____
Rhonda Sivarajah

Its: County Board Chair

By:_____
Jerry Soma

Its: County Administrator

By:_____
James Stuart

Its: Sheriff

Approved as to Form

By: _____
Bryan R. Lindberg

Its: Attorney

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Anoka

By:_____
Phil Rice

Its: Mayor

By:_____
Greg Lee

Its: City Manager

By:_____
Eric Peterson

Its: Chief of Police

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Blaine

By:_____
Tom Ryan

Its: Mayor

By:_____
Clark Arneson

Its: City Manager

By:_____
Brian Podany

Its: Chief of Police

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Champlin

By:_____
Ryan Karasek

Its: Mayor

By:_____
Bret Heitkamp

Its: City Administrator

By:_____
Ty Schmidt

Its: Chief of Police

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Columbia Heights

By:_____
Donna Schmitt

Its: Mayor

By:_____
Walter R. Fehst

Its: City Manager

By:_____
Lenny Austin

Its: Chief of Police

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Coon Rapids

By:_____
Jerry Koch

Its: Mayor

By:_____
Matt Stemwedel

Its: City Manager

By:_____
Brad Wise

Its: Chief of Police

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Fridley

By:_____
Scott Lund

Its: Mayor

By:_____
Walter Wysopal

Its: City Manager

By:_____
Brian Weierke

Its: Director of Public Safety

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Maple Grove

By:_____
Mark Steffenson

Its: Mayor

By:_____
Heidi Nelson

Its: City Administrator

By:_____
Eric Werner

Its: Chief of Police

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Ramsey

By:_____
Sarah Strommen

Its: Mayor

By:_____
Kurt Ulrich

Its: City Administrator

By:_____
Jeff Katers

Its: Chief of Police

XV. SIGNATURES

All parties to this agreement need not sign the same copy of the agreement. An original agreement signed by each party to this agreement shall be maintained in the Office of the Anoka County Sheriff.

DATE:_____ City of Rogers

By:_____
Rick Ihli

Its: Mayor

By:_____
Steve Stahmer

Its: City Administrator

By:_____
Jeffrey Beahen

Its: Chief of Police

CC Regular Session **4. 7.**

Meeting Date: 04/24/2018

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Authorize Staff to Complete Three Shovel Ready Certifications

Purpose/Background:

PURPOSE

Provide staff direction to complete shovel ready certifications on three sites within Ramsey.

- Authorize staff to coordinate/ manage work on behalf of private property owners.
- Authorize a not-to-exceed $25,000 budget from TIF #1.

BACKGROUND: *Shovel Ready*

The State of Minnesota development ready certification program (known as "DEED Shovel Ready" certifications) is a pro-active process/ effort that attempts to collect all information that would be needed by a developer/ investor to consider a project in Ramsey ahead of time. The intention of the process is to eliminate risk, unknowns, speed up the development process, and make Ramsey sites more competitive. More information can be found a http://mn.gov/deed/government/shovel-ready/program-overview/index.jsp.

BACKGROUND: *Proposed Sites*

Staff is proposing three sites that are of substantial size and are zoned industrial/ office/ commercial. Two of the three sites are owned by private parties. One site is owned by the City. The two private property owners are generally interested and supportive of the process, both are willing to pay for costs associated with their site, and both have asked for the City to coordinate/ direct the efforts/ application.

- **Bunker Lake Industrial Park,** north side, Hageman Holdings portion (62 acres). Estimated cost of shovel ready work: $0-$3,000. Most of the work is already completed.
- **#55, City Owned Property** within original business park, just south of Vision Ease Lens (9.3 acres). Estimated cost of shovel ready work: $10,000-$20,000. Major variable is if a Phase II ESA will be needed.
- **South Side of COR, PSD/ Diamonds** Site (42 acres). Estimated cost of shovel ready work 20K-30K. Major variable is if a Phase II ESA will be needed.

For details on each site, please see attached shovel ready data tables--specifically, see the last three sites.

Notification:

NA

Observations/Alternatives:

NA

Funding Source:

TIF District #1. This old TIF District has an available balance of about $1.07M. Nearly all of this balance is committed to improvements within the Bunker Lake Industrial Park. Some room exists within TIF District #1 to cover this 2018 shovel ready effort (up to $25K). NOTE: TIF District #1 was used for the 2016/ 2017 shovel ready certification efforts (123K). The cost for the private land parcels would be the responsibility of the land owners (see discussion below).

Recommendation:

Staff recommends authorization of this work. For the city owned property, this effort is generally consistent with the City Council Strategic Plan and EDA Workplan, and past direction. For the non city owned properties, this appears to be a good way to partner with and support these property owners with very little/ no financial obligation from the city--outside of staff time.

EDA Review:

The EDA reviewed this case on 04/12 and recommended 6-0 for the City Council to approve. Please see QCTV video for details. The major discussion point for the EDA was to confirm that the certifications for the privately owned properties would be paid for said private property owners. It was confirmed by staff that was the intent. The only item that would be paid for by the City (via funds previously provided by Connexus) is the actual shovel ready application fee.

Action:

Motion to:

Authorize staff to coordinate/ manage the process of completing Minnesota DEED Shovel Ready Applications for the three separate properties identified within this case.

-and-

Authorize staff to utilize up to $25,000 from TIF District #1 for Minnesota DEED Shovel Ready Application costs.

Attachments

Shovel Ready Data Tables

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:50 AM
Form Started By: Patrick Brama		Started On: 04/15/2018 03:08 PM
Final Approval Date: 04/19/2018		

Site #06

Former Municipal Center Site
Lot 25 Block 1 Harvest Estates
PID 23-32-25-41-0081
Size 6.41 acres
R1 Residential





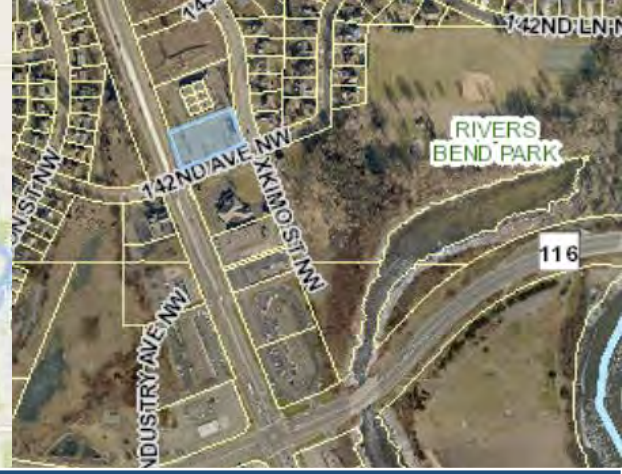
Shovel Ready Status

1	MN Formal Shovel Ready Application	✓*	*Done, 2013. Was originally completed for a potential data center redevelopment. May be considered outdated.
2	Title Work	✓	Done, 2013.
3	ALTA Survey	✓	Done, 2013. Update probably not needed, original should suffice.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2013. Some changes have occurred. Utilities adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2013. Some changes have occurred. Utilities adjacent.
6	Geotechnical Soils Evaluation	✓*	Done, 2013. Some changes have occurred. Significant fill needed for Phase II.
7	Phase I ESA	✓	Done, 2013. Phase II was warranted.
8	Additional ESAs or Environmental Reports	✓*	*Done, 2013. Phase II ESA, Response Action Plan, Closure Letter, Hazardous Materials Survey were completed.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs	✓	Outdated, some changes have occurred. Updated probably not needed, original should suffice.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	Site currently subject to a purchase agreement with GS Land. Closing is set for summer 2018. City still needs to decide how to deal with access to Nowthen. The City owns the land the current access point is located (from Nowthen). That access point is also the location of utility services that support this site. The City has talked about using this property as open space, for a small pocket park, or at a minimum a trail corridor for this neighborhood to get to Nowthen. City was to decide during entitlement process for this project. Staff believes this phase will require a significant amount of fill. Staff would note, if the developer doesn't close on phase II, they will need to construct a permanent cul-de-sac to serve their phase I development (currently a temp cul-de-sac in place today). This site was previously home to a municipal center campus. Was demolished in 2016-2017. Will need to re-route utility line.	

Site #08

Former Amoco Gas Station
Lot 1 Block 1 Rivers Bend Plaza
PID 25-32-25-43-0043
Size 1.01 acres
Commercial/ Retail



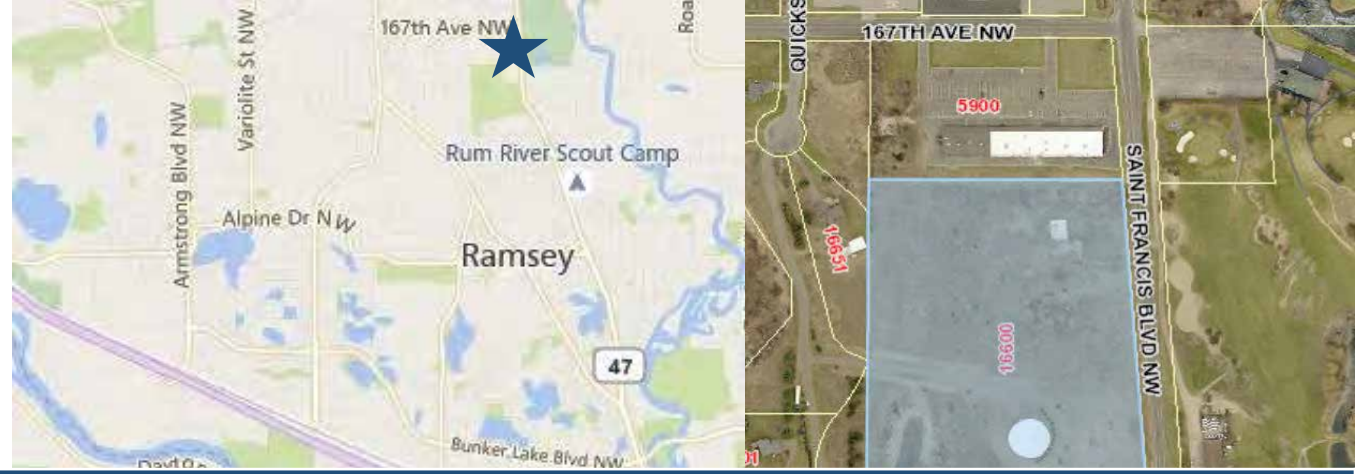


Shovel Ready Status

1	MN Formal Shovel Ready Application		Not completed. Sale price too small to justify the investment.
2	Title Work	✓*	*Done, 2011. Pervious owner has encumbrance.
3	ALTA Survey		Do not have on file. Can use old plat as starting point now. Staff should order this.
4	Public Utility Locations and Specs (water, sewer, storm)		Staff can flip this fairly quick if a user comes forward. Staff should order this. Utilities are nearby.
5	Private Utility Locations and Specs (elec, gas, tele).		Staff can flip this fairly quick if a user comes forward. Staff should order this. Utilities are nearby.
6	Geotechnical Soils Evaluation		Do not have on file. However, we do have other documents that should suffice.
7	Phase I ESA	✓*	*Done, 2001, technically only good for one year. Buyer will need to do this. Or, city to be pro-active.
8	Additional ESAs or Environmental Reports	✓*	*Done, 2001. Phase II ESA, Closure Letter, Hazardous Materials Survey were completed. Site has a history.
9	National Wetland Inventory and Flood Plain Maps		Never obtained. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	Site was previously considered by the Dollar General and Sterling Trophy. In 2017, site lost south bound left-in access from Highway 47. Right in right out northbound access remains today. Site didn't go through formal shovel ready process due to the small size, and likely small sale price. The cost to complete all shovel ready documents can cost $10K-30K depending on the site. This site does have an encumbrance in favor of the previous owner. They have the right to "approve" the next user, and can stop people from certain excavation requests. This site is heavily documented with the MPCA, because of a previous contamination finding. MPCA staff believes the site should be usable for the next user, so long as they don't have a basement or disturb too much soils. Due to the limited access, nearby better sites, and the encumbrances, staff feels this site may be a challenge to sell.	

Site #11

167/47 Node, Water Tower Site
Unplatted
PID 11-32-25-43-0004
Size 14.22 acres (6.75)
Rural Residential



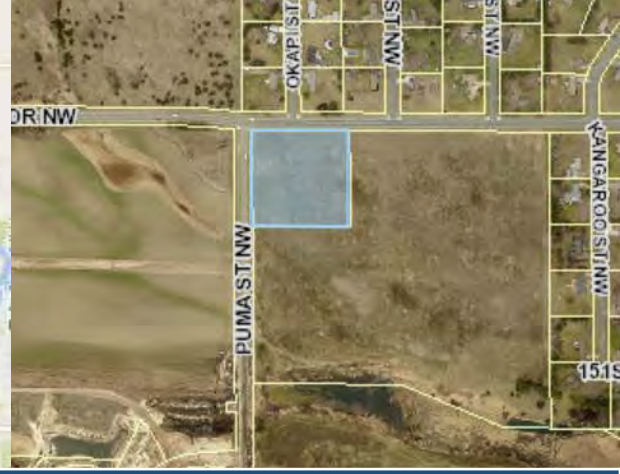
Shovel Ready Status

1	MN Formal Shovel Ready Application		Not completed. Sale price too small to justify the investment.
2	Title Work	✓	Done, 2011.
3	ALTA Survey		Do not have on file. Staff should order this.
4	Public Utility Locations and Specs (water, sewer, storm)		Do not have on file. No storm, water adjacent, no sewer. As-builts available.
5	Private Utility Locations and Specs (elec, gas, tele).		Do not have on file. Utilities adjacent. As-builts available.
6	Geotechnical Soils Evaluation		Do not have on file.
7	Phase I ESA		Do not have on file.
8	Additional ESAs or Environmental Reports		Do not have on file.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should order this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This is the water tower site located SW of 167/47 node, and just north of Elmcrest Park. Site has irregular circumstances: (1) major gas line/ easement, (2) water tower, (3) need to realign quicksilver, (4) no sewer available today, (4) desire from golf course for major redevelopment project, (5) includes three odd shaped parcels, (6) much of site is likely not usable, (7) a major development may trigger need for a traffic analysis. May warrant pro-active platting to delineate wetlands, quicksilver, and water tower. Estimated sale price too small to justify investment in formal MN shovel ready app. Quicksilver is a major question mark. Not easy to sell in the foreseeable future, staff has received very little interest. More discussion needed, staff recommends completing various items.	

Site #13

Alpine/ Puma, Legacy Plat Payment
Outlot C Alpha Development
PID 20-32-25-31-0003
Size 4.1 acres
R1 Residential





Shovel Ready Status

1	MN Formal Shovel Ready Application		Not completed. Sale price too small to justify the investment.
2	Title Work	✓	Done, 2011.
3	ALTA Survey		Do not have on file. Could use former plat for reference.
4	Public Utility Locations and Specs (water, sewer, storm)		Do not have on file. This item is changing. Utilities are nearby.
5	Private Utility Locations and Specs (elec, gas, tele).		Do not have on file. This item is changing. Utilities are nearby.
6	Geotechnical Soils Evaluation		Do not have on file.
7	Phase I ESA		Do not have on file.
8	Additional ESAs or Environmental Reports		Do not have on file.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This site will be split by the future realignment of Puma street. This site was obtained by the city as payment in lieu of park dedication fees for the formerly proposed legacy Christian academy campus. The original intent was not for the city to develop a park here. The original intent was for the city to sell this property, and direct the land proceeds to the city's park fund. One half of this site is under contract for purchase by Capstone Homes today, and is suspected to close in the summer of 2018. The other half is available for purchase. Considering the low land proceeds predicted for the second half of this site, staff doesn't think it's worth investing in the formal shovel ready process. This site is competitively situated and is expected to sell in the next two years.	

Site #28

6950 141st, Basalt/ Bunker Business Park
Unplatted
PID 27-32-25-44-0003
Size 0.95
Industrial



Shovel Ready Status

1	MN Formal Shovel Ready Application		Not completed. Sale price was too small to justify the investment.
2	Title Work	✓	Done, 2011.
3	ALTA Survey		Do not have on file. Could use former plat for reference.
4	Public Utility Locations and Specs (water, sewer, storm)		Do not have on file. Utilities are adjacent. As-builts are readily available.
5	Private Utility Locations and Specs (elec, gas, tele).		Do not have on file. Utilities are adjacent.
6	Geotechnical Soils Evaluation		Do not have on file.
7	Phase I ESA		Do not have on file.
8	Additional ESAs or Environmental Reports		Do not have on file.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This site is located within the city's existing business park. It has been considered by 24 Restore, All Seasons Garage Door, and two other users recently. The site is a perfect rectangle, and is adjacent to most utilities. This site does have a lot of trees, and may be a candidate for a pro-active tree inventory. This site does benefit from a regional stormwater connection. Although this site is small, it is perfect for a small/ cost-effective project (10K sf project for example). Due to the expected low land proceeds from a sale, staff didn't think this site justified the investment into a formal shovel ready application process. This site is competitively situated and is expected to sell in the next two years.	

Site #37 A&B

Former BA Cylinder Site, Former PW Campus
Multiple Parcels and ROW

PID 27-32-25-33-0006, 27-32-25-33-0017, 27-32-25-33-0009

Size variable, 6 to 9 acres
Industrial





Shovel Ready Status

1	MN Formal Shovel Ready Application	✓*	*All shovel ready info done. Obstacles exist, doesn't warrant formal MN app. WSB Shovel Ready report available.
2	Title Work	✓	Done, 2016.
3	ALTA Survey	✓	Done, 2016.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2016. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).		Do not have on file. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2016.
7	Phase I ESA	✓	Done, 2017. Site has several findings.
8	Additional ESAs or Environmental Reports	✓	Phase II ESA (three rounds). Site has several findings. Enrolling into brownfields program.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs	✓	Done, 2016.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This site is located within the city's existing business park. It includes three parcels and ROW. About one half of the site is the former BA Cylinder site. About one half of the site was land previously earmarked for the city's future public works campus (no longer needed). This site has a large host of items that do not make it attractive/ practical for development in the near future: (1) Ramsey Blvd. RR Underpass will have a large effect on this parcel, including taking of land and easements, however the scope is unknown today, (2) the site has several documented contamination items that are currently being resolved by staff and the MPCA, but will take time, (3) the city's PW campus is still using a small portion of this site, (4) the sites proximity to rail make it competitive for its zoning.	

Site #40

Former Book Store Location

6710 Highway 10, Lot 4, Block 1, Riverside West

PID 34-32-25-13-0005

Size 1.23 Acres

Retail/ Commercial





Shovel Ready Status

1	MN Formal Shovel Ready Application		Not completed. Sale price too small to justify the investment.
2	Title Work	✓	Outdated, 2012. New title work should be ordered and examined for potential issues.
3	ALTA Survey		Do not have on file. Could use former plat for reference.
4	Public Utility Locations and Specs (water, sewer, storm)		Do not have on file. Utilities are nearby (sewer and water). Storm not available. As-builts available.
5	Private Utility Locations and Specs (elec, gas, tele).		Do not have on file. Utilities are nearby.
6	Geotechnical Soils Evaluation		Do not have on file.
7	Phase I ESA		Do not have on file.
8	Additional ESAs or Environmental Reports		Do not have on file.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This is the former adult bookstore site located on Highway 10. The city purchased this site to remove blight. This site has been considered by All Seasons Garage Door, Sterling Trophy, and several used car dealerships. This site has excellent visibility. Access today is good to Hwy 10 today, but will be cut off in the future, and will rely to the backage road. This site doesn't have access to a regional stormwater outlet—therefore will need to account for all storm water on site. At the time of purchase, it was informally indicated land proceeds from this site would be deposited within the EDA fund. This site is competitively situated and is expected to sell in the next two years.	

Site #42

The COR, retail pad sites near Armtrong
Lots 1, 2, and 3, COR TWO

PID 28-32-25-23-0012, 28-32-25-23-0013, 28-32-25-23-0011

Size variable, about 4 acres (3 parcels)
COR Retail





Shovel Ready Status

1	MN Formal Shovel Ready Application	✓*	*All shovel ready info done. Retail use doesn't warrant formal MN app. WSB Shovel Ready report available.
2	Title Work	✓	2013. New title work needed due to former PA and restrictive covenants.
3	ALTA Survey	✓	Done, 2016.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2016. Utilities are within site—pad ready.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2016. Utilities are adjacent.
6	Geotechnical Soils Evaluation	No*	Do not have on file. Larger adjacent COR retail parcel completed this item.
7	Phase I ESA	No*	Do not have on file. Larger adjacent COR retail parcel completed this item.
8	Additional ESAs or Environmental Reports	No*	Do not have on file. Larger adjacent COR retail parcel completed this item.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	Located at Sunwood and Armstrong on the west end of The COR. These are the three "pad ready" retail sites formerly considered by SA, McDonald's, and a Liquor Store. To save dollars, staff did not formally enroll this parcel in the MN Shovel Ready Program. The larger, adjacent, mother parcel, which is also zoned COR retail, was enrolled in the MN Shovel Ready program. Although being pad ready is helpful in many ways, having pre-determined, pre-platted, pre-utility-stubbed sites, can create some challenges for end users (as they need to fit the fixed site specs). At this point, staff doesn't think that is an obstacle. There is a stormwater basin that needs to be addressed. Easements for, and maintenance of, internal infrastructure will need to be resolved in the future.	

Site #45

The COR, west of Armstrong
8020 147th and 8019 146th

PID 29-32-25-14-0009, 29-32-25-14-0010

Size variable, about 2 acres
COR Retail, Redevelopment Area





Shovel Ready Status

1	MN Formal Shovel Ready Application	✓*	*All shovel ready info done. Retail use doesn't warrant formal MN app. WSB Shovel Ready report available.
2	Title Work	✓	Done, 2016.
3	ALTA Survey	✓	Done, 2016.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2016. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2016. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2016.
7	Phase I ESA	✓	Done, 2016. Some items were identified.
8	Additional ESAs or Environmental Reports	✓	Phase II ESA done, 2016. Site appears to be usable following a RAP.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs	✓	Done, 2016.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	May warrant pro-active platting process for the following reasons: (1) account for 147th ROW, (2) combine both parcels, (3) address remnant parcels/ cul-de-sac area to the south. Based on the Phase II ESA results, appears the site is usable. However, some precautions will need to be taken during construction of a new development—which will depend on what's being proposed—and the developer will be taking on a minor risk. This may or may not have an effect on the salability of this site. Because other comparable, nearby sites exist today, without any potential contamination concerns, this site may not be a buyer first choice. Staff has received very little interest in this site—if at all. This site may be well suited to combine with adjacent sites for a larger redevelopment project.	

Site #46

The COR, west of Armstrong Redevelopment Area

Outlot A, COR TWO

PID [28-32-25-22-0058]

Size variable, about 30.76, could be 2-3 parcels

COR Retail, potentially flexible uses



Shovel Ready Status

1	MN Formal Shovel Ready Application	✓*	*All shovel ready info done. Retail use doesn't warrant formal MN app. WSB Shovel Ready report available.
2	Title Work	✓	Done, 2016.
3	ALTA Survey	✓	Done, 2016.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2016. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2016. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2016.
7	Phase I ESA	✓	Done, 2016.
8	Additional ESAs or Environmental Reports	✓	NA, Phase I was clean.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs	✓	Done, 2016.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	Located in NW corner of The COR (SE corner of Bunker/ Armstrong). Today, site is roughly 30.76 acres in size. However, site will be split at least one time (by Ramsey Parkway). The northern lot will be about 22.5 acres and the southern site will be about 6 acres. At least two acres will be lost to ROW for Ramsey Parkway (maybe more for N/S road). Staff would like to confirm and/or delineate wetlands. Other important notes: (1) site will shoulder partial responsibility for certain infrastructure, (2) site will require relocation stormwater pond, (3) site will require significant fill, (4) site is a good candidate for a pro-active tree inventory, (5) site is a good candidate for a pro-active platting. Strong chance site will NOT sell for asking price. Zoning in this area appears to be flexible.	

Site #47

The COR, West of Transit Station
Outlot A & B, COR Stone Brook
PID 28-32-25-23-0018, 28-32-25-31-0023
Size: A 0.52, B 3.13 Acres
COR Retail





Shovel Ready Status

1	MN Formal Shovel Ready Application	✓*	*Not completed. Retail use not good candidate for the formal MN Shovel Ready program. Small sites.
2	Title Work	✓	Done, 2017.
3	ALTA Survey	✓	Done, 2017.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2017. Utilities adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2017. Utilities adjacent.
6	Geotechnical Soils Evaluation	No*	Do not have on file. Larger adjacent COR retail parcel completed this item.
7	Phase I ESA	No*	Do not have on file. Larger adjacent COR retail parcel completed this item.
8	Additional ESAs or Environmental Reports	No*	Do not have on file. Larger adjacent COR retail parcel completed this item.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This site was recently split by the Stone Brook Children's Academy project, and Yolite Street. To the west is a 3.13 acre parcel, and to the east a 0.52 acre parcel. The parcel to the east is in very good condition for development, although it is small—not much to note. The parcel to the west is also prime for development. However, there are a couple items to note: (1) fill will be needed on this site, (2) the public well/ easement will need to be addressed. This site does have very good visibility from Highway 10 (one of the only sites in the The COR). The City has been approached by several multi-family developers interested in this site—the city has affirmed they don't want a pure residential development on this site—but, may be open to a mixed use development.	

Site #48

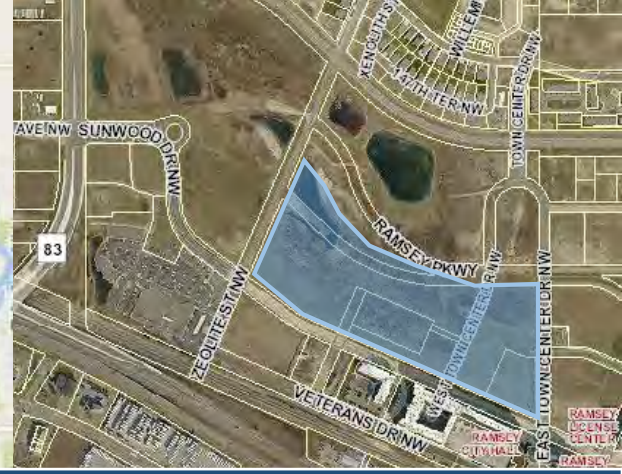
The COR, NW of Transit Station

8 individual parcels plus various ROW

Size variable, about 23, could be 5-8 parcels

COR Retail and COR-1 Mixed





Shovel Ready Status

1	MN Formal Shovel Ready Application	✓*	*All shovel ready info done. Retail/ res. use doesn't warrant formal MN app. WSB Shovel Ready report available.
2	Title Work	✓	Done, 2016.
3	ALTA Survey	✓	Done, 2016.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2016. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2016. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2016.
7	Phase I ESA	✓	Done, 2016.
8	Additional ESAs or Environmental Reports	✓	NA, Phase I was clean.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs	✓	Done, 2016.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	Site located in the heart of The COR. Site has lots of variables worth noting: (1) it has at least eight parcels toady and is a strong candidate for a pro-active platting process, (2) has lots of trees and is a strong candidate for a pro-active tree inventory, (3) will need significant fill, (4) will need significant public infrastructure improvements, (5) is wedged between two zoning districts and may need some clarifying, (5) may be a candidate for a parking ramp, (6) may need to clarify/ confirm the storm water situation, (7) is earmarked for the location of a community center, and (8) earmarked for the location of a park. This is site is desirable and attractive. Inland has a PA in place for a portion of this site (about 4.2 acres). Lot's of work is on the horizon for this site.	

Site #50

The COR, East Side Office/ Medical Park
Outlot A & B, COR Stone Brook
PID 28-32-25-41-0020

Size: 13.09 Acres (likely 9 usable)
COR Office Park





Shovel Ready Status

1	MN Formal Shovel Ready Application	✓	Done, 2017.
2	Title Work	✓	Done, 2016.
3	ALTA Survey	✓	Done, 2016.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2016. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2016. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2016.
7	Phase I ESA	✓	Done, 2016.
8	Additional ESAs or Environmental Reports	✓	NA, Phase I was clean.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs	✓	Done, 2016.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This site is located in the SE corner of The COR, near Casey's. Generally, this site is in a good positon. Items that will come up in the future: (1) payment/ construction of public infrastructure Peridot and Veterans and (2) effect of COR regional storm water infiltration basin.	

Site #51

The COR, NE Corner, Bunker/ Ramsey Blvd
Unplatted
PID 28-32-25-14-0094
Size 4.29 acres
COR Medium Density Residential





Shovel Ready Status

1	MN Formal Shovel Ready Application		Not completed. Sale price too small to justify the investment.
2	Title Work	✓	Done, 2011.
3	ALTA Survey		Do not have on file. Staff should order this.
4	Public Utility Locations and Specs (water, sewer, storm)		Do not have on file. Utilities adjacent. As-builts available.
5	Private Utility Locations and Specs (elec, gas, tele).		Do not have on file. Utilities adjacent. As-builts available.
6	Geotechnical Soils Evaluation		Do not have on file.
7	Phase I ESA		Do not have on file.
8	Additional ESAs or Environmental Reports		Do not have on file.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should order this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This parcel is located in the NE corner of The COR and is guided for medium density residential (SW corner of Bunker/ Ramsey Blvd). This parcel may need some fill. Quality of product design will be important. No major comments regarding this site. Access will come internally (not from Bunker/ Ramsey). The city is actively negotiating a PA on this site right now.	

Site #BLIP, PSD

Multiple Parcels
Bunker Lake Industrial Park
PSD Owned Portion
Size about 45 acres
E3 Employment



Shovel Ready Status

1	MN Formal Shovel Ready Application	✓	Done, 2017.
2	Title Work	✓	Done, 2016.
3	ALTA Survey	✓	Done, 2016.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2016. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2016. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2016.
7	Phase I ESA	✓	Done, 2016.
8	Additional ESAs or Environmental Reports	✓	NA, Phase I was clean.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs	✓	Done, 2016.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This is the southern 45-acre portion of the new Ramsey business park. This portion of the business park is ready for development. No major concerns. This is not owned by the city—it's owned by PSD LLC.	

Site #Connexus

Remnant Connexus Energy Lot
Lot 1, Block 1, Bury Carlson Addition
PID 27-32-25-32-0008
Size, about 15 acres
Industrial





Shovel Ready Status

1	MN Formal Shovel Ready Application	**No, but***	*Staff would like to complete a formal MN Shovel Ready App.
2	Title Work		Do not have on file.
3	ALTA Survey		Do not have on file.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Utilities are adjacent, need to document.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Utilities are adjacent, need to document.
6	Geotechnical Soils Evaluation		Do not have on file.
7	Phase I ESA		Do not have on file.
8	Additional ESAs or Environmental Reports		Shouldn't be needed.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This site is located within the city's existing business park. This site is about 17.55 acres, about 15 acres is available. This site is owned by Connexus Energy, not the City of Ramsey. This site is in a great location, has great depth and size, is located adjacent to utilities, is a "nearly green-field " site, and is fairly flat. This is a very marketable/ desirable site—perhaps, the most desirable industrial site in Ramsey.	

Site #BLIP, Hageman

Multiple Parcels
Bunker Lake Industrial Park
PSD Owned Portion
Size about 45 acres
E3 Employment





Shovel Ready Status

1	MN Formal Shovel Ready Application	**No, but***	*Staff would like to complete a formal MN Shovel Ready App. Much information already completed.
2	Title Work		Do not have on file.
3	ALTA Survey	✓	Done, 2011.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2017. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2017. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2011.
7	Phase I ESA	✓	Done, 2011.
8	Additional ESAs or Environmental Reports		Shouldn't be needed.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file. Staff should complete this.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This is the northern 62-acre portion of the new Ramsey business park. This portion of the business park is greenfield and is close to ready for development (not as ready as PSD). This is not owned by the city—it's owned by Hageman Holdings. Staff believes all previous work completed by Hageman Holdings needs to be verified/ updates may be needed. Some items staff thinks are worth noting is: (1) potential need for fill in some areas, (2) need to address storm water plan that was previously put in place, (3) Hageman Holdings doesn't want to sell small pieces of property (i.e. less than 10 acres), and (4) internal public infrastructure may or may not be needed—depending on the size of future users. This property fits well within the MN Shovel Ready program.	

Site #55

Former Bury Carlson Site
Lot 1, Block 1, Bury Carlson Addition
PID 27-32-25-34-0009
Size variable, about 9.3 acres
Industrial





Shovel Ready Status

1	MN Formal Shovel Ready Application	**No, but***	*Staff would like to complete a formal MN Shovel Ready App. Much information already completed.
2	Title Work	✓	Done, 2017.
3	ALTA Survey	✓	Done, 2017.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Done, 2017. Utilities are adjacent.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Done, 2017. Utilities are adjacent.
6	Geotechnical Soils Evaluation	✓	Done, 2017.
7	Phase I ESA		Do not have on file. Staff should complete this.
8	Additional ESAs or Environmental Reports		Do not have on file. Staff should complete this.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file. Staff should complete this.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This site is located within the city's existing business park. This site is about 20 acres, and was purchased by the city from Bury Carlson with the intent to use if for a future public works campus. In 2015, the city completed a space needs analysis for the future PW campus and found that the northern 9.3 acres of this site available for sale/ development. Since 2016, the site has been locked up in two PAs. Staff thinks this site should be enrolled in the formal MN shovel ready program, that is should be proactively subdivided, that storm water needs to be addressed, and that access to the graveyard needs to be addressed. This site is very attractive for industrial users, and staff expects it to sell within the next few years.	

Site #COR South, PSD

Multiple Parcels
Commercial Area South of COR on Riverdale

Parcels: 28-32-25-34-0002, 28-32-25-43-0007, 28-32-25-34-0006

Size about 42 acres (35)
B2 Business





Shovel Ready Status

1	MN Formal Shovel Ready Application	**No, but***	*Staff would like to complete a formal MN Shovel Ready App.
2	Title Work		Do not have on file.
3	ALTA Survey		Do not have on file.
4	Public Utility Locations and Specs (water, sewer, storm)	✓	Utilities are adjacent, need to document.
5	Private Utility Locations and Specs (elec, gas, tele).	✓	Utilities are adjacent, need to document.
6	Geotechnical Soils Evaluation		Do not have on file.
7	Phase I ESA		Do not have on file.
8	Additional ESAs or Environmental Reports		Shouldn't be needed.
9	National Wetland Inventory and Flood Plain Maps		Do not have on file. Staff should complete this. Technically not part of MN Formal Shovel Ready application.
10	Site Photos and Site Specs		Do not have on file.
11	Community Profile	✓	Done, 2017.
12	Other Items Cut/ fill, topography, traffic counts, tree inventory, development fees status, subdivision required, public infrastructure status, concept maps, cost-shares, assessments, encumbrances, etc.	This is the roughly 42-acre piece of land located directly south of The COR, which could potentially be connected by skyway to The COR/ the Northstar. This site is zoned B2 which makes it available for retail and office type users. Do to the size and location of this site, staff would support working with PSD LLC to get this site shovel ready. If this site does develop into retail—it's the most ready to go, large sized, single owner, retail parcel in Ramsey; and it has great visibility from Highway 10.	

CC Regular Session **4. 8.**

Meeting Date: 04/24/2018

By: Jackie Lipski, Finance

Information

Title

Adopt Resolution #18-084 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of April 5, 2018 through April 18, 2018

Action:

Motion to Adopt Resolution #18-084 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of April 5, 2018 through April 18, 2018.

Attachments

Bills List 04/24/2018

Resolution 4/24/2018

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	04/18/2018 02:20 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 09:00 AM
Form Started By: Jackie Lipski		Started On: 04/18/2018 02:10 PM
Final Approval Date: 04/19/2018		

RAMSEY CITY COUNCIL MEETING

4/24/2018

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 4/5/18-4/18/18	183,970.02
Accounts Payable 4/5/18-4/18/18	320,401.02
Payroll 4/6/18	147,083.33
Pay Estimate- Project	7,045.10

TOTAL SUBMITTED FOR APPROVAL THIS MEETING **$ 658,499.47**

	APPROVED PREV. MTG	2018 Y.T.D.
DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:		
NET PAYROLL TOTAL	$ 167,268.81	$ 1,108,341.31
- CORRECTION TO PAYROLL		
PREPAIDS	274,313.43	1,855,152.79
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE	146,802.50	541,908.75
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	152,684.56	1,892,469.74
ADD (DELETE) BILLS LIST SUBMITTED		
PAY ESTIMATE(S)		510,842.15
- CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED	**$ 741,069.30**	**$ 5,908,714.74**

CITY OF RAMSEY

Council Check Register by GL

Council Check Register and Summary

4/5/2018 -- 12/31/2018

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
105437	**4/5/2018**		**100297 CENTERPOINT ENERGY**						
		1,005.74	MISC PW ACCTS FEB 18		90992	8000014064-2 FEB 18	0311.6373		GAS
		735.16	MISC PW ACCTS FEB 18		90992	8000014064-2 FEB 18	0452.6373		GAS
		335.25	MISC PW ACCTS FEB 18		90992	8000014064-2 FEB 18	9601.6373		GAS
		335.25	MISC PW ACCTS FEB 18		90992	8000014064-2 FEB 18	9602.6373		GAS
		335.24	MISC PW ACCTS FEB 18		90992	8000014064-2 FEB 18	9605.6373		GAS
		2,746.64							
105438	**4/5/2018**		**110734 CITY OF RAMSEY**						
		100.25	# 682035500		90975	040518	9601.4651		WATER REVENUE
		100.25							
105439	**4/5/2018**		**106528 ELDER JONES**						
		80.00	CANCEL PERMIT RA036916		90976	032818	9101.4205		BUILDING PERMIT
		1.00	CANCEL PERMIT RA036916		90976	032818	9101.2081		SURCHARGES-PERMITS
		81.00							
105440	**4/5/2018**		**116125 ENTITLE**						
		552.16	REFUND EN17-4843 14391 QUICKSI		90977	032918	9601.4651		WATER REVENUE
		552.16							
105441	**4/5/2018**		**115123 GIS WORKSHOP LLC**						
		400.00	SIMPLESIGNS/ROWEMAP SUPPORT		90978	11968	0192.6405		OFFICE & DATA PROCES:
		400.00							
105442	**4/5/2018**		**100209 HAKANSON ANDERSON ASSOC INC**						
		450.00	SUNFISH STATION DEMO		90979	39533	9410.6315	00041017	MISCELLANEOUS PROFE
		450.00							
105443	**4/5/2018**		**116256 KUKALA, MIKE**						
		100.00	REFUND DAMAGE/KEY DEPOSIT		90980	040218	9804.1160		KEY & DAMAGE DEPOSIT
		55.00	REFUND DAMAGE/KEY DEPOSIT		90980	040218	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
105444	**4/5/2018**		**100268 LRRWMO CITY OF ANOKA**						
		800.00	201805 PUMA/BUNKER LAKE BLVD		90981	040418	9437.6530	00201805	IMPROVEMENTS OTHER
		800.00							
105445	**4/5/2018**		**112454 MINNESOTA DEPARTMENT OF TRANSPORTATION**						
		35.00	CONCRETE- J. FERIANCEK		90983	032718	0301.6335		TRAINING
		35.00							
105446	**4/5/2018**		**100389 MN POST BOARD**						
		630.00	7 POST BOARDS RENEW		90982	040318	0211.6451		MEMBERSHIP DUES
		630.00							
105447	**4/5/2018**		**100351 NCPERS MINNESOTA**						
		384.00	APR 18 LIFE INS		90984	7048418 APR 18	9101.2170		DENTAL/DISABILITY/LIFE
		384.00							
105448	**4/5/2018**		**116116 RAYCO CONSTRUCTION INC**						

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105448	4/5/2018		116116 RAYCO CONSTRUCTION INC						Continued.
		463.25	REFUND PERMIT RA035854		90985	040518	9101.4205		BUILDING PERMIT
		15.62	REFUND PERMIT RA035854		90985	040518	9101.2081		SURCHARGES-PERMITS
		478.87							
105449	4/5/2018		100510 VERIZON WIRELESS						
		61.79	FEB/MAR 18 SERVICE		90986	9803921501	0130.6323		CELLULAR PHONES
		61.79							
105450	4/5/2018		111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC						
		27.95	7550 SUNWOOD DR		90988	150-1681-6340 MAR 18	0194.6489		OTHER CONTRACTED SE
		24.95	7650 SUNWOOD DR		90989	150-1681-4280 MAR 18	9240.6315		MISCELLANEOUS PROFE
		27.95	6701 HWY 10- YOUTH FIRST		90990	150-1687-1105 APR 18	9410.6315	00041012	MISCELLANEOUS PROFE
		80.85							
105519	4/12/2018		115549 3SI SECURITY SYSTEMS INC						
		432.00	1 YEAR 2018- ANNUAL TRACKING		91030	0000532409	0211.6415		OTHER EQUIPMENT REN
		432.00							
105520	4/12/2018		100012 ACE SOLID WASTE INC						
		91.33	APRIL 18- FIRE STATIONS		91029	3706493	0220.6374		REFUSE/RECYCLING
		91.33							
105521	4/12/2018		100040 ANOKA COUNTY FIRE PROTECTION COUNCIL						
		420.00	2018 MEMBERSHIP DUES		91031	18-092	0220.6451		MEMBERSHIP DUES
		420.00							
105522	4/12/2018		106346 BAUER BUILT INCORPORATED						
		1,631.96	REPAIR ON 672		91032	9400049536	0311.6388		OTHER VEHICLE REPAIR
		1,631.96							
105523	4/12/2018		100404 CENTURYLINK						
		65.35	MAR/APR 2018 SERVICE		91033	763 422-1452 795 MAR 18	0452.6321		TELEPHONE
		65.35							
105524	4/12/2018		110734 CITY OF RAMSEY						
		185.00	# 726677		91034	041218	9601.4651		WATER REVENUE
		185.00							
105525	4/12/2018		111696 CITY OF RAMSEY						
		3,669.39	MOVE DEP TO ESCROW 115974		91035	041118	9101.4209		CONDITIONAL USE PERM
		3,669.39							
105526	4/12/2018		107724 COMCAST						
		2.27	APR-MAY 2018 SERVICE		91036	032418	0220.6249		MISCELLANEOUS OPERA
		2.27							
105527	4/12/2018		100116 CONNEXUS ENERGY						
		7,212.54	WTR TWR/LIFT STAT/WELLS		91037	759126-303102 MAR 18	9601.6371		ELECTRIC UTILITIES
		599.02	WTR TWR/LIFT STAT/WELLS		91037	759126-303102 MAR 18	9602.6371		ELECTRIC UTILITIES

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105527	4/12/2018		100116 CONNEXUS ENERGY						Continued.
		7,811.56							
105528	4/12/2018		106739 DEPENDABLE HEATING & COOLING						
		660.00	WORK AT 6745 HWY 10		91038	0000010341	9410.6315	00041001	MISCELLANEOUS PROFE
		660.00							
105529	4/12/2018		106624 EHLERS AND ASSOCIATES, INC						
		1,001.25	FEB 18 SERVICES		91039	76502	9208.6315		MISCELLANEOUS PROFE
		4,200.00	FEB 18 SERVICES		91039	76502	9214.6315		MISCELLANEOUS PROFE
		5,201.25							
105530	4/12/2018		115328 LENNAR						
		1,500.00	REFUND ERO ESC 15982 URANIMATE		91040	041218	9804.6433	00115025	REFUNDS
		1,500.00							
105531	4/12/2018		116169 LIFE INSURANCE CO OF NORTH AMERICA						
		74.40	LIFE INS APRIL 2018		91041	AI960634 APRIL 18	9101.2170		DENTAL/DISABILITY/LIFE
		8.52	LIFE INS APRIL 2018		91041	AI960634 APRIL 18	9101.2170		DENTAL/DISABILITY/LIFE
		82.92							
105532	4/12/2018		116264 MALINSKI, VERONIKA						
		155.00	REFUND DAMAGE KEY DEPOSIT		91042	040918	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
105533	4/12/2018		111999 MEADOW CREEK BUILDERS INC						
		1,500.00	REFUND ERO ESC 6903 170TH TRL		91043	040518	9804.6433	00114662	REFUNDS
		1,500.00							
105534	4/12/2018		100291 MET COUNCIL SAC						
		17,395.00	MARCH 2018 SAC CHARGES		91044	040918	9602.2083		SAC CHARGES
		173.95-	MARCH 2018 SAC CHARGES		91044	040918	9602.4356		SEWER AVAILABILITY CH
		17,221.05							
105535	4/12/2018		111834 MINNESOTA DEPARTMENT OF HEALTH						
		175.00	PERMIT 7157 HWY 10 RAMSEY MN		91049	040918	9410.6315	00041009	MISCELLANEOUS PROFE
		175.00							
105536	4/12/2018		113719 NEOFUNDS BY NEOPOST						
		2,000.00	# 7900044034448047		91045	041218	9101.1551		POSTAGE METER DEPOS
		2,000.00							
105537	4/12/2018		100678 PETTY CASH						
		10.00	PARKING FEES		91046	041218	0311.6335		TRAINING
		21.75	TITLE TRANSFER		91046	041218	0211.6249		MISCELLANEOUS OPERA
		16.00	VEHICLE PLATES 644		91046	041218	0194.6249		MISCELLANEOUS OPERA
		5.00	PARKING FEES		91046	041218	9601.6249		MISCELLANEOUS OPERA
		52.75							
105538	4/12/2018		111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC						
		27.95	APR 18 5650 ALPINE DR		91047	150-1691-2206 APR 18	0220.6489		OTHER CONTRACTED SE
		27.95	APRIL 18 SERVICE		91048	150-1682-6501 APR 18	0211.6489		OTHER CONTRACTED SE

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105538	4/12/2018		111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC						Continued.
		55.90							
90458810	4/6/2018		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		18,358.76			90968	0404181520454	9101.2174		PERA-EMPLOYEE
		24,454.66			90969	0404181520455	9101.2183		PERA-EMPLOYER
		42,813.42							
90615170	4/6/2018		101306 IRS						
		21,078.86			90971	0404181520457	9101.2171		FEDERAL WITHHOLDING
		11,722.34			90972	0404181520458	9101.2173		FICA & MEDICARE-EMPL(
		11,722.34			90973	0404181520459	9101.2182		FICA & MEDICARE-EMPL(
		44,523.54							
98040618	4/6/2018		115568 ALERUS FINANCIAL NA						
		1,771.68			90965	04041815204514	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,771.68							
98134464	4/6/2018		100601 MN DEPT OF REV WH						
		10,234.53			90970	0404181520456	9101.2172		STATE WITHHOLDING
		10,234.53							
99040618	4/6/2018		107962 TOTAL ADMINISTRATIVE SERVICE CORP						
		2,697.20			90961	04041815204510	9101.2176		LIFE/HEALTH-EMPLOYEE
		2,697.20							
99041118	4/12/2018		107885 DEPARTMENT OF LABOR AND INDUSTRY						
		1,648.58	March Surcharges		90993	03312018	9101.2081		SURCHARGES-PERMITS
		33.01-	March Surcharges		90993	03312018	9101.4604		SURCHARGES
		1,615.57							
99041218	4/12/2018		100629 MN DEPT OF REV SALES TX						
		59.49	March Sales Tax		90987	03312018	9101.4305		RENTAL FEES
		12.26	March Sales Tax		90987	03312018	9101.4328		ACCIDENT REPORTS
		1.80	March Sales Tax		90987	03312018	9101.4308		SALES OF MAPS & PUBLI
		.68-	March Sales Tax		90987	03312018	9101.4609		OTHER MISCELLANEOUS
		137.13	March Sales Tax		90987	03312018	9601.2082		SALES/USE TAX PAYABLE
		210.00							
99041318	4/13/2018		108768 COMDATA NETWORK INC						
		1,179.84	MENARDS COON RAPIDS MN , BERGE		91050	MARCH 18 COMDATA PCARD	0452.6249		MISCELLANEOUS OPERA
		55.00	MN RECREATION AND PARK , BERGE		91050	MARCH 18 COMDATA PCARD	0452.6335		TRAINING
		119.98	AMAZON MKTPLACE PMTS , BLUML		91050	MARCH 18 COMDATA PCARD	0211.6223		GASOLINE
		25.94	AMAZON MKTPLACE PMTS W , BLUML		91050	MARCH 18 COMDATA PCARD	0211.6208		MISCELLANEOUS OFFICI
		19.23	AMAZON.COM AMZN.COM/BI , BLUML		91050	MARCH 18 COMDATA PCARD	0211.6208		MISCELLANEOUS OFFICI
		42.09	CHIPOTLE , BLUML		91050	MARCH 18 COMDATA PCARD	0211.6331		TRAVEL & LODGING
		12.46	COBORN'S SUPERSTORE , BLUML		91050	MARCH 18 COMDATA PCARD	0280.6241		COMMUNITY POLICING S
		25.00	TLO TRANSUNION , BLUML		91050	MARCH 18 COMDATA PCARD	0211.6315		MISCELLANEOUS PROFE

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99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		6.50	LITTLE DUKES RAMSEY , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6225		DIESEL FUEL
		169.00	LOWES , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		10.97	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		5.97	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		5.97	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		9.97	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		6.97	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		6.97	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		5.79	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		4.98	THE HOME DPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		3.48	THE HOME DEPOT , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6281		SMALL TOOLS & MINOR E
		70.87	WM SUPERCENTER , BRAY		91050	MARCH 18 COMDATA PCARD	0194.6249		MISCELLANEOUS OPERA
		75.00	BCA TRAINING EDUCATION , FRANK		91050	MARCH 18 COMDATA PCARD	0211.6335		TRAINING
		75.00	BCA TRAINING EDUCATION , FRANK		91050	MARCH 18 COMDATA PCARD	0211.6335		TRAINING
		19.18	AMAZON MKTPLACE PMTS , FREDRIC		91050	MARCH 18 COMDATA PCARD	0130.6208		MISCELLANEOUS OFFICI
		18.55	AMAZON MKTPLACE PMTS , FREDRIC		91050	MARCH 18 COMDATA PCARD	0301.6208		MISCELLANEOUS OFFICI
		8.61	AMAZON MKTPLACE PMTS , FREDRIC		91050	MARCH 18 COMDATA PCARD	0311.6208		MISCELLANEOUS OFFICI
		179.97-	DNH*GODADDY.COM , FREDRICKSON		91050	MARCH 18 COMDATA PCARD	0192.6405		OFFICE & DATA PROCES:
		179.97-	DNH*GODADDY.COM , FREDRICKSON		91050	MARCH 18 COMDATA PCARD	0192.6405		OFFICE & DATA PROCES:
		902.50	SIGNCAD SYSTEMS , FREDRICKSON		91050	MARCH 18 COMDATA PCARD	0192.6405		OFFICE & DATA PROCES:
		13.99	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		23.99	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		10.53	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		26.34	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		74.95	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		12.28	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		57.36	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E

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99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		7.86	WWW.NEWEGGBUSINESS.COM , FREDR		91050	MARCH 18 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		28.45	EB PLANNERS DAY AT TH , GLADHI		91050	MARCH 18 COMDATA PCARD	0191.6335		TRAINING
		250.00	EB VADNAIS HEIGHTS , GLADHILL		91050	MARCH 18 COMDATA PCARD	0240.6335		TRAINING
		135.00	INT'L CODE COUNCIL INC , GLADH		91050	MARCH 18 COMDATA PCARD	0240.6451		MEMBERSHIP DUES
		39.99	NOUNPROJECT.COM , GLADHILL		91050	MARCH 18 COMDATA PCARD	0191.6249		MISCELLANEOUS OPERA
		130.00	ASSOCIATION OF MINNESO , KOHNE		91050	MARCH 18 COMDATA PCARD	0220.6451		MEMBERSHIP DUES
		39.54	COBORN'S SUPERSTORE , LASHER		91050	MARCH 18 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		219.00	AMERICAN PAYROLL ASSOC , LUND		91050	MARCH 18 COMDATA PCARD	0153.6451		MEMBERSHIP DUES
		200.00	INTERNATIONAL INSTITUT , LUND		91050	MARCH 18 COMDATA PCARD	0141.6451		MEMBERSHIP DUES
		750.00	SIGNCAD SYSTEMS , RIEMER		91050	MARCH 18 COMDATA PCARD	0311.6335		TRAINING
		352.19	T A SCHIFSKY & SONS IN , RIEME		91050	MARCH 18 COMDATA PCARD	0311.6265		ASPHALT
		82.75	TRI-STATE BOBCAT , RIEMER		91050	MARCH 18 COMDATA PCARD	0311.6257		OTHER VEHICLE PARTS
		82.75	TRI-STATE BOBCAT , RIEMER		91050	MARCH 18 COMDATA PCARD	0452.6257		OTHER VEHICLE PARTS
		97.10	WILLY MCCOYS OF RAMSEY , RIEME		91050	MARCH 18 COMDATA PCARD	0311.6335		TRAINING
		225.00	U OF M CONTLEARNING OS , RIVER		91050	MARCH 18 COMDATA PCARD	0452.6335		TRAINING
		29.98	HIRSHFIELDS COON RAPID , SCHIF		91050	MARCH 18 COMDATA PCARD	0220.6249		MISCELLANEOUS OPERA
		33.58	CASA RIO , ULRICH		91050	MARCH 18 COMDATA PCARD	0130.6249		MISCELLANEOUS OPERA
		12.83	COSSETTA'S , ULRICH		91050	MARCH 18 COMDATA PCARD	0130.6249		MISCELLANEOUS OPERA
		1,152.00	INTERNATION , ULRICH		91050	MARCH 18 COMDATA PCARD	0130.6451		MEMBERSHIP DUES
		35.00	METRONORTH CHAMBER OF , BRAMA		91050	MARCH 18 COMDATA PCARD	9230.6249		MISCELLANEOUS OPERA
		36.60	COBORN'S SUPERSTORE , WENBERG		91050	MARCH 18 COMDATA PCARD	9230.6249	00923001	MISCELLANEOUS OPERA
		204.99	HIRSHFIELDS COON RAPID , NELSO		91050	MARCH 18 COMDATA PCARD	9601.6249		MISCELLANEOUS OPERA
		219.96-	OFFICEMAX/DEPOT , NELSON		91050	MARCH 18 COMDATA PCARD	9601.6249		MISCELLANEOUS OPERA
		179.96	OFFICEMAX/DEPOT , NELSON		91050	MARCH 18 COMDATA PCARD	9601.6249		MISCELLANEOUS OPERA
		219.96	OFFICEMAX/DEPOT , NELSON		91050	MARCH 18 COMDATA PCARD	9601.6249		MISCELLANEOUS OPERA
		15.12	OFFICEMAX/DEPOT , NELSON		91050	MARCH 18 COMDATA PCARD	9601.6249		MISCELLANEOUS OPERA
		754.50	SOS OFFICE FURNITURE , NELSON		91050	MARCH 18 COMDATA PCARD	9601.6249		MISCELLANEOUS OPERA

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99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		43.99-	SUNBELT RENTALS , NELSON		91050	MARCH 18 COMDATA PCARD	9601.6249		MISCELLANEOUS OPERA
		21.81	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		18.13	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		20.27	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		15.63	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		40.40	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		75.76	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		54.03	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		51.83	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0301.6223		GASOLINE
		20.00	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		17.35	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		56.71	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		20.00	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		57.03	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		37.67	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		37.88	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6225		DIESEL FUEL
		29.02	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6225		DIESEL FUEL
		18.71	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6225		DIESEL FUEL
		32.21	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		26.40	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		29.50	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		12.06	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		20.37	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		80.00	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		35.05	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		80.21	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		39.26	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE

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99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		52.33	CASEYS GEN STORE		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		28.74	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0240.6223		GASOLINE
		36.70	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0240.6223		GASOLINE
		61.51	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		43.46	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		31.85	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0240.6223		GASOLINE
		55.04	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0301.6223		GASOLINE
		32.09	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0240.6223		GASOLINE
		32.44	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0240.6223		GASOLINE
		35.11	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0240.6223		GASOLINE
		31.92	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0240.6223		GASOLINE
		41.28	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		57.27	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		46.77	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		39.78	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		31.38	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		62.69	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		51.21	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		66.98	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		42.52	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		49.37	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		58.23	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		59.35	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		79.83	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		57.73	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		45.26	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		19.29	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		86.63	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		29.50	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0301.6223		GASOLINE
		31.65	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0301.6223		GASOLINE
		55.24	KWIK TRIP		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		39.55	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0194.6223		GASOLINE
		52.85	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0194.6223		GASOLINE
		3.23	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		41.99	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		33.14	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		29.98	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		59.00	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		34.62	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		24.16	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		68.06	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0452.6223		GASOLINE
		45.82	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		56.81	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0311.6223		GASOLINE
		36.55	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0194.6223		GASOLINE
		34.12	BILL'S SUPERETTE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.48	CASEYS GEN STORE		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		16.94	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.74	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		16.65	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		17.37	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		40.28	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		28.16	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.97	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.13	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		33.91	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		20.78	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		51.56	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		9.03	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		16.35	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		12.87	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		31.18	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		19.38	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		10.52	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		4.60	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		28.71	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.34	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		19.72	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.13	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.57	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		41.50	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.96	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		28.14	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		13.46	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		35.15	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.20	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		29.10	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		21.23	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		16.79	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.78	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		.47	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		28.02	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		33.57	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		19.13	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		30.65	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.62	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		36.20	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.78	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		21.55	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		18.55	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.32	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.17	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		1.56	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		28.83	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		31.00	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		14.91	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		43.02	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.51	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		20.29	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		19.40	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		12.83	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		35.66	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		41.88	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		75.67	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		38.48	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		50.91	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.09	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		59.62	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		29.36	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		15.80	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		36.54	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		31.50	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.23	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		38.13	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		25.50	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.50	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.07	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		26.42	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.38	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		19.95	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.39	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.98	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		30.34	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		32.01	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		29.28	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		35.92	HOLIDAY DEALER		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		38.52	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		29.72	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		37.77	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		36.49	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		38.55	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.44	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.68	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.57	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		45.05	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		30.38	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		31.71	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		24.16	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		35.00	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		30.50	HOLIDAY STNSTORE		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		38.91	KWIK TRIP		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		20.88	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		47.20	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		13.63	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		51.15	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		54.52	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		51.38	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		39.75	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		14.68	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		19.30	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.58	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		9.01	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		31.55	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		10.34	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		21.94	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		41.79	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.25	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.42	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		11.35	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		12.75	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		13.32	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.20	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.66	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		19.52	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		21.94	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		16.59	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.81	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.76	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		20.05	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		17.37	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.32	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		48.73	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		49.04	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		44.74	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		50.10	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		49.39	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		26.18	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.21	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.93	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		29.24	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		26.42	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.17	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		16.40	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		47.44	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.13	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		25.39	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.37	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		30.56	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		10.72	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		22.28	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		24.85	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		45.05	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.32	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.69	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		52.26	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		74.25	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.43	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		47.91	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		43.21	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		15.41	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		30.64	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		28.16	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.03	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		32.37	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.67	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		35.08	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		26.80	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		20.37	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		31.77	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.71	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.04	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		28.71	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		14.52	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.96	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		26.03	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.66	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		16.60	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99041318	4/13/2018		108768 COMDATA NETWORK INC						Continued.
		29.39	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.46	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.66	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.19	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		27.30	MARATHON PETRO		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		34.31	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		19.93	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		17.22	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.38	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		44.94	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		33.00	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		48.46	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0220.6223		GASOLINE
		31.63	SUPERAMERICA		91051	MARCH 18 COMDATA FUEL	0211.6223		GASOLINE
		23.50	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	9601.6223		GASOLINE
		29.57	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	9601.6223		GASOLINE
		66.07	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	9601.6223		GASOLINE
		61.05	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	9601.6223		GASOLINE
		51.10	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	9601.6223		GASOLINE
		30.32	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	9602.6223		GASOLINE
		69.82	CASEYS RAMSEY		91051	MARCH 18 COMDATA FUEL	9602.6223		GASOLINE
		78.44	LITTLE DUKES RAMSEY		91051	MARCH 18 COMDATA FUEL	9602.6223		GASOLINE
		16,411.65							
99041718	4/17/2018		100219 HOME DEPOT COMMERCIAL ACCT PROGRAM						
		555.28	MARCH 18 PURCHASE		91142	032818	0452.6281		SMALL TOOLS & MINOR E
		555.28							
99556001	4/6/2018		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		2,308.28			90964	04041815204513	9101.2176		LIFE/HEALTH-EMPLOYEE
		2,308.28							
99557418	4/6/2018		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		8,794.00			90963	04041815204512	9101.2175		DEFERRED COMPENSAT
		8,794.00							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99557418	**4/6/2018**		**114790 GREAT WEST LIFE AND ANNUITY INS CO**						**Continued.**
99594643	**4/6/2018**		**100223 ICMA RETIREMENT TRUST 457**						
		2,166.58			90960	0404181520451	9101.2175		DEFERRED COMPENSAT
		2,166.58							
		183,970.02	Grand Total						

Payment Instrument Totals

Checks	49,868.29
EFT Payments	134,101.73
Total Payments	183,970.02

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Payment Instrument	Check Payment
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Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
106639	3M	SIGN MATERIAL	PV	91177	001	09101	4/10/2018	TP23106	306.00
	3M				Summary Total				306.00
	P O BOX 844127	SIGN MATERIAL	PV	91178	001	09101	4/11/2018	TP23105	1,383.75
	DALLAS TX 75284-4127				Summary Total				1,383.75
					Payment Amount				1,689.75
100011	ACE SALES	STAFF SHIRTS- BIZ EXPO	PV	90994	001	09101	3/29/2018	2693	230.85
	ACE SALES				Summary Total				230.85
	17555 UNICORN STREET NW								
	RAMSEY MN 55303				Payment Amount				230.85
111385	ACHIEVE SERVICES INC	SHREDDING 3/15/2018	PV	91052	001	09101	3/31/2018	17413	83.25
	ACHIEVE SERVICES INC				Summary Total				83.25
	1201 89TH AVENUE NE	2018 SPRING GALA-BRONZE	PV	91053	001	09101	4/4/2018	17354	1,000.00
	BLAINE MN 55434				Summary Total				1,000.00
					Payment Amount				1,083.25
110402	ADVANCE AUTO PARTS	MARCH 18 PURCHASES	PV	91179	001	09101	3/31/2018	033118	676.05
	ADVANCE AUTO PARTS	MARCH 18 PURCHASES	PV	91179	002	09101	3/31/2018	033118	21.28
	AAP FINANCIAL SERVICES	MARCH 18 PURCHASES	PV	91179	003	09101	3/31/2018	033118	119.51
	P O BOX 742063	MARCH 18 PURCHASES	PV	91179	004	09101	3/31/2018	033118	613.67
	ATLANTA GA 30374-2063				Summary Total				1,430.51
					Payment Amount				1,430.51
100017	AIRGAS USA, LLC	CYLINDER LEASE	PV	91112	001	09101	4/1/2018	9952672366	43.75
	AIRGAS USA LLC	CYLINDER LEASE	PV	91112	002	09101	4/1/2018	9952672366	43.75
	P O BOX 802576				Summary Total				87.50
	CHICAGO IL 60680-2576	MISC GASES	PV	91113	001	09101	3/31/2018	9952040930	15.00
		MISC GASES	PV	91113	002	09101	3/31/2018	9952040930	15.00
					Summary Total				30.00
					Payment Amount				117.50
100035	ANOKA COUNTY CENTRAL COMMUNICATIONS	JAN- MAR 18 ACCESS	PV	91055	001	09101	4/5/2018	2018055	900.00
	ANOKA COUNTY CENTRAL COMMUNICATIONS				Summary Total				900.00
	325 EAST MAIN STREET								

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Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ANOKA MN 55303								
				Payment Amount					900.00
107587	ANOKA COUNTY TREASURY DEPARTMENT	MAY 18 BROADBAND	PV	91054	001	09101	4/3/2018	B180403M	604.50
	ANOKA COUNTY TREASURY DEPARTMENT 2100 THIRD AVENUE ANOKA MN 55303			Summary Total					604.50
				Payment Amount					604.50
100052	ANOKA POLICE DEPARTMENT	MAR 18 ANIMAL CONTAINMENT	PV	91114	001	09101	4/9/2018	040918	675.00
	ANOKA POLICE DEPARTMENT 275 HARRISON STREET ANOKA MN 55303			Summary Total					675.00
				Payment Amount					675.00
108636	ASCAP	HD MUSIC LICENSE 2018	PV	90995	001	09297	4/9/2018	500613612 -2018	348.00
	ASCAP P O BOX 331608-7515 NASHVILLE TN 37203-9998			Summary Total					348.00
				Payment Amount					348.00
100063	ASPEN MILLS	RADIO DEVICE/EAR PIECE/MISC	PV	91115	001	09101	4/9/2018	214596	110.78
	ASPEN MILLS			Summary Total					110.78
	8201 C CENTRAL AVE NE	T. BURNS BELT	PV	91116	001	09101	4/9/2018	214595	58.50
	SPRING LAKE PARK MN 55432			Summary Total					58.50
		C. GARDNER MISC	PV	91117	001	09101	4/9/2018	214597	463.45
				Summary Total					463.45
		BOOTS- D. MOLDENHAUER	PV	91118	001	09101	4/9/2018	214598	149.95
				Summary Total					149.95
		S. SCHLENDER 2 BELTS	PV	91119	001	09101	4/9/2018	214599	98.35
				Summary Total					98.35
				Payment Amount					881.03
100086	BLUE VELVET INC	APRIL 2018 FIRE DEPT	PV	90997	001	09101	4/3/2018	040318	149.75

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Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		WASHES							
	BLUE VELVET INC			Summary Total					149.75
	14101 ST FRANCIS BLVD	APRIL 2018 PD WASHES	PV	90998	001	09101	4/3/2018	040318A	299.50
	RAMSEY MN 55303			Summary Total					299.50
				Payment Amount					449.25
103641	BOYER TRUCKS ROGERS	PARTS FOR 632	PV	90999	001	09101	4/3/2018	193506R	244.03
	BOYER TRUCKS			Summary Total					244.03
	2601 NE BROADWAY	FILTERS 668	PV	91056	001	09101	4/6/2018	193647R	126.92
	MINNEAPOLIS MN 55413			Summary Total					126.92
				Payment Amount					370.95
108627	BROADWAY RENTAL EQUIPMENT	RENTAL EQUIP- EDA EXPO 2018	PV	91000	001	09230	3/30/2018	5052863	630.70
	BROADWAY RENTAL EQUIPMENT CO 6800 WEST BROADWAY BROOKLYN PARK MN 55428			Summary Total					630.70
				Payment Amount					630.70
100306	BUREAU OF CRIMINAL APPREHENSION	JAN-MAR 18 ACCESS FEE	PV	91001	001	09101	3/31/2018	00000469525	390.00
	BUREAU OF CRIMINAL APPREHENSION MNJIS SECTION- ATTEN: KIM LACEK 1430 MARYLAND AVENUE EAST ST PAUL MN 55106			Summary Total					390.00
				Payment Amount					390.00
110536	CBIZ FINANCIAL SOLUTIONS INC	2018 1ST QTR INVEST ADV SERV	PV	91149	001	09101	3/31/2018	2207	49.65
	CBIZ FINANCIAL SOLUTIONS INC P O BOX 643792 CINCINNATI OH 45264-3792			Summary Total					49.65
				Payment Amount					49.65
100297	CENTERPOINT ENERGY	MAR 2018 SERVICE	PV	91120	001	09410	4/9/2018	6011580-5 APR 18	250.93
	CENTERPOINT ENERGY			Summary Total					250.93
	P O BOX 4671	15050 ARMSTRONG	PV	91150	001	09101	4/9/2018	5914352-9 APR 18	271.70
	HOUSTON TX 77210-4671			Summary Total					271.70
		5650 ALPINE DR	PV	91151	001	09101	4/9/2018	5961540-1 APR 18	420.55

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Payment Instrument	Check Payment
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Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					420.55
		7550 SUNWOOD DR	PV	91152	001	09101	4/9/2018	6702493-5 APR 18	2,963.80
				Summary Total					2,963.80
		14515 E TOWN CENTER DR	PV	91153	001	09601	4/9/2018	8782239-1 APR 18	94.52
				Summary Total					94.52
				Payment Amount					4,001.50
115654	CENTRAL TRUST BANK	SOFTWARE- E-PERMITS	PV	91180	001	09101	3/31/2018	05311529166 MARCH 18	24,483.53
	CENTRAL TRUST BANK P O BOX 726 JEFFERSON CITY MO 65102			Summary Total					24,483.53
				Payment Amount					24,483.53
114549	CHET S SHOES INC	WORK BOOTS	PV	91121	001	09101	4/2/2018	38096	150.00
	CHET S SHOES INC	WORK BOOTS	PV	91121	002	09101	4/2/2018	38096	150.00
	8870 RENDOVA STREET NE	WORK BOOTS	PV	91121	003	09101	4/2/2018	38096	150.00
	CIRCLE PINES MN 55014			Summary Total					450.00
				Payment Amount					450.00
116197	CINTAS CORPORATION	FIRE- MATS	PV	91057	001	09101	4/11/2018	4005068820	16.56
	CINTAS CORPORATION			Summary Total					16.56
	CINTAS LOC #4K	UNIFORM CLEANING	PV	91122	001	09101	4/4/2018	4004902317	23.00
	P O BOX 650838	UNIFORM CLEANING	PV	91122	002	09101	4/4/2018	4004902317	4.00
	DALLAS TX 75265-0838	UNIFORM CLEANING	PV	91122	003	09101	4/4/2018	4004902317	26.43
		UNIFORM CLEANING	PV	91122	004	09101	4/4/2018	4004902317	26.43
				Summary Total					79.86
		UNIFORM CLEANING	PV	91181	001	09101	4/11/2018	4005069051	23.00
		UNIFORM CLEANING	PV	91181	002	09101	4/11/2018	4005069051	4.00
		UNIFORM CLEANING	PV	91181	003	09101	4/11/2018	4005069051	27.60
		UNIFORM CLEANING	PV	91181	004	09101	4/11/2018	4005069051	27.60
				Summary Total					82.20
				Payment Amount					178.62
115488	CITY OF BLAINE	THERMO CITATION PAPER	PV	90996	001	09101	4/2/2018	100	264.96
	CITY OF BLAINE 10801 TOWN SQUARE DRIVE BLAINE MN 55449			Summary Total					264.96

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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
				Payment Amount					264.96
108228	COBORN'S INC	PLANT M. WARNER	PV	91002	001	09101	3/27/2018	103274267	47.08
	COBORN'S INC 1921 COBORN BLVD ST CLOUD MN 56301			Summary Total					47.08
				Payment Amount					47.08
106019	COMPUTER INTEGRATION TECHNOLOGIES	CABLING- MTG ROOMS	PV	91154	001	09101	3/30/2018	110102	2,869.00
	COMPUTER INTEGRATION TECHNOLOGIES 2375 VENTURA DRIVE WOODBURY MN 55125			Summary Total					2,869.00
				Payment Amount					2,869.00
100125	COUNTRYSIDE PRINTING INC	WHITE PAPER	PV	91123	001	09101	4/10/2018	35193	44.50
	COUNTRYSIDE PRINTING			Summary Total					44.50
	6250 BUNKER LAKE BLVD NW	SPRING RAMSEY RECYCLER 2018	PV	91182	001	09604	3/28/2018	35169	2,300.00
	SUITE 113			Summary Total					2,300.00
	RAMSEY MN 55303	COMP PLAN BOOK FOR MTG	PV	91183	001	09101	3/30/2018	35173	752.00
		COMP PLAN BOOK FOR MTG	PV	91183	002	09101	3/30/2018	35173	60.00
				Summary Total					812.00
				Payment Amount					3,156.50
100129	CRYSTEEL TRUCK EQUIPMENT	PARTS PLOW 692	PV	91058	001	09101	4/9/2018	FP168164	381.74
	CRYSTEEL MANUFACTURING 1130 73RD AVENUE NE FRIDLEY MN 55432			Summary Total					381.74
				Payment Amount					381.74
107691	DEPT EMPLOYMENT AND ECONOMIC DEVELOPMENT	2018 1ST QTR	PV	91059	001	09702	4/11/2018	041118	3,884.12
	DEPT EMPLOYMENT AND ECONOMIC DEVELOPMENT 332 MINNESOTA STREET SAINT PAUL MN 55101-1351			Summary Total					3,884.12

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Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					3,884.12
101185	DO ALL PRINTING COM INC	ROSETTE RIBBON	PV	91060	001	09101	4/12/2018	39056	132.50
	DO ALL PRINTING COM INC 6360 HIGHWAY 10 NW RAMSEY MN 55303			Summary Total					132.50
				Payment Amount					132.50
100158	ECM PUBLISHERS INC	ORD 18-08	PV	91003	001	09101	4/6/2018	587905	75.25
	ECM PUBLISHERS INC 4095 COON RAPIDS BLVD COON RAPIDS MN 55433			Summary Total					75.25
		ORD 18-07	PV	91004	001	09101	4/6/2018	587906	64.50
				Summary Total					64.50
		SP ELECTION BALLOT	PV	91005	001	09101	3/30/2018	585872	268.75
				Summary Total					268.75
		ORD 18-01	PV	91006	001	09101	3/30/2018	585873	86.00
				Summary Total					86.00
		EDA OPENING	PV	91061	001	09101	4/6/2018	587904	53.75
				Summary Total					53.75
		SWPPP	PV	91124	001	09605	4/6/2018	587902	139.75
				Summary Total					139.75
		18-03 STREET OVERLAY AD	PV	91125	001	09435	4/6/2018	587903	182.75
				Summary Total					182.75
				Payment Amount					870.75
106624	EHLERS AND ASSOCIATES, INC	COR TIF DISTRICT	PV	91171	001	09214	4/10/2018	76674	1,185.00
	EHLERS & ASSOCIATES, INC 3060 CENTRE POINTE DRIVE ROSEVILLE MN 55113-1105			Summary Total					1,185.00
		GENERAL TIF	PV	91172	001	09230	4/10/2018	76673	300.00
				Summary Total					300.00
		COR TIF	PV	91173	001	09214	4/10/2018	76672	840.00
				Summary Total					840.00
				Payment Amount					2,325.00
100164	ELECTRIC SYSTEMS OF ANOKA INC	REPAIR ON SIREN 7	PV	91155	001	09101	4/13/2018	6970	170.00

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Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ELECTRIC SYSTEMS OF ANOKA INC 6314 HIGHWAY 10 NW ANOKA MN 55303			Summary Total					170.00
				Payment Amount					170.00
114680	ELECTRICAL PRODUCTION SERVICES INC	CONF ROOMS PROJECTOR WORK	PV	91007	001	09101	3/28/2018	2778	1,230.20
	ELECTRICAL PRODUCTION SERVICES INC 2431 GALPIN COURT SUITE 140 CHANHASSEN MN 55317			Summary Total					1,230.20
				Payment Amount					1,230.20
113321	FACTORY MOTOR PARTS CO	AIR FILTER/ SHOP SUPPLIES	PV	91008	001	09101	4/4/2018	6-1501184	25.08
	FACTORY MOTOR PARTS CO	AIR FILTER/ SHOP SUPPLIES	PV	91008	002	09101	4/4/2018	6-1501184	5.99
	BIN 139107			Summary Total					31.07
	P O BOX 9107	FRONT WHEEL HUB 361	PV	91062	001	09101	4/12/2018	6-1501852	177.46
	MINNEAPOLIS MN 55480-9107			Summary Total					177.46
		SHOP SUPPLIES	PV	91063	001	09101	4/9/2018	6-1501555	20.10
				Summary Total					20.10
		AIR FILTER 331	PV	91064	001	09101	4/9/2018	1-5545467	6.59
				Summary Total					6.59
				Payment Amount					235.22
107099	FASTENAL	MISC PARTS	PV	91126	001	09101	4/5/2018	MNTC8163333	27.64
	FASTENAL COMPANY			Summary Total					27.64
	P O BOX 1286	MISC PARTS	PV	91127	001	09101	4/6/2018	MNTC8163391	22.50
	WINONA MN 55987			Summary Total					22.50
		MISC PARTS	PV	91156	001	09101	4/6/2018	MNTC8163409	22.71
				Summary Total					22.71
		MISC PARTS	PV	91184	001	09101	4/10/2018	MNTC8163502	2.06
				Summary Total					2.06
				Payment Amount					74.91
107737	FINANCE AND COMMERCE INC	BID 2018 STREET OVERLAY PROJ	PV	91128	001	09435	4/6/2018	743722257	86.38
	FINANCE AND COMMERCE INC			Summary Total					86.38

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Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	SDS 12-2619 P O BOX 86 MINNEAPOLIS MN 55486-2619								
				Payment Amount					86.38
112421	FIRST SCRIBE	ROWAY WEB APRIL 2018	PV	91129	001	09101	4/1/2018	2476651	200.00
	FIRST SCRIBE 110 CHESHIRE LANE SUITE 105 MINNETONKA MN 55305			Summary Total					200.00
				Payment Amount					200.00
100184	FLEETWOOD COLLISION CENTER INC	WORK ON 568	PV	91065	001	09101	4/11/2018	30499705	533.12
	FLEETWOOD COLLISION CENTER INC 8060 VIKING BLVD NW NOWTHEN MN 55330			Summary Total					533.12
				Payment Amount					533.12
100200	GOPHER STATE ONE CALL INC	92 TICKETS	PV	91009	001	09601	3/31/2018	8030669	23.80
	GOPHER STATE ONE CALL	92 TICKETS	PV	91009	002	09601	3/31/2018	8030669	23.80
	7223 PARKWAY DRIVE SUITE 210	92 TICKETS	PV	91009	003	09601	3/31/2018	8030669	23.80
	HANOVER MD 21076-1317			Summary Total					71.40
				Payment Amount					71.40
100650	GRAINGER	BATTERIES 9 VOLT	PV	91130	001	09101	4/9/2018	9752205279	43.09
	GRAINGER INC			Summary Total					43.09
	DEPT. 806511127	SLOW MOVING VEHICLE SIGNS	PV	91131	001	09101	4/9/2018	9752205261	39.00
	PALATINE IL 60038-0001	SLOW MOVING VEHICLE SIGNS	PV	91131	002	09101	4/9/2018	9752205261	39.00
				Summary Total					78.00
		TRASH GRABBERS	PV	91185	001	09101	4/12/2018	9755836120	98.16
				Summary Total					98.16
				Payment Amount					219.25
110462	GRAND RENTAL STATION	RENTAL EQUIP-EDA EXPO 2018	PV	91010	001	09230	4/2/2018	78713	750.50
	GRAND RENTAL STATION			Summary Total					750.50

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	728 RAILROAD STATION ELK RIVER MN 55330								
				Payment Amount					750.50
100209	HAKANSON ANDERSON ASSOC INC	SUNFISH GAS STATION DEMO	PV	91066	001	09410	3/28/2018	39723	2,970.00
	HAKANSON ANDERSON ASSOC INC			Summary Total					2,970.00
	3601 THURSTON AVENUE	WELL ELEVATIONS	PV	91157	001	09601	4/10/2018	39811	1,200.00
	ANOKA MN 55303-1063			Summary Total					1,200.00
				Payment Amount					4,170.00
100211	HAWKINS INC	CHEMICALS	PV	91011	001	09601	3/23/2018	4249620	4,152.25
	HAWKINS INC P O BOX 860263 MINNEAPOLIS MN 55486-0263			Summary Total					4,152.25
				Payment Amount					4,152.25
110386	HEALTH PARTNERS	PRE EMPLOY- M. TURNER	PV	91158	001	09101	4/9/2018	900036496	79.00
	HEALTH PARTNERS P O BOX 77026 MINNEAPOLIS MN 55480-7726			Summary Total					79.00
				Payment Amount					79.00
112564	HEALTH PARTNERS GROUP HEALTH-WORKSITE	EAP MARCH 18	PV	91067	001	09101	4/4/2018	W814756	73.00
	HEALTH PARTNERS GROUP HEALTH-WORKSITE MAIL STOP # 21109A P O BOX 64059 ST PAUL MN 55164-0059			Summary Total					73.00
				Payment Amount					73.00
115760	HENRY SCHEIN INC	MISC SUPPLIES- FIRE DEPT	PV	91012	001	09101	3/26/2018	51725068	43.14
	HENRY SCHEIN INC DEPT CH 10241 PALATINE IL 60055-0241			Summary Total					43.14
				Payment Amount					43.14

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112160	HOLIDAY COMPANIES	MARCH 18 PD WASHES	PV	91013	001	09101	4/1/2018	468 01041817	58.50
	HOLIDAY COMPANIES 4567 AMERICAN BLVD W BLOOMINGTON MN 55437					Summary Total			58.50
						Payment Amount			58.50
116150	HUBBELL TYNER	RENT- FRAMED TACKBOARDS	PV	91186	001	09101	4/2/2018	2011354	360.00
	HUBBELL TYNER 2110 OLD HIGHWAY 8 NEW BRIGHTON MN 55112					Summary Total			360.00
						Payment Amount			360.00
104027	INK WIZARDS INC	PD EXPLORER SHIRTS (6)	PV	91132	001	09101	4/5/2018	1947	181.80
	INK WIZARDS INC 9958 HIGHWAY 10 NW ELK RIVER MN 55330					Summary Total			181.80
						Payment Amount			181.80
112475	INNOVATIVE OFFICE SOLUTIONS	OFFICE SUPPLIES	PV	91068	001	09101	4/6/2018	IN1998198	15.19
	INNOVATIVE OFFICE SOLUTIONS	OFFICE SUPPLIES	PV	91068	002	09101	4/6/2018	IN1998198	8.99
	AB # 1004 P O BOX 249004 APPLE VALLEY MN 55124-9017					Summary Total			24.18
						Payment Amount			24.18
106324	INSPECTRON INC	MARCH 18 SERVICES	PV	91069	001	09101	4/9/2018	040918	8,400.00
	INSPECTRON INC CODE COMPLIANCE INSPECTIONS 15120 CHIPPENDALE AVE SUITE 202 ROSEMOUNT MN 55068					Summary Total			8,400.00
						Payment Amount			8,400.00
100256	LANO EQUIPMENT INC	MISC FOR 671	PV	91014	001	09101	4/3/2018	02-552208	138.54
	LANO EQUIPMENT INC	MISC FOR 671	PV	91014	002	09101	4/3/2018	02-552208	138.54
	6140 HIGHWAY 10 NW					Summary Total			277.08

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	ANOKA MN 55303								
				Payment Amount					277.08
100722	LATOUR VINYL	HELMET DECALS	PV	91015	001	09101	3/26/2018	032618	14.00
	LATOUR VINYL			Summary Total					14.00
	7747 158TH AVENUE NW								
	RAMSEY MN 55303								
				Payment Amount					14.00
100258	LEAGUE OF MINNESOTA CITIES	CONF D. KANAVENTI	PV	91174	001	09230	4/16/2018	271323	150.00
	LEAGUE OF MN CITIES			Summary Total					150.00
	FINANCE DEPT								
	145 UNIVERSITY AVE WEST								
	ST PAUL MN 55103-2044								
				Payment Amount					150.00
100259	LEAGUE OF MN CITIES INS TRUST	APRIL 18-HUGHES/BYRON	PV	91070	001	09702	4/24/2018	1001389 APR 18	2,607.16
	LEAGUE OF MN CITIES INS TRUST			Summary Total					2,607.16
	C/O BERKLEY RISK SERVICES INC								
	P O BOX 581517								
	MINNEAPOLIS MN 55458-1517								
				Payment Amount					2,607.16
100266	LOGIS	SHI-OFFICE SW	PV	91071	001	09101	2/28/2018	45112	9,077.98
	LOCAL GOVERNMENT INFORMATION SYSTEMS ASS			Summary Total					9,077.98
	5750 DULUTH STREET	MARCH 18 SERVICES	PV	91170	001	09101	3/31/2018	45134	12,975.00
	GOLDEN VALLEY MN 55422-4036			Summary Total					12,975.00
				Payment Amount					22,052.98
100273	MALLOY MONTAGUE KARNOWSKI RADOSEVIC	SERVICES THROUGH MARCH 18	PV	91072	001	09101	4/10/2018	43864	4,470.00
	MALLOY MONTAGUE KARNOWSKI RADOSEVIC			Summary Total					4,470.00
	410 PARK NATIONAL BANK BLDG								
	5353 WAYZATA BLVD								
	MINNEAPOLIS MN 55416								
				Payment Amount					4,470.00

CITY OF RAMSEY
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113658	MARCO	FIRE STATIONS- APRIL 18	PV	91073	001	09101	4/2/2018	INV5123230	60.00
	MARCO NW 7128 PO BOX 1450 MINNEAPOLIS MN 55485-7128			Summary Total					60.00
				Payment Amount					60.00
115823	MASSMANN GEOTHERMAL AND MECHANCIAL LLC	REPLACE BLOWER MOTOR	PV	91159	001	09101	1/18/2018	1000494	540.00
	MASSMANN GEOTHERMAL AND MECHANCIAL LLC 27944 96TH STREET NW ZIMMERMAN MN 55398			Summary Total					540.00
				Payment Amount					540.00
108129	MCDOWALL COMFORT MANAGEMENT	WORK AT FIRE STATION 2	PV	91074	001	09101	4/5/2018	606846	668.00
	MCDOWALL COMFORT MANAGEMENT P O BOX 746 WAITE PARK MN 56387			Summary Total					668.00
				Payment Amount					668.00
100283	MENARDS COON RAPIDS	MISC SUPPLIES	PV	91075	001	09101	3/31/2018	71040	165.21
	MENARDS COON RAPIDS 3045 MAIN STREET COON RAPIDS MN 55433			Summary Total					165.21
				Payment Amount					165.21
100284	MENARDS ELK RIVER	BOW RAKE	PV	91076	001	09101	3/31/2018	55540	17.97
	MENARDS ELK RIVER			Summary Total					17.97
	19521 EVANS STREET NW	MISC SUPPLIES	PV	91077	001	09101	4/2/2018	55659	118.00
	ELK RIVER MN 55330-1077			Summary Total					118.00
		MISC SUPPLIES	PV	91078	001	09601	4/9/2018	56130	27.94
				Summary Total					27.94
		MISC SUPPLIES	PV	91079	001	09101	4/4/2018	55773	11.80
				Summary Total					11.80
		MISC SUPPLIES	PV	91160	001	09101	4/11/2018	56301	58.41
				Summary Total					58.41
				Payment Amount					234.12

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100285	MET COUNCIL ENVIRONMENTAL SRV	MAY 2018 WASTE WATER	PV	91016	001	09602	4/4/2018	0001080925	63,101.29
	MET COUNCIL ENVIRONMENTAL SRV P O BOX 856513 MINNEAPOLIS MN 55485-6513					Summary Total			63,101.29
						Payment Amount			63,101.29
100289	METRO SALES INC	COPIER CONTRACT APRIL-JUNE 18	PV	91017	001	09101	4/2/2018	INV1045805	1,807.94
	METRO SALES INC	COPIER CONTRACT APRIL-JUNE 18	PV	91017	002	09101	4/2/2018	INV1045805	540.04
	1620 EAST 78TH STEET MINNEAPOLIS MN 55423					Summary Total			2,347.98
						Payment Amount			2,347.98
112858	MIDWAY FORD	2018 FORD 350 # 570	PV	91133	001	09101	4/3/2018	116931	30,822.84
	MIDWAY FORD 2777 NORTH SNELLING AVENUE ROSEVILLE MN 55113					Summary Total			30,822.84
						Payment Amount			30,822.84
104920	MINNESOTA HIGHWAY SAFETY RESEARCH CNTR	3 CLASS 42350 4/16/18	PV	91175	001	09101	4/16/2018	42350 CLASS	1,245.00
	MINNESOTA HIGHWAY SAFETY RESEARCH CNTR 720 FOURTH AVENUE SOUTH ST CLOUD MN 56301-4498					Summary Total			1,245.00
						Payment Amount			1,245.00
100317	MN STATE FIRE MARSHAL DIVISION	REG-SCHIFERLI/WEISS	PV	91080	001	09101	3/21/2018	18074	310.00
	MN STATE FIRE MARSHAL DIVISION 444 MINNESOTA STREET SUITE 145 ST PAUL MN 55101-5145					Summary Total			310.00
						Payment Amount			310.00
113909	MOBILE VEHICLE INTEGRATION	WARNING LIGHT/FIRE BOAT	PV	91081	001	09101	4/9/2018	1804068	267.50
	MOBILE VEHICLE INTEGRATION					Summary Total			267.50

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	835 XENIA AVENUE NW	OUTLET BOXES	PV	91082	001	09101	4/9/2018	1804066	590.00
	ELK RIVER MN 55330			Summary Total					590.00
		BUILD 570-RFD SPECS	PV	91083	001	09101	4/13/2018	1804076	4,753.25
				Summary Total					4,753.25
		TEAR DOWN 375	PV	91134	001	09101	4/9/2018	1804067	225.00
				Summary Total					225.00
				Payment Amount					5,835.75
100345	NAPA AUTO PARTS ELK RIVER	MISC PD GARAGE SUPPLIES	PV	91018	001	09101	3/30/2018	954317	70.03
	NAPA AUTO PARTS ELK RIVER 17137 YALE STREET NW P O BOX 1041 ELK RIVER MN 55330			Summary Total					70.03
				Payment Amount					70.03
115543	NATURAL ENDEAVORS LANDSCAPING INC	6701 HWY 10 -PLOW	PV	91084	001	09410	3/31/2018	1501 MARCH 18	223.32
	NATURAL ENDEAVORS LANDSCAPING INC 22839 ZION PARKWAY NW BETHEL MN 55005			Summary Total					223.32
				Payment Amount					223.32
115167	NET TRANSCRIPTS INC	TRANSCRIPTION	PV	91019	001	09101	3/20/2018	0017851	265.80
	NET TRANSCRIPTS INC 3707 N. 7TH STREET SUITE 320 PHOENIX AZ 85014			Summary Total					265.80
				Payment Amount					265.80
100360	NORTH STAR TOWING INC	TOW- METAL PRACTICE DOOR FD	PV	91020	001	09101	4/3/2018	59705	75.00
	NORTH STAR TOWING INC			Summary Total					75.00
	833 NORTH STREET	TOW FOR PD	PV	91021	001	09101	3/7/2018	58960	123.00
	ANOKA MN 55303			Summary Total					123.00
				Payment Amount					198.00
100988	NORTHERN SAFETY TECHNOLOGY	RESPONDER LIGHTS	PV	91022	001	09101	4/2/2018	45566	419.78
	NORTHERN SAFETY	RESPONDER LIGHTS	PV	91022	002	09101	4/2/2018	45566	209.89

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	TECHNOLOGY								
	5708 UPPER 147TH STREET W SUITE 107 APPLE VALLEY MN 55124			Summary Total					629.67
				Payment Amount					629.67
100363	NORTHERN SANITARY SUPPLY CO	MISC SUPPLIES	PV	91161	001	09101	4/12/2018	190602	252.14
	NORTHERN SANITARY SUPPLY CO 341 COON RAPIDS BLVD MINNEAPOLIS MN 55433			Summary Total					252.14
				Payment Amount					252.14
115071	NORTHLAND OCCUPATIONAL HEALTH	PRE EMPLOY J. HUTCHINSON	PV	91162	001	09101	4/13/2018	1770	50.00
	NORTHLAND OCCUPATIONAL HEALTH 7533 SUNWOOD DRIVE NW SUITE 212 RAMSEY MN 55303			Summary Total					50.00
				Payment Amount					50.00
110547	NORTHWEST LIGHTING SYSTEMS CO.	MISC BULBS	PV	91163	001	09101	4/11/2018	106867	213.38
	NORTHWEST LIGHTING SYSTEMS CO. 746 CRAIG AVENUE TRACY MN 56175			Summary Total					213.38
				Payment Amount					213.38
110480	OPUS 21 MANAGEMENT SOLUTIONS	FEB 2018 SERVICES	PV	91023	001	09601	4/10/2018	180253	124.86
	OPUS 21 MANAGEMENT SOLUTIONS	FEB 2018 SERVICES	PV	91023	002	09601	4/10/2018	180253	124.86
	680 COMMERCE DRIVE SUITE 160	FEB 2018 SERVICES	PV	91023	003	09601	4/10/2018	180253	124.86
	WOODBURY MN 55125	FEB 2018 SERVICES	PV	91023	004	09601	4/10/2018	180253	124.86
		FEB 2018 SERVICES	PV	91023	005	09601	4/10/2018	180253	124.82
				Summary Total					624.26
		MARCH 2018 SERVICES	PV	91024	001	09601	4/10/2018	180307	28.49
		MARCH 2018 SERVICES	PV	91024	002	09601	4/10/2018	180307	28.49
		MARCH 2018 SERVICES	PV	91024	003	09601	4/10/2018	180307	28.49
		MARCH 2018 SERVICES	PV	91024	004	09601	4/10/2018	180307	28.49
		MARCH 2018 SERVICES	PV	91024	005	09601	4/10/2018	180307	28.46
				Summary Total					142.42

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				Payment Amount					766.68
112824	PARKPLACE STUDIO	PW PRINT	PV	91164	001	09101	4/13/2018	041318	22.00
	PARKPLACE STUDIO 6093 146TH LANE NW RAMSEY MN 55303			Summary Total					22.00
				Payment Amount					22.00
111368	POLLARDWATER.COM	DISCHARGE HOSE	PV	91025	001	09601	3/19/2018	0103605	529.63
	POLLARDWATER.COM 200 ATLANTIC AVENUE NEW HYDE PARK NY 11040			Summary Total					529.63
				Payment Amount					529.63
111488	POPP.COM INC	MARCH 2018 SERVICE	PV	91085	001	09101	3/31/2018	992476695	120.53
	POPP.COM INC	MARCH 2018 SERVICE	PV	91085	002	09101	3/31/2018	992476695	27.39
	620 MENDELSSOHN AVE NO SUITE 101	MARCH 2018 SERVICE	PV	91085	003	09101	3/31/2018	992476695	32.87
	GOLDEN VALLEY MN 55427	MARCH 2018 SERVICE	PV	91085	004	09101	3/31/2018	992476695	186.28
		MARCH 2018 SERVICE	PV	91085	005	09101	3/31/2018	992476695	32.87
		MARCH 2018 SERVICE	PV	91085	006	09101	3/31/2018	992476695	93.14
		MARCH 2018 SERVICE	PV	91085	007	09101	3/31/2018	992476695	38.35
		MARCH 2018 SERVICE	PV	91085	008	09101	3/31/2018	992476695	108.83
		MARCH 2018 SERVICE	PV	91085	009	09101	3/31/2018	992476695	86.82
		MARCH 2018 SERVICE	PV	91085	010	09101	3/31/2018	992476695	106.52
		MARCH 2018 SERVICE	PV	91085	011	09101	3/31/2018	992476695	57.89
				Summary Total					891.49
				Payment Amount					891.49
107978	PREMIER COMMERCIAL PROPERTIES INC	MAR 18 HIWAY MANAGEMENT	PV	91176	001	09410	3/31/2018	5782	200.00
	PREMIER COMMERCIAL PROPERTIES INC	MAR 18 HIWAY MANAGEMENT	PV	91176	002	09410	3/31/2018	5782	200.00
	299 COON RAPIDS BLVD NW #200	MAR 18 HIWAY MANAGEMENT	PV	91176	003	09410	3/31/2018	5782	200.00
	COON RAPIDS MN 55433	MAR 18 HIWAY MANAGEMENT	PV	91176	004	09410	3/31/2018	5782	200.00
				Summary Total					800.00
				Payment Amount					800.00
112959	PREMIUM WATERS INC	MARCH 18 WATER	PV	91086	001	09101	3/31/2018	621332-03-18	81.39

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	PREMIUM WATERS INC			Summary Total					81.39
	P O BOX 9128	MARCH 18- WATER	PV	91087	001	09101	3/31/2018	621331-03-18	29.64
	MINNEAPOLIS MN 55480-9128			Summary Total					29.64
				Payment Amount					111.03
113737	RATWIK ROSZAK AND MALONEY PA	MARCH 2018 SERVICES	PV	91187	001	09230	4/1/2018	62145	159.50
	RATWIK ROSZAK AND MALONEY PA	MARCH 2018 SERVICES	PV	91187	002	09230	4/1/2018	62145	702.00
	300 U.S. TRUST BUILDING	MARCH 2018 SERVICES	PV	91187	003	09230	4/1/2018	62145	129.50
	730 SECOND AVENUE SOUTH	MARCH 2018 SERVICES	PV	91187	004	09230	4/1/2018	62145	74.00
	MINNEAPOLIS MN 55402			Summary Total					1,065.00
		MARCH 2018 RETAINER	PV	91188	001	09410	4/1/2018	62146	612.00
		MARCH 2018 RETAINER	PV	91188	002	09410	4/1/2018	62146	58.00
		MARCH 2018 RETAINER	PV	91188	003	09410	4/1/2018	62146	2,390.00
				Summary Total					3,060.00
				Payment Amount					4,125.00
106617	ROTARY CLUB OF RAMSEY	K. ULRICH 2ND QTR 2018	PV	91165	001	09101	4/13/2018	71	150.00
	ROTARY CLUB OF RAMSEY 7550 SUNWOOD DRIVE NW RAMSEY MN 55303			Summary Total					150.00
				Payment Amount					150.00
100431	SAFETY KLEEN CORPORATION	RECYCLE OIL	PV	91135	001	09101	4/1/2018	CN06647637	110.97
	SAFETY KLEEN CORPORATION PO BOX 382066 PITTSBURGH PA 15250-8066			Summary Total					110.97
				Payment Amount					110.97
100854	ST PAUL, CITY OF	ASPHALT	PV	91136	001	09101	4/5/2018	IN00028052	1,242.79
	CITY OF ST PAUL 15 W KELLOGG BLVD 700 CITY HALL ST PAUL MN 55102			Summary Total					1,242.79
				Payment Amount					1,242.79
100469	STREICHER'S POLICE	2 BELTS	PV	91137	001	09101	3/23/2018	I1307182	87.97

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	EQUIPMENT								
	STREICHER'S POLICE EQUIPMENT			Summary Total					87.97
	10911 WEST HWY 55	BATON/IRRITANT	PV	91138	001	09101	4/6/2018	I1309252	321.90
	MINNEAPOLIS MN 55441			Summary Total					321.90
		AMMO	PV	91139	001	09101	3/22/2018	I1306914	1,950.88
				Summary Total					1,950.88
		AMMO	PV	91140	001	09101	3/22/2018	I1306915	4,389.48
				Summary Total					4,389.48
				Payment Amount					6,750.23
106861	TIERNEY BROTHERS INC	AV IMPROV CONF ROOMS	PV	91088	001	09234	3/30/2018	765315	2,090.24
	TIERNEY BROTHERS INC			Summary Total					2,090.24
	1771 ENERGY PARK DRIVE SUITE 100	AV IMPROV COR ROOM	PV	91089	001	09234	3/30/2018	765288	2,264.00
	ST PAUL MN 55108			Summary Total					2,264.00
		AV IMPRO LK ITASCA ROOM	PV	91090	001	09234	3/30/2018	765278	2,969.00
				Summary Total					2,969.00
		AV IMPROV EDDY LAKE ROOM	PV	91091	001	09234	3/30/2018	765281	10,362.05
				Summary Total					10,362.05
		AV IMPRO AR ROOM	PV	91092	001	09234	3/30/2018	765283	4,485.86
				Summary Total					4,485.86
		AV IMPRO RUM RIVER RM	PV	91093	001	09234	3/30/2018	765285	8,801.88
				Summary Total					8,801.88
		AV IMPROV TELECOM PLATES	PV	91098	001	09234	3/30/2018	865318	538.48
				Summary Total					538.48
		AV IMPRO RUM RIVER RM	PV	91099	001	09234	3/30/2018	765286	2,184.00
				Summary Total					2,184.00
		AV IMPRO COR ROOM	PV	91100	001	09234	3/30/2018	765287	4,704.64
				Summary Total					4,704.64
		AV IMPROV EDDY LAKE RM	PV	91101	001	09234	3/30/2018	765282	2,200.84
				Summary Total					2,200.84
		AV IMPROV TROTT BRK RM	PV	91102	001	09234	3/30/2018	765279	10,292.05

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				Summary Total					10,292.05
		AV IMPROV AR ROOM	PV	91103	001	09234	3/30/2018	765284	479.24
				Summary Total					479.24
		AV IMPROV ITASCA ROOM	PV	91104	001	09234	3/30/2018	765277	5,984.50
				Summary Total					5,984.50
		AV IMPROV PROJECTOR/MISC	PV	91105	001	09234	3/30/2018	765325	1,670.05
				Summary Total					1,670.05
		AV IMPROV TROTT BRK RM	PV	91106	001	09234	3/30/2018	765280	2,200.84
				Summary Total					2,200.84
		AV IMPROV	PV	91166	001	09234	4/9/2018	765825	286.85
				Summary Total					286.85
		ROOM SCHEDULERS	PV	91167	001	09234	4/9/2018	519408-1	8,066.64
				Summary Total					8,066.64
				Payment Amount					69,581.16
100485	TIMESAVER OFF SITE SECRETARIAL INC	MAR/APR 2018 SERVICES	PV	91168	001	09101	4/13/2018	M23726	671.50
	TIMESAVER OFF SITE SECRETARIAL INC 5291 RIVER OAK DRIVE SAVAGE MN 55378			Summary Total					671.50
				Payment Amount					671.50
112079	TOKLE INSPECTIONS INC	MARCH 2018 SERVICES	PV	91107	001	09101	4/9/2018	040918	9,257.44
	TOKLE INSPECTIONS INC 1748 123RD AVENUE NW COON RAPIDS MN 55448			Summary Total					9,257.44
				Payment Amount					9,257.44
111742	TWIN CITY WATER CLINIC INC	MARCH 18 WATER TESTS (15)	PV	91026	001	09601	3/29/2018	11189	300.00
	TWIN CITY WATER CLINIC INC 617 13TH AVENUE SOUTH HOPKINS MN 55343			Summary Total					300.00
				Payment Amount					300.00
111532	USA INFLATABLES	DEP HD 2018	PV	91108	001	09297	4/11/2018	041118	2,529.94

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		INFLATABLES							
	USA INFLATABLES 10964 MISSISSIPPI DRIVE N CHAMPLIN MN 55316			Summary Total					2,529.94
				Payment Amount					2,529.94
105628	WELLS CATERING SERVICE	CC MTG 4/9/2018	PV	91141	001	09101	4/9/2018	43981	81.23
	WELLS CATERING SERVICE 7533 SUNWOOD DRIVE SUITE 108 RAMSEY MN 55303			Summary Total					81.23
				Payment Amount					81.23
100529	WENDELL'S INC	BADGES-COMMISSIONERS	PV	91027	001	09101	4/2/2018	2279694	35.03
	WENDELL'S INC			Summary Total					35.03
	6601 BUNKER LAKE BLVD	BADGE- R. CHUBA	PV	91109	001	09101	4/10/2018	2282135	5.23
	PO BOX 458			Summary Total					5.23
	RAMSEY MN 55303-0458	BADGE-FETTERLEY	PV	91110	001	09101	4/6/2018	2281381	11.68
				Summary Total					11.68
				Payment Amount					51.94
112515	WSB AND ASSOCIATES INC	FRANCHISE FEE DEVELOPMENT	PV	91169	001	09101	4/12/2018	1 APR 18	834.25
	WSB AND ASSOCIATES INC			Summary Total					834.25
	701 XENIA AVENUE SOUTH SUITE 300	2040 COMP PLAN MAR 18	PV	91189	001	09101	4/12/2018	18 APR 18	761.50
	MINNEAPOLIS MN 55416			Summary Total					761.50
		DEVELOPMENT REVIEW MAR 18	PV	91190	001	09804	4/12/2018	15 APR 18	141.00
		DEVELOPMENT REVIEW MAR 18	PV	91190	002	09804	4/12/2018	15 APR 18	540.50
				Summary Total					681.50
		2018 GENERAL PLAN MAR 18	PV	91191	001	09101	4/12/2018	3 APR 18	3,220.25
		2018 GENERAL PLAN MAR 18	PV	91191	002	09101	4/12/2018	3 APR 18	940.00
		2018 GENERAL PLAN MAR 18	PV	91191	003	09101	4/12/2018	3 APR 18	564.00
		2018 GENERAL PLAN MAR 18	PV	91191	004	09101	4/12/2018	3 APR 18	120.00

Bank Account	00002224 CASH IN BANK
Version	LOGIS004V
Originator	JLIPSKI
Payment Instrument	Check Payment
Pay Through Date	12/31/2018

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					4,844.25
		KEY NODES/STREETSCAPES MAR 18	PV	91192	001	09101	4/12/2018	2 APR 18	3,267.83
				Summary Total					3,267.83
				Payment Amount					10,389.33
106402	ZEP MANUFACTURING COMPANY	MISC SUPPLIES	PV	91193	001	09101	4/11/2018	9003358200	120.06
	ZEP SALES & SERVICE	MISC SUPPLIES	PV	91193	002	09101	4/11/2018	9003358200	120.07
	13237 COLLECTIONS CENTER DRIVE CHICAGO IL 60693			Summary Total					240.13
				Payment Amount					240.13
100543	ZIEGLER INC	MAINT. RAMP GEN	PV	91028	001	09240	3/30/2018	SW050293965	985.69
	ZIEGLER INC SDS 12-0436 PO BOX 86 MINNEAPOLIS MN 55486-0436			Summary Total					985.69
				Payment Amount					985.69
				Total Amount to be Processed					320,401.02
				Total Number of Payments to be Processed					94

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	12/31/2018	

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
111598	NEW LOOK CONTRACTING INC	FINAL PAY EST BUS PRK STORM	PV	91111	001	09605	4/16/2018	041618	7,045.10

NEW LOOK CONTRACTING INC
14045 NORTHDALE BLVD
ROGERS MN 55374

Summary Total	7,045.10
Payment Amount	7,045.10
Total Amount to be Processed	7,045.10
Total Number of Payments to be Processed	1

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-084

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF APRIL 5, 2018 THROUGH APRIL 18, 2018.

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of April 5, 2018, through April 18, 2018, in the amount of $658,499.47 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 5, 2018, through April 18, 2018, in the amount of $ 658,499.47.

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 24th day of April 2018.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 9.**

Meeting Date: 04/24/2018

Submitted For: Patrick Brama, **By:** Patrick Brama, Administrative Services

Information

Title

Adopt Resolution #18-062 Declaring the City of Ramsey's Participation in the State Council on Local Results and Innovation -- Performance Measurement Program

Purpose/Background:

Purpose of Case:

Adopt a resolution declaring the City's participation in the State Council on Local Results and Innovation Performance Measurement Program (often referenced as CPM - City Performance Measurement)

NOTE: the City participated in this annual program in 2012, 2013, 2014, 2015, and 2016.

Background:

In 2010, the State legislature created the Council on Local Results and Innovation. In 2011, the Innovation Council developed and released a standard of performance measurements for Cities and Counties; with the goal of aiding residents, taxpayers, and state and local elected officials in determining the efficacy of Counties and Cities in providing services, and measure residents' opinions of those services.

Cities that elect to participate in the standard measures program must officially adopt [by resolution] and implement a minimum of TEN standard performance measures. Participating entities must report their results to the State Auditor and make them available to all interested parties by publishing them on the Auditor's web site [by July 1 annually]. Lastly, results must be provided to local residents through publication, direct mailing, posting on a web site or through a public hearing [by December 31 annually]

Cities benefit from participating from the standard measures program by receiving a reimbursement from the State in the amount of 14 cents per capita (about $3,500 Ramsey). More importantly, Cities benefit by developing an annual performance measurement baseline; which can be utilized by elected officials and tax payers to make educated decisions. Lastly, cities have the ability to view other organizations' program results; which provides the City with comparable performance measurement data.

Notification:

NA

Observations/Alternatives:

Attached to this case is the resolution required for adoption to participate in the Council on Local Results and Innovation Performance Measurement Program; and, 2012-16 results for the City of Ramsey.

This program works in parallel with the City's initiative to conduct a biannual resident survey. Both the performance measurement program and the biannual resident survey are utilized during the City's budgeting and strategic planning processes.

Funding Source:

NA. State allocation of funding to the City for participating (about $3,500).

Recommendation:

Adopt Resolution #18-062 Declaring the City of Ramsey's Participation in the State Council on Local Results and Innovation -- Performance Measurement Program

Action:

Motion to:

Adopt Resolution #18-062 Declaring the City of Ramsey's Participation in the State Council on Local Results and Innovation -- Performance Measurement Program

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Attachments

Resolution #18-062

2017 Results

Resident Survey 2016

Form Review

Inbox	Reviewed By	Date
Patrick Brama (Originator)	Patrick Brama	04/16/2018 04:32 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:32 AM
Form Started By: Patrick Brama		Started On: 03/06/2018 08:44 PM
Final Approval Date: 04/19/2018		

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-062

RESOLUTION DECLARING THE CITY OR RAMSEY'S PARTICIPATION IN THE STATE COUNCIL ON LOCAL RESULTS AND INNOVATION -- PERFORMANCE MEASUREMENT PROGRAM

WHEREAS, In 2010, the Minnesota Legislature created the Council on Local Results and Innovation; and

WHEREAS, The Council on Local Results and Innovation developed a standard set of performance measures that will aid residents, taxpayers, and state and local elected officials in determining the efficacy of counties in providing services and measure residents' opinion of those services; and

WHEREAS, Benefits to the City are outlined in MS 6.91 and include eligibility for a reimbursement as set by State statute; and

WHEREAS, Any City participating in the comprehensive performance measurement program is also exempt from levy limits for taxes, if levy limits are in effect; and

WHEREAS, The City of Ramsey has adopted and implemented at least 10 of the performance measures, as developed by the Council on Local Results and Innovation, and a system to use this information to help plan, budget, manage and evaluate programs and processes for optimal future outcomes; and

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

1. The City of Ramsey will continue to report the results of the performance measures to its citizenry by the end of the year through publication, direct mailing, posting on the city's/county's website, or through a public hearing at which the budget and levy will be discussed and public input allowed.

2. The City Council of Ramsey will submit to the Office of the State Auditor the actual results of the performance measures adopted by the city/county.

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:

None

and the following abstained:

None

and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the __th day of _____, 2018.

_____
Sarah Strommen, Mayor

ATTEST:

_____
Jo Ann M. Thieling, City Clerk

Ramsey: Standard Measures 2017

Category		Measure	2012	2013	2014	2015	2016	2017
General	1	Rating of the overall quality of services provided by your city	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	2	Percent change in the taxable property market value	-7.82%	-0.74%	12.76%	4.50%	5.07%	6.18%
	3	Citizens' rating of the overall appearance of the city	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	4	Nuisance code enforcement cases per 1,000 population	6.31	9.72	14.40	15.48	15.09	
	5	Number of library visits per 1,000 population	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*
	6	Bond rating	AA+	AA+	AA+	AA+	AA+	AA+
	7	Citizens' rating of city recreational programs and facilities	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	8	Accuracy of post election audit (% of ballots counted accurately)	100%	100%	100%	100%	100%	100%
Police	9	P I and II Crime Rates (per 1000)	22.20/26.30	17.3/25.43	*15.01 / 27.16*	*14.53/25.53*	*13.47/24.21*	*1 year lag*
	10	Part I and II Crime Clearance Rates (per 1000)	41%	51%	46%	*62%*	*52%*	*1 year lag*
	11	Citizens' rating of safety in their community (survey)	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	12	Average police response time (emergency calls)	8:36	No Data	No Data	4:33	3:23	4:25
Fire & EMS	13	Insurance industry rating of fire services	ISO 5/7	ISO 5/7	ISO 5/7	ISO 5/7	ISO 5/7	ISO 5/7
	14	Citizens' rating of the quality of fire protection services	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	15	Average fire response time	8:05	8:24	8:12	8:27	8:23	8:12
	16	Fire calls per 1,000 population	13.20	10.98	16.50	12.46	11.70	16.50
	17	Number of fires with loss resulting in investigation	29.00	34.00	27.00	16.00	15.00	27.00
	18	EMS calls per 1,000	2.50	4.56	4.70	5.55	7.60	4.70
	19	Emergency Medical Services average response time	0.34	0.26	6:85	6:35	6:51	6:85
Streets	20	Average city street pavement condition rating Paser Scale (1-10)	7.50	7.25	7.40	7.50	7.35	7.20
	21	Citizens' rating of the road conditions in their City	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	22	Expenditures for road rehabilitation per paved lane mile rehab. Does not include minor upkeed (pot holes, patching, etc.)	$1,941	$1,350	$10,628	$41,700	$58,690	$46,009
	23	Percentage of all jurisdiction lane miles rehabilitated in the yr	12%	8%	12%	9%	12%	8%
	24	Average hours to complete road system during snow event	8.00	8.90	7.61	8.20	8.16	6.48
	25	Citizens' rating of the quality of snowplowing on city streets	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
Water	26	Citizens' rating of water dependability and quality (survey)	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	27	Operating cost per 1,000,000 gallons of water pumped/produced	$895	$1,080	$1,011	$992	$746	$1,017
Sanitary Sewer	28	Citizens' rating of the dependability and quality of city sanitary sewer	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*	*Survey*
	29	Number of sewer blockages on city system per 100 connections	0	0	0	0	0	0

THE NCS™
The National Citizen Survey™

Ramsey, MN

Community Livability Report

FINAL
2016

NRC
National Research Center Inc

2955 Valmont Road Suite 300
Boulder, Colorado 80301
n-r-c.com • 303-444-7863

ICMA
Leaders at the Core of Better Communities

777 North Capitol Street NE Suite 500
Washington, DC 20002
icma.org • 800-745-8780

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Community Characteristics 3
Governance 5
Participation 7
Special Topics 9
Conclusions 13

The National Citizen Survey™
© 2001-2016 National Research Center, Inc.

The NCS™ is presented by NRC in collaboration with ICMA.

NRC is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

About

The National Citizen Survey™ (The NCS) report is about the "livability" of Ramsey. The phrase "livable community" is used here to evoke a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live.

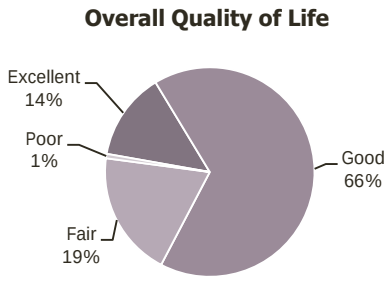
Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents' opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).



The Community Livability Report provides the opinions of a representative sample of 462 residents of the City of Ramsey. The margin of error around any reported percentage is 5% for the entire sample. The full description of methods used to garner these opinions can be found in the *Technical Appendices* provided under separate cover.

Quality of Life in Ramsey

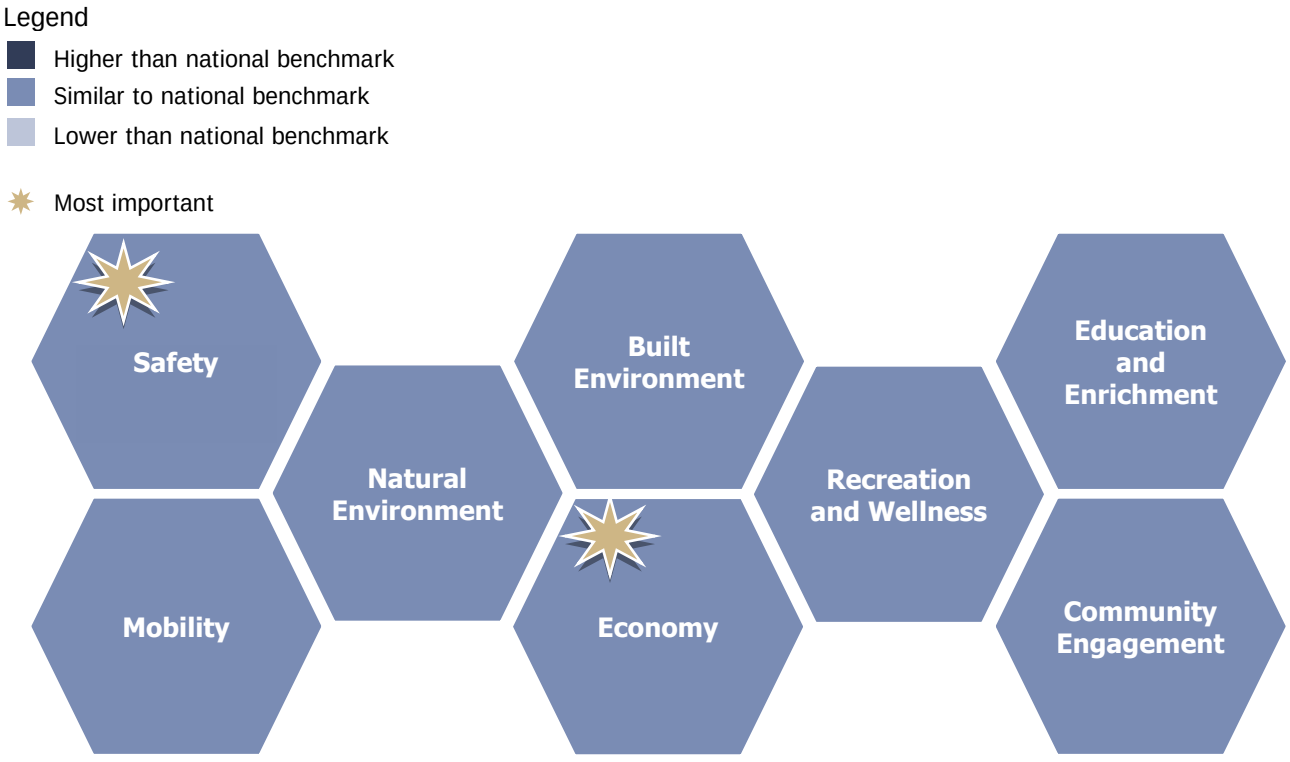
Most residents rated the quality of life in Ramsey as excellent or good. These ratings were similar to the national benchmark (see Appendix B of the *Technical Appendices* provided under separate cover).



Shown below are the eight facets of community. The color of each community facet summarizes how residents rated it across the three sections of the survey that represent the pillars of a community – Community Characteristics, Governance and Participation. When most ratings across the three pillars were higher than the benchmark, the color for that facet is the darkest shade; when most ratings were lower than the benchmark, the color is the lightest shade. A mix of ratings (higher and lower than the benchmark) results in a color between the extremes.

In addition to a summary of ratings, the image below includes one or more stars to indicate which community facets were the most important focus areas for the community. Residents identified Safety and Economy as priorities for the Ramsey community in the coming two years. Ramsey residents gave favorable ratings to both of these facets of community. Ratings for Mobility, Natural Environment, Built Environment, Recreation and Wellness, Education and Enrichment and Community Engagement were positive and similar to other communities. This overview of the key aspects of community quality provides a quick summary of where residents see exceptionally strong performance and where performance offers the greatest opportunity for improvement. Linking quality to importance offers community members and leaders a view into the characteristics of the community that matter most and that seem to be working best.

Details that support these findings are contained in the remainder of this Livability Report, starting with the ratings for Community Characteristics, Governance and Participation and ending with results for Ramsey's unique questions.



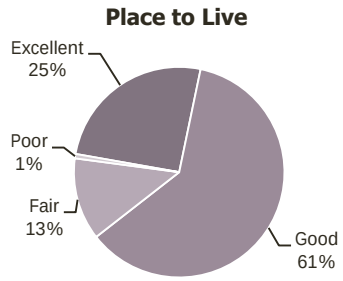
Community Characteristics

What makes a community livable, attractive and a place where people want to be?

Overall quality of community life represents the natural ambience, services and amenities that make for an attractive community. How residents rate their overall quality of life is an indicator of the overall health of a community. In the case of Ramsey, 87% of residents rated the City as an excellent or good place to live. Respondents' ratings of Ramsey as a place to live were similar to ratings in other communities across the nation.

In addition to rating the City as a place to live, respondents rated several aspects of community quality including Ramsey as a place to raise children and to retire, their neighborhood as a place to live, the overall image or reputation of Ramsey and its overall appearance. Roughly 8 in 10 residents gave excellent or good ratings to their neighborhoods and Ramsey as a place to raise children which were similar to the national benchmark. Around three-quarters of residents gave favorable ratings to Ramsey's overall appearance which also was similar to the national benchmark, while about half or less of residents positively rated Ramsey as a place to retire and the overall image which was lower than what was seen in comparison communities.

Delving deeper into Community Characteristics, survey respondents rated over 30 features of the community within the eight facets of Community Livability. Overall, results were similar to other communities and most aspects had positive ratings from a majority of respondents. Around 9 in 10 residents reported feeling safe in their neighborhoods and in the downtown/commercial areas of Ramsey, ratings that were similar to the benchmark. Between half and two-thirds of residents positively rated aspects of Mobility and all of these ratings were similar to jurisdictions across the nation. Within Natural Environment, around 8 in 10 residents rated the overall natural environment and cleanliness of the City positively, which was similar to comparison communities. Within the facet of Built Environment around two-thirds of residents positively rated the availability of affordable quality housing and this rating was higher than the national benchmark. Aspects of Economy, such as the overall economic health, Ramsey as a place to work and the cost of living received positive ratings from about half of residents. However, Ramsey's vibrant downtown/commercial area, businesses and services, shopping opportunities and Ramsey as a place to visit received less favorable ratings that fell below the benchmark. Of the remaining facets, all aspects received positive ratings that were similar to communities elsewhere with the exception of opportunities to attend cultural, arts and musical activities and to volunteer, which were rated positively by around 4 in 10 residents and were lower than ratings seen in national comparisons.



Percent rating positively (e.g., excellent/good)

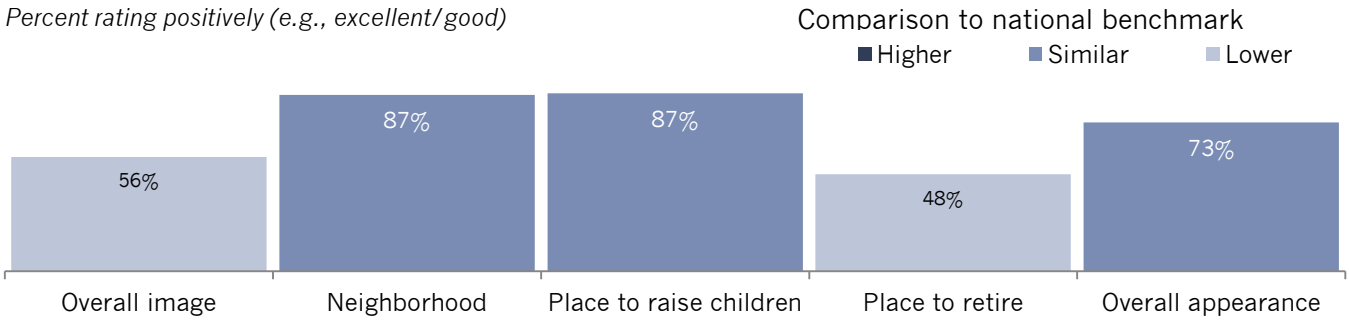
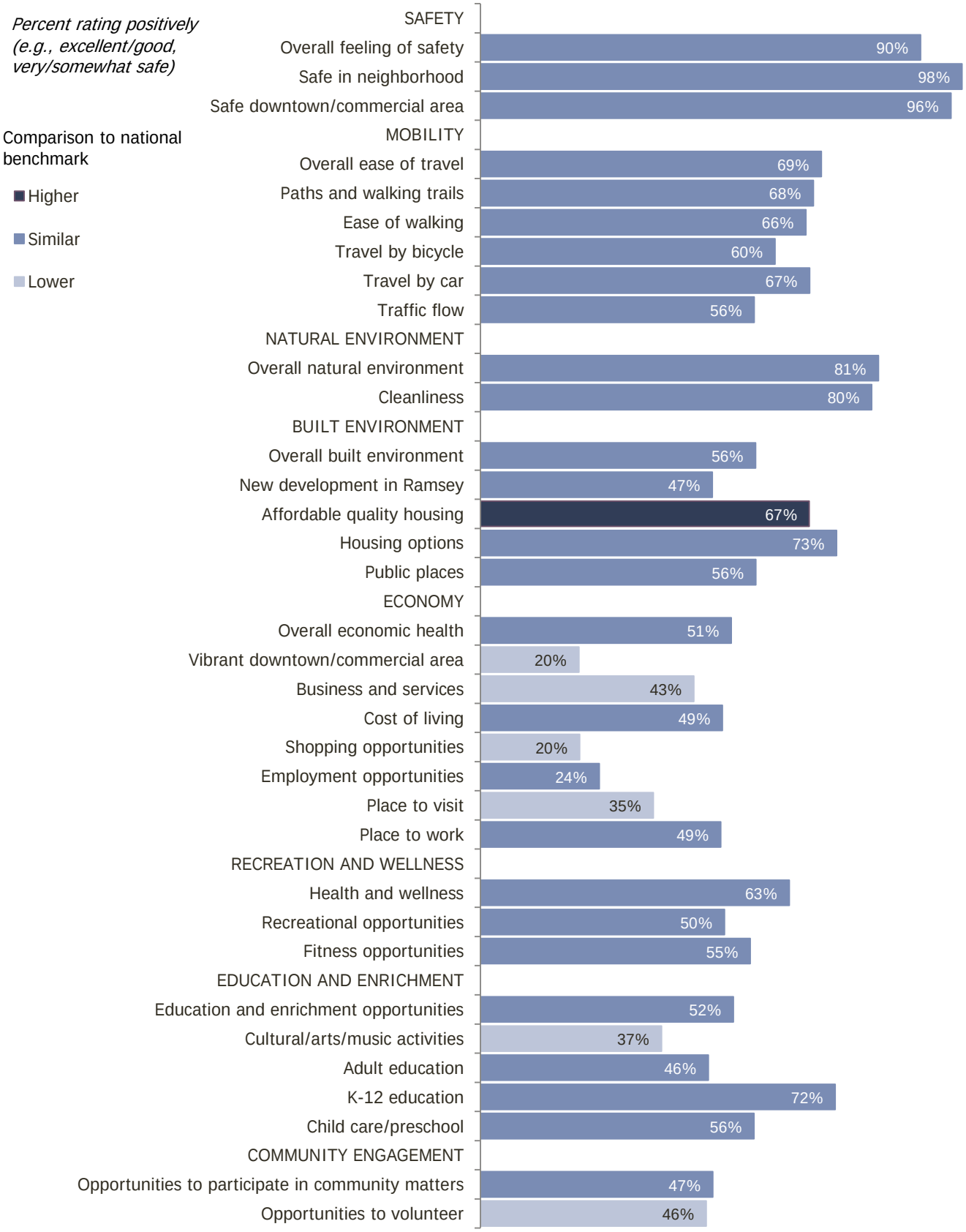


Figure 1: Aspects of Community Characteristics



Governance

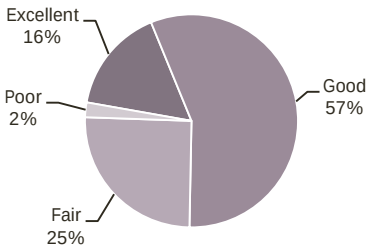
How well does the government of Ramsey meet the needs and expectations of its residents?

The overall quality of the services provided by Ramsey as well as the manner in which these services are provided are a key component of how residents rate their quality of life. The overall quality of services provided by the City of Ramsey received excellent or good ratings by about three-quarters of residents, while the Federal Government received positive ratings by about one-third of respondents. Both of these ratings were similar to the national benchmark.

Survey respondents also rated various aspects of Ramsey's leadership and governance. Around 8 in 10 residents gave favorable ratings to the overall customer service provided by Ramsey employees. About half of residents favorably rated the remaining aspects of government performance including: the value of services for taxes paid, the overall direction of the City, welcoming citizen involvement, confidence in City government, acting in the best interest of Ramsey, being honest, and treating all residents fairly. These ratings were all on par with other communities across the nation.

Respondents evaluated over 20 individual services and amenities available in Ramsey. Among the highest rated services were police and fire with about 9 in 10 residents giving high marks to each of these aspects. Around 8 in 10 residents gave a positive rating to crime prevention, fire prevention, sewer services and City parks. All of the aforementioned services were similar to the national benchmark. The remaining services also received ratings similar to the national benchmark, with the exception of recreation centers which were rated positively by about half of residents and lower than in comparison communities.

Overall Quality of City Services



Percent rating positively (e.g., excellent/good)

Comparison to national benchmark

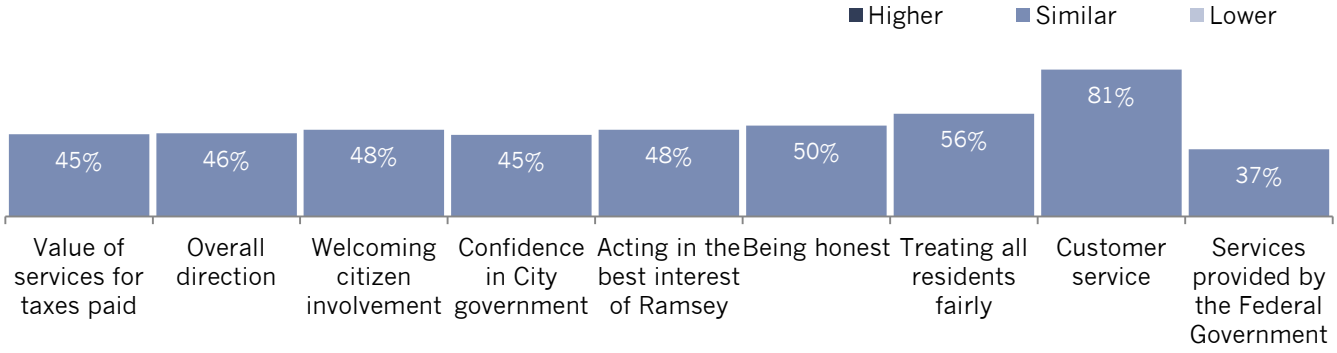
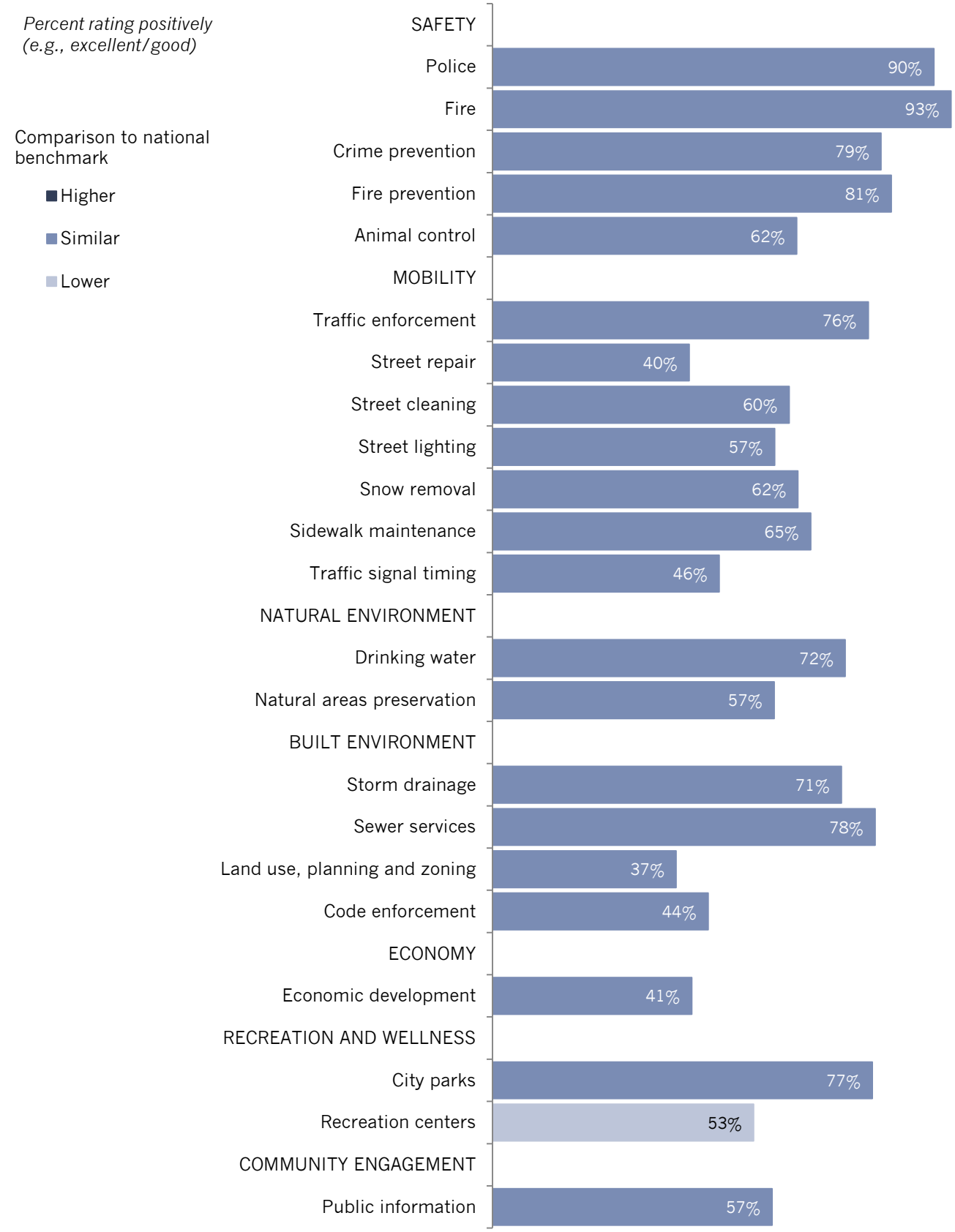


Figure 2: Aspects of Governance



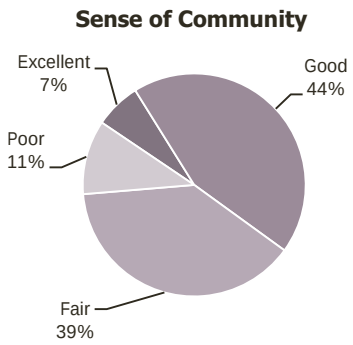
Participation

Are the residents of Ramsey connected to the community and each other?

An engaged community harnesses its most valuable resource, its residents. The connections and trust among residents, government, businesses and other organizations help to create a sense of community; a shared sense of membership, belonging and history. Around half of residents gave a positive rating to the overall sense of community in Ramsey and this level was similar to what was seen in benchmark communities.

More than four in five residents reported that they would recommend Ramsey to others and that they would remain in Ramsey for the next five years. About 4 in 10 residents reported that they had contacted a City employee in the last 12 months. All of these ratings were similar to the national benchmark.

The survey included over 15 activities and behaviors for which respondents indicated how often they participated in or performed each, if at all. Levels of Participation tended to be mixed across the different facets, but overall reported levels were similar to those in benchmark communities. Within the facet of Safety more than 8 in 10 residents reported that they had not been the victim of crime or reported a crime in the 12 months prior to the survey. Most residents reported that they recycled at home and indicated that they were not under housing cost stress, both of which were higher than levels reported in comparison communities. Meanwhile, around 2 in 10 respondents indicated that they worked in Ramsey, a rate of participation lower than those observed elsewhere. Within the facet of Recreation and Wellness, about three-quarters or more reported that they had visited a City park or stated that they were in excellent or good health. Around 4 in 10 residents stated they had attended a City-sponsored event, a lower rate of participation than those in benchmark communities. Within the facet of Community Engagement, residents reported that they had contacted Ramsey elected officials, watched a local public meeting and voted in local elections at levels that were similar to the national benchmark. However, fewer respondents indicated that they had campaigned for an issue, cause or candidate, volunteered or attended a local public meeting than residents in comparison communities.



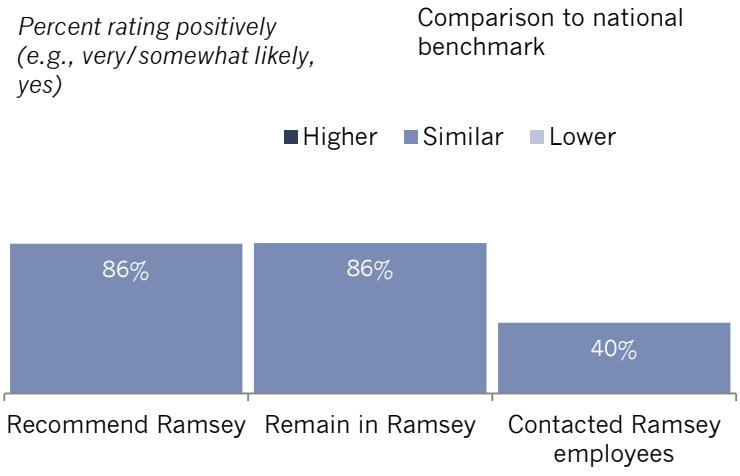
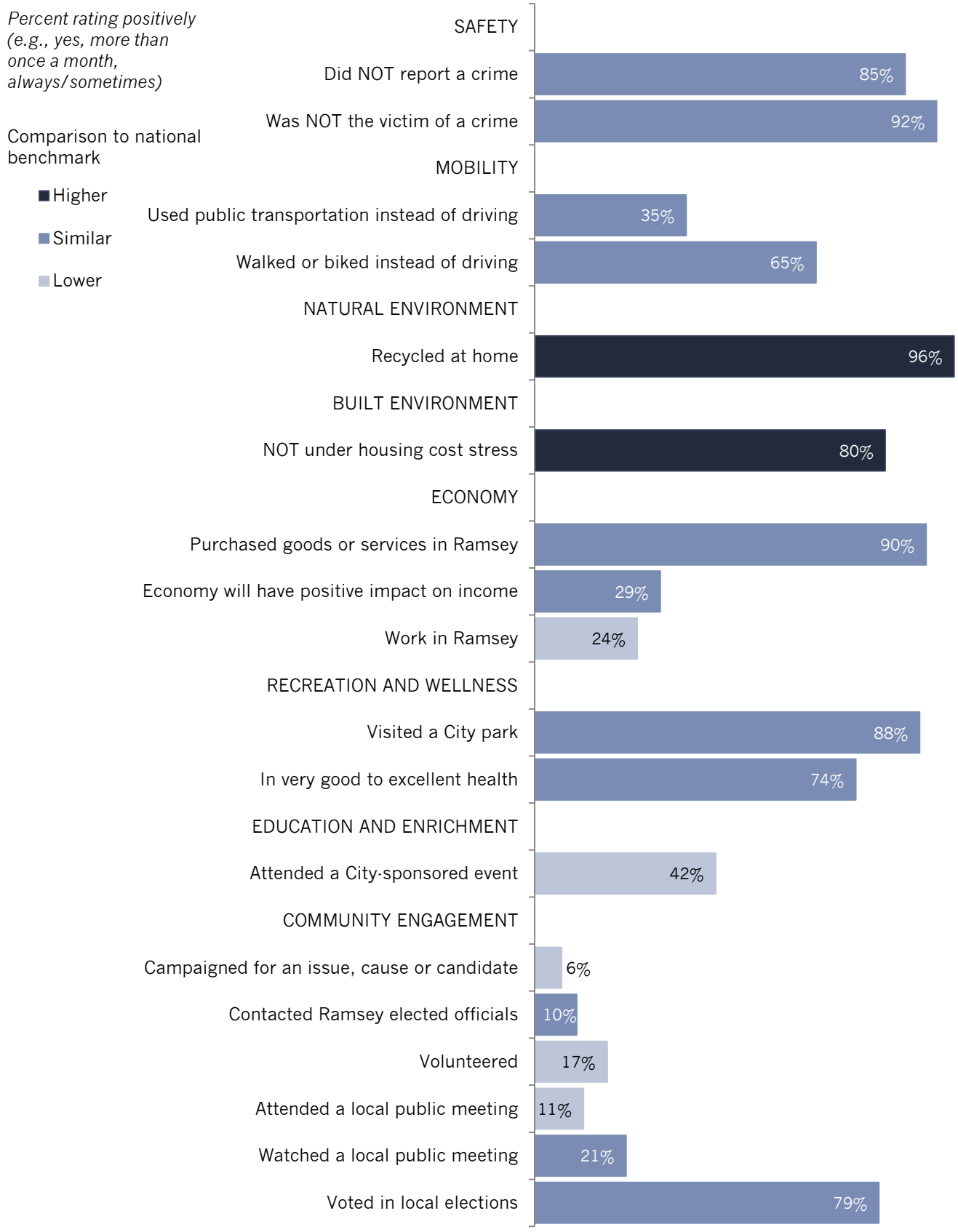


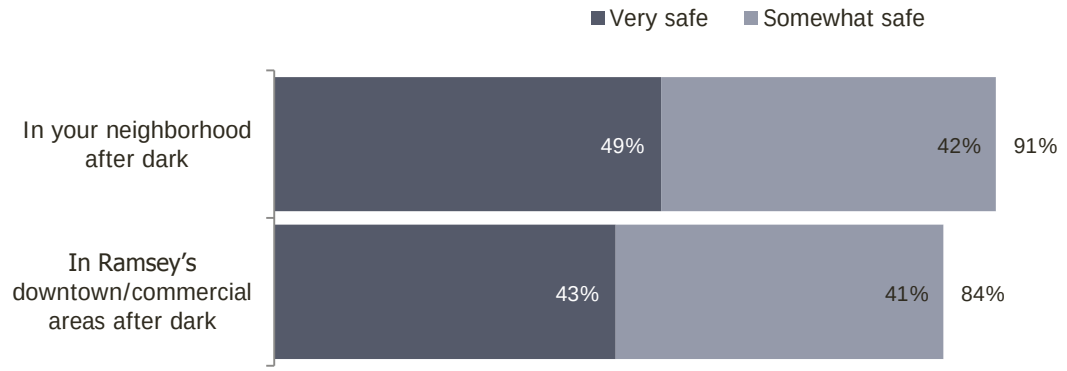
Figure 3: Aspects of Participation



Special Topics

The City of Ramsey included eight questions of special interest on The NCS. The first question asked residents for their opinions about their feelings of safety at night. Most residents (84%) reported that they felt somewhat or very safe at night in Ramsey's downtown/commercial areas and in their neighborhoods. Around 9 in 10 residents reported that they felt somewhat or very safe in their neighborhoods after dark.

Figure 4: Safety after Dark
Please rate how safe or unsafe you feel:



Residents rated the quality of the overall condition of City maintained streets and the quality of trail maintenance. A majority of residents gave favorable ratings to the overall condition of streets and nearly three-quarters rated the quality of trail maintenance as excellent or good.

Figure 5: Overall Condition of Streets
Please rate each of the following characteristics as they relate to Ramsey as a whole: Overall condition of City maintained streets

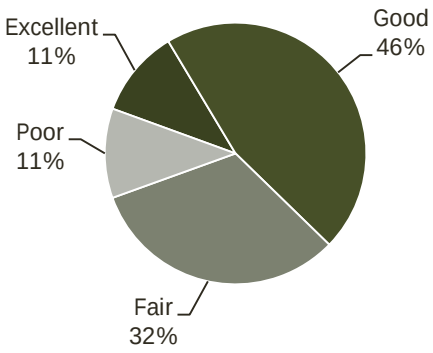
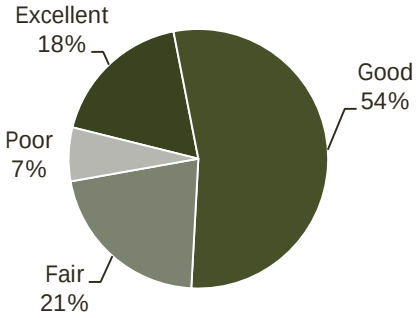


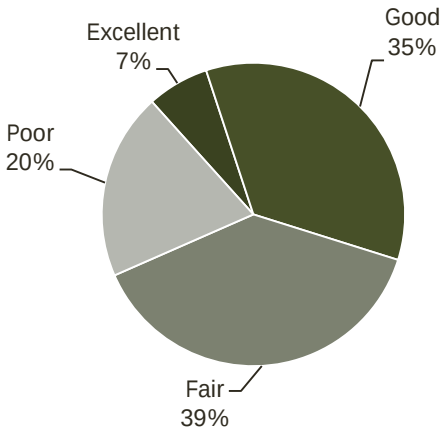
Figure 5: Trail Maintenance
Please rate the quality of each of the following services in Ramsey: Trail maintenance



The next special interest question asked residents to rate the development and success of a strategic action plan in Ramsey. Less than half of residents rated the City's strategic planning as excellent or good and more than one-third rated it as fair.

Figure 7: Strategic Plan Development

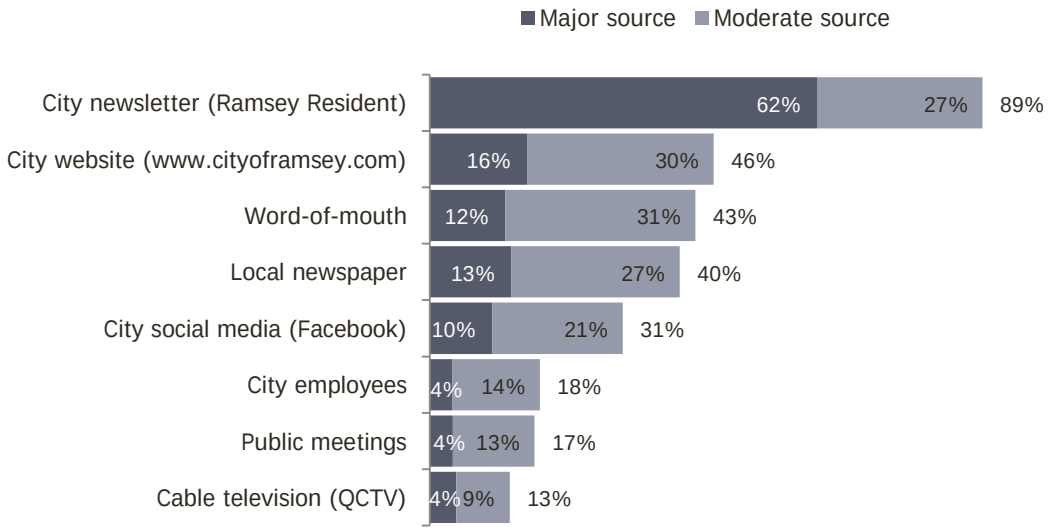
Please rate the following categories of Ramsey government performance: Development and success of a strategic action plan



Residents reported using a variety of sources for information about the City. A vast majority (89%) said that they had used the City newsletter (Ramsey Resident) as a major or moderate source of information. Almost half used the City website and around 4 in 10 relied on word-of-mouth or the local newspaper. The least cited sources of information included cable television, public meetings and information received from City employees.

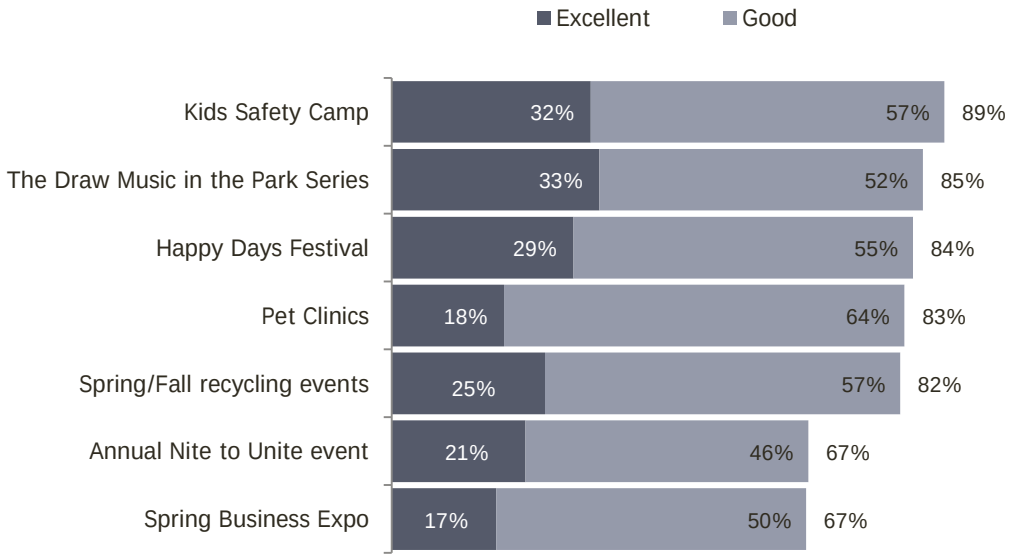
Figure 8: Source of Information about the City

To what extent are each of the following a source of information for you about Ramsey city government and its activities?



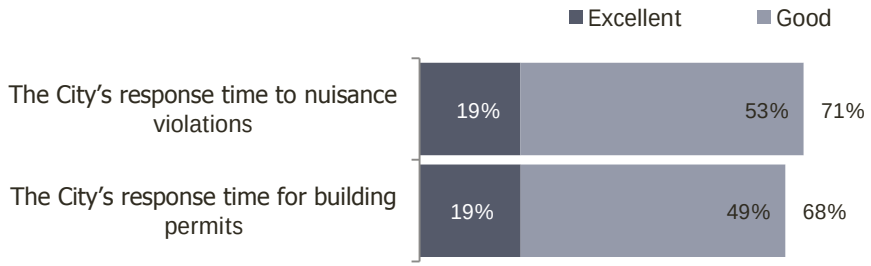
The next special interest question asked residents about the quality of various community events. A majority of residents rated each of the listed community events favorably. The most positively rated events were the Kids Safety Camp (89% excellent or good) and at least 8 in 10 residents rated The Draw Music in the Park Series, Happy Days Festival, Pet Clinics and Spring/Fall recycling events as excellent or good.

Figure 9: Community Events
Please rate the quality of each event listed below:



The following special interest question asked respondents to indicate the quality of the City's response time for various services. Around 7 in 10 residents rated the response time for both building permits and to nuisance violations as excellent or good.

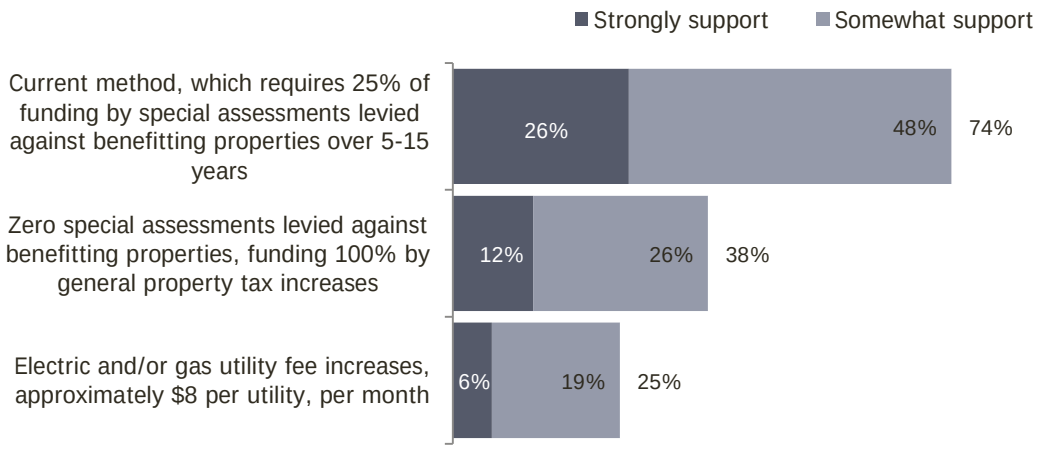
Figure 10: City's Response Time
Please rate the quality of the following:



The final special interest question asked survey participants to indicate their level of support for various funding sources to maintain City streets in Ramsey. The current method received the most support from residents, with approximately three-quarters of residents saying they at least somewhat supported the measure. The least supported funding source by about a quarter of residents was the electric and/or gas utility fee increase.

Figure 11: Street Reconstruction

The City employs a long-term maintenance program to cost-effectively maintain all 175-plus miles of City streets. Currently, street reconstruction projects are funded 25% by special assessments levied against benefitting properties, and 75% by street reconstruction bonds, which are paid back using general property taxes. The City periodically evaluates funding sources for this on-going program. Please indicate the extent to which you would support or oppose the following funding sources:



Conclusions

Ramsey residents continue to enjoy a high quality of life.

Most of residents gave positive ratings for the overall quality of life and Ramsey as a place to live. About 8 in 10 respondents positively rated their neighborhoods and Ramsey as a place to raise children. Additionally, most residents reported that they plan on remaining in the City for the next five years and said they would recommend Ramsey to someone who asks. These ratings are similar to or higher than ratings from the City's 2014 iteration of the survey, which suggests that residents continue enjoy living in Ramsey.

Economy is important to residents and may be an area for improvement.

Residents indicated that Economy is an important facet for Ramsey to focus on in the coming years. The ratings for overall economic health were similar to the national comparison with about half of residents giving it a positive rating. However, ratings for a vibrant downtown/commercial area, business and services, shopping opportunities, Ramsey as a place to visit and residents reporting that they worked in Ramsey were lower than other communities in the nation. Compared to 2014, nearly all Economy ratings remained stable; however, the ratings for Ramsey as a place to work increased from 2014 to 2016.

Safety is valued by residents and is a positive feature of the community.

Survey respondents indicated that Safety is an important facet and a priority for the City. At least 9 in 10 residents reported having an overall high sense of safety, feeling safe in their neighborhoods as well as in the downtown/commercial areas of Ramsey. Residents positively rated safety services, particularly police and fire services, and a vast majority felt that crime and fire prevention services were excellent or good. About 8 in 10 residents or more were NOT the victim of a crime or did NOT report a crime.

CC Regular Session **4. 10.**

Meeting Date: 04/24/2018

By: Chris Anderson, Community Development

Information

Title

Adopt Resolution #18-078 Proclaiming April 27, 2018 as Arbor Day and the Month of May as Arbor Month

Purpose/Background:

The City of Ramsey has been recognized as a Tree City USA for the 26th consecutive year (for 2017 activities). One of the standards necessary to obtain this designation is the adoption of an Arbor Day proclamation. At its root, Arbor Day is a day to encourage and celebrate the planting of trees. In Minnesota, Arbor Day is officially observed on the last Friday of April, which this year, is April 27. The State of Minnesota also recognizes the month of May as Arbor Month. The attached resolution serves as the City's official observance of Arbor Day on April 27, 2017 and also recognizes May as Arbor Month.

Funding Source:

This case is being handled as part of staff's regular duties.

Recommendation:

Staff recommends adopting Resolution #18-078 proclaiming April 27, 2018 as Arbor Day and the month of May as Arbor Month.

Action:

Motion to adopt Resolution #18-078 proclaiming April 27, 2018 as Arbor Day and the month of May as Arbor Month.

Attachments

Resolution #18-078

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	04/18/2018 03:10 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:33 AM
Form Started By: Chris Anderson		Started On: 04/05/2018 01:52 PM
Final Approval Date: 04/19/2018		

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-078

RESOLUTION PROCLAIMING APRIL 27, 2018 AS "ARBOR DAY" AND THE MONTH OF MAY, 2018 AS "ARBOR MONTH"

WHEREAS, trees are an increasingly vital resource in Minnesota today and enrich our lives by purifying air, soil and water; and

WHEREAS, trees help conserve and protect soil from erosive forces, moderate temperatures, reduce stormwater runoff, and provide habitat for life of all kinds; and

WHEREAS, many species of trees and shrubs provide critical, early spring food for pollinators; and

WHEREAS, trees provide beautiful recreational settings and promote personal, community, and ecosystem health; and

WHEREAS, trees increase property values, enhance the economic vitality of business areas, create jobs through forest products and are a renewable resource; and

WHEREAS, activities such as construction damage, regional and distant source pollution, as well as certain diseases and pests, threaten our trees, creating the need for concerted adaptive and collaborative action by locally planting, nurturing and protecting trees for benefit of citizenry, economy and ecology; and

WHEREAS, the City of Ramsey has been recognized for the 26th consecutive year (2017), as a Tree City USA.

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 proclaims April 27, 2018 as "Arbor Day".

2) That the Ramsey City Council hereby proclaims the month of May as "Arbor Month".

3) That the Ramsey City Council urges all citizens to plant trees as part of Ramsey's living history, to participate in disease and pest control programs that will ensure an enduring tree canopy, and collaborate with partners and volunteers to develop and implement policies to plant, nurture, protect, and steward our natural diversity.

4) That the Ramsey City Council encourages efforts to maintain our historic sites with significant tree species, enhance species diversity to buffer against disease and/or

pest outbreaks, promote replanting of native species and strategically locate plantings for energy savings.

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 24th day of April, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 11.**

Meeting Date: 04/24/2018

By: Chris Anderson, Community Development

Information

Title

Adopt Resolution #18-082 Accepting a Drainage and Utility Easement over a Portion of Lot 4, Block 3 Woodlands 4th Addition (Project No. 16-102): Case of U.S Home Corporation (dba Lennar)

Purpose/Background:

In the spring of 2017, Lennar received final plat approval for Woodlands 4th Addition as well as their Lower Rum River Watershed Management Organization (LRRWMO) Permit. However, the LRRWMO Permit approval had multiple contingencies, including widening the drainage and utility easement on Lot 4, Block 3 from sixteen and a half feet (16.5') to twenty-five feet (25'). The reason for this condition was that the easement is encumbering a wetland mitigation area and per the Wetland Conservation Act, a twenty-five foot (25') buffer is required adjacent to any mitigation wetland. Lennar has prepared an Easement Exhibit to encumber an additional eight and a half feet (8.5') of this parcel with drainage and utility easement to satisfy the LRRWMO condition. Similar to all the other drainage and utility easements within this plat, the easement would in favor of the City. Approval of the attached resolution would accept this additional 8.5' foot drainage and utility easement.

Notification:

Notification is not required.

Funding Source:

All costs associated with this request are the Applicant's responsibility.

Recommendation:

Staff recommends adopting Resolution #18-082 accepting the additional eight and a half foot (8.5') drainage and utility easement over a portion of Lot 4, Block 3 Woodlands 4th Addition.

Action:

Motion to adopt Resolution #18-082 accepting an additional eight and a half foot (8.5') drainage and utility easement over a portion of Lot 4, Block 3 Woodlands 4th Addition.

Attachments

Site Location Map

Drainage and Utility Easement Description and Exhibit

Resolution #18-082

Form Review

Inbox	Reviewed By	Date
Len Linton	Len Linton	04/18/2018 09:24 AM
Bruce Westby	Bruce Westby	04/18/2018 11:08 AM
Tim Gladhill	Tim Gladhill	04/18/2018 03:09 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:40 AM
Form Started By: Chris Anderson		Started On: 04/13/2018 09:26 AM

Final Approval Date: 04/19/2018



Site Location Map for Lot 4, Block 3 Woodlands 4th Addition

SKETCH & DESCRIPTION

FOR: LENNAR

DRAINAGE AND UTILITY EASEMENT

An easement for drainage and utility purposes over and across that part of Lot 4, Block 3, WOODLANDS 4TH ADDITION, according to the recorded plat thereof, Anoka County, Minnesota, lying adjacent to and 8.50 feet westerly, southwesterly, southerly, and southeasterly of the following described line:

Commencing at the northeast corner of said Lot 4; thence on an assumed bearing of North 89 degrees 24 minutes 10 seconds West, along the north line of said Lot 4, a distance of 174.20 feet to the point of beginning of the line to be described; thence South 00 degrees 20 minutes 55 seconds East a distance of 43.01 feet; thence South 48 degrees 24 minutes 29 seconds East a distance of 33.02 feet; thence South 54 degrees 03 minutes 10 seconds East a distance of 45.69 feet; thence South 89 degrees 04 minutes 39 seconds East a distance of 36.41 feet; thence North 68 degrees 10 minutes 23 seconds East a distance of 50.92 feet; thence North 35 degrees 04 minutes 30 seconds East a distance of 52.95 feet to the east line of said lot 4, and said line there terminating.

The side lines of said easement shall be prolonged or shortened to terminate at said north and east lines of Lot 4.

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

Signed this 13th day of March, 2018
For: James R. Hill, Inc.

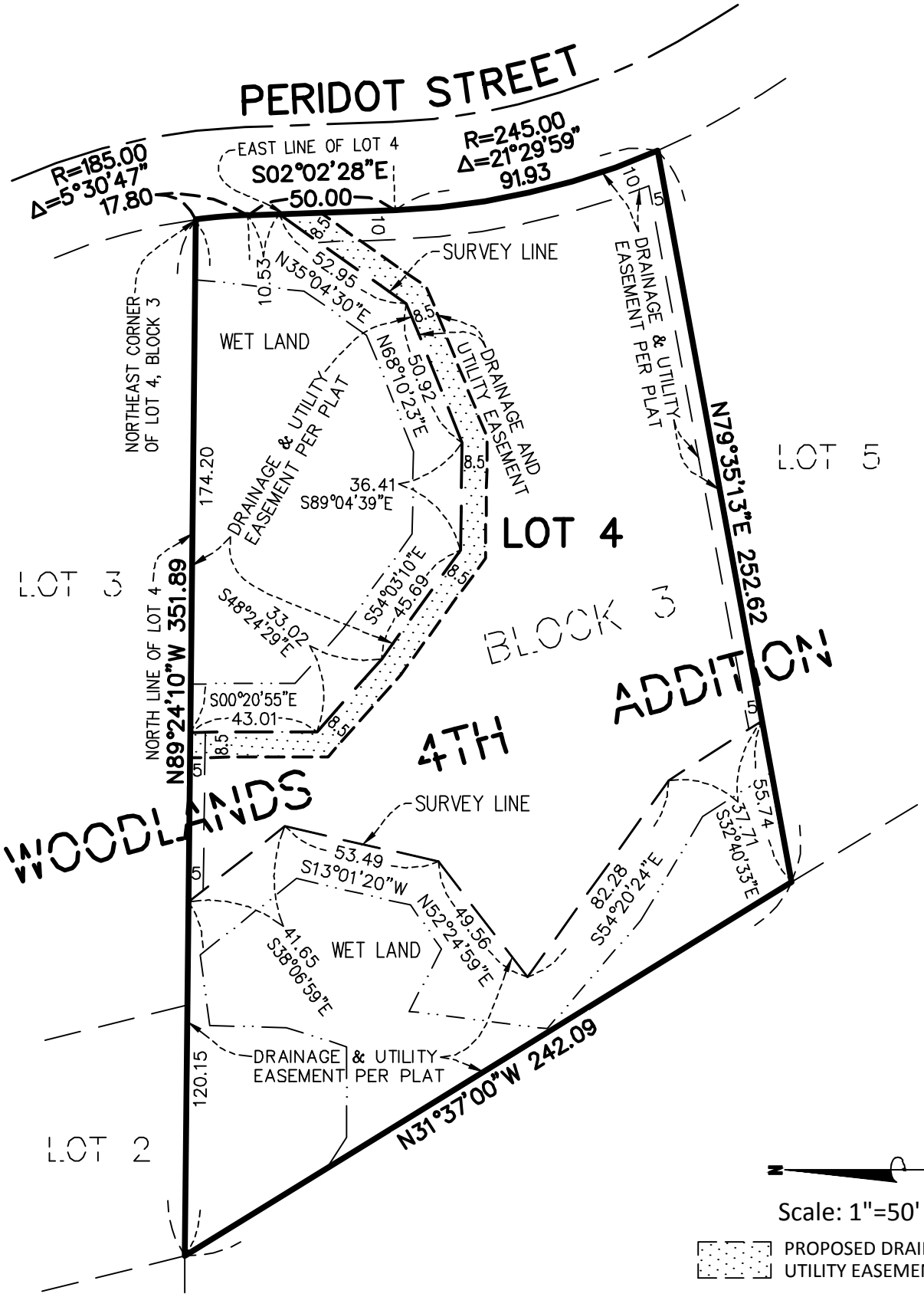
By: _____
Marcus F. Hampton, Land Surveyor, MN License No. 47481

PAGE 1 OF 2	PROJECT NO. 23253-30	CAD FILE 23253-30skt-2.dwg	REVISIONS	DATE 3/13/2018	DRAWN BY PLM

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 WEST C.R. 42, SUITE 120, BURNSVILLE, MN 55337
PHONE: 952.890.6044 www.jrhinc.com

SKETCH & DESCRIPTION

FOR: LENNAR



Scale: 1"=50'

PROPOSED DRAINAGE AND UTILITY EASEMENT

PROJECT NO. 23253-30skt-2

James R. Hill, Inc.

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-082

RESOLUTION ACCEPTING A DRAINAGE AND UTILITY EASEMENT OVER A PORTION OF LOT 4, BLOCK 3 WOODLANDS 4TH ADDITION.

WHEREAS, on May 9, 2017, U.S. Home Corporation, dba Lennar (the "Developer") received final plat approval for Woodlands 4th Addition; and

WHEREAS, the Lower Rum River Watershed Management Organization (LRRWMO) approved a permit for Woodlands 4th Addition contingent upon enlarging a drainage and utility easement on Lot 4, Block 3 to comply with the Wetland Conservation Act regarding mitigation wetlands; and

WHEREAS, the Developer has prepared an Easement Exhibit and Description for an additional eight and a half feet (8.5') of drainage and utility easement to satisfy the LRRWMO condition.

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 accepts the Drainage and Utility Easement from the Developer over a portion of Lot 4, Block 3 Woodlands 4th Addition as shown in Exhibit 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 24th day of April, 2018.

_____
Mayor

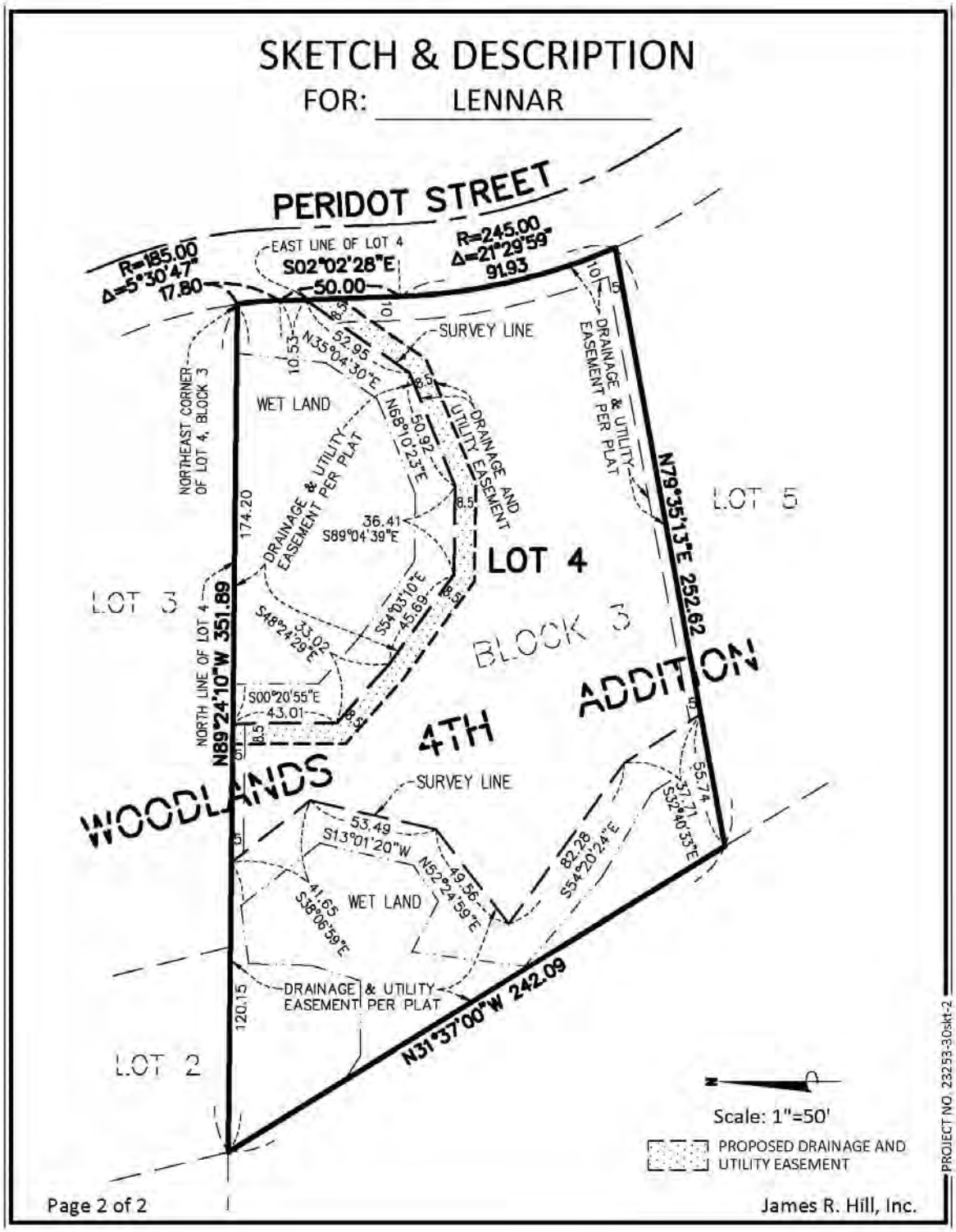
ATTEST:

DRAFT

City Clerk

DRAFT

Exhibit A


SKETCH & DESCRIPTION
FOR: LENNAR
PERIDOT STREET
R=185.00
Δ=5°30'47"
17.80
EAST LINE OF LOT 4
S02°02'28"E
50.00
R=245.00
Δ=21°29'59"
91.93
SURVEY LINE
N35°04'30"E
52.95
10.53
WET LAND
N68°10'23"E
50.92
DRAINAGE & UTILITY EASEMENT PER PLAT
DRAINAGE AND UTILITY EASEMENT
NORTHEAST CORNER OF LOT 4, BLOCK 3
174.20
36.41
S89°04'39"E
LOT 4
LOT 5
LOT 3
BLOCK 5
N79°35'13"E 252.62
S54°03'10"E
45.69
S48°24'29"E
33.02
S00°20'55"E
43.01
NORTH LINE OF LOT 4
N89°24'10"W 351.89
WOODLANDS
4TH
ADDITION
SURVEY LINE
53.49
S13°01'20"W
N52°24'59"E
49.56
41.65
S38°06'59"E
WET LAND
82.28
S54°20'24"E
37.71
S32°40'33"E
55.74
DRAINAGE & UTILITY EASEMENT PER PLAT
120.15
N31°37'00"W 242.09
LOT 2
Scale: 1"=50'
PROPOSED DRAINAGE AND UTILITY EASEMENT
PROJECT NO. 23253-30skt-2
Page 2 of 2
James R. Hill, Inc.

CC Regular Session **4. 12.**

Meeting Date: 04/24/2018

Submitted For: Bruce Westby, Engineering/Public Works

By: Marsha Weidner, Engineering/Public Works

Information

Title

Adopt Resolution #18-083 Authorizing Final Payment to New Look Contracting Inc for Business Park 95 Regional Stormwater Pond Outlet Improvements, Improvement Project #16-36.

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #18-083 authorizing final payment to New Look Contracting, Inc. for Business Park 95 Regional Stormwater Pond Outlet Improvements, Improvement Project #16-36.

Background:

All required work for this improvement project is complete. Resolution #18-083 and the final pay request are attached.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Issuing final payment will be contingent on receipt of the following items from North Valley Inc.:

1. IC 134 (Contractor's Withholding Affidavit showing compliance with the provisions of Minnesota Statute 290.92 requiring withholding state income tax)
2. Waiver of Mechanic's Lien Rights (Affidavits that all claims against North Valley, Inc. by reasons of the contract have been fully paid or satisfactorily secured)
3. Consent of Surety to Final Payment (Certification from the contractor's surety)

Following receipt of these items, final payment will be issued.

Funding Source:

Final payment will be made from the same funding sources as all previous payments, which is a cost-split of one-third Stormwater Management Funds (Fund 9292) and two-thirds Stormwater Utility Funds (Fund 9605).

Recommendation:

The Senior Engineering Technician has inspected the completed work and recommends final payment to New Look Construction, Inc. for Business Park 95 Regional Stormwater Pond Outlet Improvements, Improvement Project #16-36, in the amount of $7,045.10.

Action:

Motion to adopt Resolution #18-083 authorizing final payment to New Look Contracting, Inc. for Business Park 95 Regional Stormwater Pond Outlet Improvements, Improvement Project #16-36, in the amount of $7,045.10.

Attachments

Final Pay Resolution

Final Pay Estimate

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Marsha Weidner	04/16/2018 02:03 PM
Bruce Westby	Bruce Westby	04/18/2018 11:00 AM
Bruce Westby	Bruce Westby	04/18/2018 12:06 PM
Bruce Westby	Bruce Westby	04/18/2018 06:52 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:50 AM
Form Started By: Marsha Weidner		Started On: 04/16/2018 01:32 PM
Final Approval Date: 04/19/2018		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-083

RESOLUTION AUTHORIZING FINAL PAYMENT TO NEW LOOK CONTRACTING, INC. FOR BUSINESS PARK 95 REGIONAL STORMWATER POND OUTLET IMPROVEMENTS, IMPROVEMENT PROJECT NO. 16-36

WHEREAS, pursuant to a resolution of the City Council adopted January 11, 2016, a Feasibility Report was prepared by the City Engineer with reference to the proposed Business Park 95 Regional Stormwater Pond Improvements; and

WHEREAS, on February 16, 2016, the Ramsey Public Works Committee reviewed the draft Feasibility Report and recommended City Council approval of the Report; and

WHEREAS, pursuant to a resolution of the City Council adopted February 23, 2016, the Feasibility Report was accepted and the City Engineer was ordered to prepare plans and specifications for the making of such improvements; and

WHEREAS, pursuant to a resolution of the City Council adopted May 24, 2016, final plans and specifications were approved and advertisements for bids were authorized for said improvements; and

WHEREAS, pursuant to a resolution of the City Council adopted on June 28, 2016 the bid of New Look Contracting, Inc. in the amount of $165,480.50 for the total bid is the lowest responsible bidder; and

WHEREAS, as of April 24, 2018, $133,856.90 has been paid to date; and

WHEREAS, the Senior Engineering Technician has inspected the completed work and recommends final payment to New Look Contracting, Inc. in the amount of $7,045.10.

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

1) That the City Council hereby authorizes final payment to New Look Contracting, Inc. for Business Park 95 Regional Stormwater Pond Outlet Improvement, Improvement Project 16-36, in the amount of $7,045.10.

2) That the City Council hereby accepts the project and authorizes the Mayor or City Administrator to sign the release form for this payment.

3) That the total amount of this payment is not included in resolutions approving payment of bills for the date of April 24, 2018.

4) That the City of Ramsey Finance Department will be provided a signed copy of this

resolution

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 24th day of April 2018.

_____
Mayor

ATTEST:

_____
City Clerk

Pay Estimate Summary Sheet
IP 16-36 Business Park 95 Regional Stormwater Pond Outlet Improvements

City of Ramsey

FINAL PAY ESTIMATE

Estimate no **3**

TOTAL CONTRACT	$	165,480.50
ADDITIONAL WORK	$	-
TOTAL WITH ADDITIONAL WORK	$	165,480.50
STORED MATERIALS		
TOTAL, COMPLETED WORK TO DATE	$	140,902.00
TOTAL WORK COMPLETED PLUS STORED MATERIALS	$	140,902.00
	$	-
NET AMOUNT DUE TO CONTRACTOR TO DATE	$	140,902.00
TOTAL AMOUNT PAID ON PREVIOUS ESTIMATES	$	133,856.90
PAY CONTRACTOR PER ESTIMATE NO. 3	$	7,045.10

Certificate for Final Payment

I hereby certify that, to the best of my knowledge and belief, all items, quantities and prices of work and material shown on the this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between owner and the undersigned Contractor, and as amended by any authorized changes and the foregoing is a true and correct statement of the amount for the Final Estimate, the provisions of M.S. 290.92 have been complied with and that all claims against me by reason of the contract have been paid or satisfactorily secured.

Contractor: New Look Contracting, Inc.

By _____ VP
Name Title

Date 4/5/2018

CHECKED AND APPROVED AS TO QUANTITIES AND AMOUNT:
ENGINEER: CITY OF RAMSEY

By _____ Civil Engineer IV
Leonard Linton, PE

Date 4/12/18

APPROVED FOR PAYMENT:
OWNER: City of Ramsey

By _____ City Engineer 4/16/18
Name Title Date

CC Regular Session **4. 13.**

Meeting Date: 04/24/2018

By: Chris Anderson, Community Development

Information

Title

Adopt Resolution #18-087 to Enter into a Residential Recycling Program Agreement with Anoka County to Receive SCORE Funds for 2018

Purpose/Background:

Each year, Anoka County receives funding from the State of Minnesota pursuant to Minnesota Statute § 115A.557. The County distributes these funds, known as SCORE (Select Committee On Recycling and the Environment) funds, to municipalities within the county. In 2018, the allocation includes a base of $10,000 plus $5.00 per household. Ramsey's base allocation for 2018 is $54,865.00.

The funding is intended to help municipalities achieve their recycling goals as established by the Anoka County Board of Commissioners. Ramsey's 2018 recycling goal, established by Anoka County, is 2,696 tons. The goal is based on 210 pounds per person (single family households, up to four [4] units) and 160 pounds per person for multi-tenant households (five [5] or more units). The City of Ramsey has traditionally used these funds to promote recycling and waste reduction education and awareness, notifying new residents of the recycling program components, to offset costs of the spring and fall recycling day events and other collection events/opportunities, and to fund the recycling coordinator position, which duties are a component of the City Planner position.

To receive the SCORE funding, each municipality must enter into an agreement with Anoka County that outlines required components of a municipality's recycling program. These required components include providing households an opportunity to recycle at least four (4) broad types of materials, a public information program, recycling drop-off opportunities, and notifying new residents of the recycling program. Furthermore, municipalities are encouraged, but not required, to look at opportunities to expand its recycling program by offering additional drop-off events, implement and/or enhance recycling at community events, enhance multi-family recycling opportunities, and/or develop opportunities for source separated compostables/organics collection.

Observations/Alternatives:

The funding structure has been altered slightly from past years. In 2018, similar to past years, there are additional funds available for additional drop-off events, general program enhancements, and organics collection. However, there is a new category, with up to $30,000.00 available, for innovative enhancements to increase the amount of materials recycled. This was available on a competitive basis. Based on the work load of the Planning Division through the first quarter of 2018, there was not time to develop a meaningful project for consideration for these additional funds.

Staff has requested an additional $13,900.00 for funding. This includes $9,100.00 for the Spring, Summer, and Fall Recycling Day events, $3,000.00 for General Enhancements (parks recycling and multi-family recycling outreach), and $1,800.00 for the Organics Recycling Drop-Off program.

Alternatives:

Alternative 1: Enter into the Residential Recycling Agreement for the base allocation of $54,865 plus an additional $13,900 for general program enhancements and continuation of the organics recycling drop-off program. The additional funds will assist the City in meeting the 2018 tonnage goal established by Anoka County. Staff supports this alternative.

Alternative 2: Do not enter into the Residential Recycling Agreement with the County. By not executing this agreement with the County, the City would not receive any SCORE funding for 2018 (a loss of $54,865.00). A portion of one of the City Planner positions is funded through this allocation (duties related to managing the recycling program) as are all recycling related activities, including the spring, summer, and fall recycling events. Staff does not support this option.

Funding Source:

Ramsey's recycling program and related staff time are funded with SCORE funds received from Anoka County annually and recorded under the Recycling Enterprise Fund.

Recommendation:

Staff recommends adopting Resolution #18-087 authorizing the Mayor, on behalf of the City, to sign the Agreement for Residential Recycling Program with Anoka County, to receive the base SCORE funds for 2018 as well as an additional allocation of $13,900.00 for general enhancements and the organics recycling drop-off program.

Action:

Motion to adopt Resolution #18-087 authorizing the Mayor, on behalf of the City, to sign the Agreement for Residential Recycling Program with Anoka County, to receive the base SCORE funds for 2018 as well as an additional allocation of $13,900.00 for general enhancements and the organics recycling drop-off program.

Attachments

Anoka County Memorandum and Recycling Agreement

Resolution #18-087

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	04/18/2018 03:08 PM
Diana Lund	Diana Lund	04/18/2018 03:10 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:55 AM
Form Started By: Chris Anderson		Started On: 04/18/2018 08:51 AM
Final Approval Date: 04/19/2018		

Anoka County
HUMAN SERVICES DIVISION
Community Health & Environmental Services

Correctional Health

Environmental Services

Recycling & Resource Solutions

Public Health Nursing

Women, Infants & Children (WIC)

Date: April 5, 2018

To: Municipal Recycling Coordinators

From: Sue Doll, Solid Waste Specialist

Regarding: Municipal Contracts for 2018, Funding and Goals

The 2018 Residential Recycling Agreements include a fixed base of $10,000 for each municipality and $5.00 per household (HH). In addition, targeted program funds are available for specific program areas and funds may be used for problem materials and yard waste/organics. The household count is based on the latest population and household estimate available from the Metropolitan Council. This funding allocation is not dependent upon the receipt of the second SCORE allocation. The county will use reserve funds if the second grant payment is not received in the spring of 2018.

The 2018 funding includes enhancement funds for the following program areas:
Monthly/Quarterly Drop-off Events – $10,000 or $15,000 depending on HH's
General Enhancement Grant $1/HH
Organics Collection $0.50/HH if no organics drop-off or curbside program
Organics Collection $1/HH if there is an organics drop-off or curbside program
Additional Grant Request up to $30,000

The 2018 municipal recycling goal is 210 pounds per person for single family households (up to 4 units) and 160 pounds per person for multi-unit households (5 units or more). This goal reflects the estimated tonnage needed to assist the county in achieving its recycling goal as established by the State of Minnesota. The goals have been set to reflect the differences between single family and multi-unit housing.

One copy of the contract has been enclosed for signature by your municipality. Please obtain the necessary signatures. The funding amounts you requested on Attachment B and the final funding award, Attachment C, are included as part of this contract.

Mail the signed copy back to our department and we will obtain remaining signatures. We will return the original to you once fully-executed. We will not be able to reimburse any expenditures until we have a signed contract returned by your municipality.

Thank you for your cooperation and efforts to reduce waste and increase the amount of material recycled in our county. Please do not hesitate to contact me if you have any questions regarding this information.

Anoka County Contract # C0006194

2018 AGREEMENT FOR RESIDENTIAL RECYCLING PROGRAM

THIS AGREEMENT made and entered into on the 1st day of January, 2018, notwithstanding the date of the signatures of the parties, between the COUNTY OF ANOKA, State of Minnesota, hereinafter referred to as the "COUNTY", and the CITY OF RAMSEY, hereinafter referred to as the "MUNICIPALITY".

WITNESSETH:

WHEREAS, the County will receive funding from the State of Minnesota pursuant to Minn. Stat. § 115A.557 (hereinafter "SCORE funds") during 2018; and

WHEREAS, pursuant to legislation a portion of the SCORE funds must be used to encourage recycling of source-separated compostable materials; and

WHEREAS, the County will also receive funding pursuant to Minn. Stat. § 473.8441 (hereinafter "LRDG funds") during 2018; and

WHEREAS, the County also has additional budgeted program funding available to supplement SCORE and LRDG funds for solid waste recycling programs, so that the available amount for the Residential Recycling Program is $1,551,029; and

WHEREAS, the County Solid Waste Master Plan 2012 (Master Plan 2012) and MPCA Metropolitan Solid Waste Management Policy Plan 2010-2030 state that MSW generated in the County that is not reused, recycled or composted, will be processed to the extent that processing capacity is available; and

WHEREAS, the Master Plan 2012 was developed with the participation of a representative from the Municipality staff, and the Municipality is required to develop and implement programs, practices, or methods designed to meet waste abatement goals by Minn. Stat. § 115A.551, Subd 2a. (b).

WHEREAS, in 2017, the County engaged in a process of drafting an updated Master Plan which will be submitted to the MPCA for review and approval in 2018. The anticipated Master Plan 2018 will supersede the current Master Plan 2012 upon approval. The Master Plan 2018 has been developed with the participation of a representative from the Municipality staff, and the Municipality will be required to develop and implement programs, practices, or methods designed to meet waste abatement goals by Minn. Stat. § 115A.551, Subd 2a. (b).

WHEREAS, the County wishes to assist the Municipality in meeting recycling goals established by Anoka County by providing said SCORE and LRDG funds to cities and townships in the County for solid waste recycling programs.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained in this Agreement, the parties mutually agree to the following terms and conditions:

1. **PURPOSE.** The purpose of this Agreement is to provide for cooperation between the County and the Municipality to implement solid waste recycling programs in the Municipality which will help the County and member municipalities meet the goals set in the current Anoka County Solid Waste Management Master Plan.

2. **TERM.** The term of this Agreement is from January 1, 2018 through December 31, 2018, unless earlier terminated as provided herein.

3. **DEFINITIONS.**

a. "Eligible Expenses" means those expenses for recycling projects/programs and education and outreach and for priority issue activities that assist the municipality in collecting additional tons to help meet its recycling goal. Such expenses may include administration, but only to the extent of salary and legal costs of personnel who are directly working on the planning, implementation and promotion of eligible activities as detailed in this definition.

b. "Full Service Recycling Drop-off Center" means centralized permanent drop-off center that is open at least two times a week and accepts at least four types of materials beyond traditional curbside recyclables, i.e.: mattresses, appliances, scrap metal, carpet, furniture, source-separated compostable materials, electronics, etc.

c. "Mixed municipal solid waste" (MSW) shall have the meaning set forth in Minn. Stat. §115A.03, Subd. 21.

d. "Multi-unit households" means households within apartment complexes, condominiums, townhomes, mobile homes and senior housing complexes.

e. "Opportunity to Recycle" means providing recycling and curbside pickup or collection centers for recyclable materials for residents, including single and multi-family dwellings, as required by Minn. Stat. § 115A.552. Subd. 1.

f. "Problem material" shall have the meaning set forth in Minn. Stat. § 115A.03, Subd. 24a.

g. "Public entity waste" shall have the meaning set forth in Minn. Stat. § 115A.471 (b).

h. "Quasi-Municipal event" means community festivals which appear to the public to be supported and run by the Municipality but in fact are sponsored or co-sponsored by an independent non-profit 501c (3) organization, for example: the Anoka Halloween Parade.

i. "Recyclable materials" shall have the meaning set forth in Minn. Stat. § 115A.03, Subd. 25a.

j. "Recycling" shall have the meaning set forth in Minn. Stat. § 115A.03, Subd. 25b.

k. "Refuse-derived fuel" (RDF) as defined by Minn. Stat. § 115A.03, Subd. 25d., or other material that is destroyed by incineration is not a recyclable material.

l. "Source-separated compostable materials" (commonly called "organics") shall have the meaning set forth in Minn. Stat. § 115A.03, Subd. 32a.

m. "Yard waste" shall have the meaning set forth in Minn. Stat. § 115A.03, Subd. 38.

4. **PROGRAM.** The Municipality shall develop and implement a residential solid waste recycling program adequate to meet the Municipality's annual recycling goal of 2,696 tons of recyclable materials as established by the County. The Municipality shall ensure that the recyclable materials collected are delivered to processors or end markets for recycling.

a. The Municipal recycling program shall include the following components:

i. Each household (including multi-unit households) in the Municipality shall have the Opportunity to Recycle at least four broad types of materials, including but not limited to, paper (including cardboard/paperboard cartons), glass, plastic, metal and textiles.

ii. The recycling (including any organics) program shall be operated in compliance with all applicable federal, state, and local laws, ordinances, rules and regulations.

iii. The Municipality shall implement a public information program that contains at least the following components:

(1) One promotion is to be mailed to each household focused exclusively on the Municipality's recycling program;

(2) One promotion advertising recycling opportunities available for residents is to be included in the Municipality's newsletter or local newspaper; and

(3) Two community outreach activities at Municipal or Quasi-Municipal events to inform residents about recycling opportunities.

iv. The public information components listed above shall focus on all recyclable materials and the various opportunities to recycle within the Municipality. The Municipality shall incorporate Rethink Recycling images and use the toolkits provided when preparing promotional materials. The Municipality, on an ongoing basis, shall identify new residents and provide detailed information on the recycling opportunities available to these new residents. The County shall work with the Municipality on promotional materials to coordinate messages. The Municipality shall provide promotional materials for review prior to publication to ensure accuracy.

v. The Municipality shall regularly attend the monthly Solid Waste Abatement Advisory Team meetings per year.

vi. The Municipality shall offer one or two spring and fall cleanup/recycling drop-off event(s) where items not normally accepted at the curb are collected for recycling. If the Municipality is hosting a monthly drop-off as described in 4.b.i below, the spring/fall cleanup/recycling drop-off events may be included within that program.

b. The Municipality is encouraged to expand its recycling program to include one or more of the following components in order to receive additional funding.

   i. Organize monthly/quarterly recycling drop-off events which can be held in conjunction with a neighboring municipality(ies) on a cooperative basis for the citizens of both/all municipalities.

   ii. Provide a community event recycling program, which at a minimum would consist of providing recycling opportunities at all Municipal sponsored or Quasi-Municipal events and festivals as required by Minn. Stat. § 115A.151. The feasibility of adding organics collection at the event will be explored and if feasible, implemented as an enhancement to the waste abatement program.

   iii. Provide the opportunity for citizens to engage in recycling activities at Municipal and Quasi-Municipal facilities as required by Minn. Stat. § 115A.151 such as athletic fields and public centers.

   iv. Organize and manage a Full Service Recycling Drop-off Center.

   v. Develop enhanced recycling promotion and assistance for multi-units.

   vi. Develop additional opportunities for Source-Separated Compostable Materials collection.

   vii. Develop and implement additional opportunities to recycle bulky and problem materials (e.g. appliances, carpet, electronics, mattresses and scrap metal) from residents on an on-going basis either curbside or at a drop-off.

c. If the Municipality's recycling program did not achieve the Municipality's recycling goals as established by the County for the prior calendar year, the Municipality shall work with the County to prepare a plan to achieve the recycling goals set forth in this Agreement.

d. The Municipality's recycling program shall be limited to residential programming for funding reimbursements under this Agreement. The County will not reimburse business recycling programming or household hazardous waste programming by the Municipality. Any inquiries or requests regarding these topics should be sent to the County for response.

e. In addition to the above requirements designed to increase residential recycling opportunities, the Municipality shall provide recycling opportunities in all municipal buildings including but not limited to, city offices, public meeting rooms and parks, as required by Minn. Stat. § 115A.151. If items collected through the Municipal recycling program prove to be contaminated or not recyclable, those items shall be treated as public entity waste and must be processed at a resource recovery facility.[1] Minn. Stat. §§ 115A.46 ,115A.471 and 473.848.

[1] See pages 44-45 of the 2012 Anoka County Solid Waste Management Master Plan regarding the requirements for Public Entity Waste.

f. Pursuant to Minn. Stat. §§ 115A. 46, 115A.471 and 473.848, all waste generated by city/township government activities (including city/town halls, public works and public safety buildings, parks, and libraries, and for city/townships that arrange for waste services on behalf of their residents (organized collection)) shall be delivered to a waste processing plant for disposal as long as capacity is available. Failure to comply with this provision shall constitute a breach of this Grant Agreement resulting in the loss of all Grant Funding unless, pursuant to statute, the Municipality has conferred with the County and developed a plan to comply within a reasonable period of time. [2]

5. **REPORTING.** The Municipality shall submit the following reports semi-annually to the County no later than July 20, 2018 and January 10, 2019.

a. An accounting of the amount of waste which has been recycled as a result of the Municipality's activities and the efforts of other community programs, redemption centers and drop-off centers. For recycling programs, the Municipality shall certify the number of tons of each recyclable material which has been collected and the number of tons of each recyclable material which has been marketed. For recycling programs run by other persons or entities, the Municipality shall also provide documentation on forms provided by the County showing the tons of materials that were recycled by the Municipality's residents through these other programs. The Municipality shall keep detailed records documenting the disposition of all recyclable materials collected pursuant to this Agreement. The Municipality shall also report the number of cubic yards or tons of yard waste collected for composting, chipping, or land spreading, together with a description of the methodology used for calculations. Any other material removed from the waste stream by the Municipality, i.e. tires and used oil, shall also be reported separately.

b. Information regarding any revenue received from sources other than the County for the Municipality's recycling programs.

c. Copies of all promotional materials that have been prepared by the Municipality during the term of this Agreement to promote its recycling programs.

d. The Municipality agrees to support County efforts in obtaining hauler reports by ensuring compliance through ordinance, contract or license requirements and the ability to exercise punitive actions, if needed.

The Municipality agrees to furnish the County with additional reports in form and at frequencies requested by the County for financial evaluation, program management purposes, and reporting to the State of Minnesota.

6. **BILLING AND PAYMENT PROCEDURE**. The Municipality shall submit itemized invoices semi-annually to the County for abatement activities no later than July 20, 2018 and January 10, 2019. Costs not billed by January 10, 2019 may not be eligible for funding. The invoices shall be paid in accordance with standard County procedures, subject to the approval of the Anoka County Board of Commissioners.

7. **ELIGIBILITY FOR FUNDS**. The Municipality is entitled to receive reimbursement for eligible expenses, less revenues or other reimbursement received, for eligible activities up

[2] *Ibid.*

to the project maximum as computed below, which shall not exceed $68,765.00. The project maximum for eligible expenses shall be computed as follows:

a. A base amount of $10,000 and $5 per household for recycling activities only;

b. Enhancement activities as provided according to the schedule in Attachment A and the applications in Attachment B for each of the following services: Full Service Recycling Drop-off Center, Spring/Fall or Monthly/Quarterly Drop-off Events; Municipal Park Recycling; Community Event Recycling; Special Curbside Pickup Events; Multi-unit Recycling; and Organics Collection;

c. After considering the 2018 Municipal Funding Request applications (Attachment B) designating the additional Grant Projects that the City will undertake in the upcoming year; and

d. Including an additional change order contingency of up to 10% of the total of the total base funding, Monthly/Quarterly Drop-offs, and General Enhancement grants.

For the Municipality's convenience in determining the amounts for the 2018 Municipal Funding Request, a work plan is included with the Packet. Notwithstanding any provision to the contrary, the County reserves the right to reduce the funding provided hereunder in the event the City does not undertake and complete the additional Grant Projects referenced in Attachment B. The County also reserves the ability to assess the programs and reallocate unused SCORE and LRDG funds mid-year if any participating municipality demonstrates the need for the funding and funds are available.

8. **RECORDS**. The Municipality shall maintain financial and other records and accounts in accordance with requirements of the County and the State of Minnesota. The Municipality shall maintain strict accountability of all funds and maintain records of all receipts and disbursements. Such records and accounts shall be maintained in a form which will permit the tracing of funds and program income to final expenditure. The Municipality shall maintain records sufficient to reflect that all funds received under this Agreement were expended in accordance with Minn. Stat. § 115A.557, Subd. 2, for residential solid waste recycling purposes. The Municipality shall also maintain records of the quantities of materials recycled. All records and accounts shall be retained as provided by law, but in no event for a period of less than five years from the last receipt of payment from the County pursuant to this Agreement.

9. **AUDIT.** Pursuant to Minn. Stat. § 16C.05, the Municipality shall allow the County or other persons or agencies authorized by the County, and the State of Minnesota, including the Legislative Auditor or the State Auditor, access to the records of the Municipality at reasonable hours, including all books, records, documents, and accounting procedures and practices of the Municipality relevant to the subject matter of the Agreement, for purposes of audit. In addition, the County shall have access to the project site(s), if any, at reasonable hours.

10. **GENERAL PROVISIONS.**

a. In performing the provisions of this Agreement, both parties agree to comply with all applicable federal, state or local laws, ordinances, rules, regulations or standards established by any agency or special governmental unit which are now or hereafter promulgated insofar as they relate to performance of the provisions of this Agreement.

In addition, the Municipality shall comply with all applicable requirements of the State of Minnesota for the use of SCORE funds provided to the Municipality by the County under this Agreement. The Municipality shall also comply with all relevant portions of the current Anoka County Solid Waste Management Master Plan, and shall participate in the preparation of the successor Master Plans.

b. No person shall illegally, on the grounds of race, creed, color, religion, sex, marital status, public assistance status, sexual preference, handicap, age or national origin, be excluded from full employment rights in, participation in, be denied the benefits of, or be otherwise subjected to unlawful discrimination under any program, service or activity hereunder. The Municipality agrees to take affirmative action so that applicants and employees are treated equally with respect to the following: employment, upgrading, demotion, transfer, recruitment, layoff, termination, selection for training, rates of pay, and other forms of compensation.

c. If the Municipality utilizes the services of a subcontractor for purposes of meeting requirements herein, the Municipality shall be responsible for the performance of all such subcontracts and shall ensure that the subcontractors perform fully the terms of the subcontract. The agreement between the Municipality and a subcontractor shall obligate the subcontractor to comply fully with the terms of this Agreement.

d. It is understood and agreed that the entire agreement is contained herein and that this Agreement supersedes all oral and written agreements and negotiations between the parties relating to the subject matter hereof.

e. Any amendments, alterations, variations, modifications, or waivers of this Agreement shall be valid only when they have been reduced to writing, duly signed by the parties.

f. Contracts let and purchases made under this Agreement shall be made by the Municipality in conformance with all laws, rules, and regulations applicable to the Municipality.

g. The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause or phrase of this Agreement is for any reason held to be contrary to law, such decision shall not affect the remaining portion of this Agreement.

h. Nothing in this Agreement shall be construed as creating the relationship of co-partners, joint venturers, or an association between the County and the Municipality, nor shall the Municipality, its employees, agents or representatives be considered employees, agents, or representatives of the County for any purpose.

11. **PUBLICATION.** The Municipality shall acknowledge the financial assistance of the County on all promotional materials, reports and publications relating to the activities funded under this Agreement, by including the following acknowledgement: "Funded by the Anoka County Board of Commissioners and State SCORE funds." The Municipality shall provide copies of all promotional materials funded by SCORE funds.

The County shall provide all printed public information pieces about County programs. A Municipality shall not modify County publications related to business recycling, household hazardous waste management or the County compost sites.

Information about the County's business recycling program, household hazardous waste management program or County compost sites that a Municipality plans to publish in a Municipal communication, printed or electronic, shall be provided to the County for review and approved by the County prior to publication to ensure accuracy and consistency.

12. **INDEMNIFICATION.** The County agrees to indemnify, defend, and hold the Municipality harmless from all claims, demands, and causes of action of any kind or character, including the cost of defense thereof, resulting from the acts or omissions of its public officials, officers, agents, employees, and contractors relating to activities performed by the County under this Agreement.

The Municipality agrees to indemnify, defend, and hold the County harmless from all claims, demands, and causes of action of any kind or character, including the cost of defense thereof, resulting from the acts or omissions of its public officials, officers, agents, employees, and contractors relating to activities performed by the Municipality under this Agreement.

The provisions of this subdivision shall survive the termination or expiration of the term of this Agreement.

13. **TERMINATION.** This Agreement may be terminated by mutual written agreement of the parties or by either party, with or without cause, by giving not less than seven (7) days' written notice, delivered by mail or in person to the other party, specifying the date of termination. If this Agreement is terminated, assets acquired in whole or in part with funds provided under this Agreement shall be the property of the Municipality so long as said assets are used by the Municipality for the purpose of a landfill abatement program approved by the County.

IN WITNESS WHEREOF, the parties hereunto set their hands as of the dates first written above:

CITY OF RAMSEY

By:_____

Name:_____

Title:_____

Date:_____

By:_____
Municipality's Clerk

Date:_____

Approved as to form and legality:

By:_____

Date:_____

COUNTY OF ANOKA

By:_____
Rhonda Sivarajah, Chair
Anoka County Board of Commissioners

Date:_____

By:_____
Jerry Soma
County Administrator

Date:_____

Approved as to form and legality:

By:_____
Kathryn M. Timm
Assistant County Attorney

Date:_____

kmt\contracts\integrated waste contracts\SCORE grants\C0006194 2018 SCORE Ramsey

Attachment B

2018 Grant Funding

Applications due January 31, 2018

The City or Town of Ramsey is requesting the following funding for their municipal program abatement efforts in 2018.

General Instructions

Eligible Expenses:

Staffing: Salary and benefits to cover a portion of full-time or part-time recycling program staff who are directly working on the planning, implementation and promotion of waste reduction, recycling and composting programs can be covered with base funding.

Collection Costs: If residents are charged recycling fees for curbside or recycling events, waste abatement funds will reimburse the difference between the fees collected and the cost of recycling or composting the materials.

Equipment: The cost to purchase, maintain and repair equipment that is used exclusively to operate the recycling or composting program.

Containers: The cost for recycling or organics containers.

Promotion: The percentage of cost for the portion of a municipal newsletter dedicated to waste reduction, recycling or composting information.

Ineligible Expenses:

The following costs should not be submitted for reimbursement from dedicated waste abatement funds (SCORE, LRDG and SWMC).

General Municipal Staff: Administrative, clerical, finance and legal staff that provide general support to municipal employees at the city or town.

General Operational Costs/Building Overhead: Since most of the municipal recycling coordinators are part-time positions and staff serve multiple roles at the city/township, it is assumed that the general cost of space, office equipment and basic office supplies would need to be provided with or without the recycling program, therefore, these costs are not eligible for reimbursement.

Project Costs: Specific to energy or ground water protection.

Collection Costs: General waste and recycling costs for the collection of materials from municipal buildings, trash costs when accepted at a recycling/cleanup day or costs associated with road side cleanup of illegally dumped materials.

Attachment B

2018 Base Funding Grant Application Form

Since the start of SCORE (Select Committee On Recycling and the Environment) funding, a similar formula has been distributed to municipalities, $10,000 base and $5/household.

This amount should pay for the basic program elements including the percentage of time the recycling coordinator spends on recycling duties, regular curbside collection costs, general operations of a drop-off center, costs for spring and fall recycling days, basic promotion costs and yard waste collection costs.

BASE FUNDING REQUESTED+A35:CA35:B77		Dollar Amount	
Administration			
% of time for Recycling Coordinator		15,000.00	
Other Staff that directly administer the recycling program		5,000.00	
Office supplies needed for recycling program			
Training/Mileage/Dues		1,000.00	
	Subtotal	21,000.00	
Curbside Collection			
Estimated curbside collection contract costs		318,000.00	
Estimated curbside collection revenue		308,000.00	
Difference that requires funding	*Subtotal*	10,000.00	
Regular Drop-off Expenses			Assumed about $2k per event (main vendor plus paper shredding) Public Works Staff for 3 events
Equipment - standard equipment maintenance		200.00	
Facility costs e.g. electricty, rent, supplies, trash removed from recyclables		6,000.00	
Service Providers/collection costs		5,000.00	
Labor			
Other			
Estimated revenue			
Difference that requires funding	*Subtotal*	11,200.00	
Promotion			Assumes 3 issues of Ramsey Recycler
Printing		7,500.00	
Postage		5,000.00	Assumes 3 issues of Ramsey Recycler and normal monthly mailings
Advertising			
Incentive products			
Contracted performances e.g. Climb, Tricia and the Toonies			
	Subtotal	12,500.00	
Yard Waste			Would like to organize a fall yard waste collection opportunity (e.g. dumpster for leaves/grass clippings/pumpkins)
Special Collections for leaves/grass and tree waste		5,000.00	
Estimated Curbside Collection Contract Costs			
Estimated Curbside Collection Revenue			
Difference that requires funding	*Subtotal*	5,000.00	
Problem Materials			
Tires			
Oil			
Estimated revenue from oil			
Difference that requires funding	*Subtotal*	-	
	Total Base Funding Requested	$ 59,700.00	

Attachment B

2018 Municipal Program Enhancement Grant Application

There is $686,847 available for enhancement activities. When the county started offering additional enhancement grants, the intent was to make these funds available to collect more materials to help the county meets its 75% recycling/composting goal by 2030. This attachment is an application form. All communities must apply for these funds and explain what projects they are proposing that meet the following categories.

Monthly/Quarterly Drop-off Events Grant

- $10,000 is available for communities with up to 4,999 households
- $15,000 is available for communities with 5,000 or more households

Additional Drop-off Collection Programs

From the list of targeted materials, it is expected that spring and fall drop-off recycling events will accept appliances, automotive products, bicycles, carpet, confidential paper, electronics, fluorescent lamps, household batteries, mattresses and scrap metal from residents. This funding is provided for additional events beyond the regularly scheduled spring and fall recycling days.

Program Costs for Collecting the Following Targeted Materials

Examples of materials that can be collected for reuse/recycling/composting:

Standard Recyclable Materials Collected at Drop-off Events		Additional Items
Appliances	Fluorescent Bulbs	Block n Shape Polystrene
Automotive Products	Household Batteries	Furniture*
Bicycles	Mattresses*	Small Household Goods
Carpet*	Scrap Metal	Source Separated Organics
Confidential Paper		Vinyl Siding
Electronics		Yard Waste

None of these materials should be advertised and then collected as trash, specifically those items marked with the * .

Items that should be evaluated for reuse prior to recycling:

Bicycles	Clothing	Furniture	Mattresses

Special Monthly/Quarterly Drop-off Events		
Equipment	100.00	Portable restroom
Service Providers/Collection Costs	2,000.00	Assumed about $2k per event (main vendor plus paper shredding)
Promotional Coupon Costs		
Labor - Staff/organizations	2,000.00	Public Works Staff for Summer Event
Other	5,000.00	
		Would like to organize a fall yard waste collection opportunity (e.g. dumpster for leaves/grass clippings/pumpkins)
Full Service Drop-off Center		
Equipment		
Service Providers/Collection Costs		
Additional staffing requirements		
Total Drop-off Program Request	$ 9,100.00	

Please describe the additional drop-off activities and how they will increase the amount of material collected for recycling.

Attachment B

General Enhancement Grant – $1/household – all municipalities are all eligible for this regardless of size

Eligible categories are listed below. Staffing for multi-family outreach, park recycling or dedicated recycling program interns, event recycling expenses, new recycling containers and promotional materials for additional recycling opportunities are some examples of eligible expenses.

Park Recycling			
-- Recycling Containers	Price/container		
-- Recycling Bags			2000
Service Providers/Collection Costs			
Labor - Staff costs needed for collection			
	Park Recycling Subtotal	$	2,000.00
Event Recycling - Please list any organics costs in organics section.			
-- Recycling Containers	Price/container		
-- Recycling Bags			
Service Providers/Collection Costs			
Labor - Staff costs needed for collection			
	Event Recycling Subtotal	$	-
Special Curbside Recycling Pickups			
Collection Costs			
Subsidy to resident -- # of items collected x _____			
	Special Curbside Subtotal	$	-
Multi-Unit Recycling Outreach			
Equipment/Promotion			1000
Staff costs			
	Multi-unit Enhancement Subtotal	$	1,000.00
Additional Promotion Costs			
Promotion/Printing/Postage/Advertising			
	Promotion Subtotal	$	-
	Total General Enhancement Request	$	3,000.00

Possible targeted mailings to promote recycling

Please describe the additional general enhancement activities and how they will increase the amount of material collected for reuse or recycling.

Organics Grant

- $0.50/household for municipalities that do not have a permanent organics program
- $1/household for municipalities that have a permanent organics drop-off(s) or a curbside program

Organics Program Costs			
Equipment			
-- Organics Containers/Starter Kits	Price/container		
-- Compostable Bags			
-- Compostable Serving Ware - cups/bowls/utensils			
-- Container rental or collection costs			1800
Promotional costs			
Labor - Staff/organizations # of hours			
	Total Organics Program Request	$	1,800.00

Assumed $150 per month for collection costs

Please describe the additional organics activities planned and how they will increase the amount of material collected for composting.

Attachment B

Additional Grant Program Request

$30,000 is available based on need. If more applications are received than funds available, applications will be reviewed and those projects with the greatest potential to increase materials collected for recycling will receive the funding. Eligible costs for this category are expenses that cannot be funded by all the other categories. Preference will be given to those communities that are currently spending all enhancement funding on innovative, new program ideas and need additional funds to continue to expand program opportunities throughout 2018 to meet their recycling goal.

Project Description:

Provide a brief, one page or less, project description. The project description should address:

- project scope and design;
- expected outcomes - increased materials collected, increased tons from this project;
- if the project will benefit multiple municipalities or the county;
- key individuals participating in project activities, including any project collaborators;
- overall project timeline; and
- why project is compelling and worthy of funding

Project Budget:

Tasks/Items	Costs
Total Additional Grant Program Request	$ -

Total Funding Requested

Total Base Funding*	$	59,700.00
Total Enhancement Funding		
• Monthly/Quarterly Drop-off Funding*	$	9,100.00
• General Enhancement Funding*	$	3,000.00
• Organics Program Funding	$	1,800.00
• Additional Grant Program	$	-
Total Funding Requested	$	73,600.00

* These amounts are eligible for up to 10% change order if unexpected costs exceed budgeted amounts.

The City/Township of Ramsey requests $73,600 for 2018 municipal funding.

Date March 30, 2018

Name Chris Anderson

Title City Planner

Attachment C

Grant Funding Decision

2018 Grant Year

The City of Ramsey is eligible for a total of $ 87,811 for their Municipal program abatement efforts in 2018. The City submitted a timely application for funds (Attachment B) in the amount of $73,600.

To the extent that the City requested funds in excess of the total eligible amount and/or the eligible amount in any category it is denied.

The approved total funding for the 2018 Residential Recycling Program based on the budgeted expenditures set out in Attachment B and the eligible amount is $ 68,765.

	ELIGIBLE	REQUESTED	Award/(Deny)
Base Amount: (no application needed)	$ 54,865	$ 59,700	$ 54,865 (4,835)
Monthly /Quarterly Drop off Events	15,000	9,100	9,100
General Enhancement grant	8,973	3,000	3,000
Organics Grant	8,973	1,800	1,800
Total	$ 87,811	$ 73,600	$ 68,765

Reviewed by: _____ Dated: March 31, 2018

Kathryn Timm
Assistant County Attorney

Attachment A

2018 Funding for Municipal Waste Abatement Programs

Municipality	2018 Base Funding and Goals							2018 Additional Enhancement Funds Available*						
								Monthly /Quarterly Drop-off Events		General Enhancement Grant $1/HH	Organics Grant $0.50/HH	Organics Grant $1/HH	Additional Grant Program	Total Funds Available for Base + Drop-off, General Enhancement and Organics Enhancement Funds
	Base Funding: $10,000 + $5 Per HH (Household)						Goals: 160 PP MF + 210 PP SF	Up to 4,999 households	5,000 + households	All municipalities are eligible equally	Municipalities that do not have curbside or drop-off programs	Municipalities that have curbside or drop-off programs	If awarded, amount will be added to total funds available	
	Contract Number	Total Pop	HH	$10,000 Base	$5.00/HH	Total		$10,000	$15,000				up to $30,000	
Andover	C0006176	32,335	10,391	$ 10,000.00	$ 51,955.00	$ 61,955.00	3,371		$ 15,000	$ 10,391	$ 5,195.50			**$ 92,541.50**
Anoka	C0006177	17,995	7,436	$ 10,000.00	$ 37,180.00	$ 47,180.00	1,726		$ 15,000	$ 7,436	$ 3,718.00			**$ 73,334.00**
Bethel	C0006178	461	174	$ 10,000.00	$ 870.00	$ 10,870.00	48	$ 10,000		$ 174	$ 87.00			**$ 21,131.00**
Blaine	C0006179	64,188	23,586	$ 10,000.00	$ 117,930.00	$ 127,930.00	6,488		$ 15,000	$ 23,586	$ 11,793.00			**$ 178,309.00**
Centerville	C0006180	3,958	1,351	$ 10,000.00	$ 6,755.00	$ 16,755.00	409	$ 10,000		$ 1,351	$ 675.50			**$ 28,781.50**
Circle Pines	C0006181	4,909	2,021	$ 10,000.00	$ 10,105.00	$ 20,105.00	502	$ 10,000		$ 2,021	$ 1,010.50			**$ 33,136.50**
Columbia Heights	C0006182	20,158	8,155	$ 10,000.00	$ 40,775.00	$ 50,775.00	2,030		$ 15,000	$ 8,155		$ 8,155		**$ 82,085.00**
Columbus	C0006183	3,870	1,425	$ 10,000.00	$ 7,125.00	$ 17,125.00	406	$ 10,000		$ 1,425		$ 1,425		**$ 29,975.00**
Coon Rapids	C0006184	62,726	24,235	$ 10,000.00	$ 121,175.00	$ 131,175.00	6,330		$ 15,000	$ 24,235		$ 24,235		**$ 194,645.00**
East Bethel	C0006185	11,788	4,155	$ 10,000.00	$ 20,775.00	$ 30,775.00	1,219	$ 10,000		$ 4,155	$ 2,077.50			**$ 47,007.50**
Fridley	C0006186	28,631	11,578	$ 10,000.00	$ 57,890.00	$ 67,890.00	2,770		$ 15,000	$ 11,578	$ 5,789.00			**$ 100,257.00**
Ham Lake	C0006187	15,891	5,406	$ 10,000.00	$ 27,030.00	$ 37,030.00	1,642		$ 15,000	$ 5,406		$ 5,406		**$ 62,842.00**
Hilltop	C0006188	784	394	$ 10,000.00	$ 1,970.00	$ 11,970.00	68	$ 10,000		$ 394	$ 197.00			**$ 22,561.00**
Lexington	C0006189	2,018	782	$ 10,000.00	$ 3,910.00	$ 13,910.00	200	$ 10,000		$ 782	$ 391.00			**$ 25,083.00**
Lino Lakes	C0006190	20,803	6,529	$ 10,000.00	$ 32,645.00	$ 42,645.00	2,158		$ 15,000	$ 6,529		$ 6,529		**$ 70,703.00**
Linwood Township	C0006191	5,359	1,959	$ 10,000.00	$ 9,795.00	$ 19,795.00	558	$ 10,000		$ 1,959		$ 1,959		**$ 33,713.00**
Nowthen	C0006192	4,548	1,494	$ 10,000.00	$ 7,470.00	$ 17,470.00	477	$ 10,000		$ 1,494	$ 747.00			**$ 29,711.00**
Oak Grove	C0006193	8,360	2,861	$ 10,000.00	$ 14,305.00	$ 24,305.00	874	$ 10,000		$ 2,861	$ 1,430.50			**$ 38,596.50**
Ramsey	C0006194	26,251	8,973	$ 10,000.00	$ 44,865.00	$ 54,865.00	2,696		$ 15,000	$ 8,973		$ 8,973		**$ 87,811.00**
Spring Lake Park	C0006195	6,219	2,607	$ 10,000.00	$ 13,035.00	$ 23,035.00	622	$ 10,000		$ 2,607		$ 2,607		**$ 38,249.00**
St. Francis	C0006196	7,400	2,623	$ 10,000.00	$ 13,115.00	$ 23,115.00	751	$ 10,000		$ 2,623	$ 1,311.50			**$ 37,049.50**
		348,652	**128,135**	**$ 210,000.00**	**$ 640,675.00**	**$ 850,675.00**	**35,347**	**$ 120,000**	**$ 135,000**	**$ 128,135**	**$ 34,423.00**	**$ 59,289**	**$ 210,000**	**$ 1,537,522.00**

2018 Total Allocation includes state SCORE and LRDG funds and additional budgeted program funding.
Population and Household Counts are based on 2016 Met Council Estimates
Goals are based on 210 pounds/person/year single family home up to 4 units and 160 pounds/person/year multi-units 5 units or more

***For all enhancement funds, municipalities must complete Attachment B and qualify.**

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-087

RESOLUTION TO ENTER INTO A RESIDENTIAL RECYCLING PROGRAM AGREEMENT WITH ANOKA COUNTY TO RECEIVE 2018 SCORE FUNDS

WHEREAS, Anoka County annually receives funding from the State of Minnesota pursuant to Minn. Stat. § 115A.557. This funding is provided by the Select Committee On Recycling and the Environment (SCORE); and

WHEREAS, in 2018, Anoka County will distribute the SCORE funds amongst municipalities using the following formula: a base allocation of $10,000 plus $5.00 per household; and

WHEREAS, the City of Ramsey's base allocation of SCORE funds for 2018 is $54,865.00; and

WHEREAS, the City of Ramsey is eligible for additional targeted program funds to focus on activities such as monthly/quarterly drop-off events (up to $15,000.00), general program enhancements (up to $8,973.00), organics recycling (up to $8,973.00), and additional, competitive grant funds up to up to $30,000.00; and

WHEREAS, the Anoka County Board of Commissioners annually sets recycling goals for municipalities to achieve and the 2018 goals are based on 210 pounds per person for single-family households (up to four [4] units) and 160 pounds per person for multi-unit households (five [5] or more units); and

WHEREAS, the City of Ramsey's recycling goal for 2018 is 2,696 tons.

WHEREAS, Anoka County wishes to assist municipalities in meeting the recycling goals established by the Anoka County Board of Commissioners by providing SCORE funds to municipalities for solid waste recycling programs; and

WHEREAS, SCORE funding can be and previously has been used to implement various components of the City's recycling program including: recycling and waste reduction education and awareness activities, notifying new residents of Ramsey's recycling program, spring and fall recycling events, and to fund the recycling coordinator position; and

WHEREAS, in order to receive SCORE funds, the City of Ramsey must enter into a Residential Recycling Program Agreement with Anoka County.

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

1) That the Mayor is hereby authorized to sign the Agreement for Residential Recycling Program between the City of Ramsey and Anoka County to receive the base allocation of SCORE funds and additional targeted program funds for general program enhancements and organics recycling.

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 24th day of April, 2018.

_____
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 **4. 14.**

Meeting Date: 04/24/2018

By: Tim Gladhill, Community Development

Information

Title:

Adopt Resolution #18-088 Approving Development Agreement for Anoka Hennepin 2nd Addition

Purpose/Background:

The purpose of this case is to approve the final Development Agreement for the new Ramsey Elementary School set to commence construction in May.

Notification:

Notification is not required.

Observations/Alternatives:

A contingency of Plat and Site Plan Approval for this project was to enter into a Development Agreement to ensure the timely construction of required site improvements (grading, paving, utilities, etc.). This is a standard step in the development process. The agreement also outlines required development fees, inspection fees, and performance/financial guarantees.

Funding Source:

All costs associated with processing the request are the responsibility of the Applicant. There are no City dollars associated with this project.

Recommendation:

Staff recommends approval of the Development Agreement.

Action:

Motion to adopt Resolution #18-088 approving a development agreement for Anoka Hennepin School District.

Attachments

Resolution #18-088

Development Agreement

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	04/18/2018 04:36 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:50 AM
Form Started By: Tim Gladhill		Started On: 04/16/2018 02:26 PM

Final Approval Date: 04/19/2018

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-088

RESOLUTION APPROVING DEVELOPMENT AGREEMENT FOR ANOKA HENNEPIN SCHOOL DISTRICT

WHEREAS, the City Council previously approve a plat and site plan for an additional elementary school to be constructed by the Anoka Hennepin School District No. 11; and

WHEREAS, a contingency of said approval was to enter into a development agreement to ensure the timely construction of required site improvements, payment of applicable inspection fees, and payment of applicable development fees.

NOW THEREFORE, BE IT RESOLVED BY THIS CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA that the findings of fact relating to the request are determined to be as follows:

1) The City Council of the City of Ramsey approves the development agreement for the Anoka Hennepin School District.

The motion of the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following 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 24th day of April, 2018.

_____
Mayor

ATTEST:

_____

City Clerk

CITY OF RAMSEY
DEVELOPMENT AGREEMENT FOR RAMSEY ELEMENTARY SCHOOL

This Agreement (hereinafter the "Agreement") is dated as of this _____ day _____, 2018 and is by and between the **CITY OF RAMSEY**, a Minnesota municipal corporation (the "**CITY**") and Anoka Hennepin School District No. 11, a Minnesota School District under the laws of Minnesota (the "**PERMITTEE**").

Recitals

A. The **PERMITTEE** is the owner of land legally described on the attached Exhibit A (the "Subject Property").

B. The **PERMITTEE** has received approval from the **CITY** to construct a new elementary school (the "Project").

Agreement

1. Recitals. Recitals incorporated. The recitals stated above are hereby incorporated into this Agreement and are made part of this Agreement by reference.

2. Conditions of Approval. The **CITY** has approved the Project 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 constructing the Project, 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.

3. The Plans. The term "Plans" as used in this Agreement means the plans prepared by AJA, Inc, dated February 28, 2018. 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.

4. Required Improvements. The public improvements the **PERMITTEE** will construct or install are as follows:

a. Trunk and lateral sanitary sewer.
b. Trunk and lateral water main.
c. Storm drainage facilities (when specified).
d. Stormwater maintenance through 90 percent buildout.
e. Streets.
f. Concrete curb and gutter (urban).
g. Street traffic control signals.
h. Lot grading.
i. Trail development.
j. Sidewalks.
k. Electricity (within one-fourth mile).
l. Phone (within one-fourth mile).
m. Natural gas (within one-fourth mile).
n. Boulevard sodding.
o. Water shut off boxes.
p. Landscaping

(the "Required Improvements").

The **PERMITTEE** agrees to construct the Required 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 reproducible as-built plans in Computer Aided Drafting (CAD) format upon completion of the Required Improvements and acceptance by the **CITY**. As as-built plans are a required Required Improvement item per City Code Section 117-615, the **CITY** will not release in its entirety the required Required Improvement Financial Guarantee noted in paragraph #8 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.

5. Lot Corner Staking. The **PERMITTEE** must install lot corner stakes at all lot corners.

6. 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.

7. Time of Performance for the Required Improvements. The **PERMITTEE** must complete the Stage I Improvements within two (2) years after approval of the Project.

8. Financial Guaranty for Required Improvements. The **PERMITTEE** shall provide a financial guarantee to the **CITY** guaranteeing the construction of the Required Improvements, and their timely completion. The **PERMITTEE** shall be responsible for a financial guarantee in the amount of **($1,466,250.00),** 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.

9. Inspection Fees for the Required Private Improvements. The **PERMITTEE** shall provide an inspection fee to the **CITY** to inspect the Stage I Improvements, Stage II Improvements, and Required Private Improvements. The **PERMITTEE** shall be responsible for an inspection fee in the amount of **($58,650.00)**, which amount is 5% of the City Engineer's estimated cost of the Stage I Improvements, Stage II Improvements, and Required Private 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, Stage II Improvements, and Required Private Improvements, acceptance by the **CITY**.

10. Warranty for Stage I and Stage II Improvements. The **PERMITTEE** shall provide a one year warranty in the amount of **$293,250.00**, which is 25% of the cost of the Required 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.

11. Street Cleaning and Clean Up. After the street surfacing that is a part of the Required Improvements are 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 Required 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 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.

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.) the financial guaranty described in Section 6 to the **CITY**; d.) obtained all necessary permits from the Lower Rum River Watershed Management Organization and has provided a copy of 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 (including utility extensions in Bunker Lake Boulevard and Puma Street) 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), 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 8 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, 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. 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.

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.

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 Required 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.

h. Project Approval Expenses. The **PERMITTEE** agrees that it will pay to **CITY** all **CITY** expenses incurred in the approval of the Project, 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.

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:
Anoka Hennepin School District No. 11
Attn: Steven Anderson
2727 N Ferry Street
Anoka, 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:

ANOKA HENNEPIN SCHOOL DISTRICT NO. 11

By:_____, Chuck Holden
Its: Operations Manager

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, _____, by Chuck Holden, Operations Manager of Anoka Hennepin School District No. 11, a Minnesota School District, under the laws of the State of Minnesota on behalf of the corporation.

_____
Notary Public

THE CITY:

CITY OF RAMSEY

By:_____
Its: Acting 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 John LeTourneau 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

Lot 2, Block 1, Anoka Hennepin 2nd Addition

EXHIBIT B

Fees Payable to the City

1. Park Dedication. The **PERMITTEE** is responsible for satisfying applicable Park Dedication requirements. **PERMITTEE** must pay a Park Dedication Fee of **$170,800.00**. 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. **PERMITTEE** must pay a Trail Development Fee of **$44,408.00**. 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. **PERMITTEE** must pay a Sanitary Sewer Trunk Fee of **$121,712.00**. 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. **PERMITTEE** must pay a Water Trunk Fee of **$225,524.00**. The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

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. **PERMITTEE** must pay a Stormwater Management Fee of **$165,847.00**. The **PERMITTEE** acknowledges that these fees are estimates. The rate in effect when the Plat is recorded will be collected.

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: 04/24/2018

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Adopt Resolution #18-085 Granting Final Plat Approval to Rum River Prairie (Project #17-149); Case of Eric Thomsen

Purpose/Background:

The purpose of this case is to review the Final Plat for a proposed twenty-five (25) lot, detached single family residential subdivision located at the intersection of Armstrong Blvd and Tiger Street (PIDs 07-32-25-14-0001 and 07-32-25-13-0001, together, the "Subject Property"). The Subject Property is zoned R-1 Residential (Rural Developing) and the subject lots would be serviced by private well and septic services.

Notification:

The Planning Commission held a public hearing at its February 1, 2018 meeting. Staff attempted to notify all Property Owners within 700 feet of the Subject Property of the preliminary plat review.

Observations/Alternatives:

The Applicant is requesting Final Plat approval of Rum River Prairie.

Properties to the west, north, and east of the Subject Property are zoned R-1 Residential (Rural Developing) and the properties to the south are zoned Planned Unit Development (PUD) and all are guided as Rural Developing. The proposed lots would be serviced by individual private utilities (well and septic). The lots being proposed range in size from 1.37 acres to 3.7 acres in size with all but one of the lots being 2.5 acres or greater in size. A variance to the lot area requirement was approved by the Planning Commission for Lot 1 Block 4 of the proposed plat, as the lot requiring a variance is similar in size and nature to surrounding parcels and is separated from the remainder of the Subject Property by existing roads (Armstrong Blvd and Tiger Street). The proposed lot appears to be consistent with the adjacent neighborhood. There are no other deviations from City Code.

The preliminary plat has been updated as outlined in the staff review memo. The final plat is consistent with the approved preliminary plat.

Alternatives

Alternative 1: Adopt resolution #18-085 approving the final plat of Rum River Prairie. The final plat is consistent with the previously approved final plat. Staff believes that the proposed development is reasonable and compatible with the character of the surrounding development. Staff supports Alternative 1.

Alternative 2: Deny Resolution #18-085 regarding approval of the final plat of Rum River Prairie. If the City Council elects to move forward with alternative two it should clearly state its findings for the motion. Staff does not

support Alternative 2.

Funding Source:

All costs associated with processing the Application are the responsibility of the Applicant. The Planning Commission has recommended approval of this project.

Recommendation:

Staff recommends adoption of Resolution #18-085 granting Final Plat approval of Rum River Prairie.

Action:

Motion to adopt Resolution #18-085 approving the Final Plat of Rum River Prairie.

Attachments

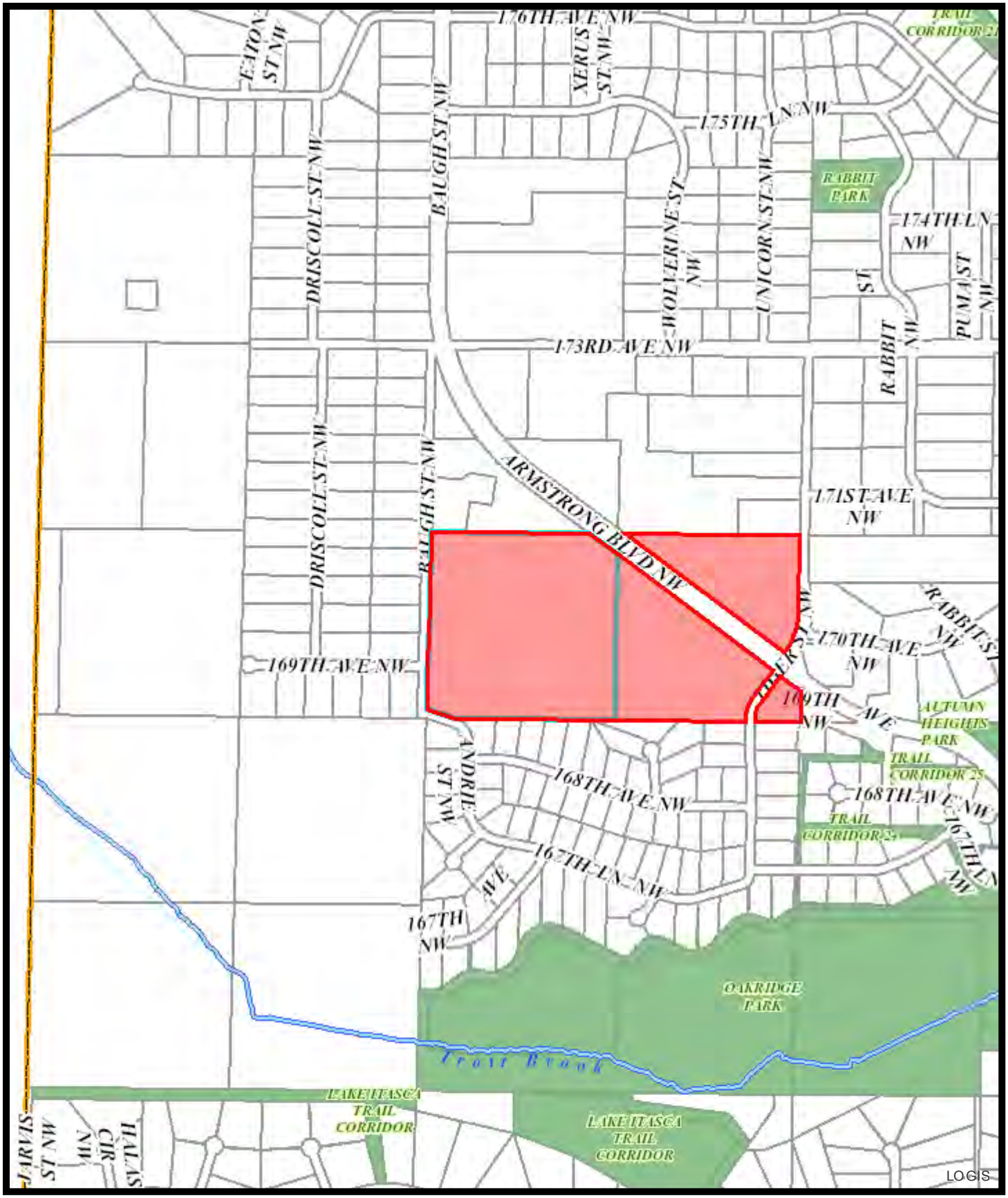
Site Location Map
Combined Staff Reports
Final Plat
Complete Plan Set
City Council Meeting Minutes Dated February 27, 2018
Resolution #18-085: Final Plat

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	04/18/2018 10:17 AM
Chris Anderson	Chris Anderson	04/19/2018 08:29 AM
Tim Gladhill	Tim Gladhill	04/19/2018 10:47 AM
Kurt Ulrich	Kurt Ulrich	04/19/2018 01:40 PM
Form Started By: Eric Maass		Started On: 04/05/2018 02:33 PM
Final Approval Date: 04/19/2018		

07-32-25-13-0001

Site Location Map



Feet
0 230460 920 1,380 1,840

Print Date: October 12, 2017

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	APRIL 17, 2018	**PROJECT ADDRESS**	NORTH AND SOUTH OF ARMSTRONG STREET AND WEST OF TIGER STREET NW
PROJECT. TITLE	RUM RIVER PRAIRIE: FINAL PLAT		
ESCROW #	115968		
DEPARTMENT:	Community Development: Planning Division		
TECHNICAL REVIEWER:	Name: Eric Maass, Consultant Planner Phone: 763-576-4306 Email: EMaass@wsbeng.com		

Final Plat Submittal Review

The proposed subdivision would create twenty-five (25) new single family residential lots in the R-1 Residential (Rural Developing) District.

We offer the following comments regarding the revised Final Plat submittal for Rum River Prairie as it relates to the City's Zoning Code. The plan set consists of fifteen (15) sheets and were prepared by LHB.

Staff provides the following comments that require revision:

Final Plat:

1. Identify and show public road easement over southwest corner of Lot 1 Block 4.
2. Update drainage and utility easements over all lots to be consistent with the updated Rum River Prairie Preliminary Plat.

Staff provides the following comments for general review of applications:

General. The Final Plat proposes re-platting two parcels, PID No. 07-32-25-14-0001 and 07-32-25-13-0001 (together, the "Subject Property"), one of which is bisected by Armstrong Boulevard, into twenty-five (25) single family residential lots. Four (4) of the lots would be accessed by a new public road off of Tiger Street NW, an additional eighteen (18) lots would gain access off of a proposed roadway identified as 169th Avenue, one (1) lot would gain access off of Tiger Street NW, and the final two (2) lots would gain access off of Baugh Street, which is an existing public street.

Lot Sizes. The minimum lot size in the R-1 Rural Developing District is 2.5 acres with a minimum lot width of 200 feet, measured at the building setback line. The lots being proposed range in size from 1.37 acres to 3.7 acres in size with all but one of the lots being 2.5 acres or greater in size. A variance to the lot area requirement was approved by the Planning Commission for Lot 1 Block 4 of the proposed plat as the proposed lot requiring a variance is similar in size and nature to surrounding parcels in that the proposed property is 1.37 acres and the surrounding properties are 1.03 acres, 1.37 acres, and 0.91 acres in size. One of the lots would require a variance to the lot size standard (Lot 1, Block 4) as it is only 1.37 acres in size. At the time of Sketch Plan review, the Planning Commission has expressed support for this since this land is separated from the rest of the project by existing roadways (Armstrong Boulevard and Tiger Street).

Streets and Access. The Applicant is proposing to construct a new roadway shown as 169th Avenue as well as constructing a cul-de-sac road shown as 169th Ct NW. Each of the proposed roadways are shown at a width of 32 feet with a 66 foot right-of-way. Staff has provided Anoka County with the proposed development and requested feedback regarding the intersection of Tiger Street NW and Armstrong Boulevard NW.

Landscaping: Details regarding the review of the landscaping and tree preservation plan will be provided in a separate memo.

Trails. The Applicant has revised plans to show a trail corridor on the north/east side of Armstrong Boulevard within the existing County Road right-of-way. The construction of the trail will require coordination with Anoka County. Construction of the trail along Armstrong Boulevard within existing right of way is consistent with previous sections of the trail. In some areas additional easement was required due to lot configuration; however, given the extent of the existing right of way within the project area, additional easement has not been identified by Staff as being necessary.

Grading and Drainage Plans. Please see Engineering Comments with regard to grading and drainage. Note that a separate Review Memo from the Engineering Department will be provided as an addendum to this review.

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	JANUARY 25, 2018; REVISED: APRIL 17, 2018	**PROJECT ADDRESS**	NORTH AND SOUTH OF ARMSTRONG STREET AND WEST OF TIGER STREET NW
PROJECT. TITLE	RUM RIVER PRAIRIE FINAL PLAT		
ESCROW #	115968		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The proposed subdivision would create twenty-five (25) new single family residential lots in the R-1 Residential (Rural Developing) District. Minimum lot size is 2.5 acres and the homes will be serviced with private wells and septic systems.

We offer the following comments on the seventeen (17) page plan set prepared by LHB.

Sheet T1

- Tree save fencing must be installed no closer than the dripline of a tree or group of trees to be preserved (not next to the tree trunk) to protect the critical root zone. Add note stating such to this Sheet.
- Adjustments are required to location of silt fence as there are portions that run right through a tree or group of trees.
- Turn on inventory numbers so that the correlation between Sheets T1 and T2-T3 can be seen.

Sheet G1-G3

- Update the tree save fencing on these sheets in accordance with the comments noted above regarding Sheet T1 and L1.
- None of the Grading Sheets show the trees that are to be removed. This feature needs to be turned on so that field staff can verify compliance with

RUM RIVER PRAIRIE

CITY OF RAMSEY
COUNTY OF ANOKA
SECTION 7, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That Brookview Estates, LLC, a Minnesota limited liability company, owner of the following described property:

The Southeast Quarter of the Northeast Quarter and the Southwest Quarter of the Northeast Quarter of Section 7, Township 32, Range 25, Anoka County, Minnesota, except that part that has been platted as Anoka Count Highway Right of Way Plat No. 33

Has caused the same to be surveyed and platted as RUM RIVER PRAIRIE and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as shown on this plat.

In witness whereof said Brookview Estates, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20____.

Brookview Estates, LLC

By _____

_____, as _____

State of Minnesota
County of _____

This instrument was acknowledged before me on _____ by _____, as _____ of Brookview Estates, LLC, a Minnesota limited liability company.

_____

_____
Notary Public, _____ County, Minnesota
My commission expires _____

I Kyle J. Roddy 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_____.

_____
Kyle J. Roddy, Licensed Land Surveyor
Minnesota License Number 42627

State of Minnesota
County of _____

This instrument was acknowledged before me on _____ by Kyle J. Roddy.

_____

_____
Notary Public, _____ County, Minnesota
My commission expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of COVENANT MEADOWS 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:_____, Acting Mayor By: _____, City Clerk

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

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 COVENANT MEADOWS 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 as Document Number _____.

_____
County Recorder/Registrar of Titles

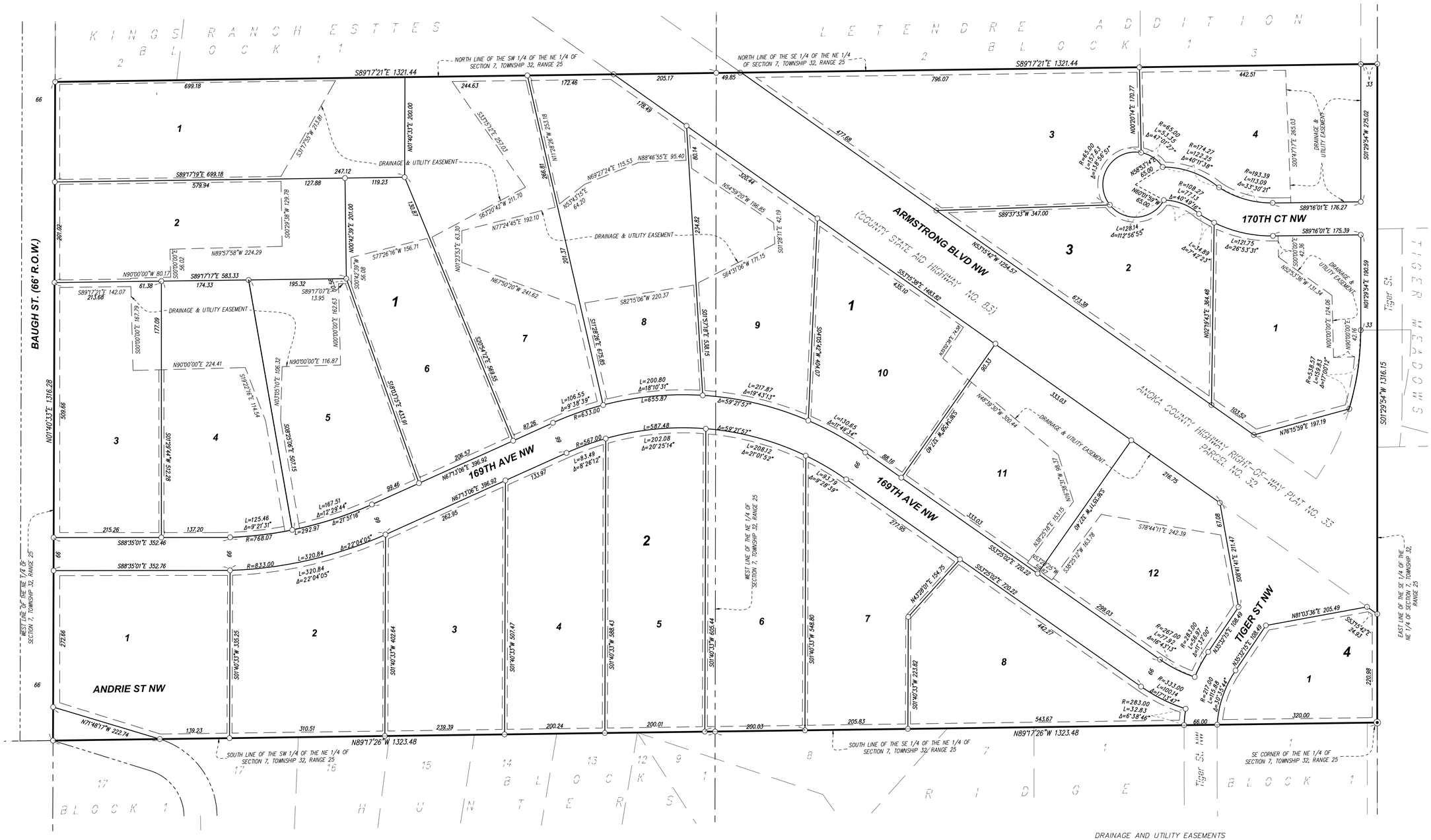
By_____, Deputy

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LHB
PERFORMANCE DRIVEN DESIGN.
LHBcorp.com
200 3rd Ave NE, Suite 100 | Cambridge, MN 55008 | 763.689.4042

RUM RIVER PRAIRIE

CITY OF RAMSEY
COUNTY OF ANOKA
SECTION 7, T. 32, R. 25


KINGS RANCH ESTTES
BLOCK 1
LETENDRE ADDITION
BLOCK 1
HUNTERS RIDGE
BLOCK 1
NORTH LINE OF THE SW 1/4 OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
NORTH LINE OF THE SE 1/4 OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
S89°17'21"E 1321.44
S89°17'21"E 1321.44
BAUGH ST. (66' R.O.W.)
N01°40'33"E 1316.28
DRAINAGE & UTILITY EASEMENT
ARMSTRONG BLVD NW
(COUNTY STATE AID HIGHWAY NO. 85)
170TH CT NW
169TH AVE NW
169TH AVE NW
TIGER ST NW
ANDRIE ST NW
ANOKA COUNTY HIGHWAY RIGHT-OF-WAY PLAT NO. 33
PARCEL NO. 32
Tiger St.
Tiger Meadows
WEST LINE OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
WEST LINE OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
EAST LINE OF THE SE 1/4 OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
S01°29'54"W 1316.15
S89°37'33"W 347.00
N53°59'42"W 1284.57
S89°16'01"E 176.27
S89°16'01"E 175.39
N01°29'54"E 190.59
N07°29'43"E 364.48
N76°15'59"E 197.19
N89°17'26"W 1323.48
N89°17'26"W 1323.48
SOUTH LINE OF THE SW 1/4 OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
SOUTH LINE OF THE SE 1/4 OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
SE CORNER OF THE NE 1/4 OF SECTION 7, TOWNSHIP 32, RANGE 25
S88°35'01"E 352.46
S88°35'01"E 352.76
N71°48'17"W 222.74
S55°25'02"E 720.22
S55°25'02"E 720.22
N81°03'36"E 205.49
S01°40'33"W 1323.48
S01°40'33"W 1323.48
S01°40'33"W 1323.48

0 50' 100' 200'

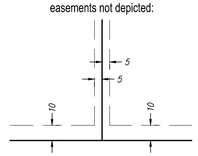
OWNER/DEVELOPER

RUM RIVER PRAIRIE, LLC.
ERIC THOMSEN
6210 GREEN VALLEY RD.
RAMSEY, MN 55303

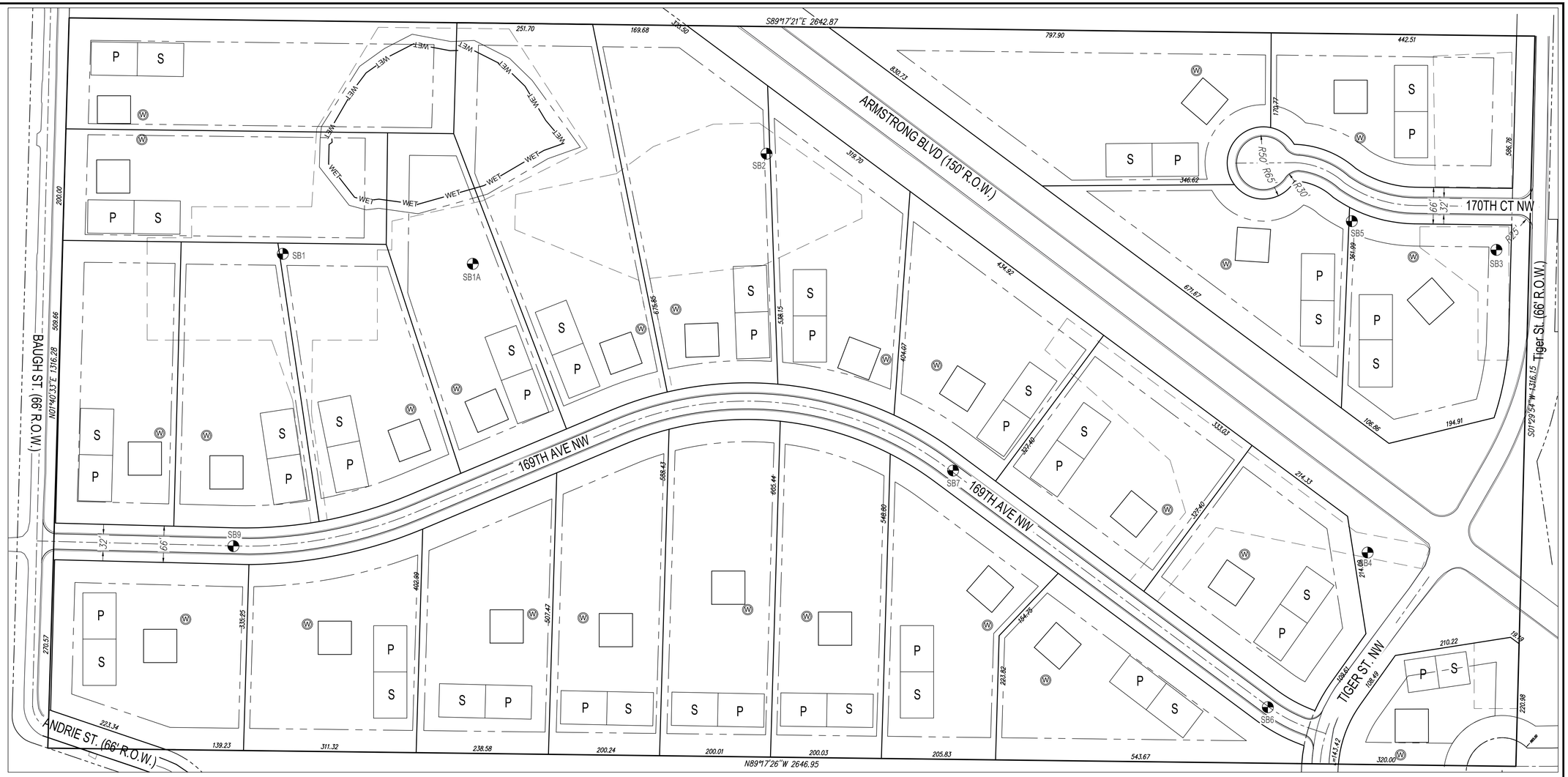
STREET LENGTHS

169TH AVE NW - 2,549'
170TH CT NW - 615'

Standard Drainage & Utility easements not depicted:



Being 10 feet in width and adjoining street and rear lot lines and 5 feet in width and adjoining side lot lines unless otherwise shown.



NOTES:

1) HOURS OF CONSTRUCTION ARE 7:00 AM TO 10:00 PM. NO EQUIPMENT MAY BE STARTED BEFORE 7:00 AM.
2) SITE WORK ON SATURDAYS REQUIRES 72 HOUR ADVANCE NOTICE FOR APPROVAL. SUNDAY WORK OF ANY KIND REQUIRES CITY COUNCIL APPROVAL. MEETINGS ARE ON THE 2ND AND 4TH TUESDAYS. REQUESTS MUST BE SUBMITTED ONE WEEK BEFORE THE MEETING FOR INCLUSION ON THE AGENDA.

LINE TYPE & SYMBOL LEGEND

P | S	DRAIN FIELD LOC. P = PRIMARY S = SECONDARY
	FLARED END SECTION
	CULVERT
	RIPRAP
W	PROPOSED WELL LOC.
SB1	SOIL BORING LOC. W/ NUMBER
	EXISTING TREE (PRESERVE)
	EXISTING TREE (REMOVE)
	DRAINAGE FLOW ARROW

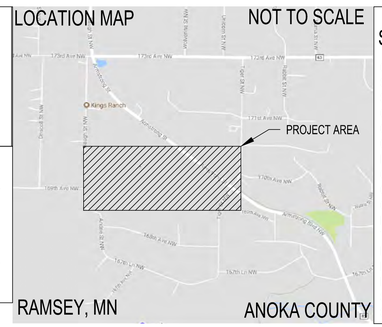
N 90°00'00" E 94.50	PLAT BOUNDARY
94.50	LOT LINE
	R/W
	SETBACK
WET WET	WETLAND EDGE
	PROPOSED CONTOUR
	EXISTING CONTOUR
	EASEMENT
	SILT FENCE
	TREE FENCE
	EDGE OF BIT. CENTERLINE

BUILDING PAD LEGEND

909.0 FWO/MWO/SWO FLO/MLO/F 901.0 901.0	GARAGE FLOOR ELEVATION TYPE OF BUILDING LOWEST FLOOR ELEVATION LOWEST OPENING ELEVATION

F	FULL BASEMENT
FWO	FULL BASEMENT WALKOUT
MWO	MODIFIED (NON STANDARD) WALKOUT BASEMENT VARIABLE 5-12 COURSE BASEMENT
SWO	SPLIT ENTRY WALKOUT BASEMENT (5 COURSE)
FLO	FULL BASEMENT LOOKOUT ON COURSE 5
MLO	MODIFIED (NON STANDARD) LOOKOUT BASEMENT VARIABLE 5-12 COURSE BASEMENT

LOCATION MAP NOT TO SCALE



SHEET INDEX

CO	COVER SHEET
S1	EXISTING CONDITIONS
STORM SEWER AND STREET CONSTRUCTION	
C1	169TH AVE NW (WEST END)
C2	169TH AVE NW (EAST END)
C3	170TH CT NW
EROSION CONTROL, LANDSCAPING, AND DETAILS	
G1	GRADING PLAN WEST
G2	GRADING PLAN CENTER
G3	GRADING PLAN EAST
L1	TREE PLANTING PLAN
T1	SITE TREE PLAN
L2	SITE TREE PLAN - SAVED TREES
L3	SITE TREE PALN - REMOVED TREES
D1	DETAILS
SW1	STORMWATER POLLUTION PREVENTION PLAN
SW2	STORMWATER POLLUTION PREVENTION PLAN

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.
NAME: _____ LIC. NO. -- -- DATE 00-00-2018

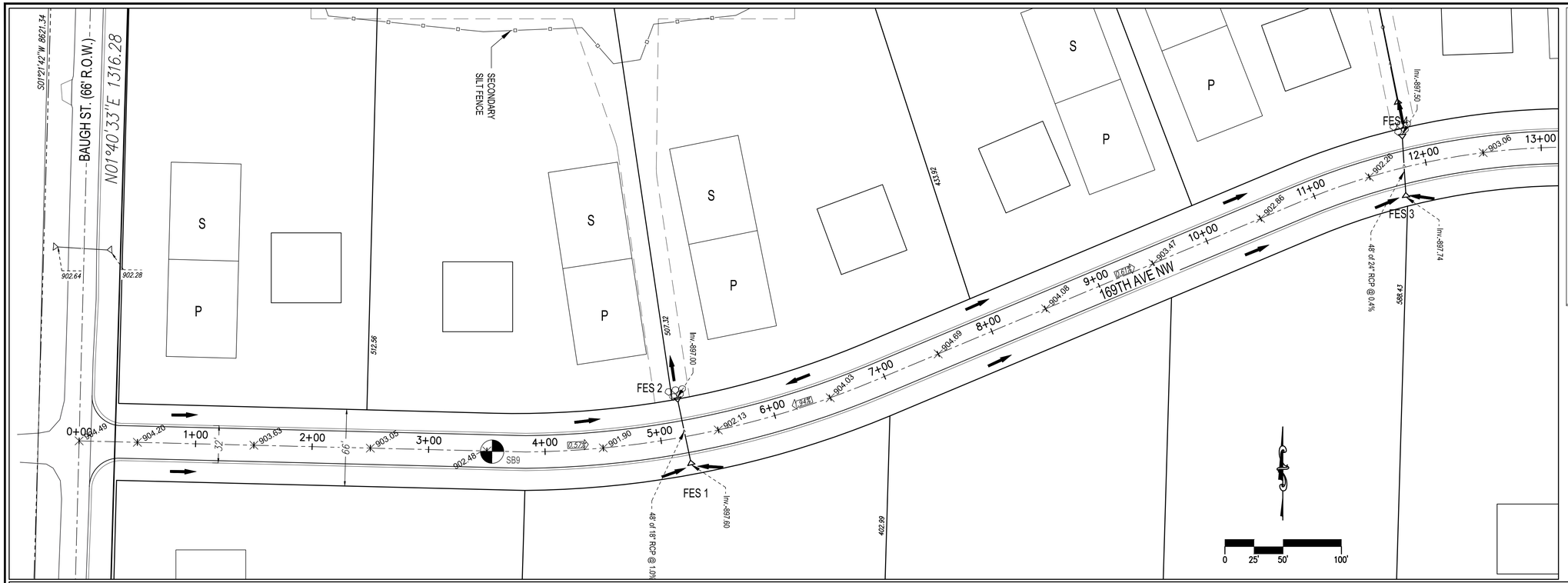
DESIGNED BJH
DRAWN BJH
CHECKED --

PERFORMANCE DRIVEN DESIGN.
LHBcorp.com 21 W. Superior St., Ste. 500 | Duluth, MN 55802 | 218.727.8446

RUM RIVER PRAIRIE DEVELOPMENT

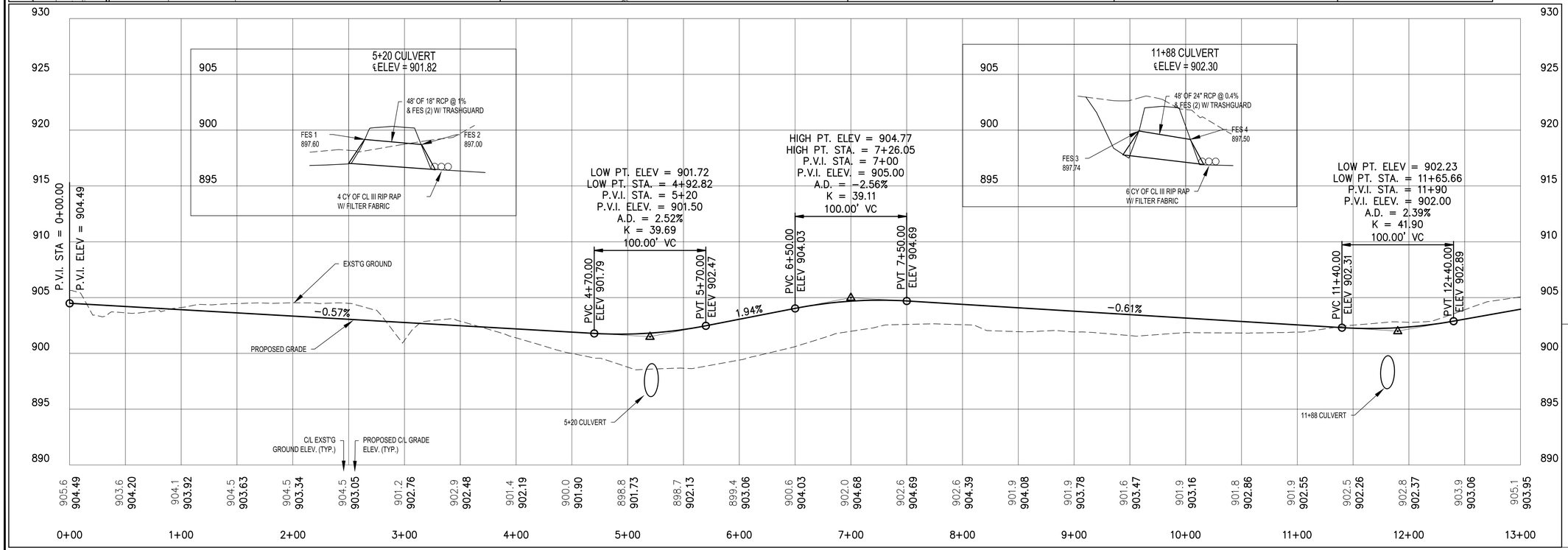
SHEET CO

PLOT DATE: 4/11/2018 10:31:51 AM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplat.dwg



LINE TYPE & SYMBOL LEGEND

- P | S — DRAIN FIELD LOC. P = PRIMARY S = SECONDARY
- FLARED END SECTION
- CULVERT
- SB1 — SOIL BORING LOC. W/ NUMBER
- DRAINAGE FLOW ARROW
- EASEMENT
- N 90°00'00" E 94.50 — PLAT BOUNDARY
- R/W
- WET — WET — WETLAND EDGE
- EDGE OF BIT.
- CENTERLINE



OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.
NAME: _____ LIC. NO. -- -- DATE 00-00-2018

DESIGNED BJH
DRAWN BJH
CHECKED ..

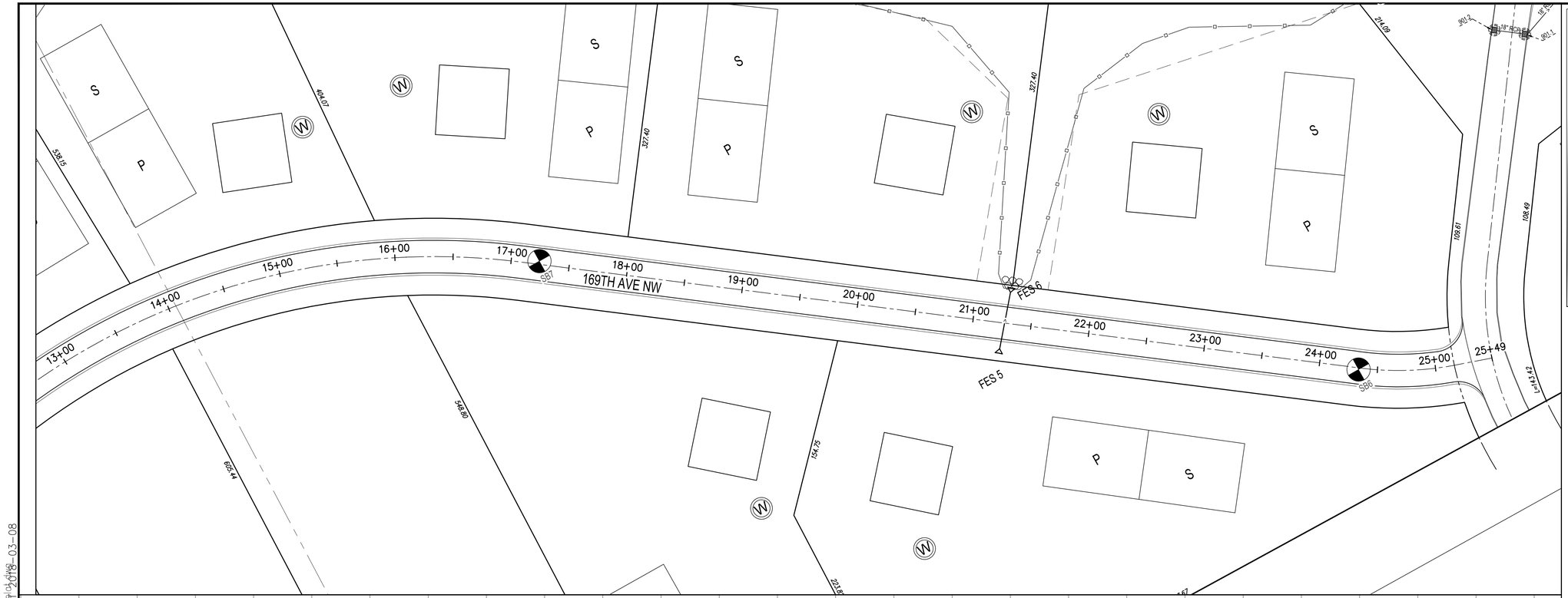
PERFORMANCE DRIVEN DESIGN.
LHBcorp.com 21 W. Superior St., Ste. 500 | Duluth, MN 55802 | 218.727.8446

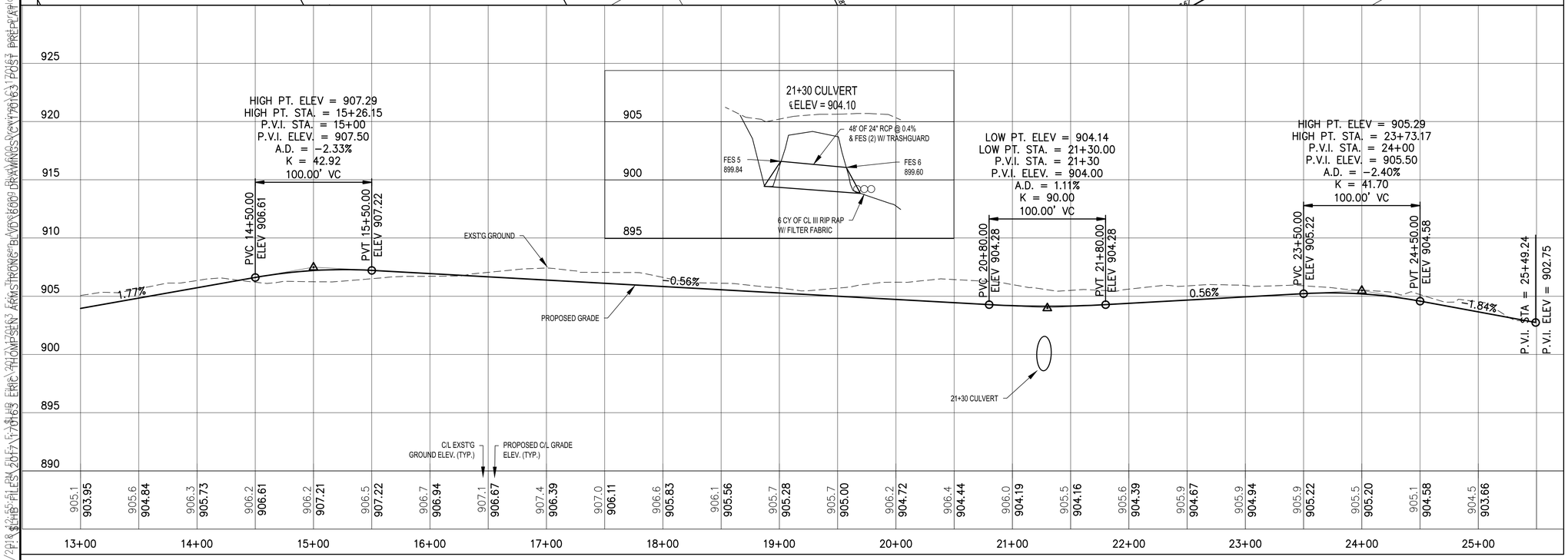
RUM RIVER PRAIRIE DEVELOPMENT

ROAD PLAN & PROFILE

SHEET C1

PLOT DATE: 3/7/2018 2:57:03 PM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplat.dwg





LINE TYPE & SYMBOL LEGEND

- P | S — DRAIN FIELD LOC. P = PRIMARY S = SECONDARY
- FLARED END SECTION
- CULVERT
- SB1 — SOIL BORING LOC. W/ NUMBER
- DRAINAGE FLOW ARROW
- EASEMENT
- N 90°00'00" E 94.50 — PLAT BOUNDARY
- R/W
- WET—WET — WETLAND EDGE
- EDGE OF BIT.
- CENTERLINE

0 25' 50' 100'

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.

NAME: _____ LIC. NO. ____ DATE 00-00-2018

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CHECKED ..

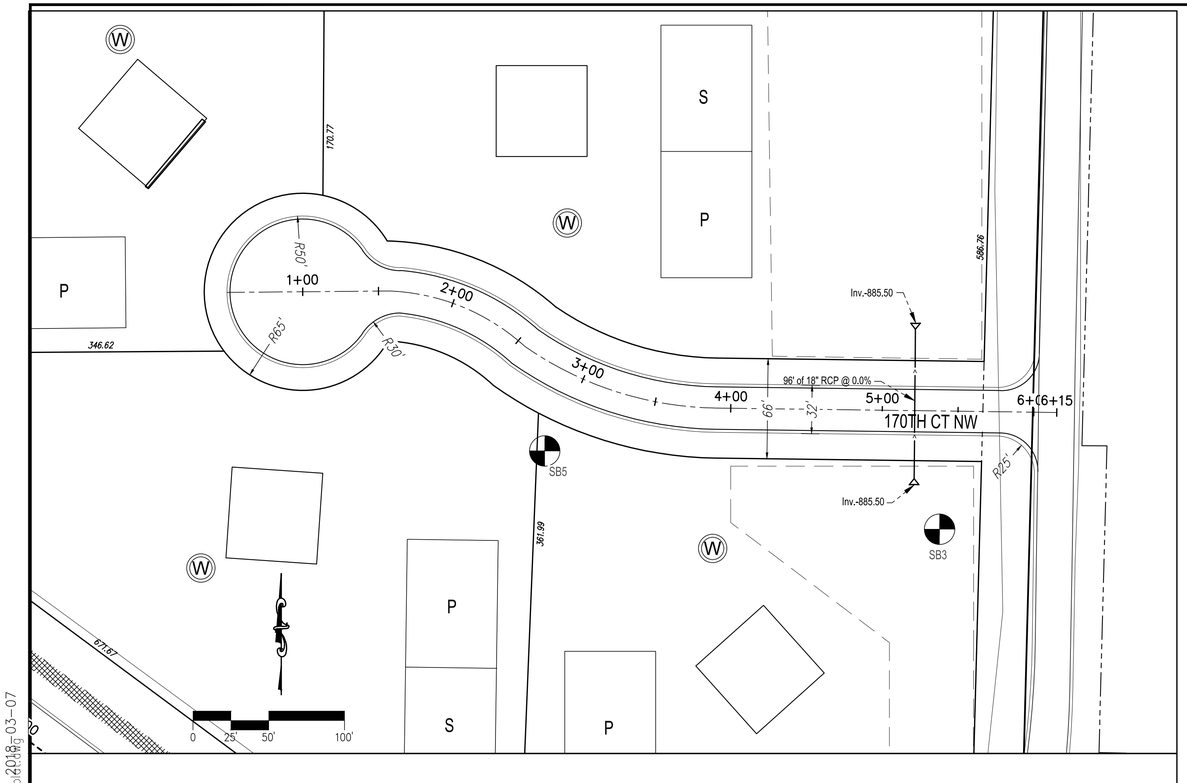
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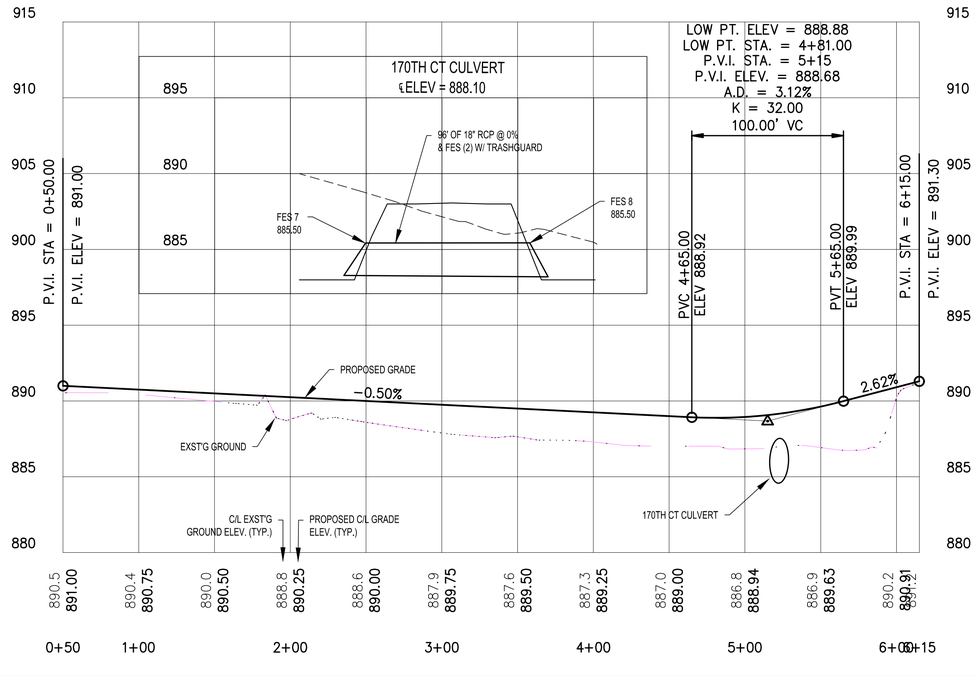
RUM RIVER PRAIRIE DEVELOPMENT

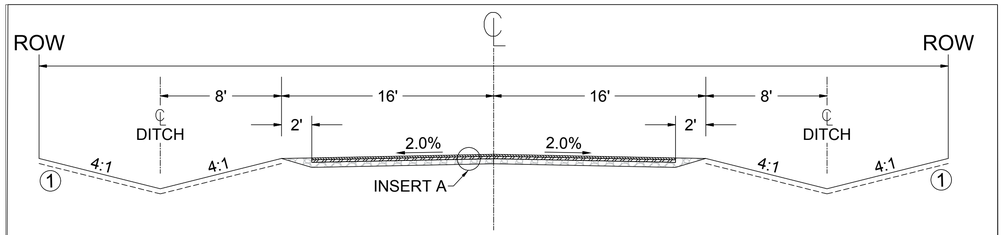
ROAD PLAN & PROFILE

SHEET C2

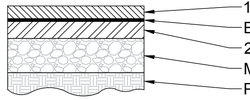
PLOT DATE: 3/8/2018 9:16:55 AM DWG FILE: C:\Users\eric.thompsen.armstrong\Desktop\Rum River Prairie\Drawings\Civil\Plan Set\C2 ROAD PLAN & PROFILE.dwg LAYOUT: C2 ROAD PLAN & PROFILE







INSERT A:



REFERENCE NOTES:

1. GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW, SEED AND MULCH IN ALL DISTURBED AREAS.
   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.

APPROVED: 4 - 2016		CITY PLATE No. STR-6	STANDARD DETAILS: 28' - RURAL STREET

LINE TYPE & SYMBOL LEGEND

P | S	DRAIN FIELD LOC. P = PRIMARY S = SECONDARY
	FLARED END SECTION
	CULVERT
SB1	SOIL BORING LOC. W/ NUMBER
	DRAINAGE FLOW ARROW
	EASEMENT
N 90°00'00" E 94.50	PLAT BOUNDARY
	R/W
WET WET	WETLAND EDGE
	EDGE OF BIT.
	CENTERLINE

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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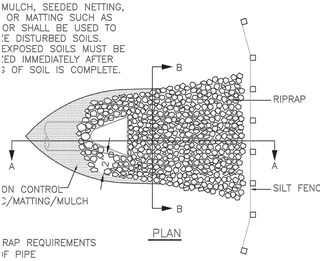
RUM RIVER PRAIRIE DEVELOPMENT

ROAD PLAN & PROFILE

SHEET C3

PLOT DATE: 3/7/2018 F:\Projects\2017\170163-ERIC THOMPSEN-ARMSTRONG-BLVD\600-DRAWINGS\C\170163 PRSUBPLAT 2018-03-07.dwg LAYOUT: C3

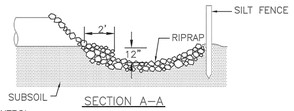
PES 4:1 OR GREATER,
: OR STRAIGHT DISKED
MULCH, SEEDED NETTING,
OR MATTING SUCH AS
OR SHALL BE USED TO
E DISTURBED SOILS.
EXPOSED SOILS MUST BE
'ED IMMEDIATELY AFTER
: OF SOIL IS COMPLETE.



ON CONTROL
C/MATTING/MULCH

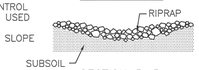
PLAN

RAP REQUIREMENTS
OF PIPE
4 CUBIC YARDS
8 CUBIC YARDS
12 CUBIC YARDS
16 CUBIC YARDS
YARD IS APPROX.



SECTION A–A

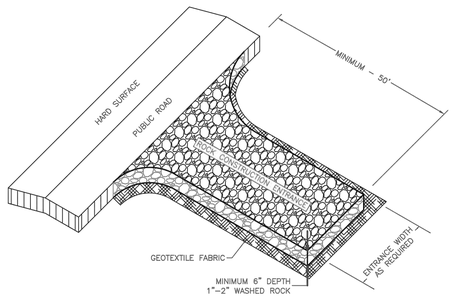
C OF EROSION CONTROL
T MULCH MUST BE USED
CT OUTLETS AS
D REGARDLESS OF SLOPE



SECTION B–B

RIP–RAP AT R.C.P. OUTLET
NO SCALE

OVED: 2016	City of RAMSEY	STANDARD DETAILS: RIP–RAP
		CITY PLATE No. ERO–3



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

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:
GUARDS MUST BE INCORPORATED ON ALL INSTALLATIONS EXCEPT WHERE SPECIFICALLY ALLOWED OTHERWISE BY THE CITY ENGINEER.

ORTANT

HINGED CONNECTIONS (TO BE FREE OF RIP RAP AND BACKFILL)

6" MAX.

ALL GUARDS TO HAVE (1) CROSS BAR – 60" AND UP TO HAVE (2) EQUALLY SPACED

ATIONS

	PIPE SIZE	BOLT DIA.	BAR SIZE
ARCH/ROUND	12"–24"	5/8"	5/8"
	27"–48"	3/4"	3/4"
	54"–90"	1"	1"
	22"–29"	5/8"	5/8"
	36"–59"	3/4"	3/4"
	65"–88"	1"	1"

NOTE: COATINGS ARE AS SPECIFED ELSEWHERE

IMPORTANT

OVED: 2006	City of RAMSEY	STANDARD DETAILS: TRASH GUARD
		CITY PLATE No. STO–8

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

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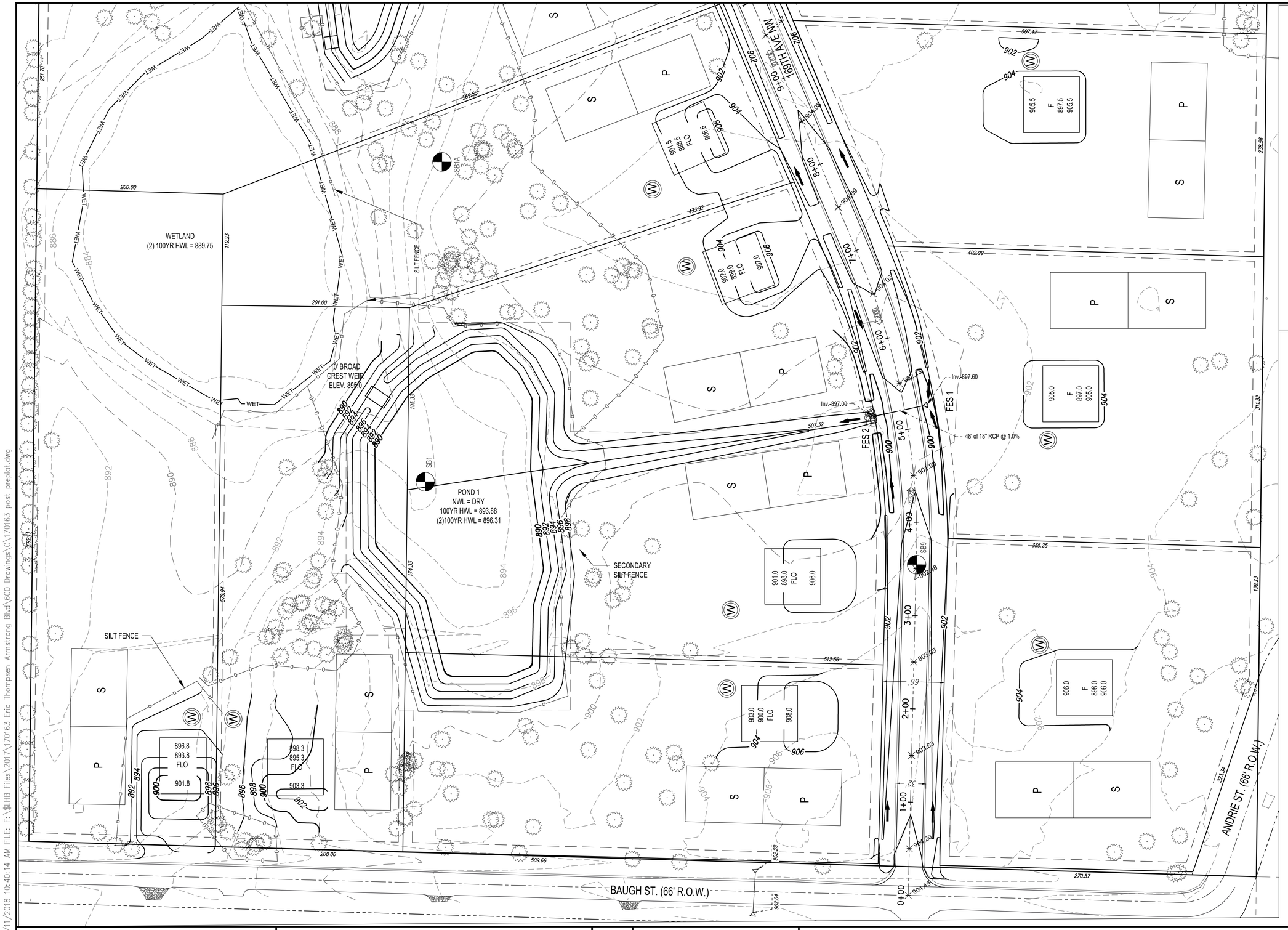
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RUM RIVER PRAIRIE DEVELOPMENT

DETAILS

SHEET D1



LINE TYPE & SYMBOL LEGEND

- P | S — DRAIN FIELD LOC. P = PRIMARY S = SECONDARY
- FLARED END SECTION
- CULVERT
- RIPRAP
- PROPOSED WELL LOC.
- SB1 — SOIL BORING LOC. W/ NUMBER
- EXISTING TREE (PRESERVE)
- EXISTING TREE (REMOVE)
- DRAINAGE FLOW ARROW
- N 90°00'00" E 94.50 — PLAT BOUNDARY
- 94.50 — LOT LINE
- R/W
- SETBACK
- WET—WET — WETLAND EDGE
- PROPOSED CONTOUR
- EXISTING CONTOUR

POND NOTES

INFILTRATION PONDS SHALL BE EXCAVATED BY USE OF BACKHOE WITH A TOOTHED BUCKET.

BOTTOM OF PONDS SHALL NOT BE COMPACTED.

NO TOPSOIL TO BE PLACED IN PONDS.

PONDS TO BE SEEDED WITH MnDOT SEED MIX 33-262 (44 lb/ac).

PLACE SILT FENCE (SECONDARY) IMMEDIATELY AFTER GRADING COMPLETION. THIS FENCING TO REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED IN THE PONDS.

ACCESS TO PONDS VIA EASEMENTS.

NOTE: CONTRACTOR SHALL HAVE A PICKUP TYPE SWEEPER ON SITE OR AVAILABLE WITHIN THREE (3) HOURS AFTER NOTIFICATION BY CITY THAT SWEEPING IS REQUIRED.

NOTE: NO ACTIVITY, OTHER THAN THE CONSTRUCTION OF, SHALL BE ALLOWED IN THE INFILTRATION POND AREAS.

NOTE: TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITY BY MEANS OF FENCING OR OTHER APPROVED METHOD. TREE FENCING TO BE PLACED BY HAND AND PRIOR TO SILT FENCE PLACEMENT. FENCING SHALL BE INSTALLED NO CLOSER THAN THE DRIPLINE OF THE TREE OR GROUP OF TREES TO BE SAVED.

NOTE: BUILDING PADS & DRAINFIELD SITE FOR GRAPHICAL PURPOSES ONLY. ACTUAL LOCATION MAY VARY.

NOTE: DRAINFIELD LOCATIONS, WHEN DETERMINED, ARE TO BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

NOTE: THE PONDS AND INFILTRATION BASINS WERE GRADED TO FINAL GRADES. PAD ELEVATIONS MAY NOT BE TO PROPOSED GRADES. EACH HOUSE SURVEY MUST CONFORM TO THE APPROVED GRADING PLAN. PROPOSED DEVIATIONS ARE SUBJECT TO CITY REVIEW AND APPROVAL AND WILL NOT BE APPROVED IF THE DRAINAGE PATTERNS ARE SUBSTANTIALLY ALTERED.

0 25' 50' 100'

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.

NAME: _____ LIC. NO. -- DATE 00-00-2018

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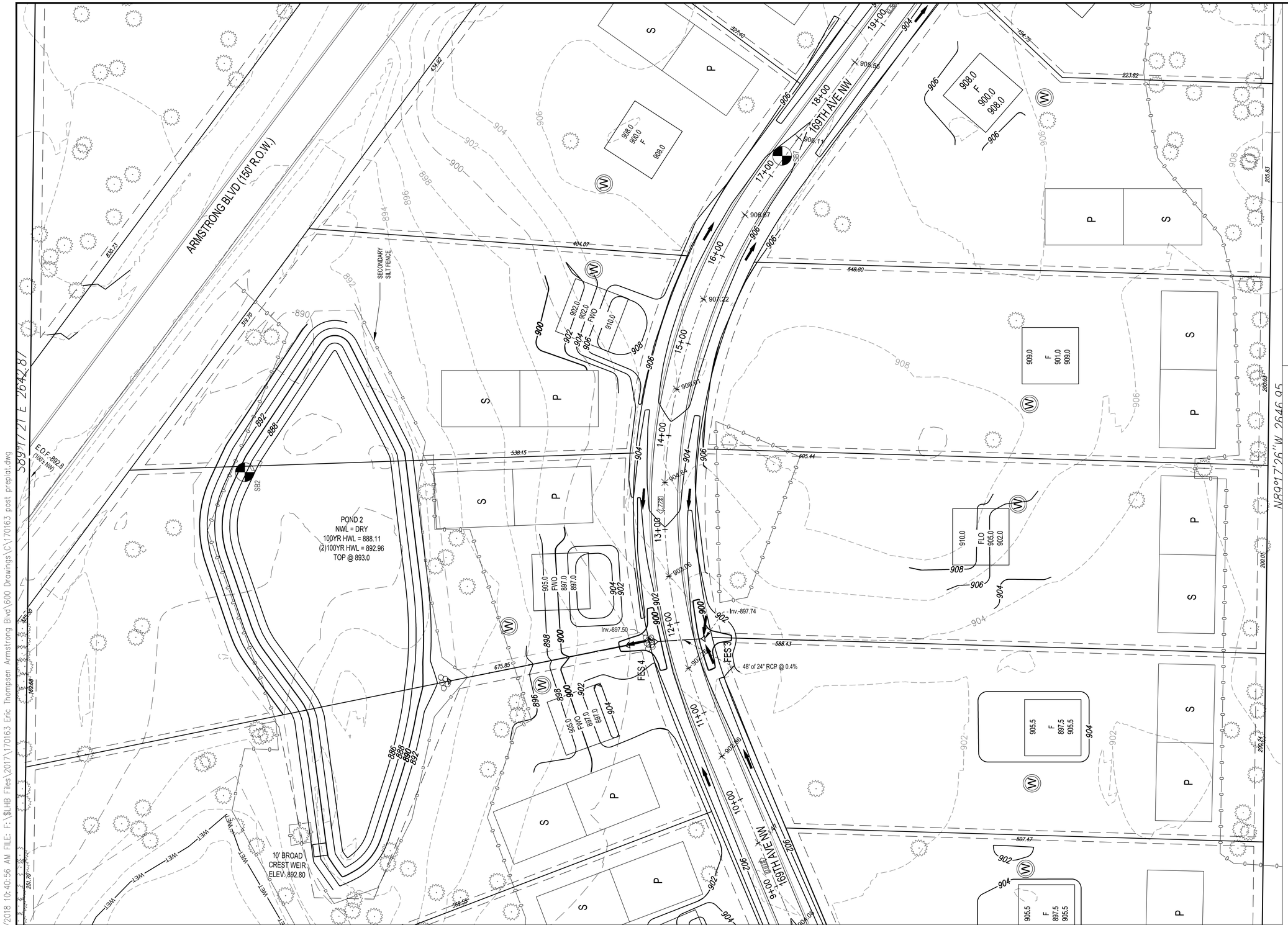
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RUM RIVER PRAIRIE DEVELOPMENT

SITE GRADING PLAN

SHEET G1

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OWNER/DEVELOPER:
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NAME: _____ LIC. NO. _____ DATE 00-00-2018

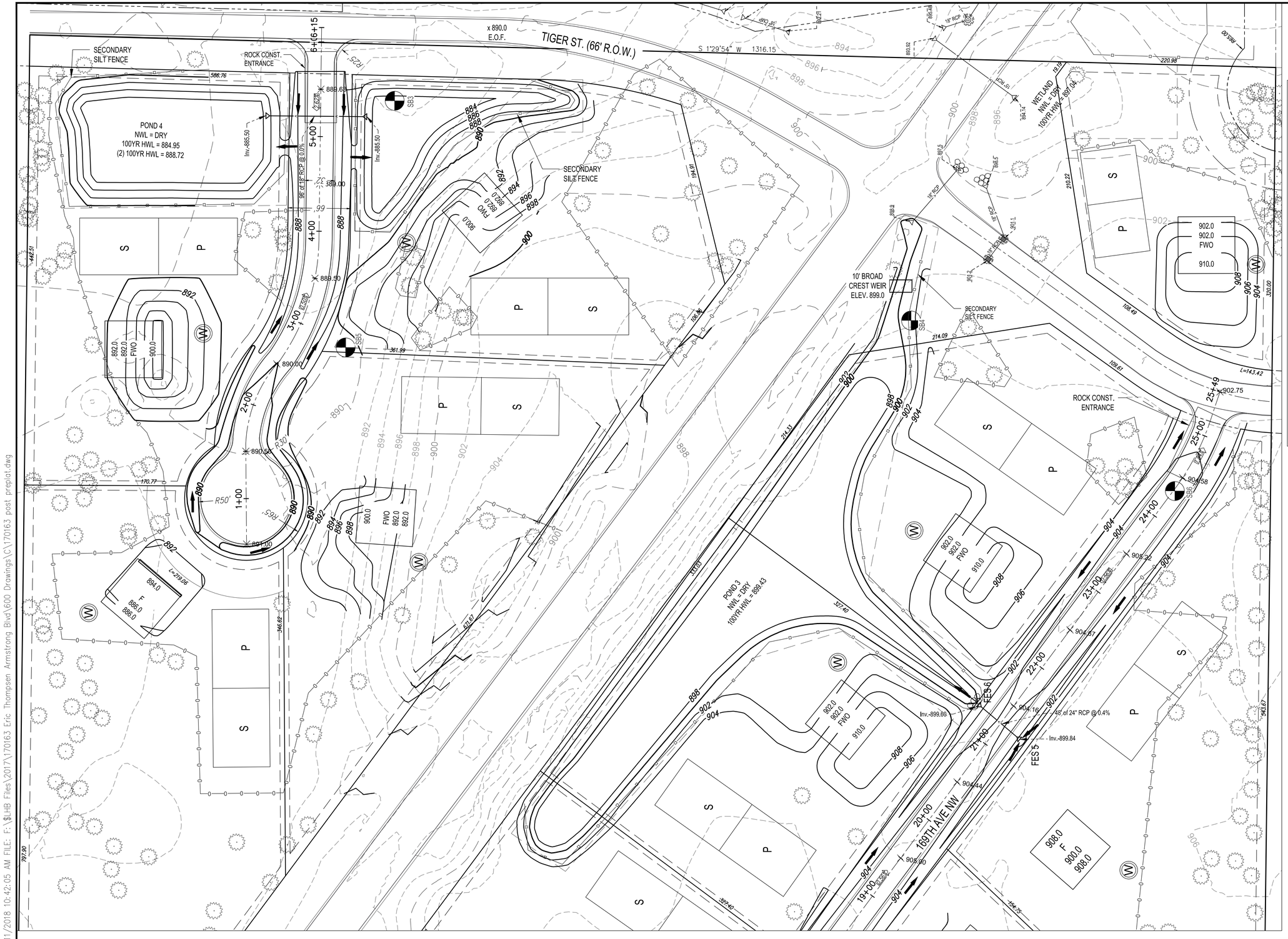
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RUM RIVER PRAIRIE DEVELOPMENT

SITE GRADING PLAN

SHEET G2



LINE TYPE & SYMBOL LEGEND

- P | S — DRAIN FIELD LOC. P = PRIMARY S = SECONDARY
- FLARED END SECTION
- CULVERT
- RIPRAP
- (W) — PROPOSED WELL LOC.
- SB1 — SOIL BORING LOC. W/ NUMBER
- EXISTING TREE (PRESERVE)
- EXISTING TREE (REMOVE)
- DRAINAGE FLOW ARROW
- N 90°00'00" E 94.50 — PLAT BOUNDARY
- 94.50 — LOT LINE
- R/W
- SETBACK
- WET—WET — WETLAND EDGE
- PROPOSED CONTOUR
- EXISTING CONTOUR
- EASEMENT
- SILT FENCE
- TREE FENCE

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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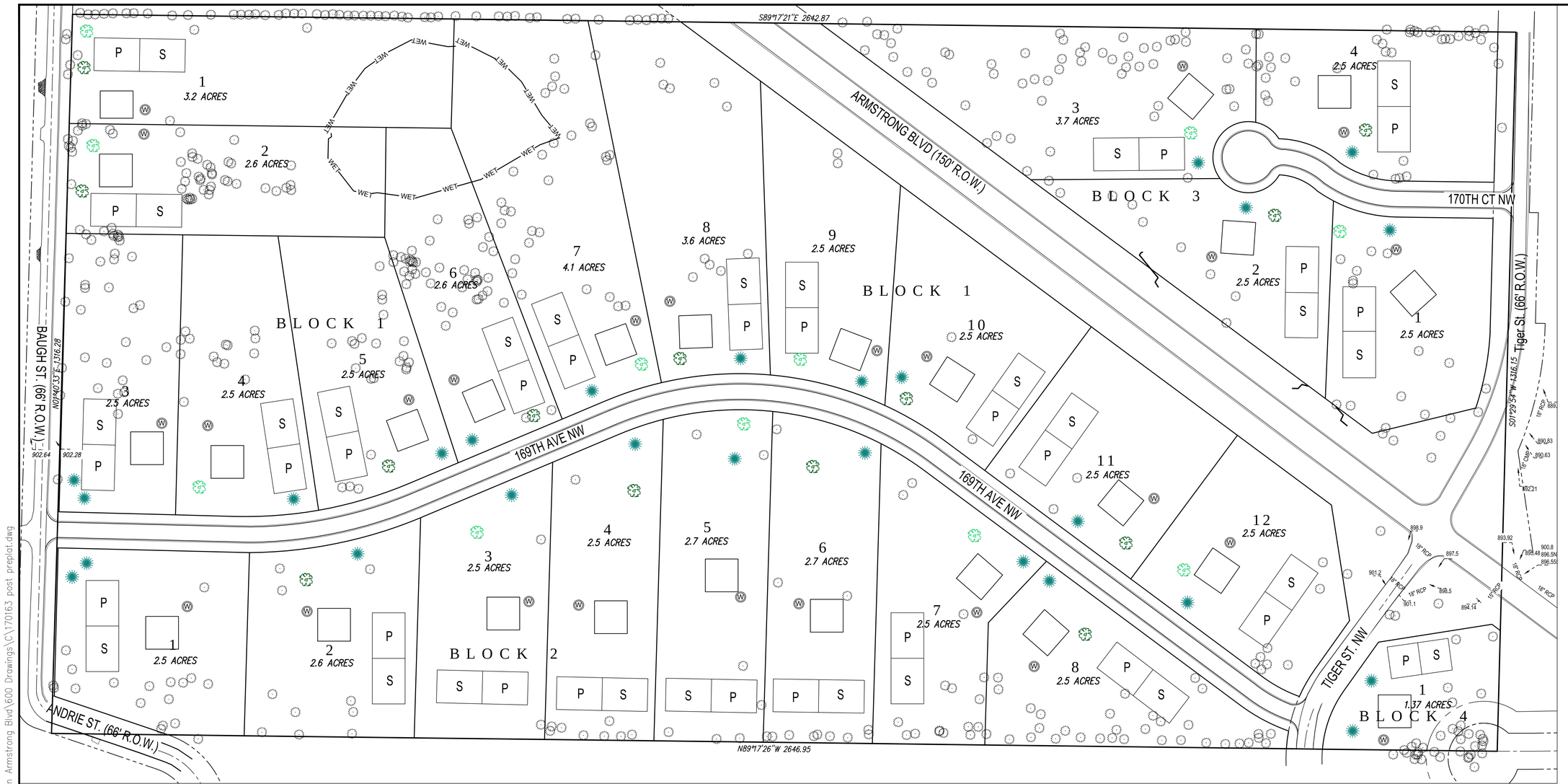
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RUM RIVER PRAIRIE DEVELOPMENT

SITE GRADING PLAN

SHEET G3

PLOT DATE: 4/11/2018 10:42:05 AM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplat.dwg



TREE PROTECTION FENCE SHALL BE INSTALLED AND THE LOCATION APPROVED BY THE CITY BEFORE COMMENCEMENT OF OTHER WORK, INCLUDING SILT FENCE INSTALLATION.

AN ARBORIST SHALL BE CONSULTED TO DEVELOP A PLAN TO PROTECT EXISTING OAK TREES FROM OAK WILT.

ANY CLEARING OF OAK TREES SHALL BE PERFORMED PRIOR TO APRIL 15TH OR AFTER JULY 15TH TO MINIMIZE EXPOSURE OR INTRODUCTION OF OAK WILT.

PLANTING DEPTH SHALL BE SUCH THAT THE 1ST SITE OF PRIMARY ROOTS IS AT FINISHED GRADE.

ONLY PRUNE OUT DEAD/BROKEN/DEFOREMED BRANCHES AT TIME OF INSTALLATION.

REMOVAL OF UPPER PORTION OF WIRE BASKET AND BURLAP AFTER BEING PLACED IN PLANTING HOLE IF USING B&B STOCK.

2-4 INCHES OF WOOD CHIP MULCH SHALL BE INCLUDED AROUND ALL TREES. MULCH SHALL NOT BE PILED AGAINST THE TRUNK OF TREES.

TOPSOIL: EACH INDIVIDUAL LOT WIL NEED TO HAVE FOUR (4) INCHES OF TOPSOIL MEETING THE CITY'S TOPSOIL SPECIFICATION. A TOPSOIL INSPECTION IS REQUIRED PRIOR TO LANDSCAPING BEING INSTALLED AND COPIES OF THE LOAD TICKETS ARE REQUIRED AS WELL. THIS IS REVIEWED AT TIME OF BUILDING PERMIT APPLICATION AND REQUEST FOR CERTIFICATE OF OCCUPANCY FOR EACH INDIVIDUAL LOT.

PLANTING REQUIREMENTS

TREES:
OVERSTORY DECIDUOUS TREES 1" DIAMETER MEASURE 6' FROM THE BASE AT PLANTING

CONIFEROUS TREES MUST HAVE A MINIMUM HEIGHT OF 6'

- MINIMUM 25% DECIDUOUS AND CONIFEROUS

PROPOSED CONIFEROUS TREES/QTY

DENOTES BLACK HILLS SPRUCE (PICEA GLAUCA DENSATA)	26 EACH

PROPOSED DECIDUOUS TREES/QTY

DENOTES RED MAPLE (ACER RUBRUM)	11 EACH
DENOTES AMERICAN LINDEN (TILIA AMERICANA)	13 EACH

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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RUM RIVER PRAIRIE DEVELOPMENT

TREE PLANTING PLAN

SHEET L1

PLOT DATE: 4/11/2018 10:43:35 AM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplat.dwg

PRELIMINARY PLAT OF:

RUM RIVER PRAIRIE

OWNER/DEVELOPER

Brookview Estates, LLC
6210 Green Valley Road
Ramsey, MN 55303

PROPERTY DESCRIPTION

S ½ of the NE ¼ of Section 7, Township 32, Range 25

NOTE

Proposed septic areas shown hereon are approximate and for informational purposes only. It is the responsibility of the landowner to determine a final location for the septic area.

NET DENSITY

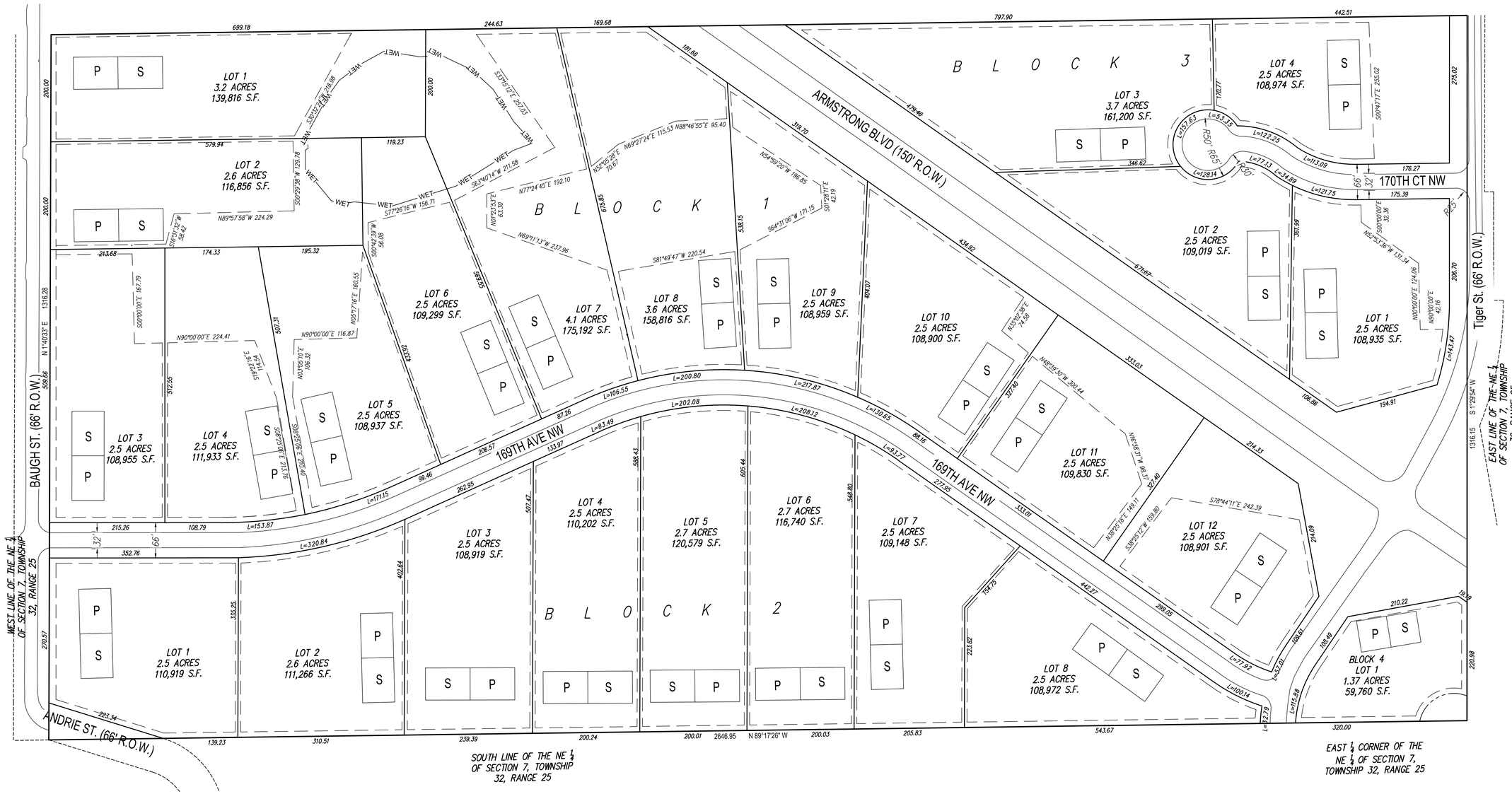
25 Single-Family dwellings
1 Dwelling per 2.67 Acres (Including Block 4 Lot 1, which has a variance to allow smaller area)

ZONING

Rum River Prairie – R-1: Rural Developing (outside MUSA)

East, North, and West – R-1: Rural Developing (outside MUSA)

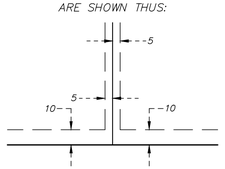
South – PUD: Planned Unit Development



LOT AREA TABULATION

BLOCK 1			BLOCK 3		
LOT 1	139,816 s.f.	3.21 Acres	LOT 1	108,935 s.f.	2.50 Acres
LOT 2	116,856 s.f.	2.68 Acres	LOT 2	109,019 s.f.	2.51 Acres
LOT 3	108,955 s.f.	2.50 Acres	LOT 3	161,200 s.f.	3.70 Acres
LOT 4	111,933 s.f.	2.57 Acres	LOT 4	108,974 s.f.	2.50 Acres
LOT 5	108,937 s.f.	2.50 Acres			
LOT 6	109,299 s.f.	2.51 Acres	BLOCK 4		
LOT 7	175,192 s.f.	4.02 Acres	LOT 1	59,760 s.f	1.37 Acres
LOT 8	158,816 s.f.	3.65 Acres			
LOT 9	108,959 s.f.	2.50 Acres	R.O.W.	570,582 s.f.	13.10 Acres
LOT 10	108,900 s.f.	2.50 Acres			
LOT 11	109,830 s.f.	2.52 Acres	TOTAL	3,481,607 s.f.	79.93 Acres
LOT 12	108,901 s.f.	2.50 Acres			
BLOCK 2					
LOT 1	110,919 s.f.	2.55 Acres			
LOT 2	111,266 s.f.	2.55 Acres			
LOT 3	108,917 s.f.	2.50 Acres			
LOT 4	110,202 s.f.	2.53 Acres			
LOT 5	120,579 s.f.	2.77 Acres			
LOT 6	116,740 s.f.	2.68 Acres			
LOT 7	109,148 s.f.	2.51 Acres			
LOT 8	108,972 s.f.	2.50 Acres			

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES, ALSO BEING 10 FEET IN WIDTH AND ADJOINING RIGHT-OF-WAY AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THIS PLAT.

LEGEND

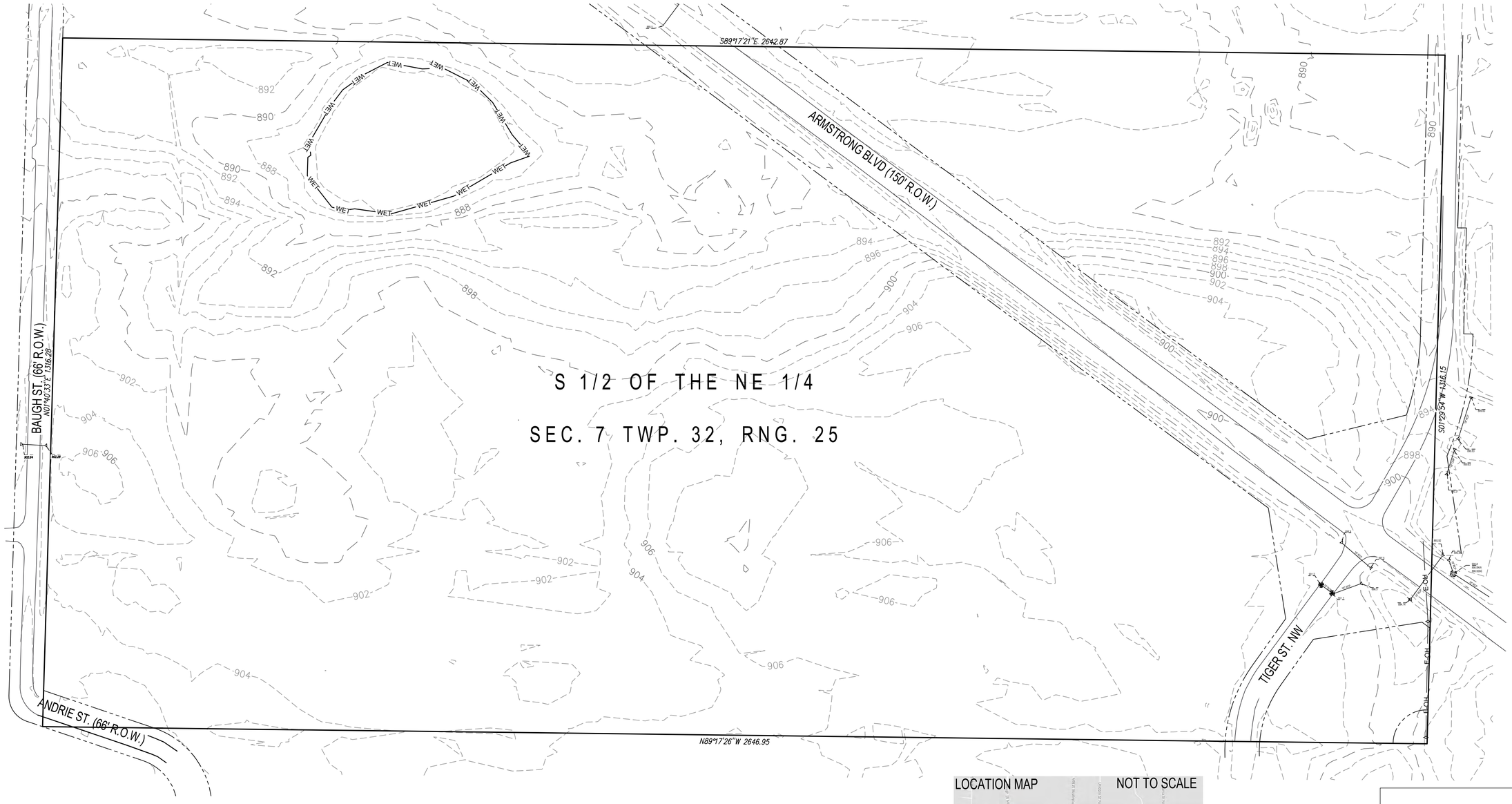
— — — — DENOTES DRAINAGE AND UTILITY EASEMENT

I HEREBY CERTIFY THAT THIS SURVEY 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.

KYLE A. RODDY, MN LIC. NO 42627 DATED: 2/26/18

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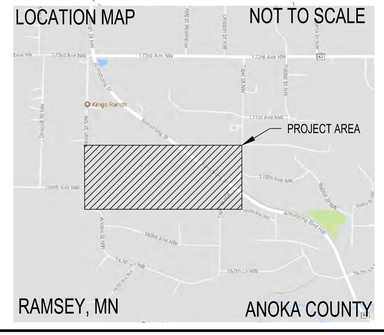
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200 3rd Ave NE, Suite 100 | Cambridge, MN 55008 | 763.689.4042



OWNER/DEVELOPER
RUM RIVER PRAIRIE, LLC.
ERIC THOMSEN
6210 GREEN VALLEY RD.
RAMSEY, MN 55303

LEGAL DESCRIPTION:
THE SOUTH HALF OF THE NE QUARTER OF SECTION 7, TOWNSHIP 32, RANGE 25, ANOKA COUNTY, MINNESOTA.

LOCATION MAP NOT TO SCALE



OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.
NAME: _____ LIC. NO. ____ DATE 00-00-2018

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RUM RIVER PRAIRIE DEVELOPMENT

EXISTING CONDITIONS
SHEET S1

PLOT DATE: 3/7/2018 2:40:27 PM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplat.dwg

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NARRATIVE

1. GENERAL

THE MINNESOTA POLLUTION CONTROL AGENCY (MPCA) REGULATES STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY DISTURBING LAND EQUAL TO OR GREATER THAN ONE ACRE THROUGH A GENERAL PERMIT (PERMIT NO. MN R100001) AUTHORIZING THE DISCHARGE OF STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITY TO WATERS OF THE STATE IN COMPLIANCE WITH THE CLEAN WATER ACT AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM (NPDES/SDS) PROGRAM. THE GENERAL PERMIT (PERMIT) REQUIRES THE DEVELOPMENT AND IMPLEMENTATION OF A STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP IS A COMBINATION OF NARRATIVE, PLANS SHEETS, AND STANDARD DETAIL SHEETS THAT ADDRESS THE FORESEEABLE CONDITIONS AT ANY STAGE IN THE CONSTRUCTION OR POST-CONSTRUCTION ACTIVITIES.

2. ADMINISTRATIVE REQUIREMENTS

A. RESPONSIBLE PARTIES: THE OWNER AND GENERAL CONTRACTOR (CONTRACTOR) ARE CO-PERMITTEES OF THE PERMIT AND ARE JOINTLY RESPONSIBLE FOR COMPLIANCE WITH TERMS AND CONDITIONS OF THE PERMIT. OBTAIN A COPY OF THE PERMIT AND COMPLY WITH PARTS II.B, II.C, III.B-F, IV, V, AND APPLICABLE CONSTRUCTION ACTIVITY REQUIREMENTS FOUND IN APPENDIX A, PART C OF THE PERMIT. VERIFY THAT PERMIT REQUIREMENTS ARE SATISFIED AND COMPLETE THE BLANKS ON THIS SWPPP SHEET.

B. PERMIT APPLICATION: THE CONTRACTOR IS RESPONSIBLE FOR COMPLETING THE PERMIT APPLICATION ON-LINE AND PAYING THE APPLICATION FEE. OWNER AND CONTRACTOR MUST BOTH MUST SIGN THE APPLICATION. OBTAIN A COPY OF THE PERMIT AND APPLY ON-LINE AT THE MPCA CONSTRUCTION STORM WATER WEBSITE: http://www.pca.state.mn.us/water/stormwater/stormwater-c.html.

C. PERMIT COVERAGE: PERMIT COVERAGE TYPICALLY BECOMES EFFECTIVE SEVEN (7) CALENDAR DAYS AFTER THE ELECTRONIC SUBMITTAL DATE. DO NOT BEGIN LAND DISTURBING CONSTRUCTION ACTIVITIES UNTIL PERMIT COVERAGE IS EFFECTIVE. THE START OF ANY LAND DISTURBING ACTIVITIES SIGNIFIES THAT THE CONTRACTOR IS ASSUMING RESPONSIBILITY FOR PERMIT COVERAGE AND HAS COMPLIED WITH PERMIT REQUIREMENTS.

D. NOTIFICATION OF COVERAGE: THE CONTRACTOR WILL RECEIVE A NOTIFICATION OF COVERAGE FROM THE MPCA (E.G., VIA EMAIL, ONLINE NOTIFICATION, OR LETTER). KEEP OR POST A COPY OF THE NOTIFICATION OF COVERAGE WITH THE SWPPP AT THE PROJECT SITE. PROVIDE COPIES TO THE OWNER AND ENGINEER.

E. CHANGE OF COVERAGE FOR NEW OWNER OR NEW OPERATOR (CONTRACTOR): FOR A NEW OWNER OR OPERATOR, THE CURRENT OWNER, AND NEW OWNER OR OPERATOR, MUST SUBMIT A PERMIT MODIFICATION FORM PRIOR TO THE NEW OWNER OR OPERATOR COMMENCING CONSTRUCTION ACTIVITY. CONTACT THE MPCA AT 800-657-3864 FOR THIS FORM. THE CURRENT OWNER MUST ALSO SUBMIT A NOTICE OF TERMINATION (NOT) FORM AS NOTED BELOW WHEN THE OWNERSHIP OF THE PROPERTY CHANGES, AS NOTED BELOW.

F. TERMINATION OF COVERAGE: THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE OWNER AND TERMINATING PERMIT COVERAGE BY COMPLETING AND SUBMITTING A NOTICE OF TERMINATION (NOT) FORM TO THE MPCA. A NOTICE OF TERMINATION MUST BE SUBMITTED WITHIN 30 DAYS AFTER FINAL STABILIZATION HAS BEEN ESTABLISHED FOR THE SITE AND CONSTRUCTION ACTIVITY IS COMPLETE, OR WHEN THE OWNER OR OPERATOR CHANGES. COMPLIANCE WITH PERMIT REQUIREMENTS IS REQUIRED UNTIL SUBMISSION OF A NOTICE OF TERMINATION.

G. RECORD RETENTION: THE CONTRACTOR SHALL KEEP A COPY OF THE SWPPP, INCLUDING ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS ON SITE DURING CONSTRUCTION. THIS DOCUMENTATION MUST BE KEPT ON FILE FOR 3 YEARS AFTER SUBMITTAL OF THE NOTICE OF TERMINATION. COORDINATE TRANSFER OF THIS DOCUMENTATION TO THE OWNER AT PROJECT COMPLETION.

H. CHANGES (AMENDMENTS) TO SWPPP: UPDATE AND DOCUMENT CHANGES TO THE SWPPP AS NECESSARY DURING CONSTRUCTION, AND AS REQUIRED BY THE PERMIT ACCORDING TO PART III.B OF THE PERMIT.

3. CONSTRUCTION ACTIVITY REQUIREMENTS

A. GENERAL: COMPLY WITH PART IV.A OF THE PERMIT TO IMPLEMENT THE SWPPP AND THE REQUIREMENTS OF THE PERMIT. THE BEST MANAGEMENT PRACTICES (BMPS) IDENTIFIED IN THE SWPPP AND PERMIT MUST BE SELECTED, INSTALLED, AND MAINTAINED IN AN APPROPRIATE AND FUNCTIONAL MANNER IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS, MANUFACTURER RECOMMENDATIONS, AND ACCEPTED ENGINEERING PRACTICES.

B. EROSION PREVENTION PRACTICES: PLAN FOR AND IMPLEMENT CONSTRUCTION PRACTICES TO SATISFY PART IV.B OF THE PERMIT. STABILIZE EXPOSED SOIL AREAS AS SOON AS POSSIBLE, BUT IN NO CASE LATER THAN 14 DAYS AFTER CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. AMEND SWPPP BY INDICATING THE LOCATION OF AREAS WHERE CONSTRUCTION WILL BE PHASED TO MINIMIZE DURATION OF EXPOSED SOIL AREAS. COMMON EROSION PREVENTION PRACTICES INCLUDE:

1) MARKING AND DELINEATING AREAS OF THE SITE NOT TO BE DISTURBED (WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC.).
2) STABILIZE THE LAST 200 LINEAL FEET OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE WITHIN 24 HOURS AFTER CONNECTING TO RECEIVING SURFACE WATER OR STORM SEWER INLET.
3) "INITIATE IMMEDIATELY" (SEE APPENDIX B FOR DEFINITION) SOIL STABILIZATION AS SOON AS EARTH-DISTURBING ACTIVITIES HAVE CEASED.
4) PROVIDE TEMPORARY OR PERMANENT ENERGY DISSIPATION TO PIPE OUTLETS WITHIN 24 HOURS OF CONNECTING TO A SURFACE WATER.
5) WHERE FEASIBLE THE DESIGN OF THE SITE DIRECTS STORMWATER TO VEGETATED AREAS, TO INCREASE SEDIMENT REMOVAL.

C. SEDIMENT CONTROL PRACTICES: PLAN FOR AND IMPLEMENT CONSTRUCTION PRACTICES THAT MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING BUT NOT LIMITED TO, CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS TO SATISFY PART IV.C OF THE PERMIT. PROVIDE TEMPORARY SEDIMENTATION BASINS WHERE 5 OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION AS APPROVED BY LHB (SEE PART III.C OF THE PERMIT FOR BASIN REQUIREMENTS). COMMON SEDIMENT CONTROL PRACTICES INCLUDE:

1) MINIMIZE SOIL COMPACTION AND PRESERVE TOPSOIL.
2) ALL SEDIMENT CONTROL BMPS MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES CAN BEGIN AND SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION IS ESTABLISHED.
3) THE TIMING FOR SEDIMENT CONTROL BMPS MAY BE ADJUSTED TO ACCOMMODATE SHORT-TERM CONSTRUCTION ACTIVITIES, SUCH AS PASSAGE OF VEHICLES, AND MUST BE COMPLETED AS QUICKLY AS POSSIBLE. SEDIMENT CONTROL BMPS MUSH BE INSTALLED IMMEDIATELY AFTER SHORT-TERM CONSTRUCTION IS COMPLETE, OR BEFORE THE NEXT PRECIPITATION EVENT IF THE ACTIVITY IS NOT COMPLETE.
4) PROTECT ALL STORM DRAIN INLETS WITH APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MAY ONLY BE REMOVED EARLIER IF SPECIFIC SAFETY CONCERNS (STREET FLOODING/FREEZING) HAVE BEEN BROUGHT FORTH IN WRITING BY JURISDICTIONAL AUTHORITY.
5) TEMPORARY STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN ANY SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS OR DITCHES.
6) TEMPORARY SEDIMENT BASIN OUTLET STRUCTURES MUST BE DESIGNED TO WITHDRAW WATER FROM THE SURFACE.
7) ALL VEHICLE TRACKING OF SEDIMENT FROM THE CONSTRUCTION SITE, OR ONTO STREETS WITHIN THE SITE, MUST BE MINIMIZED BY BMPS SUCH AS STONE PADS, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS. STREET SWEEPING MUST BE PERFORMED IF BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREETS / ROADWAYS.

D. DEWATERING AND BASIN DRAINING: COMPLY WITH PART IV.D OF THE PERMIT. ENSURE THAT ALL WATER FROM DEWATERING OR BASIN DRAINING ACTIVITIES IS DISCHARGED IN A MANNER THAT DOES NOT CAUSE NUISANCE CONDITIONS, EROSION IN RECEIVING CHANNELS OR DOWNSLOPE PROPERTIES, OR INUNDATION IN WETLANDS CAUSING SIGNIFICANT ADVERSE IMPACTS TO THE WETLANDS. ANY TURBID OR SEDIMENT LADEN DISCHARGE WATER MUST BE ADEQUATELY TREATED BY DISCHARGING TO A SEDIMENTATION BASIN WHENEVER FEASIBLE, OR TREATED WITH APPROPRIATE BMPS IF THE WATER CANNOT BE DISCHARGED TO A SEDIMENT BASIN. THE CONTRACTOR MUST VISUALLY CHECK THE TREATED STORMWATER PRIOR TO DISCHARGING TO RECEIVING WATERS TO ENSURE ADEQUATE TREATMENT IS BEING MET AND THAT THE DISCHARGE POINTS ARE ADEQUATELY PROTECTED FROM EROSION AND SCOUR. BACKWASH WATER FROM FILTRATION MUST BE INCORPORATED INTO THE SITE IN A NON-EROSIVE MANNER, OR DISCHARGED TO THE SANITARY SEWER WITH PERMISSION FROM THE SANITARY SEWER AUTHORITY. SEE SHEET 0.10 FOR ADDITIONAL REQUIREMENTS.

E. INSPECTIONS: THE CONTRACTOR MUST ROUTINELY INSPECT THE ENTIRE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS DURING CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES OVER 24 HOURS. CONTRACTOR SHALL PROVIDE A RAIN GAGE OR ANOTHER METHOD TO MEASURE RAINFALL. INSPECTION OF AREAS WITH PERMANENT COVER MAY BE REDUCED TO ONCE PER MONTH. THE CONTRACTOR SHALL RECORD IN WRITING WITHIN 24 HR ALL INSPECTION AND MAINTENANCE ACTIVITY ON FORMS WITH INFORMATION REQUIRED BY PART IV.E.2 OF THE GENERAL STORMWATER PERMIT. THESE RECORDS SHALL BE RETAINED WITH THE SWPPP. EMAIL A COPY OF EACH INSPECTION REPORT TO THE CITY. SUBMIT A FULL LOG OF INSPECTIONS TO CIRY PRIOR TO PROJECT CLOSEOUT. RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY SHALL INCLUDE:

1) DATE AND TIME OF INSPECTIONS
2) NAME OF PERSON(S) CONDUCTING INSPECTIONS
3) FINDINGS OF INSPECTIONS, INCLUDING THE SPECIFIC LOCATION WHERE CORRECTIVE ACTIONS ARE NEEDED
4) CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES)
5) 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 THE PROJECT SITE OR A WEATHER REPORTING SYSTEM THAT PROVIDES SITE SPECIFIC RAINFALL DATA FROM RADAR SUMMARIES.
6) 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.
7) 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.

F. MAINTENANCE: ALL NONFUNCTIONAL BMPS MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPS WITHIN 24 HOURS AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS. COMMON ROUTINE MAINTENANCE ACTIVITIES INCLUDE:

1) ALL SILT FENCE MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/3 OF THE FENCE HEIGHT WITHIN 24 HOURS OF DISCOVERY OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
2) DRAIN ALL TEMPORARY AND PERMANENT SEDIMENTATION BASINS AND REMOVE SEDIMENT WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES ½THE STORAGE VOLUME WITHIN 72 HOURS OF DISCOVERY OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
3) INSPECT AND REMOVE ALL DEPOSITED SEDIMENT FROM STORMWATER CONVEYANCE SYSTEMS (DITCHES, CURB AND GUTTERS, CATCH BASINS, ETC.) AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL WITHIN 7 DAYS OF DISCOVERY OR AFTER OBTAINING PERMISSION FROM JURISDICTIONAL AUTHORITIES.
4) REMOVE ANY TRACKED SEDIMENT FROM ALL PAVED SURFACES WITHIN 24 HOURS AFTER DISCOVERY OR SOONER AS REQUIRED FOR PERMIT COMPLIANCE.
5) REMOVE ANY SEDIMENT THAT ESCAPES THE CONSTRUCTION SITE IN A MANNER AND AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS AND SAFETY HAZARDS.
6) PROTECT INFILTRATION AREAS FROM COMPACTION DUE TO CONSTRUCTION EQUIPMENT PATHS AND PREVENT SEDIMENT FROM REACHING INFILTRATION AREAS.
7) OPERATE, MAINTAIN, AND INSPECT ANY TEMPORARY OR PERMANENT WATER QUALITY MANAGEMENT BMPS TO ENSURE ADEQUATE TREATMENT IS BEING MET.

G. POLLUTION PREVENTION MANAGEMENT MEASURES: COMPLY WITH PART IV.F OF THE PERMIT.

H. FINAL STABILIZATION: ESTABLISH FINAL STABILIZATION FOR THE SITE AS DESCRIBED IN PART IV.G OF THE PERMIT. SPECIFIC CONDITIONS REQUIRED FOR FINAL STABILIZATION INCLUDE:

1) SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED AND SOILS ARE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OVER THE ENTIRE PERVIOUS SURFACE AREA, OR OTHER EQUIVALENT MEANS NECESSARY TO PREVENT SOIL FAILURE UNDER EROSIVE CONDITIONS.
2) PERMANENT STORMWATER MANAGEMENT SYSTEMS ARE OPERATIONAL AND SEDIMENT IS REMOVED FROM TEMPORARY AND PERMANENT SEDIMENTATION BASINS AND CONVEYANCE SYSTEMS, AND DITCHES ARE STABILIZED WITH FINAL COVER.
3) ALL TEMPORARY SYNTHETIC AND STRUCTURAL EROSION PREVENTION AND SEDIMENT CONTROL BMPS ARE REMOVED. BMPS DESIGNED TO DECOMPOSE MAY BE LEFT IN PLACE.

4. SWPPP RESPONSIBILITIES (THE OWNER IS RESPONSIBLE FOR PREPARING AND AMENDING THE SWPPP).

A. ON BEHALF OF THE OWNER, THE FOLLOWING PERSON PREPARED THE SWPPP AND IS TRAINED IN SWPPP DESIGN:

NAME: DAVID POLSON / LHB, INC.
TRAINING DATE/INSTRUCTOR: CERTIFICATION 2/15 (EXPIRES 5-31-18)
TRAINING CONTENT/HOURS: DESIGN OF CONSTRUCTION SWPPP

B. ON BEHALF OF THE OWNER, THE CONTRACTOR WILL OVERSEE SWPPP IMPLEMENTATION, REVISE AND AMEND THE SWPPP, PERFORM INSPECTIONS, AND SUPERVISE THE INSTALLATION, MAINTENANCE AND REPAIR OF BMPS BEFORE AND DURING CONSTRUCTION. THE FOLLOWING CONTRACTOR REPRESENTATIVE IS TRAINED TO PERFORM THESE DUTIES AND WILL ASSUME THESE RESPONSIBILITIES:

NAME: _____
TRAINING DATE/INSTRUCTOR: _____
TRAINING CONTENT/HOURS: _____

C. THE OWNER IS RESPONSIBLE FOR THE LONG-TERM OPERATION AND MAINTENANCE OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM. THE FOLLOWING PERSON IS DESIGNATED TO PERFORM THESE DUTIES:

NAME/TITLE:
_____

MAINTENANCE PLAN: N/A

D. CHAIN OF RESPONSIBILITY: THE GENERAL CONTRACTOR IS IN CHARGE OF ALL SWPPP IMPLEMENTATION ON THE CONSTRUCTION SITE AND IS ACCOUNTABLE FOR SUBCONTRACTORS AND OTHER CONTRACTORS WORKING ON SITE AND THEIR COMPLIANCE WITH GENERAL STORMWATER PERMIT AND SWPPP REQUIREMENTS. NOTIFY THE OWNER OF ANY AMENDMENT NEEDED TO THE SWPPP.

5. REGULATORY AGENCIES AND PERMITS

A. COMPLY WITH REQUIREMENTS OF ALL REGULATORY AGENCIES AND PERMITS HAVING JURISDICTION DURING CONSTRUCTION ACTIVITIES. THE FOLLOWING ADDITIONAL REGULATORS AND PERMITS ARE KNOWN TO HAVE SITE JURISDICTION:

1) ANOKA COUNTY
2) CITY OF RAMSEY

6. DESCRIPTION OF THE CONSTRUCTION ACTIVITY / SWPPP COMPONENTS

A. NARRATIVE:

1) PROJECT SUMMARY: THE PROJECT INVOLVES THE DEVELOPMENT OF 80 ACRES INTO 25 LOTS TO BE SOLD FOR BUILDING OF HOMES. SPECIFIC WORK INCLUDES:
   a. CLEARING PORTIONS OF THE LAND OF EXISTING VEGETATION.
   b. GRADING TO SUPPORT CONSTRUCTION OF ROADS, HOUSE PADS, AND STORMWATER INFILTRATION PONDS.
   c. CONSTRUCTION OF STORMWATER INFILTRATION PONDS AND ACCOMPANYING CULVERTS.
   d. CONSTRUCTION OF ROADS, AND GRADING FOR HOUSEPADS. .
2) TIMING FOR INSTALLATION OF EROSION & SEDIMENTATION BMPS AND PERMANENT STORMWATER MANAGEMENT SYSTEMS, IN GENERAL SEQUENTIAL ORDER FROM FIRST TO LAST:
   a. INLET PROTECTION FOR EXISTING INLETS / SILT FENCE / DELINATION AREAS NOT TO BE DISTURBED / ROCK CONSTRUCTION ENTRANCE / TEMPORARY SEDIMENTATION BASIN: PROVIDE PRIOR TO CONSTRUCTION; MAINTAIN DURING CONSTRUCTION.
   b. SILT FENCE AROUND STOCKPILES: DURING CONSTRUCTION.
   c. PORTABLE SEDIMENT CONTAINMENT SYSTEMS FOR TREATING WATER FROM DEWATERING OPERATIONS : PROVIDE DURING CONSTRUCTION.
   d. INLET PROTECTION FOR NEW INLETS: AS CONSTRUCTED.
   e. HARD SURFACING (E.G., BUILDING ROOFS, PAVEMENTS): AS CONSTRUCTED.
   f. VEGETATIVE COVER / EROSION CONTROL BLANKETS: AFTER FINAL TOPSOIL PLACEMENT AND FINISH GRADING.
   g. SUBMIT NOTICE OF TERMINATION (NOT) TO THE CITY FOR REVIEW PRIOR TO SUBMITTING THE MPCA.
   h. REMOVAL OF TEMPORARY BMPS: AFTER FINAL STABILIZATION IS ESTABLISHED.

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.
NAME: _____ LIC. NO. _____ DATE 00-00-2018

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RUM RIVER PRAIRIE DEVELOPMENT

SWPPP NARRATIVE

SHEET SW1

PLOT DATE: 4/4/2018 1:19:19 PM FILE: F:\$LHB Files\2017\17016 Eric Thompsen Armstrong Blvd\600 Drawings\C\17016 SWPPP.dwg

SWPPP NARRATIVE (CONT.)

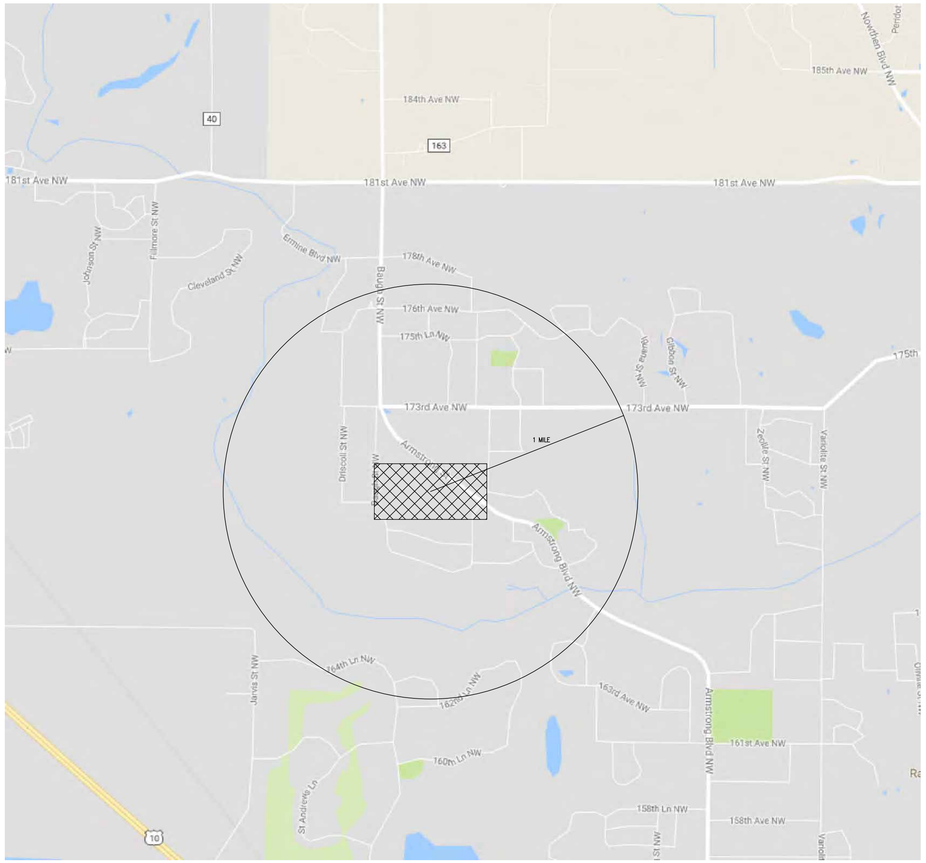
7. PROCEDURES FOR ESTABLISHING ADDITIONAL BMPS FOR SITE CONDITIONS DURING CONSTRUCTION
   A. IF ANY DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UP GRADIENT SEDIMENT CONTROL OR REDUNDANT BMPS MUST BE INSTALLED BY THE CONTRACTOR TO ELIMINATE THE OVERLOADING CONDITION.

8. METHODS OF FINAL STABILIZATION
   A. FINAL STABILIZATION WILL BE ACCOMPLISHED BY IMPERVIOUS SURFACING (CONCRETE PAVING, SIDEWALKS, CURB AND GUTTER, ASPHALT PARKING LOTS, ETC.) AND VEGETATIVE GROUND COVERS (SODDING AND SEEDING/MULCHING). SPECIFIC CONSTRUCTION METHODS ARE DESCRIBED IN THE PLANS AND SPECIFICATIONS.

9. PERMANENT STORMWATER MANAGEMENT SYSTEMS
   A. FOUR INFILTRATION POND SYSTEMS ARE TO BE CONSTRUCTED IN ORDER TO CONTROL STORMWATER RUNOFF.

10. STANDARDS SPECIFICATIONS FOR CONSTRUCTION:
    UNLESS OTHERWISE NOTED IN CONTRACT DOCUMENTS, ALL MATERIAL AND CONSTRUCTION REQUIREMENTS FOR TEMPORARY SEDIMENT CONTROL AND EROSION PREVENTION SHALL BE IN ACCORDANCE WITH THE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, CURRENT EDITION.

ESTIMATED QUANTITIES OF BMPS		
BMP	UNIT	QUANTITY
SILT FENCE	LF	5100
TREE PROTECTION FENCE	LF	2300
INLET PROTECTION	EA	9



PLOT DATE: 4/4/2018 1:19:00 PM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 SWPPP.dwg

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NAME: _____ LIC. NO. _____ DATE 00-00-2018

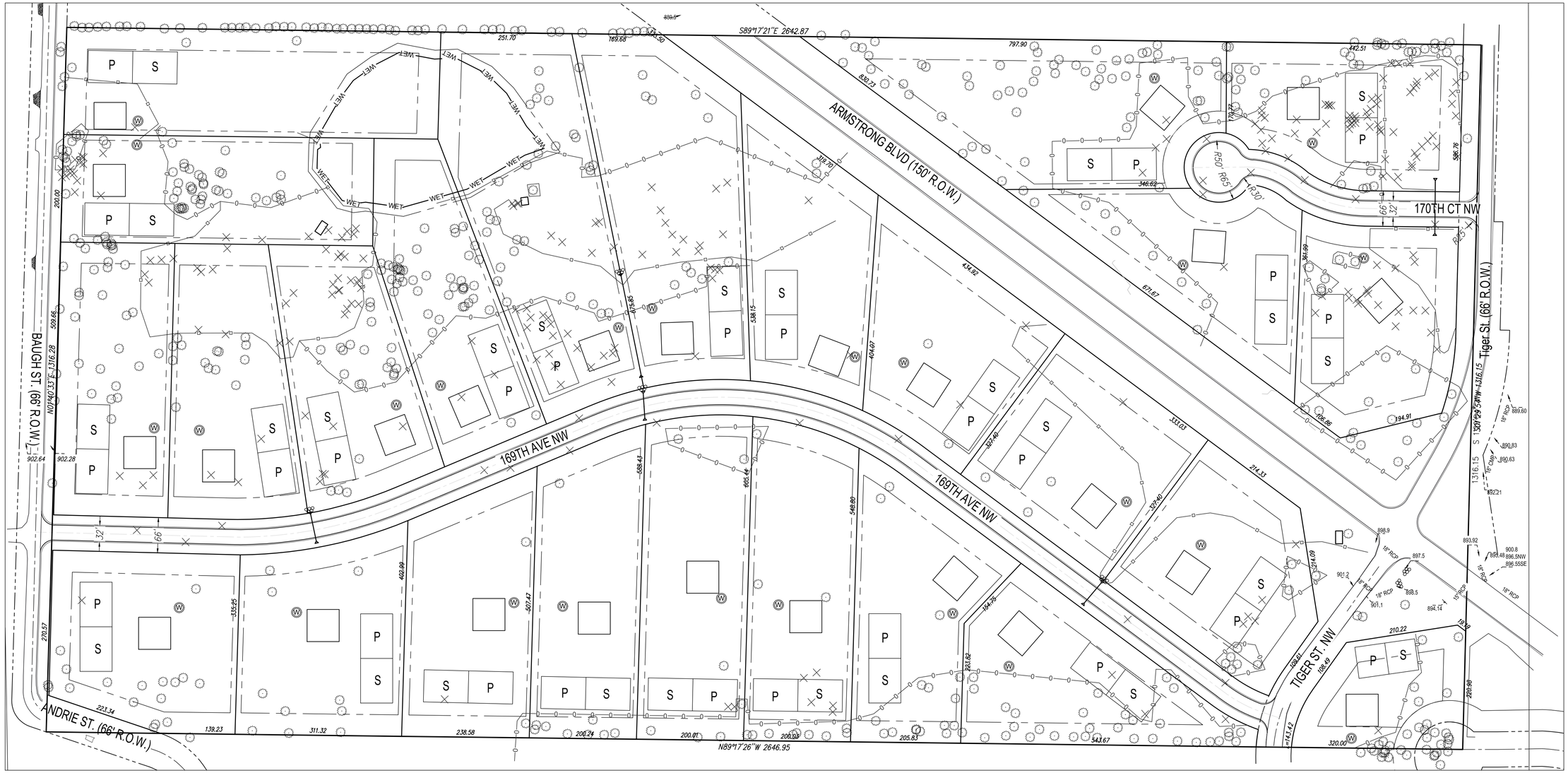
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RUM RIVER PRAIRIE DEVELOPMENT

SWPPP NARRATIVE

SHEET SW2



LINE TYPE & SYMBOL LEGEND

P | S	DRAIN FIELD LOC. P = PRIMARY S = SECONDARY
	FLARED END SECTION
	CULVERT
	RIPRAP
W	PROPOSED WELL LOC.
SB1	SOIL BORING LOC. W/ NUMBER
	EXISTING TREE (PRESERVE)
	EXISTING TREE (REMOVE)

	EXISTING TREE (PRESERVE)
	EXISTING TREE (REMOVE)
	DRAINAGE FLOW ARROW
N 90°00'00" E 94.50	PLAT BOUNDARY
94.50	LOT LINE
	R/W
	SETBACK
WET WET	WETLAND EDGE
	PROPOSED CONTOUR
	EXISTING CONTOUR
	EASEMENT
	SILT FENCE
	TREE FENCE

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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RUM RIVER PRAIRIE DEVELOPMENT

SITE TREE PLAN

SHEET T1

PLOT DATE: 4/11/2018 10:45:22 AM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplat.dwg

SAVED TREES

Tag ID	Species	DBH	Notes
4000	Cottonwood	21	
4002	Red Cedar	5	
4003	Red Cedar	6	
4004	Red Cedar	6	
4005	Scots pine	7	
4006	Red Cedar	6	
4007	Red Cedar	5	
4008	Red Cedar	6	
4009	Red Cedar	10	
4011	Red Cedar	6	
4012	Red Cedar	4	
4013	Red Cedar	6	
4014	Scots pine	8	
4015	Red Cedar	8	
4018	Red Cedar	5	
4020	Red Cedar	9	
4026	Red Cedar	11	
4028	Red Cedar	5	
4029	Red Cedar	6	
4030	Red Cedar	8	
4035	Red Cedar	8	
4036	Red Cedar	5	
4037	Red Cedar	10	
4039	Red Cedar	4	
4040	Red Cedar	6	
4041	Red Cedar	5	
4045	Red Cedar	8	
4050	Red Cedar	6	
4051	Red Cedar	4	
4052	Red Cedar	5	
4058	Red Cedar	5	
4059	Red Cedar	9	
4061	Red Cedar	5	
4065	Red Cedar	5	
4076	Red Cedar	10	
4080	Siberian Elm	8	
4081	Siberian Elm	9	
4082	Red Cedar	7	
4085	Red Cedar	5	
4086	Red Cedar	4	
4087	Red Cedar	4	
4090	Red Cedar	8	
4092	Red Cedar	5	
4093	Red Cedar	6	
4094	Red Cedar	6	
4095	Red Cedar	6	
4096	Red Cedar	10	
4102	Red Cedar	5	
4103	Red Cedar	4	
4106	Red Cedar	6	
4111	Scots pine	5	
4126	Red Cedar	6	
4134	Red Cedar	6	
4136	Red Cedar	6	
4138	Red Cedar	9	
4140	Red Cedar	4	
4144	Red Cedar	6	
4147	Red Cedar	8	
4149	Red Cedar	7	
4152	Scots pine	4	
4155	Red Cedar	7	
4157	Red Cedar	6	
4161	Scots pine	13	
4162	Red Cedar	6	
4165	Red Cedar	6	
4166	Red Cedar	4	
4170	Red oak	7	
4171	Red oak	10	
4173	Red Cedar	5	
4174	Red Cedar	4	
4175	Boxelder	18	
4176	Boxelder	12	
4177	Burr oak	6	
4178	Burr oak	42	
4179	Red Cedar	6	
4180	Burr oak	4	
4181	Red oak	8	
4182	Burr oak	14	
4183	Red oak	24	
4184	Boxelder	15	
4185	Siberian Elm	8	
4186	Burr oak	5	
4187	Boxelder	10	
4188	Burr oak	4	dead
4189	Burr oak	11	
4190	Boxelder	11	
4191	Burr oak	8	
4192	Red Cedar	7	
4193	Burr oak	5	
4194	Scots pine	18	
4195	Red Cedar	7	
4197	Red Cedar	4	
4198	Scots pine	5	
4199	Siberian Elm	10	
4200	Red Cedar	5	
4202	Red Cedar	6	
4207	Red Cedar	7	
4208	Scots pine	4	
4209	Scots pine	5	
4210	Red Cedar	4	
4211	Red Cedar	7	
4213	Red Cedar	4	
4215	Red pine	9	
4216	Red Cedar	7	
4217	Scots pine	11	
4218	White Pine	15	
4219	Red Cedar	6	
4223	Red Cedar	4	
4226	Red Cedar	7	
4227	Red Cedar	12	
4228	Scots pine	12	
4230	Red Cedar	8	
4232	Scots pine	4	dying
4233	Red Cedar	4	
4234	Scots pine	4	
4236	Scots pine	4	
4238	Red Cedar	6	
4241	Scots pine	4	
4242	Scots pine	10	
4243	Red Cedar	6	
4245	Red Cedar	7	
4247	Red Cedar	6	
4249	Red Cedar	4	
4250	Red Cedar	5	
4251	Red Cedar	4	
4252	Red Cedar	6	
4253	Scots pine	5	
4254	Red Cedar	4	
4255	Scots pine	5	
4256	Red Cedar	7	
4259	Scots pine	4	
4260	Red Cedar	5	
4261	Red pine	9	
4262	Red Cedar	5	
4263	Scots pine	6	
4265	Scots pine	5	
4266	Scots pine	4	
4267	Red Cedar	6	
4269	Scots pine	5	
4270	Red Cedar	6	
4272	Red pine	7	
4274	Scots pine	4	
4277	Red Cedar	8	
4278	Red Cedar	10	
4279	Scots pine	4	
4283	Red Cedar	5	
4284	Red Cedar	4	
4285	Red Cedar	5	
4287	Scots pine	5	
4289	Red Cedar	6	
4290	Red Cedar	6	
4291	Red Cedar	5	
4296	Siberian Elm	15	
4297	Siberian Elm	10	
4298	Siberian Elm	16	
4303	Siberian Elm	14	
4304	Red Cedar	7	
4305	Red Cedar	7	
4306	Red Cedar	5	
4307	Red Cedar	5	
4308	Red Cedar	6	
4310	Red Cedar	6	
4311	Red Cedar	6	
4313	Red Cedar	7	
4314	Red Cedar	5	
4315	Red Cedar	6	
4316	Red Cedar	7	
4317	Red Cedar	5	
4318	Red Cedar	7	
4320	Red Cedar	6	
4321	Siberian Elm	13	
4322	Red Cedar	8	
4324	Red Cedar	4	
4325	Red Cedar	5	
4326	Red Cedar	6	
4327	Siberian Elm	14	
4328	Red Cedar	9	
4329	Red Cedar	7	
4330	Red Cedar	7	
4331	Siberian Elm	8	
4332	Red Cedar	5	
4334	Siberian Elm	12	
4335	Red Cedar	5	
4336	Red Cedar	6	
4337	Red Cedar	6	
4338	Red Cedar	6	
4339	Red Cedar	5	
4340	Red Cedar	5	
4341	Red Cedar	6	
4342	Red Cedar	8	
4343	Red Cedar	6	
4344	Red Cedar	7	
4346	Siberian Elm	10	
4347	Siberian Elm	10	
4348	Red Cedar	6	
4349	Red Cedar	7	
4350	Red Cedar	5	
4351	Red Cedar	7	
4352	Red Cedar	8	
4354	Red Cedar	7	
4355	Red Cedar	5	
4356	Red Cedar	7	
4357	Red Cedar	7	
4358	Red Cedar	6	
4361	Siberian Elm	9	
4364	Red Cedar	5	
4365	Scots pine	13	
4366	Scots pine	4	
4367	Red Cedar	7	
4371	Red Cedar	6	
4372	Scots pine	4	
4374	Red pine	11	
4377	Red Cedar	4	
4378	Scots pine	4	
4379	Red Cedar	7	
4381	Scots pine	5	
4382	Scots pine	4	
4383	Scots pine	5	
4384	Red Cedar	5	
4385	Scots pine	4	
4386	Scots pine	5	
4387	Scots pine	4	
4388	Scots pine	5	
4385	Scots pine	4	
4386	Scots pine	5	
4387	Scots pine	4	
4388	Scots pine	5	
4389	Red Cedar	6	
4391	Red Cedar	5	
4392	Red Cedar	4	
4393	Scots pine	6	
4394	Red Cedar	4	
4395	Red Cedar	4	
4399	Red Cedar	6	
4400	Red Cedar	4	
4401	Boxelder	8	
4402	Siberian Elm	9	
4403	Red Cedar	5	
4404	Red Cedar	5	
4406	Siberian Elm	10	
4407	Siberian Elm	10	
4409	Siberian Elm	9	
4410	White Pine	10	
4411	White Pine	13	
4412	Red Cedar	6	
4414	Red Cedar	6	
4415	Red Cedar	5	
4417	Red Cedar	6	
4418	Red pine	4	diseased
4419	Red Cedar	8	
4420	Red Cedar	6	
4423	Red Cedar	6	
4424	Red Cedar	4	
4425	Scots pine	8	
4426	Red Cedar	7	
4428	Red Cedar	5	
4429	Red Cedar	5	
4430	Red Cedar	5	
4431	Red Cedar	6	
4432	Red Cedar	6	
4433	Red Cedar	9	
4436	Red Cedar	9	
4437	Red Cedar	4	
4438	Red Cedar	4	
4439	Red Cedar	5	
4440	Red Cedar	7	
4442	Red Cedar	4	
4444	Red Cedar	8	
4446	Red Cedar	6	
4452	Red Cedar	4	
4453	Scots pine	6	dead
4454	Scots pine	5	top broken off
4455	Red Cedar	5	
4456	Red Cedar	6	
4457	White Pine	9	
4458	Red Cedar	5	
4459	White Pine	9	
4462	Burr oak	10	
4463	Red oak	4	
4464	Red oak	5	
4465	Red oak	5	
4466	Burr oak	5	dying
4467	Colorodo blue spruce	14	
4468	Burr oak	14	
4469	Colorodo blue spruce	16	cut branches
4470	Siberian Elm	8	
4471	coloroado bl	14	
4472	Colorodo blue spruce	15	cut branches
4473	Siberian Elm	10	
4474	White Pine	8	
4476	Scots pine	6	
4477	White Pine	4	
4478	Scots pine	4	
4479	Colorodo blue spruce	15	diseased
4480	Colorodo blue spruce	17	diseased
4481	Red pine	5	
4482	Colorodo green spruce	12	
4483	White Spruce	13	
4484	White Spruce	12	
4485	White Spruce	9	
4486	White Pine	5	
4487	White Pine	4	
4488	White Pine	4	
4489	Siberian Elm	8	
4490	Red Cedar	4	
4491	White Spruce	8	
4492	White Spruce	12	diseased
4493	White Spruce	9	
4494	White Pine	4	
4495	White Pine	6	
4496	White Pine	6	poor condition
4497	Colorodo blue spruce	13	diseased
4498	Colorodo green spruce	14	
4499	White Pine	8	
4500	White Pine	8	
4501	White Spruce	11	diseased
4502	White Spruce	12	diseased
4503	Siberian Elm	8	
4504	Siberian Elm	8	
4505	White Spruce	8	
4506	White Spruce	13	diseased
4507	White Spruce	10	dying
4508	Scots pine	10	
4509	Siberian Elm	8	
4510	White Spruce	8	diseased
4511	White Spruce	8	
4512	Colorodo blue spruce	12	
4513	Red oak	6	
4515	Red oak	6	
4516	Red oak	4	
4517	Red oak	5	
4518	Red oak	6	
4519	Red oak	8	
4520	Red oak	6	
4521	Red oak	4	
4522	Red oak	5	
4523	Red oak	5	
4524	Red oak	5	
4525	Red oak	5	
4526	Red oak	4	
4527	Red oak	4	
4528	Red oak	8	
4529	Boxelder	15	
4530	Burr oak	30	dying
4531	Black cherry	14	dying
4532	Boxelder	8	
4533	Red oak	9	
4534	Red oak	22	rotting
4535	Red oak	16	rotting
4536	Red oak	12	dying
4537	Siberian Elm	22	dying
4538	Siberian Elm	8	
4539	Siberian Elm	10	
4540	Burr oak	23	dying
4541	Black cherry	8	
4542	Boxelder	14	
4543	Red oak	4	
4544	Burr oak	5	
4545	Boxelder	15	
4546	Boxelder	8	dead
4547	Boxelder	9	
4548	Red oak	5	
4549	Red oak	5	
4550	Red oak	7	
4551	Red oak	9	
4552	Red oak	14	diseased
4553	Siberian Elm	8	diseased
4554	Scots pine	7	
4555	Red Cedar	5	
4556	Siberian Elm	8	
4557	Siberian Elm	15	
4558	Siberian Elm	13	diseased
4559	Scots pine	11	
4560	Red oak	8	
4561	Siberian Elm	12	
4562	Siberian Elm	14	
4565	Siberian Elm	12	diseased
4567	Red Cedar	5	
4568	Red Cedar	4	
4569	Red Cedar	4	
4570	Red Cedar	4	
4571	Red Cedar	5	
4572	Red Cedar	4	
4573	Red Cedar	4	
4574	Red Cedar	5	
4575	Red Cedar	4	
4576	Colorodo blue spruce	8	diseased
4577	Colorodo blue spruce	5	diseased
4578	White Spruce	6	diseased
4579	Colorodo blue spruce	5	diseased
4580	Colorodo blue spruce	5	diseased
4581	Colorodo blue spruce	6	diseased
4582	White Spruce	5	diseased
4583	Colorodo blue spruce	4	
4584	Colorodo blue spruce	5	diseased
4585	Colorodo blue spruce	5	diseased
4586	Colorodo blue spruce	4	diseased
4587	Red pine	6	
4588	Colorodo blue spruce	4	diseased
4589	Colorodo blue spruce	4	diseased
4590	Colorodo blue spruce	5	diseased
4591	Colorodo blue spruce	4	diseased
4592	Colorodo blue spruce	5	diseased
4593	Colorodo blue spruce	4	diseased
4594	Colorodo blue spruce	6	diseased
4595	Colorodo blue spruce	5	diseased
4596	Colorodo blue spruce	4	diseased
4597	Colorodo blue spruce	6	diseased
4598	White Spruce	4	
4599	Colorodo blue spruce	6	diseased
4600	Colorodo blue spruce	5	diseased
4601	Colorodo blue spruce	4	diseased
4602	Colorodo blue spruce	5	diseased
4603	Colorodo blue spruce	5	
4604	Colorodo blue spruce	5	diseased
4605	Colorodo blue spruce	4	
4606	Colorodo blue spruce	4	
4607	White Spruce	4	
4608	Colorodo blue spruce	4	
4609	Colorodo blue spruce	5	
4610	Colorodo blue spruce	5	
4611	Colorodo blue spruce	6	
4612	White Spruce	5	
4613	Colorodo blue spruce	6	
4614	Colorodo blue spruce	5	
4615	Colorodo blue spruce	5	
4616	Colorodo blue spruce	4	
4617	Colorodo blue spruce	7	
4618	Colorodo blue spruce	6	
4619	White Spruce	6	
4620	Colorodo blue spruce	6	
4621	Colorodo blue spruce	4	
4622	Colorodo blue spruce	7	
4623	Colorodo blue spruce	5	
4624	Colorodo blue spruce	7	
4625	Colorodo blue spruce	6	
4626	Colorodo blue spruce	5	
4627	Burr oak	12	
4629	Siberian Elm	10	
4630	Burr oak	7	
4633	Hackberry	17	
4634	Red oak	4	
4636	Red Cedar	10	
4637	Red Cedar	10	
4638	Siberian Elm	20	
4639	Red oak	6	
4641	Red Cedar	7	
4642	Burr oak	4	
4643	Burr oak	9	
4644	Burr oak	9	
4645	Red Cedar	5	
4646	Red Cedar	10	
4647	Burr oak	14	
4648	Burr oak	16	
4650	Burr oak	27	
4651	Siberian Elm	16	
4653	Burr oak	6	dying
4654	Red oak	11	
4655	Red oak	8	
4656	Burr oak	8	
4657	re doa	9	
4658	Red oak	9	
4659	Red oak	8	
4660	Black cherry	8	
4661	Burr oak	16	
4662	Burr oak	23	
4663	Burr oak	12	
4664	Red Cedar	6	
4665	Red oak	4	
4666	Scots pine	16	
4670	Red Cedar	5	
4671	Red Cedar	4	
4673	Red Cedar	10	
4675	Red Cedar	5	
4676	Scots pine	4	
4677	Red Cedar	6	
4678	Red Cedar	5	
4679	Red Cedar	6	
4680	Red Cedar	6	
4681	Red Cedar	8	
4682	Red Cedar	5	
4683	Scots pine	16	
4684	Red Cedar	5	
4686	Red Cedar	7	
4687	Burr oak	18	
4688	Red Cedar	5	
4690	Red Cedar	4	
4691	Red Cedar	8	
4692	Red Cedar	6	
4693	Red Cedar	5	
4694	Red Cedar	4	
4696	Red Cedar	10	
4698	Red Cedar	6	
4699	Red Cedar	6	
4700	Red Cedar	4	
4701	Red Cedar	6	
4702	Red Cedar	12	
4703	Red Cedar	8	
4704	Scots pine	23	
4705	Red Cedar	4	
4706	Scots pine	4	
4707	Red Cedar	5	
4708	Red Cedar	5	
4709	Red Cedar	8	
4724	Red oak	11	
4725	Red Cedar	5	
4726	Siberian Elm	8	
4727	Red Cedar	4	
4728	Red Cedar	4	
4730	Siberian Elm	9	
4731	Siberian Elm	17	
4732	Red Cedar	7	
4733	Siberian Elm	10	
4735	Red Cedar	7	
4736	Red Cedar	5	
4737	Red Cedar	7	
4739	Red Cedar	10	
4740	Red Cedar	5	
4741	Red Cedar	6	
4742	Red Cedar	5	
4743	Red Cedar	5	
4744	Red Cedar	8	
4745	Red Cedar	4	
4749	Siberian Elm	9	
4751	Red Cedar	5	dying
4753	Red Cedar	5	
4754	Scots pine	5	
4755	Red Cedar	4	
4757	Red Cedar	4	
4758	Red Cedar	6	
4759	Red Cedar	8	
4760	Red Cedar	6	
4761	Red Cedar	8	
4763	Red Cedar	4	
4764	Red Cedar	7	
4765	Red Cedar	8	
4766	Red Cedar	5	
4767	Red Cedar	10	
4768	Red Cedar	4	
4770	Red Cedar	8	
4771	Red Cedar	10	
4772	Red Cedar	6	
4773	Red Cedar	4	
4774	Red Cedar	8	
4776	Red Cedar	6	
4777	Red Cedar	8	
4779	Red Cedar	8	
4780	Red Cedar	8	
4781	Red Cedar	6	
4782	Red Cedar	6	
4783	Red Cedar	5	
4784	Red Cedar	5	
4785	Red Cedar	10	
4786	Red Cedar	8	
4787	Red Cedar	5	
4788	Scots pine	5	
4789	Red Cedar	8	
4790	Scots pine	4	
4791	Scots pine	10	
4792	Red Cedar	4	
4793	Red Cedar	5	
4795	Red Cedar	5	
4796	Scots pine	8	
4797	Red Cedar	7	
4798	Red Cedar	6	
4799	Red Cedar	10	
4800	Red Cedar	5	
4802	Red Cedar	6	
4803	Red Cedar	8	
4805	Red Cedar	5	
4806	Red Cedar	8	
4810	Scots pine	5	
4811	Red Cedar	10	
4813	Red Cedar	10	
4814	Red Cedar	8	
4815	Red Cedar	4	
4816	Red Cedar	8	
4817	Red Cedar	8	
4818	Red Cedar	6	
4819	Red Cedar	8	
4820	Red Cedar	6	
4821	Red Cedar	8	
TOTAL	**CALIPER INCHES**	**4254**	

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.

NAME: _____ LIC. NO. ____ DATE 00-00-2018

DESIGNED BJH
DRAWN BJH
CHECKED ..

LHB
PERFORMANCE DRIVEN DESIGN.
LHBcorp.com 21 W. Superior St., Ste. 500 | Duluth, MN 55802 | 218.727.8446

RUM RIVER PRAIRIE DEVELOPMENT

SITE TREE PLAN

SHEET T2

PLOT DATE: 4/11/2018 10:45:52 AM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplot.dwg

TREES REMOVED
HOME CONSTRUCTION

Tag ID	Species	DBH	Notes
4001	Red Cedar	8	
4010	Red Cedar	5	
4017	Red Cedar	5	
4043	Red Cedar	5	
4044	Red Cedar	5	
4054	Red Cedar	6	
4055	Red Cedar	6	
4056	Red Cedar	7	
4060	Red Cedar	7	
4062	Red Cedar	5	
4063	Red Cedar	6	
4064	Red Cedar	5	
4067	Red Cedar	7	
4068	Red Cedar	7	
4069	Red Cedar	7	
4070	Red Cedar	5	
4071	Red Cedar	7	
4072	Red Cedar	6	
4073	Scots pine	20	
4074	Red Cedar	10	
4075	Scots pine	10	
4077	Scots pine	4	
4078	Red Cedar	10	
4088	White Pine	11	
4109	Red Cedar	6	
4116	Red Cedar	6	
4117	Siberian Elm	11	
4118	Siberian Elm	9	
4119	Siberian Elm	10	
4120	Siberian Elm	12	
4121	Siberian Elm	10	
4122	Siberian Elm	10	
4128	Red Cedar	9	
4129	Red Cedar	7	
4132	Red Cedar	9	
4135	Red Cedar	6	
4137	Red Cedar	5	
4139	Red Cedar	8	
4141	Red Cedar	5	
4143	Red Cedar	7	
4146	Red Cedar	7	
4148	Red Cedar	6	
4153	Red Cedar	6	
4156	Red Cedar	6	
4158	Red Cedar	5	
4160	Red Cedar	8	
4163	Red Cedar	5	
4164	Red pine	7	
4168	Red Cedar	5	
4169	Red Cedar	7	
4172	Red oak	12	
4196	Red Cedar	6	
4201	White Pine	12	
4203	Siberian Elm	8	
4212	Red Cedar	6	
4220	Red Cedar	4	
4221	Red Cedar	8	
4222	Red Cedar	7	
4224	Red Cedar	6	
4225	Red Cedar	6	
4229	Red Cedar	5	
4231	Red Cedar	7	
4235	Red Cedar	7	
4237	Red Cedar	8	
4239	Red pine	8	
4240	Scots pine	4	diseased
4244	Red Cedar	5	
4248	Scots pine	9	
4257	White Pine	4	
4264	White Pine	4	
4268	Red Cedar	5	
4273	Red Cedar	4	
4276	Red Cedar	4	
4280	Red Cedar	6	
4282	Red Cedar	6	
4286	Red Cedar	8	
4293	Red Cedar	6	
4294	Red Cedar	8	
4295	White Pine	15	
4299	Siberian Elm	16	
4300	Siberian Elm	8	
4319	Red Cedar	7	
4323	Red Cedar	6	
4353	Red Cedar	6	
4359	Scots pine	8	
4362	Black cherry	8	
4380	Red Cedar	4	
4390	Red Cedar	6	

Tag ID	Species	DBH	Notes
4408	Scots pine	5	dead
4413	Red Cedar	9	
4416	Red Cedar	6	
4421	Red Cedar	8	
4427	Red Cedar	5	
4435	Red Cedar	4	
4333	Red Cedar	5	
4441	Red Cedar	9	
4443	Red Cedar	12	
4445	Red Cedar	5	
4447	Red Cedar	6	
4448	Siberian Elm	8	
4449	Red Cedar	5	
4450	Red Cedar	6	
4451	Red Cedar	6	
4460	Siberian Elm	10	dying
4514	Red Cedar	5	
4649	Siberian Elm	15	
4628	Red Cedar	8	
4710	Red Cedar	7	
4711	Scots pine	7	
4712	Red Cedar	4	
4713	Red Cedar	4	
4714	Red Cedar	4	
4715	Red Cedar	12	diseased
4716	Red Cedar	12	
4717	Red oak	6	
4718	Red Cedar	4	
4719	Red Cedar	7	
4720	Red Cedar	5	
4721	Red oak	7	
4722	Burr oak	7	
4723	Red Cedar	7	
4734	Red Cedar	5	
4738	Red Cedar	8	
4747	Red Cedar	6	
4750	Siberian Elm	10	
4775	Red Cedar	8	
TOTAL	**CALIPER INCHES**	**892**	

TREES REMOVED
PONDS

Tag ID	Species	DBH	Notes
4021	Red Cedar	6	
4022	Red Cedar	4	
4023	Red Cedar	7	
4024	Red Cedar	5	
4025	Red Cedar	6	
4027	Red Cedar	4	
4033	Red Cedar	10	
4034	Red Cedar	8	
4038	Red Cedar	6	
4042	Red Cedar	6	
4046	Red Cedar	8	
4047	Red Cedar	6	
4048	Red Cedar	6	
4049	Red Cedar	12	
4053	Red Cedar	6	
4057	Red Cedar	4	
4066	Red Cedar	7	
4079	Red Cedar	6	
4083	Red Cedar	6	
4084	Red Cedar	7	
4089	Red Cedar	5	
4091	Red Cedar	7	
4097	Red Cedar	5	
4098	Red Cedar	6	
4099	Red Cedar	6	
4100	Red Cedar	6	
4101	Red Cedar	5	
4104	Red Cedar	5	
4105	Red Cedar	7	
4107	Red Cedar	7	
4108	Red Cedar	6	
4110	Red Cedar	6	
4112	Red Cedar	6	
4113	Red Cedar	4	
4114	Red Cedar	6	
4115	Red Cedar	6	
4123	Siberian Elm	8	
4124	Red Cedar	7	
4127	Red Cedar	6	
4130	Red Cedar	7	
4131	Red Cedar	7	
4133	Siberian Elm	9	
4142	Red Cedar	5	
4145	Red Cedar	6	
4150	Red Cedar	5	
4151	Red Cedar	7	
4154	Red Cedar	5	
4159	Red Cedar	6	
4204	Red Cedar	5	
4205	Siberian Elm	15	
4206	Red Cedar	6	
4246	Red Cedar	5	
4271	Scots pine	5	
4275	Red Cedar	7	
4292	Red Cedar	6	
4363	Scots pine	4	
4368	Red Cedar	4	
4369	Red Cedar	6	
4370	Red pine	13	
4373	Red Cedar	5	
4375	Red Cedar	5	
4376	Red Cedar	10	
4389	Scots pine	12	
4475	Colorodo blue spruce	18	diseased
4563	Red Cedar	4	
4564	Red Cedar	7	
4566	Red Cedar	6	
4631	Siberian Elm	8	
4632	Siberian Elm	13	
4640	Siberian Elm	10	
4652	Siberian Elm	8	
4667	Red Cedar	7	
4667	Red Cedar	4	
4669	Red Cedar	12	
4672	Red Cedar	7	
4674	Red Cedar	4	
4675	Red Cedar	5	
4685	Red Cedar	4	
4689	Red Cedar	14	
4695	Red Cedar	4	
4697	Red Cedar	10	
4729	Siberian Elm	8	
4746	Red Cedar	6	
4748	Scots pine	11	
4752	Red pine	12	
4762	Red Cedar	5	
4769	Red pine	7	
4778	Red Cedar	10	

Tag ID	Species	DBH	Notes
4794	Scots pine	4	
4801	Red Cedar	10	
4804	Red Cedar	8	
4807	red cce	8	
4808	Red Cedar	4	
4809	Scots pine	4	
4812	Red Cedar	6	
4822	Red pine	8	
TOTAL	**CALIPER INCHES**	**665**	

TREES REMOVED
ROADS

Tag ID	Species	DBH	Notes
4016	Red Cedar	8	
4019	Red Cedar	5	
4031	Red Cedar	9	
4032	Red Cedar	5	
4125	Red Cedar	5	
4167	Red Cedar	5	
4214	Scots pine	5	dead
4258	Red Cedar	6	
4281	Red Cedar	5	
4288	Scots pine	12	
4301	Siberian Elm	8	
4302	Siberian Elm	8	
4312	Red Cedar	6	
4345	Siberian Elm	10	
4360	Siberian Elm	8	
4396	Red Cedar	5	
4397	Red Cedar	4	
4398	Red Cedar	5	
4405	Siberian Elm	8	
4422	Red Cedar	5	
4434	Red Cedar	4	
4461	Red oak	6	
4635	Siberian Elm	12	
4756	Red Cedar	6	
TOTAL	**CALIPER INCHES**	**160**	

OWNER/DEVELOPER:
RUM RIVER PRAIRIE, LLC.

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.

NAME: _____ LIC. NO. ____ DATE 00-00-2018

DESIGNED BJH
DRAWN BJH
CHECKED ..

PERFORMANCE DRIVEN DESIGN.
LHBcorp.com 21 W. Superior St., Ste. 500 | Duluth, MN 55802 | 218.727.8446

RUM RIVER PRAIRIE DEVELOPMENT

SITE TREE PLAN

SHEET T3

PLOT DATE: 4/11/2018 10:46:24 AM FILE: F:\$LHB Files\2017\170163 Eric Thompsen Armstrong Blvd\600 Drawings\C\170163 post preplat.dwg

7.01: Consider Preliminary Plat for Rum River Prairie (Project #17-149); Case of Eric Thomsen

City Planner Anderson reviewed the staff report and recommendation to adopt Resolution #18-023 approving the Preliminary Plat of Rum River Prairie. He noted that staff believes that the proposed development is reasonable and compatible with the character of the surrounding development.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to Adopt Resolution #18-023 Granting Preliminary Plat Approval of Rum River Prairie, contingent upon compliance with the Staff Review Letter.

Further discussion: Mayor Strommen thanked staff and the Planning Commission for addressing the questions the Council would have otherwise raised.

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

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-085

RESOLUTION GRANTING FINAL PLAT APPROVAL OF RUM RIVER PRAIRIE

WHEREAS, Rum River Prairie, LLC, hereafter referred to as "Developer", properly applied for Final Plat approval of the following described property located in the City of Ramsey:

S ½ of the NE ¼ of Section 7, Township 32, Range 25, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City of Ramsey received a sketch plan for Rum River Prairie from Rum River Prairie, LLC on October 2, 2017; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) reviewed the sketch plan on October 16, 2017; and

WHEREAS, the Planning Commission reviewed the sketch plan on November 2, 2017; and;

WHEREAS, on February 1, 2018, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat and variance and recommended approval of the preliminary plat and approved the requested variance; and

WHEREAS, the City Council approved the preliminary plat of Rum River Prairie on February 27, 2018.

WHEREAS, the Applicant submitted an application for Final Plat approval on March 19, 2018; and,

WHEREAS, the City Council considered the Final Plat request on April 24, 2018.

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 Rum River Prairie in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with the Staff Review Memos.
    b) The Developer entering into a Development Agreement with the City.
    c) City Engineer approval of construction plans.

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 24th day of April, 2018

_____
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. 2.**

Meeting Date: 04/24/2018

Submitted For: Tim Gladhill, Community Development

By: Eric Maass, Community Development

Information

Title:

Consider Adoption of Resolution #18-086 granting Final Plat and Site Plan approval and Introducing Ordinance #18-10 vacating underlying roadway easements related to Affinity at Ramsey (Project No.17-142); Case of Inland Group

Purpose/Background:

The purpose of this case is to review an application for final plat and site plan approval of Affinity at Ramsey, a one lot, one hundred and seventy-four (174) unit apartment development on the property generally located at the southwest corner of Center Street and Ramsey Parkway. The City Council previously approved a site plan for this project, however, the site plan has been adjusted through staff required plan set revisions. The Applicant has requested that the City Council review the revised site plan. The Developer, Inland Group of Spokane, Washington, is focusing this development on ages 55+. The parcel is legally described as Outlot Q, Ramsey Town Center Addition, Anoka County, Minnesota and there are underlying roadway easements in place that are proposed to be vacated as part of this development.

Notification:

The Planning Commission held a public hearing at its February 2, 2018 meeting for the preliminary plat and site plan reviews. Staff attempted to notify all Property Owners within 700 feet of the Subject Property.

Observations/Alternatives:

The proposed 174 unit apartment development appears to comply with the COR-1 downtown zoning requirements as outlined in the staff review memos. The City Council previously reviewed and approved the preliminary plat and previous site plan for the project. The primary alteration to the site plan from a planning perspective was the change in the number of parking stalls both interior to the building and exterior parking stalls. As currently shown, the site plan adheres to the COR Design Framework. Staff continues to work with the Applicant on construction ready engineering documents.

The final plat, as submitted, appears consistent with the previously approved preliminary plat.

Alternatives

Alternative 1: Adopt Resolution #18-086 approving the requested Final Plat and revised Site Plan of Affinity at Ramsey and introduce Ordinance #18-10 vacating existing right-of-way within the Subject Property. The proposed project appears to comply with the bulk standards of The COR Design Framework and the proposed use would be an asset to the COR development as well as the City of Ramsey. In addition, the City Council approved by resolution the sketch plan associated with the project. Staff is supportive of this alternative contingent upon compliance with the Staff Review Letter.

Alternative 2: Deny the Final Plat and site plan as currently requested and do not introduce Ordinance #18-10. If the City Council desires to deny this project, it should clearly state its findings for the denial and direct staff to prepare a resolution outlining those findings of fact. As previously noted, the proposed project appears consistent with the approved preliminary plat, provisions of City Code and The COR Design Framework. Staff does not support this alternative.

Funding Source:

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

Recommendation:

Staff recommends adoption of Resolution #18-086 granting Final Plat and Site Plan approval of Affinity at Ramsey, as well as the introduction of Ordinance #18-10 vacating underlying roadway easements on the Subject Property.

Action:

Motion to adopt Resolution #18-086 granting Final Plat and revised Site Plan approval of Affinity at Ramsey and introduce Ordinance #18-10 vacating underlying roadway easements on the subject property.

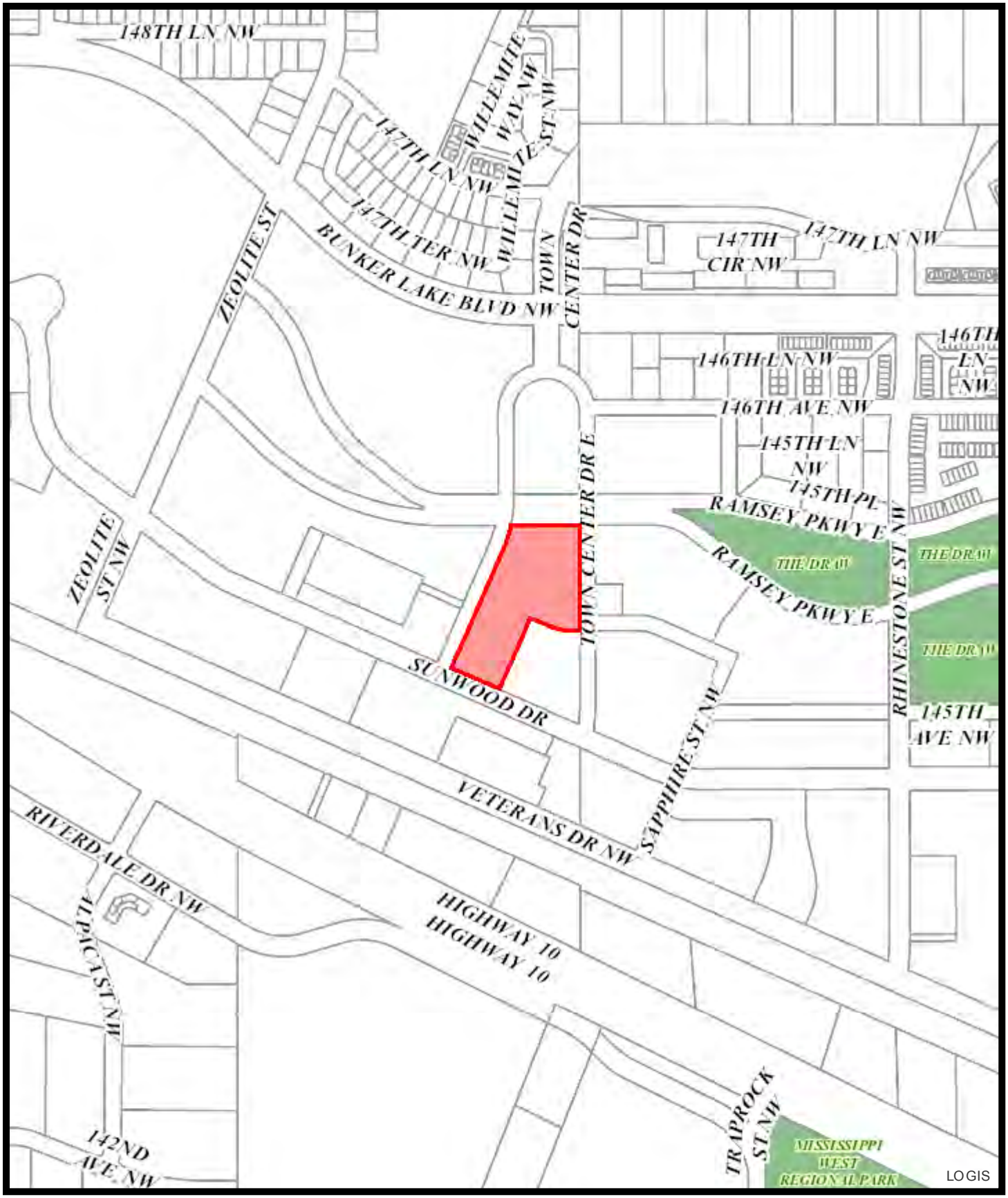
Attachments

Site Location Map
Complete Plan Set
Planning Tech Report
City Council Meeting Minutes Dated February 27, 2018
Resolution #18-086: Final Plat and Site Plan
Ordinance #18-10

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Eric Maass	04/18/2018 09:41 AM
Chris Anderson	Chris Anderson	04/19/2018 08:17 AM
Tim Gladhill (Originator)	Tim Gladhill	04/19/2018 10:50 AM
Kurt Ulrich	Kurt Ulrich	04/19/2018 01:41 PM
Form Started By: Tim Gladhill		Started On: 04/16/2018 02:27 PM
Final Approval Date: 04/19/2018		

Site Location Map



Feet
0 125 250 500 750 1,000

Print Date: December 14, 2017

CITY OF RAMSEY
COUNTY OF ANOKA
SEC 28, T.32, R. 25

AFFINITY AT THE COR

KNOW ALL PERSONS BY THESE PRESENTS: That the City of Ramsey, a Minnesota municipal corporation, owner of the following described property:

Outlots P, Q, and R, RAMSEY TOWN CENTER ADDITION, Anoka County, Minnesota;

AND

Tracts A, B, C, D, and E, REGISTERED LAND SURVEY NO. 241, Anoka County, Minnesota;

AND

All that part of the right of way dedicated as West Town Center Drive on the recorded plat of RAMSEY TOWN CENTER ADDITION, Anoka County, Minnesota, which lies south of the westerly extension of the north line of Outlot Q, said plat, and which lies northerly of the northwesterly extension of the most southwesterly line of said Outlot Q, vacated per Document Number _____.

Has caused the same to be surveyed and platted as AFFINITY AT THE COR and does hereby dedicate to the public for public use the public ways as shown on this plat.

In witness whereof said City of Ramsey, a Minnesota municipal corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 20___.

Signed: City of Ramsey

By: _____

STATE OF _____

COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____, 20___ by _____,

_____, of the City of Ramsey, a Minnesota municipal corporation, on behalf of the corporation.

_____

_____

Notary Public, _____ County, _____

My Commission Expires _____

I Dennis B. Olmstead 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___.

_____
Dennis B. Olmstead, Licensed Land Surveyor
Minnesota License No. 18425

STATE OF MINNESOTA

COUNTY OF HENNEPIN

This instrument was acknowledged before me this _____ day of _____, 20___ by Dennis B. Olmstead.

_____

_____

Notary Public, _____ County, Minnesota

My Commission Expires _____

City of Ramsey, Minnesota

This plat of AFFINITY AT THE COR was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20___. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 days period has elapsed without receipt of such comments and recommendations, as provided by Minn. Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By: _____ By: _____
Sarah Strommen, Mayor Kurt Ulrich, City Administrator

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___.

By: _____
Larry D. Hoium
Anoka County Surveyor

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 AFFINITY AT THE COR 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 _____.

I hereby certify that this plat of AFFINITY AT THE COR 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 _____.

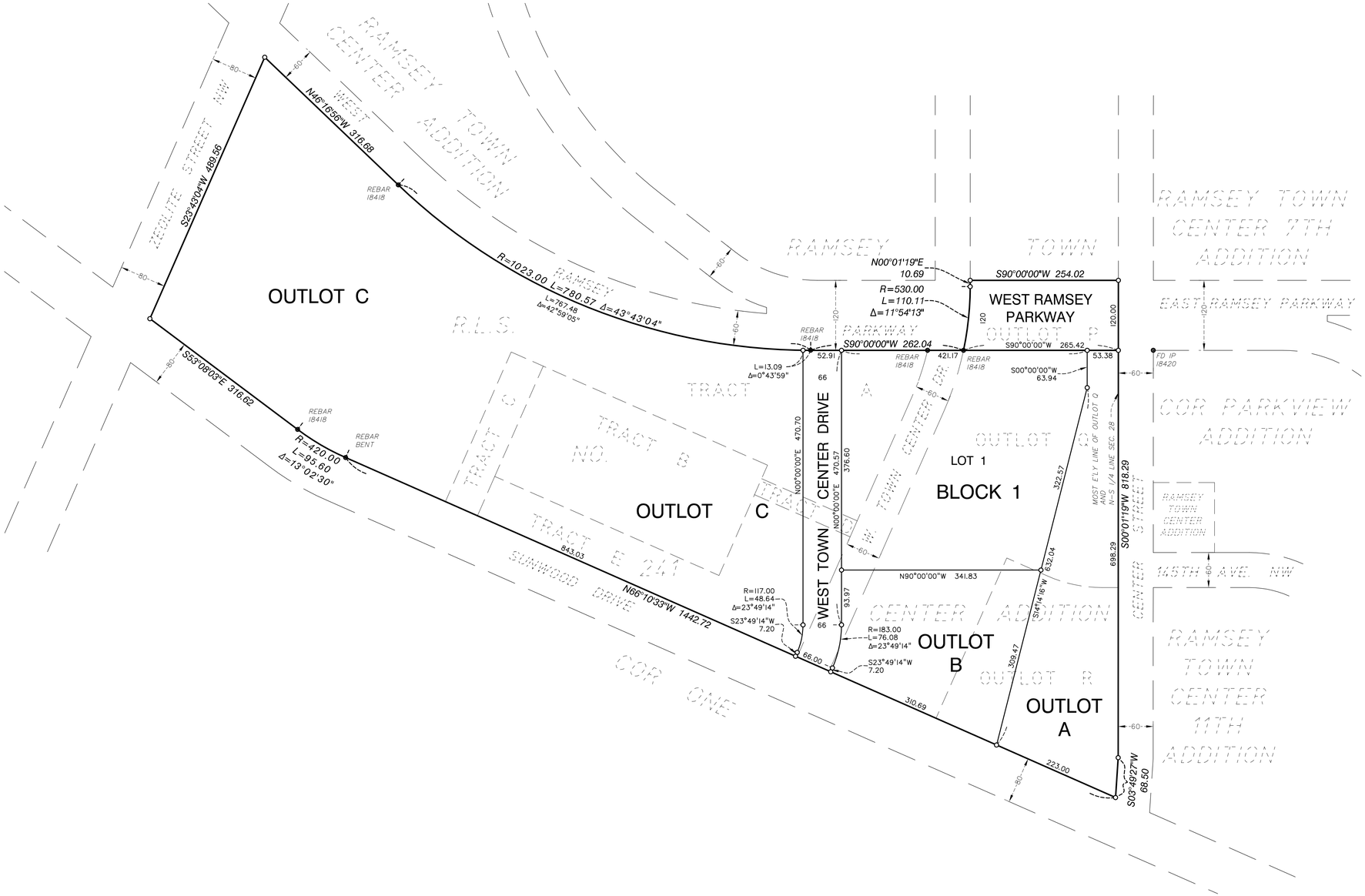
_____
County Recorder/Registrar of Titles

By: _____, Deputy

ALLIANT
ENGINEERING

CITY OF RAMSEY
COUNTY OF ANOKA
SEC 28, T.32, R. 25

AFFINITY AT THE COR



THE MOST EASTERLY LINE OF OUTLOT Q, RAMSEY TOWN CENTER ADDITION, ANOKA COUNTY, MINNESOTA IS ASSUMED TO HAVE A BEARING OF S00°01'19"W.

- ● Denotes monument found 1/2 inch iron pipe
- ○ Denotes 1/2 inch x 18 inch iron monument set marked by license no. 18425 unless otherwise shown

0 50 100 200
SCALE IN FEET
1 INCH = 100 FEET

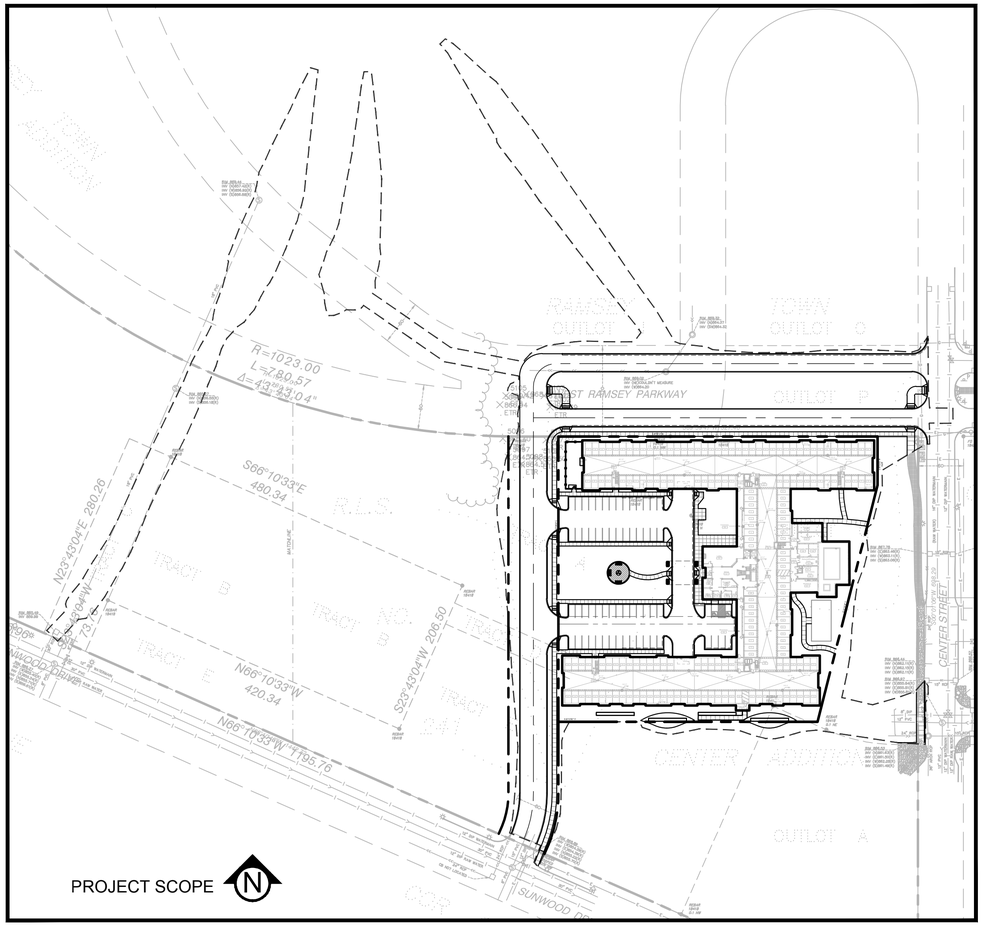
ALLIANT ENGINEERING

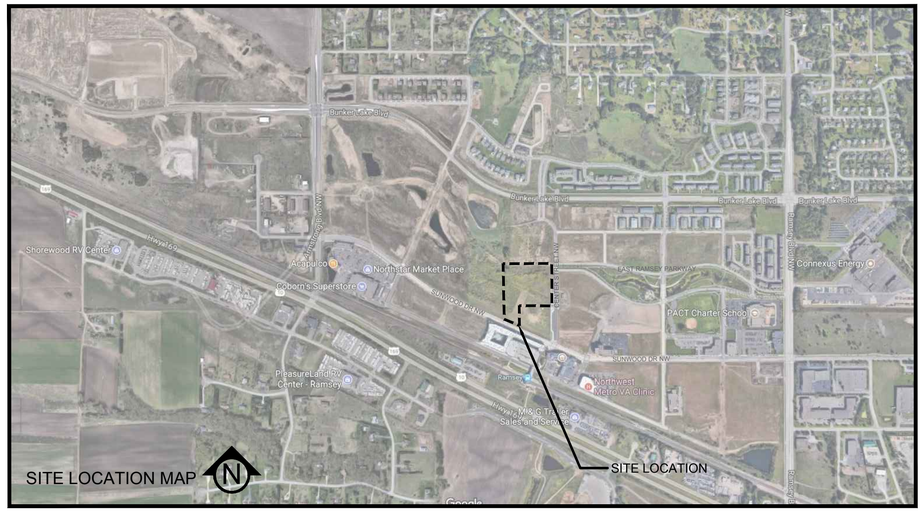
SHEET INDEX	
SHEET NUMBER	**SHEET TITLE**
C0.0	TITLE SHEET
C0.1	SITE SURVEY - PAGE 1
C0.2	SITE SURVEY - PAGE 2
C1.0	REMOVALS PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN
C3.1	LAKE RAMSEY IMPROVEMENTS PLAN
C4.0	UTILITY PLAN
C4.1	DRANTILE PLAN
C5.0	DETAILS
C5.1	DETAILS
C5.2	DETAILS
C5.3	DETAILS
Final	FINAL PLAT 1 OF 2
Final	FINAL PLAT 2 OF 2
E1.1	SITE LIGHTING PLAN
E1.2	SITE LIGHTING CUT SHEETS
E1.3	SITE LIGHTING CUT SHEETS
L1.0	LANDSCAPE PLAN
L1.1	LANDSCAPE PLAN NOTES & DETAILS
Materials	Materials Board Exterior Finish
SD-100	ARCH COVER SHEET
SD-101	ARCH LEVEL 1 PLAN
SD-102	ARCH LEVEL 2 PLAN
SD-103	ARCH LEVEL 3 PLAN
SD-104	ARCH LEVEL 4 PLAN
SD-105	ARCH EXTERIOR ELEVATIONS
SW1.0	SWPPP - EXISTING CONDITIONS
SW1.1	SWPPP - PROPOSED CONDITIONS
SW1.2	SWPPP - DETAILS
SW1.3	SWPPP - NARRATIVE
SW1.4	SWPPP - ATTACHMENTS
SW1.5	SWPPP - ATTACHMENTS

AFFINITY AT RAMSEY

RAMSEY, MINNESOTA

ISSUED FOR: CITY SUBMITTAL





ARCHITECT:

KAAS WILSON ARCHITECTS
1301 AMERICAN BLVD E
BLOOMINGTON, MN 55425
(612)-879-6000

DEVELOPER / PROPERTY OWNER:

AFFINITY AT RAMSEY, LLC
120 W CATALDO AVE, SUITE 100
SPOKANE, WA 99201
(509)-891-5162

ENGINEER / LANDSCAPE ARCHITECT:

ALLIANT ENGINEERING
233 PARK AVE
MINNEAPOLIS, MN 55415
(612)-758-3080

SURVEYOR:

CIVIL SITE GROUP
4931 W 35TH STREET
SUITE 200
ST LOUIS PARK, MN 55416
612-615-0060

GEOTECHNICAL ENGINEER:

CHOSEN VALLEY TESTING INC.
1410 7TH ST NW
ROCHESTER, MN 55901
(507)-281-0968

MASTER LEGEND:

1125	EX. 1' CONTOUR ELEVATION INTERVAL
×1137.12	EXISTING SPOT GRADE ELEVATION
1137	1.0' CONTOUR ELEVATION INTERVAL
41.26	SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
891.00 G	SPOT GRADE ELEVATION TOP OF CURB (GUTTER TOP)
891.00 TC	SPOT GRADE ELEVATION TOP OF WALL
891.00 BS/TS	SPOT GRADE ELEVATION BOTTOM OF WALL
	DRAINAGE ARROW
EOF=1135.52	EMERGENCY OVERFLOW
	SILT FENCE / BIOROLL - GRADING LIMIT
	INLET PROTECTION
	STABILIZED CONSTRUCTION ENTRANCE
SB-1	SOIL BORING LOCATION
TO	CURB AND GUTTER (T.O = TIP OUT)

	PROPOSED MANHOLE STORM
	PROPOSED CATCH BASIN OR CATCH BASIN MANHOLE STORM
	PROPOSED GATE VALVE
	PROPOSED FIRE HYDRANT
	PROPOSED MANHOLE SANITARY
	PROPOSED SIGN
	PROPOSED LIGHT
	PROPOSED SANITARY SEWER
	PROPOSED STORM SEWER
	PROPOSED WATER MAIN
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	EXISTING WATER MAIN
G	EXISTING GAS MAIN
E	EXISTING UNDERGROUND ELECTRIC
C	EXISTING UNDERGROUND CABLE

EXISTING MANHOLE	EXISTING STOPBOX	EXISTING LIGHT
EXISTING CATCH BASIN	EXISTING GATE VALVE	EXISTING GAS METER
EXISTING HYDRANT	EXISTING ELECTRIC BOX	EXISTING GAS VALVE

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(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C0.0	TITLE SHEET
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SW1.2	SWPPP - DETAILS
SW1.3	SWPPP - NARRATIVE
SW1.4	SWPPP - ATTACHMENTS
SW1.5	SWPPP - ATTACHMENTS

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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.

Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

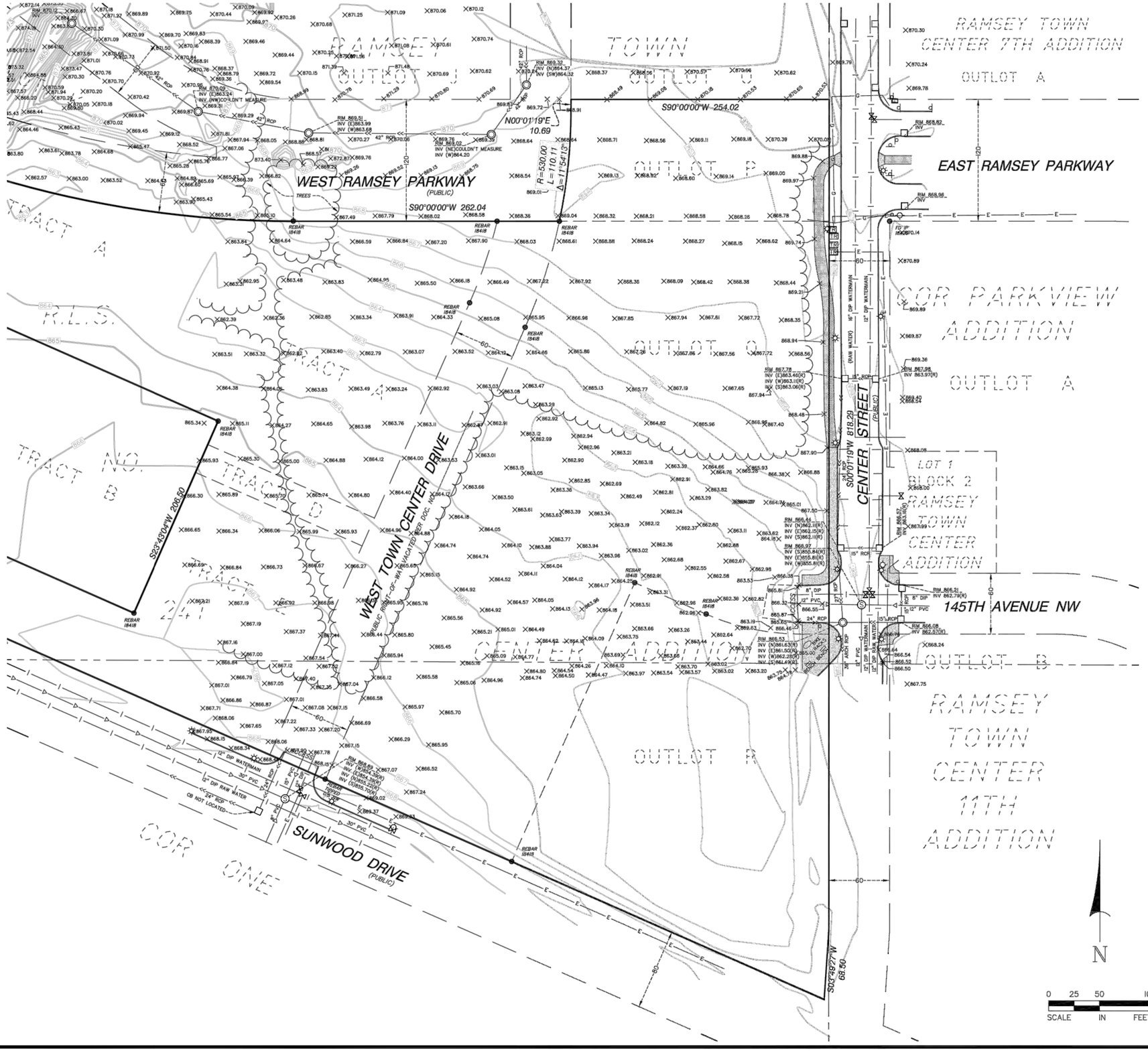
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

TITLE SHEET

C0.0

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LEGAL DESCRIPTION

Outlot Q, Ramsey Town Center Addition, Anoka County, Minnesota.

Tracts A, D and E, Registered Land Survey No. 241, Anoka County, Minnesota

Torrens Property (Certificate of Title No. 135286)

NOTES

1. This survey and the property description shown here on are based upon information found in the commitment for title insurance prepared by Chicago Title Insurance Company, Commitment No. 23987, dated October 4, 2017. The title commitment does not include all of the surveyed land, i.e. Tracts P and R, and West Town Center Drive.

2. The locations of underground utilities are depicted based on information from Gopher State One Call system for a "Boundary Survey locate". The information was provided by a combination of available maps, proposed plans or city records and field locations which may not be exact. Verify all utilities critical to construction or design.

3. The basis of bearings is assumed.

4. All distances are in feet.

5. The approximate area of surveyed property is 10.3 acres.

6. Benchmark 1: MnDOT monument 0202 B located at the northeast corner of Trunk Highway 10 and County Road 56/Ramsey Boulevard, approximately 2/3 miles southeast of surveyed property, has an elevation of 865.02 feet NAVD 88.

7. Benchmark 2: Top Nut of Hydrant located at the northeast corner of Sunwood Drive and Zeolite Street NW has an elevation of 875.26 feet NAVD 88.

8. Utilities are depicted according to ASCE Quality Level C - Surveying visible above ground utility features and correlating this information with as-built records.

9. Lidar contours were provided by the Minnesota Geospatial Information Office.

LEGEND

- IRON MONUMENT FOUND
- WATER VALVE
- FIBER OPTIC VAULT
- TRANSFORMER
- LIGHT POLE
- SANITARY MANHOLE
- MISC. SIGN
- STREET SIGN
- STORM MANHOLE
- CATCH BASIN
- HYDRANT
- (R) PER RECORD PLAN
- 866.29 SPOT ELEVATION
- SANITARY SEWER
- GAS
- UNDERGROUND ELECTRIC
- WATERMAIN
- STORM SEWER
- EDGE OF BRUSH/TREES
- CONCRETE
- BITUMINOUS TRAIL
- NOT INCLUDED IN TITLE COMMITMENT
- CONTOUR—ALLIANT
- CONTOUR—MNGEO LIDAR

REVISION SUMMARY

DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

SITE SURVEY
- PAGE1

C0.1

3/6/18 Added additional topo and Bolton and Menk contours
1/9/18 Labeled "Raw Water" per city comments
1/3/18 Added Lidar contours and title commitment legal description
12/6/17 Added Utility Quality Level note and Outlot P
12/1/17 Revised East Town Center Drive to Center Street

ALLIANT ENGINEERING
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

I hereby certify that this survey, plan, 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.

DENNIS B. OLMSTEAD
Print Name

FOR REVIEW
Signature

Date License Number

AFFINITY AT RAMSEY TOWN CENTER

ADDRESS NOT ASSIGNED

RAMSEY, MINNESOTA

DRAWN BY	DPE
CHECKED BY	DBO
DATE ISSUED	10/20/17
SCALE	1"=50'
JOB NO.	170155
FIELD CREW	EL

SHEET 1 OF 2 SHEETS

Drawing name: X:\2017\170155\survey\alta\170155alta.dwg Mar 06, 2018 - 10:30am



LEGAL DESCRIPTION

Outlot Q, Ramsey Town Center Addition, Anoka County, Minnesota.

Tracts A, D and E, Registered Land Survey No. 241, Anoka County, Minnesota

Torrens Property (Certificate of Title No. 135286)

NOTES

1. This survey and the property description shown here on are based upon information found in the commitment for title insurance prepared by Chicago Title Insurance Company, Commitment No. 23987, dated October 4, 2017. The title commitment does not include all of the surveyed land, i.e. Tracts P and R, and West Town Center Drive.

2. The locations of underground utilities are depicted based on information from Gopher State One Call system for a "Soundary Survey locate". The information was provided by a combination of available maps, proposed plans or city records and field locations which may not be exact. Verify all utilities critical to construction or design.

3. The basis of bearings is assumed.

4. All distances are in feet.

5. The approximate area of surveyed property is 10.3 acres.

6. Benchmark 1: MnDOT monument 0202 B located at the northeast corner of Trunk Highway 10 and County Road 56/Ramsey Boulevard, approximately 2/3 miles southeast of surveyed property, has an elevation of 865.02 feet NAVD 88.

7. Benchmark 2: Top Nut of Hydrant located at the northeast corner of Sunwood Drive and Zeolite Street NW has an elevation of 875.26 feet NAVD 88.

8. Utilities are depicted according to ASCE Quality Level C - Surveying visible above ground utility features and correlating this information with as-built records.

9. Lidar contours were provided by the Minnesota Geospatial Information Office.

LEGEND

- IRON MONUMENT FOUND
- WATER VALVE
- FIBER OPTIC VAULT
- TR TRANSFORMER
- LIGHT POLE
- S SANITARY MANHOLE
- MISC. SIGN
- STREET SIGN
- ST STORM MANHOLE
- CATCH BASIN
- HYDRANT
- (R) PER RECORD PLAN
- 866.29 SPOT ELEVATION

- SANITARY SEWER
- GAS
- UNDERGROUND ELECTRIC
- WATERMAIN
- STORM SEWER
- EDGE OF BRUSH/TREES
- CONCRETE
- BITUMINOUS TRAIL
- NOT INCLUDED IN TITLE COMMITMENT
- CONTOUR—ALLIANT
- CONTOUR—MNGEO LIDAR

REVISION SUMMARY

DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

SITE SURVEY
- PAGE 2

C0.2

3/6/18 Added additional topo and Bolton and Menk contours
1/9/18 Labeled "Raw Water" per city comments
1/3/18 Added Lidar contours and title commitment legal description
12/6/17 Added Utility Quality Level note and Outlot P
12/1/17 Revised East Town Center Drive to Center Street

ALLIANT ENGINEERING
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

I hereby certify that this survey, plan, 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.

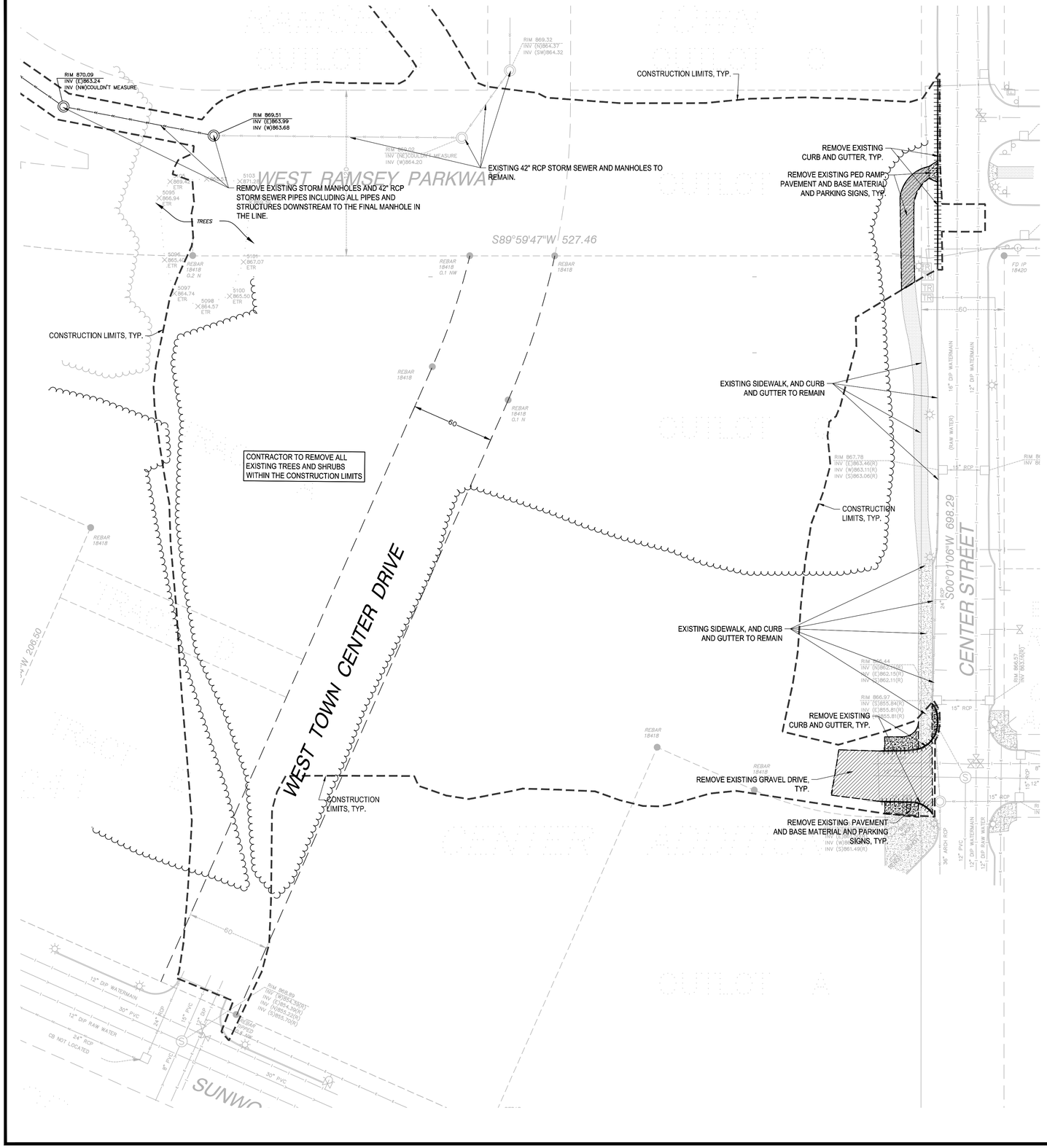
DENNIS B. OLMSTEAD
Print Name
FOR REVIEW
Signature
Date License Number

AFFINITY AT RAMSEY TOWN CENTER
ADDRESS NOT ASSIGNED
RAMSEY, MINNESOTA

DRAWN BY	DPE
CHECKED BY	DBO
DATE ISSUED	10/20/17
SCALE	1"=50'
JOB NO.	170155
FIELD CREW	EL

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SHEET 2 OF 2 SHEETS



REMOVAL NOTES:

1. SEE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLAN FOR CONSTRUCTION STORM WATER MANAGEMENT PLAN.
2. REMOVAL OF MATERIALS NOTED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH MNDOT, STATE AND LOCAL REGULATIONS.
3. REMOVAL OF PRIVATE UTILITIES SHALL BE COORDINATED WITH UTILITY OWNER PRIOR TO CONSTRUCTION ACTIVITIES.
4. EXISTING PAVEMENTS SHALL BE SAWCUT IN LOCATIONS AS SHOWN ON THE DRAWINGS OR THE NEAREST JOINT FOR PROPOSED PAVEMENT CONNECTIONS.
5. REMOVED MATERIALS SHALL BE DISPOSED OF TO A LEGAL OFF-SITE LOCATION AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
6. ABANDON, REMOVAL, CONNECTION, AND PROTECTION NOTES SHOWN ON THE DRAWINGS ARE APPROXIMATE. COORDINATE WITH PROPOSED PLANS.
7. EXISTING ON-SITE FEATURES NOT NOTED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT THE DURATION OF THE CONTRACT.
8. PROPERTY LINES SHALL BE CONSIDERED GENERAL CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED ON THE DRAWINGS. WORK WITHIN THE GENERAL CONSTRUCTION LIMITS SHALL INCLUDE STAGING, DEMOLITION AND CLEAN-UP OPERATIONS AS WELL AS CONSTRUCTION SHOWN ON THE DRAWINGS.
9. MINOR WORK OUTSIDE OF THE GENERAL CONSTRUCTION LIMITS SHALL BE ALLOWED AS SHOWN ON THE PLAN AND PER CITY REQUIREMENTS.
10. DAMAGE BEYOND THE PROPERTY LIMITS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT OR IN ACCORDANCE WITH THE CITY.
11. PROPOSED WORK (BUILDING AND CIVIL) SHALL NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
12. SITE SECURITY MAY BE NECESSARY AND PROVIDED IN A MANNER TO PROHIBIT VANDALISM, AND THEFT, DURING AND AFTER NORMAL WORK HOURS, THROUGHOUT THE DURATION OF THE CONTRACT. SECURITY MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY.
13. VEHICULAR ACCESS TO THE SITE SHALL BE MAINTAINED FOR DELIVERY AND INSPECTION ACCESS DURING NORMAL OPERATING HOURS. AT NO POINT THROUGHOUT THE DURATION OF THE CONTRACT SHALL CIRCULATION OF ADJACENT STREETS BE BLOCKED WITHOUT APPROVAL BY THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
14. ALL TRAFFIC CONTROLS SHALL BE PROVIDED AND ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
15. SHORING FOR BUILDING EXCAVATION MAY BE USED AT THE DISCRETION OF THE CONTRACTOR AND AS APPROVED BY THE OWNERS REPRESENTATIVE AND THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
16. STAGING, DEMOLITION, AND CLEAN-UP AREAS SHALL BE WITHIN THE PROPERTY LIMITS AS SHOWN ON THE DRAWINGS AND MAINTAINED IN A MANNER AS REQUIRED BY THE CITY.

CITY OF RAMSEY REMOVAL NOTES:

1. SAWCUT BITUMINOUS PAVEMENT TO FULL DEPTH PRIOR TO REMOVAL. BARRIERS MUST BE INSTALLED TO PREVENT DRIVERS FROM DRIVING OFF THE SAWCUT EDGE.
2. CURB MUST BE SAWCUT TO FULL DEPTH PRIOR TO REMOVAL.
3. SUNWOOD DRIVE HAS CONCRETE PAVEMENT AND INTEGRAL CURB. PAVEMENT AND CURB SHALL NOT BE DISTURBED WHEN WORKING IN THIS AREA.
4. A TEMPORARY PEDESTRIAN ACCESS ROUTE IS REQUIRED FOR CENTER STREET. THE PLAN MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.5

REMOVALS LEGEND:

- 1125 — EX. 1' CONTOUR ELEVATION INTERVAL
- REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.
- REMOVAL OF STRUCTURE INCLUDING ALL FOOTINGS AND FOUNDATIONS.
- REMOVE CURB AND GUTTER. IF IN RIGHT-OF-WAY, COORDINATE WITH LOCAL GOVERNING UNIT.
- TREE PROTECTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS

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(651) 454-0002 LOCAL

N
1" = 40'-0"
20'-0" 0 40'-0"

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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.

Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

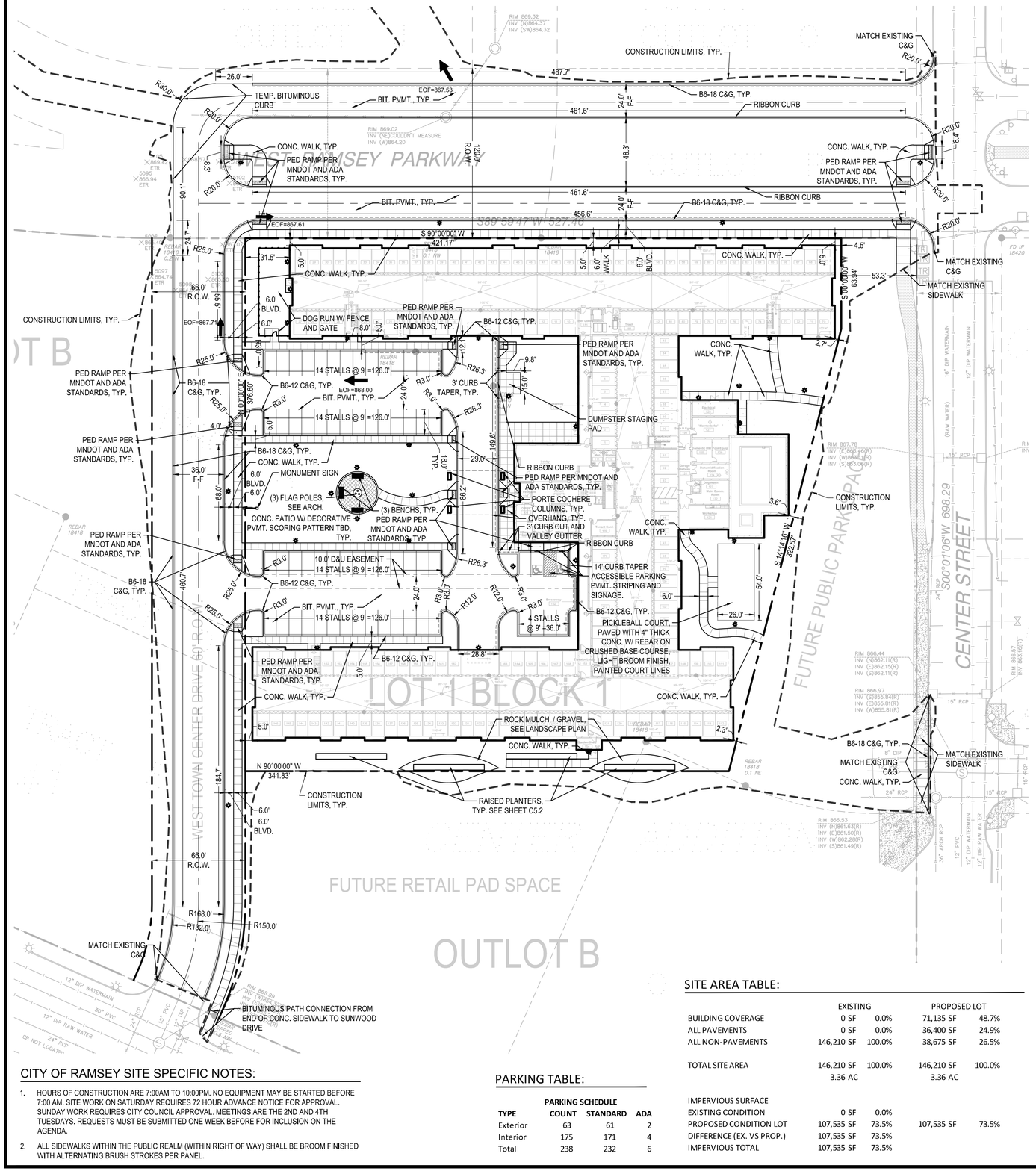
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

REMOVALS PLAN

C1.0

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SITE LAYOUT NOTES:

1. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
3. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
4. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
5. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
6. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
8. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
9. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
10. SEE SITE PLAN FOR CURB AND GUTTER TYPE. TAPER BETWEEN CURB TYPES-SEE DETAIL.
11. ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
13. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
14. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
15. ALL PARKING LOT PAINT STRIPPING TO BE WHITE, 4" WIDE TYP.
16. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
17. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

COR 1 ZONING TABLE:

COR1 Development Standards

	Arterial Street	Destination Street	Parkway	Connector Street	Downtown Street	Local Street
Minimum lot size	None	None	None	None	None	None
Minimum lot width	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Minimum lot depth	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Allowable residential density in dwelling units per acre[1]	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC	>15 DU/AC
Minimum floor area ratio (FAR) for nonresidential uses/vertically mixed buildings/sites	.75	.75	.75	.75	.75	.75
Build to Line						
Front yard[4]	30 feet as measured from building front to right-of-way[2][3] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)	5 feet as measured from building front to right-of-way[2] (60% of front facade w/in max.)
Side yard	no req.	no req.	no req.	no req.	no req.	no req.
Rear yard	no req.	no req.	no req.	no req.	no req.	no req.
Driveway length (minimum)	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units	25 feet for residential units
Building height (min. - max.)	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.	2 - 5 stories.
Planter Style	N/A	Planter Bed	Boulevard Sod	Boulevard Sod	N/A	Boulevard Sod
Tree Spacing (on center)	N/A	35 feet	35 feet	35 feet	35 feet	35 feet
Boulevard Width	N/A	6 feet	6 feet	6 feet	N/A	6 feet
Sidewalk Width	10 feet	10 feet	6 feet	10 feet	10 feet	10 feet

SITE PLAN LEGEND:

- PUBLIC STREET PAVEMENT, SEE DETAIL 8 ON SHEET C5.0
- PRIVATE STREET PAVEMENT, SEE DETAIL 2 ON SHEET C5.0
- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTHS, SEE DETAIL.
- PROPERTY LINE
- CONSTRUCTION LIMITS
- TO — CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- EOF=1135.52 — EMERGENCY OVERFLOW
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED. HC = ACCESSIBLE SIGN; NP = NO PARKING FIRE LANE; ST = STOP; CP = COMPACT CAR PARKING ONLY
- EXTERIOR LIGHT. SEE LIGHTING PLAN FOR DETAILS AND SPECS

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1" = 40'-0"
20'-0" 0 40'-0"

SITE AREA TABLE:

	EXISTING		PROPOSED LOT	
BUILDING COVERAGE	0 SF	0.0%	71,135 SF	48.7%
ALL PAVEMENTS	0 SF	0.0%	36,400 SF	24.9%
ALL NON-PAVEMENTS	146,210 SF	100.0%	38,675 SF	26.5%
TOTAL SITE AREA	146,210 SF	100.0%	146,210 SF	100.0%
	3.36 AC		3.36 AC	
IMPERVIOUS SURFACE				
EXISTING CONDITION	0 SF	0.0%		
PROPOSED CONDITION LOT	107,535 SF	73.5%	107,535 SF	73.5%
DIFFERENCE (EX. VS PROP.)	107,535 SF	73.5%		
IMPERVIOUS TOTAL	107,535 SF	73.5%		

PARKING TABLE:

PARKING SCHEDULE

TYPE	COUNT	STANDARD	ADA
Exterior	63	61	2
Interior	175	171	4
Total	238	232	6

CITY OF RAMSEY SITE SPECIFIC NOTES:

1. HOURS OF CONSTRUCTION ARE 7:00AM TO 10:00PM. NO EQUIPMENT MAY BE STARTED BEFORE 7:00 AM. SITE WORK ON SATURDAY REQUIRES 72 HOUR ADVANCE NOTICE FOR APPROVAL. SUNDAY WORK REQUIRES CITY COUNCIL APPROVAL. MEETINGS ARE THE 2ND AND 4TH TUESDAYS. REQUESTS MUST BE SUBMITTED ONE WEEK BEFORE FOR INCLUSION ON THE AGENDA.
2. ALL SIDEWALKS WITHIN THE PUBLIC REALM (WITHIN RIGHT OF WAY) SHALL BE BROOM FINISHED WITH ALTERNATING BRUSH STROKES PER PANEL.

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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.

Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

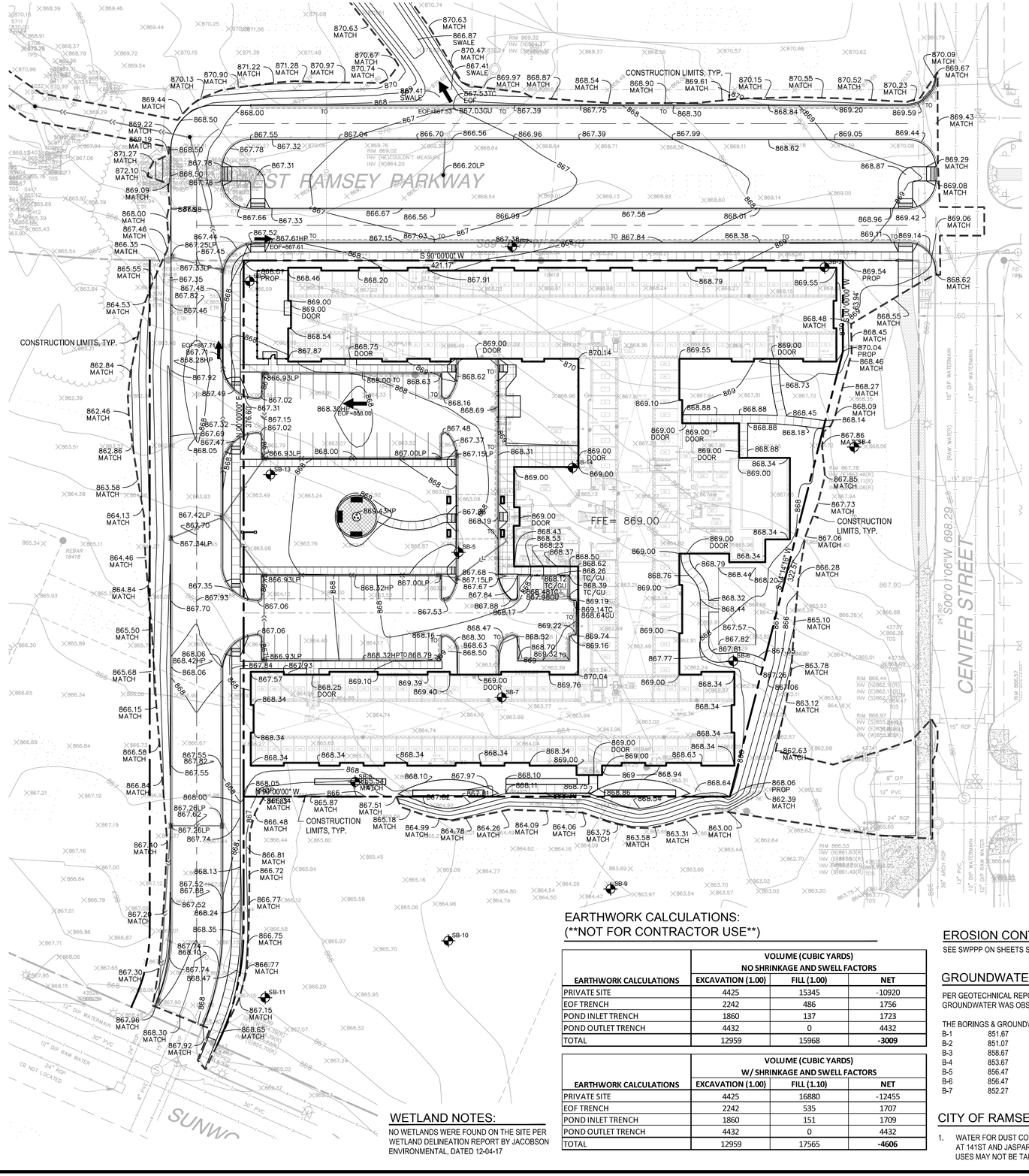
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

SITE PLAN

C2.0

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GENERAL GRADING NOTES:

1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
3. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
4. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
5. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
6. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
7. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
9. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
10. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
11. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
12. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER. NO TEST ROLL SHALL OCCUR WITHIN 10' OF ANY UNDERGROUND STORM RETENTION/DETENTION SYSTEMS.
13. TOLERANCES
    - 13.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
    - 13.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
14. MAINTENANCE
    - 14.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
    - 14.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
    - 14.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

EARTHWORK CALCULATIONS:
(**NOT FOR CONTRACTOR USE**)

EARTHWORK CALCULATIONS	VOLUME (CUBIC YARDS) NO SHRINKAGE AND SWELL FACTORS		
	EXCAVATION (1.00)	FILL (1.00)	NET
PRIVATE SITE	4425	15345	-10920
EOF TRENCH	2242	486	1756
POND INLET TRENCH	1860	137	1723
POND OUTLET TRENCH	4432	0	4432
TOTAL	12959	15968	**-3009**

EARTHWORK CALCULATIONS	VOLUME (CUBIC YARDS) W/ SHRINKAGE AND SWELL FACTORS		
	EXCAVATION (1.00)	FILL (1.10)	NET
PRIVATE SITE	4425	16880	-12455
EOF TRENCH	2242	535	1707
POND INLET TRENCH	1860	151	1709
POND OUTLET TRENCH	4432	0	4432
TOTAL	12959	17565	**-4606**

WETLAND NOTES:

NO WETLANDS WERE FOUND ON THE SITE PER WETLAND DELINEATION REPORT BY JACOBSON ENVIRONMENTAL, DATED 12-04-17

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.5

GROUNDWATER INFORMATION:

PER GEOTECHNICAL REPORT BY CHOSEN VALLEY TESTING, INC., DATED 10-20-17
GROUNDWATER WAS OBSERVED AT ELEVATIONS RANGING FROM 851.67 TO 858.67

THE BORINGS & GROUNDWATER ARE AS FOLLOWS:

B-1	851.67	B-8	855.27
B-2	851.07	B-9	-
B-3	858.67	B-10	-
B-4	853.67	B-11	-
B-5	856.47	B-12	-
B-6	856.47	B-13	856.97
B-7	852.27	B-14	854.97

CITY OF RAMSEY GRADING NOTES:

1. WATER FOR DUST CONTROL IS AVAILABLE AT THE CITY FILL STATION LOCATED AT 141ST AND JASPAR ST. WATER FOR DUST CONTROL OR CONSTRUCTION USES MAY NOT BE TAKEN FROM HYDRANTS

GRADING PLAN LEGEND:

1125	EX. 1' CONTOUR ELEVATION INTERVAL
1137	1.0' CONTOUR ELEVATION INTERVAL
41.26	SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
891.00 G	SPOT GRADE ELEVATION GUTTER
891.00 TC	SPOT GRADE ELEVATION TOP OF CURB
891.00 BS/TS	SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
TO	CURB AND GUTTER (T.O = TIP OUT)
EOF=1135.52	EMERGENCY OVERFLOW

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(651) 454-0002 LOCAL

1" = 40'-0"
20'-0" 0 40'-0"

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RAMSEY, MN 55303

INLAND GROUP
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Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
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03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

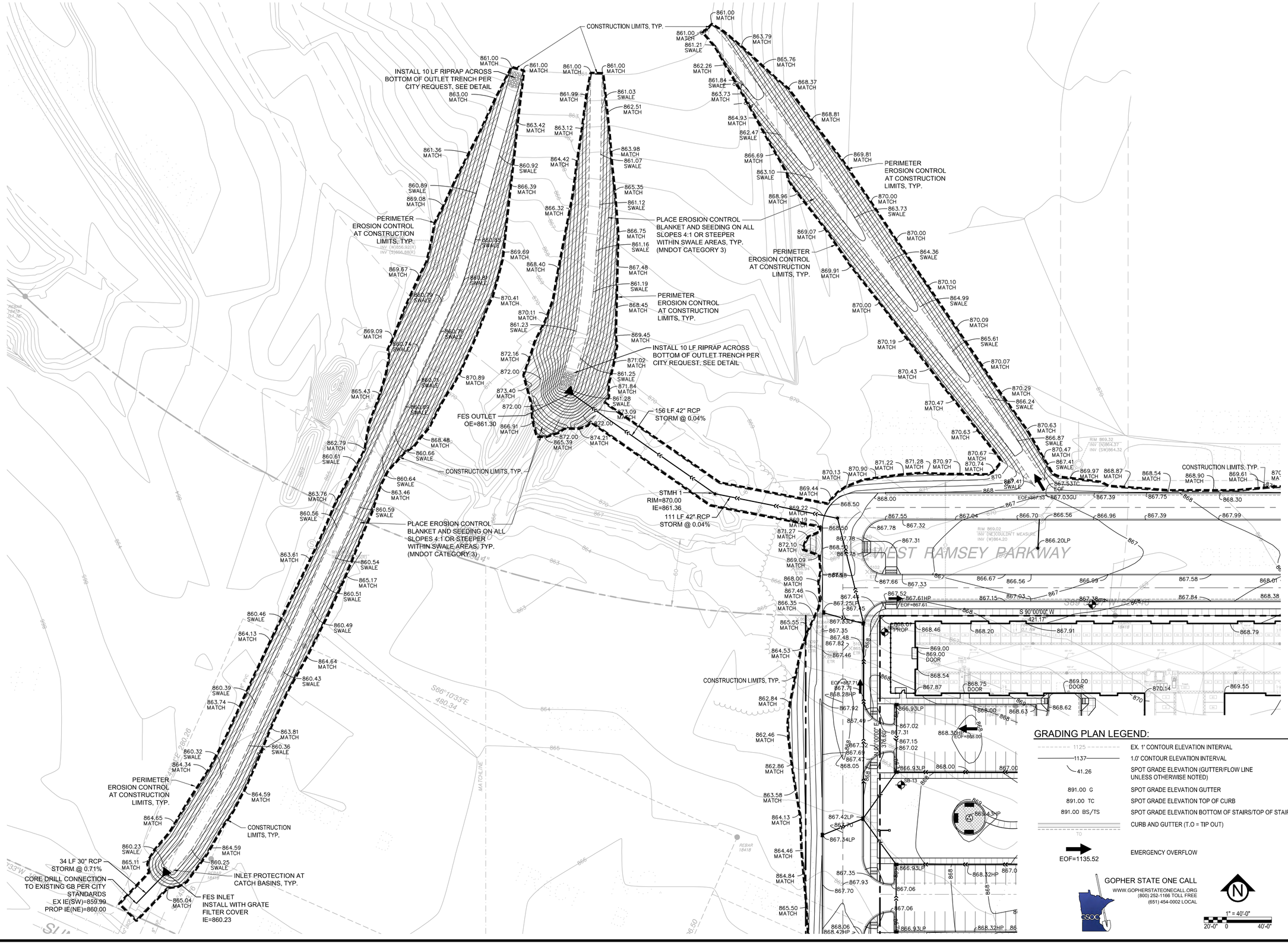
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

GRADING PLAN

C3.0

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GRADING PLAN LEGEND:

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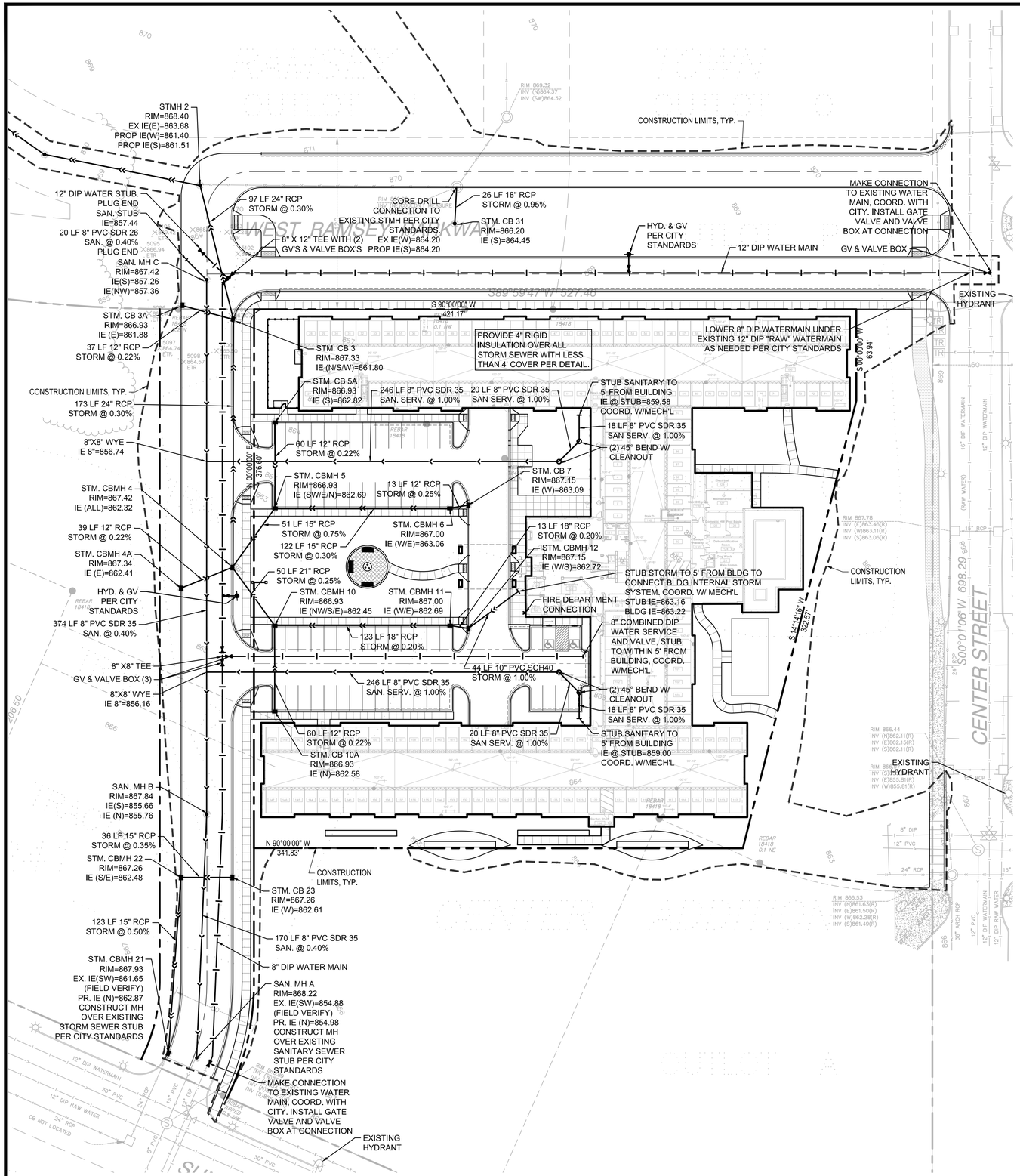
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PROJECT NO.: 17226

LAKE RAMSEY, CITY IMPROVEMENTS PLAN

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GENERAL UTILITY NOTES:

1. SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
2. CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILTIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
4. UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
5. CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
6. ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) UNLESS OTHERWISE NOTED.
7. ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) UNLESS OTHERWISE NOTED.
8. ALL STORM SEWER PIPE SHALL BE HDPE UNLESS OTHERWISE NOTED.
9. PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
10. UTILITIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
11. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
12. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
13. HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
14. A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
15. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
16. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
17. CONNECTIONS TO EXISTING STRUCUTRES SHALL BE CORE-DRILLED.
18. COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
19. COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
20. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
21. ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
22. CONTRACTOR SHALL CORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
23. CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
24. CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
25. ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.
26. ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED IN ACCORDANCE WITH MN RULES, CHAPTER 4714, SECTION 1109.0.

CITY OF RAMSEY UTILITY NOTES:

1. ALL VALVES BECOME THE PROPERTY OF THE CITY AFTER CONNECTION TO THE CITY SYSTEM. CONTRACTORS ARE NOT AUTHORIZED TO OPERATE VALVES AND HYDRANTS AFTER THEY ARE CONNECTED TO THE CITY SYSTEM.
2. ALL DIP WATERMAIN 8" OR LARGER SHALL BE CLASS 52
3. ALL DIP WATERMAIN 6" OR SMALLER SHALL BE CLASS 53

UTILITY LEGEND:

- CATCH BASIN
- MANHOLE
- GATE VALVE AND VALVE BOX
- PROPOSED FIRE HYDRANT
- WATER MAIN
- SANITARY SEWER
- STORM SEWER
- FES AND RIP RAP

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03/30/18	CITY SUBMITTAL

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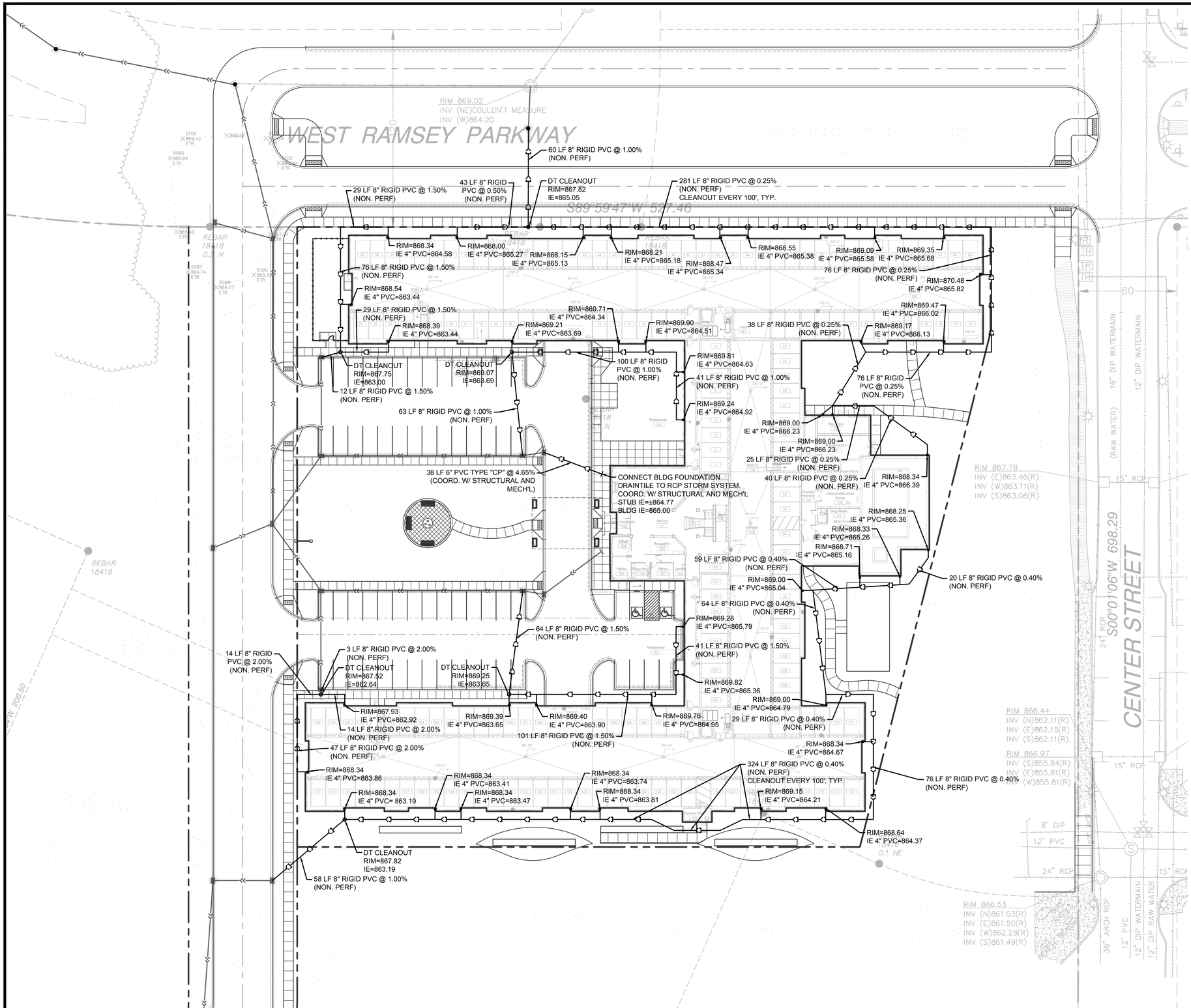
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1
3/21/18	STORMSEWER REVISIONS

PROJECT NO.: 17226

UTILITY PLAN

C4.0

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UTILITY LEGEND:

- CATCH BASIN
- MANHOLE
- GATE VALVE AND VALVE BOX
- PROPOSED FIRE HYDRANT
- WATER MAIN
- SANITARY SEWER
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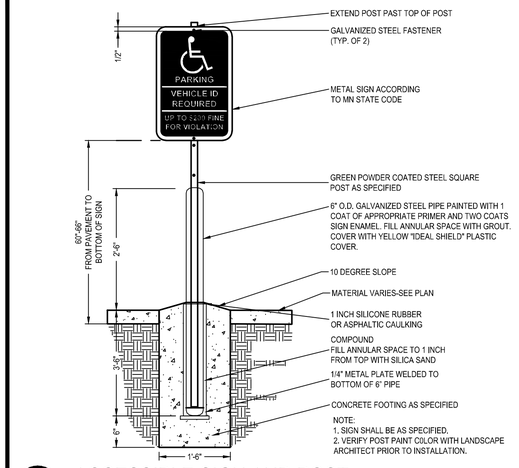
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DRAINTILE PLAN

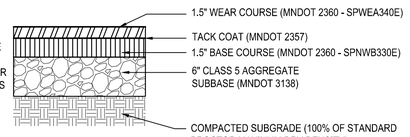
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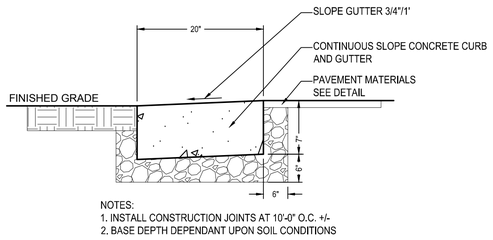


1 ACCESSIBLE SIGN AND POST
NTS

NOTE:
THIS PAVEMENT SECTION IS TO BE USED IN PARKING LOT AREAS, REFER TO CITY SECTIONS (SHEET C5.2) FOR PUBLIC STREETS PAVEMENT SECTIONS

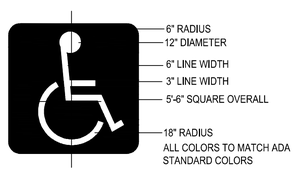


2 LIGHT DUTY BITUMINOUS PAVEMENT
NTS

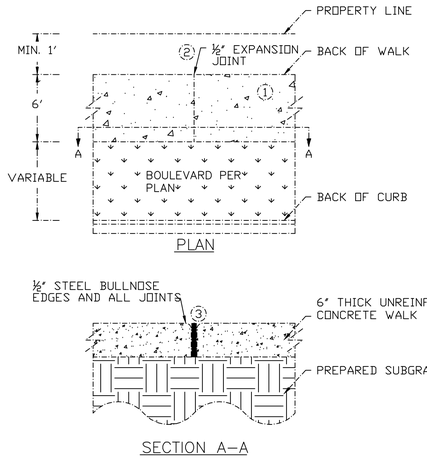


NOTES:
1. INSTALL CONSTRUCTION JOINTS AT 10'-0" O.C. +/-
2. BASE DEPTH DEPENDANT UPON SOIL CONDITIONS

3 RIBBON CURB
NTS



4 ACCESSIBLE PARKING PAVEMENT MARKING
NTS



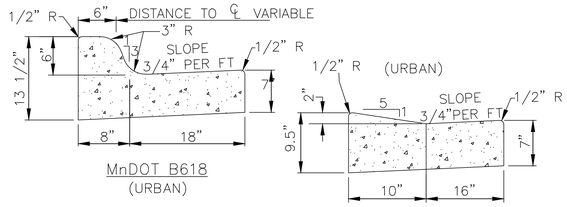
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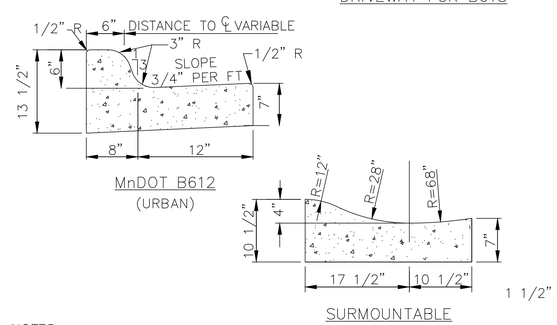
1. BITUMINOUS SHALL BE SAWCUT AND REMOVED
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHANICALLY COMPACTED.
3. SEE CITY PLATE STR-26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

NOTE:
1. BROOM FINISH CONCRETE WALK SURFACE WITH ALTERNATING BRUSH STROKES EACH PANEL
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

5 CONCRETE WALK
NTS

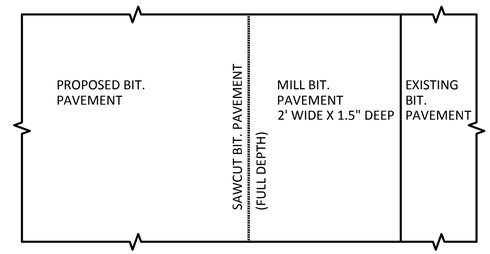




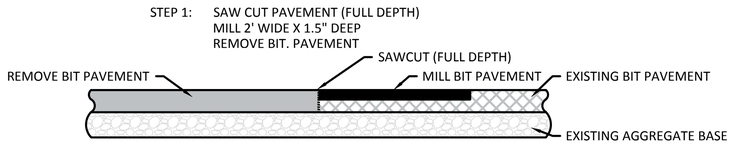
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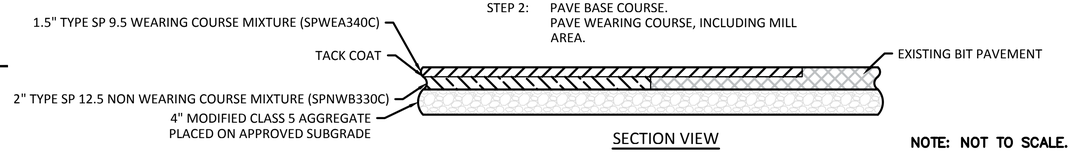
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB.
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB.

6 CURB AND GUTTER
NTS



PLAN VIEW

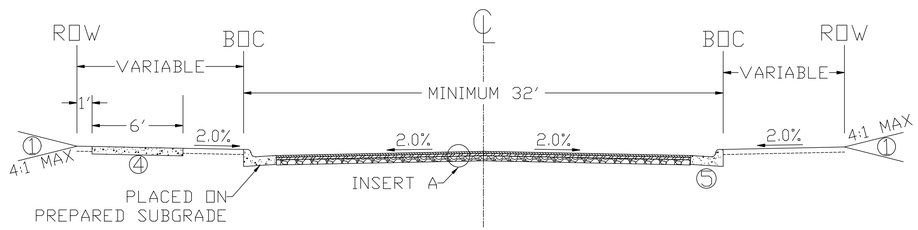




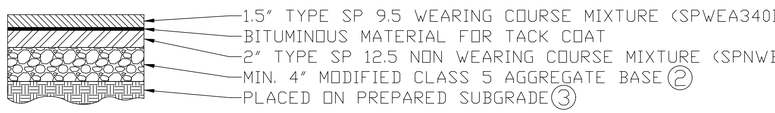
SECTION VIEW

NOTE: NOT TO SCALE.

7 STREET TIE-IN
NTS



INSERT A:



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

8 STREET SECTION
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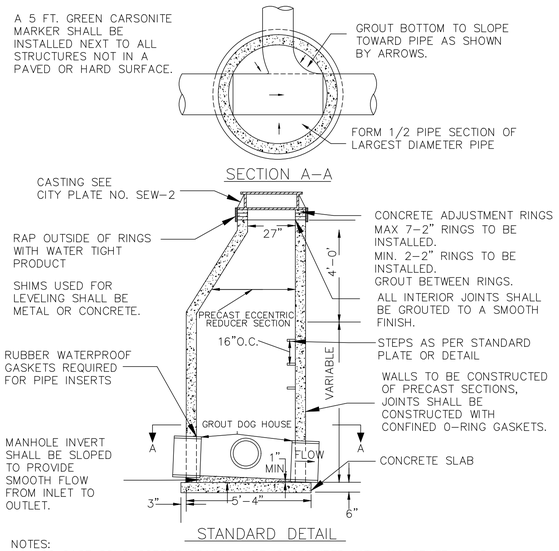
DATE	DESCRIPTION

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CIVIL DETAILS

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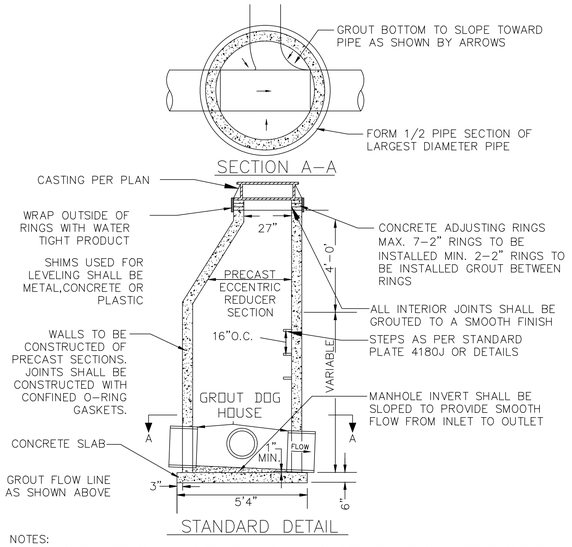
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STANDARD DETAIL

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,

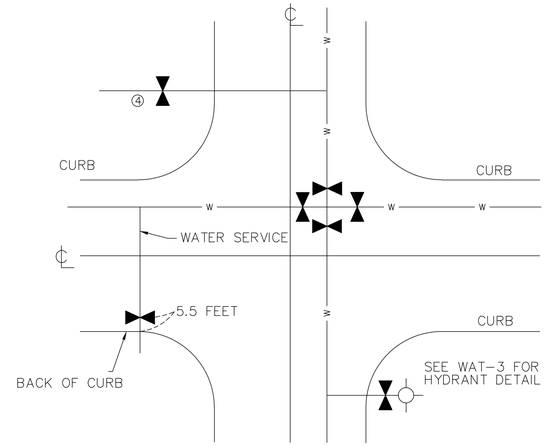
1 SANITARY SEWER MANHOLE
NTS



STANDARD DETAIL

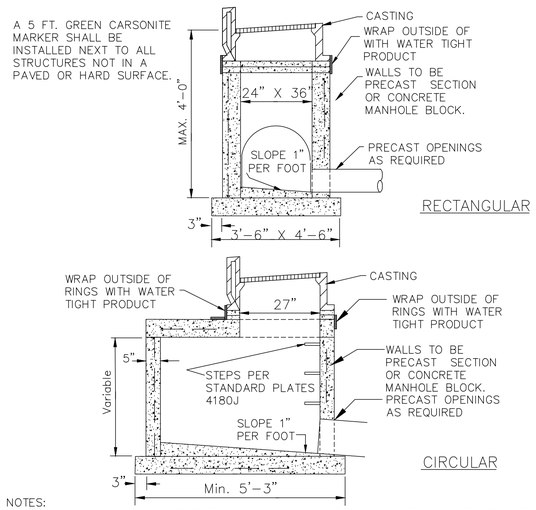
NOTES:
1. MANHOLE INVERT SHALL SLOPED TO PROVIDE A SMOOTH FLOW FROM INLET TO OUTLET
2. INSPECTION OF MANHOLE REQUIRED BEFORE BACKFILLING
3. ALL INLET INVERTS TO BE 0.10 ABOVE OUTLET INVERTS UNLESS OTHERWISE NOTED
4. A 10 GAUGE SOLID COPPER TRACER WIRE IS REQUIRED WITH ALL STORM LINES.
5. CONDUCTIVITY 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

2 STORM SEWER MANHOLE
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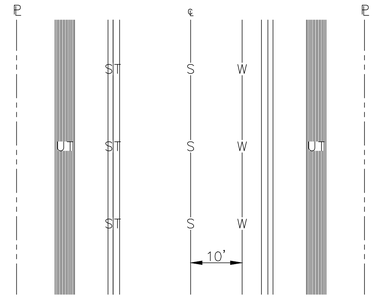
NOTES:
1. VALVES TO BE CLUSTERED AT CROSS ON THE TEE BY PLACING IMMEDIATELY ADJACENT TO FITTINGS.
2. WATERMAIN TO BE LOCATED ON NORTH AND EAST SIDES OF STREET 10 FEET FROM CENTERLINE.
3. ALL SERVICE VALVES IN ROAD WAY SHALL BE 5.5 FEET FROM BACK OF CONCRETE CURB.
4. ALL VALVES NOT IN BITUMINOUS PAVEMENT SHALL BE MARKED WITH A BLUE 5 FOOT CARSONITE MARKER.

3 WATERMAIN VALVE CONNECTION
NTS



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

4 CATCH BASIN
NTS



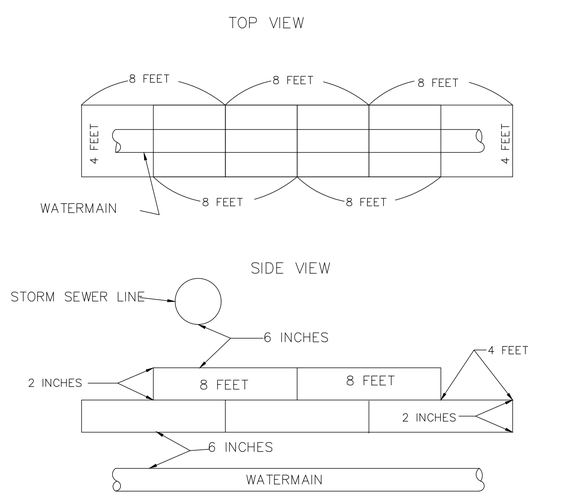
LEGEND
- S — SANITARY SEWER
- ST — STORM SEWER
- W — WATERMAIN
- UT — UTILITY TRENCH
- ℄ — PROPERTY LINE
- ℄ — CENTERLINE OF STREET

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 UTILITY LOCATIONS
DATE 7–96		CITY PLATE No. UTL–1

5 TYPICAL UTILITY LOCATIONS
NTS



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

6 UTILITY INSULATION
NTS

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4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

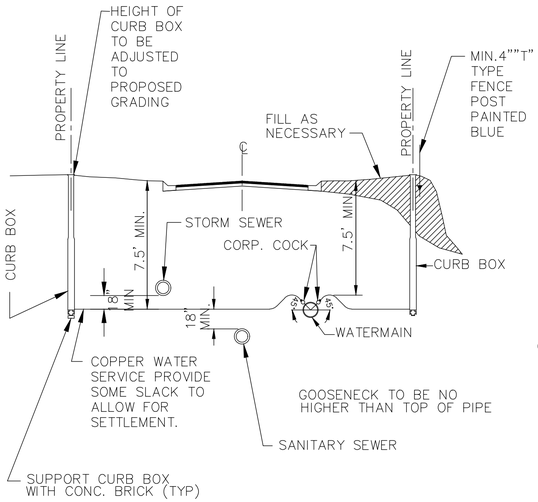
DATE	DESCRIPTION

PROJECT NO.: 17226

CIVIL DETAILS

C5.1

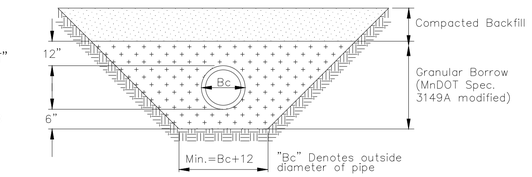
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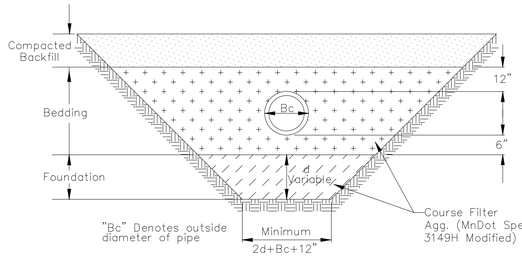
WATER SERVICE

NTS

4 WATERMAIN VALVE CONNECTION
NTS

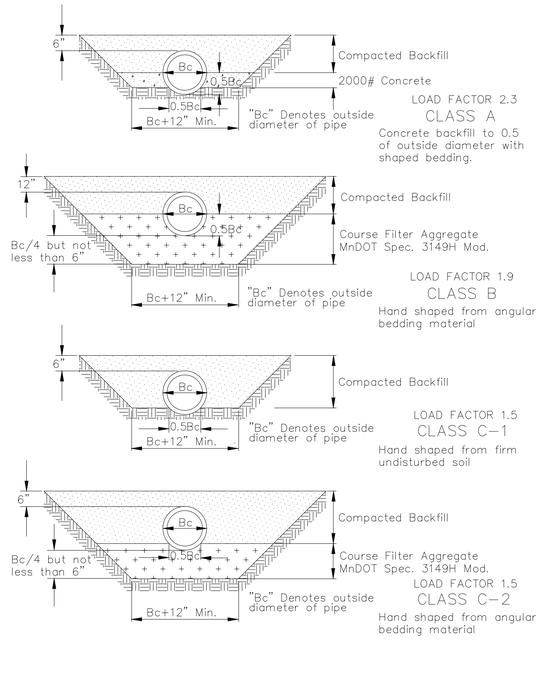


PIPE FOUNDATION & BEDDING IN GOOD SOILS

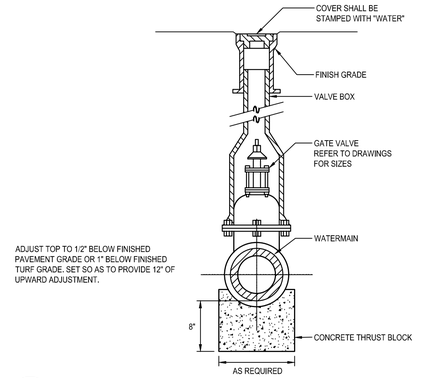


PIPE FOUNDATION & BEDDING IN POOR SOILS

3 PIPE BEDDING - PVC
NTS

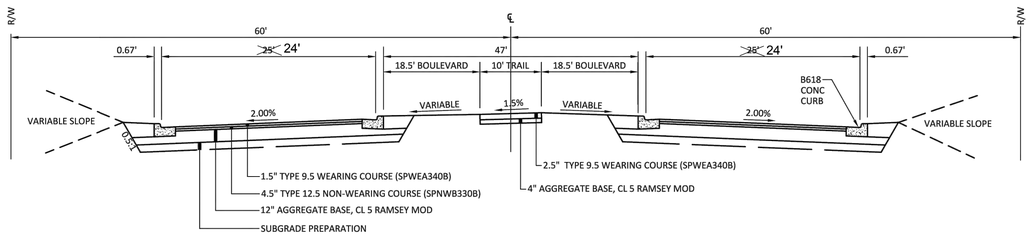


1 PIPE BEDDING - RCP & DIP
NTS

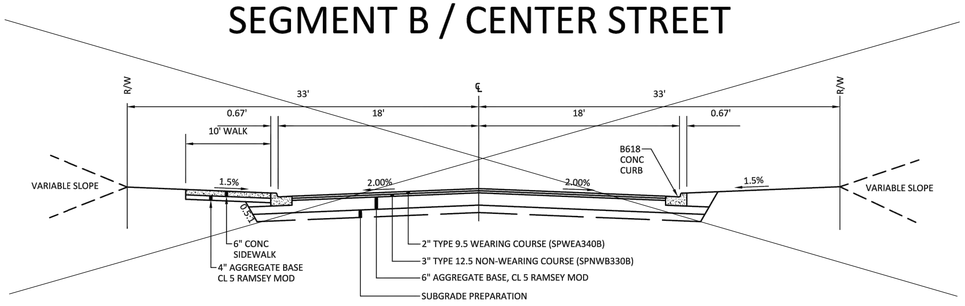


2 GATE VALVE BOX
NTS

SEGMENT A-1 & A-2 / RAMSEY PARKWAY



SEGMENT B / CENTER STREET



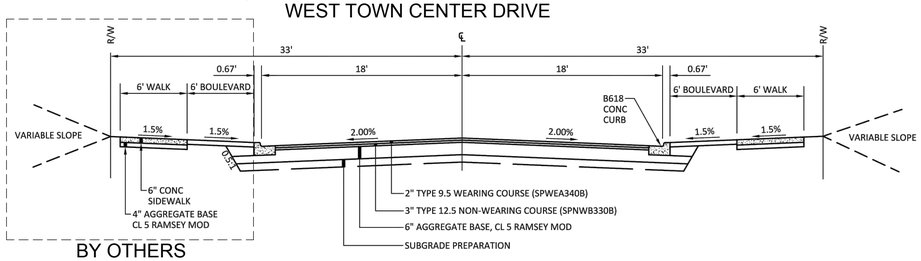
BOLTON & MENK
7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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H:\RAMS\R161149241\CAD\C3D\114924_C_BASE_FIG.dwg 12/26/2017 3:05 PM

CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 16 - TYPICAL SECTIONS
DECEMBER 2017

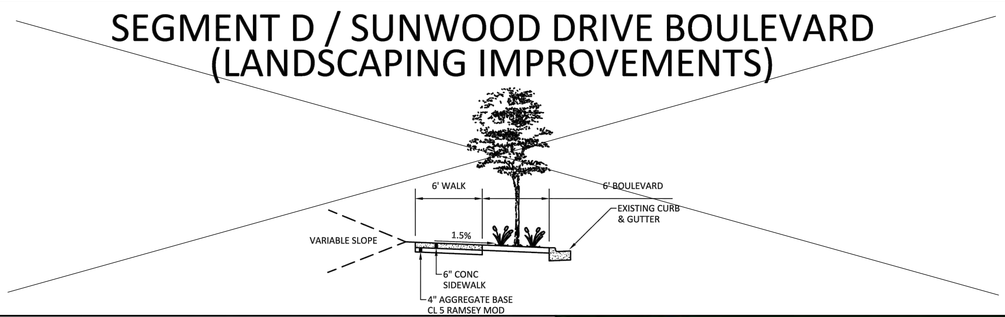
SEGMENT C & E / ~~XENOLITH STREET~~ & YOLITE STREET NW

WEST TOWN CENTER DRIVE



BY OTHERS

SEGMENT D / SUNWOOD DRIVE BOULEVARD (LANDSCAPING IMPROVEMENTS)



BOLTON & MENK
7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 17 - TYPICAL SECTIONS
DECEMBER 2017

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4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
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PROJECT
AFFINITY AT RAMSEY
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120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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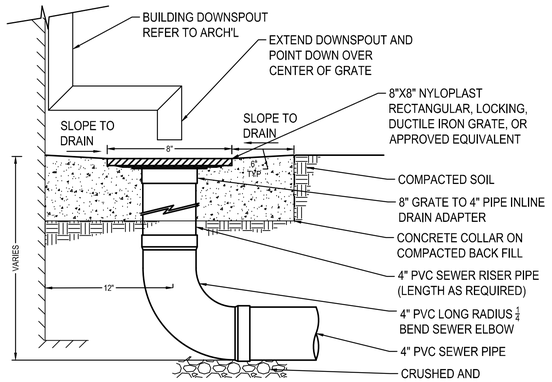
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

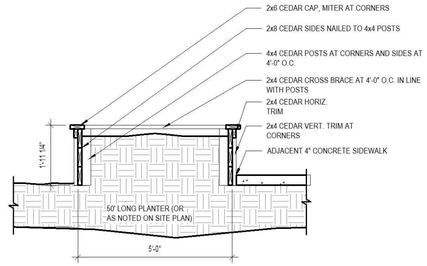
CIVIL DETAILS

C5.2

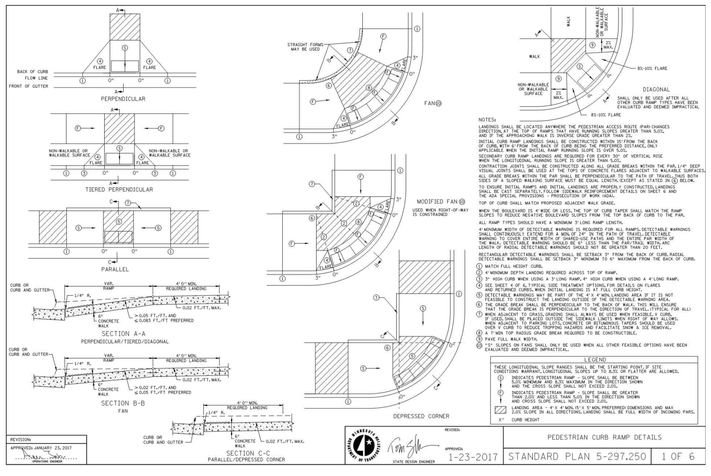
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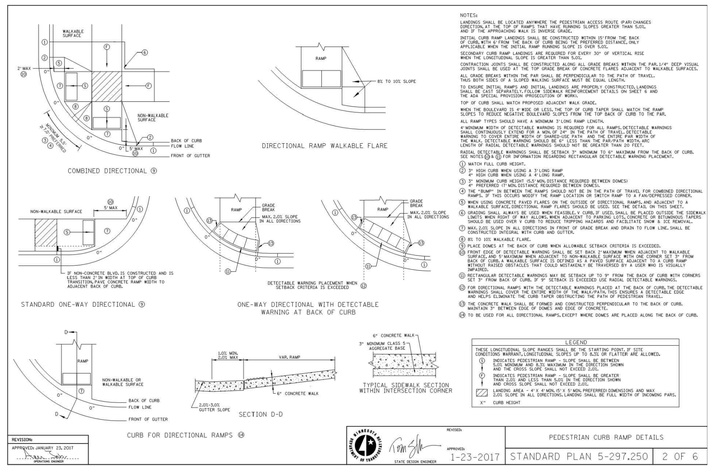


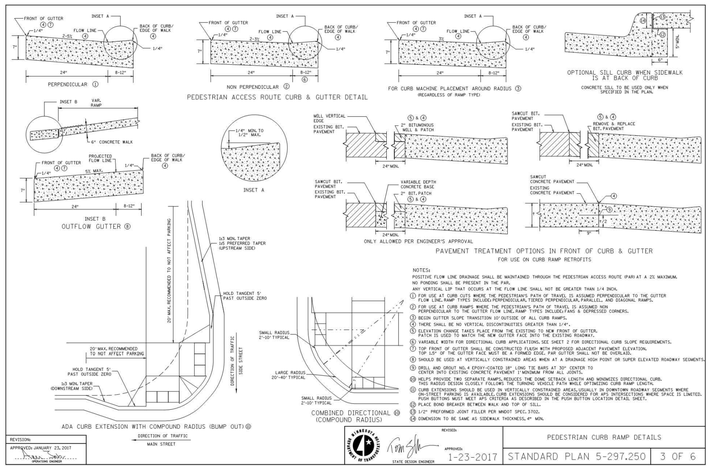
1 DOWNSPOUT TO PIPE CONNECTION
NTS

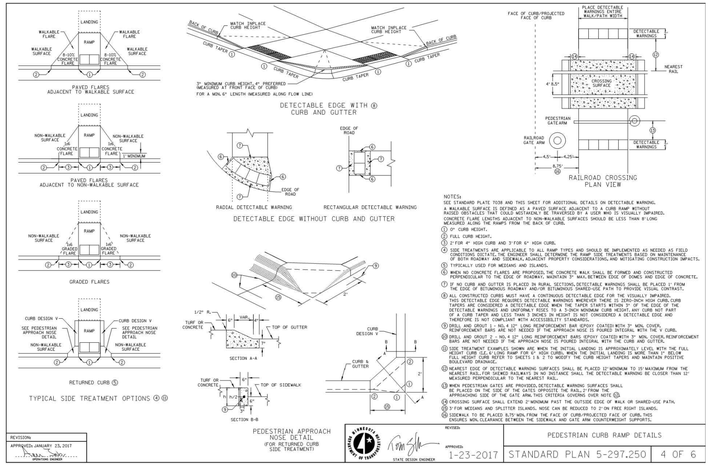


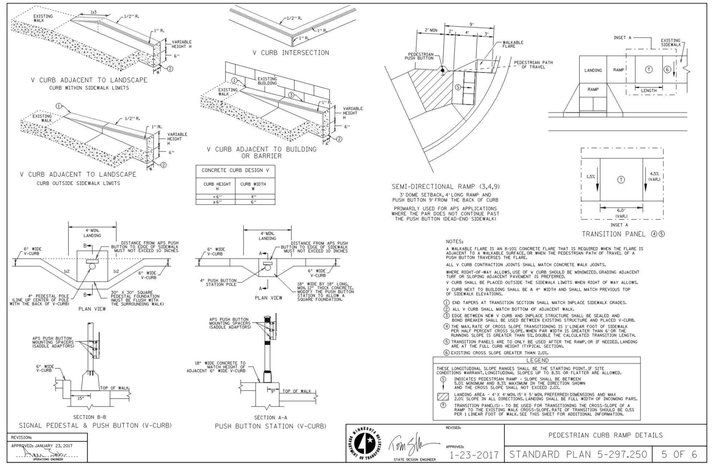
4 Site Detail - Planter Box 3
1/2" = 1'-0"

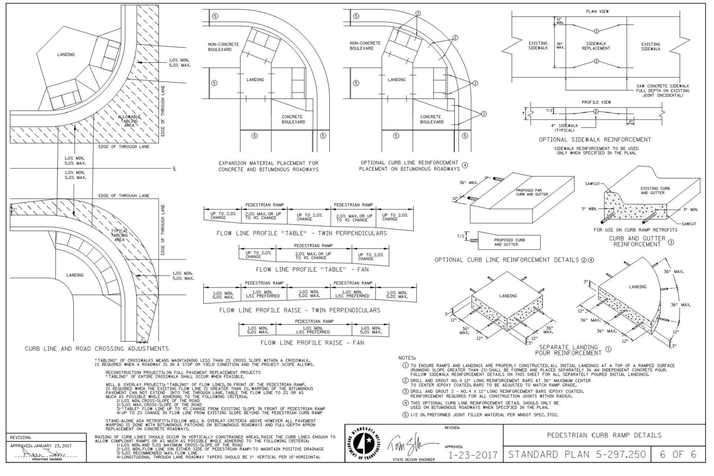












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REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO.: 17226

CIVIL DETAILS

C5.3

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LIGHTING LEGEND

- RECESSED 2x4 FLUORESCENT FIXTURE
- RECESSED 2x2 FLUORESCENT FIXTURE
- INDICATES NIGHTLIGHT FIXTURE
- INDICATES EMERGENCY FIXTURE
- INDICATES EMERGENCY/NIGHTLIGHT FIXTURE
- SURFACE MOUNT 1x4 FLUORESCENT FIXTURE
- HIGH BAY 2x4 FLUORESCENT FIXTURE
- SURFACE WALL MOUNTED FLUORESCENT FIXTURE
- SURFACE CEILING MOUNT FLUORESCENT FIXTURE
- RECESSED DOWNLIGHT
- SURFACE WALL MOUNTED FIXTURE
- SURFACE MOUNTED FIXTURE
- SURFACE MOUNTED PENDANT FIXTURE
- OUTSIDE POLE-MOUNT LIGHT FIXTURE
- EXTERIOR GROUND MOUNTED LIGHT FIXTURE
- EMERGENCY LIGHTING FIXTURE
- LED EXIT SIGN-SHADED AREA INDICATES ILLUMINATED FACE
- LED EXIT/EMERGENCY SIGN-SHADED AREA INDICATES ILLUMINATED FACE
- EXTERIOR EMERGENCY EGRESS LIGHT

- $ — SINGLE POLE SWITCH
- $_2$ — 2-POLE SWITCH
- $_3$ — 3-WAY SWITCH
- $_4$ — 4-WAY SWITCH
- $_P$ — SWITCH W/PILOT LIGHT
- OCS — WALL MOUNTED SINGLE LEVEL OCCUPANCY SENSOR
- DOS — WALL MOUNTED DUAL LEVEL OCCUPANCY SENSOR
- CS — CEILING MOUNTED OCCUPANCY SENSOR
- NL — INDICATES FIXTURE TO REMAIN ON FOR SECURITY PURPOSES
- A,B — INDICATES LIGHT FIXTURE SWITCH-LEGS
- P-X — INDICATES PANEL AND CIRCUIT NUMBER
- (1) — INDICATES LIGHT FIXTURE TYPE
- EX — INDICATES EXISTING FIXTURE
- RL — INDICATES RELOCATED FIXTURE
- TC — INDICATES FIXTURE CONTROLLED BY TIMECLOCK
- EM — INDICATES EMERGENCY FIXTURE

SITE NOTES

1. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR A COMPLETE AND FUNCTIONAL ELECTRICAL SYSTEM.
2. MATERIALS AND INSTALLATION SHALL COMPLY WITH CODES, UTILITY REQUIREMENTS, LAWS AND ORDINANCES OF FEDERAL, STATE, OSHA AND LOCAL GOVERNING BODIES HAVING JURISDICTION.
3. THE CONTRACTOR SHALL COMPLY WITH ALL CODES AND STANDARDS APPLICABLE TO THIS PROJECT THAT ARE LISTED BUT NOT LIMITED TO: NEC, NFPA, NEMA, ANSI, IES, IEEE, NFPA LIFE SAFETY 101, ASHRAE 90.1, IECC ENERGY CODE AND IBC BUILDING CODE.
4. PRIOR TO ANY DIGGING, TRENCHING, ETC. CONTACT ALL LOCAL UTILITY COMPANIES AND MUNICIPALITIES AND CONFIRM EXACT LOCATIONS OF ALL EXISTING UTILITIES.
5. MATERIALS AND EQUIPMENT SHALL BE LISTED AND/OR LABELED BY UL OR ANOTHER NATIONALLY RECOGNIZED TESTING LABORATORY.
6. ALL MATERIAL, EQUIPMENT, WIRING DEVICES, ETC SHALL BE NEW, UNLESS SPECIFICALLY NOTED AS EXISTING TO BE REUSED.
7. ALL MATERIALS AND EQUIPMENT SHALL BE STORED, HANDLED, ERECTED, INSTALLED, CONNECTED, CLEANED, ADJUSTED, TESTED, CONDITIONED AND PLACED IN SERVICE IN ACCORDANCE WITH THE MANUFACTURERS DIRECTIONS AND RECOMMENDATIONS.
8. COORDINATE THE UTILITY COMPANY SERVICE FEEDS AND INSTALLATION.
9. ALL POLE FIXTURES TO BE LOCATED 4' AWAY FROM EDGE OF CURB.
10. ALL EXTERIOR LIGHT FIXTURES TO BE CONNECTED TO A COMMON EQUIPMENT GROUND. USE #8, TYPE THHN.
11. ALL CIRCUIT TO BE PLACED IN 1" CONDUITS UNLESS OTHERWISE NOTED. CIRCUIT TO USE COPPER WIRE, TYPE THHN.
12. THE CONTROLLING LIGHTING CONTACTORS SHALL BE MOUNTED INSIDE THE BUILDING WITH TIME-CLOCK CONTROL & REMOTE PHOTOCELLS LOCATED ON THE EXTERIOR SIDE OF THE BUILDING WALL. INSTALL PHOTOCELLS AT LOCATIONS WHERE BUILDING OR OTHER OBSTRUCTIONS WILL NOT INTERFERE WITH THEIR PROPER OPERATION. FINAL BRANCH CIRCUIT SUPPLY CONNECTIONS WILL BE PROVIDED BY THE BUILDING ELECTRICAL CONTRACTORS.
13. MIN. BURIAL DEPTH FOR THE LIGHTING CIRCUIT SHALL BE 24". A SLIGHT DECREASE IN DEPTH IS ALLOWED WITHIN 10' OF THE POLES.
14. VERIFY CONSTRUCTION AREAS ON OTHER SITE PLANS FOR POTENTIAL OBSTACLES AND CONSTRUCTION LIMITS.

ELECTRIC GENERAL NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH NATIONAL, STATE AND LOCAL ELECTRICAL CODES.
2. ENERGY CODE WILL BE IN ACCORDANCE WITH ASHRAE 90.1 2010.
3. COORDINATE WORK WITH ALL OTHER TRADES.
4. EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
5. ALL WIRING SHALL BE INSTALLED IN APPROVED RACEWAYS.
6. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL BE INSTALLED AT ALL LOCATIONS.
7. ALL MEASUREMENTS TO TOP OF BOX. RECEPTACLES SHALL BE 20" A.F.F. SWITCHES SHALL BE 48" A.F.F.
8. GFI PROTECT ALL RECEPTACLES WITHIN 6' OF EVERY SINK.

LIGHTING FIXTURE SCHEDULE

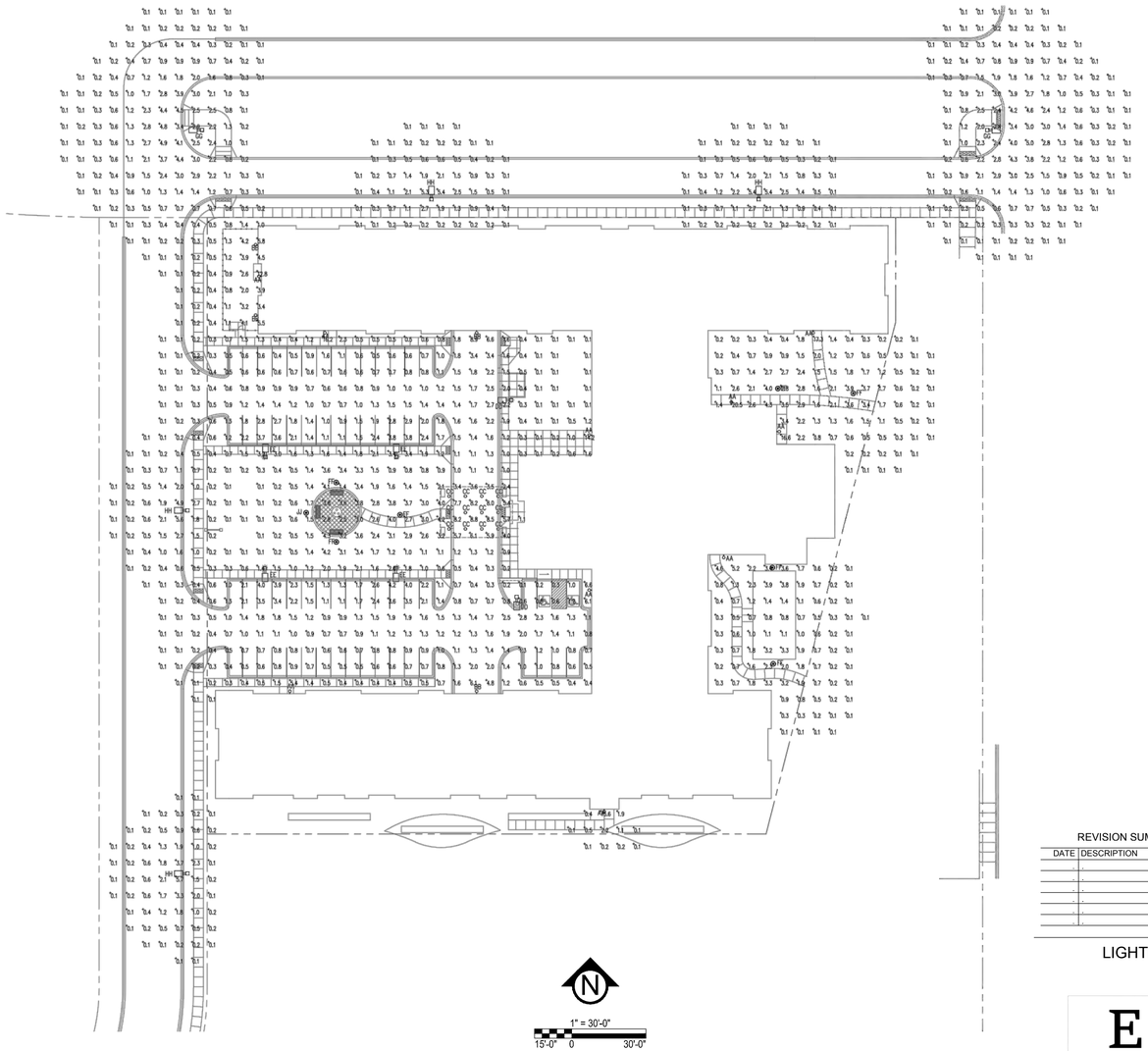
TYPE	LAMPS	WATTAGE	DESCRIPTION	NOTES
AA	LED	18	SMALL WALL PACK	–
BB	LED	26	MEDIUM WALL PACK	–
CC	LED	18	EXTERIOR RECESSED DOWNLIGHT	–
DD	LED	78	POLE MOUNT FIXTURE, TYPE III OPTICS, 20' POLE	–
EE	LED	78	POLE MOUNT FIXTURE, TYPE IV OPTICS, 20' POLE	–
FF	LED	70	DECORATIVE POST MOUNT FIXTURE, TYPE V OPTICS, 12' POLE	–
JJ	LED	18	FLAG LIGHT FIXTURE	–

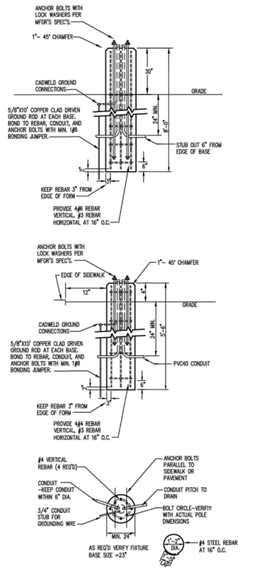
NOTES:

STREET LIGHTING FIXTURE SCHEDULE

TYPE	LAMPS	WATTAGE	DESCRIPTION	NOTES
GG	LED	125	POLE MOUNT FIXTURE, TYPE III OPTICS, 24' POLE	–
HH	LED	44	POLE MOUNT FIXTURE, TYPE II OPTICS, 14' POLE	–

NOTES:





NOTE:
1.) USE MFGR'S DIMENSIONS FOR EXACT ANCHOR BOLT AND COVER PLACEMENT.
2.) INSTALL INLINE FUSES IN EACH UNGROUNDED CONDUCTOR WITHIN POLE BASE HAND HOLE.
3.) TROWEL FINISH EXPOSED PORTION OF BASE TO REMOVE/COVER FORM MARKS.

2 / E1.1 POLE BASE DETAIL
NOT TO SCALE

REVISION SUMMARY

DATE	DESCRIPTION

LIGHTING PLAN
PAGE 1

E1.0

DRAWN BY: DJK
CHECKED BY: TJA
DATE: 11/30/17
DWG FILE:
REF FILE:
JOB NUMBER:

REVISION: DESCRIPTION: NAME: DATE:

BERD ELECTRIC LLC
3108 Southridge Drive St. Cloud, MN 56301
Phone: 320-656-0347
FAX: 320-656-0312

CIVIL ENGINEER: ARCHITECT
Bolton & Menk, Inc.
2638 Shadow Lane, Suite 200
Chaska, MN 55318
952-448-8838

BRANCH OFFICE
Bolton & Menk, Inc.
2638 Shadow Lane, Suite 200
Chaska, MN 55318
952-448-8838

A-C/a associates
Auth Consulting/associates

PROJECT:
PROPOSED PROJECT FOR:
AFFINITY
RAMSEY, MN

ELECTRICAL SITE PLAN

TYPE AA

RAB

WPLED18



Ultra-light, effective up to 3,500 (4,000 cool) lm, Pulse-of-Reading thermal management system, 120/240V, Front or Side Mount, 5 Year Warranty.

Color: Bronze

WEIGHT: 7.5lbs

Project: | **Type:**

Prepared By: | **Date:**

Driver Info

Type:	Constant Current
Dimming:	0-10V
Input Watts:	83W
Efficiency:	91%

LED Info

Watts:	59W
Color Temp:	3000K
Color Accuracy:	84 CRI
1,000 Hours:	109,000
Lumens:	7,000
Efficacy:	120 LPW

Technical Specifications

Lifetype

UL Listing:
Suitable for wet locations. Suitable for mounting within 0.25in (6.4mm) of insulation.

DLC Listed:
This product is on the Design Lights Consortium® (DLC) Qualified Products List and may qualify for additional rebates from DLC Member Utilities.
DLC Product Code: PRO18E70

LED Characteristics

Lifespan:
100,000 hour L70 lifespan based on IES LM-80 results and TM-21 calculations.

Color Consistency:
7-Step MacAdam Ellipse (Seven Step) Quantum Accuracy and Consistency (QUACC)

Color Stability:
3000K color temperature is warm and ideal for indoor use; 5000K is CCT closest to pure white.

Color Uniformity:
Within a range of 0.002 of chromaticity (Duv) for consistent color appearance from fixture to fixture.

Color Rendering:
Average CRI (Ra) of 84 (Typical Color Temperature) delivers high quality light source, ideal for retail, commercial, and residential applications.

Electrical

Driver:
Constant Current, Class 2, 120-277V 50/60Hz, 0.7 power factor (full load), THD < 20%, Integral, 0-10V dimming down to 10% (1% Typical), Power Factor > 90%

Green Technology:
Mercury and UV free. Easily recyclable components. Printable product sheet that is compliant with most LEED® green building standards.

Other

Construction:
Die-cast aluminum housing with integral heat sink fins. Powder coat finish provides durability and long lasting color.

Maximum Ambient Temperature:
Suitable for use in 104°F (40°C) ambient temperatures.

Cold Weather Starting:
The luminaire is starting temperature is -40°F (-40°C).

Thermal Management:
Passive heat sinking and integral driver ensure that the LED's operating temperature is maximized for optimum performance and lumen maintenance.

Effective Projected Area:
0.55ft = (0.05)

Ambient Temperature:
Suitable for use in -40°C ambient temperatures.

Cold Weather Starting:
The luminaire is starting temperature is -40°F (-40°C).

Thermal Management:
Passive heat sinking and integral driver ensure that the LED's operating temperature is maximized for optimum performance and lumen maintenance.

Effective Projected Area:
0.55ft = (0.05)

Dark Sky Approved:
The Hemisphere Dark Sky Association has approved this product as a Dark Sky Friendly luminaire.

DLC Listed:
This product is on the Design Lights Consortium® (DLC) Qualified Products List and may qualify for additional rebates from DLC Member Utilities.
DLC Product Code: PRO18E70

LED Characteristics

Lifespan:
100,000 hour L70 lifespan based on IES LM-80 results and TM-21 calculations.

Color Consistency:
7-Step MacAdam Ellipse (Seven Step) Quantum Accuracy and Consistency (QUACC)

Color Stability:
3000K color temperature is warm and ideal for indoor use; 5000K is CCT closest to pure white.

Color Uniformity:
Within a range of 0.002 of chromaticity (Duv) for consistent color appearance from fixture to fixture.

Color Rendering:
Average CRI (Ra) of 84 (Typical Color Temperature) delivers high quality light source, ideal for retail, commercial, and residential applications.

Electrical

Driver:
Constant Current, Class 2, 120-277V 50/60Hz, 0.7 power factor (full load), THD < 20%, Integral, 0-10V dimming down to 10% (1% Typical), Power Factor > 90%

Green Technology:
Mercury and UV free. Easily recyclable components. Printable product sheet that is compliant with most LEED® green building standards.

Other

Construction:
Die-cast aluminum housing with integral heat sink fins. Powder coat finish provides durability and long lasting color.

Maximum Ambient Temperature:
Suitable for use in 104°F (40°C) ambient temperatures.

Cold Weather Starting:
The luminaire is starting temperature is -40°F (-40°C).

Thermal Management:
Passive heat sinking and integral driver ensure that the LED's operating temperature is maximized for optimum performance and lumen maintenance.

Effective Projected Area:
0.55ft = (0.05)

Dark Sky Approved:
The Hemisphere Dark Sky Association has approved this product as a Dark Sky Friendly luminaire.

DLC Listed:
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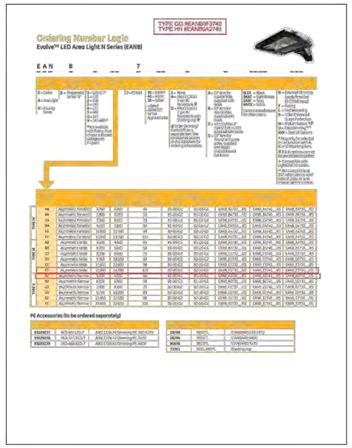
Mounting:
Heavy duty mounting bracket for 1/2" trim ring or 6" standard steel junction box.

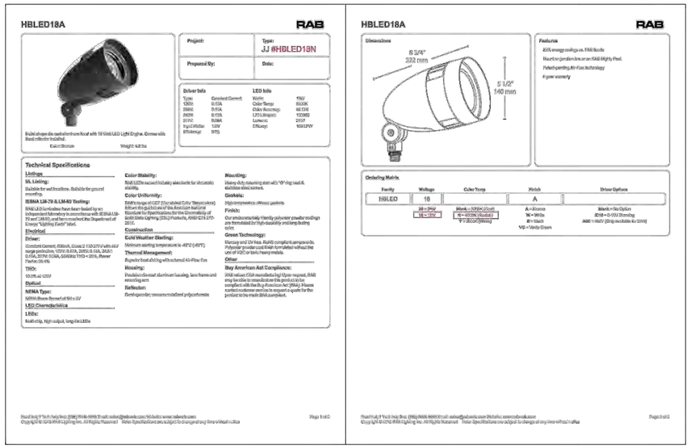
Green Technology:
Mercury and UV free. Easily recyclable components. Printable product sheet that is compliant with most LEED® green building standards.

Other

California Title 24:
Is NOT CEC-JA8-compliant by default and requires specific components to be purchased separately to be compliant. Please contact your local sales representative for more information

STREET LIGHTING FIXTURES





CORPORATE OFFICE
400 Technology Drive E.
Suite 210
Minnetonka, MN 55331
Ph: 715-386-9600

BRANCH OFFICE
2020 Lake Street
Suite 101
Baldwin, WI 54002
Ph: 715-684-5077

A·C/a
Auth Consulting/associates

NO.	DESCRIPTION:	NAME:	DATE:

DRAWN BY: DJK
CHECKED BY: TJA
DATE: 11/30/17
DWG. FILE:
REF. FILE:
JOB NUMBER:

BERD! ELECTRIC LLC
3308 Southwest Drive • St. Cloud, MN 56301
Phone: 320-656-0311
FAX: 320-656-0312

PROJECT:
PROPOSED PROJECT FOR:
AFFINITY
RAMSEY, MN

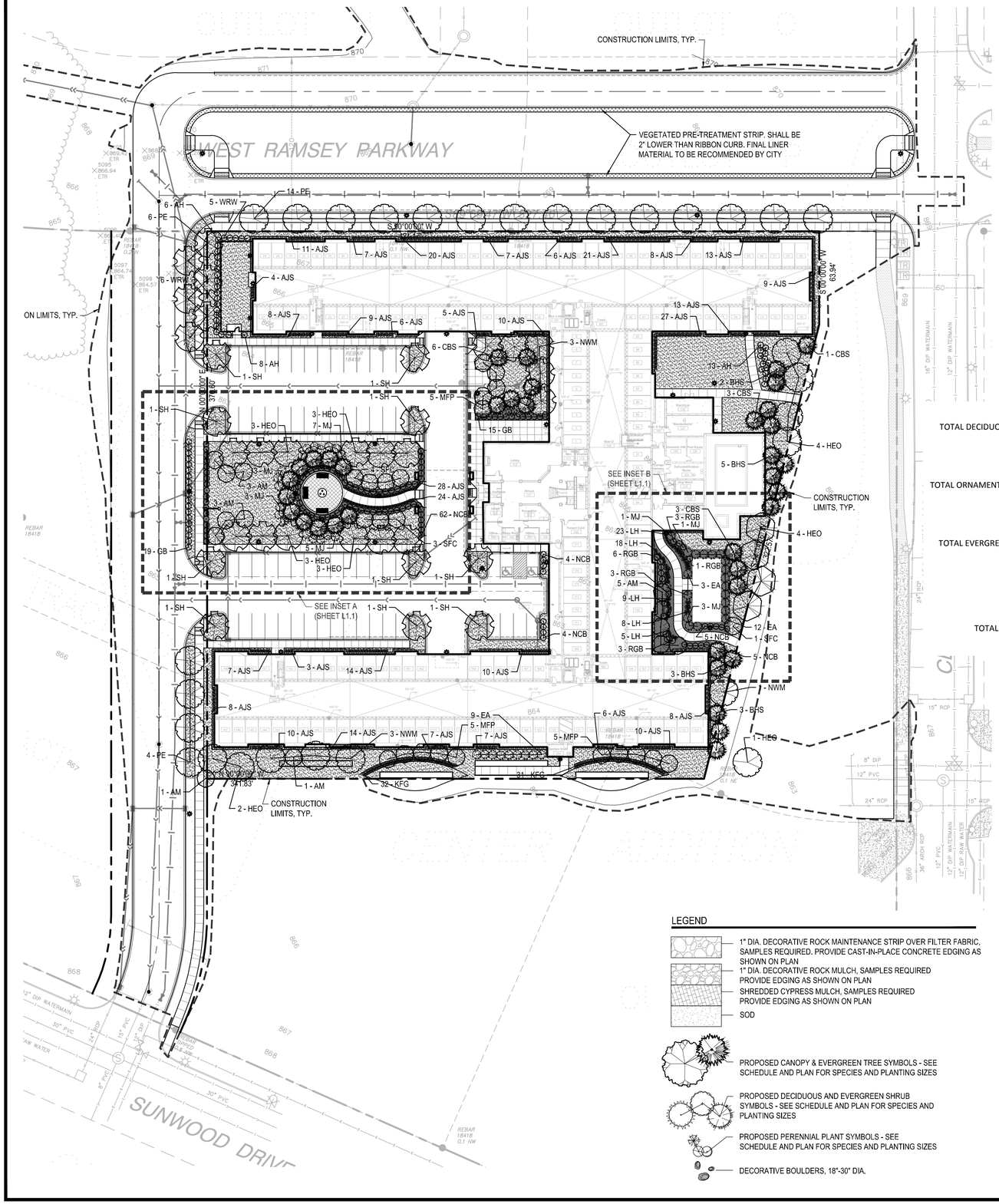
LIGHTING CUTSHEETS

REVISION SUMMARY

DATE	DESCRIPTION

LIGHTING PLAN
PAGE 3

E1.2



LANDSCAPE CALCULATIONS

PROPOSED LANDSCAPE:
1 TREE/ 1,000 SF OF "BUILDING FOOTPRINT"
64,432.0 SF / 1000 = 65 DECIDIOUS/EVERGREEN TREES REQUIRED
SEE PLANT SCHEDULE

1 TREE/ 35' OF PUBLIC ROAD FRONTAGE
832 SF / 35 = 24 TREES REQUIRED
SEE PLANT SCHEDULE

1 SHRUB/1000 SF OF "BUILDING FOOTPRINT"
64,432.0 SF / 300 = 215 SHRUBS REQUIRED
SEE PLANT SCHEDULE

CITY OF RAMSEY SITE SPECIFIC NOTES:

1. BOULEVARD TREES SHALL NOT HAVE BRANCHING BEGINNING AT A HEIGHT LESS THAN SIX (6) FEET FROM GRADE.
2. IRRIGATION SYSTEM SHALL HAVE A RAIN SENSOR AND AT LEAST ONE (1) WATER EFFICIENT TECHNOLOGY (E.G. SOIL MOISTURE SENSORS, SMART CONTROLLER, ET SENSOR, ETC.)
3. CITY REQUIRES A LANDSCAPE MAINTENANCE SURETY THAT ENSURES PLANTS ARE ALIVE AND HEALTHY AFTER TWO (2) YEARS.
4. ALL DISTURBED AREAS NOT OTHERWISE IMPROVED WITH IMPERVIOUS SURFACING SHALL RECEIVE FOUR (4) INCHES OF TOPSOIL MEETING THE CITY'S SPECIFICATION.

PLANT SCHEDULE - ENTIRE SITE

SYM	QUANT.	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	COMMENTS
		DECIDUOUS TREES				
NWM	13	NEW WORLD RED MAPLE	Acer rubrum 'Northwood'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
SH	8	SKYLINE HONEYLOCUST	Gleditsia triacanthos 'Skycole'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
PE	24	PRINCETON ELM	Ulmus americana 'Princeton'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
HEO	23	SWAMP WHITE OAK	Quercus 'Bicolor'	2.5" CAL.	B&B	STRAIGHT LEADER. FULL FORM
		ORNAMENTAL TREES				
MFP	15	SHADBLOW SERVICEBERRY	Amelanchier canadensis	2" CAL.	B&B	STRAIGHT LEADER. FULL FORM
SFC	8	STARLITE FLOWERING CRAB	Malus 'Jetflite'	2" CAL.	B&B	STRAIGHT LEADER. FULL FORM
AM	13	AUTUMN BRILLIANCE SERVICEBERRY	Amelanchier x grandifolia	2" CAL.	B&B	STRAIGHT LEADER. FULL FORM
		EVERGREEN TREES				
BHS	31	BLACK HILLS SPRUCE	Picea glauca 'Densata'	6' HT.	B&B	STRAIGHT LEADER. FULL FORM
CBS	27	COLORADO SPRUCE	Picea pungens	6' HT.	B&B	STRAIGHT LEADER. FULL FORM
		SHRUBS - CONIFEROUS & EVERGREEN				
EA	24	EMERALD ARBORVITAE	Thuja occidentalis 'Smaragd'	24" HT.	CONT.	
MJ	23	MEDORA JUNIPER	Juniperus scopulorum	24" HT.	CONT.	
		SHRUBS - DECIDUOUS				
NCB	80	NORTHERN CHARM BOXWOOD	Buxus 'Wilson'	24" HT.	CONT.	
AH	27	ANNABELLE HYDRANGEA	Hydrangea arborescens 'Anabelle'	24" HT.	CONT.	
WRW	11	WINE AND ROSES WEIGELA	Weigela florida 'Wine and Roses'	24" HT.	CONT.	
GB	34	GLOSSY BLACK CHOKEBERRY	Aronia melonocarpa	24" HT.	CONT.	
RGB	16	ROUNDLEAF SERVICEBERRY	Amelanchier sanguinea	24" HT.	CONT.	
		PERENNIALS & GRASSES				
AJS	353	AUTUMN JOY SEDUM	Calamagrostis x acutiflora "Karl Foerster"	#1	CONT.	
LH	63	LOYALIST HOSTA	Hosta 'Loyalist'	#1	CONT.	
KFG	72	KARL FOERSTER FEATHER REED GRASS	Calmagrostis x acutiflora 'Karl Foester'	#1	CONT.	

TOTAL DECIDUOUS TREES: 68
TOTAL ORNAMENTAL TREES: 36
TOTAL EVERGREEN TREES: 58
TOTAL SHRUBS: 215

LANDSCAPE NOTES:

1. WHERE SHOWN, SHRUB BEDS SHALL BE MULCHED WITH 4" DEPTH (MINIMUM AFTER INSTALLATION AND/OR TOP DRESSING OPERATIONS) OF SHREDDED CYPRESS MULCH.
2. ALL TREES SHALL BE MULCHED WITH SHREDDED CYPRESS MULCH TO OUTER EDGE OF SAUCER OR TO EDGE OF PLANTING BED, IF APPLICABLE. ALL MULCH SHALL BE KEPT WITHIN A MINIMUM OF 2" FROM TREE TRUNK.
3. IF SHOWN ON PLAN, RANDOM SIZED LIMESTONE BOULDERS COLOR AND SIZE TO COMPLIMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLES PRIOR TO INSTALLATION.
4. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMPNESS OF PLANT MATERIAL FOR DURATION OF ACCEPTANCE PERIOD.
5. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
6. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR ONE (1) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
7. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 4" LAYER TOPSOIL LOAM AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
8. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
10. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
11. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
12. REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGED FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
13. PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE FULLY PROGRAMMABLE AND CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PAVEMENT/BACK OF CURB.
14. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.

LEGEND

- 1" DIA. DECORATIVE ROCK MAINTENANCE STRIP OVER FILTER FABRIC, SAMPLES REQUIRED. PROVIDE CAST-IN-PLACE CONCRETE EDGING AS SHOWN ON PLAN
- 1" DIA. DECORATIVE ROCK MULCH, SAMPLES REQUIRED PROVIDE EDGING AS SHOWN ON PLAN
- SHREDDED CYPRESS MULCH, SAMPLES REQUIRED PROVIDE EDGING AS SHOWN ON PLAN
- SOD
- PROPOSED CANOPY & EVERGREEN TREE SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED PERENNIAL PLANT SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- DECORATIVE BOULDERS, 18"-30" DIA.

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(651) 454-0002 LOCAL

1" = 40'-0"
20'-0" 0 40'-0"

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Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Patrick J. Sarver
DATE 03/30/18 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

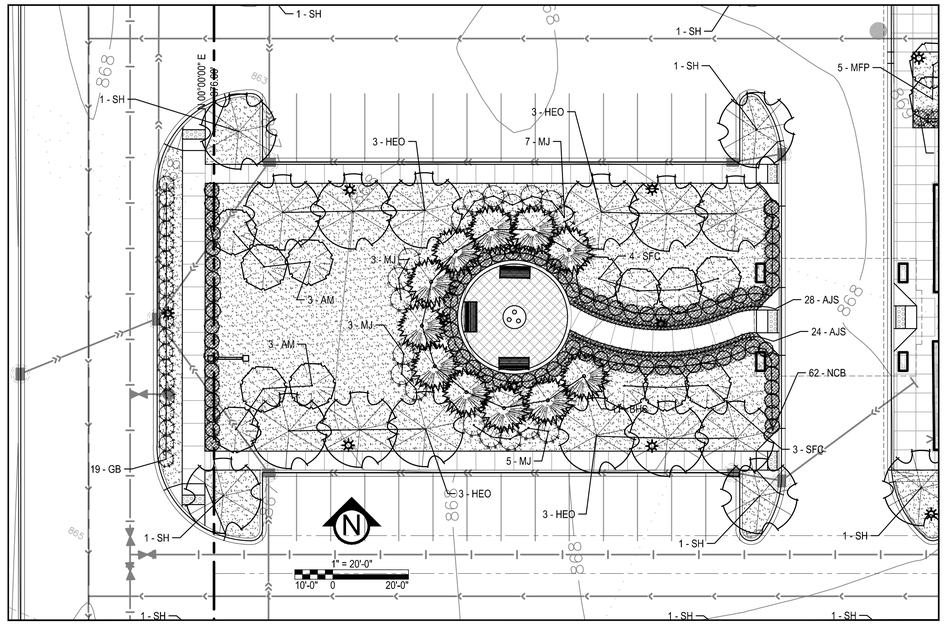
PROJECT NO.: 17226

LANDSCAPE PLAN

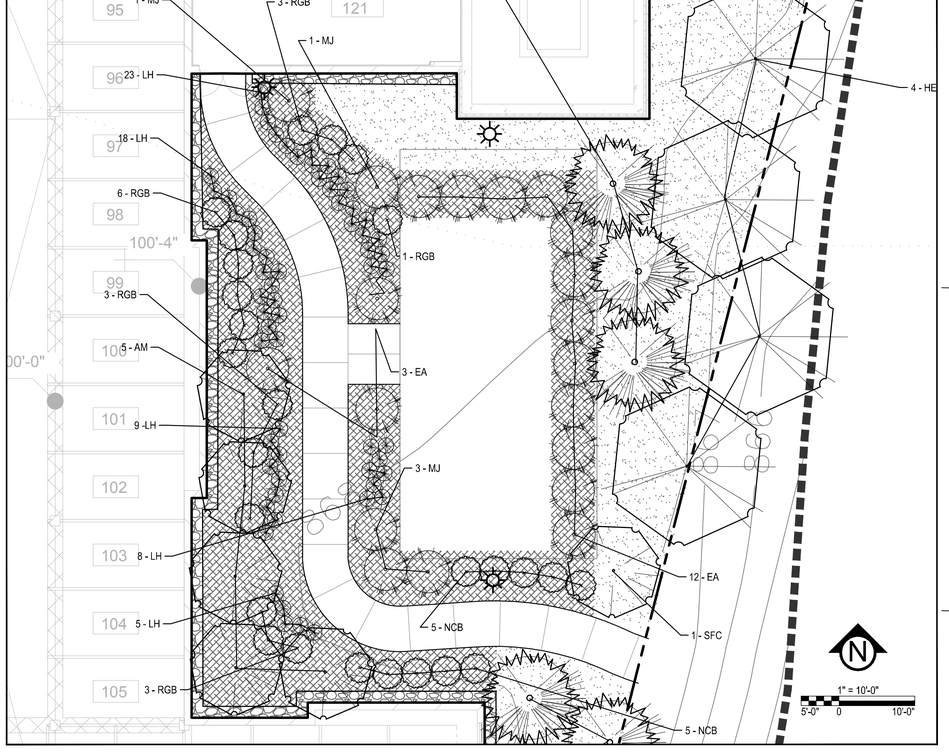
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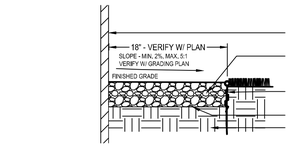
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INSET A



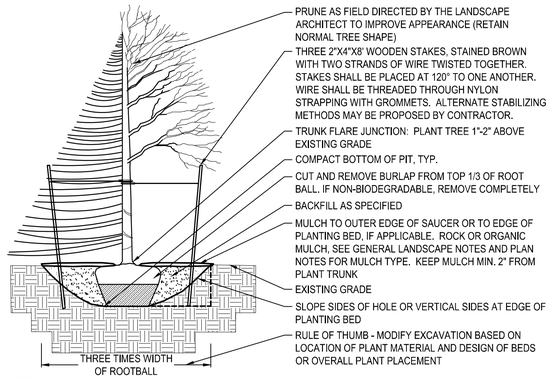
INSET B





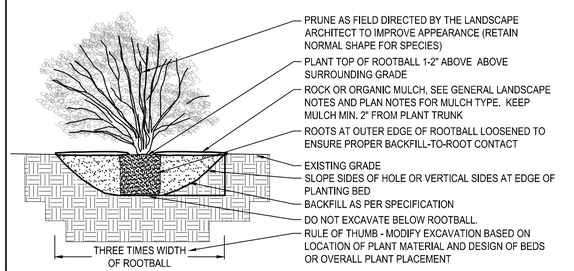
1 AGGREGATE MAINTANENCE STRIP

NTS



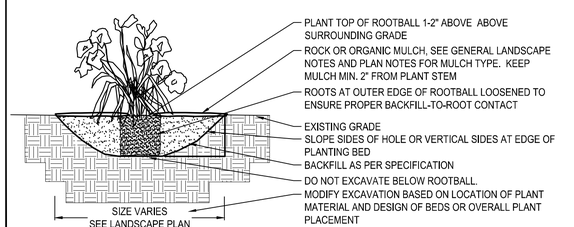
2 DECIDUOUS & CONIFEROUS TREE PLANTING

NTS



3 DECIDUOUS & CONIFEROUS SHRUB PLANTING

NTS



4 PERENNIAL BED PLANTING

NTS

CITY NOTES:

1. IRRIGATION SYSTEM MUST BE EQUIPPED WITH BOTH A RAIN SENSOR AND AT LEAST ONE WATER EFFICIENT TECHNOLOGY SUCH AS A SOIL MOISTURE SENSOR(S), SMART CONTROLLER, ET SENSOR, ETC.
2. CONTRACTOR SHALL ONLY PRUNE DEAD/BROKEM/MISSHAPEN BRANCHES.
3. ONCE THE LANDSCAPE PLAN IS APPROVED BY THE CITY THERE SHALL BE NO MODIFICATIONS TO THE PLANT SCHEDULE WITHOUT FIRST OBTAINING APPROVAL FROM THE CITY.
4. A "PRE-PLANTING MEETING WITH CITY STAFF SHALL OCCUR ON-SITE, PRIOR TO ANY INSTALLATION OF BOULEVARD TREES. CONTRACTOR SHALL CONTACT THE CITY AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE TO SCHEDULE THIS MEETING.
5. THE CITY REQUIRES A TWO (2) YEAR WARRANTY PERIOD FROM THE DATE THAT THE CITY ACCEPTS THE PLANTINGS AS INSTALLED PER THE APPROVED LANDSCAPING PLAN.
6. FOUR (4) INCHES OF TOPSOIL MEETING THE CITIES SPECIFICATION SHALL BE APPLIED TO ALL DISTURBED AREAS, INCLUDING BOULEVARDS, NOT OTHERWISE IMPROVED WITH IMPERVIOUS SURFACES (BUILDING, PARKING LOT,WALKWAYS, ETC.)

IRRIGATION NOTES:

1. ENTIRE SITE SHALL BE FULLY IRRIGATED. THE CONTRACTOR SHALL SUBMIT IRRIGATION SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. SEE MECHANICAL AND ELECTRICAL PLANS AND SPECIFICATIONS FOR IRRIGATION WATER, METER, AND POWER CONNECTIONS.
3. CONTRACTOR TO VERIFY LOCATION OF ALL UNDERGROUND/ABOVE GROUND FACILITIES PRIOR TO ANY EXCAVATION/INSTALLATION. ANY DAMAGE TO UNDERGROUND/ABOVE GROUND FACILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COSTS ASSOCIATED WITH CORRECTING DAMAGES SHALL BE BORNE ENTIRELY BY THE CONTRACTOR.
4. SERVICE EQUIPMENT AND INSTALLATION SHALL BE PER LOCAL UTILITY COMPANY STANDARDS AND SHALL BE PER NATIONAL AND LOCAL CODES. EXACT LOCATION OF SERVICE EQUIPMENT SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT OR EQUIVALENT AT THE JOB SITE.
5. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR THE PROPOSED ELECTRICAL SERVICE AND METERING FACILITIES.
6. IRRIGATION WATER LINE CONNECTION SIZE IS 1-½" AT BUILDING. VERIFY WITH MECHANICAL PLANS.COVAGE.
7. ALL MAIN LINES SHALL BE 18" BELOW FINISHED GRADE.
8. ALL LATERAL LINES SHALL BE 12" BELLOW FINISHED GRADE.
9. ALL EXPOSED PVC RISERS, IF ANY, SHALL BE GRAY IN COLOR.
10. CONTRACTOR SHALL LAY ALL SLEEVES AND CONDUIT AT 2'-0" BELOW THE FINISHED GRADE OF THE TOP OF PAVEMENT. EXTEND SLEEVES TO 2'-0" BEYOND PAVEMENT.
11. CONTRACTOR SHALL MARK THE LOCATION OF ALL SLEEVES AND CONDUIT WITH THE SLEEVING MATERIAL "ELLED" TO 2'-0" ABOVE FINISHED GRADE AND CAPPED.
12. FABRICATE ALL PIPE TO MANUFACTURE'S SPECIFICATIONS WITH CLEAN AND SQUARE CUT JOINTS. USE QUALITY GRADE PRIMER AND SOLVENT CEMENT FORMULATED FOR INTENDED TYPE OF CONNECTION.
13. BACKFILL ALL TRENCHES WITH SOIL FREE OF SHARP OBJECTS AND DEBRIS.
14. ALL VALVE BOXES AND COVERS SHALL BE BLACK IN COLOR.
15. GROUP VALVE BOXES TOGETHER FOR EASE WHEN SERVICE IS REQUIRED. LOCATE IN PLANT BED AREAS WHENEVER POSSIBLE.
16. IRRIGATION CONTROLLER LOCATION SHALL BE VERIFIED ON-SITE WITH OWNER'S REPRESENTATIVE.
17. CONTROL WIRES: 14 GAUGE DIRECT BURIAL, SOLID COPPER IRRIGATION WIRE. RUN UNDER MAIN LINE. USE MOISTURE-PROOF SPLICES AND SPLICE ONLY AT VALVES OR PULL BOXES. RUN SEPARATE HOT AND COMMON WIRE TO EACH VALVE AND ONE (1) SPARE WIRE AND GROUND TO FURTHEST VALVE FROM CONTROLLER. LABEL OR COLOR CODE ALL WIRES.
18. AVOID OVER SPRAY ON BUILDINGS, PAVEMENT, WALLS AND ROADWAYS BY INDIVIDUALLY ADJUSTING RADIUS OR ARC ON SPRINKLER HEADS AND FLOW CONTROL ON AUTOMATIC VALVE.
19. ADJUST PRESSURE REGULATING VALVES FOR OPTIMUM PRESSURE ON SITE.
20. USE SCREENS ON ALL HEADS.
21. A SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED ON-SITE AT ALL TIMES IN AN UPDATED CONDITION.
22. ALL PIPE 3" AND OVER SHALL HAVE THRUST BLOCKING AT EACH TURN.
23. ALL AUTOMATIC REMOTE CONTROL VALVES WILL HAVE 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL UNDERNEATH VALVE AND VALVE BOX. GRAVEL SHALL EXTENT 3" BEYOND PERIMETER OF VALVE BOX.
24. THERE SHALL BE 3" MINIMUM SPACE BETWEEN BOTTOM OF VALVE BOX COVER AND TOP OF VALVE STRUCTURE.
25. IRRIGATION SYSTEM MUST BE EQUIPPED WITH BOTH A RAIN SENSOR AND AT LEAST ONE WATER EFFICIENT TECHNOLOGY SUCH AS A SOIL MOISTURE SENSOR(S), SMART CONTROLLER, ET SENSOR, ETC.

LEGEND

- SEED TYPE 1 - MNDOT 34-262 WET PRAIRIE, PER MNDOT SEEDING MANUAL SPECIFICATIONS (2014)
- SEED TYPE 2 - MNDOT 35-221 DRY PRAIRIE GENERAL, PER MNDOT SEEDING MANUAL SPECIFICATIONS (2014)
- 1" DIA. DECORATIVE ROCK MULCH OVER FILTER FABRIC, SAMPLES REQUIRED
- SHREDDED HARDWOOD MULCH OVER FILTER FABRIC, SAMPLES REQUIRED
- SOD
- PROPOSED CANOPY & EVERGREEN TREE SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED PERENNIAL PLANT SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- DECORATIVE BOULDERS, 18"-30" DIA.

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PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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Patrick J. Sarver
DATE 03/30/18 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

LANDSCAPE PLAN NOTES & DETAILS

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EVENING BLUE Main Exterior



COBBLE STONE Accent



ARCTIC WHITE Trim

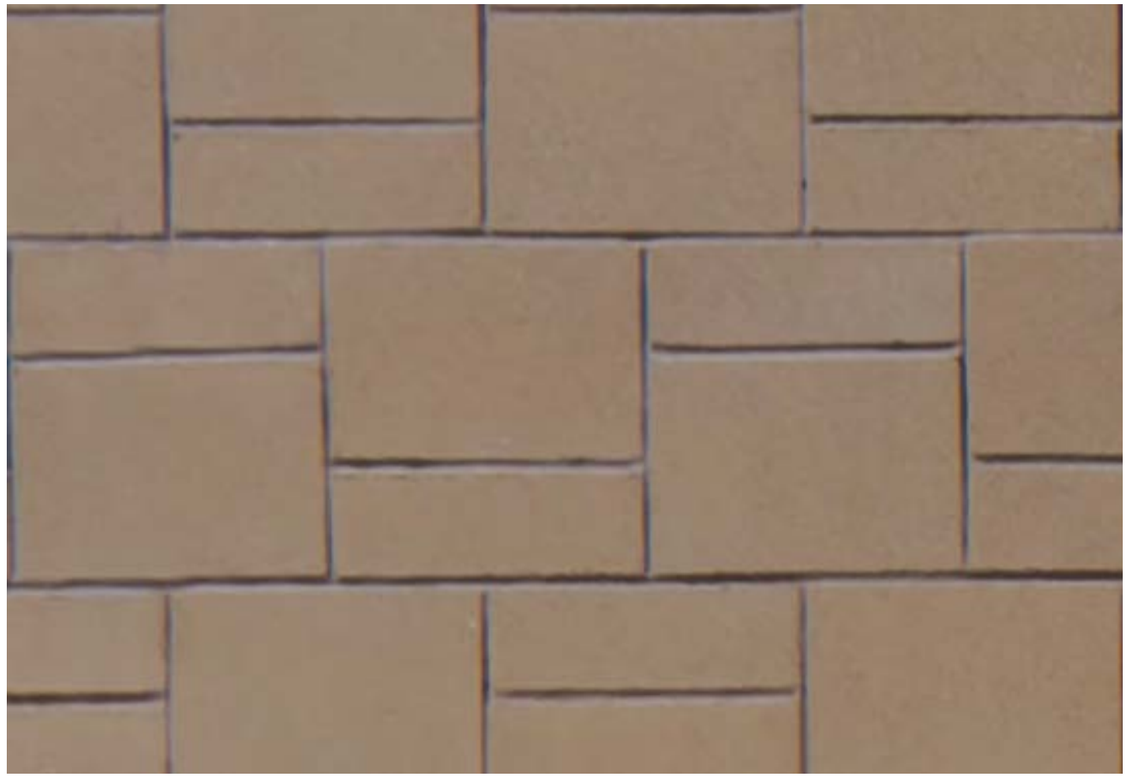
CFB SIDING COLORS



BRICK



ASPHALT SHINGLES



ASHLAR PATTERN SPEC-BRIK



SOFFITS, GUTTERS
AND DOWNSPOUTS



STONE SILL





ALUMINUM BALCONIES/CANOPIES

Affinity at Ramsey

Ramsey, MN 55303



Exterior Wall Finish Schedule			
Cladding Material	Area	Percent Coverage	Description
Brick	13,339 ft²	14%	Primary
Spec-Brik	35,957 ft²	37%	Primary
CFB Lap Siding	17,514 ft²	18%	Secondary
CFB Panel Siding	28,970 ft²	30%	Secondary
Trim	401 ft²	0%	Trim

Type VA Construction
Height: 4 Floors to midpoint of sloped roof

Total Gross Area	
Level	Area
Level 4	59,330 ft²
Level 3	59,330 ft²
Level 2	67,207 ft²
Level 1	71,135 ft²
Grand total	257,002 ft²

Parking Schedule		
Comments	Count	Type
Exterior	63	
Interior	175	
Grand total	236	

Residential Unit Mix							
			Unit Area		Total Area		
Name	Type	Count	Gross Area	Net Area	Gross Area	Total Net Area	Mix Percentage
Unit 1-0	1 Bed 1 Bath	54	696 ft²	626 ft²	37,583 ft²	33,804 ft²	31%
Unit 1-1	1 Bed 1 Bath	9	709 ft²	648 ft²	6,379 ft²	5,832 ft²	5%
Unit 1-2	1 Bed 1 Bath	10	608 ft²	555 ft²	6,075 ft²	5,550 ft²	6%
Unit 1-2a - Type A	1 Bed 1 Bath	2	608 ft²	555 ft²	1,215 ft²	1,110 ft²	1%
1 Bed 1 Bath: 75		75			51,252 ft²		43%
Unit 2-1	1 Bed 1 Bath +Den	6	884 ft²	819 ft²	5,302 ft²	4,914 ft²	3%
1 Bed 1 Bath +Den: 6		6			5,302 ft²		3%
Unit 2-0	2 Bed 1.5 Bath	21	911 ft²	844 ft²	19,141 ft²	17,724 ft²	12%
Unit 2-2	2 Bed 1.5 Bath	5	884 ft²	819 ft²	4,418 ft²	4,095 ft²	3%
2 Bed 1.5 Bath: 26		26			23,559 ft²		15%
Unit 2-3	2 Bed 2 Bath	6	994 ft²	924 ft²	5,965 ft²	5,544 ft²	3%
Unit 3-0	2 Bed 2 Bath	20	1,024 ft²	951 ft²	20,478 ft²	19,020 ft²	11%
Unit 3-0a - Type A	2 Bed 2 Bath	1	1,024 ft²	951 ft²	1,024 ft²	951 ft²	1%
Unit 3-1	2 Bed 2 Bath	24	1,140 ft²	1,050 ft²	27,363 ft²	25,200 ft²	14%
Unit 3-2	2 Bed 2 Bath	3	1,081 ft²	1,007 ft²	3,243 ft²	3,021 ft²	2%
Unit 3-3	2 Bed 2 Bath	2	1,147 ft²	1,072 ft²	2,295 ft²	2,144 ft²	1%
2 Bed 2 Bath: 56		56			60,368 ft²		32%
Unit 0-0	Studio	10	506 ft²	459 ft²	5,063 ft²	4,590 ft²	6%
Unit 0-0a - Type A	Studio	1	506 ft²	459 ft²	506 ft²	459 ft²	1%
Studio: 11		11			5,569 ft²		6%
Grand total: 174		174			146,050 ft²		100%

kaas wilson architects
1301 American Blvd E.
Suite 100
Bloomington, MN 55425
tel: (612) 879-6000
fax: (612) 879-6666
www.kaaswilson.com

Civil / Landscape:
Civil Site Group
4931 W 35th St. Suite 200
St. Louis Park, MN 55416
P: 763.213.3944

Structural: BKBM
5930 Brooklyn Blvd.
Minnneapolis, MN, 55429
P: 763.843.0420

General Contractor:
Eagle Building Company
6636 Cedar Ave. S. Suite 140
Minneapolis, MN 55110
612.378.1115

Project:
Affinity at Ramsey
Ramsey, MN 55303

Owner:
Affinity at Ramsey, LLC
120 W. Cataldo Ave., Suite 100
Spokane, WA 99201

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Cover Sheet

SD_100

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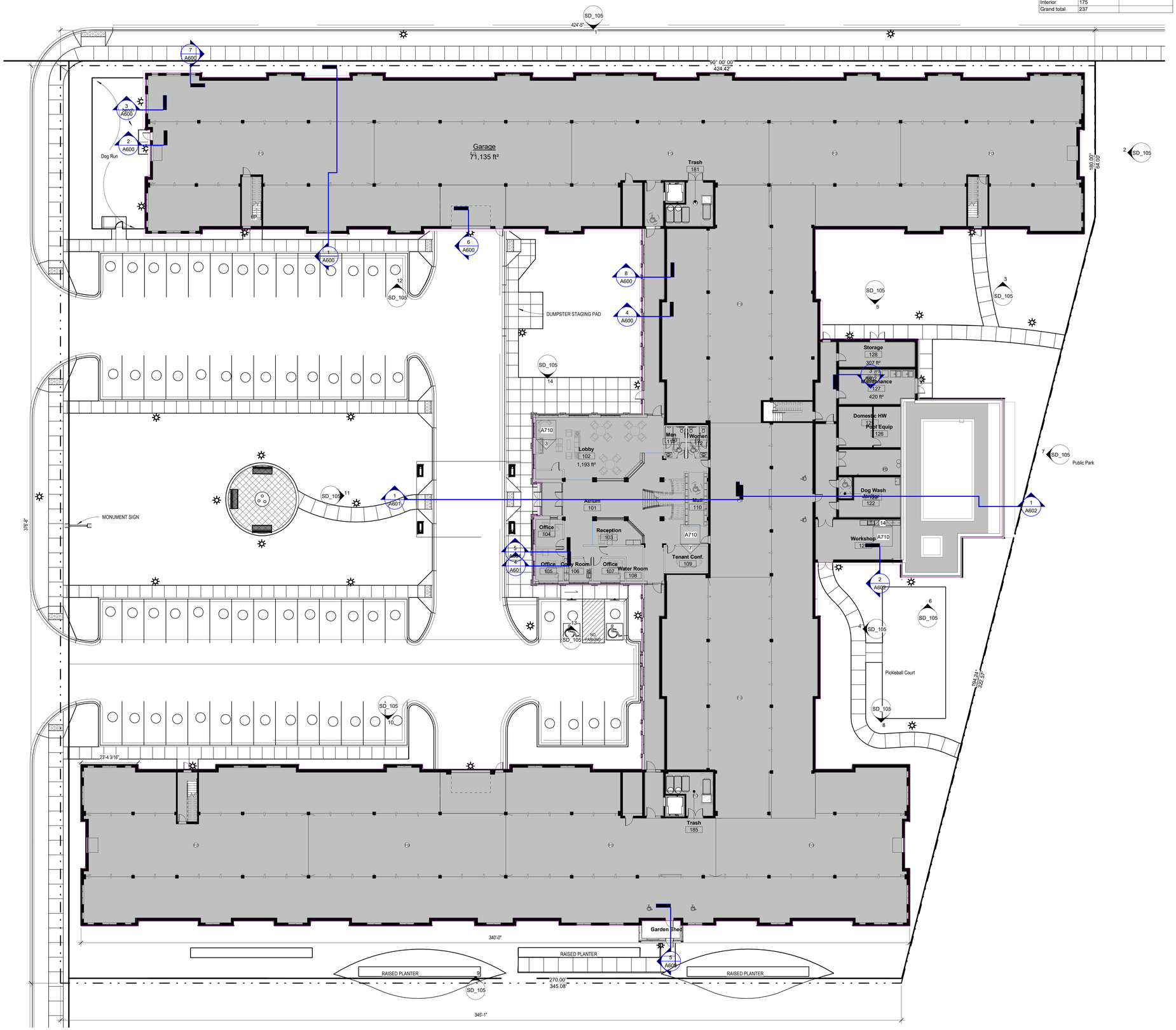
17083-Inland-Ramsey-Affinity v2_detached.rvt

P:\17083-Inland-Ramsey-Affinity\Models\180329 - Detached for Development Submittal\180329.rvt

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Parking Schedule

Comments	Count	Type
Exterior	62	
Interior	175	
Grand total	237	



1 Level 1
1/16" = 1'-0"

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1301 American Blvd E.
Suite 100
Bloomington, MN 55425
tel: (612) 879-6000
fax: (612) 879-6666
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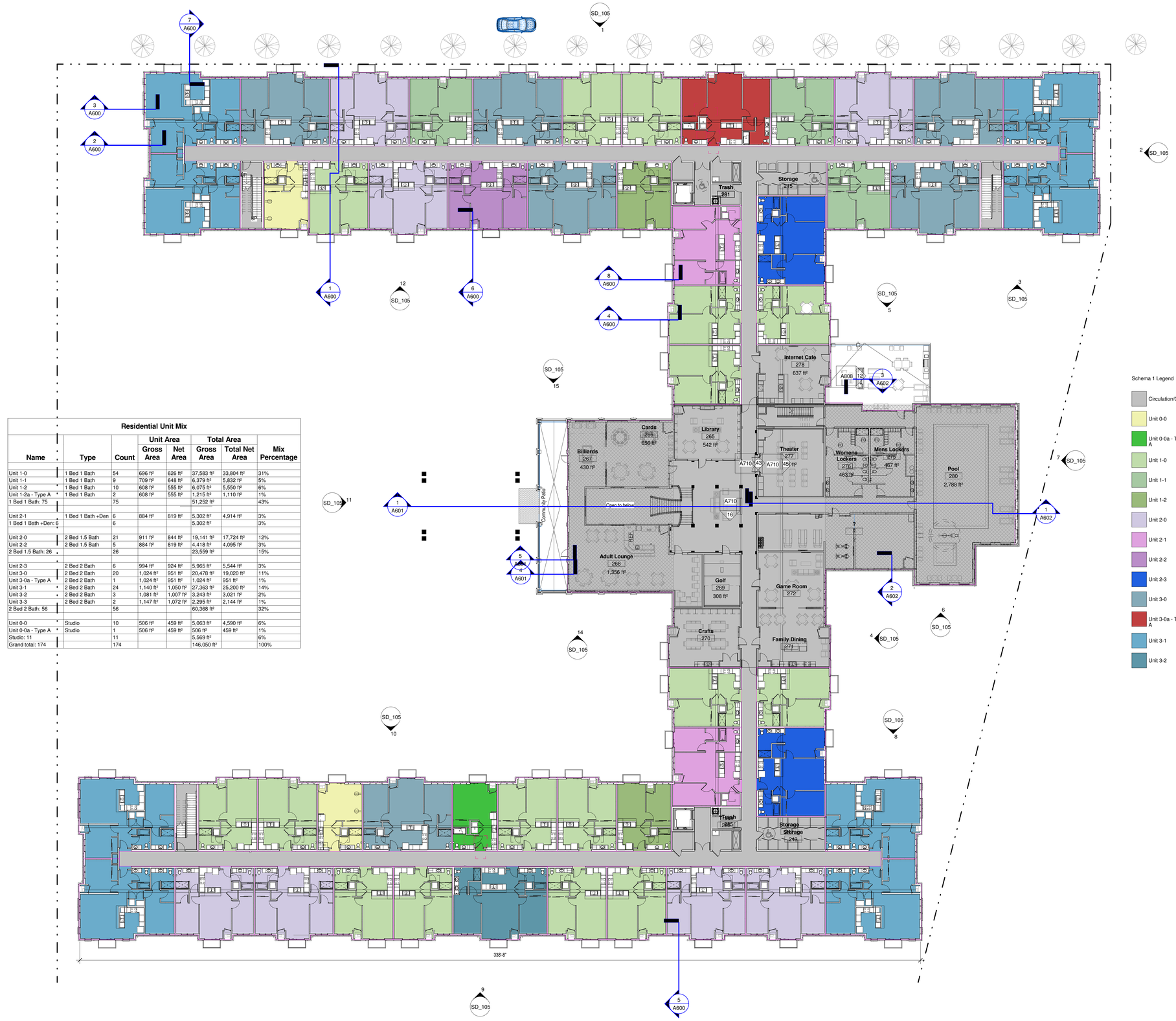
Revision

Rev. No.

Level 1 Plan

1/16" = 1'-0"

SD_101



Residential Unit Mix

Name	Type	Count	Unit Area Gross Area	Unit Area Net Area	Total Area Gross Area	Total Area Total Net Area	Mix Percentage
Unit 1-0	1 Bed 1 Bath	54	696 ft²	626 ft²	37,583 ft²	33,804 ft²	31%
Unit 1-1	1 Bed 1 Bath	9	709 ft²	648 ft²	6,379 ft²	5,832 ft²	5%
Unit 1-2	1 Bed 1 Bath	10	608 ft²	555 ft²	6,075 ft²	5,550 ft²	6%
Unit 1-2a - Type A	1 Bed 1 Bath	2	608 ft²	555 ft²	1,215 ft²	1,110 ft²	1%
1 Bed 1 Bath: 75		75			51,252 ft²		43%
Unit 2-1	1 Bed 1 Bath +Den	6	884 ft²	819 ft²	5,302 ft²	4,914 ft²	3%
1 Bed 1 Bath +Den: 6		6			5,302 ft²		3%
Unit 2-0	2 Bed 1.5 Bath	21	911 ft²	844 ft²	19,141 ft²	17,724 ft²	12%
Unit 2-2	2 Bed 1.5 Bath	5	884 ft²	819 ft²	4,418 ft²	4,095 ft²	3%
2 Bed 1.5 Bath: 26		26			23,559 ft²		15%
Unit 2-3	2 Bed 2 Bath	6	994 ft²	924 ft²	5,965 ft²	5,544 ft²	3%
Unit 3-0	2 Bed 2 Bath	20	1,024 ft²	951 ft²	20,478 ft²	19,020 ft²	11%
Unit 3-0a - Type A	2 Bed 2 Bath	1	1,024 ft²	951 ft²	1,024 ft²	951 ft²	1%
Unit 3-1	2 Bed 2 Bath	24	1,140 ft²	1,050 ft²	27,363 ft²	25,200 ft²	14%
Unit 3-2	2 Bed 2 Bath	3	1,081 ft²	1,007 ft²	3,243 ft²	3,021 ft²	2%
Unit 3-3	2 Bed 2 Bath	2	1,147 ft²	1,072 ft²	2,295 ft²	2,144 ft²	1%
2 Bed 2 Bath: 56		56			60,366 ft²		32%
Unit 0-0	Studio	10	506 ft²	459 ft²	5,063 ft²	4,590 ft²	6%
Unit 0-0a - Type A	Studio	1	506 ft²	459 ft²	506 ft²	459 ft²	1%
Studio: 11		11			5,569 ft²		6%
Grand total: 174		174			146,050 ft²		100%

Schema 1 Legend

- Circulation/Commons
- Unit 0-0
- Unit 0-0a - Type A
- Unit 1-0
- Unit 1-1
- Unit 1-2
- Unit 2-0
- Unit 2-1
- Unit 2-2
- Unit 2-3
- Unit 3-0
- Unit 3-0a - Type A
- Unit 3-1
- Unit 3-2

1 Level 2
1/16" = 1'-0"

kaas wilson architects
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Ramsey, MN 55303

Owner:
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Level 2 Plan

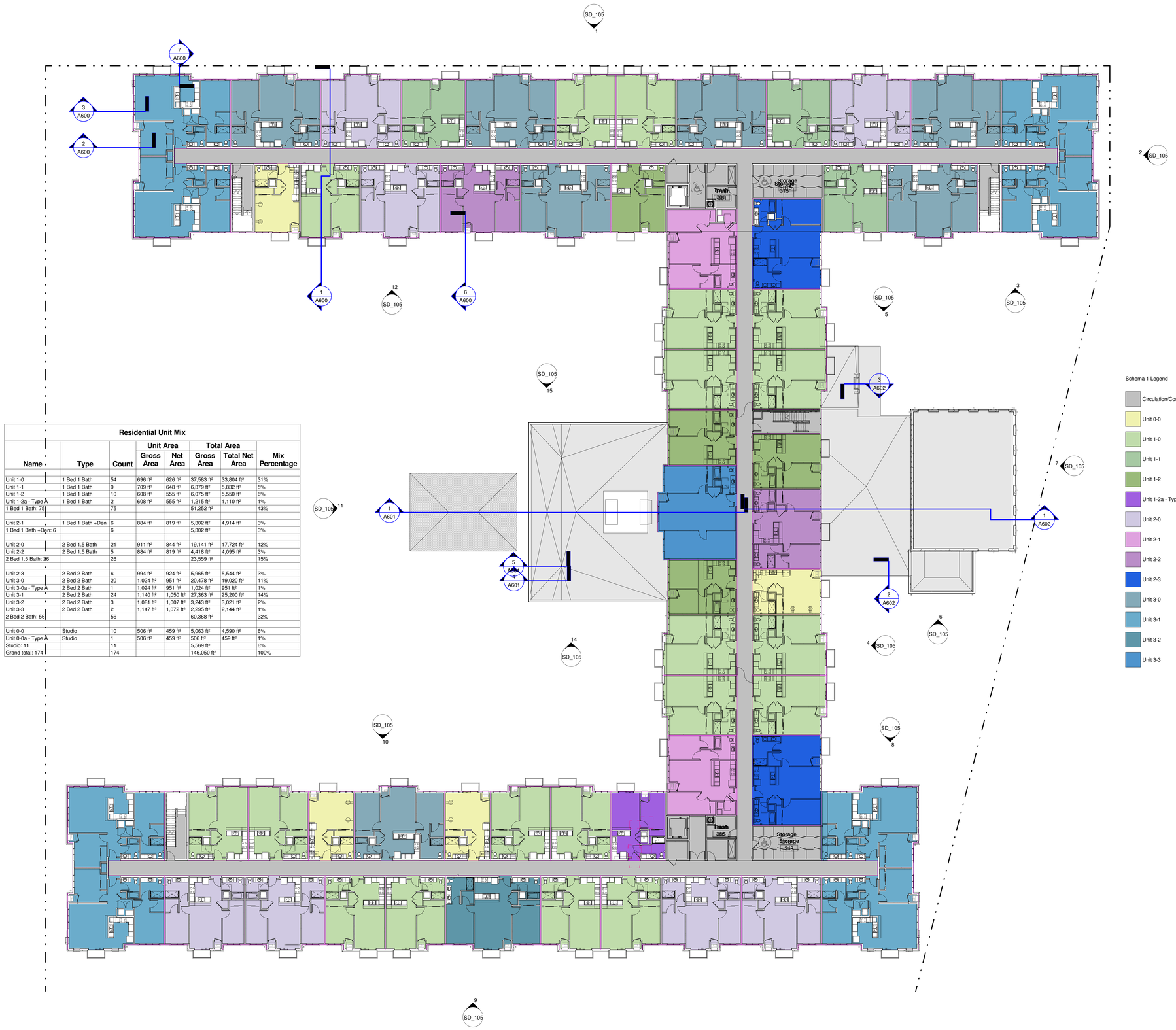
1/16" = 1'-0"

SD_102

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17083-Inland-Ramsey-Affinity v2_detached.rvt



Residential Unit Mix

Name	Type	Count	Unit Area Gross Area	Unit Area Net Area	Total Area Gross Area	Total Area Total Net Area	Mix Percentage
Unit 1-0	1 Bed 1 Bath	54	696 ft²	626 ft²	37,583 ft²	33,804 ft²	31%
Unit 1-1	1 Bed 1 Bath	9	709 ft²	648 ft²	6,379 ft²	5,832 ft²	5%
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Unit 1-2a - Type A	1 Bed 1 Bath	2	608 ft²	555 ft²	1,215 ft²	1,110 ft²	1%
1 Bed 1 Bath: 75		75			51,252 ft²		43%
Unit 2-1	1 Bed 1 Bath +Den	6	884 ft²	819 ft²	5,302 ft²	4,914 ft²	3%
1 Bed 1 Bath +Den: 6		6			5,302 ft²		3%
Unit 2-0	2 Bed 1.5 Bath	21	911 ft²	844 ft²	19,141 ft²	17,724 ft²	12%
Unit 2-2	2 Bed 1.5 Bath	5	884 ft²	819 ft²	4,418 ft²	4,095 ft²	3%
2 Bed 1.5 Bath: 26		26			23,559 ft²		15%
Unit 2-3	2 Bed 2 Bath	6	994 ft²	924 ft²	5,965 ft²	5,544 ft²	3%
Unit 3-0	2 Bed 2 Bath	20	1,024 ft²	951 ft²	20,478 ft²	19,020 ft²	11%
Unit 3-0a - Type A	2 Bed 2 Bath	1	1,024 ft²	951 ft²	1,024 ft²	951 ft²	1%
Unit 3-1	2 Bed 2 Bath	24	1,140 ft²	1,050 ft²	27,363 ft²	25,200 ft²	14%
Unit 3-2	2 Bed 2 Bath	3	1,081 ft²	1,007 ft²	3,243 ft²	3,021 ft²	2%
Unit 3-3	2 Bed 2 Bath	2	1,147 ft²	1,072 ft²	2,295 ft²	2,144 ft²	1%
2 Bed 2 Bath: 56		56			60,368 ft²		32%
Unit 0-0	Studio	10	506 ft²	459 ft²	5,063 ft²	4,590 ft²	6%
Unit 0-0a - Type A	Studio	1	506 ft²	459 ft²	506 ft²	459 ft²	1%
Studio: 11		11			5,569 ft²		6%
Grand total: 174		174			146,050 ft²		100%

1 Level 3
1/16" = 1'-0"

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1301 American Blvd E.
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Level 3 Plan

1/16" = 1'-0"

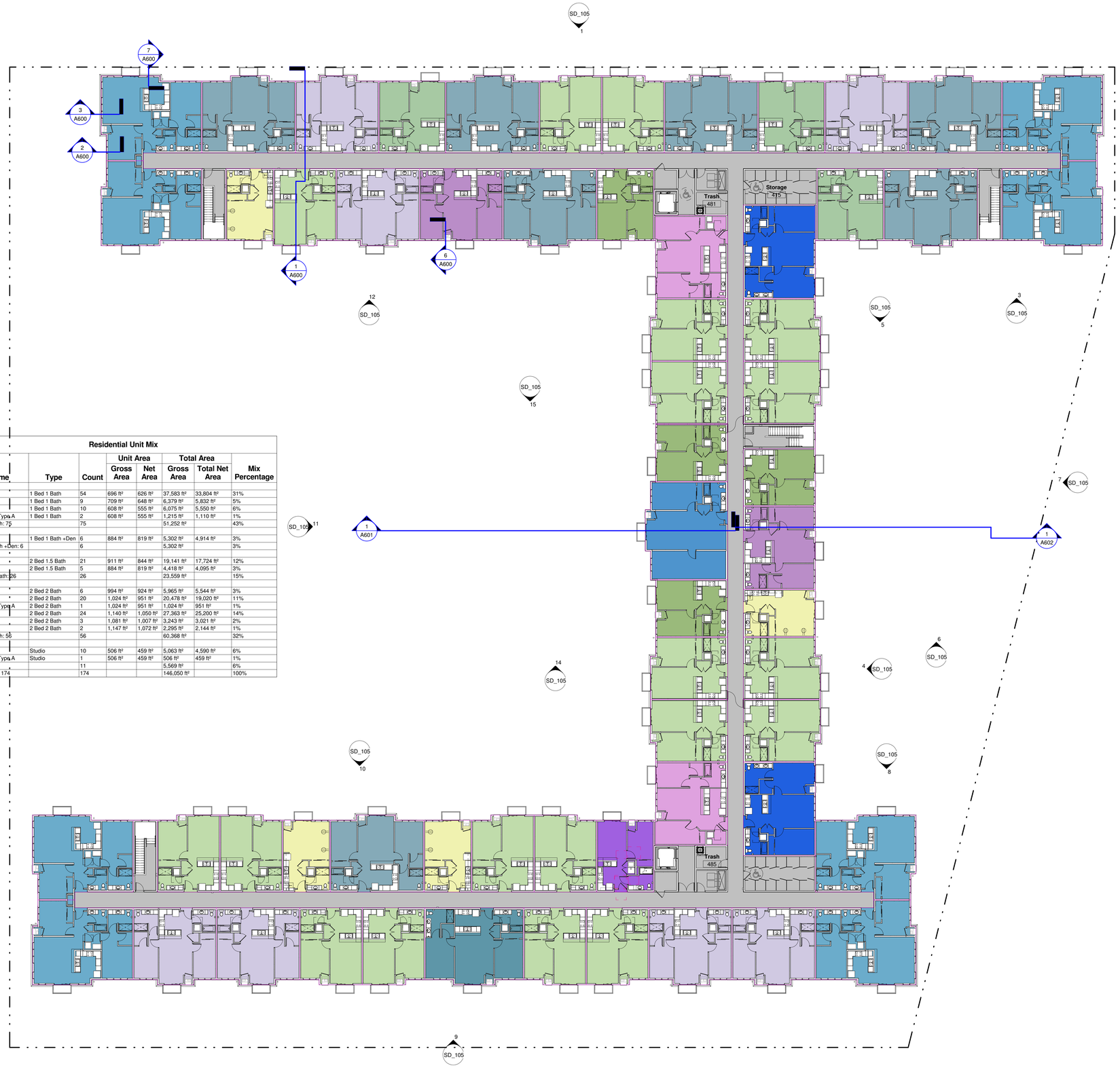
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Residential Unit Mix

Name	Type	Count	Unit Area Gross Area	Unit Area Net Area	Total Area Gross Area	Total Area Total Net Area	Mix Percentage
Unit 1-0	1 Bed 1 Bath	54	696 ft²	626 ft²	37,583 ft²	33,804 ft²	31%
Unit 1-1	1 Bed 1 Bath	9	709 ft²	648 ft²	6,379 ft²	5,832 ft²	5%
Unit 1-2	1 Bed 1 Bath	10	608 ft²	555 ft²	6,075 ft²	5,550 ft²	6%
Unit 1-2a - Type A	1 Bed 1 Bath	2	608 ft²	555 ft²	1,215 ft²	1,110 ft²	1%
1 Bed 1 Bath: 75		75			51,252 ft²		43%
Unit 2-1	1 Bed 1 Bath +Den	6	884 ft²	819 ft²	5,302 ft²	4,914 ft²	3%
1 Bed 1 Bath +Den: 6		6			5,302 ft²		3%
Unit 2-0	2 Bed 1.5 Bath	21	911 ft²	844 ft²	19,141 ft²	17,724 ft²	12%
Unit 2-2	2 Bed 1.5 Bath	5	884 ft²	819 ft²	4,418 ft²	4,095 ft²	3%
2 Bed 1.5 Bath: 26		26			23,559 ft²		15%
Unit 2-3	2 Bed 2 Bath	6	994 ft²	924 ft²	5,965 ft²	5,544 ft²	3%
Unit 3-0	2 Bed 2 Bath	20	1,024 ft²	951 ft²	20,478 ft²	19,020 ft²	11%
Unit 3-0a - Type A	2 Bed 2 Bath	1	1,024 ft²	951 ft²	1,024 ft²	951 ft²	1%
Unit 3-1	2 Bed 2 Bath	24	1,140 ft²	1,050 ft²	27,363 ft²	25,200 ft²	14%
Unit 3-2	2 Bed 2 Bath	3	1,081 ft²	1,007 ft²	3,243 ft²	3,021 ft²	2%
Unit 3-3	2 Bed 2 Bath	2	1,147 ft²	1,072 ft²	2,295 ft²	2,144 ft²	1%
2 Bed 2 Bath: 56		56			60,368 ft²		32%
Unit 0-0	Studio	10	506 ft²	459 ft²	5,063 ft²	4,590 ft²	6%
Unit 0-0a - Type A	Studio	1	506 ft²	459 ft²	506 ft²	459 ft²	1%
Studio: 11		11			5,569 ft²		6%
Grand total: 174		174			146,050 ft²		100%

Schema 1 Legend

- Circulation/Commons
- Unit 0-0
- Unit 1-0
- Unit 1-1
- Unit 1-2
- Unit 1-2a - Type A
- Unit 2-0
- Unit 2-1
- Unit 2-2
- Unit 2-3
- Unit 3-0
- Unit 3-1
- Unit 3-2
- Unit 3-3

1 Level 4
1/16" = 1'-0"

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www.kaaswilson.com

Civil / Landscape:
Civil Site Group
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612.378.1115

Project: Affinity at Ramsey
Ramsey, MN 55303

Owner: Affinity at Ramsey, LLC
120 W. Cataldo Ave., Suite 100
Spokane, WA 99201

Project Number 17083

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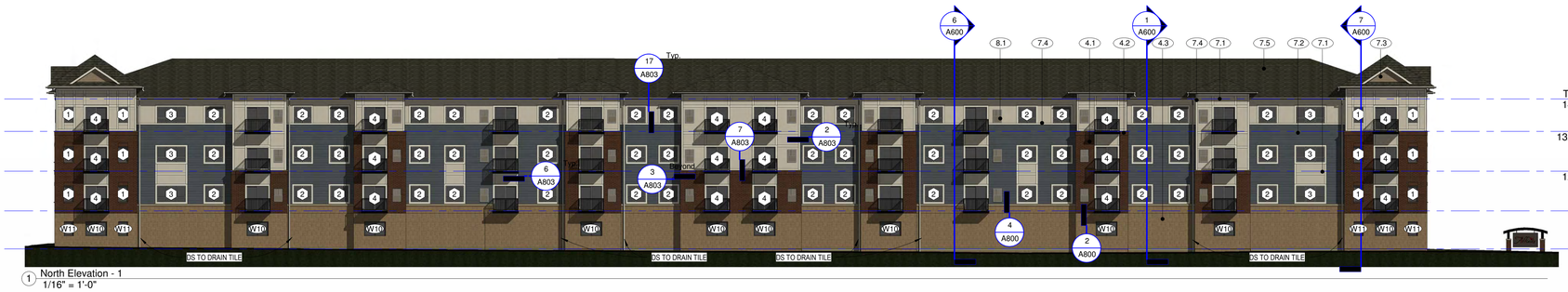
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Level 4 Plan

1/16" = 1'-0"

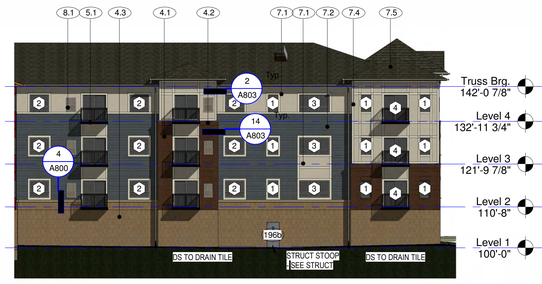
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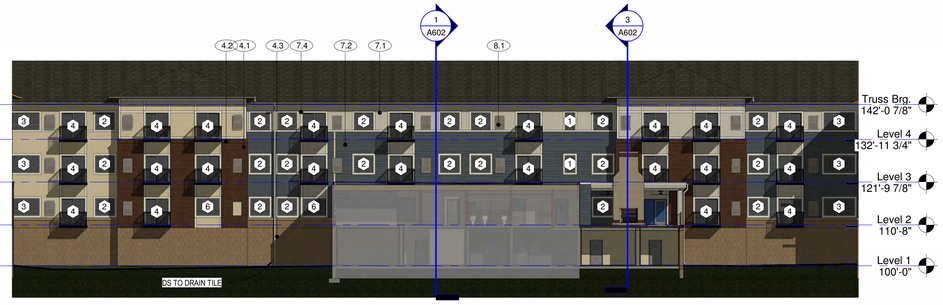
1 North Elevation - 1
1/16" = 1'-0"



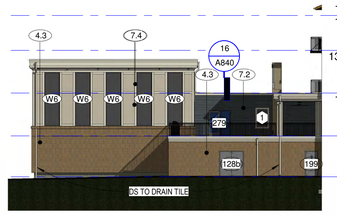
2 Typical End Elevation
1/16" = 1'-0"



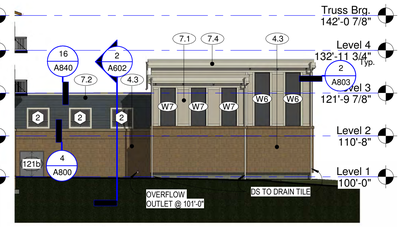
3 South Elevation - 2
1/16" = 1'-0"



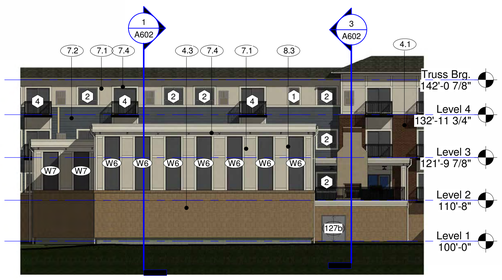
4 East Elevation - 1
1/16" = 1'-0"



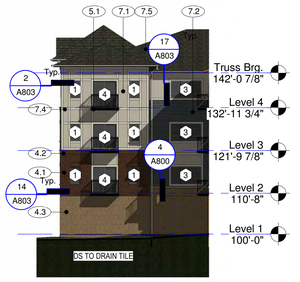
5 Pool - Elevation 1
1/16" = 1'-0"



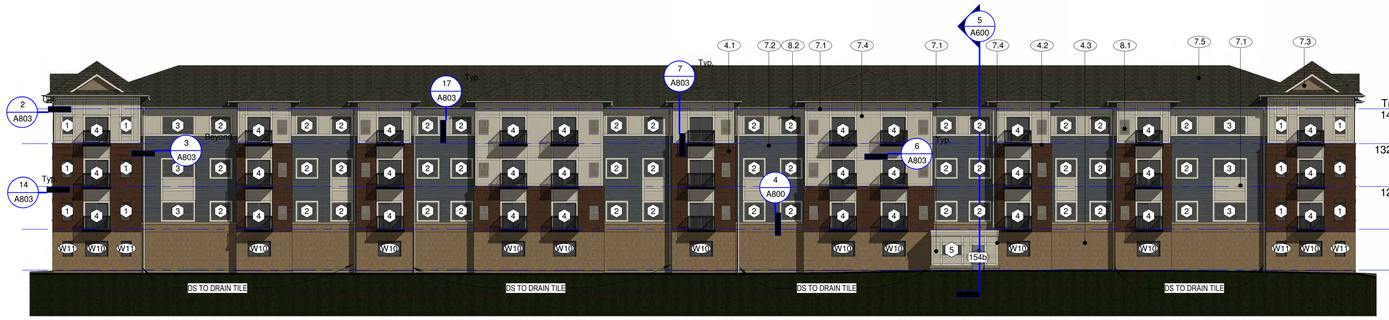
6 Pool - Elevation 3
1/16" = 1'-0"



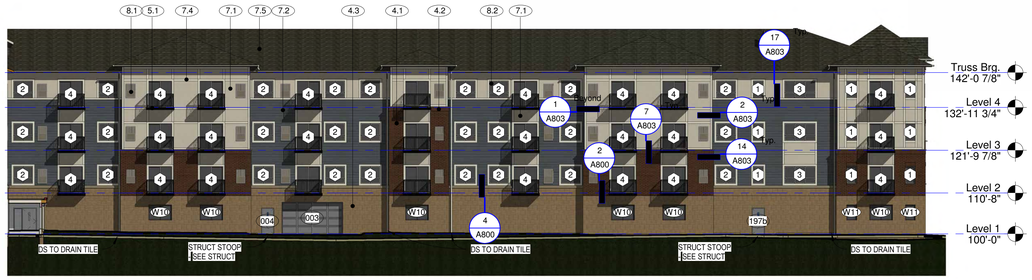
7 Pool - Elevation 2
1/16" = 1'-0"



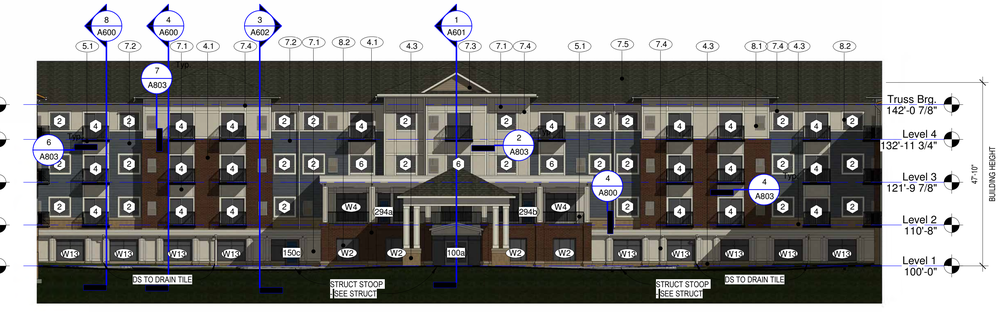
8 North Elevation - 3
1/16" = 1'-0"



9 South Elevation - 3
1/16" = 1'-0"



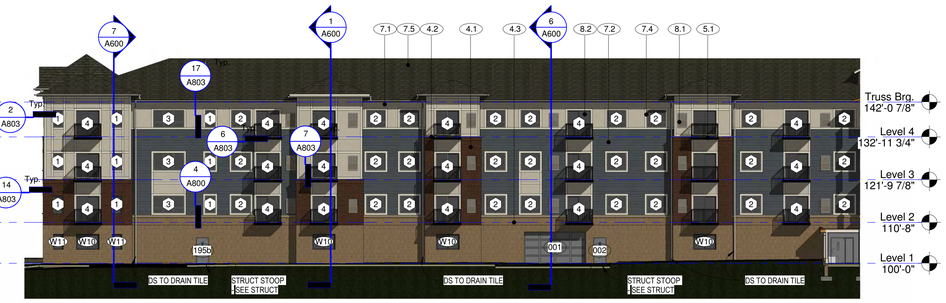
10 North Elevation - 2
1/16" = 1'-0"



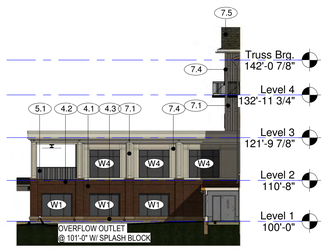
11 West Elevation - 1
1/16" = 1'-0"

Exterior Material Tag Key

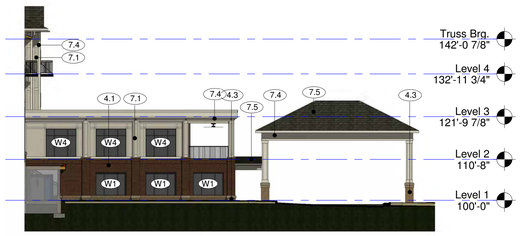
- 4.1 BRICK VENEER - SOUIX CITY - CHARLESTON HAMPTON - 12" UTILITY
- 4.2 BRICK VENEER SOLDIER COURSE - SOUIX CITY - CHARLESTON HAMPTON - 12" UTILITY
- 4.3 SPEC BRICK - COUNTY MATERIALS - SANDCASTLE BLEND w/ ASHLAR PATTERN C
- 5.1 PREFINISHED ALUM BALCONY & RAIL - DARK BRONZE
- 5.2 PREFINISHED ALUM SOFFIT & FASCIA - TBD
- 7.1 CFB PANEL SIDING - COLOR: COBBLE STONE
- 7.2 CFB LAB SIDING - COLOR: EVENING BLUE
- 7.3 CFB SHAKE SIDING - TIMBER BARK
- 7.4 CFB TRIM - COLOR: ARCTIC WHITE
- 7.5 ASPHALT ROOF SYSTEM - TBD
- 8.1 PREFINISHED MAGIC PAK GRILL - EXTRUDED ALUMINUM - COLOR TO MATCH ADJACENT FINISH - PER SUBMITTED SAMPLES
- 8.2 VINYL WINDOWS - WHITE
- 8.3 ALUMINUM STOREFRONT SYSTEM - WHITE



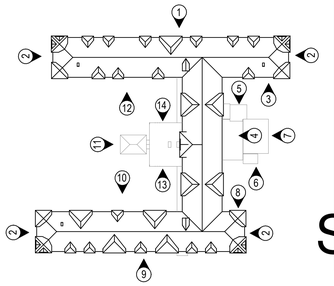
12 South Elevation - 1
1/16" = 1'-0"



14 Front Entry - South Elevation
1/16" = 1'-0"



15 Front Entry - North Elevation
1/16" = 1'-0"



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Rev. No.

Exterior Elevations

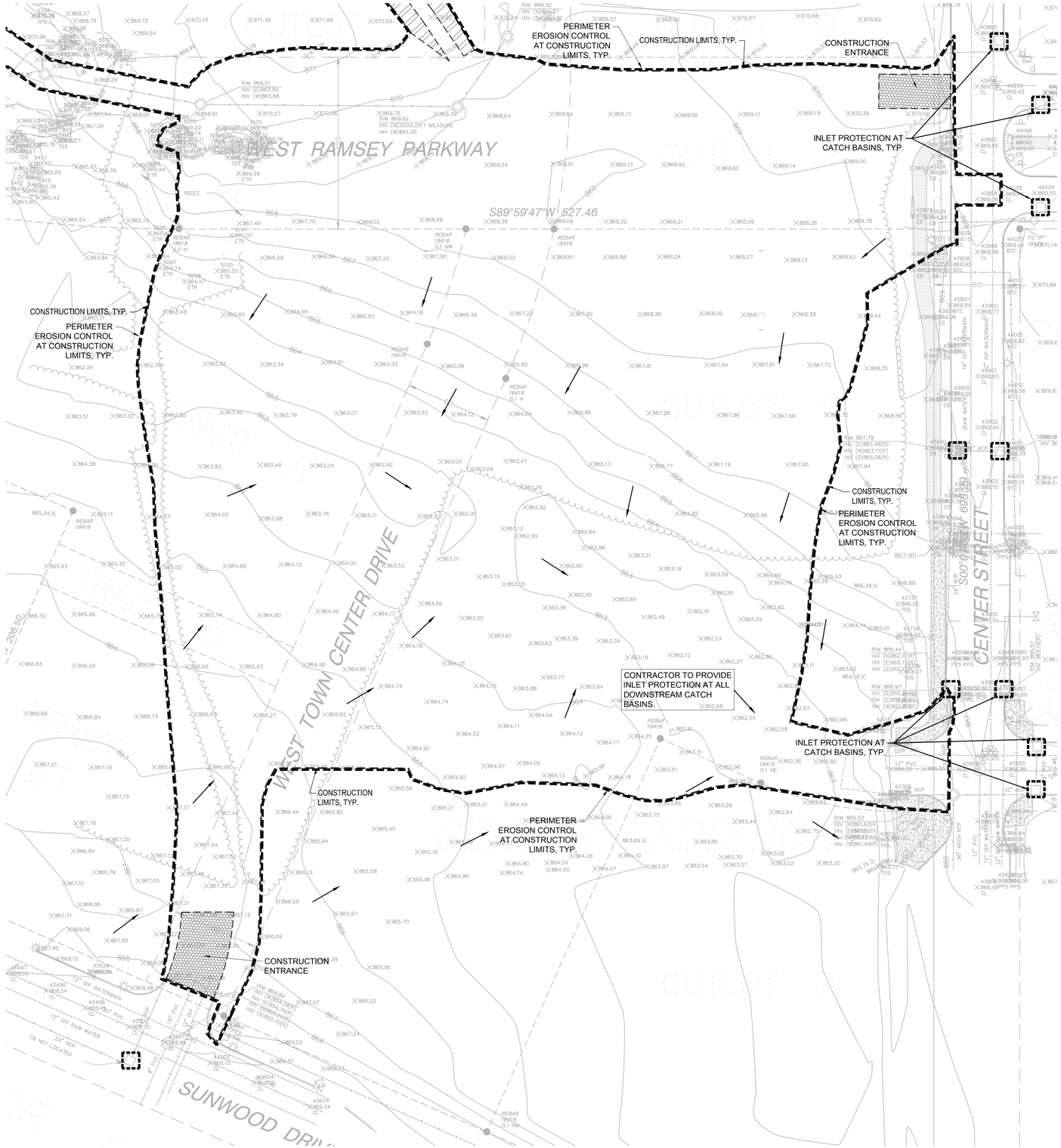
As indicated

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17083 Inland-Ramsey-Affinity v2_detached.rvt



SWPPP NOTES:

1. THIS PROJECT IS GREATER THAN ONE ACRE AND WILL REQUIRE AN MPCA NPDES PERMIT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY EROSION CONTROL PERMITS REQUIRED BY THE CITY.

2. SEE SHEETS SW1.0 - SW1.5 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

CITY OF RAMSEY EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL
- 1.0' CONTOUR ELEVATION INTERVAL
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET

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(651) 454-0002 LOCAL

1" = 40'-0"
20'-0" 0 40'-0"

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kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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.

Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

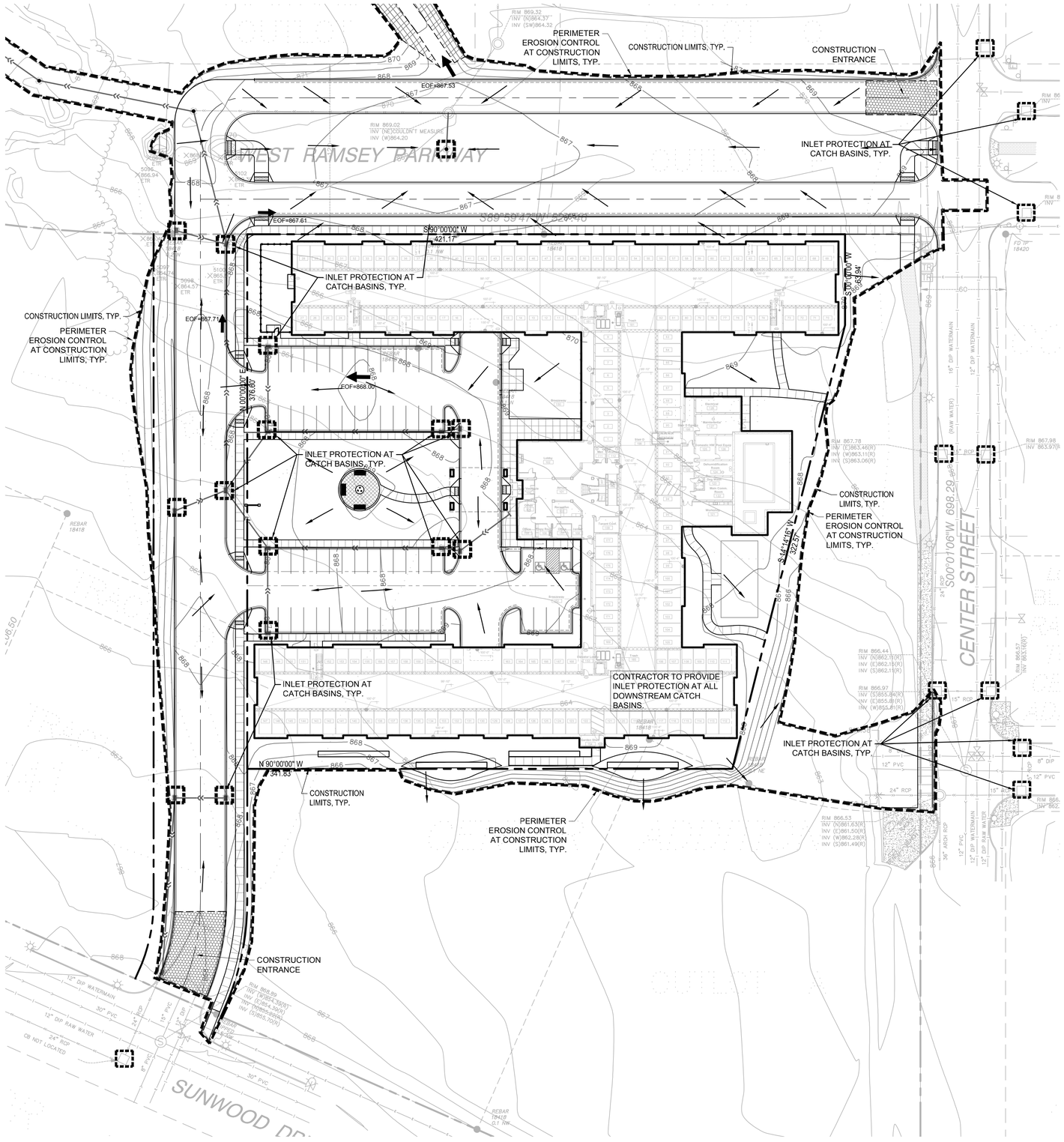
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

SWPPP - EXISTING CONDITIONS

SW1.0

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SWPPP NOTES:

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2. SEE SHEETS SW1.0 - SW1.5 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

CITY OF RAMSEY EROSION CONTROL NOTES:

1. SEDIMENT BIO ROLLS MUST BE INSTALLED AS NOTED ON THE DETAIL. THE CITY WILL ORDER REPLACEMENT WITH SILT FENCE IF THE INSTALLATION IS NOT PER THE DETAIL, I.E., SUBGRADE NOT SCOOPED OUT, INADEQUATE STAKE SPACING OR MOVEMENT BY CONSTRUCTION EQUIPMENT.
2. A COPY OF THE INSPECTION REPORT TO BE EMAILED TO THE CITY AFTER EVERY WEEKLY INSPECTION OR POST RAINFALL INSPECTION
3. SUBMIT A FULL SET OF INSPECTION REPORTS PRIOR TO RECEIVING THE CERTIFICATE OF OCCUPANCY.
4. CONSTRACTOR SHALL HAVE A PICKUP TYPE SEWER ON SITE OR AVAILABLE WITHIN 3 HOURS AFTER NOTIFICATION FROM CITY THAT SWEEPING IS REQUIRED.
5. EXTERNAL WASHING OF TRUCKS AND CONSTRUCTION VEHICLES WILL NOT BE PERMITTED ON SITE. THE SITE IS IN THE DRINKING WATER PROTECTION AREA FOR THE MUNICIPAL WATER SUPPLY.
6. VEHICLE FUELING SHALL TKAE PLACE INSIDE AN IMPERMEABLE CONTAMINATION AREA.
7. THIS SITE IS IN THE DRINKING WATER SOURCE MANAGEMENT AREA AND INFILTRATION IS NOT PERMITTED. THE CITY IS DEVELOPING AN INFILTRATION MITIGATION AREA AND THE DEVELOPER WILL MAKE A FINANCIAL CONTRIBUTION TO THE INFILTRATION MITIGATION FUND.

ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

LEGEND:

- EX. 1' CONTOUR ELEVATION INTERVAL (1125)
- 1.0' CONTOUR ELEVATION INTERVAL (1137)
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET

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10'-0" 0 20'-0"

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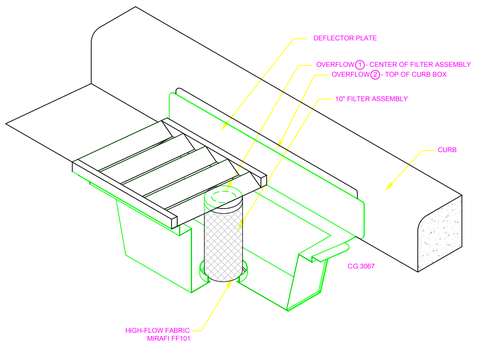
DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

SWPPP - PROPOSED CONDITIONS

SW1.1

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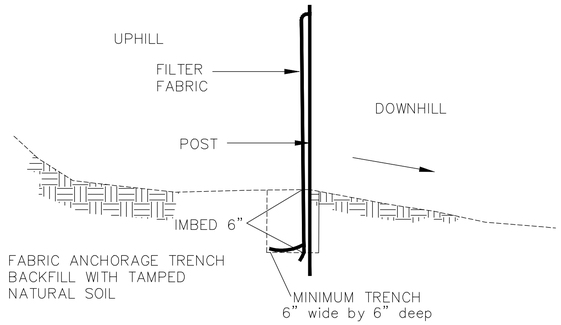


INLET PROTECTION – WIMCO OR EQUAL

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.

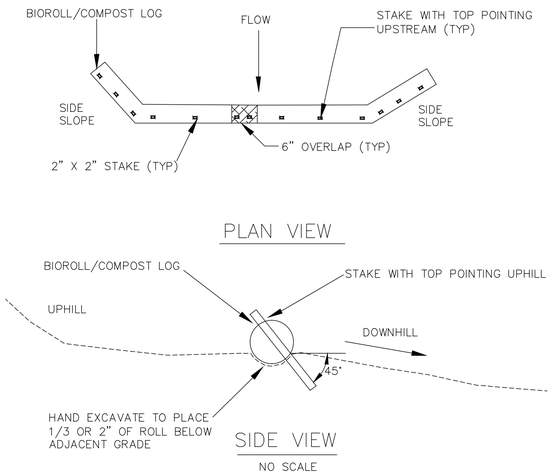
1 CURB INLET PROTECTION
NTS



INSTALL AS PER FILTER FABRIC MANUFACTURER'S RECOMMENDATIONS

SILT FENCE DETAIL
NO SCALE

2 SILT FENCE
NTS



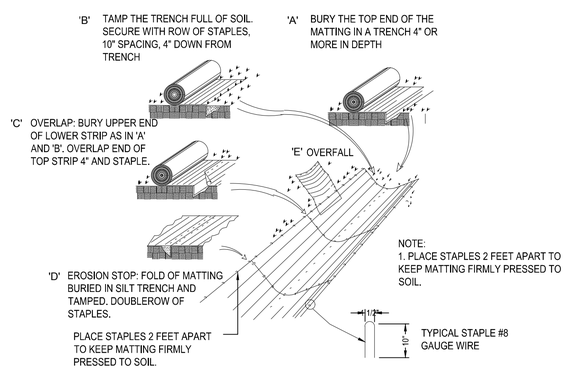
NOTE:
STAKE INTO GROUND WITH WOOD STAKES DRIVING STAKE 6" INTO GROUND AND PROTRUDING 2" ABOVE LOG
WOOD STAKES ARE A MINIMUM 0.5" X 2" X 16" AND PLACED EVERY 1' UNLESS PRECLUDED BY A ROCK
WHEN MORE THAN 1 BIOROLL/COMPOST LOG IS NEEDED, OVERLAP ENDS A MINIMUM OF 6" AND STAKE
WOOD STAKES ARE DRIVEN THROUGH BACK HALF OF BIOROLL OR COMPOST LOG AT 45° ANGLE WITH TOP OF STAKE POINTING UPHILL

3 SEDIMENT BIO-ROLL / COMPOST FILTER LOG
NTS

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

4 STABILIZED CONSTRUCTION ACCESS
NTS



5 EROSION BLANKET
NTS

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SWPPP - DETAILS

SW1.2

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GENERAL SWPPP REQUIREMENTS AND NOTES:

THE CONTRACTOR AND ALL SUBCONTRACTORS INVOLVED WITH A CONSTRUCTION ACTIVITY THAT DISTURBS SITE SOIL OR WHO IMPLEMENT A POLLUTANT CONTROL MEASURE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT (DATED AUGUST 1, 2013 # MNR100001 PAGES 1-35) AND ANY LOCAL GOVERNING AGENCY HAVING JURISDICTION CONCERNING EROSION AND SEDIMENTATION CONTROL.

PART III STORMWATER DISCHARGE DESIGN REQUIREMENTS

SWPPP (PART III.A)

THE NATURE OF THIS PROJECT WILL BE CONSISTENT WITH WHAT IS REPRESENTED IN THIS SET OF CONSTRUCTION PLANS AND SPECIFICATIONS. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR ADDITIONAL SITE SPECIFIC SWPPP INFORMATION. THE PLANS SHOW LOCATIONS AND TYPES OF ALL TEMPORARY AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL BMP'S. STANDARD DETAILS ARE ATTACHED TO THIS SWPPP DOCUMENT.

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:
1. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
2. INSTALLATION OF SILT FENCE AROUND SITE
3. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS.
4. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL
5. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (PART III.B)
6. CLEAR AND GRUB REMAINDER OF SITE
7. STRIP AND STOCKPILE TOPSOIL
8. ROUGH GRADING OF SITE
9. STABILIZE DENUDED AREAS AND STOCKPILES
10. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
11. INSTALL SILT FENCE / INLET PROTECTION AROUND CB'S
12. INSTALL STREET SECTION
13. INSTALL CURB AND GUTTER
14. BITUMINOUS ON STREETS
15. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
16. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
17. FINAL GRADE POND / INFILTRATION BASINS (DO NOT COMPACT SOILS IN INFILTRATION AREAS.) (PART III.C)
18. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD/LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

RECORDS RETENTION (PART III.E):

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 WHO HAS 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 SWPPP, ALONG WITH THE FOLLOWING ADDITIONAL 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 (SEE 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.

SWPPP IMPLEMENTATION RESPONSIBILITIES:

1. THE OWNER AND CONTRACTOR ARE PERMITTEE(S) AS IDENTIFIED BY THE NPDES PERMIT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ON-SITE IMPLEMENTATION OF THE SWPPP, INCLUDING THE ACTIVITIES OF ALL OF THE CONTRACTOR'S SUBCONTRACTORS.
3. CONTRACTOR SHALL PROVIDE A PERSON(S) KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMPS TO OVERSEE ALL INSTALLATION AND MAINTENANCE OF BMP'S AND IMPLEMENTATION OF THE SWPPP.
4. CONTRACTOR SHALL PROVIDE PERSON(S) MEETING THE TRAINING REQUIREMENTS OF THE NPDES PERMIT TO CONDUCT INSPECTION AND MAINTENANCE OF ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS IN ACCORDANCE WITH THE REQUIREMENTS OF THE PERMIT. ONE OF THESE INDIVIDUAL(S) MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY MPCA. CONTRACTOR SHALL PROVIDE TRAINING DOCUMENTATION FOR THESE INDIVIDUAL(S) AS REQUIRED BY THE NPDES PERMIT. THIS TRAINING DOCUMENTATION SHALL BE RECORDED IN OR WITH THE SWPPP BEFORE THE START OF CONSTRUCTION OR AS SOON AS THE PERSONNEL FOR THE PROJECT HAVE BEEN DETERMINED. DOCUMENTATION SHALL INCLUDE:
   - 4.1. NAMES OF THE PERSONNEL ASSOCIATED WITH THE PROJECT THAT ARE REQUIRED TO BE TRAINED PER PART III.F.1 OF THE PERMIT.
   - 4.2. DATES OF TRAINING AND NAME OF INSTRUCTOR AND ENTITY PROVIDING TRAINING.
   - 4.3. CONTENT OF TRAINING COURSE OR WORKSHOP INCLUDING THE NUMBER OF HOURS OF TRAINING.
5. FOLLOWING FINAL STABILIZATION AND THE TERMINATION OF COVERAGE FOR THE NPDES PERMIT, THE OWNER IS EXPECTED TO FURNISH LONG TERM OPERATION AND MAINTENANCE (O & M) OF THE PERMANENT STORM WATER MANAGEMENT SYSTEM.

PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS

CONSTRUCTION ACTIVITY FIELD REQUIREMENTS:

1. ALL FIELD REQUIREMENTS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE NPDES PERMIT AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
2. THE CONTRACTOR MUST IMPLEMENT THE SWPPP AND PROVIDE BMPS IDENTIFIED IN THE SWPPP IN AN APPROPRIATE AND FUNCTION MANNER.
3. THE CONTRACTOR SHALL RESPOND TO CHANGING SITE CONDITIONS AND IMPLEMENT/SUPPLEMENT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES UTILIZED TO PROVIDE ADEQUATE PROTECTION OF DISTURBED SOILS AND ADEQUATE PREVENTION OF SEDIMENT TRANSPORT OFF-SITE. AT A MINIMUM, THE FOLLOWING STORMWATER POLLUTION PREVENTION CONSTRUCTION ACTIVITY FIELD REQUIREMENTS SHALL BE FURNISHED BY THE CONTRACTOR.

EROSION PREVENTION (PART IV.B):

THE CONTRACTOR IS RESPONSIBLE FOR PLANING FOR AND IMPLEMENTING APPROPRIATE CONSTRUCTION PHASING, VEGETATIVE BUFFER STRIPS, HORIZONTAL SLOPE GRADING, AND OTHER CONSTRUCTION PRACTICES THAT MINIMIZE EROSION, SO THAT THE INSPECTION AND MAINTENANCE REQUIREMENTS OF PART IV.E. 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.

ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT NO LATER THAN THE END OF THE NEXT WORK DAY WHEN EARTH-DISTURBING ACTIVITIES WILL CEASE FOR AT LEAST 14 DAYS. 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 COMPLY WITH PART IV.C.5.

SOILS WITHIN 200 FEET OF A PUBLIC WATER (AS DESIGNATED BY THE MINNESOTA DNR) MUST BE STABILIZED WITHIN 24 HOURS DURING FISH SPAWNING TIMES.

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, MUST BE STABILIZED 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.

STABILIZATION OF THE REMAINING PORTIONS OF ANY TEMPORARY OR PERMANENT DITCHES OR SWALES MUST BE COMPLETE WITHIN 14 DAYS AFTER CONNECTING TO A SURFACE WATER 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 (WITH PROPERLY DESIGNED ROCK DITCH CHECKS, BIO ROLLS, SILT DIKES ETC.) DO NOT NEED TO BE STABILIZED. THESE AREAS MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM.

PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER.

SEED NOTES (PART III.A.4.A):

ALL SEED MIXES AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MNDOT SEEDING MANUAL.

GENERAL RECOMMENDATIONS:
IMMEDIATELY BEFORE SEEDING THE SOIL SHALL BE TILLED TO A MINIMUM DEPTH OF 3 INCHES.

TEMPORARY EROSION CONTROL SEEDING, MULCHING & BLANKET.

SEED
- TEMPORARY SEED SHALL BE MNDOT SEED MIX 21-112 (WINTER WHEAT COVER CROP) FOR WINTER AND 21-111 (OATS COVER CROP) FOR SPRING/SUMMER APPLICATIONS. BOTH SEED MIXES SHALL BE APPLIED AT A SEEDING RATE OF 100 LBS/ACRE.

MULCH
- IMMEDIATELY AFTER SEEDING, WITHIN 24 HOURS, MNDOT TYPE 1 MULCH SHOULD BE APPLIED TO PROTECT AND ENHANCE SEED GERMINATION. MULCH SHALL BE APPLIED AT 90% COVERAGE (2 TONS PER ACRE OF STRAW MULCH)

SLOPES
- 3:1 (HORIZ/VERT.) OR FLATTER MUCH SHALL BE COVERED WITH MULCH
- SLOPES STEEPER THAN 3:1 OR DITCH BOTTOMS SHALL BE COVERED WITH EROSION CONTROL BLANKET.
- SEE PLAN FOR MORE DETAILED DITCH AND STEEP SLOPE EROSION CONTROL TREATMENTS.

SEDIMENT CONTROL (PART IV.C):

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 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 TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.A.4, A. THROUGH C.
- 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 3:1 OR STEEPER.

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 IN ACCORDANCE WITH PART IV.G.

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.

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 AND THE PERMITTEE(S) HAVE RECEIVED WRITTEN CORRESPONDENCE FROM THE JURISDICTIONAL AUTHORITY (E.G. CITY/COUNTY/TOWNSHIP/MNDOT ENGINEER) VERIFYING THE NEED FOR REMOVAL. THE WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP OR AVAILABLE WITHIN 72 HOURS UPON REQUEST. WHEN WRITTEN CORRESPONDENCE CAN NOT BE OBTAINED IN A TIMELY MANNER, THE SPECIFIC INLET PROTECTION CAN BE REMOVED TO ALLEVIATE THE IMMEDIATE SAFETY CONCERN. HOWEVER, EFFORTS TO OBTAIN WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP AND AVAILABLE WITHIN 72 HOURS UPON REQUEST. PERMISSION TO REMOVE INLET PROTECTION BASED ON A SPECIFIC SAFETY CONCERN MUST STILL BE OBTAINED FROM THE JURISDICTIONAL AUTHORITY WITHIN 30 DAYS OF REMOVAL.

TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN 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.

VEHICLE TRACKING OF SEDIMENT FROM THE CONSTRUCTION SITE (OR ONTO STREETS WITHIN THE 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 (SEE PART IV.E.4.D.).

THE PERMITEE MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL. MINIMIZING SOIL COMPACTION IS NOT REQUIRED WHERE THE FUNCTION OF THE SPECIFIC AREA OF THE SITE DICTATES THAT IT BE COMPACTED. METHODS FOR MINIMIZING COMPACTION INCLUDE THE USE OF TRACKED EQUIPMENT, AND STAYING OFF OF AREAS TO BE LEFT UN-COMPACTED. METHODS TO PRESERVE TOPSOIL INCLUDE STRIPPING AND STOCKPILING TOPSOIL PRIOR TO GRADING OR EXCAVATION OPERATIONS.

THE PERMITTEE MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.B. OF THIS PERMIT.

DEWATERING AND BASIN DRAINING (PART IV.D):

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 BMP'S SUCH THAT THE DISCHARGE DOES NOT ADVERSELY AFFECT THE RECEIVING WATER, DOWNSTREAM LANDOWNERS OR WETLANDS. THE CONTRACTOR MUST ENSURE THAT DISCHARGE POINTS ARE ADEQUATELY PROTECTED FROM EROSION AND SCOUR. THE DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, SAND BAGS, PLASTIC SHEATHING OR OTHER ACCEPTED ENERGY DISSIPATION MEASURES. ADEQUATE SEDIMENTATION CONTROL MEASURES ARE REQUIRED FOR DISCHARGE WATER THAT CONTAINS SUSPENDED SOLIDS.

FILTER BACKWASH WATERS MUST BE HAULED AWAY FOR DISPOSAL, RETURNED TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATE INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION. DISCHARGE OF THE BACKWASH WATER TO SANITARY SEWER IS ALLOWED WITH PERMISSION OF THE SANITARY SEWER AUTHORITY.

INSPECTIONS AND MAINTENANCE (PART IV.E):

THE CONTRACTOR IS RESPONSIBLE AT ALL TIMES FOR THE MAINTENANCE AND PROPER OPERATION OF EROSION AND SEDIMENT CONTROL FACILITIES. THE CONTRACTOR SHALL AT A MINIMUM, INSPECT, MAINTAIN AND REPAIR ALL DISTURBED SURFACES AND ALL EROSION AND SEDIMENT CONTROL FACILITIES AND SOIL STABILIZATION MEASURES ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.5 INCHES OR GREATER AND WITHIN 7 DAYS AFTER THAT. CONTINUE INSPECTION ACTIVITIES UNTIL LAND-DISTURBING ACTIVITY HAS CEASED. THEREAFTER THE CONTRACTOR SHALL PERFORM THESE RESPONSIBILITIES AT LEAST WEEKLY UNTIL VEGETATIVE COVER IS ESTABLISHED. INSPECTIONS MUST INCLUDE STABILIZED AREAS, EROSION PREVENTION AND SEDIMENT CONTROL BMP'S AND INFILTRATION AREAS.

BASED ON INSPECTION RESULTS THE CONTRACTOR MAY MODIFY THE SWPPP IN ORDER TO PREVENT POLLUTANTS FROM LEAVING THE SITE VIA STORM WATER RUNOFF. THIS MODIFICATION MUST BE MADE WITHIN 7 CALENDAR DAYS OF THE INSPECTION UNLESS OTHERWISE REQUIRED BY THE TERMS OF THE PERMIT, LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

INSPECTION REPORTS MUST BE RECORDED WITHIN 24 HOURS IN WRITING AND KEPT ON FILE BY THE CONTRACTOR AS AN INTEGRAL PART OF THE SWPPP ON SITE AND THEN FOR AT LEAST 3 YEARS FROM THE DATE OF COMPLETION OF THIS PROJECT.

ALL PERIMETER CONTROL DEVICES MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 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.

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 TOPSOIL. THIS REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN 7 DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

SEE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR SITE SPECIFIC INSPECTIONS AND MAINTENANCE REQUIREMENTS.

POLLUTION PREVENTION MANAGEMENT (PART IV.F):

THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING POLLUTION PREVENTION MANAGEMENT MEASURES ON THE SITE;

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 MINNESOTA POLLUTION CONTROL AGENCY (MPCA) DISPOSAL REQUIREMENTS.

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.

EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTEWATER PROPERLY DISPOSED OF. NO ENGINE DEGREASING IS ALLOWED ON SITE.

CONCRETE WASHOUT: ALL LIQUID AND SOLID WASTES GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. A COMPACTED CLAY LINER THAT DOES NOT ALLOW WASHOUT LIQUIDS TO ENTER THE GROUND IS CONSIDERED AN IMPERMEABLE LINER. THE LIQUID AND SOLID WASTES MUST NOT CONTACT THE GROUND, AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS. LIQUID AND SOLID WASTES MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS. A SIGN MUST BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFORM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES. CONCRETE WASHOUT MAY ALSO OCCUR OFF SITE ACCORDING TO THE APPROPRIATE REGULATIONS.

FUELING OPERATION PLAN: ALL FUELING SHALL TAKE PLACE AT THE DESIGNATED FUELING LOCATION AND ACCORDING TO BEST PRACTICES FOR SITE FUELING OPERATIONS AS TO MINIMIZE THE POTENTIAL FOR SPILLS.

SPILL PREVENTION PLAN: ALL SPILLS SHALL BE IMMEDIATELY CLEANED UP AFTER DISCOVERY. THE SITE SUPERINTENDENT, WHO IS RESPONSIBLE FOR DAY-TO-DAY ONSITE CONSTRUCTION OPERATIONS WILL BE THE SPILL PREVENTION COORDINATOR AND WILL BE RESPONSIBLE FOR IMPLEMENTING CLEAN UP PROCEDURES, POSTING CLEAN UP RECOMMENDATIONS, AND ENSURING PROPER CLEAN UP TRAINING OF APPROPRIATE PERSONNEL.

SANITARY AND SEPTIC WASTE: SANITARY/SEPTIC FACILITIES SHALL BE PROVIDED AND MAINTAINED IN A NEAT AND SANITARY CONDITION, FOR THE USE OF THE CONTRACTOR'S EMPLOYEES. A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS REQUIRED BY STATE REGULATIONS WILL COLLECT SANITARY WASTE FROM PORTABLE UNITS.

FINAL STABILIZATION (PART IV.G):

THE CONTRACTOR MUST ENSURE FINAL STABILIZATION OF THE SITE ACCORDING THE DEFINITIONS IN THE NPDES GENERAL PERMIT PART IV SECTION G. THE CONTRACTOR MUST SUBMIT A NOTICE OF TERMINATION (N.O.T.) WITHIN 30 DAYS AFTER FINAL STABILIZATION IS COMPLETE OR WITHIN 7 DAYS AFTER SELLING THE SITE OR PORTION OF THE SITE (THAT HAS NOT UNDERGONE FINAL STABILIZATION) TO ANOTHER PARTY. A COPY OF THIS NOTICE OF TERMINATION / PERMIT MODIFICATION FORM MUST GO TO THE NEW OWNER. THE ORIGINAL CURRENT OWNER MUST PROVIDE A SWPPP TO THE NEW OWNER THAT SPECIFICALLY ADDRESSES THE REMAINING CONSTRUCTION ACTIVITY. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) AND SWPPP PLAN SHEETS FOR FINAL STABILIZATION MEASURES

TRAINING (PART III.A.2)

DESIGN ENGINEER: MATTHEW R. PAVEK P.E.
TRAINING COURSE: DESIGN OF SWPPP
TRAINING ENTITY: UNIVERSITY OF MINNESOTA
INSTRUCTOR: JOHN CHAPMAN
DATES OF TRAINING COURSE: 5/15/2011 - 5/16/2011
TOTAL TRAINING HOURS: 12
RE-CERTIFICATION: 3/16/2017 (8 HOURS), EXP. 5/31/2020

OWNER INFORMATION

OWNER:

INLAND GROUP
120 W CATALDO AVE, SUITE 100
SPOKANE, WA 99201
(509)-891-5162

CONTACT: ROBERT KETNER
509-321-3204
ROBERTK@INLANDCONSTRUCTION.COM

AREAS AND QUANTITIES (PART III.A.4.B&C):

	EXISTING		PROPOSED LOT	
BUILDING COVERAGE	0 SF	0.0%	71,135 SF	48.7%
ALL PAVEMENTS	0 SF	0.0%	36,400 SF	24.9%
ALL NON-PAVEMENTS	146,210 SF	100.0%	38,675 SF	26.5%
TOTAL SITE AREA	146,210 SF	100.0%	146,210 SF	100.0%
	3.36 AC		3.36 AC	
IMPERVIOUS SURFACE				
EXISTING CONDITION	0 SF	0.0%		
PROPOSED CONDITION LOT	107,535 SF	73.5%	107,535 SF	73.5%
DIFFERENCE (EX. VS PROP.)	107,535 SF	73.5%		
IMPERVIOUS TOTAL	107,535 SF	73.5%		

EROSION CONTROL QUANTITIES	
DISTURBED AREA	332,438 SF
SILT FENCE/BIO-ROLL	±6550 LF
EROSION CONTROL BLANKET	±50000 SF
INLET PROTECTION DEVICES	±28 EA

NOTE: QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL DETERMINE FOR THEMSELVES THE EXACT QUANTITIES FOR BIDDING AND CONSTRUCTION.

SWPPP CONTACT PERSON

CONTRACTOR:

TBD

SWPPP INSPECTOR TRAINING:
ALL SWPPP INSPECTIONS MUST BE PERFORMED BY A PERSON THAT MEETS THE TRAINING REQUIREMENTS OF THE NPDES CONSTRUCTION SITE PERMIT.
TRAINING CREDENTIALS SHALL BE PROVIDED BY THE CONTRACTOR AND KEPT ON SITE WITH THE SWPPP

PARTY RESPONSIBLE FOR LONG TERM OPERATION AND MAINTENANCE OF PERMANENT STORM WATER MANAGEMENT SYSTEM

PERMANENT STORMWATER MANAGEMENT IS NOT REQUIRED AS PART OF THIS PROJECT TO MEET NPDES PERMIT REQUIREMENTS. THE CITY OF RAMSEY IS RESPONSIBLE FOR CONSTRUCTION AND MAINTENANCE OF THE REGIONAL STORMWATER FEATURES SERVING THE SITE.

SWPPP ATTACHMENTS (ONLY APPLICABLE IF SITE IS 1 ACRE OR GREATER):

CONTRACTOR SHALL OBTAIN A COPY OF THE FOLLOWING SWPPP ATTACHMENTS WHICH ARE A PART OF THE OVERALL SWPPP PACKAGE:
ATTACHMENT A. CONSTRUCTION SWPPP TEMPLATE - SITE SPECIFIC SWPPP DOCUMENT
ATTACHMENT B. CONSTRUCTION STORMWATER INSPECTION CHECKLIST
ATTACHMENT C. MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEMS
ATTACHMENT D: STORMWATER MANAGEMENT REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER. AVAILABLE UPON REQUEST.
ATTACHMENT E: GEOTECHNICAL EVALUATION REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER. AVAILABLE UPON REQUEST.

SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

THIS PROJECT IS GREATER THAN 1.0 ACRES SO AN NPDES PERMIT IS REQUIRED AND NEEDS TO BE SUBMITTED TO THE MPCA. THE CONTRACTOR IS REQUIRED TO FOLLOW THE GUIDELINES IN THE NPDES PERMIT THROUGHOUT CONSTRUCTION.

PROJECT NARRATIVE:

PROJECT IS THE DEVELOPMENT OF A VACANT PARCEL TO A MULTIFAMILY RESIDENTIAL DEVELOPMENT WITH ASSOCIATED DRIVES AND PARKING AREAS. SITE, GRADING, UTILITY, AND LANDSCAPE IMPROVEMENTS WILL OCCUR.

SPECIAL TMDL BMP REQUIREMENTS SITE SPECIFIC (IF REQUIRED):

N/A

1. DURING CONSTRUCTION:
   A. STABILIZATION OF ALL EXPOSED SOIL AREAS MUST BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION BUT IN NO CASE COMPLETED LATER THAN SEVEN (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
   B. TEMPORARY SEDIMENT BASIN REQUIREMENTS DESCRIBED IN PART III.C. MUST BE USED FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (5) OR MORE ACRES DISTURBED AT ONE TIME.

2. POST CONSTRUCTION:THE WATER QUALITY VOLUME THAT MUST BE RETAINED ON SITE BY THE PROJECT'S PERMANENT STORMWATER MANAGEMENT SYSTEM DESCRIBED IN PART III.D. SHALL BE ONE (1) INCH OF RUNOFF FROM THE NEW IMPERVIOUS SURFACES CREATED BY THE PROJECT. SEE PART III.D.1. FOR MORE INFORMATION ON INFILTRATION DESIGN, PROHIBITIONS AND APPROPRIATE SITE CONDITIONS.

PERMANENT STABILIZATION NOTES SITE SPECIFIC:

PERMANENT SEED MIX
- FOR THIS PROJECT ALL AREAS THAT ARE NOT TO BE SODDED OR LANDSCAPED SHALL RECEIVE A NATIVE PERMANENT SEED MIX.
  - AREAS IN BUFFERS AND ADJACENT TO OR IN WET AREAS MNDOT SEED MIX 33-261 (STORMWATER SOUTH AND WEST) AT 35 LBS PER ACRE.
  - DRY AREAS MNDOT SEED MIX 35-221 (DRY PRAIRIE GENERAL) AT 40 LBS PER ACRE.
- MAINTENANCE SHALL BE IN ACCORDANCE TO THE MNDOT SEEDING MANUAL.

CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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.

Matthew R. Pavek
DATE

ATTACHMENT A: SITE SPECIFIC SWPPP DOCUMENT

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Minnesota Pollution Control Agency
520 Lafayette Road North
St. Paul MN 55155-4194

Attachment A:
SWPPP Site Specific Document

Stormwater Pollution Prevention Plan (SWPPP)
To comply with the General Stormwater Permit for Construction Activity
Doc Type: Stormwater Pollution Prevention Plan

Construction Activity Information

Project name: Affinity Ramsey

Project location (Briefly describe where construction activity occurs. Include address if available.)
Address or describe area: N.W. Corner of Cenner Street NW and Dogwood Drive NW
City or Township: Ramsey State: MN Zip code: 55303
Latitude/longitude of approximate centroid of project: 45.234512, -93.461058
Method of collection of latitude/longitude:
☐ GPS ☒ Online tool ☒ USGS Topographic map
All cities where construction will occur: Ramsey
All counties where construction will occur: Anoka
All townships where construction will occur:

Project size (number of acres to be disturbed): 7.6

Project type:
☒ Residential ☐ Commercial/Industrial ☐ Road construction
☐ Residential and road construction ☐ Other (describe):

Cumulative impervious surface:
Existing area of impervious surface: 0.0 (to the nearest tenth acre)
Post construction area of impervious surface: 2.5 (to the nearest tenth acre)
Total new area of impervious surface: 2.5 (to the nearest tenth acre)

Receiving waters

Water body ID*	Name of water body	Type (lake, pond, wetland, stream, river)	Special water? (See Stormwater Permit Appendix A)	Impaired Water?** (See Stormwater Permit Appendix A)
07010206-805	MISSISSIPPI RIVER	RIVER	☒ Yes ☐ No	☒ Yes ☐ No
			☐ Yes ☐ No	☐ Yes ☐ No
			☐ Yes ☐ No	☐ Yes ☐ No
			☐ Yes ☐ No	☐ Yes ☐ No

* Water Body Identification (ID) might not be available for all water bodies. Use the Special and Impaired Waters Search Tool at: www.pca.state.mn.us/water/stormwater/stormwater-c.html.
** Impaired water for the following pollutant(s) or stressor(s): phosphorus, turbidity, dissolved oxygen, or biotic impairment.

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Dates of construction (Briefly describe where construction activity occurs. Include address if available.)
Construction start date: 03/2018 Estimated completion date: 03/2019

General Construction Project Information

Describe the construction activity (what will be built, general timeline, etc): THE PROJECT WILL BE THE RENOVATION OF A VACANT PARCEL TO A MULTIFAMILY APARTMENT BUILDING.
Describe soil types found at the project: THE EXISTING SOILS AT THE SITE ARE PRIMARILY SANDS

Site Location map - Attach maps (U.S. Geologic Survey 7.5 minute quadrangle, National Wetland Inventory maps or equivalent) showing the location and type of all receiving waters, including wetlands, drainage ditches, stormwater ponds or basins, etc. that will receive runoff from the project. Use arrows showing the direction of flow and distance to the water body



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General Site Information (III.A)

1. Describe the location and type of all temporary and permanent erosion prevention and sediment control Best Management Practices (BMPs). Include the timing for installation and procedures used to establish additional temporary BMPs as necessary. (III.A.4.a)
THE PROJECT WILL BE PROTECTED BY TWO (2) MAIN BMP'S, SILT FENCE AND INLET PROTECTION DEVICES. THE SILT FENCE WILL BE INSTALLED AT THE DOWNHILL LOCATIONS OF THE SITE AND MONITORED AS NECESSARY. INLET PROTECTION DEVICES WILL BE INSTALLED IN ALL CATCH BASINS ON THE SITE AND ANY OFF SITE THAT WILL RECEIVE STORMWATER RUNOFF FROM THIS SITE AS THE PROJECT PROGRESSES ADDITIONAL BMP'S SUCH AS EROSION CONTROL BLANKET MAY BE UTILIZED.
2. Attach to this SWPPP a table with the anticipated quantities for the life of the project for all erosion prevention and sediment control BMPs (III. A. 4.b)
SEE PAGE SW1.3
3. Attach to this SWPPP a site map that includes the following features (III.A.3.b – f):
   - Existing and final grades, including dividing lines and direction of flow for all pre and post-construction stormwater runoff drainage areas located within the project limits.
   - Locations of impervious surfaces and soil types.
   - Locations of areas not to be disturbed.
   - Location of areas of phased construction
   - All surface waters and existing wetlands within one mile from the project boundaries that will receive stormwater runoff from the site (identifiable on maps such as USGS 7.5 minute quadrangle maps or equivalent). Where surface waters receiving runoff associated with construction activity will not fit on the plan sheet, they must be identified with an arrow, indicating both direction and distance to the surface water.

   Methods to be used for final stabilization of all exposed soil areas.
4. Were stormwater mitigation measures required as the result of an environmental, archaeological, or other required local, state, or federal review of the project? ☐ Yes ☒ No
   If yes, describe how these measures were addressed in the SWPPP. (III.A.6.)
   N/A
5. Is the project located in a karst area such that additional measures would be necessary to protect drinking water supply management areas as described in Minn. R. chapters 7050 and 7060? ☐ Yes ☒ No
   If yes, describe the additional measures to be used. (III.A.7.)
   N/A
6. Does the site discharge to a calcareous fen listed in Minn. R. 7050.0180, subp. 6.b.? ☐ Yes ☒ No
   If yes, a letter of approval from the Minnesota Department of Natural Resources must be obtained prior to application for this permit. (Part I B.6 and Part III.A.8)
7. Does the site discharge to a water that is listed as impaired for the following pollutant(s) or stressor(s): phosphorus, turbidity, dissolved oxygen or biotic impairment? Use the Special and Impaired Waters Search Tool at: www.pca.state.mn.us/water/stormwater/stormwater-c.html. ☒ Yes ☐ No
   If no, skip to Training.
   Does the impaired water have an approved Total Maximum Daily Loads (TMDL) with an Approved Waste Load Allocation for construction activity? ☐ Yes ☒ No
   If yes:
   a. List the receiving water, the areas of the site discharging to it, and the pollutant(s) identified in the TMDL.
   b. List the BMPs and any other specific construction stormwater related implementation activities identified in the TMDL.

   If the site has a discharge point within one mile of the impaired water and the water flows to the impaired water but no specific BMPs for construction are identified in the TMDL, the additional BMPs in Appendix A (C.1, C.2, C.3 & (C.4-trout stream)) must be added to the SWPPP and implemented. (III.A.7). The additional BMPs only apply to those portions of the project that drain to one of the identified discharge points.

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N/A

9. Identify adjacent public waters where the Minnesota Department of Natural Resources (DNR) has declared "work in water restrictions" during fish spawning timeframes
   N/A

Selection of a Permanent Stormwater Management System (III.D.)

1. Will the project create a new cumulative impervious surface greater than or equal to one acre? ☒ Yes ☐ No
   If yes, a water quality volume of one inch of runoff from the cumulative new impervious surfaces must be retained on site (see Part III.D of the permit) through infiltration unless prohibited due to one of the reasons in Part III.D.1.j. If infiltration is prohibited identify other method of other volume reduction (e.g., filtration system, wet sedimentation basin, regional ponding or equivalent method
2. Describe which method will be used to treat runoff from the new impervious surfaces created by the project (III.D):
   - Wet sedimentation basin
   - Infiltration/Filtration
   - Regional ponds
   - Combination of practices

   Include all calculations and design information for the method selected. See Part III.D of the permit for specific requirements associated with each method.
   REGIONAL PONDS, THESE WILL BE CONSTRUCTED BYTHE CITY PRIOR TO THE TIME OF CONSTRUCTION.
   Calculations are within the Site Storm Water management Report and part of this SWPPP as Attachment D.
3. If it is not feasible to meet the treatment requirement for the water quality volume, describe why. This can include proximity to bedrock or road projects where the lack of right of way precludes the installation of any permanent stormwater management practices. Describe what other treatment, such as grasses swales, smaller ponds, or grit chambers, will be implemented to treat runoff prior to discharge to surface waters. (III.C)
   IT IS FEASIBLE TO MEET REQUIREMENT FOR WATER QUALITY VOLUME.
4. For projects that discharge to trout streams, including tributaries to trout streams, identify method of incorporating temperature controls into the permanent stormwater management system.
   N/A

Erosion Prevention Practices (IV.B)

Describe the types of temporary erosion prevention BMPs expected to be implemented on this site during construction:

1. Describe construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices to minimize erosion. Delineate areas not to be disturbed (e.g., with flags, stakes, signs, silt fence, etc.) before work begins.
   SILT FENCE WILL BE INSTALLED AT THE DOWNHILL LOCATIONS OF THE SITE.
2. Describe Methods of temporarily stabilizing soils and soil stockpiles (e.g., mulches, hydraulic tackifiers, erosion blankets, etc.):
   TEMPORARY EROSION PROTECTION WILL BE SEED AND MULCH AND EROSION BLANKETS WHERE REQUIRED. WITH PERMANENT COVER BEING EITHER SOD OR LANDSCAPE FEATURES.
3. Describe Methods of dissipating velocity along stormwater conveyance channels and at channel outlets (e.g., check dams, sediment traps, rip rap, etc.):
   SOD WILL BE UTILIZED ALONG CHANNELS AND RIP RAP AT CHANNEL OUTLETS.
4. Describe Methods to be used for stabilization of ditch and swale wetted perimeters (Note that mulch, hydraulic soil tackifiers, hydromulches, etc. are not acceptable soil stabilization methods for any part of a drainage ditch or swale).
   FINAL STABILIZATION OF SWALES WILL BE SOD.
5. Describe Methods to be used for energy dissipation at pipe outlets (e.g., rip rap, splash pads, gabions, etc.

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RIP RAP WILL BE UTILIZED AT PIPE OUTLETS.

6. Describe Methods to be used to promote infiltration and sediment removal on the site prior to offsite discharge, unless infeasible (e.g., direct stormwater flow to vegetated areas):
   DISCONNECTED IMPERVIOUS AREA AND INFILTRATION AREAS WILL BE UTILIZED.
7. For drainage or diversion ditches, describe practices to stabilize the normal wetted perimeter within 200 lineal feet of the property edge or point of discharge to surface water. The last 200 linear feet must be stabilized within **24 hours** after connecting to surface waters and construction in that portion of the ditch has temporarily or permanently ceased for all discharges to Special, Impaired or "work in water restrictions". All other remaining portions of the temporary or permanent ditches or swales within 14 calendar days after connecting to a surface water, property edge and construction in that area has temporarily or permanently ceased.
   N/A – NO DITCHES ON SITE
8. Describe additional erosion prevention measures that will be implemented at the site during construction (e.g., construction phasing, minimizing soil disturbance, vegetative buffers, horizontal slope grading, slope draining/terracing, etc.):
   OTHER EROSION CONTROL PRACTICES INCLUDE BUT NOT LIMITED TO: MINIMIZE SITE EXPOSURE WHEN POSSIBLE.
9. If applicable, include additional requirements in Appendix A Part C.3 regarding maintaining a 100-foot buffer zone or installing redundant BMPs for portions of the site that drain to special waters).
   N/A.
10. If applicable, describe additional erosion prevention BMPs to be implemented at the site to protect planned infiltration areas
    MINIMIZE SITE EXPOSURE IN AREAS ADJACENT TO INFILTRATION AREA.

Sediment Control Practices (IV.C)

Describe the methods of sediment control BMPs to be implemented at this site during construction to minimize impacts to surface waters, including curb and gutter systems

1. Describe Methods to be used for down gradient perimeter control:
   SILT FENCE WILL BE INSTALLED AROUND THE ENTIRE PERIMETER OF THE SITE.
2. Describe Methods to be used to contain soil stockpiles:
   SEED AND MULCH AS WELL AS EROSION CONTROL BLANKETS WILL BE UTILIZED AS NECESSARY.
3. Describe Methods to be used for storm drain inlet protection:
   SEE INLET PROTECTION DETAILS.
4. Describe Methods to minimize vehicle tracking at construction exits and street sweeping activities:
   THE PROJECT WILL UTILIZE A ROCK CONSTRUCTION ENTRANCE.
5. Describe Methods. If applicable, additional sediment controls (e.g., diversion berms) to be installed to keep runoff away from planned infiltration areas when excavated prior to final stabilization of the contributing drainage area:
   SILT FENCE TO BE INSTALLED IMMEDIATELY AFTER GRADING TO PROTECT INFILTRATION AREAS.
6. Describe methods to be used to minimize soil compaction and preserve top soil (unless infeasible) at this site;
   LIGHT TRACKED EQUIPMENT WILL BE USED, TOPSOIL WILL BE STRIPPED AND STOCKPILED.
7. Describe plans to preserve a 50-foot natural buffer between the project's soil disturbance and a surface water or plans for redundant sediment controls if a buffer is infeasible:
   DOUBLE ROW OF SILT FENCE WILL BE INSTALLED ALONG WETLAND. PROJECT WILL NOT DISTURB WITHIN 200 FEET OF WETLAND.
8. Describe plans for use of sedimentation treatment chemicals (e.g., polymers, flocculants, etc.) see Part IV.C.10 of the permit:
   N/A

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9. Is the project required to install a temporary sediment basin due to 10 or more acres draining to a common location or 5 acres or more if the site is within 1 mile of a special or impaired water? ☐ Yes ☒ No
   If yes, describe (or attach plans) showing how the basin will be designed and constructed in accordance with Part III.C of the permit.
   N/A

Dewatering and Basin Draining (IV.D)

1. Will the project include dewatering or basin draining? ☒ Yes ☐ No
   If yes, describe measures to be used to treat/dispose of turbid or sediment-laden water and method to prevent erosion or scour of discharge points (see Part IV. D of the permit):
2. Will the project include use of filters for backwash water? ☐ Yes ☒ No
   If yes, describe how filter backwash water will be managed on the site or properly disposed (see Part III.D.3. of the permit):

Additional BMPs for Special Waters and Discharges to Wetlands (Appendix A, Parts C and D)

1. **Special Waters.** Does your project discharge to special waters? ☐ Yes ☒ No
2. If proximity to bedrock or road projects where the lack of right of way precludes the installation of any of the permanent stormwater management practices, then other treatment such as grassed swales, smaller ponds, or grit chambers is required prior to discharge to surface waters. Describe what other treatment will be provided.
   N/A
3. Describe erosion and sediment controls for exposed soil areas with a continuous positive slope to a special waters, and temporary sediment basins for areas that drain five or more acres disturbed at one time.
   N/A
4. Describe the undisturbed buffer zone to be used (not less than 100 linear feet from the special water).
   N/A
5. Describe how the permanent stormwater management system will ensure that the pre and post project runoff rate and volume from the 1, and 2-year 24-hour precipitation events remains the same.
   N/A
6. Describe how the permanent stormwater management system will minimize any increase in the temperature of trout stream receiving waters resulting in the 1, and 2-year 24-hour precipitation events.
   N/A
7. **Wetlands.** Does your project discharge stormwater with the potential for significant adverse impacts to a wetland (e.g., conversion of a natural wetland to a stormwater pond)? ☐ Yes ☒ No
   If Yes, describe the wetland mitigation sequence that will be followed in accordance with Part D of Appendix A.
   N/A

Inspections and Maintenance (IV.E)

Describe procedures to 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, and within seven (7) days after that.

Inspections must include stabilized areas, erosion prevention and sediment control BMPs, and infiltration areas.
INSPECTOR WILL FOLLOW REQUIREMENTS SPECIFIED ABOVE AND FILL OUT "ATTACHMENT B – CONSTRUCTION

CivilSite GROUP

STORMWATER INSPECTION CHECKLIST."

Pollution Prevention Management Measures (IV.F)

1. Describe practices for storage of building products with a potential to leach pollutants to minimize exposure to stormwater:
   ALL BUILDING PRODUCTS WILL BE SEALED AND STORED IN A MANNER TO MINIMIZE EXPOSURE.
2. Describe practices for storage of pesticides, herbicides, insecticides, fertilizers, treatment chemical, and landscape materials:
   ALL LANDSCAPE TREATMENT CHEMICALS WILL BE SEALED AND STORED IN A MANNER TO MINIMIZE EXPOSURE.
3. Describe practices for storage and disposal of hazardous materials or toxic waste (e.g., oil, fuel, hydraulic fluids, paint solvents, petroleum-based products, wood preservative, additives, curing compounds, and acids) according to Minn. R. ch. 7045, including restricted access and secondary containment:
   ALL HAZARDOUS WASTE WILL BE APPROPRIATELY DISPOSED OF OFF SITE ACCORDING TO LOCAL AND STATE LAWS.
4. Describe collection, storage and disposal of solid waste in compliance with Minn. R. ch. 7035:
   ALL CONSTRUCTION DEBRIS AND SOLID WASTE WILL BE APPROPRIATELY DISPOSED OF OFF SITE ACCORDING TO LOCAL AND STATE LAWS.
5. Describe management of portable toilets to prevent tipping and disposal of sanitary wastes in accordance with Minn. R. ch. 7040:
   SANITARY AND SEPTIC SERVICES WILL BE PROVIDED TO WORKERS WITH PORTABLE FACILITIES MAINTAINED AS NEEDED BY THE PROVIDER.
6. Describe spill prevention and response for fueling and equipment or vehicle maintenance:
   EMPLOYEES WILL BE TRAINED IN TECHNIQUES DESIGNED TO MINIMIZE SPILLS. VEHICLES AND EQUIPMENT SHALL BE CHECKED FOR LEAKS.
7. Describe containment and disposal of vehicle and equipment wash water and prohibiting engine degreasing on the site:
   ALL CONSTRUCTION VEHICLES SHALL BE WASHED OFF SITE.
8. Describe storage and disposal of concrete and other washout wastes so that wastes do not contact the ground:
   ALL CONCRETE WASHOUT SHALL OCCUR OFF SITE.

Final Stabilization (IV.G)

1. **Describe method of final stabilization (permanent cover) of all disturbed areas:**
   FINAL STABILIZATION WILL BE ACOMPLISHED WITH PAVEMENT, SOD AND LANDSCAPE MATERIALS.
2. **Describe procedures for completing final stabilization and terminating permit coverage (see Part IV.G.1-5):**
   UPON FINAL STABILIZATION DESCRIBED ABOVE, THE CONTRACTOR AND OWNER SHALL MUTUALLY TRANSFER THE NPDES PERMIT TO THE NEXT OWNER WITH DOCUMENTS DESCRIBING THE NATURE OF TERMINATION PROCEDURE.

Documentation of infeasibility: (If Applicable)

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CivilSite GROUP
Civil Engineering • Surveying • Landscape Architecture
4931 W. 35th Street, Suite 200
St. Louis Park, MN 55416
civilsitegroup.com 612-615-0060

kaas wilson architects

Inland Group

PROJECT
AFFINITY AT RAMSEY
RAMSEY, MN 55303

INLAND GROUP
120 W. CATALDO AVE. SUITE 100, SPOKANE, WA 99201

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.

Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/06/17	SITE PLAN SUBMITTAL
03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION
1/15/18	SITE PLAN SUBMITTAL R1

PROJECT NO.: 17226

SWPPP
- ATTACHMENTS

SW1.4

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ATTACHMENT B: SWPPP INSPECTION FORM

Minnesota Pollution Control Agency
520 Lafayette Road North
St. Paul, MN 55155-4194

ATTACHMENT B: Construction Stormwater Inspection Checklist

Construction Stormwater Program

Doc Type: Permitting Checklist

Note: This inspection report does not address all aspects of the National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) Construction Stormwater permit (Permit) issued on August 1, 2013. The completion of this checklist does not guarantee that all permit requirements are in compliance; it is the responsibility of the Permittee(s) to read and understand the permit requirements.

Facility Information

Site name: _____

Facility address: _____ Permit number: _____

City: _____ State: _____ Zip code: _____

Inspection Information

Inspector name: _____ Phone number: _____

Date (mm/dd/yyyy): _____ Time: _____ ☐ am ☐ pm

Is the inspector certified in sediment and erosion control and it is documented in the Stormwater Pollution Prevention Plan (SWPPP)? ☐ Yes ☐ No

Is this inspection routine or in response to a storm event: _____

Rainfall amount (if applicable): _____

Is site within one aerial mile of special or impaired water? ☐ Yes ☐ No

If yes, follow Appendix A and other applicable permit requirements.

Note: If NA is selected at any time, specify **why** in the comment area for that section.

Erosion Control Requirement (Part IV.B)

	Yes	No	NA
1. Soil stabilization where no construction activity for 14 days? (7 days were applicable)	☐	☐	☐
2. Has the need to disturb steep slopes been minimized?	☐	☐	☐
3. All ditches stabilized 200' back from point of discharge within 24 hours? (Not mulch)	☐	☐	☐
4. Are there erosion BMP's for onsite stockpiles?	☐	☐	☐
5. Are appropriate BMP's installed protecting inlets/outlets?	☐	☐	☐

	Yes	No	NA
6. Do pipe outlets have energy dissipation?	☐	☐	☐

Comments:

Sediment Control Requirement (Part IV.C.)

	Yes	No	NA
1. Perimeter control installed on all down gradient perimeters?	☐	☐	☐
2. Perimeter control trenched in where appropriate?	☐	☐	☐
3. 50 Foot-natural buffer maintained around all surface waters?	☐	☐	☐
If No, have redundant sediment controls been installed?	☐	☐	☐
4. Inlet protection on all catch basins and culvert inlets?	☐	☐	☐
5. Vehicle tracking Best Management Practices (BMPs) at all site exits?	☐	☐	☐
6. All tracked sediment removed within 24 hours?	☐	☐	☐
7. Are all infiltration systems staked and marked to avoid compaction?	☐	☐	☐
8. Are all infiltration areas protected with a pretreatment device?	☐	☐	☐
9. Do all stockpiles have perimeter control?	☐	☐	☐

Comments:

Maintenance-Erosion and Sediment Control BMPs (Part IV.E.)

	Yes	No	NA
1. Are all previously stabilized areas maintaining 80% ground cover?	☐	☐	☐
2. Any ditch erosion observed?	☐	☐	☐
3. Perimeter Control – Has sediment reached one half the height of the device?	☐	☐	☐
4. Are inlet protection devices maintained and functioning properly?	☐	☐	☐

Comments:

Other

	Yes	No	NA
1. Are all materials that can leach pollutants under cover?	☐	☐	☐

2. Has access been restricted to onsite hazardous materials?	☐	☐	☐
3. Does on-site fueling only occur in a contained area?	☐	☐	☐
4. Are all solid wastes being properly disposed of?	☐	☐	☐
5. Is the concrete washout area completely contained?	☐	☐	☐
6. Is the concrete washout area marked with a sign?	☐	☐	☐

Comments:

7. Were any discharges seen during this inspection, sediment, water, or otherwise? ☐ Yes ☐ No

   If yes, state the exact location of all points of discharge. Photograph the discharge and describe the discharge (color, odor, foam, oil sheen, etc). How will it be removed? How did the discharge happen? How much was discharged? How will it be stopped, and how long will it take to stop? Is the discharge going into an adjacent site? Was the discharge a sediment delta? If yes, will the delta be recovered within 7 days?

8. Will a permanent stormwater management system be utilized in this project as required and in accordance with Part III.D of the permit? Describe:

9. Is any dewatering occurring on site? ☐ Yes ☐ No

   If yes, where? What BMP is being used? How much water is being dewatered? Is the water clear? Where is the water being discharged to?

10. Is a copy of the SWPPP located on the construction site? ☐ Yes ☐ No
11. Has the SWPPP been followed and implemented on site? ☐ Yes ☐ No
12. Is a sedimentation basin required for this project as specified in the permit? ☐ Yes ☐ No

    If yes, are they maintained as specified in the permit? ☐ Yes ☐ No

13. Is the topsoil on this project being preserved? ☐ Yes ☐ No

    If yes, explain how the topsoil is being preserved. If not, explain why it was infeasible.

14. Are all infiltration systems marked to avoid compaction? ☐ Yes ☐ No

    Do all infiltration areas have pretreatment devices? ☐ Yes ☐ No

15. Description of areas of non-compliance noted during the inspection, required corrective actions, and recommended date of completion of corrective actions:

16. Proposed amendments to the SWPPP:

17. Potential areas of future concern:

18. Additional comments:

Disclosures:

- After discovery, the permit requires many of the deficiencies that may be found in this checklist be corrected within a specified period of time. See permit for more details.
- This inspection checklist is an option for small construction sites. Large construction sites and linear projects require more extensive/more location specific inspection requirements.
- The Permittee(s) is/are responsible for the inspection and maintenance of temporary and permanent water quality management BMPs as well as 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 a Notice of Termination has been submitted to the MPCA.

ATTACHMENT C: MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEM

ATTACHMENT C

STORMWATER MANAGEMENT FACILITY
MAINTENANCE SCHEDULE

1. All stormwater retention, detention and treatment basins must be inspected at least once a year to determine that basin retention and treatment characteristics are adequate. A storage treatment basin will be considered inadequate if sediment has decreased the wet storage volume by 50 percent or dry storage volume by 25 percent of its original design volume. Based on this inspection, if a stormwater basin requires sediment cleanout, the basin will be restored to its original design contours and vegetated state within one year of the inspection date.

2. All outlet structures, culverts, outfall structures and other stormwater facilities for which maintenance requirements are not otherwise specified herein must be inspected in the spring, summer and fall of each year. Within 30 days of the inspection date, all accumulated sediment and debris must be removed such that each stormwater facility operates as designed and permitted. Contributing drainage areas must be kept clear of litter and vegetative debris, inflow pipes and overflow spillways kept clear, inlet areas kept clean, and undesirable vegetation removed. Erosion impairing the function or integrity of the facilities, if any, will be corrected, and any structural damage impairing or threatening to impair the function of the facilities must be repaired.

3. Volume control facilities and contributing drainage areas must be inspected every three months during the operational period (between spring snowmelt and first substantial snowfall) and monitored after rainfall events of 1 inch or more to ensure that the contributing drainage area is clear of litter and debris, inflow pipes and overflow spillways are clear, inlet areas are clean, undesirable vegetation is removed and there is no erosion impairing or threatening to impair the function of a facility. If sediment has accumulated in a infiltration feature, within 30 days of inspection deposited sediments must be removed, the infiltration capacity of the underlying soils must be restored, and any surface disturbance must be stabilized. Inspection must ensure that sediment traps and forebays are trapping sediment and that more than 50 percent of the storage volume remains, the contributing drainage area is stable

(i.e., no erosion is observed), and inlets and outlet/overflow spillways are in good conditions with no erosion. Maintenance techniques used must protect the infiltration capacity of the practice by limiting soil compaction to the greatest extent possible (e.g., by using low-impact earth-moving equipment).

CivilSite GROUP
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Matthew R. Pavek
DATE 03/30/18 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
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03/16/18	WATERSHED SUBMITTAL
03/30/18	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO.: 17226

SWPPP - ATTACHMENTS

SW1.5

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CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	APRIL 17, 2018	**PROJECT ADDRESS**	CORNER OF CENTER STREET NW AND 146TH AVENUE NW
PROJECT. TITLE	FINAL PLAT & REVISED SITE PLAN REVIEW		
ESCROW #	116093		
DEPARTMENT:	Community Development: Planning Division (Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Maass, Consultant Planner Phone: 763-576-4306 Email: EMaass@wsbeng.com		

Final Plat Review

General. The purpose of this file is to review the official Final Plat and applications made by Affinity at Ramsey, LLC. The applicant is requesting approval for one (1) residential lot and two (2) outlots. The development would consist of a 174 unit apartment complex that would be restricted to tenants age 55 and above. The associated plans were prepared by Alliant Engineering, Kaas Wilson Architects, Civil Site Group, and BKBM and are dated March 30, 2018.



This case is being reviewed per City Code Section 117-118 entitled The COR, and Chapter 117, Article III entitled Subdivisions.

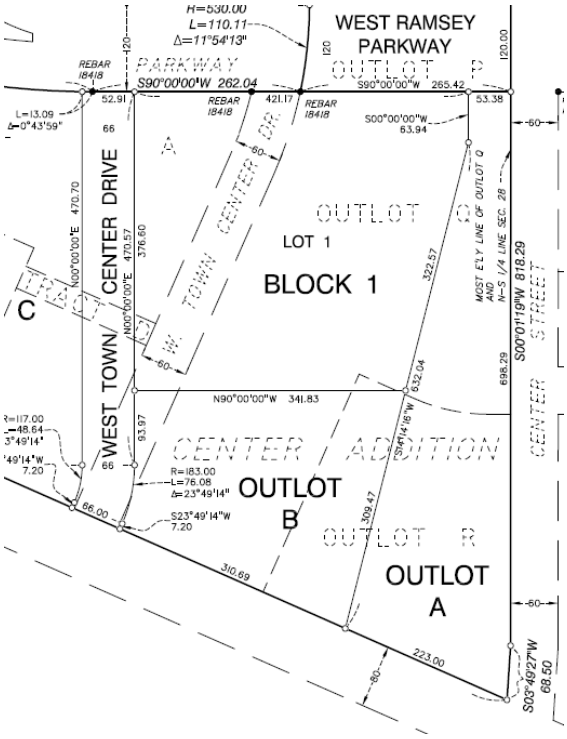
Staff provides the following comments for general review of applications:

Land Use and Zoning. The Property is guided as Mixed Use in the Comprehensive Plan and is zoned The COR. The intent of the Mixed Use land use designation is to allow for the construction of a variety of uses including retail, commercial, entertainment, office, institutional, high density residential, transit hubs and park and recreation uses with access to municipal sewer and water. The proposed use is consistent with this land use guidance. The project is located within the COR 1 Mixed Use Core. This subdistrict is intended to be the most urban of all sub-districts in The COR. The compact and higher density blocks that define this subdistrict encourage a mix of uses, with a continuous built edge along street frontage. Innovative parking strategies support this mix, providing easy access to destination shopping, restaurant and entertainment venues. This district requires a minimum density of 15 units per acre. As proposed, the density achieved would be approximately 51.2 units per acre.

Streets and Utilities. The Applicant is working with the City's engineering team as it relates to street development and associated utilities. West Town Center Drive and at least a portion of Ramsey Parkway will need to be constructed as a result of this project. A cost share of those improvements may be worked out between the City and the Applicant. Please refer to the Engineering tech review memo for specifics.

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.

Lot Dimensions. There is no minimum lot size in the COR 1 Mixed Use Core subdistrict. The minimum lot width is 20 feet, measured at the building setback line, and the minimum lot depth is 80 feet. The proposed lot (Lot 1 Block 1) and two outlots (Outlot A and Outlot B) are depicted in the image to the right.



Setbacks and Dimensional Standards.

The COR1 Subdistrict
Required
Minimum Lot Width: 20 feet
Minimum Lot Depth: 80 feet
Build to Line: 5 feet
Building Height: 1-4 stories

Development Agreement: An executed Development Agreement for the site improvements will be required prior to releasing the plat for recording. Staff will review the engineering estimates once submitted by the Applicant.

Revised Site Plan Review

Necessary Plan Revisions:

1. If the dumpster staging pad is going to be used to store a dumpster for any period of time it shall be full enclosed. Materials of the enclosure must match the materials of the principal structure.

General. The purpose of this file is to review the official Site Plan application made by Affinity at Ramsey, LLC. The applicant is requesting approval for one (1) residential lot and two (2) outlots. The development would consist of a 174 unit apartment complex that would be restricted to tenants age 55 and above.

Surfacing: The Applicant is proposing a completely bituminous parking lot which is an acceptable material within The COR. Plans also show a concrete sidewalk along the interior of the project adjacent to the parking areas and structure as well as concrete sidewalks along Ramsey Parkway, and West Town Center Drive.

Building Architecture: The proposed structure is four (4) stories in height and shows a mixture of proposed façade materials. Those materials include brick, stone sills, aluminum balconies, cement fiber board siding in three colors (evening blue, cobble stone, and arctic white) as well as ashlar pattern spec-brik. The COR1 Mixed Use Core architecture requirements state that overall building design is an important consideration, but emphasis on first floor façade treatments is essential to encourage street-level activity and enhance the pedestrian experience. Emphasis will be on great design along public street frontage.

Waste Storage: The Applicant is proposing to locate the trash enclosure inside of the building however a dumpster staging pad is shown on the plan set. The staging area may need to be enclosed if the intent of the staging pad is to store a trash dumpster. The enclosure must match the materials of the principal structure.

Fencing: The Applicant is proposing a fence and gate along an interior dog run area adjacent to the proposed building on the northwest corner. It appears based on rendered elevations that the fencing will be black metal fencing.

Lighting: The photometric lighting plan produced by Berd Electric shows twenty-three (23) lighting fixtures within the interior of the proposed development. In addition, the lighting plan shows downcast lighting fixtures in conformance with City Code requirements. City Code requires that lighting used to illuminate any off-street parking area be arranged to deflect light away from adjacent residential districts or public streets. The photometric plan indicates that only minimal illumination will spread beyond the bounds of the project and illuminate the first few feet of West Town Center Drive and the public plaza area to the east of the project area. The Applicant will be preparing a street lighting plan in accordance with the COR design frameworks lighting plan.

Mobility/Parking: City Code Section 117-356 addresses commercial development off-street parking requirements. That code indicates that for 90 degree parking stalls, that the stall widths be a minimum of 9 feet wide, that the stall depth be a minimum of 18 feet deep, and that the drive aisle between stalls be a minimum of 24 feet deep. All shown drive aisles appear to adhere to the requirements. The Design Framework for The COR indicate that a minimum of 1 parking spot per 1 dwelling unit and a maximum of 2 parking spots per dwelling unit be provided.

The plans provided show 63 exterior parking stalls and 175 interior parking stalls located within the first floor of the proposed structure for a total of 238 parking spaces. The Design Framework for The COR indicate that a minimum of 1 parking spot per 1 dwelling unit and a maximum of 2 parking spots per dwelling unit be provided. The applicant is proposing a total of 238 parking stalls for a total of 174 units which adheres to the COR Design Framework.

Signage: The plan set shows a monument sign adjacent to the access off of West Town Center Drive which will require a separate review and sign permit. The Applicant has provided information regarding the sign that includes the language on the signage as well as the overall design and dimensions. As proposed it appears to meet the requirements of the sign ordinance.

Landscaping and Streetscape. A tech report regarding landscaping and streetscape requirements was produced and presented to the City's Environmental Policy Board (EPB). Staff and members of the EPB were generally supportive of the landscaping plan as presented with a few alterations to the plan set required where are detailed in the landscaping tech report.

7.02: Consider Preliminary Plat and Site Plan of Affinity at Ramsey (Project No. 17-142); Case of Inland Group

Community Development Director Gladhill reviewed the staff report and recommendation to adopt Resolution #18-032 approving the requested Preliminary Plat for Affinity at Ramsey and adopt Resolution #18-033 approving the requested Site Plan for Affinity at Ramsey. He stated that the proposed project appears to comply with the bulk standards of The COR Design Framework and the proposed use would be an asset to The COR development as well as the City of Ramsey. He noted that in addition, the City Council approved by resolution, the Sketch Plan associated with the project. He stated that staff is support of this action contingent upon compliance with the Staff Review Letter.

Mayor Strommen noted that there has been a healthy discussion on this item in the past.

Councilmember Riley asked for details from the applicant.

Keith James, representing the applicant, thanked the Council for the opportunity to speak. He expressed appreciation for the continued support for the project. He stated that further development of the plan has occurred since the last presentation including materials, number of units, and details on parking. He stated that the facility in Egan is under construction and that facility continues to gain deposits on units each week. He welcomed any questions the Council may have.

Councilmember Kuzma asked for the estimated range on rents.

Mr. James replied that rents would begin at $1,400 and would run up to $2,200 noting that rents would be all inclusive of utilities with the exception of telephone.

Motion by Councilmember Riley, seconded by Councilmember Kuzma, to Adopt Resolution #18-032 Granting Preliminary Plat Approval for Affinity at Ramsey and Resolution #18-033 Granting Site Plan Approval for Affinity at Ramsey.

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

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-086

RESOLUTION GRANTING FINAL PLAT AND SITE PLAN APPROVAL FOR AFFINITY AT RAMSEY

WHEREAS, Affinity at Ramsey, LLC hereafter referred to as "Developer", properly applied for final plat approval of the following described property located in the City of Ramsey:

Outlot Q, Part of Outlot R and West Town Center Drive, Ramsey Town Center Addition, Anoka County, Minnesota

(Subject Property)

WHEREAS, on December 19, 2017, the City received an application and plans from Affinity at Ramsey, LLC for Preliminary Plat Review for Affinity at Ramsey; and

WHEREAS, on November 2, the Planning Commission reviewed a concept plan of the proposed development; and

WHEREAS, on December 12, 2017, the Environmental Policy Board reviewed the proposed site plan as a sketch plan; and

WHEREAS, on January 4, 2018, the Planning Commission reviewed the proposed site plan as a sketch plan; and

WHEREAS, on January 9, 2018, the City Council adopted Resolution #18-016 approving the sketch plan;

WHEREAS, on February 1, 2018, the Planning Commission reviewed the Preliminary Plat for Affinity at Ramsey; and

WHEREAS, on February 27, 2018, the City Council reviewed and approved the Preliminary Plat and initial Site Plan for Affinity at Ramsey; and

WHEREAS, on April 24, 2018, the City Council reviewed the Final Plat and revised Site Plan for Affinity at Ramsey; and

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

That the City Council of the City of Ramsey does approve the Final Plat and revised Site Plan for Affinity at Ramsey, contingent upon compliance with the City Staff Review Letter dated April 17, 2018, approval by the City Engineer, and 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 24th day of April, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

ORDINANCE #18-10

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN ORDINANCE VACATING RIGHT OF WAY ON OUTLOT Q, RAMSEY TOWN CENTER ADDITION, ANOKA COUNTY, MINNESOTA.

SECTION 1. AUTHORITY

This ordinance is adopted pursuant to and under the authority of the Home Rule Charter of the City of Ramsey, Section 12.06 and Minnesota Statutes 412.851.

SECTION 2. VACATION

All public road right-of-way, as highlighted in Exhibit A attached, is hereby vacated, to-wit:

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04, and upon recording of the Plat known as AFFINITY AT THE COR.

PASSED by the City Council of the City of Ramsey, Minnesota the 22nd day of May, 2018.

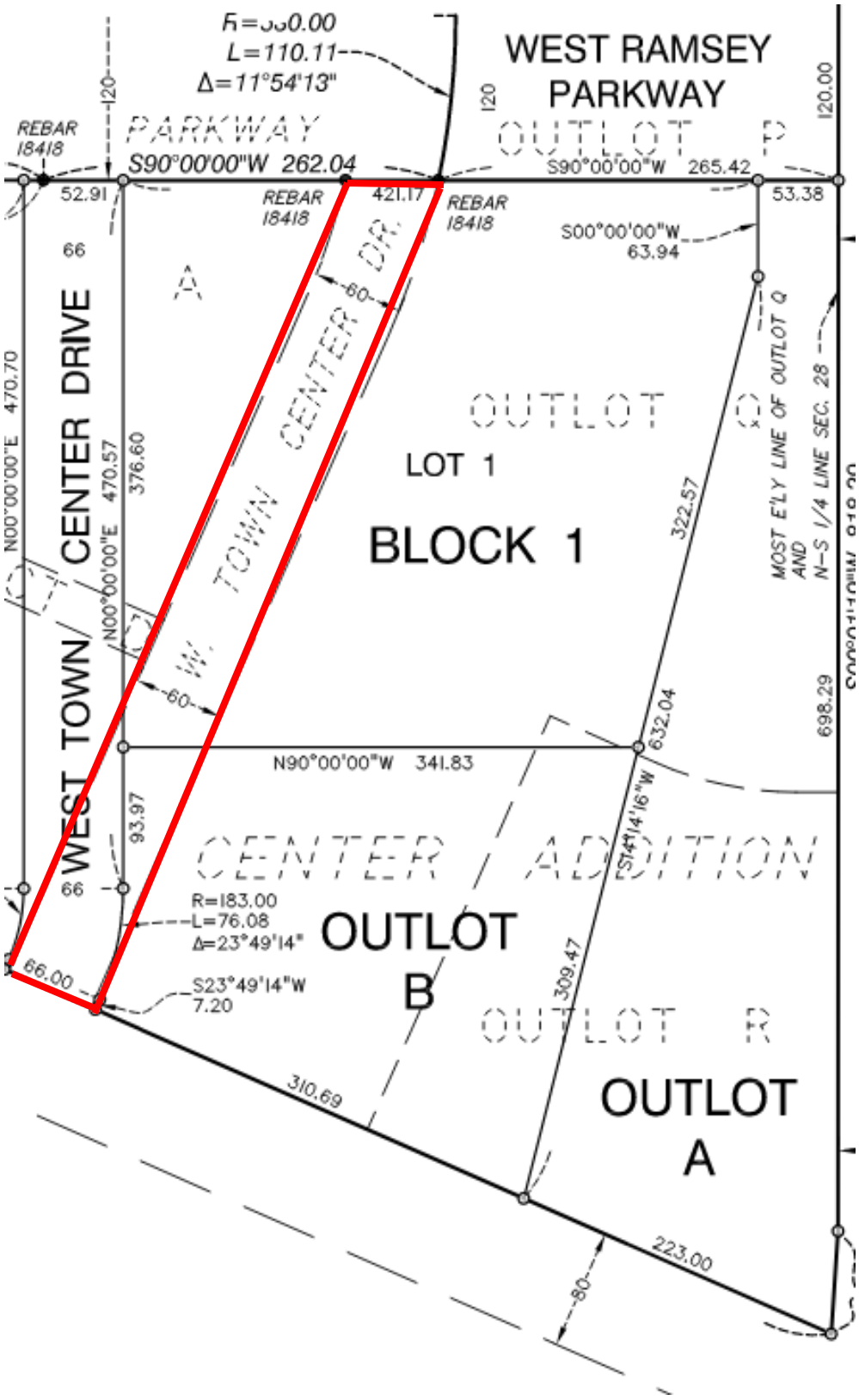
_____
Mayor

ATTEST:

_____
City Clerk

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

Exhibit A


WEST RAMSEY PARKWAY
OUTLOT P
PARKWAY
S90°00'00"W 262.04
S90°00'00"W 265.42
REBAR I8418
REBAR I8418
REBAR I8418
120
120.00
52.91
53.38
421.17
R=330.00
L=110.11
Δ=11°54'13"
S00°00'00"W 63.94
66
WEST TOWN CENTER DRIVE
N00°00'00"E 470.70
N00°00'00"E 470.57
376.60
W. TOWN CENTER DR.
60
60
A
OUTLOT C
LOT 1
BLOCK 1
322.57
MOST E'LY LINE OF OUTLOT Q AND N-S 1/4 LINE SEC. 28
698.29
632.04
N90°00'00"W 341.83
S14°14'16"W
93.97
66
CENTER ADDITION
R=183.00
L=76.08
Δ=23°49'14"
OUTLOT B
66.00
S23°49'14"W 7.20
309.47
OUTLOT R
OUTLOT A
310.69
223.00
80

CC Regular Session **7. 3.**

Meeting Date: 04/24/2018

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Affinity Apartment Project: Multiple Actions

Purpose/Background:

PURPOSE

Consider the following actions related to original PA between the City of Ramsey and Inland Development (CAP Acquisitions/ Affinity Senior Living Apartment). These actions are considered by staff to be administrative and consistent with the original PA.

(1) Approve **Amendment #1** to the original Cap Acquisitions LLC Purchase Agreement. This amendment formalizes the size of the property to be sold (3.36 acres), the final sale price ($584,840), and the formal legal description of the property to be sold (Lot 1, Block 1, Affinity at The COR). Until recently, these items were unknown. The original PA indicated these items would be formalized via an amendment.

(2) Approve the attached **right of re-entry agreement**. Per the attached original PA, the buyer must enter into a formal right-of-re-entry agreement. This is a "performance" agreement that will be recorded against the new Affinity Apartment Project (CAP Acquisitions, LLC) property. It will require the construction of the proposed 174-unit apartment by December 31, 2020. This agreement also outlines default provisions.

(3) Pass a **resolution formally authorizing the sale of city-owned land**. As required by the Anoka County Recorder's Office, the city must pass resolution authorizing the sale of city-owned land. The city has already approved a PA outlining this action, and previously passed an ordinance.

BACKGROUND, *Project*

CAP Acquisitions LLC entered into a purchase agreement with the City of Ramsey for a roughly 3.36 acre piece of city-owned land located in The COR on September 26, 2017. CAP Acquisitions is proposing a new 174-unit, senior, independent living, market rate, high amenity, apartment complex called Affinity Living. Attached is the purchase agreement. Affinity Living is proposed to begin construction in July 2018, and will take 12-18 months to complete.

Notification:

Observations/Alternatives:

Funding Source:

Recommendation:

Staff:

Staff feels this case is administrative and takes care of minor house keeping items. This case is generally consistent with past actions and existing agreements (the CAP Acquisitions PA, policy for selling city owned land, county requirements, etc.). Normally, staff would place this item on the consent agenda. However, because this meeting agenda has several cases related to this project on the regular agenda--staff felt it made sense to cluster these cases.

EDA:

The EDA reviewed this case on 04/12 and recommended 6-0 for the City Council to approve. Please see QCTV

video for details. No major discussion occurred.

Action:

Motion to:

Approve the attached Amendment #1 to the purchase agreement between the City of Ramsey and CAP Acquisitions LLC; subject to final review and amendments by the City Attorney.

-and-

Approve the attached Right-of-Re-Entry Agreement between the City of Ramsey and CAP Acquisitions LLC for a 174-unit senior living apartment complex; subject to final review and amendments by the City Attorney.

-and-

Approve the attached Resolution #18-060 authorizing the sale of 3.36-acres of city owned land.

Attachments

Original PA
PA Amendment 1
Right of Re-Entry
Resolution

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 09:35 AM
Form Started By: Patrick Brama		Started On: 04/14/2018 10:25 PM
Final Approval Date: 04/19/2018		

PURCHASE AGREEMENT

This Agreement is entered into by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **CAP Acquisitions, LLC**, a Washington Limited Liability Company ("Buyer").

In consideration of the Earnest Money, the mutual covenants set forth below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. **EFFECTIVE DATE.** The effective date of this Agreement is **September 26, 2017** (the "Effective Date").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, a rectangular parcel of approximately 4.2 (+/-) acres vacant land at the southwest corner of West Ramsey Parkway and East Town Center Drive in Ramsey, Minnesota, which as shown on the survey and concept plan attached hereto as **Exhibit A**, is anticipated to consist of portions of: (i) Outlot Q, Ramsey Town Center Addition; (ii) Tracts A, D and E of Registered Land Survey No. 241, and (iii) West Town Center Drive (to be vacated and/or relocated), all in Anoka County, Minnesota (hereinafter collectively the "Property"). Buyer is responsible for subdividing and re-platting Property, providing the City of Ramsey with a legal description of the new parcel, and an official parcel size; after which, this Agreement shall be amended to reflect the exact legal description of the Property (as well as the exact Purchase Price, defined in Paragraph 3 below).

3. **PURCHASE PRICE.** The purchase price for the Property is $4.00 per square foot (the "Purchase Price"). Buyer intends to purchase approximately 4.2 (+/-) acres of land, to be finalized through subdividing and re-platting the Property (as described in Paragraph 2 above).

4. **EARNEST MONEY.** By October 10, 2017 Buyer must deposit the sum of $25,000 (the "Earnest Money") with Chicago Title Company, 222 South 9th Street, #3060, Minneapolis, MN 55402 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

    a. If Buyer does not deposit the Earnest Money with Escrow Agent as required above, then Seller may terminate this Agreement by written notice to Buyer; provided, however, if Buyer deposits the Earnest Money with Escrow Agent before Seller exercises Seller's right to terminate, Seller's right to terminate is extinguished.

b. Unless Buyer has previously terminated this Agreement pursuant to Section 9, $25,000 of the Earnest Money (the "Initial Disbursement") becomes non-refundable to Buyer (except in accordance with Section 23 as a result of a default by Seller) on **April 01, 2018**, and on that date Escrow Agent must disburse the Initial Disbursement to Seller.

c. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 23 as a result of a default by Seller).

d. If Buyer does not provide a Notice to Proceed to Seller in accordance with Section 9(b), this Agreement automatically terminates and Escrow Agent must disburse all Earnest Money Escrow Agent holds to Buyer.

e. At Closing, Escrow Agent shall disburse to Seller any Earnest Money not previously disbursed to Seller, and Buyer shall receive a credit against the Purchase Price owing at Closing in an amount equal to the amount of the Earnest Money.

5. **SURVEY.** Seller shall, at Seller's expense, obtain an ALTA/NSPS 2016 survey (Table A, items 1-4 and 6, 8, and 11) (the "Survey") from a duly licensed surveyor and deliver it to Buyer within thirty (30) days after the Effective Date. Buyer may arrange with the surveyor to include additional information on the Survey at Buyer's expense.

6. **TITLE COMMITMENT.**

a. Seller makes no representations or warranties with respect to the status of title to the Property. Within thirty (30) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "Title Commitment") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.

b. Buyer shall have until the date thirty (30) days after the receipt of the Title Commitment and the Survey (collectively, "**Title/Survey**") to review Title/Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception**." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those

actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

7. **RIGHT OF ENTRY.** At all times after Buyer has deposited the Earnest Money with Seller and before the Closing, Buyer (and its employees, agents, and contractors) may enter the Property for the purpose of conducting soil tests, environmental tests and additional survey work, subject to the following conditions:

   a. Within one week after the termination of this Agreement, if either Seller or Buyer terminate this Agreement in accordance with the provisions hereof prior to Closing, Buyer must repair and or restore any damage Buyer or its employees, agents or contractors cause to the Property and remove any personal property, refuse or debris Buyer or its employees, agents or contractors brought onto or authorized third parties to bring onto the Property.

   b. Buyer must defend and indemnify Seller from and against and hold Seller harmless Seller from all "Claims," as defined in Section 10, arising out of, resulting from or relating to any loss of or damage to any property or business or out of any injury to or death of any person, if the loss, damage, injury, or death arises or is alleged to arise either directly or indirectly and either wholly or in part from: (a) any action or omission of Buyer or its employees, agents, or contractors, while on the Property pursuant to this Section; or (b) actions or omissions of Buyer or Buyer's employees, agents, or contractors that cause or result in the release of any Hazardous Substance onto the Property or onto other property.

   c. Buyer must comply with and shall cause it employees, agents, and contractors to comply with all applicable laws, while on the Property.

   d. Other than a standard Phase 1 environmental assessment, Buyer may not commence any environmental testing on the Property until Buyer submits a work

plan for such testing to Seller and Seller approves the work plan, in writing. Seller may not unreasonably withhold, condition or delay Seller's approval of a work plan.

e. Buyer must, promptly and without demand from Seller, provide Seller with true and complete copies of all draft and final reports relating to Buyer's geotechnical and environmental investigations and testing of the Property including, without limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.

f. The cost of any test or additional survey work will be borne solely by Buyer.

8. **PROPERTY SOLD AS IS.** Subject to Buyer's right to terminate this Agreement pursuant to Section 9, Buyer agrees to accept the Property in its current condition, including, without limitation, its current environmental and geological condition, and in an "AS-IS" and with "ALL FAULTS" condition. Buyer's payment of the Purchase Price at Closing constitutes Buyer's acknowledgment and agreement that:

a. Seller has not made any written or oral representations or warranties of any kind with respect to the Property (including without limitation express or implied warranties of title, merchantability, or fitness for a particular purpose);

b. Buyer has not relied on any written or oral representation or warranty made by Seller, its agents or employees with respect to the condition or value of the Property;

c. Buyer has had an adequate opportunity to inspect the condition of the Property, including without limitation any environmental testing, and to inspect documents applicable thereto, and Buyer is relying solely on such inspection and testing; and

d. The condition of the Property is fit for Buyer's intended use.

e. Buyer accepts all risk of Claims (including without limitation all Claims under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation) whether past, present or future, existing or contingent, known or unknown, arising out of, resulting from or relating to the condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

9. **INSPECTION PERIOD.**

a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to **April 01, 2018** (the

"**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

b. Buyer may, at any time on or before 5:00 p.m. on the last day of the Inspection Period, terminate the Agreement by written notice to Seller based on Buyer's determination, in Buyer's sole and absolute discretion, that the condition of the Property is not suitable for Buyer's intended use or that Buyer may not be able to obtain all governmental approvals and utilities necessary for Buyer's intended use of the Property. In addition, this Agreement automatically terminates at 5:00 p.m. on the last day of the Inspection Period unless, prior to that time Buyer delivers a written notice of Buyer's intention to proceed (a "**Notice to Proceed**") to Seller.

c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must disburse to Buyer any Earnest Money Escrow Agent holds.

10. DEFINITIONS. As used in this Agreement:

"**Claim**" or "**Claims**" means any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorney's fees, consultant's fees, costs, remedial action costs, cleanup costs and expenses which may be related to any claims).

"**Environmental Law**" means the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act (the Clean Water Act), 33 U.S.C. § 1251 et seq. the Clean Air Act, 42 U.S.C. § 7401 et seq., and the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law or ordinance dealing with the protection of human health, safety, natural resources or the environment now existing or hereafter enacted.

"**Hazardous Substance**" or "**Hazardous Substances**" means any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law.

11. **RELEASE.** By accepting the deed to the Property, Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

12. **NOTICES.** Notices permitted or required by this Agreement must be in writing and shall be deemed given when delivered in legible form to the party to whom addressed. Notices may be sent by certified mail or e-mail. Notices are effective two business days after they are mailed via certified mail, return receipt requested or, if sent by email, upon email transmission (provided that any email transmission that occurs after 5:00 pm Pacific Time will be deemed provided on the following day). If delivered at the Closing, a notice shall be deemed given when hand-delivered to the party's representative at the Closing. The business addresses of the parties are as follows:

Seller: City Administrator
City of Ramsey
7550 Sunwood Drive N.W.
Ramsey, MN 55303
Email: pbrama@cityoframsey.com

Buyer: CAP Acquisitions, LLC
Scott Morris
120 West Cataldo Ave., Suite 100
Spokane, WA 99201
Email: scottm@inlandconstruction.com

Notices not given in the manner or within the time limits set forth in this Agreement are of no effect and may be disregarded by the party to whom they are directed.

13. **CLOSING.** This transaction shall close within 30 days after Buyer delivers a Notice to Proceed to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement; provided, however, Buyer may extend the Closing a total of two (2)

times, each time for a period of sixty (60) days, by depositing an additional Ten Thousand and 00/100 Dollars ($10,000.00) earnest money with Escrow Agent for each extension. Each $10,000 extension payment shall be non-refundable, but applicable to the Purchase Price. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent pursuant to avoid the necessity for a Closing at which the Parties are present.

a. **Seller's Obligations at Closing.** At Closing, Seller must deliver to Escrow Agent, for delivery to Buyer:

   i. A limited warranty deed, duly executed and acknowledged on behalf of the City and with the City's seal affixed, conveying title to the Property, subject to (A) the lien of real estate taxes, if any, not yet due and payable and any installments of special assessments certified for payment therewith; (B) Building, Subdivision and Zoning Ordinances; (C) Matters that would be disclosed by an accurate survey of the Property; and (D) matters that constitute Permitted Exceptions pursuant to Section 6;

   ii. A certified copy of a duly adopted City Ordinance and Resolution authorizing Seller's sale of the Property to Buyer; and

   iii. Seller's affidavits, well disclosure certificate (if required), settlement statement approved by Seller and Buyer, and any other documents required by the Escrow Agent.

b. **Buyer's Obligations at Closing.** At Closing, Buyer must:

   i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted for to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay or will receive pursuant to Section 14(c), to Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and

   ii. File or cause Escrow Agent to file an Electronic Certificate of Real Estate Value, if required and necessary.

c. **Closing Costs.**

   i. At Closing, the following Seller closing costs and expenses must be paid from the Purchaser Price or, if the Purchase Price is not sufficient, paid by Seller:

      1. Seller's portion of the prorated property taxes.

2. Seller's own attorney's fees.
3. One-half the cost of any closing fees.
4. The cost of real estate broker commission fees as prescribed in Section 15.

ii. At Closing Buyer must pay the Purchase Price to Seller and the following costs and expenses:

1. Buyer's portion of prorated property taxes.
2. Buyer's own attorney's fees.
3. One-half the cost of any closing fees.
4. Documentary and recording fees for the deed(s).
5. The cost of the owner's title insurance policy, if Buyer elects to purchase an Owner's title insurance policy.
6. State deed tax.

d. **Possession.** Seller must deliver possession of the Property to Buyer at Closing.

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction, other than CBRE, Inc. ("Buyer's Broker"), which represents the Seller and the Buyer. Seller shall pay Broker as required by their agreement (5% of final sale price). Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party; provided, however that Buyer may assign this Agreement to a third party affiliated with or under common control with Buyer if it provides written notice of such assignment to Seller and Escrow Agent prior to Closing. Any such assignment shall not relieve Buyer of its obligations hereunder. The Seller recognizes the Buyer intends to assign this Agreement to an affiliated special purpose entity that will be registered officially with the State of Minnesota.

16. THIRD PARTY BENEFICIARY. There are no third party beneficiaries of this Agreement, intended or otherwise.

17. JOINT VENTURE. Seller and Buyer, by entering into this Agreement and completing the transactions described herein, shall not be considered joint venturers or partners.

18. CAPTIONS. The paragraph headings or captions appearing in this Agreement are for convenience only, are not a part of this Agreement, and are not to be considered in interpreting this Agreement.

19. **ENTIRE AGREEMENT / MODIFICATION.** This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties.

20. **BINDING EFFECT.** This Agreement binds and benefits the Parties and their successors and assigns.

21. **CONTROLLING LAW.** This Agreement is made under the laws of the State of Minnesota and such laws will control its interpretation.

22. **REMEDIES.**

    a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

    b. If Seller fails to perform any of the terms or conditions of this Agreement within the specified time limits, Buyer may, as its sole remedy, declare this Agreement terminated in which case Escrow Agent and, if applicable, Seller, shall refund the Earnest Money (both the Initial Disbursement and the Remaining Earnest Money) to Buyer, or, in the alternative, Buyer may have this Agreement specifically enforced and recover any incidental damages. Buyer waives all claims for consequential damages against Seller based on Seller's breach or alleged default hereunder.

23. **WAIVER.** Failure of Seller or Buyer to insist upon the performance of any of the covenants, agreements and/or conditions of this Agreement or to exercise any right or privilege herein shall not be deemed a waiver of any such covenant, condition or right.

24. **SURVIVAL OF TERMS AND CONDITIONS.** The terms and conditions of this Agreement shall survive and be in full force and effect after the delivery of the deed, and shall not be deemed to have merged therein.

25. **SEVERABILITY.** Each provision of this Agreement shall apply to the extent permitted by applicable law and is intended to be severable. If any provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the legality or validity of the remainder of the Agreement.

26. CONSTRUCTION. The Parties acknowledge that this Agreement was initially prepared by Seller solely as a convenience and that all Parties and their counsel hereto have read and full negotiated all the language used in this Agreement. The Parties acknowledge that because all Parties and their counsel participated in negotiating and drafting this Agreement, no rule of construction shall apply to this Agreement to construe ambiguous or unclear language in favor of or against any Party.

27. COUNTERPARTS; DIGITAL COPIES. This Agreement may be executed in any number of counterparts and the signature pages of the separate counterparts combined into a single copy of this Agreement which will then constitute a fully executed version of this Agreement. A facsimile, .pdf file or digital copy of a signed counterpart or of an assemblage of counterparts of this Agreement shall be deemed to be an original thereof.

28. TIME PERIODS. The time for performance of any obligation or taking any action under this Agreement shall be deemed to expire at 5:00 p.m. Pacific Time on the last day of the applicable time period provided for in this Agreement. If the time for the performance of any obligation or taking any action under this Agreement expires on a Saturday, Sunday or legal holiday, the time for performance or taking such action shall be extended to the next succeeding day which is not a Saturday, Sunday or legal holiday.

29. CONSTRUCTION DEADLINE. Buyer shall obtain a building permit for -- an age restricted, market rate, apartment community of approximately 150 to 200 units, which shall include first floor structured parking -- no later than six (6) months following Closing. At Closing, a "Right of Re-Entry Agreement" must be executed and recorded to the Property providing that in the event the above building permit deadline is not met, Seller has the right to reclaim title to the Property. Additionally, unless due to circumstances beyond Buyer's control (such as fire/casualty/force majeure), Buyer shall obtain a certificate of occupancy for the project from the City of Ramsey no later than thirty (30) months following Closing. In the event the above construction deadline is not met, Buyer shall pay Seller a $50,000 penalty. In the event the penalty is not paid within 30 days of receipt of notice, Seller may certify the penalty to Anoka County as an assessment against the Property.

> Obtaining Building Permit:
> Shall mean fully paying for and physically receiving an approved Building Permit from the City of Ramsey's Building Department. A Building Permit includes, but is not limited to, the following fees: plan review fee, erosion control fee, base permit fee, water access charge (WAC), and sewer access charges (SAC). Building permit fees are non-refundable. Successfully applying for a Building Permit does not constitute obtaining a Building Permit.

30. PLATTING & DEVELOPMENT AGREEMENT. Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project -- an age restricted, market rate, apartment community of approximately 150 to 200 units, which shall include first floor structured parking -- before Closing. The Development Agreement and Site Plan must comply with all local

zoning ordinances and design standards, including The COR Design Standards which are attached hereto as **Exhibit B**.

31. **PUBLIC ROADS COST-SHARE.** Both the Buyer and Seller understand that various public roadway connections must be constructed as a result of this new proposed development project (a portion of Ramsey Parkway, 145th Ave NW, Center Street, and Willemite Street). The Buyer shall be responsible for twenty percent (20%) of total public roadway project costs. Said 20% assignment to the Buyer shall occur only on public roadway sections located directly adjacent to the Property. Public Roadway costs shall include all roadway costs, such as: roads, utilities, sidewalks, boulevards, landscaping, benches, trash receptacles, curb/gutter, and street lighting. Before the end of the Inspection Period, the Seller and Buyer shall both, in writing, approve an engineer's feasibility report for said public roadway work; which, shall include a cost assignment schedule (and/or reimbursement agreement in the event Buyer agrees to assume responsibility for constructing any of the public roadway connections in conjunction with the construction of its project).

32. **CITY PARK PLATTING.** Seller acknowledges that Buyer's selection of the Property location and shape was influenced by Seller's representation that a park is planned to be developed directly south of the Property. While Seller cannot guarantee the timing of the park development, Seller agrees to legally dedicate not less than 1.5 acres of land for the park as part of Buyer's final plat (referenced in Section 30 above), precluding such land from being sold or developed for other purposes. With Seller's cooperation, Buyer k shall incorporate the land to be dedicated as a park into Buyer's preliminary plat

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: 9/26, 2017
Sarah Strommen, Mayor

By: _____ Dated: 9/27, 2017
Kurt Ulrich, City Administrator

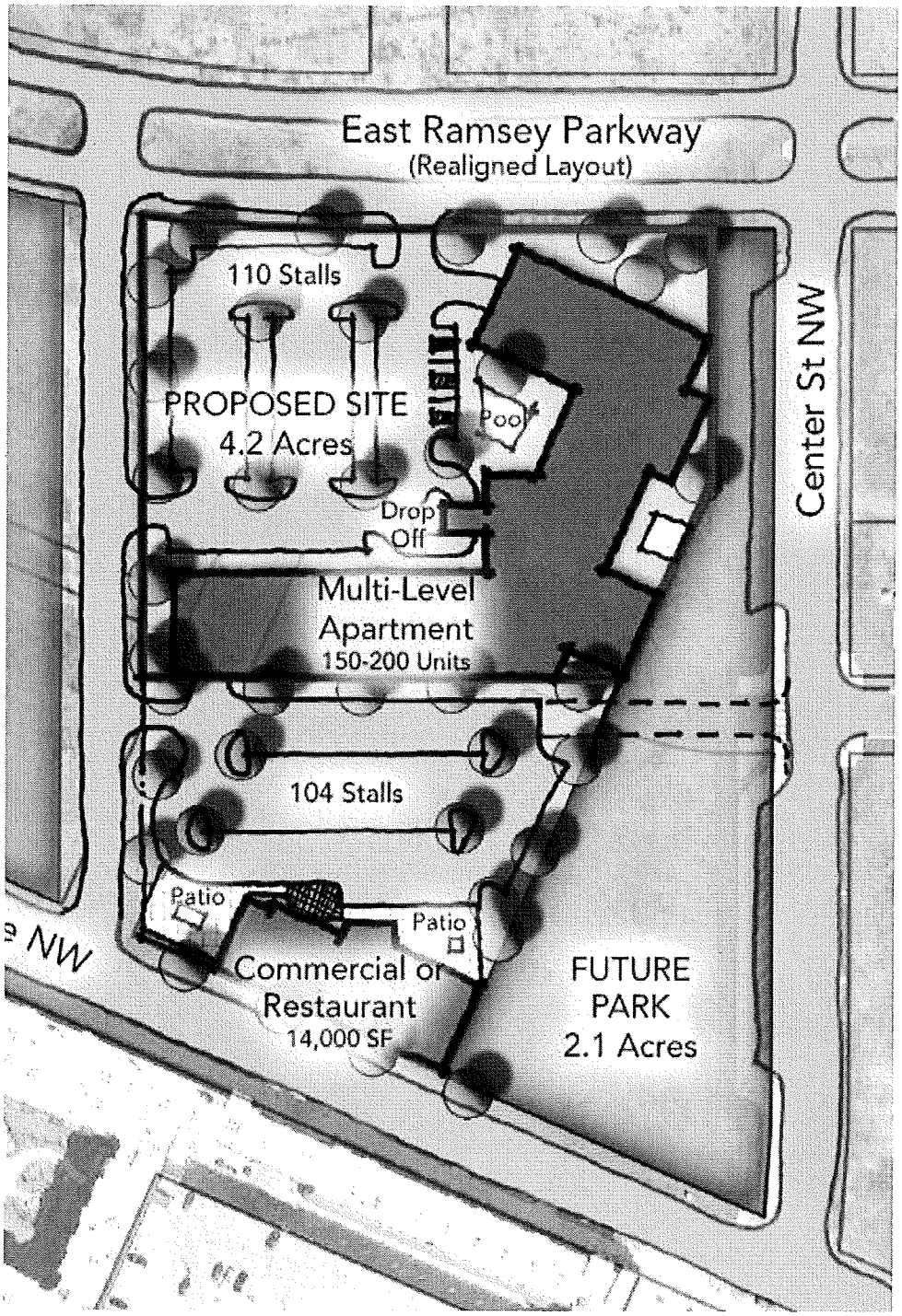
BUYER: CAP Acquisitions, LLC, a Washington Limited Liability Company.

By: _____ Dated: September 28, 2017
Scott Morris, Manager

EXHIBIT A

Preliminary Draft Concept Map

(will be updated, changes will occur)



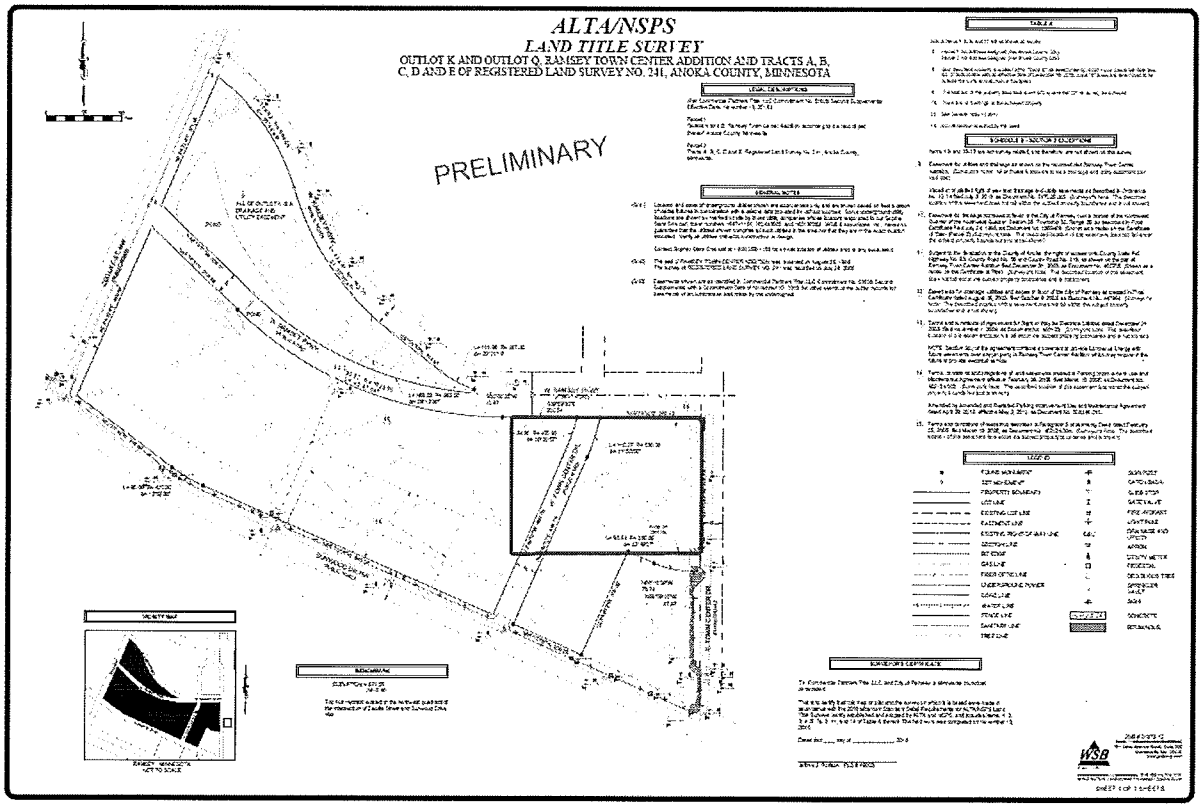
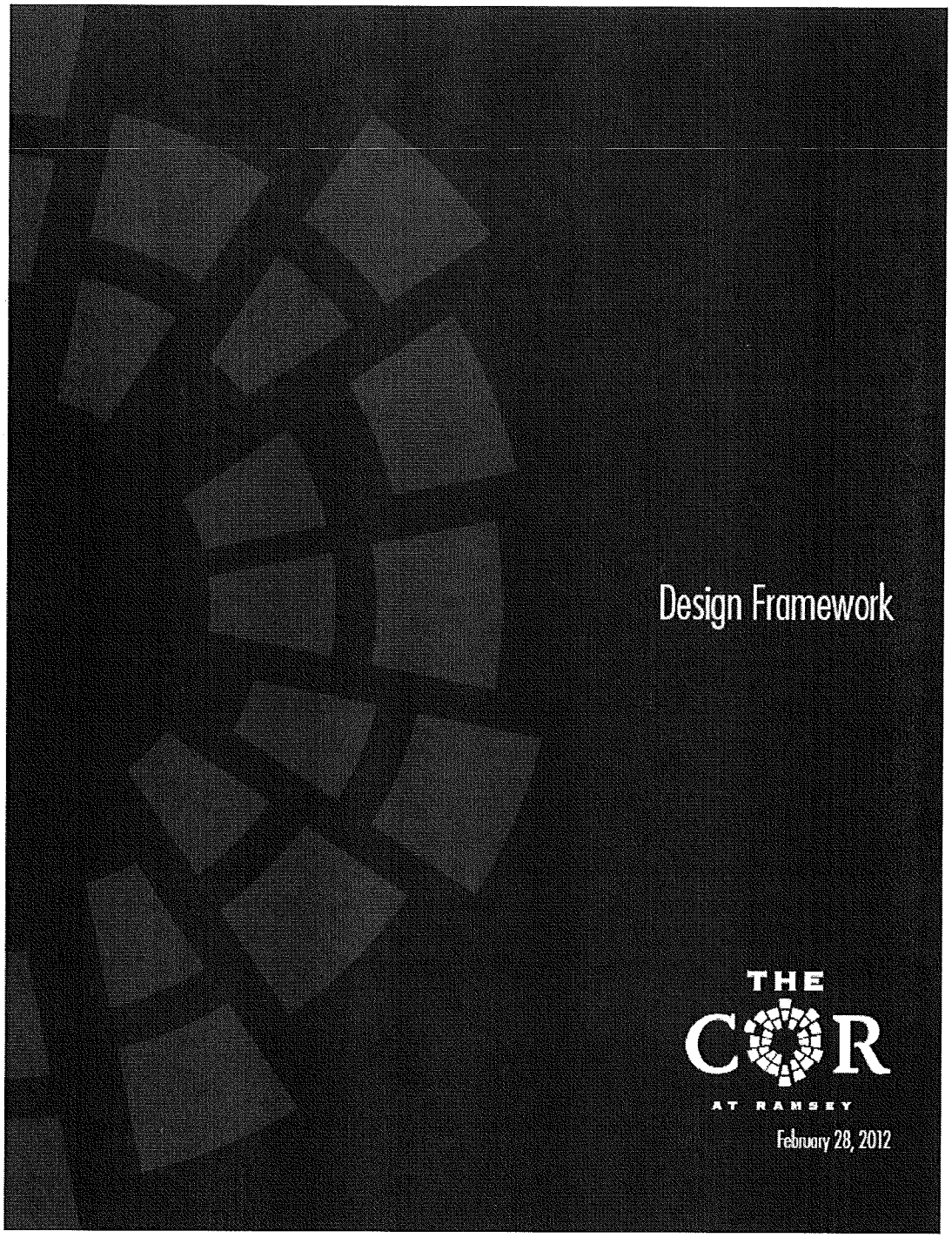

ALTA/NSPS
LAND TITLE SURVEY
OUTLOT K AND OUTLOT Q, RAMSEY TOWN CENTER ADDITION AND TRACTS A, B, C, D AND E OF REGISTERED LAND SURVEY NO. 241, ANOKA COUNTY, MINNESOTA
PRELIMINARY

EXHIBIT B
The COR Design Framework
cityoframsey.com/thecor > Design Framework



FIRST AMENDMENT
TO
PURCHASE AGREEMENT

This is the First Amendment to the Purchase Agreement by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **CAP Acquisitions, LLC**, a Washington Limited Liability Company ("Buyer"), dated September 26, 2017.

Recitals

1. The Buyer desires to update the legal description for the property.

a. The first paragraph of item 2 is modified as follows:

SALE OF PROPERTY. Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller~~, a rectangular parcel of approximately 4.2 (+/-) acres vacant land at the southwest corner of West Ramsey Parkway and East Town Center Drive in Ramsey, Minnesota, which as shown on the survey and concept plan attached hereto as **Exhibit A**, is anticipated to consist of portions of: (i) Outlot Q, Ramsey Town Center Addition; (ii) Tracts A, D and E of Registered Land Survey No. 241, and (iii) West Town Center Drive (to be vacated and/or relocated), all in Anoka County, Minnesota (hereinafter collectively the "Property"). Buyer is responsible for subdividing and re-platting Property, providing the City of Ramsey with a legal description of the new parcel, and an official parcel size; after which, this Agreement shall be amended to reflect the exact legal description of the Property (as well as the exact Purchase Price, defined in Paragraph 3 below).~~ 3.35652 acres of vacant land legally described as follows: Lot 1, Block 1, Affinity at The COR, Anoka County, Minnesota.

2. The Buyer desires to update the purchase price for the property.

a. The first paragraph of item 3 is modified as follows:

PURCHASE PRICE. The purchase price for the Property is $4.00 per square foot or $584,840.045 total (the "Purchase Price"). Buyer intends to purchase ~~approximately~~ 3.35652 ~~(+/-)~~ acres of land.~~, to be finalized through subdividing and re-platting the Property (as described in Paragraph 2 above).~~

Agreement

1. **AMENDMENT APPROVAL.** Seller hereby approves this Purchase Agreement amendment:

    a. Confirming the new legal description
    b. Confirming the updated sale price

2. **REMAINING TERMS.** All other provisions of the Purchase Agreement, as amended, remain unchanged except to the extent inconsistent with the terms of this First Amendment. The terms used in this First Amendment have the same meaning as in the Purchase Agreement.

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: _____, 2018
Sarah Strommen, Mayor

By: _____ Dated: _____, 2018
Kurt Ulrich, City Administrator

BUYER: CAP Acquisitions, LLC, a Washington Limited Liability Company.

By: _____ Dated: _____, 2018
Scott Morris, Manager

[Reserved for Recording Data]

RIGHT OF RE-ENTRY AGREEMENT

This Right of Re-entry Agreement is entered into on April 24, 2018, by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **CAP Acquisitions, LLC**, a Washington Limited Liability Company ("Buyer").

Recitals

A. On _____, 2018, Seller conveyed title of the following Property to Buyer:

LOT 1, BLOCK 1, AFFINITY AT THE COR, COUNTY OF ANOKA, MINNESOTA.

B. Title to the Property was conveyed subject to Buyer fulfilling certain Conditions as set forth below.

C. As indicated in the Purchase Agreement between the City of Ramsey and CAP Acquisitions LLC, dated September 26, 2017, Section 29, it is the intent of the parties to create and set forth a right to impose a penalty or a right of re-entry in favor of Seller in the event Buyer fails to satisfy the Conditions.

Agreement

1. The recitals are incorporated herein as if fully set forth.

2. Seller shall have the right, but not the obligation, to either impose a penalty against the Property pursuant to Paragraph 3, or to re-enter and take possession of the Property pursuant to Paragraph 4, in the event that any of the following Conditions are not satisfied by Buyer:

a. Buyer must obtain a certificate of occupancy from the City of Ramsey, for the project described below by December 31, 2020.

Project Description:

i. Affinity at Ramsey Site Plan, approved by the City of Ramsey on February 27, 2018 by Resolution #18-033.

ii. Development Agreement for CAP Acquisitions LLC, approved by the City of Ramsey on _____, 2018 by Resolution #18-_____.

3. Seller may impose a penalty of $50,000.00 against the Property if the certificate of occupancy is not obtained, for all 174-units, pursuant to the deadline set forth above. The penalty is due upon written notice to Buyer from Seller of the failure to satisfy a contingency. In the event the penalty is not paid within 30 days of receipt of the notice, Seller may, but is not required to, certify the penalty to Anoka County as an assessment against the Property. Buyer waives any and all rights under Minnesota Statutes, chapter 429, and any other applicable law, including any right to notice of hearing and hearing, the right to object, and the right to appeal the assessment. Buyer further waives any requirements of the City Charter that may apply to said assessment.

4. As an alternative to imposition of a financial penalty and not in addition thereto, Seller may re-enter and take physical possession of the Property. Title to the Property shall be restored in Seller, and Buyer shall execute whatever documents and undertake whatever steps are necessary to establish and confirm Seller's fee simple interest in the Property free of any claims or encumbrances, including mechanic's liens.

5. This document constitutes the entire Right of Re-entry Agreement between the parties. Any modifications or amendments to this Agreement must be in writing and signed by both parties.

CITY OF RAMSEY

By: _____
Sarah Strommen, Mayor

By: _____
Kurt Ulrich, City Administrator

This instrument was acknowledged before me on _____, 2018, by Sarah Strommen and Kurt Ulrich as Mayor and City Administrator, respectively, of the City of Ramsey, Minnesota.

_____
Notary Public

CAP Acquisitions, LLC, a Washington Limited Liability Company.

By: _____
Scott Morris, Manager

This instrument was acknowledged before me on _____, 2018, by Scott Morris, Manager of CAP Acquisitions, LLC.

_____
Notary Public

This instrument drafted by:
Ratwik, Roszak & Maloney, P.A.
730 Second Ave. S., Suite 300
Minneapolis, MN 55402
(612) 339-0060
(JJL)

Councilmember _____ introduced the following resolution and moved for its adoption:

CITY COUNCIL RESOLUTION #18-060

RESOLUTION AUTHORIZING THE CITY OF RAMSEY TO SELL 3.36 ACRES OF REAL PROPERTY.

WHEREAS, the City of Ramsey, herein referred to as the "City," owns various parcels throughout the City of Ramsey; and

WHEREAS, the City received and entered into a formal purchase agreement for the sale of portions of the parcels legally described on **Exhibit A** ("the **Property**"), on September 26, 2017, with CAP Acquisitions, LLC, a Washington limited liability company; and

WHEREAS, the City and CAP Acquisitions LLC approved an amendment (Amendment #1) to the original formal purchase agreement on April 24, 2018; and

WHEREAS, the City herby declares the Property to be surplus City-owned land and is no longer needed for current or future City functions, and authorizes the property to be sold; and

WHEREAS, the formal purchase agreement requires a Right-of-Re-Entry Agreement be recorded at the closing of this land transaction; and

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

1) That the City hereby declares the Property to be surplus City-owned land, and authorizes the property to be sold.

2) That the City hereby approves the sale of the Property to CAP Acquisitions, LLC, for $4.00 per square foot for the development of multi level apartments.

3) That the City authorizes and requires a Right-of-Re-Entry Agreement to be recorded at the closing of this land transaction.

4) That the City hereby authorizes the City Administrator and Mayor to sign any and all documents necessary to close on the sale of the Property, consistent with Charter and State law requirements.

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:

None

and the following abstained:

None

and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the City of Ramsey this the __ th day of _____, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

EXHIBIT A
DEVELOPMENT PROPERTY

Lot 1, Block 1, Affinity at The COR, Anoka County, Minnesota

CC Regular Session **7. 4.**

Meeting Date: 04/24/2018

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Information

Title:

Affinity Apartment Project: Resolution #18-061 Approving a TIF Agreement

Purpose/Background:

PURPOSE

The purpose of this case is to consider approving the attached Resolution #18-061 authorizing the use of Tax Increment Financing (TIF) to reimburse public infrastructure improvements costs related to the proposed Affinity Living apartment project located in The COR. This action is generally consistent with attached and previously approved MOU and PA.

BACKGROUND, *Project*

CAP Acquisitions LLC entered into a purchase agreement with the City of Ramsey for a roughly 3.3 acre piece of city-owned land located in The COR on September 26, 2017. CAP Acquisitions is proposing a new 174-unit, senior, independent living, market rate, high amenity, apartment complex called Affinity Living. Attached is the purchase agreement. Affinity Living is proposed to begin construction in July 2018, and will take 12-18 months to complete.

BACKGROUND, *Infrastructure Improvements*

The proposed Affinity Living project will trigger the construction of new public infrastructure. Please see attached Bolton & Menk Infrastructure Study for details on public infrastructure located near the proposed Affinity project (reference page 8 and Figure 2). NOTE: not all of the infrastructure shown in the Bolton & Menk report will be constructed as a result of this project. It's staff's recommendation, that Road Segments A1, C1, and C2 be constructed as a result of this project. It is also staff's recommendation that Affinity be responsible for paying a share of Road Segments C1, A1, and B--as these road segments are located adjacent to their site.

BACKGROUND, *Cost Share for Infrastructure*

The attached PA and MOU with CAP Acquisitions indicates that the developer will pay for 40% of all public infrastructure costs. If the developer is only located on one side of a new road, they would pay for half of the 40% share, or 20%. This arrangement is consistent with past practice in Ramsey and recent projects (Bunker Lake Industrial Park, Stone Brook).

Staff is recommending Affinity pay 100% of all public infrastructure costs upfront (including the city's portion), for to Affinity design/ plan the public infrastructure work, and for Affinity administer the construction of said work. In return, staff is recommending the city pay back Affinity over time, with interest, via the existing COR TIF District #14. It's expected the repayment period would be about 8-9 years (i.e. the city would pay back their portion of public infrastructure costs over the course of about eight years via TIF). This arrangement is ideal for the city as it eliminates the risk of issuing a bond or upfront financing, and is paid on performance (i.e. we only pay TIF after property taxes are collected).

BUSINESS SUBSIDY?

Based on discussions with the city's financial advisor, Ehlers, this arrangement is not considered a formal business subsidy. This cost share arrangement is based on past practice and informal city policy (i.e. the 60/40 split). TIF is being used to fund the city's portion of costs only--not the developers portion. Attached is the city's business subsidy policy for reference. As outlined in Section E on page 5, items #2, #3, and #7 apply here. This means this project (i.e. TIF Agreement) doesn't require a formal public hearing, formal underwriting (i.e. reviewing the developers pro-forma), and no formal application from the developer (i.e. no fee).

Notification:

Observations/Alternatives:
NA

Funding Source:
TIF District #14

Recommendation:
STAFF
This action is generally consistent with attached and previously approved MOU and PA. The attached TIF Agreement has been reviewed by the City's Real Estate Attorney Briggs & Morgan and Ehlers. Attached is a MEMO from Ehlers RE the agreement. Ehlers plans to attend this meeting and will be available to answer questions as needed.

EDA Review:
The EDA reviewed this case on 04/12 and recommended 6-0 for the City Council to approve. Please see QCTV video for details. No major discussion occurred. The EDA did ask for Ehlers to provide an overview of their attachment MEMO.

Action:

Motion to:
Adopt Resolution #18-061 Approving a TIF Agreement with CAP Acquisitions LLC; subject to final review and amendments by the City Attorney.

Attachments

Resolution #18-061
TIF Agreement
MOU
PA
B&M Infrastructure Study
Ehlers MEMO
Visual Renderings

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	04/19/2018 09:33 AM
Form Started By: Patrick Brama		Started On: 04/14/2018 10:25 PM
Final Approval Date: 04/19/2018		

Councilmember _____ introduced the following resolution and moved for its adoption:

CITY COUNCIL RESOLUTION #18-061

RESOLUTION AUTHORIZING EXECUTION OF A TAX INCREMENT FINANCING AGREEMENT

WHEREAS, CAP Acquisitions, LLC (the "Developer") has requested the City of Ramsey, Minnesota (the "City") to assist with the financing of certain costs incurred in connection with the construction of a 174-unit senior rental housing project in the City by the Developer (the "Project").

WHEREAS, the Developer and the City have determined to enter into a Tax Increment Financing Agreement providing for the City's tax increment financing assistance for the Project (the "Tax Increment Financing Agreement").

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

1. The City Council hereby approves the Tax Increment Financing Agreement in substantially the form submitted, and the Mayor and City Administrator are hereby authorized and directed to execute the Tax Increment Financing Agreement on behalf of the City.

2. The approval hereby given to the Tax Increment Financing Agreement includes approval of such additional details therein as may be necessary and appropriate and such modifications thereof, deletions therefrom and additions thereto as may be necessary and appropriate and approved by the City officials authorized by this resolution to execute the Tax Increment Financing Agreement. The execution of the Tax Increment Financing Agreement by the appropriate officer or officers of the City shall be conclusive evidence of the approval of the Tax Increment Financing Agreement in accordance with the terms hereof.

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:

None

and the following abstained:

None

and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the City of Ramsey this the 24th day of April, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

STATE OF MINNESOTA
COUNTY OF ANOKA
CITY OF RAMSEY

I, the undersigned, being the duly qualified and acting City Administrator of the City of Ramsey, Minnesota, DO HEREBY CERTIFY that I have carefully compared the attached and foregoing extract of minutes with the original minutes of a meeting of the City Council of the City held on the date therein indicated, which are on file and of record in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to a Resolution Authorizing Execution of a Tax Increment Financing Agreement.

WITNESS my hand as such City Administrator of the City Council of the City of Ramsey, Minnesota this 24th day of April, 2018.

_____
City Administrator

TAX INCREMENT FINANCING AGREEMENT

BY AND BETWEEN

CITY OF RAMSEY, MINNESOTA

AND

CAP ACQUISITIONS, LLC

This document drafted by:

BRIGGS AND MORGAN (MLI)
Professional Association
2200 IDS Center
80 South 8th Street
Minneapolis, Minnesota 55402

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TAX INCREMENT FINANCING AGREEMENT

THIS AGREEMENT, made as of the 1st day of _____, 2018, by and between the City of Ramsey, Minnesota (the "City"), a home rule charter city organized and existing under the constitution and laws of the State of Minnesota and CAP Acquisitions, LLC, a Washington limited liability company (the "Developer").

WITNESSETH:

WHEREAS, pursuant to Minnesota Statutes, Section 469.124 to 469.133, the City has heretofore established Development District No. 1 (the "Development District") and has adopted a development program therefor (the "Development Program"); and

WHEREAS, pursuant to Minnesota Laws, 2010, Chapter 389, Article 7, Section 22, as amended by Minnesota Laws, 2011, Chapter 112, Article 11, Section 16 ("Special Legislation") and the provisions of Minnesota Statutes, Section 469.174 through 469.1794, as amended (hereinafter, the "Tax Increment Act"), the City has heretofore established, within the Development District, Tax Increment Financing District No. 14 (the "Tax Increment District") and has adopted a tax increment financing plan therefor (the "Tax Increment Plan") which provides for the use of tax increment financing in connection with certain development within the Development District; and

WHEREAS, the reimbursement by the City for costs of the acquisition of the Development Property and the construction of Site Improvements incurred by the Developer for a redevelopment project are objectives of the Development Program and Tax Increment Financing Plan; and

WHEREAS, in order to achieve the objectives of the Development Program and particularly to make the land in the Development District available for development by private enterprise in conformance with the Development Program, the City has determined to assist the Developer with the financing of certain costs of a Project (as hereinafter defined) to be constructed within the Tax Increment District as more particularly set forth in this Agreement; and

WHEREAS, the City believes that the development and construction of the Project, and fulfillment of this Agreement are vital and are in the best interests of the City, the health, safety, morals and welfare of residents of the City, and in accordance with the public purpose and provisions of the applicable state and local laws and requirements under which the Project has been undertaken and is being assisted; and

WHEREAS, the requirements of the Business Subsidy Law, Minnesota Statutes, Section 116J.993 through 116J.995, do not apply to this Agreement pursuant to an exemption for housing.

NOW, THEREFORE, in consideration of the premises and the mutual obligations of the parties hereto, each of them does hereby covenant and agree with the other as follows:

ARTICLE I

DEFINITIONS

Section 1.1. Definitions. All capitalized terms used and not otherwise defined herein shall have the following meanings unless a different meaning clearly appears from the context:

Agreement means this Agreement, as the same may be from time to time modified, amended or supplemented;

Assessment Agreement means the agreement, in substantially the form of the agreement contained in Exhibit D attached hereto and hereby made a part of this Agreement, among the Developer, the City and the Assessor for the County, entered into pursuant to Article III of this Agreement;

Assessor's Minimum Market Value means the agreed minimum market value of the Development Property and Project and for calculation of real property taxes as determined by the Assessor for the County pursuant to the Assessment Agreement;

Business Day means any day except a Saturday, Sunday or a legal holiday or a day on which banking institutions in the City are authorized by law or executive order to close;

City means the City of Ramsey, Minnesota, its successors and assigns;

City Development Agreement means, the Development Agreement for _____ by and between the City and _____ dated as of _____, 2018, as the same may be from time to time modified;

County means Anoka County, Minnesota;

Developer means CAP Acquisitions, LLC, a Washington limited liability company, its successors and assigns;

Development District means the real property included in Development District No. 1 heretofore established;

Development Program means the Development Program approved in connection with the Development District;

Development Property means the real property described in Exhibit A attached to this Agreement;

Event of Default means any of the events described in Section 4.1 hereof;

Note Payment Date means August 1, 2020, and each February 1 and August 1 of each year thereafter to and including February 1, 2040; provided, that if any such Note Payment Date should not be a Business Day, the Note Payment Date shall be the next succeeding Business Day;

Project means the construction of an approximately 174-unit senior rental housing project on the Development Property located in the City;

Public Improvements means the public improvements described in the City Development Agreement;

Site Improvements means the site improvements undertaken or to be undertaken on the Development Property, more particularly described on Exhibit C attached hereto;

Special Legislation means Minnesota Laws, 2010, Chapter 389, Article 7, Section 22, as amended by Minnesota Laws, 2011, Chapter 112, Article 11, Section 16;

State means the State of Minnesota,

Tax Increments means 90% of the tax increments derived from the Development Property as calculated by the City in its sole discretion and which have been received by the City in accordance with the provisions of Minnesota Statutes, Section 469.177;

Tax Increment Act means Minnesota Statutes, Sections 469.174 through 469.1794, as amended;

Tax Increment District means Tax Increment Financing District No. 14 located within the Development District, a description of which is set forth in the Tax Increment Financing Plan, which was qualified as a redevelopment district under the Tax Increment Act;

Tax Increment Financing Plan means the tax increment financing plan approved for the Tax Increment District by the City Council on December 14, 2010, and any future amendments thereto;

Termination Date means the earlier of (i) February 1, 2040, (ii) the date the Reimbursement Amount as defined in Section 3.1 is paid in full, (iii) the date on which the Tax Increment District expires or is otherwise terminated, or (iv) the date this Agreement is terminated or rescinded in accordance with its terms; and

TIF Note means the Tax Increment Revenue Note (CAP Acquisitions, LLC Project) to be executed by the City and delivered to the Developer pursuant to Article III hereof, the form of which is attached hereto as Exhibit B; and

Unavoidable Delays means delays, outside the control of the party claiming its occurrence, which are the direct result of strikes, other labor troubles, unusually severe or prolonged bad weather, acts of God, fire or other casualty to the Project, litigation commenced by third parties which, by injunction or other similar judicial action or by the exercise of reasonable discretion, directly results in delays, or acts of any federal, state or local governmental unit (other than the City) which directly result in delays.

ARTICLE II

REPRESENTATIONS AND WARRANTIES

Section 2.1. Representations and Warranties of the City. The City makes the following representations and warranties:

(1) The City is a municipal corporation and has the power to enter into this Agreement and carry out its obligations hereunder.

(2) The Tax Increment District is a "redevelopment district" within the meaning of Minnesota Statutes, Section 469.174, Subdivision 10, and was created, adopted and approved in accordance with the Special Legislation.

(3) The development contemplated by this Agreement is in conformance with the development objectives set forth in the Development Program.

(4) To finance certain costs within the Tax Increment District, the City proposes, subject to the further provisions of this Agreement, to apply Tax Increments to reimburse the Developer for acquisition of the Development Property and a portion of the costs of the construction of certain of certain Site Improvements incurred in connection with the Project as further provided in this Agreement.

(5) The City makes no representation or warranty, either expressed or implied, as to the Development Property or its condition or the soil conditions thereon, or that the Development Property shall be suitable for the Developer's purposes or needs.

Section 2.2. Representations and Warranties of the Developer. The Developer makes the following representations and warranties:

(1) The Developer is a Washington limited liability company and has the power and authority to enter into this Agreement and to perform its obligations hereunder and doing so will not violate its articles of organization, member control agreement or operating agreement, or the laws of the State and by proper action has authorized the execution and delivery of this Agreement.

(2) The Developer shall cause the Project to be constructed in accordance with the terms of this Agreement, the Development Program, the City Development Agreement, and all applicable local, state and federal laws and regulations (including, but not limited to, environmental, zoning, energy conservation, building code and public health laws and regulations).

(3) The construction of the Project would not be undertaken by the Developer, and in the opinion of the Developer would not be economically feasible within the reasonably foreseeable future, without the assistance and benefit to the Developer provided for in this Agreement.

(4) The Developer will use its best efforts to obtain, or cause to be obtained, in a timely manner, all required permits, licenses and approvals, and will meet, in a timely manner, all requirements of all applicable local, state, and federal laws and regulations which must be obtained or met before the Project may be lawfully constructed.

(5) Neither the execution and delivery of this Agreement, the consummation of the transactions contemplated hereby, nor the fulfillment of or compliance with the terms and conditions of this Agreement is prevented, limited by or conflicts with or results in a breach of, the terms, conditions or provision of any contractual restriction, evidence of indebtedness, agreement or instrument of whatever nature to which the Developer is now a party or by which it is bound, or constitutes a default under any of the foregoing.

(6) The Developer will cooperate fully with the City with respect to any litigation commenced with respect to the Project.

(7) The Developer will cooperate fully with the City in resolution of any traffic, parking, trash removal or public safety problems which may arise in connection with the construction and operation of the Project.

(8) Construction shall begin by June 1, 2018 and the construction of the Project will be substantially completed by December 31, 2019, subject to Unavoidable Delays.

(9) The Developer acknowledges that Tax Increment projections contained in the Tax Increment Financing Plan are estimates only and the Developer acknowledges that it shall place no reliance on the amount of projected Tax Increments and the sufficiency of such Tax Increments to reimburse the Developer for a portion of the costs of the acquisition of the Development Property and the construction of the Site Improvements as provided in Article III.

ARTICLE III

UNDERTAKINGS BY DEVELOPER AND CITY

Section 3.1. Project. The parties agree that the acquisition of the Development Property and the installation of the Site Improvements are essential to the successful completion of the Project. The costs of the Project shall be paid by the Developer. The City shall reimburse the Developer for the actual costs of acquisition of the Development Property and the Site Improvements actually incurred and paid by the Developer in an amount as determined as follows: the amount to be reimbursed shall equal (a) 80% of the actual cost of the construction of the Public Improvements designated as Segment A-1 and Segment C-1 as described in the City Development Agreement; plus (b) 100% of the actual cost of the construction of the Public Improvements designated in Segment C-2 as described in the City Development Agreement; less (c) $58,000 (the "Reimbursement Amount"), as further provided in Section 3.3.

Section 3.2. Limitations on Undertaking of the City. Notwithstanding the provisions of Section 3.1, the City shall have no obligation to the Developer under this Agreement to reimburse the Developer for the costs identified in Section 3.1, if the City, at the time or times such payment is to be made, is entitled under Section 4.2 to exercise any of the remedies set forth therein as a result of an Event of Default which has not been cured.

Section 3.3. Reimbursement: TIF Note. The City shall reimburse the Developer the Reimbursement Amount through the issuance of the City's TIF Note in substantially the form attached to this Agreement as Exhibit B, subject to the following conditions:

(1) The TIF Note shall be dated, issued and delivered when (i) the Developer shall have demonstrated in writing to the reasonable satisfaction of the City that the construction of the Project and the Public Improvements have been completed; and (ii) that the Developer has incurred and paid all costs of acquisition of the Development Property and the construction of Site Improvements, as described in and limited by Section 3.1 and shall have submitted paid invoices for the costs of construction of the Site Improvements and a settlement statement or other evidence of payment of the costs of the Development Property in an amount not less than the Reimbursement Amount.

(2) The unpaid principal of the TIF Note shall bear simple non-compounding interest from the date of issuance of the TIF Note, at 4.50% per annum. Interest shall be computed on the basis of a 360 day year consisting of twelve (12) 30-day months.

(3) The principal amount of the TIF Note and the interest thereon shall be payable solely from the Tax Increments.

(4) On each Note Payment Date and subject to the provisions of the TIF Note, the City shall pay, against the principal and interest outstanding on the TIF Note, any Tax Increments received by the City during the preceding 6 months. All such payments shall be applied first to accrued interest and then to reduce the principal of the TIF Note.

(5) The TIF Note shall be a special and limited obligation of the City and not a general obligation of the City, and only Tax Increments shall be used to pay the principal and

interest on the TIF Note. If, on any TIF Note Payment Date, the Tax Increments for the payment of the accrued and unpaid interest on the TIF Note are insufficient for such purposes, the difference shall be carried forward, without interest accruing thereon, and shall be paid if and to the extent that on a future TIF Note Payment Date there are Tax Increments in excess of the amounts needed to pay the accrued interest then due on the TIF Note.

(6) The City's obligation to make payments on the TIF Note on any Note Payment Date or any date thereafter shall be conditioned upon the requirements that: (A) there shall not at that time be an Event of Default that has occurred and is continuing under this Agreement and (B) this Agreement shall not have been rescinded pursuant to Section 4.2.

(7) The TIF Note shall be governed by and payable pursuant to the additional terms thereof, as set forth in Exhibit B. In the event of any conflict between the terms of the TIF Note and the terms of this Section 3.2, the terms of the TIF Note shall govern. The issuance of the TIF Note pursuant and subject to the terms of this Agreement, and the taking by the City of such additional actions as bond counsel for the TIF Note may require in connection therewith, are hereby authorized and approved by the City.

Section 3.4. Execution of Assessment Agreement. Simultaneously with the execution of this Agreement, the Developer and the City shall execute an Assessment Agreement pursuant to the provisions of Minnesota Statutes, Section 469.177, Subdivision 8, specifying the Assessor's Minimum Market Value for the Development Property and the Project for calculation of real property taxes. Specifically, the Developer shall agree to a market value for the Development Property and the Project which will result in a market value as of January 2, 2019 of not less than $20,760,000 until December 31, 2039 (such minimum market value at the time applicable is herein referred to as the "Assessor's Minimum Market Value"). Nothing in the Assessment Agreement shall limit the discretion of the Assessor to assign a market value to the property in excess of such Assessor's Minimum Market Value. The Assessment Agreement shall remain in effect until the earlier of (i) December 31, 2039; or (ii) the date of termination of this Agreement. The Assessment Agreement shall be certified by the Assessor for the County as provided in Minnesota Statutes, Section 469.177, Subdivision 8, upon a finding by the Assessor that the Assessor's Minimum Market Value represents a reasonable estimate based upon the plans and specifications for the Project to be constructed on the Development Property and the market value previously assigned to the Development Property. Pursuant to Minnesota Statutes, Section 469.177, Subdivision 8, the Assessment Agreement shall be filed for record in the office of the county recorder or registrar of titles of the County, and such filing shall constitute notice to any subsequent encumbrancer or purchaser of the Development Property (or part thereof), whether voluntary or involuntary, and such Assessment Agreement shall be binding and enforceable in its entirety against any such subsequent purchaser or encumbrancer, including the holder of any mortgage recorded against the Development Property.

Section 3.5. Real Property Taxes. Prior to the Termination Date, the Developer shall pay all real property taxes payable with respect to all and any parts of the Development Property acquired and owned by it until the Developer's obligations have been assumed by any other person pursuant to the provisions of this Agreement.

The Developer agrees that prior to the Termination Date:

(1) It will not seek administrative review or judicial review of the applicability of any tax statute relating to the ad valorem property taxation of real property contained on the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the inapplicability of any such tax statute as a defense in any proceedings with respect to the Development Property, including delinquent tax proceedings; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(2) It will not seek administrative review or judicial review of the constitutionality of any tax statute relating to the taxation of real property contained on the Development Property determined by any tax official to be applicable to the Project or the Developer or raise the unconstitutionality of any such tax statute as a defense in any proceedings, including delinquent tax proceedings with respect to the Development Property; provided, however, "tax statute" does not include any local ordinance or resolution levying a tax;

(3) It will not seek any tax deferral or abatement, either presently or prospectively authorized under Minnesota Statutes, Section 469.1813, or any other State or federal law, of the ad valorem property taxation of the Development Property between the date of execution of this Agreement and the Termination Date.

(4) It may seek through petition or other means to have the market value for the Development Property reduced. Until the TIF Note is fully paid, such activity must be preceded by written notice from the Developer. Upon receiving such notice, or otherwise learning of the Developer's intentions, the City may suspend payments due under the TIF Note until the actual amount of the reduction is determined, whereupon the City will make the suspended payments less any amount that the City is required to repay the County as a result any reduction in market value of the Development Property. During the period that the payments are subject to suspension, the City may make partial payments on the TIF Note if it determines, in its sole and absolute discretion, that the amount retained will be sufficient to cover any repayment which the County may require. The City's suspension of payments on the TIF Note pursuant to this Section shall not be considered a default under this Agreement.

ARTICLE IV

EVENTS OF DEFAULT

Section 4.1. Events of Default Defined. The following shall be "Events of Default" under this Agreement and the term "Event of Default" shall mean whenever it is used in this Agreement any one or more of the following events:

(1) Failure by the Developer to timely pay any ad valorem real property taxes assessed and special assessments or other City charges with respect to the Development Property.

(2) Failure by the Developer to cause the construction of the Project to be completed pursuant to the terms, conditions and limitations of this Agreement and the City Development Agreement.

(3) Failure of the Developer to observe or perform any other covenant, condition, obligation or agreement on its part to be observed or performed under this Agreement and the City Development Agreement.

(4) The holder of any mortgage on the Development Property or any improvements thereon, or any portion thereof, commences foreclosure proceedings as a result of any default under the applicable mortgage documents.

(5) If the Developer shall:

(a) file any petition in bankruptcy or for any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief under the United States Bankruptcy Act of 1978, as amended or under any similar federal or state law; or

(b) make an assignment for the benefit of its creditors; or

(c) admit in writing its inability to pay its debts generally as they become due; or

(d) be adjudicated a bankrupt or insolvent; or if a petition or answer proposing the adjudication of the Developer as bankrupt or its reorganization under any present or future federal bankruptcy act or any similar federal or state law shall be filed in any court and such petition or answer shall not be discharged or denied within sixty (60) days after the filing thereof; or a receiver, liquidator or trustee of the Developer, or of the Project, or part thereof, shall be appointed in any proceeding brought against the Developer, and shall not be discharged within sixty (60) days after such appointment, or if the Developer, shall consent to or acquiesce in such appointment.

Section 4.2. Remedies on Default. Whenever any Event of Default referred to in Section 4.1 occurs and is continuing, the City, as specified below, may take any one or more of the following actions after the giving of thirty (30) days' written notice to the Developer, but only if the Event of Default has not been cured within said thirty (30) days:

(1) The City may suspend its performance under this Agreement and the TIF Note until it receives assurances from the Developer, deemed adequate by the City, that the Developer will cure its default and continue its performance under this Agreement.

(2) The City may cancel and rescind the Agreement and the TIF Note.

(3) The City may take any action, including legal or administrative action, in law or equity, which may appear necessary or desirable to enforce performance and observance of any obligation, agreement, or covenant of the Developer under this Agreement.

Section 4.3. No Remedy Exclusive. No remedy herein conferred upon or reserved to the City is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient.

Section 4.4. No Implied Waiver. In the event any agreement contained in this Agreement should be breached by any party and thereafter waived by any other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.

Section 4.5. Agreement to Pay Attorney's Fees and Expenses. Whenever any Event of Default occurs and the City shall employ attorneys or incur other expenses for the collection of payments due or to become due or for the enforcement or performance or observance of any obligation or agreement on the part of the Developer herein contained, the Developer agrees that it shall, on demand therefor, pay to the City the reasonable fees of such attorneys and such other expenses so incurred by the City.

Section 4.6. Indemnification of City.

(1) The Developer (a) releases the City and its governing body members, officers, agents, including the independent contractors, consultants and legal counsel, servants and employees (collectively, the "Indemnified Parties") from, (b) covenants and agrees that the Indemnified Parties shall not be liable for, and (c) agrees to indemnify and hold harmless the Indemnified Parties against, any claim, cause of action, suit or liability for loss or damage to property or any injury to or death of any person occurring at or about or resulting from any defect in the Project or on the Development Property.

(2) Except for any willful misrepresentation or any willful or wanton misconduct of the Indemnified Parties, the Developer agrees to protect and defend the Indemnified Parties, now and forever, and further agrees to hold the aforesaid harmless from any claim, demand, suit, action or other proceeding whatsoever by any person or entity whatsoever arising or purportedly arising from the actions or inactions of the Developer (or if other persons acting on its behalf or under its direction or control) under this Agreement, or the transactions contemplated hereby or the acquisition, construction, installation, ownership, and operation of the Project; provided, that this indemnification shall not apply to the warranties made or

obligations undertaken by the City in this Agreement or to any actions undertaken by the City which are not contemplated by this Agreement.

(3) All covenants, stipulations, promises, agreements and obligations of the City contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the City and not of any governing body member, officer, agent, servant or employee of the City.

ARTICLE V

DEVELOPER'S OPTION TO TERMINATE AGREEMENT

Section 5.1. The Developer's Option to Terminate. This Agreement may be terminated by the Developer, if (i) the Developer is in compliance with all material terms of this Agreement and no Event of Default has occurred; and (ii) the City fails to comply with any material term of this Agreement, and, after written notice by the Developer of such failure, the City has failed to cure such noncompliance within ninety (90) days of receipt of such notice, or, if such noncompliance cannot reasonably be cured by the City within ninety (90) days, of receipt of such notice, the City has not provided assurances, reasonably satisfactory to the Developer, that such noncompliance will be cured as soon as reasonably possible.

Section 5.2. Action to Terminate. Termination of this Agreement pursuant to Section 5.1 must be accomplished by written notification by the Developer to the City within sixty (60) days after the date when such option to terminate may first be exercised. A failure by the Developer to terminate this Agreement within such period constitutes a waiver by the Developer of its rights to terminate this Agreement due to such occurrence or event.

Section 5.3. Effect of Termination. If this Agreement is terminated pursuant to this Article V, this Agreement shall be from such date forward null and void and of no further effect; provided, however, the termination of this Agreement shall not affect the rights of either party to institute any action, claim or demand for damages suffered as a result of breach or default of the terms of this Agreement by the other party, or to recover amounts which had accrued and become due and payable as of the date of such termination. Upon termination of this Agreement pursuant to this Article V, the Developer shall be free to proceed with the Project at its own expense and without regard to the provisions of this Agreement; provided, however, that the City shall have no further obligations to the Developer with respect to reimbursement of the expenses set forth in Section 3.2.

ARTICLE VI

ADDITIONAL PROVISIONS

Section 6.1. Restrictions on Use. Until termination of this Agreement, the Developer agrees for itself, its successors and assigns and every successor in interest to the Development Property, or any part thereof, that the Developer and such successors and assigns shall operate, or cause to be operated, the Project as a senior rental housing project and shall devote the Development Property to, and in accordance with, the uses specified in this Agreement.

Section 6.2. Conflicts of Interest. No member of the governing body or other official of the City shall have any financial interest, direct or indirect, in this Agreement, the Development Property or the Project, or any contract, agreement or other transaction contemplated to occur or be undertaken thereunder or with respect thereto, nor shall any such member of the governing body or other official participate in any decision relating to the Agreement which affects his or her personal interests or the interests of any corporation, partnership or association in which he or she is directly or indirectly interested. No member, official or employee of the City shall be personally liable to the City in the event of any default or breach by the Developer or successor or on any obligations under the terms of this Agreement.

Section 6.3. Titles of Articles and Sections. Any titles of the several parts, articles and sections of the Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 6.4. Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand or other communication under this Agreement by any party to any other shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered personally, and

(1) in the case of the Developer is addressed to or delivered personally to:

CAP Acquisitions, LLC
Attention: Scott Morris, Manager
120 West Cataldo Avenue, Suite 100
Spokane, WA 99201

with a copy to:

(2) in the case of the City is addressed to or delivered personally to the City at:

City of Ramsey, Minnesota
Attention: City Administrator
Ramsey City Hall
7550 Sunwood Drive NW
Ramsey, MN 55303

with a copy to:

Briggs and Morgan, P.A.
Attention: Mary Ippel
2200 IDS Center
80 South 8th Street
Minneapolis, MN 55402

or at such other address with respect to any such party as that party may, from time to time, designate in writing and forward to the other, as provided in this Section.

Section 6.5. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

Section 6.6. Law Governing. This Agreement will be governed and construed in accordance with the laws of the State.

Section 6.7. Expiration. This Agreement shall expire on the Termination Date.

Section 6.8. Provisions Surviving Rescission or Expiration. Sections 4.5 and 4.6 shall survive any rescission, termination or expiration of this Agreement with respect to or arising out of any event, occurrence or circumstance existing prior to the date thereof.

Section 6.9. Assignability of Agreement. This Agreement may be assigned only with the consent of the City. The TIF Note may only be assigned pursuant to the terms of the TIF Note.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and on its behalf and the Developer has caused this Agreement to be duly executed in its name and on its behalf, on or as of the date first above written.

CITY OF RAMSEY, MINNESOTA

By_____
Its Mayor

By_____
Its City Administrator

This is a signature page to the Tax Increment Financing Agreement by and between the City of Ramsey, Minnesota and CAP Acquisitions, LLC.

CAP ACQUISITIONS, LLC

By _____
Its _____

This is a signature page to the Tax Increment Financing Agreement by and between the City of Ramsey, Minnesota and CAP Acquisitions, LLC.

EXHIBIT A

Description of Development Property

Property located in the City of Ramsey, Anoka County, Minnesota with the following legal description:

LOT 1, BLOCK 1, AFFINITY AT THE COR

EXHIBIT B

Form of TIF Note

No. R-1 $_____

UNITED STATES OF AMERICA
STATE OF MINNESOTA
COUNTY OF ANOKA
CITY OF RAMSEY

TAX INCREMENT REVENUE NOTE
(CAP ACQUISITIONS, LLC PROJECT)

The City of Ramsey, Minnesota (the "City"), hereby acknowledges itself to be indebted and, for value received, hereby promises to pay the amounts hereinafter described (the "Payment Amounts") to CAP Acquisitions, LLC (the "Developer") or its registered assigns (the "Registered Owner"), but only in the manner, at the times, from the sources of revenue, and to the extent hereinafter provided.

The principal amount of this Note shall equal from time to time the principal amount stated above, as reduced to the extent that such principal installments shall have been paid in whole or in part pursuant to the terms hereof as provided in that certain Tax Increment Financing Agreement, dated as of _____ 1, 2018, as the same may be amended from time to time (the "TIF Agreement"), by and between the City and the Developer. The unpaid principal amount hereof shall bear interest from the date of this Note at the simple non-compounded rate of four and one-half percent (4.50%) per annum. Interest shall be computed on the basis of a 360 day year consisting of twelve (12) 30-day months.

The amounts due under this Note shall be payable on August 1, 2020, and on each February 1 and August 1 thereafter to and including February 1, 2040, or, if the first should not be a Business Day (as defined in the TIF Agreement), the next succeeding Business Day (the "Payment Dates"). On each Payment Date, subject to the provisions of Section 3.5 the City shall pay by check or draft mailed to the person that was the Registered Owner of this Note at the close of the last business day of the City preceding such Payment Date an amount equal to the sum of the Tax Increments (hereinafter defined) received by the City during the six month period preceding such Payment Date. All payments made by the City under this Note shall first be applied to accrued interest and then to principal.

The Payment Amounts due hereon shall be payable solely from 90% of tax increments (the "Tax Increments") from the Development Property (as defined in the TIF Agreement) within the City's Tax Increment Financing District No. 14 (the "Tax Increment District") within its Development District No. 1 which are paid to the City and which the City is entitled to retain pursuant to the provisions of Minnesota Statutes, Sections 469.174 through 469.1794, as the same may be amended or supplemented from time to time (the "Tax Increment Act"). This Note shall terminate and be of no further force and effect following the last Payment Date defined above, on any date upon which the City shall have terminated the TIF Agreement under Section

4.2(2) thereof or the Developer shall have terminated the TIF Agreement under Article V thereof, on the date the Tax Increment District is terminated, or on the date that all principal payable hereunder shall have been paid in full, whichever occurs earliest.

The Tax Increment District includes properties other than the Development Property and Anoka County remits Tax Increment to the City on the basis of the Captured Tax Capacity of the entire Tax Increment District. For purposes of this Tax Increment Revenue Note, the City will determine Tax Increment generated from the Development Property and improvements thereon in its sole discretion.

The City makes no representation or covenant, express or implied, that the Tax Increments will be sufficient to pay, in whole or in part, the amounts which are or may become due and payable hereunder.

The City's payment obligations hereunder shall be further conditioned on the fact that no Event of Default under the TIF Agreement shall have occurred and be continuing at the time payment is otherwise due hereunder, but such unpaid amounts shall become payable if said Event of Default shall thereafter have been cured; and, further, if pursuant to the occurrence of an Event of Default under the TIF Agreement the City elects to cancel and rescind the TIF Agreement, the City shall have no further debt or obligation under this Note whatsoever. Reference is hereby made to all of the provisions of the TIF Agreement, including without limitation Section 3.2 thereof, for a fuller statement of the rights and obligations of the City to pay the principal of this Note, and said provisions are hereby incorporated into this Note as though set out in full herein.

This Note is a special, limited revenue obligation and not a general obligation of the City and is payable by the City only from the sources and subject to the qualifications stated or referenced herein. This Note is not a general obligation of the City and neither the full faith and credit nor the taxing powers of the City are pledged to the payment of the principal of this Note and no property or other asset of the City, save and except the above-referenced Tax Increments, is or shall be a source of payment of the City's obligations hereunder.

This Note is issued by the City in aid of financing a project pursuant to and in full conformity with the Constitution and laws of the State of Minnesota, including the Tax Increment Act.

This Note may be assigned only with the consent of the City which consent shall not be unreasonably withheld. In order to assign the Note, the assignee shall surrender the same to the City either in exchange for a new fully registered note or for transfer of this Note on the registration records for the Note maintained by the City. Each permitted assignee shall take this Note subject to the foregoing conditions and subject to all provisions stated or referenced herein.

This Note is subject to prepayment in immediately available funds on any date at the option of the City, in whole or in part and without penalty.

IT IS HEREBY CERTIFIED AND RECITED that all acts, conditions, and things required by the City Charter, the Constitution and laws of the State of Minnesota to be done, to have happened, and to be performed precedent to and in the issuance of this Note have been

done, have happened, and have been performed in regular and due form, time, and manner as required by law; and that this Note, together with all other indebtedness of the City outstanding on the date hereof and on the date of its actual issuance and delivery, does not cause the indebtedness of the City to exceed any charter, constitutional or statutory limitation thereon.

IN WITNESS WHEREOF, City of Ramsey, Minnesota, by its City Council, has caused this Note to be executed by the manual signatures of its Mayor and City Administrator and has caused this Note to be dated as of _____, 20___.

_____	_____
City Administrator	Mayor

DO NOT EXECUTE UNTIL PAID INVOICES FOR LAND ACQUISITION AND SITE IMPROVEMENTS ARE GIVEN TO THE CITY - REFER TO SECTION 3.3(1).

CERTIFICATION OF REGISTRATION

It is hereby certified that the foregoing Note was registered in the name of CAP Acquisitions, LLC, and that, at the request of the Registered Owner of this Note, the undersigned has this day registered the Note in the name of such Registered Owner, as indicated in the registration blank below, on the books kept by the undersigned for such purposes.

NAME AND ADDRESS OF REGISTERED OWNER	DATE OF REGISTRATION	SIGNATURE OF CITY ADMINISTRATOR
CAP Acquisitions, LLC 120 West Cataldo Avenue, Suite 100 Spokane, WA 99201		

EXHIBIT C

Site Improvements

Landscaping, including irrigation
Foundations and Footings
Grading/earthwork
Engineering
Survey
Environmental Testing
Soil Borings
Site Preparation
Onsite Utilities
Storm Water/Ponding
Outdoor Lighting
Onsite Road, Curb, Gutter, Driveway, Sidewalk and Streetscape Improvements
Parking Facilities

EXHIBIT D

Form of Assessment Agreement

THIS AGREEMENT, dated as of this ___ day of _____, 2018, is by and among the City of Ramsey, Minnesota (the "City"), and CAP Acquisitions, LLC, a Washington limited liability company (the "Developer"), and the Anoka County Assessor (the "Assessor").

WITNESSETH

WHEREAS, the City and the Developer have entered into a Development Agreement dated as of _____, 2018 (the "Development Agreement") regarding certain real property located in the City (the "Development Property") which property is legally described on Exhibit A attached hereto and made a part hereof.

WHEREAS, it is contemplated that pursuant to said Agreement, the Developer will construct a Project on the Development Property as described in the Development Agreement.

WHEREAS, the City and Developer desire to establish a minimum market value for the Development Property and the improvements constructed or to be constructed thereon, pursuant to Minnesota Statutes, Section 469.177, Subdivision 8.

WHEREAS, the Developer has acquired the Development Property.

WHEREAS, the Assessor has reviewed the plans and specifications for the improvements and the market value previously assigned to the land upon which the improvements are to be constructed, and that the "minimum market value" as set forth below is reasonable.

NOW, THEREFORE, the parties to this Agreement, in consideration of the promises, covenants and agreements made by each to the other, do hereby agree as follows:

1. As of January 2, 2019 through and thereafter until December 31, 2039 the minimum market value which shall be assessed for the Project shall be not less than $20,760,000.

2. The minimum market value herein established shall be of no further force and effect and this Agreement shall terminate on the earlier of: (i) December 31, 2039; or (ii) the date of termination of the Development Agreement.

3. This Agreement shall be recorded by the City with the County Recorder of Anoka County, Minnesota. The Developer shall pay all costs of recording.

4. Neither the preamble nor provisions of this Agreement are intended to, or shall they be construed as, modifying the terms of the Agreement between the City and the Developer.

5. This Agreement shall inure to the benefit of and be binding upon the successors and assigns of the parties.

IN WITNESS WHEREOF, the City, the Developer and the Assessor have caused this Agreement to be executed in their names and on their behalf all as of the date set forth above.

CITY OF RAMSEY, MINNESOTA

(SEAL)

By _____
Its Mayor

By _____
City Administrator

STATE OF MINNESOTA)
) ss
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this ___ day of _____, 2018, by Sarah Strommen, the Mayor, and Kurt Ulrich, the City Administrator of the City of Ramsey on behalf of said City.

_____
Notary Public

Signature page for Assessment Agreement by and between the City of Ramsey, Minnesota, CAP Acquisitions, LLC, and the Anoka County Assessor.

CAP ACQUISITIONS, LLC

By _____
_____

STATE OF MINNESOTA)
) ss.
COUNTY OF)

The foregoing instrument was acknowledged before me this ____ day of _____, 2018, by _____, the _____ of CAP Acquisitions, LLC, a Washington limited liability company, on behalf of said company.

_____
Notary Public

Signature page for Assessment Agreement by and between the City of Ramsey, Minnesota, CAP Acquisitions, LLC, and the Anoka County Assessor.

CERTIFICATION BY COUNTY ASSESSOR

The undersigned, having reviewed the plans and specifications for the improvements to be constructed and the market value assigned to the land upon which the improvements are to be constructed, and being of the opinion that the minimum market value contained in the foregoing Agreement appears reasonable, hereby certifies as follows: The undersigned Assessor, being legally responsible for the assessment of the above described property, hereby certifies that the market values assigned to such land and improvements are reasonable.

_____
County Assessor for Anoka County

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

This instrument was acknowledged before me on _____, 2018, by _____, the County Assessor of Anoka County.

_____
Notary Public

Signature page for Assessment Agreement by and between the City of Ramsey, Minnesota, CAP Acquisitions, LLC, and the Anoka County Assessor.

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into between the **City of Ramsey**, Minnesota, a Minnesota municipal corporation, ("City") and **CAP Acquisitions, LLC**, a Washington limited liability company, and/or assigns ("CAP Acquisitions").

WHEREAS, over 150-acres of green-field land is available for development within The COR, a downtown, mixed use, transit oriented development located off U.S. Highway 10 and Armstrong Boulevard in the City of Ramsey, Minnesota ("The COR"); and

WHEREAS, CAP Acquisitions has interest in pursuing the development of a new 172-unit, senior, independent living, market rate, apartment complex located on City-owned land within The COR (the "Proposed Development"); and

WHEREAS, CAP Acquisitions entered into a purchase agreement for roughly 4.2 acres of City-owned land on September 26, 2017 (the "Purchase Agreement"); and

WHEREAS, the Proposed Development will require various improvements to public infrastructure in The COR. Public infrastructure improvements include water line extensions, sewer line extensions, trail extensions, new roads, street lights, and storm sewer as sort forth on Appendix A ("Public Infrastructure"); and,

WHEREAS, Bolton & Menk, Inc. completed a conceptual feasibility analysis for required public infrastructure within The COR in December 2017 ("Infrastructure Study"); and

WHEREAS, the Purchase Agreement between CAP Acquisitions and the City indicated the buyer would be responsible for 20% of all public infrastructure costs on roads located adjacent to the Proposed Development; and

WHEREAS, the Purchase Agreement between CAP Acquisitions and the City indicated a formal cost-share agreement, or developer reimbursement agreement, for the construction of public infrastructure, would be drafted and executed before the Purchase Agreement inspection period expired (April 1, 2018); and

WHEREAS, in order for CAP Acquisitions to move forward with the Proposed Development, a detailed mutual understanding of how public infrastructure improvements will be designed, constructed, and paid for is needed.

NOW THEREFORE, CAP Acquisitions agrees to the following:

SECTION 1
For the following road segments outlined in Appendix A and B, CAP Acquisitions shall design, prepare plans/ specifications, construct, and provide upfront financing.

SEGMENT: A-1, C-1, C-2
Bolton & Menk estimated costs: $766,000, $481,000, $190,000 = $1,437,000.

Construction of Public Infrastructure shall be completed before a certificate of occupancy for the Proposed Development is issued by the City of Ramsey.

SECTION 2
For the following road segments outlined in Appendix A and B, CAP Acquisitions shall pay the City 20% of the total estimated costs.

SEGMENT: B
Bolton & Menk estimated cost: 290,000 x 20% = $58,000 payment to the City.

This payment shall be credited against the future TIF Agreement/ TIF Note outlined in Section 3 below. This shall be a onetime credit. Construction of road segment B will occur at an undetermined time in the future.

NOW THEREFORE, the City agrees to the following:

SECTION 3
For the following road segments outlined in Appendix A and B, the City will enter into a Tax Increment Financing (TIF) Agreement, and reimburse CAP Acquisitions certain costs to design, prepare plans/ specifications, and construct.

SEGMENT: A-1, C-1 (80% reimbursement)
Bolton & Menk estimated costs: $766,000, 481,000 x 80% = $977,600 reimbursement

SEGMENT: C2 (100% reimbursement)
Bolton & Menk estimated costs: $190,000 x 100% = $190,000 reimbursement

The TIF Agreement shall be drafted, executed, and recorded before closing on the Purchase Agreement. The TIF Agreement shall include 4.5% interest charges paid to CAP Acquisitions from the City, in addition to principal payments. The TIF Agreement shall allow a 10% administrative fee. The TIF Agreement will be structured as a PAY-GO TIF note. Based on current property tax projections, the TIF Note will be paid back in 8 years. The TIF Agreement will include a minimum assessment provision.

NOW THEREFORE, the CAP Acquisitions and the City agrees to the following:

SECTION 4
All parties shall work together in good-faith to draft and approve a TIF Agreement, based on this MOU, within 60 days after this MOU is executed.

SECTION 5
All parties understand this MOU includes preliminary costs estimations for Public Infrastructure, and preliminary payback forecasts for TIF. Actual final Public Infrastructure costs and actual final TIF payback periods may change. All parties agree in principle to this non-binding agreement.

THE CITY: City of Ramsey, Minnesota, a Minnesota Municipal Corporation

By: _____ Dated February 12, 2018
Sarah Strommen, Mayor

By: _____
Kurt Ulrich, City Administrator

BUYER: CAP Acquisitions, LLC, a Washington Limited Liability Company.

By: _____ Dated: FEB. 6, 2018
Scott Morris, Manager

Appendix A

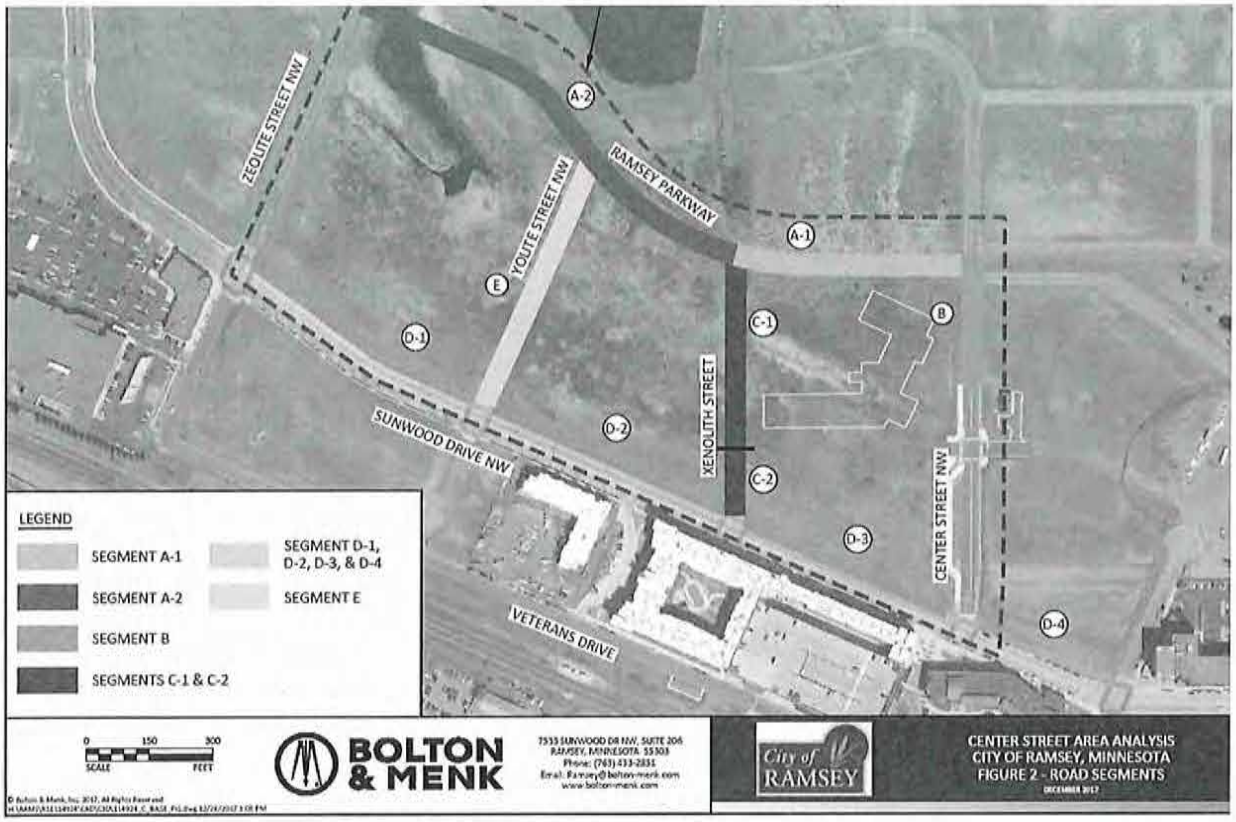
Bolton & Menk Public Infrastructure Study: Section VII, Cost Considerations
2018 Cost Estimations by Road Segment

Improvement	Segment A-1	Segment B	Segment C-1	Segment C-2
Roadway	$ 361,000	$ 150,000	$ 171,000	$ 67,000
Trails/Sidewalks	$ 32,000	$ 35,000	$ 75,000	$ 30,000
Street Lighting	$ 22,000	$ 13,000	$ 17,000	$ 7,000
Storm Sewer	$ 118,000	$ 35,000	$ 43,000	$ 17,000
Trunk Storm Sewer	$ 43,000	$ 0	$ 0	$ 0
Watermain	$ 122,000	$ 57,000	$ 98,000	$ 38,000
Sanitary Sewer	$ 78,000	$ 0	$ 77,000	$ 31,000
Trunk San Sewer	$ 0	$ 0	$ 0	$ 0
Total Costs	$ 776,000	$ 290,000	$ 481,000	$ 190,000

Prepared by: Bolton & Menk, Inc.
Center Street Area Analysis| R16.114929

Appendix B

Bolton & Menk Public Infrastructure Study: Figure 2
Road Segment Reference Map



PURCHASE AGREEMENT

This Agreement is entered into by and between the **City of Ramsey**, a Minnesota municipal corporation ("Seller"), and **CAP Acquisitions, LLC**, a Washington Limited Liability Company ("Buyer").

In consideration of the Earnest Money, the mutual covenants set forth below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. **EFFECTIVE DATE.** The effective date of this Agreement is **September 26, 2017** (the "Effective Date").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, a rectangular parcel of approximately 4.2 (+/-) acres vacant land at the southwest corner of West Ramsey Parkway and East Town Center Drive in Ramsey, Minnesota, which as shown on the survey and concept plan attached hereto as **Exhibit A**, is anticipated to consist of portions of: (i) Outlot Q, Ramsey Town Center Addition; (ii) Tracts A, D and E of Registered Land Survey No. 241, and (iii) West Town Center Drive (to be vacated and/or relocated), all in Anoka County, Minnesota (hereinafter collectively the "Property"). Buyer is responsible for subdividing and re-platting Property, providing the City of Ramsey with a legal description of the new parcel, and an official parcel size; after which, this Agreement shall be amended to reflect the exact legal description of the Property (as well as the exact Purchase Price, defined in Paragraph 3 below).

3. **PURCHASE PRICE.** The purchase price for the Property is $4.00 per square foot (the "Purchase Price"). Buyer intends to purchase approximately 4.2 (+/-) acres of land, to be finalized through subdividing and re-platting the Property (as described in Paragraph 2 above).

4. **EARNEST MONEY.** By October 10, 2017 Buyer must deposit the sum of $25,000 (the "Earnest Money") with Chicago Title Company, 222 South 9th Street, #3060, Minneapolis, MN 55402 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

    a. If Buyer does not deposit the Earnest Money with Escrow Agent as required above, then Seller may terminate this Agreement by written notice to Buyer; provided, however, if Buyer deposits the Earnest Money with Escrow Agent before Seller exercises Seller's right to terminate, Seller's right to terminate is extinguished.

b. Unless Buyer has previously terminated this Agreement pursuant to Section 9, $25,000 of the Earnest Money (the "Initial Disbursement") becomes non-refundable to Buyer (except in accordance with Section 23 as a result of a default by Seller) on **April 01, 2018**, and on that date Escrow Agent must disburse the Initial Disbursement to Seller.

c. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 23 as a result of a default by Seller).

d. If Buyer does not provide a Notice to Proceed to Seller in accordance with Section 9(b), this Agreement automatically terminates and Escrow Agent must disburse all Earnest Money Escrow Agent holds to Buyer.

e. At Closing, Escrow Agent shall disburse to Seller any Earnest Money not previously disbursed to Seller, and Buyer shall receive a credit against the Purchase Price owing at Closing in an amount equal to the amount of the Earnest Money.

5. **SURVEY.** Seller shall, at Seller's expense, obtain an ALTA/NSPS 2016 survey (Table A, items 1-4 and 6, 8, and 11) (the "Survey") from a duly licensed surveyor and deliver it to Buyer within thirty (30) days after the Effective Date. Buyer may arrange with the surveyor to include additional information on the Survey at Buyer's expense.

6. **TITLE COMMITMENT.**

a. Seller makes no representations or warranties with respect to the status of title to the Property. Within thirty (30) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "Title Commitment") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.

b. Buyer shall have until the date thirty (30) days after the receipt of the Title Commitment and the Survey (collectively, "**Title/Survey**") to review Title/Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception**." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those

actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

7. **RIGHT OF ENTRY.** At all times after Buyer has deposited the Earnest Money with Seller and before the Closing, Buyer (and its employees, agents, and contractors) may enter the Property for the purpose of conducting soil tests, environmental tests and additional survey work, subject to the following conditions:

   a. Within one week after the termination of this Agreement, if either Seller or Buyer terminate this Agreement in accordance with the provisions hereof prior to Closing, Buyer must repair and or restore any damage Buyer or its employees, agents or contractors cause to the Property and remove any personal property, refuse or debris Buyer or its employees, agents or contractors brought onto or authorized third parties to bring onto the Property.

   b. Buyer must defend and indemnify Seller from and against and hold Seller harmless Seller from all "Claims," as defined in Section 10, arising out of, resulting from or relating to any loss of or damage to any property or business or out of any injury to or death of any person, if the loss, damage, injury, or death arises or is alleged to arise either directly or indirectly and either wholly or in part from: (a) any action or omission of Buyer or its employees, agents, or contractors, while on the Property pursuant to this Section; or (b) actions or omissions of Buyer or Buyer's employees, agents, or contractors that cause or result in the release of any Hazardous Substance onto the Property or onto other property.

   c. Buyer must comply with and shall cause it employees, agents, and contractors to comply with all applicable laws, while on the Property.

   d. Other than a standard Phase 1 environmental assessment, Buyer may not commence any environmental testing on the Property until Buyer submits a work

plan for such testing to Seller and Seller approves the work plan, in writing. Seller may not unreasonably withhold, condition or delay Seller's approval of a work plan.

e. Buyer must, promptly and without demand from Seller, provide Seller with true and complete copies of all draft and final reports relating to Buyer's geotechnical and environmental investigations and testing of the Property including, without limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.

f. The cost of any test or additional survey work will be borne solely by Buyer.

8. **PROPERTY SOLD AS IS.** Subject to Buyer's right to terminate this Agreement pursuant to Section 9, Buyer agrees to accept the Property in its current condition, including, without limitation, its current environmental and geological condition, and in an "AS-IS" and with "ALL FAULTS" condition. Buyer's payment of the Purchase Price at Closing constitutes Buyer's acknowledgment and agreement that:

a. Seller has not made any written or oral representations or warranties of any kind with respect to the Property (including without limitation express or implied warranties of title, merchantability, or fitness for a particular purpose);

b. Buyer has not relied on any written or oral representation or warranty made by Seller, its agents or employees with respect to the condition or value of the Property;

c. Buyer has had an adequate opportunity to inspect the condition of the Property, including without limitation any environmental testing, and to inspect documents applicable thereto, and Buyer is relying solely on such inspection and testing; and

d. The condition of the Property is fit for Buyer's intended use.

e. Buyer accepts all risk of Claims (including without limitation all Claims under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation) whether past, present or future, existing or contingent, known or unknown, arising out of, resulting from or relating to the condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

9. **INSPECTION PERIOD.**

a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to **April 01, 2018** (the

"**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

b. Buyer may, at any time on or before 5:00 p.m. on the last day of the Inspection Period, terminate the Agreement by written notice to Seller based on Buyer's determination, in Buyer's sole and absolute discretion, that the condition of the Property is not suitable for Buyer's intended use or that Buyer may not be able to obtain all governmental approvals and utilities necessary for Buyer's intended use of the Property. In addition, this Agreement automatically terminates at 5:00 p.m. on the last day of the Inspection Period unless, prior to that time Buyer delivers a written notice of Buyer's intention to proceed (a "**Notice to Proceed**") to Seller.

c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must disburse to Buyer any Earnest Money Escrow Agent holds.

10. DEFINITIONS. As used in this Agreement:

"**Claim**" or "**Claims**" means any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorney's fees, consultant's fees, costs, remedial action costs, cleanup costs and expenses which may be related to any claims).

"**Environmental Law**" means the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act (the Clean Water Act), 33 U.S.C. § 1251 et seq. the Clean Air Act, 42 U.S.C. § 7401 et seq., and the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law or ordinance dealing with the protection of human health, safety, natural resources or the environment now existing or hereafter enacted.

"**Hazardous Substance**" or "**Hazardous Substances**" means any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law.

11. **RELEASE.** By accepting the deed to the Property, Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

12. **NOTICES.** Notices permitted or required by this Agreement must be in writing and shall be deemed given when delivered in legible form to the party to whom addressed. Notices may be sent by certified mail or e-mail. Notices are effective two business days after they are mailed via certified mail, return receipt requested or, if sent by email, upon email transmission (provided that any email transmission that occurs after 5:00 pm Pacific Time will be deemed provided on the following day). If delivered at the Closing, a notice shall be deemed given when hand-delivered to the party's representative at the Closing. The business addresses of the parties are as follows:

Seller: City Administrator
City of Ramsey
7550 Sunwood Drive N.W.
Ramsey, MN 55303
Email: pbrama@cityoframsey.com

Buyer: CAP Acquisitions, LLC
Scott Morris
120 West Cataldo Ave., Suite 100
Spokane, WA 99201
Email: scottm@inlandconstruction.com

Notices not given in the manner or within the time limits set forth in this Agreement are of no effect and may be disregarded by the party to whom they are directed.

13. **CLOSING.** This transaction shall close within 30 days after Buyer delivers a Notice to Proceed to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement; provided, however, Buyer may extend the Closing a total of two (2)

times, each time for a period of sixty (60) days, by depositing an additional Ten Thousand and 00/100 Dollars ($10,000.00) earnest money with Escrow Agent for each extension. Each $10,000 extension payment shall be non-refundable, but applicable to the Purchase Price. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent pursuant to avoid the necessity for a Closing at which the Parties are present.

a. **Seller's Obligations at Closing.** At Closing, Seller must deliver to Escrow Agent, for delivery to Buyer:

   i. A limited warranty deed, duly executed and acknowledged on behalf of the City and with the City's seal affixed, conveying title to the Property, subject to (A) the lien of real estate taxes, if any, not yet due and payable and any installments of special assessments certified for payment therewith; (B) Building, Subdivision and Zoning Ordinances; (C) Matters that would be disclosed by an accurate survey of the Property; and (D) matters that constitute Permitted Exceptions pursuant to Section 6;

   ii. A certified copy of a duly adopted City Ordinance and Resolution authorizing Seller's sale of the Property to Buyer; and

   iii. Seller's affidavits, well disclosure certificate (if required), settlement statement approved by Seller and Buyer, and any other documents required by the Escrow Agent.

b. **Buyer's Obligations at Closing.** At Closing, Buyer must:

   i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted for to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay or will receive pursuant to Section 14(c), to Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and

   ii. File or cause Escrow Agent to file an Electronic Certificate of Real Estate Value, if required and necessary.

c. **Closing Costs.**

   i. At Closing, the following Seller closing costs and expenses must be paid from the Purchaser Price or, if the Purchase Price is not sufficient, paid by Seller:

      1. Seller's portion of the prorated property taxes.

2. Seller's own attorney's fees.
3. One-half the cost of any closing fees.
4. The cost of real estate broker commission fees as prescribed in Section 15.

ii. At Closing Buyer must pay the Purchase Price to Seller and the following costs and expenses:

1. Buyer's portion of prorated property taxes.
2. Buyer's own attorney's fees.
3. One-half the cost of any closing fees.
4. Documentary and recording fees for the deed(s).
5. The cost of the owner's title insurance policy, if Buyer elects to purchase an Owner's title insurance policy.
6. State deed tax.

d. **Possession.** Seller must deliver possession of the Property to Buyer at Closing.

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction, other than CBRE, Inc. ("Buyer's Broker"), which represents the Seller and the Buyer. Seller shall pay Broker as required by their agreement (5% of final sale price). Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party; provided, however that Buyer may assign this Agreement to a third party affiliated with or under common control with Buyer if it provides written notice of such assignment to Seller and Escrow Agent prior to Closing. Any such assignment shall not relieve Buyer of its obligations hereunder. The Seller recognizes the Buyer intends to assign this Agreement to an affiliated special purpose entity that will be registered officially with the State of Minnesota.

16. THIRD PARTY BENEFICIARY. There are no third party beneficiaries of this Agreement, intended or otherwise.

17. JOINT VENTURE. Seller and Buyer, by entering into this Agreement and completing the transactions described herein, shall not be considered joint venturers or partners.

18. CAPTIONS. The paragraph headings or captions appearing in this Agreement are for convenience only, are not a part of this Agreement, and are not to be considered in interpreting this Agreement.

19. **ENTIRE AGREEMENT / MODIFICATION.** This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties.

20. **BINDING EFFECT.** This Agreement binds and benefits the Parties and their successors and assigns.

21. **CONTROLLING LAW.** This Agreement is made under the laws of the State of Minnesota and such laws will control its interpretation.

22. **REMEDIES.**

    a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

    b. If Seller fails to perform any of the terms or conditions of this Agreement within the specified time limits, Buyer may, as its sole remedy, declare this Agreement terminated in which case Escrow Agent and, if applicable, Seller, shall refund the Earnest Money (both the Initial Disbursement and the Remaining Earnest Money) to Buyer, or, in the alternative, Buyer may have this Agreement specifically enforced and recover any incidental damages. Buyer waives all claims for consequential damages against Seller based on Seller's breach or alleged default hereunder.

23. **WAIVER.** Failure of Seller or Buyer to insist upon the performance of any of the covenants, agreements and/or conditions of this Agreement or to exercise any right or privilege herein shall not be deemed a waiver of any such covenant, condition or right.

24. **SURVIVAL OF TERMS AND CONDITIONS.** The terms and conditions of this Agreement shall survive and be in full force and effect after the delivery of the deed, and shall not be deemed to have merged therein.

25. **SEVERABILITY.** Each provision of this Agreement shall apply to the extent permitted by applicable law and is intended to be severable. If any provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the legality or validity of the remainder of the Agreement.

26. CONSTRUCTION. The Parties acknowledge that this Agreement was initially prepared by Seller solely as a convenience and that all Parties and their counsel hereto have read and full negotiated all the language used in this Agreement. The Parties acknowledge that because all Parties and their counsel participated in negotiating and drafting this Agreement, no rule of construction shall apply to this Agreement to construe ambiguous or unclear language in favor of or against any Party.

27. COUNTERPARTS; DIGITAL COPIES. This Agreement may be executed in any number of counterparts and the signature pages of the separate counterparts combined into a single copy of this Agreement which will then constitute a fully executed version of this Agreement. A facsimile, .pdf file or digital copy of a signed counterpart or of an assemblage of counterparts of this Agreement shall be deemed to be an original thereof.

28. TIME PERIODS. The time for performance of any obligation or taking any action under this Agreement shall be deemed to expire at 5:00 p.m. Pacific Time on the last day of the applicable time period provided for in this Agreement. If the time for the performance of any obligation or taking any action under this Agreement expires on a Saturday, Sunday or legal holiday, the time for performance or taking such action shall be extended to the next succeeding day which is not a Saturday, Sunday or legal holiday.

29. CONSTRUCTION DEADLINE. Buyer shall obtain a building permit for -- an age restricted, market rate, apartment community of approximately 150 to 200 units, which shall include first floor structured parking -- no later than six (6) months following Closing. At Closing, a "Right of Re-Entry Agreement" must be executed and recorded to the Property providing that in the event the above building permit deadline is not met, Seller has the right to reclaim title to the Property. Additionally, unless due to circumstances beyond Buyer's control (such as fire/casualty/force majeure), Buyer shall obtain a certificate of occupancy for the project from the City of Ramsey no later than thirty (30) months following Closing. In the event the above construction deadline is not met, Buyer shall pay Seller a $50,000 penalty. In the event the penalty is not paid within 30 days of receipt of notice, Seller may certify the penalty to Anoka County as an assessment against the Property.

> Obtaining Building Permit:
> Shall mean fully paying for and physically receiving an approved Building Permit from the City of Ramsey's Building Department. A Building Permit includes, but is not limited to, the following fees: plan review fee, erosion control fee, base permit fee, water access charge (WAC), and sewer access charges (SAC). Building permit fees are non-refundable. Successfully applying for a Building Permit does not constitute obtaining a Building Permit.

30. PLATTING & DEVELOPMENT AGREEMENT. Buyer must obtain an approved final plat, development agreement, and building exterior visual renderings with the City of Ramsey for its intended project -- an age restricted, market rate, apartment community of approximately 150 to 200 units, which shall include first floor structured parking -- before Closing. The Development Agreement and Site Plan must comply with all local

zoning ordinances and design standards, including The COR Design Standards which are attached hereto as **Exhibit B**.

31. **PUBLIC ROADS COST-SHARE.** Both the Buyer and Seller understand that various public roadway connections must be constructed as a result of this new proposed development project (a portion of Ramsey Parkway, 145th Ave NW, Center Street, and Willemite Street). The Buyer shall be responsible for twenty percent (20%) of total public roadway project costs. Said 20% assignment to the Buyer shall occur only on public roadway sections located directly adjacent to the Property. Public Roadway costs shall include all roadway costs, such as: roads, utilities, sidewalks, boulevards, landscaping, benches, trash receptacles, curb/gutter, and street lighting. Before the end of the Inspection Period, the Seller and Buyer shall both, in writing, approve an engineer's feasibility report for said public roadway work; which, shall include a cost assignment schedule (and/or reimbursement agreement in the event Buyer agrees to assume responsibility for constructing any of the public roadway connections in conjunction with the construction of its project).

32. **CITY PARK PLATTING.** Seller acknowledges that Buyer's selection of the Property location and shape was influenced by Seller's representation that a park is planned to be developed directly south of the Property. While Seller cannot guarantee the timing of the park development, Seller agrees to legally dedicate not less than 1.5 acres of land for the park as part of Buyer's final plat (referenced in Section 30 above), precluding such land from being sold or developed for other purposes. With Seller's cooperation, Buyer k shall incorporate the land to be dedicated as a park into Buyer's preliminary plat

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: 9/26, 2017
Sarah Strommen, Mayor

By: _____ Dated: 9/27, 2017
Kurt Ulrich, City Administrator

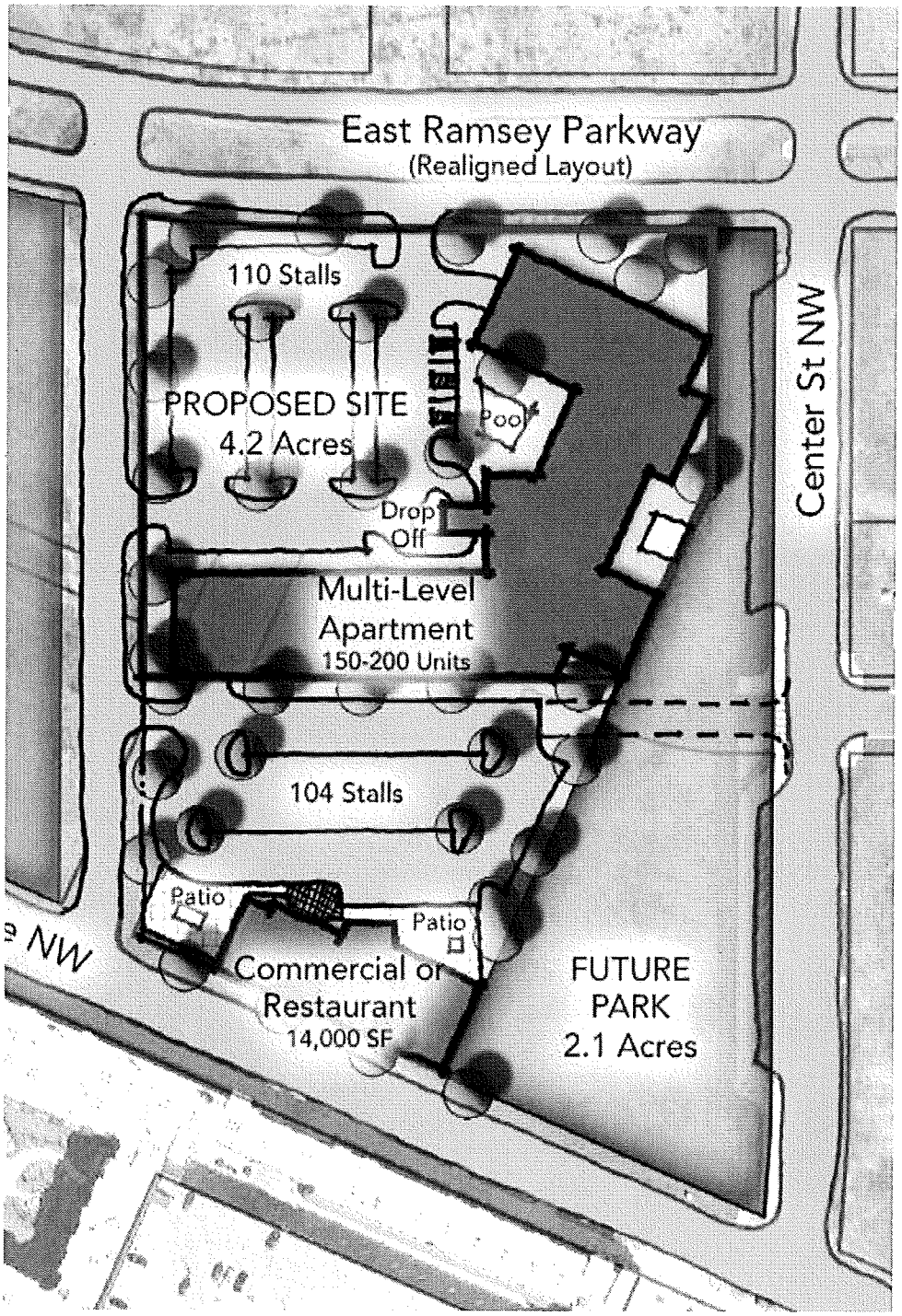
BUYER: CAP Acquisitions, LLC, a Washington Limited Liability Company.

By: _____ Dated: September 28, 2017
Scott Morris, Manager

EXHIBIT A

Preliminary Draft Concept Map

(will be updated, changes will occur)



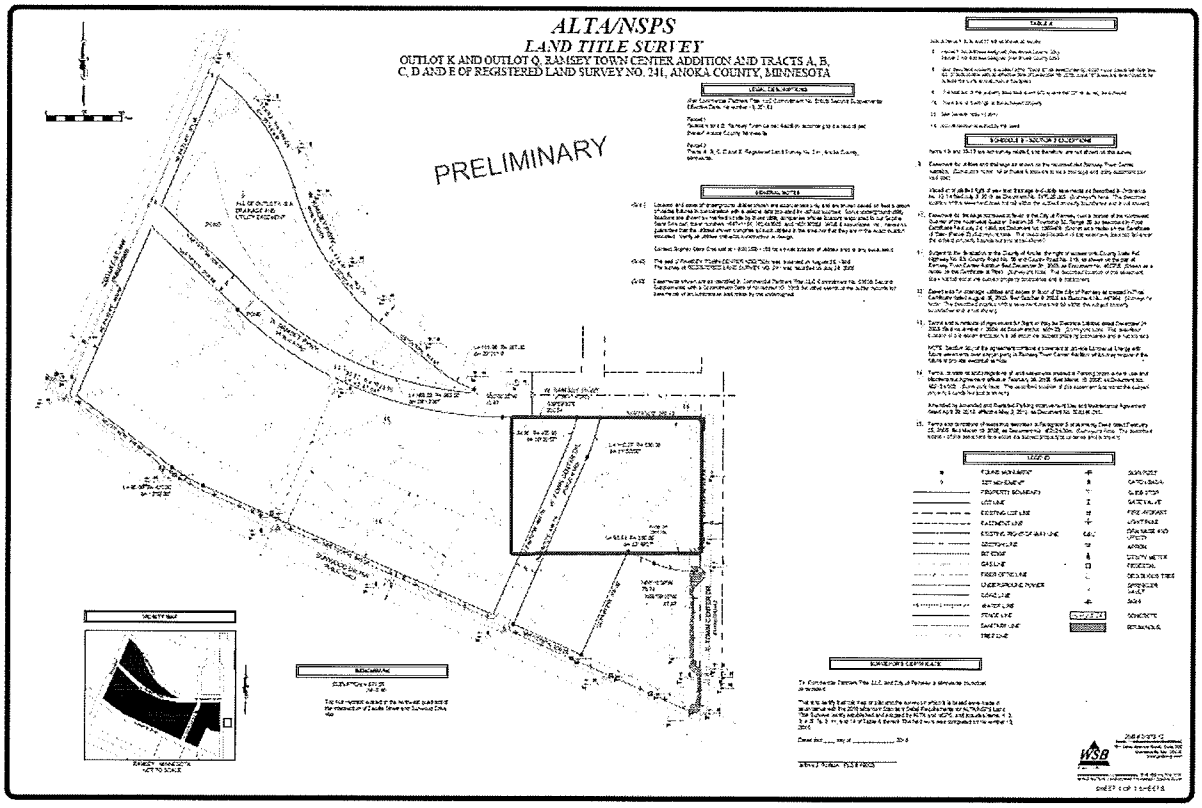
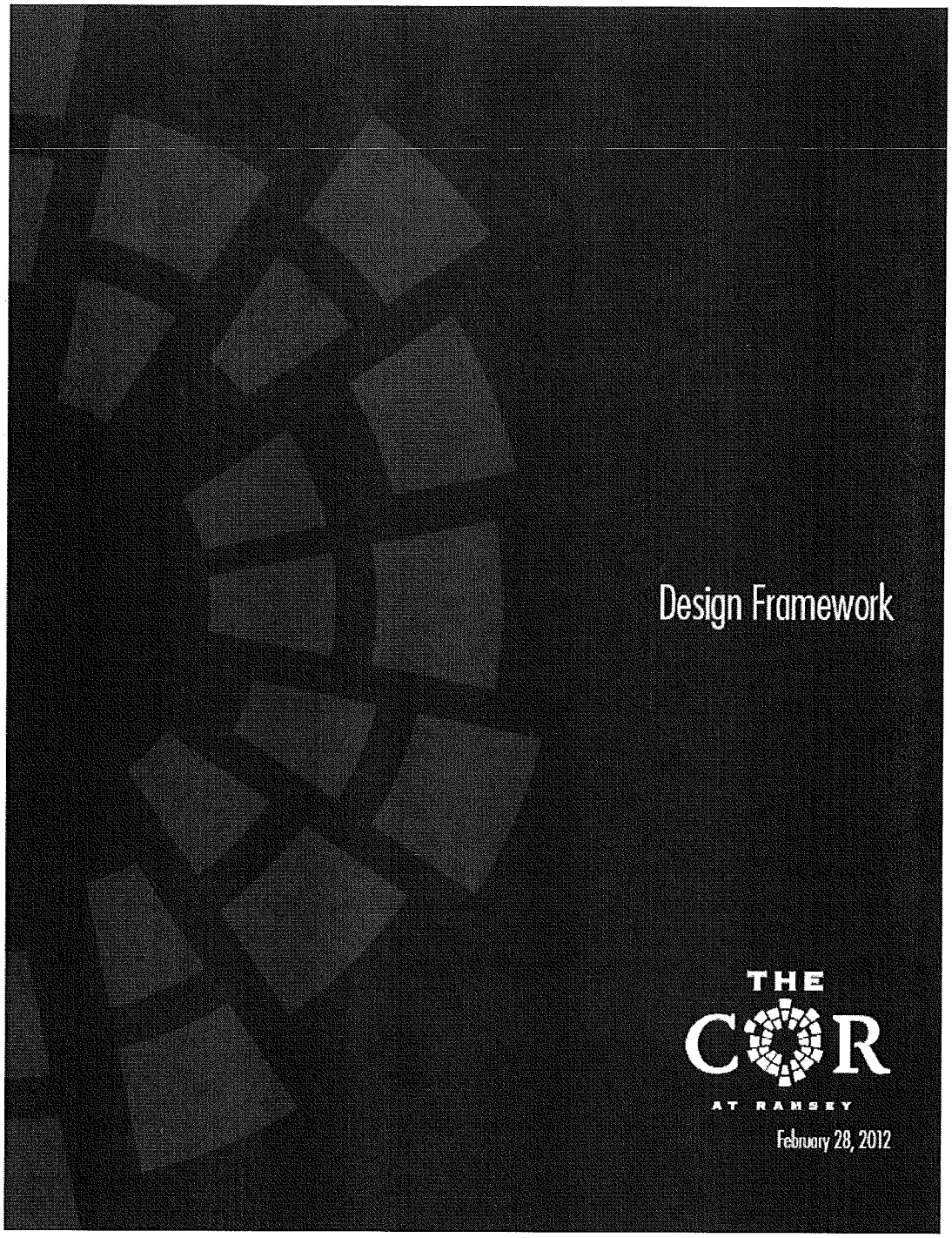

ALTA/NSPS
LAND TITLE SURVEY
OUTLOT K AND OUTLOT Q, RAMSEY TOWN CENTER ADDITION AND TRACTS A, B, C, D AND E OF REGISTERED LAND SURVEY NO. 241, ANOKA COUNTY, MINNESOTA
PRELIMINARY

EXHIBIT B
The COR Design Framework
cityoframsey.com/thecor > Design Framework



BOLTON & MENK

Real People. Real Solutions.

Center Street Area Analysis

Located within The COR

City of Ramsey **March 2018**

DRAFT

Submitted by:
Bolton & Menk, Inc.
7533 Sunwood Drive NW #206
Ramsey, MN 55303
P: 763-433-2851
F: 763-427-0833

EXECUTIVE SUMMARY

The City of Ramsey has identified the need to prepare for further development of the COR. An area of publicly owned land located west of Center Street NW has been identified for a potential apartment complex and City park. The area is generally located north of Sunwood Drive NW, east of Xenolith Street NW, South of Ramsey Parkway and west of Center Street NW.

This analysis included examining the feasibility of constructing the required supporting public infrastructure, and developing preliminary design layout plans in this area of The COR.

A portion of the public improvements adjacent to the area were completed in 2004 along Sunwood Drive NW and in 2014 along Center Street NW. The street and utility improvements completed include construction of a 30-inch trunk sanitary sewer main in Sunwood Drive, an extension of 12-inch sanitary sewer in Center Street, and an extension of 12-inch watermain in Center Street.

Future improvements required to serve the study area include:

- Construction of Ramsey Parkway west from Center Street NW to Xenolith Street NW,
- Construction of Ramsey Parkway west from Xenolith Street NW to Zeolite Street,
- Expansion of Center Street NW north to Ramsey Parkway,
- Construction of Xenolith Street NW,
- Construction of Yolite Street NW between Ramsey Parkway and Sunwood Drive,
- Extension of an 8-inch sanitary sewer line along Xenolith Street NW,
- Looping 8-inch and 12-inch water mains along Xenolith Street and Ramsey Parkway,
- Relocation of a 15-inch trunk sanitary sewer line along Ramsey Parkway,
- Use of a regional rate control basin to maintain existing storm water flow rates in the COR,
- Construction of a 30-inch regional pond outlet pipe along Yolite Street NW,
- Installation of street lighting, trails/sidewalks, and landscaping consistent with City Policy, and
- Obtaining of ROW required for improvements during the platting process.

The total for the roadway, trail, sidewalk, street lighting, lateral sanitary sewer and water main improvements is estimated at $3,857,000.

The total trunk related improvements for sanitary sewer and storm sewer is estimated at $288,000.

The total landscaping improvements along Sunwood Drive from Zeolite Street to Sapphire Lane is estimated at $691,000.

The costs are considered project costs and include 30% contingencies and project development costs (administrative, engineering, and fiscal).

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

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I. INTRODUCTION

The City of Ramsey has identified the need to prepare for further development of The COR. An area of publicly owned land located west of Center Street NW has been identified for a potential apartment complex and City park. Appendix A includes the COR Land Use Plan (received from City in January 2018). Appendix B includes figures referenced throughout this study, Figure 1 depicts the general location of the study area associated with this analysis. Figure 2 depicts the individual street segments analyzed.

The Center Street study area is one component (approximately 22 acres) of a larger green-field area ready for development (approximately 87 acres). The larger area includes property designated for traditional retail/commercial development, along with high-density residential uses. The City anticipates a portion of the Center Street study area to be developed into a City park area (See Figure 3).

The primary roadway system serving this area of The COR is Bunker Lake Boulevard to the north and Sunwood Drive NW to the south. This analysis includes examining the feasibility of constructing supporting public infrastructure in, and adjacent to, the study area.

II. STUDY CONTENT

The purpose of this analysis is to determine the necessary public infrastructure and associated costs required to allow land within the study area to develop. Roadways included in the study are as follows:

- Ramsey Parkway from Center Street NW to Zeolite Street NW,
- Center Street NW from the existing developed section north to Ramsey Parkway,
- Xenolith Street NW from Sunwood Drive to Ramsey Parkway, and
- Yolite Street NW from Sunwood Drive to Ramsey Parkway.

Figure 2 in Appendix B depicts the roadway segments included in this analysis.

Our analysis consists of four separate components that, when combined, provide an overview of the study area needs:

- **Preliminary Design Layout** – Provides a graphical depiction of the public roadways and utilities,
- **Regional Storm Water Analysis** – Defines conceptual storm water ponding needs and building pad elevations,
- **Preliminary Project Cost Estimates –** Provides a baseline for fiscal planning of the improvements, and
- **Final Report** – Describes required infrastructure improvements, layouts and costs.

III. BASE DATA AND GUIDANCE

Prior to initiating the study, the City of Ramsey provided record drawings, plan drawings and GIS information for use in creating an existing infrastructure base map. Additionally, the following information and guidance was given by the City for completing the study.

- Follow the guidance outlined in the COR Design Framework plan, dated February 28, 2012, including Amendment #1, dated November 27, 2012.
- The City is not requesting a master-planning effort for this analysis. It is unknown where internal driveways, and related curb-cuts, will be needed.
- Providing service lines for sewer and water utilities should be considered along all future roadways. While the precise locations of the service lines is unknown, costs associated with the improvements should be considered in the report.
- Cost estimations and design should include: roadways, trails/sidewalks, storm water management features, street lighting, trunk water mains and trunk sanitary sewer mains.
- The City has adopted Comprehensive Sanitary Sewer and Water Plans. These plans should be reviewed and consulted as forecasting and design work is completed.
- Regional storm water considerations should be included in the study

IV. GENERAL DISCUSSION

While the primary focus of the analysis is related to identifying the public infrastructure required to serve development, additional considerations can influence decision-making. The following items were considered throughout the course of the analysis.

Right-of-Way Requirements

The COR was originally platted as Ramsey Town Center in 2003, with roadway rights-of-way (ROW) being established over a portion of the area. Future improvements within The COR will be primarily development driven, and ROW secured through the platting process. Understanding and documenting potential ROW needs will allow the City to plan in advance for acquisitions. Additionally, currently platted ROW can be vacated during the development process, allowing for larger areas of development.

Figure 4 shows the existing ROW that does not follow the current master plan roadway alignments, and also shows new ROW required for future public improvements.

The ROW depicted on the exhibits takes into account the width required for streets, boulevards, sidewalks, etc. as depicted in The COR Design Framework plan.

National Wetland Inventory

The National Wetland Inventory (NWI) shows three wetland areas within the study area. These areas are shown in Figure 5 in Appendix B.

The City has planned in advance for wetland impacts that may occur within a portion of The COR. In 2003 the City delineated these wetlands and completed a wetland mitigation strategy for replacement of impacted wetlands.

The mitigation plan was titled “On-Site Wetland Mitigation and Replacement Plan” and provided for the construction of four replacement wetlands. We anticipate the City will provide that documentation to developers as they begin to consider development options.

The wetlands have been delineated by the Inland Group to determine the current wetland boundaries. The City is working with the developer and the Lower Rum River Watershed Management Organization to determine the appropriate mitigation strategy for this location.

Segment Improvements

While there is a general understanding of the total public improvements required to serve the area, sequencing of the improvements will allow for planning and fiscal responsibility. Our understanding of the most likely individual segments to be developed initially are shown in Figure 2 in Appendix B, and include:

- **Segment A-1:**
  - Extension of Ramsey Parkway from Center Street NW to Xenolith Street NW.
    - Taper the median from 47 ft wide to 20 ft wide (Figures 10 & 16).
    - Include 6 ft sidewalks on each side of the new roadway.
  - Extension of sanitary sewer, storm sewer and watermain.
- **Segments A-2 and A-3:**
  - Extension of Ramsey Parkway from Xenolith Street NW to Zeolite Street NW.
    - Extend the existing typical section from the east (Figures 11 & 16).
  - Extension of sanitary sewer, storm sewer and watermain.
    - Reroute existing 15-inch sanitary sewer to new alignment.
- **Segment B:**
  - Extension of Center Street NW to Ramsey Parkway.
    - Extend the existing typical section from the south (Figures 12 & 16).
  - Extension of storm sewer as needed for roadway drainage.
- **Segments C1 and C2:**
  - Construction of Xenolith Street NW from Sunwood Drive to Ramsey Parkway.
    - 36-foot roadway with two 6-foot sidewalks on either side (Figures 13 & 17).
  - Extension of sanitary sewer, storm sewer and watermain.
- **Segments D1, D2, D3 and D4:**
  - Construction of sidewalk and plantings along the north side of Sunwood Drive.
    - Extend the existing boulevard layout used east of Sapphire Street NW (Figures 14 & 17).
  - Extension of irrigation for planting areas.
- **Segment E:**
  - Construction of Yolite Street NW from Sunwood Drive to Ramsey Parkway.
    - 36-foot roadway with two 6-foot sidewalks on either side (Figures 15 & 17)
  - Extension of watermain and storm sewer.
  - Extension of storm sewer for regional pond outlet.

Estimated project costs for each segment were developed to allow for the City to plan for the sequenced implementation of the improvements and are summarized later in this report.

Jurisdictional Authority/Approvals/Permits

As the project moves from the planning stages to design and construction, permits will be required from various agencies. Understanding and planning for requirements associated with obtaining permits and

approvals at this time will be critical to the ultimate success of the process. The following agencies will be permitting entities for considered improvements:

- Minnesota Department of Transportation (MnDOT) State Aid: Sunwood Drive NW is a State Aid route,
- Minnesota Pollution Control Agency (MPCA): NPDES Storm Water Permit,
- Metropolitan Council Environmental Services (MCES): Sanitary Sewer Extension Review,
- Minnesota Pollution Control Agency (MPCA): Sanitary Sewer Extension Permit,
- Minnesota Department of Health (MDH): Watermain Extension,
- Department of Natural Resources (DNR): Dewatering,
- Lower Rum River Watershed Management Organization: Storm Water.

Recent Improvements

Improvements to the area were completed in 2004, 2005 & 2014. The street and utility improvements completed at that time included:

- 2004: Construction of a 30-inch sanitary sewer trunk main and the installation of a 12-inch watermain along Sunwood Drive NW.
- 2005: Extension of 18-inch sanitary sewer along the anticipated West Ramsey Parkway alignment from Zeolite Street to Yolite Street NW, then along Yolite Street to Sunwood Drive.
- 2014: Extension of 12-inch watermain along Center Street from Sunwood Drive to Ramsey Parkway. A 12-inch sanitary sewer main was also installed along Center Street from Sunwood Drive to 145th Avenue NW.

All of the improvements completed at the time were consistent with the City's Sanitary Sewer and Water System Comprehensive Plans.

V. UNDERSTANDING PREVIOUS IMPROVEMENTS

Significant planning was completed prior to completion of the improvements constructed in 2004, 2005, and 2014. Understanding the thoughts behind previous improvements can help avoid omissions when considering future improvements.

Street and Trail Improvements

Sunwood Drive NW

The improvements completed in 2004 provided a fully developed concrete roadway adjacent to the study area. The boulevard was designed to allow for future widening and expansion as development and other improvements occur.

Center Street NW

Improvements to Center Street NW were completed in 2014 and included construction of a 36-foot wide bituminous street with a 10 foot concrete sidewalk, angled parking along the west side, and parallel parking stalls along the east side of the street.

The extension of the full Center Street typical section was completed to 100-feet north of 145th Avenue NW. The remaining roadway was then constructed as a temporary street section with bituminous curb and a bituminous trail for a distance of approximately 220-feet to Ramsey Parkway.

Zeolite Street NW

Zeolite Street was constructed as a temporary rural section with bituminous surface in 2005 from Sunwood Drive to Bunker Lake Boulevard.

Bituminous Trails

A 10-foot wide bituminous trail was constructed in the wide median of Ramsey Parkway east of Center Street. A continuation of the trail was also constructed along the west side of Center Street to allow for a connection to the 10-foot concrete walk near 145th Avenue NW.

Sanitary Sewer Improvements

In 2004, a 30-inch trunk sanitary sewer was extended along Sunwood Drive to serve The COR. In 2005, 15-inch and 18-inch sanitary sewer was installed from Bunker Lake Boulevard to Sunwood Drive. This main was installed in Zeolite Street from Bunker Lake Boulevard to the currently platted Ramsey Parkway. This main then followed the un-platted Yolite Street alignment to Sunwood Drive.

The segment of sanitary sewer main that follows the platted Ramsey Parkway does not follow the revised 2012 master plan alignment of Ramsey Parkway. This main may need to be realigned when this segment of Ramsey Parkway is constructed.

The existing sanitary sewer trunk mains adjacent to the study area have capacity to provide service to the study area.

Water Distribution and Supply Improvements

12-inch Watermain has been installed in all three streets adjacent to the study area (Sunwood Drive, Center Street, and Zeolite Street). All of the trunk mains installed included provisions for service to the study area in the form of 8-inch lateral watermain services.

The elevated storage for the City of Ramsey is adequate to provide fire flow to the study area. The distribution system was also found to be adequate to serve the study area.

Storm Water Management

Center Street serves as a watershed boundary within The COR area. Portions of The COR located east of Center Street are routed to a pond located near Ramsey Boulevard and the BNSF railroad tracks. Portions of The COR located west of Center Street are routed to a regional pond located north of Ramsey Parkway, just west of Center Street. The outlet from the regional pond is proposed to consist of storm water piping from the pond to an existing storm sewer located in Sunwood Drive at Yolite Street.

While most of the study area is anticipated to flow north into the regional pond, two exceptions are anticipated:

- The City park located adjacent to Center Street will most likely be routed to the Center Street storm sewer system and flow to the east.

- A portion of the lot located in the northeast quadrant of Xenolith Street and Sunwood Drive will be connected to the Sunwood Drive storm sewer system.

A storm sewer system was previously constructed in Sunwood Drive and Center Street. The system directed roadway runoff to regional ponds located to the east and south of the study area. Approximately 400 feet of Sunwood Drive located west of Center Street flows to the east. The remainder of Sunwood Drive adjacent to the study area flows to the south in a pipe located at the Yolite Street alignment.

As described, the majority of the drainage for the study area is planned to flow north from Sunwood Drive and west from Center Street to a regional pond located north of Ramsey Parkway and west of Center Street. The outlet for the regional pond currently discharges to an open area located on the south side of the future Ramsey Parkway. The storm water then flows overland to a currently plugged outlet pipe near the Sunwood Drive and Yolite Street intersection. The pond outlet is anticipated to ultimately include a discharge pipe from the regional pond to the Sunwood Drive storm sewer. This pipe will most likely be extended along the future Yolite Street.

The final configuration of the regional pond, and associated pond volume, is being developed concurrently with proposed park improvements being planned for that area of The COR. The pond configuration depicted in the exhibits is based primarily on preliminary park sketches.

No cost estimating was performed related to construction of the pond for this analysis. Along with the final pond configuration, proposed construction methodologies, including the requirement for pretreatment of all stormwater (public and private) prior to discharge to the regional pond, are currently being considered by the City.

VI. ADDITIONAL ANALYSIS

As a portion of this analysis, we reviewed City Comprehensive Plans for sanitary sewer and water main needs for the study area and completed a rough site grading review of the City park area. The following is a summary of results for the various analyses and reviews.

Sanitary Sewer and Water Main

The segment of trunk sanitary sewer main following the currently platted Ramsey Parkway does not follow the revised 2012 master plan alignment. This main may need to be realigned when this segment of Ramsey Parkway is constructed.

An 8-inch gravity sanitary sewer main will be adequate to convey flows from the area. For this analysis, we included an allowance for 8-inch service lines to be extended to properties along the corridor.

Ramsey Parkway includes a 12-inch watermain, which completes an east-west trunk system through The COR. All existing streets include provisions to extend 8-inch watermain into the study area. Future roadway construction (other than Ramsey Parkway) should include 8-inch watermain to complete looping in the study area. In the case that a high water user plans to develop within the project area, additional flow analysis should be performed to verify they will have adequate flow and pressure for their individual needs.

Figure 6 in Appendix B depicts sanitary sewer and Figure 7 depicts the water main improvements within the study area.

Storm Water Management

Storm water management concepts were developed to maintain existing drainage patterns and preserve the conveyance and flood storage capacity of the existing site.

Storm water runoff within the study area is generally planned to flow north from Sunwood Drive and west from Center Street NW to a large future regional pond proposed on the north side of Ramsey Parkway. The outlet for this regional pond will most likely be extended along the future Yolite Street, where an existing 30-inch arch pipe has been extended into the study area from Sunwood Drive.

The existing hydraulic model was reviewed to allow for the analysis of storm water within The COR area. Preliminary storm water management conditions and requirements where then developed to determine the elevations required for building pads in the area.

The sub-watersheds were modeled using future land use conditions to generally size the regional storm water basin. The basin was sized to ensure proposed discharge rates were equal to existing flow rates. The pond was also reviewed with respect to potential storm sewer depths and potential aesthetic park function.

The pond footprint used in the analysis is as shown in The COR Parks + Public Places, December 2015. The normal water level was determined by using the elevation of the outlet pipe located near Sunwood Drive. Additional design parameters and regional storm water management planning should be further refined as the areas begin to develop. Figure 8 shows the general shape and location of the pond used in the analysis.

The COR is located within a Drinking Water Supply Management Area. Because of this, the required infiltration (1 inch over the new impervious area) is provided by the City in regional infiltration basins. Developers then pay a share of the cost for creation of the regional facility.

Cost estimates were not developed for the regional pond construction or private site storm sewer.

Site Grading

Existing hydraulic modeling was reviewed to analyze storm water conditions for future development scenarios. The regional pond elevation will be used to determine the minimum elevations required for building pads in the area.

The results of the modeling indicate the regional pond could reach a high water elevation of 866.5 during a 100-year storm event. This should be considered a preliminary result at this time, as the actual pond size and shape could be revised based upon other studies occurring at the City.

The Lower Rum River Watershed Management Organization requires the lowest floor elevation be a minimum of 2 feet above the 100-year high water level. Based on that requirement, the minimum building elevation should be 868.5.

Figure 9 depicts the average existing lot elevations, the proposed minimum lot elevations required, and an approximate fill volume required to raise each of the sites to the minimum elevation. Each site requires an average of approximately 3 feet of fill to meet minimum elevations required.

A new City park, located directly adjacent to Center Street NW, is in the planning stages at the City. The costs associated with importing fill for this parcel have been included in the alternate cost analysis section of this report.

Street Lighting

Street lighting will be in conformance with The COR Design Framework's Master Streetlight Plan. The locations and types of fixtures are depicted on the street related figures in the appendix of this report.

The costs included for street lighting were derived from recent projects within the City of Ramsey and are considered to be reasonable costs associated with providing street and pedestrian lighting along the corridors. Costs include conduit, wiring and the actual light fixtures to be installed. The density of the lighting fixtures is similar to the level provided along Riverdale Drive, east of Armstrong Boulevard. The costs provided are considered conservative and may be reduced depending upon the types of developments proposed and the density of lighting required.

Trails/Sidewalks

Trails were previously constructed along the center of the Ramsey Parkway median east of Center Street. Cost estimates were prepared which include 6-foot sidewalks on each side of Ramsey Parkway from Center Street to Zeolite Street.

A 10-foot concrete sidewalk is proposed along the west side of Center Street. All other roadways are proposed to include a 6-foot concrete sidewalk on either side of the road segment. Figures 10-17 in the Appendix show these layouts and typical sections.

Landscaping

The base project includes a very utilitarian approach to landscaping for the area. Bituminous trails, trees and lighting were included, but other features, such shrubs, decorative features and monuments are not included in the estimated project costs. Developers will be responsible to construct boulevard landscaping improvements consistent with the City's zoning code. The exception to this is Sunwood Drive NW, where the boulevard costs include continuing the landscaping along the north side of Sunwood Drive as it exists east of Sapphire Street.

The Ramsey Parkway median is being developed as a filtration median, with plantings typical for bioretention basins.

Right of Way and Easements

Locations of right of way needs are depicted on the figures based on roadway and trail sections. The exact areas will need to be determined during the platting process. We assumed that the right of ways would be dedicated as a portion of the development process and no costs are included in the project costs for acquisitions. Vacation of the existing platted right of ways that are no longer needed are also not included in the project costs.

Anoka County Regional Trail

The Central Anoka County Regional Trail follows Bunker Lake Boulevard, and currently terminates at Ramsey Boulevard. The trail had been proposed to follow Ramsey Boulevard to the south, crossing TH 10 and connecting to Anoka County's Mississippi West Regional Park. A new alignment is now being proposed, which ultimately takes advantage of the proposed Mississippi Skyway for crossing TH 10. The new alignment follows Bunker Lake Boulevard further to the west, before turning south at Center Street. The trail then follows Center Street through much of the COR, connecting to the transit station on the north side of TH 10.

Timing of Improvements

While the improvements discussed and depicted in the figures will be required to support the area, timing of the improvements will most likely be dependent upon each proposed development.

As individual developments are considered, the public infrastructure will need to be reviewed and determinations made as to its adequacy to serve the properties. As upgrades, extensions and improvements are determined to be necessary, funding strategies will need to be developed which may include full or partial assessments to benefitting properties.

VII. COST CONSIDERATIONS

Costs estimates were developed for each improvement type. These estimates are based on past bid pricing and similar projects completed previously. The segments are depicted on Figure 2 in Appendix B. All costs presented in the following pages are 2018 costs.

Improvement	Segment A-1	Segment A-2	Segment A-3	Segment B
Roadway	$ 460,000	$ 317,000	$ 538,000	$ 160,000
Trails/Sidewalks	$ 52,000	$ 41,000	$ 57,000	$ 35,000
Street Lighting	$ 28,000	$ 20,000	$ 32,000	$ 13,000
Storm Sewer	$ 115,000	$ 26,000	$ 98,000	$ 35,000
Trunk Storm Sewer	$ 52,000	$ 0	$ 0	$ 0
Watermain	$ 128,000	$ 96,000	$ 134,000	$ 57,000
Sanitary Sewer	$ 74,000	$ 36,000	$ 34,000	$ 0
Trunk San Sewer	$ 0	$ 0	$ 171,000	$ 0
Total Costs	$ 909,000	$ 536,000	$ 1,064,000	$ 300,000

Improvement	Segment C-1	Segment C-2	Segment E
Roadway	$ 184,000	$ 72,000	$ 240,000
Trails/Sidewalks	$ 75,000	$ 30,000	$ 98,000
Street Lighting	$ 17,000	$ 7,000	$ 22,000
Storm Sewer	$ 43,000	$ 17,000	$ 68,000
Trunk Storm Sewer	$ 0	$ 0	$ 65,000
Watermain	$ 98,000	$ 38,000	$ 127,000
Sanitary Sewer	$ 77,000	$ 31,000	$ 27,000
Trunk San Sewer	$ 0	$ 0	$ 0
Total Costs	$ 494,000	$ 195,000	$ 647,000

Segments D-1, D-2, D-3 and D-4 include trails, sidewalks and miscellaneous street scape improvements along Sunwood Drive. The Segments, and associated costs, are presented in the following table.

Segment	Location	Estimated Cost
D-1	Center Street to Sapphire Street	$ 113,000
D-2	Xenolith Street to Center Street	$ 176,000
D-3	Yolite Street to Xenolith Street	$ 198,000
D-4	Zeolite Street to Yolite Street	$ 204,000
Total		$ 691,000

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.

Summary of Costs

The total for the roadway, trail, sidewalk, street lighting, lateral sanitary sewer and water main improvements is estimated at $3,857,000.

The total trunk related improvements for sanitary sewer and storm sewer is estimated at $288,000.

The total landscaping improvements along Sunwood Drive from Zeolite Street to Sapphire Lane is estimated at $691,000.

General Cost Estimating Assumptions

- Dewatering will be required for sewer and water installation.
- Fill will be required for all roadways.
- Borrow material cost does not assume use of regional pond excavation.
- Aggregate base cost does not assume use of City stockpile.

Segment A-1 Assumptions

- Removal of existing 42-inch storm sewer included in trunk storm sewer cost.
- Sanitary sewer is assumed to extend to midpoint of last parcels serviced by sewer line.
- Roadway costs include tapering the roadway from a 47 ft wide median to a 20 ft wide median.
- Includes an allotment for (2) 6 ft wide sidewalks along the roadway boulevard areas.
- Costs for the median include restoration and plantings.

Segment A-3 Assumptions

- Relocation of 18-inch trunk sanitary sewer into future Ramsey Parkway alignment included in trunk sanitary sewer cost.
- Sanitary sewer is assumed to extend to midpoint of last parcels serviced by sewer line.

Segment E Assumptions

- 30-inch regional pond outlet pipe included in trunk storm sewer cost.
- Extension of sanitary sewer laterals to the right of way included in sanitary sewer cost.

Additional Assumptions

- No costs associated with construction of individual storm water ponds are included, as it is anticipated the regional pond will address all storm water runoff requirements. The regional pond

will be sized to address all impervious surfaces within the developable area including the public improvements and all individual site development within the study area.

- Park Fill is the estimated cost to grade the proposed City park parcel, fill the site to an elevation equal to the adjacent streets, place 4 inches of topsoil and seed and mulch the entire site. The estimated project cost to fill the site, topsoil, seed, and hydromulch is approximately $231,000.

Alternatives Analysis

An analysis was performed to determine the benefits and costs associated with construction of a bioretention basin in the median area of Ramsey Parkway. The benefits associated with a bio-retention basin include: water quality improvements, potential traffic calming and creation of a landscaping feature within this area of The COR.

Costs associated with creating the bioretention basin are included in the roadway portions of Ramsey Parkway (Segments A-1, A-2, and A-3).

VIII. 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 property owner. For our analysis, we assumed the following items would be constructed through the public process:

- Roadways, including storm water conveyance systems,
- Water System Facilities,
- Sanitary Sewer Facilities,
- Trails,
- Street Lighting, and
- City Parks

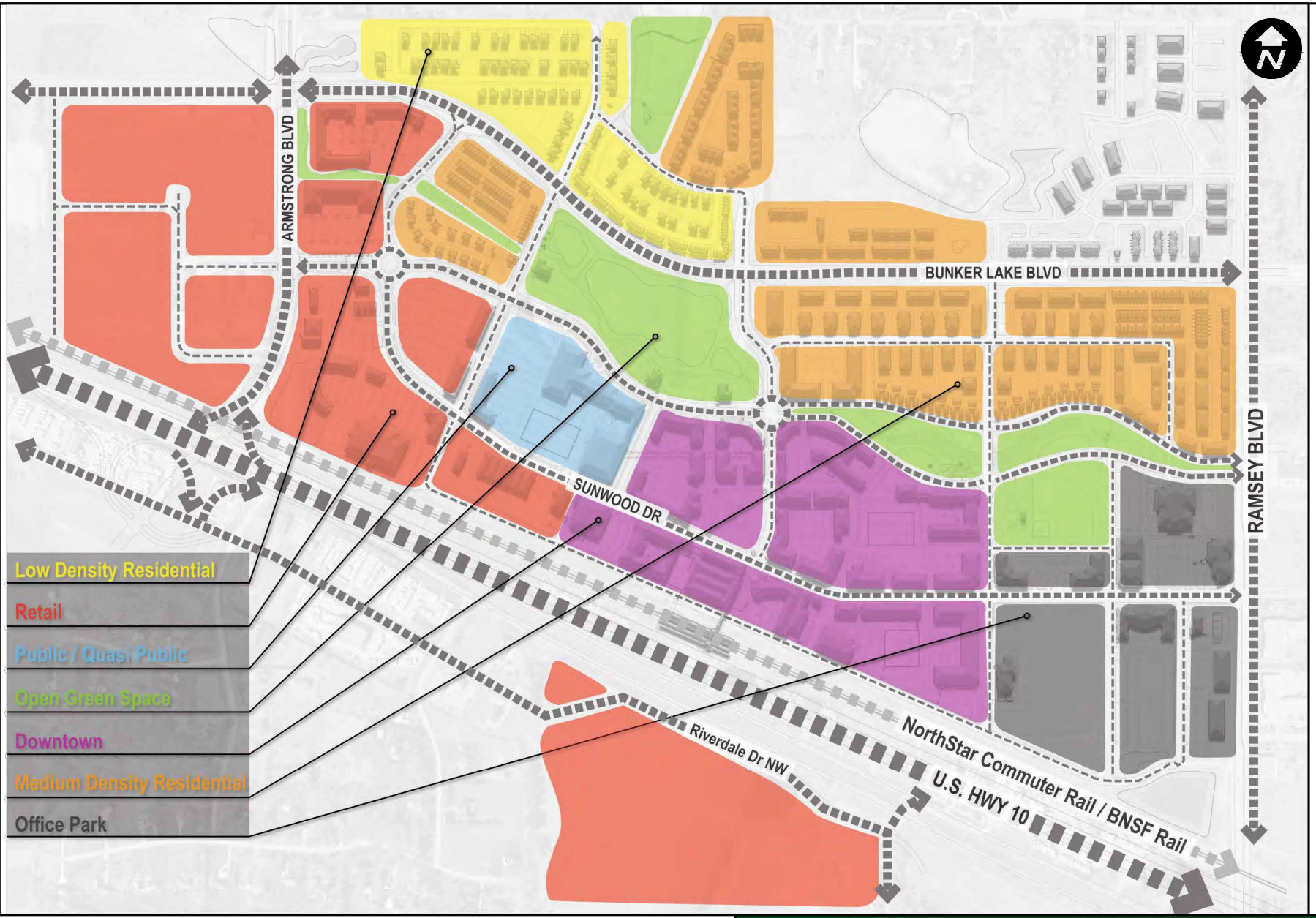
While the street lights will most likely be installed by a private utility and the trails could potentially be constructed by the property owner, we have included these items as public improvements.

Other improvements were considered secondary and are typically the property owner's responsibility:

- 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, 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.

APPENDIX A: LAND USE EXHIBIT



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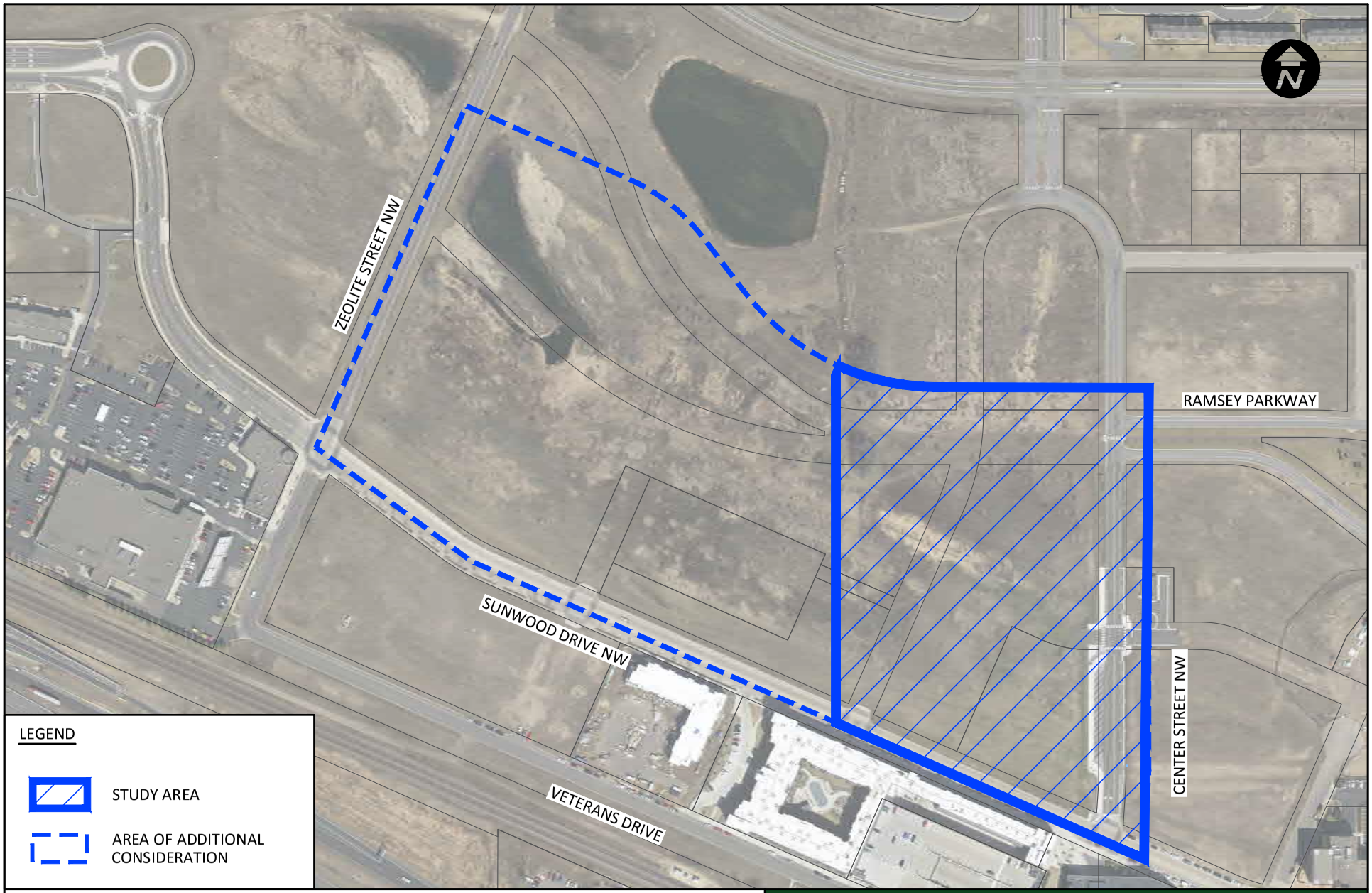
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City of RAMSEY

CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
THE COR LAND USE

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APPENDIX B: FIGURES



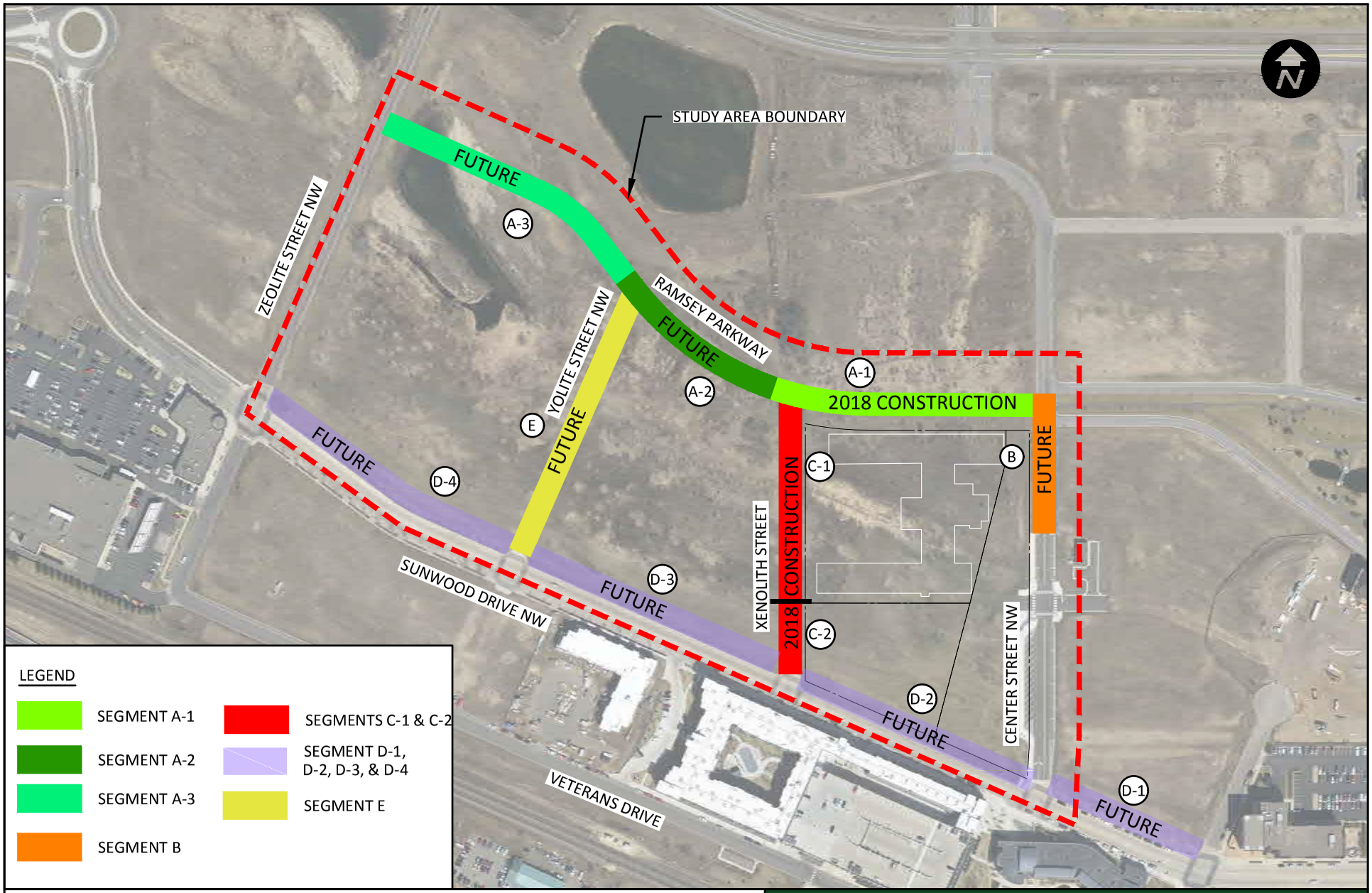
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CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 1 - AREA OF STUDY
FEBRUARY 2018

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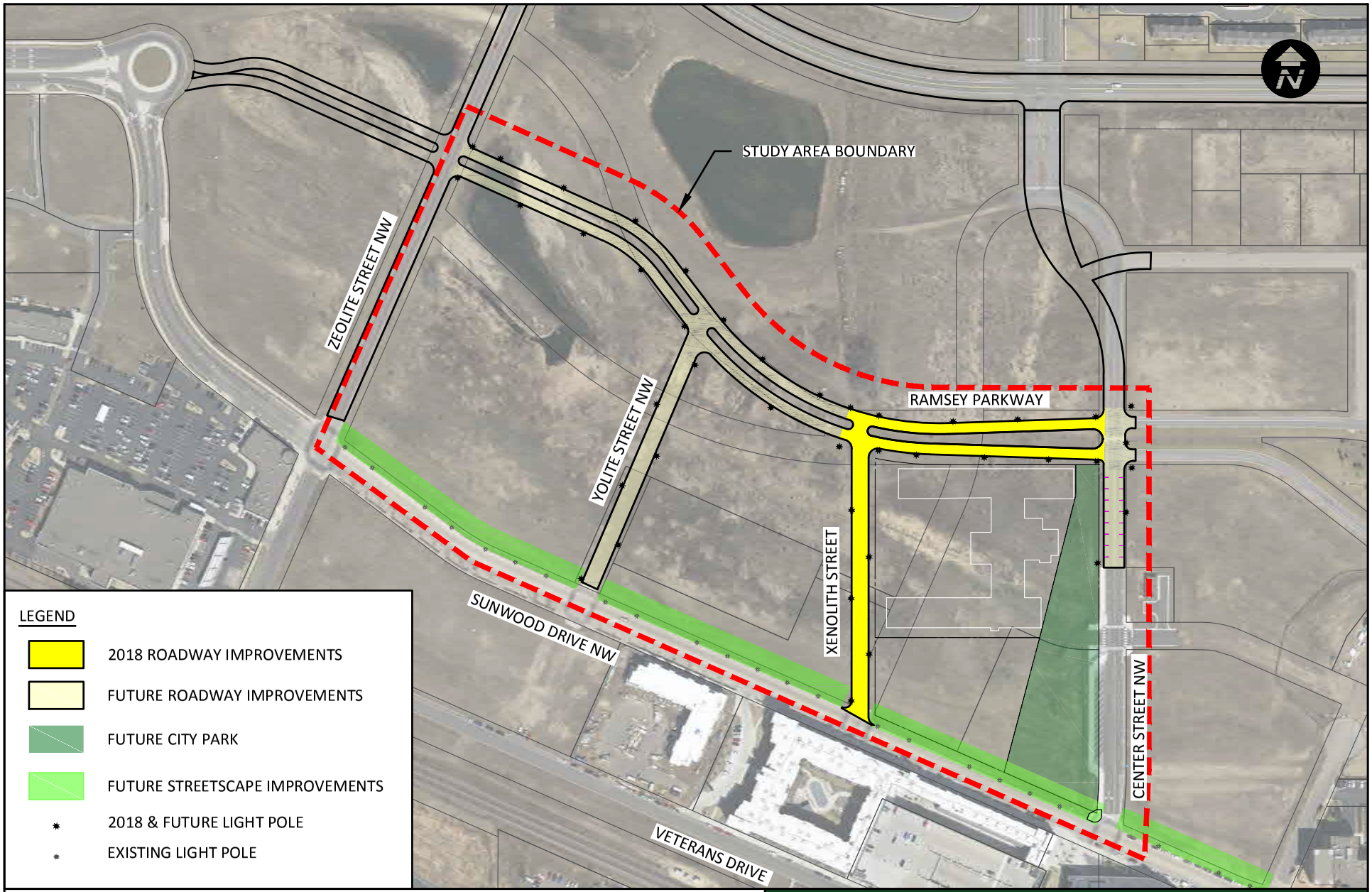
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CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 2 - ROAD SEGMENTS
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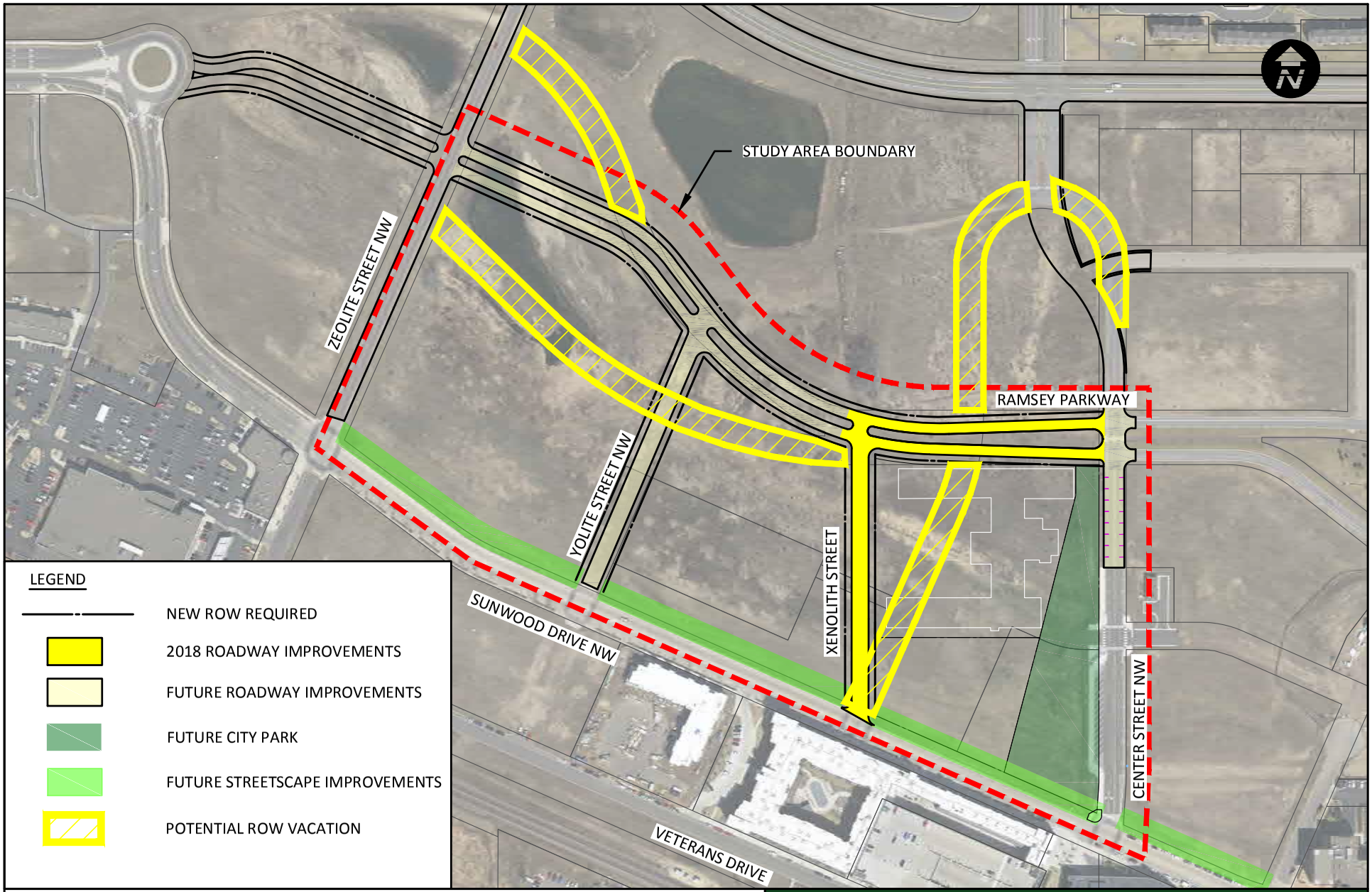
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CENTER STREET AREA ANALYSIS
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FIGURE 3 - GEOMETRICS
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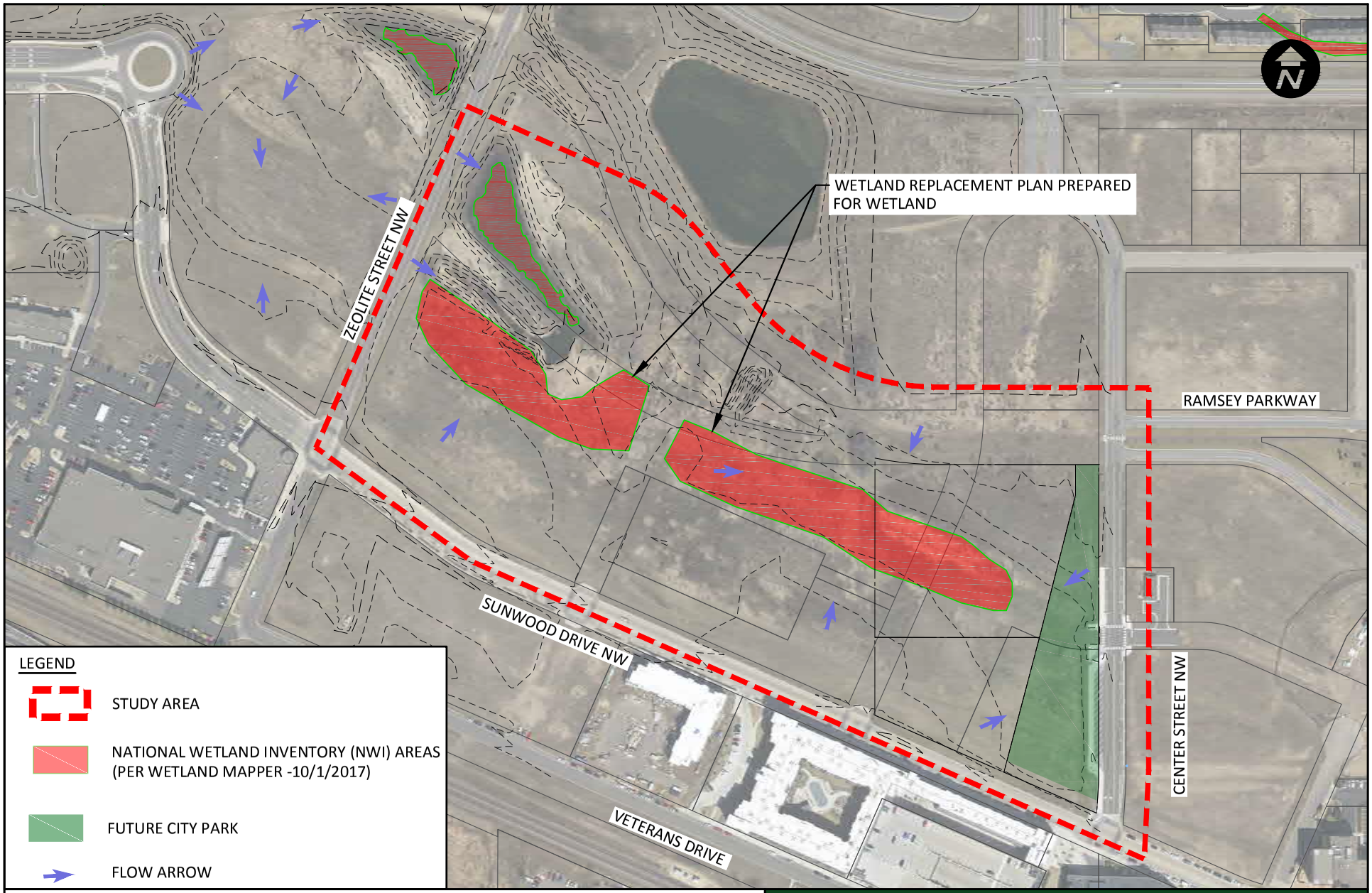
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CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 4 - RIGHT OF WAY LAYOUT
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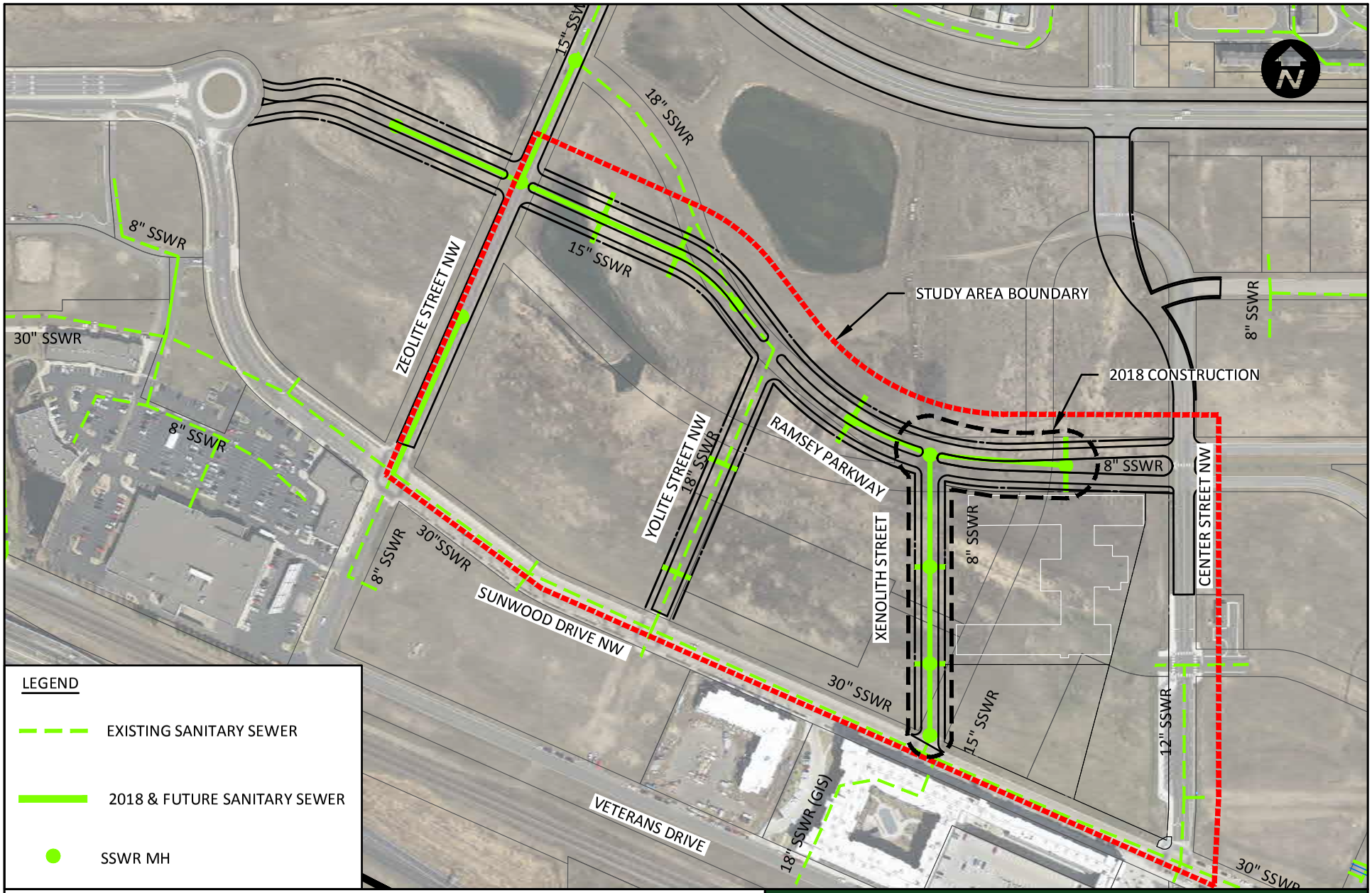
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CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 5 - NATIONAL WETLAND INVENTORY
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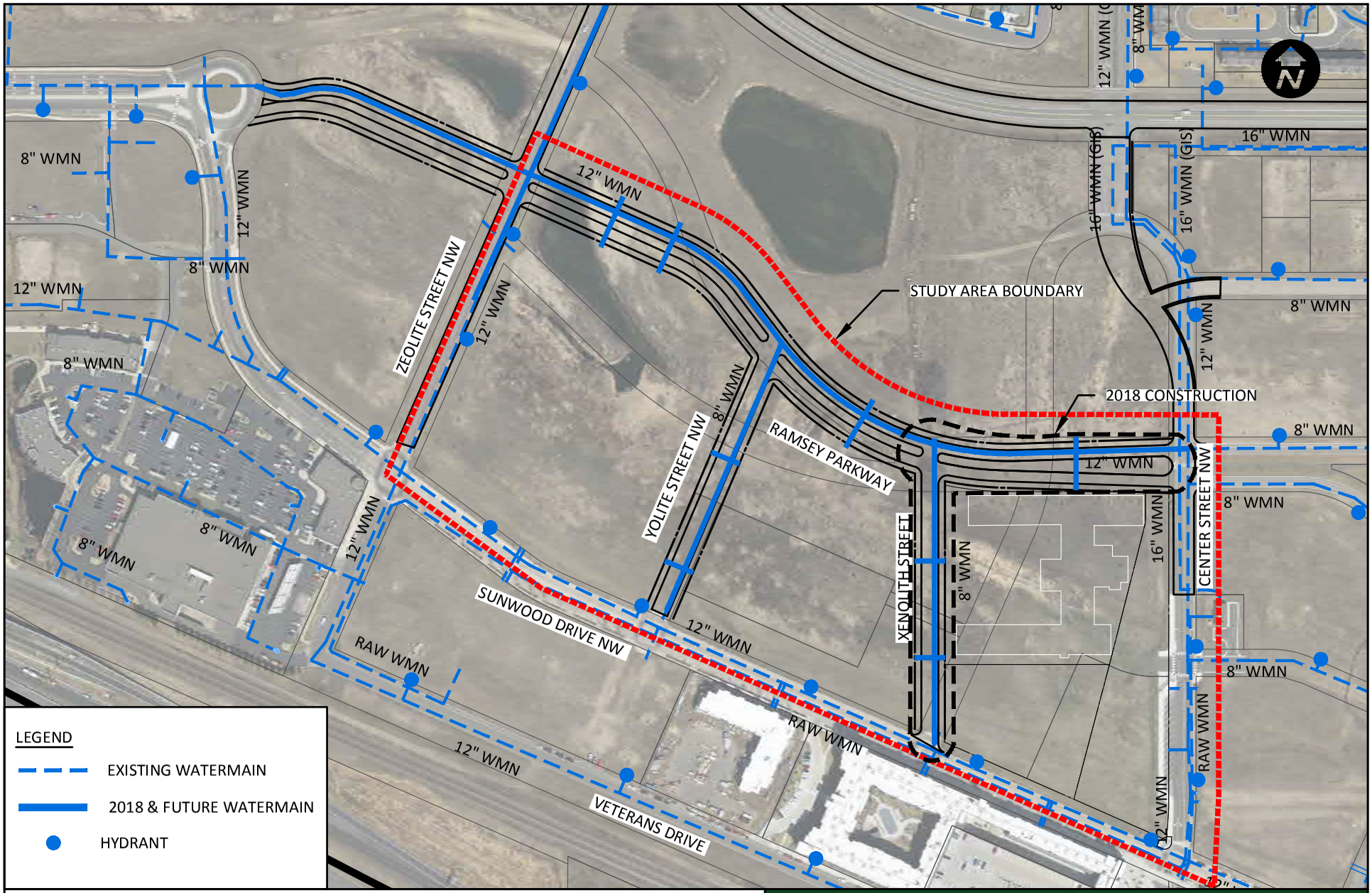
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CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 6 - SANITARY SEWER
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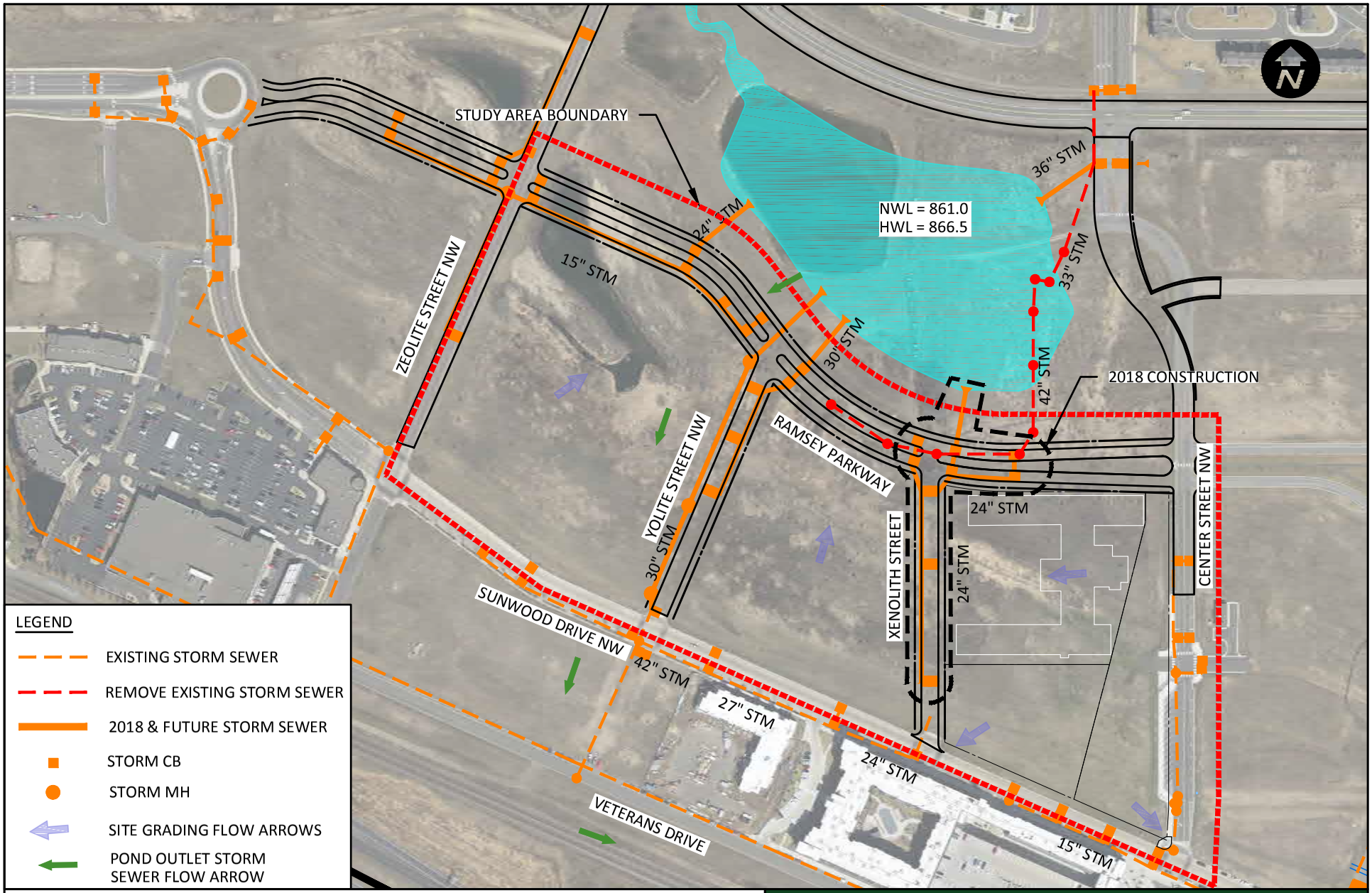
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City of RAMSEY

CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 7 - WATERMAIN
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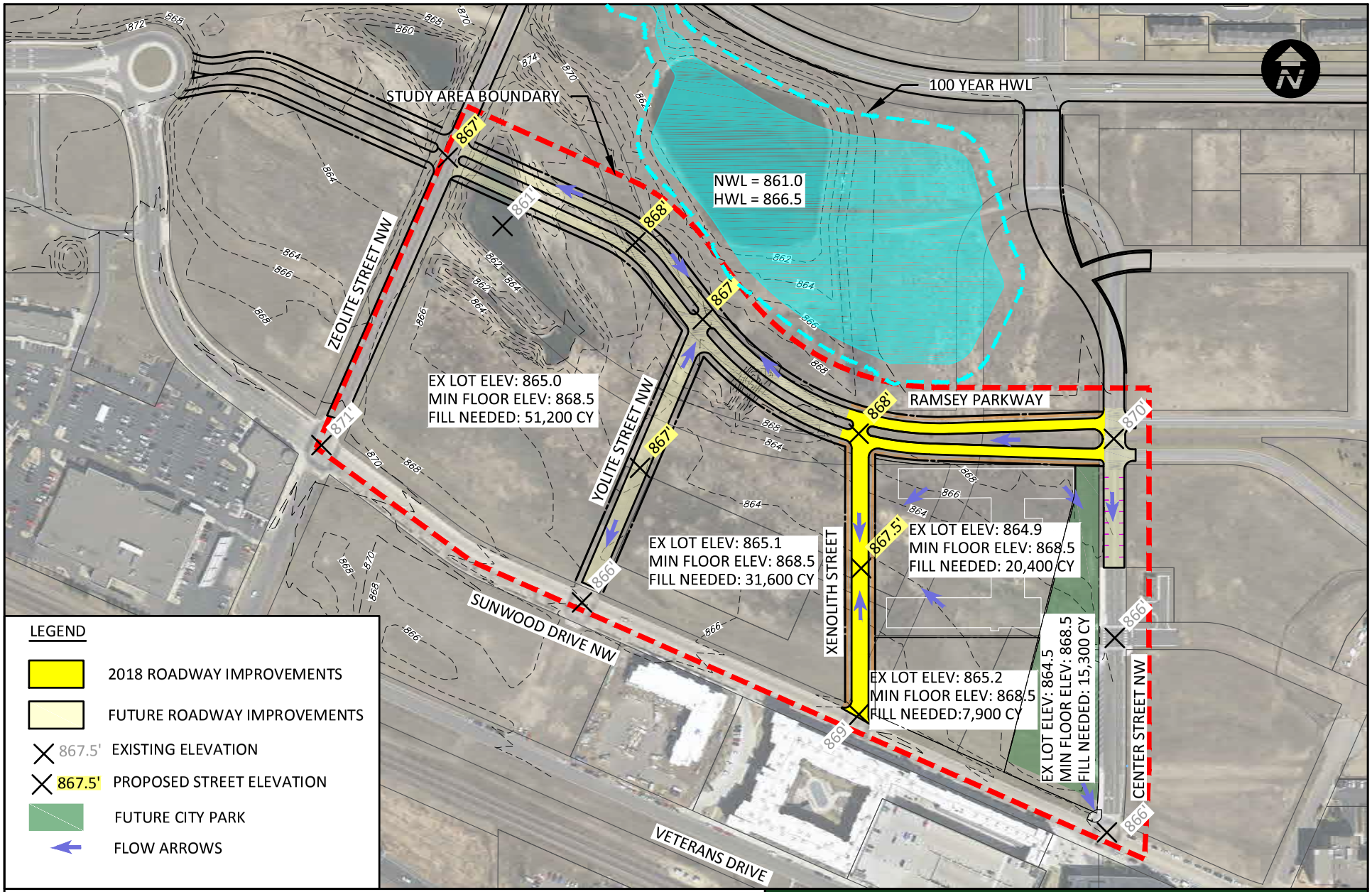
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FIGURE 8 - STORM SEWER
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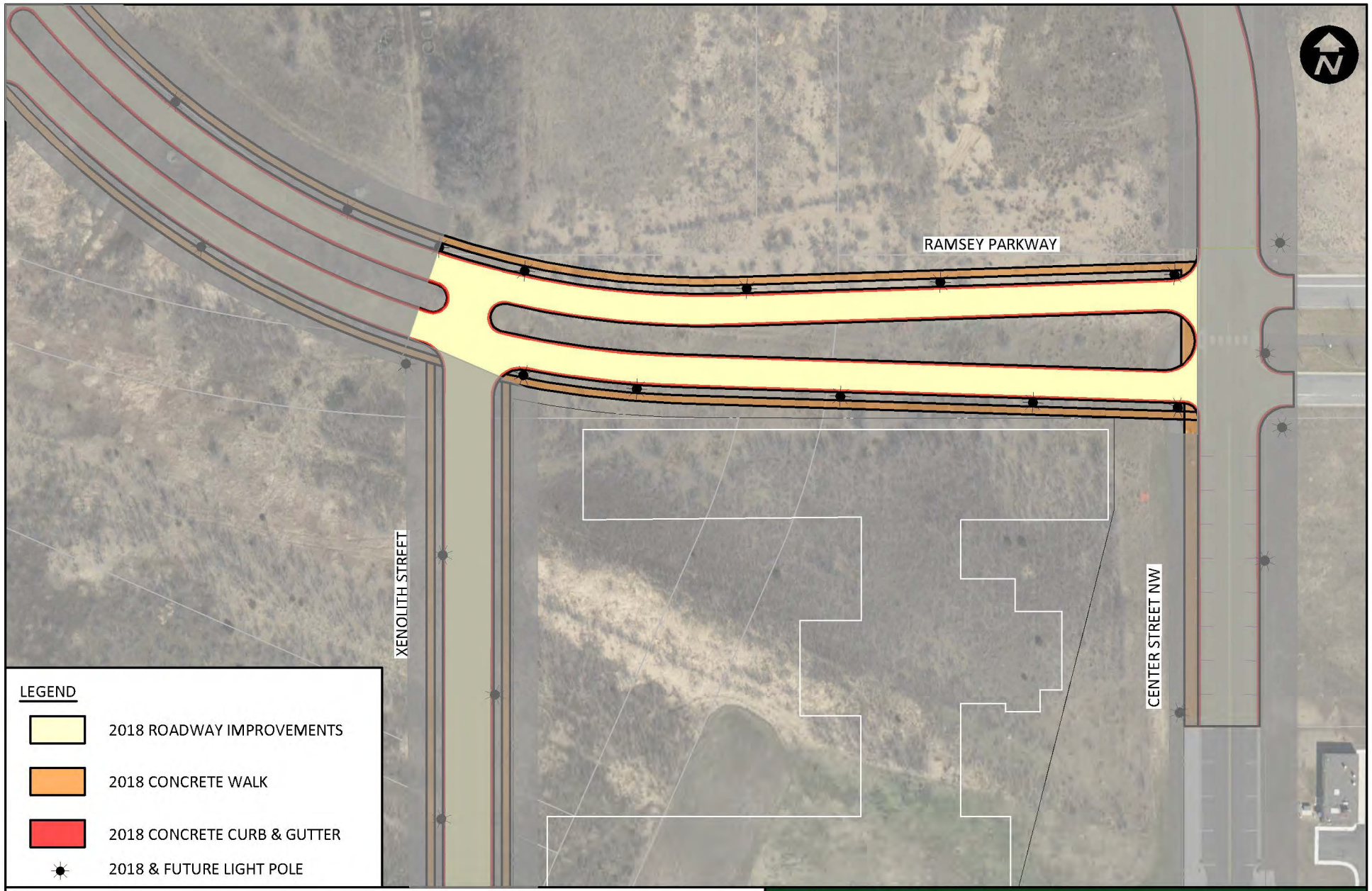


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CENTER STREET AREA ANALYSIS
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FIGURE 9 - SITE GRADING
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CENTER STREET AREA ANALYSIS
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FIGURE 10 - SEGMENT A-1 GEOMETRICS
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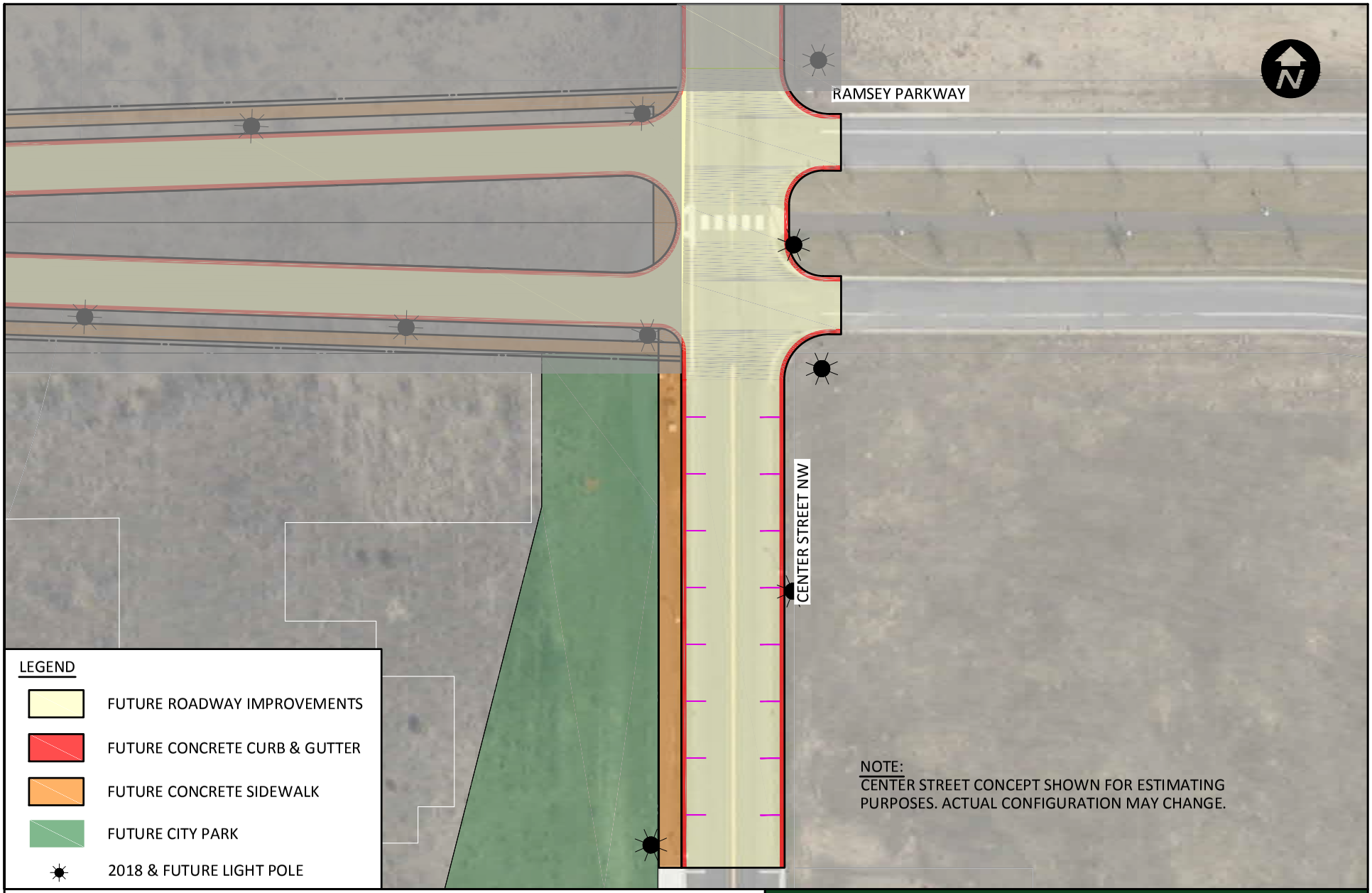
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FIGURE 11 - SEGMENTS A-2 & A-3 GEOMETRICS
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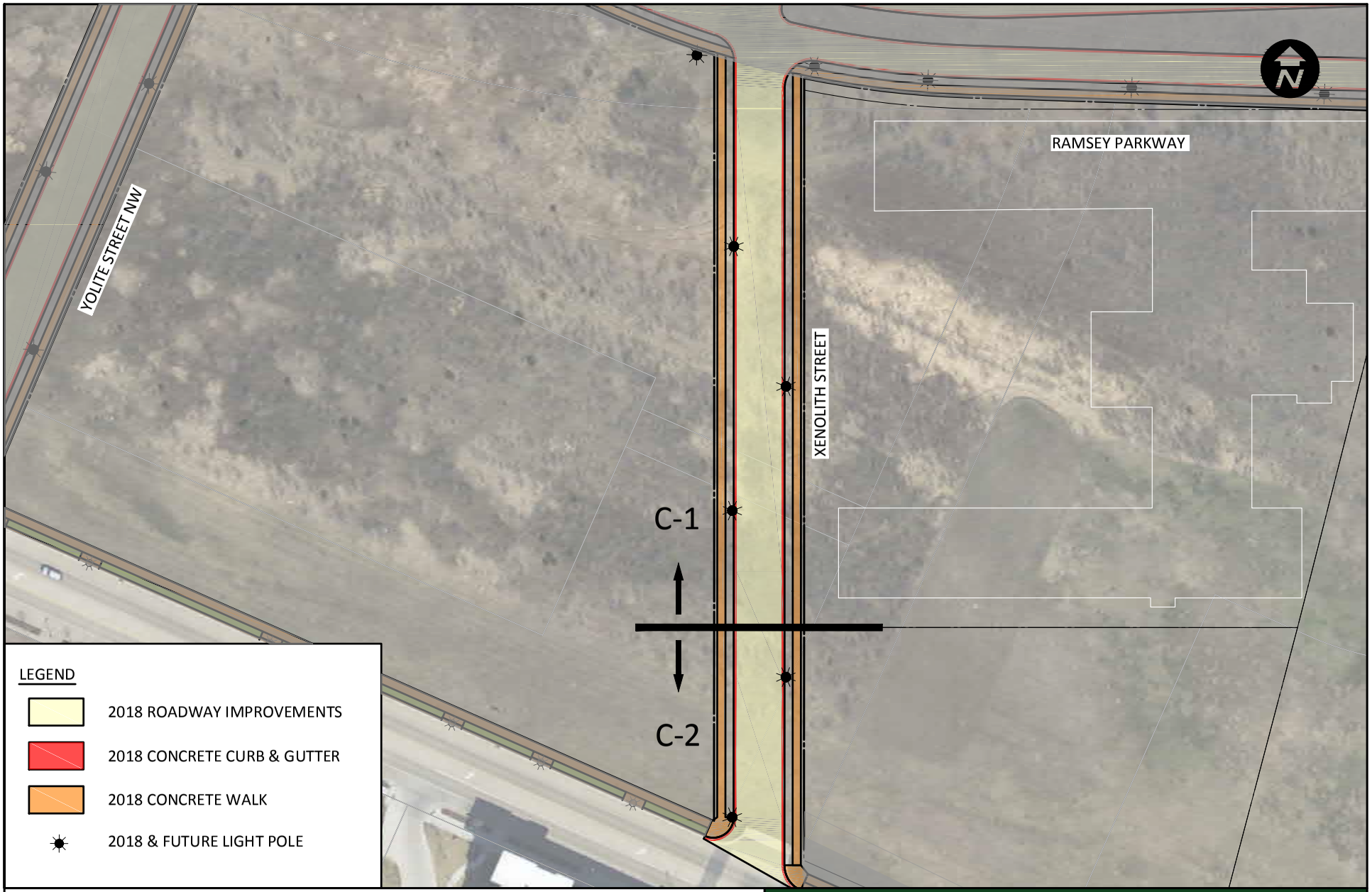
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FIGURE 12 - SEGMENT B GEOMETRICS
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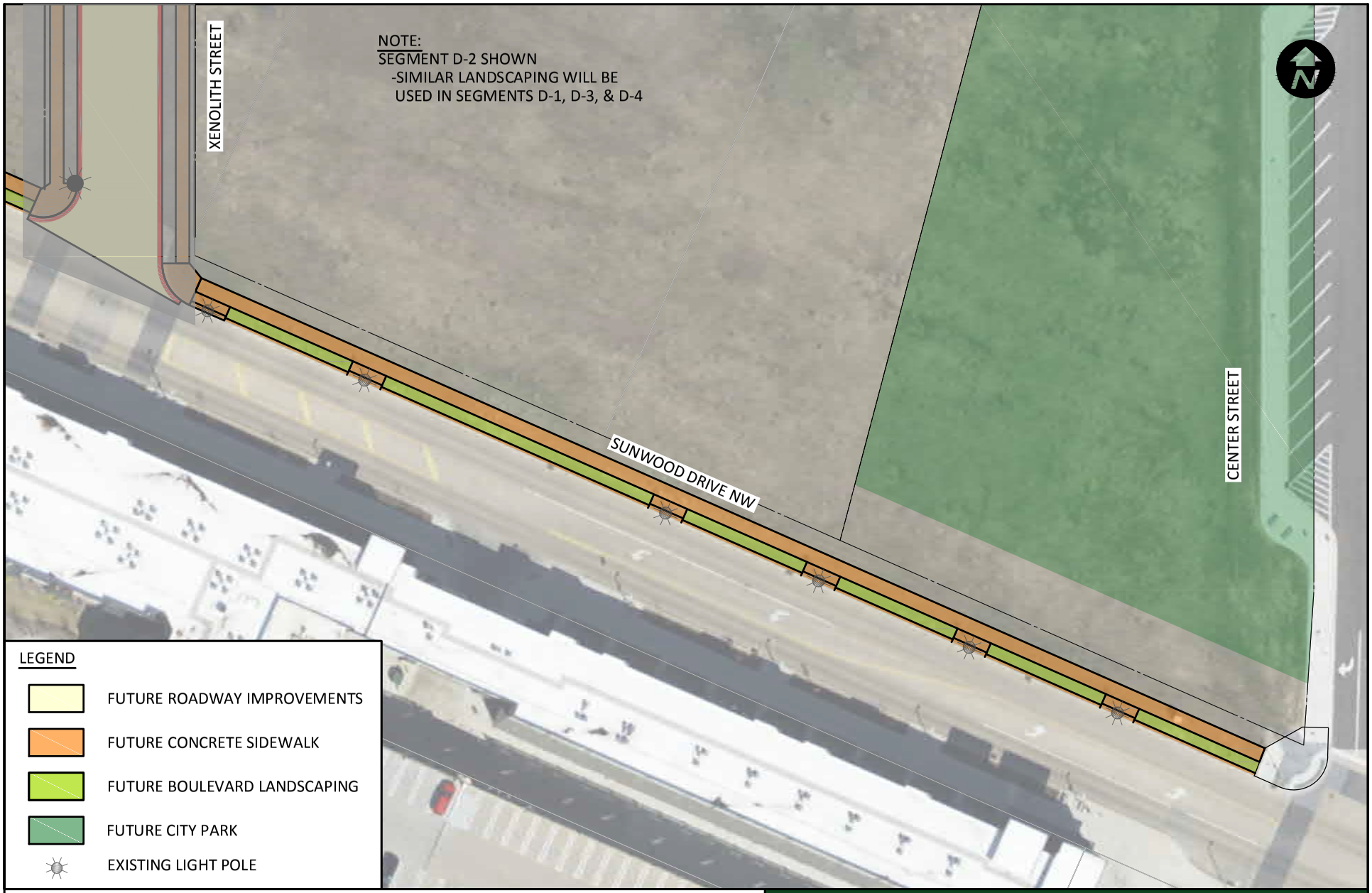
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FIGURE 13 - SEGMENTS C-1 & C-2 GEOMETRICS
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FIGURE 14 - SEGMENT D LANDSCAPING
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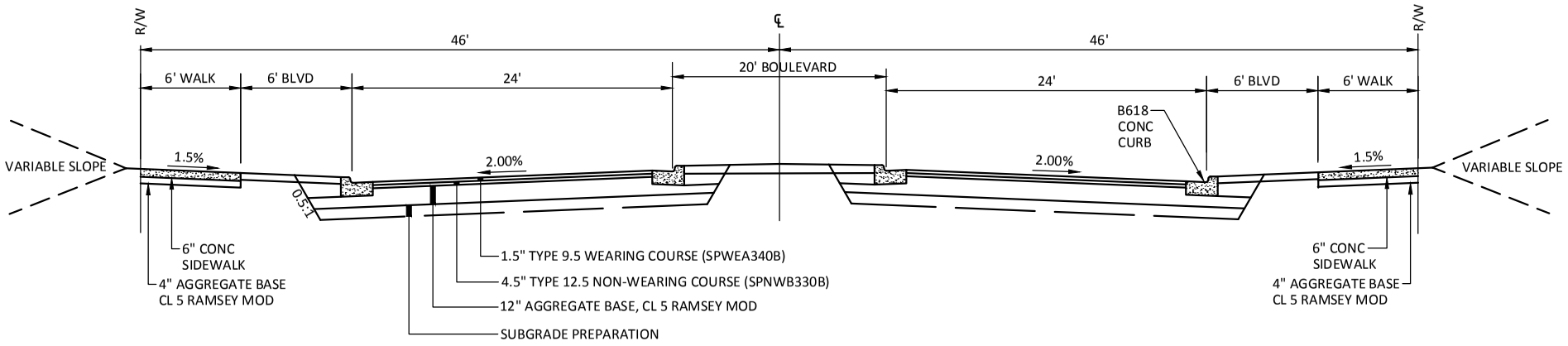
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CENTER STREET AREA ANALYSIS
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FIGURE 15 - SEGMENT E GEOMETRICS

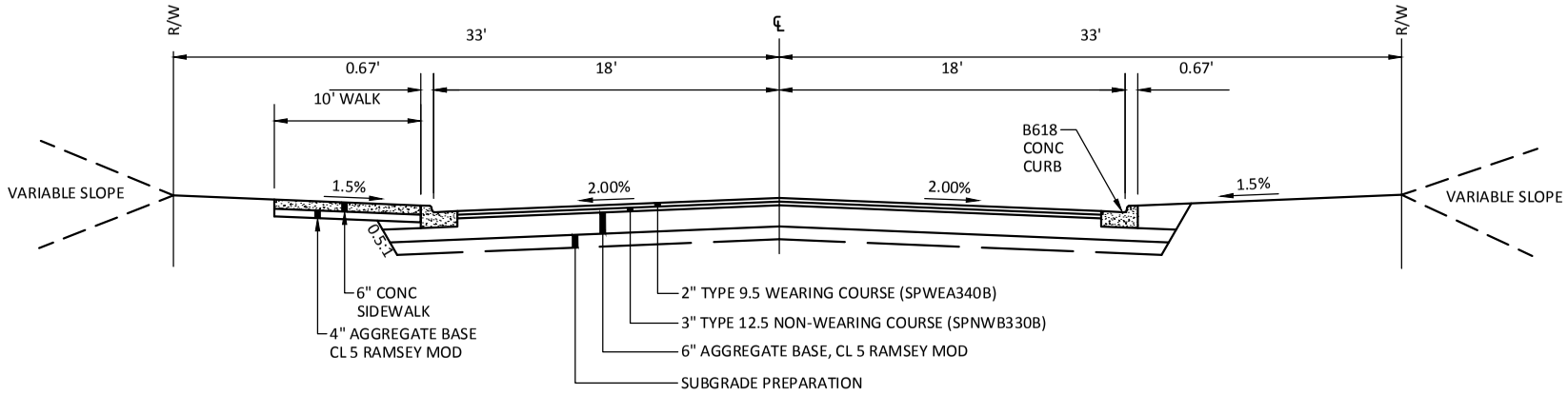
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SEGMENT A / RAMSEY PARKWAY



SEGMENT B / CENTER STREET



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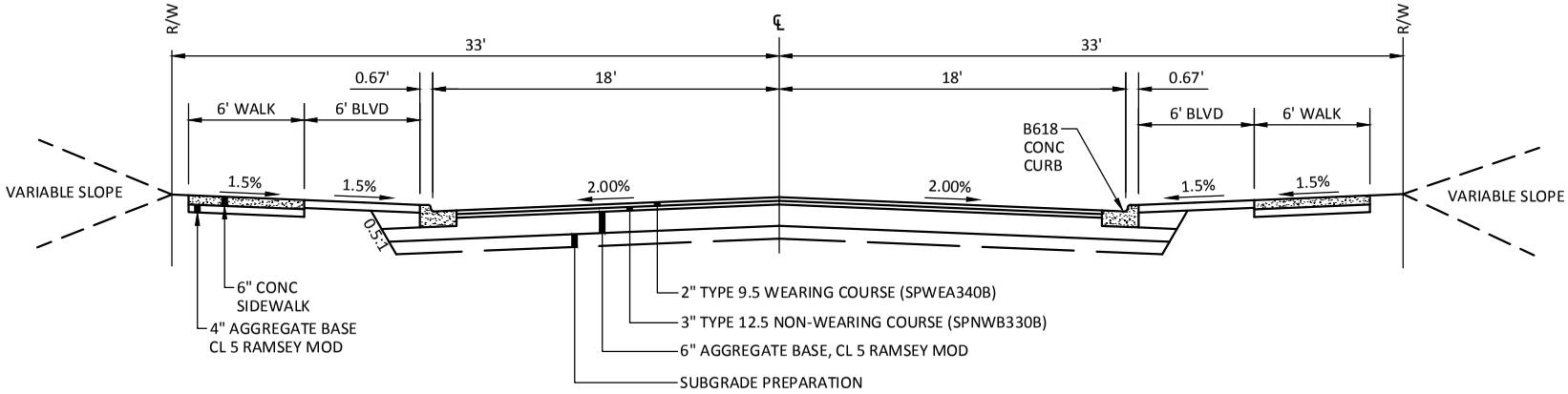
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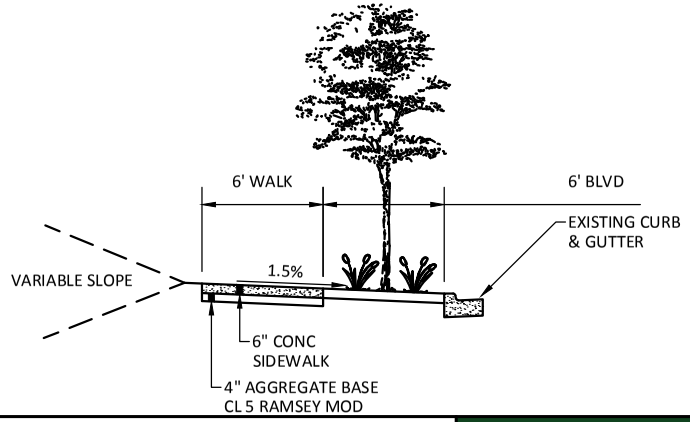
CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 16 - TYPICAL SECTIONS
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SEGMENT C & E / XENOLITH STREET & YOLITE STREET NW



SEGMENT D / SUNWOOD DRIVE BOULEVARD (LANDSCAPING IMPROVEMENTS)



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CENTER STREET AREA ANALYSIS
CITY OF RAMSEY, MINNESOTA
FIGURE 17 - TYPICAL SECTIONS
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Memo

To:	Patrick Brama, Economic Development Manager/ Assistant City Administrator
From:	Jason Aarsvold, Ehlers
Date:	March 23, 2018
Subject:	TIF Agreement – CAP Acquisitions, LLC (Affinity Living)

CAP Acquisitions, LLC (the "Developer") intends to purchase land by separate agreement from the City of Ramsey for a 174-unit senior rental project. The project requires extension of infrastructure, the cost of which is customarily split between the City and the Developer in the COR area.

In this instance, the Developer will pay for and install *all* the necessary improvements for the project. The City agreed to provide tax increment financing assistance for the Developer to off-set these added project costs. The memorandum summarizes the basic terms of the proposed Tax Increment Financing Agreement by and Between the City of Ramsey, MN and CAP Acquisitions, LLC (the "TIF Agreement").

1. Project

a. The Developer will acquire property from the City per its Purchase Agreement dated September 26, 2017 and install all the necessary infrastructure for construction of a 174-unit senior rental project
b. The City will reimburse the developer (with future tax increment) based on a cost sharing formula that is customarily applied in the COR area as follows:
    i. 80% of the actual cost of the construction of the Public Improvements designated as Segment A-1 and Segment C-1 as described in the City Development Agreement; plus
    ii. 100% of the actual cost of the construction of the Public Improvements designated in Segment C-2 as described in the City Development Agreement; less
    iii. $58,000, which is consideration for the Developer's contribution to public infrastructure segment B. This segment will not be constructed as part of this project.

2. Development Timeline

Commencement and Completion. The Developer shall commence construction by June 1, 2018 and be completed by December 31, 2019.

3. City Assistance and Tax Increment Note

a. COR TIF District. The project is located within the City's existing Tax Increment Financing (TIF) District No. 14 (the COR).

b. Administration Expense Allocation. 10% of Available Tax Increment from the project is available to the EDA for administration and repayment of City interfund loans within the district.

c. Pay As You Go TIF Note. The City will issue a pay-as-you-go TIF note in a principal amount as determined by the cost sharing formula referred to in 1.b. above. This is currently estimated to be $1,109,600. The interest rate shall be 4.5% per annum. The TIF Note is payable from 90% of the TIF generated from CAP Acquisition's project and is payable on February 1 and August 1 of every year commencing on August 1, 2020 through February 1, 2040. Once the note is repaid, however, TIF payments will stop. Based on current estimates, the TIF note could be fully repaid by 2027.

d. Conditions Precedent to Issuance of the TIF Note. The Developer must complete construction of all the required infrastructure and the 174-unit senior housing project before the TIF note is issued. These costs must be documented to the satisfaction of the City.

4. Taxes

a. Assessment Agreement. The Developer is required to execute a Minimum Assessment Agreement (MAA) for the project. The MAA will be for $20,760,000 ($95,000/unit) as of January 2nd in the years 2019 through 2039 (for taxes payable in 2020-2044).

b. Taxes. The Developer will pay all taxes when due.

c. Tax Petitions. The Developer may petition to reduce the property value, but only as low as the MMA amount. The City reserves the right withhold increment until the petition is settled. Once the petition is settled, then any shortfalls in TIF payments will be made up on the next TIF note payable date (August 1 or February 1). Compass Pointe Limited Partnership is required to inform the City and of any tax petitions they submit for the project.

d. Assignment of TIF Note. The TIF Agreement may be assigned only with the consent of the City.

5. Miscellaneous

a. Default. The following are considered events of default: (a) failure to pay property taxes (b) Failure to construct the Project as required by the City Development Agreement (c) failure to observe or perform any covenant, condition, obligation or agreement under the TIF Agreement or City Development Agreement, (d) mortgage foreclosure, or (e) if before issuance of a CO on the property they file for bankruptcy, make an assignment for benefit of creditors, admit in writing its inability to pay its debt.

b. EDA Remedies of Default. In the event of a default the City may (a) suspend performance under the TIF Agreement and TIF Note, (b) cancel or rescind the TIF Agreement and TIF Note, (c) Take any other necessary action to enforce performance

c. Costs of Enforcement. The Developer is required to pay any reasonable fees of the City in connection with enforcement of any events of default.

The remaining general provisions in the TIF Agreement are within industry standards that Ehlers has seen within the Metropolitan Area on these types of developments. Please contact me at 651-697-8512 with any questions.

cc: Mary Ippel – EDA Attorney
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. 5.**

Meeting Date: 04/24/2018

By: Chris Anderson, Community Development

Information

Title:

Approve Resolution #18-063 Authorizing Services for Updating the Alternative Urban Areawide Review (AUAR) for The COR (Project No. 18-112)

Purpose/Background:

In 2003, the City Council adopted Resolution #03-01-012 ordering an Alternative Urbanwide Area Review (AUAR) for The COR (formerly known as Ramsey Town Center). An AUAR is an environmental review process that can be used in lieu of more traditional environmental reviews such as Environmental Assessment Worksheets (EAW) and Environmental Impact Statements (EIS), as long as the geographic area is covered by an acceptable Comprehensive Plan. When considering The COR as a whole, it is likely that a series of individual projects in short sequence could trigger the need for an EAW. For example, the recent project known as Affinity at Ramsey likely would have triggered the need for an EAW based on the number of projects approved in the past number of years.

The benefit of an AUAR is that it looks at the cumulative impacts of planned or anticipated development within a specific geographic area, whereas an EAW and/or EIS are project specific and typically can add significant time and cost to a proposed development. This can assist with reviewing cumulative potential effects to the environment, which may result from multiple developments within the specified geographic area, and can be done in advance of those developments to eliminate potential project delays. However, an AUAR does need to be updated every five (5) years until the geographic area is fully developed. In 2013, the City ordered an updated AUAR that is now set to expire in July of this year. The purpose of this case is to consider engaging the services of WSB to prepare an update to the AUAR for The COR.

Notification:

No notification has been provided specific to the AUAR Update at this time. As part of the update process, the AUAR will need to be published in the EQB Monitor and the publication date will start the 10-working day comment period.

Observations/Alternatives:

While an updated AUAR will generally assist with more streamlined review of individual projects, it is worth noting that not all projects would trigger mandatory environmental review (EAW and/or EIS). Generally speaking, the threshold that triggers environmental review would be a project that proposes 250 unattached units or 375 attached units (or some combination thereof). However, due to the potential environmental impacts of cumulative development within an area, there is the possibility that a project under the mandatory EAW threshold would still be subject to environmental review (based on the 3-year look back rule). This can not only add expense to a project but also, and potentially more importantly, add additional time to the review process.

Updating the AUAR for The COR is not required. However, if it is not updated, the AUAR will become invalid

later this year and future projects may trigger the need for environmental review in the form of an EAW and/or EIS. Thus, by completing the update to the AUAR, the City would be taking a proactive step to help make future projects within The COR more 'shovel ready' as it would eliminate the potential for additional environmental review (which is costly and time consuming on project by project basis).

Environmental review, whether an EAW/EIS or an AUAR, can be rather complex. Existing City Staff do not necessarily have the capabilities or capacity currently to undertake the update in-house. Staff requested and received a quote from our current consultant planning firm, WSB & Associates, to complete this work. Their quote, which is attached, indicates the update to The COR AUAR could be completed for $8,622.00. If their attendance was required and/or desired at a City Council meeting, that would be an additional $600 per meeting.

Alternatives

Alternative 1: Authorize WSB & Associates to complete an update to The COR AUAR. Completing the update would provide environmental review coverage for The COR for another five (5) years, which would eliminate the potentially costly and time extensive environmental review for individual projects within that timeframe. Staff supports this alternative.

Alternative 2: Do not authorize WSB & Associates to proceed with updating The COR AUAR. Updating the AUAR is not required. However, if it is not, the current AUAR will expire in July of 2018. Any future projects that exceed the threshold for environmental review would then be subject to the EAW/EIS project, adding cost and time to their review. Staff does not support this option.

Funding Source:

The cost for updating the AUAR will be funded with funds from TIF District 14.

Recommendation:

Staff recommends approving Resolution #18-063 to engage the services of WSB to complete an update of the AUAR for The COR.

Action:

Motion to adopt Resolution #18-063 authorizing WSB to complete an update of the AUAR for The COR.

Attachments

DRAFT Copy of Original AUAR
DRAFT Copy of 2013 Update to AUAR
AUAR Summary from MN EQB
WSB Proposal to Complete AUAR Update for The COR
Resolution #18-063
Memo re Benefits of AUAR Update

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	04/19/2018 10:56 AM
Kurt Ulrich	Kurt Ulrich	04/19/2018 01:39 PM
Form Started By: Chris Anderson		Started On: 03/20/2018 08:38 AM
Final Approval Date: 04/19/2018		

Alternative Urban Areawide Review (AUAR)
Ramsey Town Center
City of Ramsey (RGU)

1. Project Title
Ramsey Town Center

2. Proposer
Ramsey Town Center, LLC
John Feges, President
4200 Central Ave., NE
Minneapolis, MN 55421

Prepared By:
Emmons and Olivier Resources, Inc. (Gary Oberts, AUAR Project Manager)
North American Wetland Engineering, P.A. (Curt Sparks, NAWE Manager)
Meyer, Mohaddes Associates, Inc. (Fred Dock, MMA Manager)

3. RGU (Responsible Governmental Unit)
RGU: City of Ramsey
Contact: Patrick Trudgeon, Principal Planner
15153 Nowthen Boulevard, NW
Ramsey, MN 55303
Direct phone: (763) 433-9843
E-mail: ptrudgeon@ci.ramsey.mn.us

4. Reason for EAW Preparation
This task is not applicable to an AUAR.

DRAFT

5. Project Location

This site is located in Section 28; Township 32N; Range 25W, entirely within Anoka County and the City of Ramsey.

> *EQB Guidance: A county map is not required. The USGS map should be included. Instead of a site plan map, include: 1) a map clearly depicting the boundaries of the AUAR and any sub-districts used in the AUAR analysis; 2) land use, and planning and zoning maps as required in conjunction with Items 9 and 27; and 3) a cover type map as required for Item 10. Additional maps may be included throughout the document wherever maps are useful for displaying relevant information.*

The following series of project location and preliminary site feature maps are included. These maps provide the basis for later reference in subsequent Items.

- USGS map - Figure 5.1
- Site map depicting the boundaries used throughout the AUAR analysis - Figure 5.2 (City location) and Figure 5.3 (County location)
- City Land Use map – Figure 5.4 (also used in Items 9 and 27)
- City Zoning map - Figure 5.5
- Cover-type (Minnesota Land Cover Classification System - MLCCS) map – Figure 5.6 (also used in Item 10)

DRAFT

6. Description of Site

Instead of the information required on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

***6a**. Anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area;*

***6b.** Infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.). Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More "arterial" types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary; and*

***6c.** Information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

****Optional 6d.** Although the EQB guidance does not require an abstract to be included, one is contained in the AUAR for the purposes of any reference to nature of the document.*

6a. The preferred design concept drawing is presented in Figure 6.1. The progression of conceptual design to get to the preferred one is portrayed in Figure 6.2. This progression extends from the Metropolitan Council's Smart Growth Illustrative Plan developed by Calthorpe Associates through the various iterations of the City and RTC LLC design team. The preferred design resulted from discussions with City staff, citizens, community leaders, regulatory agencies and nationally recognized urban designers, as well as site visits nationwide to similar communities that have shown success.

The preferred design reflected in Figure 6.1 is consistent with the City's February 2002 *Comprehensive Plan*, as discussed in Item 27 later in this document.

The preferred design (Figure 6.1) contains the following land use breakdown:

Residential:	93.64 acres
Mixed Use:	56.90
Business Enterprise:	28.43
Commercial Service/Convenience:	7.97
Commercial Shopping:	11.83
Retail:	7.84
Existing Highway Commercial:	25.04
Green/Public Space:	38.31
Railway:	15.74
Roads and streets:	83.82
Total Acreage:	369.5 acres

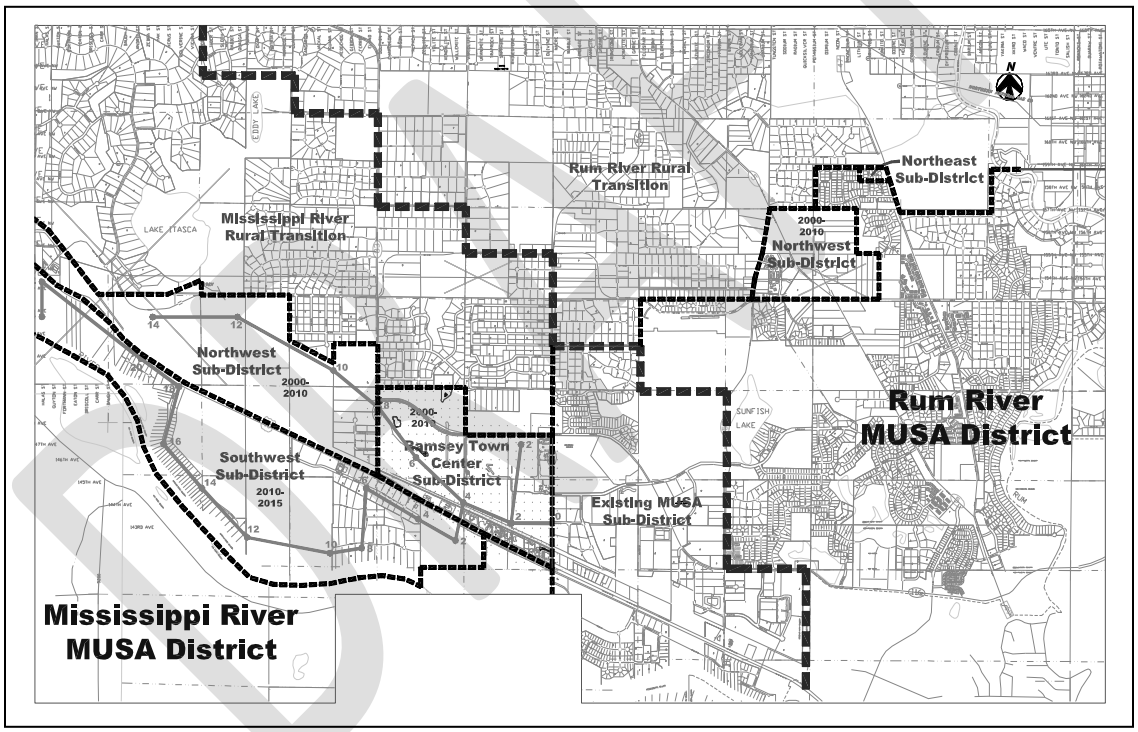
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6b. The infrastructure planned to serve the development has been defined within the City of Ramsey *2001 Comprehensive Plan*, as amended in February 2002. The infrastructure components for roads/highways, sanitary sewers, municipal water supply, and stormwater follow:

1. Roads and Highways Details of the transportation elements related to this project are contained within Item 21. Figure 6.3 illustrates the general road and highway system serving the RTC site. The complete traffic analysis is included as Appendix B.

2. Sanitary Sewer Details of the sanitary sewer elements related to this project are contained within Item 18. Figure 6.4 displays both the staging and service areas for sanitary sewer service in Ramsey.

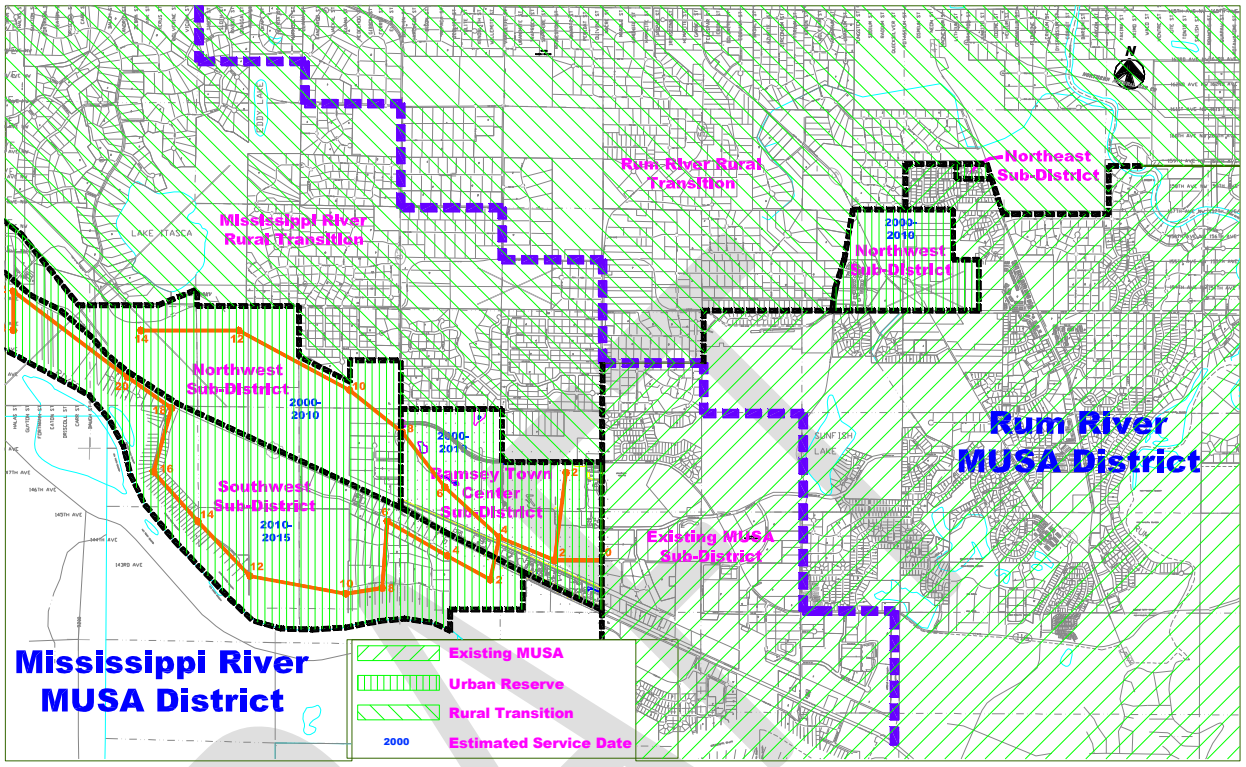
Figure 6.4. Sanitary Sewer Plan for City of Ramsey (see Item 18 for details).



3. Municipal Water Supply Details of the water supply elements related to this project are contained within Item 13. Figure 6.5 shows the water supply staging and plan for future service.

DRAFT

Figure 6.5. City of Ramsey Water Supply System and Plan for Staging.



4. Stormwater Details on the stormwater management elements related to this project are contained in Item 17. Figure 6.6 portrays the general stormwater management system that is envisioned for the RTC site and for the drainage that enters the site from the north and northwest. Installation of major water-carrying elements of this system will occur very early in the site development process to assure proper movement and treatment of runoff. The internal site drainage system will be tied into the major stormwater management system as the site develops and design specifics are determined. Item 17 describes the manner in which runoff volume will be mitigated through stormwater management BMPs.

6c. The preferred design in Figure 6.1 shows only a single development concept that will provide the framework for the RTC site. Staging of infrastructure for the various components is addressed as part of the specific infrastructure section as follows: roads and highways in Item 21; sanitary sewer in Item 18; water supply in Item 13; and stormwater in Item 17.

DRAFT

6d. Abstract for the Environmental Quality Board *Monitor*:

> *The potential environmental impacts of converting agricultural land to the Ramsey Town Center are assessed in an Alternative Urban Areawide Review (AUAR). Impacts on site drainage, traffic, connection to local and regional trails, groundwater protection and protected wetlands are the centerpieces of the evaluation. A mitigation plan has been developed that lays out the actions that the City of Ramsey will follow to assure minimum environmental impact as the project proceeds in stages, from initiation of construction in 2003, through completion in approximately 2007.*

Summary of Environmental Impact. The change in appearance that results from changing over 300 acres of land use from predominantly agricultural to an urban center will be dramatic. The challenge to the City of Ramsey is to implement this change without equally dramatic impacts on the environment. This AUAR lays out a plan by the City to identify and mitigate, to the extent possible, the potential detrimental impacts.

Each of the Items within the AUAR that have an associated potential for impact will include a section summarizing the impact, followed by a mitigation element that addresses how that impact will be mitigated. Obviously, developing over 300 acres of land will have some impact both during and after construction. The goal of the City is to do everything possible to minimize that impact and incorporate amenities that improve the current situation, such as standing water ponds, improved wetlands, open space and parks, trail connections and a nice place for citizens to live, work, shop and recreate.

DRAFT

7. Project Magnitude Data

The cumulative totals of the parameters below should be given for each major development scenario, except that information on "manufacturing", "other industrial", "institutional" and "agricultural".

- *Total project acreage:* 369.5

- *Number of residential units (Table 7.1):* 2,400 attached

- *Commercial, industrial or institutional area (gross floor space):* 1,651,000 total square feet

- *Indicate areas of specific uses (in square feet) (Table 7.2):*

Table 7.1 Residential Units by Type

Residential Type	Units
Mixed-Use Residential	1012
Apartment	**Rural Develop**
Duplex	18
Duplex (2 story)	44
Townhouse (2 story)	704
Townhouse (3 story)	120
Townhouse (4 story)	330

Table 7.2 Square Footage by Use Type

Specific Use	Square Footage
Cinema	50,000
City Hall / Police / Transit	50,000
Community Center	25,000
Convenience Retail	20,000
Fitness	40,000
Gas Station, convenience	62,000
Grocery	60,000
Hotel	38,000
Ice Rink	38,000
Live / Work	32,000
Mixed-Use Retail / Office / Clinic	126,000
Mixed- Use Retail / Restaurant	161,000
Office	439,000
Retail	261,000
School	55,000
Variety Store	194,000

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8. Permits and Approvals Required

A listing of major approvals and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

A project the magnitude of the Ramsey Town Center will require many local, regional, state and federal environmental permits and approvals. This section identifies the many permits and approvals that form the basis for implementation of the mitigation plan (Item 33). Table 8.1 lists the permits and approvals that will be needed for this project. The reader should note that the need for compatibility with plans is addressed in Item 27, and that brief descriptions of the permit requirements for some permits are listed after the table.

The cost of most infrastructure improvements will be borne by the developer. The County may improve the County road system as part of routine upgrades that accompany traffic increases with development. There is a possibility the City will pay for some infrastructure improvements, expansions or upgrades, and service enhancements that it deems appropriate to provide an acceptable quality of service. A level of commitment has not been determined at this time.

Table 8.1. Permits and Approvals

Unit of Government	Type of Permit	Status
City of Ramsey	Site plan	Pre-permit review under way
	Grading and erosion control **(1)**	NAF*
	Preliminary and final plat approval	NAF
	Obstruction Permit **(2)**	
	Excavation Permit **(3)**	
	Sewer and water connection	NAF
	Building and occupancy permits	NAF
	Tree preservation	NAF
Anoka County	Access via County Highway, consistency with County standards	Pre-permit review under way
Metropolitan Council	Sanitary sewer connection	NAF
Lower Rum River WMO	Grading and erosion control	NAF
	Storm sewer	NAF
	Wetland alteration (WCA)	Pre-permit review under way

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Minnesota Pollution Control Agency	Sanitary sewer connection and wastewater routing	NAF
	NPDES Phase II construction and MS4 **(4)**	MS4 Permit application submitted 3/10/03; construction permits submitted as needed
Minnesota Dept. of Transportation	State Highway Access and consistency with standards	Pre-permit review under way
Minnesota Dept. of Natural Resources	Water appropriation for municipal system and construction de-watering	NAF
	Work in the bed of a public water **(5)**	NAF
Minnesota Dept. of Health	Water system infrastructure (wells, water mains, storage)	NAF
State Historic Preservation Office	Historic and archeological site preservation	No significant sites found
Burlington Northern Santa Fe Railroad	Access Permit **(6)**	
U.S. Army Corps of Engineers	Section 404 Clean Water Act	Determined not to be ~~"~~waters of the United States" (see Appendix E)

*NAF = Permit not yet applied for

(1) Grading, mining and filling permits are required to control operations to minimize conflicts with adjacent land uses, to preserve good soils and to regulate the type of materials used for fill, to employ all reasonable means to reduce dust, noise, and nuisances, and to ensure that disturbed areas are restored upon completion of the operation. The following standards need to be applied during construction activities to fulfill the requirements of the permits.

- General Provisions. All equipment used for operations shall be maintained and operated to minimize, as far is practicable, noises, dust, and vibrations adversely affecting surrounding properties. The maximum noise level at the perimeter of the work site shall not exceed the levels outlined in Table 8.2. There shall be no emission of any solid or liquid particles in concentrations exceeding 0.3 grains per cubic foot of the conveying gas or air. No operations shall be allowed when wind gusts exceed thirty miles per hour. Existing tree and ground cover shall be preserved to the extent feasible.

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Table 8.2 Sound levels measured at property line

Octaves, Band Cycles/Sec.		Residential Districts	Non-Residential Districts
37.5	75	58	73
76	150	54	69
151	300	50	65
301	600	46	61
601	1200	40	55
1201	2400	33	48
2401	4800	26	41
Over	4800	20	35

- Water Resources. The operation will minimize impacts to surface water drainage outside of the Town Center. Excavation occurring below groundwater elevation may require an analysis performed by a hydrologist or other qualified professional.

- Safety Fencing. Safety fencing may be required around all or portions of the operation at the discretion of the Council.

- Access Roads. The location of the intersection of access roads with any public roads shall be selected such that traffic on the access roads will have sufficient distance of public roads in view so that any turns onto the public road can be completed with a margin of safety as determined by the City Engineer.

- Fill Materials. An analysis of all fill materials must be provided to and approved by the City Engineer prior to commencing any filling activities.

- Screening Barrier. To minimize problems of dust and noise and to shield operations from public view, a screening barrier may be required between the work site and adjacent properties.

- Slopes. The maximum permitted slope for any operation other than the working face shall be sloped on all sides at a maximum ratio of two (2) foot horizontal to one (1) foot vertical, unless a steeper slope shall be approved by the Engineer. Where excavations are adjacent to a public roadway or other right-of-way, the excavation shall have a maximum four to one slope. Slopes adjacent to or contiguous to bodies of water shall be sloped at a maximum of six to one (6:1).

- Earth Material. No earth material shall be imported to or exported from the work site until the haul road has been officially designated as a haul road by the City and all materials hauled from the source shall be hauled over that road. The haul

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road designation process shall be pursuant to §2051.3 of the Minnesota Department of Transportation's Standard Specifications for Construction, 1983 Edition. All top soil shall be retained at the work site until complete rehabilitation of the work site has taken place according to the rehabilitation plan.

(2) An obstruction permit is required to allow free and open passage over the specified portion of right-of-way by placing equipment, vehicles, or other obstructions described therein on the right-of-way for the duration specified therein.

(3) An Excavation Permit is required to allow the holder to excavate that part if the right-of-way described in such permit and/or to hinder free and open passage over the specified portion of the right-of way by placing equipment described therein, to the extent and for the duration specified therein.

(4) The City of Ramsey is required by MPCA to be under the NPDES Phase II Nonpoint Source Control Program for Municipal Separate Storm Sewer Systems (MS4s). Under this program, the City will need to adopt a "Storm Water Pollution Prevention Program (SWPPP)". The City submitted an application on March 10, 2003, and will have until May 9, 2003 to have the application authorized by the City Council. Pollution prevention includes solid waste, hazardous materials, and vehicle washing. The SWPP must include or address the following:

- Six "minimum control measures"
    1) Public education and outreach on storm water impacts (including at least one public meeting per year)
    2) Public participation/involvement
    3) Illicit discharge detection and elimination - includes storm sewer map with water bodies and structural pollution control devices, outfalls, discharges to groundwater, and prohibitive ordinances
    4) Construction site storm water runoff control - need erosion and sediment control, and onsite waste control
    5) Post-construction storm water management in new development
    6) Pollution prevention/good housekeeping for municipal operations - training of operation and maintenance staff, annual and 20% inspections
- BMPs for each of the above minimum control measures will need to be described and the following will need to be identified:
    - measurable goals for each BMP
    - timeline for implementation
    - responsible party for implementation and coordination
- Analysis of Total Maximum Daily Load (TMDL) if discharge applies to an adopted TMDL plan. Of note here is that the latest (January 22, 2003) MPCA "impaired waters" (303d) list includes the Mississippi River reach from the Crow River to the Rum River as impaired for fecal coliform, PCB FCA (fish consumption advisory) and Hg FCA, with official TMDL study scheduled, respectively, for 2004-2006, 2002-2015 (regional EPA), and 2002-2015 (regional EPA). All discharges from the RTC site will be treated extensively prior to

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ultimate discharge to this reach of the Mississippi River (see Item 17 discussion). The discharge is not expected to impact the existing impairment.
- Design and management strategies to minimize the discharge of pollutants from the MS4 to the Maximum Extent Practicable (MEP) with an annual report on implementation.

The SWPP must be completed at least 30 days prior to commencing construction and prior to applying for construction permits. Elements 4, 5 and 6 are directly applicable to the stormwater management approach adopted for the RTC site as it develops. The stormwater management approach is spelled-out in Item 17.

In addition to the complying with the City's MS4 requirements, essentially any construction activity that is part of this "common plan of development" must apply for a construction permit under the NPDES Phase II Construction Permit process.

Elements of this program are intended to avoid erosion and construction site pollution. To prevent this, construction at the RTC site should:

- Establish fast growing cover crops as soon as possible to disturbed soils to prevent both water and wind erosion. The sand content of the soils on site could lead to wind blown sands could be potentially hazardous, particularly to traffic on Highway 10.
- Install temporary sediment basins for any areas of disturbance, installed before discharge leaves the site or enters a surface water body.
- Install a permanent stormwater management system that assure stormwater is "…discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or harmful inundation in wetlands." Maintain peak flow rates from two, twenty, and one hundred year twenty four hour events at existing conditions.
- During construction, the maximum area of disturbance shall not exceed the ability to keep up with exposed area limits on slopes. All areas with greater than 3:1 slopes must have vegetative cover by November first. Site inspections will be once every seven days during construction and within 24 hours after a quarter inch event in 24 hours. At that time, any non-functioning BMPs must be repaired.
- If stormwater discharge to a wetland has potential for significant adverse impacts to the wetland, the impacts should be addressed with BMPs and permit provisions. Appropriate rules (7050.0186) and any applicable regulations must be followed.

All of these elements would be part of the erosion and sediment control plan listed in the mitigation element under Item 16 of the AUAR.

The Mississippi River as it passes through Ramsey is an Outstanding Resource Value Water (ORVW). Prior to stormwater discharge to an ORVW, the MPCA must find that there are no prudent or feasible alternatives to the new or expanded discharge. For ORVWs the following BMPs are also required.

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- Any exposed 3:1 slope must have temporary erosion control cover within three days
- For every 5 acres or more disturbed, a temporary sediment basins will be required
- An undisturbed buffer zone of 100 feet will surround the ORVW
- WQ volume treated shall be 1" from new impervious surfaces

Item 17 of the AUAR addresses the actions that will be taken to treat runoff from the site before it reaches the Mississippi River.

(5) DNR also regulates discharges to Waters of the State, as defined in M.S. Chapter 103G.005. Although a defined drainage path to the Mississippi River from the Ramsey Town Center does not exist at present, Items 12 and 17 lay out a recommended flow path for the City, Lower Rum River Watershed Management Organization and DNR to consider. This flow path ultimately results in a discharge of water to the Mississippi River, and will fall under the permitting provisions of the DNR. It also establishes the ordinary high water levels (OHWL) for lakes, and would be issuing a determined level if an outlet is installed on Lake Itasca or any of the public waters wetlands.

(6) An access agreement is required to enter BNSF property. Permits can be applied for through the Staubach Group by contacting Shane Krueger (817) 230-2625. Additionally, for safety purposes, the BNSF road and train masters should be contacted prior to the commencement of construction in the vicinity of the railroad tracks. The road master is Ron Raatike who can be contacted at (320) 267-1831 and the train master is Tom Rowley who can be contacted at (612) 865-6531.

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9. Land Use

Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

The City of Ramsey *2001 Comprehensive Plan*, as amended in 2002, contains land use maps for both existing (fall 1997) and future (2020) conditions for the site and adjacent lands. Figure 9.1 shows the existing condition, while Figure 5.4 in Item 5 illustrates the 2020 expectation. Metropolitan Council 2000 Land Use was used to portray existing land use. The information that follows characterizes the individual land uses on the Ramsey Town Center site under current conditions and future conditions based on the City of Ramsey *Plan*. Details of compatibility with the City's *Plan* occur in Item 27.

Current Land Use (2000 Met Council Land use)

Commercial:	5.3 acres
Industrial	13.4
Railway	12.4
Major Vehicular Roadways	1.4
Mixed Use	1.9
Single Family Residential:	6.0
Farmstead:	2.8
Undeveloped	19.2
Agricultural:	307.1
Total	369.5 acres

Future (2020) Land Use, from Ramsey Comprehensive Plan, as amended in 2002

Low Density Residential	23.4 acres
Medium Density Residential	10.2
Mixed Use	205.1
Places to Shop	24.4
Places to Work	44.3
Railway	15.7
Roadway	30.7
Wetlands	15.7
Total	369.5

AUAR guidelines also call for an assessment of compatibility of the project with adjacent and nearby land uses, including potential impact on environmental resources. Figures 9.1 and 5.4 clearly illustrate the land uses surrounding the project site now and in 2020. Following are the narrative summaries:

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Adjacent Current Land Use:

North: single-family residential, 149th Lane NW (CR 116), vacant land
East: Ramsey Blvd. NW, Connexus Energy, commercial and industrial properties
South: BNSF Railroad tracks, commercial properties, Hwy. 10, Mississippi Regional Park south of Hwy. 10
West: Armstrong Blvd. NW, commercial and industrial properties, single-family residential properties

Adjacent 2020 City of Ramsey Land Use:

North: 149th Lane NW (CR 116), rural residential
East: Ramsey Blvd. NW, Connexus Energy, commercial and industrial
South: BNSF tracks, commercial properties, Hwy. 10, commercial properties, low density residential, West Mississippi Regional Park, Mississippi River
West: Armstrong Blvd. NW, commercial and industrial properties, high, medium, and low density residential

Figure 9.2 identifies nearby environmental resources, as listed in the following descriptions:

Nearby Environmental Resources:

- Mississippi River (approximately 2000 ft. to the south) within the Mississippi National River and Recreation Area (MNRRA)
- Lake Itasca (approximately 1.25 miles to the east)
- Several wetlands within 0.25 miles of site
- Complex of wetlands along the drainage swale within the site boundary
- MCBS Mapped Floodplain Forest on island in Mississippi River
- Mississippi Regional Park south of the site, between the site and the Mississippi River

Soils contaminated with lead arsenate on the Southeast corner of the site are a potential hazard. Burlington Northern-Santa Fe Railroad (BNSF) has an agreement with the current landowner to remove the contaminated soils and is working with the MPCA to assure proper clean-up. BNSF should be contacted before earth-moving activities begin. An additional hazard may exist at an abandoned farmstead on the proposed Town Center. Improper handling and storage of hazardous materials at this site could pose a potential contamination hazard to soil and groundwater. Phase I investigations indicate the presence of the materials, but no soil or water samples have been collected or analyzed to date. Several abandoned vehicles at this location may pose an additional contamination hazard. More detailed descriptions and mitigation is discussed in Task 20.

Summary of Environmental Impact. The conversion of the RTC site from agricultural to urbanized land is consistent with the future development plans of the City of Ramsey. This change has the potential to adversely impact the environment of the site and surrounding areas if proper mitigation measures are not followed according to this AUAR. Specific potential impacts are discussed by category in following sections of the AUAR.

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Mitigation element. Assuring the compatibility of development within Ramsey as growth occurs is the primary goal of the comprehensive planning process. Item 27 contains discussion of plan compatibility for a number of other planning documents that cover land in and adjacent to the RTC site. Continued planning efforts will assure that non-compatible uses do not occur as the RTC site develops.

As stated above, BNSF is currently working to address a contamination problem in the southeast corner of the site. Prior to any earth-moving activity in this area, the developer must notify BNSF, MPCA and the City to make sure that clean-up has progressed such that additional problems will not be caused.

Many of the nearby environmental resources shown in Figure 9.2 can actually be enhanced by the development of the RTC site. There is an intent to link regional, County and City trails through the site, as well as establishing a drainage corridor that could potentially increase habitat and allow movement of wildlife between Lake Itasca and the Mississippi River. Every attempt will be made to incorporate habitat suitable for this to occur.

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10. Cover Types

Instead of the EAW requirements, provide information on the following:
***10a**. Cover type map, at least at the scale of a USGS topographic map, depicting:*
- *wetlands identified by Circular 30 type*
- *watercourses (rivers, streams, creeks, ditches)*
- *lakes (identify protected waters status and shoreland management classification)*
- *woodlands (breakdown by classes where possible)*
- *grasslands (identify native and old field)*
- *cropland*
- *current development*

***10b**. An "overlay" map showing anticipated development in relation to the cover types; this map should also depict any "protection areas", existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should generally be provided.*

Cover types based on the Minnesota Land Cover Classification System (MLCCS) are depicted in Figure 5.6 (Item 5). This MLCCS was completed to a Level 5 for the Highway 10 Corridor (Mn/DOT) and for the MNRRA Corridor (National Park Service). Figure 10.1 is the wetland delineation map prepared for this site (full report in Appendix A). Data for this map were collected by North American Wetland Engineering (NAWE) in October 2002, and reviewed by a WCA Technical Evaluation Panel (TEP) on February 4, 2003 (see discussion also in Item 12). A revision to the delineation was made on March 14, 2003 and is reflected in the current delineation document.

Figure 5.6 presents MLCCS data for all vegetative and non-vegetative land coverage, including artificial surfaces, planted/cultivated cropland, forests, woodlands (none on site), shrublands (none on site), herbaceous vegetation (including wetlands), nonvascular vegetation (none on site), sparse vegetation (none on site) and open water (watercourses, rivers, streams, creeks, ditches, lakes). Table 10.1 summarizes all of the cover types on the site to Level 5.

Figure 10.2 shows the MLCCS coverage in Figure 5.6 next to the preferred design shown in Figure 6.1. Creating an overlay, as suggested in the AUAR guidelines, created an image with details that could not be seen. This image replaces the suggested overlay. Table 10.1 provides a summary of existing and proposed cover types with both MLCCS and general cover type categories listed for existing and proposed conditions.

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Figure 10.1. Wetland Delineation (NAWE, revised March 14, 2003). See Appendix A for full report.



Table 10.1. Summary of Existing and Proposed Cover Types

Cover Type	Minnesota Land Cover Classification	Circular 39	Acres	
			Existing	Proposed
Open Water	Littoral – open water (storm water ponds)	NA	0	5.80
		Subtotal	0	5.80
Wetlands	Cropped Hydric Soils	Type 1	8.13	0
	Wet Meadow/Wet Prairie*	Type 1	0	4.45
	Nonnative dominated graminoid vegetation	Type 2	2.23	0
	Wet Meadow*	Type 2	0	2.68
	Cattail marsh, seasonally flooded	Type 3	0.72	0
	Mixed emergent marsh (seasonally flooded)*	Type 3	.20	0.65
	Mixed emergent marsh (semipermanently flooded)	Type 4	1.18	1.18
		Subtotal	12.46	8.96
Forests and Woodland	Boxelder-green ash disturbed native forest	NA	4.01	0
	Boxelder-green ash forest with 11-25% impervious cover	NA	7.58	0
		Subtotal	11.59	0
Grasslands	Long grasses with sparse tree cover	NA	3.85	1.87
	Medium-tall grass, nonnative-dominated	NA	6.29	2.80
	Short grasses on upland soils	NA	0	2.03
	Short grasses and mixed trees with 4-10% impervious cover		4.73	14.49
	Mesic/Dry Prairie*	NA	0	5.36
		Subtotal	14.87	26.55
Cropland	Cropland on up-land soils	NA	284.27	0
		Subtotal	284.27	0
Residential, Commercial, Transportation	Short grasses with 11-25% impervious cover	NA	13.31	4.84
	Short grasses with 26-50% impervious cover	NA	11.92	10.45
	Short grasses with 51-75% impervious cover	NA	0	8.49
	26-50% impervious with perennial grasses and sparse trees	NA	2.81	2.72
	Short grasses and mixed trees with 11-25% impervious cover		6.39	7.23
	Short grasses and mixed trees with 26-50% impervious cover	NA	0	75.21
	Short grasses and mixed trees with 51-75% impervious cover	NA	0	88.51
	Buildings/pavement with 76-90% impervious cover	NA	11.48	33.24
	Buildings/pavement with 91-100% impervious cover	NA	0	13.39
	Pavement with 76-90% impervious cover	NA	0	0.31
	Pavement with 91-100% impervious cover	NA	0.41	83.80
		Subtotal	46.32	328.19
TOTAL ACRES FOR ALL COVER TYPES			**369.50**	**369.50**

**Native plant communities created as part of wetland mitigation*

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Following is a general description of cover types within the project area:

Open Water
Figure 10.3 is a map of DNR Public Waters within the RTC drainage area. Under existing conditions, no lakes, ponds or other open water exists. It is anticipated that under proposed conditions, a total of 7.06 acres of open water will be created. This open water is expected to be created within several stormwater detention ponds proposed for the project.

Wetlands
Based on the wetland delineation completed for the project (Appendix A, *Ramsey Station Wetland Delineation Report),* a total of 12.46 acres of wetlands currently exists on the site. Wetland acres are distributed among five separate wetlands, designated as wetlands A though E. The location of these wetlands is shown in Figure 10.1. A breakdown of wetland types for each of the five wetland areas is summarized in Table 10.2. A detailed description of each wetland is provided in Appendix A, *Ramsey Station Wetland Delineation Report.*

Table 10.2. Wetland Inventory According to Circular 39 Classification (NAWE Delineation, October 2002).

Wetland	Type 1	Type 2	Type 3	Type 4	Acres	
					Existing	Proposed
A		40%	60%		0.72	0
B		5%	15%	80%	1.18	1.18
C		50%	50%		0.20	0.20
D		90%	10%		2.23	2.23
E	100%				8.13	1.91
Total					12.46	5.52

Forest/Woodland
Forest and woodland occurs on 11.59 acres of the site under existing conditions. Most of this forest/woodland is located in the vicinity of an abandoned farmstead and several shelterbelt/property line edges. The dominant tree species within these forest/woodlands are boxelder, hackberry, eastern red cedar, black cherry and the non-native Siberian elm. Dominant shrubs include honeysuckle, nannyberry, buckthorn and red raspberry. The ground cover is dominated by mostly weedy native and introduced grasses and forbs including orchard grass, smooth brome, Canada goldenrod and motherwort. In places, the shelter belts contain plantings of Colorado blue spruce. Under proposed conditions, all forest/woodland will be converted to other cover types.

Grassland
Grassland occurs on 14.87 acres of the site under current conditions. Grassland is present along field edges, wetland edges, the railroad right-of-way and in slopes of road right-of-ways. There are also patches of grassland with planted conifers (blue spruce, white spruce, red pine) in the northwestern portion of the project area, located to the south and

west of Wetland B. Grassland in the project area is generally dominated by nonnative species of perennial and annual graminoids including smooth brome, orchard grass, Kentucky blue grass, reed canary grass, yellow foxtail and timothy. A few weedy forbs are present including horseweed, wormwood and Canada goldenrod. In general, grassland consisting of long grass will decrease, while grassland consisting of short grass will increase as a result of the project. Grassland cover types will increase to over 26 acres under proposed conditions.

Cropland
A total of 292.4 acres of cropland is present on the site under existing conditions. The majority of this cropland has been planted to soybeans or corn. All cropland will be converted to other land covers as a result of the project.

Residential/Commercial/Transportation
A total of 46.32 acres of residential/commercial/transportation cover types are presently located on the site. The majority of these cover types contain low percentages of impervious surfaces. Under proposed conditions, the total acreage and percentage impervious will increase significantly. The total acreage of this cover type under proposed conditions will be 328.19 acres, the majority of the project area acreage.

Summary of Environmental Impact. The composition of cover types within the RTC will change substantially from an area dominated by row-crop agriculture with scattered forest and wetland, to urbanized land uses with no agricultural land. Item 11 of this document will discuss natural cover type changes more fully within the context of wildlife habitat. Item 12 will discuss cover type changes with respect to water resource impacts, while Item 17 will discuss how this land use conversion impacts storm water runoff quantity and quality.

Mitigation element. The only issue related to cover type to emerge during this review is the alteration of wetlands, which is discussed in the mitigation element under Item 12. A complete discussion of loss of cover types with respect to fish, wildlife and ecologically sensitive resources follows in Item 11.

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11. Fish, Wildlife, and Ecologically Sensitive Resources

11a. *Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts. The description of wildlife and fish resources should be related to the habitat types depicted on the cover types maps (of Item 10). Any differences in impacts between development scenarios should be highlighted in the discussion.*

11b. *Are any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial water-bird nesting colonies or regionally rare plant communities on or near the site? _X_ Yes __ No*

If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources has been conducted and describe the results. If the DNR Natural Heritage and Nongame Research program has been contacted give the correspondence reference number: ***ERDB 20030469*** *(Dec. 5, 2002). Describe measures to minimize or avoid adverse impacts.*

For an AUAR, prior consultation with the DNR Natural Heritage program for information about reports of rare plant and animal species in the vicinity is required. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

Plant Communities

The pre-settlement vegetation associated with the RTC was dominated by dry and mesic prairie with oak openings and barrens probably located along the north edge of the site. Today, the RTC site is largely dominated by agricultural land use with only a small portion of the overall site containing low quality native plant communities. Within a one mile radius of the proposed project site are found the following land cover types and natural communities: planted mixed coniferous and deciduous trees, perennial grasses, oak savanna, non-native short- and long-grasses, transitional land, sand and gravel pits, eastern red cedar woodlands, aspen woodlands, non-native upland shrubs, dry prairie, wet prairie, wet meadows, cattail marsh, temporarily flooded aspen forest, mixed hardwood swamps, dry oak savanna, mesic oak savanna, open water wetlands, and the Mississippi River. Table 10.1 and Figure 5.6 detailed existing and proposed cover types within the project area. Figure 11.1 identifies sensitive resources near the RTC site.

Wildlife Resource

Wildlife that might occur within the project area are shown in Table 11.1. Wildlife resources are broken into mammals, amphibians & reptiles, and birds. The table includes species that might be present under existing conditions and the possible future occurrence of these species. The table also shows major habitat types that each species is generally

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associated with. In addition, for birds, a column is included that indicates migratory status.

Note that no formal survey has been completed for wildlife; therefore, other species not shown in Table 11.1 may be present and species shown in Table 11.1 may not be present. All of the species shown, however, are documented in Anoka County and known to occur in the types of habitat present on or near the RTC site today.

Under existing conditions, the project area provides habitat to species adapted to a mosaic of cropland, wetland, small woodlots and grassland. The most significant habitat on the site is wetland, which may provide habitat for aquatic fur-bearing mammals, such as muskrat and mink, shorebirds and waterfowl. Forest and woodland occur in the northeastern corner, and as patches and windrows in other portions of the project site. These areas would support birds and mammals that require trees for nesting and cover and provide the moist, shaded conditions favorable to amphibians. Fragmentation of these areas, however, would limit the use of these woodlands, particularly for larger mammals and birds that require interior forest habitat. The grassland habitat is generally low in diversity, but would support species that prefer more open areas. Species typically found in disturbed grassland include such species as the plains pocket gopher, red fox and American kestrel. The dry sandy conditions that occur over much of the project area provide habitat for species that prefer loose, sandy soil for burrowing and nesting. Examples include the badger, prairie skink and Blanding's turtle.

Under proposed conditions, all of the forest/woodland and portions of the wetland/grassland will be converted to non-natural cover types. For this reason, the greatest impact will occur to forest associates. Species associated with wetland and grassland will probably continue to be present, but at much lower numbers. The degree to which these species continue to exist will be a function of how fragmented remaining patches of habitat are under post development conditions. An additional factor is how good of quality these patches are.

Rare Plant Communities
The *Natural Communities and Rare Species of Anoka and Ramsey Counties Map* (DNR Natural Heritage Program, 1994), shows a high quality flood plain forest plant community on an island of the Mississippi River approximately ½ mile south of the RTC site. No impacts to this floodplain forest plant community area expected.

Fisheries
There are no permanent rivers, lakes or ponds known to support fish within the project site. The nearest water bodies supporting fisheries include Lake Itasca and the Mississippi River. No impacts to these fisheries are expected to result from this project.

11b. The DNR Natural Heritage Program database was checked for information concerning reports of rare plant and animal species that might be located at or within approximately one mile of the project location. The results of DNR's search of the

Natural Heritage Database©[1] showed that there were no known occurrences on site, but five known occurrences of the Blanding's turtle to the north and west. The general locations of these known occurrences are within Sections 20, 21 and 22, T032N, R25W[1]. The closest record of Blanding's turtles lies approximately ½ mile north of the RTC project area. The Blanding's turtle is a state-listed, threatened species in Minnesota.

Most of the local records of Blanding's turtles correspond to roadway sections between different elements of turtle habitat. Turtles often cross roads as they attempt to travel between different wetland and upland areas that provide for their different habitat needs. The turtles use deeper wetlands and lakes for over wintering; sandy, open areas such as dry prairie and grassland for nesting; and shallow emergent marsh and shrub swamps for forging (Oldfield and Moriarty, 1994). These key habitats can be further described as (Lang, 2002):

> 1) **Activity season wetlands**, encompassing a variety of wetland types and sizes that are typically occupied for various periods during the spring, summer and fall;
> 2) **Over-wintering wetlands**, comprising specific wetlands that provide refuge from lethal winter temperatures and protection from predators during inactivity; and
> 3) **Nesting uplands**, characterized by exposed, well drained soils, used largely during the reproductive season by reproductive females and emerging hatchlings.

Local Blanding's turtle records (DNR Natural Heritage Program, 2003), showed turtle movement during times of the year when they emerge from over wintering wetlands and disperse into activity season wetlands, or as they travel to nesting uplands during the month of June.

The wetland and grassland habitat concentrated around the northwest corner of the RTC site provides potential Blanding's turtle habitat. In particular, the constructed wetland and adjacent wetland swales (delineated wetlands A, B and C), provide potential habitat. This area provides over-wintering habitat within the constructed wetland (Wetland B). Limited activity season habitat is available due to the small size of wetlands, degree of fragmentation and agricultural land uses. Nesting upland habitat is marginal due to the fact that agricultural activities would typically disturb turtle nest before hatchlings have emerged from the nest. Areas not subject to agricultural disturbance are generally narrow or small and would tend to concentrate predators resulting in high mortality. Other possible areas of Blanding's turtle habitat include the wetlands located along the north portion of the RTC, including the two DNR Public Waters Wetlands (670W and 671W). 2.23 acres of DNR Wetland 670W, (delineated wetland D) is located within the project boundaries. Both of these wetlands would be considered activity season wetlands and do not contain sufficient depth of water (under existing conditions) to support over-wintering turtles. Nesting upland habitat is potentially available adjacent to these wetlands.

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Under post-development conditions, turtles attempting to move through or into the RTC site will encounter many physical obstacles. Examples include curb and gutter, retaining walls, discontinuous waterways, stormwater control structures such as skimmers and submerged culverts. These barriers also impact other reptiles, amphibians and mammals attempting to move though the site.

Summary of Environmental Impact.

Natural Communities: Table 10.1 summarizes changes in cover types, including natural communities for post-development conditions. The most significant impacts will be to wetlands and forest/woodlands. No impact to the floodplain forest community on the Mississippi River island is expected.

Fish and Wildlife Habitat: Wildlife that currently use the mixture of agricultural land, forest, grassland and wetland will likely be eliminated or reduced in proportion to acres of habitat converted to other land uses. Additional impacts are expected to occur due to increased mortality related to traffic and other accidents, predation by domestic animals and pesticides and other chemicals concentrated by stormwater runoff.

Blanding's Turtles: Blanding's turtles potentially occur within the project area, either as individuals of nearby populations passing though in route to other areas, or as individuals using specific habitats within the RTC site. Under post-development conditions, turtles may continue to use portions of the site, namely some of the wetlands clustered around the north and northwest portions of the site. These turtles will likely encounter many obstacles and hazards and for this reason the project could be a sink to nearby turtle populations.

Mitigation element.

Natural Communities: Item 12 of this report addresses wetland mitigation fully. Mitigation for loss of forest/woodland can be accomplished though additional tree planting within some areas of the site listed in Table 10.1 as containing grassland communities. Additional forest/woodland planting can be incorporated into planting plans for the infiltration/wetland system extending south from the RTC site to the Mississippi River. The edges of the wetlands and infiltration areas could be established as an oak savanna/woodland natural community.

Wildlife Habitat: Several strategies are proposed to mitigate impacts to wildlife. These include:

1). Establish Greenway Corridor Though the Site. A proposed greenway corridor is shown in Figures 6.1, 12.5 and 12.6. The corridor will incorporate a system of wetland treatment ponds, infiltration ponds and constructed wetlands. Areas of the corridor up to the 100-year flood elevation will be planted to a mixture of native short grasses and forbs. Although this corridor will not extend though the site completely, it will provide an

opportunity for some species (those more tolerant of human presence, noise, etc.) to use natural areas within the site, and to move to and from larger tracks of habitat connected to the site.

2). Wetland Restoration and Creation. As described in Item 12, the combination of existing wetlands and created wetlands will provide more diverse habitat than is generally available now. Most of the existing wetlands have either been cropped or have very low vegetative diversity (primarily reed canary grass). These wetlands will be restored to native wet prairie, wet meadow and shallow emergent marsh. Wetlands within the RTC portion of the greenway will be planted to shorter species of grass and forbs, but will be un-mown, and will provide habitat for many of the wetland species currently found on the RTC site. Additional areas of riparian buffer will be established to provide some upland habitat.

3). Culverts and Road Crossings. To the extent possible, all culverts and road crossings will be designed to enable upstream or downstream passage of wildlife as they move though the greenway. During dry conditions, most of the culverts are expected to be available for terrestrial species to move though. During wet conditions, these culverts may only enable species that swim or move through water to pass through. Fences at major road crossing will be designed and placed so as to funnel wildlife though these crossing areas. These same fences may also be used to discourage larger species, such as white-tailed deer, from crossing roads where they may become a traffic hazard.

Blanding's Turtles
Strategies outlined for Wildlife Mitigation generally apply to Blanding's turtles. Appendix C is the DNR Fact Sheet and Hand-out on Blanding's Turtles. Several additional recommendations applying to Blanding's turtles follow:

1). The system of infiltration ponds and wetlands proposed south of the RTC site between TH 10 and the Mississippi River can be designed to provide additional turtle habitat. This system, if developed, should incorporate some deep, over-winter pond area along with a good diversity of wetland community types. Some excavated material should be retained on-site to create sandy, dune-like areas planted to sand gravel prairies. These areas could provide excellent nesting habitat for Blanding's turtles.

2). Culvert crossings should be designed so that water (when flowing) flows continuously though the pipe, with no physical barriers such as weirs or gates blocking upstream or downstream travel.

3). Fencing may be used to guide or block movement. Depending on the final design of the greenway/stormwater conveyance system, access to the site by turtles should be blocked to reduce the possibility that the site will become a sink to nearby turtle populations.

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12. Physical Impacts on Water Resources

*Will the project involve the physical or hydrologic alteration (dredging, filling, stream diversion, outfall structure, diking, and impoundment) of any surface waters such as a lake, pond, wetland, stream or drainage ditch? _**X**_Yes __No*

If yes, identify water resource affected and give the DNR Protected Waters Inventory number(s) if the water resources affected are on the PWI. Describe alternatives considered and proposed mitigation measures to minimize impacts.

For an AUAR, the information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through "worst case scenario" or else prevent impacts through the provisions of the mitigation plan.

Surface Water Hydrology

The Ramsey Town Center site lies within the Lower Rum River Watershed Management Organization (LRRWMO) boundaries, but actually discharges south to the Mississippi River. The RTC lies within a watershed that extends from Lake Itasca, southeast to the Mississippi River. Figure 12.1 shows the sub-watersheds within this drainage area, as well as the water resource features within this watershed.

Soils on site are illustrated in Figure 12.2, and are discussed in Items 19 and 25.

The following analysis describes direct and indirect impacts to water resources associated with the RTC. A detailed description of watershed hydrology and the stormwater conveyance system is contained in Item 17.

Description of Water Resources and Related Impacts

A wetland delineation was performed in October 2002 by North American Wetland Engineering (NAWE) and reported in November 2002. The results of this delineation were revised on March 14, 2003 after discussion with the WCA Technical Evaluation Panel (TEP) convened to review the delineation. Figure 10.1 shows the location of delineated wetlands located wholly or partially within the RTC project area. Note that wetlands within the project area are denoted by an identifying letter (from A-E). The complete *NAWE Wetland Delineation Report* is contained in Appendix A. Figure 10.3 showed the location of DNR Public Waters within the RTC drainage area. Figures 12.3 and 12.4 show the location of all wetlands within the RTC project area with respect to wetland impacts. A description of each water resource is provided in Table 12.1 and a discussion of each of these water resources with respect to potential impacts follows.

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Table 12.1 – Water Resources Potentially Impacted

Basin Name/ID	PWI	Within Project Area*	Wetland Impact (acres)	Type of Impact
A	NA	T	0.72	Fill
B	NA	T	0	Indirect - Stormwater Discharges
C	NA	T	0	Indirect - Stormwater Discharges
D	670W	P	0	Indirect - Stormwater Discharges
E	NA	T	6.22	Fill/Conversion to Stormwater Pond
Lake Itasca	110P	O	0	Potential Outlet
Unnamed Wetland	671W	O	0	Potential Outlet
Mississippi River	NA	O	0	Outfall Structure
TOTAL ACRES IMPACTED			**6.94**	

** T – Totally within project area*
P – Partially within project area
O – Outside project area

Wetland A: Wetland A is expected to be completely filled as part of the project. A total of 0.72 acres of Type 2 and Type 3 wetland will require mitigation.

Wetland B: Wetland B is a 1.18 acre Type 4 wetland. This wetland was constructed in 1997 for mitigation of the Anoka County Road 116 road construction project. The mitigation site has a permanent conservation easement that encompasses both the wetland and an upland buffer area. Stormwater from the RTC has the potential to indirectly impact this wetland by altering the wetland hydroperiod and increasing the discharge of sediments, nutrients and other pollutants. No direct impacts are anticipated to this wetland.

Wetland C: Wetland C is a 0.20 acre Type 2 and Type 3 wetland. Stormwater from the RTC has the potential to indirectly impact this wetland by altering the wetland hydroperiod and increasing the discharge of sediments, nutrients and other pollutants. No direct impacts are expected to this wetland.

Wetland D: Wetland D lies partially within the RTC project and is the only public waters wetland (670W) located within the project area. This wetland is landlocked and does not outlet under existing conditions. The City of Ramsey has proposed installation of an outlet from this wetland, south into the RTC stormwater conveyance system. Any outlet installed for this wetland will be above the DNR ordinary high water (OHW) elevation. Since a key strategy for stormwater management is to maintain or provide on-site storage where possible, this outlet will consist of an emergency overflow located at or above the 100-year flood elevation of 868.0 feet. No OHW is established for this wetland, nor are wetland impacts expected from placement of this outlet pipe.

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Wetland E: At 8.13 acres, Wetland E is the largest wetland in the RTC project area. This wetland is located within a shallow, linear, drainage swale that bisects the west central portion of the RTC project area. This entire wetland has been row cropped to soybeans or corn during recent years. A total of 6.22 acres of Type 1 wetland will be directly impacted though a combination of fill and conversion to stormwater ponds. The remaining 1.91 acres will be retained within a proposed water way corridor and 6.22 acres of Wetland E will require mitigation.

Lake Itasca: Lake Itasca and its direct drainage area are located approximately 1.2 miles northwest of the RTC (Figure 12.1). A lake overflow elevation of 871 was determined from a field survey of the area and two-foot contour information from development plans. An analysis of lake elevations for the 100-year, 24-hour rainfall and 100-year, 10-day snowmelt events, show that Lake Itasca does not outlet from the low point along the southeast side of the lake. This assessment held true for both existing and future land uses. Lake levels do, however; rise to within a few one hundredths of a foot for the 100-year, 10-day snowmelt event and within ½ foot for the 100-year, 24-hour rainfall events. For this reason, the City of Ramsey has proposed installation of an outlet for the lake. Since a DNR permit would be required for an outlet below the DNR OHW, it has been assumed that any outlet would be above the OHW and above the 100-year flood elevation of approximately 871.0 feet. This outlet would provide assurances that existing and future homes will not be impacted by high water. No impacts to Lake Itasca or adjacent wetlands are anticipated.

Mississippi River: The Mississippi River is located approximately ½ mile south of the RTC. There currently is no outlet from the RTC to the River; all flow leaving the site crosses Highway 10, flows to the southeast in a ditch, and eventually infiltrates. As shown in Figure 17.2c, an overland waterway system is proposed to convey stormwater south from the RTC to the Mississippi River. This waterway system would consist of a series of water quality treatment ponds, infiltration ponds and constructed wetlands. As discussed in Item 17 of this AUAR, a peak flow rate of 25.3 cfs is predicted under post-development conditions for the 100-year storm event. For small events (1-year and less), discharge ranges from 14.2 cfs, assuming no infiltration in the ponds, to 2.3 cfs when infiltration is included. The outfall to the Mississippi River is proposed to follow a County owned linear piece of land that extends from Highway 10 to the River (see Figure 12.5). The use of this property is not confirmed by the County at this time, but discussions continue. If built, the outlet will consist of a 21-inch pipe, enlarged near the Mississippi River to reduce velocities. Potential impacts include disturbance to the river bluff line where the outfall pipe is installed and in-stream scour and erosion where the pipe meets the river. If the County alternative outlet is not approved, an alternative alignment along Highway 10 to the southeast, with a connection to the River will be pursued.

Groundwater-Surface Water Interaction and Wetland Impacts
As part of the wetland delineation (Appendix A, *NAWE Wetland Delineation Report)* completed for this AUAR, aerial photography for the period 1981 – 1996 was analyzed to determine if any trends existed with respect changes in wetland hydrology. The aerial

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photography analysis showed that for the period 1981 though 1996, the acreage of wetlands remained fairly constant. Beginning in 1997, however, the acreage of wetlands visible on the aerial photography declined sharply. With this decline, the area of wetlands visible on aerial photos became progressively smaller each year. Since this decline, wetland hydrology (as defined by water pooling on the surface) has not returned to pre-1997 levels, in spite of the fact that in recent years, northwestern Anoka County has received normal levels of annual precipitation. Both 2000 and 2002 were determined by the State Office of Climatology to be normal precipitation years. An on-site assessment of wetland hydrology and vegetation completed as part of the wetland delineation concurs with the aerial photography analysis.

A groundwater elevation and soils study was conducted by Braun Intertec in January 2003 to evaluate if the wetlands were influenced by groundwater. Results of the study indicated the wetlands at and adjacent to the site are groundwater dependent and directly linked to the regional groundwater system. The study showed that wetland hydrology is not linked to localized conditions, such as impermeable clay lenses that function to ~~"p~~erch" the wetlands above the water table.

There are several land use changes and other activities that might have had an impact on the regional groundwater system. In 1997, County Road 116 (including wetland B) was constructed along the north side of the RTC site. It is possible that this road construction interrupted groundwater flows; however, wetlands both up-gradient and down-gradient of the County Road 116 (with respect to ground water flow direction), appear to be impacted. The City of Ramsey also installed two new municipal wells (Wells No. 3 and 4) along the north side of the County Road 116. Because there are no data linking groundwater pumping to surface water response, these ~~"n~~ew" land uses cannot be conclusively proven to have caused the changes in hydrology. It is, however, evident that the groundwater influence, wherever it may come from, on the wetlands has changed. Additional data on the influence of land uses and groundwater appropriations is needed to conclusively determine if these activities are impacting groundwater-dependent wetlands.

Summary of Environmental Impact.

Wetlands – Direct Impacts: Table 12.2 summarizes direct wetland impacts associated with the RTC. A total of 6.94 acres of wetland impact will result from the RTC. A break down of wetland types impacted is also shown.

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Table 12.2 Summary of Wetland Impacts

Wetland Type	Acres of Impacted Wetland		Totals (acres)
	Wetland A	Wetland E	
1*		6.22	6.22
2	0.28		0.28
3	0.44		0.44
4			
5			
Total	0.72	6.22	6.94

**** All Type 1 Wetland is row cropped under existing conditions***

Wetlands – Indirect Impacts: Indirect impacts to wetlands include discharge of stormwater, interference with groundwater-surface water interactions and fragmentation of wetland and upland habitat that diminishes wildlife habitat functions.

DNR Public Waters: Outlet structures are proposed on two public waters wetlands and one lake. These structures are generally proposed to be installed above the OHW and 100-year flood elevation. No impacts are therefore expected within these public waters. The proposed stormwater outfall to the Mississippi River could impact the river bluff zone through alteration of shoreline vegetation, increased susceptibility to erosion, aesthetic views and water quality impacts (discussed in Item 17).

Mitigation element.

Wetland Sequencing - Minnesota Rules 8420, also known as the Wetland Conservation Act (WCA), requires specific steps (~~–s~~equencing") be taken when evaluating mitigation for unavoidable wetland impacts. The WCA requires that wetland impacts be avoided, if possible. If wetland avoidance cannot be accomplished, impacts to wetlands need to be minimized. Finally, any wetland impacts that can not either be avoided or minimized to the extent possible, must be mitigated though wetland replacement. The wetland replacement must mitigate all wetland functions and values lost as part of the wetland impact.

The degradation present on site allows the applicant to evaluate sequencing flexibility in their mitigation plan. It also allows the Technical Evaluation Panel (TEP) the opportunity to be flexible on the sequencing provisions of the WCA rule. This process may only be applied in the event the wetlands on-site are degraded to the point where replacement of the wetland would result in a gain in functions and values. This is an item that will be considered by the TEP during the permitting process.

Wetlands located on site are described in the Wetland Delineation Report (Appendix A), and are discussed in Item 10. With a few exceptions, wetlands located within the boundaries of the RTC are either cropped or are of low quality. These wetlands have

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marginal functions and values due to their low vegetative diversity, partial drainage and lack of connectivity to other nearby wetlands and natural areas. Sequencing is addressed as follows:

Avoidance: The better quality portions of existing wetlands are generally avoided. This includes all of wetlands B, C and D.

Minimization: The mix of development proposed as part of the RTC requires that retail, commercial and residential land use blocks are a minimum size with adequate infrastructure to service them. The focus of minimization has been to incorporate as much of existing wetland area into a central greenway corridor, thereby lowering overall wetland loss across the project site. To avoid indirect impacts to remaining wetlands, each of the development blocks will incorporate a treatment train of stormwater best management practices designed to improve water quality and lower wetland bounce magnitude and duration. Currently, row cropping occurs into the wetlands. The RTC will incorporate wetland buffers wherever practical.

Wetland Replacement: The LRRWMO Stormwater Management Plan provides that the following may be eligible for wetland replacement credits:

- Creation of "new" wetland - Rules, Sub-part 11;
- Addition of "public value" Rules, Sub-part 6;
- "Public value" restoration from invasive species to permanent native, non-invasive species - Rules, Sub-part 8; and
- Incorporation of "water quality treatment ponds" under the criteria contained in Sub-part 10(A* and B), with nature of "credit" determined by LRRWMO.

**The City of Ramsey has adopted the LRRWMO stormwater management plan by reference for this portion of the City, thus qualifying the City for eligibility under this element.*

As Table 12.2 shows, a total of 6.94 acres of wetland will be impacted and require replacement. A central feature of the RTC is a greenway corridor running though the central portion of the site. A system of stormwater ponds, infiltration swales and meandering channels will link flows entering the site from the northwest with flows generated on-site. This "waterway" will continue south from the RTC to the Mississippi River. Within the context of this waterway system, on-site wetland replacement will be provided though a combination of new wetlands, upland buffers and water quality improvement ponds designed to improve functions and values to downstream wetlands. The location of proposed on-site wetland replacement is shown in Figures 12.3 and 12.4. Table 12.3 summarizes the acreage and type of wetland replacement for each location. A general description for each wetland replacement site follows.

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Table 12.3 Summary of Proposed Wetland Mitigation

Wetland Type Created	Wetland Replacement by Location (Drainage Area)									Totals (acres)
	6	7	8	10	18	19	24	26a	26b	
Type 1			1.35			1.30	1.80		1.90	6.35
Type 2							0.45			0.45
Type 3							0.45			0.45
Type 4										
Subtotal			1.35			1.30	2.70		1.90	7.25
PVC* (Stormwater)		2.30			3.50			3.40		9.20
PVC* (Buffers)	0.81		1.35			1.30			1.90	5.36
PVC* (Restoration)	0.77			3.79						4.56
Subtotal	1.58	2.30	1.35	3.79	3.50	1.30		3.40	1.90	19.12
									Grand Total	**26.37**

PVC – Public Value Credits

Drainage Area 6 includes three existing wetlands (Wetland B, C and E). Wetland B is a created wetland that includes a narrow buffer within a conservation easement. The existing drainageway will be left intact, while 0.81 acres of the cropped wetland will be restored to a Type 1, wet prairie wetland. A 0.77-acre riparian buffer will be incorporated along the wetland transition zone in this area.

Drainage Area 7 will include a 2.30-acre stormwater detention pond. This pond will include a shallow bench that will support a fringe of emergent vegetation. Since this pond will provide pretreatment of stormwater that will benefit the wetland immediately downstream of it (within Drainage Area 8), it is proposed for public value wetland credits.

Drainage Area 8 includes 1.35 acres of wetland and 1.35 acres of PVC buffer with a meandering channel flowing though it. Portions of the basin will be designed to establish Type 1, wet meadow/wet prairie wetland hydrology. The basin will be established with respect to groundwater levels and a low weir will be installed in front of the outlet such that infiltration will be maintained, but water will be retained at a frequency to facilitate saturation of soils. Finer soils could be mixed in to promote Type 1 vegetation.

Within *Drainage Area 10*, and along the north boundary of the RTC site, is a 3.79 acre wetland, where 2.23 acres of this wetland is within the RTC site and is denoted as ~~"~~Wetland D". This wetland is a low quality reed canary grass monotype with a few small areas of mixed emergent marsh vegetation. A total of 3.79 acres of wetland restoration

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and buffer PVC is proposed for this wetland. The primary objective of this restoration would be to remove the non-native reed canary grass and reestablish a diverse, wetland community of wet meadow and mixed emergent marsh. Since portions of this 3.79-acre wetland occur on private property, landowner cooperation would be necessary to successfully restore this wetland. The 3.79 acres of proposed restoration includes both wetland restoration and establishment of buffers.

Drainage Area 18 will include a 3.5-acre stormwater pond that will function much the same as the stormwater pond proposed for Drainage Area 7. The concept design described for Area 7 generally applies to Area 18.

The wetland system in *Drainage Area 19* will function in a way similar to Drainage Area 8; that is, it will include a narrow, meandering, perennial stream with a wet meadow/wet prairie fringe. The design concept described for Drainage Area 8 describes this wetland. A total of 1.3 acres of wetland and 1.3 acres of buffer are proposed for Drainage Area 19.

Drainage Area 24: This drainage area encompasses a linear area between the Railroad ROW and the RTC. This entire strip of land encompasses some 10.8-acres of land. A total of 2.7-acres, or 1/4 of Area 24, is proposed as new wetland credit. A central, meandering drainage-way of Type 3 wetland is proposed. The edges of this wetland will be bordered with Type 1 and 2 wetland meadow.

Drainage Area 26: Development of this combined wetland/infiltration system is conditioned on approval by Anoka County. This system would receive flows from Drainage Area 25 and would include a wetland treatment/stormwater pond (26a). From this initial pond, flows would outlet into an infiltration pond/wetland system (26b). A landscape theme that incorporates a mixture of dry prairie, oak savanna, and wet prairie with an ephemeral water-way could serve as the cornerstone for this area and provide a valuable link between RTC and Mississippi West Regional Park.

Off-Site Wetland Mitigation
Two additional areas have been identified for off-site wetland mitigation in the event on-site mitigation is not feasible. These sites are illustrated in Figure 12.5.

Site #1 would be within the Mississippi Regional Park when development of the park proceeds. Although a specific location cannot be identified at this time, the City, WMO and County would work together to select and develop a site that would hold the best potential for successful wetland establishment. Figure 12.6 illustrates the Anoka County Park Department's concept for how the Park will be designed. Several locations could be possible sites for incorporation of ~~n~~ew" wetland. To accomplish this action in the future, RTC LLC would need to escrow an amount of funds sufficient to construct the additional wetland acreage not provided for on-site.

Site #2 is located along the south - southeast side of Lake Itasca on land already owned by the City of Ramsey. This area currently contains some excellent quality shrub swamp, wet prairie and emergent marsh along the shores of Lake Itasca. A suitable site could be

located where wetland does not currently exist, but where adequate hydrology is available. There are also several areas of reed canary-dominated wetland that could be improved for public value credit though re-establishment of native wetland communities. Any wetland improvements in this area could be designed to also improve Blanding's turtle habitat.

The following are proposed to mitigate impacts associated with the stormwater outfall to the Mississippi River:

Reduce Frequency of Stormwater Discharge, Lower Magnitude of Peak Flow Rates: The RTC project incorporates a variety of strategies to lower increases in stormwater rate and volume. While all stormwater conveyance features are designed to accommodate the 100-year runoff event without taking infiltration into consideration, on-site retention and infiltration can be incorporated at multiple scales into the RTC during the detailed design phase for smaller storm retention. Peak flow rates for the 100-year, 24-hour runoff and 100-year, 10-day snowmelt events are 25.1 cfs and 25.3 cfs respectively.

Oversize Culvert and Reduced Slope at Outfall: The last section of culvert will be enlarged from 21-inches to 36-inches and include an apron and rip-rap to lower velocities and dissipate the energy at the discharge point. This will minimize the potential for scour and erosion.

Directional Boring to Install Culvert: If possible, the culvert will be placed within the river bank by directional boring rather than an open cut. This will reduce the need to remove shoreline vegetation and will minimize the area of disturbance. Erosion control measures will be implemented where soil is disturbed. All disturbed areas will be replanted to native trees, shrubs, grasses and forbs and if appropriate, a temporary cover crop will be established.

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13. Water Use

*Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)? _**X**_Yes __No*

If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Background

Ramsey residents, businesses and others receive their water from one of two sources; the City of Ramsey municipal water system or privately owned wells. Those with private wells are mainly located in the Rural Preserve, Central Rural Reserve, Rural Developing and un-served areas of within the Urban Growth Boundary. Those receiving water from the municipal water system are generally located in the Existing MUSA area (Figure 13.1).

Future municipal water users would be those new developments occurring within the existing MUSA and those areas within the Urban Growth Boundary as designated in the *2001 Ramsey Comprehensive Plan,* as amended in 2002 *(Plan)*. Extension of municipal water service into areas outside of the Urban Growth Area may be necessary at a future date due to environmental or public health concerns. The *Plan*, however, states that there are no known concerns at this time and, therefore, there is no known timeline for if or when service may be extended.

Population Projections

The *1999 City of Ramsey Water Study* prepared by Bolton and Menk, Inc., estimated population growth and water service categories as shown in Table 13.1. This report has served as the primary planning document for the City's municipal water system and was incorporated by reference into the City's *Comprehensive Plan.*

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Table 13.1 Population Projections and Water Service Category

Year	Total Population	Rural Population (Private Wells)	Urban Population	Municipal Water Service Population
2000	19,630	8,768	10,862	8,412
2005	21,748	9,403	12,345	12,345
2010	23,865	10,037	13,828	13,828
2015	26,873	10,939	15,934	15,934
2020	29,880	11,840	18,040	18,040

These numbers only represent residential populations and do not include water used by businesses for manufacturing, customers, employees, etc. In addition, growth projections for the City were slightly increased in the Comp Plan. Table 13.2 outlines this information. The last column of this table estimates the number of residents and employees that will be served by the municipal water system based on the ratio of rural to urban residents shown in Table 13.1 above.

Table 13.2 *2001 Comprehensive Plan* Population Projections by City of Ramsey

Year	Population	Number of Households	Number of Employees	Population Served by Municipal System
1990	12,408	3,620	1,941	---
2000	19,630	5,950	2,500	11,000
2010	25,050	8,350	7,000	22,000
2020	32,250	10,750	9,000	28,000

Existing Water System Description

Water Supply. The City currently operates five municipal wells in two well fields (Figure 13.2) and anticipates drilling an additional well in the near future. Approved wellhead protection plans for both well fields are on file with the Minnesota Department of Health (MDH).

All five wells have been developed in the Franconia-Ironton-Galesville (FIG) aquifer. A more complete description of the subsurface stratigraphy and geologic morphology is provided in Item 19. Figure 19.3 graphically displays the well drilling logs for the three wells on and adjacent to the RTC site.

Table 13.3 summarizes the capacity of each well and its permitted appropriation.

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Table 13.3: Well Capacities and Permitted Appropriations

Well	DNR Permit Number	Unique Well Number	Permitted Flow (gpm)	Permitted Withdraw-al (MGY)	Pump Capacity (gpm)	Maximum Annual Capacity (MGY)[1]
No. 1	856005-1	161441	4,900		970	424.860
No. 2	856005-2	416183	4,900		220	96.360
No. 3	856005-3	580303	4,900		1,450	635.100
No. 4	856005-4	580313	4,900		855	374.490
No. 5	856005-5	593672	4,900		900	394.200
Total				500[2]	4,395	1,925.010

(1) Assumes 20-hour pumping day for 365-days and does not allow for recharge or resting of the aquifer.
(2) Current DNR Permit allows a combined annual appropriation of 500 MGY.

Water Storage. Storage and distribution pressure for the municipal water system is provided by two elevated storage tanks with capacities of 0.5 and 1.5 million gallons respectively. The *1999 Water System Study* demonstrated the need for the construction of additional elevated storage to meet future demands on the water system. This recommendation was based on an analysis of existing and projected future flows and included factors such as fire flow capacity, emergency storage, daily peak use, and water supply and pumping capacity.

Table 13.4 lists the existing water storage facilities as well as those projected in the *1999 Water System Study* for future construction. The location of these facilities is indicated in Figure 13.3.

Table 13.4: Existing and Future Water Storage Facilities

Description	Usable Storage Volume (gal)	Year Constructed	High Water Elevation
Reservoir No. 1	500,000	1989	1036
Reservoir No. 2	1,500,000	2000	±1035
Reservoir No. 3	1,000,000	Projected 2009	N/A

Water Treatment. The City does not currently operate a water treatment plant. The current water supply does not violate any of the Primary Drinking Water Standards provided for in the Safe Drinking Water Act. Therefore, water treatment would be required only to treat for secondary contaminants and aesthetic purposes. Because of this, the existing City Capital Improvement Program (CIP) projects constructing a water treatment plant within approximately five years.

Table 13.5 is a summary of average water quality data for the system. Variations in quality may occur periodically due to minor differences in concentrations of each

contaminant and depending on which well or combination of wells in operation. Planning for water treatment will occur within the design of the RTC site. Funding for a water treatment facility needs to be identified concurrent with approval for the RTC. This facility should be on line consistent with 60% of the RTC site or completion of wells #6 and #7.

Table 13.5: Water System Quality Data

Parameter	Average Level of Water Quality Parameter[(1)]	Primary Drinking Water Standard	Secondary Drinking Water Standard
Langelier Index (standard unit)	0.43		
Total Iron (mg/l as Fe)	0.87		0.3
Manganese (mg/l as Mn)	0.21		0.05
Calcium (mg/l as Ca)	58		
Calcium Hardness (mg/l as $CaCO_3$)	145		
Magnesium (mg/l as $CaCO_3$)	12		
Magnesium Hardness (mg/l as $CaCO_3$)	50		
Total Hardness (mg/l as $CaCO_3$)	195		
Sodium (mg/l as Na)	8		
Arsenic (mg/l as As)	0.006	0.010	
Chloride (mg/l as Cl)	15		250
Sulfate (mg/l as SO_4)	4.83	400	250
Total Alkalinity (mg/l as $CaCO_3$)	221		
pH (Standard Unit)	7.9		6.5 – 8.5
Total Dissolved Solids (mg/l)	210		500

(1) Based on data collected on 4/6/99 and extrapolated from the 1999 Water System Study. In addition, each parameter has been normalized based on average annual pumping times and rates for each well.

The City currently adds chlorine, fluoride, and polyphosphate to the raw water at each well-house. Chlorine is added as a protective barrier against harmful pathogens that may enter the water system from the raw well water or through breaks or cross connections in the distribution system. Fluoride is added as a dietary supplement that aids in the prevention of tooth decay. Polyphosphate is added to prevent the precipitation of iron and, to a lesser extent, manganese primarily for aesthetic purposes, such as color, and to prevent the staining of plumbing fixtures and laundry.

Water Distribution. The City's water distribution system is comprised of 6-, 8-, 10-, 12- and 16-inch ductile iron pipe. The system includes various necessary appurtenances such as isolation valves, altitude/pressure valves, and fire hydrants. In 1999, the distribution system was analyzed by Bolton and Menk, Inc., using the CYBERNET Hydraulic

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Network Model. Results of the model indicated that the system functions well by meeting demand for the existing uses.

Computer modeling and analysis of future expansions to the distribution network, including the RTC development, should be performed at the time of design to ensure there is no impact on the existing users.

Projected Future Water Demands

Flow Projections. Development of the RTC site and the remaining areas within the Urban Growth Boundary will result in an increased demand on the existing water system. Projections for the additional demands will be developed in this section in an effort to quantify the potential impacts on the existing water system infrastructure, ground water resources and other related resources.

Projections of future demands from the RTC site will be based on the latest Design Concept Plan (February 15, 2003, as shown in Figure 6.1). Projections for demands from additional growth in areas within the Urban Growth Boundary will be based on information contained in the *2001 Comprehensive Plan*, as amended in 2002.

Table 13.6: Projected Water Usage for RTC Sub-district Residential Development

Development Type	Quantity	Occupants per Unit	Total Occupants	Usage per Occupant(1) (gpd)	Total Usage (gpd)
Mixed Use Residential	1012	5	5,060	120	607,200
Apartment	172	3	516	120	61,920
Duplex	62	4	186	120	22,320
Townhouse	1154	4	4,616	120	553,920
Total Residential	**2,400**		**10,378**	**120**	**1,245,360**

(1) Per capita usage based on historic average annual usage for existing Ramsey residents; includes only residential use

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Table 13.7: Projected Wastewater Flows in RTC Commercial/Service Development

Development Type	Acres Used (ac)	Usage per Acre[1] (gpd)	Total Usage (gpd)
Commercial (Existing Hwy. 10)	32.2	2,000	64,400
Commercial (Service/Convenience)	11.6	2,000	23,200
Commercial (Shopping)	24.4	1,600	39,040
Mixed Use (Retail/Office)	30.6	2,300	70,380
Civic Center	3.6	13,300	47,880
Business Enterprise	35.9	1,330	47,747
Transit	4.5	1,330	5,985
Public/Open Space	58.2	1,500	87,300
Total Developed Area	**201**	**1,920[2]**	**385,932**

(1) Projected water usage based on average existing demand per day including irrigation.
(2) Average per acre water usage.

Appendix I shows the water usage and pumping rates for 2002. This information is combined with the above water usage projections for the RTC site plus the projected water use for the undeveloped Urban Growth Area to determine total projected water demand at 2020 and is summarized in Table 13.8. The projected water use for the undeveloped areas, excluding the RTC site, were based on the wastewater flow projections contained in Item 18 and Appendix G (Wastewater Data) and include a premium for irrigation.

Table 13.8: 2020 Urban Growth Area Projected Water Use

Area	Average Daily Usage[1] (MGD)	Average Annual Usage (MGY)
RTC Development[2]	1.631	595
Future Northwest Sub-district	0.160	58
Future Southwest Sub-district	0.839	306
Future Rum River District Usage	0.677	247
Sub-total Future Usage	**3.307**	**1,207**
Existing Service Area Usage	1.198	437
2020 PROJECTED USAGE	**4.505**	**1,645**

(1) Future usage estimated based on projected land use and includes irrigation
(2) Sum of totals from Tables 18.6 and 18.7.

Discussion of Results: Historic records show that overall per capita water usage (including both residential and commercial/industrial) in Ramsey averages between 130 and 150 gpd per capita . The total projected water usage for the RTC development is estimated to be about 1.631 MGD. Dividing this number by the upper usage of 150 gpd yields an equivalent design population for the RTC of approximately 10,900. This

compares extremely well with the projected residential population at the RTC site of 10,378 persons (Table 13.6).

Similarly, the total future projected water usage for 2020 is estimated to be 4.505 MGD which equates to an equivalent population of about 30,000 persons. In comparison, the information contained in Tables 13.1 and 13.2 estimates the 2020 population served by the community water system to be approximately 28,000 persons. The difference between the two of 2,000 equivalent persons is in line with the *2001 Comprehensive Plan* and can be attributed to two factors.

First, the number of new housing units to be built between 2000 and 2020 was estimated in the *Plan* to be 4,800 (3,346 single family and 1,434 multi-family units). Of this amount, we now know that the RTC site will contribute 2,400 housing units alone while using only a small percentage of the land available for development within the Urban Growth area. Secondly, the *Plan* did not consider the higher water usage per acre of developed land using the higher density development model inherent in the RTC design.

The historic peaking factor for water usage is about 2.6. Based on the above, the peak daily flows for 2020 will be about 11.7 MGD. Potential impacts on the FIG or other resources during average and peak demand are discussed in Appendix F. In addition, storage and distribution designs for the RTC and future development should take into account the need to meet these demands.

In short, growth projections and the assumed resulting water usage estimated in the *2001 Comprehensive Plan* seem to be generally in line with the projections of this Item. The difference discussed above, which is based on design and growth information not available during the preparation of the *Comprehensive Plan*, results in an increase in future water usage of about 7% above that anticipated.

Summary of Environmental Impact. To meet the projected future demands, the City will most likely increase appropriations from the Franconia-Ironton-Galesville (FIG) aquifer. At a minimum, two additional wells (#6 and #7) will be required to meet the RTC demand with the need for additional wells as growth continues. Appendix F indicates that at full 2020 build out, there will be a need for as many as 4 or 5 additional wells pumping at rates similar to the existing ones.

Groundwater level data for the FIG that is collected continuously by the City shows that trending has been in an upward direction in the last two years meaning a recharge condition existed during this period (Appendix F). In addition, because the pumps operate intermittently, they allow the aquifer to recover on a daily basis with a maximum residual drawdown level averaging of 5- to 10-feet during peak summer demand. This would mean that the radius of influence for the wells is very, very small. Taken together, that water levels are rising in the FIG and that there is very little drawdown, water level fluctuations in the surficial drift material are not anticipated. In addition, it does not appear that the municipal wells would have any negative influence on private wells developed in the same unit. However, long term monitoring of the surficial aquifer's

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water level is recommended so that data can be collected to correlate against the long term trending patterns within the FIG.

Permitting: The increase in demand will subsequently require an amended DNR water appropriations permit. At that time, the DNR is likely to require the collection of the surficial groundwater data mentioned above. In addition, the DNR may require a pumping test to correlate short term temporal relationships between the two aquifers. The design of additional wells can then be based on this information in an effort to mitigate impacts, assuming any exist.

Wellhead Protection: The RTC is located directly within the Wellhead Protection Area (WHPA) and Drinking Water Source Management Area (DWSMA) determined by the Ramsey wellhead protection program. Additional groundwater modeling information is included in Appendix H. Any contaminating material that is spilled on the permeable sands within the site can potentially migrate into the groundwater system. Additionally, some net decrease in recharge is expected as the RTC develops and infiltration decreases. Storm water management practices that encourage the infiltration of treated runoff will be part of the design and is discussed in detail in Tasks 17 and 20.

Mitigation element. Because the RTC site is within a DWSMA, special precautions are needed to protect groundwater resources. To make sure this occurs, any discharge of runoff into an area dedicated to infiltration will be pre-treated through such practices as particulate settling, vegetative filtration, skimming, installation of compact, sub-grade treatment (ex. catch basin inserts, cyclonic separators, filters), and various types of pre-treatment soil filtering systems. These practices will be routinely maintained and inspected to make sure these pre-treatment practices do not provide a pathway for contamination of groundwater. Areas that are potential major sources of contamination (~~–h~~ot-spots") will be identified during construction and special precautions added. These areas would include any location where pollutant spills are more likely to occur (service stations, public works/police/fire fueling operations, significant chemical storage).

Within WHPAs, the use of conventional underground storage tanks to store anything other than water is restricted. If underground tanks are utilized in these areas they must be double-walled with interstitial sensors and a network of monitoring wells must be installed to assess potential groundwater contamination. In addition, an emergency response plan should be developed for the immediate remediation of any spills or leaky tanks.

When assembling the issues that were to be addressed as part of this AUAR, it was noted by the Anoka Conservation District and by the DNR that there is a possible connection between the increased demand for municipal groundwater and the observed lowering of wetlands in the vicinity of Municipal Wells 3, 4 and 5. Appendix F was prepared to assess the general magnitude of the problem and the solutions required to address the issue. It is now apparent that the wetlands in question experience natural drying during periods of relative low precipitation. The photographic history included as part of the

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Wetland Delineation report shows wetlands in the vicinity of the RTC site disappearing during the mid to late 1980's which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990's and prior to the installation of Wells 4 and 5. The evaluation also found, as stated earlier, that drawdown levels in the FIG unit are minimal and, therefore, could not be influencing the wetlands. To verify these finding, however, it is recommended that long term monitoring be performed.

There is also some concern that increased pumping in the FIG aquifer could impact private wells that pump from this aquifer. Again, the residual drawdown levels in the FIG average 5- to 10-feet during the peak summer pumping period (Appendix F) and recover fully during the Fall, Winter and Spring. Therefore, the radius of influence of the wells will be very small meaning there could be no impacts to private wells developed in the same unit.

Before additional wells are constructed, additional appropriations will be applied for through the DNR. This will most likely require both short- and long-term testing and monitoring to verify the above findings. Through this process, the City can insure that there continue to be no impacts on groundwater and surface resources due to their appropriations from the FIG.

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14. Water-Related Land Use Management District

*Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? __Yes _**X**_No*

If yes, identify the district and discuss project compatibility with district land use restrictions.

For an AUAR, such districts should be delineated on appropriate maps and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

Resource Protection Zones
Ramsey Town Center does not lie within a protected floodplain or shoreland zone, nor does it occur within the boundaries of a designated resource protection zone (see Figure 9.2). However, the site is adjacent to, and will potentially discharge water into the state-designated Mississippi River Critical Area, the federal Mississippi National River and Recreation Area (MNRRA), a state Wild and Scenic River area, and a regional park. All of these areas overlap in coverage south of Highway 10 adjacent to the Town Center (Figure 14.1).

The City's *2001 Comprehensive Plan* (Chapter XI), as updated in 2002, contains the City's DNR-approved Mississippi River Critical Area Corridor/MNRRA plan. This chapter of the *Plan* addresses the requirements of the Governor's 1979 Executive Order 79-19, which designated this reach of the Mississippi River as a "critical area" in need of special protection. The Executive Order lays out the required elements, which the City has met and exceeded. The *Plan* chapter similarly is consistent with the National Park Service's MNRRA 1994 management plan.

The City's Critical Area Plan (Chapter XI of the 2002 Ramsey updated LCP) closely follows the directions provided by both the National Park Service and the State of Minnesota. As stated in the *2001 Comprehensive Plan* (page XI-2), "The [Critical Area] plan achieves the required elements of the Critical Area Act (Tier I) and identifies goals, policies and strategies to protect, preserve and enhance the Mississippi River Corridor beyond the required elements of …Tier II."

The City's Critical Area Plan presents the following: an inventory of natural and cultural features; existing and planned land use; key issues discussion; 38 policies on protecting the environment, preserving and celebrating history and culture, and ensuring sensitive development; performance criteria for developments within the Corridor; and six implementation strategies to assure that the City's plans get put in place.

Although none of the project site is within the state-designated Mississippi Wild, Scenic, and Recreation River management area, established in 1976, the project is

adjacent to this area and could have some impact upon it as development proceeds. The reach of River covered is classified as ―recreational", which indicates it is a river that ―…may have adjacent lands which are considerably developed, but that are still capable of being managed so as to further the purposes of ..." the State act. The established State policy is that it is in the interest of present and future generations to preserve and protect the outstanding scenic, recreational, natural, historical, and scientific values of certain Minnesota rivers and their adjacent lands. All state, local, and special governmental units, councils, commissions, boards, districts, agencies, departments, and other authorities shall exercise their powers so as to further the purpose of the Minnesota Wild and Scenic Rivers Act and adopted management plans for the preservation, protection, and management of designated rivers. State Rules pertaining to River management under this program are contained within Chapter 6105.08. The Environmental Protection/Resource Management element of the LCP and its supporting ordinances fulfill these requirements.

The Ramsey Town Center site is also adjacent to the state-designated Mississippi River Critical Area Corridor (Corridor) established in 1976 and the federal Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System, established in 1988. The purposes of designating the Mississippi River as a Critical Area include protecting and preserving a unique and valuable state and regional resource; preventing and mitigating irreversible damage to this resource; preserving and enhancing its natural, aesthetic, cultural, and historical value for public use; protecting and preserving the river as an essential element in the national, state and regional transportation, sewer and water and recreational systems; and protecting and preserving the biological and ecological functions of the corridor.

Under the Critical Area program, Executive Order 79-19 requires that the Standards and Guidelines provided in the Executive Order shall be followed by local units of government when preparing plans and regulations, and followed by State and regional agencies for permit regulation and in developing plans within their jurisdiction affecting lands within the Corridor. Once plans and regulations have been approved by DNR, local units of government shall permit development only in accordance with those adopted plans and regulations and approval. All capital improvement programs or public facilities programs of local units of government, regional agencies, and State agencies which affect lands within the Corridor are required to be consistent with the standards and guidelines in the Critical Area Executive Order 79-19. The City of Ramsey Critical Area Plan has been approved by the DNR as part of the City's LCP.

Summary of Environmental Impact. The RTC site borders management districts, but does not include them. The mitigation element addresses the planning efforts that will be used to assure compatibility.

Mitigation element. The Ramsey *2001 Comprehensive Plan* was amended in 2002 and contains the measures needed to effectively implement resource protection for all of the resource protection zones adjacent to the RTC site.

The City's compliance with each of the applicable Executive Order 79-19 Standards and Guidelines that must be followed is assured through implementation of the *Plan*. Since the regulated area is not on the project site, but could be affected by it, the City will evaluate all phases of construction for impact on the regulated area.

DNR has ascertained that, based on the information provided to them, the applicable Executive Order 79-19 Standards and Guidelines for which compliance is needed appear to include the following items. The Executive Order citation is followed by the section in the Ramsey *2001 Comprehensive Plan* (*CP*) in which the DNR reference is addressed:

- The lands and waters within the Rural Open Space District shall be used and developed to preserve their open, scenic and natural characteristics and ecological and economic functions. [E.O. 79-19 - A. *CP XI.C.1.a*]
- Protect bluffs greater than 18% and provide conditions for the development of bluffs between 12% and 18% slopes.[E.O. 79-19 - C.1.a.(4) *CP XI.C.2.c*]
- Minimize runoff [E.O. 79-19 - C.1.a.(5) *CP XI.C.2.a*]
- Improve the quality of runoff. [E.O. 79-19 - C.1.a.(5) *CP XI.C.2.a*]
- Minimize site alteration. [E.O. 79-19 - C.1.a.(6) *CP XI.C.1.c*]
- Erosion control. [E.O. 79-19 - C.1.a.(6) *CP XI.C.2.a*]
- Management of vegetation cutting. [E.O. 79-19 - C.1.a.(7) *CP XI.C.2.a*]
- *Control of noise in open space and recreational areas. [E.O. 79-19 - C.1.a.(8)]
- Site plans required for all development for which a permit is required, except single-family residential structures. [E.O. 79-19 - C.2.a. *CP XI.C.2.c*]
  - New development and expansion permitted only after the approval of site plans which adequately assess and minimize adverse effects and maximize beneficial effects.
  - Site plans shall include activities undertaken to ensure consistency with the objectives of the Designation Order and shall include measures which address adverse environmental effects.
  - Site plans shall include standards to ensure that structures, roads, screening, landscaping, construction placement, maintenance, and storm water runoff are compatible with characteristics and use of corridor in that district.
  - Site plans shall contain specific conditions with regard to buffering, landscaping, and revegetation.
- Standards for structure site and location to ensure riverbanks, bluffs, and scenic overlooks remain in their natural state. [E.O. 79-19 - C.2.b. *CP XI.C.2.c*]
- Retention of existing vegetation and landscaping [E.O. 79-19 - C.2.e.(1) *CP XI.C.2.a*]
- Maximization of the creation and maintenance of open space and recreational potential of the Corridor in accordance with the standards. [E.O. 79-19 - C.6 *CP XI.C.2.c*]
- Plans and programs to protect open space areas shall be developed. [E.O. 79-19 - 6. d. *CP XI.C.2.c*]
- Programs to manage undeveloped islands in their natural state. [E.O. 79-19 - 6.e. *CP XI.C.2.c*]

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- New or modified utility facilities shall complement the planned land and water uses and shall not stimulate incompatible development. [E.O. 79-19 - C.7.b. *CP XI.C.2.c*]
- Capital improvement programs or public facilities programs shall be consistent with the standards and guidelines in Ex. Ord. Section B. and C. [E.O. 79-19 - C.8. *CP XI.C.2.c*]

*Although Chapter XI of the Ramsey *2001 Comprehensive Plan* contains a thorough set of policies and related actions to protect the natural character of the Critical Area, the Chapter does not contain a specific provision addressing control of noise in this area. The next amendments to the City *Plan* will add a specific provision to address this specific element in Executive Order 79-19.

DNR particularly emphasizes the mandates for protection of slopes and bluffs; minimization of site alteration; retention of existing vegetation; minimization of runoff; erosion control; minimization of adverse effects. Selection from among the many available low-impact stormwater development tools and Best Management Practices, as discussed in Item 17, will occur to achieve both minimization and improvement of runoff. As a best management practice for enhancing ecological function of the Critical Area Corridor, DNR highly encourages the use of native vegetation for the required buffering and landscaping, revegetation of removed vegetated areas, and erosion control (grasses, seeding). DNR is also concerned about any cumulative adverse impacts from this project that accelerate development within the Rural Open Space District in violation of those District's standards, and supports voluntary vegetative buffering of structures outside of the Corridor in order to minimize interference with views of and from the water. Since the project does not directly affect the Critical Area (or MNRRA/WSR), the City will identify those areas potentially under its land use control and apply the appropriate standards from its LCP. The City will also work with Anoka County Parks to implement these standards within MRP land controlled by the County.

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15. Water Surface Use

*Will the project change the number or type of watercraft on any water body? __Yes _**X**_No*

If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.

This item need only be addressed if the AUAR area would include or adjoin recreational water bodies.

Within the site, there are no water bodies where watercrafts are operated. The nearest recreational water bodies are Lake Itasca to the northwest and the Mississippi River to the south. There is no public water access on Lake Itasca and surface water use is limited to surrounding residents use. The nearest public water access on the Mississippi River is approximately two and a half miles to the northwest in the city of Dayton. According to the Anoka County Parks Department, travel by boat upstream of Anoka is very difficult because of shallow water and numerous sandbars. However, development of Mississippi Regional Park (MRP) may increase watercraft in the area as boaters with small motors or non-motorized boats make their way to the Park. There is not a landing facility proposed in the latest MRP development plan, but casual landing anywhere in the Park can be expected. Also, the availability of parking stalls in the new park will surely add to the ability of canoe and kayak users to more easily access the River. Limited small engine boat use and non-motorized watercraft are not expected to adversely impact the Mississippi River near the MRP.

Summary of Environmental Impact. None are expected.

Mitigation element - Adverse environmental impacts associated with increased small motor and non-motorized boats is not anticipated along the Mississippi River south of the Ramsey Town Center site. In fact, the new Mississippi Regional Park hopes to attract visitors to this portion of the upper River. The use of the park as a formal recreational facility will focus river-related uses to planned areas, and provide resource oversight and supervision of recreational activities.

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16. Erosion and Sedimentation

The number of acres to be graded and the number of cubic yards of soil to be moved need not be given; instead a general discussion of the likely earthmoving needs for development of the area should be given, with an emphasis on unusual or problem areas. In discussing mitigation measures, both the standard requirements of the local ordinances and any special measures (ex.WMO) that would be added for AUAR purposes should be included.

The Ramsey Town Center site is relatively flat and contains very sandy, coarse-grained soils (Figure 12.2). Both of these physical characteristics are advantageous when it comes to erosion and sedimentation. This does not mean, however, that erosion will not occur and that sediment will not move if disturbed. Because the disturbance of over 300 acres of land will present the certainty of erosion, the mitigation plan that follows outlines the measures the City will undertake to minimize its adverse impacts.

Figure 16.1 shows the general areas of borrow and fill that will result when earth-moving activity begins. The general concept that will be followed will be creation of a central low area along the drainage corridor alignment, with land gradually sloping upward to the north and south away from the drainageway. Earth will be moved from the drainageway corridor and placed on the north and south slopes. Some grading will likely also be needed on the southern drainage swale just north of the railroad tracks and around Wetlands B and D (Figure 10.1) as buffer areas are incorporated. Exact numbers on the volume of soil moved will not be available until the detailed design phase.

Care will be taken not to disturb or compact the central drainage corridor that will be used to transmit and store water. Similar efforts will be made to avoid compaction in areas where infiltration best management practices (BMPs) will be used. The soil within any landscaped areas will be loosened after heavy construction traffic has subsided. This will enhance the ability of all landscaped areas, whether formal or native, to infiltrate water.

It is expected that organic topsoil will need to be imported to the site to establish a good vegetative cover. The sandy soils will not support many of the typical landscaping plants and ground cover. Native plants that are inherent to the Anoka Sandplain will be used wherever possible to avoid the need for massive soil importation and extensive irrigation.

Summary of Environmental Impact. The grading and development of over 300 acres of land has the potential to contribute sediment to receiving waters where water could flow. Currently, there are few actual receiving areas where water is present. With the establishment of a central drainage corridor and the possibility of mitigated wetlands and water storage areas, the possibility of water-related impact increases. The following mitigation plan addresses how construction will proceed with adequate erosion BMPs in place.

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Mitigation element. Prior to any earth-moving activity on the site, an erosion and sediment control plan will be prepared in accord with the requirements of the City of Ramsey and the LRRWMO. Technical assistance in the preparation of this plan will also be sought from the Anoka Conservation District, the Minnesota Pollution Control Agency and the DNR. The City will be permitted through the Phase II NPDES nonpoint program as a Municipal Separate Storm Sewer System (MS4) operator, and will be subject to all of the provisions of that program, including reducing the discharge of pollutants to the ~~"~~maximum extent practicable" (MEP) through construction site runoff control. Any construction on the site will also be permitted through MPCA's NPDES general construction permit process.

Prior to any earth moving in the south east corner of the site, Burlington Northern Santa Fe Railroad should be contacted in regards to arsenic contaminated soils. A more detailed description of contamination and contact information is included in Item 20.

Elements of erosion protection will include: phased construction with minimized periods of bare soil exposure, rapid re-vegetation, slope/grade stabilization, use of mulch and fabric on exposed soils, temporary and permanent (if needed) sediment basins, properly installed and maintained silt fencing, and adoption of a regular maintenance and inspection schedule.

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17. Water Quality-Stormwater Runoff

***17a**. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.*

***17b.** Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.*

For an AUAR the following guidance should be followed in addition to that in "EAW Guidelines":

- *it is expected that an AUAR will have a detailed analysis of stormwater issues*
- *a map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided*
- *the description of the stormwater systems would identify on-site and "regional" detention ponding and also indicate whether the various ponds will be new water bodies or converted existing ponds or wetlands. Where on-site ponds will be used but have not yet been designed, the discussion should indicate the design standards that will be followed.*
- *if present in or adjoining the AUAR area, the following types of water bodies must be given special analyses*
    - *lakes: within the TC metro area a nutrient budget analysis must be prepared for any "priority lake" identified by the Metropolitan Council.*

Background

Watershed Setting. The details of the surface water management system being proposed for the RTC site are best described by joining **Items 17a and b** into a single discussion. Figure 17.1 illustrates the entire watershed within which the RTC site lays. The watershed extends from north of Lake Itasca to the Mississippi River, covering an area of approximately 2,687 acres.

The larger watershed can be sub-divided into a series of 31 sub-watersheds, which were shown in Figure 12.1 in Item 12. Each of these smaller units was characterized for water quantity and quality modeling under existing conditions, and was subsequently modeled for fully developed conditions as proposed under the City's *2001 Comprehensive Plan*, as amended in 2002 (Item 5, Figure 5.4), and the preferred site development (Item 6, Figure 6.1).

Drainage through the site. The principal drainage feature currently passing through the site, and evident in Figure 12.1, is a well- to poorly-defined swale that occurs from the northwest corner of the site to the middle of the site, whereupon it disappears. Historically, this swale appears to have been a more significant drainage feature, but

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limited runoff has diminished its overall hydrologic function and subsequent farming activities have taken advantage of the swale as tillable land. Reference to Figure 10.1, however, shows that Wetlands A and C occur within this swale, while Wetland B lies adjacent to it. The Wetland E, Type 1 acreage also occurs within this historic drainage swale. General concept possibilities for the drainage corridor and how it fits into the current design and the overall site stormwater mitigation plan are contained in Figures 17.2a, -b, and -c. The collection of features that will be incorporated into the new drainage swale includes a channel to convey baseflow, ponds to store water and promote infiltration, created and restored wetlands, and open space areas where excess water can temporarily be stored. The specifics of these features will not be fully known until the design phase proceeds prior to construction, but Figures 17.2a, -b, and -c contain schematics of how these features will generally appear.

The presence of an historic drainage swale on the site presents an excellent opportunity to incorporate the feature into the site drainage system as an amenity. Although the actual drainage swale alignment will change, incorporating the vegetative and hydrologic character of this historic drainageway can provide both functional and recreational value to the feature. As shown in the preferred design in Figure 6.1, the corridor extends beyond the current terminus, reaching into the Mississippi Regional Park, creating a natural drainageway that could extend from Lake Itasca to the Mississippi River.

The introduction of a drainage connection to the northern wetlands (see Figure 6.6) provides two more corridor connections that could establish greenways to connect to northern Ramsey natural areas. The surface water system can be modeled with these changes/additions in mind, and various optional innovative/natural surface water management assumptions can be used to maximize storage, infiltration, and water quality treatment within it.

Surface water as an Amenity. Water can be treated as a nuisance that must be moved away quickly, or as an amenity that can enhance the natural features of a site. Ramsey Town Center will use water as an amenity. The large events will be drained to prevent flooding, and smaller events will be stored and infiltrated to the extent possible.

The primary drainage-related consideration for the City is to assure the movement of the 100-year runoff event through the site without damage due to flooding. The proposed stormwater management system accomplishes this. However, with the sandy nature of the soils on site (see Figure 12.2), there is also an opportunity to soak water from smaller events into the ground to retain some of the recharge function that will otherwise be lost with development. This combination of safely routing the 100-year event and trying to reduce overall runoff from the site will form the basis for stormwater management developed in Item 17. Under this approach, provision will be made to route, store and treat the 100-year runoff event safely in a series of storm sewers, drainage swales, floodways and ponds. The system will take maximum advantage of the central drainage swale and its corridor to store water as it meanders through the site. Major storage will occur in lined detention ponds, with open areas also available to detain smaller volumes of water and allow it to soak into the ground after settling and vegetative filtering. The

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exact character of the corridor and the stormwater management system has not yet been determined, but a range of runoff management effectiveness is discussed in the mitigation section of this Item. The open space value of the corridor will be enhanced with pathways that will parallel the corridor.

Runoff from the areas draining to the central drainage corridor or elsewhere off of the site also could be managed to reduce overall runoff volumes. During the design phase, each major parking area within the Town Center will be evaluated to see whether a system that will pre-treat runoff prior to its introduction into the central drainage system is feasible. Under the ideal scenario, runoff would be routed to the pre-treatment BMP (small-scale detention or filtration) prior to entry into a vegetated flow system that will encourage further filtration and infiltration. Excess flows from these connector drainage features should only occur with substantial precipitation events. Most routinely occurring, small-scale events would soak into the sandy soils. This conveyance system will likely be a connected system of pervious drainage swales, wetlands and vegetated drainageways, but could also include sub-grade settling and filtration treatment trains. The exact character of this system will be determined as part of the final design prior to building construction.

During the detailed design process, the City has the option of incorporating additional volume control features into the drainage system. The specifics of these features can not be defined until the design phase, but they could be used to minimize runoff on a parcel or block scale within the Town Center to hold down the amount of water that will eventually reach the surface water drainage system. Impervious area reduction BMPs that will be used to do this are numerous and will be pursued at the proper design stage. These alternative design features are not intended to replace standard engineering practices of assuring the movement of large storm-related water volumes, but rather supplement the drainage system by reducing overall runoff volumes and peaks.

In addition to the flow reduction benefits, there are water quality benefits. Pre-treating runoff from potentially high loading areas, such as parking lots and roadways, reduces the amount of pollution moving to the regional collection system. Routing pre-settled runoff through wetlands and vegetated swales furthers treatment through vegetative filtration. It is anticipated that these two BMP suites (pre-settling and filtration) will properly prepare water for infiltration into the soil, where additional physical and biological treatment will cleanse the water on its way toward the regional groundwater system. Using the natural cleansing ability of settling areas, vegetative and soil filtration, microbes in the soil and vegetative uptake of nutrients will make the RTC site compatible with the needs of a wellhead protection area. Additional discussion occurs in the groundwater protection section of Item 13 and a recommendation in the Mitigation Plan (Item 33) is made to assure that an ordinance is adopted to assure that incompatible land uses are not allowed within the DWSMA.

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Surface Water Modeling

Development of a flow model (XP-SWMM). To adequately predict the impact that this site will have on water resources, a tool is needed to incorporate development and infrastructure assumptions. The model used by EOR for this exercise is the XP-SWMM model (XP Software, Inc.). This model is used to contrast existing conditions with proposed changes associated with development within a watershed. The model looks at the change in land use and land cover, and relates the change to runoff behavior. Runoff predictions can be made for variable frequency events, and routed through the proposed drainage system. The model output and routing can then be used to determine areas where flooding or high water will occur, and then can be used to design a system of stormwater management facilities, which could include detention storage, diversion, infiltration or any number of associated BMPs.

Existing Conditions. The first phase of the quantity and quality modeling involved defining the water behavior as it exists currently. The physical characteristics of each sub-watershed noted in Figure 12.1 form the basis for determining the amount of water that will run off of it during specified climatic events, specifically rainfall and snowmelt events of certain statistical frequency.

The results of the existing conditions quantity analysis using the XP-SWMM model are displayed in Table 17.1 by sub-watershed for the 100-year frequency, 24-hour rainfall event and 10-day snowmelt. This represents the peak flow and volume discharges that would be expected for an event that would occur with a frequency of once every one-hundred years, or 1% in any given year. Volume discharges are based on a 5-day runoff simulation for the 24-hour rainfall event and a 30-day runoff simulation for the 10-day snowmelt event.

Of note in Table 17.1 is the small amount of flow leaving this site at the Highway 10 culvert (subwatershed 30). During a 100-year event, a peak flow of only 28 cubic feet per second (cfs) leaves the AUAR area, reflective of the sandy nature of the watershed and the low intensity agricultural and low density land use. Flow to the Mississippi River from the southeast corner of the site does not occur, but rather soaks into the sandy soils as it flows in a small ditch to the southeast. Because of this reason, the base level for water quantity and quality eventually reaching the Mississippi River is zero.

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Table 17.1. XP-SWMM model results for existing conditions

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)	
subwatershed	peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)
1	0.1	0.9	1.6	22.8
2	0.0	0.0	0.0	0.0
3	24.9	14.5	38.7	55.7
4	17.7	64.0	21.2	247.6
5	18.3	67.3	22.2	259.4
6	0.4	-2.6	2.9	1.3
7	22.2	64.7	42.1	279.0
8	10.8	30.1	31.9	159.3
9	0.0	0.0	0.0	0.0
10	0.0	0.0	1.4	6.1
11	0.0	0.0	1.0	8.2
12	4.4	0.9	3.0	12.4
13	0.0	0.0	1.3	11.9
14	2.0	10.7	9.0	28.1
15	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0
17	10.3	6.0	15.4	27.5
18	0.1	0.1	0.7	0.7
19	0.1	0.1	1.3	1.4
20	0.0	0.0	15.1	32.3
21	0.4	-0.5	0.9	1.3
22	2.3	-6.3	10.0	18.0
23	2.0	1.9	7.3	9.3
24	9.4	35.6	16.0	144.8
25	8.8	1.2	5.1	6.3
26	12.4	57.9	87.0	404.4
27	12.4	58.7	84.1	408.5
28	0.0	0.0	1.6	-2.7
29	12.4	53.8	39.2	402.9
30	12.4	54.9	28.3	334.7
31	3.4	0.5	10.4	70.8

*Discharge from AUAR area at Hwy 10 culvert

Note: Negative volume discharge results from backwater into subwatershed from downstream subwatershed.

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Runoff Under Developed Conditions. As development proceeds on the 300+ acres that are part of the RTC, runoff will markedly increase. Conversion of sandy open space and agricultural land to commercial and residential uses invariably leads to increased runoff from paved surfaces associated with that development. The translation of the preferred design in Figure 6.1 to a developed schematic for runoff routing was shown in Figure 6.6 as part of the site description. The essential elements of the drainage system proposed for the site are as follows:

- It incorporates a 100-year design event with no infiltration considered, thus generating the ~~–~~worst case" scenario upon which design can proceed.

- It routes water locally into the central drainage corridor, using a system of smaller ponds, followed by an area of flood storage and infiltration.

- It uses existing detention storage and develops increased storage for the highly impermeable retail center on City property between the railroad tracks and TH10.

- It proposes a connection of the site to the Mississippi River via the County-owned swath of land. This piece of land would contain a detention facility on the upstream side to add storage, followed by an infiltration zone, then a stabilized channel (piped or series of landscaped drop-structures) over the bluff to the river. Of note here is the additional need of this outflow as an outlet for any future TH10 upgrade. Although the development of this corridor for the passage of water has not been approved yet by the County, discussions are under way. This corridor presents the best option for out-letting this closed basin for the RTC site and for future TH10 work. If reaching the River through this option is not approved, another option will need to be pursued, most likely to the southeast along TH10. However, outflow in that direction is also closed and prevented from out-letting to the River, so additional study would be needed to identify an ultimate connection.

- It incorporates infiltration throughout the RTC site as an <u>added benefit</u> rather than as a design component for runoff management. The LRRWMO will not allow infiltration in design of the 100-year event. Rather, whatever other soaking-in that can be achieved in the central corridor will supplement water management. Infiltration can be used to cut peaks and volume, reduce major parts of small-scale events, maintain recharge and treat water quality. Each infiltration feature will need to be designed with an overflow/outlet to assure that water will not remain a permanent feature.

- It develops on-site detention in the central corridor on the western-most of the two sets of available areas; that is, parcel #s 49 and 54. The eastern-most cells (#s 51 and 56) will then be areas with a meandering (baseflow) stream that will rise during runoff events and spill over into a floodplain/infiltration zone, where water can soak into native vegetation, grading upward to a more landscaped, green

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mowed grass up near trails by the road. If additional storage is needed, these cells could be changed to contain ponds of the needed size.

Following the development of a drainage system, detailed modeling was done for the individual blocks within the RTC site, and combined with the model output for the areas draining into the site from the north and northwest. All of this drainage was then routed through the site, into the stormwater handling facilities south of the site, and through the proposed drainage corridor to the Mississippi River.

Two modeling scenarios were run to bracket a range of flow under maximum and minimum conditions. The first run of the XP-SWMM quantity modeling developed traditional runoff estimates for the 100-year design event with no infiltration occurring on site. This "maximum runoff condition" is contained in Table 17.2.

In the second scenario, a factor was incorporated into the model on a block-by-block basis to account for some infiltration under small-scale events, reflective of the sandy soils inherent to the site. Infiltration is not a design element for the 100-year event, but rather used to estimate volume and rate reductions during frequently occurring events. Infiltration features will be considered during the design phase, but are not proposed as part of this evaluation. However, to demonstrate the effect of infiltration on the 100-year event, Table 17.3 contains the results of the "minimum runoff condition".

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Table 17.2. XP-SWMM model results for developed conditions (~~"~~maximum runoff condition").

subwatershed	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)		
	peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)	
1	0.1	0.8	2.7	32.3	
2	0.0	0.0	0.0	0.0	
3	24.6	14.5	45.5	66.4	
4	9.4	45.6	14.8	284.5	
5	9.6	52.2	16.3	302.9	
6	11.4	47.5	16.1	301.3	
7	23.4	58.2	22.8	329.3	
8	24.3	74.1	30.5	371.8	
9	0.0	0.0	0.0	0.0	
10	0.0	0.0	0.0	0.0	
11	31.5	9.1	17.5	34.5	
12	26.7	11.4	14.4	38.3	
13	20.7	74.0	22.6	373.2	
14	2.0	10.8	25.1	32.4	
15	0.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	
17	12.0	5.6	17.4	28.3	
18	29.4	14.4	16.6	23.3	
19	44.9	30.2	34.8	70.0	
20	72.8	38.4	36.3	83.5	
21	15.1	9.1	7.7	13.5	
22	22.8	6.1	7.3	9.3	
23	65.3	85.3	32.8	387.7	
24	132.6	155.1	87.8	516.4	
25	110.0	156.0	74.5	524.1	
26 WQ Pond	88.7	155.2	46.3	524.0	
26 Inf Basin	25.1	150.3	25.3	520.5	*Discharge to Mississippi River
27	5.7	1.1	1.7	2.4	
28	0.0	0.0	0.0	0.0	
29	0.0	0.0	0.1	0.3	
30	12.4	1.3	2.0	2.7	
31	3.4	0.4	0.5	0.7	

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Table 17.3. XP-SWMM model results for developed conditions with some infiltration considered (~~"~~minimum run off condition").

	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)		
subwatershed	Peak flow discharge (cfs)	volume discharge (ac-ft)	peak flow discharge (cfs)	volume discharge (ac-ft)	
1	0.1	0.8	2.7	32.3	
2	0.0	0.0	0.0	0.0	
3	24.6	14.5	45.5	66.4	
4	9.9	45.7	15.7	284.5	
5	10.3	52.2	17.5	303.0	
6	11.8	47.6	16.9	302.4	
7	19.8	56.4	18.8	325.4	
8	19.3	50.0	20.4	284.9	
9	0.0	0.0	0.0	0.0	
10	0.0	0.0	4.9	12.5	
11	25.2	9.3	12.5	30.6	
12	28.4	11.5	13.0	34.5	
13	20.3	51.4	20.5	287.5	
14	2.0	10.8	24.7	31.8	
15	0.0	0.0	0.0	0.0	
16	0.0	0.0	0.0	0.0	
17	12.0	5.6	17.4	28.3	
18	29.4	16.6	16.1	25.3	
19	34.4	24.1	26.7	47.6	
20	41.9	32.2	33.5	61.1	
21	17.3	9.2	7.7	13.5	
22	37.2	6.4	7.3	9.3	
23	64.7	61.4	31.5	302.0	
24	131.8	125.6	86.1	408.0	
25	109.4	126.0	78.4	413.9	
26 WQ Pond	89.1	123.3	54.2	409.7	
26 Inf Basin	24.7	92.1	24.8	356.2	*Discharge to Mississippi River
27	5.7	1.1	1.7	2.4	
28	0.0	0.0	0.0	0.0	
29	0.0	0.0	0.1	0.3	
30	12.4	1.3	2.0	2.7	
31	3.4	0.4	0.5	0.7	

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Table 17.4 shows a comparison of discharge from the site for the existing and proposed developed scenarios for the 100-year events. For existing conditions, a maximum peak flow of 28.3 cfs under the Highway 10 culvert occurs during the 100-year, 10-day snowmelt event. Peak flow discharge for proposed development conditions is slightly less (25.3 cfs) than existing conditions, excluding infiltration and assuming that no bio-retention facilities are incorporated into the individual blocks. The existing peak flow rate (12.4 cfs) is exceeded for the 100-year, 24-hour rainfall event under proposed developed conditions (25.1 cfs), but has been significantly reduced from the peak rate of 132.6 cfs at the culvert crossing the RR tracks. Since infiltration is excluded, the numbers presented under proposed conditions are conservative. Slight reductions in peak flow rate discharge at the outlet and significant reductions in volume discharge could be achieved with the incorporation of properly designed and maintained infiltration basins. Volume discharge reductions of 30 to 40 percent could be achieved assuming a moderate rate of infiltration during the 100-year, 24-hour rainfall event and some infiltration during the last 15 days of the 30-day runoff simulation of the 100-year snowmelt event.

Table 17.4. Comparison of peak flows and volumes discharged from site for 100-year events

Model	100-year 24-hour rainfall (5.9 inches precipitation)		100-year 10-day snowmelt (7.2 inches runoff)	
	Peak flow discharge (cfs)	Volume discharge (ac-ft)	Peak flow discharge (cfs)	Volume discharge (ac-ft)
Existing conditions	12.4	54.9	28.3	334.7
Proposed	25.1	150.3	25.3	520.5
Proposed w/ some infiltration occurring	24.7	92.1	24.8	356.2

The primary benefit of incorporating infiltration BMPs into the site is achieved during small storm events. Table 17.5 compares site discharge for the 1-year and 10-year, 24-hour rainfall events considering site design that first excludes infiltration in the basins and then considers infiltration in the basins.

For existing conditions, a peak flow of 2.3 cfs discharge at the Highway 10 culvert for the 1-year, 24-hour event is due to local drainage south of the railroad tracks only, as there is no flow leaving the site at the railroad tracks. As discussed earlier, the flow discharging from Highway 10 is small and does not reach the Mississippi River. For proposed development conditions excluding infiltration in the basins, peak discharge into the Mississippi River would be 14.4 cfs. By incorporating infiltration basins into the site, peak flow is reduced by 50 percent (7.8 cfs) and volume discharge is also significantly reduced.. The 10-year, 24-hour rainfall event results in a slight reduction in peak flow, but significant reduction in volume (50 percent) by incorporating the infiltration BMPs.

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Table 17.5. Comparison of peak flows and volumes discharged from site for 1-year and 10-year events

Model	1-year 24-hour rainfall (2.3 inches precipitation)		10-year 24-hour rainfall (4.1 inches precipitation)	
	Peak flow (cfs)	Volume (ac-ft)	Peak flow (cfs)	Volume (ac-ft)
Existing conditions	2.3	0.3	7.1	0.7
Proposed	14.4	14.4	23.1	65.0
Proposed w/ infiltration occurring	7.8	4.0	22.6	35.4

Smaller, more frequent rainfall events are critical for water quality. Achievement of long-term year-round water quality benefits requires the ability to retain and treat smaller storm events. To meet LRRWMO water quality requirements based on NURP design criteria, the final design should provide for a dead storage volume of at least 38 ac-ft, which is the volume required to accommodate the runoff volume from a 2.5-inch rainfall event (excluding infiltration in basins).

Water Quality Modeling

Water Quality Under Developed Conditions. As shown in a previous section, the amount of water leaving the site under current conditions is minimal. Consequently, the amount of pollution associated with the runoff is equally minimal. However, this all changes once development occurs. An increase in nonpoint pollution from this site will occur from many new sources, including some or all of the following:

- Automobile, truck and bus traffic (oil, exhaust, vehicle decomposition);
- Lawn and landscaping chemicals (fertilizer and pesticide);
- Litter;
- Vegetative debris;
- Pet waste;
- Fueling spillage from the convenience stations;
- Increased sanding and salting; and
- New construction (erosion, debris).

The pollutant removal efficiencies of the proposed stormwater management practices were assessed using the P8 Urban Catchment Model (*Program for Predicting Polluting Particle Passage through Pits, Puddles and Ponds*, developed by William Walker). This approach allowed for the evaluation of different runoff scenarios, as well as the prediction of pollutant loads passing through the proposed development and eventually into the Mississippi River. Model results presented are for a complete year with a long term average precipitation depth (23.85 inches). This scenario is different than those

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presented in the water quantity modeling results, where specific storm events were considered.

Water quality was modeled for several pollutants for two runoff scenarios. Both scenarios consider the likely treatment that runoff would receive in stormwater BMPs located along the route that the water would follow. For example, the runoff routed into a properly designed detention pond would lose about 75% of the total suspended solids it carries. This water can then be routed downstream, where it might encounter another detention pond or infiltration system where another increment is removed.

In the first scenario, runoff is stored only in the detention ponds and infiltration basins within the central drainage corridor. In the second scenario, extra storage that would exist elsewhere on the site in small ponds is considered. In this case, runoff is stored, but does not infiltrate into the groundwater.

The exact nature of the primary solids removal BMPs located at the storm sewer inflows to various drainageways has not yet been determined. These could be a mix of forebays created from earthen material, catch basin inlet filters, all the way to sub-grade treatment train systems.

Table 17.6 presents the results of water quality modeling for total phosphorus (TP). TP was chosen to present the quality results because it is one of the more difficult pollutants to remove. That is, if effective removal of TP occurs, the other pollutants will have equal or better removals. The table shows that with storage and treatment in the central drainage corridor facilities, the total phosphorus load leaving the RTC site (out of subwatersheds 26 and 31) is approximately 20 lbs/year. This figure is cut in half when additional site storage is considered. In terms of a per unit area loading rate, the first scenario yields 0.053 lbs TP/acre-year; that figure is approximately halved with the addition of extra storage. These areal loading rates are reflective of the numerous detention ponds and the natural infiltration occurring throughout the RTC site.

Table 17.6. Average Annual Total Phosphorus in runoff leaving RTC site

	With storage in the central corridor	With additional on-site storage
lbs TP/yr	19.6	10.3
lbs TP/ac-yr	0.053	0.028

The modeled phosphorus removals are contained in Table 17.7. These results are presented to show the reductions that the water quality treatment system used on the RTC site can achieve.

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Table 17.7. Total phosphorus load (lbs/yr) entering and exiting several of the major proposed detention basins and infiltration basins.

BMP and Sub-watershed (see Figure 12.1)		lbs TP/yr	
		With central corridor facilities only	With additional on-site storage
Detention basin in sub-watershed 7	In	27.3	15.6
	Out	10.2	4.3
Infiltration basin in sub-watershed 8	In	31.5	16.0
	Out	0	0
Detention basin in sub-watershed 18	In	35.2	20.4
	Out	9.5	3.7
Infiltration basin in sub-watershed 19	In	32.1	16.9
	Out	0	0
Detention basin in sub-watershed 25	In	64.6	34.6
	Out	38.4	20.2
Detention basin in sub-watershed 26 (south of TH10)	In	38.4	20.2
	Out	24.0	12.6
Infiltration basin in sub-watershed 26 (south of TH10)	In	24.0	12.6
	Out	18.9	9.5

Summary of Environmental Impact. The incorporation of a stormwater management system into the RTC site as it develops raises the need for proper collection, routing and storage of runoff. The standard routing of the 100-year frequency event without consideration of any infiltration, in accordance with LRRWMO regulations, yields a volume of 113 ac-ft that must be accounted for in on-site or near-site storage. When infiltration is considered, the volume can be reduced to 105 ac-ft. For events with a return frequency less than 100-years, infiltration can be designed to reduce volume substantially and provide continued recharge to a certain degree.

Mitigation element. The conversion of agricultural land to urban land ultimately increases the amount and rate of runoff leaving the land. Minimizing the impact of that increased runoff is the objective of this mitigation plan.

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It must be stressed that this portion of Ramsey does not have a natural outlet to the Mississippi River. The preliminary drainage system described within this AUAR assumes an outlet that takes advantage of publicly-owned, County land that extends from Highway 10 to the Mississippi River south of the RTC site. Preliminary discussions with the County on the use of this land have occurred, but resolution has not been agreed upon. Advantages of using this land extend beyond the RTC site, to the entire sub-watershed, including the eventual upgrade of Highway 10, which will also need a River outlet. If permission cannot be obtained from the County to use its land, an outlet option will need to be pursued to the southeast, along Highway 10. The small amount of water that now leaves the site, runs southeast along the highway, but infiltrates within a short distance.

Mitigation Approach

The quantity and quality approach laid-out earlier in this section describes an approach driven by the need to comply with runoff control rules of the LRRWMO and water quality requirements that are described in the next section. The runoff management system proposed in Figure 17.2 is done in a preliminary sense to allow the City and the developer to proceed with some knowledge of what design specifics will be needed. The City will assure that the developer(s) will design and build the final drainage and runoff management system within this overall framework, in compliance with the mandates of the LRRWMO.

Implementation of BMPs in Preliminary Design

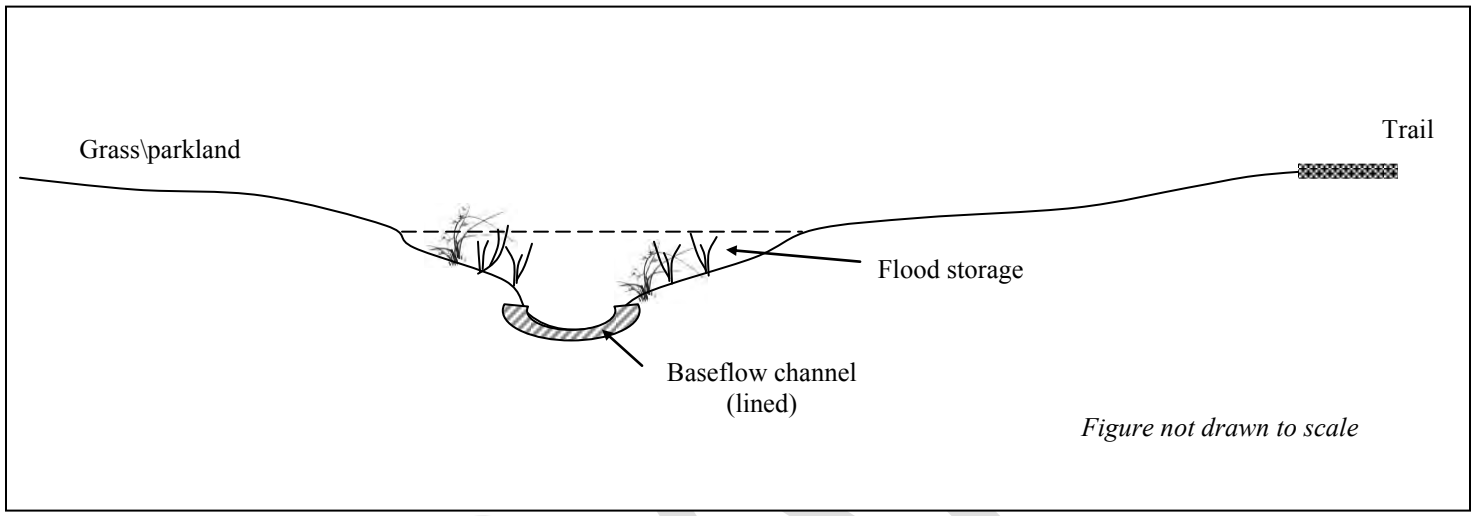
A system of BMPs can be initially proposed to meet the needs identified in the Item 12 and 17 discussions. The first aspect of this design is the handling of the large-scale (100-year) event. Figures 17.2 (a-c) illustrate the major management practice features that are proposed to store and treat runoff in the central drainage corridor. This system is designed to provide volume/peak reduction storage for the runoff, as well as water quality treatment. This approach starts with large detention storage in ponds located on-site in sub-watersheds 7 and 8, followed by similarly sized detention in ponds located in subwatersheds 25 and 26 south of the active development site. This storage is supplemented with additional smaller-scale storage in sub-watersheds 5, 11, 13, 21 and 22. Tables 17.1-17.5 describe the water quantity reductions in these ponds, and Tables 17.6 and 17.7 describe the water quality improvements for TP.

The ponding system provides both permanent pool storage for water quality treatment and temporary flood storage above the permanent pool. The ponds in the central drainage corridor are supplemented by two areas for additional storage of pre-treated runoff. These two areas in sub-watersheds 8 and 19 will allow for water levels to raise and take advantage of storage available. This water will be slowly drained by a controlled outlet, but infiltration will also occur. Figure 17.3 is a schematic cross-section of this approach. Keeping these areas dry except during high flows allows for their use as open space, recreation areas for essentially all of the year, with the exception of that time when they are needed to absorb flow. They then serve to dampen peaks, reduce

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volume and enhance recharge. A similar feature is also proposed for sub-watershed 26. This would be the last BMP in the chain of BMPs installed throughout the site and south of it before flows reaches the Mississippi River. Table 17.7 showed the dramatic water quality improvement that this system could provide. Such an approach is mandated by the Phase II discharge requirements (next section) and the MNRRA/Critical Area guidelines (Item 27).

Figure 17.3 Schematic of Flood Storage/Infiltration Portion of Central Corridor.



The runoff calculations in this section included determination of the 100-year event runoff and a condition supplemented by additional on-site storage. Figures 17.2 (a-c) showed the preliminary concept for the central drainage corridor. These figures illustrate the ponding system concept for storage during the large-scale event. Reference to Figure 6.6, however, shows that many additional smaller ponds exist on the site. Use of these ponds and consideration of the infiltration that naturally occurs through the sandy soils inherent to the site, yield a net reduction in flow leaving the site. Even further reduction can be made during the design and construction phases with the incorporation of additional BMPs. These features can also be used to filter inflow to the shallow groundwater system and replace some of the recharge lost to increased urbanization. The City can expect that volumes will be reduced if these features are incorporated in block design runoff routing. The largest benefit would likely accrue from installation associated with large parking lot surfaces. Further reductions can be explored during the detailed design phase.

The final BMP element proposed for runoff control is the use of solids removal pre-treatment at storm sewer outfalls. These installations can be any of a wide variety of forebays or installed sumps/filters that remove particulates from stormwater prior to discharge into any of the drainageways throughout the site. These will also reduce overall pollutant removal and will be a major part of the city's Phase II list of available BMPs.

As part of the design process for BMPs, replacement of non-native vegetation with native vegetation will occur whenever practicable and desirable.

Phase II National Pollutant Discharge Elimination System (NPDES) permit

The City of Ramsey has submitted its draft application for a Phase II National Pollutant Discharge Elimination System (NPDES) permit. The unsigned permit was submitted on March 10, 2003 under the MPCA requirements for the program of the U.S. Environmental Protection Agency (EPA). MPCA extended the timeline for receipt of an officially signed permit so that the City could authorize signature through a City Council action. The new deadline for receipt of a signed application is May 9, 2003. After that, the City will need to adopt a Storm Water Pollution Prevention Program (SWPPP). Since the City owns and operates a municipal drainage system, it is subject to the provisions of the Municipal Separate Storm Sewer System (MS4) provisions of the law. Construction activities within the City, and specifically on the Ramsey Town Center site, are also subject to the Phase II General Storm Water Permit for Construction Activity.

The MS4 program requires the City to develop and implement a Storm Water Pollution Prevention Program (SWPPP) that includes six minimum control measures:

- Public education and outreach;
- Public participation and involvement;
- Illicit discharge, detection and elimination;
- Construction site runoff control;
- Post-construction site runoff control; and
- Pollution prevention/good housekeeping.

The City must identify best management practices (BMPs) and measurable goals associated with each minimum control measure noted above. The City will be given five-years to develop an effective program after the permit is issued. This period of time coincides with the phased development of the Ramsey Town Center site, which must then include the provisions of the City SWPPP. The City will assure that the provisions of its Program are properly implemented within the Center as development proceeds.

Construction within the City of Ramsey is also subject to the provisions of the NPDES Phase II General Storm Water Permit for Construction Activity. This provision is in addition to the construction control measure required under the MS4 permit. Revisions to the current permit will be implemented by the State in September 2003. Under the proposed State Construction permit, any construction meeting the following criteria will be expected to obtain a permit from the MPCA:

- Any construction activity that results in the disturbance of one acre or more;
- Any construction activity less than one acre, but part of a ~~"l~~larger common plan for development or sale" that is larger than one acre (This would apply to any sub-area construction on the Ramsey Town Center site that is less than one acre because the overall site meets the above criteria.); and

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- Any construction activities that MPCA determines will potentially contribute to a violation of a water quality standard or for significant contribution of pollutants to a water resource.

Clearly, any construction on the Ramsey Town Center of any size will be subject to the provision of the Phase II construction permit, especially since the City's MS4 permit requires it to implement control measures addressing construction site runoff control. The SWPPP required for the general construction activity Permit must address the potential for discharge of sediment and/or other potential pollutants from the site, and must include the following elements:

- Temporary erosion prevention and sediment control BMPs;
- Permanent erosion prevention and sediment control BMPs;
- A permanent storm water management system; and
- Pollution prevention management measures.

These elements must be incorporated into the final plans and specifications before applying for permit coverage. Special provisions are made within the General Permit language for discharges to Outstanding Resource Value Waters (ORVW), which includes the Mississippi River through the City of Ramsey, discharges to wetlands and discharges to scenic or recreational river segments, which include the Ramsey reach of the Mississippi River. Within these areas, additional protective BMPs are required. Since the ultimate discharge from Ramsey Town Center is the Mississippi River, these provisions will apply to the construction permits issued for the site. The Item 17 assessment of discharge found that discharge of any storm water from the Town Center downstream to the River will occur under wet conditions. The only feasible and economic alternative for surface water discharge from the site is to the River. Every effort will be made to retain and, if possible, infiltrate normal events on the Town Center site. Excess volumes of surface water runoff will be pre-treated before allowed to drain from the Center or its nearby/adjacent runoff treatment system.

Because the Ramsey Town Center will not have any heavy industrial uses, it is not expected that the provisions of the Phase II NPDES program dealing with Industrial Activity will apply. However, if development conditions change before the site is finally built-out, and heavier industry is allowed on the site, these provisions could apply. Although there is no intent for heavy industry to occur in the Center, the City will monitor the permit requirements relative to land uses under which the permit conditions apply, and implement a control program if ever needed.

Relationship to Mississippi River TMDL

One water quality element of note in the mitigation plan is the need to reduce the negative impact of a discharge to an ~~"i~~mpaired water" under the Total Maximum Daily Load (TMDL) program. The Mississippi River through the City of Ramsey has been listed on the MPCA recommended ~~"3~~303d" list as impaired relative to fecal coliform, PCB and mercury. The PCB and mercury programs are regional in scale and are the subject of regional MPCA and USEPA remediation programs. The discharge of storm water high

in fecal coliform, however, is something that the City will need to address. The implementation of nonpoint source pollution control BMPs does not necessarily assure the reduction of fecal coliform. The process for setting a TMDL includes the initiation of a formal study that results in recommendations for control of the pollutant causing the impairment. MPCA has not yet begun this study for the impaired Mississippi River reach; however, once this study begins (currently scheduled for 2004-2006), the City will cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.

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18. Water Quality-Wastewater

18a. *Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.*

18b*. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.*

18c. *If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.*

18d. *Does not apply.*

Observe the following points of guidance in an AUAR:

- *only domestic wastewater would be coming from industrial uses that are excluded from review through an AUAR process;*
- *wastewater flows should be estimated by land use sub-areas of the AUAR area; the basis of flow estimates should be explained;*
- *the major sewer system features should be shown on a map and the expected flows should be identified;*
- *if not explained under Item 6, the expected staging of the sewer system construction should be described; and*
- *the relationship of the sewer system extension to the RGU's comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed.*

18a. General - Source, composition and quantity

In Minnesota communities, the management of wastewater is a health-related necessity. Providing adequate wastewater management services to residents and businesses in a community results in several additional benefits, including protection of the environment, enhanced economic development, and beneficial reuse of bio-solids and nutrients.

Policies within the City's *2001 Comprehensive Plan*, as amended in 2002 (*Comp Plan*), indicate that the City will:

- Extend municipal sewer services to areas within the existing and future Metropolitan Urban Services Area (MUSA) as shown on Figure 5.4 and consistent with the provisions and process outlined by the City.

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- Extend municipal sewer services to rural areas *only if*:
  - A pollution problem exists due to failing or leaking septic systems;
  - The only cost effective solution to the problem is connection to municipal sewer or a central sewer system;
  - Capacity exists in the metropolitan treatment system to provide service to the rural area in question; and
  - A fair and equitable financing tool is in place to recover the costs of building the sewer expansion facilities, so that existing rural residents who remain on functioning private septic systems are not required to pay assessments.

- Develop an equitable and fair financial framework for building and maintaining the existing and future municipal sewer system.

- Provide for the efficient and timely extension of municipal sewer services in accordance with the development staging plan as depicted in the future land use plan.

- Oversize sewer pipes so that in the event private septic systems fail the municipal sewer system is properly sized to handle additional capacity.

- Annually monitor sewer flowage into the two metropolitan interceptors in order to identify infiltration and inflow (I&I) problems, which can cost-effectively be repaired.

- Work with the Metropolitan Council Environmental Services division to identify any points of major I&I into the system and devise a plan to minimize future I&I.

- Emphasize prevention and education to protect against ground water pollution related to on-site sewage disposal systems.

- Ensure existing on-site sewage disposal systems in the City are consistently maintained and monitored as required under Minnesota Rules Section 7080.

Based on the *Comp Plan,* the availability of wastewater management services within the City can be divided into three distinct service categories as follows:

- Existing Urban (MUSA) Area: Residents and businesses within this area are currently served by the MCES's regional interceptor. Wastewater is transported via this interceptor to the MCES Metro Wastewater Treatment Plant in St. Paul (Figure 18.1 and 18.2).

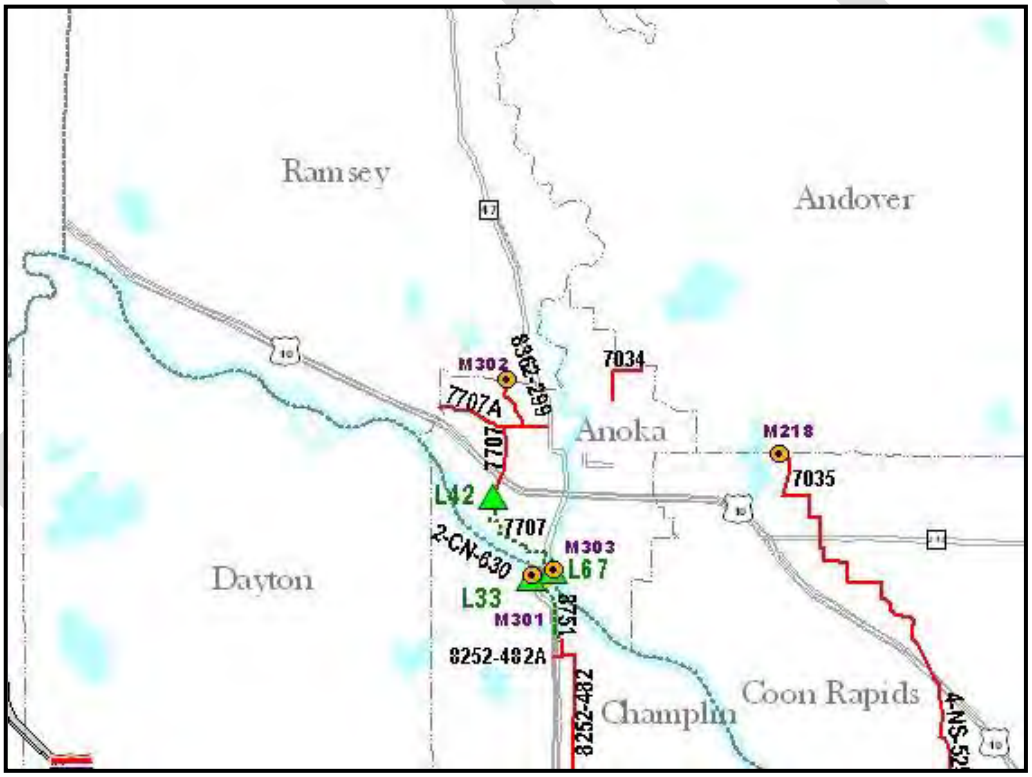
- Urban Growth Area: These are areas designated by the City of Ramsey in its *Comp Plan*, as being within the Urban Growth Boundary. Wastewater services for future development in this area will be provided by an extension

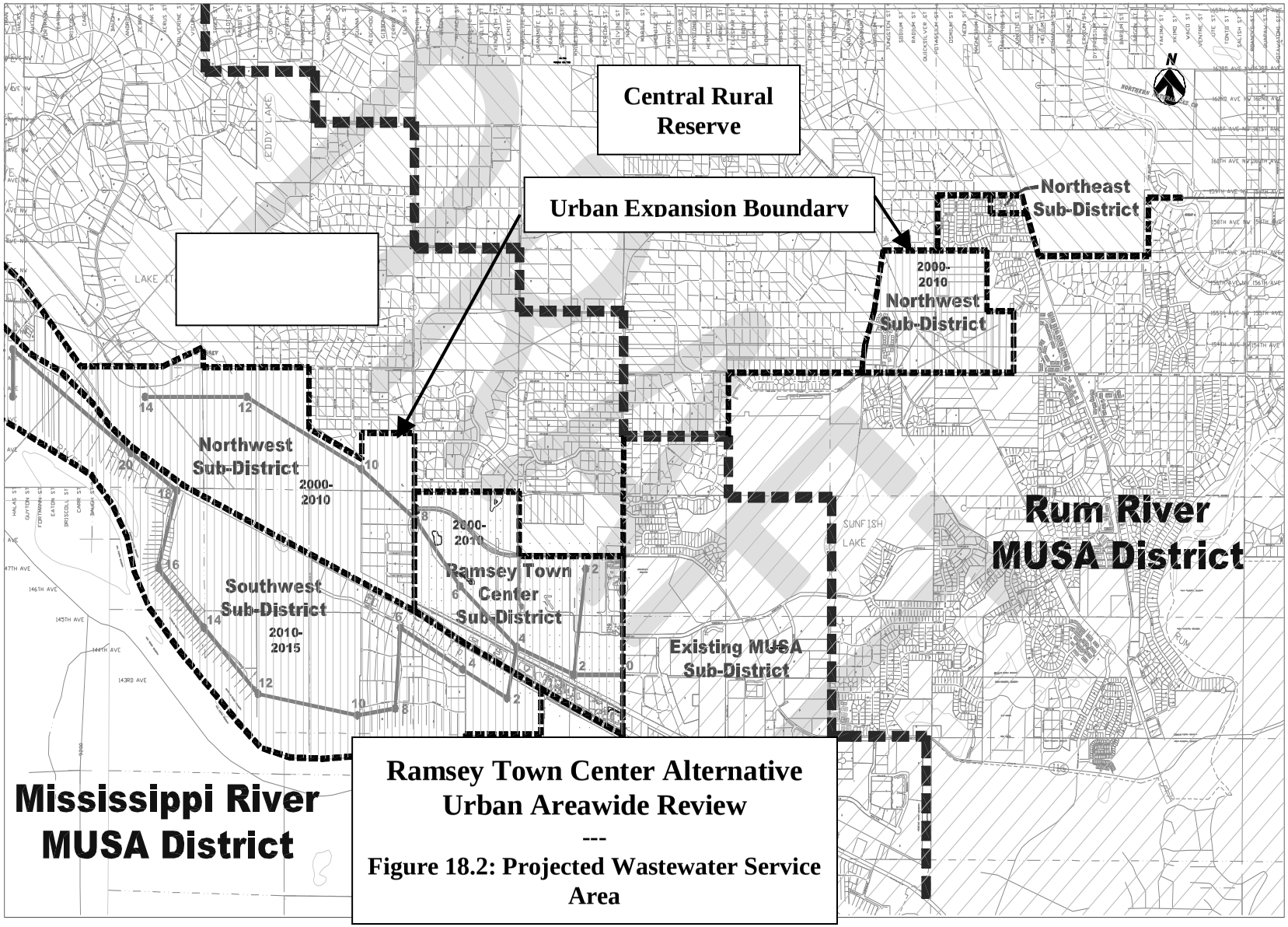
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of the City's wastewater collection system for transport to the MCES regional interceptor (Figure 18.1 and 18.2). Existing residences and businesses currently within this area are serviced by individual septic systems.

- Central Rural Reserve and Rural Developing: Residents and businesses in these areas use primarily individual septic systems for wastewater management and individual wells for potable water (Figure 18.2). Although extension of MUSA service to these areas is not currently planned, design of the existing and future sewer mains must take into account any potential future need. Therefore, for purposes of the AUAR, projected flows are calculated for those areas within the Sewer Service Boundary shown in the *1991 Comprehensive Sanitary Sewer Plan* (Sewer Plan). Generally, these areas are designated Rural Developing in the *Comp Plan* and are located north of the Urban Growth Boundary and south of Trott Brook.

Figure 18.1: MCES Wastewater Facilities Serving Ramsey





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Figure 18.2: Projected Wastewater Service Area

Table 18.1: Projected Wastewater Composition and Loadings

Contaminant	Concentration (mg/l)	Total Annual Mass Loading[(1)] (tons)
Total Dissolved Solids	500	4,871
Total Suspended Solids	220	2,143
Biochemical Oxygen Demand - 5-Day (BOD_5)	250	2,435
Chemical Oxygen Demand (COD)	500	4,870
Nitrogen (Total as N)	50	487
Phosphorous (Total as P)	10[(2)]	97

(1) Based on a projected annual flow of 2,336 MGY.
(2) Phosphorous levels are somewhat elevated to compensate for disposal and restaurant wastes.

Wastewater from the RTC development is considered domestic as no industrial waste is proposed. Table 18.1 lists the projected composition of the wastewater and the projected concentration of common contaminants. The above projected loadings fall within the range of ~~"a~~verage" wastewater strengths. Because of this, it appears that the MCES Metro Wastewater Treatment Plant will be able to handle the projected waste composition and loadings from the RTC Development.

18b. Description of Existing Wastewater Management Systems

Local Collection System Capacity – Within each of the Districts, wastewater is collected and transported to the main interceptors primarily by gravity sewer. When necessary, pumping stations and force-mains are used to overcome elevation changes. Inflow and infiltration into the sanitary sewer is expected to be minimal due to the relatively new age of the system.

The City's *Comp Plan* documented MCES Projected Wastewater flows for the City of Ramsey to be between 542 and 668 MGY or a maximum of 1.8 MGD. The *Sewer Plan* indicated that at full build out, 2.8 MGD of flow would be generated by a sewered population of 27,200 persons and a sewered employment of 7,000 employees. It appears that the existing sewer collection system has been designed to accommodate the larger flow of 2.8 MGD.

Regional Interceptor Capacity – Availability of capacity in the regional interceptor system depends on several factors but is generally based on Met Council design and growth projections for developing communities. The *Comp Plan* indicates that Met Council projections of wastewater flows for the City of Ramsey in 2020 were between 1.5 and 1.8 MGD. The *Sewer Plan* states that the two regional interceptors serving Ramsey were design to handle a combined average daily flow of 7.87 MGD. However, the regional facilities downstream of the interceptors are not. The *Sewer Plan* also states that approximately 30% (2.8 MGD) of the capacity at the Anoka lift station is reserved for Ramsey. In either case, the *Comp Plan* states that ~~I~~if and when growth or sewer demand exceeds the current regional facility sizing, those facilities will require

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upgrading".

For purposes of this AUAR, it is assumed that the available capacity in the MCES Regional System is at a minimum 2.8 MGD and could be as high as 3.8 MGD without requiring significant upgrades. This 3.8 MGD figure is based on a telephone conversation held in February of 2003 in which MCES Officials indicated that additional capacity may be available due to slower than anticipated growth and development in other cities. Therefore, it is recommended that the City contact MCES to formalize a new agreement on existing and future available capacity. Future decisions on growth, and the need for infrastructure improvements, can then be planned and executed as necessary.

Existing Urban Flows – Within the existing Urban Wastewater Service Area (Table 18.2), approximately 1,500 residential households and 250 acres of commercial, industrial and institutional development are served by the MCES regional interceptor. The entire Urban Service Area is divided into two service districts that connect to separate regional interceptors: the Mississippi River District and the Rum River District (Figure 18.2). These Districts are divided somewhat along the watershed divide for the two rivers.

Table 18.2: Existing MUSA (Category 1) Flows by District

Description	Average Daily Flow (MGD)	Peak Hourly Flow (MGD)	Average Annual Flow (MGY)	Average Daily Flow Capacity (MGD)	Peak Hourly Flow Capacity (MGD)
Mississippi River MUSA District	0.161[(1)]	0.475	59	-	10
Rum River MUSA District	0.390[(2)]	1.120	143	-	8
TOTAL	**0.551**	**1.595**	**202**	**2.8 to 3.8**	**18**

(1) Based on 2002 monthly flow records provided by MCES. (2001 Comp Plan estimated at 0.199 MGD)
(2) Based on 2002 average quarterly flow monitoring records provided by MCES. (2001 Comp Plan estimated at 0.406 MGD)
(3) Peak hourly flows were calculated using average design value formulas.

The two regional interceptors serving the City have a combined peak capacity of 18.0 MGD. The Rum River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum design capacity of about 8 million gallons per day (MGD). The Mississippi River MUSA District, which is served by a 30-inch diameter interceptor, has a maximum peak design capacity of about 8 MGD. As stated earlier, it is assumed that 2.8 to 3.8 MGD of average daily flow capacity is available in the regional system. Therefore, it appears that approximately 1.2 to 2.2 MGD of average daily capacity is currently available, without upgrades to regional facilities, for future development in Ramsey.

The capacity of the MCES interceptors appears to be adequate for the existing average daily and peak hourly wastewater flows from each District. In addition, the combined average daily flow of 0.551 MGD does not exceed the MCES limit of 2.8 to 3.8 MGD.

The reserve capacity for future growth with the Ramsey MUSA, therefore, appears to be about 2.2 to 3.2 MGD.

Rural Wastewater Management – In areas outside of the existing MUSA, a total of 3,750 households are served by private on-site septic systems and drain fields. Of these, 3,260 are systems that are outside of the current Urban Growth Boundary. The remaining 490, which are located within the Urban Growth Boundary, are earmarked in the *Comp Plan* to be connected to the MUSA system during phased expansion through about 2015. Approximately half of the 3,750 onsite systems where constructed before 1974 and have not been replaced or upgraded since. The remaining systems are new or have been upgraded since 1974 due to failures or real estate sales. There has been no known or reported groundwater quality issues related to failing septic systems. The City has passed an ISTS ordinance.

Future Wastewater Management. As stated earlier, the City's wastewater collection system is divided into two Districts that generally follow a watershed boundary: the Rum River MUSA District and the Mississippi River MUSA District. The City's 2001 Comprehensive Plan identified areas within the City limits that would receive MUSA wastewater service under future planned expansions through 2015. These areas are all within the Urban Growth Boundary.

In the Rum River MUSA District Urban Growth Area, future expansion is planned to serve two small areas to the north of 163rd Ave. (Figure 18.2). In the Mississippi River MUSA District Urban Growth Area, future expansions are planned for a fairly large area to the west of Ramsey Blvd., and to the north and south of U.S. Hwy. 10, also shown in Figure 18.2.

The RTC Site is located within the Mississippi River MUSA District. It was identified in the City's *2001 Comprehensive Plan*, as amended in 2002, for expansion of the centralized wastewater system between 2000 and 2010. In addition to the RTC Site, the plan identified other Urban Growth Areas to the west of the RTC Site with sewer extension occurring between 2000 and 2015.

(Note: The selection of sub-districts is solely for convenience in determining current and future design flows and was not intended to correlate with any development timelines..)

Methodology: Existing and projected future flows for each District need to be determined in order to consider potential future impacts from the RTC Development. In general, the methodology follows that used in the City's *2001 Comprehensive Plan,* as amended in 2002, and estimates future flows for all areas within the Sewer Service Boundary developed in the *Sewer Plan* (Generally all areas south of Trott Brook).

Flows for the areas currently served by the MUSA will be based on the 2001 MCES reported flows as shown in Table 18.2. Flows for the future Urban Growth Areas are based on projected land use and generally follow the procedures developed in the City's *2001 Comprehensive Sewer Plan*, as amended in 2002 (A summary of the projected

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flows is included as Appendix G). For the RTC Site, future flows were estimated based on projected occupancy and development types presented in the latest RTC preferred design shown in Figure 6.1.

Mississippi River MUSA District – To determine future wastewater flows, the Mississippi River MUSA District Urban Growth Area was divided into five sub-districts: the existing MUSA Sub-district, the Rural Sub-district, the RTC Sub-district, the Northwest Sub-district and the Southwest Sub-district (Figure 18.2).

Table 18.3: Projected Wastewater Flows for RTC Sub-district Residential Development

Development Type	**Quantity**	**Occupants per Unit**	**Total Occupants**	**Flow per Occupant (gpd)**	**Total Flow (gpd)**
Mixed Use Residential	1012	5	5,060	75	379.500
Apartment	172	3	516	75	38,700
Duplex	62	4	186	75	13,950
Townhouse	1154	4	4,616	75	346,200
Total Residential	**2,400**		**10,378**	**75**	**778,350**

Table 18.4: Projected Wastewater Flows For RTC Commercial/Service Development

Development Type	**Acres Used (ac)**	**Flow per Acre (gpd)**	**Total Flow (gpd)**
Commercial (Existing Hwy. 10)	32.2	1,500	48,300
Commercial (Service/Convenience)	11.6	1,500	17,400
Commercial (Shopping)	24.4	1,200	29,280
Mixed Use (Retail/Office)	30.6	1,700	52,020
Civic Center	3.6	10,000	36,000
Business Enterprise	35.9	1,000	35,900
Transit	4.5	1,000	4,500
Public/Open Space	58.2	100	5,820
Total Developed Area	**201**		**229,220**

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Table 18.5: Mississippi River District Projected Future Wastewater Flows by Sub-district

Sub-district	Existing Average Daily Flow (MGD)	Existing Peak Hourly Flow (MGD)	Future Average Daily Flow (MGD)	Future Peak Hourly Flow (MGD)
RTC Sub-district	0	0	1.010	3.100
Northwest Sub-district	0	0	0.472	1.342
Southwest Sub-district	0	0	0.599	1.677
Rural Developing(1)	0	0	1.427	3.602
Sub-total	**-**	**-**	**3.508**	**6.422**
Existing MUSA	0.161	0.475	0.161	0.475
TOTAL	**0.161**	**0.475**	**3.669**	**6.520**

(1) From 1991 Comprehensive Sanitary Sewer Plan.

The combined future wastewater average and peak daily flows for the Mississippi River MUSA District are 3.669 MGD and 6.520 MGD, respectively (Table 18.5). These flows are well within the range for the design of the local regional interceptor which has a peak daily capacity of 10 MGD. However, it does appear that improvements to downstream MUSA infrastructure, such as the Anoka lift station, may be required at some future date.

In addition, there is a 27-inch sewer main that terminates at a manhole on the eastern edge of the RTC development at the corner of Ramsey Boulevard and 143rd Avenue. Assuming the minimum allowable design slope of 0.07%, the maximum instantaneous flow that can be handled by this line is 8.216 MGD. Therefore, it appears that the existing 27-inch main is sized to handle wastewater flows from the RTC development and future growth from the Urban Growth and Rural Developing Areas.

Note: The 27-inch main mentioned above runs for two blocks before tying into a 30-inch main. Because of this, and the uncertainty of future flows and pipe slopes, it is recommended that a 30-inch sewer main be installed throughout the entire RTC development and, if required, only two blocks of 27-inch main will need replacing in the future.

Rum River MUSA District – To determine the future wastewater flows, the Rum River MUSA Sub-District has been divided into four sub-districts: the Existing MUSA Sub-district, the Rural Sub-district, the Northwest MUSA Sub-districts and the Northeast MUSA Sub-district (Figure 18.2). Table 18.6 shows the current and future flows for the Rum River District.

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Table 18.6: Rum River District Projected Future Wastewater Flows by Sub-district

Sub-district	Existing Average Daily Flow (gpd)	Existing Peak Hourly Flow (gpd)	Future Average Daily Flow (MGD)	Future Peak Hourly Flow (MGD)
Northwest MUSA Sub-district	0	0	0.097	0.287
Northeast MUSA Sub-district	0	0	0.021	0.063
Rural Sub-district	0	0	2.221	5.775
Sub-total	**-**	**-**	**2.339**	**6.081**
Existing MUSA	0.390	1.119	0.390	1.119
TOTAL	**0.390**	**1.119**	**2.729**	**5.704**

The combined projected average daily flow for the Rum River District is 2.729 MGD with peak flows reaching 5.704 MGD. Therefore, there appears to be sufficient capacity in the MUSA regional interceptor which is designed for a peak flow of 8 MGD. Again, it is recommended that the City reevaluates their MCES allocation of the interceptor capacity prior to performing an update of their Comprehensive Sewer Plan.

Combined City of Ramsey Flows. Table 18.7 below shows the total future average daily wastewater flow for the entire City to be 6.4 MGD with a peak hourly flow of 12.2 MGD. It should be noted that these flows assume the maximum possible density at final build-out and, therefore, represent the most conservative scenario. As a result, it appears that the existing interceptors are large enough to carry the projected future average daily flows, as well as the projected future peak hourly flows. However, it appears that the future average daily wastewater flow is above the MCES allocated flow of 2.8 MGD as well as the higher allocation of 3.8 MGD. Discussions with MCES on allocated capacity should begin.

Table 18.7: Projected Wastewater Flows for 2020

Sub-district	Future Average Daily Flow (MGD)	Future Peak Hourly Flow (MGD)	Average Annual Flow
Mississippi River MUSA District	3.7	6.5	1,350
Rum River MUSA District	2.7	5.7	985.5
TOTAL	**6.4**	**12.2**	**2,336**

Summary of Environmental Impact. The provision of sanitary sewage collection and transport to a treatment facility is a normal urban service provided by a community as its urban area develops. There is no adverse environmental impact expected as long as the plan for provision of this service is followed according to the City's *2001 Comprehensive Plan*, as amended in 2002 and coordinated with MCES.

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Mitigation element - Both the wastewater flows and the projected loadings from the RTC development can be effectively transported and treated by the MCES system. In addition, future development and resulting flows are within the range of those estimated in the City's *2001 Comprehensive Plan,* as amended in 2002. Therefore, it does not appear that there is any cause for specific remediation actions. A 30-inch sewer main is recommended to serve the RTC.

As noted earlier, it will be necessary for the City to update its *Comprehensive Sewer Plan,* following discussion with MCES on increased allocated capacity. In addition, it will be important to measure and test the wastewater flows from the new development on a periodic basis. This will allow the City and MCES officials to monitor the characteristics of the wastewater generated by the development over time and to address any future unforeseen changes.

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19. Geologic Hazards and Soil Conditions

19a. *Approximate depth (in feet) to ground water:* **4 minimum, 10 average**
Approximate depth (in feet) to bedrock: **120 minimum, 160 average**

Describe any of the following geologic site hazards to groundwater and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measure to avoid or minimize environmental problems due to any of these hazards

19b*. Describe the soils on the site, giving NRCS (SCS) classifications, if known. Discuss soil granularity and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.*

For an AUAR, a map should also be included to show any groundwater hazards identified. A standard soils map for the area should be included.

19a. The regional water table is four feet from the surface in low areas of the site, but average depth to groundwater is ten feet (Figure 19.1). The easily accessible water table provides a readily available source of groundwater. Bedrock units below surficial materials provide additional groundwater sources. The City of Ramsey drinking water is currently supplied by five wells. Three of these well are in, and adjacent to, the Town Center and pump water from the Franconia-Ironton-Galesville (FIG) aquifer. Details of this system are provided in Item 13. Groundwater flows at low gradients to the south-southeast towards the Mississippi River in the FIG aquifer.

Surficial sediments consist of Quaternary glacial outwash composed primarily of sand and gravel (Figure 19.2). The majority of the site lies within the Langdon Terrace. The northeast edge of the site consists of the Richfield Terrace. Both Terraces are deposits of the historic Mississippi River and consist of sand layers of varying thickness overlaying till or bedrock. Boulder lags and scarps are typically found at the contact between the two Terraces. Clay layers of varying thickness are found at typical depths of 50 feet. Thickness varies and the layers do not appear to be continuous. These clay layers inhibit the downward flow of groundwater to lower bedrock units. The clay is typically mixed with sand or gravel, or has pockets of sand and gravel. Silt, clay, and hydric soils can be found at or near the surface in some areas. These materials are hydraulic barriers retaining surface water where surface water features are not reflections of groundwater.

Beneath the Town Center, minimum depth to bedrock is 120 feet and average depth is approximately 160 feet (Figure 19.3). The uppermost bedrock unit below the Town Center is the Franconia Formation (Figure 19.3). The Upper Franconia is fine- to coarse-grained dolomite cemented sandstone with thin beds of shale. The Lower Franconia units are glauconitic and feldspathic well-cemented sandstone inter-bedded with thin shale layers. The two are separated by a thicker shale bed, which is far less able to transmit water, further slowing the downward flow of water to deeper aquifers. Below the

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Franconia is the Ironton-Galesville Formation. The Ironton and Galesville formations are medium to very coarse-grained sandstones interlaid with thin beds of shale. The formations are separated from the water at the surface by clay layers in glacial material and by the thick shale bed in the Franconia Formation. These units of shale and clay act as "aquitards", meaning they have low permeability and slowly transmit water, or retard the flow of water to lower bedrock units.

The Minnesota Geological Survey (MGS) is currently reviewing the bedrock geology of this region. A final map from this study will be available in fall 2003. The study identifies the possibility of shallow bedrock valleys where the St. Lawrence formation is absent throughout Anoka County. These shallow valleys can be difficult to identify, as the St. Lawrence is often misinterpreted as Upper Franconia. It is typically present as a cap on high bedrock areas. Well logs from the project site (Figure 19.3) indicate that the St. Lawrence does not exist below the Town Center, but because of common misinterpretations, a thin layer may be present.

Through the course of the MGS study, a bedrock valley was identified two miles north of the Town Center site (Figure 19.4). The valley cuts down through all upper bedrock units into the Ironton-Galesville Formation. Bedrock valleys bring quaternary sediments in direct contact with deep bedrock formations. This interaction may result in the quaternary aquifer recharging bedrock aquifers without the typical aquitards that protect these aquifers from surface pollutants.

19b. Soils within the Town Center are highly permeable sand and gravel in the upper 50 feet. These are the soils through which RTC stormwater infiltrates (Figure 12.2). Soil borings on-site indicate the first foot of soil is silt and sand, followed by poorly graded fine to medium-grained sand with traces of gravel. The Natural Resources Conservation Service (NRCS) classifies the soils on site as Hubbard series, Duelm, and Isanti. The Hubbard soils classified on site are coarse sand with slopes that range from 0-12 percent. The Duelm is a loamy coarse sand and the Isanti is a sandy loam. The Isanti is a hydric soil.

All soils on site have a permeability that ranges from six-to-twenty inches per hour. The high permeability of the soils increases the potential for shallow groundwater contamination. To reduce this risk, pretreatment of stormwater runoff prior to infiltration and community education programs on household chemical and fertilizer use can be implemented.

City wells were tested for tritium as part of the wellhead protection area (WHPA) and drinking water supply management area (DWSMA) delineation for the City of Ramsey. Tritium is a form of hydrogen and can act as an indicator of groundwater age, but does not pose a health risk. Atmospheric tritium levels increased during the 1950's due to testing of atomic bombs. Therefore, tritium levels are used to indicate whether groundwater entered the ground before or after 1950. Public water supply wells with high levels of tritium are classified as "vulnerable" to surface processes because of the relatively recent (post-1950) interaction with the surface. Tritium levels in the three city

wells around the Town Center are high. The high levels may be caused by the rapid rate of infiltration through the highly permeable sand and gravel materials of the Anoka Sand Plain, or by the interaction of the quaternary and bedrock aquifers in the bedrock valley to the north of the site.

Water quality tests of Ramsey public water supply wells including tests for nitrates, pesticides, volatile organic compounds, and arsenic were found to meet all of the Safe Drinking Water Act drinking water limits. Manganese and iron are present and may produce staining and metallic tasting water, but do not pose a health risk. Clay layers in the glacial material and shale layers in the Franconia Formation slow or impede the course of potential surface pollutants towards the lower bedrock formations and therefore help to maintain the quality of the Ramsey water supply.

Summary of Environmental Impact. There were no geologic hazards within the Town Center site. A bedrock valley was identified by the MGS approximately a mile and a half north of the Town Center. Due to the high permeability of the Anoka Sand Plain, the surficial aquifer is susceptible to contamination from surface activities. This contamination could potentially reach the water supply. The following mitigation plan details means to minimize the risk of contamination.

Mitigation element. The high permeability of the soils at the Town Center are ideal for the implementation of infiltration practices that will manage stormwater runoff, provide flood control and recharge the water table aquifer. However, the high permeability also increases the risk for potential contamination of groundwater resources. In order to mitigate this risk, best management practices (BMPs) and community education programs will be implemented.

Extensive use of herbicides, pesticides, and fertilizers on residential and public lawns, and agricultural fields is discouraged in the City of Ramsey, as stated in the City's *2001 Comprehensive Plan*. Implementing community education and awareness programs to discourage the above stated activities, as well as to inform on household and business chemical usage and hazardous waste storage and disposal will help reduce the potential for groundwater contamination by these types of substances. The appropriate use of native vegetation will also reduce the need for herbicides, pesticides and fertilizer throughout the Town Center.

Infiltration of stormwater under carefully managed conditions is essential for recharging groundwater. Infiltration through soil also removes nutrients and other potential pollutants from surface water, pretreating and maintaining the quality of the water. Potential groundwater contaminants from stormwater runoff associated with land uses similar to the proposed Town Center land uses include nitrates, pesticides, organic compounds, and heavy metals. The potential for contamination from these substances is greatly reduced when stormwater runoff is pre-treated prior to infiltration and BMPs are implemented. Pretreatment methods vary, but include the use of permeable materials to promote infiltration and pollutant removal by soil, vegetation to filter surface water, settling to remove solids and pollutants associated with them, and preventative measures

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such as limiting the storage of chemicals and homeowner education on chemical use. Several manuals for design, installation and maintenance of BMPs are available to guide the City. Citizen and staff education will also help implement protective practices.

The use of these types of practices increases wildlife habitat and public green space while reducing the risk of groundwater contamination. Several manuals are available to guide actual installation, use and operation/maintenance of chosen BMPs.

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20. Solid Wastes; Hazardous Wastes; Storage Tanks

***20a**.Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location or disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. The total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.*

***20b**. Not applicable to an AUAR.*

***20c**. Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans. Potential locations of storage tanks associated with commercial uses in the AUAR should be identified (for example, gasoline tanks at service stations).*

20a. Information on solid waste generation expected from the RTC site was obtained from Ace Solid Waste Inc. (Rick Nelson, 763-427-3110). The analysis used the preferred design shown in Figure 6.1 and the extensive local experience of Ace Solid Waste Inc. to calculate the most likely amount of solid waste that will be generated by the Town Center. The completed analysis is shown in Table 20.1.

Table 20.1 Solid Waste Analysis

Use Type	Solid Waste (tons/month)
Business/Medical Office	21.33
Commercial	12.11
Mixed-Use	86.93
Residential	123.65
Retail	26.99

20b. Not applicable to an AUAR.

20c. There are no underground storage tanks at the Town Center Site at this time, nor were there any identified to have been present historically. A Phase I investigation conducted by Delta Environmental Consultants, Inc. in 2002 identified two sites within one-half mile of the project area that were of regulatory environmental concern (Figure

19.4). Both sites were part of the Minnesota Pollution Control Agency's (MPCA) Leaking Underground Storage Tank (LUST) Cleanup Program. Brook's Food Store (LUST #7470) at 14550 Armstrong Boulevard Northwest was added to the LUST database in 1994 due to a release of unleaded gasoline. Custom Coaches (LUST #1042) at 6845 Highway 10 North was added to the LUST database in 1989 after a release of gasoline. Both sites were closed as of 1997.

Within the project area, there is an active site in the MPCA's Voluntary Investigation and Cleanup (VIC) program (Figure 19.4). The site is located on the corner of Ramsey Boulevard and Highway 10, and is identified as VP8480. In July 1963, a railcar accident resulted in the release of powdered lead arsenate. There was also a report of several barrels, possibly containing lead arsenate, being buried at this same location at a later, unspecified, date and then removed. An electromagnetic induction survey indicated three disturbed areas in the subsurface that could be burial locations. Burlington Northern Santa Fe (BNSF) has no record of the burial of any items. From soil boring investigations, the extent of arsenic contamination is 350 feet long and 40 feet wide (Figure 19.4).

The Minnesota Department of Health (MDH) and the United States Environmental Protection Agency (USEPA) determined the maximum contaminant level (MCL) for arsenic in drinking water to be 50 parts per billion (ppb). In the 1990's the limit was reviewed and changed to 10 ppb. The new regulation does not go into affect until 2006. Groundwater samples were collected from monitoring wells at the spill site and from several residential wells near the spill. Soil samples were taken at varying depths from soil borings at the spill site. Of forty-two soil samples taken from 1998-2000, eight were over current MCL for arsenic. Groundwater samples were taken from six monitoring wells in 2000, and all six were over the current limit. In 2001, only one of these wells was over the MCL. Sample collection methods in 2001 differed from those used in 2000. The only arsenic level that exceeded the present MCL in a sampled residential well was to the north of this site. Because groundwater flow is to the south, the BNSF site is not thought to be the source of arsenic in that well.

A supplementary Phase II investigation has been completed for this site and is under review by the MPCA.

BNSF indicated its intent to remove the contaminated soils prior to the construction of the Burger King restaurant, parking lot, and stormwater detention pond. BNSF currently has plans to remove the contaminated soils in the summer of 2003. BNSF and the MPCA should be notified prior to any earth moving activities. The project representative for the MPCA is Karen Kromar, who can be contacted at (651) 297-3080. The BNSF representative is Mike Woolridge, who can be contacted at (763) 782-3483. Thomas Dahl, of Retec, performs environmental testing for BNSF at this site and can be contacted at (651) 222-0841.

BNSF hauls hazardous materials along the tracks that adjoin RTC. There has been only one known derailment of hazardous materials on the site over the past 40 years, as

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discussed above. The transportation of hazardous materials is regulated at the federal, state and local level. Hazardous materials hauled through this area are reported to the Anoka County Emergency Management Department and are required to be properly placarded, stored and transported according to all applicable regulations. The City of Ramsey Police and Fire Departments are fully trained and prepared for potential derailments. Further information on City preparedness plans can be obtained from Fire Chief Dean Kapler at (763) 427-3764.

The Phase I Environmental Assessment performed in June 2002 by Delta Environmental Consultants Inc., concluded, based on site inspection, that hazardous substances and petroleum products were used and stored on an abandoned farmstead along Ramsey Boulevard Northwest within the Town Center site (Figure 19.4). Due to the unsecured nature of these substances, the potential for release or improper disposal exists. Materials identified at the farmstead included cement cans, motor oil containers, an open bucket of motor oil, rust retardant, bonding adhesive, car batteries, antifreeze, air conditioners, refrigerators, and several abandoned vehicles. Tests of ceiling tiles, floor tiles, insulation, and siding from the abandoned farmstead buildings were negative for asbestos. If this site is found to have contaminated soils or groundwater, appropriate remediation will be needed.

In order to safeguard and sustain the public water supply, ~~"~~wellhead protection areas" (WHPAs) and ~~"~~drinking water supply management areas" (DWSMAs) are delineated around public water supply wells (Figure 20.1). The Ramsey *Wellhead Protection Plan* was developed in cooperation with Anoka County Environmental Services as part of a ten-city program to delineate WHPAs and identify potential contaminant sources by parcel number. The WHPA is the recharge area for the public water supply. Parameters used to determine recharge area include a ten-year travel time, aquifer transmissivity, pumping volume, flow direction, flow boundaries, and geologic setting. The DWSMA is the geographic area including and adjacent to the WHPA extended to public roads and/or property lines.

WHPA and DWSMA designations restrict or specially manage land uses that could degrade the quantity and quality of the public water supply. The most controlled land use in the WHPA is the use of underground storage tanks to store petroleum and any other potentially harmful substance. Underground tanks are allowed in the WHPA if the tanks are double-walled and groundwater around the tank is monitored for contamination from a possible leak in the tank. However, the use of underground tanks in these areas is strongly discouraged. In the case that a leak occurred, alternative water sources, such as the emergency connection with the city of Anoka, would potentially have to be used. Ramsey city wells would be particularly susceptible to an up gradient leak. In the event of a water supply emergency, the City would respond using its normal police and fire emergency response plan until a specific emergency response plan can be developed as part of an updated water supply plan.

Summary of Environmental Impact. There is an active MPCA VIC site in the southeast corner of the site as result a release of lead arsenate. The soils and groundwater in that

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area were contaminated with arsenic. BNSF is working with current landowners and the MPCA to remove the contaminated soils during the summer of 2003. Additionally, improperly handled and stored hazardous materials on an abandoned farmstead may pose an environmental impact. Finally, the Town Center site includes the WHPAs and DWSMAs for the city of Ramsey west well field. The following mitigation plan discusses how to minimize the impact to the drinking water supply within the regulated areas, as well as how to minimize further impact by the farmstead and VIC sites.

Mitigation element. To decrease the amount of solid waste generated within the City, Ramsey maintains the following policies as stated in its *2001 Comprehensive Plan* -

- Work with the Anoka County Integrated Waste Management Department to develop and implement programs that contribute to waste reduction, resource recovery, recycling and limited landfilling;
- Continue to support curbside recycling of reusable waste materials through educational events, promotional events, and volunteer efforts;
- Research grants and funding programs through federal, state, and local organizations that support the "Three R's" (reduce, reuse, and recycle); and
- Continue to pursue and support research efforts in innovative techniques that enhance the environment, provide alternative means of energy, and reduce the waste stream.

The implementation of these policies will help to reduce the quantities of solid waste produced at the Town Center.

The contaminated soils at the BNSF VIC site must be removed as soon as possible under the plan for the summer of 2003. Removal could potentially occur during construction of the multi-modal facility, Highway 10 improvements, or Town Center construction. BNSF and the MPCA should be contacted in regards to any earth moving activity in the vicinity of the spill site. The project representative for the MPCA is Karen Kromar, who can be contacted at (651) 297-3080. The BNSF representative is Mike Woolridge, who can be contacted at (763) 782-3483. The contamination of groundwater may restrict the installation of additional water supply wells near Ramsey Boulevard and Highway 10.

Further investigation may be needed in order to determine the extent, if any, of contamination at the abandoned farmstead. If there is soil or groundwater contamination due to the improper handling and storage of chemicals and hazardous substances at this site, appropriate removal and remediation of the contaminated areas may be required. State and county fiscal aid programs exist for the cleanup and investigation of these types of sites. The MPCA Site Assessment Unit has fiscal aid available for Phase I and Phase II investigations; contact Tom Whear at 651-296-7349 for additional information. The United States Environmental Protection Agency also currently has funding for cleanup and investigation. For additional information regarding cleanup and investigation programs, the Minnesota Brownfields Resource Guide is available at http://www.pca.state.mn.us/publications/reports/brg-0901.pdf.

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Within the WHPA, underground storage tanks and infiltration are not recommended. Should contamination occur due to these or any other practice, alternative water supply sources may be required. Currently the city water towers store an extra amount of water equivalent to meet the supply need for one day. There is also an emergency connection with the City of Anoka for additional water needs. A contingency plan should be developed as part of the next water supply plan update to deal with contamination. According to the EPA, a contingency plan should include the following:

- Basic water supply information
- List of potential contamination sources and location
- Mapped WHPA
- Firefighting plan for toxic chemical storage locations
- Surface spill emergency response plan
- Alternative short term water supply
- Alternative long term water supply

These could be coordinated with existing city plans, data, and management procedures, many of which are detailed in the city's Water Supply Plan, WHP Plan, *2001 Comprehensive Plan*, and this document. A contingency plan is also required by the State as part of the city's water supply plan (M.S., Section 103G.291, subd.3). Guidelines provided by the DNR and Metropolitan Council for the content of this water supply plan element indicate the need for the following components:

- emergency telephone contact list
- current water sources and service area description
- procedure for augmenting supplies
- demand reduction procedures
- procedures for water allocation
- establishment of triggers for implementing plan components
- enforcement
- water supply protection

As part of its next revision, the City of Ramsey will amend its *1999 Water Supply Plan* to include an emergency response element. The amendment will include all of the above components. This will occur prior to applying for a DNR appropriation permit amendment, which would likely trigger the DNR request for emergency plan completion, as well.

Use of underground storage tanks within the WHPA should be discouraged. If underground storage tanks are used to store anything other than water within the WHPA, the tanks must be double-walled and the groundwater around the tank must be appropriately monitored for contamination. The development of a contingency plan as discussed previously should address the management and procedures that would be implemented in the case of a leaky tank.

Infiltration practices within the WHPAs will be carefully controlled to prevent any water that has not been pre-treated from entering. Rain barrels, grading, and other on-lot best management practices should be utilized in these areas as long as the infiltration of street,

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parking lot, or industrial runoff does not occur within the WHPA. Implementation of community education programs for residential and business contaminant sources, such as fertilizers and hazardous household products, will reduce the risk of groundwater contamination from these sources.

The installation of monitoring wells throughout the WHPA would be appropriate to protect the water quality of the upper aquifer. Should contamination occur, a network of monitoring wells would help to quickly identify the contaminant source and aid in the quick remediation and possibly reduce the extent of contamination. A monitoring well network would also help to understand the relationship between the pumping in the Franconia-Ironton-Galesville aquifer and the upper aquifer. The extent of any further monitoring will be determined during wellhead protection plan development and State water appropriation permitting.

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21. Traffic

For most AUAR reviews, a relatively detailed traffic analysis will be needed, especially if there is to be much commercial development in the AUAR area or if there are major congested roadways in the vicinity. The results of the traffic analysis must be used in the response to Item 22 and to the noise aspect of Item 24. Instead of responding to the information called for in the EAW Guidelines for Item 21, the following information should be provided:

- *Description and map of existing and proposed roadway system (including state, regional and local roads to be affected by the development of the AUAR area. This information will include existing and proposed roadway capacities and existing and projected background traffic volumes.*
- *Trip generation data for each major development scenario broken down by land use zones and/or other relevant subdivisions in the area. The projected distributions onto the roadway system must be included.*
- *Analysis of impacts of the traffic generated by the AUAR area on the roadway system, including: a comparison of peak period total flows to capacities and analysis of Levels of Service and delay times at critical points (if any).*
- *A discussion of structural and non-structural improvements and traffic management measures that are proposed to mitigate problems.*

NOTE: in the above analyses, the geographical scope must extend outward as far as the traffic to be generated would have a significant effect on the roadway system and traffic measurements, and projections should include peak days and peak hours, or other appropriate measures related to identifying congestion problems, as well as ADTs.

Appendix B contains a complete traffic analysis compiled by Meyer, Mohaddes Associates, Inc. for this AUAR. The report entitled *Ramsey Town Center Traffic Analysis* was completed in March 2003 and is contained in its entirety in the Appendix.

Classification Summary

The project site is served by a network of principal and minor arterial roadways and local streets as shown in Figure 21.1. Highway 10/169 near the study area is a four-lane divided US Highway that is classified as a Principal Arterial. Ramsey Boulevard (CR 56) and Industry Avenue (CR 116) near the study site are two-lane County Roads that are classified as B-Minor Arterials. Armstrong Boulevard (CSAH 83) and Sunfish Lake Boulevard (CSAH 57) near the study area are two-lane County State Aid Highways that are functionally classified as Collectors. Sunwood Drive, a two-lane local street that extends in an east-west direction and connects Ramsey Boulevard to Industry Avenue and Sunfish Lake Boulevard, is identified in the City of Ramsey *2001Comprehensive Plan* as a future Collector. Anoka County is in the process of requesting a functional class change for Industry Avenue and Armstrong Boulevard to upgrade their designations to A-Minor Arterial.

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Traffic Volumes

Average daily traffic volumes on streets and highways in the study area vary widely with TH 10 carrying about 42,000 vehicles per day (vpd) east of Ramsey Boulevard and 31,000 west of Armstrong Boulevard. By contrast, volumes on the other roadways in the study area range from about 5,000 to 8,000 vpd, with the exception of Industry Avenue between Ramsey and Armstrong Boulevards, which carries about 2,400 vpd.

Planned Improvements

The intersection of TH 10 and Ramsey Boulevard is currently a T-intersection. The city has approved the construction of the south leg at this intersection by a private developer. However, after discussions with the Anoka County staff, the proposal to construct this leg is on hold as a result of budget considerations and other factors. Signal operations improvements at the intersection of Sunfish Lake Boulevard and TH 10 to address existing congestion have been identified, but are deferred because of current state budget considerations.

No other roadway projects are currently programmed for the study area, but several regional studies are in process or recently completed that affect the study area. The TH 10 IRC Study/Corridor Management Plan[2] is a regional roadway planning analysis for Mn/DOT that evaluated future needs on TH 10 through Anoka County. While the study findings have been adopted, the improvements suggested in the study have not yet been incorporated into the State Transportation Improvement Plan, nor are they yet in the Metro Division *Transportation Systems Plan*. Updates of these planning documents are expected to address the recommendations from the TH 10 study. The TH 10 study estimates that traffic volumes on TH 10 will grow between 40 and 50 percent by the year 2025 to over 50,000 vpd in the study area. The report notes that to accommodate this level of volume, even if the Northstar Commuter Rail service and a new Mississippi River crossing are implemented, will require TH 10 to become a six-lane freeway through Ramsey by 2025 with interchanges at Sunfish Lake and Ramsey Boulevards.

In the interim by 2010, the report suggests that TH 10 in the study area be expanded to a six-lane expressway with improved intersections. In the near terms by 2005, the study suggests that signal timing optimization and improvements to Ramsey, Armstrong, and Sunfish Lake Boulevards are necessary. The report notes that one ~~–c~~oncern with constructing a 6-lane expressway as an interim strategy to constructing a freeway is the roadway alignment. As an expressway, it is preferable to have TH 10 as far away as possible from the parallel railroad in order to allow for vehicle stacking at the intersections. As a freeway, it would be preferable to have the roadway alignment as close to the railroad as possible so that interchanges can provide grade separation over both the highway and the railroad. "[3] The study also notes that environmental documentation for the proposed improvements has not started and that an EIS will likely be required for the expansion of the roadway.

[2] H. R. Green Co., *TH 10 IRC Study Corridor Management Plan*, Mn/DOT, January 2002
[3] *ibid.* Page 6-24.

The draft Scoping Document for the Northwest Metro Corridor and River Crossing Study[4] has been completed by Mn/DOT and the final is expected to be published in May 2003. This document explored a reasonable range of alternatives for a new Mississippi River crossing and for the highway and network elements needed to connect the crossing to the existing regional roadway system. The new crossing would be located west of the TH 169 crossing in Anoka and east of the TH 101 crossing in Elk River. The Scoping Document has established the purpose and need for the study and the Draft Scoping Decision has identified a corridor for the crossing.

It is anticipated that the northern terminus of the crossing will likely be west of Armstrong Boulevard and will likely connect to an extension of Industry Avenue. The next step for the crossing would be to start preparation of an EIS, but this work has not been initiated because of the current state budget status and issues with the City of Dayton about alignments south of the river. It is unlikely that interchanges with TH 10 would be allowed at both Armstrong and the river crossing, but might be possible and would depend on the distance separating the interchanges and the function of each in the roadway system. Detailed planning for the section of TH 10 adjacent to the project site would be part of an EIS for the river crossing, if/when it is initiated.

Traffic volumes on Armstrong Boulevard and Industry Avenue would be directly affected by the proposed river crossing if the new roadway terminates in an extension of Industry Avenue. The portion of Armstrong Boulevard south of Industry Avenue, currently a direct connection to and across TH 10 would become a local-serving street, while north of Industry Avenue, its regional role serving traffic north and west would be expanded since it would directly connect to the new river crossing. Similarly Industry Avenue would be expected to see an increase in regional traffic. Anoka County's proposal to change the functional class on these roadways to Principal Arterial is in anticipation of this increased regional role.

The project site is located west of the portion of Anoka County served by fixed route transit service and is currently served only by Anoka County Traveler demand responsive service. The North Star commuter coach operated by Mn/DOT, which currently provides peak period, peak direction, express service between Elk River, Coon Rapids and Minneapolis, is expected to serve a park and ride at the project site in the future. The Northstar service is a demonstration project that is operating motor coaches along the proposed route for the Northstar commuter rail service and is currently carrying between 500 and 600 passenger trips per day[5].

A Final Environmental Impact Statement[6] has been completed for the Northstar Corridor. The preferred alternative for the corridor is a commuter rail service that would operate on the freight railroad tracks that are adjacent to the site. In the FEIS, the Ramsey station location was dropped in favor of the Anoka station location for the preferred alternative. However, the Ramsey station location is listed in the EIS as a candidate for expansion once service has commenced.

[4] *Northwest Metro Corridor and River Crossing Study,* Mn/DOT, Draft, April 2002
[5] *Rider Report*, *Northstar Commuter Coach*, Mn/DOT, October 2002
[6] BRW, Inc., *Northstar Corridor FEIS*, Mn/DOT, March 2002

Accordingly, this traffic analysis assumes that a rail station is active on the site in the future and that 450 riders per day would use the Ramsey stop[7].

Traffic Analysis Report Summary

A detailed Traffic Analysis has been prepared to fully investigate the effects of the proposed project on the local and regional roadway systems. This report has been included in its entirety in Appendix B.

Two sets of future conditions, Future Base and Future with Project, were analyzed. The Future Base represents growth in traffic from non-project sources at the year of project buildout, which was assumed to be the year 2007. A growth factor was used to account for the regional growth in traffic in the area irrespective of the proposed development. This growth factor was calculated to be two percent per year on the basis of forecasts for 2025 from the Metropolitan Council. This level of growth is consistent with the volume projections in the TH 10 IRC Study.[8]
The Future Base also includes the effects of other approved development projects in the vicinity of the project site that anticipate being constructed and occupied within the 2007 time line. The following two projects were identified as having a qualifying development time line:

- The Rivenwick 3rd Subdivision residential development, which is located south of TH 10 at Ramsey Boulevard, would have 112 townhouses and would add a fourth leg to the intersection of Ramsey Boulevard and TH 10.
- The Bright Keys residential development, located across Industry Boulevard from the project site near Ramsey Boulevard, would have 284 townhouse units.

Traffic for the Rivenwick 3rd Subdivision, as reported in that project's traffic study[9], was added into the Future Base. Traffic for the Bright Keys development was generated using standard trip generation rates and assigned to the study area street system using the data developed for the project traffic forecasts (see below).

The Future with Project conditions were developed by adding the project trip generation to the Future Base volumes. Trip generation for the proposed development was estimated using the rates from the 6th edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Some trips generated by a mixed-use development of the project type will move between uses within the development site and not reach intersections external to the site and should be excluded from traffic assignment at those locations. This internal trip making is attributed to the interaction between various land uses in a development. Additionally, some trips will take alternate forms of transport, which can be bicycling, walking, and use of transit. The presence of sidewalks, street network density and proximity to transit facilities affect the amount

[7] Ridership estimate is from the supplemental analysis commissioned by the City of Ramsey and presented to the Northstar Corridor Development Authority in support of a Ramsey station (HKGI/SRF, April 4, 2000).
[8] Table 3.4-5 of the TH 10 study reports growth rates of 1.66 and 1.96 percent per year for TH 10 with and without the Northstar Commuter Rail respectively.
[9] SRF, Inc., Traffic *Study for Rivenwick 3rd Subdivision Residential Development in the City of Ramsey*, October 2002.

of trip making by non-auto modes. Because of the limited nature of transit service to the site, no reductions have been made for alternate mode use.

Rather, a single factor was used to calculate the percentage of trips that would remain internal to the proposed redevelopment. This factor considers the diversity of uses within the project and their potential to create linked trips among the project land uses. This factor is based on ITE data for mixed-use developments and is a function of the size and mix of land uses. For the proposed project, the diversity factor indicates that approximately nine percent of AM peak trips and about 16 percent of PM peak trips would be internal.

No adjustments for pass-by or diverted traffic[10] within the site were made, although some of the uses would warrant incorporation of such reductions. Accordingly, the amount of linked trips is conservatively low in relation to the scale and mix of land uses.

Table 21.1 shows the trip generation rates for the proposed redevelopment scenario estimated using the ITE rates for both the AM and PM peak hours. Northstar riders who would park and ride from the site (assumed to be 150 peak hour trips) were included in the analysis, but were added directly to the intersection traffic assignment and are not shown in the trip generation numbers in Table 21.1. Since the existing site is largely vacant and not generating any traffic, no adjustments were made to subtract existing trips from the project site.

Table 21.1: Project Trip Generation

		AM PEAK HOUR			PM PEAK HOUR		
	Daily	Total	In	Out	Total	In	Out
Total New Trips	51,200	2,920	1,700	1,220	5,210	2,480	2,730

Future direction of approach trip distribution for the site-generated trips was estimated using forecast data for zones in the project area from the Metropolitan Council's regional travel demand forecasting model and used to assign trips to turning movements at the study area intersections. The regional forecasts used for this analysis did not include the new Mississippi River crossing. Accordingly, traffic distribution is highly biased with about 43 percent of the trips being made to and from the south and east along TH 10 (this also includes traffic destined south on TH 169). It should be noted that with the new Mississippi River crossing, approximately one-third to one-half of the project trips on TH 10 to the south and east would redistribute to the new crossing.[11]

AM and PM peak hour capacity analyses were conducted for all the study area intersections using Synchro software that estimates delay at intersections on the basis of *Highway Capacity Manual*[12] procedures. Since many of the intersections included in the analysis are currently stop controlled, it is important to distinguish that while signalized and all-way stop controlled

[10] Pass-by and diverted trips are opportunity trips that are already on the street system and divert to a new land use. As such, these trips are included in the counted traffic volumes (other than at site access points) and are double-counted in the trip generation rates for some retail uses.
[11] See *Ramsey Smart Growth Twin Cities Opportunity Site* (Calthorpe Associates, 2003)
[12] Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C.

intersections are analyzed for total intersection delay, two-way stop controlled intersections are analyzed only for minor approach delay. Level of Service D is a generally acceptable standard for planning and design of urban transportation facilities. At Level of Service E, poor intersection operations occur as traffic volume approach capacity and LOS F represents extremely congested conditions.

Table 21.2 shows the results of the capacity analyses at the study area intersections for existing conditions and for both Future scenarios.

Table 21.2: Level of Service Comparison

Intersection	Traffic Control at Intersection	Existing[(a)]		Future Base[(a)]		Future w Project[(a)]		Mitigated[(a,b)]	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Armstrong Blvd at TH 10	Signalized	B	A	B	B	F	F	C	C
Ramsey Blvd at TH 10	Signalized	B	A	C	B	F	F	C	D
Sunfish Lake Blvd at TH 10	Signalized	C	F	D	F	F	F	C	E
Armstrong Blvd at Industry Ave	One way Stop	(B)	(B)	(B)	(B)	(C)	(E)	A[(c)]	A[(c)]
Ramsey Blvd at Industry Ave	All-way Stop	B	B	C	B	F	F	C[(c)]	C[(c)]
Industry Ave at Sunfish Lake Blvd	All-way Stop	B	C	C	C	D	F	A[(c)]	B[(c)]
Ramsey Blvd at Sunwood Drive	One way Stop	(B)	(B)	(B)	(B)	(F)	(F)	C[(c)]	C[(c)]
Sunwood Drive at Industry Ave	One way Stop	(B)	(B)	(B)	(B)	(C)	(F)	B[(c)]	B[(c)]
Sunwood Drive at Armstrong Blvd	One way Stop					(F)	(F)	A[(c)]	B[(c)]
NS2 Street at Industry Ave	One way Stop					(B)	(C)	(B)	(C)
NS3 Street at Industry Ave	One way Stop					(C)	(F)	A[(c)]	A[(c)]
NS5 Street at Industry Ave	One way Stop					(B)	(C)	(B)	(B)
EW1 Parkway at Ramsey Blvd	One way Stop					(F)	(F)	(B)	(B)
EW1 Parkway at Armstrong Blvd	One way Stop					(B)	(F)	(A)	(B)

Notes:
(a) Values in parentheses indicate Minor Approach LOS only
(b) Mitigated conditions include lane adjustments and lane additions at intersections as noted in the text.
(c) Intersection is signalized in the mitigated condition

Under existing conditions, the intersection of TH 10 and Sunfish Lake Boulevard is operating in substandard conditions (worse than LOS D) in the PM peak hour. The other intersections are operating in good conditions in both peak hours. However, the analysis of conditions at TH 10 and Ramsey and Armstrong Boulevards indicates that conditions are unstable, particularly in the PM peak hour when the Ramsey and Armstrong approaches are at LOS F and E respectively. Left turns from TH 10 are also at LOS F and E respectively at these intersections. Under these conditions, moderate increases in volumes on either Ramsey or Armstrong Boulevard or left turning from TH 10 would cause conditions to deteriorate similar to what is currently experienced at Sunfish Lake Boulevard and the intersections could quickly move into LOS E and F.

The Future Base conditions show that addition of the background growth in traffic will cause the intersection of TH 10 and Sunfish Lake Boulevard to deteriorate to LOS D during the AM peak period. The other intersections in the study area remain in acceptable conditions. Unstable

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conditions continue to be present at the intersections of TH 10 and Ramsey and Armstrong Boulevards.

Project traffic would cause the intersections on TH 10 to deteriorate to LOS F and would cause the stop-controlled intersection on Industry Avenue, Ramsey Boulevard, and Armstrong Boulevard to move into LOS E and F conditions during one or both peak periods.

New intersections created by the project with Industry Avenue (see Figure 21.2) would operate in acceptable conditions with the exception of the central north-south street (NS3) at Industry Avenue during the PM peak period. The two new intersections of the east-west parkway (EW1) with Ramsey and Armstrong Boulevards would operate in unacceptable conditions during at least one peak period.

Within the project site, the extension of Sunwood Drive would be the primary east-west connector street in the project site and is estimated to carry 10,000 to 13,000 vehicles per day (vpd) west of NS6 Street. Volumes on Sunwood west of Ramsey would be about 18,000 vpd as shown in Figure 21.2. West of NS6 Street, the volume on Sunwood Drive would be adequately handled by a two-lane cross section (one lane in each direction). However, left-turn lanes would be needed at cross streets. Between NS6 Street and Ramsey Boulevard, four lanes would be needed to accommodate the projected volumes. Two-way or all-way stop control at the intersections of Sunwood Drive internal to the site would provide LOS C or better conditions for the level of traffic projected at those locations, although the intersections with NS~~1~~6 and/or NS~~2~~5 Streets may require signalization for acceptable PM peak hour operations.

The EW1 parkway would carry about 3,600 vpd on the western end of the project and between 5,000 and 9,000 vpd on the eastern end. The proposed one-lane parkway cross section would be adequate for the segments of the EW1 parkway.

The other east-west streets internal to the project, because of their discontinuous nature would carry less volume than either Sunwood Drive or the EW1 Parkway and would generally be under 4,000 vehicles per day (and some would be in the under 1,000 range). Two-lane cross sections and stop (or yield control on the lower volume ones) would be appropriate.

The north-south streets internal to the project would carry slightly higher volumes, particularly the three streets that would have full access intersections with Industry Avenue. Those streets would have between 2,100 and 5,700 vehicles per day. The other north-south streets inside the project would be expected to have less than 2,000 vehicles per day, with the exception of the NS~~1~~6 Street that serves the employment cluster in the southeast corner of the site, which would have upwards of 4,000 vpd. Two-lane cross sections and stop (or yield control on the lower volume ones) would be appropriate although signals may be required at the NS6 and/or NS5Streets intersections with Sunwood Drive.

Summary of Environmental Impact. Direct environmental impacts due to the traffic analysis are addressed in Items 22 and 24, which address vehicle related air emissions, and dust, odors, and noise, respectively.

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Mitigation element. Analysis of the intersection operations indicates that lane additions and installation of intersection channelization and traffic signals would be adequate to mitigate the project impacts at the intersections in the study area. The following roadway widenings are suggested:

- Ramsey Boulevard—widen to five lane cross section south of Industry Avenue to provide two through lanes in each direction and a left turn lane/center median
- Industry Avenue—widen to five lane cross section west of Ramsey Boulevard to provide two through lanes in each direction and a left turn lane/center median

The existing cross sections on Armstrong Boulevard north of the railroad, Sunwood Drive and Industry Avenue east of Ramsey, and Sunfish Lake Boulevard north of the railroad would be adequate to meet the future demand.

Turn lanes and lane adjustments would be needed at the following intersections:

- TH 10 at Armstrong Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a southbound right turn lane.
- TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic independent of the project traffic.
- TH 10 at Sunfish Lake Boulevard—add an eastbound and a westbound through lane on the intersection approaches; convert the southbound approach from a through/left turn lane and a right turn lane to through/right turn lane and two left turn lanes (this adds one lane to the approach).
- Industry Avenue at Ramsey Boulevard—add a southbound right turn lane; eastbound and northbound approaches would be widened by the above recommendations.
- Sunwood Drive at Industry Avenue—modify the shared lanes on the northbound, eastbound and westbound approaches to provide left turn lanes and shared through/right turn lanes

The following stop-controlled intersections would need to be signalized:

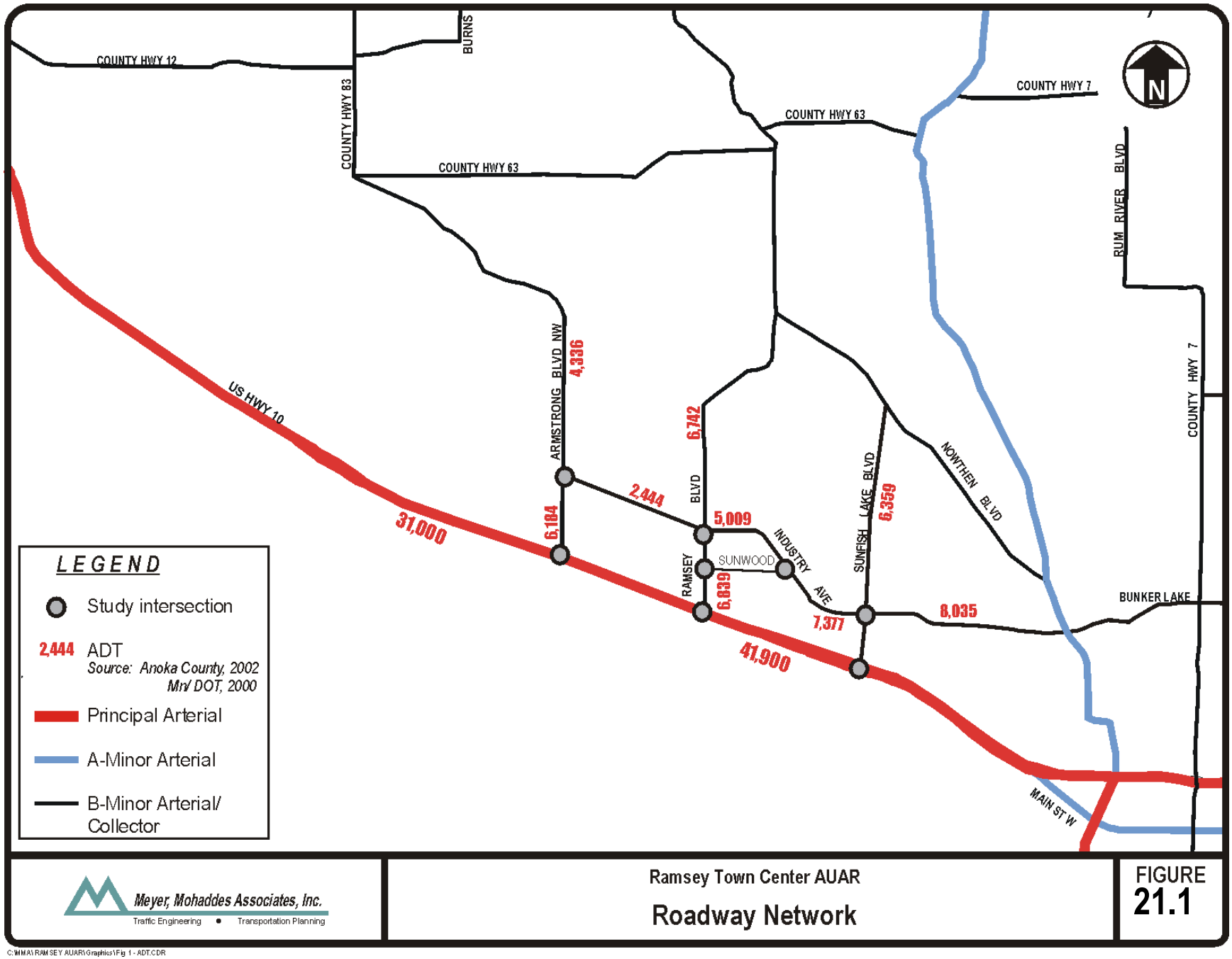
- Ramsey Boulevard at Industry Avenue
- Armstrong Boulevard at Industry Avenue
- Industry Avenue at Sunfish Lake Boulevard
- Ramsey Boulevard at Sunwood Drive
- Sunwood Drive at Industry Avenue
- Sunwood Drive at Armstrong Boulevard
- NS3 Street at Industry Avenue

The left turn volumes from the EW1 parkway onto both Armstrong and Ramsey Boulevard cannot be accommodated at an acceptable LOS under stop control and require signalization to achieve acceptable operations. However, the close spacing between the intersections of the EW1

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parkway and the intersections of Armstrong and Ramsey Boulevard with Industry Avenue limits the potential for the two parkway intersections to be signalized. Accordingly the parkway intersections should be channelized to provide right-in/right-out and left-in access (¾ access). Left out from the parkway would be prohibited and would redistribute to the north-south streets and to Industry Avenue (these volumes have been included in the mitigated calculations for the other intersections).

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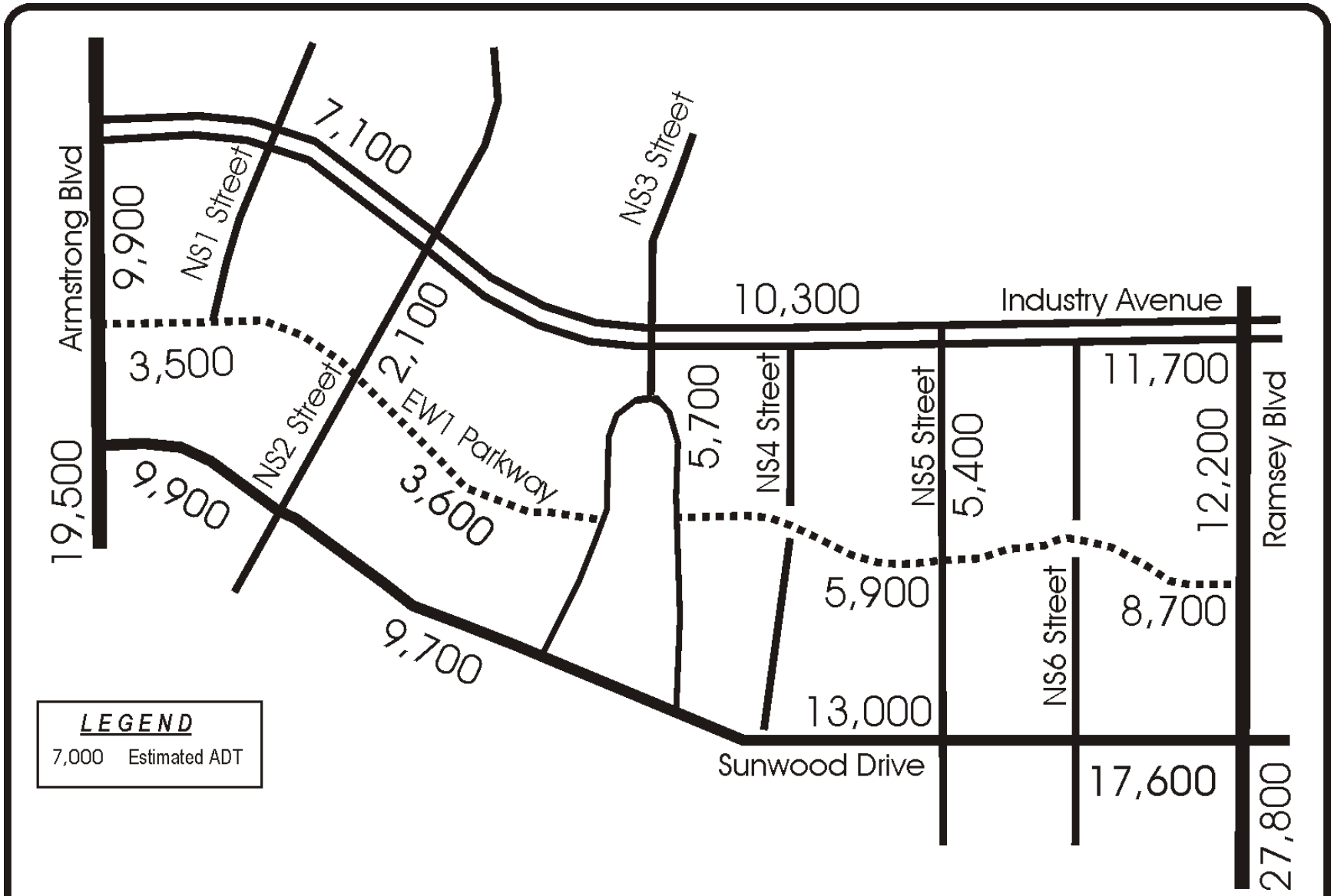
Meyer, Mohaddes Associates, Inc.
Traffic Engineering • Transportation Planning

Ramsey Town Center AUAR

Roadway Network

FIGURE
21.1

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Ramsey Town Center AUAR

Estimated Daily Traffic Volumes

FIGURE **21.2**

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22. Vehicle Related Air Emissions

Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. Note: If the project involves 500 or more parking spaces, consult EAW Guidelines about whether a detailed air quality analysis is needed.

Mitigation proposed to eliminate any potential problems may be presented under Item 21 and merely reference here. The MPCA staff should be consulted regarding possible ISP requirements for certain proposed developments; although the RGU may not want to assume responsibility for applying for an ISP for specific developments, it may be desirable to coordinate the AUAR and ISP analyses closely.

Motorized vehicles emit airborne pollutants that affect air quality. Changes in traffic volumes, travel patterns and roadway locations affect the level and dispersion of vehicle emissions. The proposed Ramsey Town Center Development will impact the traffic flow along the Highway 10 corridor and within the development site as discussed in Item 21. The purpose of this air quality analysis is to estimate the future air quality conditions along the Highway 10 corridor with the implementation of the Ramsey Town Center Development. Based on the future air conditions, the AUAR will identify potential effects on regional and local air quality, address conformity with national and state air quality standards, and determine if any mitigation measures are necessary.

Regulatory Requirements

National and state ambient air quality standards identify pollutant concentrations that are not to be exceeded over specified periods of time. Table 22.1 shows the National and State Ambient Air Quality Standards (NAAQs) for carbon monoxide (CO), the major airborne pollutant of interest. Primary ambient air quality standards are defined for the protection and preservation of public health. Secondary standards are intended to protect the environment and properties from damage. Compliance is required for both primary and secondary standards.

Under federal regulations, areas that violate primary ambient air quality standards are designated as ~~"n~~on-attainment areas". The Twin Cities Metropolitan Area was previously designated as a CO non-attainment area as a result of violations of the NAAQs. In 1999 the Environmental Protection Agency (EPA) reclassified Minneapolis/St. Paul as an attainment area for CO. The attainment status is contingent upon the implementation of measures to assure that CO concentrations remain below standards. Therefore, carbon monoxide is the traffic-related pollutant of most concern in the Twin Cities Metropolitan Area. The State of Minnesota has established the standards listed in Table 22.1. It should be noted that the state one-hour carbon monoxide standard of 30 ppm is more stringent than the national standard of 35 ppm.

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Table 22.1: National and State Ambient Air Quality Standards

Pollutant	Averaging Period	National Standards		MN State Standards	
		Primary	Secondary	Primary	Secondary
Carbon Monoxide (CO)	8-hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1-hour	35 ppm (40 mg/m^3)	35 ppm (40 mg/m^3)	30 ppm (35 mg/m^3)	30 ppm (35 mg/m^3)

Carbon Monoxide Modeling Methodology

The methodology for identifying potential local air quality impacts follows the EPA-recommended procedure for carbon monoxide micro-scale impact analysis. The general evaluation procedure, outlined in the Guideline for Modeling Carbon Monoxide for Roadway Intersections (EPA 1992), includes a multiple intersection screening process followed by micro-scale CO analysis with the CAL3QHC line-source dispersion model.

Screening Process. The intersection screening process includes the following steps:

1. Identify the signalized intersections in the project vicinity that will be impacted by the project alternatives.
2. Determine the average delay and Level of Service (LOS) for those intersections.
3. Determine total intersection delay as the product of average delay and total intersection approach volume.
4. Rank the intersections according to total delay and select the intersections with the highest total vehicle delay for analysis.

Carbon monoxide concentrations are generally highest at intersections with poor levels of service and consequently, more idling vehicles. Typically intersections with levels of service of D, E, and F (worst levels) are analyzed. As described in Item 21, all of the major intersections within the project area were analyzed to determine both present and forecasted levels of service. Peak hour traffic volumes used for this analysis assumed that the Ramsey Town Center would reach full built-out potential by 2007.

Based on consultation with the Minnesota Pollution Control Agency (MPCA), it was agreed that carbon monoxide analysis would be performed at intersections that were projected to operate at level of service D or worse for year 2008 (one year after the anticipated Ramsey Town Center completion). The traffic study identified that the three intersections of prime concern are all located along the Highway 10 corridor. The locations of these intersections in relationship to the project site are shown on Figure 22.1 and include the following:

- Highway 10 and Armstrong Boulevard
- Highway 10 and Ramsey Boulevard

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- Highway 10 and Sunfish Lake Boulevard.

CAL3QHC Model. In accordance with the EPA procedure for carbon monoxide analysis, the CAL3QHC dispersion model was used to forecast the air quality along the Highway 10 corridor. Required input for this model includes meteorological characteristics, traffic characteristics, intersection geometries, and emission rates.

Meteorological Characteristics. The meteorological characteristics used in the model are summarized in Table 22.2. The inputs listed are consistent with EPA and MPCA recommendations.

Table 22.2 CAL3QHC Meteorological Characteristics

Characteristic	Model Input
Analysis Year	2002 (existing) 2008 (future)
Wind Speed	1 m/s
Wind Direction	Tested 360 degrees at 10º increments
Atmospheric Stability Class	D
Mixing Height	1000 cm
Surface Roughness	321 cm
Averaging Time	60 min
Settling Velocity	0 cm/s
Deposition Velocity	0 cm/s
8-Hour Persistence Factor	0.7

Traffic Characteristics. Traffic characteristics were based on the existing traffic conditions in 2002 and the modeled levels of 2007 (including traffic generated by the proposed project). Traffic volumes, saturation levels, lane configurations, signal type, signal cycle length, red time length and clearance lost time were taken from the traffic analysis conducted for the project. The heaviest traffic volumes were projected to occur during the evening; therefore the CO concentrations using p.m. peak traffic data were modeled as a worst-case scenario.

Intersection Geometries. Intersection geometries were based on existing roadway dimensions from maps and aerial photographs. The proposed roadway improvements discussed in Item 21 were not incorporated into the intersection geometries in order to model a worst-case (most idling traffic) scenario.

Emission Rates. EPA model Mobile 5b was used to calculate carbon monoxide emission rates. There are two types of emission rates needed for the CAL3QHC CO dispersion model, and include a running emission rate and an idling emission rate. The running emission rate was generated directly by the Mobile 5b model assuming an average free flow speed of 35-mph on all roadways and links. The idling emission rate was calculated by converting a 2.5-mph Mobile 5b running emission rate from grams per

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mile to grams per hour. The parameters and assumptions used in the Mobile 5b analysis are summarized in Table 22.3.

Table 22.3 Mobile 5b Model Inputs

Parameter	*Model Inputs*
Analysis Year	2002 (existing) 2008 (future)
Free Flow Speed	35-mph for all roadways
Idling Factor Speed	2.5-mph for all roadways
Cold Start Percentages	20.6 % for all traffic
Hot Start Percentage	27.3 % for all traffic
Traffic Mix	MN Car Registration Distribution
Temperature	January, 20ºF
Inspection/Maintenance Program	No
Oxygenated Fuel	Yes
Average Fuel Volatility	9.0 psi

Background Carbon Monoxide Concentrations

Background carbon monoxide concentrations are needed as a baseline to accurately predict future CO concentrations that incorporate modeled vehicle related emissions. These background concentrations are added to the model generated vehicle CO emissions to determine compliance with national and state air quality standards.

The background (2002) carbon monoxide concentrations for the three intersections analyzed were derived from the MPCA-monitored CO site at 6000 West Moore Lake Road in Fridley, MN. Figure 22.2 shows the location of this site. In discussions with the MPCA it was agreed that this site had background characteristics similar to the intersections being modeled and would be a conservative representation of background CO concentrations.

Carbon monoxide emissions are monitored daily at the Fridley site by the MPCA. In 2002, the maximum one-hour and eight-hour CO concentrations were 2.1 ppm and 1.4 ppm respectively. In order to obtain the background concentration for 2008 (modeled year), these 2002 concentrations were adjusted for increases in regional traffic volume and reductions in vehicle emission rates.

Average CO emission rates in the region are expected to decrease due to improved emission controls, turnover in vehicle fleet and cleaner burning fuel sources. Because over 50 percent of the overall carbon monoxide concentrations in the metropolitan area are due to vehicle related emissions, the reduction in vehicle emission rates will tend to decrease the overall background CO concentrations. The Mobile 5b model takes these

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factors into account when generating emission rates. Average CO emission rates for 2002 and 2008 were generated using Mobile 5b. The ratio of the 2008 rate to the 2002 rate was used to decrease background CO concentrations by a factor of 0.91.

Background traffic volume will increase from 2002 to 2008. This increase will in turn increase vehicle CO emission, which increases overall background CO concentrations. The ratio of the future regional traffic volume (2008) to the existing regional traffic volume (2002) was used to increase the background CO concentration by a factor of 1.34. These emission and traffic volume adjustment factors are summarized in Table 22.4.

Table 22.4: Calculation of CO Background Concentrations

Factor	**2008**	
	1-Hour	**8-Hour**
Maximum 2002 Monitored Concentration (ppm)	2.1	1.4
Background Traffic Volume Adjustment Factor	1.34	1.34
Emission Adjustment Factor	0.91	0.91
Worst Case Background Concentration (ppm)	2.56	1.71
State Standard (ppm)	**30**	**9**
Federal Standard (ppm)	**35**	**9**

Modeling Results

The carbon monoxide modeling analysis was based on forecasted traffic volumes and signal timing under predicted 2008 P.M. peak traffic conditions. Locations of likely outdoor human activity next to the analyzed intersections were selected for air quality receptors. Receptor locations were sited within a 1,000-foot radius of the analyzed intersections and are depicted in Figure 22.3.

The siting of carbon monoxide receptors was based on the likelihood of human outdoor activity occurring in excess of one hour. This is consistent with the MPCA's method of quantifying adverse air quality impacts based on hours of exposure. Locations chosen include gas station parking lots, entrances to offices and buildings, parks, and open space. Existing commercial buildings and retail stores along Highway 10 are located in close proximity to the road. Therefore, receptors were placed on all four corners of the intersections as depicted in Figure 22.3. These receptors represent the locations of the greatest potential exposure to vehicle CO emissions. A total of twenty receptor locations were selected.

The results of the air quality analysis are presented in Tables 22.5 and 22.6. Table 22.5 lists the 2008 P.M. peak one-hour CO concentrations which were derived directly from the CAL3QHC dispersion model. The 2008 background concentrations were added to the model results to yield a total one-hour CO concentration in ppm for each receptor. The wind angle for the highest CO concentration is also included in the table. The highest one-hour CO concentration modeled was 11.4 ppm at Receptor 15 at the

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intersection of Highway 10 and Sunfish Lake Boulevard. This is below the state and national air quality standards of 30 ppm and 35 ppm respectively.

Table 22.6 lists the 2008P.M. peak eight-hour CO concentrations. These concentrations were derived from the one-hour CO concentration results listed in Table 22.5. The CAL3QHC dispersion model predicts one-hour CO concentrations only. These one-hour concentrations are adjusted using a persistence factor. EPA recommends an eight-hour persistence factor for urban areas of 0.7. The factor takes into account the fluctuations of wind directions, temperatures, and traffic volumes that are likely to occur over eight hours. The highest eight-hour CO concentration calculated was 7.9 ppm at Receptor 15 at the intersection of Highway 10 and Sunfish Lake Boulevard. This is below both the state and national air quality standards of 9 ppm.

Table 22.5: 2008 P.M. Peak Carbon Monoxide Modeling Results – 1 Hour

	1-Hour Average (ppm)			
	Modeled	Background	Total Concentration	Wind Angle
Highway 10 & Armstrong Blvd.				
Receptor 1	6.8	2.6	9.4	100
Receptor 2	6.1	2.6	8.7	120
Receptor 3	7.6	2.6	10.2	10
Receptor 4	6.6	2.6	9.2	350
Receptor 5	2.6	2.6	5.2	260
Receptor 6	2.6	2.6	5.2	210
Receptor 7	2.1	2.6	4.7	230
Receptor 8	3.9	2.6	6.5	160
Highway 10 & Ramsey Blvd.				
Receptor 9	6.5	2.6	9.1	100
Receptor 10	5.8	2.6	8.4	260
Receptor 11	8.0	2.6	10.6	10
Receptor 12	6.3	2.6	8.9	350
Receptor 13	2.4	2.6	5.0	150
Receptor 14	3.2	2.6	5.8	250
Highway 10 & Sunfish Lake Blvd				
Receptor 15	8.8	2.6	11.4	100
Receptor 16	7.6	2.6	10.2	110
Receptor 17	7.2	2.6	9.8	10
Receptor 18	6.1	2.6	8.7	350
Receptor 19	3.3	2.6	5.8	120
Receptor 20	3.5	2.6	6.1	240
State Standard	**30.0**			
Federal Standard	**35.0**			

Table 22.6: 2008 P.M. Peak Carbon Monoxide Modeling Results – 8 Hour

	8-Hour Average (ppm)			
	Modeled	Background	Total Concentration	Wind Angle
Highway 10 & Armstrong Blvd.				
Receptor 1	4.8	1.7	6.5	100
Receptor 2	4.3	1.7	6.0	120
Receptor 3	5.3	1.7	7.0	10
Receptor 4	4.6	1.7	6.3	350
Receptor 5	1.8	1.7	3.5	260
Receptor 6	1.8	1.7	3.5	210
Receptor 7	1.5	1.7	3.2	230
Receptor 8	2.7	1.7	4.4	160
Highway 10 & Ramsey Blvd.				
Receptor 9	4.6	1.7	6.3	100
Receptor 10	4.1	1.7	5.8	260
Receptor 11	5.6	1.7	7.3	10
Receptor 12	4.4	1.7	6.1	350
Receptor 13	1.7	1.7	3.4	150
Receptor 14	2.2	1.7	3.9	250
Highway 10 & Sunfish Lake Blvd				
Receptor 15	6.2	1.7	7.9	100
Receptor 16	5.3	1.7	7.0	110
Receptor 17	5.0	1.7	6.7	10
Receptor 18	4.3	1.7	6.0	350
Receptor 19	2.3	1.7	4.0	120
Receptor 20	2.5	1.7	4.1	240
State Standard	**9.0**			
Federal Standard	**9.0**			

Summary of Environmental Impact. The implementation of the proposed Ramsey Town Center project will increase the amount of vehicle-related carbon monoxide emissions. This increase is due to the increase in traffic volume along the Highway 10 corridor. Peak CO emissions were modeled along Highway 10 for the year 2008 (one year after anticipated build-out) under a worst-case (p.m. traffic, no road improvement) scenario. The CO concentrations modeled were less than the state air quality standards of 30 ppm for one-hour and 9 ppm for eight-hours. The modeled CO concentrations are summarized in Tables 22.5 and 22.6.

Mitigation Element. There are no specific air quality mitigation measures proposed for the Ramsey Town Center Development, because implementation of the project does not

result in violation of State or National Air Quality Standards. Carbon monoxide concentrations were modeled along the Highway 10 corridor assuming no road improvements in the project vicinity. The road improvements discussed in Section 21 would help to reduce carbon monoxide emissions, although they are not required as a result of the air quality analysis.

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23. Stationary Source Air Emissions

This item is not applicable to an AUAR.

24. Dust, Odors, Noise

EAW: will the project generate odors, noise or dust during construction and/or operation? ___ *no* _x_ *yes*

If yes, describe the source, characteristics, duration, and quantities or intensity, and any proposed measures to mitigate adverse impacts. Also, identify the locations of sensitive receptors and estimate the impacts on them. Discuss potential impacts on human health or quality of life.

Dust, odors, and construction noise need not be addressed in an AUAR unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control or construction noise ordinances in effect. If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of Item 21.

Construction-related Odors, Dust and Noise

The proposed project will not generate any odors during construction. Dust normal to construction will occur as a result of this project and will be minimized through standard control measures such as watering. These dust minimization efforts will be identified in the grading plan submitted to the City prior to construction. After construction is complete, anticipated dust levels will be minimal, as all soil surfaces will have permanent cover (i.e. pavement or lawn).

Construction noise will be limited to daytime hours in accordance with the City of Ramsey ordinances. Construction equipment will be fitted with mufflers, which will be maintained during the construction.

Traffic-related Noise

Background/Regulatory Framework

After construction is complete, potential sources of noise from the proposed development will include transit noise and traffic noise. The analysis and impacts related to transit noise adhere to the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment, April 1995* guidelines and are fully addressed in the *Northstar Corridor Project Final Environmental Impact Statement, March 2002.*

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Noise is defined as any unwanted sound. Sounds are described as noise if they disturb the person hearing them. Noise levels are measured in a logarithmic unit called a decibel (dB). Humans are more receptive to middle- and high-frequency sounds than they are to low-frequency sounds, so a weighted unit is used to reflect human perception more closely. For the purpose of this study, sounds are measured using this adjusted scale, called dBA. All references to decibels in the discussion of traffic noise impacts refer to this scale. According to the MPCA publication "An Introduction to Sound Basics", a sound increase of 3 dBA in an outdoor setting results in a barely perceptible increase in noise, whereas a 5 dBA increase is clearly audible. An increase of 10 dBA is perceived twice as loud as the original sound.

Under Minnesota Statute 116.07, Subdivisions 2 and 4, the Minnesota Pollution Control Agency has developed Noise Pollution Control Rules (Minnesota Rules Chapter 7010.0001 – 7010.008). The noise criteria used in a noise analysis depends on whether the land use is designated as Noise Area Category (NAC) 1, 2, or 3. NAC Category 1 land use includes parks, single-family and multi-family residences, libraries, hospitals, and other areas where nighttime sensitivity to noise is high. NAC Category 2 standards are applied to commercial areas, hotels, and residences which have adequate acoustic insulation, year-round climate control, and no accommodations that are intended for outdoor use. NAC Category 3 includes industrial areas. Table 24.1 details the MPCA noise level standards for each category.

Table 24.1: Minnesota Pollution Control Agency Noise Level Standards

MPCA Noise Level Standards					
Classification	Land Use	Daytime Noise Level [dBA] (7a.m. – 10 p.m.)		Nighttime Noise Level [dBA] (10 p.m. – 7 a.m.)	
NAC-1	Residential	L_{10} of 65	L_{50} of 60	L_{10} of 55	L_{50} of 50
NAC-2	Commercial	L_{10} of 70	L_{50} of 65	L_{10} of 70	L_{50} of 65
NAC-3	Industrial	L_{10} of 80	L_{50} of 75	L_{10} of 80	L_{50} of 75

Traffic-generated noise can vary considerably over a relatively short period of time. There are two analytical approaches which may be used for reporting traffic-related noise levels, the first of which uses L_{10} and L_{50}. For these values, the subscript value refers to the percent of time during a one hour period that the noise level exceeds the specified value. For example, an L_{10} value of 65 dBA during the peak hour indicates that the noise level exceeded 65 dBA 10% of the time, or for 6 minutes during that hour. The second approach, used in this report, uses L_{eq}. This value represents the equivalent of a constant sound level which, over a period of time, contains the same average amount of sound energy as the varying level of traffic noise. According to the Federal Highway Administration noise abatement procedures detailed in the Code of Federal Regulations (23 CFR 722), L_{eq} for typical traffic conditions is usually about 3 dBA less than the L_{10} for the same conditions. This rule has been used to create an equivalent table of L_{eq} values based on the MPCA Noise Level Standards and is presented is Table 24.2.

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Table 24.2: Equivalent L_{eq} values for MPCA Noise Level Standards

Equivalent MPCA Noise Level Standards			
Classification	Land Use	Daytime Noise Level [dBA] (7a.m. – 10 p.m.)	Nighttime Noise Level [dBA] (10 p.m. – 7 a.m.)
NAC-1	Residential	L_{eq} of 62	L_{eq} of 52
NAC-2	Commercial	L_{eq} of 67	L_{eq} of 67
NAC-3	Industrial	L_{eq} of 77	L_{eq} of 77

Noise Level Monitoring

Background noise level monitoring is performed during a noise study to measure existing noise levels. These levels are often used as a baseline against which modeling scenarios can be compared. They are also used to validate computer-generated results. Monitoring at receptor ~~"M~~3" was performed as part of the *Northstar Corridor Project Final Environmental Impact Statement, March 2002*. Receptor ~~"M~~3" is located on the northwest corner of the intersection of Highway 10 and Ramsey Boulevard (shown in Figure 24.1) and was used in this report as the background noise level monitoring location for the site.

Table 24.3: Monitored Existing Noise Levels for Receptor M3

Monitoring Site	**L_{eq} [dBA]**	**Primary Noise Sources**
M3	62	Airplanes/Cars

Source: Northstar Corridor Project Final Environmental Impact Statement, March 2002

Noise Modeling Methodology

A noise analysis was conducted to assess the extent to which the proposed project will affect future noise levels. The analysis was performed using Traffic Noise Model v. 2.1 (TNM). The noise model uses traffic volumes, vehicle type mix, vehicle speed, receptor locations, and road alignment to calculate noise levels. TNM is approved by the Federal Highway Administration for modeling traffic noise.

For the purpose of this study, 58 noise receptors were chosen to represent each of the 58 proposed blocks of land presented in Figure 24.2. Each block was assigned a land use according to the Ramsey Town Center Preferred Design Schematic shown in Figure 6.1 located in Item 6. Residential and public space areas (shown in brown and green) were classified as NAC-1 noise receivers. All other parcels fall under the NAC-2 commercial classification previously discussed. An additional noise receptor was placed at the northwest corner of the intersection of Highway 10 and Ramsey Boulevard to compare modeled results with the existing noise level at monitoring site ~~"M~~3".

Modeling for receptor ~~"M~~3" was performed using the current traffic volumes for the AUAR project area. Speed limits and vehicle mix were taken from the traffic analysis of Item 21. The modeled results differ somewhat from the measured noise levels but are

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within a reasonable margin of error, keeping in mind that an increase of 3 dBA is barely perceptible to the human ear. The remainder of this section discusses the future traffic noise impacts based on computer-generated modeling results.

Table 24.4: Existing and Modeled Noise Levels for Receptor M3

	Modeled Noise Level Receptor M3 [dBA]	**Existing Noise Level Receptor M3 [dBA]**
Day	$\mathbf{L_{eq}}$ = 65.9	$\mathbf{L_{eq}}$ = 62.0
Night	$\mathbf{L_{eq}}$ = 64.0	

Noise Modeling Results

The noise analysis was conducted for the existing year 2002 and for one year after the AUAR development scenario, year 2008. Traffic conditions for both morning and afternoon peak traffic hours were analyzed. The year 2008 analysis includes the impact of the AUAR development traffic as well as the increased background traffic on local and regional roadways over the six-year period. Existing speed limits were assumed, and the remaining data necessary for analysis was taken from the traffic analysis of Section 21.

Traffic noise modeling results for 2008 are presented in Tables 24.5 and 24.6. Both daytime and nighttime L_{eq} values are shown. The analysis shows that during daytime hours, for both existing and future traffic scenarios, there are no receptors that exceed state standards. Three receptors (Blocks 36, 37, and 38) currently exceed the state nighttime NAC-1 standard of 52 dBA. These receptors will continue to exceed the state nighttime NAC-1 standard in 2008, along with one additional receptor, Block 28. These four blocks are all located along the south side of Industry Avenue.

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Table 24.5: Daytime and Nighttime Peak Hour Noise Assessment Results (Modeled)
For NAC-1 Noise Receivers

Receptor	Modeled 2002 Daytime L_{eq} [dBA]	Modeled 2008 Daytime L_{eq} [dBA]	Modeled 2002 Nighttime L_{eq} [dBA]	Modeled 2008 Nighttime L_{eq} [dBA]	Potential Noise Impact
Block 27	47.9	51.1	46.7	49.8	None
Block 28	52.0	57.1	51.4	**55.7**	Impact
Block 31	47.5	51.5	46.5	50.3	None
Block 32	47.0	51.0	45.8	49.8	None
Block 33	49.4	53.4	48.3	52.3	None
Block 36	55.8	61.1	**55.2**	**59.7**	Impact
Block 37	56.0	61.4	**55.4**	**59.9**	Impact
Block 38	56.2	61.7	**55.7**	**60.3**	Impact
Block 39	48.4	52.3	47.5	50.9	None
Block 40	46.5	50.1	45.5	48.7	None
Block 41	48.2	52.0	47.3	50.5	None
Block 43	47.6	49.3	46.4	48.2	None
Block 44	46.3	48.9	45.0	47.7	None
Block 45	45.5	48.0	44.2	46.9	None
Block 46	46.7	48.4	45.3	47.3	None
Block 48	48.9	52.1	47.8	50.5	None
Block 49	50.6	52.8	49.2	51.5	None
Block 50	50.9	53.1	49.4	51.7	None
Block 51	50.5	52.6	49.2	51.5	None
Block 53	50.9	56.1	49.4	54.2	None
Block 54	46.6	49.9	45.2	48.7	None
Block 55	46.9	50.6	45.8	49.4	None
Block 56	47.9	52.5	46.7	51.5	None
Block 57	47.2	51.9	45.9	50.8	None
State Standard	**62.0**	**62.0**	**52.0**	**52.0**	

Bold noise levels exceed State noise standards.

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Table 24.6: Daytime and Nighttime Peak Hour Noise Assessment Results (Modeled)
For NAC-2 Noise Receivers

Receptor	Modeled 2002 Daytime L_{eq} [dBA]	Modeled 2008 Daytime L_{eq} [dBA]	Modeled 2002 Nighttime L_{eq} [dBA]	Modeled 2008 Nighttime L_{eq} [dBA]	Potential Noise Impact
Block 4	53.9	55.7	52.3	54.5	None
Block 5	50.5	53.3	49.0	52.2	None
Block 6	53.1	56.6	51.6	55.7	None
Block 7	52.0	57.8	50.9	57.0	None
Block 8	46.9	51.4	45.5	50.2	None
Block 9	47.2	50.7	45.7	49.3	None
Block 10	48.7	53.0	47.2	51.3	None
Block 11	49.2	51.7	47.6	50.4	None
Block 12	49.6	51.7	48.0	50.5	None
Block 13	51.0	55.9	49.5	54.0	None
Block 14	49.1	51.6	47.6	50.2	None
Block 15	48.1	50.8	46.9	49.7	None
Block 16	51.0	54.7	49.5	53.1	None
Block 17	51.9	53.5	50.4	52.4	None
Block 18	50.6	56.5	49.1	54.5	None
Block 19	50.9	53.0	49.4	51.7	None
Block 20	50.4	54.8	49.0	53.1	None
Block 21	52.9	57.7	51.7	56.1	None
Block 22	57.0	60.7	55.8	58.6	None
Block 23	57.3	60.0	56.2	57.5	None
Block 29	48.2	52.3	47.2	51.0	None
Block 30	47.6	51.8	46.5	50.5	None
Block 34	53.4	59.5	52.4	58.8	None
Block 35	57.1	62.9	56.4	61.8	None
Block 42	52.3	55.5	51.3	53.3	None
Block 47	59.0	61.6	57.8	59.0	None
Block 52	48.5	50.6	47.1	49.5	None
Block 58	59.4	65.7	58.4	65.0	None
State Standard	**70.0**	**70.0**	**70.0**	**70.0**	

Bold noise levels exceed State noise standards.

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Summary of Environmental Impacts. There are no areas within the proposed Ramsey Town Center development that are projected to exceed the state daytime standards. However, there are four blocks along Industry Avenue (Blocks 28, 36, 37, and 38) that either already or will exceed the state nighttime NAC-1 standard of 52 dBA. The exceedances are less than 10 dBA. While these predicted noise levels are above the state nighttime standard, they are not uncommon in developed residential areas that are adjacent to busy roadways.

Mitigation Element. Noise wall mitigation would not be practical along Industry Avenue. Driveways and street intersections would create gaps in the wall, defeating its purpose. It is suggested that the proposed residential units in Blocks 28, 36, 37, and 38 be designed to minimize noise impacts. The noise around the homes and surrounding areas can be reduced by providing climate-controlled units, increasing wall insulation, and providing common areas on the side of the buildings furthest from Industry Avenue.

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25. Sensitive Resources

Are any of the following resources on or in proximity to the site?

25a. *Archeological, historic, and architectural resources.__Yes _**X**_ No*
For an AUAR, contact with the State Historic Preservation Office is required to determine whether there are areas of potential impacts to these resources. If any exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified

25b. *Prime or unique farmlands.__Yes _**X**_ No*
The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

25c. *Designated Parks, recreation areas or trails._**X**_Yes __ No*
If development of the AUAR will interfere or change the use of any existing such resource, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas or trails to be developed in conjunction with the development of the AUAR area.

25d. *Scenic Views and Vistas.__Yes _**X**_ No*
Any impacts of such resources present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity.

25a. A request was made to the Minnesota State Historic Preservation Office (SHPO) to provide a list of potential historical or archaeological resources in the project area. In a letter dated December 19, 2002 (Appendix E), SHPO stated that their research of the National and State Registers of Historic places as well as other sources showed that there were no known or suspected historic or archeological resources in the affected area.

25b. –Prime Farmland" is considered rural land with the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses. Prime farmland has the soil quality, growing season, and moisture supply needed to economically produce consistently high yields of crops when treated and managed with modern farming methods.

In general, the Natural Resources Conservation Service (NRCS) indicates that prime farmland soils must: have an adequate and dependable water supply from precipitation or irrigation; have a favorable temperature and growing season; have acceptable levels of acidity or alkalinity, content of salt or sodium, and few or no rocks; be permeable to water and air; are not excessively erodible; not be saturated with water for long periods of time; and, not flood frequently or are protected from flooding.

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Agricultural land that is not considered Prime Farmland may be considered ―State-wide Important Farmland". This is land, in addition to prime farmlands, which is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Generally, soils of statewide importance include those that are nearly prime and produce high yields of crops in an economic manner when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmland soils if conditions are favorable.

Table 25.1 lists the soil map units present on the proposed project site (also see Figure 12.2). Land within the project site was historically agricultural in nature. Commonly grown agricultural crops include corn and soybeans in the Hubbard coarse sand, Duelm loamy sand, Dickman sandy loam and portions of the Isan sandy loam. No agricultural activity occurred in soils designated as Marsh.

As seen in the table, no soils on the property are designated as prime farmland; however, the Dickman sandy loam is considered a State-wide important farmland. The soil unit however, only consists of 0.5% of the total area of the site located in the far southwest corner (Figure 25.1). Project related impacts to prime farmland and State-wide important farmland are therefore considered to be minimal.

Table 25.1 RTC Site Soil Units

Series No.	Series Name	Prime Farmland Status	Percent Coverage in Project Area
HuA/B/C	Hubbard coarse sand	None	**77%**
Dp	Duelm loamy coarse sand	None	18%
DnA	Dickman sandy loam	None*	0.5%
Is	Isanti sandy loam	None	4%
Mc	Marsh	None	0.5%

* - Identified as a State-wide Important Farmland, but not Prime Farmland.

The other area of farmland designation that exists is ―Green Acres", which is more of a tax-based program to keep productive farmland in business than an environmental program. The acreage is shown here for information purposes. Figure 25.2 shows all of the Green Acres program acreage on the RTC site.

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Figure 25.1. Designation of State-wide Important Farmland

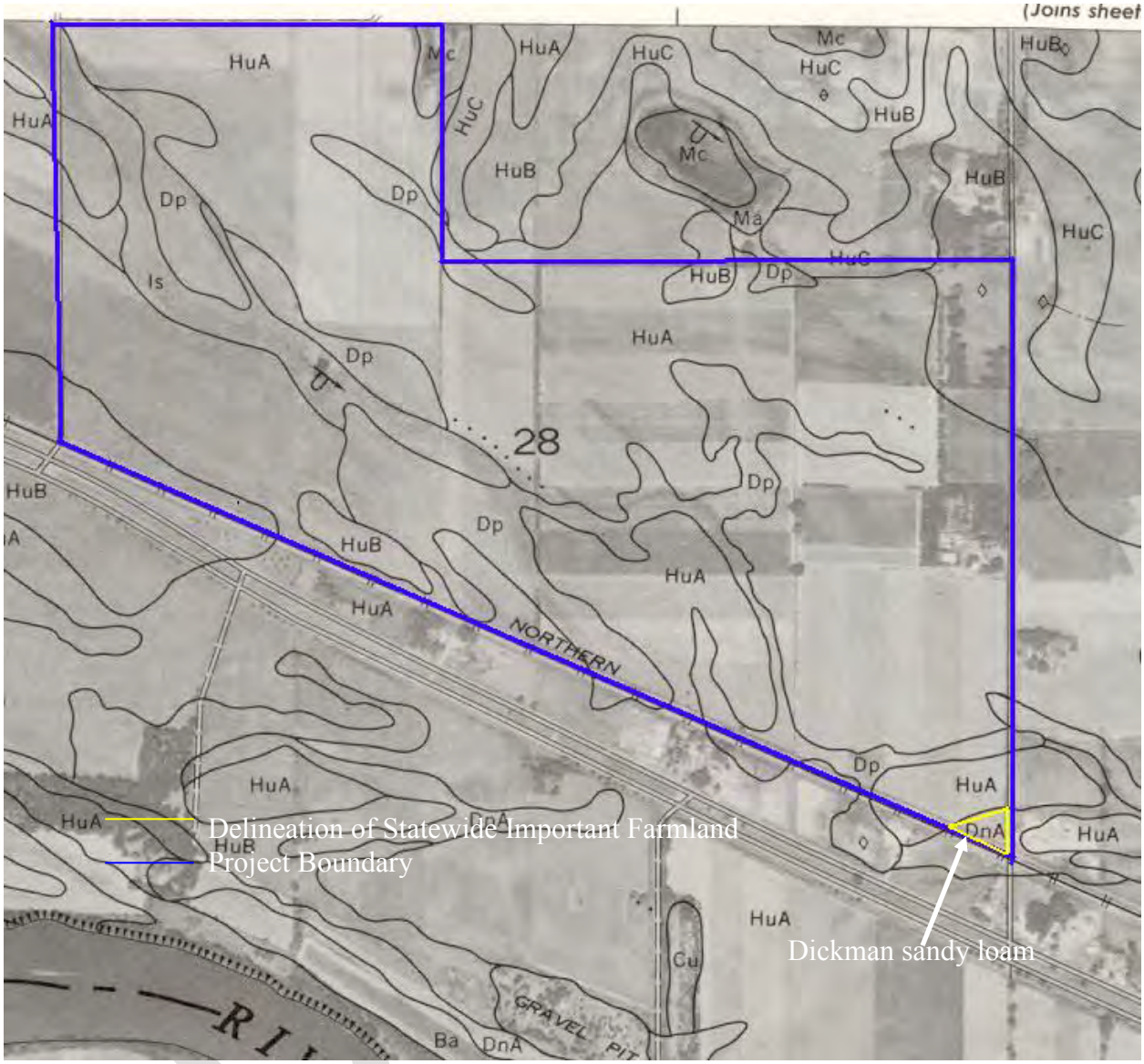
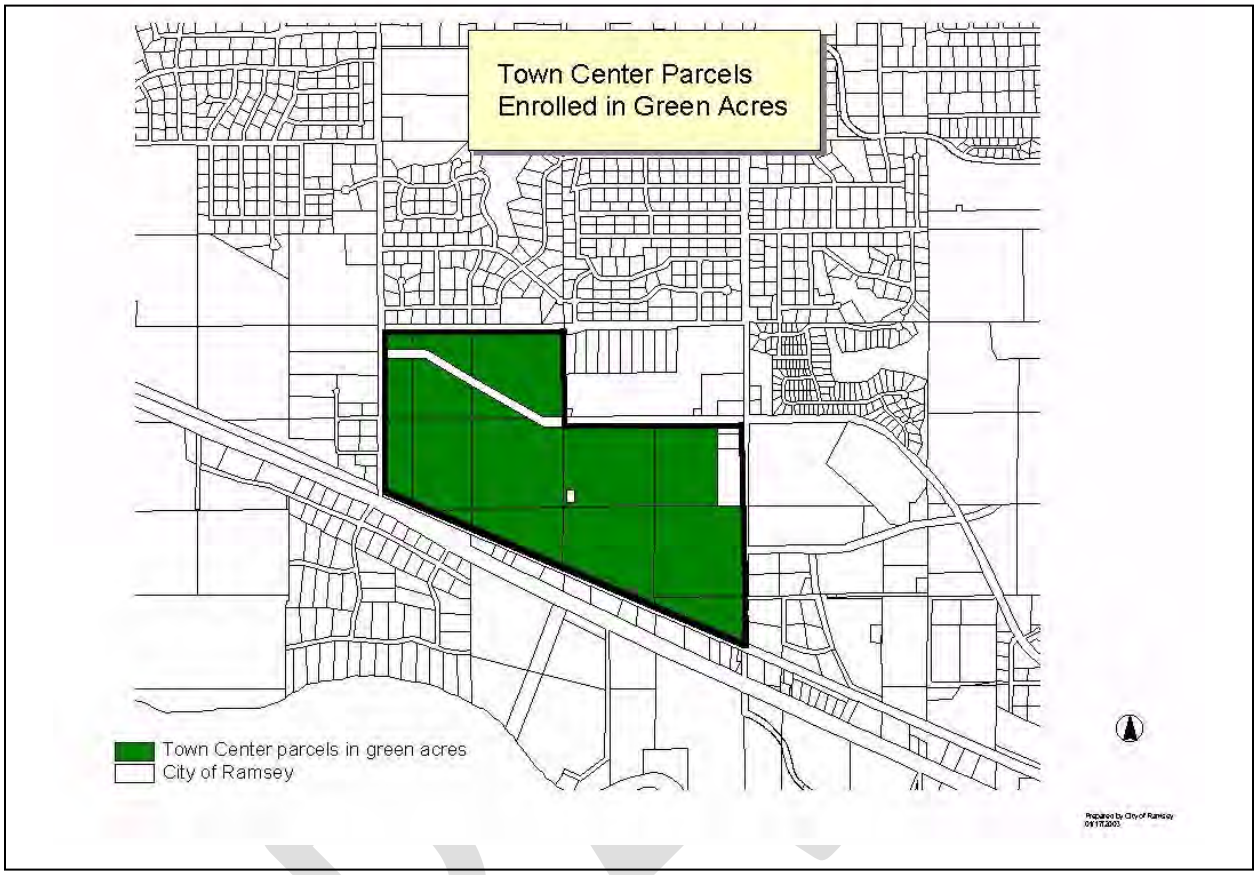


Figure 25.2 Green Acres land within the RTC site.



25c. The Ramsey Town Center site is fortunate to fall within an area surrounded by parks and trails. A unique opportunity exists within the site to incorporate new parks and open space, and to tie together several trail links. Figures 25.3 and 25.4 show the Anoka County and City of Ramsey parks and trail plans, respectively. The City of Ramsey plan reflected in the figure is the most recent version. Because of rapid growth within the City, the park and trails system has been changing often, such that revisions are constantly under way. The information in Figure 25.4 should be considered current through the Spring of 2003.

Reference to the preferred design in Figure 6.1 shows several parks and open space areas that will be included in the RTC development. The latest design contains approximately 40 acres of ~~"~~green/open space" in a series of neighborhood parks, drainage corridors, preserved and restored wetlands, and general open space. Much of this area, especially in the drainageways, can serve a dual purpose of open space and temporary detention of water.

Among the many issues identified during the stakeholder issues interview was the key role that the RTC site could play in linking open space areas (parks, trails, green space)

throughout this portion of Anoka County. Staff from both Anoka County and City of Ramsey Parks Departments stressed the importance of incorporating green space into the site plan and providing for trail connections to the Mississippi Regional Park (MRP) Trail, which is part of the MNRRA regional River trail, and to trails north and northwest of the RTC site.

Figure 25.5 is a concept depiction of a greenway/trail connection that extends from the City trail at Lake Itasca to the Mississippi River. This corridor is also discussed in Item 17 (Figure 17.1) as a surface water flow route for water from the Lake and from the area to the northwest of RTC as it develops.

Within the RTC site, as reflected in Figure 6.1, are numerous opportunities to expand open space and trails. The prominent trail feature will be along the central drainage corridor portrayed as green space in the figure. Trails will be present on both sides of the corridor, providing the desired opportunity for linkage with MRP and Lake Itasca. The trail crossings of the BNSF railroad tracks and Highway 10 to the south, and Armstrong Boulevard to the northwest need to be carefully considered during the design phase. Options for crossing the railroad tracks and Highway 10 include numerous locations at-grade, above via elevated crossing or walkway (needed for transit station if Northstar becomes a reality), or sub-grade. The exact nature of this crossing will not be known until many of the design features of the site are coordinated with the agencies involved, including Mn/DOT and BNSF. Anoka Parks prefers a connection south of the site (similar to the Calthorpe location shown in Figure 6.2) rather than along Ramsey Boulevard, but the nature of the crossing could dictate the location, which will be determined during detailed site design. RTC LLC is committed, however, to making the trail connection to MRP an integral part of the RTC when completed.

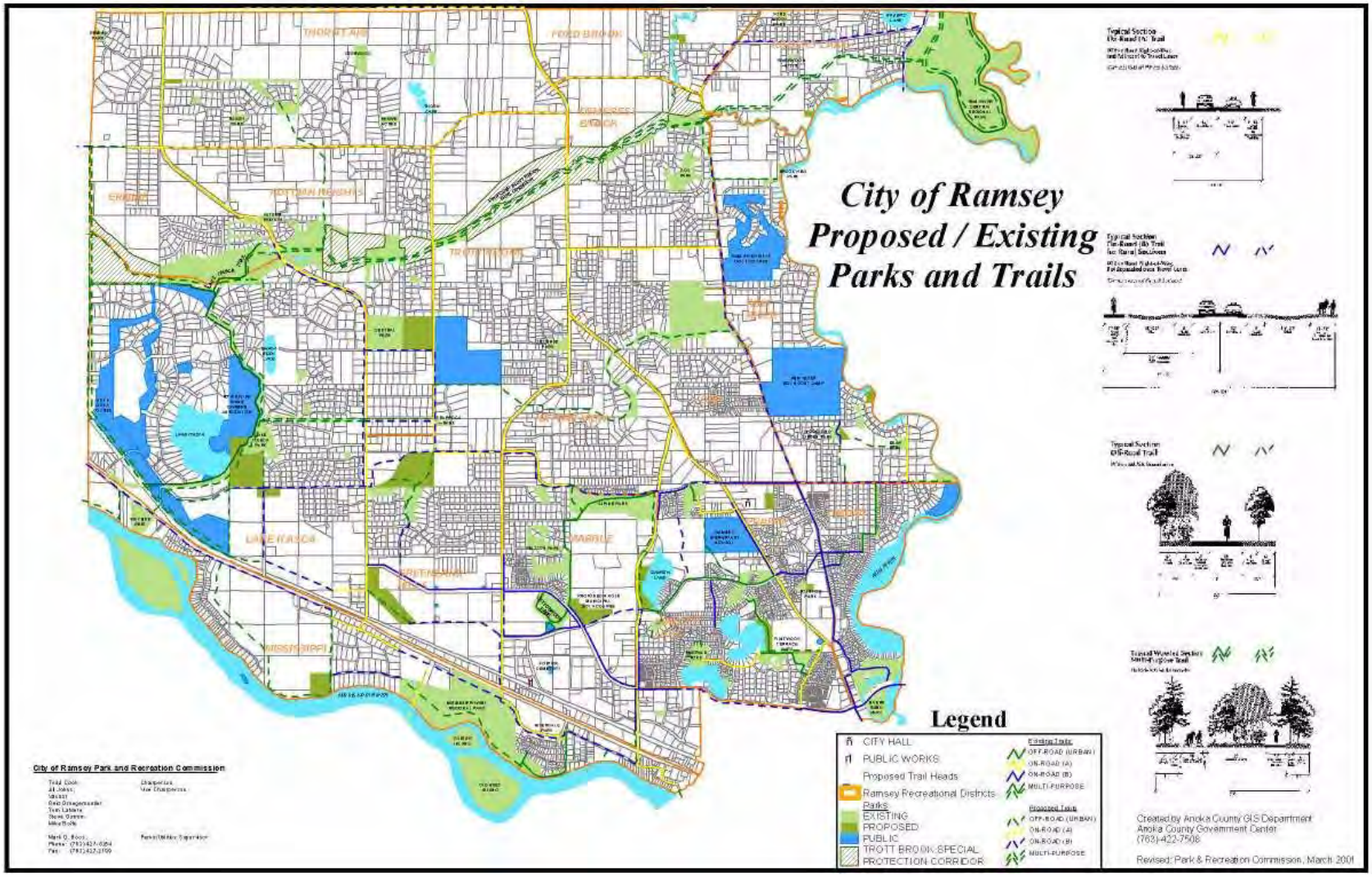
With proximity to the MRP comes the need for attention to minimize any adverse impact that could result from a new urban center. The development should enhance the park by using the project site as a connection to existing and new open space, and as a source of new users interested in supporting the recreational system. Land use along the trail connection within the site should be compatible with the trail. High intensity commercial use would deter use of the trail leading from the site into the Regional Park.

Anoka Parks has expressed an interest in having the architectural style of the MRP buildings and RTC be compatible. Since the Park development will not proceed for years, the exact style to consider is unknown. RTC LLC will consider the need for visual coordination during the building design phase, and will make its design decisions known to Anoka Parks for its use in future park development.

In 1988, Congress passed Public Law 100-696 establishing the Mississippi National River and Recreation Area (MNRRA) as a unit of the National Park System to preserve, protect, and enhance the nationally significant historical, recreational, scenic, cultural, natural, economic, and scientific resources of the Mississippi River Corridor in the Twin Cities metro area. Item 14 previously addressed the reflection of MNRRA, Critical Area, and Wild and Scenic Rivers language into the City's *Comprehensive Plan*. In 1995, a

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Figure 25.4. City of Ramsey Parks and Trails (under revision).



Comprehensive Management Plan (CMP) for the MNRRA was approved by the Secretary of the Interior. The CMP provides a management framework to assist the State of Minnesota and units of local government in the implementation of integrated resource management programs and to ensure orderly public and private development in the area. The CMP incorporates the state Critical Area program and other state land use management programs by reference as the foundation for compliance with the CMP, and encourages voluntary state and local compliance with additional policies to protect and enhance the river corridor. The Mississippi River Critical Area Corridor and MNRRA are geographically identical. In 1991, the Minnesota Legislature designated the federal MNRRA as a state Critical Area by the enactment of Minn. Stat. 116G.15.

25d. A complete analysis of visual impacts is contained in Item 26 that follows.

Summary of Environmental Impact. None are expected with regards to archeological, historical or cultural resources.

The RTC site will be converted from over 350 acres of largely agricultural land to urban uses. This change reflects growth by the City of Ramsey in a manner contained within its *2001 Comprehensive Plan,* as amended in 2002.

The addition of new open space, trail connections and park land in an area previously not publicly accessible will be a benefit to the community. The addition of these features will be carefully coordinated with the proper agencies to assure compatibility.

Mitigation element. *Unidentified Resources*. Various circumstances may lead to the discovery of unidentified historic or archeological resources within the project boundaries. When any such new discovery is brought to the attention of the developer or the City, an evaluation of the significance will be conducted and appropriate management measures will be devised in consultation with SHPO.

Discovery does not mean that all work must stop. However, depending on the nature of the cultural resource and the activity's apparent effects on it, the developer and City will make reasonable efforts to avoid or minimize harm to the resource until it has been processed. Following are the procedures that will be followed when a discovery of what appears to be a cultural resource (historic or archaeological artifacts) has been made:

> (a) Contact the supervisor in charge immediately. If human remains are discovered, also refer to the below section, *Unmarked Human Burial Sites*.
>
> (b) The supervisor will contact SHPO immediately (651-296-6126). The supervisor will arrange for the site or the relevant portion of the site to be secured against further disturbance until a professional assessment of the potential finding can be made.

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(c) The contractor, lessee or employees will consult with SHPO to safeguard the resource and note its location, depth, etc. for future report, and to determine what type of investigation (if any) or mitigation is appropriate for the circumstances.

Unmarked Human Burial Sites. The discovery of human remains is covered under Minnesota Statute, Section 307.08. Human remains deserve respect and should be treated appropriately. The discovery of human remains involves legal as well as archaeological issues. The odds of discovering human remains are low; however, complete records of all Native American, pioneer and settler burial sites are not available. Therefore, discovery of such unidentified sites is typically accidental and will occur at sites where the soil has not been previously excavated to an appropriate depth.

Immediately upon the discovery of buried human remains, the procedures listed below will to be followed:

(a) Stop the excavation, and using appropriate safety precautions, and with a minimum of further disturbance to the remains, verify that it appears to be human remains. Make note of what was found, its location and depth, etc.

(b) Contact the supervisor in charge immediately. The supervisor will contact the Ramsey Police Department immediately if it is suspected that the remains are recent.

(c) If unable to contact a supervisor, or if instructed, call the Ramsey Police Department and report the discovery. If necessary, the developer will cooperate with law enforcement authorities in securing the site.

(d) As soon as possible but within 48 hours, the supervisor shall contact the State Archaeologist and consult with them on how to proceed.

Disposition - Ownership/disposition of historic and prehistoric archaeological items, including Native American human remains or grave goods, will be determined by the State Archaeologist, the Native American Council or other appropriate authority.

Because there is no prime farmland on the site, there are no mitigation measures needed to address the change in land use. The very small amount of State-wide Important Farmland in the far southeast corner of the site will be lost from productive agricultural land, but will be replaced by green space uses that preserve the open character of the land.

Although the RTC site is not within the geographic area covered by MNRRA, every effort will be made by RTC LLC to work with Anoka County Parks, Ramsey Parks and the National Park Service to comply with the policies of these agencies and to minimize or avoid any adverse impacts from development of the RTC site.

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26. Adverse Visual Impacts

*Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks? _**X**_Yes __No*

If yes, explain. If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

The current visual aesthetic on the site is one of an actively farmed area surrounded by residences to the north, a busy state highway and commercial strip to the immediate south, and commercial strips to the east and west. Although views from the site will not be impacted, those used to viewing farmland on the site will have a change.

Views during construction will change from the agricultural view currently seen at the site. Although ~~"a~~dverse" is not a quantitative measure relative to visual impressions, it is anticipated that most would consider an active construction site as less than visually appealing.

Views from the Mississippi River northward are not likely to be directly impacted because of the elevation difference between the River and the site. The site elevation is between about 860' and 865', with a knoll on the north end of the site reaching about 880'. The Mississippi River through this reach is about 830' and located below a forested bluff. Direct viewing of the Ramsey Town Center will not be possible from the River. However, lights emanating from the site would likely be seen once the site is developed.

Summary of Environmental Impact. Conversion of agricultural land to urbanized land will have a net change in views that many do not view positively. Changing this view of ~~"o~~pen land" to one of a fully developed urban area, however, is part of the City's plan for its growth. The impacts of the conversion, however, can be mitigated, as outlined in the next section.

Mitigation element. Light emissions from commercial and residential areas cannot be avoided because of safety issues and the need for residences and businesses to see clearly at night. City Ordinance 9.11.07 describes any lighting used to illuminate an off-street parking area, sign, or other structure, must be arranged so that the light is deflected away from residential districts and public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) must be arranged so that the light is not visible outside of the property where the light is located. There are several methodologies of acceptable screening methods for these nuisances that can also be used for transitioning from high- to low-density residential or from residential to commercial areas. Screening methods typically include a vegetative barrier no less than five feet high or other natural materials. Applying shields to street and parking lot lamps directs the light to the ground surface where it's wanted, not into the adjacent neighborhood. All of these practices should minimize the impact of the light at the River, but will not eliminate it.

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The visual impacts of construction on a scale that will occur at RTC over several years will be difficult to mitigate, but several measures to minimize the impact will be followed. The most offensive visual characteristics of construction, and possible mitigating actions are:

- Soil erosion leading to sediment movement off-site - Item 16 spelled-out a mitigation element to control on-site erosion and off-site sedimentation.
- Access streets and roads covered with dirt and gravel/rocks - The erosion and sediment control program will include egress gravel wash pads and will contain a daily sweeping plan for roads affected by construction traffic.
- Swirling dust caused by earth-moving activity on dry soil - A water truck will be available on site to spray areas experiencing dust movement. This will be especially critical on the sandy soils prevalent on site.
- Construction equipment and temporary trailers - Every effort will be made to screen immobile equipment and to park mobile equipment in a visually sheltered location at the end of the working day.
- Exposed soil - One of the essential elements in the erosion and sediment control plan will be rapid stabilization, covering and re-vegetation of exposed soils. Although some exposed soil will be impossible to avoid, every attempt will be made to minimize exposure.

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27. Compatibility with Plans

*Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency? _**X**_Yes __No.*

If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out in (Minnesota Rules) 4410.3610, subpart 1. The AUAR document should address the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 18 21, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other Items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studies, with emphasis on any incompatible elements.

City of Ramsey Local Comprehensive Plan. The basis of implementing a large-scale development as covered by an AUAR is the compatibility of that development with the local unit of government's plan for the future of its community. In the Metropolitan Area, this outlook is described in a local comprehensive plan (LCP) prepared in accordance with Minnesota Statutes, Section 473. Among the requirements of this statute is the inclusion of a land use plan with staged development, housing and surface water management components, a public facilities section that addresses transportation, sanitary sewer, parks and open space, and water supply, and finally, an implementation program that describes the financial and institutional methods to be used to implement the LCP.

Minnesota Rules 4410.3610 references the need for a local unit of government within which an AUAR is being prepared to certify that the three elements referenced above are contained in its LCP. The City of Ramsey has an adopted *2001 Comprehensive Plan* that was most recently amended on February 26, 2002. The following list identifies the specific LCP chapter references meeting the content requirements for AUAR/LCP conformity:

- Chapter V - Land Use (existing land use, future land use, historic preservation, solar access protection)

- Chapter VI - Transportation Element (framework and goals, existing roadways, analysis of roadway system needs, roadway system plan, transit, aviation, railroad lines, bicycle and pedestrian trail system)

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- Chapter VII - Housing Plan (existing conditions, senior housing, affordability, the plan for housing)

- Chapter VIII - Sewer Element (existing system, future sanitary sewer services)

- Chapter X - Park, Recreation and Open Space (existing park and creation facilities, the parks and creation plan)

- Chapter XV - Public Facilities (city administration, fire and rescue, police, public works, public schools, public facilities and services plan)

- Chapter XVI - Implementation Strategy (zoning ordinance, subdivision ordinance, septic system management program, capital improvement program, corridor studies, housing program, redevelopment planning, area master planning, part and trail comprehensive planning, GIS development, public services and facilities, central rural reserve area)

- Appendix C - Surface Water Management Policy

- Appendix E - Individual Sewage Treatment System (ISTS - septic tank) Program

- Appendix F - Water Supply Plan

- Appendix G - Capital Improvement Program

Based on the content contained with the February 26, 2002 Ramsey *Comprehensive Plan Update*, the City of Ramsey certifies that the requirements of Minnesota Rules 4410.3610 have been met.

Preferred site design conformity with Ramsey LCP. The preferred site design illustrated in Figure 6.1 is consistent with the City of Ramsey LCP, as referenced above and illustrated in Figure 5.4. The key element in establishing conformity is consistency with the future land use expectations of the City. The consistency set the stage for infrastructure support and financing needed to assure smooth development staging. Figure 5.4 illustrates that the Ramsey Town Center site is noted as predominantly "Mixed Use", with additional increments of "Places to Work", "Medium Density Residential" and "Low Density Residential". The corridor between Highway 10 and the BNSF railroad tracks is designated as "Places to Shop". The "Mixed Use" category represents a combination of residential, commercial, light industrial, open space and a transit hub. "Places to Work" is defined by the City as areas primarily reserved for office and industrial type development. The plan's description of mixed use and the other less prominent uses fits perfectly with the preferred design. The existing highway commercial strip on the north side of Highway 10 (Figure 6.1) is subject to change as Mn/DOT's plans for the highway take shape, but until that happens, there is no

anticipated change in its usage, other than possible use of City land for detention of stormwater.

Consistency on a map does not assure that project implementation will fully meet the City's intent with respect to the provision of service. It is for this reason that the various AUAR Items address infrastructure needs and phasing. The timing within which services will be provided to Ramsey Town Center is spelled-out in Items 12, 13, 17, 18, 21, 25 and 28. However, at this time, there has not been any financial commitment by the City to meet the timing schedule.

Although the entire LCP supports the approach proposed for Ramsey Town Center, some specific elements within the Plan pertain especially to the project. The Guiding Principles within the Vision and Guiding Principles section of the Plan (Chapter II) contain many statements that reflect the ~~"t~~own center" concept of development, with its emphasis on mixed land uses, pedestrian and environmental friendliness, and building a sense of community.

Chapter III of the LCP (Community Background) and Chapter XIV (Community Identity) address the City's intent to grow in a well thought-out manner and to build a sense of community. The Ramsey Town Center project will provide an opportunity to develop a central focal point for municipal civic activities, as well as working, shopping, establishing a home and finding local entertainment as the City's population grows from about 19,500 in the year 2000 to well over 30,000 by 2020.

Consistency relative to sense of community cannot be shown with maps and charts, but must be gained through repeated contact with public officials and members of the community. The preferred concept that eventually evolved into Figure 6.1 was derived after many such meetings. The list of forums for discussion included: Metropolitan Council Smart Growth community meetings; presentation and listening sessions with City officials and community leaders; a Town Center Task Force; the January 2003 retail design charette; and day-to-day interaction with City staff.

Consistency is also assured by matching the character of a new Ramsey Town Center with what the City expresses as its needs and desires in the LCP. Following are several such statements from the LCP for which the Town Center design fits:

> *"Landowners are encouraged to preserve and restore areas of significant natural resources such as open prairie or tree canopy as permanent open space by increasing density in areas more conducive to development." (page V-11)*
>
> *It is an Urban Residential policy of the City to "Encourage environmentally conscious site design and construction methods to assure that development respects the natural environment", to "Ensure open space that is part of a residential development is preserved as permanent open space…" and to "Ensure projects are consistent with the goals and policies of the Mississippi River*

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Critical Area Plan (MNRRA) and are sensitive to the Rivers natural environment". (pages V-20 and 21)

It is a Places to Work policy of the City to "Require developments to adhere to environmentally sensitive design and construction standards", to "Facilitate the clean up and redevelopment of brownfields and underutilized sites…" and to "Require individual sites to be connected to a trail system that links employees with the Town Center, parks and neighborhoods." (page V-25)

"The purpose of the Town Center Mixed Use Area is to establish a community hub that integrates places to work, play and live and embraces transit oriented design in anticipation of the potential future commuter rail station." The site will be a "pedestrian friendly environment that supports mass transit" with mixed use development that would support the station with connections to MRP. (pages V-26 and 27)

It is a Park and Recreation Plan goal of the City "To preserve continuous open space corridors that protect natural vegetation and water quality, provide wildlife habitat, and preserve the natural identity of Ramsey." (page X-7)

"The Ramsey community has acknowledged and embraced the importance of the Mississippi River Corridor, its history, water quality, beauty and recreational opportunities. The future of the corridor through Ramsey consists of a sanctuary where wildlife and nature coexist with people and development." (page XI-3)

"All future development should minimize the negative environmental impacts on the region's ecological system ensuring that the built environment is in harmony with the natural environment." (page XIII-1)

Reference to Figure 5.4 shows the future land use reflected in the LCP. A comparison with the preferred concept plan for Ramsey Town Center (Figure 6.1) clearly illustrates the compatibility between the City's vision for the future and the proposed development. Chapter V of the LCP describes how the City's expectations on how it will develop by 2020. The Chapter is replete with references to the City's intentions. All of this guidance will be used as Ramsey Town Center moves through the various phases of development and comes to the City for the approvals that accompany the development steps. Specific reference is made in Chapter V to a sub-set of Mixed Use called "Town Center Mixed Use Area". This description addresses the area being proposed for development under this AUAR. The vision laid-out in the description parallels the site concept and sense of community focus proposed for Ramsey Town Center. The entire parcel being considered is within the MUSA (Figure 5.4) and will be served accordingly, as described in the various infrastructure elements of this AUAR, consistent with the 2000-2010 staging plan identified in the LCP (Figure V-3 in the Plan).

Chapter VI also identifies the City's desire to improve its trail system. The connection of trail linkages from Mississippi Regional Park (MRP) through Ramsey Town Center, connecting to Lake Itasca and other trails north of the Center is an integral part of this City vision. Completing this vision during development has always been part of the Town Center plan, as evidenced in Figure 6.1.

The water and sanitary sewer service elements of the LCP (Chapters IX and VIII) are discussed within the AUAR in Item s 13 and 18, respectively. The storm sewer element is discussed in both Items 12 and 17. All of the infrastructure details are also discussed in Item 28.

Chapter X of the LCP addresses the parks and open space plans for the City. Figure 6.1 shows that a substantial portion of the proposed Ramsey Town Center will be devoted to open space that can become part of the City's system. Trail linkages have already been identified, but additionally, linkages within the site will occur among the various neighborhood parks and more regional-scale trails. The development of MRP will be a major benefit to the City's long-term goal of providing public access to the River. The connection of Ramsey Town Center trails to the River, as described in the site concept plan, will be a critical step in achieving this goal. Similarly, the opportunity exists to tie the Center to the Lake Itasca trail via a green corridor trail. Figure 25.5 illustrates one potential alignment for this trail. The City has not yet formalized the means by which this trail would be established, but identifying a possible path is part of the process. The City's Parks and Recreation Committee and City Council will ultimately decide upon the method of incorporating that this trail into development as it occurs northwest of Ramsey Town Center.

The connection and coordinated planning between the City and the state Mississippi River Critical Area and Wild and Scenic River (WSR), and the federal Mississippi National River and Recreation Area (MNRRA) was discussed in Task 14. The boundaries of these three specially designated areas overlap, as shown in Figure 14.1. Chapter XI of the City's LCP contains the required elements for implementing Executive Order 79-19 issued by the state for defined Critical Areas in 1979. This chapter addresses all of the required elements and also ties in the coordination aspects with MNRRA and WSR. Although none of these protected areas occurs within the boundaries of Ramsey Town Center, the AUAR must address potential impacts that site development could have on them. Task 14 addressed this impact and the mitigation plan associated with it. Reference is made in the LCP to the 1994 MNRRA Plan, *Comprehensive Management Plan for the Mississippi National River and Recreation Area* prepared by the Mississippi River Coordinating Commission and the USDI-NPS. This plan serves as general management plan for MNRRA and is reflected in the City's LCP, which exceeds Tier II requirements of MNRRA.

Chapter XIII of the LCP establishes the City's vision for environmental protection and resource management. A key feature of the Ramsey Town Center is its integration of natural resource attributes into the concept design. Chapter XIII identifies the natural features of the City and the manner in which they will be protected and enhanced.

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Development of the Center site actually presents an opportunity to restore and incorporate environmental features that have not been a part of the landscape in recent memory. For example, the central green corridor is a remnant drainage feature that has not transmitted water in the memory of City or WMO officials. Connecting drainage from Lake Itasca to the Mississippi River to and through this feature will provide a chance to restore a natural function and the habitat, water quality and aesthetic benefits that accompany it. Similarly, installing runoff management practices that take full advantage of the infiltration character of porous Anoka Sandplain soils assures that surface water continues to recharge the essential drinking water aquifer supplying drinking water to City residents, whether on a municipal or private system.

Finally, the public facilities and implementation requirements of planning are addressed in Chapters XV and XVI of the LCP.

Management plans of any other government agencies.
As discussed previously in this AUAR, there are several other plans that potentially cover the Town Center site and its adjacent area.

Lower Rum River Watershed Management Organization (LRRWMO). The entire site falls within the jurisdiction of the Lower Rum River Watershed Management Organization (LRRWMO), which is a Joint Powers Agreement among the Cities of Ramsey, Anoka, Andover and Coon Rapids. Aspects of the LRRWMO relationship to this project were addressed in both Item 8 (permits) and Item 14 (related management districts).

The WMO's state approved (BWSR) second generation watershed plan was adopted by the LRRWMO in late 1998. The Ramsey Town Center site occurs within the WMO's West Mississippi District. The WMO plan, however, mapped the portion of the sub-watershed surrounding Lake Itasca as part of the Trott Brook drainage area, which meant that flow would be to the north from the Lake rather than to the south. Because flow emanating from Lake Itasca has not occurred within recent history, there was some uncertainty over the direction of flow, if it were ever to occur. To address this uncertainty, an EOR survey team established elevations around the lake and determined the drainage directions located in Figure 12.1. Determining this flow direction is essential for to the modeling effort to quantify the area contributing to flow that could cross the Ramsey Town Center site.

LRRWMO is also the designated "Local Governmental Unit" or LGU under the 1991 Wetland Conservation Act. This means that regulatory decisions on wetland impact within the City are made by the WMO. The WMO participated in all of the Technical Evaluation Panel (TEP) meetings related to this site, and is ultimately responsible for any subsequent permit decisions.

Critical Area, MNRRA, Wild and Scenic River. The management overlap between the Critical Area component of the City's LCP and the MNRRA plan were addressed in Item 14. This discussion also addressed the Wild and Scenic River coverage. Local

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governments within the state Critical Area Corridor are required to incorporate the Standards and Guidelines of Executive Order 79-19 into local plans and ordinances for the Corridor. Local units of government shall permit development in the Corridor only in accordance with those adopted, approved plans and regulations. Specific policies within the Ramsey Critical Area Plan address those needs, as referenced earlier (Item 14). In addition to the Executive Order standards (previously listed) that were incorporated and approved in the City of Ramsey Critical Area plan, the following additional policies occur in the City's plan:

- Minimize direct overland runoff and maintain natural watercourses such as ditches, wetlands and floodplains to handle existing storm water runoff and slow the process of surface water infiltration.
- Ensure urban best management practices are strictly adhered to during and after construction projects including the replacement of all vegetative cover which is removed for construction purposes.
- Adopt development controls consistent with NURP standards and the MPCA's Urban Best Management Practices to reduce nonpoint source pollutant loading in storm water runoff.
- Minimize site alterations and protect natural watercourses, bottomland forests, prairies and woodlands as part of the development plan through such means as conservation easements or land preservation techniques.
- Prohibit alterations or disturbances of wetlands, tree canopy, significant habitat areas and natural vegetation areas.
- Ensuring that trail locations minimize any negative affects on the natural resource base.
- Ensure future development emphasizes continuous open space, minimizes utility and infrastructure needs and crossings....
- Ensure adequate views to and from the river are preserved while maintaining appropriate landscaping buffers and vegetative covers.
- Require future utility construction ... to be underground while minimizing disturbance of endangered habitat areas or undisturbed natural vegetation areas.
- Prohibit any unnecessary grading, filling, or any other significant alteration of areas within the Critical Area Corridor.
- Prohibit development on or alteration of slopes exceeding 12% including the riverfront bluff face.

Anoka County. Anoka County has a Comprehensive Master Plan for the County that covers all parts of the Critical Area under County jurisdiction in the Plan's Mississippi River Critical Area Management section. Planning and development of parks within this area by Anoka County Parks reflects the Critical Area goals under the Critical Area Act and Executive Order 79-19. The County's plan for Parks and Trail Corridors was shown in Figure 25.3. The City of Ramsey is working very closely with Anoka County Parks to develop trail connections paralleling the Mississippi River through MRP and connecting this regional trail to other City and County trails north of the River. The connections to Lake Itasca and Trott Trails would then traverse the Town Center site. Anoka County Parks has also expressed an interest to tie the architecture of the MRP buildings to the

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architectural themes used in Ramsey Town Center. Finally, Anoka County Highway Department is working with the City and the site developer to assure that all of the road work potentially impacting County highways is acceptable and meets County standards.

Anoka Conservation District (ACD). ACD has a greenway corridor plan for wildlife corridors that crosses the Ramsey Town Center watershed and the site itself. Figure 27.1 illustrates the ACD greenway contained within the plan. Currently the plan indicates that an ideal wildlife corridor would go through the Town Center in essentially the same location as the central drainage swale. The location of the corridor is critical here because of the proximity of the Town Center to Mississippi West Regional Park, which is a local hub for wildlife. In a conversation with EOR, ACD staff (Rich Biske, Wildlife Habitat Management Technician) indicated that the drainage swale could be an appropriate wildlife corridor if native vegetation (specifically mentioned big blue stem and forbs) instead of turf grass was planted. He noted that if turf grass is planted in the central drainage swale, a wildlife corridor would need to be created in a less desirable location, possibly in the undeveloped area to the west of the site, as east of the site is already developed. ACD also expressed interest in connecting the trail system and possibly the wildlife corridor to the trails and open space associated with Sunfish Lake to the east.

Department of Natural Resources (DNR). DNR implements the State's Critical Area program and has approved the City's Critical Area Plan as part of its local comprehensive plan (see Item 27). DNR also administers the State Wild and Scenic Rivers program. Provisions to coordinate the Critical Area Plan with the Wild and Scenic River and the federal Mississippi National River and Recreation Area (MNRRA) are contained within the City's comprehensive plan.

Metropolitan Council. The Metropolitan Council is charged under Minnesota Statutes, Chapter 473 with assuring the orderly and economic development of the seven-county metropolitan area. To implement this responsibility, the Council reviews the local comprehensive plans (LCP) of communities within the region, and has approval authority over aspects of the plan that affect one of the four ~~"r~~egional systems" - wastewater, transportation, regional parks and airports. Other elements of the LCP that are not related directly to the four regional systems are reviewed for consistency with overall regional plans.

Of specific AUAR concern to the RTC site are the Ramsey LCP regional system elements addressing traffic and wastewater, and the non-system components addressing water supply and stormwater. The Ramsey LCP was adopted in 2001 by the City and approved by the Metropolitan Council. This AUAR reviewed the traffic and wastewater elements of the site development and drew some conclusions in Items 21 and 18, respectively, on system impact. Items 13 and 17 similarly addressed the water supply and stormwater aspects of the development.

Minnesota Department of Health (MDH). The MDH is the state agency responsible for assuring that municipal water suppliers meet the requirements of the state and federal

Wellhead Protection Program. The City of Ramsey has joined with several other communities in Anoka County, and the County itself, to develop its wellhead protection plan. This plan was addressed in Item 6.

Summary of Environmental Impact. The proposed RTC site development is consistent with all of the planning documents covering its area.

Mitigation element. At this time, the Ramsey *2001 Comprehensive Plan*, as amended in 2002, fully addresses the development of the RTC site and adequately relates this development to the various other agency plans with which it must comply. However, any change in the project that would lead to deviation in one or more of the plans must be corrected by a plan amendment.

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28. Impact on Infrastructure and Public Services

*Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? _**X**_Yes __No.*

If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see EAW Guidelines for details.)

For an AUAR, this item should first of all summarize information on physical infrastructure presented under Items such as 6,17, 18, and 21. Other major infrastructure or public services not covered under other items should be discussed as well – this includes major social services such as schools, police, fire, etc. The RGU must be careful to include project-associated infrastructure as an explicit part of the AUAR review if it is to exempt from project-specific review in the future.

Social Services. The project area is served by the Ramsey Police Department. Based on the current standard ratio of 1.3-1.5 licensed officers per 1000 residents, the City of Ramsey should have 26 officers. There are typically 3 police officers on duty at a time from a total of 17 full time police offers, therefore the current ratio is 0.85 licensed officers per 1000 residents. The Police Department, when predicting future needs, considers crime rate, traffic increases, and overall growth. Future personnel, equipment and training needs are based on the general population growth of the City of Ramsey, which would include, but is not specific to the RTC. Future personnel needs are listed in Table 28.1. Through 2015, equipment and training needs are expected to increase proportionately with staffing changes. The Department is investigating the equipment and training required for preparing an officer for a potential terrorist attack anywhere within the city. The RTC is described by the department as the most likely location within the city for such an attack. Currently, the streets adjacent to the RTC are patrolled at least once a day. The RTC development may require more frequent patrols. The preferred design plan for the RTC includes the construction of a new police station, which would establish a permanent police presence on the site.

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Table 28.1 Ramsey Police Department Future Personnel Needs

Year	No. of Police Officers Needed	Additional Personnel Needs
2004	2 Patrol Officers	1 Crime Prevention Specialist 1 Technician
2005	2 Patrol Officers	1 Community Service Officer
2006	2 Patrol Officers	
2007	2 Patrol Officers	1 Investigator 1 Technician
2008	2 Patrol Officers	1 Supervisor
2009	2 Patrol Officers	1 Lieutenant
2010-2015	1-2 Patrol Officers per year	1-2 Technicians

The Ramsey Fire Department serves the project area and has two full-time fire fighters, thirty one volunteers, two class A rated engines, a tanker engine, a tanker truck, two rescue vehicles, and two grass/brush fire trucks. The Fire Department has two stations with intentions to build a third. The recently built fire station on Armstrong Boulevard is less than a quarter of a mile from the RTC. The current equipment and staff should continue to be adequate after the development of the RTC. The Department does not foresee future needs until the completion of the third station.

The City of Ramsey feels that there is going to be a substantial level of commitment necessary for the Ramsey Towne Center as it relates to the Public Works Department. Due to the operational expectations of this area and impacts on the existing level of service, the City expects that there will be a need for 3 to 4 additional Public Works personnel to meet these increased demands such as: additional street maintenance, additional mowing and park clean-up, snow removal instead of snow plowing, sidewalk maintenance on a higher priority, additional street lighting with aesthetic banners, as well as traffic signals.

The City also expects an increased impact to its equipment needs to perform these additional and unique services such as banner hanging, replacement, and service, storm sewer cleaning at a increased increment and snow removal. This includes an additional sweeper due to the increased regularity of sweeping, sidewalk sweeper to keep the debris and therefore particulates and floatables out of the storm sewer, vacuum truck to keep up with the demands of catch basin cleaning and additional "snow removal" equipment with conveyor to help with removal activities. Since the amount of responsibility for maintenance is unclear at this stage, the above information is the City's estimate of the needs that will accompany this project.

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The site should be adequately served by existing library and post office facilities. The preferred design includes a community center and new city hall to better serve the City of Ramsey and RTC residents.

The RTC and the surrounding area are within School District #11, served by nearby Ramsey Elementary School, Sandburg Middle School and Anoka High School, as well as several private schools. From the Anoka-Hennepin School District, new housing construction in the City of Ramsey impacts school enrollment as listed in Table 28.2. Using the data from the school district and the total residential units from the February 28, 2003 RTC concept design, the impact to school enrollment was calculated and is listed in Table 28.3. When residential type was specified as mixed use in the concept plan, the highest impact unit type, "Single Family Homes", was assumed in order to determine the highest possible impact scenario. The unit type "Apartments" in Table 28.3 includes apartments and duplexes. All calculations were rounded up to the nearest whole number. Based on statistics and stated criteria, the impact of the RTC on school enrollment will be 830 school age enrollments and 399 preschool enrollments. Because the development will occur over time, not all enrollments will occur at the same time. Also, if the unspecified residential units are not single family homes, the enrollment impact will be significantly less than assumed here. Additionally, the RTC currently maintains that a school will be built on-site, which could absorb some of the additional enrollments. Finally, according to the Anoka-Hennepin School District, new housing is needed in order to replace the 100 graduating students every year. Therefore, as new housing units are constructed in the RTC over time, new students should be absorbed without significant impacts to school enrollment.

Table 28.2 City of Ramsey's assumptions for new housing impacts on school enrollment

Unit Type	No. of School Age Children/ No. of Units	No. of Preschool Age Children/ No. of Units
Townhouses	1/8	1/25
Apartments	1/25	1/16
Single Family Homes	2/3	1/3

Table 28.3 Impact scenario of proposed RTC development

Unit Type	Ramsey Town Center New Units	New School Age Children	New Preschool Age Children
Townhouses	1154	145	47
Apartments	234	10	15
Mixed Use	1012	675	337
Total	2400	830	399

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Summary of Environmental Impact. No adverse impacts to the social service infrastructure are anticipated. Road, sanitary sewer, water supply and stormwater infrastructure are addressed in Items 21, 18, 13 and 17, respectively.

Mitigation element. The major physical infrastructure elements of roads and streets, sanitary sewer, municipal water and storm sewer have all previously been addressed within this AUAR.

An evaluation of the social services needed for the RTC development indicates that the planning done for the City has accounted for the growth related to the RTC. Police, fire, public works, schools, and related City and postal services will all be impacted by the development. Additional equipment to perform City public works services will be needed. No additional mitigation is needed to meet the expected growth.

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29. Cumulative Impacts

This item does not require a response from an AUAR since the entire AUAR process deal with cumulative impacts from related developments within the AUAR area.

30. Other Potential Environmental Impacts

If applicable, this item should be answered as requested by the EAW form (if the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation).

There are no additional major adverse environmental impacts beyond those addressed by Items 1-28. There are, however, two minor issues that need to be raised. First, the impacts of the Anoka-Ramsey Landfill on the RTC are presented to alleviate any potential concerns. The landfill is located within one mile of the RTC site in Township 32N, Range 25W, Section 22 (Figure 19.5). The RTC is located southwest of the landfill. Regional groundwater flow throughout this part of Ramsey is to the southeast, indicating that pollutants from the landfill are flowing away from the project area. Additionally, the continued mitigation at the landfill has contained the plume horizontally using twelve barrier wells and eight recovery wells. Finally, sampled residential wells screened in the Franconia aquifer have been negative for all monitored contaminants. This means that the potential for contamination of the water supply from the landfill is minimal because the City of Ramsey wells are screened in an aquifer that has not been contaminated and groundwater flow direction is away from the wells (Anoka/Ramsey Landfill SW-094 2000 Annual Report). Because of the location of the RTC, the minimal threat to the water supply and the successful remediation at the landfill, there should not be any adverse environmental impacts.

Secondly, the RTC will change land use from agricultural to urban. Although this marks an end to agricultural use of the site, Item 27 described the orderly planning process under which this transition occurred. The mitigation elements summarized in Appendix D address how the lost environmental features of the undeveloped agricultural site will be replaced, and in some cases, improved.

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31. Summary of Issues

List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

The RGU may answer this question as asked by the form or instead may choose to provide an Executive Summary to the document that basically covers the same information. Either way, the major emphasis should be on potentially significant impacts, the difference in impacts between major development scenarios, and the proposed mitigation.

Meetings were held with many agency staff to identify issues related to this project that would be of interest to them. The agencies contacted for input were:

- Anoka Conservation District
- Anoka County - Parks, Public Services, Environmental Health, and Highways
- City of Ramsey
- Lower Rum River Watershed Management Organization
- Metropolitan Council - Comprehensive Planning, Environmental Services
- Minnesota Department of Natural Resources - Waters (Metro Region, Critical Areas Program)
- Minnesota Department of Transportation
- Minnesota Pollution Control Agency- Planning, Permitting
- National Park Service - MNRRA
- U.S. Army Corps of Engineers

Based on the input received, the following issues statements emerged as those in need of attention in the AUAR:

Surface Water and Wetlands

- There is a need to maintain the small amount of wetlands on the site, mitigate any losses and focus on maintaining infiltration capability through a surface water management plan; the City would like to incorporate Lake Itasca and the two northern wetlands, and an outlet for the site into the surface water management plan for the site. Issue addressed in Items 8, 11 and 17.

- A Ramsey street and sewer maintenance staff member stated that he could deal with pipes, but things like storm rain gardens and native vegetation he is not used to handling; therefore, the O&M is ―different" and would require new training and possibly new equipment. Issue addressed in Item 17.

- A green drainage corridor/trail extending from Lake Itasca through the site to the Mississippi River crosses large tracts of privately held land. Although many are in favor of this, until a development proposal is received by the City, this can only be referenced as a ―recommended" corridor. Issue addressed in Item 17

- The impact of the new NPDES Phase II nonpoint source control permit program should be assessed relative to future requirements as the site develops. Water quality impact should be evaluated down to the ultimate receiving water - the Mississippi River - because of its status as a highly valued and protected water throughout this reach. Issue addressed in Items 8 and 17.

- Any wetland alteration must be mitigated according to the Wetland Conservation Act process. Issue addressed in Items 8, 11 and 17.

- The adequate handling and passage of the 100-year flood event must be assured, and all LRRWMO requirements associated with this design must be met in doing so. Issue addressed in Item 17.

- An outlet is needed from this drainage area, since currently the minimal amount of flow leaving the site soaks into the ground along Highway 10 shortly to the southeast of the site. Issue addressed in Item 17.

Parks and Trails

- Project needs to provide an opportunity to link a trail system through the site. Issue addressed in Item 25.

- Attention is needed to minimize adverse impact on the Mississippi Regional Park; instead, it should enhance the park by using the project site as a connection to Lake Itasca via greenway and trail. Issue addressed in Item 25.

- In its dealings with Anoka Parks, BNSF has not allowed any elevated pedestrian crossings and has strict rules on tunneling under tracks; the at-grade option presents safety problems. Issue addressed in Items 21.

- Traffic plans for the Ramsey Boulevard/Highway 10 intersection should incorporate Anoka Parks' plan for development of the Mississippi Regional Park because this will be the only vehicle access location (with parking) allowed for the park. Issue addressed in Items 21 and 25.

- Land use along the trail connection within the site should be compatible with the trail. High intensity commercial use would deter use of the trail leading from the site into the Regional Park. Anoka Parks prefers a connection south of the site (similar to the Calthorpe location) rather than along Ramsey Boulevard, but the nature of the crossing could dictate the location. Issue addressed in Items 21 and 25.

Traffic and Highways

- The project needs to assess traffic patterns and flow to move cars in and out, and take advantage of site as regional center for transit. The site needs to fit into the regional and state plans for the City. Issue addressed in Item 21.

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- The project needs to assess parking needs and traffic impact on, and adjacent to, the site, including traffic along County Roads 22, 64 and 5 that are used to bypass Highway 10, and using Ramsey and Sunfish Boulevards to by-pass Highway 47 through Anoka. Issue addressed in Item 21.

- Anoka County is requesting changes in the functional classification of several route segments on the County Road system near the project. Changes are being requested from collector to arterial status to address changing regional traffic patterns. Issue addressed in Item 21.

- Anoka County has identified traffic issues along Highway 10 that need to be addressed in any highway modifications. Issue addressed in Item 21.

- Transit planning coordination needs to occur among the site developers, the City the County and Mn/DOT. Issue addressed in Item 21.

- Access spacing on Industry Avenue must be negotiated with the County and the AUAR should recognize the changing character of Industry Avenue when it becomes a feeder road for the new River crossing. Issue addressed in Item 21.

- Impacts on air quality related to new traffic levels should be assessed. Issue addressed in Item 22.

- Mn/DOT plans for the Northwest River Crossing will start to take shape with the publication of a scoping study in May 2003. RTC will likely be impacted by the location of the crossing and its relationship to Highway 10 at Armstrong. Meanwhile, short-term improvements will be underway on Ramsey and Sunfish intersections. Issue addressed in Item 21.

- Longer-term improvements for Highway 10 have been studied but not yet added to the Mn/DOT list of projects (STIP). Mn/DOT's area manager for Highway 10 should be included in discussions about the sliver of land between the railroad tracks and Highway 10. Issue addressed in Item 21, and Mn/DOT brought into discussions on land in question.

- The status of the park and ride location, and the grant from Mn/DOT is not yet resolved (late February 2003), but funding could face some difficulty because of the state budget crisis. Details on location are needed by the City to keep the grant process alive. Issue addressed as part of the site design process and should be resolved by the time of AUAR document issuance.

Drinking Water Protection

- The project site is within the City's Drinking Water Supply Management Area (DWSMA) under the MDH Wellhead Protection (WHP) Program, and needs to be protected as such. The area has been identified as —vlnerable" in the WHP plan

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preparation process because of tritium levels in the bedrock aquifer. Maintaining clean water infiltration is essential. Issue addressed in Items 13,17 and 19.

- The clean-up of all possible contamination on the site must be assured, including the BNSF railroad and the derelict farm. Issue addressed in Items 19 and 20.

- Coordination between infiltration practices and wellhead/groundwater protection is essential and should be a key design factor; that is, pre-filter pollutants prior to infiltration through such means as use of native vegetation swales and small-scale detention near parking lots, minimized pavement, or possible clay sealing of ponds that drain pollutant sources that could degrade groundwater (if any such sources are even allowed in the RTC). Issue addressed in Items 17 and 19.

- An assessment of the potential for the increased demand from the municipal system to impact local wells should be done. Issue addressed in Items 13 and 19.

Planning

- The site should be consistent with the local comprehensive plan, including the Critical Area component, and also consistent with MNRRA and ~~"~~Wild and Scenic River" status of the River across Highway 10. Issue addressed in Items 8, 11, 14 and 27.

Natural Resources

- The existing wetlands should be incorporated into the surface water system as an amenity that adds to the environmental benefits of the site. Any alteration of wetlands must be mitigated according to the WCA process. Issue addressed in Items 11, 12 and 17.

- The few mature trees there are on the site should be preserved. Issue addressed in Item 11.

- The project should relate the natural features of the site to the Regional Park, featuring native vegetation types typical of the Anoka Sandplain. Issue addressed in Item 11.

Hazardous Material Transport

- There are many trains per day on the BNSF tracks. Some surely contain hazardous material that could pose a risk if spilled. Issue addressed in Item 20.

DRAFT

32. Certification by the RGU

In an AUAR document, no certification by the RGU is required. However, the RGU is legally responsible for the accuracy and completeness of the document, for properly conducting the process associated with it, and for implementing the mitigation elements contained within the plan.

33. Mitigation Plan

The final AUAR document must include an explicit mitigation plan. At the RGU's option, a draft plan may be included in the draft AUAR document; of course, whether or not there is a separate item for a draft mitigation plan, proposed mitigation must be addressed through the document.

It must be understood that the mitigation plan in the final document takes on the nature of a commitment by the RGU to prevent potentially significant impacts from occurring from specific projects. It is more than just a list of ways to reduce impacts- it must include information about how the mitigation will be applied and assurance that it will. Otherwise the AUAR may not be adequate and/or specific projects may lose their exemption from the individual review. The RGU's final action on the AUAR must specifically adopt the mitigation plan; therefore, the plan has a political as well as a technical dimension.

Mitigation elements have been included with each of the Tasks contained within this AUAR. The various elements have been combined to present a single reviewable element in Appendix D.

The City of Ramsey, in adopting this AUAR document, commits itself to implementing the mitigation elements contained throughout the document. To accomplish this, the City will work with its own programs, as well as those of the State, the County, the developer(s) and any builders they use, and citizens of the City.

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34. Response to Comments on the Draft AUAR Document

The final AUAR document must include a section specifically responding to each timely and substantive comment on the draft that indicates the way in which the comment has been addressed. Similar comments may be combined for the purposes of responding.

Comments will be addressed as they are received after City release of the AUAR draft document for public review.

DRAFT

The COR (Formerly Ramsey Town Center)

City of Ramsey

Final Alternative Urban Areawide Review (AUAR)

Update Report

Original AUAR: June 2003
Update 1: May 2013 (Revised July 2013)

Prepared by:
Landform
105 South Fifth Avenue, Suite 513
Minneapolis, MN 55401
P: 612.252.9070
F: 612.252.9077

Tim Gladhill
Development Services Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55431
P: 763.576.4308
F: 763.427.5543

Alternative Urban Areawide Review Update
The COR (formerly Ramsey Town Center)
City of Ramsey, MN
Landform Project No. RAM12015.000

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1. Introduction and Purpose

The AUAR study area is the 369.5-acre project known as "The COR" (formerly Ramsey Town Center) in the City of Ramsey. The area is bounded by Highway 10 on the south, Armstrong Boulevard on the west and Ramsey Boulevard (Highway 56) on the east (see Figure 1).

The *Ramsey Town Center Alternative Urban Areawide Review and Mitigation Plan* dated June 24, 2003, (original AUAR), was adopted by the Ramsey City Council in June 24, 2003 by Resolution 2002-104. This AUAR update incorporates this document by reference.

The preparation of this AUAR update report has been completed according to guidance prepared by the Environmental Quality Board (EQB) and is based on Minnesota Rules 4410.3610, Subp. 4.
The mitigation items in the AUAR update follow the standard Environmental Assessment Worksheet (EAW) form. When an EAW item is not applicable to this AUAR, it is so stated. Responses to the questions are only provided when there has been a change since the 2003 AUAR. Whenever "no changes" is indicated, refer to the original document as listed above to review the original response.

The 2003 AUAR included an analysis of existing conditions and the preferred development scenario. The AUAR also included the progression of the conceptual designs to reach the preferred development concept. The AUAR as adopted in 2003 was fully compatible with the *2001 Comprehensive Plan* (as amended in 2002) Land Use plan. In September 2010, the City of Ramsey prepared the *2030 Comprehensive Plan Update.* The land use classifications in this update were fully compatible with the AUAR.

The 2003 AUAR is available for review on the City's website at www.cityoframsey.com/planning-division. This report is intended to serve as an update of the AUAR and includes a review of the areas that have and have not developed, an update to the environmental analysis if needed and a review of the mitigation measures.

2. Approved Development/Current Conditions

Figure 2(Development Plan 6.0) shows the location of the approved developments within the AUAR area. Of the 369.5 acres in the AUAR, 106.5 acres (738 residential units, 30.5 acres of commercial, 14.1 acres of public park and numerous road improvements) were approved for development. These areas include:

- The Ramsey Municipal Center and Parking Ramp - 5.31 acres
- The Veterans Administration Clinic –2.34 acres
- Allina Clinic—3 acres
- Ramsey Town Center 2nd Addition – 103 units
- Ramsey Town Center 3rd Addition (Northstar Marketplace retail) – 8.92 acres
- Ramsey Town Center 7th Addition - Symphony at Town Center—152 units
- Ramsey Town Center 8th Addition – 23 units (under construction)

- Ramsey Town Center 9th Addition – 90 units (under construction)
- Ramsey Town Center 10th Addition – 44 units (under construction)
- PACT Charter School – 5.34 acres
- NAU Country – 1.23 acres
- COR ONE (Residence at the COR)--326 units (under construction)
- COR TWO (Sunwood Retail) – 4.09 acres Approved)
- COR THREE (North Commons) – 17 units (under construction)
- Fountains of Ramsey Convention Center/Banquet Facility—3.14 acres
- Midwest Medical Examiner's Office—1.22 acres
- Draw Park – 7.79 acres
- Rhinestone Commons Park – 6.31 acres

The City's 2030 Comprehensive Plan, as amended by the 2012 Comprehensive Plan Amendment (The COR) (approved by the Metropolitan Council on December 12, 2012 for compliance with regional systems), reflects the land uses in Development Plan 6.0, which was prepared as an update to the Preferred Development Scenario from the 2003 AUAR. All of the developments that have been approved are within the thresholds of the AUAR and the City's Comprehensive Plan.

3. Areas Remaining to be Developed

Of the 369.05 acres in the AUAR area, approximately 215 acres remain that have not been approved for development. They are shown in **Figure 2** (Development Plan 6.0).

The development of land within The COR is dependent on market forces, but the remaining areas could develop in the next 5-15 years.

4. Update to the Environmental Review

The DNR Natural Heritage Database was reviewed to provide an update for any threatened and endangered species. This review and DNR correspondence is attached in **Appendix B.** There are no new incidents of rare or endangered species within the study area.

The City updated the Comprehensive Sewer and Water Plans in 2012. We have reviewed the sewer and water systems in relation to the existing conditions, past development and the AUAR. The City's sewer and water systems can accommodate the development proposed within the AUAR area.

A number of street improvements have occurred within the AUAR area. These improvements were noted in the AUAR as part of the mitigation measures and are noted in this AUAR update in **Section 5**.

Stormwater Management regulations have changed since the 2003 AUAR. The Lower Rum River Watershed Management Organization (LRRWMO) adopted new rules in the "3rd Generation Watershed Management Plan" on January 19, 2012. A new stormwater management plan is being completed by the

City of Ramsey to address these new requirements and reflect the new COR development plan. The LRRWMO issued a permit for The COR (formerly Ramsey Town Center), which is still active. The 3rd Generation Plan added a requirement for infiltration for new development. This requirement is being implemented by the City of Ramsey. The City is considering implementation of regional infiltration in conjunction with existing and planned regional facilities, including proposed Lake Ramsey (see Figure 2).

The preferred development scenario that was developed with the 2003 AUAR had been modified as Development Plan 6.0. The land use scenario is not substantially changed from the initial mixed use concept that was approved with the AUAR. Based on this analysis for the AUAR update, the area has developed in conformance with the 2003 AUAR. The areas that are anticipated to develop will be in conformance with the 2003 AUAR, the mitigation measures and this AUAR update. Therefore, the analysis that was completed for the 2003 AUAR remains valid and will be used in conjunction with the mitigation measures in this AUAR update.

5. Mitigation Summary and Update

The mitigation elements from the 2003 AUAR are noted below and updates are provided in ***bold italic***.

Items 1-8 do not contain a Mitigation Element

Item 9 Mitigation element. Assuring the compatibility of development within Ramsey as growth occurs is the primary goal of the comprehensive planning process. Item 27 contains discussion of plan compatibility for a number of other planning documents that cover land in and adjacent to the site. Continued planning efforts will assure that non-compatible uses do not occur as the site develops. ***The City's 2030 Comprehensive Plan update was adopted in 2010 after Metropolitan Council review. The City's 2012 Comprehensive Plan Amendment (The COR) was approved by the Metropolitan Council on December 12, 2012. The City will continue to update plans and ordinances as needed to implement the City's vision and goals in compliance with the AUAR.***

Item 10 Mitigation Element. The only issue related to cover type to emerge during this review is the alteration of wetlands, which is discussed in the mitigation element under Item 12. A complete discussion of loss of cover types with respect to fish, wildlife and ecologically sensitive resources follows in Item 11. ***No change.***

Item 11 Mitigation Element.

Natural Communities: Item 12 of this report addresses wetland mitigation fully. Mitigation for loss of forest/woodland can be accomplished through additional tree planting within some areas of the site listed in Table 10.1 as containing grassland communities. Additional forest/woodland planting can be incorporated into planting plans for the infiltration/wetland system extending south from the COR site to the Mississippi River. The edges of the wetlands and infiltration areas could be established as an oak savanna/woodland natural community.

Wildlife Habitat: Several strategies are proposed to mitigate impacts to wildlife. These include establishing a greenway corridor through the site, wetland restoration and creation and to the extent possible, all culverts and road crossings will be designed to enable upstream or downstream passage of wildlife as they

move though the greenway. ***This activity has occurred--the greenway corridor has been developed as The Draw park and wetland restoration/creation has taken place. The City will continue to work to implement these measures.***

Blanding's Turtles
Strategies outlined for Wildlife Mitigation generally apply to Blanding's turtles. ***The City will continue to work to implement these measures.***

Item 12 Mitigation Element.

Wetland Sequencing - Minnesota Rules 8420, also known as the Wetland Conservation Act (WCA), requires specific steps (sequencing) be taken when evaluating mitigation for unavoidable wetland impacts. ***This activity has occurred and will continue to occur. The wetland mitigation plan has been modified from the original AUAR concept, but has been permitted in compliance with WCA and this AUAR update reflects those changes.***

Stormwater outfall to the Mississippi River:

- *Reduce Frequency of Stormwater Discharge, Lower Magnitude of Peak Flow Rates*: The project incorporates a variety of strategies to lower increases in stormwater rate and volume. While all stormwater conveyance features are designed to accommodate the 100-year runoff event without taking infiltration into consideration, on-site retention and infiltration can be incorporated at multiple scales into the development during the detailed design phase for smaller storm retention. Peak flow rates for the 100-year, 24-hour runoff and 100-year, 10-day snowmelt events are 25.1 cfs and 25.3 cfs respectively. ***The City will continue to work to implement this measure.***

- *Oversize Culvert and Reduced Slope at Outfall:* The last section of culvert will be enlarged from 21-inches to 36-inches and include an apron and rip-rap to lower velocities and dissipate the energy at the discharge point. This will minimize the potential for scour and erosion. ***This item has been completed. The outlet to the Mississippi River was installed by the city in 2009.***

- *Directional Boring to Install Culvert:* If possible, the culvert will be placed within the river bank by directional boring rather than an open cut. This will reduce the need to remove shoreline vegetation and will minimize the area of disturbance. Erosion control measures will be implemented where soil is disturbed. All disturbed areas will be replanted to native trees, shrubs, grasses and forbs and if appropriate, a temporary cover crop will be established. ***This item was completed by the City in 2009.***

Item 13 Mitigation Element. Because the COR site is within a DWSMA, special precautions are needed to protect groundwater resources. To make sure this occurs, any discharge of runoff into an area dedicated to infiltration will be pre-treated through such practices as particulate settling, vegetative filtration, skimming, installation of compact, sub-grade treatment (ex. catch basin inserts, cyclonic separators, filters), and various types of pre-treatment soil filtering systems. These practices will be routinely maintained and inspected to make sure these pre-treatment practices do not provide a pathway for contamination of groundwater. Areas that are potential major sources of contamination ("hot-spots") will be identified during construction and special precautions added. These areas would include any location where pollutant spills are more likely to occur (service stations, public works/police/fire fueling operations, significant chemical storage). The City has completed a Wellhead Protection Plan, which was approved by

the Minnesota Department of Health in January 2010. ***The City will continue to work to implement these measures.***

Within WHPAs, the use of conventional underground storage tanks to store anything other than water is restricted. If underground tanks are utilized in these areas they must be double-walled with interstitial sensors and a network of monitoring wells must be installed to assess potential groundwater contamination. In addition, an emergency response plan should be developed for the immediate remediation of any spills or leaky tanks. ***The City will continue to work to implement these measures.***

When assembling the issues that were to be addressed as part of this AUAR, it was noted by the Anoka Conservation District and by the DNR that there is a possible connection between the increased demand for municipal groundwater and the observed lowering of wetlands in the vicinity of Municipal Wells 3, 4 and 5. Appendix F was prepared to assess the general magnitude of the problem and the solutions required to address the issue. It is now apparent that the wetlands in question experience natural drying during periods of relative low precipitation. The photographic history included as part of the Wetland Delineation report shows wetlands in the vicinity of the COR site disappearing during the mid to late 1980's which is prior to the development of the municipal wells. This same phenomenon occurs again in the mid to late 1990's and prior to the installation of Wells 4 and 5. The evaluation also found, as stated earlier, that drawdown levels in the FIG (Franconia Ironton-Galesville) unit are minimal and, therefore, could not be influencing the wetlands. To verify these finding, however, it is recommended that long term monitoring be performed. ***The City will continue to work to implement these measures.***

There is also some concern that increased pumping in the FIG aquifer could impact private wells that pump from this aquifer. Again, the residual drawdown levels in the FIG average 5- to 10-feet during the peak summer pumping period (Appendix F) and recover fully during the Fall, Winter and Spring. Therefore, the radius of influence of the wells will be very small meaning there could be no impacts to private wells developed in the same unit. Before additional wells are constructed, additional appropriations will be applied for through the DNR. This will most likely require both short- and long-term testing and monitoring to verify the above findings. Through this process, the City can insure that there continue to be no impacts on groundwater and surface resources due to their appropriations from the FIG. ***Permits were secured for previous projects and will be obtained for future projects.***

Item 14 Mitigation Element. The Ramsey 2001 Comprehensive Plan was amended in 2002 and contains the measures needed to effectively implement resource protection for all of the resource protection zones adjacent to the COR site. Although Chapter XI of the Ramsey 2001 Comprehensive Plan contains a thorough set of policies and related actions to protect the natural character of the Critical Area, the Chapter does not contain a specific provision addressing control of noise in this area. The next amendments to the City Plan will add a specific provision to address this specific element in Executive Order 79-19. ***The 2030 Comprehensive Plan addressed this issue in Chapter 11 (THE MISSISSIPPI RIVER CRITICAL AREA CORRIDOR/MNRRA). This AUAR update reflects these policies from the 2030 Comprehensive Plan.***

Item 15 Mitigation Element. Adverse environmental impacts associated with increased small motor and non-motorized boats is not anticipated along the Mississippi River south of the Ramsey Town Center site. In fact, the new Mississippi Regional Park hopes to attract visitors to this portion of the upper River. The use of the park as a formal recreational facility will focus river-related uses to planned areas, and provide resource oversight and supervision of recreational activities. ***No Change/No Action required.***

Item 16 Mitigation Element. Prior to any earth-moving activity on the site, an erosion and sediment control plan will be prepared in accord with the requirements of the City of Ramsey and the LRRWMO. Technical assistance in the preparation of this plan will also be sought from the Anoka Conservation District, the Minnesota Pollution Control Agency and the DNR. The City will be permitted through the Phase II NPDES nonpoint program as a Municipal Separate Storm Sewer System (MS4) operator, and will be subject to all of the provisions of that program, including reducing the discharge of pollutants to the maximum extent practicable (MEP) through construction site runoff control. Any construction on the site will also be permitted through MPCA's NPDES general construction permit process. ***Permits were secured for past projects and will be obtained for future projects. Future HPDES permits will conform to the LRRWMO 3rd Generation Plan requirements for infiltration for new developments.***

Item 17 Mitigation element. The conversion of agricultural land to urban land ultimately increases the amount and rate of runoff leaving the land. Minimizing the impact of that increased runoff is the objective of this mitigation plan.

Mitigation Approach
The City will assure that the developer(s) will design and build the final drainage and runoff management system within this overall framework, in compliance with the mandates of the LRRWMO. Peak discharges from new developments will be limited to 75% of existing flows.

Implementation of BMPs in Preliminary Design
As part of the design process for BMPs, replacement of non-native vegetation with native vegetation will occur whenever practicable and desirable.

Phase II National Pollutant Discharge Elimination System (NPDES) permit
The City of Ramsey has submitted its draft application for a Phase II National Pollutant Discharge Elimination System (NPDES) permit. The unsigned permit was submitted on March 10, 2003 under the MPCA requirements for the program of the U.S. Environmental Protection Agency (EPA). MPCA extended the timeline for receipt of an officially signed permit so that the City could authorize signature through a City Council action. The new deadline for receipt of a signed application is May 9, 2003. After that, the City will need to adopt a Storm Water Pollution Prevention Program (SWPPP). Since the City owns and operates a municipal drainage system, it is subject to the provisions of the Municipal Separate Storm Sewer System (MS4) provisions of the law. Construction activities within the City, and specifically on the Ramsey Town Center site, are also subject to the Phase II General Storm Water Permit for Construction Activity. ***This activity has occurred and will continue to occur.***

The City must identify best management practices (BMPs) and measurable goals associated with each minimum control measure noted above. The City will be given five-years to develop an effective program after the permit is issued. This period of time coincides with the phased development of the Ramsey Town Center site, which must then include the provisions of the City SWPPP. The City will assure that the provisions of its Program are properly implemented within the Center as development proceeds. ***This activity has occurred and will continue to occur.***

Construction within the City of Ramsey is also subject to the provisions of the NPDES Phase II General Storm Water Permit for Construction Activity. This provision is in addition to the construction control measure required under the MS4 permit***. Permits were secured for past projects and will be obtained for future projects.***

Relationship to Mississippi River TMDL

One water quality element of note in the mitigation plan is the need to reduce the negative impact of a discharge to an impaired water under the Total Maximum Daily Load (TMDL) program. The Mississippi River through the City of Ramsey has been listed on the MPCA recommended "303d" list as impaired relative to fecal coliform, PCB and mercury. The PCB and mercury programs are regional in scale and are the subject of regional MPCA and USEPA remediation programs. The discharge of storm water high in fecal coliform, however, is something that the City will need to address. The implementation of nonpoint source pollution control BMPs does not necessarily assure the reduction of fecal coliform. The process for setting a TMDL includes the initiation of a formal study that results in recommendations for control of the pollutant causing the impairment. MPCA has not yet begun this study for the impaired Mississippi River reach; however, once this study begins (currently scheduled for 2004-2006), the City will cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River. ***The MPCA study is currently underway and it includes the reach in Ramsey. Currently Ramsey is not scheduled to receive a waste load allocation as the reach is classified as a protection watershed. This could change based on future monitoring. The City will continue to cooperate to the best of its ability with the MPCA to reduce the input of fecal coliform to the River.***

Item 18 Mitigation element. Both the wastewater flows and the projected loadings from the COR development can be effectively transported and treated by the MCES system. In addition, future development and resulting flows are within the range of those estimated in the City's 2001 Comprehensive Plan, as amended in 2002. Therefore, it does not appear that there is any cause for specific remediation actions. A 30-inch sewer main is recommended to serve the COR. As noted earlier, it will be necessary for the City to update its Comprehensive Sewer Plan, following discussion with MCES on increased allocated capacity. In addition, it will be important to measure and test the wastewater flows from the new development on a periodic basis. This will allow the City and MCES officials to monitor the characteristics of the wastewater generated by the development over time and to address any future unforeseen changes. ***The 2030 Comprehensive Plan update includes an update to the Comprehensive Sewer Plan to address these issues. The City has updated the Comprehensive Sewer Plan. Results indicate that there is sufficient capacity in the City's system to accept the wastewater flow from The COR.***

Item 19 Mitigation Element. The high permeability of the soils at the Town Center are ideal for the implementation of infiltration practices that will manage stormwater runoff, provide flood control and recharge the water table aquifer. However, the high permeability also increases the risk for potential contamination of groundwater resources. In order to mitigate this risk, best management practices (BMPs) and community education programs will be implemented. ***This activity has occurred and will continue to occur.***

Item 20 Mitigation Element. To decrease the amount of solid waste generated within the City, Ramsey maintains the following policies as stated in its 2001 Comprehensive Plan:

- Work with the Anoka County Integrated Waste Management Department to develop and implement programs that contribute to waste reduction, resource recovery, recycling and limited landfilling;
- Continue to support curbside recycling of reusable waste materials through educational events, promotional events, and volunteer efforts;
- Research grants and funding programs through federal, state, and local organizations that support the —Three R's (reduce, reuse, and recycle); and

- Continue to pursue and support research efforts in innovative techniques that enhance the environment, provide alternative means of energy, and reduce the waste stream.

The implementation of these policies will help to reduce the quantities of solid waste produced at the Town Center. ***The City updated these policies in the 2030 Comprehensive Plan and will continue to work to implement these measures. The City updated the Comprehensive Water Supply and Distribution Plan.***

Within the WHPA, underground storage tanks and infiltration are not recommended. Should contamination occur due to these or any other practice, alternative water supply sources may be required. Currently the city water towers store an extra amount of water equivalent to meet the supply need for one day. There is also an emergency connection with the City of Anoka for additional water needs. A contingency plan should be developed as part of the next water supply plan update to deal with contamination. These could be coordinated with existing city plans, data, and management procedures, many of which are detailed in the city's Water Supply Plan, WHP Plan, 2001 Comprehensive Plan, and this document. A contingency plan is also required by the State as part of the city's water supply plan (M.S., Section 103G.291, subd.3. As part of its next revision, the City of Ramsey will amend its 1999 Water Supply Plan to include an emergency response element. The amendment will include all of the above components. This will occur prior to applying for a DNR appropriation permit amendment, which would likely trigger the DNR request for emergency plan completion, as well. ***These items were completed as part of the Water Element of the 2030 Comprehensive Plan update.***

The installation of monitoring wells throughout the WHPA would be appropriate to protect the water quality of the upper aquifer. Should contamination occur, a network of monitoring wells would help to quickly identify the contaminant source and aid in the quick remediation and possibly reduce the extent of contamination. A monitoring well network would also help to understand the relationship between the pumping in the Franconia-Ironton-Galesville aquifer and the upper aquifer. The extent of any further monitoring will be determined during wellhead protection plan development and State water appropriation permitting. ***The City will continue to work on this item.***

Item 21 Mitigation Element. Analysis of the intersection operations indicates that lane additions and installation of intersection channelization and traffic signals would be adequate to mitigate the project impacts at the intersections in the study area. The following roadway widenings are suggested:

- Ramsey Boulevard—widen to five lane cross section south of Industry Avenue to provide two through lanes in each direction and a left turn lane/center median. ***This item has been completed.***
- Bunker Lake Boulevard (formerly Industry Avenue)—widen to five lane cross section west of Ramsey Boulevard to provide two through lanes in each direction and a left turn lane/center median. ***This item has been partially completed. Bunker Lake Boulevard has been upgraded between Dysprosium Street and Sunfish Lake Boulevard. In addition, the intersections at Ramsey Boulevard (CSAH 56) and Armstrong Boulevard (CSAH 83) have been upgraded. There are two (2) remaining sections to be upgraded, and said Improvement Project is included in the City's five (5) year Capital Improvement Program. This Section of Industry Avenue is now called Bunker Lake Boulevard and is being funded through the existing TIF 14 funds.***

Turn lanes and lane adjustments would be needed at the following intersections:

- TH 10 at Armstrong Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a southbound right turn lane. ***The City will continue to work with MnDOT and Anoka County on this item,***

including improvement discussed for the Armstrong Interchange. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.

- TH 10 at Ramsey Boulevard—add an eastbound and a westbound through lane on the intersection approaches; add an eastbound and a southbound left turn lane and a westbound right turn lane. A southbound through lane and a northbound left turn lane and northbound through/right lane would need to be added to serve the Rivenwick 3rd Subdivision traffic independent of the project traffic. ***The City will continue to work with MnDOT and Anoka County on this item. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.***
- TH 10 at Sunfish Lake Boulevard—add an eastbound and a westbound through lane on the intersection approaches; convert the southbound approach from a through/left turn lane and a right turn lane to through/right turn lane and two left turn lanes (this adds one lane to the approach). ***The City will continue to work with MnDOT and Anoka County on this item. It is the City's understanding that the Metropolitan Council does not support a third lane on Highway 10.***
- Bunker Lake Boulevard (formerly Industry Avenue) at Ramsey Boulevard—add a southbound right turn lane; eastbound and northbound approaches would be widened by the above recommendations. ***This item has been completed.***
- Sunwood Drive at Bunker Lake Boulevard (formerly Industry Avenue)—modify the shared lanes on the northbound, eastbound and westbound approaches to provide left turn lanes and shared through/right turn lanes ***The City will continue to work on this item.***

The following stop-controlled intersections would need to be signalized:

- Ramsey Boulevard at Bunker Lake Boulevard (formerly Industry Avenue). ***This item has been completed (Ramsey Boulevard at Bunker Lake Boulevard).***
- Armstrong Boulevard at Bunker Lake Boulevard (formerly Industry Avenue). ***This item has been completed (Armstrong at Bunker Lake Boulevard).***
- Bunker Lake Boulevard (formerly Industry Avenue) at Sunfish Lake Boulevard ***This item has been completed.***
- Ramsey Boulevard at Sunwood Drive ***This item has been completed.***
- Sunwood Drive at Bunker Lake Boulevard (Industry Avenue). ***The City will continue to work on this item. It has been included in the City's capital improvement program (CIP).***
- Sunwood Drive at Armstrong Boulevard. ***This item has been completed, subject to final signal installation.***
- NS3 Street at Bunker Lake Boulevard (formerly Industry Avenue). **NS3 Street is proposed to be changed to *Center Street and this portion of Industry Avenue has been renamed Bunker Lake Boulevard. The City will continue to work on this item.***

The left turn volumes from the EW1 parkway (proposed to be renamed Ramsey Parkway) onto both Armstrong and Ramsey Boulevard cannot be accommodated at an acceptable LOS under stop control and require signalization to achieve acceptable operations. However, the close spacing between the intersections of the EW1 parkway and the intersections of Armstrong and Ramsey Boulevard with Industry Avenue limits the potential for the two parkway intersections to be signalized. Accordingly the parkway intersections should be channelized to provide right-in/right-out and left-in access (¾ access). Left out from the parkway would be prohibited and would redistribute to the north-south streets and to Industry Avenue (these volumes have been included in the mitigated calculations for the other intersections). ***The City completed the Preliminary Engineering Report for Sunwood Drive (December 6, 2011) for realignment of the western portion of Sunwood Drive. The revisioning of The COR and the creation of Development Plan 5.03 (adopted as part of the Comprehensive Plan 2011 Major Update) resulted in some of the residential***

land in the western portion of the project area being converted to commercial/retail in order to provide a better balance of land uses and respond to the current marketplace. Other changes were made in the undeveloped areas, including the creation of Lake Ramsey in the greenway Corridor. This study showed that traffic would increase under this revised scenario by 12.8%. The increased traffic can be accommodated by the improvements previously completed and the improvements planned in the 2011 feasibility study. This work was coordinated with the Armstrong Boulevard and Relocated Sunwood Drive Intersection Improvements Feasibility Report (December 2, 2011). These improvements have been completed. The project combined the Sunwood and EW1 Parkway intersections with Armstrong Boulevard into one fully signalized intersection.

Item 22 Mitigation Element. There are no specific air quality mitigation measures proposed for the Ramsey Town Center Development, because implementation of the project does not result in violation of State or National Air Quality Standards. Carbon monoxide concentrations were modeled along the Highway 10 corridor assuming no road improvements in the project vicinity. The road improvements discussed in Section 21 would help to reduce carbon monoxide emissions, although they are not required as a result of the air quality analysis. ***No change.***

Item 23 not required in AUAR. ***No change.***

Item 24 Mitigation Element. Noise wall mitigation would not be practical along Industry Avenue. Driveways and street intersections would create gaps in the wall, defeating its purpose. It is suggested that the proposed residential units in Blocks 28, 36, 37, and 38 be designed to minimize noise impacts. The noise around the homes and surrounding areas can be reduced by providing climate-controlled units, increasing wall insulation, and providing common areas on the side of the buildings furthest from Industry Avenue. ***The City will continue to work to implement this measure along Bunker Lake Boulevard (formerly Industry Avenue).***

Item 25 Mitigation Element. Unidentified Resources. Various circumstances may lead to the discovery of unidentified historic or archeological resources within the project boundaries. When any such new discovery is brought to the attention of the developer or the City, an evaluation of the significance will be conducted and appropriate management measures will be devised in consultation with SHPO. ***This measure will continue to apply.***

Although the COR site is not within the geographic area covered by MNRRA, every effort will be made by COR LLC to work with Anoka County Parks, Ramsey Parks and the National Park Service to comply with the policies of these agencies and to minimize or avoid any adverse impacts from development of the COR site. ***This measure will continue to apply.***

Item 26 Mitigation Element. Light emissions from commercial and residential areas cannot be avoided because of safety issues and the need for residences and businesses to see clearly at night. City Ordinance 9.11.07 describes any lighting used to illuminate an off-street parking area, sign, or other structure, must be arranged so that the light is deflected away from residential districts and public streets. Bulbs emitting in excess of 3,000 lumens (150 watts) must be arranged so that the light is not visible outside of the property where the light is located. There are several methodologies of acceptable screening methods for these nuisances that can also be used for transitioning from high- to low-density residential or from residential to commercial areas. Screening methods typically include a vegetative barrier no less than five feet high or other natural materials. Applying shields to street and parking lot lamps directs the light to the ground surface where it's wanted, not into the adjacent neighborhood. All of these practices should

minimize the impact of the light at the River, but will not eliminate it. ***The City will continue to enforce the adopted lighting ordinance.***

The visual impacts of construction on a scale that will occur at COR over several years will be difficult to mitigate, but several measures to minimize the impact will be followed. The most offensive visual characteristics of construction, and possible mitigating actions are:

- Soil erosion leading to sediment movement off-site - Item 16 spelled-out a mitigation element to control on-site erosion and off-site sedimentation.
- Access streets and roads covered with dirt and gravel/rocks - The erosion and sediment control program will include egress gravel wash pads and will contain a daily sweeping plan for roads affected by construction traffic.
- Swirling dust caused by earth-moving activity on dry soil - A water truck will be available on site to spray areas experiencing dust movement. This will be especially critical on the sandy soils prevalent on site.
- Construction equipment and temporary trailers - Every effort will be made to screen immobile equipment and to park mobile equipment in a visually sheltered location at the end of the working day.

Exposed soil - One of the essential elements in the erosion and sediment control plan will be rapid stabilization, covering and re-vegetation of exposed soils. Although some exposed soil will be impossible to avoid, every attempt will be made to minimize exposure. ***This measure has been followed and will continue to apply.***

Item 27 Mitigation Element. At this time, the Ramsey 2001 Comprehensive Plan, as amended in 2002, fully addresses the development of the COR site and adequately relates this development to the various other agency plans with which it must comply. However, any change in the project that would lead to deviation in one or more of the plans must be corrected by a plan amendment. ***This measure has been followed and will continue to apply. The City adopted the 2030 Comprehensive Plan update in 2010. The City has approved a Comprehensive Plan Amendment in 2012, which and approved by the Metropolitan Council. The City has also adopted a Zoning Ordinance Amendment and COR Design Framework (February 28, 2012, amended November 27, 2012) to implement the 2030 Comprehensive Plan Amendment (including the 2012 amendment) and the revised development plan for the AUAR area ("The COR").***

Item 28 Mitigation Element. The major physical infrastructure elements of roads and streets, sanitary sewer, municipal water and storm sewer have all previously been addressed within this AUAR.
An evaluation of the social services needed for the COR development indicates that the planning done for the City has accounted for the growth related to the COR. Police, fire, public works, schools, and related City and postal services will all be impacted by the development. Additional equipment to perform City public works services will be needed. No additional mitigation is needed to meet the expected growth. ***No Change.***

Item 29 not required in AUAR

Item 30 Mitigation Element. No need for mitigation anticipated from the two items identified, but if the need arises during the AUAR review, necessary mitigation will be included here. ***No Change*.**

6. AUAR Update Review

Pursuant to Minnesota Rules 4410.3610, Subp. 7, this AUAR update was submitted for public comment. Following the 10-day comment period, the City Council will consider adoption of this document. The COR (formerly Ramsey Town Center) AUAR will remain valid for an additional five years beyond the adoption date.

Appendix A – Figures



City of RAMSEY

Figure 2
Development Plan 6.0

3.29.13

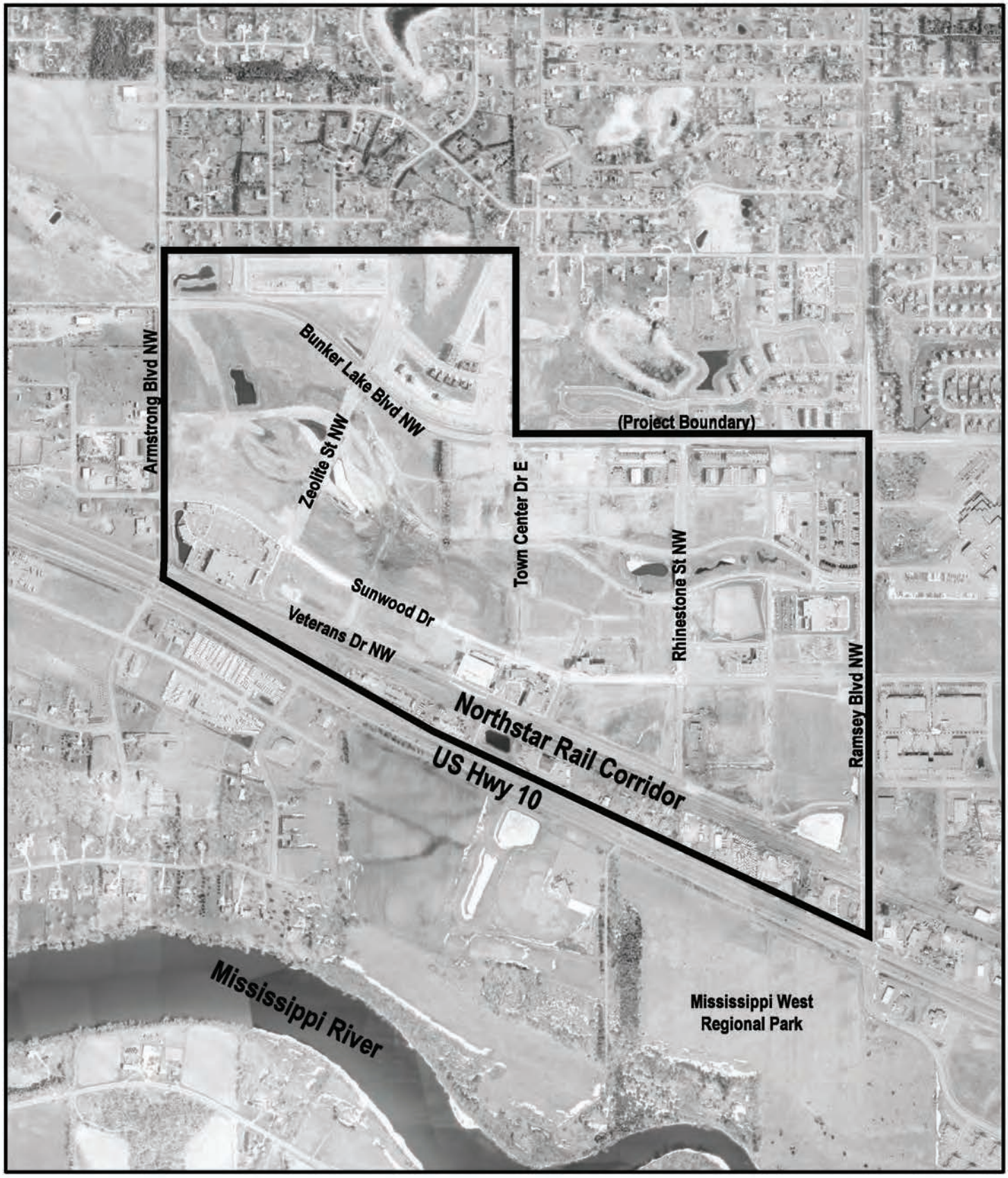
NORTH

0 400 800

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net



City of RAMSEY

Figure 1
Project Location Map

3.29.13

NORTH

0 500 1000

LANDFORM
From Site to Finish

105 South Fifth Avenue
Suite 513
Minneapolis, MN 55401

Tel: 612-252-9070
Fax: 612-252-9077
Web: landform.net

Appendix B -

DNR Natural Heritage Database Review

Minnesota Department of Natural Resources
Division of Ecological and Water Resources, Box 25
500 Lafayette Road
St. Paul, Minnesota 55155-4025
Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

June 29, 2012 **Correspondence # ERDB 20120400**

Ms. Kendra Lindahl
Landform
105 S 5th Ave
Minneapolis, MN 55401

RE: Natural Heritage Review of the proposed The COR AUAR Update;
T32N R25W Section 18; Anoka County

Dear Ms. Lindahl,

As requested, the Minnesota Natural Heritage Information System (NHIS) has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, the following **rare species *may* be adversely affected** by the proposed project:

- Blanding's turtles (*Emydoidea blandingii)*, a state-listed threatened species, have been reported from the vicinity of the proposed project and may be encountered on site. If Blanding's turtles are found on the site, please remember that state law and rules prohibit the destruction of threatened or endangered species, except under certain prescribed conditions. If turtles are in imminent danger they should be moved by hand out of harm's way, otherwise they should be left undisturbed.

  For your information, I have attached a Blanding's turtle fact sheet that describes the habitat use and life history of this species. The fact sheet also provides two lists of recommendations for avoiding and minimizing impacts to this rare turtle. **Please refer to the first list of recommendations for your project.** If greater protection for turtles is desired, the second list of additional recommendations can also be implemented. In addition, if erosion control blankets will be used, we recommend that they be limited to 'bio-netting' or 'natural-netting' types as the plastic mesh netting can be dangerous to reptiles (please see enclosed fact sheet). The attached flyer should be given to all contractors working in the area.

The Natural Heritage Information System, a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location (noted above) and project description provided on the NHIS Data Request Form. Please contact me if project details change or if an updated review is needed.

Please note that locations of the gray wolf (*Canis lupus*), federally-listed as threatened and state-listed as special concern, and the Canada lynx (*Lynx canadensis*), federally-listed as threatened, are not currently tracked in the NHIS. As such, the Natural Heritage Review does not address these species.

Furthermore, the Natural Heritage Review does not constitute review or approval by the Department of

Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

Lisa Joyal

Lisa Joyal
Natural Heritage Review Coordinator

enc. Blanding's Turtle Fact Sheet and Flyer
Erosion Control and Mesh Netting

Environmental Review Fact Sheet Series

Endangered, Threatened, and Special Concern Species of Minnesota

Blanding's Turtle

(*Emydoidea blandingii*)

Minnesota Status:	Threatened	State Rank[1]:	S2
Federal Status:	none	Global Rank[1]:	G4

HABITAT USE

Blanding's turtles need both wetland and upland habitats to complete their life cycle. The types of wetlands used include ponds, marshes, shrub swamps, bogs, and ditches and streams with slow-moving water. In Minnesota, Blanding's turtles are primarily marsh and pond inhabitants. Calm, shallow water bodies (Type 1-3 wetlands) with mud bottoms and abundant aquatic vegetation (e.g., cattails, water lilies) are preferred, and extensive marshes bordering rivers provide excellent habitat. Small temporary wetlands (those that dry up in the late summer or fall) are frequently used in spring and summer -- these fishless pools are amphibian and invertebrate breeding habitat, which provides an important food source for Blanding's turtles. Also, the warmer water of these shallower areas probably aids in the development of eggs within the female turtle. Nesting occurs in open (grassy or brushy) sandy uplands, often some distance from water bodies. Frequently, nesting occurs in traditional nesting grounds on undeveloped land. Blanding's turtles have also been known to nest successfully on residential property (especially in low density housing situations), and to utilize disturbed areas such as farm fields, gardens, under power lines, and road shoulders (especially of dirt roads). Although Blanding's turtles may travel through woodlots during their seasonal movements, shady areas (including forests and lawns with shade trees) are not used for nesting. Wetlands with deeper water are needed in times of drought, and during the winter. Blanding's turtles overwinter in the muddy bottoms of deeper marshes and ponds, or other water bodies where they are protected from freezing.

LIFE HISTORY

Individuals emerge from overwintering and begin basking in late March or early April on warm, sunny days. The increase in body temperature which occurs during basking is necessary for egg development within the female turtle. Nesting in Minnesota typically occurs during June, and females are most active in late afternoon and at dusk. Nesting can occur as much as a mile from wetlands. The nest is dug by the female in an open sandy area and 6-15 eggs are laid. The female turtle returns to the marsh within 24 hours of laying eggs. After a development period of approximately two months, hatchlings leave the nest from mid-August through early-October. Nesting females and hatchlings are often at risk of being killed while crossing roads between wetlands and nesting areas. In addition to movements associated with nesting, all ages and both sexes move between wetlands from April through November. These movements peak in June and July and again in September and October as turtles move to and from overwintering sites. In late autumn (typically November), Blanding′s turtles bury themselves in the substrate (the mud at the bottom) of deeper wetlands to overwinter.

IMPACTS / THREATS / CAUSES OF DECLINE

- loss of wetland habitat through drainage or flooding (converting wetlands into ponds or lakes)
- loss of upland habitat through development or conversion to agriculture
- human disturbance, including collection for the pet trade* and road kills during seasonal movements
- increase in predator populations (skunks, raccoons, etc.) which prey on nests and young

*It is illegal to possess this threatened species.

RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS

These recommendations apply to typical construction projects and general land use within Blanding's turtle habitat, and are provided to help local governments, developers, contractors, and homeowners minimize or avoid detrimental impacts to Blanding's turtle populations. **List 1** describes minimum measures which we recommend to prevent harm to Blanding's turtles during construction or other work within Blanding's turtle habitat. **List 2** contains recommendations which offer even greater protection for Blanding's turtles populations; this list should be used *in addition to the first list* in areas which are known to be of state-wide importance to Blanding's turtles (contact the DNR's Natural Heritage and Nongame Research Program if you wish to determine if your project or home is in one of these areas), or in any other area where greater protection for Blanding's turtles is desired.

List 1. Recommendations for all areas inhabited by Blanding's turtles.	**List 2. *Additional* recommendations for areas known to be of state-wide importance to Blanding's turtles.**
GENERAL	
A flyer with an illustration of a Blanding's turtle should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.	Turtle crossing signs can be installed adjacent to road-crossing areas used by Blanding's turtles to increase public awareness and reduce road kills.
Turtles which are in imminent danger should be moved, by hand, out of harms way. Turtles which are not in imminent danger should be left undisturbed.	Workers in the area should be aware that Blanding's turtles nest in June, generally after 4pm, and should be advised to minimize disturbance if turtles are seen.
If a Blanding's turtle nests in your yard, do not disturb the nest.	If you would like to provide more protection for a Blanding's turtle nest on your property, see "Protecting Blanding's Turtle Nests" on page 3 of this fact sheet.
Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.	Construction in potential nesting areas should be limited to the period between September 15 and June 1 (this is the time when activity of adults and hatchlings in upland areas is at a minimum).
WETLANDS	
Small, vegetated temporary wetlands (Types 2 & 3) should not be dredged, deepened, filled, or converted to storm water retention basins (these wetlands provide important habitat during spring and summer).	Shallow portions of wetlands should not be disturbed during prime basking time (mid morning to mid- afternoon in May and June). A wide buffer should be left along the shore to minimize human activity near wetlands (basking Blanding's turtles are more easily disturbed than other turtle species).
Wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.	Wetlands should be protected from road, lawn, and other chemical run-off by a vegetated buffer strip at least 50' wide. This area should be left unmowed and in a natural condition.
ROADS	
Roads should be kept to minimum standards on widths and lanes (this reduces road kills by slowing traffic and reducing the distance turtles need to cross).	Tunnels should be considered in areas with concentrations of turtle crossings (more than 10 turtles per year per 100 meters of road), and in areas of lower density if the level of road use would make a safe crossing impossible for turtles. Contact your DNR Regional Nongame Specialist for further information on wildlife tunnels.
Roads should be ditched, not curbed or below grade. If curbs must be used, 4 inch high curbs at a 3:1 slope are preferred (Blanding's turtles have great difficulty climbing traditional curbs; curbs and below grade roads trap turtles on the road and can cause road kills).	Roads should be ditched, not curbed or below grade.

ROADS cont.	
Culverts between wetland areas, or between wetland areas and nesting areas, should be 36 inches or greater in diameter, and elliptical or flat-bottomed.	Road placement should avoid separating wetlands from adjacent upland nesting sites, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details).
Wetland crossings should be bridged, or include raised roadways with culverts which are 36 in or greater in diameter and flat-bottomed or elliptical (raised roadways discourage turtles from leaving the wetland to bask on roads).	Road placement should avoid bisecting wetlands, or these roads should be fenced to prevent turtles from attempting to cross them (contact your DNR Nongame Specialist for details). This is especially important for roads with more than 2 lanes.
Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.	Roads crossing streams should be bridged.
UTILITIES	
Utility access and maintenance roads should be kept to a minimum (this reduces road-kill potential).	
Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.	
LANDSCAPING AND VEGETATION MANAGEMENT	
Terrain should be left with as much natural contour as possible.	As much natural landscape as possible should be preserved (installation of sod or wood chips, paving, and planting of trees within nesting habitat can make that habitat unusable to nesting Blanding's turtles).
Graded areas should be revegetated with native grasses and forbs (some non-natives form dense patches through which it is difficult for turtles to travel).	Open space should include some areas at higher elevations for nesting. These areas should be retained in native vegetation, and should be connected to wetlands by a wide corridor of native vegetation.
Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).	Ditches and utility access roads should not be mowed or managed through use of chemicals. If vegetation management is required, it should be done mechanically, as infrequently as possible, and fall through spring (mowing can kill turtles present during mowing, and makes it easier for predators to locate turtles crossing roads).

Protecting Blanding's Turtle Nests: Most predation on turtle nests occurs within 48 hours after the eggs are laid. After this time, the scent is gone from the nest and it is more difficult for predators to locate the nest. Nests more than a week old probably do not need additional protection, unless they are in a particularly vulnerable spot, such as a yard where pets may disturb the nest. Turtle nests can be protected from predators and other disturbance by covering them with a piece of wire fencing (such as chicken wire), secured to the ground with stakes or rocks. The piece of fencing should measure at least 2 ft. x 2 ft., and should be of medium sized mesh (openings should be about 2 in. x 2 in.). It is ***very important*** that the fencing be **removed <u>before August 1st</u>** so the young turtles can escape from the nest when they hatch!

REFERENCES

[1]Association for Biodiversity Information. "Heritage Status: Global, National, and Subnational Conservation Status Ranks." NatureServe. Version 1.3 (9 April 2001). http://www.natureserve.org/ranking.htm (15 April 2001).

Coffin, B., and L. Pfannmuller. 1988. Minnesota's Endangered Flora and Fauna. University of Minnesota Press, Minneapolis, 473 pp.

REFERENCES (cont.)

Moriarty, J. J., and M. Linck. 1994. Suggested guidelines for projects occurring in Blanding's turtle habitat. Unpublished report to the Minnesota DNR. 8 pp.

Oldfield, B., and J. J. Moriarty. 1994. Amphibians and Reptiles Native to Minnesota. University of Minnesota Press, Minneapolis, 237 pp.

Sajwaj, T. D., and J. W. Lang. 2000. Thermal ecology of Blanding's turtle in central Minnesota. Chelonian Conservation and Biology 3(4):626-636.

CAUTION







BLANDING'S TURTLES

MAY BE ENCOUNTERED IN THIS AREA

The unique and rare Blanding's turtle has been found in this area. Blanding's turtles are state-listed as Threatened and are protected under Minnesota Statute 84.095, Protection of Threatened and Endangered Species. Please be careful of turtles on roads and in construction sites. For additional information on turtles, or to report a Blanding's turtle sighting, contact the DNR Nongame Specialist nearest you: Bemidji (218-308-2641); Grand Rapids (218-327-4518); New Ulm (507-359-6033); Rochester (507-280-5070); or St. Paul (651-259-5764).

DESCRIPTION: The Blanding's turtle is a medium to large turtle (5 to 10 inches) with a black or dark blue, dome-shaped shell with muted yellow spots and bars. The bottom of the shell is hinged across the front third, enabling the turtle to pull the front edge of the lower shell firmly against the top shell to provide additional protection when threatened. The head, legs, and tail are dark brown or blue-gray with small dots of light brown or yellow. A distinctive field mark is the bright yellow chin and neck.

BLANDING'S TURTLES DO NOT MAKE GOOD PETS
IT IS ILLEGAL TO KEEP THIS THREATENED SPECIES IN CAPTIVITY

SUMMARY OF RECOMMENDATIONS FOR AVOIDING AND MINIMIZING IMPACTS TO BLANDING'S TURTLE POPULATIONS

(see Blanding's Turtle Fact Sheet for full recommendations)

- This flyer should be given to all contractors working in the area. Homeowners should also be informed of the presence of Blanding's turtles in the area.
- Turtles that are in imminent danger should be moved, by hand, out of harms way. Turtles that are not in imminent danger should be left undisturbed to continue their travel among wetlands and/or nest sites.
- If a Blanding's turtle nests in your yard, do not disturb the nest and do not allow pets near the nest.
- Silt fencing should be set up to keep turtles out of construction areas. It is critical that silt fencing be removed after the area has been revegetated.
- Small, vegetated temporary wetlands should not be dredged, deepened, or filled.
- All wetlands should be protected from pollution; use of fertilizers and pesticides should be avoided, and run-off from lawns and streets should be controlled. Erosion should be prevented to keep sediment from reaching wetlands and lakes.
- Roads should be kept to minimum standards on widths and lanes.
- Roads should be ditched, not curbed or below grade. If curbs must be used, 4" high curbs at a 3:1 slope are preferred.
- Culverts under roads crossing wetland areas, between wetland areas, or between wetland and nesting areas should be at least 36 in. diameter and flat-bottomed or elliptical.
- Culverts under roads crossing streams should be oversized (at least twice as wide as the normal width of open water) and flat-bottomed or elliptical.
- Utility access and maintenance roads should be kept to a minimum.
- Because trenches can trap turtles, trenches should be checked for turtles prior to being backfilled and the sites should be returned to original grade.
- Terrain should be left with as much natural contour as possible.
- Graded areas should be revegetated with native grasses and forbs.
- Vegetation management in infrequently mowed areas -- such as in ditches, along utility access roads, and under power lines -- should be done mechanically (chemicals should not be used). Work should occur fall through spring (after October 1st and before June 1st).

Compiled by the Minnesota Department of Natural Resources Division of Ecological Resources, Updated March 2008
Endangered Species Environmental Review Coordinator, 500 Lafayette Rd., Box 25, St. Paul, MN 55155 / 651-259-5109

Looming Issue with Plastic Mesh/Netting in Erosion Control Products

Plastic mesh netting is a common material in erosion control products. It is utilized to hold loose fibrous materials in place (EG straw) until vegetation is established. These products have been used extensively and are successful for reducing soil erosion, benefitting both soil health and water quality. Unfortunately there is a negative side of this component: It is increasingly being documented that it poses dangers to reptiles, amphibians, and mowing machinery.

Potential Problems:

- Plastic netting lays on the surface long after other components have decomposed.
- Plastic mesh netting can result in entanglement and death of a variety of reptiles (snakes, frogs, toads, and turtles). Ducklings have also been documented entangled in the netting.
- Road maintenance machinery can snag the plastic mesh and pull up long lengths into machinery, thus binding up machinery and causing damage and/or loss of time cleaning it out.

Suggested Alternatives:

- Do not use in known locations of reptiles or amphibians that are listed as Threatened or Endangered species.
- Limit use where reptiles are likely (near wetlands, lakes, watercourses, or rock outcrops).
- Use rapidly degradable material in all components of erosion control blanket, netting or biologs (fiber rolls) that are to be left on site as part of final stabilization.
- Use types with smaller mesh size (smaller that ½") or use types with non-welded netting.



Areas near wetlands, lakes, watercourses are rock outcrops are likely habitat for reptiles and amphibians and may not be suitable for plastic mesh erosion control materials.



Snakes get caught in the plastic mesh

(http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html)

Appendix C –

Comments and Responses to the AUAR Update

June 11, 2013

Mr. Tim Gladhill, Development Services Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: The COR Alternative Urban Areawide Review
Metropolitan Council District 9, Edward Reynoso

Dear Mr. Gladhill:

Metropolitan Council staff completed its review of The COR (formerly "Ramsey Town Center") updated Alternative Urban Areawide Review (AUAR) to determine its accuracy and completeness in addressing regional concerns. Staff concludes that the updated AUAR is complete and accurate with respect to regional concerns and raises no major issues of consistency with Council policies.

However, staff offers the following comments:

Item 13: Transportation
The Twin Cities Metropolitan Area Master Water Supply Plan states that the following will need to be addressed, should water supplies be developed using the FIG aquifer: 1) potential for well interference, 2) potential for impact on surface water features, and DNR and MDH-identified conditions.

The AUAR acknowledges the issue of possible surface water impact and that increased pumping of the FIG could impact private wells that pump from this aquifer. The AUAR concludes that the private well interference issue is addressed by requiring additional DNR appropriation permits before wells are drilled, and Council staff commend the City for working with DNR to evaluate water supply sustainability.

However, the current mitigation strategy does not acknowledge the planned growth in neighboring communities who also use the FIG aquifer. This is may cause FIG aquifer conditions to change over the timeframe of the AUAR, and no mitigation strategy is proposed should the DNR deny future appropriation permits. The City should provide additional information about how development will be staged to ensure that construction does not occur until after a sustainable water supply is assured. The current mitigation strategy should also address potential for stormwater reuse and water conservation.

Item 21 Mitigation elements
The expansion of TH 10 from a four-lane expressway to a 6-lane freeway is not included in the Metropolitan Council's fiscally –constrained *2030 Transportation Policy Plan* which focuses on low cost, high benefit solutions. The Council is supportive to the construction of an interchange at TH 10/CSAH 83 and is participating in the recently initiated TH 10 Access Planning Study.

The Council will take no formal action on the updated AUAR. If you have any questions or need further information, please contact Patrick Boylan, Principal Reviewer, at 651-602-1438.

Sincerely,

LisaBeth Barajas, Manager
Local Planning Assistance

cc: Julie Monson, MHFA
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Edward Reynoso, Metropolitan Council District 9
Keith Buttleman, Environmental Services
Freya Thamman, Sector Representative
Raya Esmaeili, Reviews Coordinator

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Minnesota Pollution Control Agency
520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300
800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

June 12, 2013

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: The COR (formerly Ramsey Town Center) Alternative Urban Areawide Review Update

Dear City of Ramsey:

Thank you for the opportunity to review and comment on the Alternative Urban Areawide Review (AUAR) Update for The COR (formerly Ramsey Town Center) project (Project) in the city of Ramsey, Minnesota. The Project consists of a 369.5 acre mixed use development. Minnesota Pollution Control Agency (MPCA) staff has reviewed the AUAR Update and have no comments at this time.

Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this AUAR Update please contact me at 651-757-2508.

Sincerely,

Karen Kromar

Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Craig Affeldt, MPCA, St. Paul
Doug Wetzstein, MPCA, St. Paul

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 6, 2013

Tim Gladhill
City of Ramsey Development Services Manager
4550 Sunwood Dr. NW
Ramsey, MN 55303

SUBJECT: The COR (Formerly known as Ramsey Town Center)
Mn/DOT Review #AUAR13-005
Northeast of US 10 and Armstrong Blvd.
Ramsey, Anoka County
Control Section 0202

Dear Mr. Gladhill:

Thank you for the opportunity to review the AUAR for The COR. MnDOT appreciates Ramsey's willingness to work with us on US 10 issues. As plans are refined, we would indeed like the opportunity to meet with our partners and to review the updated information. MnDOT's staff has reviewed the document and has the following comments:

Design:
Any alignment or capacity changes to US 10, as mentioned in Item 21 Mitigation Element, will require a layout review and acceptance by MnDOT. When going through a MnDOT Layout Review, MnDOT recommends that the design work be completed by a consultant that is experienced working with MnDOT standards and has performed Trunk Highway design.

The following web sites provide layout design guidance and identify layout requirements:

- http://www.dot.state.mn.us/design/geometric/index.html
- On the right side of the above page under "Quick Links", the third bullet (HPDP Geometric Design Resources) directs you to the following page: http://dotapp7.dot.state.mn.us/edms/download?docId=636152

For questions concerning the Layout process, please contact Nancy Jacobson, MnDOT Metro Design Section at 651-234-7647

Review Submittal Options:
Mn/DOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. Mn/DOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

   Mn/DOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. One (1) compact disk.
4. Plans can also be submitted to Mn/DOT's External FTP Site. Please send files to: ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review please feel free to contact me at (651) 234-7794.

Sincerely,



Tod Sherman
Planning Supervisor

Copy sent via E-Mail:
Buck Craig, Permits
Nancy Jacobson, Design
Brian Kelly, Water Resources
Douglas Nelson, Right-of-Way
Paul Jung, Area Engineer
Gayle Gedstad, Traffic
Tim Gladhill, Ramsey tgladhill@ci.ramsey.mn.us
Ann Braden, Metropolitan Council

From: Tim Gladhill
To: Kendra Lindahl
Subject: FW: Re: The COR AUAR Update - DNR Comments
Date: Friday, May 24, 2013 8:31:19 AM
Attachments: Wildlife Friendly Erosion Control(acc).pdf

_____
From: Doperalski, Melissa (DNR) [melissa.doperalski@state.mn.us]
Sent: Thursday, May 23, 2013 3:15 PM
To: Tim Gladhill
Subject: FW: Re: The COR AUAR Update - DNR Comments

Tim,

The DNR has reviewed the AUAR Update for The COR. Please note regarding Blanding's turtles, the DNR requests that specific mitigation measures be included in the AUAR that are planned to be implemented and in cases where construction/development has already occurred, a discussion of what mitigation measures were implemented. The flyer and fact sheet provides a list of possibly applicable options for project proposers. As these may vary in their applicability, we appreciate the opportunity to review which are planned or were included in project design.

The DNR continues to encourage project proposers to incorporate wildlife-friendly erosion control mesh. This mesh should be used in place of traditional mesh. The wildlife-friendly erosion control mesh helps to reduce injury or death to wildlife – including state-listed species.

The DNR appreciates the inclusion of Appendix F which discusses wetland elevations. Please note that we have not fully reviewed this information provided; however, it would appear that the City plans to conduct long-term monitoring. Please include the DNR Area Hydrologist in these discussions. The DNR Area Hydrologist for this area would be Molly Shodeen. She can be reached at molly.shodeen@state.mn.us<mailto:molly.shodeen@state.mn.us> or by phone at 651-259-5802.

Thank you,
Melissa

Melissa Doperalski
Regional Environmental Assessment Ecologist
Department of Natural Resources, Central Region
1200 Warner Road
Saint Paul, Minnesota 55106
651.259.5738
melissa.doperalski@state.mn.us<mailto:melissa.doperalski@state.mn.us>

Wildlife Friendly Erosion Control

Wildlife entanglement in, and death from, plastic netting and other man-made plastic materials has been documented in birds (Johnson, 1990; Fuller-Perrine and Tobin, 1993), fish (Johnson, 1990), mammals (Derraik, 2002), and reptiles (Barton and Kinkead, 2005; Kapfer and Paloski, 2011). Yet the use of these materials continues in many cases, without consideration for wildlife impacts. Plastic netting is frequently used for erosion control during construction and landscape projects and can negatively impact terrestrial and aquatic wildlife populations as well as snag in maintenance machinery resulting in costly repairs and delays. However, wildlife friendly erosion control materials do exist, and are sold by several large erosion control material companies. Below are a few key considerations before starting a project.

Know Your Options

- Remember to consult with local natural resource authorities (DNR, USFWS, etc.) before starting a project. They can help you identify sensitive areas and rare species.
- When erosion control is necessary, select products with biodegradable netting (natural fiber, biodegradable polyesters, etc.).
- DO NOT use products that require UV-light to biodegrade (also called, "photodegradable"). These do not biodegrade properly when shaded by vegetation.
- Use netting with rectangular shaped mesh (not square mesh).
- Use netting with flexible (non-welded) mesh.



Woven 100% natural fiber erosion control materials being utilized along a central Minnesota stream. ©MN DNR, Nick Proulx

Know the Landscape

- It is especially important to use wildlife friendly erosion control around:
    - Areas with threatened or endangered species.
    - Wetlands, rivers, lakes, and other watercourses.
    - Habitat transition zones (prairie – woodland edges, rocky outcrop – woodland edges, steep rocky slopes, etc.).
    - Areas with threatened or endangered species.
- Use erosion mesh wisely, not all areas with disturbed ground necessitate its use. Do not use plastic mesh unless it is specifically required. Other erosion control options exist (open weave textile (OWT), rolled erosion control products (RECPs) with woven natural fiber netting).



Fish trapped and killed by welded-plastic square erosion control mesh improperly placed along a small central Minnesota stream. Photo courtesy of Ben Lowe.

Protect Wildlife

- Avoid photodegradable erosion control materials where possible.
- Use only biodegradable materials (typically made from natural fibers), preferably those that will biodegrade under a variety of conditions.
- Wildlife friendly erosion control material costs are often similar to conventional plastic netting.



Plains Gartersnake trapped and killed by welded-plastic square erosion control mesh placed along a newly installed cement culvert in southern Minnesota. ©MN DNR, Carol Hall



A small vole that was strangled and killed by plastic erosion control material with welded and square mesh. Photo taken in southern Minnesota and provided courtesy of Tom Jessen.

Literature Referenced

Barton, C. and K. Kinkead. 2005. Do erosion control and snakes mesh? Soil and Water Conservation Society 60:33A-35A.

Derraik, J.G.B. 2002. The pollution of the marine environment by plastic debris: a aeview. Marine Pollution Bulletin 44:842-852.

Fuller-Perrine, L.D., and M.E. Tobin. 1993. A method for applying and removing bird-exclusion netting in commercial vineyards. Wildlife Society Bulletin 21:47-51.

Johnson, S.W. 1990. Distribution, abundance, and source of entanglement debris and other plastics on Alaskan beaches, 1982-1988. Proceedings of the Second International Conference on Marine Debris 331-348.

Kapfer, J. M., and R. A. Paloski. 2011. On the threat to snakes of mesh deployed for erosion control and wildlife exclusion. Herpetological Conservation and Biology 6:1-9.

Minnesota DEPARTMENT OF NATURAL RESOURCES

NONGAME WILDLIFE PROGRAM • MINNESOTA DEPARTMENT OF NATURAL RESOURCES •

Alternative Urban Areawide Review (AUAR)

The AUAR is a planning tool that local governments can use to understand how different development scenarios will affect the environment of their community before the development occurs. The process is designed to look at the cumulative impacts of anticipated development scenarios within a given geographic area. Environmental analysis information from an AUAR can be used to inform local planning and zoning decisions

The AUAR process:

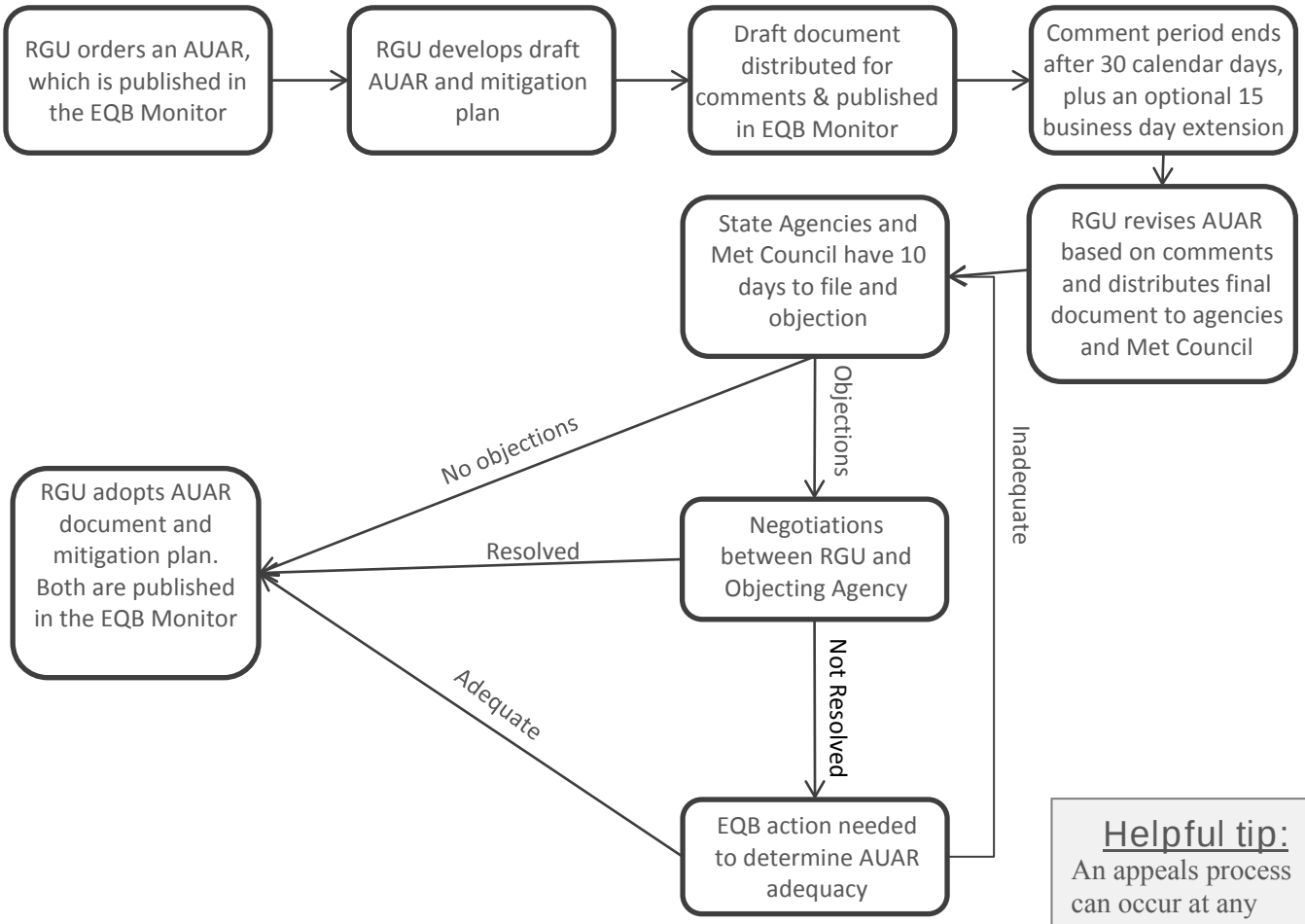
The AUAR starts with an Environmental Assessment Worksheet (EAW). Future development scenarios are reviewed using the EAW to analyze environmental impacts resulting from development choices as well as ways to reduce or eliminate those consequences, (called "mitigations"). Once the AUAR review process is complete, future projects within the AUAR geographic boundary will not require individual EAW and EIS documents as long as these future projects are consistent with the development scenarios analyzed in the completed AUAR, and project proposers implement the mitigation measures required by the AUAR Mitigation Plan. The AUAR is the only environmental review document that must be periodically updated to stay relevant. There are situations where the AUAR cannot be used as a substitute for an EAW or EIS. This information can be found in MN Rules 4410.3610.

Relationship to projects:

For projects requiring an EAW or EIS that are proposed within the boundaries of an area where an AUAR is in progress but not yet completed, the RGU may review these projects through either the AUAR or EAW procedure. For projects that do not require an EAW or EIS, but are within the geographic boundary of an AUAR, the RGU may exclude it through following a special process, described in Minnesota Rules. Projects proposed that include more than half of the AUAR geographic area or would otherwise require an EIS must go through additional procedures. These additional steps are explained in Minnesota Rules 4410.3610 subpart 2.

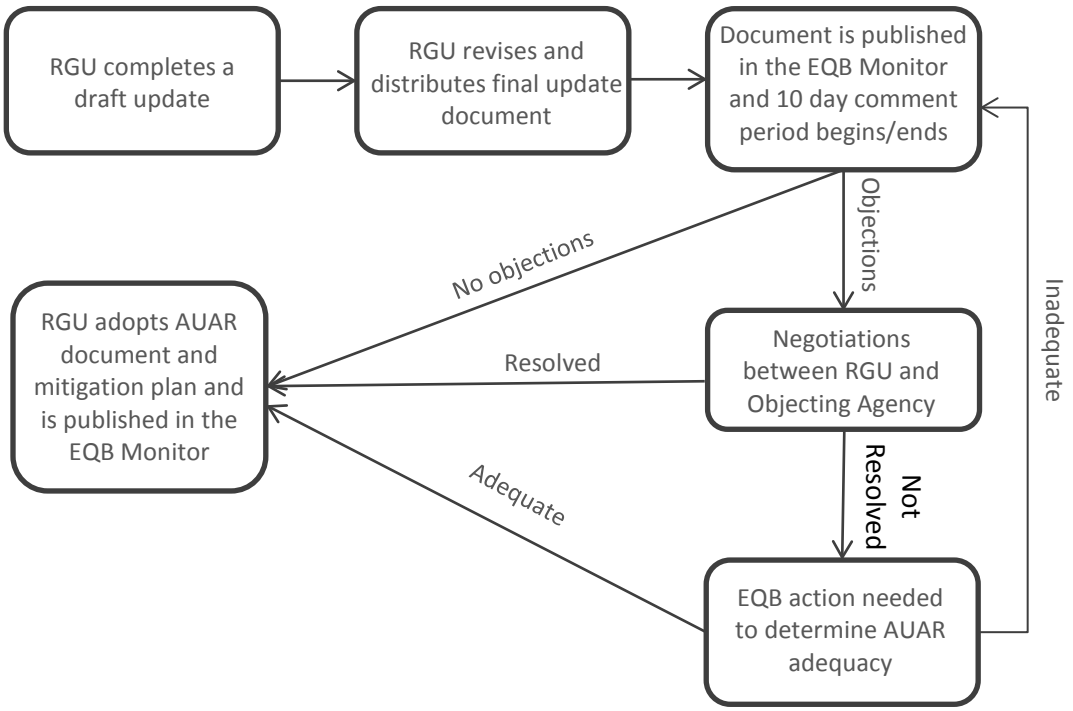
Quick Reference: Alternative Urban Areawide Review

AUAR process steps:



Helpful tip:
An appeals process can occur at any decision point.

AUAR update process steps:



540 Gateway Boulevard | Suite 100 | Burnsville, MN 55337 | (952) 737-4660

Memorandum

To: ***Chris Anderson, City of Ramsey***

From: ***Alison Harwood, WSB & Associates, Inc.***

CC: ***Tim Gladhill, City of Ramsey***
Breanne Rothstein, WSB & Associates, Inc.

Date: ***March 8, 2018***

Re: ***Proposal for Ramsey COR AUAR Update***

As requested, please find below a work plan to prepare the Alternative Urban Areawide Review (AUAR) Update for the COR (formerly Ramsey Town Center).

Background

In 2003, the City of Ramsey completed an AUAR for the COR. An AUAR is valid for five years and then must be updated to qualify as the required environmental review. The AUAR was last updated in 2013 and is due for an update before July 2018. The overall process for the update is as follows:

Month 1	Review existing studies, AUAR, background information
Month 1-1.5	Update information as needed
Month 2	Develop AUAR Update and review with City staff
Month 3	Review with City Council
Month 3-4	Submit AUAR update for required 10-day comment period

Scope of Work for AUAR Update

Task 1 – Collect and Analyze Background Information
Background information, including any studies that have been completed in the area since the last AUAR Update, will be collected and analyzed. This will include determining what development may (or may not) have occurred in the area. Additionally, data required to be updated will be obtained from the various agencies such as the DNR Natural Heritage Database, Minnesota Pollution Control Agency, and Minnesota Historical Society.

Task 2 – Update AUAR
An AUAR Update document will be prepared that references the original document and the subsequent updates, outlines any development in the area, and provides any general updated analysis that is needed. The mitigation measures will also be reviewed to determine if they are still applicable, need to be adjusted, or if they have been implemented. This will cover all the aspects of the original AUAR. If significant revisions to the original AUAR analysis are needed (i.e., a new traffic model, significant changes to the water/sewer analysis based on development, etc.) additional scope and fee may be necessary. If different development scenarios are needed to be analyzed, this many also require additional scope and fee. We do not anticipate the need to do updated traffic counts or municipal service studies at this time.

Task 3 – Prepare AUAR Update and Submit for Comment Period
The Update will be reviewed with the City. The Update may also be presented to the City Council at one meeting, if desired. The document will then be submitted to the agencies for the 10-working day comment period. If objections are filed, we will work with the City to address these on an hourly basis. If no objections are filed, WSB will prepare responses to comments and complete the documentation for the City Council to adopt the AUAR Update.

Cost Estimate
The cost to complete the above work is $8,622 (see attached). If attendance at a City Council meeting is requested, this will be an additional $600 per meeting. WSB is available to begin work immediately upon authorization. The work can be completed in three to four months.

If you wish to authorize this work, please sign below and return one copy to WSB.

If you have questions, please feel free to call me at (763)231-4847.

I hereby authorize the above scope of work, schedule, and cost.

_____
Signature

_____
Date

COR AUAR Update 2018

Task	*Billing Rate*	*Estimated Hours*	*Subtotal*
1. Collect and Analyze Background Info			
Sr. Environmental Scientist	$130	4	$520
Environmental Scientist	$80	6	$480
Subtotal		***10***	***$1,000***
2. Update AUAR Information			
Principal	$173	4	$692
Sr. Environmental Scientist	$130	12	$1,560
Environmental Scientist	$80	24	$1,920
Engineer	$120	8	$960
Subtotal		***48***	***$5,132***
3. Prepare and Submit AUAR Update			
Principal	$173	2	$346
Sr. Environmental Scientist	$130	8	$1,040
Environmental Scientist	$80	8	$640
GIS Specialist	$77	4	$308
Admin Assistant	$78	2	$156
Subtotal		***24***	***$2,490***
	TOTAL	***82***	***$8,622***

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #18-063

RESOLUTION TO AUTHORIZE WSB & ASSOCIATES TO COMPLETE AN UPDATE TO THE COR AUAR

WHEREAS, the an Alternative Urban Areawide Review (AUAR) was completed for the Ramsey Town Center in 2003; and

WHEREAS, AUARs are valid for five (5) years; and

WHEREAS, the City of Ramsey completed an update to the AUAR in 2013 and said update will expire in July of 2018; and

WHEREAS, the City of Ramsey desires to ensure continuous coverage for environmental review by completing another update to the AUAR; and

WHEREAS, the City of Ramsey has received a quote from WSB & Associates to complete an update to the AUAR.

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 authorizes WSB & Associates to complete an update to The COR AUAR in accordance with the quote dated March 8, 2018.

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 24th day of April, 2018.

_____
Mayor

ATTEST:

City Clerk

WSB

540 Gateway Boulevard | Suite 100 | Burnsville, MN 55337 | (952) 737-4660

Memorandum

To: ***Chris Anderson, City of Ramsey***

From: ***Alison Harwood, WSB & Associates, Inc.***

Date: ***April 19, 2018***

Re: ***Ramsey COR AUAR Update***

In 2003, the City of Ramsey completed an Alternative Urban Areawide Review (AUAR) for the COR. The AUAR process is a hybrid of the Environmental Assessment Worksheet (EAW) and Environmental Impact Statement (EIS). The AUAR process is designed to allow Responsible Government Units (RGUs), such as the City of Ramsey, to understand how different development scenarios will affect the environment, assess the cumulative impacts of each scenario, and outline necessary mitigation for any identified impacts. An AUAR is valid for 5 years and then must be updated to qualify as the required environmental review. The COR AUAR was last updated in 2013 and is due for an update in July 2018.

There are several benefits to completing an update of the COR AUAR, which are summarized below:

1. The AUAR process allows for review of various development scenarios for an entire geographical area, rather than a specific project. This allows RGUs more flexibility with regard to changing development needs.
2. The AUAR process serves as a substitute for other state environmental review processes, such as an EAW or EIS. As long as the proposed development fits within one of the development scenarios reviewed by the AUAR, additional environmental review is not necessary.
3. It provides an opportunity to review the cumulative impacts resulting from several different projects occurring within a given area, rather than just focusing on a single development at a time.
4. The AUAR process enable planners to better integrate environmental review into their comprehensive planning process, and allows them to evaluate how much development can be accommodated by an area.
5. The AUAR process can address both public infrastructure and private development at once.
6. The AUAR process allows planners to review the cumulative impacts of projects that are expected in the immediate future as well as potential development scenarios that are not expected for several years later, at the same time.
7. Updates of the AUAR need only revise the information that has changed since approval of the original document.

If an AUAR is not updated within 5 years, any specific project that is proposed within the AUAR area that would otherwise exceed the threshold for EAW or EIS review cannot be approved until either the necessary EAW or EIS review has been completed or the AUAR has been updated.

If you have any questions regarding the AUAR Update process, or benefits of completing the AUAR Update, please contact me at aharwood@wsbeng.com or 763-231-4847.

CC Regular Session **7. 6.**

Meeting Date: 04/24/2018

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Consider Authorization of 2018 Parks Capital Improvement Project(s)

Purpose/Background:

The purpose of this case is to approve or advance five projects referenced by the 2018-2027 Capital Improvement Program (within pages 195 to 203, as posted on the City's web site:

http://www.ci.ramsey.mn.us/DocumentCenter/View/242

Staff will provide a more detail description of the aforementioned Capital Improvement Program (CIP) projects for the meeting.

Notification:

City Council conducted a Public Hearing on the City-wide 2018-2027 Capital Improvement Program.

Observations/Alternatives:

Funding Source:

The attached CIP worksheets specify the anticipated project cost (estimate), and funding source, with the exception of the aeration projects for Sunfish Lake and The Draw—staff is requesting this project be authorized for project development, including the determination as to it's eligibility to be funded by the Lawful Gambling Fund.

Recommendation:

The Park and Recreation Commission recommended on February 8th, 2018 that these park capital improvements move forward as this case discusses, and Staff recommends proceeding as indicated in the sample motion below.

Action:

Motion to approve the four park projects this case discusses, for development/construction, at a not-to-exceed amount and funding source specified within the Capital Improvement Plan worksheets; and authorize staff to proceed with the project development for the aeration project(s) for Sunfish Lake and The Draw .

Attachments

10 year outline

2018 Parks Capital Projects (five)

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/19/2018 08:10 AM
Kurt Ulrich	Kurt Ulrich	04/19/2018 09:03 AM
Form Started By: Mark Riverblood		Started On: 04/18/2018 05:39 PM
Final Approval Date: 04/19/2018		

Department	Project #	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Park Improvements												
Elmcrest Park & The Draw Park Entrance & Signage	04-PARK-003	80,000										80,000
Park Improvement Trust Fund		*80,000*										*80,000*
Ford Brook Park Playground Equipment	04-PARK-006			70,000								70,000
City of Nowthen				*20,000*								*20,000*
Park Improvement Trust Fund				*50,000*								*50,000*
Irrigation for Titterud Park	06-PARK-010						76,000					76,000
Park Improvement Trust Fund							*76,000*					*76,000*
Observation boardwalk - Lake Itasca	06-PARK-011	60,000										60,000
Lawful Gambling Fund		*60,000*										*60,000*
Rabbit Park Phase Two	06-PARK-012								125,000			125,000
Park Improvement Trust Fund									*125,000*			*125,000*
Observation deck on the Mississippi E of Dolomite	06-PARK-016		100,000									100,000
Lawful Gambling Fund			*100,000*									*100,000*
Trail Connections	06-PARK-019	30,000		200,000								230,000
Park Improvement Trust Fund		*30,000*		*200,000*								*230,000*
Park Development in the COR	08-PARK-005	1,200,000										1,200,000
Park Improvement Trust Fund		*1,200,000*										*1,200,000*
The Draw Grates	12-PARK-005	10,000										10,000
Storm Water Utility Fund		*10,000*										*10,000*
McKinley Trail Connection to Anoka	12-PARK-008			50,000								50,000
City of Anoka				*25,000*								*25,000*
Park Improvement Trust Fund				*25,000*								*25,000*
Additional Land For Central Park	15-PARK-01					250,000						250,000
Park Improvement Trust Fund						*250,000*						*250,000*
Pedestrian Underpass-Alpine Dr	17-PARK-002								750,000			750,000
Park Improvement Trust Fund									*750,000*			*750,000*
Replace Fencing & Dugouts (#5-7)-Central Park	17-PARK-004	75,000										75,000
Grants/Outside Sources		*0*										*0*
Park Improvement Trust Fund		*75,000*										*75,000*
Dog Park Shelter-Alpine Park	17-PARK-005	58,000										58,000
Grants/Outside Sources		*20,000*										*20,000*
Landfill Trust Fund		*38,000*										*38,000*
Field Lighting - Central Park	17-PARK-006					200,000						200,000
Grants/Outside Sources						*50,000*						*50,000*
Lawful Gambling Fund						*150,000*						*150,000*
Northfork North Trail Connection	17-PARK-007		150,000									150,000
Park Improvement Trust Fund			*150,000*									*150,000*
Sunfish Lake Phase 2 Parking Lot	18-PARK-001	35,000										35,000
Park Improvement Trust Fund		*35,000*										*35,000*
Central Park - Foot Field Enhancements	18-PARK-002	15,000										15,000
Park Improvement Trust Fund		*15,000*										*15,000*
Amphitheater Lighting	18-PARK-003	40,000										40,000
Park Improvement Trust Fund		*40,000*										*40,000*
Lake Itasca Park - Parking, Trail & Canoe System	18-PARK-004		250,000									250,000
Park Improvement Trust Fund			*250,000*									*250,000*
Aeration for Sunfish Lake & The Draw	18-PARK-005	40,000										40,000
To Be Determined		*40,000*										*40,000*
Park Improvements Total		1,643,000	500,000	320,000		450,000	76,000		875,000			3,864,000

2018 Parks Capital Improvements
(Partial listing)

Project # 17-PARK-004
Project Name Replace Fencing & Dugouts (#5-7)-Central Park

Department Park Improvements
Contact
Type Improvement
Useful Life 20
Category Park Improvement
Priority 1-Existing Obligation (High)
Total Cost $75,000
Status Active

Description

The project entails adding dugouts, netting, replacing some fencing and adding a concrete maintenance strip under the backstops and sideline fences of ballfields 5, 6 and 7 at Central Park.

Justification

The dugouts add to the quality of experience for the players and better facilitate tournaments. The concrete maintenance strips improve the appearance of the fields and reduce maintenance costs to a small degree each year.

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost	75,000										75,000
Total	**75,000**										**75,000**

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Grants/Outside Sources	0										0
Park Improvement Trust Fund	75,000										75,000
Total	**75,000**										**75,000**

Project #	18-PARK-001
Project Name	Sunfish Lake Phase 2 Parking Lot

Department	Park Improvements
Contact	
Type	Improvement
Useful Life	20
Category	Park Improvement
Priority	2-New Addition (High)
Status	Active

Total Cost $35,000

Description

Proposed is the second phase of the parking lot at Sunfish Lake Park, consistent with the approved park plan.

Justification

This 9+ parking stalls were not developed with the original 2009 park project, as it was determined to wait until the demand was justified. Today, especially with the success of the self-serve canoe and kayak system, this parking lot expansion is needed. It is anticipated that the parking lot stall surfaces will be pavers, allowing for infiltration of precipitation and thus serve as a demonstration project locally.

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost	35,000										35,000
Total	**35,000**										**35,000**

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Park Improvement Trust Fund	35,000										35,000
Total	**35,000**										**35,000**

Project #	18-PARK-002
Project Name	Central Park - Football Field Enhancements

Department	Park Improvements
Contact	
Type	Improvement
Useful Life	20
Category	Park Improvement
Priority	2-New Addition (High)
Status	Active

Total Cost $15,000

Description

Drainage and grading modifications to the football field between ballfields #3 and #4.

Justification

The present drainage swale in the outfields of softball fields #3 and #4 present a concern for players who would run beyond the end zone.

This project would fill the swale and route the stormwater under ground and restore the surface with sod.

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost	15,000										15,000
Total	**15,000**										**15,000**

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Park Improvement Trust Fund	15,000										15,000
Total	**15,000**										**15,000**

Project #	18-PARK-003
Project Name	Amphitheater Lighting

Department	Park Improvements
Contact	
Type	Improvement
Useful Life	20 Years
Category	Park Improvement
Priority	2-New Addition (High)
Status	Active

Total Cost $40,000

Description

Lighting enhancements and audio conduits at The Draw.

Justification

Additional lighting in and around the amphitheater is justified for concerts that go later into the evening and in the later summer.

Conduit and cable for audio (additional speakers) is likewise merited for larger events at the park.

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost	40,000										40,000
Total	**40,000**										**40,000**

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Park Improvement Trust Fund	40,000										40,000
Total	**40,000**										**40,000**

Project #	18-PARK-005
Project Name	Aeration for Sunfish Lake & The Draw

Department	Park Improvements
Contact	
Type	Improvement
Useful Life	20
Category	Park Improvement
Priority	5-Opportunity/Unfunded/Placeholder
Status	Active

Total Cost $40,000

Description

This project would install two separate aeration systems at The Draw and also at Sunfish Lake. Project elements include contracted installation, electrical power supply, signing, permitting and public notifications.

Note: The General Fund Budget would need to be adjusted to accommodate both annual electric expense and other O&M costs estimated at $1,000 to $2,000 annually.

Justification

Both Sunfish Lake and The Draw have become popular destinations for youth fishing for panfish. During certain winter conditions, shallow water bodies can experience 'winterkill'. The two separate aeration systems would pump oxygen and circulate the water, maintaining the fish populations.

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost	40,000										40,000
Total	**40,000**										**40,000**

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
To Be Determined	40,000										40,000
Total	**40,000**										**40,000**

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: 04/24/2018

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Update on Park Plans within The COR and Authorize Civil Engineering Services

Purpose/Background:

The purpose of this case is to authorize the required civil engineering services that are necessary to complete the schematic design work for the two remaining park spaces in The COR. In December 2017, City Council authorized staff to proceed with the park plans for 'Municipal Plaza' (previously referred to as Civic Square Commons) and 'The Waterfront' (previously referred to as Lake Ramsey Commons). The case authorizing the schematic design for the interconnected parks clarified that certain civil engineering tasks would be required mid-way through the park planning process. This work was then estimated to be within a range of $34,500 to $48,000. That scope of work that is required now, has been redefined and is identified within the first attachment at a not-to-exceed cost of $30,080.

For the meeting, staff will highlight the park program elements as proposed today, which in doing so, will fully describe the interrelated civil engineering that is needed at this time.

Observations/Alternatives:

Within the rapidly developing COR, there are various 'systems' of interconnected infrastructure including streets, storm water systems, municipal and other utilities; all of which interface with the public realm—sidewalks, streetscapes, trails, boulevards and the park spaces. Each of these elements, together with proposed development as well as active development projects are interrelated spatially and in construction sequencing, and accordingly are complex, but also provide opportunities for these unified systems to be designed for maximum utility and efficiency in construction timing.

Following are *examples* of activity that also will be favorably influenced by the civil engineering work in the parks (no order/priority):

- The final plans and construction documents are being completed for the Affinity apartment project. The interface with Municipal Plaza—especially the grading and storm water are important elements to 'get right' and will be vetted by the proposed civil engineering.
- The apartment will also be across Ramsey Parkway from The Waterfront. Affinity's developer is charged with constructing the parkway (the street between the apartment and park). Many aspects of the park, inform the parkway design elements; driveway and parking area alignments, intersection geometrics, crosswalk locations, median configuration, drainage and storm water opportunities, etc.
- The schematic design project for these two parks, coupled with the civil engineering work, will result in plans (not construction documents) for these parks that have reliable cost specificity, allowing the Park and Recreation Commission and City Council to better consider future capital improvements. The preliminary plans will also allow many of the park program components to be done in increments or phases (E.g. mass grading, then landscape, then splash pad etc.).

- As forecast, now that the city is a few months into the schematic design work for the parks, *and* the public infrastructure study, civil engineering work (as described in the first attachment) will provide for a grading plan for both parks, **and the fill sand volume to be available for development sites in The COR**—at the time of mass grading of the regional storm pond and The Waterfront. Note: the scope of work within the civil engineering includes $6,000 in soil borings to "add a level of certainty for the assumption that the soils [to be removed for the storm pond] can be used for structural foundations."
- The soil borings will assist future development by providing groundwater elevation information, which can have an impact on building pad elevations, as well as the overall design of the regional storm water pond and connecting storm sewer system.

Funding Source:

The funding for the civil engineering is recommended to come from the Park Trust Fund. It may be noted here, that the estimated Park Dedication proceeds from the Inland/Affinity Living project is $386,750

Recommendation:

Staff recommends approval of Bolton & Menk's proposal to perform civil engineering services, that will result in the preliminary grading and drainage plan for the two remaining park spaces in The COR, at a not-to-exceed amount of $30,080.

Action:

Motion to: Approve Bolton & Menk's proposal to perform the preliminary grading and drainage plan for the two remaining park spaces in The COR, at a not-to-exceed amount of $30,080.

Attachments

Civil Engineering Proposal
The COR 'systems' plan
COR Parks and Public Realm Plan
The COR Interim Dev Plan

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	04/18/2018 06:52 PM
Grant Riemer	Grant Riemer	04/19/2018 08:14 AM
Kurt Ulrich	Kurt Ulrich	04/19/2018 08:57 AM
Form Started By: Mark Riverblood		Started On: 04/18/2018 11:16 AM
Final Approval Date: 04/19/2018		

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Suite 206
Ramsey, MN 55303-5119

Ph: (763) 433-2851
Fax: (763) 427-0833
Bolton-Menk.com

April 18, 2018

Mr. Mark Riverblood
Parks & Assistant Public Works Superintendent
City of Ramsey
7550 Sunwood Drive NW
Ramsey, Minnesota 55303

RE: City of Ramsey COR Area Parks Analysis
Scope of Services and Fee Estimate for Civil Engineering

Dear Mr. Riverblood:

The City is in the process of considering park related improvements for "Municipal Plaza" and "The Waterfront". We have prepared this proposal based on our understanding of those improvements, along with our general understanding of The COR. Our scope of services is also aligned with, and required to support, the December 5, 2017 Scope of Services prepared by Bruce Jacobson, Landscape Architect.

SCOPE OF SERVICES

Topographical Survey

Our work would include performing a topographical survey on the subject properties. We will coordinate and augment our survey with information from the Affinity site, and also from other survey work performed in the area.

Geotechnical Exploration

Geotechnical exploration is proposed to be completed by using a series of borings to determine the material type on the site, and suitability of the material for use in building pads throughout The COR. We will coordinate with Northern Technologies (NTI) to perform the work. Five deep borings will be performed in the area of the regional pond, and 3 additional shallow borings will be performed on the east and west ends of the regional pond. This task is intended to add a level of certainty for the assumption that the soils can be used for structural foundations both on the site and in other areas of The COR.

Preliminary Grading and Drainage Plan

We will work with the City and the Landscape Architect, beginning at the schematic design phase of the process. Our work scope is anticipated to include the following:

- Prepare a topographic background drawing using current/existing topographic data files. We will use aerial photography and topographical survey data to complete the base map.
- Convert the conceptual site plan layout, per direction from Owner and Landscape Architect, into AutoCAD Civil 3D format.
- Prepare preliminary design drawings for site improvements, including stormwater management.
- Incorporate anticipated surface improvements, including erosion control and other project elements, into the preliminary drawings.

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- Review potential site constraints, submittal process requirements, and other project requirements with the City and Landscape Architect.
- Attend meetings with Owner, Landscape Architect and applicable agencies as needed.

SEQUENCE OF IMPROVEMENTS

Based on our understanding of improvements currently being considered, design of the park related improvements will need to be closely coordinated with other substantial work in the area. Our thoughts related to proceeding with design work are as follows:

1. Complete the topographical survey work and geotechnical exploration work as described above.
2. Receive sketch drawings from the Landscape Architect and incorporate the concepts into the base map created during the topographical surveying process.
3. Complete the preliminary grading and drainage plan based upon the schematic design of the park features as prepared by the Landscape Architect.
4. Based on the park related grading plan, verify that the regional storm water pond can be constructed to the volume and depth required for storm water purposes and also for parks related needs. This task will also quantify the amount of suitable backfill material available for use in other areas of The COR. We will also alert the City of any inconsistencies noted between the proposed park related improvements and the proposed Affinity site improvements.

No further work would be performed until the regional pond is constructed, as the significant disturbances related to pond construction are anticipated to greatly alter the conditions at the site.

After the regional pond is constructed, additional services would then be proposed, including: Topographical verification surveys (based on pond construction), adjustments to the schematic design which may be required due to pond construction, and final design services for the park related features.

SUMMARY OF FEES

We have prepared preliminary fee estimates based on our understanding of the work to be performed. These fees could change based upon work associated with the concept preparation portion of the overall work plan. We estimate the Civil related design fees will be as presented below:

Task	Fees
Topographical Survey	$ 5,400
Geotechnical Exploration	$ 6,000
Schematic Design	$ 18,680
Not-To-Exceed Fees	**$ 30,080**

If there are any questions or concerns, please call me at (651) 968-7760.

Sincerely,

Bolton & Menk, Inc.

Kevin P. Kielb, P.E.
Project Manager

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The COR – Planning Dashboard

	Roads	Signs/ Scheme	Storm Water	Parks/ Trails	Parking Ramps	Comm. Center	Cut & Fill
Outstanding Items	• What public roads need to be constructed? • Cost? • When/ what will trigger construction? • Who will pay for what? • How will City obligations be funded? • How does public infrastructure effect The COR por-forma?	• What is the sign plan for this development? • Cost? • When/ what will trigger construction? • Who will pay for what)? • How will City obligations be funded? • How does The COR sign plan effect The COR por-forma? • Should we use the Ramsey branding theme and colors vs the old COR materials?	• What is the regional storm water plan? • Cost? • When/ what will trigger construction? • Who will pay for what? • How will City obligations be funded? • How does the regional storm water plan effect The COR por-forma?	• What is the park/ trail plan? • Cost? • When/ what will trigger construction? • Who will pay for what? • How will City obligations be funded? • How does the park/ trail plan effect The COR por-forma?	• What is the parking ramps plan? • Cost? • When/ what will trigger construction? • Who will pay for what? • How will City obligations be funded? • How does the parking ramp plan effect The COR por-forma?	• What is the community center/ programing plan? • Cost? • When/ what will trigger construction? • Who will pay for what? • How will City obligations be funded? • How does the community center plan effect The COR pro-forma?	• What preliminary/ general amount of cut/ fill is needed on City owned land? • Cost? • How does this effect land prices? • How does cut/fill effect The COR pro-forma?
Action Steps	• Complete a concept feasibility report for all outstanding public infrastructure. This includes water, sewer, sidewalks, landscaping, street lights, etc.. This does not cover private or internal roads and utilities. • City Council policy discussion RE position on various items (who pays for what, what triggers construction, how will city fund, etc.).	• Update and revise COR Sign Plan that was started by Landform. • City Council policy discussion RE position on various items (who pays for what, what triggers construction, how will city fund, etc.). • Direction on future theme/ color scheme for The COR.	• Revise COR storm water plan started by Landform. Many new regulations are now in place that make previous plan obsolete. New location for infiltration required. • City Council policy discussion RE position on various items (who pays for what, what triggers construction, how will city fund, etc.).	• Complete a concept feasibility report for all outstanding parks and trails. This work has been done for municipal plaza and the skyway. This work has not been done for Lake Ramsey. • City Council policy discussion RE position on various items (who pays for what, what triggers construction, how will city fund, etc.).	• Complete a concept feasibility report for all outstanding parking ramps in The COR. This work has been partially completed. • City Council policy discussion RE position on various items (who pays for what, what triggers construction, how will city fund, etc.).	• Have a detailed policy discussion with City Council. Do we need a community center? If yes, what kind (stand alone or partnership)? What general set of services do we want to offer. What is our general appetite from a budgeting perspective? When should a community center be constructed?	• Complete a concept feasibility report for all outstanding cut/ fill on city owned properties. This work has been partially completed. • City Council policy discussion about how this may effect pricing strategy for city owned land, and how this information may effect forecasted land proceeds.
	• 6-9 months • $30,000-$70,000	• 4-6 months • $5,000-$15,000	• 4-8 months • $10,000-$20,000	• 4-8 months • $10,000-$30,000	• 4-6 months • $5,000-$15,000	• 4-8 months • $5,000-$15,000	• 4-6 months • $5,000-$15,000

Outcome

- **Concept plans** for outstanding master developer items (what are we doing/ scope of work, and about how much will it cost)
- **Policy positions** for outstanding master developer items (who is paying for what, when will improvements be made, how will the city fund our obligations)
- **Pro-forma** for development can be completed (what is the forecasted financial performance of The COR, how do these plans effect expenditures/ cash flow)

Why is staff recommending this work be completed?

a. The City of Ramsey, by default, is the master developer of The COR. With that role, various assumed responsibilities are assigned to the City. Prospects and developers expect the city to have the proper plans and policies in place to respond effectively and efficiently to proposals. Additionally, residents of Ramsey, and particularly residents in The COR, obtain their expectations for this development based on our plans. If we are planning for something that isn't realistic, that can be problematic down the road (especially for parks, trails, and other amenities).

Examples: storm water plan, road plan, sign plan, park/trail plan, parking ramps, community center, cut/fill, etc.

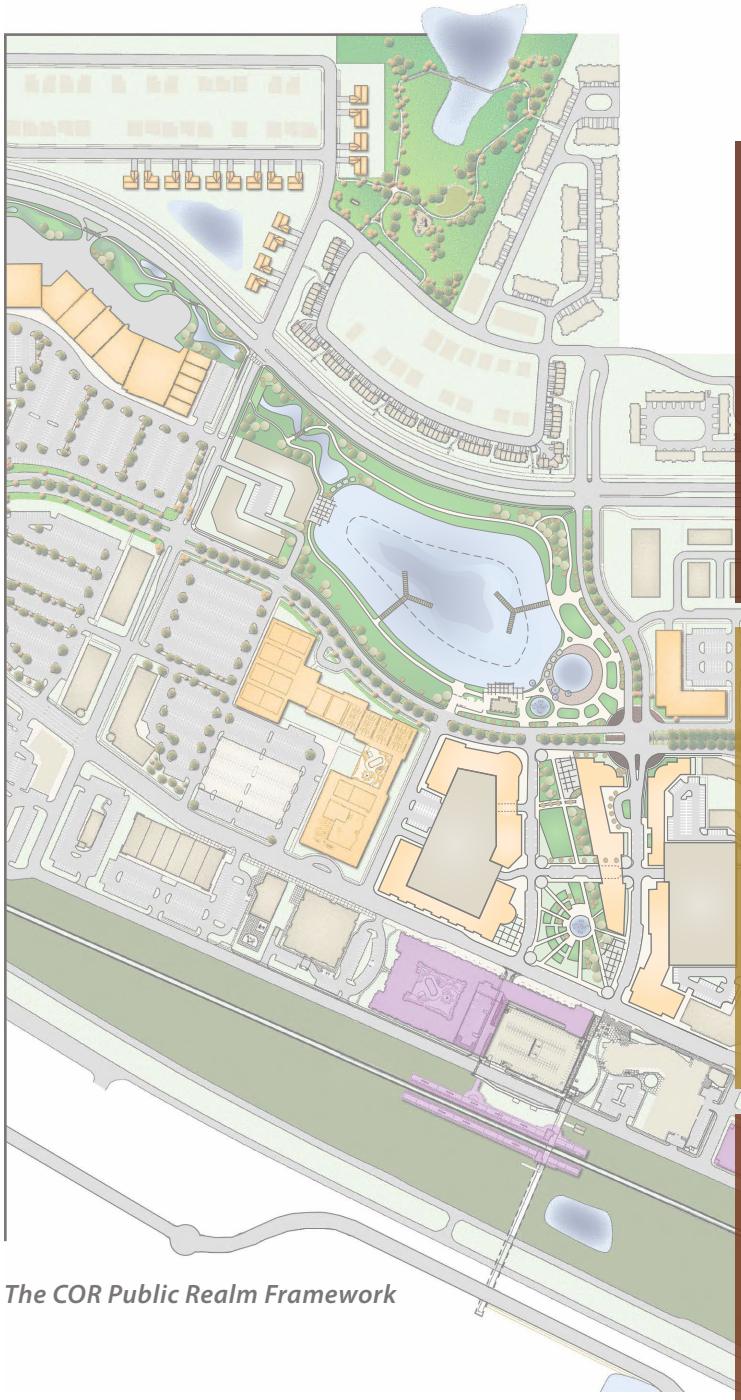
NOTE: staff is asking only for concept plans/ feasibility reports. Staff is not asking for preliminary plans, final plans, or bid documents. In many cases, those items will be paid for (or shared) by a developer. Or, in many cases, it makes sense to wait until a project comes forward, as variables involved with the project may change/ be adjusted with time—which will alter the plan.

b. To help staff respond to direct questions from prospects and developers. To put the city in a more completive, and ready-to-go, development position. At this point, staff is answering questions based on assumptions, staff forecasts, past-practice, and a case-by-case approach. This current method increases the risk of inconsistencies, miscommunication, and inequities.

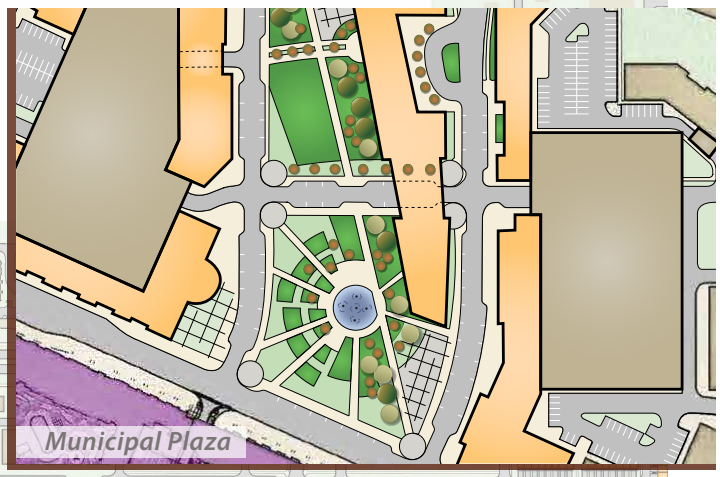
Examples: Who is paying for that road, when will it be constructed, what is the scope? What is the plan for storm water, how much will it cost me? Are parking ramps required, how much will they cost, what is the scope? This site looks really low, do you have an idea how much fill is required? Where will monument/ development signs be located, what will they look like, who will they serve, who is paying for them?

c. To help staff provide better guidance to the city council and they make policy decisions.

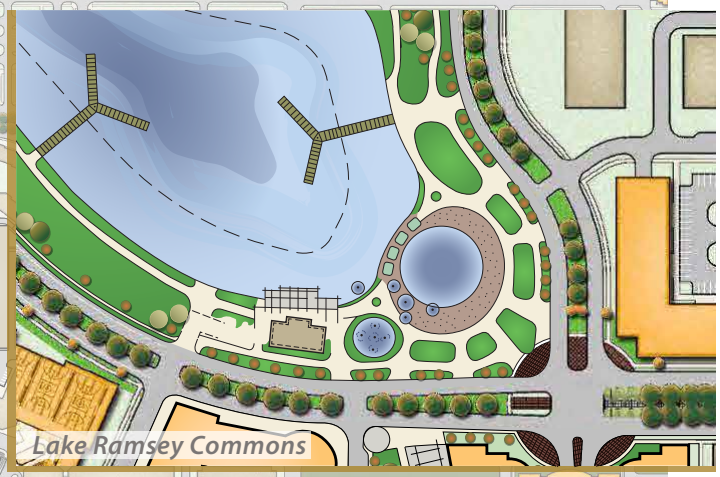
Examples: Are land prices set correctly? Are development fees set correctly? Is our plan for amenities (i.e. ramps, parks, trails, signs) financially feasible? When should we construct various improvements? What is the cost share policy? What is the pro-forma for The COR?



The COR Public Realm Framework



Municipal Plaza



Lake Ramsey Commons



Greenway Trail Connection

The COR Parks + Public Places
City of Ramsey, Minnesota

Public Realm Framework + Cost Evaluation

December 2015



Lake Ramsey Commons Rendering (Satoko Muratake, 2016)

Prepared For

City of RAMSEY

Prepared By

BRUCE JACOBSON
LANDSCAPE ARCHITECT

LHB
PERFORMANCE DRIVEN DESIGN.

History & Context

In the late 1990's, following a citizen-led referendum calling on the City of Ramsey to develop a 'town center', Ramsey has forwarded an innovative vision for a new downtown district (The COR, an acronym for City of Ramsey), defined through a sequence of adopted plans that have led to a variety of successful development projects in all categories including; housing, school, medical, office, municipal, commercial and the focus of this study, new additions to the city park and trail system—within and connecting to The COR.

(Excerpts from the 'Mississippi Skyway Preliminary Engineering Report' – SRF et al. 2014)

"The City of Ramsey, with the Metropolitan Council, has envisioned a multi-modal town center, with access via commuter rail, car, bicycle, and on foot. The 'COR' development is a planned 400 acre mixed-use and transit-oriented development site that includes a mix of residential housing choices for people of all incomes.

Establishing parks and creating quality recreational and open space opportunities remains a high priority for the City. The CITY OF RAMSEY 2030 COMPREHENSIVE PLAN UPDATE identifies the need to "Create vehicular and non-vehicular linkages to neighboring communities and between city neighborhoods, trails, recreation, work and shopping" as a component of their future planning checklist.

The Mississippi Skyway pedestrian bridge will provide a critical direct pedestrian and bicycle connection between the City of Ramsey's pedestrian-oriented 'COR' development, the Ramsey Northstar Station, Ramsey Park & Ride and the resources associated with the Mississippi River and attendant regional amenities. Currently, Trunk Highway 10 (TH 10) and the parallel BNSF Railway Company



Ramsey Town Center Master Plan (CLOSE, 2001)



Proposed Mississippi Skyway (SRF, 2014)



Development Plan 6.0 (Landform 2012)

and Metro Transit Northstar Commuter Rail railroad corridor are barriers to safe pedestrian and bicycle access between The COR and the river.

At its heart, the Mississippi Skyway project is about overcoming boundaries to safe bicycle and pedestrian circulation while expanding and enhancing multi-modal transportation, economic development and recreational options to promote a livable, vibrant region and community."

More recently, The City of Ramsey invited a team of consultants to work with City Department Leadership to set baseline assumptions that would help inform ongoing decisions related to future park and trail projects within The COR. This process outlined expected uses, facilities and features (a very basic design program), that was translated into a preliminary estimate of potential construction costs for each of the primary COR area components. Study conclusions included a summary of possible 'Scenarios + Strategies' available to support project funding and implementation.

Public Realm Framework



COR Public Realm Framework Plan (Jacobson/LHB 2015)

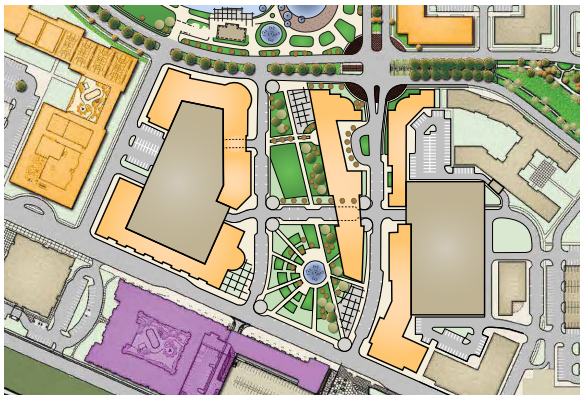
The Public Realm is what gives cities, districts and neighborhoods their identity - their unique sense of PLACE. Typically the public realm includes streets, parks, plazas, trails and other amenities, oftentimes integrating both public and private property. For the City of Ramsey, it is this network of connected spaces (illustrated in the Public Realm Framework Diagram above), that sets the stage for further development, defines the qualities and character (the Brand), and also promotes The COR as a vibrant, dynamic, must-experience local and regional destination.

The COR is designed to put the pedestrian first, by creating a safe and completely walkable environment. Active uses along the street reinforce its vitality, as does traffic-calming measures and accommodations for bicycles. Pedestrian through-block pathways connect destinations, providing equally inviting alternatives to the more traditional sidewalks along the street.

With increasing demand for efficient and innovative design, the public realm is frequently both a working landscape as well as a beautiful one. Water is captured and used. There is potential for energy generation in the form of sun, wind and geothermal to be harvested and distributed beneath parks, streets and pathways to serve projects within the community. Plants are selected to help clean the air and sequester carbon, and urban agriculture creates productive landscapes within available open space.

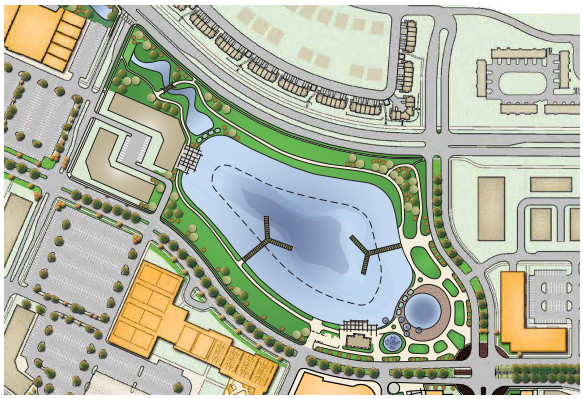
This study values the many contributions made by others, both in previous planning work and completed projects. While this study acknowledges the overall context of these various accomplishments, the primary focus here is on three primary components within The COR including: the Municipal Plaza, Lake Ramsey Commons, and the Greenway Trail Connection.

Framework Components



Municipal Plaza

In each of the many different planning frameworks over the years, the Municipal Plaza has been identified as the primary civic space at the very heart of The COR. Located directly across Sunwood Drive from Ramsey City Hall, this crucial public amenity will serve as the central gathering space for day-to-day activities and will certainly attract heightened private sector interest in development of adjacent properties.



Lake Ramsey Commons

As the major pubic amenity illustrated in the Development Plan 6.0, Lake Ramsey Commons will become a spectacular water-centric addition to the emerging park and trail system that connects the whole community. It holds a key position as the connecting hub between The Draw to the east, the proposed Greenway Trail Connection to the west, the Municipal Plaza and Commuter Rail Station to the south, with the proposed Mississippi Skyway linking the regional park and trail to The COR.

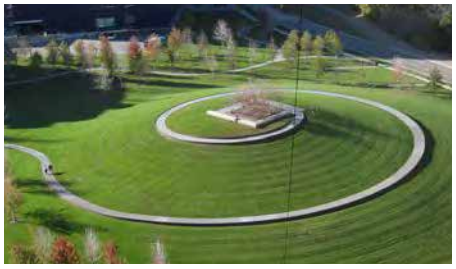


Greenway Trail Connection

Various scenarios and alignments were studied, and each in their own way serve to illustrate the strategic opportunity to connect amenities in The COR with Lake Itasca to the west via a public greenway trail. The greenway provides visual continuity east-west through The COR, and becomes the preferred access route for the hundreds of residential units between Lake Itasca and the retail destinations within The COR–strengthening the vitality of these commercial enterprises.

Frame of Reference - Examples of Park Construction Costs

The 'Estimates of Potential Construction Costs' included on the following pages are somewhat conservative and general in content. For the purposes of this study, costs will serve as a solid foundation for further discussion/decision as detailed design work proceeds for each component.



Gold Medal Park

~$15/SF



Bloomington Central Station

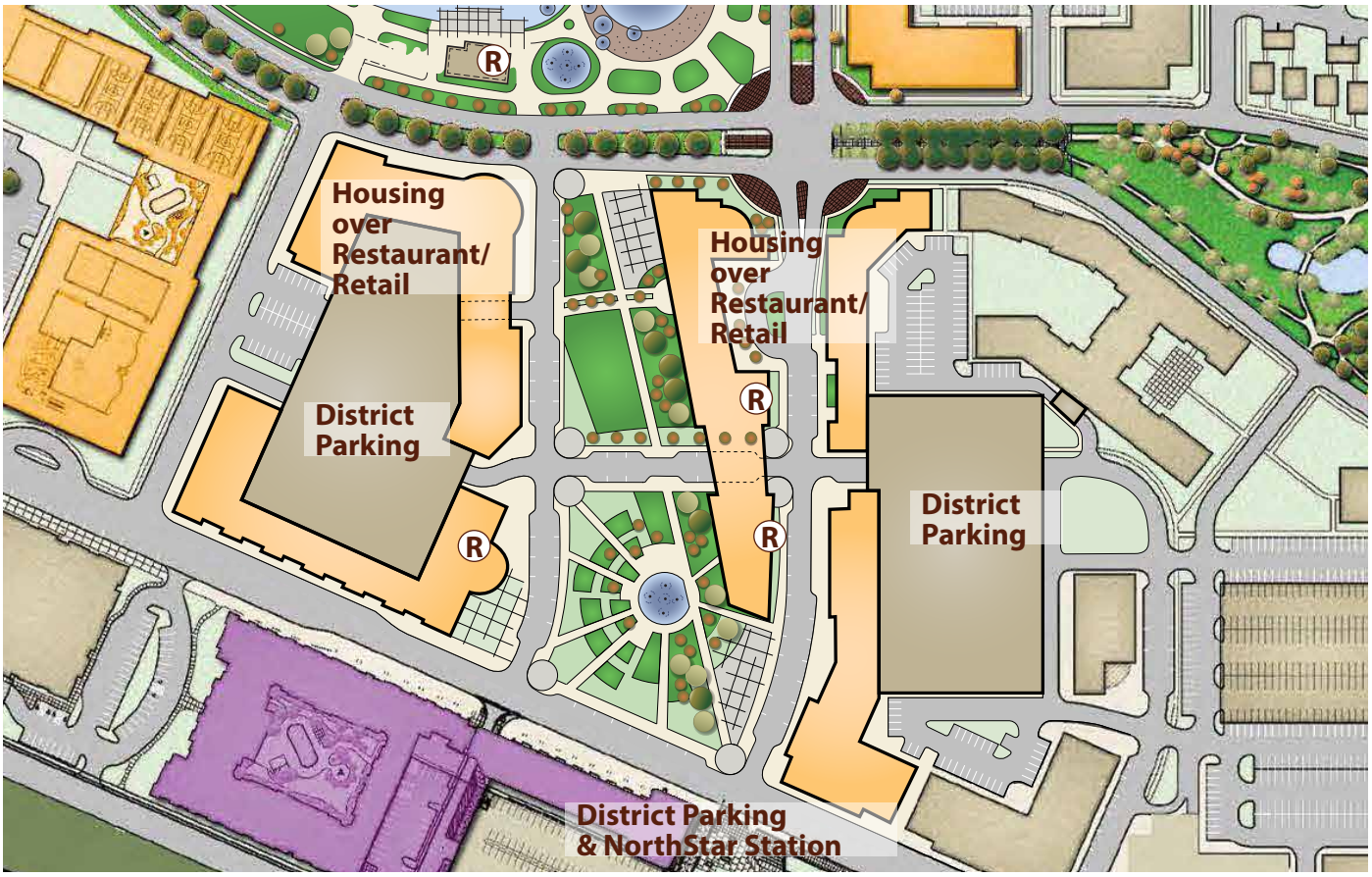
~$50/SF



Target Field Plaza

~$100/SF

Municipal Plaza



Alternative Plan for Consideration (Jacobson/LHB 2015)

Simply stated, Municipal Plaza is the single most important component of the COR Public Realm Framework. It is the place to meet, the orientation point for wayfinding in The COR, and serves as the gateway to other public amenities and attractions nearby. Sitting at the crossroads of strong civic presence, residential density, transit options and retail storefronts, this location brings together all the elements of innovative and sustainable city-building.

Exploring several possible configurations confirmed the need to fully integrate uses, amenities and materials with Sunwood Drive (Ramsey's Main Street) while creating a clearly visible and accessible connection between the proposed Mississippi Skyway and Lake Ramsey Commons. This vital 'public promenade' along Center Street provides the primary north/south armature through The COR and also links a variety of facilities and amenities such as the Regional Park, The Draw, North Commons and other destinations. (See also the document addressing a realigned Regional Trail through The COR along Center Street, entitled 'Central Anoka County Trail and connection to Mississippi West Regional Park'.)

For the purposes of defining potential costs for future construction, a preliminary list of park elements (or a basic design program) was discussed including:

- Flexible use, paved plaza area to accommodate special events such as Happy Days
- Interactive, decorative, sculptural water feature as a City icon
- Integrated stormwater management and other infrastructure systems
- Formalized planting design representing Minnesota landscapes (lake, prairie, woodland, etc.)
- Lighting, furniture, art and other elements to create unique identity and character

Recommendations

The Municipal Plaza will clearly identify the center of civic life and support a variety of daily activities within The COR. This key public PLACE represents a rare opportunity within the City of Ramsey to encourage vertical mixed-use development, with restaurants (and future retail stores) fronting the plaza. The relationship between The COR's Main Street (Sunwood Drive) and the Municipal Plaza as completely integrated pieces of the whole, is critical for the success of this district.

When completed as envisioned, the combined presence of these two public realm components, The Plaza and Main Street, will create a signature destination, and will leverage additional private-sector investment in this area. 'Restaurant Row', as part of the unique mix of uses within and adjacent to the Municipal Plaza, will contribute to the intensity and vibrant street life that characterize successful placemaking. To realize its full potential at this location (in contrast to sites along Lake Ramsey) will require a solid commitment from both public and private participants to integrate these types of ground floor uses within development projects near the Plaza.

District parking strategies need to be explored and pursued to address issues related to vehicle movement, convenient access, and to provide maximum benefit/support for mixed-use development throughout The COR—and this is true for the park spaces too. While district parking is likely to begin with centrally located surface lots, over time, as new development intensifies, these will be converted to structured parking, either as stand-alone facilities (meeting specific design standards) or fully integrated within creatively designed development sites close to the Plaza. There are many precedent projects, local and national examples, which illustrate the variety of options available, from traditional approaches to the latest advancements in flat floor, flex-use/convertible strategies.

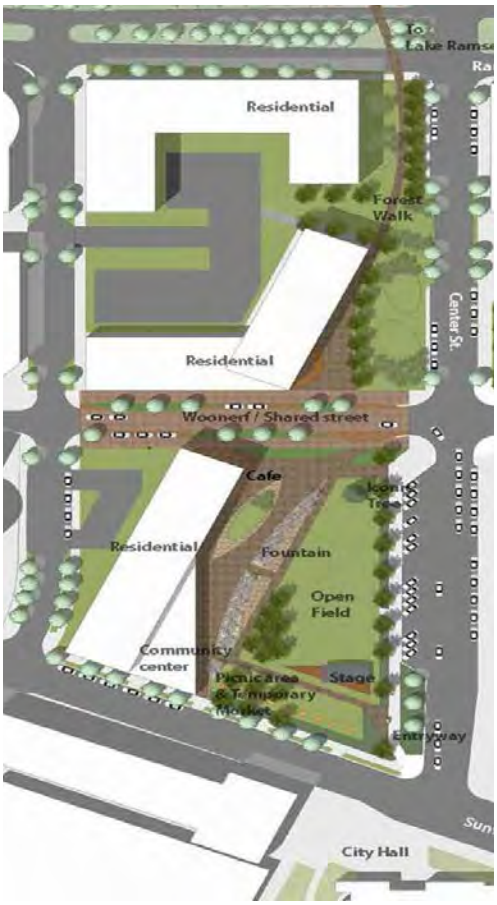
Primary Project Elements



Fountain and open space



Shared street in commercial district



Illustrative Plan (Cunningham Group 2013)



Welcoming edges, gateway to park



Forest walk to Lake Ramsey

Municipal Plaza

Basic assumptions that support Estimate of Potential Construction Costs:

- Total acres/square footage (approximate): 2 acres/87,120 square feet

Estimate based on park elements illustrated on Concept Studies:

1.	pavement (1/2 of total park area) 43,560 x $15/square foot	$ 650,000
2.	plantings (1/2 of total park area) 43,560 x $12/square foot	$ 525,000
3.	stage area canopy (space frame/awning)	$ 250,000
4.	lighting 70 pedestrian scale fixtures x $5,000 each	$ 350,000
5.	furniture i.e. planter walls, benches, bike racks, receptacles, etc	$ 300,000
6.	signage including large monument, information, direction	$ 100,000
7.	water feature (decorative, interactive, sculptural)	$ 200,000
8.	excavation/grading 25,000 cubic yards x $3/cubic yard	$ 75,000
9.	stormwater (surface / below ground), utilities, infrastructure*	$ 250,000
Subtotal		$ 2,700,000
Contingency and Soft Costs		$ 810,000
TOTAL		**$ 3,510,000** **or $ 40.29 per square foot**

**District systems approach vs. site by site.*

Lake Ramsey Commons



Lake Ramsey Commons Plan (Jacobson/LHB 2015)

As a major new public amenity, Lake Ramsey Commons has the potential to fulfill a list of much-discussed objectives related to water-oriented recreational uses in the community. This is an opportunity to integrate natural systems, with a focus on water resources and native landscapes, within an urban, pedestrian-oriented environment. As an added benefit, this will create an inviting backdrop for new development, active and passive recreation venues and other attractions. A destination in and of itself with proposed loop walkways and bicycle trails, The Lake also makes important connections to similar systems at The Draw and to points west as part of the proposed Greenway Trail connection to a proposed new community park at Lake Itasca. For the purposes of defining potential costs for future construction, a preliminary list of park elements (or basic design program) was discussed including:

- Concrete lined wading pond and sand beach
- Splash pad play area / water feature
- 6 to 7 acre lake with fishing pier(s) and other public access locations
- Pavilion/picnic shelter designed as a multi-purpose structure

Recommendations

Prepare a preliminary (schematic design) drawing set for the Lake Ramsey Commons land parcel to guide ongoing, and future excavation in this area. Define a prescribed phasing sequence that supports both future park construction and the need for fill material in the rest of The COR. Complete a detailed survey of this land parcel; stake out the extent of proposed lake boundaries and other park elements to clearly define the limits of disturbance and the potential for tree planting and other restorative landscape installations relating to the lake and greenway connections.

Survey a specific parcel along the lake edge to be reserved for future food / concession venue; promote the idea of one lakeside restaurant similar to Tin Fish (Lake Calhoun) or Bread and Pickle (Lake Harriet) in Minneapolis. This singular food venue will provide the desired lakeside dining experience without diminishing the level of intensity and street activity needed to support successful mixed-use and restaurant development around the Municipal Plaza.



Lake Ramsey Commons Rendering (Satoko Muratake, 2016)

Primary Project Elements



Bike trail and path



Wading Pond and splash pad



Pedestrian paths



Planted, soft edges



Flex use pavilion

Lake Ramsey Commons

Basic assumptions that support Estimate of Potential Construction Costs:

- Total acres/square footage for park area (approx.): 13.5 acres / 588,060 square feet
- Total acres/square footage for lake (surface area approx.): 6 acres / 261,360 square feet

Estimate based on park elements illustrated on Concept Studies:

1.	concrete wading pond, overlook; $6/sf	$130,800
2.	concrete bike trail and pedestrian path; $5/sf	$ 270,000
3.	plantings ~ 200,000 square feet x $5/square foot	$ 1,000,000
4.	lighting 70 pedestrian scale fixtures x $5,000 each	$ 350,000
5.	furniture, signage and lighting	$ 750,000
6.	splash pad play water feature (interactive, sculptural)	$ 300,000
7.	entry plaza including pavement, sculpture	$ 100,000
8.	fishing pier	$ 30,000
9.	pavilion (flex use, picnic shelter, no rest rooms)	$ 250,000
10.	excavation/grading 183,000 cubic yards x $3/cubic yard	$ 540,000
11.	lake liner 300,000 square feet x $3.50/square foot	$ 1,050,000
12.	stormwater (surface / below ground), utilities, infrastructure*	$ 300,000
Subtotal		$ 4,710,800
Contingency and Soft Costs		$ 1,413,240
TOTAL		**$ 6,224,040 or $ 10.58 per square foot**

**District systems approach vs. site by site.*

Greenway Trail Connection



Greenway Trail Connection Plan (Jacobson/LHB 2015)

This essential Greenway Trail Connection provides another opportunity within The COR to meet overlapping objectives for multiple use, district systems, wildlife habitat and other desired functional and aesthetic outcomes. While traditional bicycle/pedestrian trails and related amenities will certainly be a key component, the series of ponds, wetlands and other water-resource related features will provide the unique setting and ecological benefit derived from a more innovative approach to greenway design. For the purposes of defining potential costs for future construction, a preliminary list of greenway trail elements (or basic design program) includes:

- Combined bicycle / pedestrian trail
- Multiple locations for rest stops, interpretive / educational elements
- Multiple locations for boardwalk / bridge crossings
- Integrated drainage / stormwater management system to serve this district

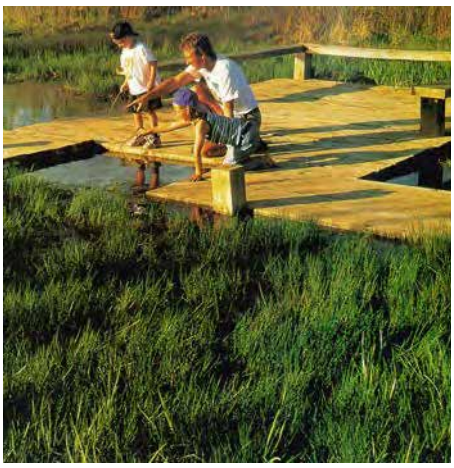
Recommendations

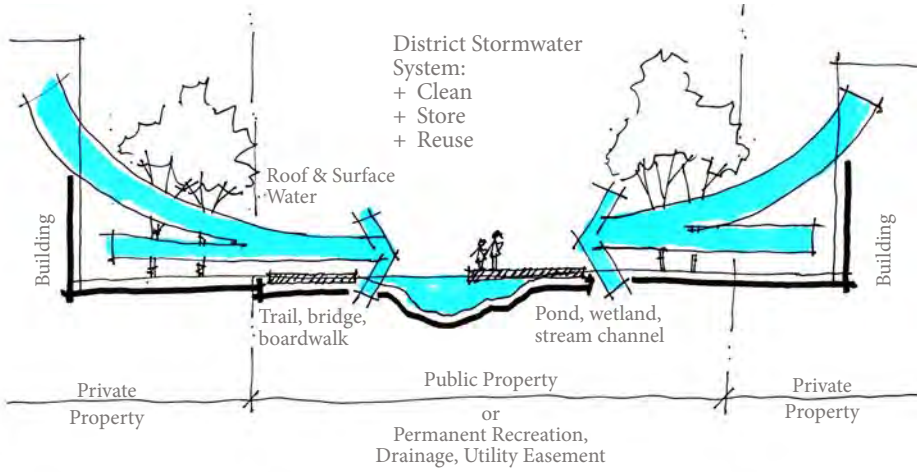
There is an opportunity to explore alignments for this Greenway Trail Connection that might provide greater benefits to the northwest quadrant of The COR – measured in social, economic and environmental value added. With modest enhancements to the existing trail along Bunker Lake Boulevard, and expanded greening initiatives west of the Ramsey Parkway, there is great potential to frame this quadrant on the north and south with attractive green corridors. Both of these travel routes accommodate multi-modal options, but with heavy emphasis on the automobile.

A third option, a meandering Greenway Trail Connection through the center of this quadrant not only provides a much-needed green amenity in this part of The COR, but also creates another valuable development 'frontage' to enhance land value and encourage private investment. This centrally located alignment will also provide opportunities for innovative approaches to district systems, particularly water resources – with the added benefit of an off-street, dedicated bicycle and pedestrian corridor linking local and regional trail networks.

The location and alignment of the Greenway Trail Connection will have considerable influence on development patterns in this quadrant of the COR. The various scenarios illustrated on pages 10 and 11 attest to the wide range of land use options; from 'super block', car oriented, destination convenience shopping, to finer grained, pedestrian-scaled, residential neighborhoods. This kind of imbedded public amenity will build value across multiple objectives, at individual site and district scale—leading to innovative, economically sustainable outcomes.

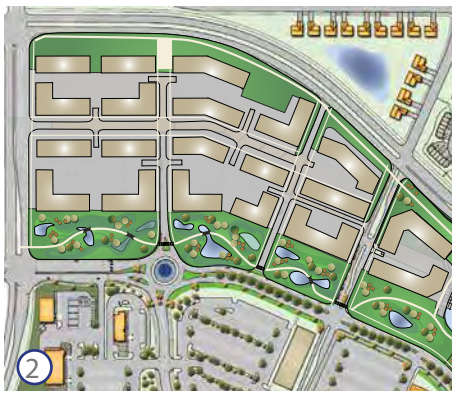
Greenway Trail Alternative Alignments







6.0 Plan Greenway Trail Opportunity (Jacobson/LHB 2015)



Alternative: South Greenway Trail Alignment (Jacobson/LHB 2015)



Ramsey Town Center Master Plan (CLOSE, 2001)

Greenway Trail Connection

Basic assumptions that support Estimate of Potential Construction Costs:

- Total acres/square footage for COR Greenway Connection (approx.): 2.5 acres / 108,900 square feet

Estimate based on park elements illustrated on Concept Studies:

1.	excavation/grading 2,000'L x 30'w x 10'd x $3/cubic yard	$ 100,000
2.	concrete combined trail (10') 20,000 square feet x $5/square foot	$ 100,000
3.	rest stops along trail including pavement, bench, canopy (4)	$ 120,000
4.	pedestrian/bike bridges across stormwater features (4)	$ 200,000
5.	lighting 20 pedestrian scale fixtures x $5,000 each	$ 100,000
6.	signage including large monument, information, direction	$ 50,000
7.	miscellaneous utilities/infrastructure	$ 50,000
8.	plantings 100,000 square feet x $5/square foot	$ 500,000
9.	stormwater (surface / below ground), utilities, infrastructure*	$ 300,000
Subtotal		$ 1,520,000
Contingency and Soft Costs		$ 366,000
TOTAL		**$ 1,886,000** **or $17.30 per square foot**

**District systems approach vs. site by site.*

Funding Scenarios and Strategies

Scenario 1 - Proximity to Parks; Revenue Producing Factors

This Scenario is based on a series of studies conducted by the Trust for Public Land (TPL), and more specifically their 2011 study for the City of Seattle (see attached). Similar calculations for The COR might offer several strategies to capture revenue specifically allocated for park and trail improvements.



- Value of properties within 500 feet of parks
- Value attributable to parks (4.84%)
- Property tax revenue from properties within 500 feet of parks
- Tax revenue attributable to parks (4.84%)

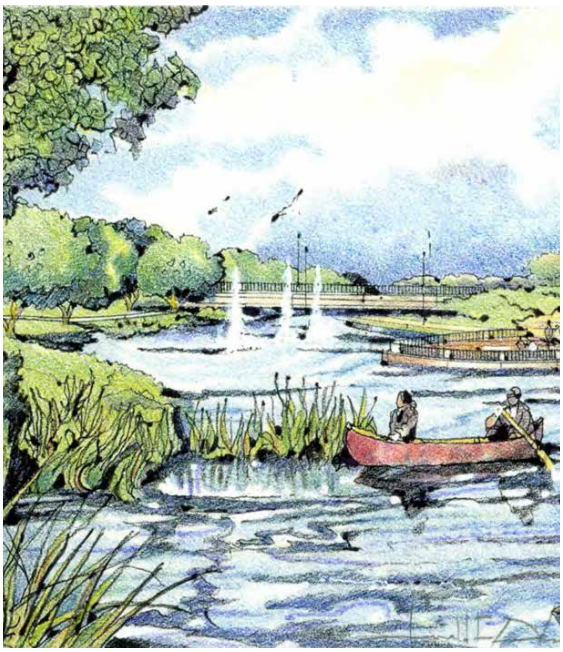
Strategies:

1. Capture a portion of increased property value – park and trail fees calculated as a percentage of property values attributed to nearby parks (adjusted premium per acre land sale cost)

2. Capture a portion of increased tax revenue – park and trail improvements calculated as a percentage of tax revenue attributed to nearby parks (then defined within the Parks' CIP)

Scenario 2 - District Stormwater Management System; Shared Costs for Infrastructure

This Scenario is based on recent work with the Mississippi River Watershed Management Organization to design and implement a district stormwater management system for the Prospect North redevelopment project in Minneapolis. Through additional research/design provided by Barr Engineering (and other sources) overall project objectives and design parameters were defined that would yield savings (and produce better overall outcomes) for both the City and property owners/developers. This approach used the following baseline assumptions:



To meet city standards for stormwater management through a traditional site-by-site approach, property owners/developers would typically spend between $90,000 – 150,000 per impervious acre to be treated.

To meet city standards for stormwater management through a district/shared system approach, costs will typically range from $50,000 – 90,000 per impervious acre to be treated (depending on the level of detail/intensity of the final design).

A couple things to note: The ranges shown above include both engineering/design fees and final construction costs. Ultimately this demonstrated multiple benefits and project efficiencies that meet functional (permitting) requirements and yield significant cost savings using the district/shared system approach, while at the same time raising the bar in terms of aesthetics, habitat creation, recreational use, increased property values and other positive outcomes.

Strategies:

1. Secure commitments from potential/future property owners/developers to pay to the City, no more than they typically would for site stormwater management components (site-by-site), but discounted per the savings realized for participating in a district stormwater management approach. For example: agreeing to pay $75,000 per impervious acre instead

of something around $100,000 per impervious acre – and using the northwest quadrant of the COR to demonstrate how this might work, take the approximately 30 acres (north of the parkway and west of the Lake Ramsey), multiplied by 80% impervious land cover (buildings, parking lots, streets, etc.) equals 24 acres, multiplied by $75,000 per acre (mid-range cost for shared approach) and the City would receive $1,800,000 from property owners/developers to design and build the system (see Estimate of Probable Construction Costs – Greenway Trail + Stormwater Management Corridor).

2. Define permanent stormwater/utility/recreation/access easements (that run with the land) that will reserve adequate acreage to accommodate district system design and construction.
3. Draft agreements (we have a successful template/model for this) between property owners/developers and the City to clearly define relationships, roles/responsibilities, timelines and other considerations.

Scenario 3 - Metropolitan Council – Livable Communities Demonstration Account (LCDA)

This Scenario is based on recent success securing grant monies from the Metropolitan Council to support design and construction of public realm improvements. Over the past several years, their project selection/award criteria has changed somewhat to reflect more contemporary and innovative development approaches. Toward that end, they are no longer funding purely infrastructure projects, but are more interested in proposals that link specific development sites with public transit, district systems (stormwater, parking, etc.) and creative design of 'signature public places'.



For example, in a recent successful application for the Prospect North Redevelopment District, the Metropolitan Council LCDA awarded one million dollars for improvements to Fourth Street (named "Green Fourth"), but also to be shared with the adjacent Cornerstone Development (mixed-use, housing over retail). Basically this one-third, two-thirds split is a mandate intended to thoughtfully integrate design solutions for both projects, including streetscape, stormwater management and other district system elements.

Strategies:

1. Seek willing development partners who will participate in shared-project scenarios similar to the example described above; with a specific focus on joint funding applications to help pay for various elements of your proposed signature parks and public spaces.
2. Carefully blend the interface between public and private property, particularly along the edges of proposed signature parks and public spaces, promoting flexible use, vibrant/inviting destinations and universal access. This will build a strong case for shared funding while illustrating the many shared benefits of an integrated design and project implementation approach.

Funding Scenarios and Strategies, con't

Scenario 4 - 'Pilot Cities' + Demonstration Projects – Renewable Energy Corridors

This Scenario is a bit more complicated and potentially involves the shared efforts of the City, the Metropolitan Council, the McKnight Foundation and the Metropolitan Design Center (University of Minnesota, College of Design). For the next round of Comprehensive Planning (required for all/most cities), the Metropolitan Council and other participants have suggested an updated approach and expanded planning criteria that perhaps better respond to the "Grand Challenges" of our time (U of M President Kaler). These include at the very least; climate change, equity and health.



To support cities, both large and small, already beginning the process to update their Comprehensive Plans, this group of stakeholders have proposed a series of workshops and city-by-city roundtables that will drill down and help address the specific challenges and needs for candidate 'Pilot Cities + Demonstration Projects' that meet their criteria. While the specifics of this approach, and the selection criteria/process, are still being resolved, the City of Ramsey might 'jump the queue' by expressing interest and beginning to organize your planning steps to take advantage of this opportunity. Benefits include, precedent research and best practice models from around the world, facilitated workshops with specific focus on Ramsey issues, funding support for planning studies to help redefine objectives, and final Comprehensive Plan document preparation that highlights innovation and implementation priorities.

Strategies:

1. Meet with leadership at the University of Minnesota, Metropolitan Design Center to learn more about this opportunity and, if interested, begin to define your commitment and potential next steps.
2. Schedule working session(s) to draft a plan/approach tailored specifically to your needs, including overall process, preliminary task outline, schedule, participants, roles and responsibilities, issues/ideas and other study requirements.
3. Schedule first Ramsey Workshop and Focus Topic Roundtable meetings to officially launch this process.

Scenario 5 - Seek Partnerships – Grants + Loans + Other Funding Sources

While this Scenario may at first glance seem very familiar as a means to secure project funding, there is a much broader playing field and an increasing menu of opportunities across the local, state and federal spectrum. There have been numerous recent successful applications that integrated project objectives with various essential infrastructure and development components including:

- Shared eco/environmental outcomes and benefits
- Energy innovation demonstration projects
- Health initiatives matched with wellness programs
- Affordable/life-cycle housing
- Living-wage jobs and other initiatives

One example: Prospect Park Minneapolis was just awarded a McKnight grant for $350,00 through their 'Regional Communities and Energy Program' to be used for detailed design of a district heating and cooling system (through District Energy Saint Paul) that will eventually serve more than 300 acres of mixed use/'Innovation District' development projects. This represents another major step toward sustainability goals, carbon reduction and a shift to renewable energy sources.

It is also important to note that this project is part of a layered approach that concurrently is working to integrate district infrastructure within a variety of proposed public realm improvements (parks, trails and so on). This includes district stormwater management, district energy and district parking, with a long-term view that shared systems will bring us much closer to the realities of living within our 'resource budget'.

Specifically related to infrastructure, district systems and the public realm, this is an opportunity to take a leadership role in demonstrating how shared corridors (for example: the proposed Ramsey Greenway Trail + Stormwater Management Corridor) could integrate solar hot water, photo-voltaics, geothermal heating and cooling, and other innovative approaches. We can no longer afford to approach these opportunities as 'single-issue' projects; it's not just a greenway with a trail, but it also needs to answer the question -"What else can it do?"

Strategies:

1. Take decisive steps toward creating a comprehensive list of public realm and infrastructure projects needed to support economic development outcomes you envision for the COR (and adjacent acreage).
2. Prioritize this list, seeking projects with overlapping/intersecting missions and objectives from various stakeholder groups, agencies and other funders; i.e. what types of projects fit their criteria that are also ready to move into the next stages of design and implementation.
3. Continue to develop a complete list of grant opportunities including key contact people, timeline, criteria, review process, examples of past applications and other factors that will improve your chances for success.



Lake Ramsey Commons Rendering (Satoko Muratake, 2016)



For additional information please contact:

Mark Riverblood
Parks & Assistant Public Works Superintendent
763.433.9853
mriverblood@cityoframsey.com

7550 Sunwood Drive NW • Ramsey, MN 55303
City Hall: 763.427.1410 • Fax: 763.427.5543
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The COR Interim Development Plan

Anticipated Adoption: 2017

City Council	Mayor Sarah Strommen Councilmember At-Large John LeTourneau Councilmember At-Large Kristine Williams Ward 1 Councilmember Jill Johns Ward 2 Councilmember Mark Kuzma Ward 3 Councilmember Melody Shryock Ward 4 Councilmember Chris Riley
Planning Commission	Chairperson Randy Bauer Vice-Chairperson Gary Van Scoy Bruce Anderson Ralph Brauer Cheri Gengler Cindy Nosan Patrick Surma Former Chairperson Gary Levine (in memory)
Economic Development Authority	Chairperson Jim Steffen Vice-Chairperson Wayne Skaff Philip Brundt Brian Burandt Glen Hardin Chris Riley (Council Representative) Kristine Williams (Council Representative)
Parks and Recreation Commission:	Shane Bennett, Chairperson Russell Bayer Andrew Fyten Jennifer Lestico Brandon Sis Charles Tchuinkwa Jon Trappen

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Environmental Policy Board	Thomas Stadola, Chairperson Michael Valentine, Vice-Chairperson Colleen Anderson Reid Bernard Jane Covart Michael Hiatt Lucas Trossen
Staff Team:	Tim Gladhill, Community Development Director Kurt Ulrich, City Administrator Patrick Brama, Asst. City Administrator/Economic Dev. Manager Chris Anderson, City Planner Bruce Westby, City Engineer Mark Riverblood, Parks and Asst. Public Works Superintendent

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Purpose of Interim Plan

The purpose of this document is to set into motion potential land use policy changes for The COR. In 2015, the City's Planning Commission described a need to evaluate and clarify the vision for The COR in response to several project approvals.

The Land Use Plan and Zoning Code are not the vision. They are the tool to achieve the vision. Focus on the elements that are important to us, regardless of the land use (examples include, but are not limited to greenway connections, sense of place, walkability). There are ways to achieve the vision, regardless of the use.

Common Terms

The COR Development Plan. This is the existing land use plan for The COR circa 2011. This is the official control and legal basis for land use decisions within The COR. Also referred to as the 'Development Plan'. This is the 'second generation plan' for the development, preceded by the Ramsey Town Center Master Plan.

The COR Interim Development Plan. This is the document you are reading now. While the City continues to refine land use recommendations and feasibility analysis for The COR, this document is intended to be a guiding policy document to review quality projects that do not meet the strict adherence to The COR Development Plan. Also referred to as the 'Interim Development Plan'.

The COR Development Plan Amendment. This is a future document. This will be the document that updates the Zoning Code, otherwise known as the official controls, for The COR. This will replace existing Comprehensive Plan, Zoning Code, and Design Framework. Also referred to as the 'Plan Amendment'. This will be considered the 'third generation plan' for The COR.

Using this Document

This land use plan is an interim plan that will guide land use decisions prior to a formal amendment for The COR. Uses currently allowed in The COR Development Plan shall be allowed consistent with applicable law. Projects consistent with options contained within this Interim Development Plan, but conflict with the existing plan, may proceed forward, but shall require a formal Plan Amendment. The policy directives of this document are advisory in nature, and are not binding. If a proposed project meets the minimum requirements of the existing Development Plan, it shall be considered consistent with the Development Plan and Zoning Code and shall be approved.

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Vision

The Vision Statement was created for the purpose of crafting update land use scenarios and is not intended to approve or disapprove individual projects. Projects must be reviewed using the City's Zoning Code as the official land use control. The Vision Statement is not a regulatory tool, yet a visionary tool.

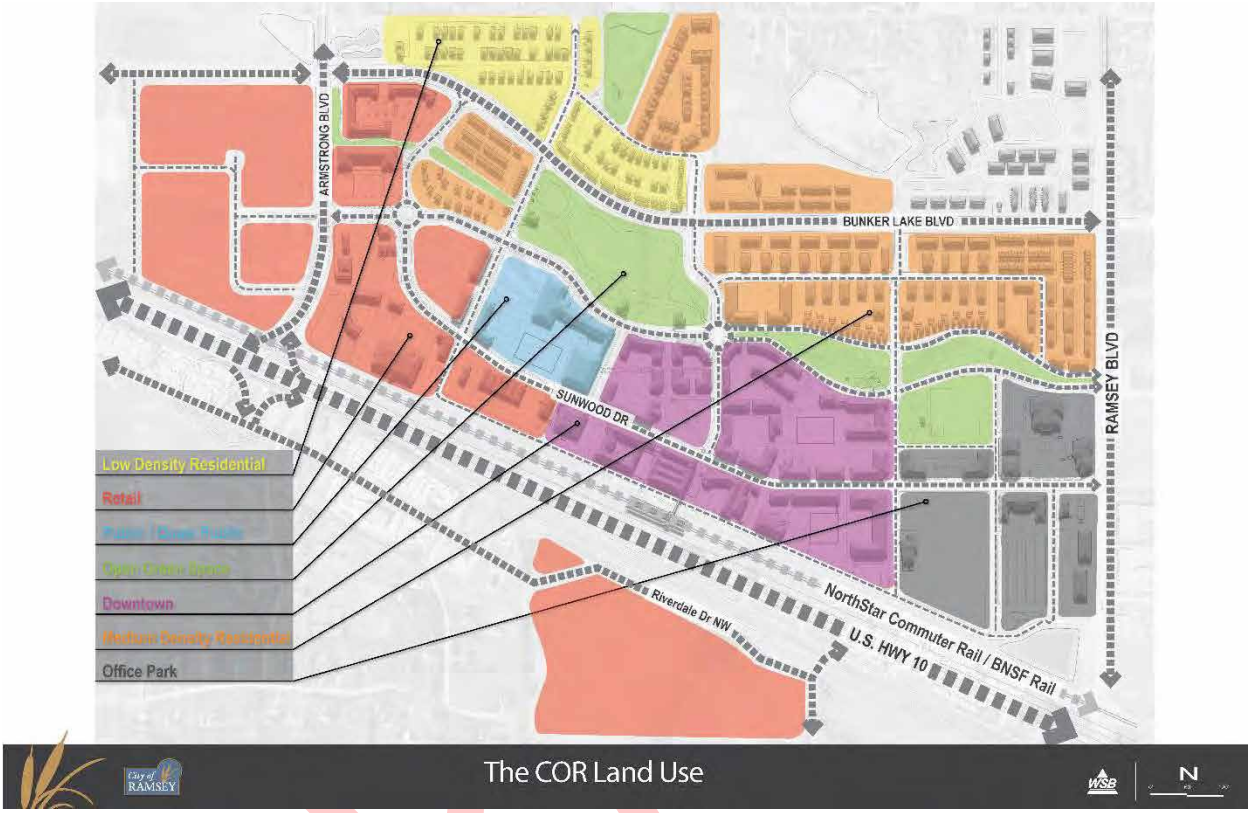
> *The COR will serve as a City Center primarily to bring people of Ramsey together that embraces natural market opportunities. The COR will also attract energy from the surrounding region. It will be a unique destination, technology-accessible, and serve as a gathering place. It will feature unique architecture stressing historical feel and function.*

Development-Wide Assumptions

1. The development is part of a broader **GROWTH MANAGEMENT STRATEGY** that protects the City's primary land use goal to respect the **BALANCE OF RURAL AND URBAN CHARACTER**.
2. The development shall take a **MIX OF USES** within the development, which is also known as **HORIZONTALLY MIXED USE** approach versus a strict adherence to traditional mixed-use definitions to require vertically mixed-use buildings. The mix of land use districts and land use types within the development as a whole shall guide success of mixed use, not strictly mix of uses within a building, block, or individual district. These types of mixes although not required, are encouraged. The 'mix of uses' approach shall not preclude flexible first floor and vertically mixed use buildings.
3. Our vision includes significant areas guided for a variety of **RETAIL OFFERINGS**. **HOUSING DENSITY** is important to that vision.
   The emphasis of the master plan concepts is to **GUIDE LAND USE**, and is **NOT SPECIFIC SITE PLAN REVIEW**. Future developers shall have the creative freedom to propose other concepts that are generally in line with **OVERALL VISION**.

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Land Use District (Sub-District) Descriptions and Requirements

The COR is divided into five (5) distinct land use districts that ensure a mix of uses and guides quality private and public development. These districts are considered sub-districts and can be amended easier than traditional zoning districts. The overall land use mix shall be provided. Amending sub-districts shall be approved by resolution of the City Council after recommendation by the Planning Commission, but shall not require a Public Hearing. Amending sub-district boundaries shall not require a Comprehensive Plan Amendment so long as the over land use balance is preserved.

1. Downtown District (COR-1)
2. Retail District (COR-2)
3. Office District (COR-3)
4. Residential District (COR-4)
5. Parks and Open Space District (COR-5)

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The Downtown District (COR-1)

Downtown District Description. The Downtown District shall be a high-density district with a mix of uses. Vertically mixed use buildings are not required, but are encouraged. The Downtown District shall be predominantly high-density residential to support existing transit and City growth-management goals, but is not required. Shared parking districts are an integral part of the success of this district. Urban design shall also emphasize build-to lines and pedestrian interaction. The district shall have the most robust architectural design standards amongst all City land use districts.

This district is the focal point of the development. This quarter-mile radius is key to land use supportive of transit and other City land use goals. The City of Ramsey and its funding partners (Anoka County, CTIB-Counties Transit Improvement Board, and Metropolitan Council) invested nearly $14 Million Dollars on the Northstar Commuter Rail – Ramsey Station, relying on The COR Development Plan. This district is described as predominantly high-density residential, with a number of commercial uses along Sunwood Drive. There should be a **MIX OF USES** within this district.

Planning Commission Recommendation: The City should focus on original visions to better manage parking and maximize land use of individual parcels. This includes reverting back to a **FLOOR AREA RATIO (FAR) OF 0.75** and retaining a strict adherence to **MAXIMUM PARKING** standards and shared **PARKING DISTRICT** requirements. Minimum density shall be fifteen (15) units per acre with no maximum density required.

4/25/17 City Council Work Session Comment. Concern was raised over reverting back to the 0.75 FAR, thus requiring vertical shared parking in the downtown district. Consensus was generally to study cost/benefit further, with acknowledgment of the need for flexibility.

5/25/17 EDA Comment. Open to discussion and reviewing further parking districts and parking ramps. However, the City should not force or require shared parking. Shared parking and parking ramps should be encouraged and strived for, but not required of private development. The City should not revert back to the 0.75 FAR.

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The Retail District (COR-2)

Retail District Description. The Retail District shall be focused on providing retail offerings to support the community and beyond. This district shall focus on smaller, unique shops, while allowing larger format retailers along Highway 10 where visibility and access is best.

Places to eat, shop, and be entertained were a key component of the original development. While other land uses have succeeded in continued growth, retail goals have struggled to keep pace. The City has continued to evaluate our retail marketing strategy, and amendments to this plan represent a broader effort to advance these goals.

Citywide, the community has over 150 acres of undeveloped or redevelopment areas guided for future retail growth. In comparison, the Riverdale shopping center in Coon Rapids is approximately 200 acres. Coupled with proximity to Elk River and physical barriers such as the Mississippi River and Rum River, it is not likely that the City will be successful in developing this amount of retail within this 20 year planning period, if at all. Additionally, the market for larger retail users is quickly changing with adapting technologies. The City's market experts have encouraged the City to re-evaluate its retail strategies.

EMPHASIS: The City continues to plan for a significant amount of retail growth within The COR and throughout the community. The recommendations below are not intended to de-emphasize our retail goals, yet strengthen said retail goals and focus on more appropriate areas for future growth.

Planning Commission Recommendation: The northwest quadrant of the development (bordered by Armstrong Boulevard, Bunker Lake Boulevard, Zeolite Street, and Sunwood Drive) should be amended to strengthen the **LAKE ITASCA GREENWAY**, create **SMALLER DESTINATION RETAIL USERS**. Half of this quadrant should be re-guided for **an APPROPRIATE RESIDENTIAL USE**, with **DENSITY** appropriate for the type of overall land use plan for The COR.

This is the area of **MOST SIGNIFICANT CHANGE** recommended by the Planning Commission. The Planning Commission collaborated on developing multiple land use scenarios. The overall approach was to divide the northwest quadrant into four (4) smaller sub-quadrants divided by future public roadways and greenways and allocating half the quadrants to smaller, destination retailers and the other half to residential uses. Based on feedback and reconciling multiple angles of consensus, the land use map below represents the primary recommended land use map.

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Primary NW Quadrant Land Use Map – Vertical Split (this will be the model of the actual land use map [focus on polygons per land use, less focus on detailed site planning])



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NW Quadrant Acceptable Alternatives

The alternatives listed below would require a future plan amendment, but are afforded certain policy feedback in advance. These can be viewed as 'pre-screened' alternatives.

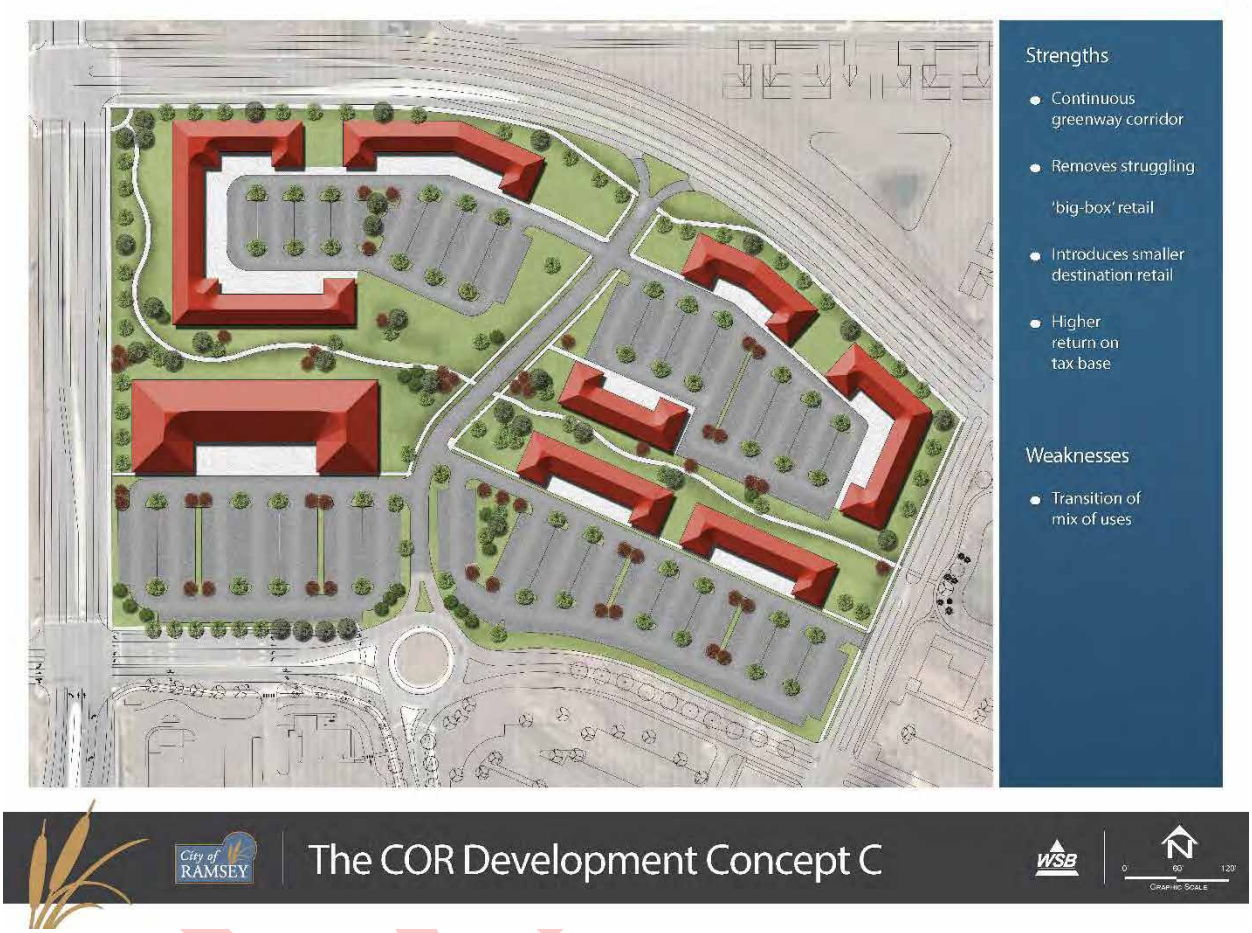
NW Quadrant Horizontal Split



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NW Quadrant All Retail



The Office District (COR-3)

This district represented the area of highest consensus amongst the Planning Commission.

Planning Commission Recommendation: **NO AMENDMENTS** to this district are recommended. However, the City should look at strategies to encourage parking districts within this land use district as well.

Note. During the January 24, 2017 Joint Work Session between the City Council and Planning Commission, it was noted that an office user may be possible in the northeast quadrant currently guided for retail use. Staff's recommendation, while a potentially positive amendment, would be to consider this possibility under a separate amendment, as the overall plan currently has a good balance of office planned, and a more comprehensive look would be needed for such an amendment.

The Residential District (COR-4)

The Residential District is further divided into three (3) categories. The descriptions below include recommended adjustments to density ranges.

- 'Low' Density (COR-4a). This is predominantly detached single-family located north of Bunker Lake Boulevard. The minimum density shall be four (4) units per acre and densities up to fifteen (15) units per acre shall be allowed.
- Medium Density (COR-4b). These predominantly include townhomes, both attached and detached. Minimum density shall be eight (8) units per acre with a maximum density of fifteen (15) units per acre. Additional density may be allowed via Conditional Use Permit.
- High Density (COR-4c). These areas are focused immediately north of The Draw Park and Amphitheater and provide a unique opportunity for interaction and transition. The emphasis on mix of uses is muted compared to the Downtown District. The minimum density of this district shall by fifteen (15) units per acre with no cap of maximum density.

Planning Commission Recommendation: The remaining undeveloped area immediately north of The Draw currently owned by K Hovnanian Homes shall be re-guided to High Density Residential. The Planning Commission recognizes the success of high density residential abutting The Draw on the south side (Parkview East) and sees this as an opportunity for consistent design when coupled with the future Aeon Apartment Development (north side).

Parks and Public Spaces (COR-5)

This district is governed by The COR Parks + Public Spaces Plan, and is included by reference as an integral part of The COR Interim Development Plan. Neither document shall be interpreted as a wholly separate document, and neither document shall be adopted or otherwise amended unless coinciding with each other. An amendment to one plan shall be considered an amendment to the other. This document has been adopted as a 'working draft' by consensus of the City Council. The intent is to adopt as a formal plan as part of the overall COR Development Plan Amendment.

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Continued on next page.

Implementation Plan

The Interim Development Plan represents Phase I of a three (3) phase project.

1. Interim Development Plan (this step)
2. System Plans (roads, utilities, parking structures, infrastructure, etc.).
3. Development Pro-Forma (funding and financing options.

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Major Planning COR Planning Efforts

EFFORT #1
COR Re-Visioning

PURPOSE
Update/ amend the vision for The COR.

1. Update COR Master Plan (map that shows vision, how the COR will look, how buildings will be oriented, where infrastructure should be located, etc.)

2. Update zoning district map (underlying land use regulations that will ensure the master plan will be implemented at the time individual projects come forward for review by the City)

3. Direction on outstanding major policy items:

   -Is vertically mixed use development a requirement?
   -appropriate size and location of retail uses?
   -Is there flexibility in location of zoning district borders?
   -Define basic vision and policy for community center.
   -Define basic vision and policy for parking ramps.

RESPONSIBLE BOARD
Planning Commission will draft a recommendation for Council consideration.

TIMING
Anticipated to have draft completed by April 2017. Once a draft is completed, it should be checked against COR System Plans and COR Pro-Forma. May need to be adjusted.

EFFORT #2
COR System Plans

PURPOSE
The City purchased The COR with two goals in mind (a) recover previous public investments, and (b) ensure the vision of The COR is implemented.

As a result, the City of Ramsey has taken the role of master developer for The COR. With the role, various assumed responsibilities are assigned to the City. Developers, businesses, and residents expect the city to have concept plans/ policies in place for the following items:

1. Storm water plan (regional)
2. Road plan (public roads)
3. Sign plan (development signs, way finding sigs, etc.)
4. Park & Trails plans
5. Community Center plan/ policy
6. Parking Ramp(s) plan/ policy
7. Cut/fill basic plan

There are many benefits to having this preliminary information ready—please see system plan dashboard for details. These plans are intended to be preliminary/ concept level only—for the sake of planning and budgeting.

RESPONSIBLE BOARD
Likely, all boards will be involved with this process. However, for the sake of efficiencies, the EDA will lead this effort. Findings will be presented to the Planning Commission and City Council.

TIMING
Upon completion of 1st draft of COR re-vision, staff would like to order this work for completion (i.e. begin May 2017). This work will take 6-9 months. Once draft is completed, it should be checked against COR Master Plan and COR Pro-Forma. May need to be adjusted.

EFFORT #3
COR Pro-Forma

PURPOSE
1. Update COR pro-forma based on updated vision and system plans. COR pro-forma will display the city's financial performance forecast/ project cash-flow over time (expenditures/ obligations versus revenues/ available funding).

2. Update COR TIF plan/ TIF analysis previously completed by Ehlers. This plan plays a major role in the "funding" side of the COR pro-forma. Because actual TIF revenues are based on actual completed projects, it would be helpful to update periodically. NOTE: TIF can only be used for projects completed before 2021.

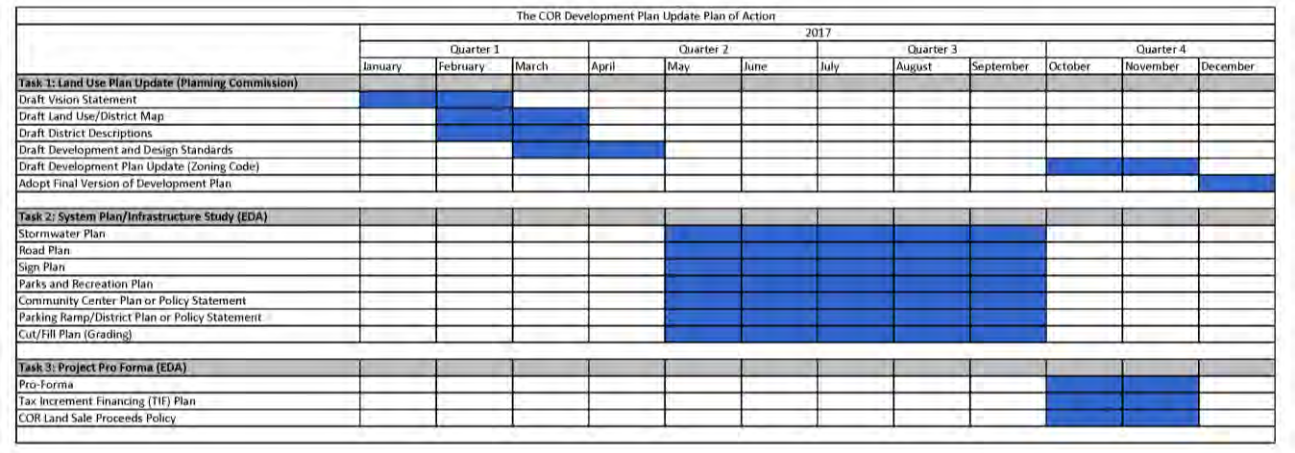
3. Update COR land proceeds policy. Staff would like to (a) clearly identify what previous expenditures the City wishes to repay itself, (b) consider using land proceeds only for non TIF eligible costs, and (c) update the City's land sale proceeds forecasts.

RESPONSIBLE BOARD
EDA will draft a recommendation for Council consideration.

TIMING
Upon completion of COR re-vision and COR system plans, staff will complete this work (i.e. begin late 2017). This work will take 1-2 months. Once draft is completed, it should be checked against COR Master Plan and COR system plans. May need to be adjusted

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The group then formulated a broad work plan to accomplish the many steps to complete an overall plan amendment and update.



The COR Development Plan Update Plan of Action												
	2017											
	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	January	February	March	April	May	June	July	August	September	October	November	December
Task 1: Land Use Plan Update (Planning Commission)												
Draft Vision Statement												
Draft Land Use/District Map												
Draft District Descriptions												
Draft Development and Design Standards												
Draft Development Plan Update (Zoning Code)												
Adopt Final Version of Development Plan												
Task 2: System Plan/Infrastructure Study (EDA)												
Stormwater Plan												
Road Plan												
Sign Plan												
Parks and Recreation Plan												
Community Center Plan or Policy Statement												
Parking Ramp/District Plan or Policy Statement												
Cut/Fill Plan (Grading)												
Task 3: Project Pro Forma (EDA)												
Pro-Forma												
Tax Increment Financing (TIF) Plan												
COR Land Sale Proceeds Policy												

Public Engagement

A key component of any policy decision is collaboration amongst its residents. These processes are part of natural and organic community conversations around key policy topics. The City will couple this policy discussion with ongoing workshops and community events as part of its overall Comprehensive Plan Update. For more information on this effort, please visit www.cityoframsey.com/ramsey2040.

4/25/17 City Council Work Session Note: All Boards and Commissions should review this document before the City Council considers formal adoption. The City Council should review the final document and approve before distributing to the public and stakeholders/landowners.

Mobile Comprehensive Plan Tour

The City is planning a Mobile Comprehensive Plan Tour for policy makers that will include local examples of plans and policies being discussed in the Comprehensive Plan Update. The tour is planned to include examples discussed in this Interim Development Plan as well.

Market Analysis

The Planning Commission recommends completion of a market analysis to confirm the policy directives of this document as it relates to the planned retail area. The Planning Commission continues to stress

the importance of attracting retail uses to the Development, but want to ensure that there is not too much areas guided for retail growth beyond what the community can sustain.

Community Center

The Planning Commission desires to continue to plan for a Community Center in The COR. The Planning Commission feels that this type of use would benefit the community and be a draw for other users within the development. This analysis will be completed as a separate planning process.

Architectural Standards

A key component of the policy discussion for The COR has been architectural design standards. The Planning Commission believes several recent projects fell short of community expectations. While originally intended to be part of Phase I of The COR Development Plan Update, the Planning Commission continues to refine these recommendations and will continue throughout Phase II and Phase III to bring a quality recommendation forward with a full Plan Amendment.

The standards below are not an exhaustive list of current design requirements, yet a focus on key topics that have been raised for future discussion. Upon final amendment, the City will prepare a side-by-side comparison of all existing and proposed design requirements. The final version of this Interim Development Plan will also include drawings/illustrations to illustrate the narrative being discussed.

The COR should continue to focus on four-sided architecture visible from the public realm. Quality signage on all four sides of the building should be allowed. The community should be able to park on public streets and reasonably access the building.

Planning Commission Recommendation: In the interim, the Planning Commission shall serve as an ad-hoc architectural review committee. Projects shall complete an architectural review prior to official Site Plan Review. The Planning Commission reserves the right to establish an ad-hoc sub-committee to serve as this Architectural Review Committee. The Planning Commission recommends that the City supplement the Development Review Team with the services of a licensed architect to help develop updated design standards and review development proposals. This will add value to the process, hopefully streamline review, and is in line with other professional services the City employs in development review. The cost of these services are the responsibility of the Developer.

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Additional Discussion Points:

* The intent of design requirements is to maintain a consistent development look and acknowledge the pride and planning that went into the vision of this development. The tradeoff of a more densely developed areas was an acknowledgement of the need to 'step up' architectural design.

* All single-family homes in The COR shall include/not include a porch that protrudes from the front of the home, even with the garage, and not a recessed entry in the middle of the home.

* Over the next several months, the Planning Commission will better define front porches and if any additional design requirements or restrictions (i.e. split entry homes) are warranted. .

* Buildings in the Downtown District shall include a minimum of 50% brick. Vinyl siding shall not be allowed. Fiber cement panels shall be allowed as a complimentary material.

* Buildings in the Residential District shall have a minimum of 35% brick or stone on the front façade. Vinyl siding is allowed.

Private Open Space and Stormwater Design

The Planning Commission has expressed a concern over a perceived lack of private open space in medium density development as well as depth and steep slopes of stormwater ponds within the development due to the higher density nature. This concern has not yet been resolved, but will continue to be discussed during Phases II and III of the Plan Amendment. The City shall take into account sidewalks, greenways, and other private and innovative improvements (such as wonerfs).

Site Selection Process

The City is in a unique situation as Property Owner and Regulatory Authority. This presents opportunity, but also requires special attention to remain accountable to the public. In order to balance this

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approach without creating burdensome processes, the following steps shall be followed when considering a Purchase Agreement with the City in The COR.

Any perspective buyer of City-Owned Property in The COR shall first meet with City Staff to discuss appropriate sites. This is known as the Site Selection Process. The City and Buyer shall review multiple sites before selecting a preferred location. Depending on the complexity of the project, the City reserves the right to take this Site Selection Process to the Planning Commission, EDA, and City Council before reviewing a specific site.

The Buyer shall provide a site concept to be reviewed by the Planning Commission, EDA, and City Council before approving a Purchase Agreement. When a single-user proposes to purchase a portion of an undeveloped block or area, a series of 'site concepts' shall be developed before reviewing with any City board or commission. These site concepts shall demonstrate at least one reasonable concept for the remaining portion of the site that fits the vision and requirements of that area/district.

The Buyer must still complete the official Site Plan Review (and Subdivision) process after the Purchase Agreement Phase.

History of Policy Discussion

This Interim Development Plan is the result of a Planning Commission initiative dating back to 2015. The City has invested a significant amount of time, energy, and resources in order to ensure a **MARKET RELEVANT PLAN** that balances **COMMUNITY VISION**.

Joint Work Sessions

The City Council and Planning Commission have met on multiple occasions to frame the policy question, discuss strategies, and identify solutions.

- March 26, 2015 = Joint Work Session
- July 12, 2016 = Joint Work Session
- January 24, 2017 = Joint Work Session

Surveys

In 2016, the City surveyed its Board and Commission Members on key topics related to The COR Development Plan.

The key directive coming out of review of these results on July 12, 2016 was to create a forum for policy makers to ask questions and receive direct feedback from developers and market experts, rather than completing another market study.

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Market Panel Event

On October 27, 2016, the City hosted several market experts to respond to a wide range of policy topics raised by community policy makers. The output from this event served as an important foundation for land use recommendations developed by the Planning Commission.

Planning Commission Work Sessions

The information gleaned from the steps above were utilized to begin important policy discussions about the future of The COR. Following review of the Market Panel Event, the City Council authorized the Planning Commission to begin formulating land use recommendations for The COR. The Planning Commission met Work Sessions dedicated to The COR on multiple occasions.

- January 5, 2017 (to prepare for the January 24, 2017 Joint Work Session with the City Council)
  - Develop a Vision Statement
- February 2, 2017
  - Refine the Vision Statement
  - Collaborate on a Future Land Use Map
- March 2, 2017
  - Refine the Vision Statement
  - Refine the Future Land Use Map and Alternative Future Land Use Maps
- April 18, 2017
  - Refine the Vision Statement
  - Refine the Future Land Use Map and Alternative Future Land Use Maps
- April 25, 2017
  - Draft document reviewed by City Council and Planning Commission in Joint Session.
  - Authorization to review with internal advisory boards and commissions.
- May 25, 2017
  - Draft document reviewed by EDA. Feedback/comments added to document.
- June 1, 2017
  - EDA comments reviewed by Planning Commission.

The Interim Development Plan is anticipated to be adopted in 2017.

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CC Regular Session **7. 8.**

Meeting Date: 04/24/2018

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Status Update on the Mississippi Skyway, and Authorization to Prepare a Grant Application to Metropolitan Council for the Mississippi Skyway.

Purpose/Background:

The purpose of this case is to provide City Council with a summary update on the on-going Mississippi Skyway project; and to receive authorization to prepare an application for approximately $3.7 million dollars in Federal funding through Metropolitan Council's Regional Solicitation grant program, due July 13, 2018. (The total cost to extend and complete the pedestrian bridge is approximately $4.5M + 12-15% for construction engineering.)

Since 2012, the City of Ramsey, with its regional partners, has made significant and progressive improvements on many aspects of the pedestrian bridge planned for over Hwy 10. A summary includes:

- Receiving a $100,000 Transit Oriented Development grant—resulting in Preliminary Design.
- Completion of the Regional Mississippi River Trail—at the south touchdown point of the proposed bridge.
- Securing the 100' x 100' foot touchdown easement adjacent to Riverdale Drive—a contribution by a private developer, with a value in excess of $100,000.
- Receipt of $490,000 in National Park Service funding—resulting in the development of Final Plans and Specifications, making for a 'shovel-ready' project.
- Level 2 Layout approval by MnDOT and the official assignment of Bridge #02053
- Removal of the overhead three phase power line between Riverdale Drive and Hwy #10, reducing the project cost in excess of $235,000.
- *Realignment of the Central Anoka County Regional Trail (pending final approval by Met Council) to Center Street, the Northstar rail station, and crossing Hwy 10 with the completed skyway.

* The following is the rationale for Anoka County initiating the realignment of the regional trail to the location of the extension of the skyway: *"Currently the City of Ramsey [and regional trail users] has limited access to the Mississippi River and Mississippi West Regional Park because Highway 10 is a large barrier for bicycle and pedestrian access. This amendment proposes to change the alignment of the Central Anoka County Regional Trail within the City of Ramsey to better connect with local parks, trails, restaurants, businesses and transit, while still providing a [safe] connection to the river and Mississippi West Regional Park."*

Notification:

No public notification is required.

Observations/Alternatives:

Observations:
There can be a significant amount of effort invested in the preparation of a grant proposal that this case discusses, and thus the request for $5,000 in consulting services to assist in the preparation of the application, at this time.. Additionally, Staff is seeking authorization to invite Anoka County to partner in the application for the Metropolitan Council's Regional Solicitation for the proposed Mississippi Skyway—which is an element of the Central Anoka County Regional Trail.

Further, this case proposes that Staff be directed to develop a list of alternatives and options for the funding the required local match (+/- $800,000), should grant funding be secured—and return for City Council authorization for final approval to apply for Metropolitan Council's Regional Solicitation in late June or the first Council meeting in July 2018.

Three items should be noted here; the first is that if successful in the grant application, funding would not be available until 2022 (or thereafter). Secondly, the funding source being applied for, is only monies available for bicycle and pedestrian facilities like the Mississippi Skyway. And third, and perhaps most importantly, seeking funding for the *pedestrian facility does not compete for surface transportation improvements to Hwy #10—but rather is an integrated, multi-modal highway safety improvement that effectively supplements desired improvements to the Hwy #10 corridor.*

Funding Source:
Funding authorized as part of this case, in the amount of $5,000, would be from the Park Trust Fund which has a balance of approximately $2M. This case does authorize staff to *begin the process* to seek Federal funding. It may be pointed out the grant source this case references, requires a 20% local match (which is not specified at this time), and does not preclude other Federal funding sources—as long as there remains a local match.

Recommendation:
Staff recommends preparing a grant application concurrently with pursuing an agreement with Anoka County to apply for the grant, and identifying options for the required 20% of local share.

Action:
Motion to authorize up to $5,000 in Park Trust Funds for consulting services, to prepare an application for up to $4 million dollars in Federal funding through Metropolitan Council's Regional Solicitation grant program, for the Mississippi Skyway—while pursuing a partnership for both the application for the grant funding, and (potentially) for an agreement to identify the local match.

Attachments

consultant assistance proposal
Central Anoka county Regional Trail
Miss.Skyway Ex Summary
illustrative budget
Signed MnDot Layout approval
Graphics Miss Skyway
final plans

Form Review

Inbox	Reviewed By	Date

Grant Riemer	Grant Riemer	04/19/2018 01:58 PM
Kurt Ulrich	Kurt Ulrich	04/19/2018 02:15 PM
Form Started By: Mark Riverblood		Started On: 04/18/2018 06:02 PM
Final Approval Date: 04/19/2018		

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Fax: (763) 427-0833
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April 17, 2018

Mr. Mark Riverblood
Parks & Assistant Public Works Superintendent
City of Ramsey
7550 Sunwood Drive NW
Ramsey, Minnesota 55303

RE: City of Ramsey - Regional Solicitation Application for the Mississippi Skyway

Dear Mr. Riverblood:

The City is considering preparation of an application for the Metropolitan Council's Regional Solicitation process, which allocates federal transportation funds to locally-initiated projects to meet regional transportation needs.

The Regional Solicitation occurs on a two year cycle. An application was submitted during the last solicitation for the Mississippi Skyway project. The previous submittal will form the basis of the new application.

We will review the previous application scoring summary that was distributed by the Metropolitan Council and make recommendations for improving this year's submittal. We will work with the City in preparation of the new application by reviewing the previous application text, and making sure the City is taking advantage of any new scoring criteria changes. We will also work with the City in obtaining updated letters of support and in updating any of the visual attachments to the application.

Ashley Hudson, Transportation Planner & Landscape Designer, will be Bolton & Menk's key contact for the project. Ashley works closely with Eric Johnson and Angie Bersaw, and is currently assisting them with the City's TH 10 planning study. Ashley's resume is attached for reference.

We estimate the assistance will be between 30 and 50 hours, depending upon the actual services requested and provided. Ashley's current rate is $105/hour. For budgeting purposes, we propose a Not-to-Exceed fee of $5,000. If more time is required, we'll discuss it with the City before exceeding the budget amount.

If there are any questions or concerns, please call me at (651) 968-7760.

Sincerely,

Bolton & Menk, Inc.

Kevin P. Kielb, P.E.
Project Manager

C:\Users\kevinki\Desktop\Riverblood Proposals\Ramsey TAB Application 04172018.docx

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Ashley A. Hudson

Transportation Planner

BOLTON & MENK

Real People. Real Solutions.

Education

Master of Science - Urban and Regional Planning
Minnesota State University, Mankato

Bachelor of Science - Landscape Architecture, North Dakota State University

Bachelor of Science - Environmental Design, North Dakota State University

Organizations

American Planning Association

Women in Transportation

American Society of Landscape Architects

Summary

Ms. Hudson began her career in 2011 as a Transportation Planner and Landscape Designer. She has excellent capabilities in grant writing and research, written and visual project communications, creative thinking, land use planning, and general transportation planning. Her experience includes corridor planning projects at varying scales, creating and executing dynamic public engagement plans, park and trail master plans, roadway and pedestrian scale lighting plans, and several successful funding pursuits for roadway and trail/sidewalk facilities. Ms. Hudson also has project experience on the construction side including landscape inspection and product selection and approval for both site amenities and lighting products.

Experience

Corridor Studies and Transportation Plans

- CSAH 83 Preliminary Design, Shakopee Mdewakanton Sioux Community
- CSAH 17/Vierling Drive, City of Shakopee, MN
- CSAH 17/Vierling Drive, City of Shakopee, MN
- CSAH 24 Improvements, City of Chisago City, MN
- CSAH 68/TH 52 PEL Study, Goodhue County, MN
- TH 10 Access Planning Study, MnDOT Metro
- TH 10 Anoka Solution, City of Anoka, MN
- 125th Street NW Corridor Preservation Study, Olmsted County, MN
- CSAH 34 T Transportation Needs Study, Steele County, MN
- 18th Avenue NW, City of Rochester, MN
- Old Crystal Bay Feasibility Study, City of Orono, MN
- Shakopee Mdewakanton Sioux Community Transportation Plan Update

Corridor Planning and Design

- Southview Boulevard Improvements, Dakota County, MN
- TH 5 Corridor Improvements and EAW, City of Waconia, MN
- Downtown Lighting Plan, Red Wing, MN
- CSAH 50 Expansion, Dakota County, MN
- TH 4 Reconstruction, City of St James, MN
- CSAH 22 Infrastructure, City of Eagle Bend, MN
- Lave Ave Reconstruction, City of Paynesville, MN
- TH 41 Reconstruction, Carver County, MN
-
- CSAH 8 Reconstruction, Dakota County, MN

Successful Funding Pursuits

- 2015 Safe Routes to School, City of Forest Lake, MN ($745K)
- 2015 Green Haven Pkwy Municipal Agreement, City of Anoka, MN ($710K)
- 2016 Safe Routes to School, City of Fairmont, MN ($714K)
- 2017 TH 10 Regional Solicitation, City of Anoka, MN ($7M)

- 2017 Local Road Improvement Projects:
  - Industrial Loop Reconstruction, City of Red Lake Falls, MN ($750K)
  - Spring Creek Road Reconstruction, City of Red Wing, MN ($490K)
  - Commerce Drive Reconstruction, City of North Mankato, MN ($700K)
  - Southview Blvd Reconstruction, City of South St Paul, MN ($400K)

Trail Studies

- Camp Ripley/Veterans State Trail Study, Region 5 Development Commission
- River to River Greenway, Dakota County, MN
- Minnesota River Greenway, Eagan Alignment, Dakota County, MN

Parks

- River Oaks Park Master Plan, City of Big Lake, MN
- Lakeside Park Master Plan, City of Big Lake, MN
- Friederichs Park Master Plan, City of Eden Valley, MN
- Eldorado Park Master Plan, City of Clearwater, MN

Multimodal Planning

- Active Transportation Plan, City of Fairmont, MN
- Sidewalk and Trail Plan, City of Wells, MN
- Parks, Trails, and Open Space Master Plan, City of Forest Lake, MN

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Central Anoka County Regional Trail

Master Plan Amendment

2018

Anoka County
PARKS & RECREATION

ACKNOWLEDGMENTS

ANOKA COUNTY BOARD OF COMMISSIONERS
Rhonda Sivarajah, Chair
Julie Braastad
Mike Gamache
Jim Kordiak
Matt Look
Scott Schulte
Robyn West

ANOKA COUNTY PARKS AND COMMUNITY SERVICES COMMITTEE
Commissioner Jim Kordiak, Chair
Commissioner Look
Commissioner Schulte

METROPOLITAN COUNCIL

CITY OF RAMSEY

ANOKA COUNTY PARKS AND COMMUNITY SERVICES DIVISION
John VonDeLinde, Division Manager

ANOKA COUNTY PARKS AND RECREATION DEPARTMENT
Jeff Perry, Park Planning and Resources Manager
Karen Blaska, Park Planner

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Central Anoka County Regional Trail

Master Plan Amendment

Introduction

The proposed Central Anoka County Regional Trail is a 26 - mile paved regional trail that traverses the middle of the county connecting Mississippi West Regional Park in Ramsey, MN to Rice Creek Chain of Lakes Park Reserve in Lino Lakes and Centerville, MN. The trail master plan was first adopted by the Anoka County Board of Commissioners in 1999 and then expanded to the Washington County line in 2008.

The most recent amendment identified the trail alignment between Hanson Boulevard and Highway 65 in the Cities of Andover and Ham Lake. A portion of this trail alignment was constructed as part of the Anoka County Highway CSAH 116 reconstruction project. Included with the trail construction was a pedestrian underpass to allow safe passage under Bunker Lake Boulevard and into Bunker Hills Regional Park. To date, approximately 18.5 miles of the 26 mile-trail have been constructed.

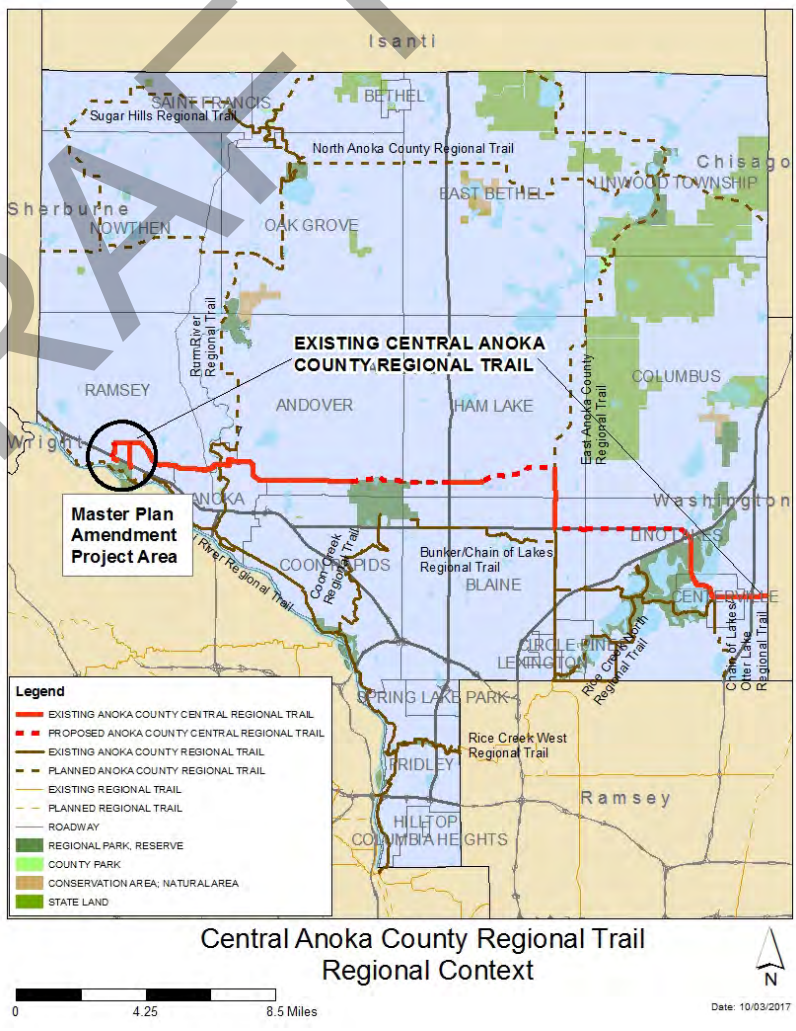


Figure 1

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This master plan amendment addresses a segment of trail located in the City of Ramsey, as shown in Figure 1 and 2. In 2017, the City of Ramsey requested the County to change the trail alignment from its existing route along Ramsey Boulevard to align with Center Street, the Ramsey Northstar Station, a proposed pedestrian overpass over Highway 10, and ultimately connect to Mississippi West Regional Park, the Mississippi River and the Mississippi River Trail, a federally designated bike route (U.S. Bike Route 45). In addition, the trail is proposed to connect to the Mississippi National River Recreation Area.

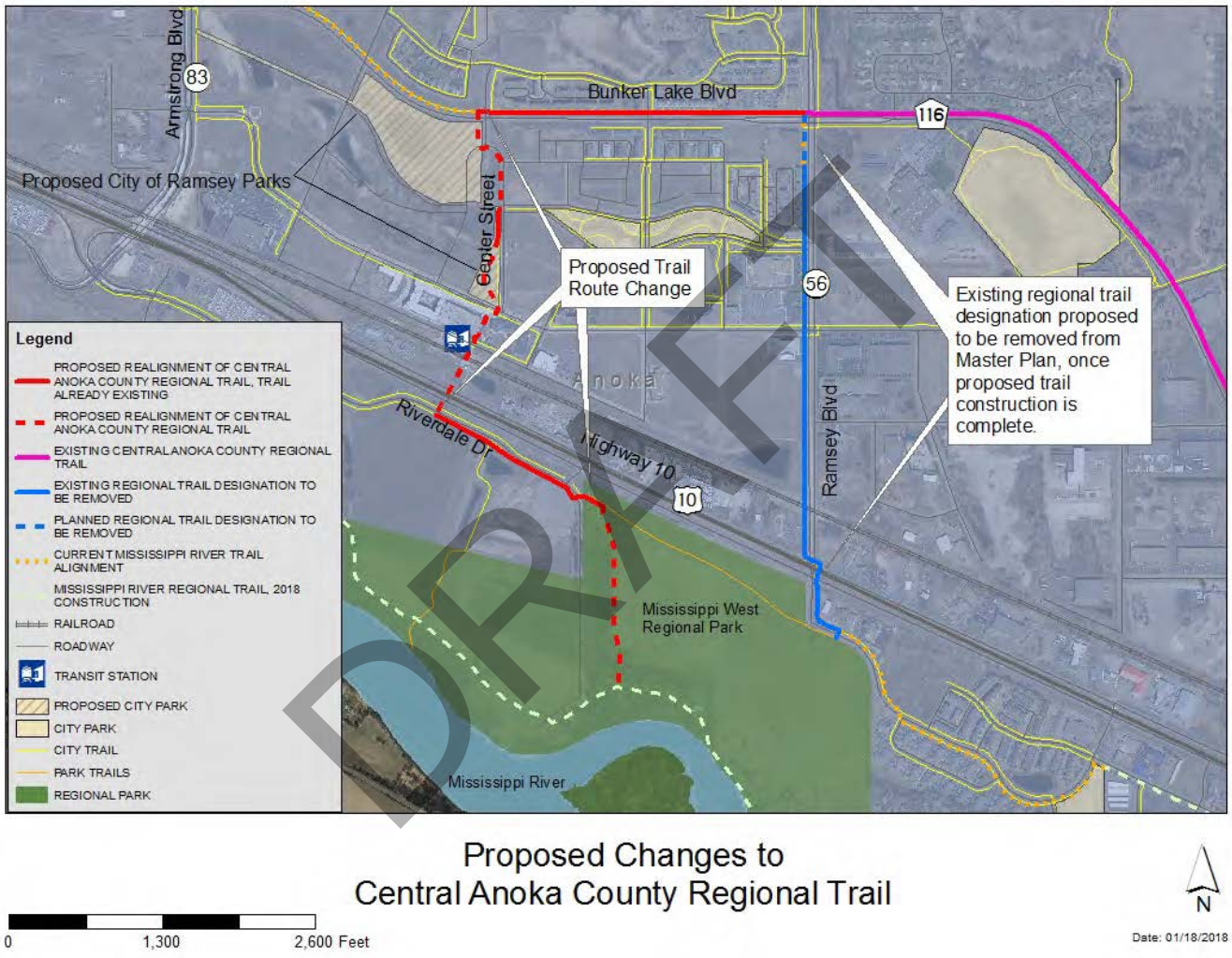


Figure 2

Boundaries and Acquisition

The majority of the proposed change to the Central Anoka County Regional Trail segment discussed in this master plan amendment is already existing within the road right of way. Where the trail does not currently exist, the City of Ramsey owns the right of way or has an easement for regional trail purposes. The value of said easement is approximately $100,000. Prior to construction of the trail, a

Joint Powers Agreement will outline and confirm use of the city owned right-of-way and easements for regional trail use. Therefore, no acquisition costs related to this trail change will be required.

Demand Forecast

Overall, demand for parks, trails and recreational opportunities have been on the rise over the past several years. In 2016, according to the Outdoor Foundation's Topline Report[1], nearly half of all Americans or 144 million Americans participated in at least one outdoor activity. This number is up from 2010, when there was only 137.9 million participants. The increase in participants is indicative of an increase recreational demand.

Looking at the metropolitan regional area, according to the Metropolitan Council's 2040 Regional Parks Policy Plan, the metropolitan region is expected to gain over 850,000 residents between 2010 and 2040, for an estimated total population of over 3.7 million people in 2040. Anoka County's population is expected to grow approximately 30-35% between 2010 and 2040, with a total population estimate of 440,420 in 2040[2]. The City of Ramsey's population is anticipated to grow from 23,668 in 2010 to 34,700 in 2040. There are still many undeveloped tracts of land within the City that will allow the City to continue to grow. The increase in population throughout the metropolitan area, Anoka County and the City will only increase demand for recreational opportunities and for trail gaps to be filled.

While the current gaps in the trail may deter some use, the Central Anoka County Regional Trail did have approximately 95,000 visits in 2016. When additional segments are completed, that will create more recreational opportunities and provide additional connectivity through the cities and county. The use estimates for Anoka County show that regional trail use has almost doubled from 583,500 visits in 2009[3] to over 1.2 million visits in 2016, further illustrating the increasing demand for trails. [4]

It is anticipated that the number of visitors to this particular trail segment will grow substantially once it's complete due to the proximity of the trail to the large numbers of planned residential homes near it, the proximity to commuters and the Northstar Rail Station, as well as the existing residential, business and entertainment land uses nearby. The average weekday Northstar Line ridership for 2016 was just over 2500 people.

Lastly, while the portion of Central Anoka County Regional Trail discussed in this master plan amendment is not on the Regional Bicycle Transportation Network (RBTN), it is proposed to connect to a Tier 1 Priority Regional Bicycle Transportation Corridor, the state and federal designated Mississippi

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[1] Outdoor Foundation's 2017 Topline Report on Outdoor Recreation Participation in 2016

[2] Metropolitan Council's Thrive 2040 MSP – Local Forecasts as of September 1, 2017

[3] Metropolitan Council's Annual Use Estimate of the Metropolitan Regional Parks System for 2009, April 2010

[4] Metropolitan Council's Annual Use Estimate of the Metropolitan Regional Parks System for 2016, July 2017

River Trail, which illustrates the importance of regional trails and how they serve to connect transportation systems. See Appendix for map of RBTN network.

Development Concept

The development concept for the proposed trail realignment in the City of Ramsey is highlighted in Figure 3.

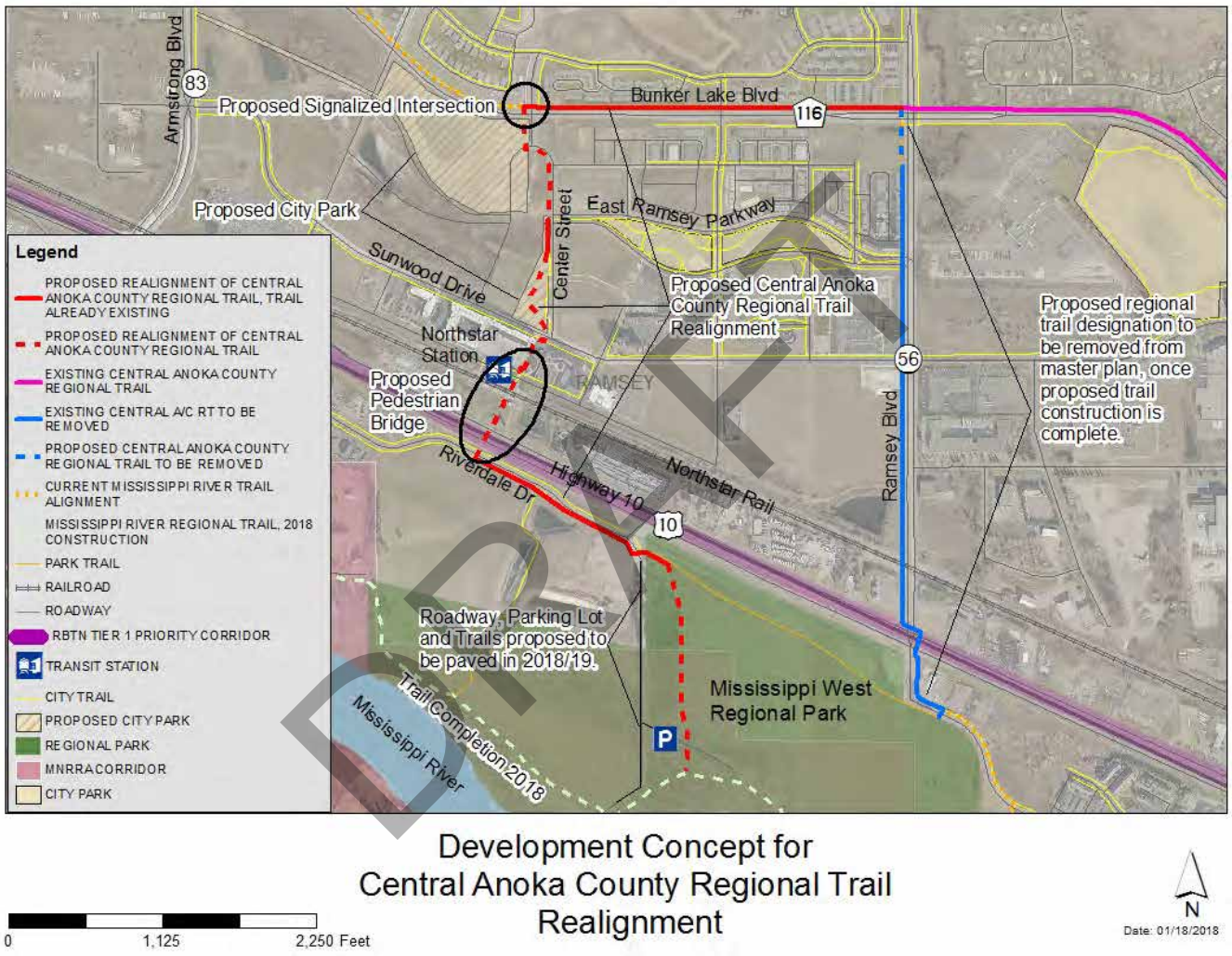


Figure 3

Currently the City of Ramsey has limited access to the Mississippi River and Mississippi West Regional Park because Highway 10 is a large barrier for bicycle and pedestrian access. This amendment proposes to change the alignment of the Central Anoka County Regional Trail within the City of Ramsey to better connect with local parks, trails, restaurants, businesses and transit, while still providing a connection to the river and Mississippi West Regional Park. The current regional trail designation along Ramsey Boulevard is proposed to be removed once the proposed changes, outlined

below, have been constructed and a direct connection to Mississippi West Regional Park is made. The existing designated region trail along Ramsey Boulevard was completed when the road was reconstructed so no Metropolitan Council Regional Parks Capital Improvement Program funds or Parks and Trails Legacy program funds were used for the construction of that segment.

While the County debated keeping the existing alignment, the initial input from the public for a safer alternative to the signalized intersection at Ramsey Boulevard and Highway 10, showed the need for a grade separated crossing over Highway 10. Highway 10 is a 55-60 mph high speed road and public input suggested that bicyclists and pedestrians are not comfortable crossing Highway 10 at the signalized intersection. Therefore, a grade separated crossing would be a safer option for bicyclists and pedestrians to access the park and the river.

To eliminate the Highway 10 at grade crossing, the proposed change would shift the regional trail approximately one-half mile to the west along Center Street. At Center Street, the trail is proposed to cross to the south of Bunker Lake Boulevard. At this intersection, the City anticipates a signalized intersection to occur within the next 5-7 years in conjunction with the road being reconstructed. A signalized intersection will provide a safer crossing for pedestrians and bicyclists. Until that time, the City and County will work cooperatively to install a Pedestrian Hybrid Beacon or high intensity activated crosswalk (HAWK) system used to stop traffic and allow trail users to cross a high-speed road safely. Once south of Bunker Lake Boulevard, the trail is proposed to follow Center Street south to Sunwood Drive. The first 900 feet (approximately), from Bunker Lake Boulevard to East Ramsey Parkway does not exist yet and is proposed to be constructed on the west side of Center Street and paved to a ten-foot width. This section of trail will require a crosswalk. Center Street is a low speed road and a striped crosswalk with advance alert trail crossing signs will notify drivers of the crossing and allow enough time for vehicles to yield to pedestrians.



Proposed PHB or HAWK System Light until Bunker Lake Blvd/Center Street intersection is signalized


Existing segment of bituminous trail and concrete sidewalk. A new bituminous trail will be built separate from the sidewalk when parcel is developed.

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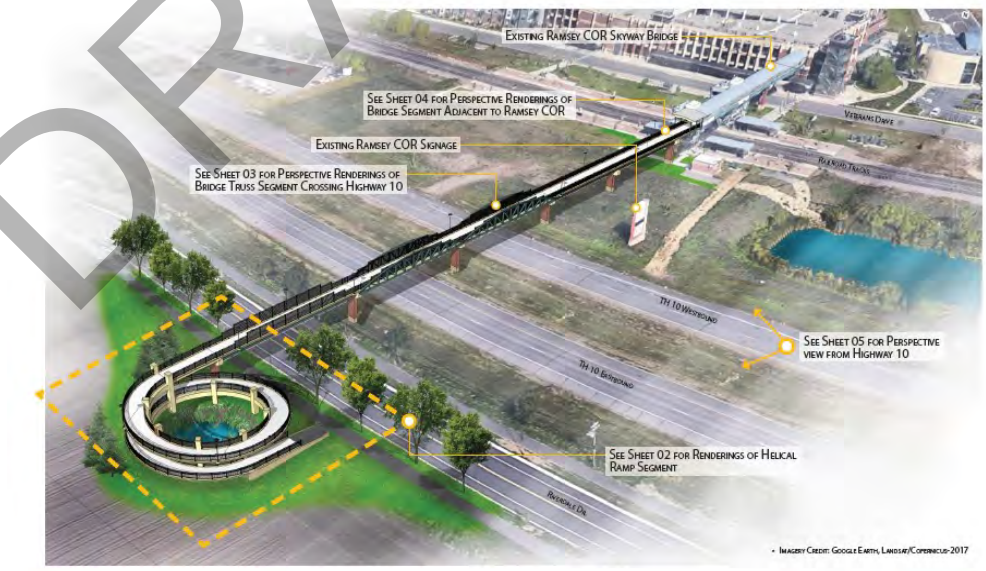
From East Ramsey Parkway south to Sunwood Drive, the trail is approximately 950' and currently exists as a combination of a 10 foot wide asphalt trail and concrete sidewalk immediately back of curb. Ultimately, the trail will be separated from the sidewalk, which is anticipated to occur in a year or two when the parcel is developed. The 10-foot wide bituminous trail will be constructed as part of a City of Ramsey park. The trail will then tie into the intersection of Center Street and Sunwood Drive.

From that point, the trail then crosses Sunwood Drive (30 mph road) via a crosswalk and follows along the sidewalk of an existing parking ramp for the Northstar Transit Station. It is at this point that bicyclists would be asked to dismount and walk or carry their bikes to the elevator or stairs for the rail station pedestrian bridge or bicyclists could use the adjacent parking ramp to access bridge.



Existing Northstar Transit Station Pedestrian Bridge.

The first section of the pedestrian bridge, within the station, is an enclosed walkway from one platform to the other. Once on the south side of the station, a new 550' long by 12' wide open-air pedestrian bridge is proposed to connect to the enclosed walkway and allow users to cross safely over Highway 10 and Riverdale Drive where a helical ramp will connect them to an existing 10' wide paved trail along Riverdale Drive. At Riverdale Drive, the trail is proposed to follow Riverdale Drive southeast into Mississippi West Regional Park.



Proposed Pedestrian Bridge over Highway 10

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Once in the park, the proposed 10' wide bituminous trail is proposed to travel south through the park towards the river and connect to the Mississippi River Trail, which is anticipated to be completed in 2018. In addition, the park entrance roadway, a small parking lot and other connector trails are planned for 2018/19.



Figure 4

Wayfinding for the trail will include two different types of signs. One type of sign will be a trailhead sign. These will be located within existing park areas where parking is available to access the trail and will include a map of the area that highlights trail connections and surrounding businesses and amenities. The second type of sign will be a simple directional sign located at decision points and to provide confirmation. These signs may look like Figures 4 and 5. A wayfinding plan is located in the Appendix.



Figure 5

The estimated development costs for this trail segment is approximately $8.9 million. The pedestrian bridge is estimated to be $5.6 and the remaining $3.3 million is for design/engineering, site analysis, survey, trail construction, lighting, signage, and furnishings. The schedule for completion of this trail segment will be in stages as the County and City move forward with development in the area. The connector trail within Mississippi West Regional Park is anticipated to be completed within the next few years and other segments within the City of Ramsey jurisdiction are expected to be completed within 3-5 years.

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Conflicts

The potential conflicts with the trail crossing at the Northstar Rail line and Highway 10 will be avoided by use of the existing pedestrian bridge at the rail station and by a proposed pedestrian bridge that extends from the rail station across Highway 10 and touches down south of Riverdale Drive as outlined in the Development Concept section of this document. Another conflict exists at the intersection of CSAH 116/Bunker Lake Boulevard and Center Street. At this location, a signalized intersection as proposed in the Development Concept will allow safe passage for pedestrians, while a HAWK system is proposed for the short-term.

Other conflicts between the trail and the existing and proposed land uses will be minimal as the proposed trail route is already being planned and incorporated into the City of Ramsey's development plans. Land use maps can be found in the Appendix.

It is anticipated that any other conflicts related to this segment of trail will be kept to a minimum through proper planning and community involvement. Land uses along this segment include residential, industrial and utility, institutional and agriculture. By working closely with the City of Ramsey as development occurs and working with businesses and residents during the design phase of the proposed trail, the County is confident any conflicts that arise will be addressed to all party's satisfaction.

Public Services

A variety of public services are available at points along the entire trail and the proposed route change, therefore no new non-recreational related public services will be required under this master plan amendment. The terminus of the trail is located at Mississippi West Regional Park and while that park is not fully developed yet, a parking lot and portable toilet will be available until facilities are developed, which is anticipated to be about 5-10 years.

Operations

The Anoka County Ordinance, dated January 30th, 2018 regulates parks and trails under the jurisdiction of Anoka County. The County will continue to encourage safe and enjoyable user experiences through education, monitoring and collaboration between the Park Services Unit, local police departments, and the Anoka County Sheriff's Office.

Current practice partners Anoka County with the local cities through either a Memorandum of Understanding (MOU) or a Joint Powers Agreement (JPA) to provide for the maintenance of regional trails. Typically, the MOU or JPA is executed prior to trail construction and outlines what agency is responsible for general routine maintenance of the trail and what agency is responsible for capital improvements to the trail in their jurisdiction.

The County is typically responsible for the routine maintenance of trails within regional or county park lands. This includes such maintenance as mowing, sweeping, plowing, clearing, debris removal, and patching for example. Outside of regional and county park facilities, the local cities are generally responsible for routine trail maintenance. Solid waste is typically collected from trash receptacles located along the trail at regular intervals. Anoka County inspects trails annually and provides the capital improvements that are needed and provides the long-term maintenance required, such as bituminous overlays, and trail reconstruction. Trail signage is provided and maintained by either the City or the County as determined in the MOU or JPA.

Annual maintenance costs for the existing and proposed trail once completed are estimated to be about $20,000. This includes funding for sign replacements, minor bituminous repair and crack-sealing. Revenue for the operation and maintenance of the trail comes from the Anoka County Parks and

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Recreation Department's annual operations and maintenance budget, which includes revenues from picnic shelter rentals, room rentals, programs, parks entrance fees and the County general fund. Supplementary funding is provided through the Regional Park Operations and Maintenance Grant Program.

Public Engagement and Participation

The Central Anoka County Regional Trail has been previously identified in the 1996 20/20 vision Plan and the 2006 Comprehensive System Plan for the Anoka County Parks and Recreation Department. Both of these plans conducted public engagement as part of the plan development process. Since the development of those plans, trail has slowly, but surely, continued to be developed.

For this Master Plan Amendment, the public engagement process proposed to engage local cities, population groups and organizations in an inclusive and accessible manner for feedback. The engagement plan includes goals for the project, who was engaged, methods of engagement as well as results from the engagement process.

Goals for the engagement process associated with this master plan amendment include the following:

1. Building positive relationships with local communities and residents.
2. Build community ownership of and understanding of the County's planning process
3. Receive feedback and comments from the public about this proposed change to the regional trail.

The community engagement process is occurring at this time. The County has shared the proposed trail realignment with community members through social media and will be conducting a few pop-up events that will allow the public to review the proposed change and provide comments.

Local and state government agencies will be invited to review and comment on the amendment as well.

While we are still receiving input on the proposed amendment, the County does not anticipate substantive changes to the proposes trail route change. Comments received will be documented in the Appendix with responses and where feasible the comments will be incorporated into the plan.

More information regarding the engagement process can be found in the Appendix.

Public Awareness

Public awareness is an important component to regional park and trail systems. The County will partner with the Metropolitan Council's on their regional-wide awareness program, as well as, provide public information maps, websites (www.anokacountyparks.com & www.anokacounty.us), social media postings, publications and brochure in cooperation with Commute Solutions, the County's Transportation Management Organization (TMO).

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A partnership with the local cities, the Parks and Recreation Department and the County TMO, developed a free bike/walk map for the entire County and to increase the public's awareness of how easy the parks and trails system is to access and increase education regarding health, wellness and outdoor recreation, Anoka County is continually updating and installing way finding maps, such as Figure 4, throughout the system. These signs include a map of the area showing the regional and local trails, as well as the facilities and amenities in the area.

Accessibility

Anoka County continually strives to provide equal access to all residents of Anoka County and the region. Park and trail use is open to any and all citizens. While there is a nominal parking fee in some of the regional parks, there is not a fee for trail use. This eliminates any economic barriers for trail users.

While transit access to the trail is limited in some other areas of the trail, the segment addressed in this amendment is directly connected to the Met Transit 887 Bus Route and the Northstar Light Rail Line. In addition, the Anoka County Traveler Transit Link and Metro Mobility dial-a-ride services provide transportation for a minimal fee. Transit Link will pick up and drop off passengers anywhere there is an

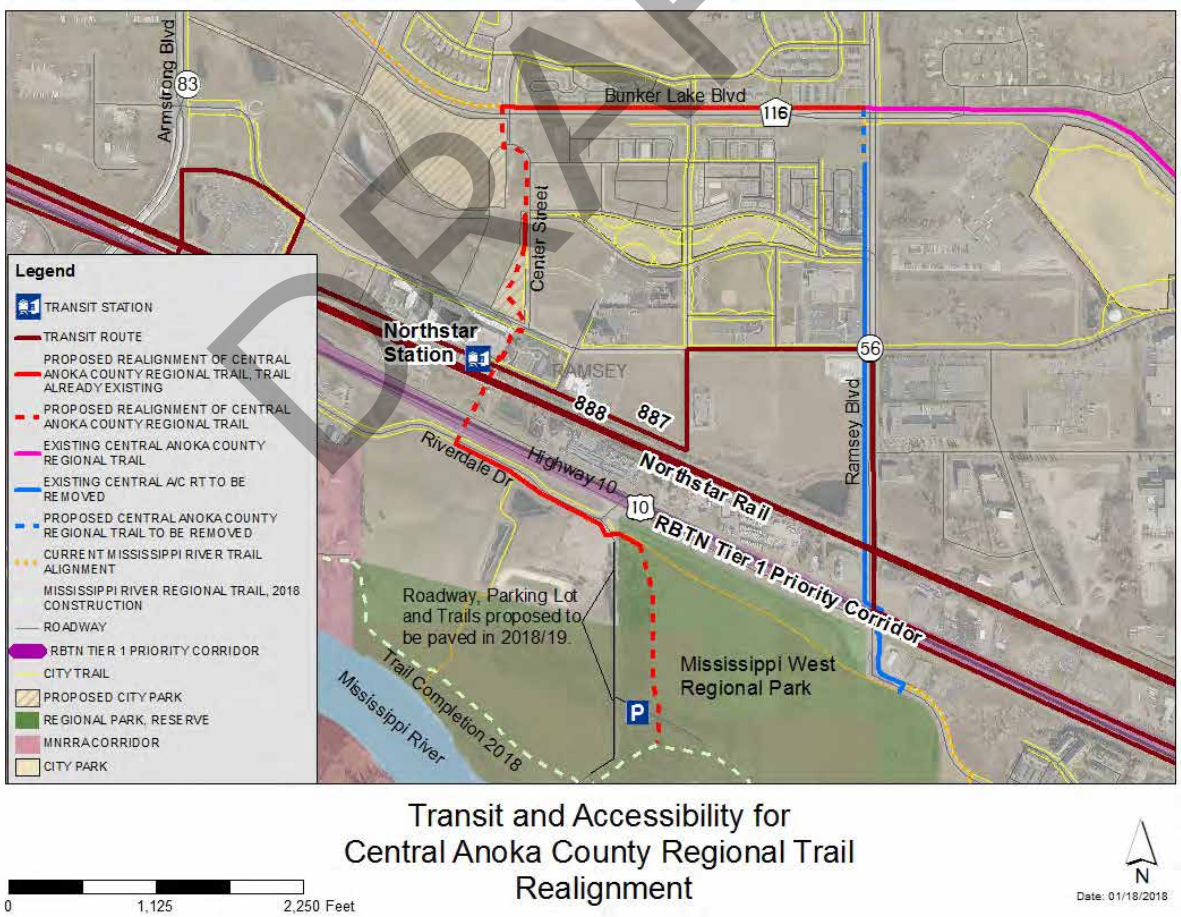


Figure 6

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address or cross street, or anywhere along the regional trail as long as the vehicle does not have to back up. Currently, all of the vehicles are equipped with bike racks so passengers wishing to bike on the trail could use public transportation for access. A map of transit accessibility is shown in Figure 6.

Once built, the trail will provide a valuable connection to the local parks and trail system, the regional transportation network, regional bicycle transportation network, the regional park system and the Mississippi National River Recreation Area.

The trail and any facilities and amenities along the trail will conform to the standards mandated by the Americans with Disabilities Act.

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Appendix

Regional Bicycle Transportation Network (RBTN) Corridors

PROPOSED

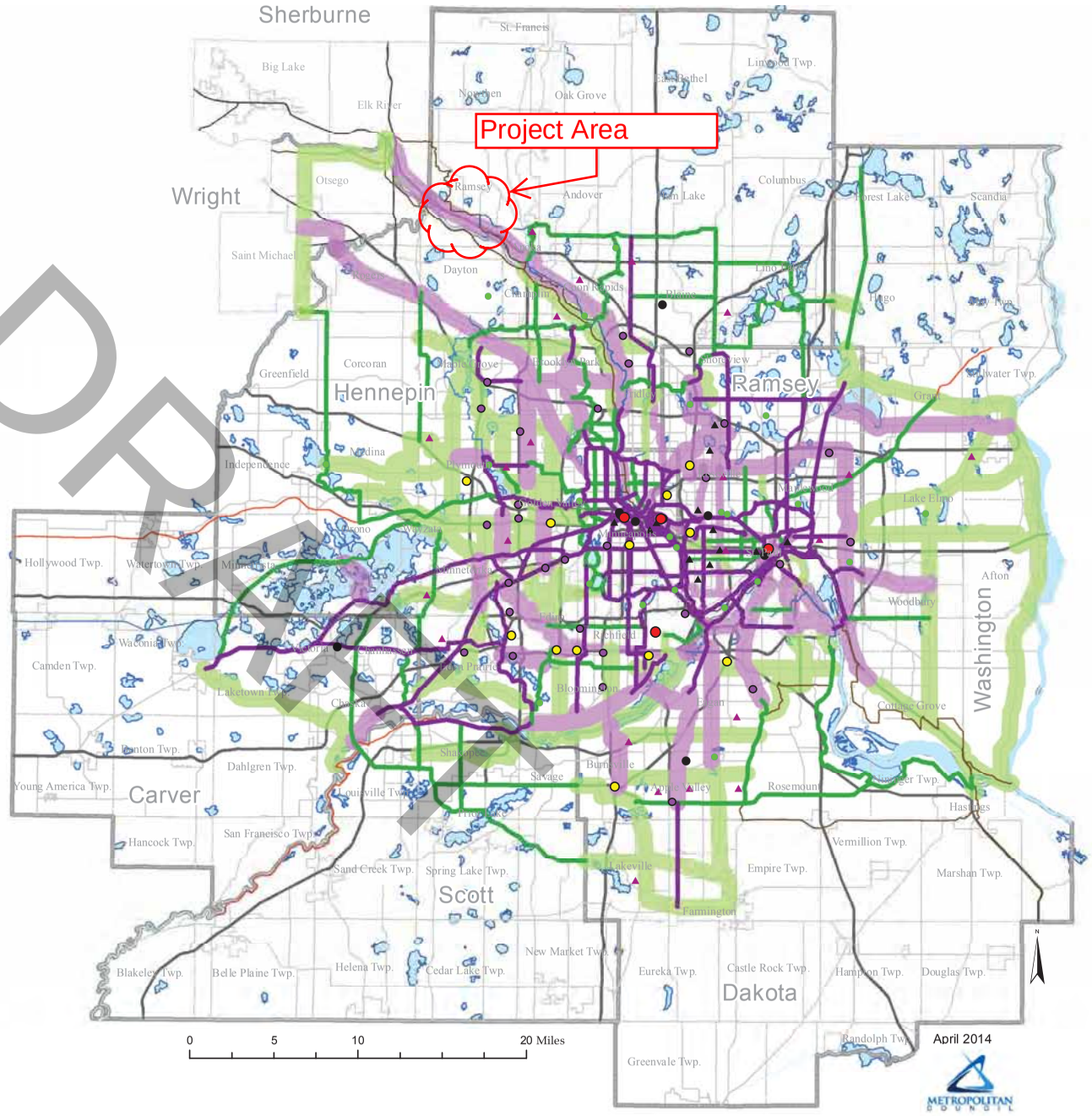
RBTN Corridors with Alignments
- Tier 1 Aligments
- Tier 2 Alignments

RBTN Corridors (Alignments Undefined)
- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

Other Trail Systems
- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Regional Destinations
- Metropolitan Job Centers (50,000+ jobs)
- Regional Job Centers (15,000 - 50,000 jobs)
- Subregional Job Centers (7,000 - 15,000 jobs)
- Large High Schools (2000+ Students)
- Colleges & Universities (2000+ Students)
- Major Sport & Entertainment Centers
- Highly Visited Regional Parks (400,00+ visits per year)

Reference Items
- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Municipal Urban Service Area
- MPO Area


Project Area
Sherburne
Wright
Hennepin
Ramsey
Carver
Scott
Dakota
Washington
Big Lake
Elk River
Otsego
Saint Michael
Dayton
Andover
Columbus
Forest Lake
Scandia
Hugo
Greenfield
Corcoran
Medina
Independence
Hollywood Twp.
Watertown Twp.
Camden Twp.
Waconia Twp.
Laketown Twp.
Benton Twp.
Young America Twp.
Dahlgren Twp.
Louisville Twp.
Hancock Twp.
San Francisco Twp.
Sand Creek Twp.
Spring Lake Twp.
Blakeley Twp.
Belle Plaine Twp.
Helena Twp.
Cedar Lake Twp.
New Market Twp.
Eureka Twp.
Castle Rock Twp.
Hampton Twp.
Douglas Twp.
Greenvale Twp.
Randolph Twp.
Empire Twp.
Vermillion Twp.
Marshan Twp.
Rosemount
Farmington
Lakeville
Savage
Burnsville
Richfield
Bloomington
Eden Prairie
Shakopee
Chaska
Cottage Grove
Woodbury
Afton
Lake Elmo
Grant
Lino Lakes
Columbus
Oak Grove
Ramsey
Andover
Dayton
Champlin
Brooklyn Park
Maple Grove
Plymouth
Minnetonka
Edina
Minneapolis
St. Paul
Roseville
Shoreview
Arden Hills
Mounds View
New Brighton
Fridley
Blaine
Coon Rapids
Andover
Anoka
Ham Lake
Lino Lakes
Circle Pines
Lexington
Centerville
White Bear Lake
Mahtomedi
Grant
Stillwater Twp.
Lake Elmo
Woodbury
Cottage Grove
Hastings
Rosemount
Inver Grove Heights
South St. Paul
West St. Paul
Mendota Heights
Eagan
Apple Valley
Lakeville
Farmington
Empire Twp.
Vermillion Twp.
Marshan Twp.
Hastings
Cottage Grove
Woodbury
Afton
Lake Elmo
Grant
Stillwater Twp.
Lino Lakes
Columbus
Forest Lake
Scandia
Hugo



Wayfinding Plan for Central Anoka County Regional Trail Realignment

0 1,125 2,250 Feet

N

Date: 01/18/2018

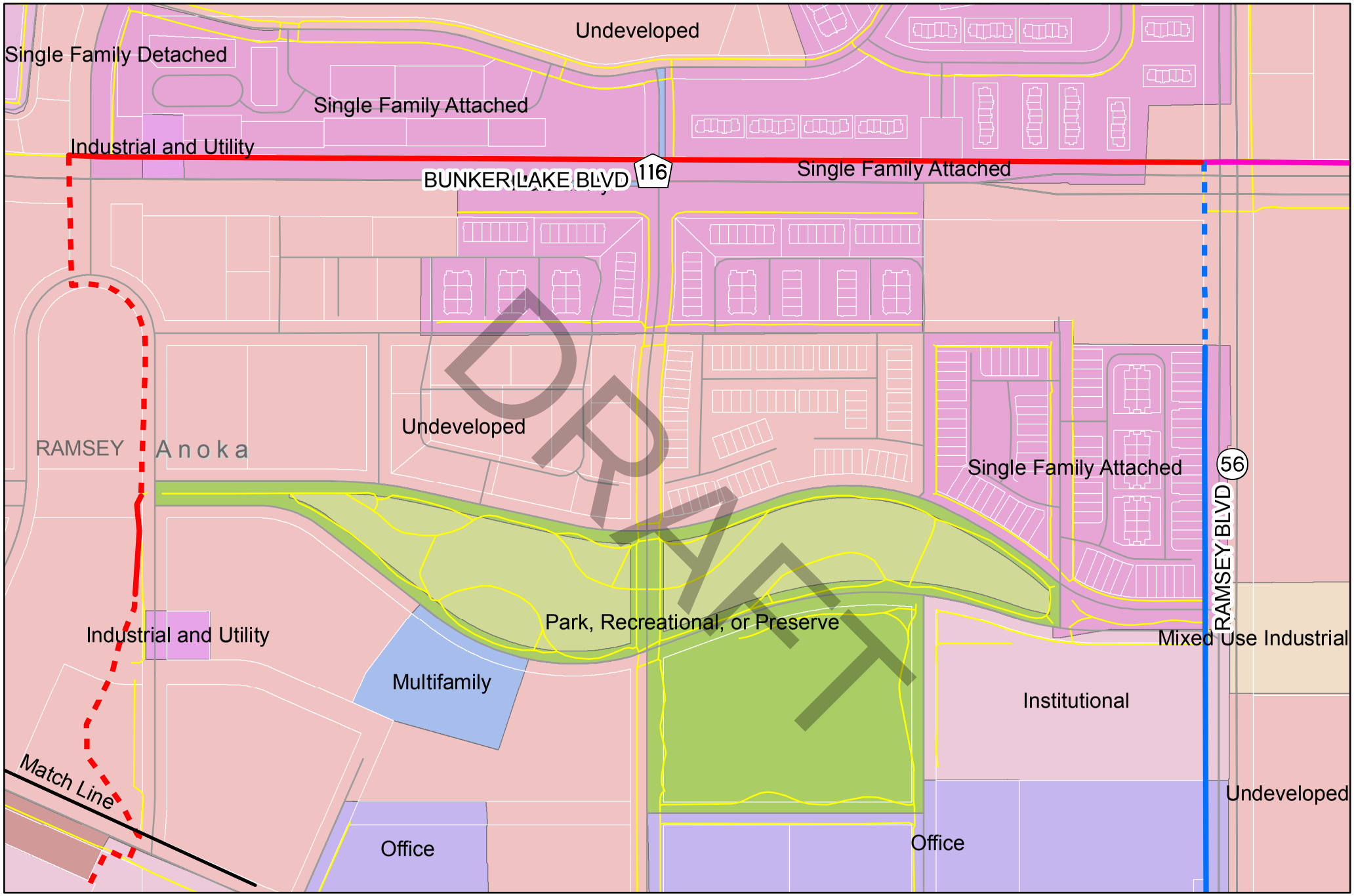
LEGEND FOR LAND USE MAPS

Land Use 2016

- Agricultural
- Industrial and Utility
- Institutional
- Major Highway
- Major Railway
- Mixed Use Industrial
- Mixed Use Residential
- Multifamily
- Office
- Open Water
- Park, Recreational, or Preserve
- Retail and Other Commercial
- Single Family Attached
- Single Family Detached
- Undeveloped

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- PROPOSED REALIGNMENT OF CENTRAL ANOKA COUNTY REGIONAL TRAIL, TRAIL ALREADY EXISTING
- PROPOSED REALIGNMENT OF CENTRAL ANOKA COUNTY REGIONAL TRAIL
- EXISTING CENTRAL ANOKA COUNTY REGIONAL TRAIL
- EXISTING CENTRAL A/C RT TO BE
- PROPOSED CENTRAL ANOKA COUNTY REGIONAL TRAIL TO BE REMOVED
- PARCELS
- REGIONAL PARK, RESERVE
- CITY PARK
- CITY TRAIL
- ROADWAY

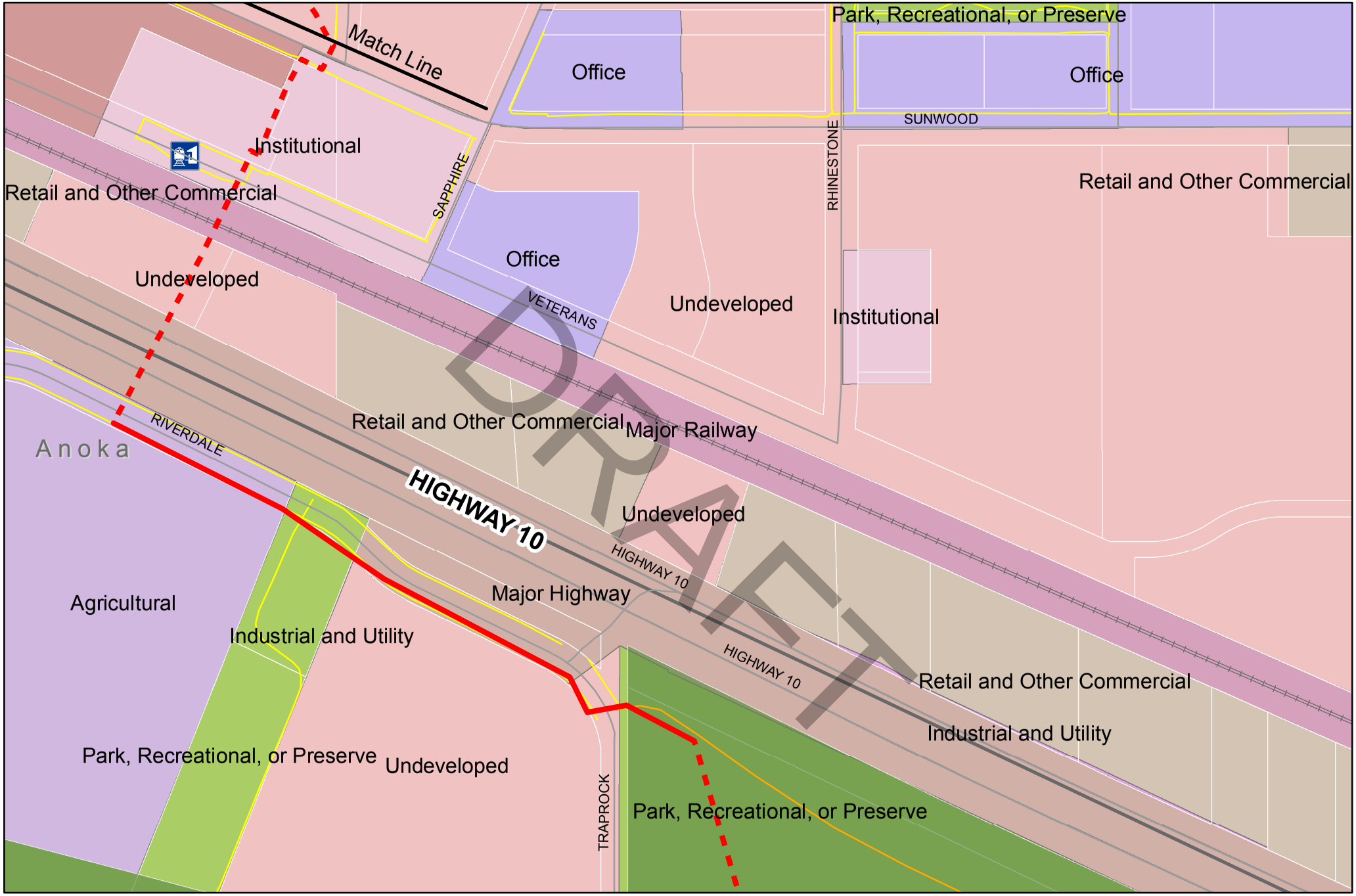


Central Anoka County Regional Trail
2016 Generalized Land Use Map 1

N

0 425 850 Feet

Date: 01/18/2018



Central Anoka County Regional Trail
2016 Generalized Land Use Map 2

N

0 425 850 Feet

Date: 01/18/2018

PUBLIC ENGAGEMENT PLAN

#	STRATEGIES	DESCRIPTION	TIMEFRAME	RESULTS
1	Plan your Parks website update	Update website to engage the public.	Nov 2017 – Mar 2018	Website with project informa on was posted to social media.
2	Comment Cards	Place project inform on and blank boards for comments at a minimum of 2 loc on within County Target: Ramsey City Hall, Northstar St on	Feb 2018	A board with pictures and project informa on will be located Ramsey City Hall and at the Northstar St on. Comments will be received via comment cards.
3	Pop Up Events/ Listening Sessions	Conduct a minimum of 1 event at different loc ons within the County. Target: Charter School, Northstar St on	Feb 2018	2 events are planned. One in the morning for peak ridership at the Northstar St on and a second one in the ernoon.
4	Open House	Conduct a minimum of 1 open house for public input.	Feb 2018	One open house is scheduled for February 13, 2018 at Ramsey City Offices, prior to City Council mee ng.
5	City Staff/Officials Engagement	Share master plan with City Staff/Officials for comment/input/support.	Dec 2017 -Mar 2018	City staff were invited to comment on the plan prior and during the public engagement process. The County is scheduled to a end the City of Ramsey's Parks and Recre on Commission mee ng on February 8, 2018 to get feedback on the project.
6	Regulatory/ Other Agency Engagement	Share project info and dr ed master plan with other agency's for input. Target: NPS/MISS, MNDOT, LRRWMO	Dec 2017 – Mar 2018	The trail route change concept was shared with regulatory agencies prior to development of the master plan and no comments were received. A dra master plan amendment will be shared with same agencies for addi onal input.
7	County Staff/Officials Engagement	1. Share project proposal with other County departments 2. Master Plan Review with PCS Commi ee, Resolu on of Support Request 3. Master Plan Review, Resolu on of Support from the County Board	April 2018	The County Highway Department, Transit and Commute Solu ons (TMO) were asked to comment on the ini al concept plan and will be asked to comment on the dr master plan amendment. The Commi ee was informed of the amendment and will be asked to review the completed master plan amendment and recommend to the County Board to pass a resolu on of support for the plan.

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EXECUTIVE SUMMARY







Mississippi Skyway Preliminary Engineering Report

CITY OF RAMSEY, MINNESOTA

DECEMBER 2014

SRF Kimley»Horn BRAUN INTERTEC City of RAMSEY

EXECUTIVE SUMMARY

Project Need and Intent

The Mississippi Skyway pedestrian bridge will provide a critical direct pedestrian and bicycle connection between the City of Ramsey's 400-acre pedestrian-oriented 'COR' development, the Ramsey Northstar Station, Ramsey Park & Ride and the resources associated with the Mississippi River and attendant regional amenities. Currently, Trunk Highway 10 (TH 10) and the parallel BNSF Railway Company and Metro Transit Northstar Commuter Rail railroad corridor are barriers to safe pedestrian and bicycle access between The COR and the river.

At its heart, the project is about overcoming boundaries to safe bicycle and pedestrian circulation while expanding and enhancing multi-modal transportation, economic development and recreational options to promote a livable, vibrant region and community.

Regional Amenities and Connections

The Mississippi Skyway provides the connection between regional amenities creating an effective nexus between housing, transportation, employment and recreation. The Mississippi Skyway will link existing and future public investments with a single project, enhancing the value of each.

Mississippi River

The Mississippi River, known as America's Treasure, is a vital ecological feature on a global, national, and regional scale. The stretch of river from Ramsey and Dayton down through the Twin Cities area to Hastings is designated as a National Park entitled the Mississippi National River and Recreation Area (MNRRA). The river within Ramsey is also a part of the State's Wild and Scenic River system. A prominent part of the MNRRA is the 273-acre Mississippi West Regional Park in Ramsey, which includes an existing trail from the river to the touchdown point of the proposed skyway. The master plan for the park forecasts an interpretive center to compliment the native plant community restorations and recreational river access.

Regional Trail Connections

The Mississippi River Regional Trail from Mississippi West Regional Park to Anoka will be complete in the Spring of 2015. This trail is also designated US Bikeway #45 with attendant trail connections to the entire Metropolitan Park and Trail system.

The Mississippi Skyway will also allow the Central Anoka County Trail to be re-aligned through Ramsey's COR to the Mississippi River Trail and Mississippi West Regional Park.

The Central Anoka County Trail will provide several direct regional connections to:

- *Bunker Hills Regional Park*
- *Coon Creek Regional Trail*
- *Cities of Anoka, Blaine and Coon Rapids park and trail systems*
- *City of Ramsey's 50 miles of trails*
- *Rum River Central Regional Park*

City of Ramsey, or the Center of Ramsey referred to as The COR

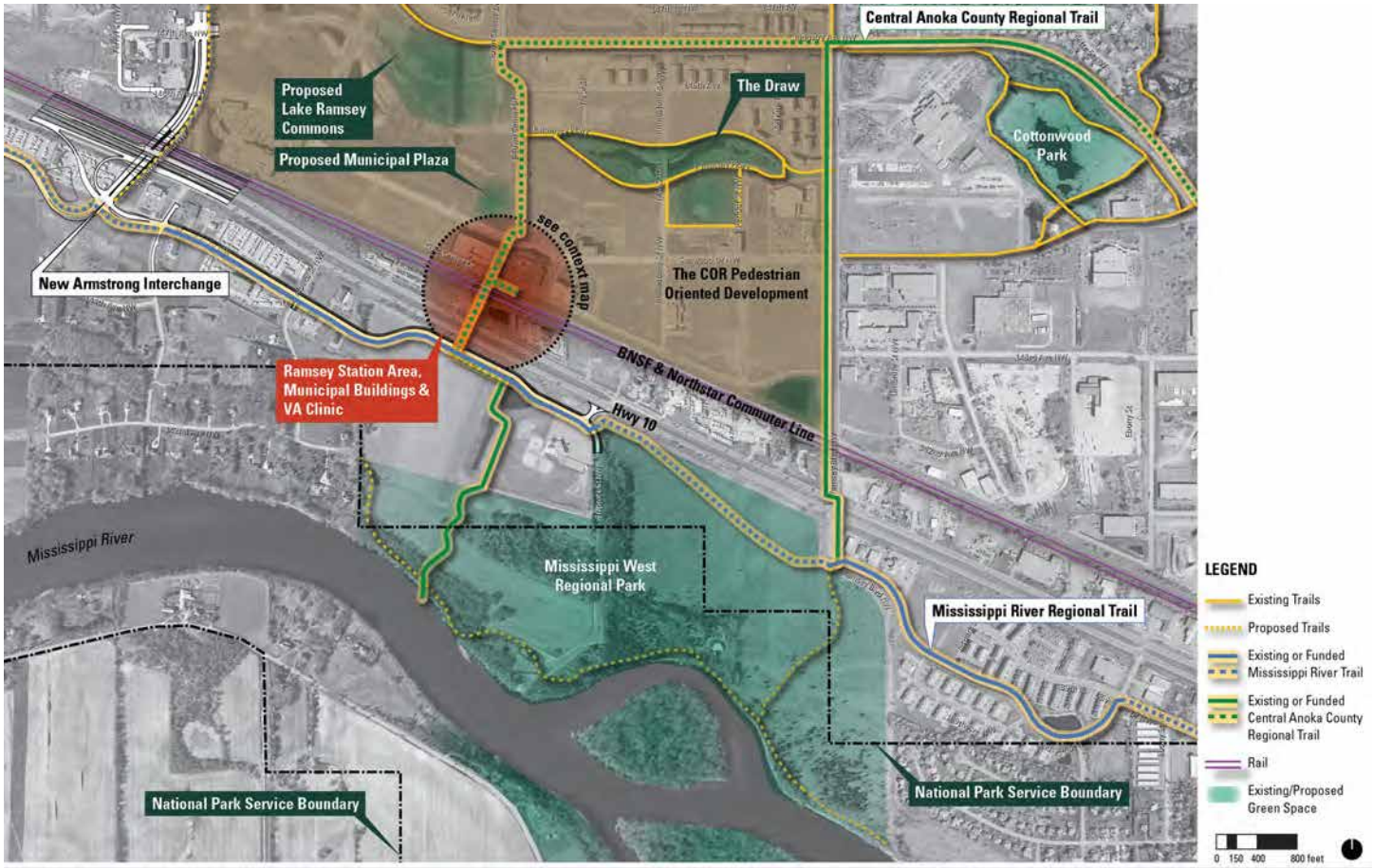
The City of Ramsey, with the Metropolitan Council, has envisioned a multi-modal town center entitled The COR with access via commuter rail, car, bicycle, and on foot. The 'COR' development is a planned 400 acre mixed-use and transit-oriented development site located north of TH 10 between CSAH 83 and CSAH 56. In the next years, the site is projected to add 6,550 people and 2,830 jobs. The COR includes a mix of residential housing choices for people of all incomes.

Establishing parks and creating quality recreational and open space opportunities remains a high priority for the City. The CITY OF RAMSEY 2030 COMPREHENSIVE PLAN UPDATE identifies the need to "Create vehicular and non-vehicular linkages to neighboring communities and between city neighborhoods, trails, recreation, work and shopping" as a component of their future planning checklist. This project serves to continue to develop non-vehicular modes of transportation, and link all of the area's transportation systems in the spirit of that goal.

Ramsey Northstar Commuter Rail Station and Park & Ride

The Ramsey Northstar Commuter Rail Station and Park & Ride facility, equipped with publicly available Electric Vehicle charging stations, provide accessible, affordable and quick transit access to the larger metro region. The station is adjacent to The COR and would be directly connected to the Mississippi Skyway pedestrian bridge, enhancing ridership and accessibility.

Opened in November 2012, the Northstar Station provides a 35-minute ride to the region's largest job center, downtown Minneapolis. Furthermore, at the Northstar's terminus at Target Field Station in downtown Minneapolis, Blue Line light rail transit connections are available to the airport, Mall of America, and scattered employment sites in Minneapolis neighborhoods. The Green Line provides additional access to the University of Minnesota, Downtown Saint Paul, and many Saint Paul neighborhoods. The Mississippi Skyway will expand access to these publicly funded investments.



Appendix E, Figure 1 – Project Location and Trail Map

Alternatives and Barriers to Safe Pedestrian Movement

The Mississippi Skyway would provide a safe grade-separated pedestrian and bicycle connection between The COR and the Mississippi River and across the existing barrier of the TH 10 corridor and rail line.

TH 10 is a 4-lane divided highway that is a primary east-west route in Anoka County, serving as a commuter corridor to the Minneapolis/St. Paul Metropolitan Area with annual average daily traffic of 43,500 vehicles per day in the project area.

BNSF runs parallel to TH 10. There has been a nearly 40 percent increase in freight traffic since 2012, when approximately 48 freight trains passed through each day. In addition to freight trains, these tracks also facilitate the Northstar Commuter Rail system.

In the Fall of 2014, the City of Ramsey constructed an extension of Riverdale Drive from Alpaca Street NW to Traprock Street NW at the regional park. This roadway extension is parallel to and immediately to the south of the existing Minnesota Department of Transportation's ROW occupied by TH 10.

The closest alternate pedestrian and bicycle crossing of TH 10 is at Armstrong Boulevard when the new interchange design is constructed. A user traveling from the Ramsey Northstar Station to the proposed south touch-down point of the Mississippi Skyway by way of Armstrong Boulevard would travel an additional 1.7 miles or an estimated 35 minutes of walking time. Such an extensive non-direct route would be prohibitive from a user's standpoint, and will continue to invite illegal pedestrian crossings as has been problematic throughout the highway and railroad corridors.

Absent a pedestrian overpass, TH 10, the railroad corridor and the parallel Riverdale Drive will continue to act as a physical barrier between Ramsey's mixed-use development, commuter rail station, and regional investments on both sides of the highway and the amenities along the Mississippi River which could hinder sustainable development potential and economic growth in the region.

Mississippi Skyway Preliminary Engineering Report

SRF Consulting Group, Inc. was engaged to assess the feasibility of constructing a grade separated crossing over TH10 and Riverdale Drive. The study included the following objectives:

- *Identify potential locations for a new pedestrian bridge crossing of TH 10 and Riverdale Drive.*
- *Conduct preliminary analysis of alignments and profiles for further consideration in future design phases.*
- *Identify impacts to adjacent private and public lands for possible Right-of-Way (ROW) easements and acquisitions.*
- *Identify impacts to existing utilities.*
- *Outline potential structure types and aesthetic options for consideration.*
- *Provide an outline of future tasks to continue to move the project forward in compliance with anticipated funding requirements.*
- *Review possible additional site development options for the surrounding site to facilitate pedestrian and bicycle connections to the approach areas.*

Throughout the process, multiple alignments were considered (see Appendix B & Appendix J). With assistance from the City, the preferred alignment selected was a straight alignment from the Ramsey Northstar Station over TH 10 and Riverdale Drive with a circular helix approach ramp on the south side of Riverdale Drive.

Wayfinding and bridge aesthetics were also taken into consideration. The proposed bridge aesthetics take their cue from the surrounding civic architecture including City Hall, the municipal parking ramp, and the Northstar Ramsey Station. Undoubtedly, MnDOT, local stakeholders and the greater community will have an interest in the visual quality of the structure. Further input from stakeholders will help ensure that the bridge will be an attractive and distinctive civic landmark that reflects community values.

Preferred Pedestrian Bridge Concept D

Seven different structure types were considered as feasible options for the pedestrian bridge. The City has identified Bridge Concept D in Appendix E as the preferred option, which includes dual bowstring truss center spans with concrete girder side spans. Preferred Bridge Concept D is described as follows:

- *Visual emphasis is at the center of the bridge at the arcing trusses.*
- *The new bridge will be distinct from the existing enclosed skyway but will complement its appearance.*
- *Center trusses and vertical piers are the dominant architectural features.*
- *A center pier is required in the TH10 median. Decorative railing enclosure creates an "open" experience on the deck without a roof.*

Estimated Project Costs and Funding Sources

A preliminary estimate of project costs has been developed based on the proposed pedestrian bridge options presented in this report. The preferred bridge concept costs are estimated at $5.1 million to $5.6 million. These costs are based on 2015 dollars and include a 10% contingency and an estimated 20% for engineering and construction administration cost.

In 2014, the National Parks Service (NPS) awarded the City a grant for construction related activity for the Mississippi Skyway pedestrian bridge. The "MISSISSIPPI RIVER SKYWAY BRIDGE - MISSISSIPPI NATIONAL RIVER AND RECREATION AREA (MISS)" grant provides total program funding of $490,000 with a grant availability sun-set date in 2017.

The City is considering multiple additional funding options and partners for the final design considerations, construction, and maintenance of the proposed pedestrian bridge facility.

This report has conservatively assumed the use of typical Federal funding sources for purposes of estimating total project costs. Note that multiple Federal funding sources are available, and each may present a different set of specific project criteria.

Next Steps

The Mississippi Skyway pedestrian bridge project will likely require a Cooperative Construction Agreement between the City and MnDOT.

An Environmental Review Summary has been prepared (see Appendix H) to identify existing resources within the vicinity of the Mississippi Skyway project. An environmental review document will be needed to meet requirements of the National Environmental Policy Act. The type of document will be determined when funding is identified based on coordination with funding partners and federal agencies. The construction of the bridge is anticipated to be a Categorical Exclusion (Type II document; no significant environmental impacts are anticipated.)

Right-of-Way: Easements and land acquisitions can be negotiated at this time and should be prepared to satisfy Federal real estate acquisition statutes and regulations.

Utility coordination may begin with impacted utilities so that utility owners can begin to determine the extent of the impact and the preliminary resolution, whether it be modification or relocation.

MnDOT coordination may continue. A MnDOT State/Federal Aid project coordinator will need to be assigned for determining the State/Federal processes to be followed and for review of preliminary and final construction documents.

The draft preliminary bridge plans included in the report may be advanced to a complete preliminary plan for review and approval by the MnDOT Bridge Office Preliminary Plan Review Unit. Upon approval of the preliminary plan, the final design and plans may be prepared and reviewed per the Cooperative Construction Agreement Process.

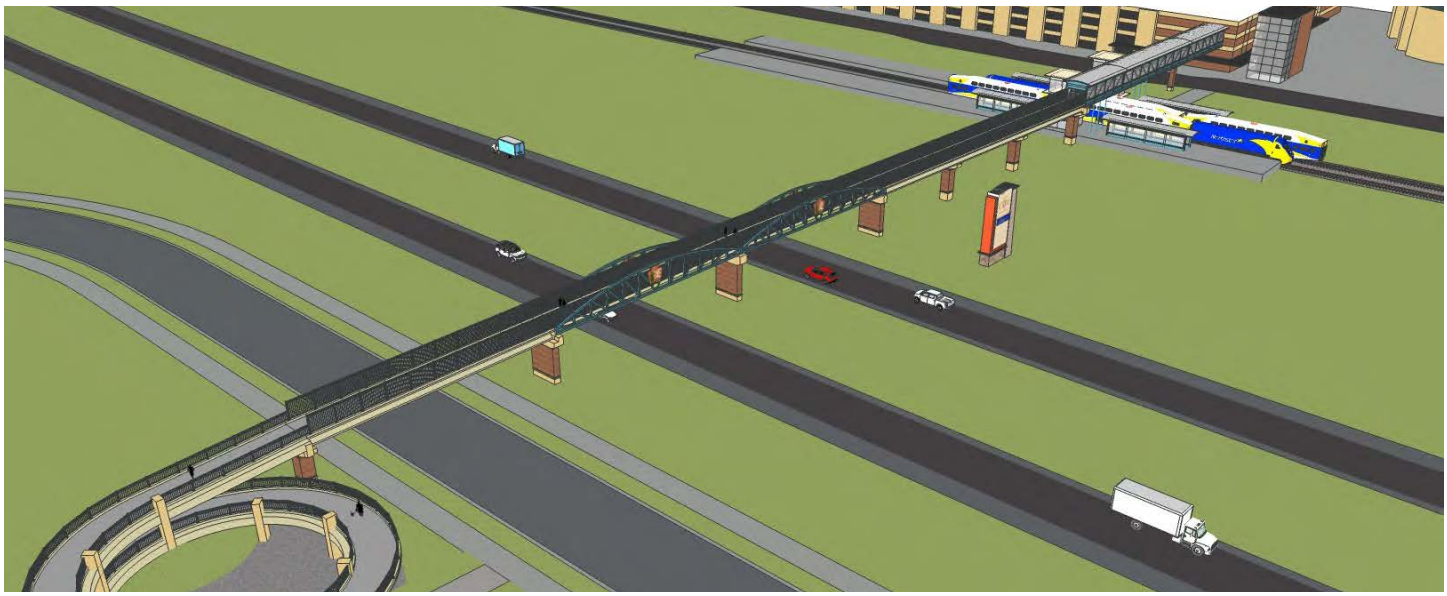
Preparation of funding applications and requests for letters of support may begin at this time while other steps outlined above are on-going.



Appendix E, Figure 20 – Preferred Concept D View from TH 10

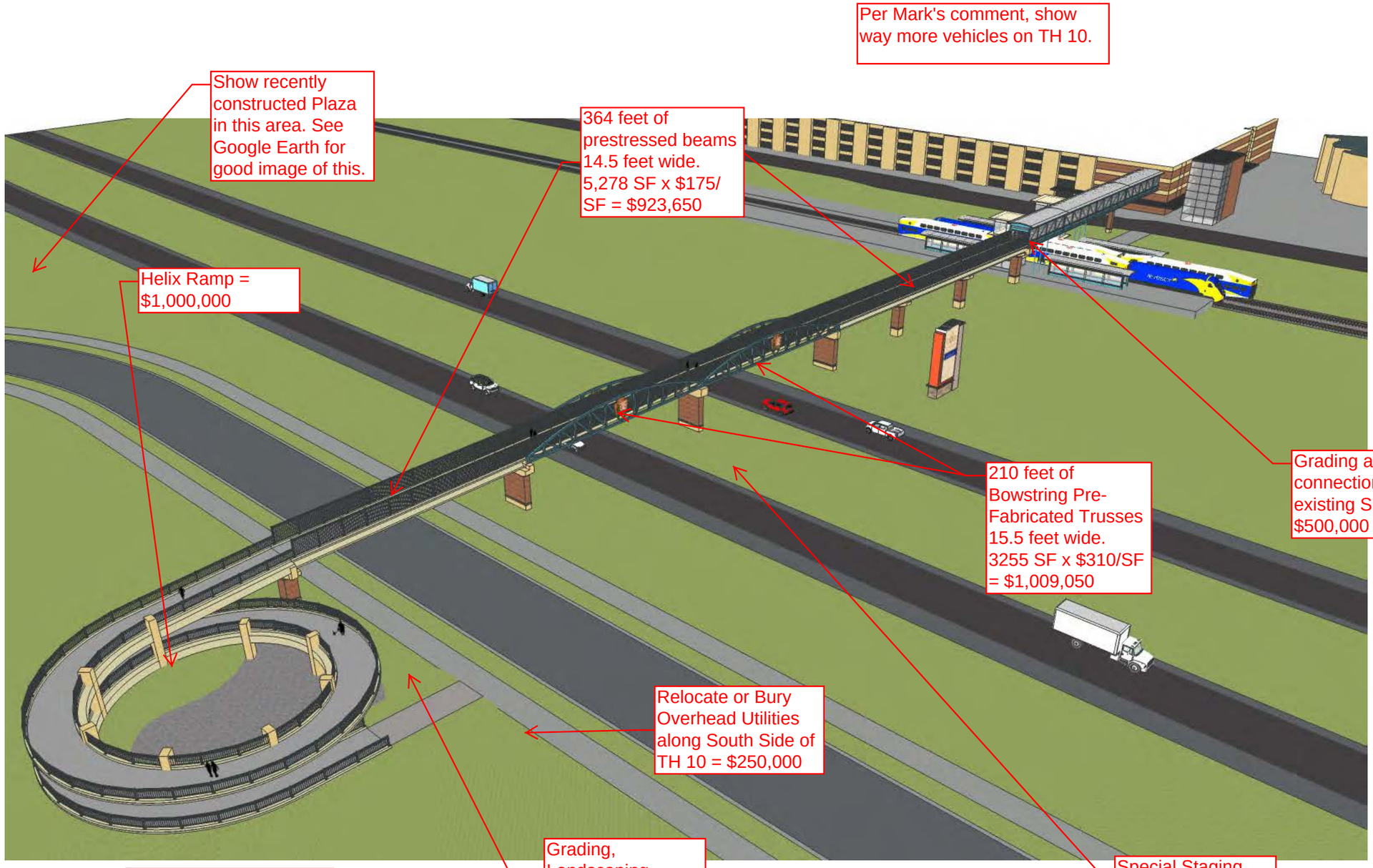


Appendix E, Figure 19 – Preferred Concept D View of helix structure from the south



Appendix E, Figure 18 – Preferred Concept D Bird's eye view

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CONSTRUCTION COSTS

$1,000,000	
$ 923,650	
$1,009,050	
$ 500,000	
$ 300,000	
$ 500,000	
$ 250,000	
$ 140,000	
Total = $4,622,700	

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SRF Consulting Group, Inc
#8357 12/13/14

Preferred Bridge Concept D - View 1
Mississippi Skyway Over T.H.10
City of Ramsey, Minnesota

Appendix E
Figure 18 of 25

Level 2 LAYOUT APPROVAL

Programmed Letting Date _____

Reviewed By _____ MnDOT District Bridge Engineer _____ Date 11/17

Reviewed By _____ MnDOT District Traffic Engineer _____ Date 11/27

Reviewed By _____ MnDOT District Design Engineer _____ Date 11/17

Approved By _____ MnDOT District Engineer _____ Date 11/14

I HEREBY CERTIFY THAT THIS PLAN 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. DATED THIS 30 DAY OF NOVEMBER, 20 17 Signed _____ NAME KARA M. KOCH KARA M. KOCH, PE

LAYOUT & PROFILE No. 10 COPY No. _____

TH 10/169 VICINITY OF THE CITY OF RAMSEY

FROM RIVERDALE DRIVE NW TO VERTERANS DRIVE NW

Proposed BRIDGE NO. 02053 Skyway Hor. 1 Inch = 50 Ft.

BY MnDOT BRIDGE OFFICE Vert. 1 Inch = 5 Ft.

The alignment and grades shown are proposed only and are subject to change without notice.	Start Approval Date 11/30/2017	The layout conforms where applicable to MnDOT Traffic Mapping Application

S.A.P. 199-010-012 TH 10 A.I. _____ FFHS Activity _____

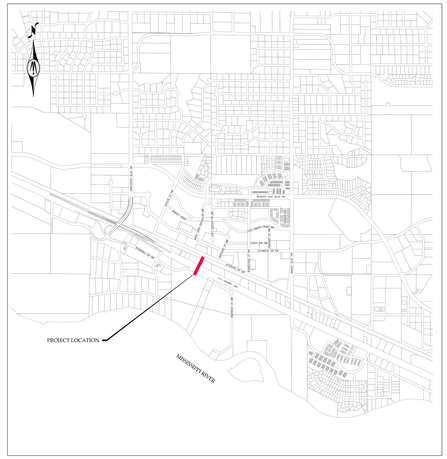
C.S. 0202

Copy To: _____ For: _____

LOCATION MAP

CITY OF RAMSEY

ANOKA COUNTY, MN



S.A.P. 199-010-012
C.S. 0202

CITY OF RAMSEY

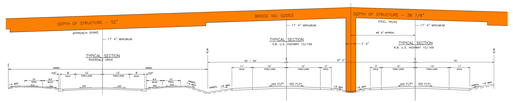
ANOKA COUNTY, MN

LEGEND

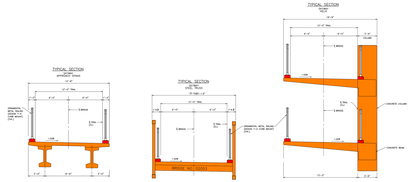
- PROPOSED SKYWAY
- PROPOSED COLUMN
- DRIVEWAY ACCESS
- CONSTRUCTION LIMITS
- EXISTING RIGHT OF WAY
- PERMANENT EASEMENT
- EXISTING SIGNALIZED INTERSECTION



TYPICAL SECTIONS



RIVERDALE DRIVE & TH 10/169

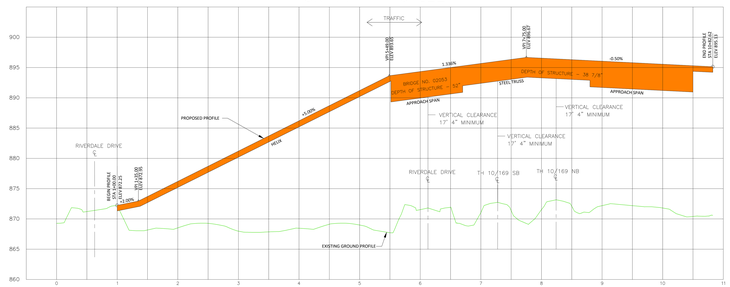


APPROACH SPANS / STEEL TRUSS / HELIX STRUCTURE

LAYOUT NOTES

1. PEDESTRIAN ACCOMMODATIONS MUST MEET ADA/PROWAG REQUIREMENTS
2. PRELIMINARY CONSTRUCTION LIMITS ARE WITHIN MNDOT / CITY OF RAMSEY R/W
3. THERE ARE NO EXISTING OR NEW DESIGN EXCEPTIONS
4. STOPPING SIGHT DISTANCE FOR PROFILE ARE BASED ON MN BIKEWAY FACILITY DESIGN MANUAL - TABLE 5-7
5. THIS PROJECT IS NOT ON AN OVERSIZE / OVERWEIGHT CORRIDOR
6. THIS PROJECT IS NOT LOCATED ON A HOUSE MOVING ROUTE
7. PER TIM CLYNE, METRO DISTRICT AND PAVEMENT ENGINEER, THERE WILL NOT BE A CONCRETE OVERLAY ON THIS SEGMENT OF TH 10 ANY TIME IN THE FORESEEABLE FUTURE

SKYWAY PROFILE



PROJECT PURPOSE & LAYOUT HISTORY:

LAYOUT & PROFILE 1 (Layout 17, 2017) (1st REVIEW SEPTEMBER 6, 2017)

The purpose of this project is to construct a pedestrian skyway over the Mississippi River connecting TH 10/169 access to commuter rail, car sharing, and bus fleet. The Mississippi Skyway pedestrian bridge will provide a safe connection for pedestrians and bicyclists between the Mississippi River Regional Trail, Ramsey Town Center development, the Ramsey Northstar Station, Sunray Park & Ride, and the resources associated with these destinations. The project will also provide a safe connection to the Mississippi River Regional Trail and the planned BNSF railroad corridor and barriers to safe pedestrian and bicycle access between the Mississippi River Regional Trail and the planned BNSF railroad corridor. The project will support the City's vision while supporting and enhancing multi-modal transportation, economic development, and recreational opportunities in the City of Ramsey.

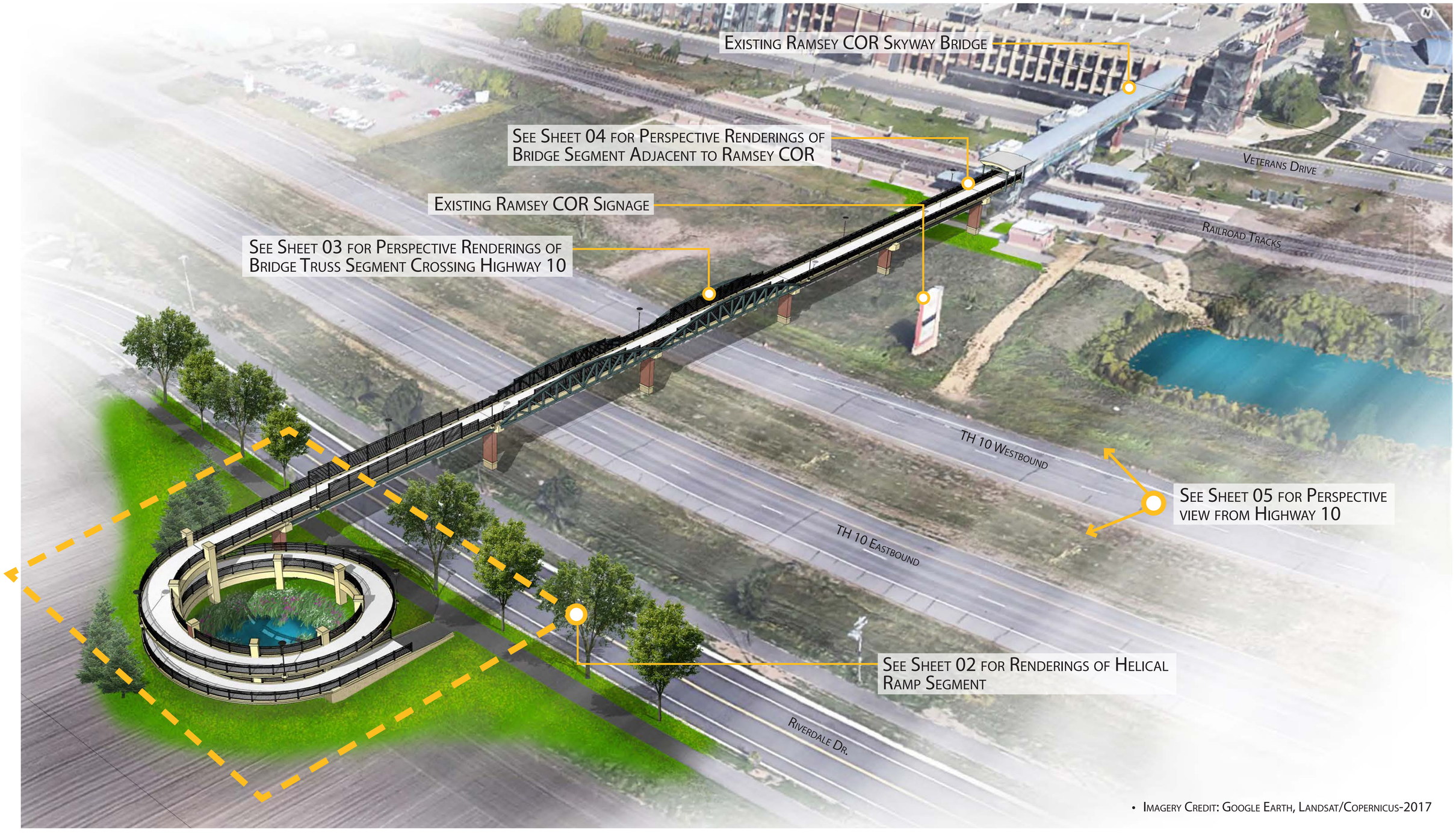
LAYOUT & PROFILE 1A (OCTOBER 23, 2017)

1. ADDED TH 10/169 SOUTHBOUND CROSSING TO TYPICAL SECTION
2. AERIAL IMAGE ADDED TO PLAN VIEW
3. ADDED NOTES

LAYOUT & PROFILE 1B (NOVEMBER 30, 2017)

1. ADDED TH 10/169 NORTHBOUND STATIONING
2. ADDED RIVERDALE DRIVE STATIONING
3. BRIDGE CROSS SLOPES CHANGED FROM 2% TO 1% BASED ON COMMENTS FROM MNDOT BRIDGE OFFICE
4. MINOR CHANGES

X:\SAINT\2017\27\0572\PLOT\LAYOUT\05-11X17(B)-LAYOUT_1_LAYOUT.DWG ©Short & Elliott, Inc. 2015. All Rights Reserved



• Imagery Credit: Google Earth, Landsat/Copernicus-2017

Mississippi Skyway - City of Ramsey

01 Proposed Circular Ramp @ South Side of Highway 10

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City of Ramsey

Bridge Pier #1 - See Aesthetic Treatment Board for material details

Stormwater Treatment Bioretention Area

Ornamental Metal Railing
- 4′-6″ height above walking surface
- 10′-0″ maximum panel length

Helix Decking (See Section for Detail)

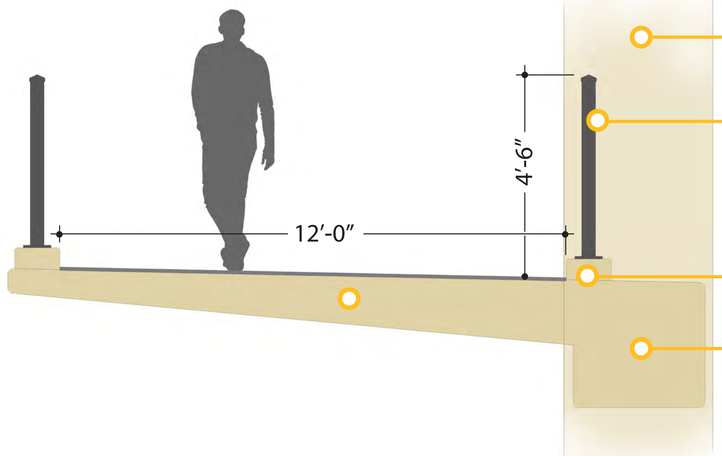
Colored Concrete Column

Retaining Wall
- Utilizes Brick & Form Liner Pattern that match Ramsey COR and Armstrong Blvd. Bridge

Wayfinding Signage or Monument Signage Location



Daytime Concept Render of Helix Ramp (See sheet 01 for Location)



Colored Concrete Column

Ornamental Metal Railing
- 4′-6″ height above walking surface
- 10′-0″ maximum panel length

Concrete Curb (6″ Height)

Colored Concrete Ring Beam



Nighttime Concept Render of Helix Ramp

Mississippi Skyway - City of Ramsey

02 Proposed Helix Ramp @ South Side of Highway 10

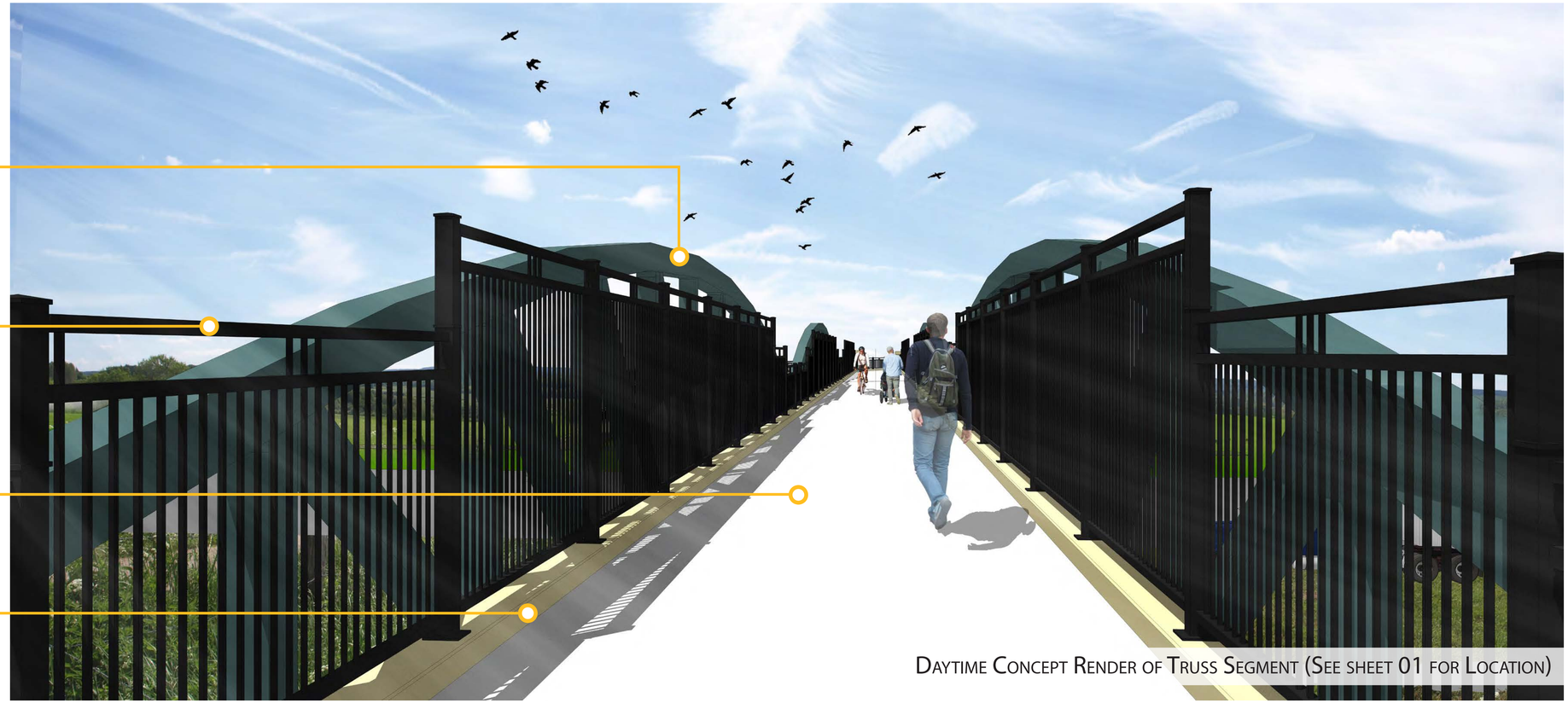
Real People. Real Solutions.

Ornamental Metal Truss Across Highway 10
- Color to Match Ramsey COR Facility

Ornamental Metal Railing (Height Varies)
- Transitions from 4′-6″ to 8′-0″ over roadway

Plain Concrete Decking Surface

6″ Concrete Curb



Daytime Concept Render of Truss Segment (See sheet 01 for Location)





Mississippi Skyway - City of Ramsey

03 Bridge Truss Segment Over Highway 10

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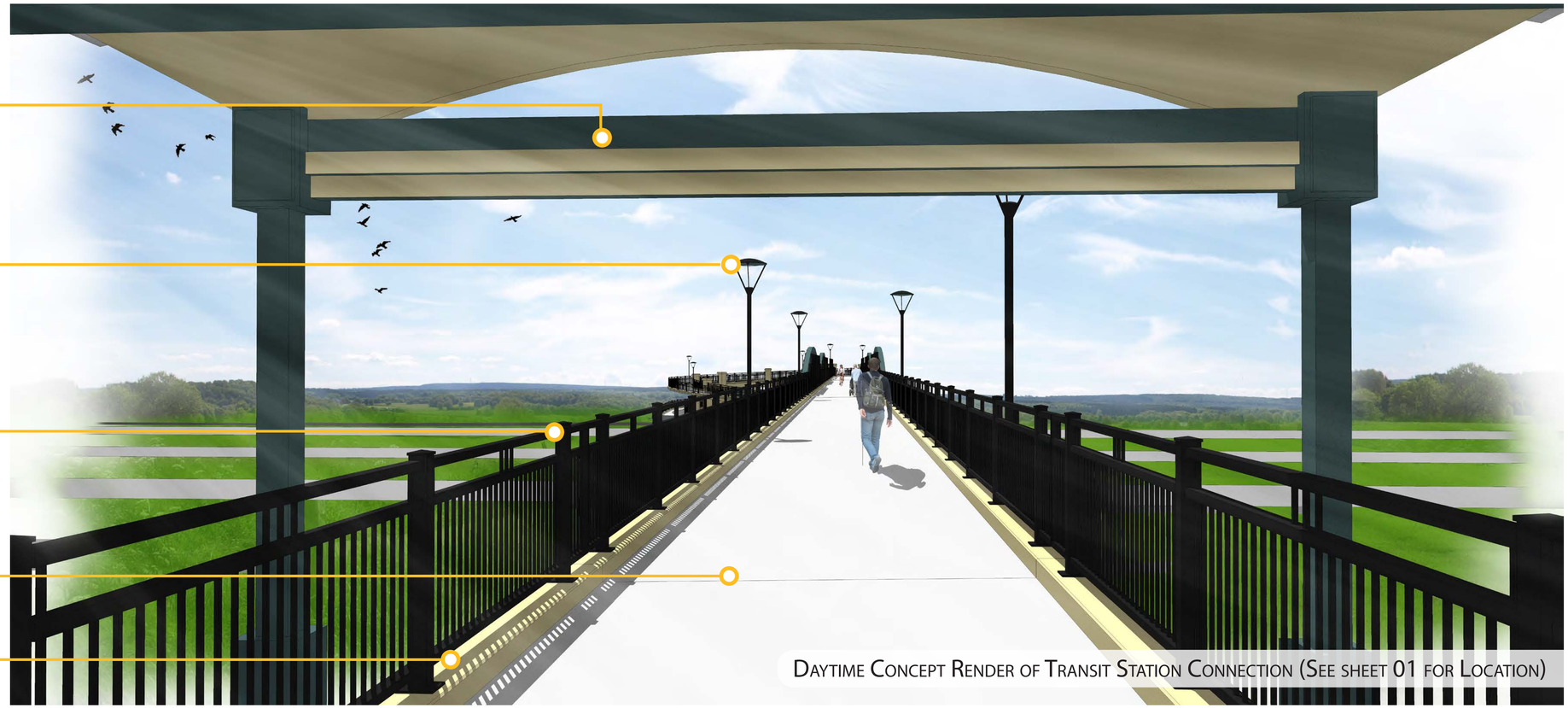
Ornamental Canopy @ Entry Door to Transit Center
- Color to Match Ramsey COR Facility
- See sheet 07 for Design Concept

Overhead LED Lighting Along Bridge
- Style to Match Ramsey COR Station

Ornamental Metal Railing (Height Varies)
- 4'6" Height, Transitioning to 8' Height @ Hwy. 10

Plain Concrete Decking Surface

6" Concrete Curb



Daytime Concept Render of Transit Station Connection (See sheet 01 for Location)



Night Concept Render Alternative A



Night Concept Render Alternative B

Mississippi Skyway - City of Ramsey

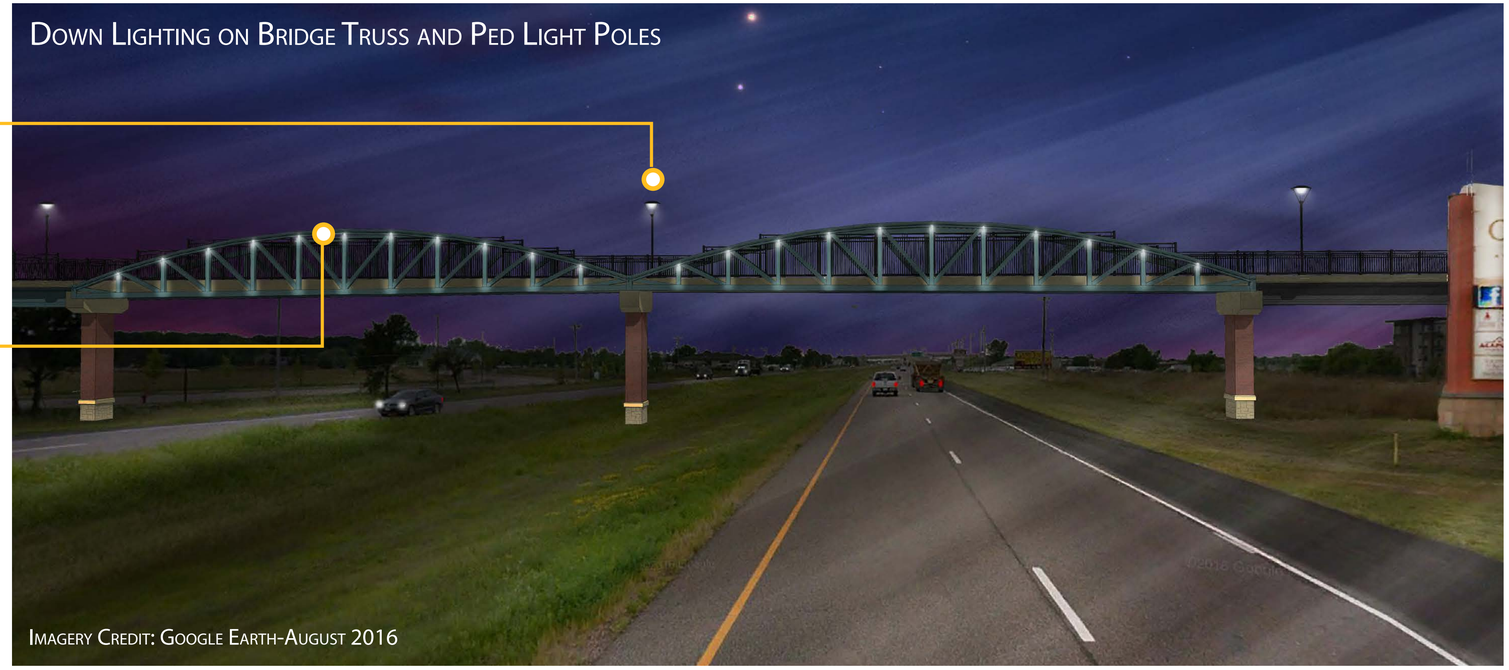
04 Bridge Segment Near Ramsey COR Transit Center

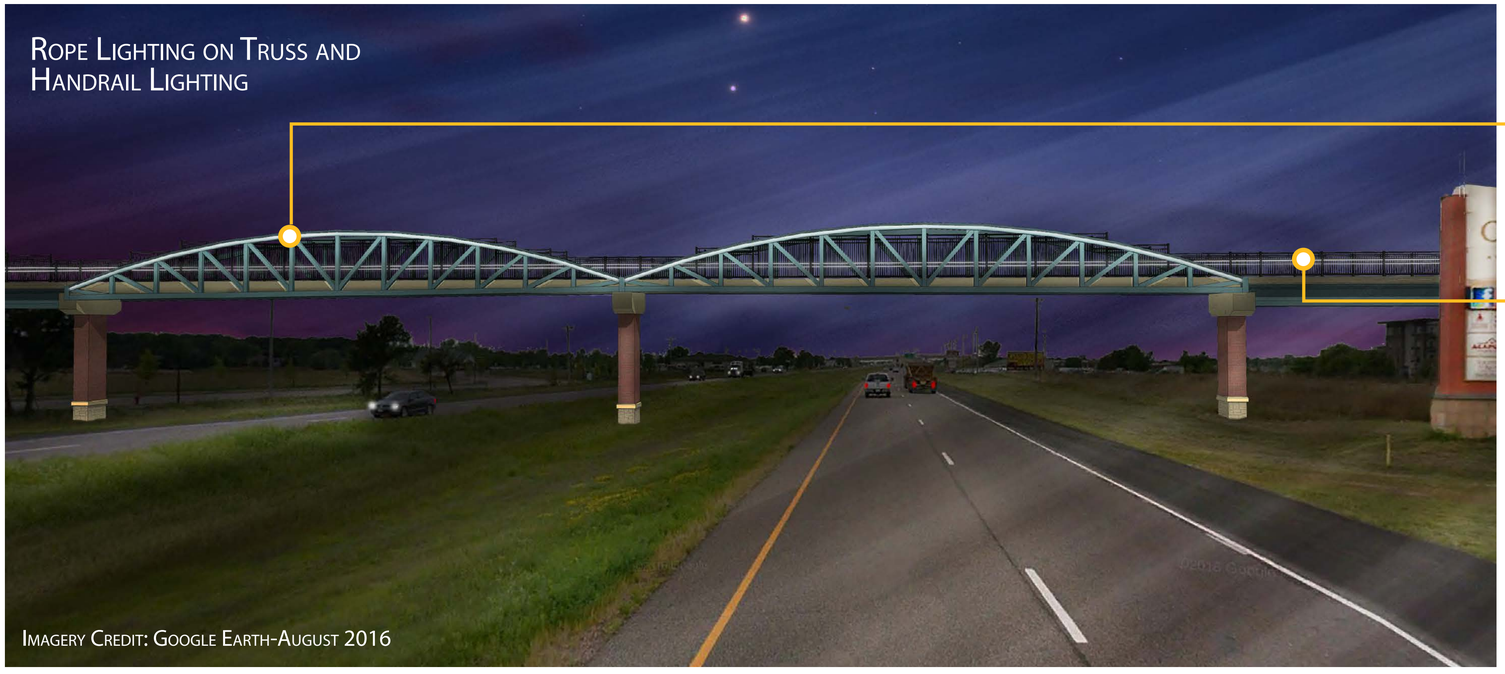
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City of RAMSEY

LED Pole Lighting (Style to Match Ramsey Metro Station Platform Lighting)

LED Down Lights on Exterior of Truss Highlighting Vertical Elements





Handrails Running the Entire Bridge Length with Built in Down-Lighting

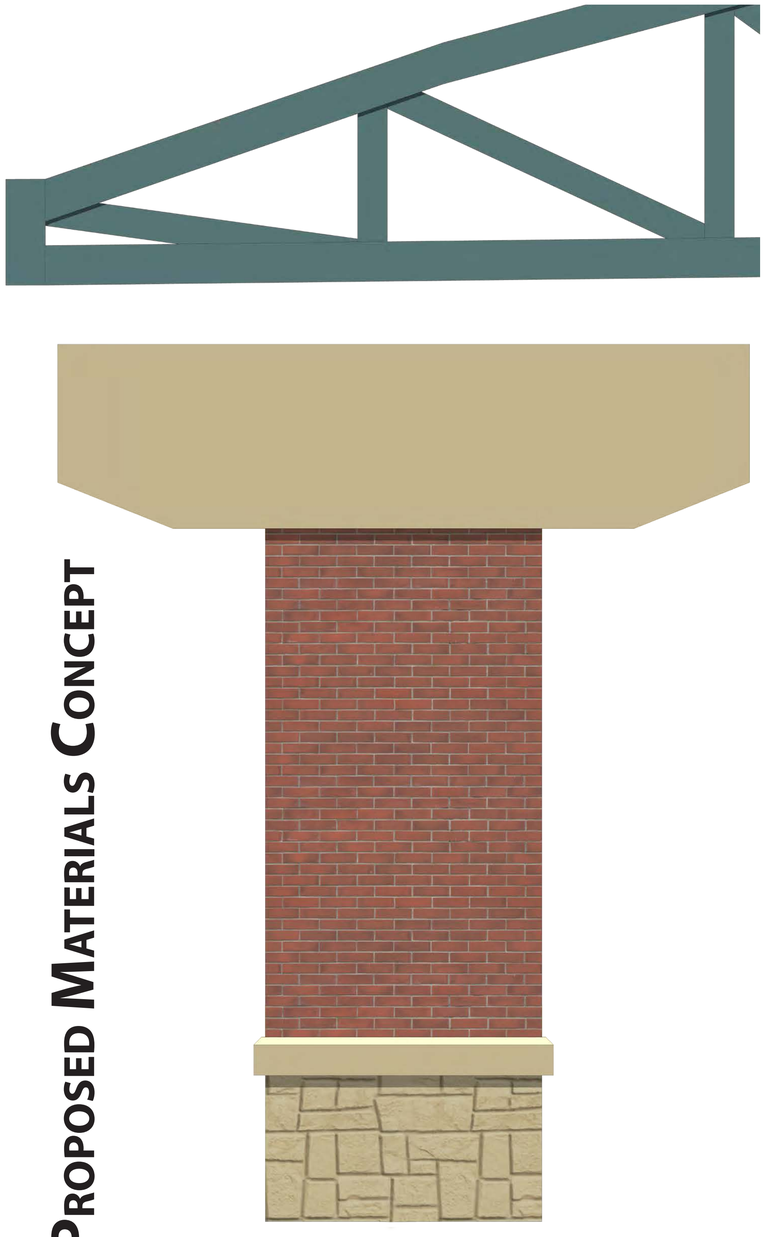
LED Rope Lighting in Metal Channel Lighting Exterior of Metal Trusses

Mississippi Skyway - City of Ramsey

05 Bridge View from Highway 10 Looking West

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Proposed Materials Concept

Highway 10 Bridge Materials

- Colored Concrete - Federal Standard Color No. 33522
- Brick Color - Endicott Type 'Medium Ironspot #7
- Mortar Joints - Federal Standard Color No. 33578
- Concrete Column Bases w/ Stone Form Liner Pattern
- Ornamental Railing - Federal Standard Color No. 26134 (Dark Gray, Semi-Gloss)

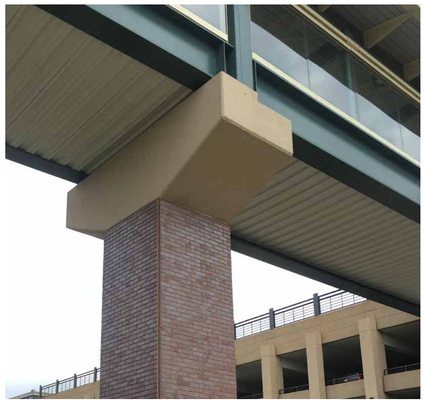




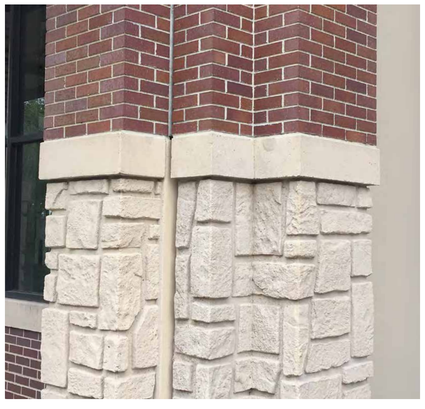


Ramsey COR Materials

- Colored Concrete Color - To Be Determined
- Brick Color - To Be Determined
- Concrete Column Bases w/ Stone Form Liner Pattern
- Ornamental Railing/Post Color - To Be Determined









Proposed Skyway Pier Materials to Match Ramsey COR Pallette, While Closely Mimicking Aesthetics of Highway 10 Bridge @ Armstrong.

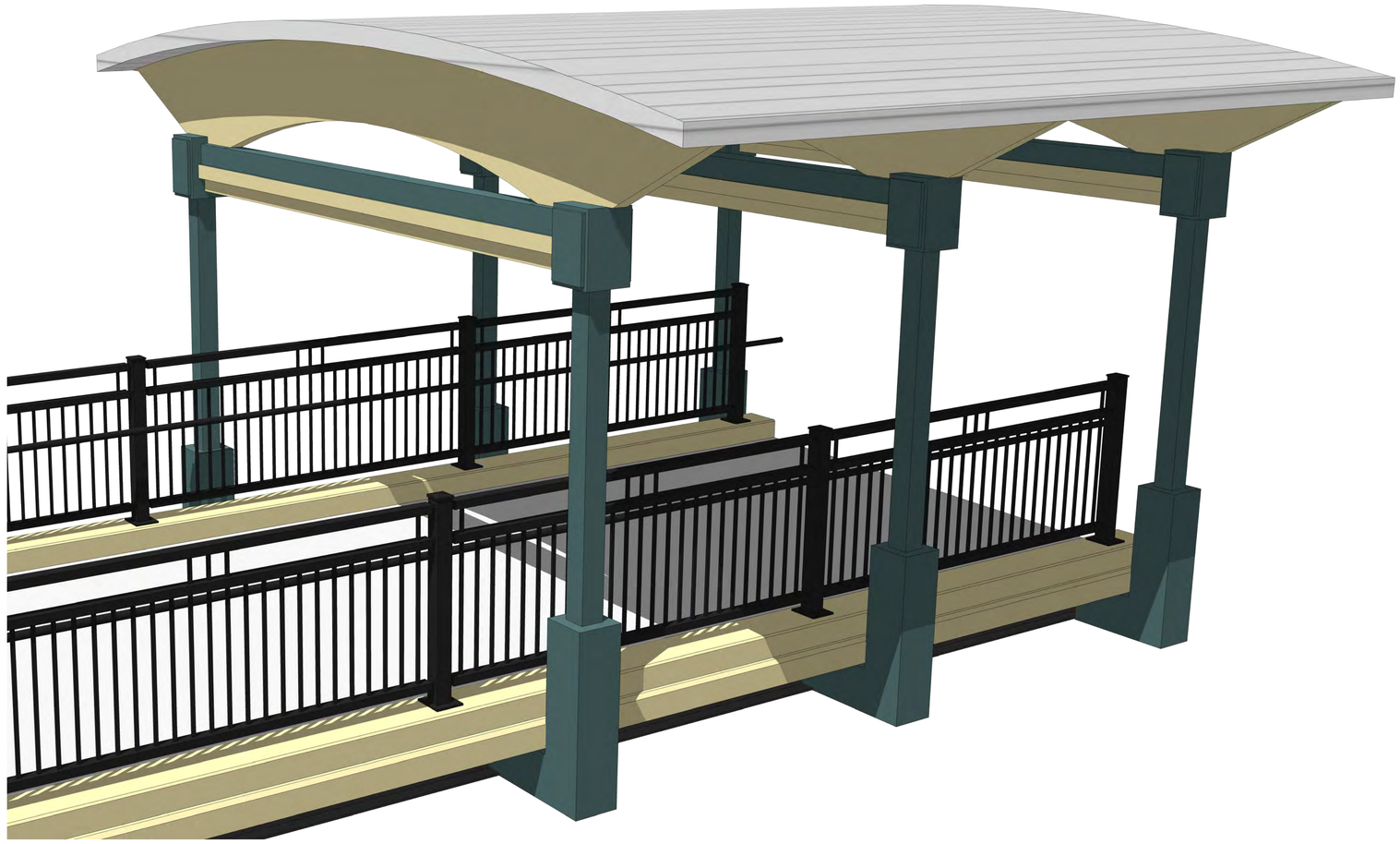
Mississippi Skyway - City of Ramsey

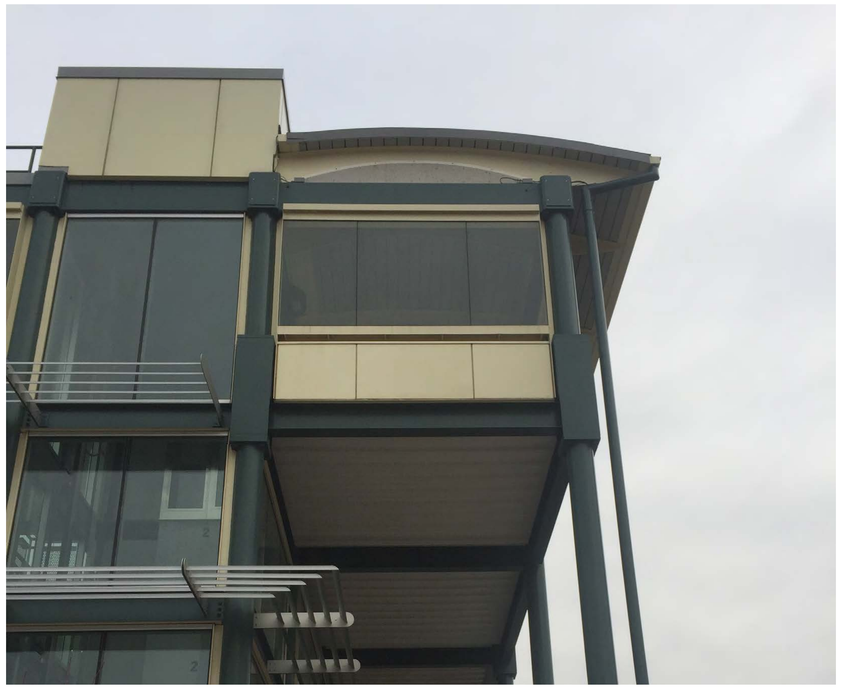
06 Material Precedence Examples

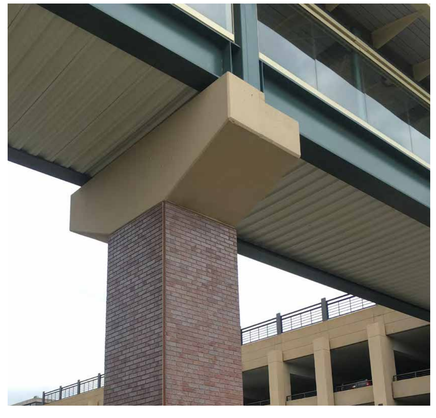
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City of RAMSEY









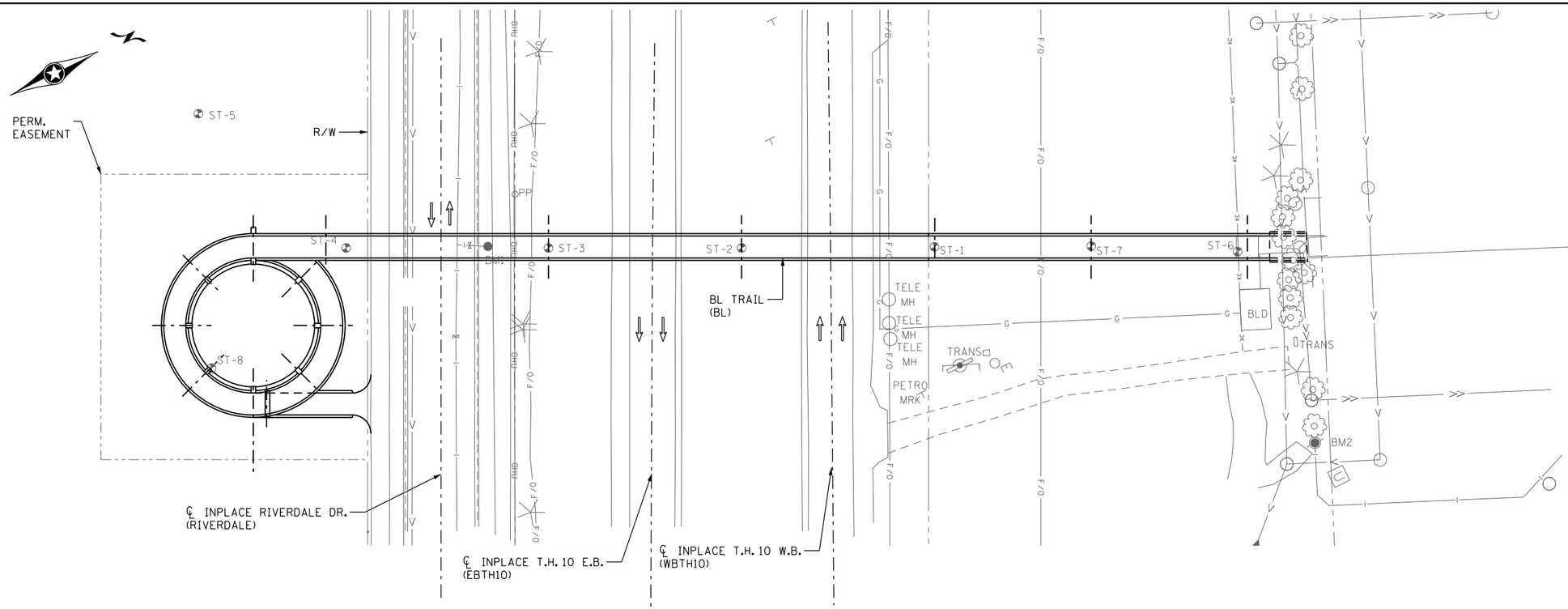


Mississippi Skyway - City of Ramsey

07 Ramsey COR Bridge Connection Awning

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City of RAMSEY



LIST OF SHEETS

1	TITLE
2	GENERAL PLAN & ELEVATION
3	QUANTITIES AND GENERAL NOTES
4 - 5	TYPICAL SECTIONS
6	ARCHITECTURAL DETAILS
7 - 8	WORKING POINT LAYOUT
9 - 13	SOUTH ABUTMENT DETAILS
14 - 16	NORTH ABUTMENT DETAILS
17 - 27	HELIX PLAN AND DETAILS
28 - 45	HELIX COLUMN 1 THRU 8 DETAILS & REINF.
46 - 49	HELIX BAR LISTS AND QUANTITIES
50 - 61	PIER 1 THRU PIER 6 DETAILS & REINF.
62 - 63	PIER BAR LISTS AND QUANTITIES
64	FRAMING PLAN
65 - 70	SUPERSTRUCTURE DETAILS & REINFORCEMENT
71 - 73	CONCRETE BEAM DETAILS
74	STEEL BEAM DETAILS
75 - 79	RAILING DETAILS
80	DRAINAGE DETAILS
81	LIGHTING DETAILS
82 - 83	PREFABRICATED TRUSS DETAILS
84	WATERPROOF EXPANSION DEVICE
85	CONCRETE CURB WITH RAILING
86 - 90	B - DETAILS
91	AS-BUILT BRIDGE DATA
92 - 96	BRIDGE SURVEY PLAN AND PROFILE
97 - 98	SOIL BORINGS
99	ROADWAY TYPICAL SECTION

TOTAL PLAN SHEETS = 99

CONSTRUCTION NOTES

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

SEE SPECIAL PROVISIONS FOR ALL XXXX.6XX SERIES PAY ITEMS FOR ADDITIONAL REQUIREMENTS. (EXAMPLE 2411.618)

THE BAR SIZES SHOWN IN THIS PLAN ARE IN U.S. CUSTOMARY DESIGNATIONS.

BARS MARKED WITH THE SUFFIX "E" SHALL BE EPOXY COATED IN ACCORDANCE WITH SPEC. 3301.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY 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".

BRIDGE SEAT REINFORCEMENT SHALL BE CAREFULLY PLACED TO AVOID INTERFERENCE WITH DRILLING HOLES FOR ANCHOR RODS. THE BEAMS SHALL BE ERECTED IN FINAL POSITION PRIOR TO DRILLING HOLES FOR AND PLACING ANCHOR RODS.

FOR ADDITIONAL NOTES AND SUMMARY OF QUANTITIES, SEE SHEET 3.

PROPOSED TYPE OF STRUCTURE

SUPERSTRUCTURE:
1. MN45 PRESTRESSED CONCRETE BEAMS
   SIMPLE SPANS
   7" MIN. CONCRETE DECK
   ALL BARS EPOXY COATED

2. PREFAB STEEL TRUSS
   SIMPLE SPANS
   7½" MIN. CONCRETE DECK
   ALL BARS EPOXY COATED

3. W16 X 77 STEEL BEAMS
   SIMPLE SPAN
   7" MIN. CONCRETE DECK
   ALL BARS EPOXY COATED

4. REINFORCED CONCRETE SLAB & HELIX
   HPC VARIABLE DEPTH (7" MIN.)
   ALL BARS EPOXY COATED

SUBSTRUCTURE:
   RECTANGULAR HELIX COLUMNS
   SUPPORTED ON SPREAD FOOTINGS

   RECTANGULAR COLUMN PIER SUPPORTED ON SPREAD FOOTINGS

DESIGN DATA

DESIGNED IN ACCORDANCE WITH THE 2014 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. SUPPLEMENTED WITH THE 2009 LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES (AND CURRENT INTERIM)

90 PSF LIVE LOAD (PEDESTRIAN)

H10 LIVE LOAD (VEHICULAR)

MATERIAL DESIGN PROPERTIES:
REINFORCED CONCRETE:
f'c = 4 KSI n = 8
fy = 60 KSI REINFORCEMENT
PRESTRESSED CONCRETE:
f'c = 8.0 KSI n = 1
fpu = 270 KSI LOW RELAXATION STRANDS
0.75 fpu FOR INITIAL PRESTRESS
STRUCTURAL STEEL (PAINTED):
fy = 36 KSI SPEC 3306
fy = 50 KSI SPEC 3309
TUBING TYPE A (RAILING) SPEC 3361
TUBING TYPE C (TRUSS) SPEC 3361

DESIGN SPEED
OVER = N/A UNDER = 70 MPH (ADT > 6000)

APPROXIMATE DECK AREA 13322 SQ. FT.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSY MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

JAMES D. ARCHER

LIC. NO. 45501 DATE 12/31/2017

APPROVED: _____ CITY OF RAMSEY

DATE: _____

MINNESOTA DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 02053
MISSISSIPPI SKYWAY PEDESTRIAN BRIDGE
OVER T.H. 10 FROM RIVERDALE DRIVE
TO THE NORTH STAR STATION
0.47 MILES EAST OF JCT. OF C.S.A.H. 83 & T.H. 10

PREFABRICATED STEEL TRUSS:
105'-0" MAIN SPANS
14'-6" DECK
IDENTIFICATION NO. 209 (SPAN 1)
IDENTIFICATION NO. 301 (SPAN 7)
IDENTIFICATION NO. 302 (SPANS 3 & 4)
IDENTIFICATION NO. 501 (SPANS 2, 5, 6)

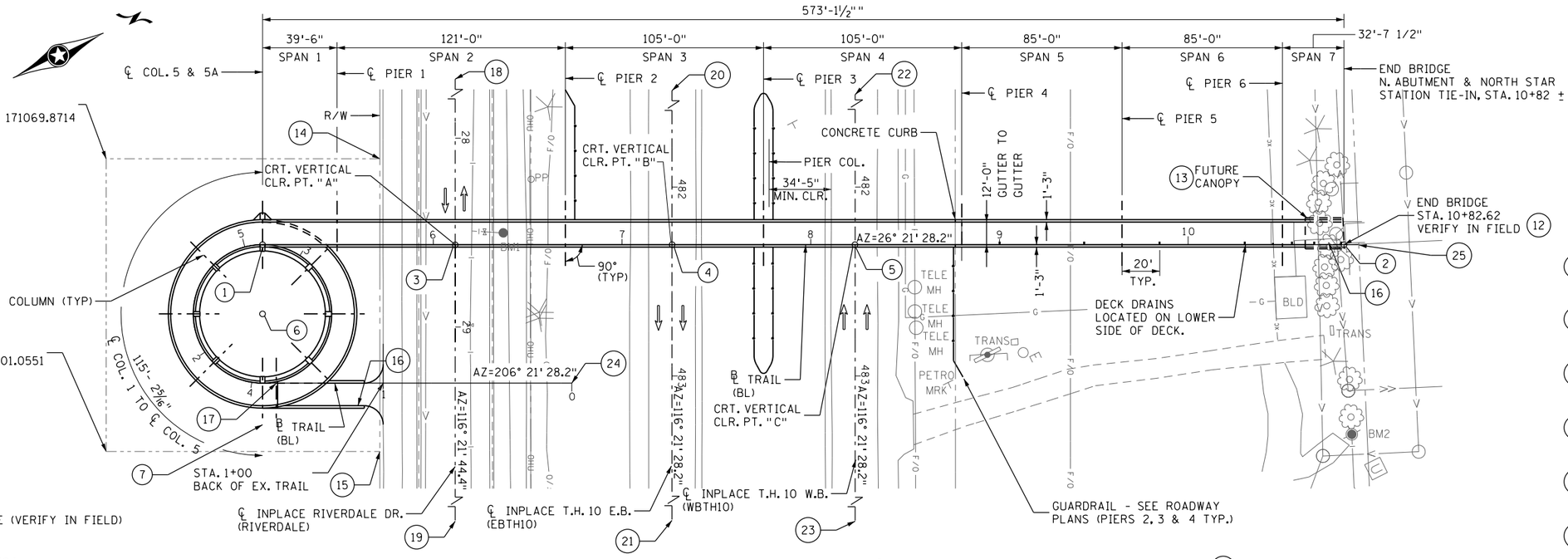
SEC: 28 TWP: 32N , R25W
COUNTY: ANOKA
CITY: RAMSEY

APPROVED: _____ STATE BRIDGE ENGINEER _____ DATE

DES. RRE	DR. JMR	02053
CHK. ATP	CHK. RRE	

MINNESOTA PROJECT NO. S.F. | MNDOT REVIEW UNIT: BENJAMIN JILK | JOB NO. T9Y620 | S.A.P. 199-010-012 | SHEET NO. 1 OF 99

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1. ℄ TRAIL (BL)
STA. 2+79.113
LOWER HELIX GUTTERLINE
STA. 5+09.496
UPPER HELIX GUTTERLINE
X= 449624.482 Y= 171123.906

2. ℄ TRAIL (BL)
STA. 10+82.620
GUTTERLINE
TIE INTO STATION STRUCTURE (VERIFY IN FIELD)
X= 449878.935 Y= 171637.447

3. ℄ TRAIL (BL) P.O.T. STA. 6+11.594 =
℄ RIVERDALE DR. (RIVERDALE) P.O.T. STA. 28+56.392
X= 449669.811 Y= 171215.390
∢ 90° 00' 16.2"

4. ℄ TRAIL (BL) P.O.T. STA. 7+26.497 =
℄ T.H. 10 E.B (EBTH10) P.O.T. STA. 482+30.472
X= 449720.825 Y= 171318.347
∢ 90° 00' 00"

5. ℄ TRAIL (BL) P.O.T. STA. 8+23.497 =
℄ T.H. 10 W.B (WBTH10) P.O.T. STA. 482+30.469
X= 449763.890 Y= 171405.263
∢ 90° 00' 00"

6. CENTER OF HELIX
X= 449657.337 Y= 171107.627
RADIUS TO BASELINE = 36'-8"

7. ℄ COL. 1 & BEGIN HELIX CURVE
STA. 1+63.92
BRIDGE NAME PLATE (PLACE ON SOUTHEAST
FACE OF COLUMN)

8. PIER TO BE LOCATED MORE THAN 30'-0" FROM EDGE OF LANE; CONSTRUCTION PER MNDOT PIER PROTECTION POLICY NOT REQUIRED

9. PROFILE GRADE FOR RIVERDALE DRIVE
(EXRIVERDALE)

10. PROFILE GRADE FOR EASTBOUND T.H. 10
(EXTH10EB)

11. PROFILE GRADE FOR WESTBOUND T.H. 10
(EXTH10WB)

12. VERIFY LOCATION OF BUILDING PRIOR TO ORDERING STEEL BEAMS. REMOVE & RECONSTRUCT WALL PANEL/CURBS AT END FACE OF SKYWAY TO INCLUDE DOORWAY AND TIE INTO EXISTING WALKWAY.

13. POTENTIAL FUTURE METAL ROOF CANAPY
(BY OTHERS)

14. X = 449611.355
Y= 171199.797

15. X= 449750.244
Y= 171130.985

16. BENCHMARK DISK
(SEE APPLICABLE DETAILS)

17. END SOUTH ABUTMENT AND BEGIN BRIDGE
STA. 1+55.92

18. ℄ RIVERDALE DR. (RIVERDALE)
P.O.T. STA. 26+37.225
X= 449473.437 Y= 171312.710

19. ℄ RIVERDALE DR. (RIVERDALE)
P.O.T. STA. 32+15.297
X= 449991.391 Y= 171056.020

20. ℄ T.H. 10 E.B. (EBTH10)
P.O.T. STA. 480+04.738
X= 449518.559 Y= 171418.567

21. ℄ T.H. 10 E.B. (EBTH10)
P.O.T. STA. 485+65.093
X= 450020.658 Y= 171169.783

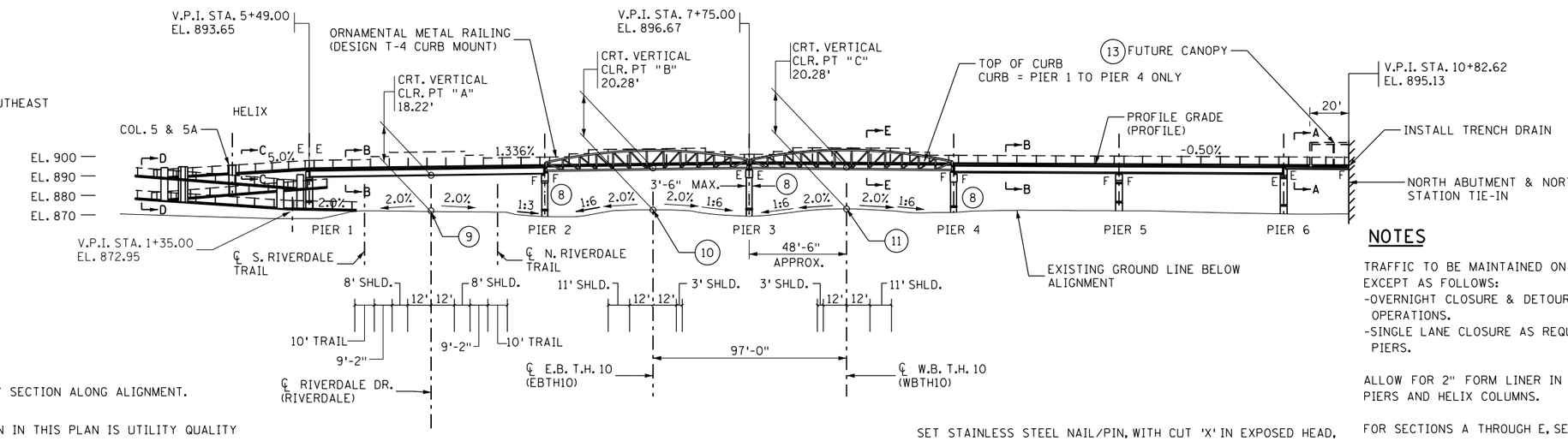
22. ℄ T.H. 10 W.B. (WBTH10)
P.O.T. STA. 480+03.808
X= 449560.793 Y= 171505.895

23. ℄ T.H. 10 W.B. (WBTH10)
P.O.T. STA. 485+63.467
X= 450062.269 Y= 171257.420

24. ℄ TRAIL (BL)
STA. 0+00.000
X= 449762.969 Y= 171238.228

25. ℄ TRAIL (BL)
STA. 10+85.113
X= 449882.298 Y= 171644.235

GENERAL PLAN



GENERAL ELEVATION

CROSS-SLOPES SHOWN ARE ON THE TRAVELED WAY
FORESLOPES SHOWN ARE THE MAX. BEYOND TRAVELED WAY

SEE SHEET 99 FOR DETAILED ROADWAY SECTION ALONG ALIGNMENT.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY 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".

SET STAINLESS STEEL NAIL/PIN, WITH CUT 'X' IN EXPOSED HEAD, IN WEST FACE OF EACH PIER APPX. 4' ABOVE FINISHED GRADE.

NOTES

TRAFFIC TO BE MAINTAINED ON T.H. 10 DURING CONSTRUCTION. EXCEPT AS FOLLOWS:
-OVERNIGHT CLOSURE & DETOUR DURING BEAM/TRUSS SETTING OPERATIONS.
-SINGLE LANE CLOSURE AS REQUIRED FOR WORK NEAR MAINSPAN PIERS.

ALLOW FOR 2" FORM LINER IN ABUTMENT FACE, WINGWALLS, PIERS AND HELIX COLUMNS.

FOR SECTIONS A THROUGH E, SEE TYPICAL SECTIONS.

"F" DENOTES FIXED BEARINGS.

"E" DENOTES EXPANSION BEARINGS.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE
RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: GENERAL PLAN AND ELEVATION

DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 2 OF 99 SHEETS

BRIDGE NO. 02053

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SCHEDULE OF QUANTITIES FOR ENTIRE BRIDGE

ITEM NO.	ITEM		UNIT	TOTAL ESTIMATED QUANTITY	AS-BUILT QUANTITY	
2021.601	MOBILIZATION BRIDGE		LUMP SUM	1		
2100.601	PEDESTRIAN BRIDGE (SUPERSTRUCTURE)	1	LUMP SUM	1		
2105.522	SELECT GRANULAR BORROW MOD 10% (CV)		CU YD	131		(P)
2211.503	AGGREGATE BASE (CV) CLASS 5 MODIFIED		CU YD	14		(P)
2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)		TON	14		
2401.501	STRUCTURAL CONCRETE (1G52)		CU YD	437.3		
2401.501	STRUCTURAL CONCRETE (3B52)		CU YD	256.4		
2401.501	STRUCTURAL CONCRETE (3S52)		CU YD	40.8		
2401.541	REINFORCEMENT BARS		POUND	25766		
2401.541	REINFORCEMENT BARS (EPOXY COATED)	9	POUND	222232		
2401.601	STRUCTURE EXCAVATION		LUMP SUM	1		
2401.607	BRIDGE SLAB CONCRETE (3YHPC-M)	8	CU YD	540.4		
2402.521	STRUCTURAL STEEL (3309)	7	POUND	7677		
2402.583	ORNAMENTAL METAL RAILING (3 TYPES)		LIN FT	2004.8		
2402.590	ELASTOMERIC BEARING PAD	3	EACH	4		
2402.591	EXPANSION JOINT DEVICES TYPE 4		LIN FT	39.0		(P)
2402.595	BEARING ASSEMBLY	2	EACH	14		
2402.601	DRAINAGE SYSTEM	4	LUMP SUM	1		
2405.502	PRESTRESSED CONCRETE BEAMS MN45		LIN FT	580.2		(P)
2405.511	DIAPHRAGMS FOR TYPE MN45 PREST BEAMS		LIN FT	68.0		(P)
2411.618	ANTI-GRAFFITI COATING	12	SQ FT	15717		(P)
2411.618	ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	10	SQ FT	34588		(P)
2411.618	ARCHITECTURAL SURFACE FINISH (MULTI COLOR)	11	SQ FT	1649		(P)
2411.618	ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)		SQ FT	1649		(P)
2411.618	ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)		SQ FT	1204		(P)
2433.601	REMOVE AND RECONSTRUCT PORTIONS OF EXISTING STRUCTURE	5	LUMP SUM	1		
2545.501	LIGHTING SYSTEM	6	LUMP SUM	1		

(P) DENOTES PLAN QUANTITY PAY ITEMS AS PER SPEC. 1901.

1. INCLUDES BEARING ASSEMBLIES (TYPE F2 AND E3)
2. EXCLUDES QUANTITIES FOR PREFABRICATED TRUSS
3. REFER TO DETAIL B305 (MOD.)
4. INCLUDES SPLASH BASINS AND DOWNSPOUTS AS REQUIRED.
5. INCLUDES INSTALLATION OF SECURITY ENTRANCE (PROVIDED BY OTHERS). INCLUDES ALL COSTS ASSOCIATED WITH RECONSTRUCTING THE EXISTING STRUCTURE AT THE TIE-IN LOCATIONS; SEE NORTH ABUTMENT DETAILS.
6. INCLUDES ALL COSTS ASSOCIATED WITH INSTALLING LIGHTING SYSTEM TYPE SPECIAL 1 AND LIGHTING SYSTEM TYPE SPECIAL 2.
7. INCLUDES PAYMENT FOR THE FOLLOWING ELEMENTS IN SPAN 7: STEEL BEAMS, DIAPHRAGMS, STIFFENERS, NUTS, BOLTS, WASHERS, BEARING SOLE PLATES AND CONNECTION PLATES.
8. BRIDGE SLAB CONCRETE (3YHPC-M). VOLUME WAS COMPUTED USING AN AVERAGE STOOL HEIGHT OF 2 INCHES. INCLUDES END DIAPHRAGMS AND BENCH MARK DISK. STATE WILL FURNISH DISK. BEND PRONGS OUTWARD TO ANCHOR DISK IN CONCRETE. BOTTOM OF DISK TOP TO BE PLACED FLUSH WITH CONCRETE.
9. INCLUDES DECK, END DIAPHRAGMS AND CURB REINFORCEMENT.
10. APPLY COATING TO ALL ABOVE GRADE PORTIONS OF HELIX, BRIDGE SLAB & DECK, PCB BEAMS AND CURBS EXCEPT 12' RIDING SURFACE OF TRAIL. APPLY COATING TO BOTTOM AND SIDE FACES OF PIER CAPS, ASHLAR STONE AND COLLAR PORTIONS OF PIERS.
11. APPLY COATING TO PORTIONS OF PIER COLUMNS WITH "THIN BRICK" FINISH.
12. APPLY TO ALL FINISHED FACES OF HELIX (EXCEPT 12' RIDING SURFACE) AND TO EXPOSED PORTIONS OF PIER COLUMNS.

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

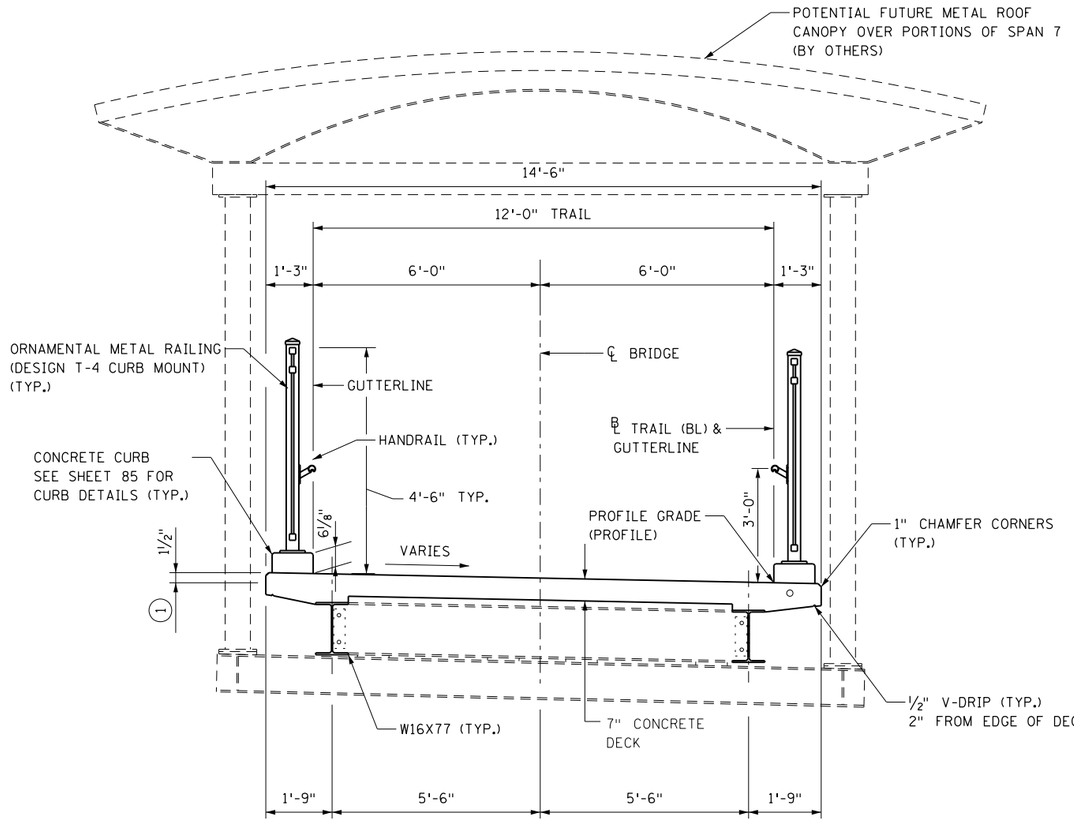
TITLE: QUANTITIES AND NOTES

DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

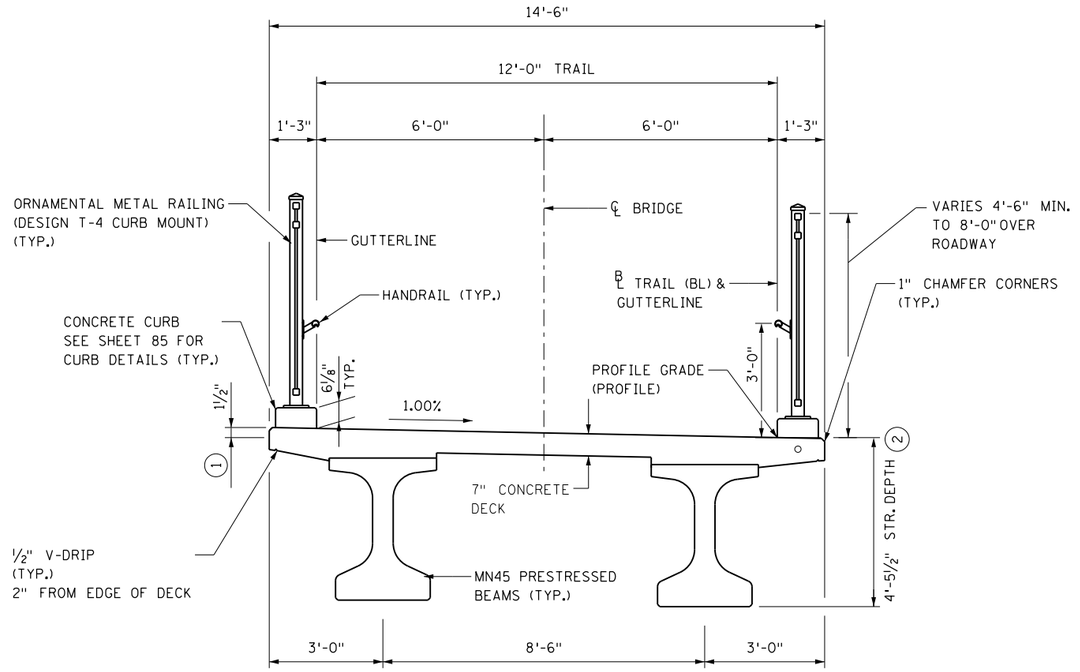
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SHEET NO. 3 OF 99 SHEETS

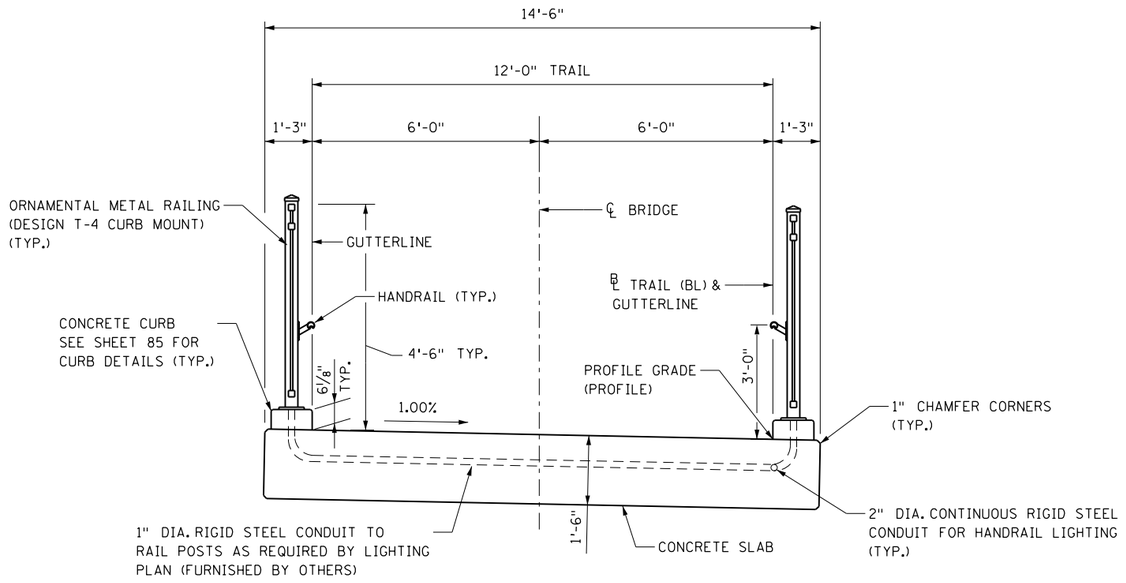
BRIDGE NO. 02053



SECTION A-A
TIE IN SPAN



SECTION B-B
APPROACH SPANS



SECTION C-C
APPROACH SPAN

(1) MEASURED GUTTERLINE TO GUTTERLINE

(2) STRUCTURE DEPTH INDICATED IS FROM PROFILE GRADE TO BOTTOM OF MEMBER AND IS CALCULATED BASED ON A STOOL HEIGHT OF 1⅝" AT ℄ BEAM.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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TITLE: TYPICAL SECTIONS

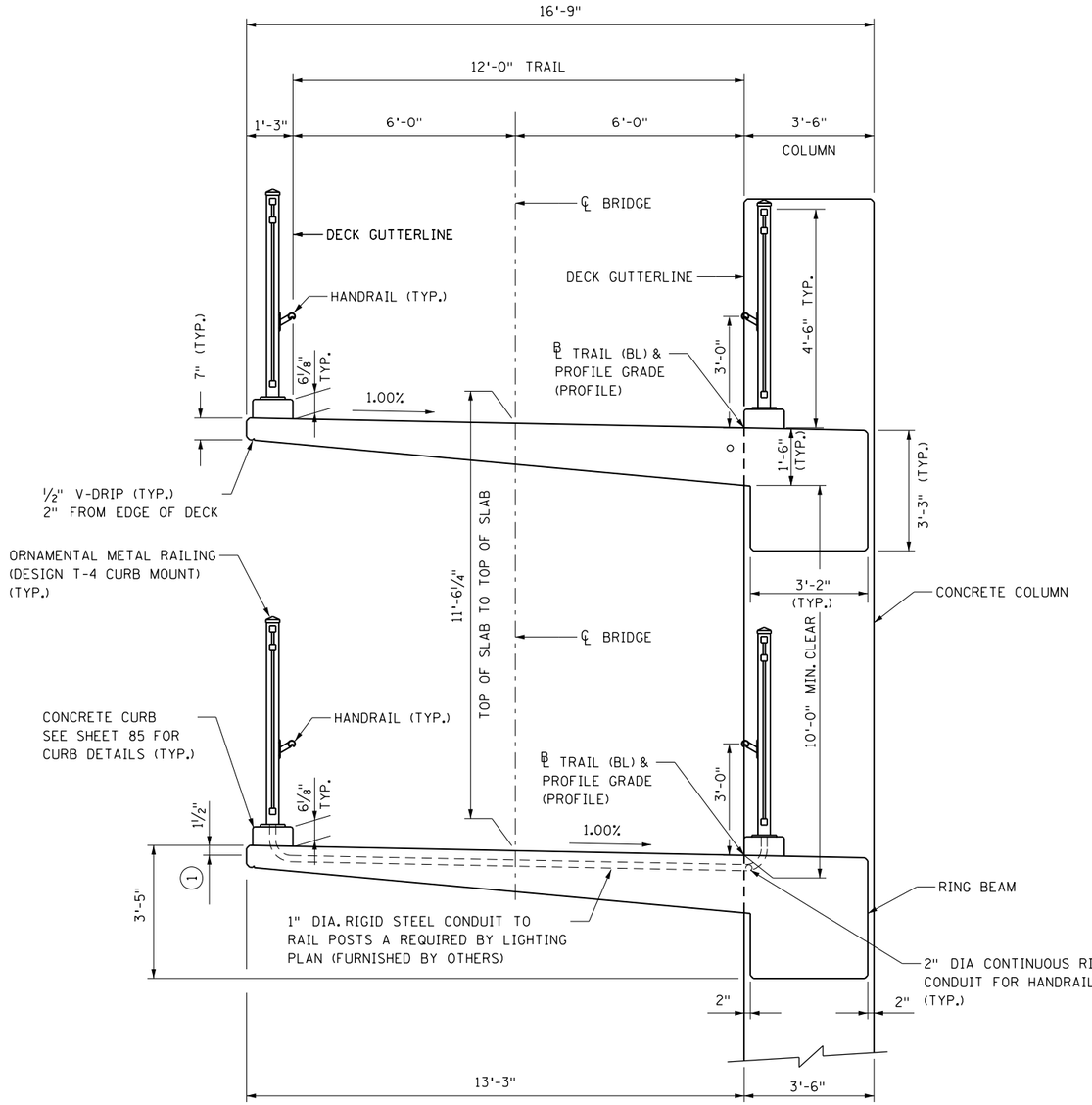
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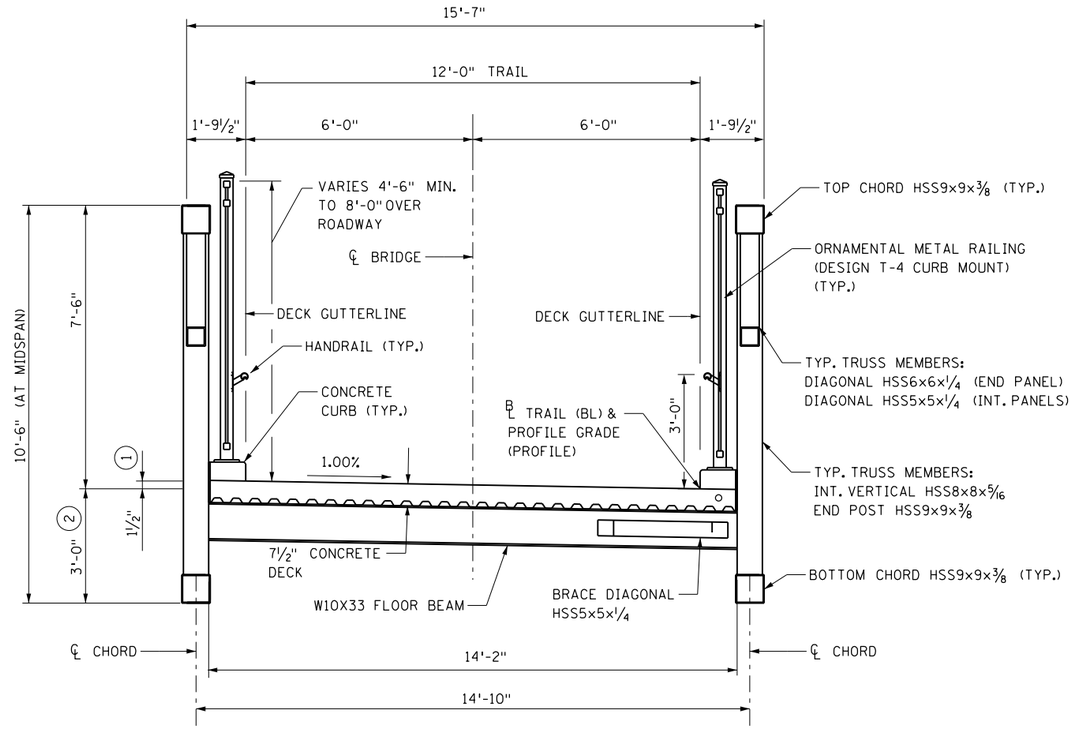
SHEET NO. 4 OF 99 SHEETS

BRIDGE NO. 02053

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SECTION D-D
HELIX



SECTION E-E
STEEL TRUSS

(1) MEASURED GUTTERLINE TO GUTTERLINE

(2) STRUCTURE DEPTH INDICATED IS FROM PROFILE GRADE TO BOTTOM OF MEMBER.

NOTE:
IF TRUSS DESIGN IS MODIFIED FROM THE CONFIGURATION SHOWN, CONTRACTOR SHALL SUBMIT FOR REVIEW CALCULATIONS SIGNED BY AN ENGINEER LICENSED IN THE STATE OF MINNESOTA.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

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LIC. NO. 53920 DATE

TITLE: TYPICAL SECTIONS

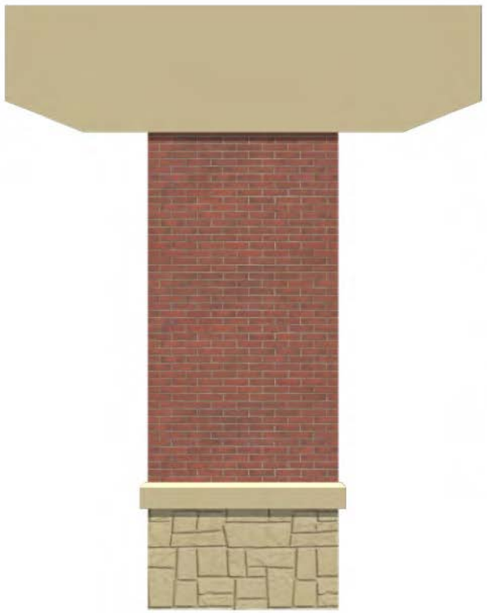
DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

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SHEET NO. 5 OF 99 SHEETS

BRIDGE NO. 02053

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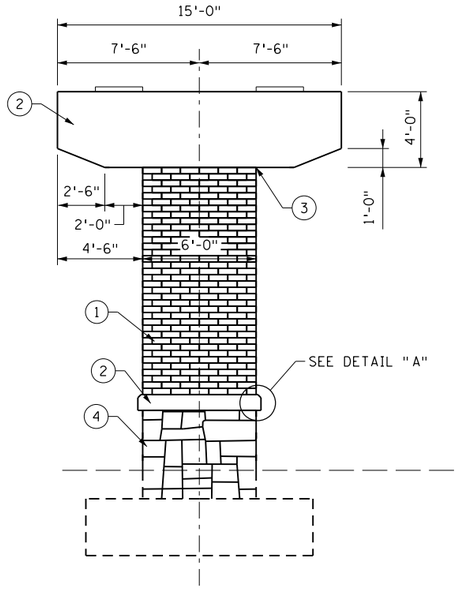
PIER RENDERING



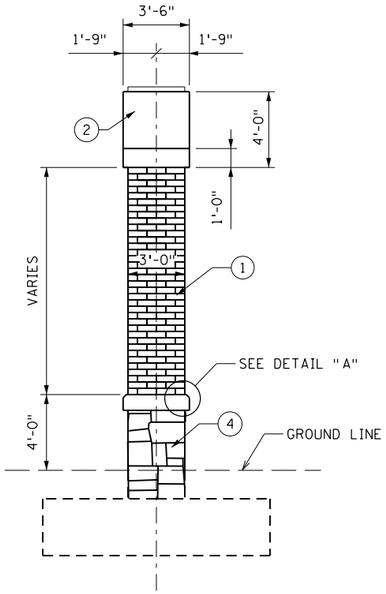
RETAINING WALL RENDERING



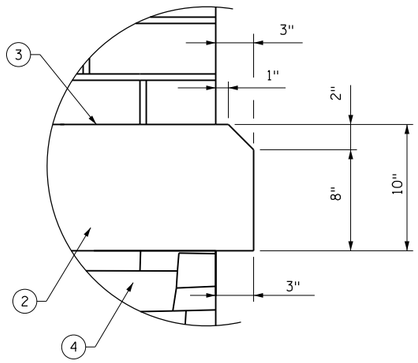
MAIN SPAN RENDERING



TYPICAL PIER ELEVATION
(APPROACH PIER SHOWN.
MAIN SPAN PIERS SIMILAR)



TYPICAL PIER END VIEW
(APPROACH PIER SHOWN.
MAIN SPAN PIERS SIMILAR)



DETAIL "A"

NOTES:

1. +0": FRONT FACE OF FORMLINER
   ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)
   ARCHITECTURAL SURFACE FINISH (MULTI-COLOR) AND
   ANTI-GRAFITTI COATING.
2. +3": SPECIAL SURFACE FINISH (COLOR 2).
3. PERMISSIBLE CONSTRUCTION JOINT. LOCATE CONSTRUCTION
   JOINTS IN MORTAR LINE OF THE FORMLINER.
4. +0": FRONT FACE OF FORMLINER
   ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)
   ARCHITECTURAL SURFACE FINISH (SINGLE COLOR - COLOR 2)
   AND ANTI-GRAFITTI COATING.

   COLOR 1 SHALL BE FEDERAL STANDARD COLOR
   NO. 33578

   COLOR 2 SHALL BE FEDERAL STANDARD COLOR
   NO. 33522.

PIER DIMENSIONS SHOWN ARE RECOMMENDED; SUBJECT TO MODIFICATION DURING FINAL DESIGN, PROVIDED AESTHETIC CONCEPT IS MAINTAINED.

EXTEND ARCHITECTURAL TREATMENTS AND ANTI-GRAFITTI COATINGS MINUMUM 1'-0" BELOW PROPOSED GROUND LINE, WHERE APPLICABLE.

ARCHITECTURAL SURFACE FINISH (MULTI-COLOR) SHALL BE ENDICOTT TYPE 'MEDIUM IRONSPOT #7' OR SIMILAR APPROVED EQUIVALENT. MORTAR JOINTS SHALL BE COLOR 1.

PCB'S SHALL RECEIVE S.S.F. - COLOR 2.

OUTSIDE AND BOTTOM FACES OF BRIDGE SLAB, HELIX RAMP AND COLUMNS, AS WELL AS ALL SIDES OF CONCRETE CURBS, SHALL RECEIVE S.S.F. - COLOR 2.

SEE SOUTH ABUTMENT DETAILS FOR ARCHITECTURAL TREATMENT LAYOUT ON WALL PANELS.

THE GENERAL INTENT OF THE PROPOSED BRIDGE AESTHETICS IS TO MATCH THE CONNECTED NORTH STAR 'COR' AREA PARKING RAMP. ELEMENTS WILL CLOSELY RESEMBLE THE STYLE UTILIZED ON THE NEARBY ARMSTRONG BOULEVARD CROSSING OF T.H. 10. THE STEEL TRUSS AND BEAM COLORS PROPOSED HAVE BEEN SELECTED TO TIE-IN WITH THE BLUE-GREEN UTILIZED ON THE CONNECTED NORTH STAR STATION.

MAXIMUM DEPTH OF ARCHITECTURAL CONCRETE TEXTURE IS 1½" (FROM F.F. OF FORMLINER)

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LIC. NO. 53920 DATE

TITLE: ARCHITECTURAL DETAILS

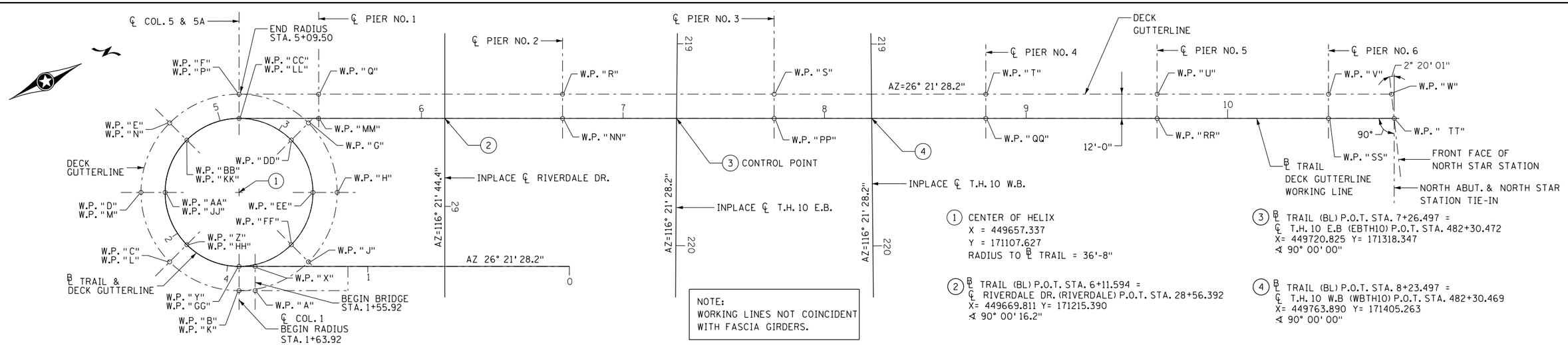
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SHEET NO. 6 OF 99 SHEETS

BRIDGE NO. 02053

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DIMENSIONS BETWEEN WORKING POINTS (2)

POINT	STATION	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	FF	GG	HH	JJ	KK	LL	MM	NN	PP	QQ	RR	SS	TT	POINT
A	1+55.92		8.00																				12.00	14.42																					A
B	1+63.92			37.25																			14.42	12.00	34.49																				B
C	1+92.72				37.25																			34.49	12.00	34.49																			C
D	2+21.52					37.25																			34.49	12.00	34.49																		D
E	2+50.31						37.25																			34.49	12.00	34.49																	E
F	2+79.11							37.25																			34.49	12.00	34.49																F
G	3+07.91								37.25																			34.49	12.00	34.49															G
H	3+36.71									37.25																			34.49	12.00	34.49														H
J	3+65.51										37.25																			34.49	12.00	34.49													J
K	3+94.30											37.25																			34.49	12.00	34.49												K
L	4+23.10												37.25																			34.49	12.00	34.49											L
M	4+51.90													37.25																			34.49	12.00	34.49										M
N	4+80.70														37.25																			34.49	12.00	34.49									N
P	5+09.50															39.50																			34.49	12.00	41.28								P
Q	5+49.00																121.00																			41.28	12.00	121.6							Q
R	6+70.00																	105.00																			121.6	12.00	105.7						R
S	7+75.00																		105.00																			105.7	12.00	105.7	105.7				S
T	8+80.00																			85.00																			105.7	12.00	85.84				T
U	9+65.00																				85.00																			85.84	12.00	85.84			U
V	10+50.00																					32.13																			85.84	12.00	34.75	V
W	10+82.13 (1)																																									34.30	12.01	W
X	1+55.92																							8.00																					X
Y	1+63.92																								28.06																				Y
Z	1+92.72																									28.06																		Z
AA	2+21.52																										28.06																	AA
BB	2+50.31																											28.06																BB
CC	2+79.11																												28.06															CC
DD	3+07.91																													28.06														DD
EE	3+36.71																														28.06													EE
FF	3+65.51																															28.06												FF
GG	3+94.30																																28.06											GG
HH	4+23.10																																	28.06										HH
JJ	4+51.90																																		28.06									JJ
KK	4+80.70																																			28.06								KK
LL	5+09.50																																				39.50							LL
MM	5+49.00																																					121.00						MM
NN	6+70.00																																						105.00					NN
PP	7+75.00																																							105.00				PP
QQ	8+80.00																																								85.00			QQ
RR	9+65.00																																									85.00		RR
SS	10+50.00																																										32.62	SS
TT	10+82.62 (1)																																											TT

(1) VERIFY EDGE OF NORTH STAR STATION.
(2) ALL DISTANCES ARE STRAIGHT LINE HORIZONTAL DISTANCES MEASURED IN FEET.

NOTES

FOR BRIDGE SEAT, TOP OF TRAIL ELEVATIONS AND COORDINATES, SEE NEXT SHEET.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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LIC. NO. 53920 DATE

TITLE: WORKING POINT LAYOUT

DESIGNED	RRE	DRAWN	JMR	APPROVED	
CHECKED	ATP	CHECK	RRE		

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SHEET NO. 7 OF 99 SHEETS

BRIDGE NO. 02053

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COORDINATES (5)

POINTS	STATION	X-COORDINATE	Y-COORDINATE	ELEVATION (6)
A	1+55.92	449704.496	171093.189	874.12
B	1+63.92	449700.944	171086.020	874.52
C	1+92.72	449672.893	171061.514	875.96
D	2+21.52	449635.730	171064.020	877.40
E	2+50.31	449611.223	171092.071	878.84
F	2+79.11	449613.730	171129.234	880.28
G	3+07.91	449641.780	171153.741	881.72
H	3+36.71	449678.944	171151.235	883.16
J	3+65.51	449703.450	171123.184	884.60
K	3+94.30	449700.944	171086.020	886.04
L	4+23.10	449672.893	171061.514	887.48
M	4+51.90	449635.730	171064.020	888.92
N	4+80.70	449611.223	171092.071	890.36
P	5+09.50	449613.730	171129.234	891.80
Q	5+49.00	449631.268	171164.631	893.77
R	6+70.00	449684.989	171273.051	895.39
S	7+75.00	449731.607	171367.136	896.79
T	8+80.00	449778.224	171461.220	896.26
U	9+65.00	449815.962	171537.383	895.84
V	10+50.00	449853.700	171613.546	895.41
W	10+82.13 (7)	449867.964	171642.333	895.13 (8)
X	1+55.92	449693.743	171098.517	874.00
Y	1+63.92	449690.192	171091.348	874.40
Z	1+92.72	449669.058	171072.884	875.84
AA	2+21.52	449641.058	171074.773	877.28
BB	2+50.31	449622.594	171095.907	878.72
CC	2+79.11	449624.482	171123.906	880.16
DD	3+07.91	449645.616	171142.370	881.60
EE	3+36.71	449673.616	171140.482	883.04
FF	3+65.51	449692.080	171119.348	884.48
GG	3+94.30	449690.192	171091.348	885.92
HH	4+23.10	449669.058	171072.884	887.36
JJ	4+51.90	449641.058	171074.773	888.80
KK	4+80.70	449622.594	171095.907	890.24
LL	5+09.50	449624.482	171123.906	891.68
MM	5+49.00	449642.021	171159.303	893.65
NN	6+70.00	449695.742	171267.724	895.27
PP	7+75.00	449742.359	171361.808	896.67
QQ	8+80.00	449788.977	171455.892	896.14
RR	9+65.00	449826.715	171532.055	895.72
SS	10+50.00	449864.453	171608.218	895.29
TT	10+82.62 (7)	449878.933	171637.444	895.13 (8)

(5) ALL COORDINATE VALUES SHOWN ARE PROJECT COORDINATES DEFINED IN FEET.
(6) ELEVATIONS ARE AT TOP OF TRAIL.
(7) VERIFY EDGE OF RAMSEY STATION.
(8) ESTIMATED TIE-IN ELEVATION FROM SURVEY. FIELD VERIFY AND ADJUST HAUNCH THICKNESS AS NEEDED TO MATCH FINISHED FLOOR OF SKYWAY PLATFORM.

ELEVATIONS

	LOCATION	STATION	TOP OF TRAIL @ B.L.	VERTICAL OFFSET TO FASCIA GIRDER (1)	TOP OF TRAIL @ FASCIA GIRDER	TOP OF TRAIL TO BR. SEAT	BRIDGE SEAT	NEAR POINT (2)
EAST FASCIA GIRDER (3)	PIER 1 SOUTH	5+48.13	893.61		893.61	1.94	891.67	MM
	PIER 1 NORTH	5+49.83	893.66	0.0175	893.68	4.97	888.71	
	PIER 2 SOUTH	6+69.25	895.26	0.0175	895.27	4.80	890.47	NN
	PIER 2 NORTH	6+70.75	895.28	---	---	3.55	891.72	
	PIER 3 SOUTH	7+74.25	896.66	---	---	3.55	893.11	PP
	PIER 3 NORTH	7+75.75	896.67	---	---	3.55	893.11	
	PIER 4 SOUTH	8+79.25	896.15	---	---	3.55	892.60	QQ
	PIER 4 NORTH	8+80.75	896.14	0.0175	896.16	4.80	891.36	
	PIER 5 SOUTH	9+64.25	895.72	0.0175	895.74	4.80	890.95	RR
	PIER 5 NORTH	9+65.75	895.72	0.0175	895.73	4.80	890.94	
	PIER 6 SOUTH	10+49.17	895.30	0.0175	895.32	4.96	890.35	SS
	PIER 6 NORTH	10+50.75	895.29	0.005	895.30	2.51	892.78	
WEST FASCIA GIRDER (3)	PIER 1 SOUTH	5+48.13	893.61	0.12	893.73	2.06	891.67	Q
	PIER 1 NORTH	5+49.83	893.66	0.1025	893.76	4.97	888.80	
	PIER 2 SOUTH	6+69.25	895.26	0.1025	895.36	4.80	890.56	R
	PIER 2 NORTH	6+70.75	895.28	---	---	3.55	891.72	
	PIER 3 SOUTH	7+74.25	896.66	---	---	3.55	893.11	S
	PIER 3 NORTH	7+75.75	896.67	---	---	3.55	893.11	
	PIER 4 SOUTH	8+79.25	896.15	---	---	3.55	892.60	T
	PIER 4 NORTH	8+80.75	896.14	0.1025	896.24	4.80	891.45	
	PIER 5 SOUTH	9+64.25	895.72	0.1025	895.83	4.80	891.03	U
	PIER 5 NORTH	9+65.75	895.72	0.1025	895.82	4.80	891.02	
	PIER 6 SOUTH	10+49.17	895.30	0.1025	895.40	4.96	890.44	V
	PIER 6 NORTH	10+50.75	895.29	0.115	895.41	2.51	892.89	

(1) VERTICAL ADJUSTMENT FOR TOP OF TRAIL ELEVATION RELATIVE TO BASELINE OF TRAIL AT GIRDER CENTERLINE ('-' = DOWNWARD)
(2) NEAREST WORKING POINT TO BRIDGE SEAT SHOWN
(3) FOR TRUSSES, 'GIRDER' CORRESPONDS TO CENTERLINE OF BOTTOM CHORD. FOR HELIX SLAB, 'GIRDER' CORRESPONDS TO OUTSIDE BEARING LINES.

TOP OF TRAIL TO BRIDGE SEAT

	DECK/SLAB THICKNESS	STOOL HEIGHT		BEAM HEIGHT (4)	BEARING HEIGHT	TOTAL E. FASCIA		TOTAL W. FASCIA	
		E. FASCIA	W. FASCIA			INCHES	FEET	INCHES	FEET
PIER 1 SOUTH	18.875	0.00	1.44	0.00	4.375	23.25	1.94	24.69	2.06
PIER 1 NORTH	7.00	2.36	2.36	45.00	5.250	59.61	4.97	59.61	4.97
PIER 2 SOUTH	7.00	2.36	2.36	45.00	3.250	57.61	4.80	57.61	4.80
PIER 2 NORTH	0.00	0.00	0.00	36.00	6.625	42.63	3.55	42.63	3.55
PIER 3 SOUTH	0.00	0.00	0.00	36.00	6.625	42.63	3.55	42.63	3.55
PIER 3 NORTH	0.00	0.00	0.00	36.00	6.625	42.63	3.55	42.63	3.55
PIER 4 SOUTH	0.00	0.00	0.00	36.00	6.625	42.63	3.55	42.63	3.55
PIER 4 NORTH	7.00	2.29	2.29	45.00	3.250	57.54	4.80	57.54	4.80
PIER 5 SOUTH	7.00	2.29	2.29	45.00	3.250	57.54	4.80	57.54	4.80
PIER 5 NORTH	7.00	2.29	2.29	45.00	3.250	57.54	4.80	57.54	4.80
PIER 6 SOUTH	7.00	2.29	2.29	45.00	5.250	59.54	4.96	59.54	4.96
PIER 6 NORTH	7.00	1.55	1.55	16.50	5.125	30.18	2.51	30.18	2.51

NOTE: PCB STOOL HEIGHT IS SELECTED TO PROVIDE A MIN 1.5" AT EDGE OF BEAM FLANGE.
NOTE: RSB STOOL HEIGHT IS DESIGNED TO BE A CONSTANT 1.5" AT THE EDGE OF LOW FLANGE. ADJUST PER NOTES ON NORTH ABUTMENT DETAILS AS NEEDED.
NOTE: AT PIER 1 SOUTH, STOOL HEIGHT REPRESENTS THE THICKENED END REGION (SLAB DIAPHRAGM) BETWEEN CORE SLAB THICKNESS AND TOP OF BEARING. BEARING HEIGHT IS THE HEIGHT OF THE EMBEDDED BEARING PAD ABOVE THE BRIDGE SEAT.
(4) BEAM HEIGHT FOR TRUSSES IS THE DISTANCE FROM TOP OF DECK AT BASELINE TO BOTTOM OF TRUSS CHORD.

NOTES

FOR WORKING POINT LAYOUT AND WORKING POINT DIMENSIONS, SEE PREVIOUS SHEET.

ALL ELEVATIONS ARE MEASURED IN FEET.

SEE GENERAL PLAN AND ELEVATION SHEET FOR PROFILE DATE AND OTHER INFORMATION.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE
RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: WORKING POINT LAYOUT

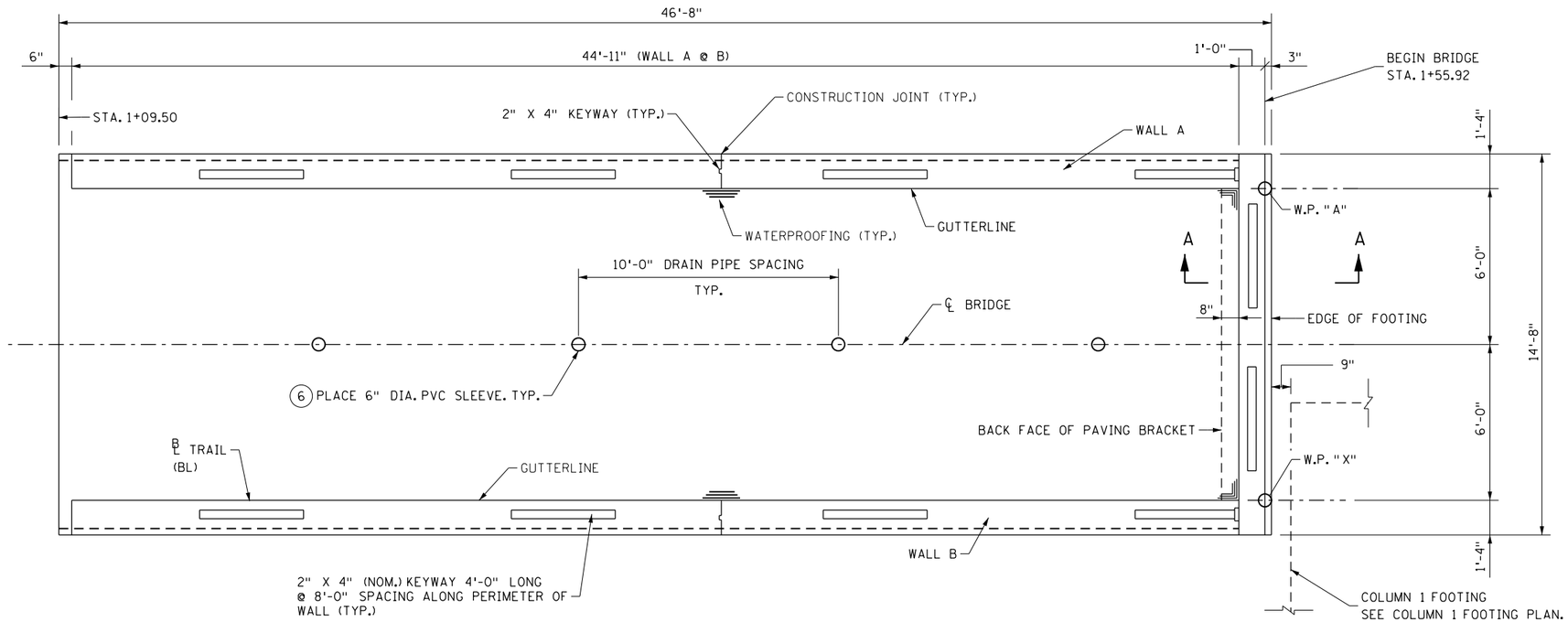
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CHECKED	ATP	CHECK	RRE		

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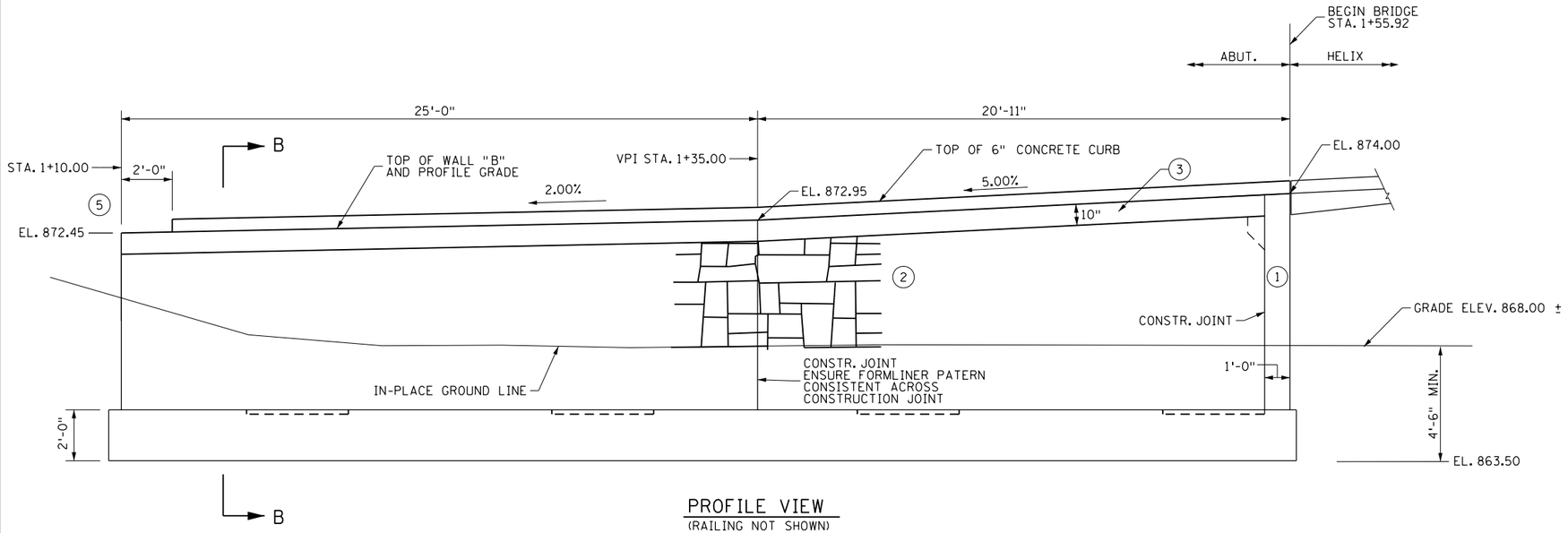
SHEET NO. 8 OF 99 SHEETS

BRIDGE NO. 02053

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FOOTING PLAN



PROFILE VIEW
(RAILING NOT SHOWN)
(ELEVATIONS SHOWN ALONG PROFILE GRADE)

NOTES

1. +3": SPECIAL SURFACE FINISH (COLOR 2) AND ANTI-GRAFITTI COATING. NO TEXTURE ON END FACE OF WALL.

2. +0": FRONT FACE OF FORMLINER ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE) ARCHITECTURAL SURFACE FINISH (SINGLE COLOR- COLOR 2) AND ANTI-GRAFITTI COATING.

3. +3": 10" COPING SPECIAL SURFACE FINISH (COLOR 2). EXTEND ARCHITECTURAL TREATMENTS AND ANTI-GRAFITTI COATINGS MINUMUM 1'-0" BELOW PROPOSED GROUND LINE, WHERE APPLICABLE.

4. 4" TYPE SP 12.5 WEARING COARSE MIXTURE (SPWEB340B) 2 -2" LIFTS WITH 6" AGGREGATE BASE (CV) CLASS 5 MOD. - SPEC 2211

5. TRANSITION FROM IN-PLACE CROSS-SLOPE AT EXISTING TRAIL TIE-IN (STA. 1+00.00 TO SLOPE SHOWN AT STA. 1+10.00)

6. PLACE A 6" DIAMETER PVC SLEEVE THROUGH FOOTING CONCRETE FOR DRAINAGE. PLACE RODENT SHIELD AND TYPE 1 GEOTEXTILE FABRIC ON TOP OF PIPE. ALL MATERIAL AND INSTALLATION SHALL BE INCLUDED IN BID PRICE FOR DRAINAGE SYSTEM. SEE PIPE DRAIN DETAIL, SHEET 10.

   FINISH TOP OF FOOTING CONCRETE TO SLOPE TO DRAIN PIPE AREA.

   SEE ARCHITECTURAL DETAILS SHEET FOR ADDITIONAL INFORMATION ON ARCHITECTURAL SURFACE TREATMENTS AND COLOR TYPES.

   MAXIMUM DEPTH OF ARCHITECTURAL CONCRETE TEXTURES IS 1½" (FROM F.F. OF FORMLINER).

   FOR SECTION A - A , SEE SHEET 10.

   FOR SECTION B - B , SEE SHEET 10.

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LIC. NO. 53920 DATE

TITLE: SOUTH ABUTMENT DETAILS

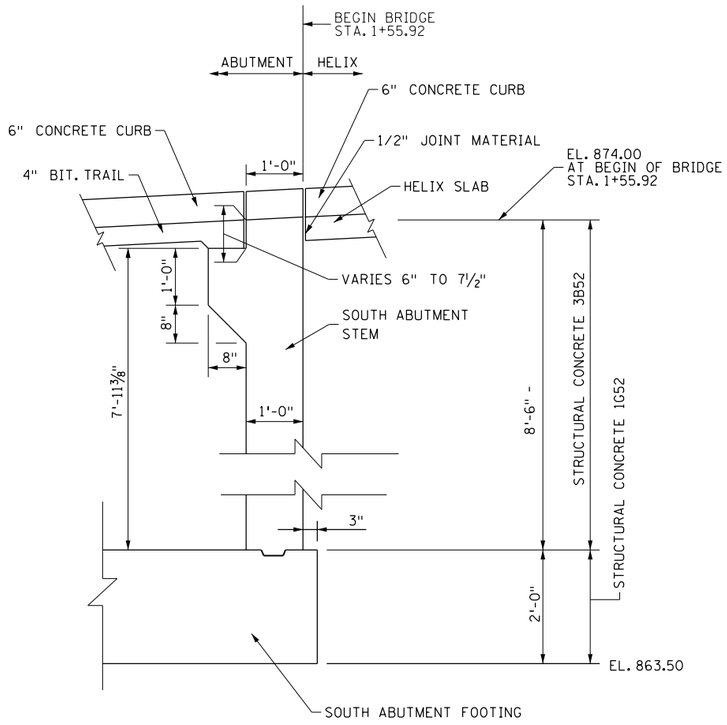
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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

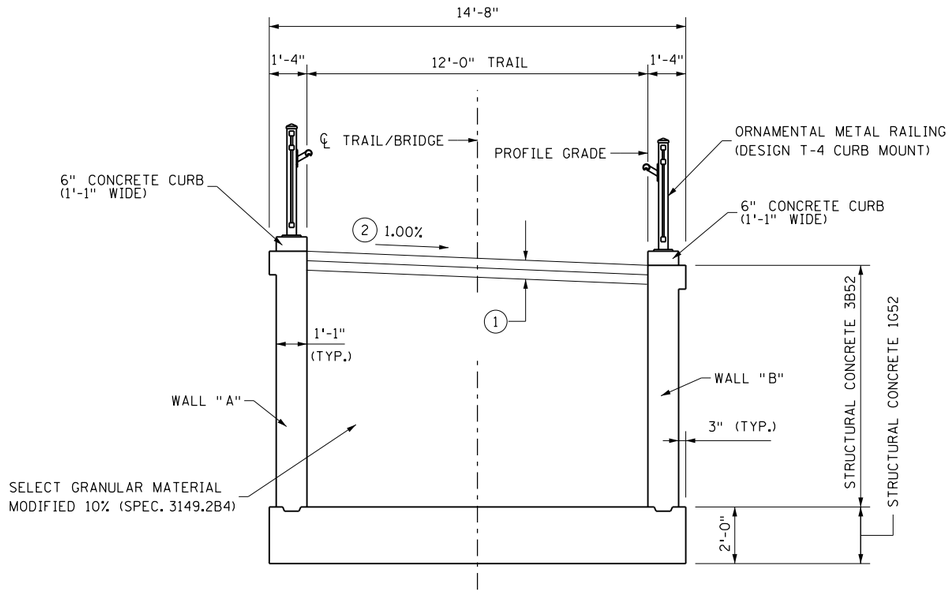
SHEET NO. 9 OF 99 SHEETS

BRIDGE NO. 02053

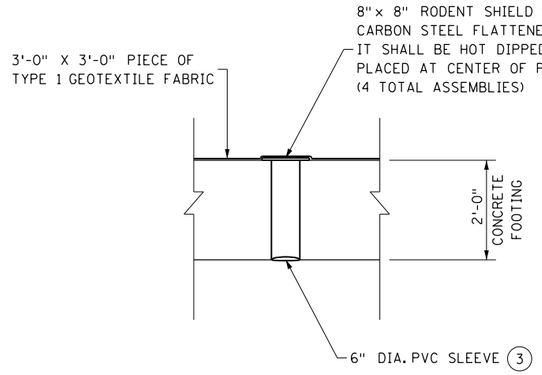
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SECTION A - A



SECTION B - B
(LOOKING UPSTATION)



DRAIN PIPE DETAIL

NOTES

1. 4" TYPE SP 12.5 WEARING COARSE MIXTURE (SPWEB340B) 2 -2" LIFTS WITH 6" AGGREGATE BASE (CV) CLASS 5 MOD. - SPEC 2211
2. TRANSITION FROM IN-PLACE CROSS-SLOPE AT EXISTING TRAIL TIE-IN (STA. 1+00.00 TO SLOPE SHOWN AT STA. 1+10.00)
3. PLACE A 6" DIAMETER PVC SLEEVE THROUGH FOOTING CONCRETE FOR DRAINAGE. PLACE RODENT SHIELD AND TYPE 1 GEOTEXTILE FABRIC ON TOP OF PIPE. ALL MATERIAL AND INSTALLATION SHALL BE INCLUDED IN BID PRICE FOR DRAINAGE SYSTEM.

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RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: SOUTH ABUTMENT DETAILS

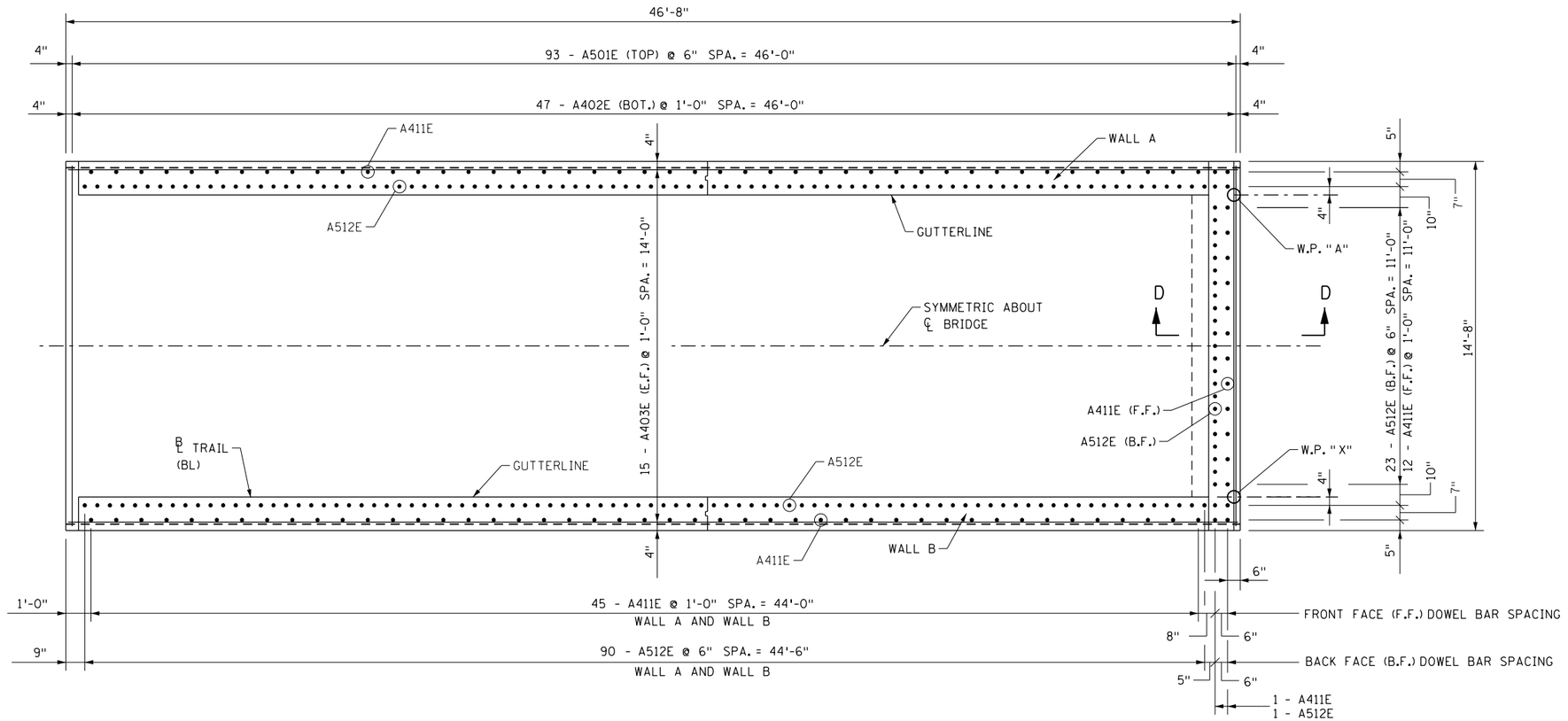
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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 10 OF 99 SHEETS

BRIDGE NO. 02053

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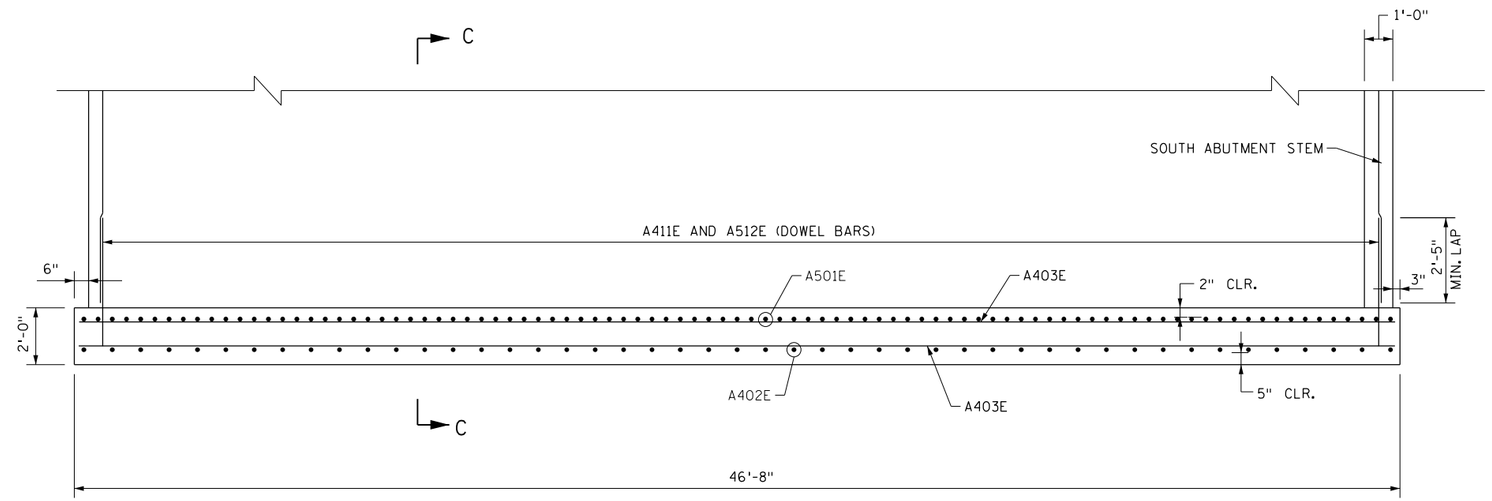


FOOTING PLAN - REINFORCEMENT

KEYWAYS NOT SHOWN FOR CLARITY

SOUTH ABUTMENT SPREAD FOOTING LOAD DATA	
✳FACTORED DESIGN BEARING PRESSURE	0.7 TONS/SQ.FT.
EFFECTIVE WIDTH B'	14.7 FT.
EFFECTIVE LENGTH L'	N/A
FACTORED BEARING RESISTANCE $\phi_b \cdot q_n$	2.5 TONS/SQ.FT.

✳BASED ON SERVICE I LOAD COMBINATION



FOOTING SECTION - REINFORCEMENT

KEYWAYS NOT SHOWN FOR CLARITY

NOTES

F.F. = FRONT FACE
B.F. = BACK FACE

FOR SECTION C - C , SEE SHEET 12.

FOR SECTION D - D , SEE SHEET 13.

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
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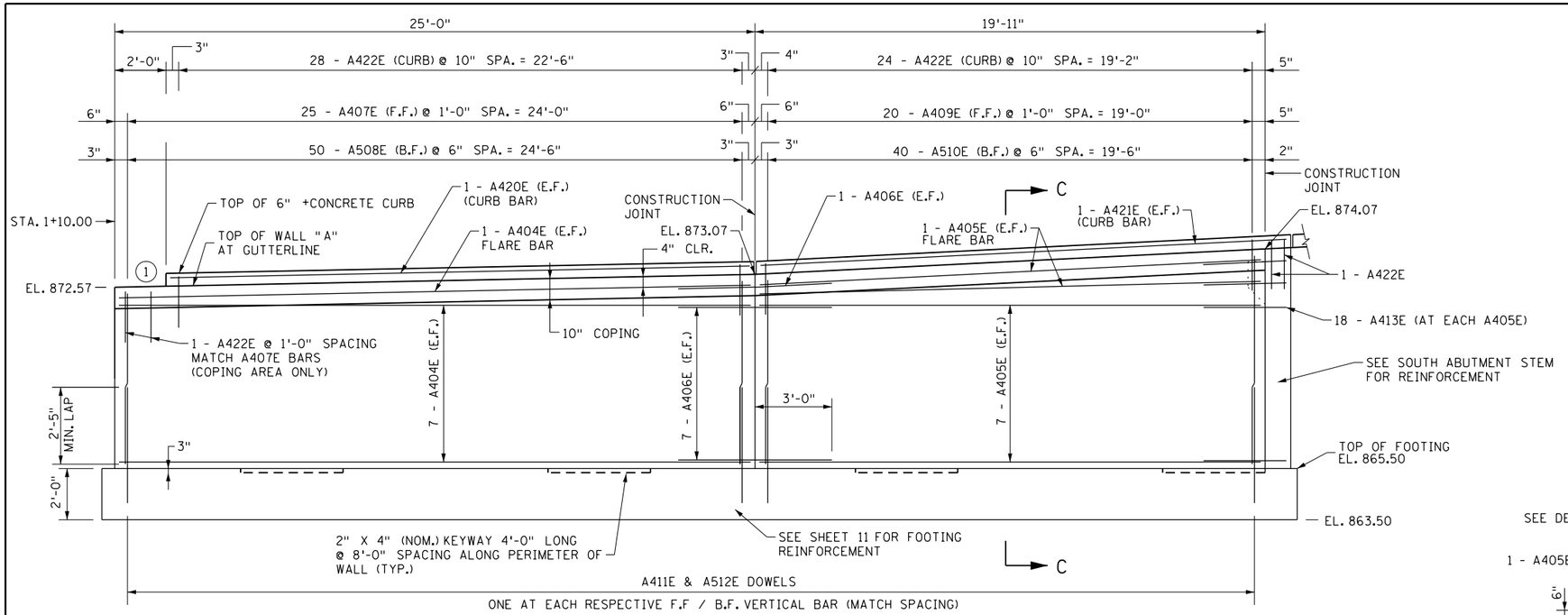
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CHECKED	ATP	CHECK	RRE	

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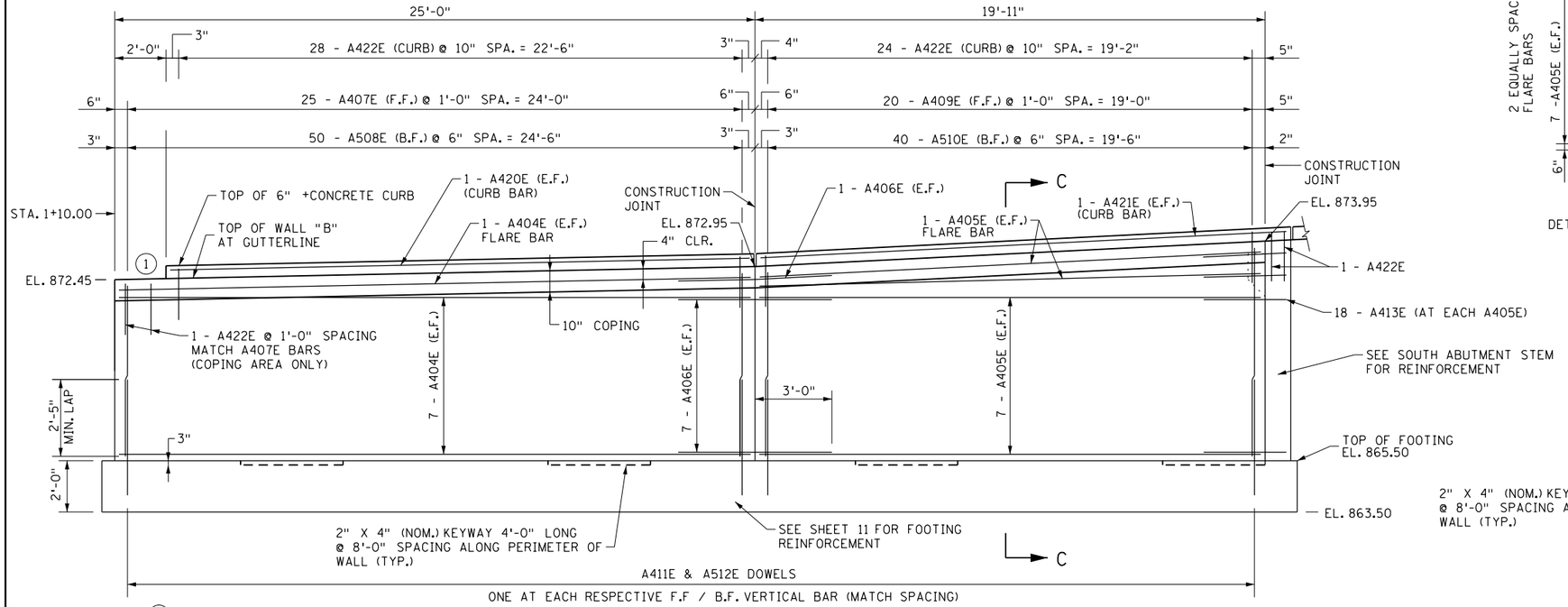
SHEET NO. 11 OF 99 SHEETS

BRIDGE NO. 02053



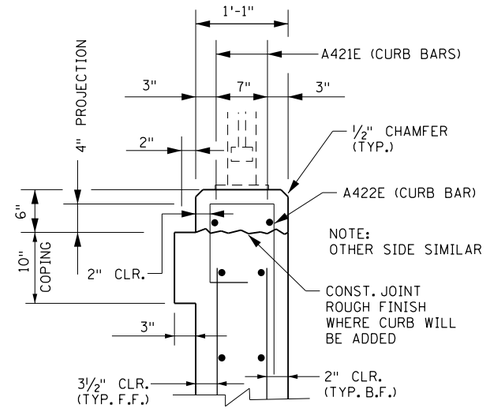
ELEVATION WALL A - REINFORCEMENT

ELEVATIONS SHOWN ARE ALONG GUTTERLINE



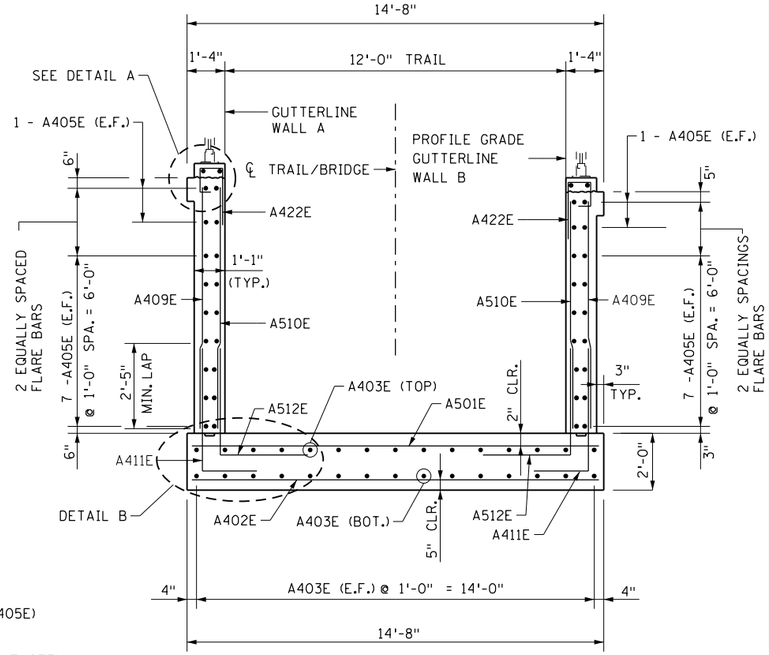
ELEVATION WALL B - REINFORCEMENT

ELEVATIONS SHOWN ARE ALONG GUTTERLINE



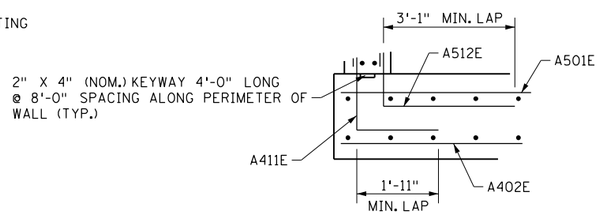
DETAIL A

CONCRETE CURB



SECTION C - C

(LOOKING UPSTATION)



DETAIL B

NOTES

F.F. = FRONT FACE
B.F. = BACK FACE
E.F. = EACH FACE

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
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LIC. NO. 53920 DATE

TITLE:

SOUTH ABUTMENT DETAILS

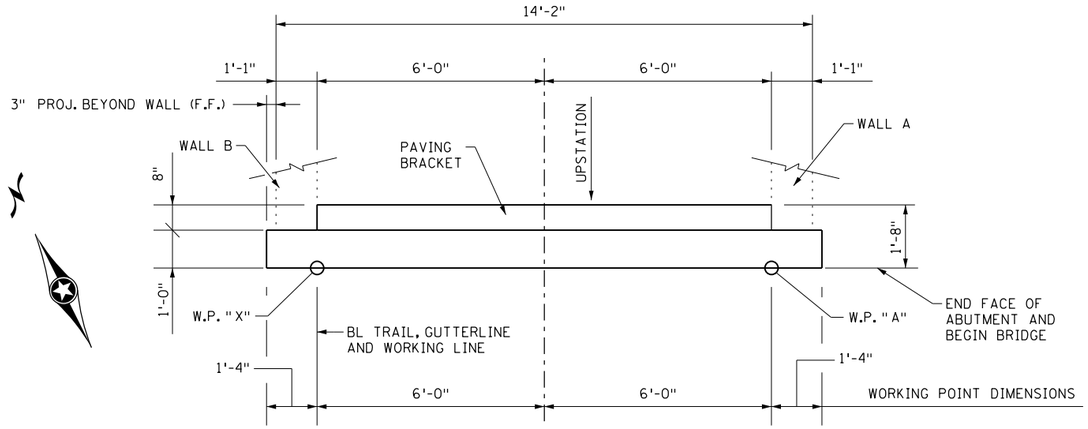
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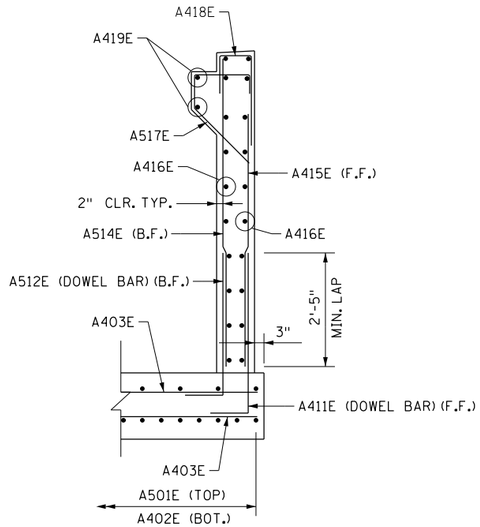
SHEET NO. 12 OF 99 SHEETS

BRIDGE NO. 02053

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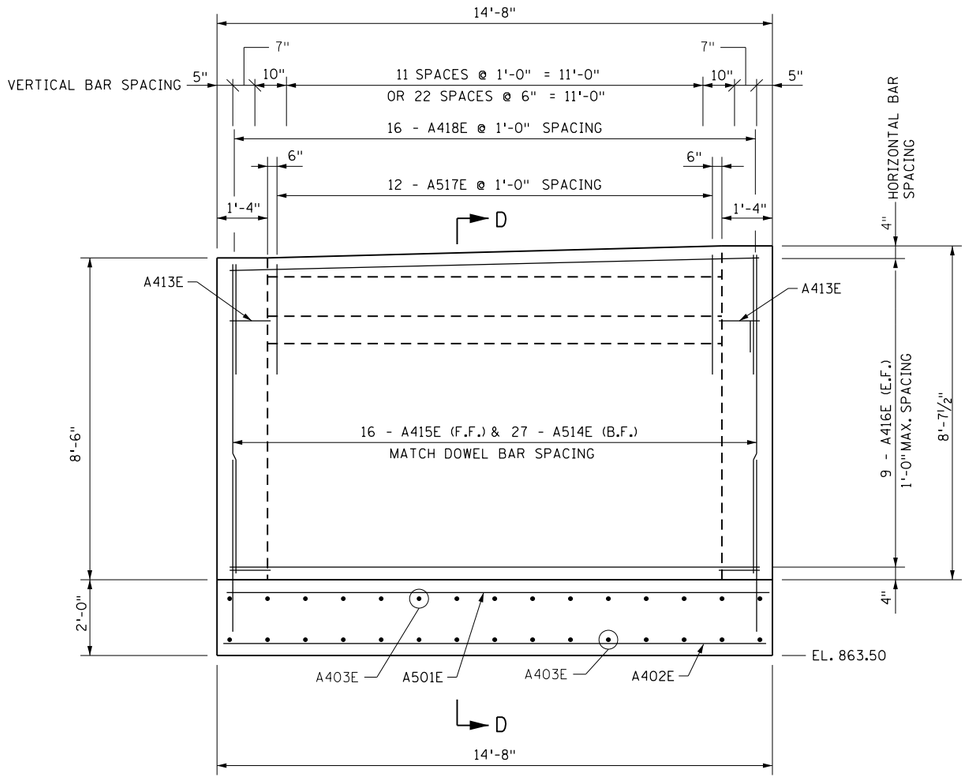


PLAN



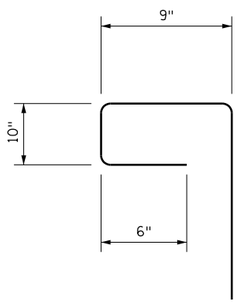
SECTION D - D

SOUTH ABUTMENT STEM REINFORCEMENT

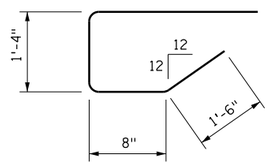


END ELEVATION

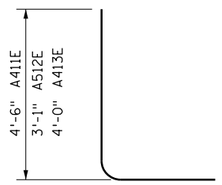
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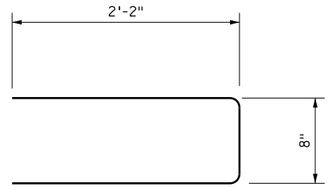
A422E



A517E



A411E , A512E , A413E



A418E

SUMMARY OF QUANTITIES FOR SOUTH ABUTMENT

STRUCTURAL CONCRETE (1G52)	50.7	CU YD
STRUCTURAL CONCRETE (3B52)	33.0	CU YD
STRUCTURAL CONCRETE (3S52)	1.8	CU YD
REINFORCEMENT BARS (EPOXY COATED)	8735	POUND
ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)	607	SQ FT
ANTI-GRAFITTI COATING	808	SQ FT
AGGREGATE BASE (CV) CLASS 5 MODIFIED	14	CU YD
SELECT GRANULAR BORROW MOD 10% (CV)	131	CU YD
TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	14	TON
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	808	SQ FT

SOUTH ABUTMENT

BILL OF REINFORCEMENT

BAR	NUMBER	LENGTH	TYPE	LOCATION
A501E	93	14'-2"	——	APRON, TOP, TRANSV.
A402E	47	14'-2"	——	APRON, BOTT., TRANSV.
A403E	30	46'-2"	——	APRON, TOP & BOTT., LONG.
A404E	32	24'-8"	——	WALL, HORIZ.
A405E	36	19'-7"	——	WALL, HORIZ.
A406E	32	6'-0"	——	WALL, HORIZ.
A407E	2 SETS OF 25	6'-9" TO 7'-3"	——	WALL, VERT., F.F.
A508E	2 SETS OF 50	6'-9" TO 7'-3"	——	WALL, VERT., B.F.
A409E	1 SET OF 40	7'-3" TO 8'-3"	——	WALL, VERT., F.F.
A510E	1 SET OF 80	7'-3" TO 8'-3"	——	WALL, VERT., B.F.
A411E	106	6'-5"	L	WALL, VERT., F.F., DOWEL
A512E	207	6'-2"	L	WALL, VERT., B.F., DOWEL
A413E	36	8'-0"	L	WALL CORNER, HORIZ.
A514E	27	8'-3"	——	WALL STEM, VERT.
A415E	16	8'-3"	——	WALL STEM, VERT.
A416E	18	14'-2"	——	WALL STEM, HORIZ.
A517E	12	4'-0"	⊏	PAVING BRACKET
A418E	16	4'-12"	⊐	WALL STEM, TOP
A419E	2	11'-8"	——	PAVING BRACKET, LONG.
A420E	4	22'-9"	——	CURB, HORIZ.
A421E	4	20'-7"	——	CURB, HORIZ.
A422E	112	4'-7"	⌐	CURB, VERT.

NOTES

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E.F. = EACH FACE
E.S. = EACH SIDE

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: SOUTH ABUTMENT DETAILS

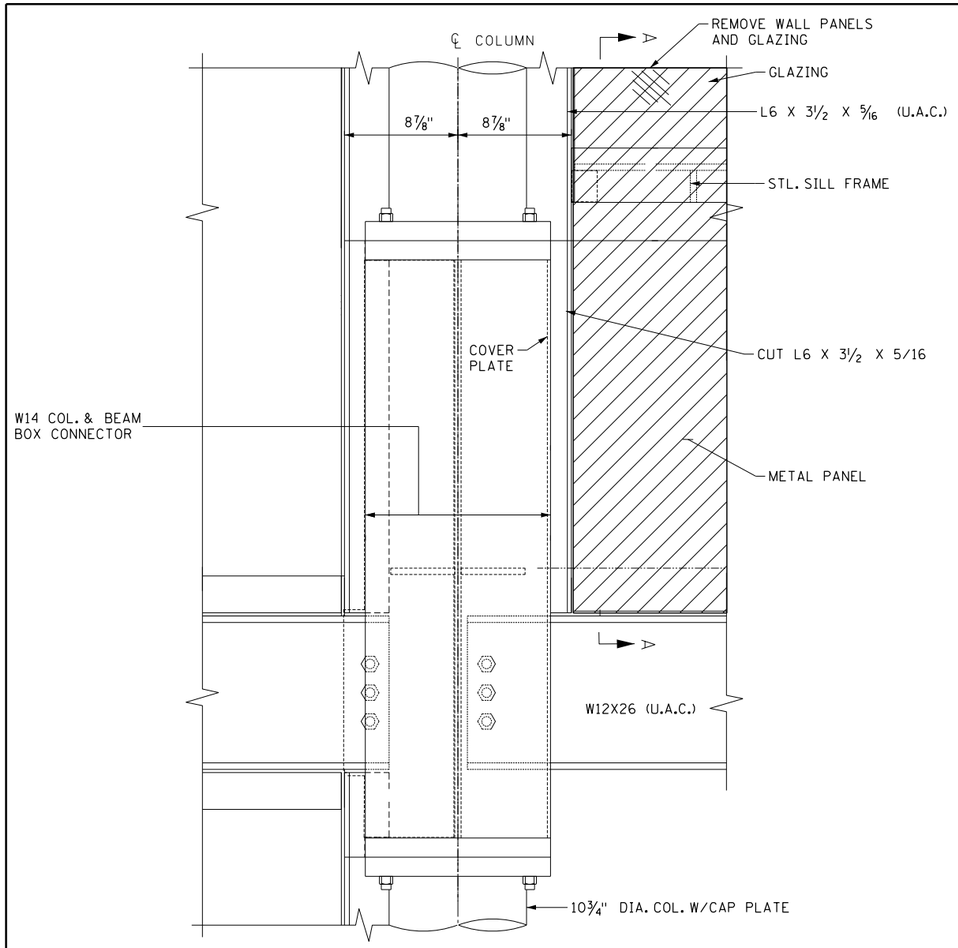
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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 13 OF 99 SHEETS

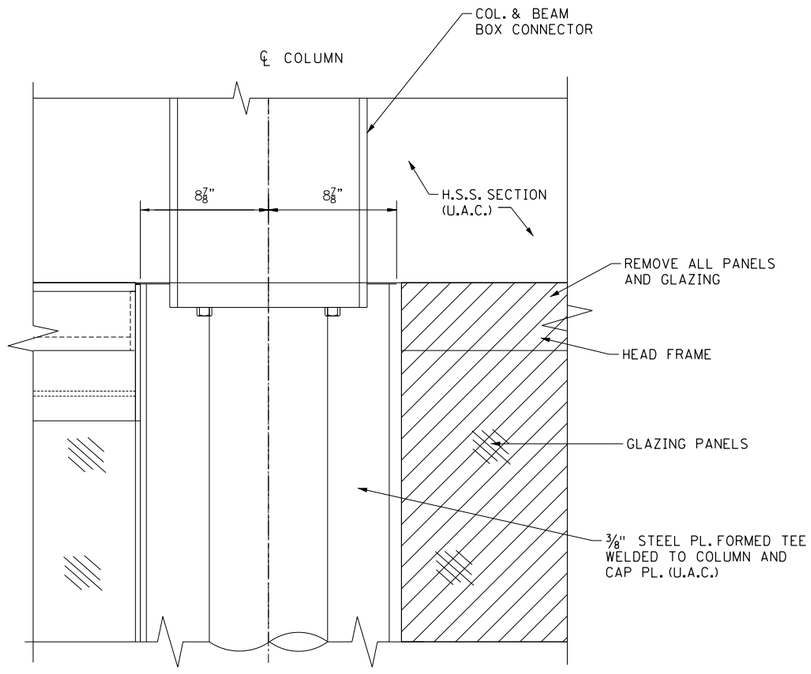
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PART ELEVATION AT BEAM BOX CONNECTOR

(VIEWING FROM SOUTH)

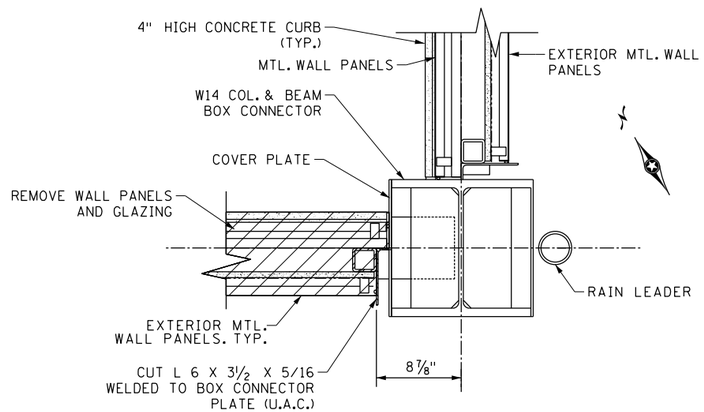


PART ELEVATION AT UPPER COLUMN

(VIEWING FROM SOUTH)

LEGEND

▨ = REMOVALS



PLAN VIEW AT COLUMN

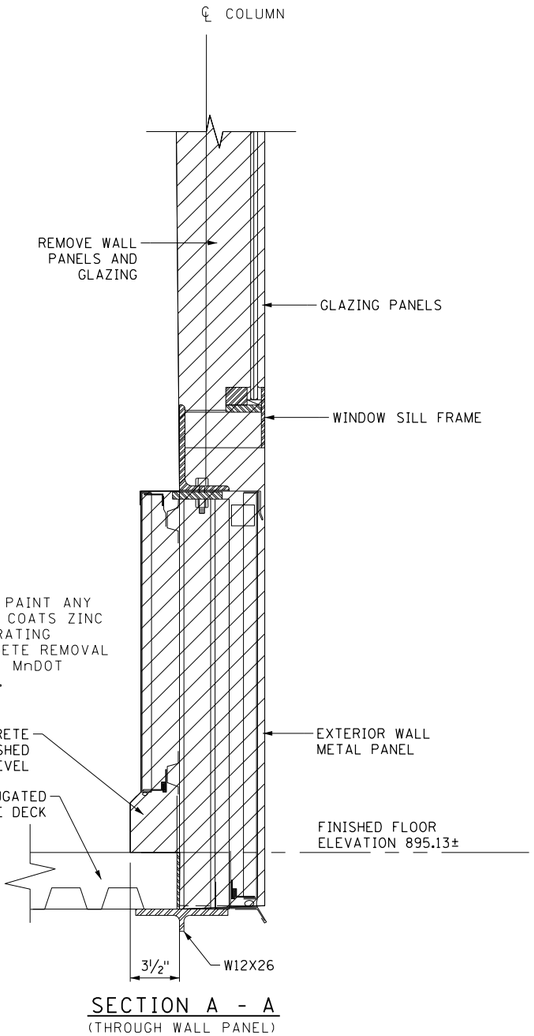
NOTES:

HATCHED AREAS INDICATE CONCRETE TO BE REMOVED. NO CUTTING WILL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. REMOVAL AND RECONSTRUCTION SHALL CONFORM TO SPEC. 2433.

THE LUMP SUM BID ITEM "REMOVE AND RECONSTRUCT PORTIONS OF EXISTING STRUCTURE" SHALL BE FULL COMPENSATION FOR REMOVING EXISTING WALL PANELS & ASSOCIATED ATTACHMENTS, GLAZING, AND CONCRETE CURB AS REQUIRED TO FACILITATE INSTALLATION OF ENTRY DOORS AND FRAMING; LUMP SUM BID ITEM ALSO INCLUDES ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING ENTRY DOORS.

ENTRY DOORS SHALL MATCH SIMILAR UNITS IN THE RAMSEY STATION STRUCTURE. PROPOSED DETAILS AND MANUFACTURER INFORMATION SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.

DETAILS OF EXISTING STRUCTURE SHOWN ON THIS SHEET SHALL BE CONSIDERED FOR GENERAL INFORMATION ONLY AND HAVE BEEN RECREATED FROM RECORD DRAWINGS FOR 'THE NORTHSTAR CORRIDOR COMMUTER RAIL - RAMSEY STATION' (ANOKA COUNTY REGIONAL RAIL AUTHORITY). RECORD DRAWINGS WILL BE MADE AVAILABLE TO THE CONTRACTOR. CONTRACTOR SHALL REVIEW RECORD DRAWINGS AND FIELD VERIFY ANY PERTINENT DETAILS & DIMENSIONS.



SECTION A - A

(THROUGH WALL PANEL)

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK

7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE: NORTH ABUTMENT DETAILS & REMOVALS

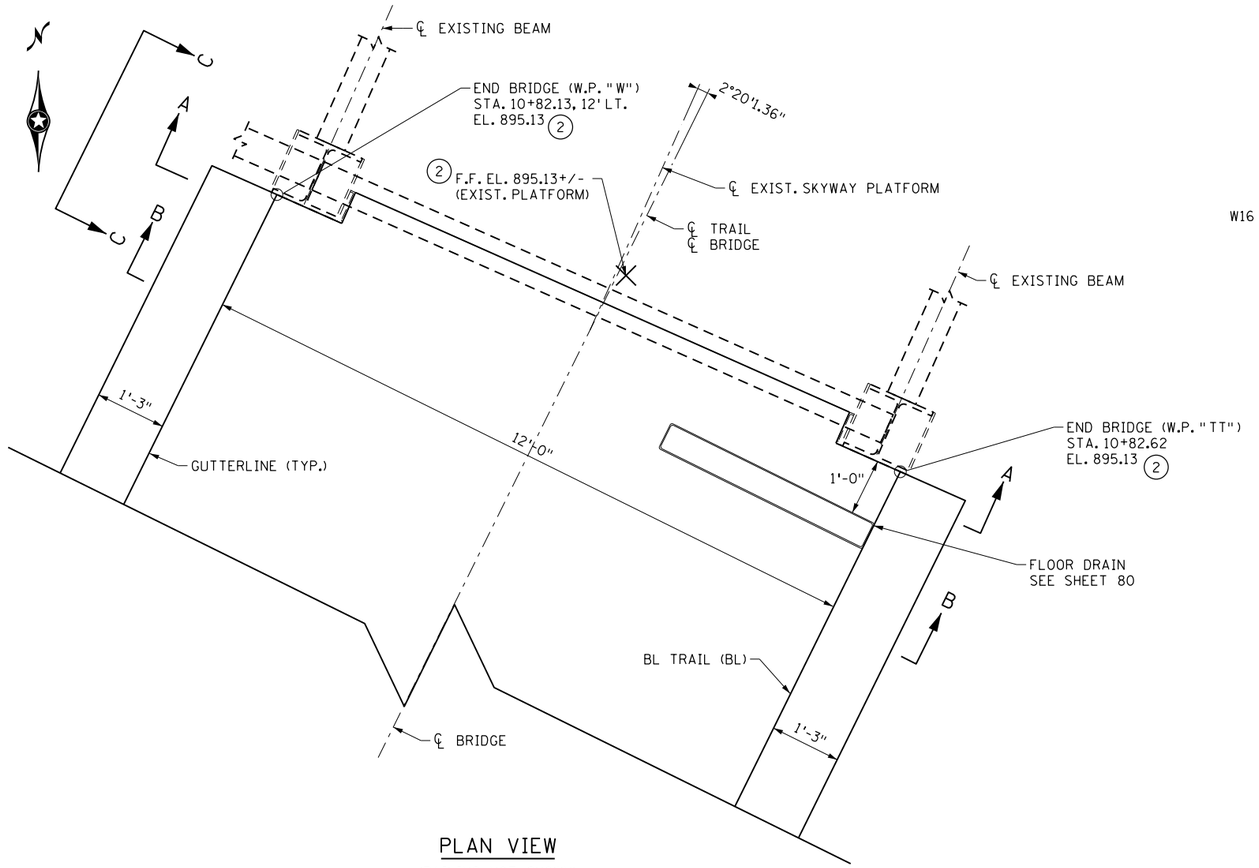
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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 14 OF 99 SHEETS

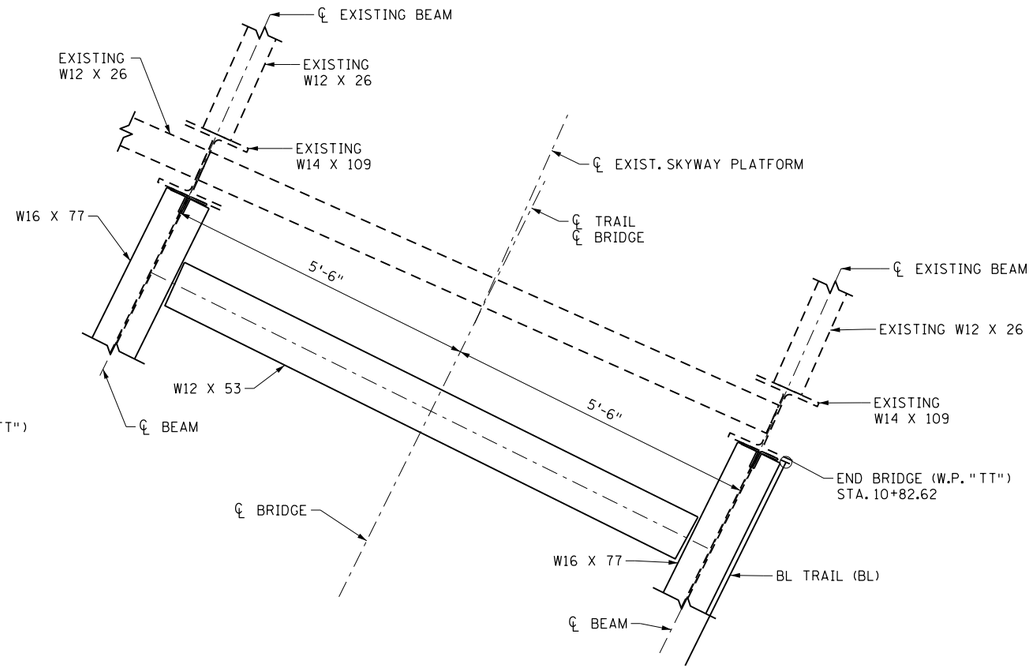
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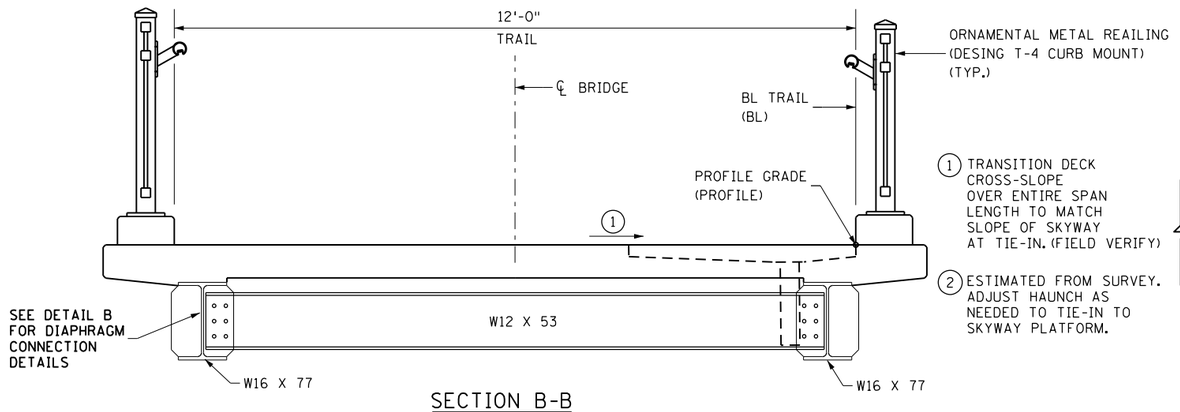


PLAN VIEW

(RAILING NOT SHOWN)



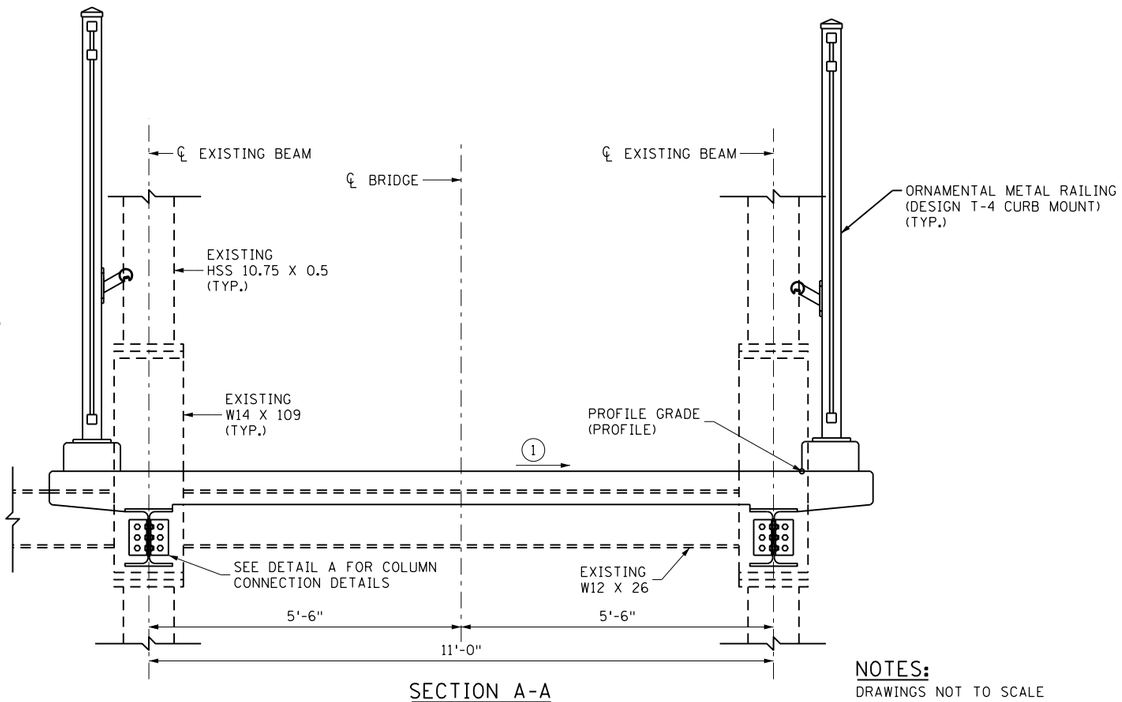
PLAN VIEW - FRAMING



SECTION B-B

(1) TRANSITION DECK CROSS-SLOPE OVER ENTIRE SPAN LENGTH TO MATCH SLOPE OF SKYWAY AT TIE-IN. (FIELD VERIFY)

(2) ESTIMATED FROM SURVEY. ADJUST HAUNCH AS NEEDED TO TIE-IN TO SKYWAY PLATFORM.



SECTION A-A

NOTES:

DRAWINGS NOT TO SCALE

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE: NORTH ABUTMENT DETAILS

DESIGNED	ATP	DRAWN	TMS	APPROVED
CHECKED	ATP	CHECK	RRE	

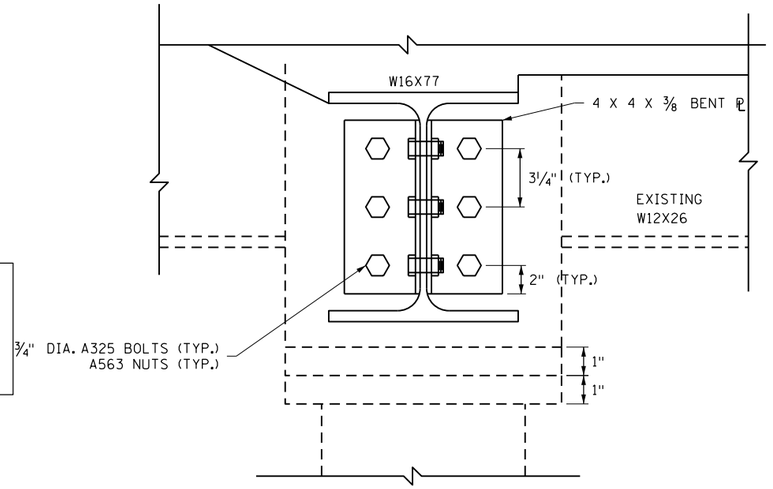
S.A.P. 199-010-012

SHEET NO. 15 OF 99 SHEETS

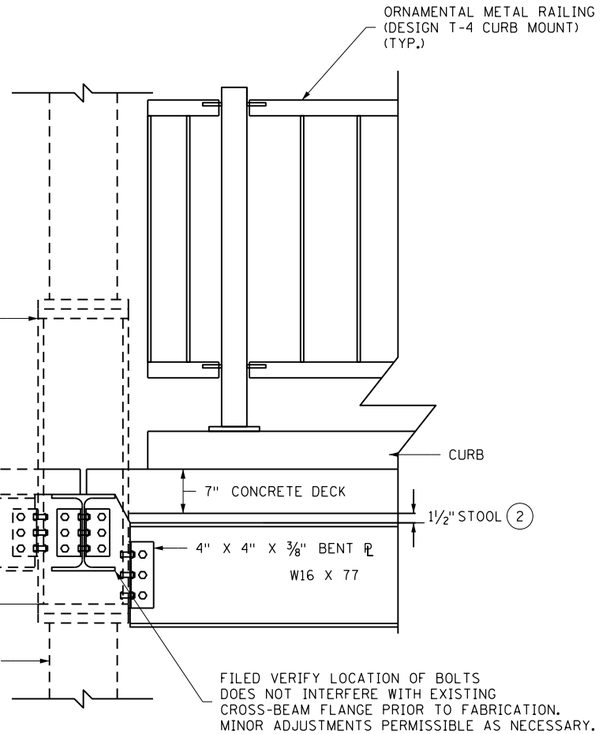
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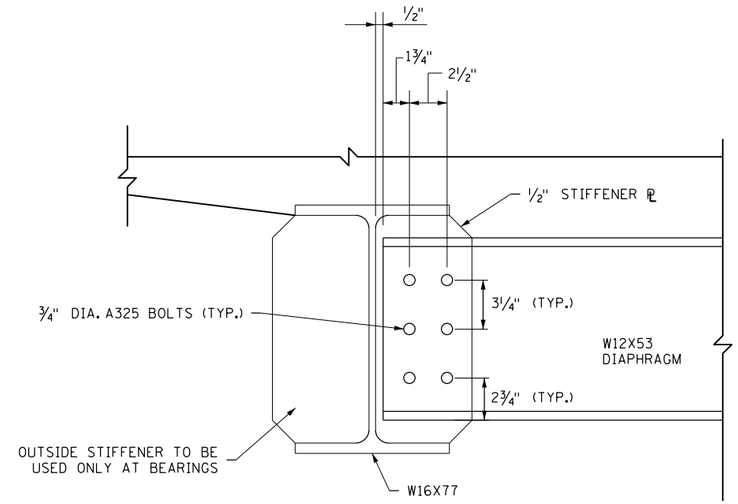
NOTE:
THE CONTRACTOR SHALL MAKE FIELD MEASUREMENTS AS NECESSARY PRIOR TO FABRICATION OF THE STEEL BEAMS AND CONNECTIONS TO ASSURE PROPER FIT IN THE FINAL WORK.



DETAIL A



VIEW C-C



DETAIL B (1)

NOTES:

(1) FASCIA BEAM SHOWN
MIRROR CONNECTION FOR INTERIOR BEAM.

(2) STOOL HEIGHT SHOWN IS FOR DESIGN.
ADJUST HAUNCH AS NEEDED TO TIE-IN
TO SKYWAY PLATFORM.

DRAWING NOT TO SCALE.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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TITLE: NORTH ABUTMENT DETAILS

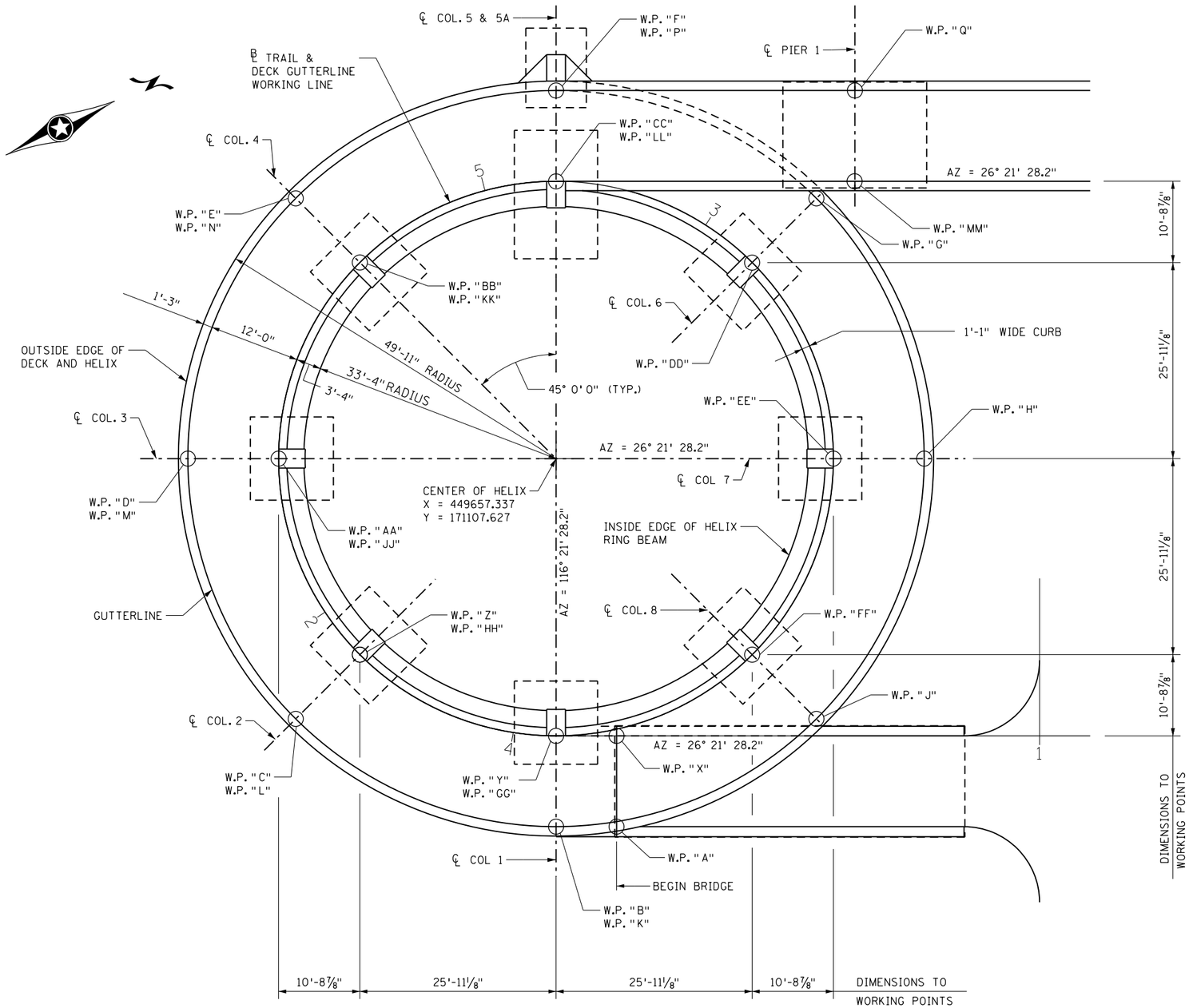
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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 16 OF 99 SHEETS

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HELIX NOTES

HELIX HAS BEEN DESIGNED ASSUMING THE FINAL CONDITION ONLY. FALSEWORK AND CONSTRUCTION SEQUENCE SHALL BE DESIGNED SUCH THAT NO LOCKED-IN CONSTRUCTION FORCE EFFECTS ARE INTRODUCED INTO THE STRUCTURE DUE TO SEGMENTAL REMOVAL OF FORMS & OTHER CONSTRUCTION LOADS.

THE DESIGN AND ENGINEERING OF THE FALSEWORK AND ITS CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

CONTRACTOR SHALL MAKE PROVISIONS FOR ANTICIPATED DEFLECTIONS IN FALSEWORK TO ALLOW FOR CORRECT FINAL ELEVATIONS ON THE HELIX CONSTRUCTION.

ANTICIPATED CONSTRUCTION JOINT LOCATIONS AND POUR SEQUENCE IS SHOWN ON THE PLANS. ALTERNATE CONSTRUCTION JOINT LOCATIONS DESIGNED BY THE CONTRACTOR SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.THE PLANS IDENTIFY CONSTRUCTION JOINTS BASED UPON AN ASSUMED SEQUENCE AND DIRECTION OF CONSTRUCTION. THE GENERAL CONTRACTOR (BASED UPON HIS PROPOSED SEQUENCE, DIRECTION AND SCHEDULE OF CONSTRUCTION) MAY PROPOSE ALTERNATE CONSTRUCTION JOINT LOCATIONS AND SEQUENCE OF CONSTRUCTION.

SUBMIT SHOP DRAWINGS SHOWING LAYOUT OF FALSEWORK, CONSTRUCTION JOINT LOCATIONS, AND POUR SEQUENCE. A LICENSED STRUCTURAL ENGINEER, LICENSED IN THE STATE OF MINNESOTA, SHALL CERTIFY THE SHOP DRAWINGS AND CALCULATIONS BEFORE SUBMITTAL OF SHOP DRAWINGS.

ALL SHOP DRAWINGS AND CALCULATIONS SHALL BE SUBMITTED TO THE PROJECT ENGINEER IN A TIMELY MANNER TO ALLOW FOR ADEQUATE REVIEW OF THE SUBMITTED SHOP DRAWINGS AND CALCULATIONS.

HELIX GENERAL PLAN

NOTES

FOR WORKING POINT DIMENSIONS AND COORDINATES SEE WORKING POINT LAYOUT, SHEET 7.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: HELIX GEOMETRY

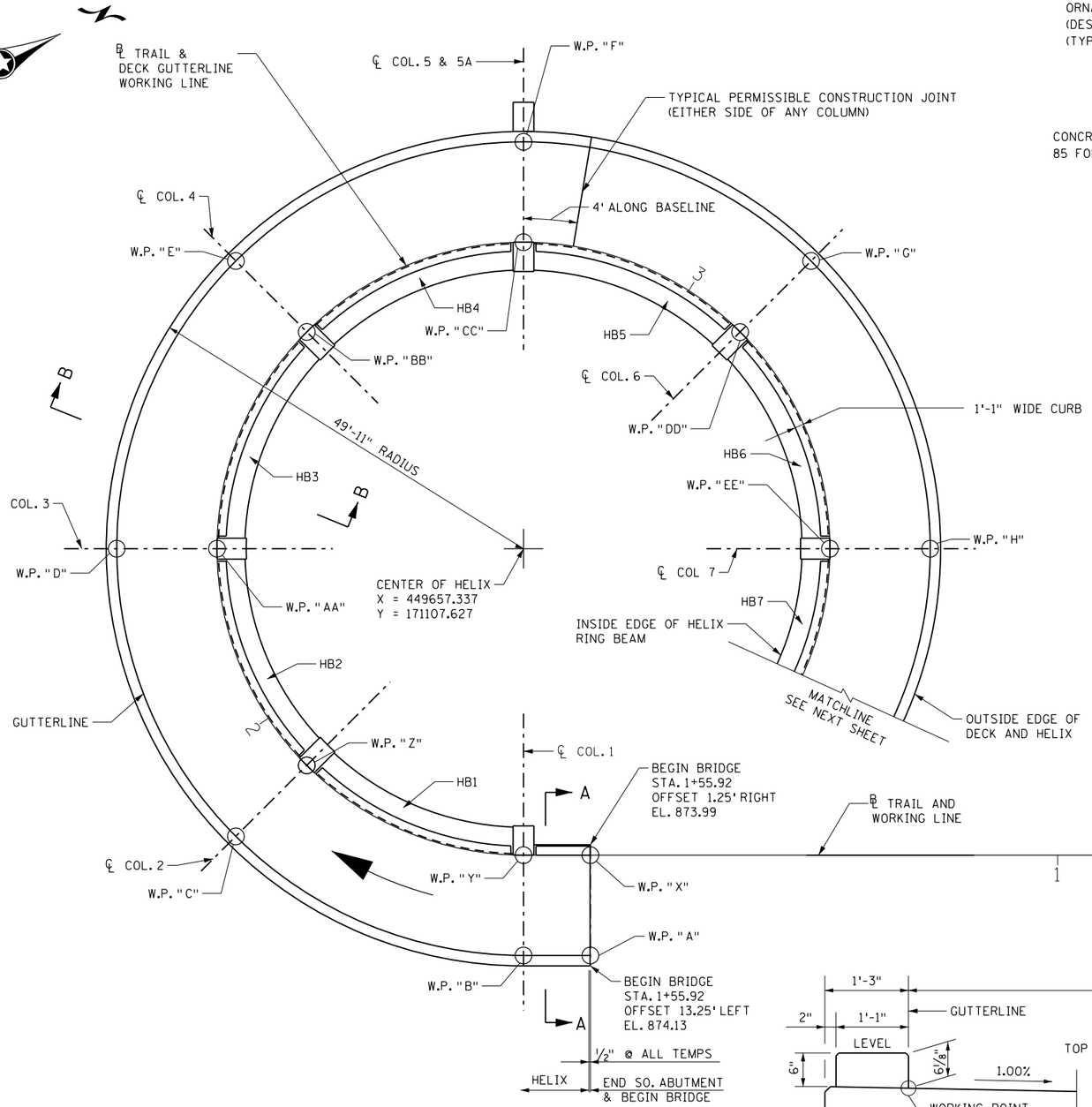
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S.A.P. 199-010-012

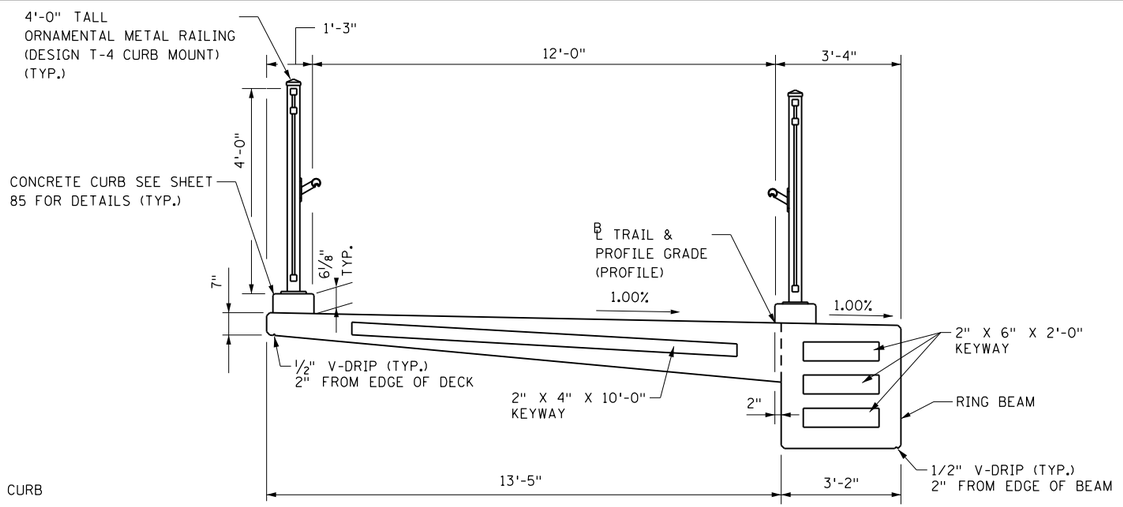
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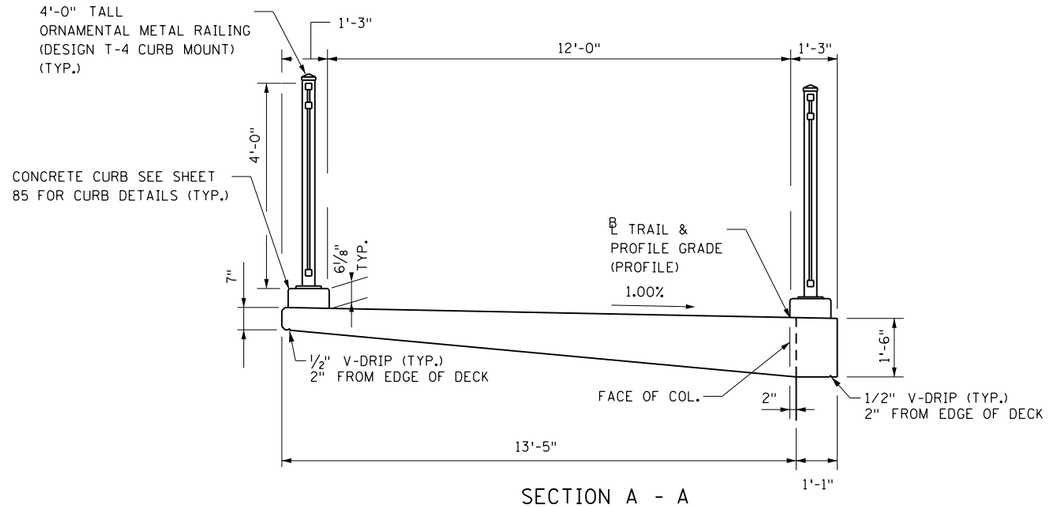
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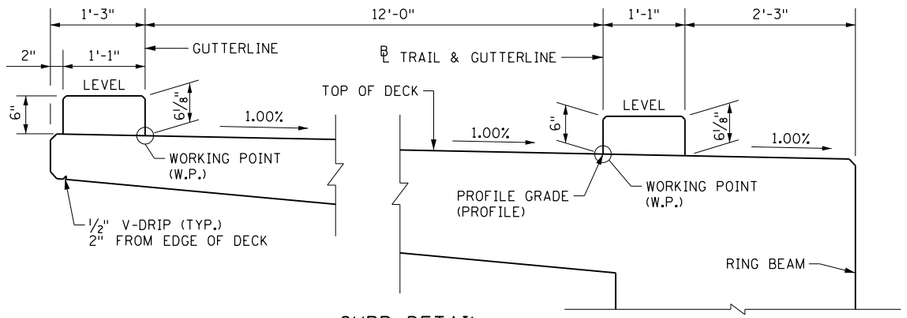
PARTIAL LOWER HELIX PLAN



TYPICAL CONSTRUCTION JOINT SECTION



SECTION A - A



CURB DETAIL

NOTES

FOR WORKING POINT DIMENSIONS AND COORDINATES SEE WORKING POINT LAYOUT, SHEET 7.

FOR UPPER HALF OF HELIX, SEE SHEET 19.

HB = HELIX BEAM

DIRECTIONAL ARROW INDICATES UP DIRECTION OF HELIX.

FOR SECTION B - B, SEE SHEET 19.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE: HELIX DETAILS

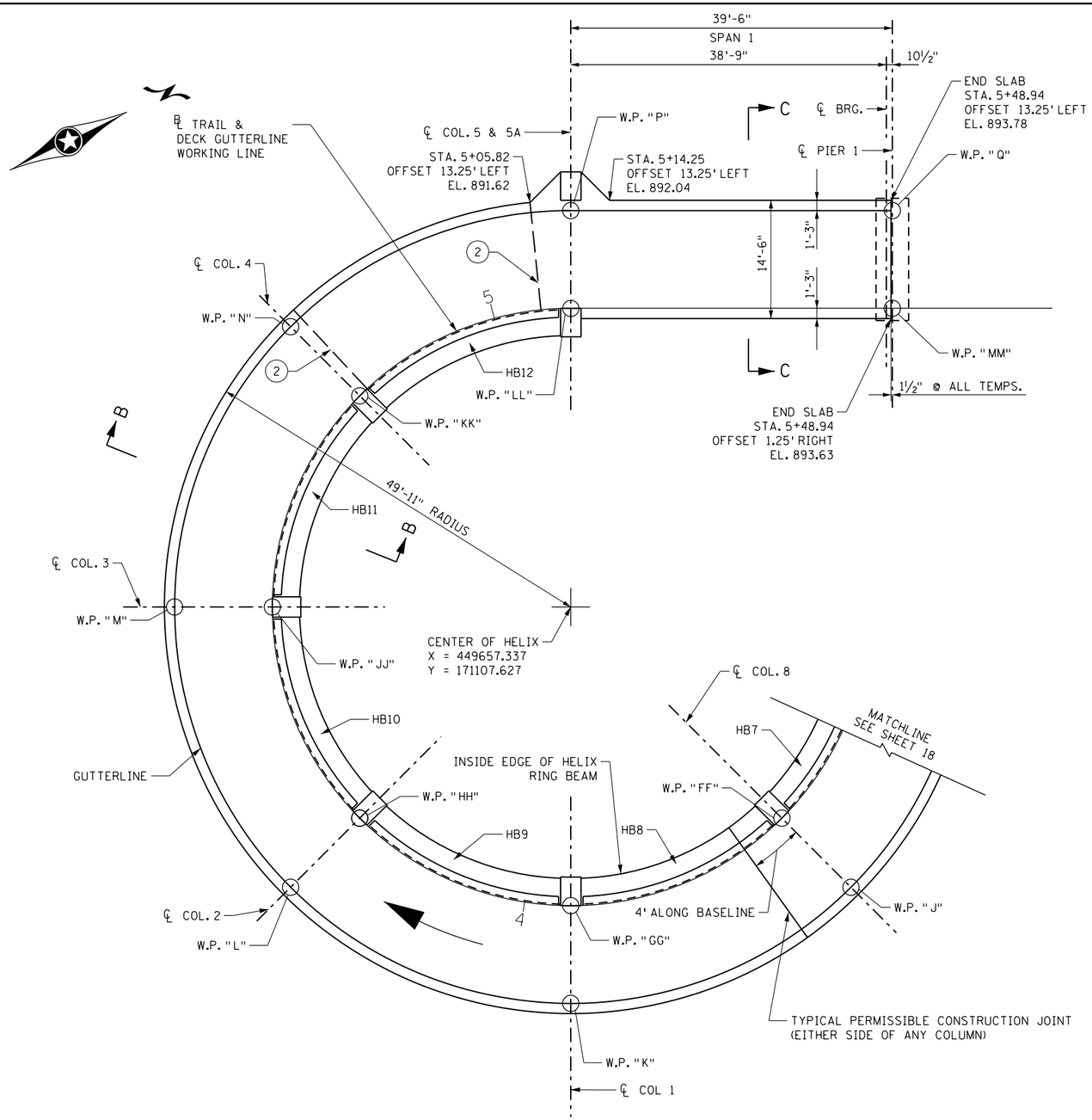
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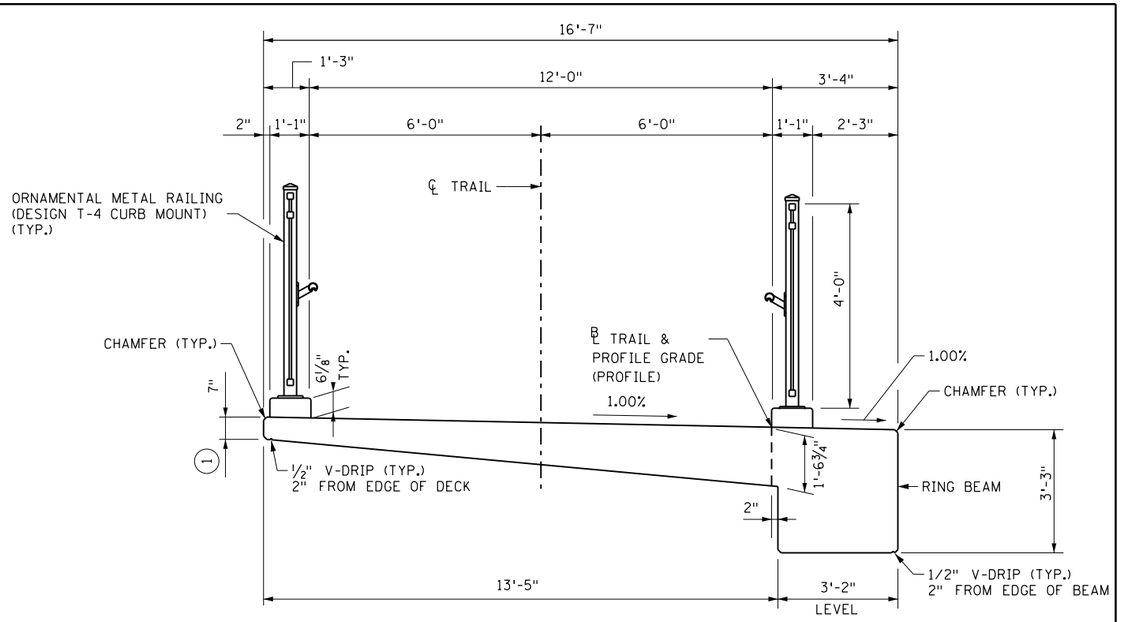
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PARTIAL UPPER HELIX PLAN



SECTION B - B

SECTION C - C

NOTES

1. VARIES FROM 7" AT STA. 4+81.95 TO 1'-6" AT STA. 5+05.82
2. TRANSITION LIMITS. TAPER HELIX SLAB THICKNESS TO UNIFORM 1'-6" SLAB WITHIN LIMITS SHOWN. MAINTAIN NOTED COVER FOR BARS.

FOR WORKING POINT DIMENSIONS AND COORDINATES SEE WORKING POINT LAYOUT, SHEET 7.

FOR LOWER HALF OF HELIX, SEE SHEET 18.

HB = HELIX BEAM

DIRECTIONAL ARROW INDICATES UP DIRECTION OF HELIX.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: HELIX DETAILS

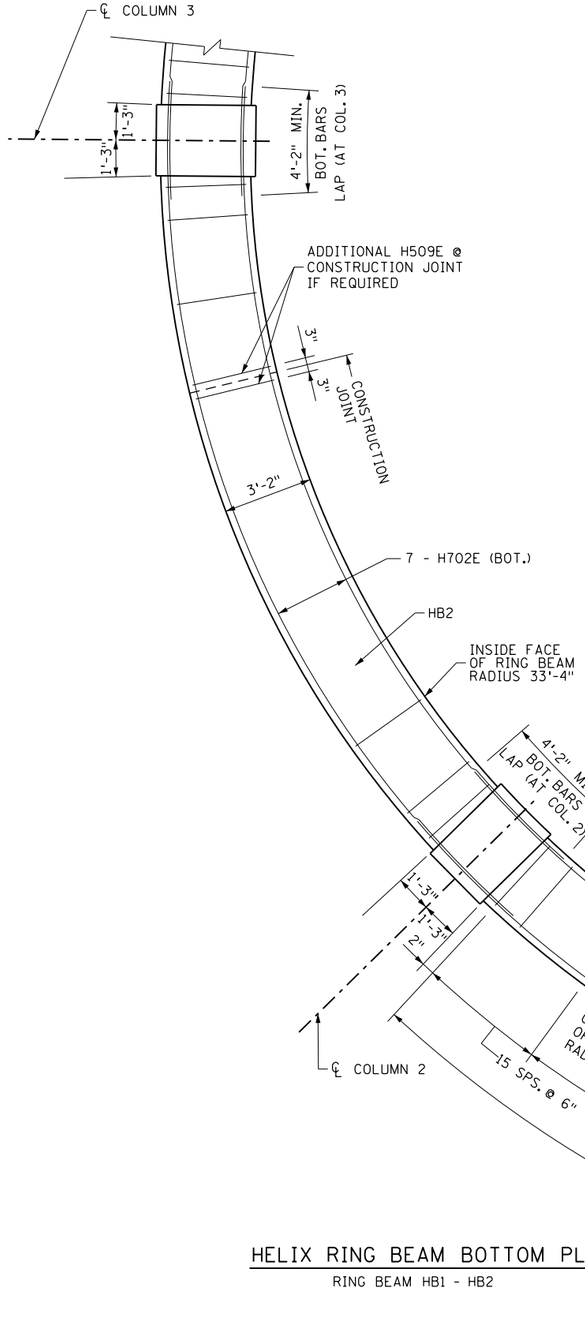
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SHEET NO. 19 OF 99 SHEETS

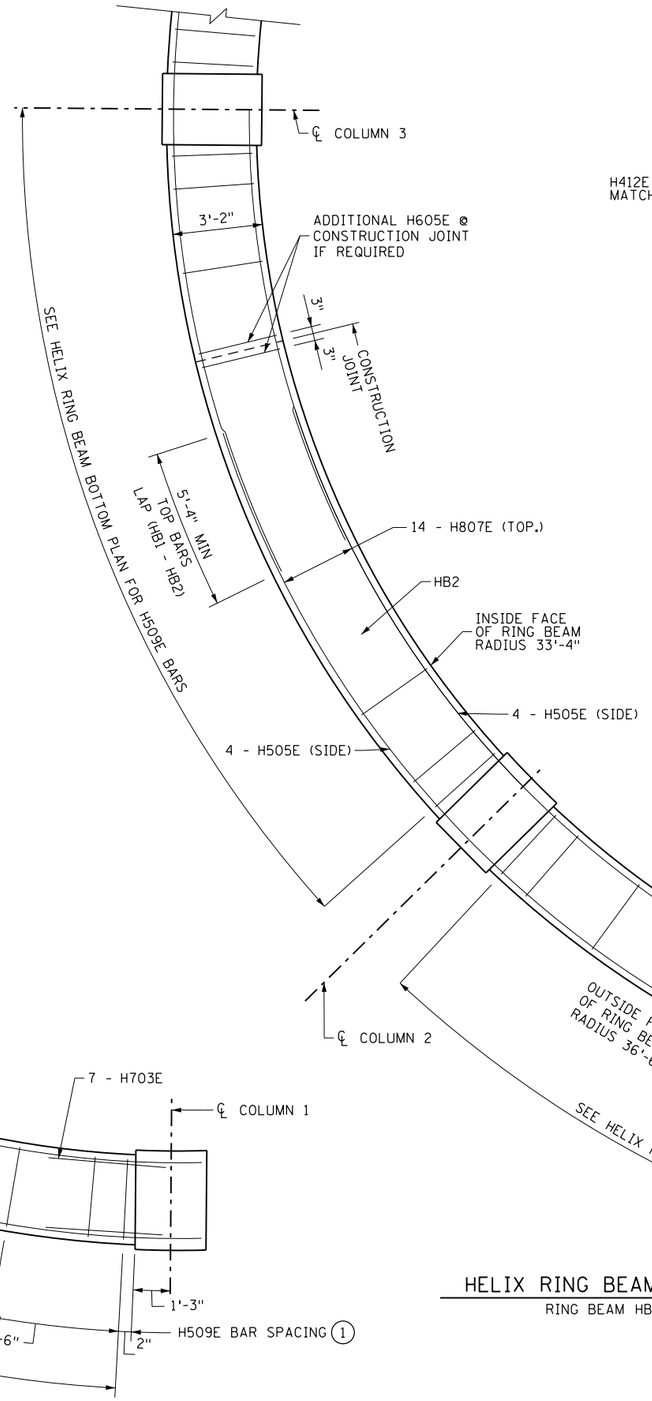
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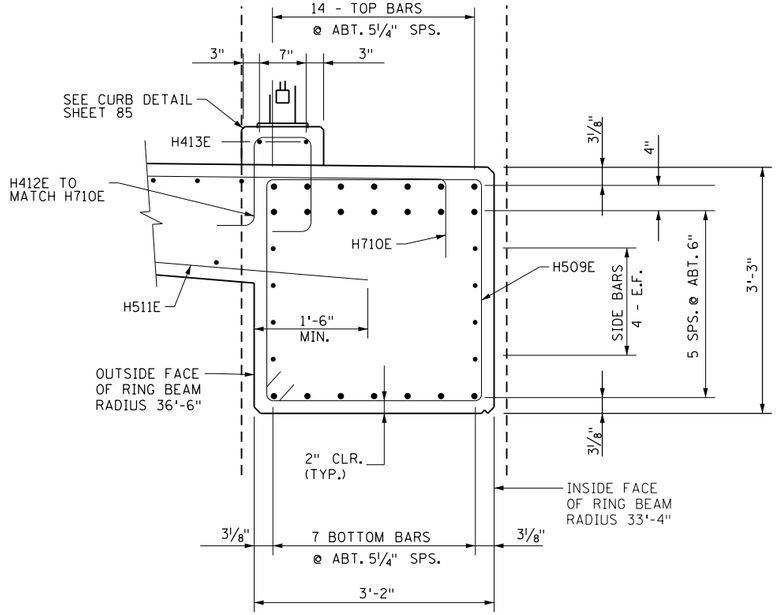
HELIX RING BEAM BOTTOM PLAN

RING BEAM HB1 - HB2



HELIX RING BEAM TOP PLAN

RING BEAM HB1 - HB2



TYPICAL RING BEAM SECTION

SECTION D - D

NOTES

(1) BAR SPACING ALONG OUTSIDE FACE OF RING BEAM.
SIDE BAR LAPS AND TOP BARS LAP LOCATED AT MID SPAN.
BOTTOM BAR LAPS LOCATED AT COLUMN.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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LIC. NO. 53920 DATE

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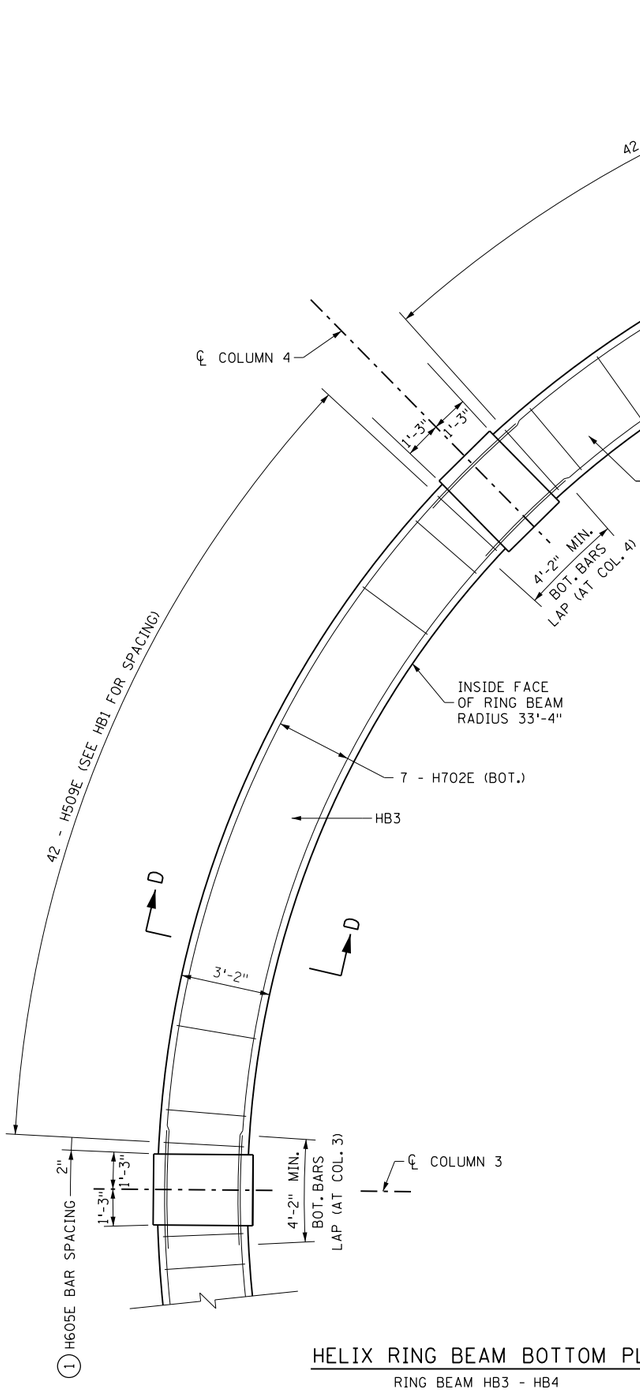
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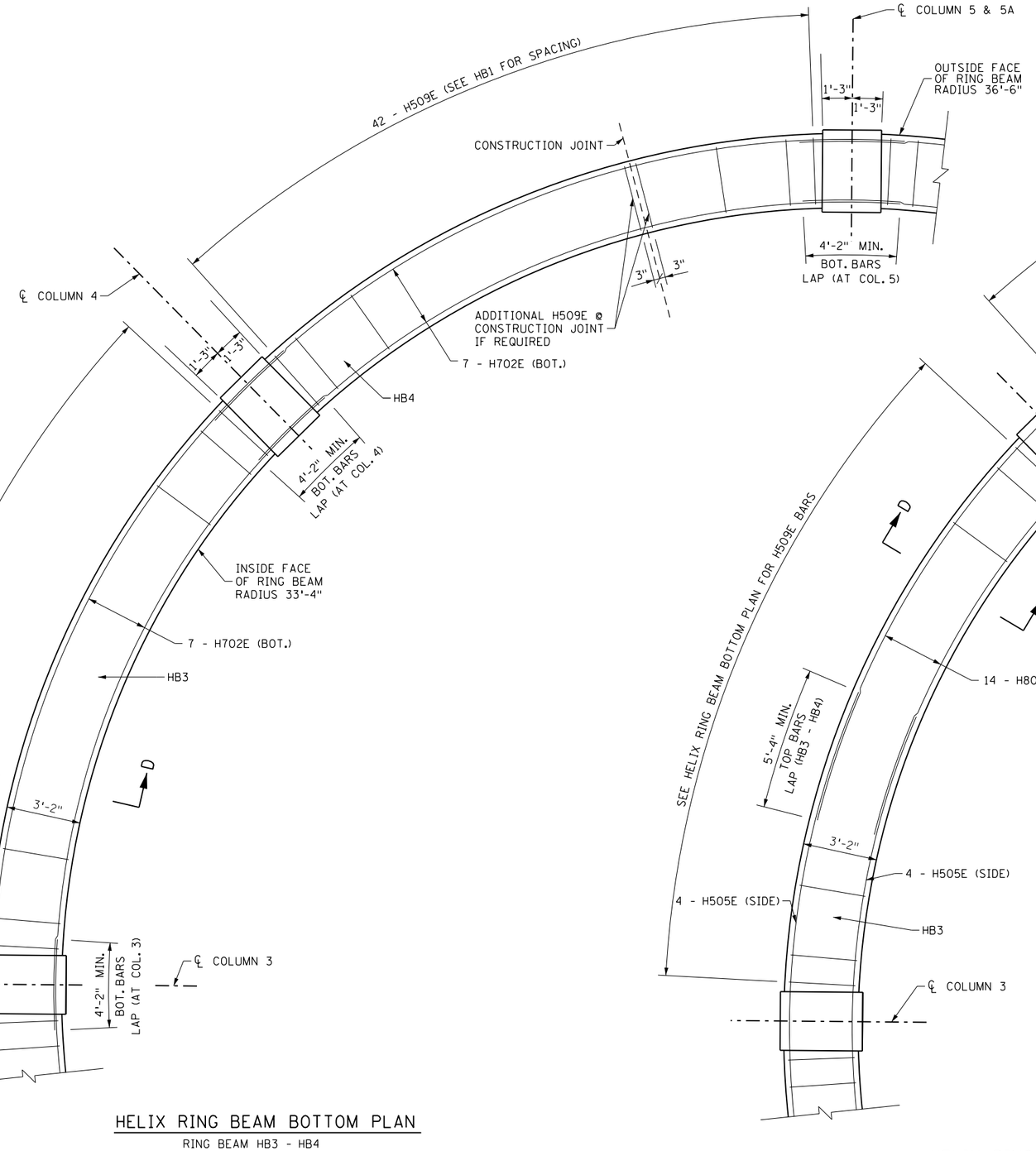
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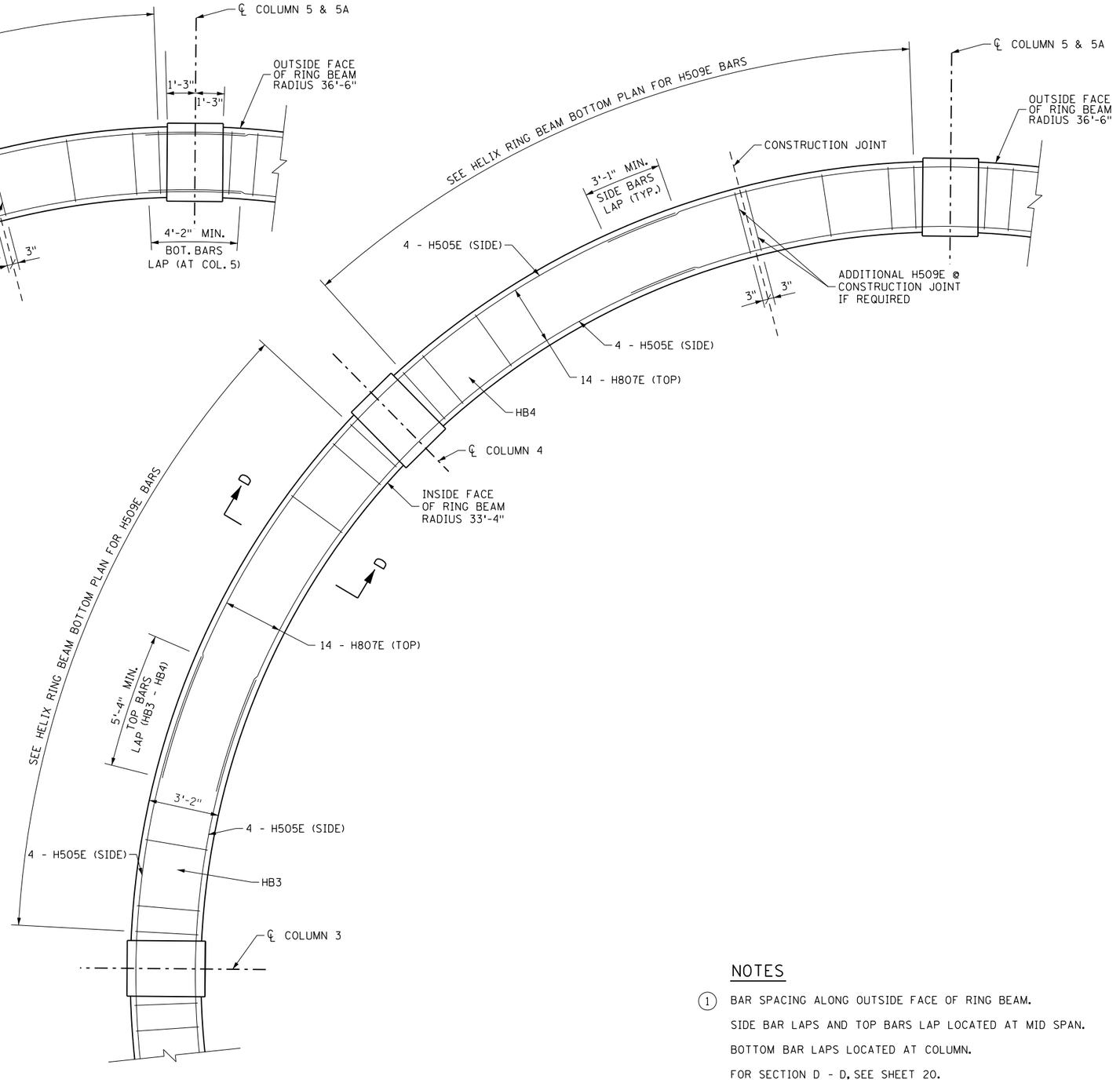
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HELIX RING BEAM BOTTOM PLAN

RING BEAM HB3 - HB4





HELIX RING BEAM TOP PLAN

RING BEAM HB3 - HB4

NOTES

1. BAR SPACING ALONG OUTSIDE FACE OF RING BEAM.
   SIDE BAR LAPS AND TOP BARS LAP LOCATED AT MID SPAN.
   BOTTOM BAR LAPS LOCATED AT COLUMN.
   FOR SECTION D - D, SEE SHEET 20.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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LIC. NO. 53920 DATE

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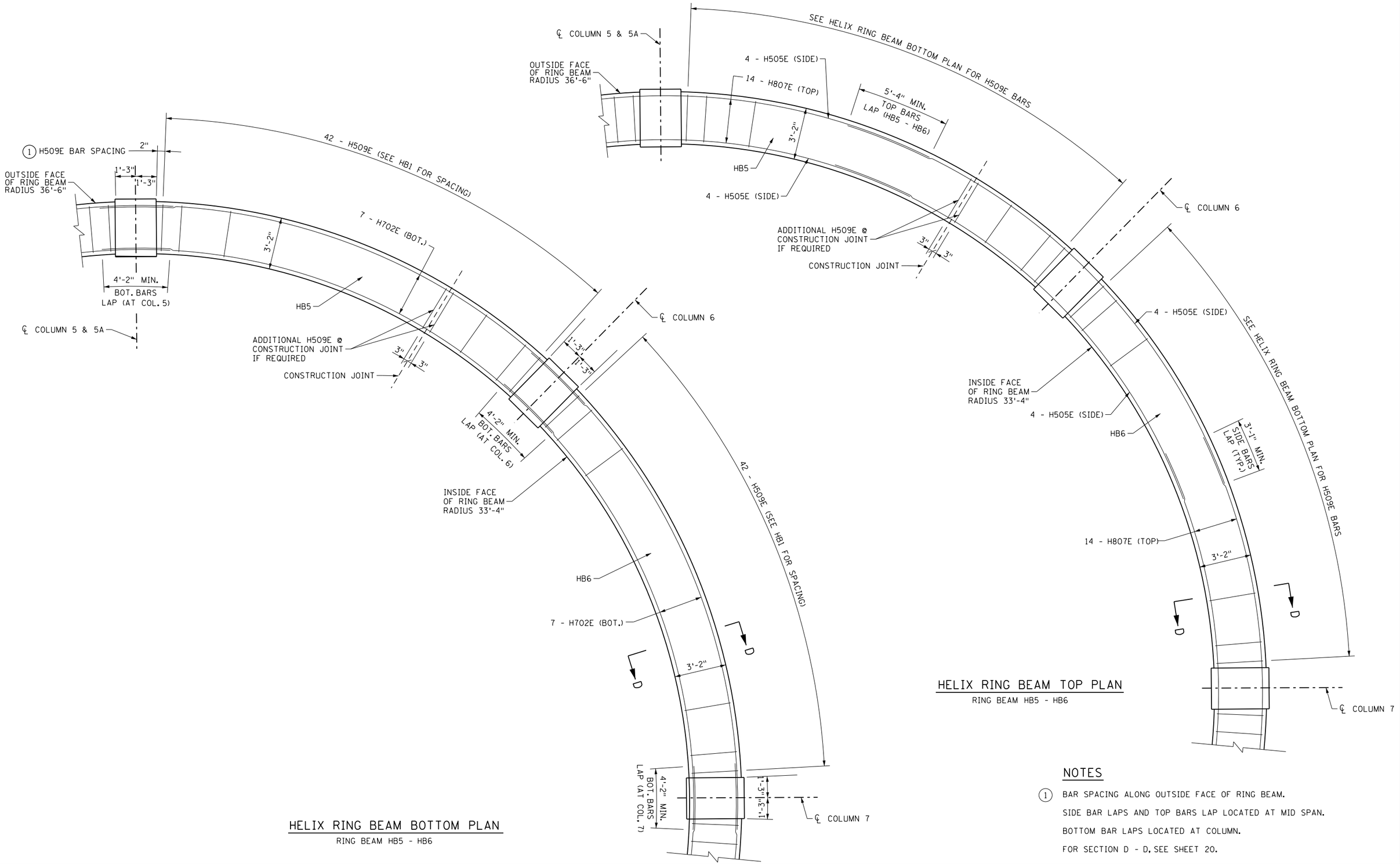
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SHEET NO. 21 OF 99 SHEETS

BRIDGE NO. 02053

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HELIX RING BEAM BOTTOM PLAN

RING BEAM HB5 - HB6

HELIX RING BEAM TOP PLAN

RING BEAM HB5 - HB6

NOTES

1. BAR SPACING ALONG OUTSIDE FACE OF RING BEAM.
   SIDE BAR LAPS AND TOP BARS LAP LOCATED AT MID SPAN.
   BOTTOM BAR LAPS LOCATED AT COLUMN.
   FOR SECTION D - D, SEE SHEET 20.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

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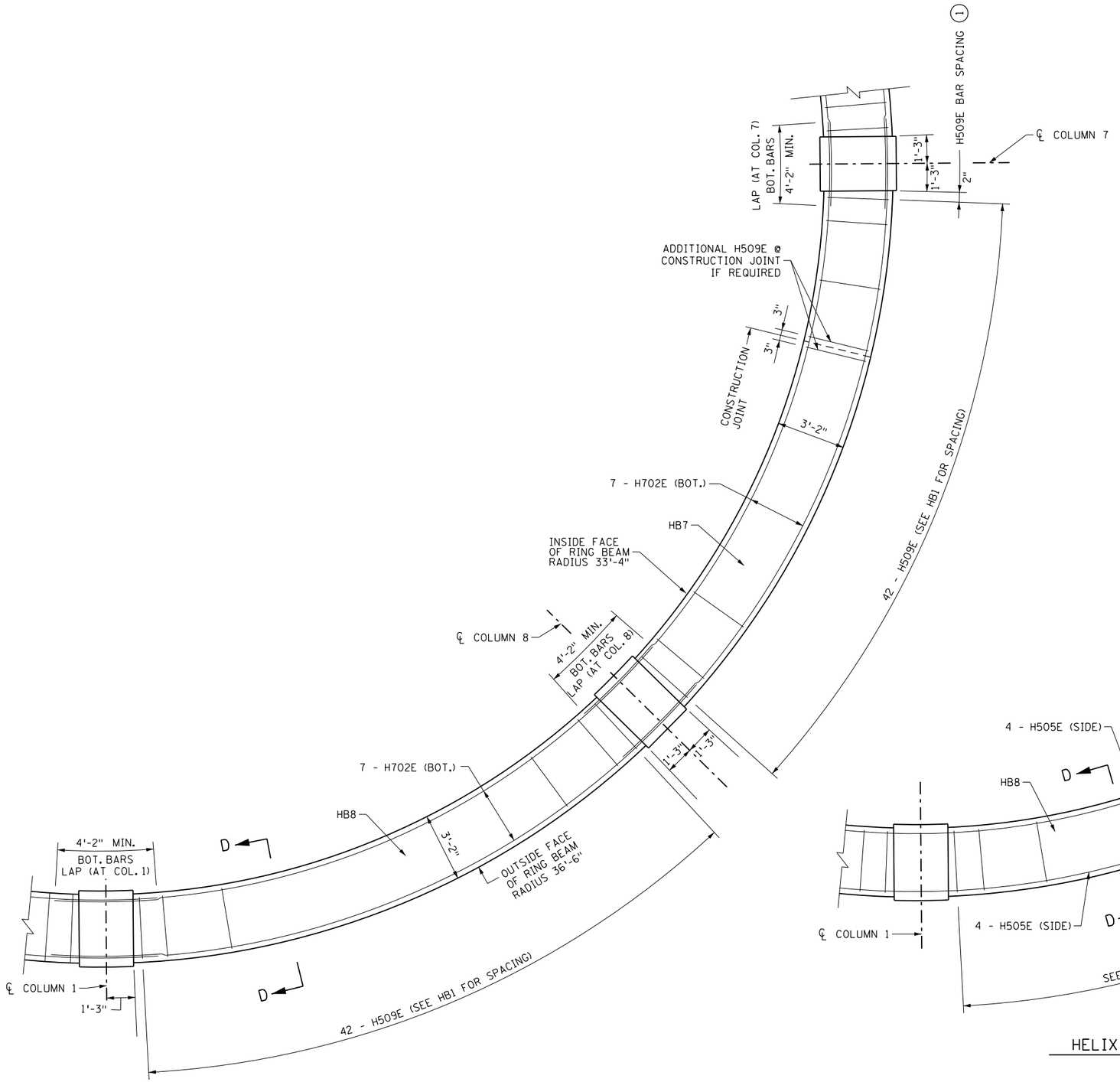
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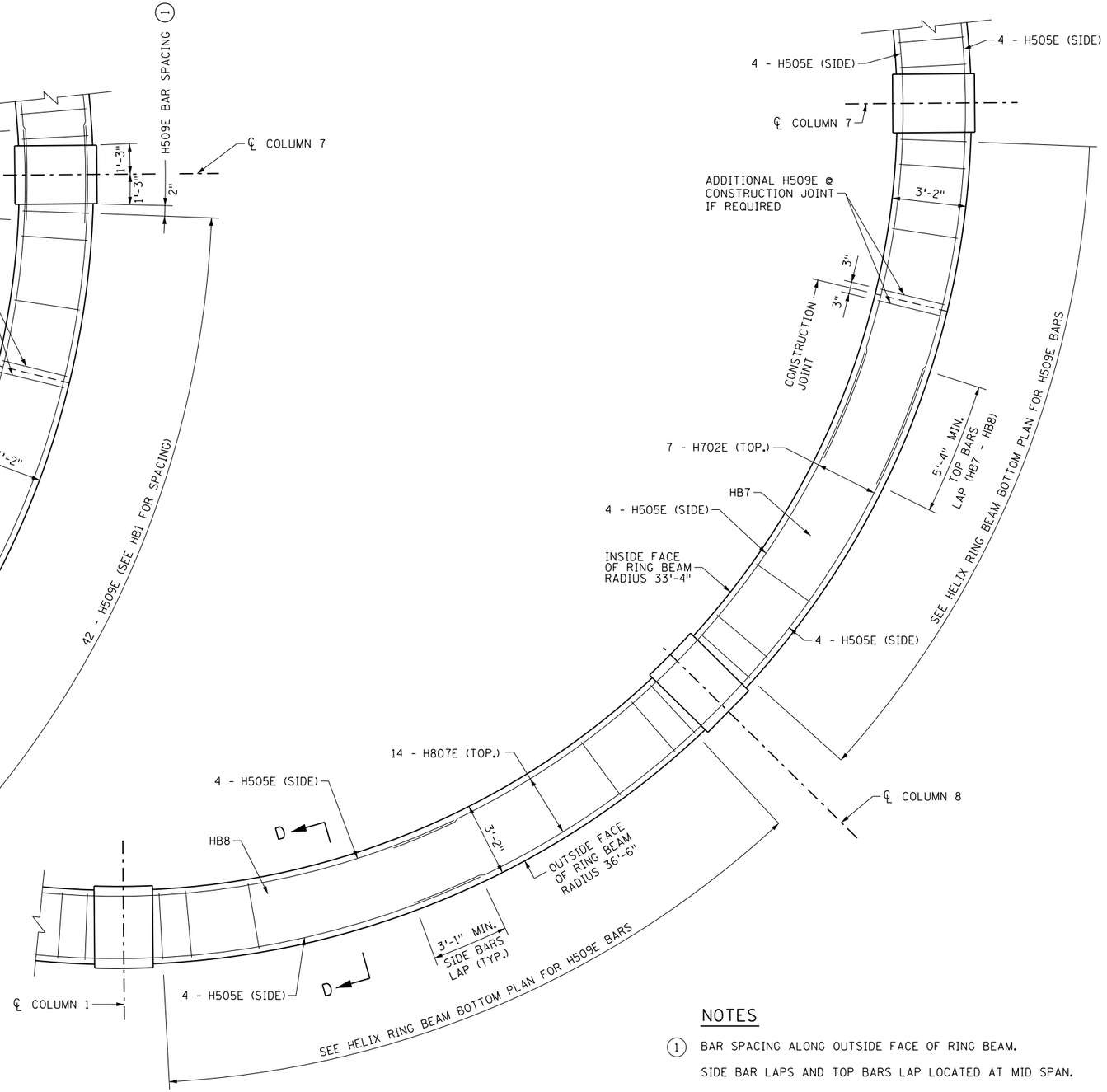
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HELIX RING BEAM BOTTOM PLAN

RING BEAM HB7 - HB8



HELIX RING BEAM TOP PLAN

RING BEAM HB7 - HB8

NOTES

(1) BAR SPACING ALONG OUTSIDE FACE OF RING BEAM.
SIDE BAR LAPS AND TOP BARS LAP LOCATED AT MID SPAN.
BOTTOM BAR LAPS LOCATED AT COLUMN.
FOR SECTION D - D, SEE SHEET 20.

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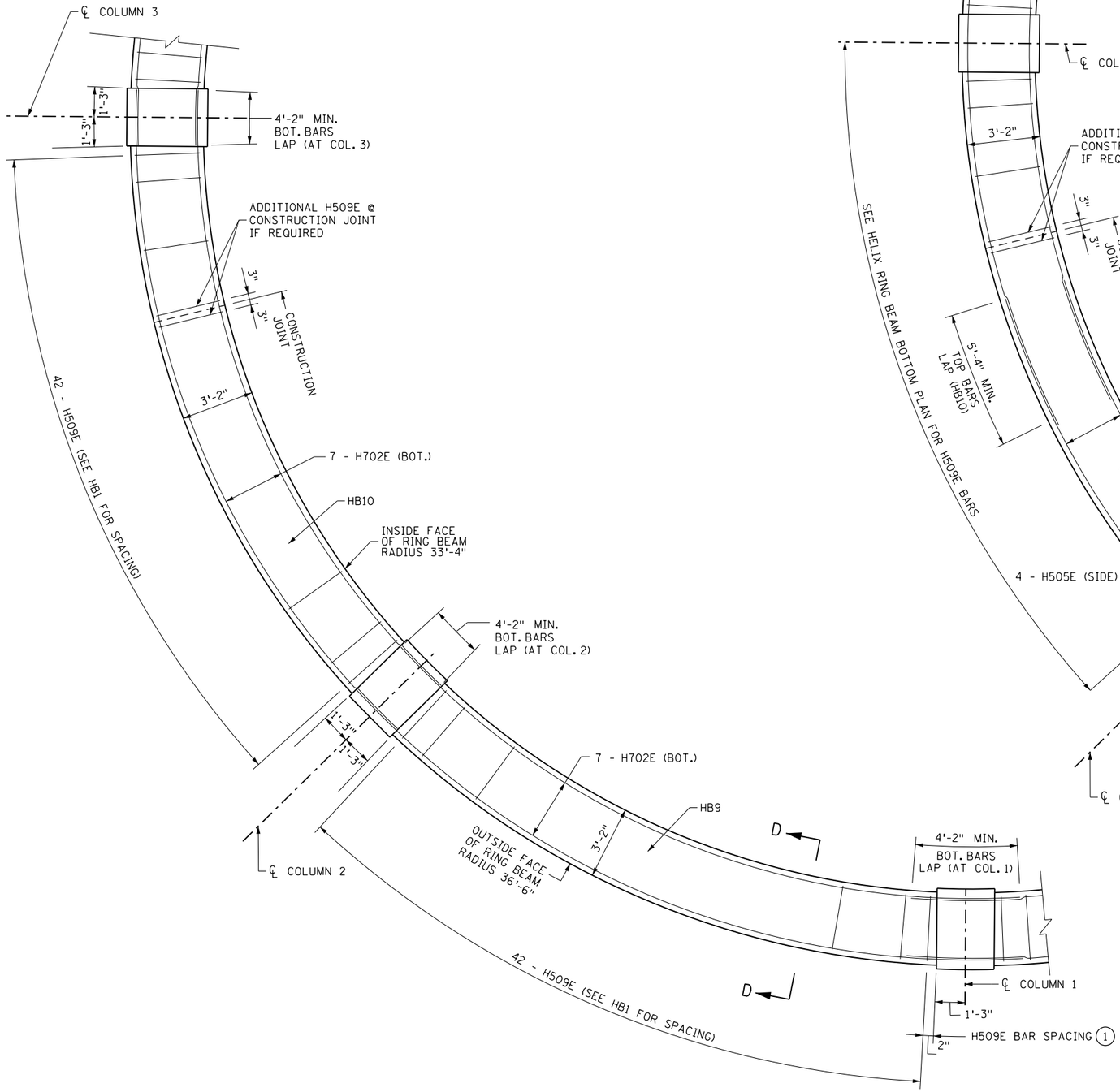
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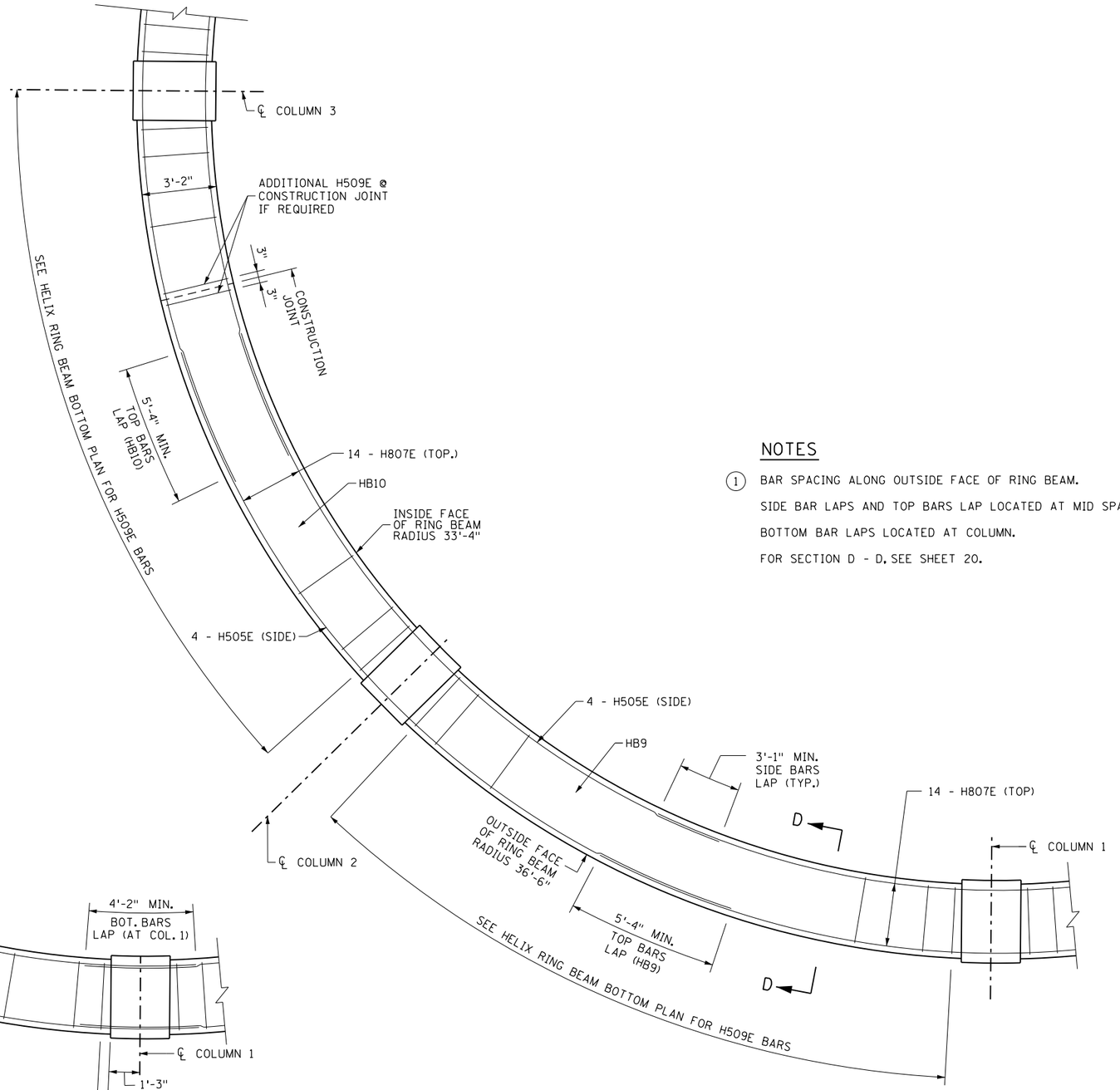
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HELIX RING BEAM BOTTOM PLAN

RING BEAM HB9 - HB10



HELIX RING BEAM TOP PLAN

RING BEAM HB9 - HB10

NOTES

(1) BAR SPACING ALONG OUTSIDE FACE OF RING BEAM.
SIDE BAR LAPS AND TOP BARS LAP LOCATED AT MID SPAN.
BOTTOM BAR LAPS LOCATED AT COLUMN.
FOR SECTION D - D, SEE SHEET 20.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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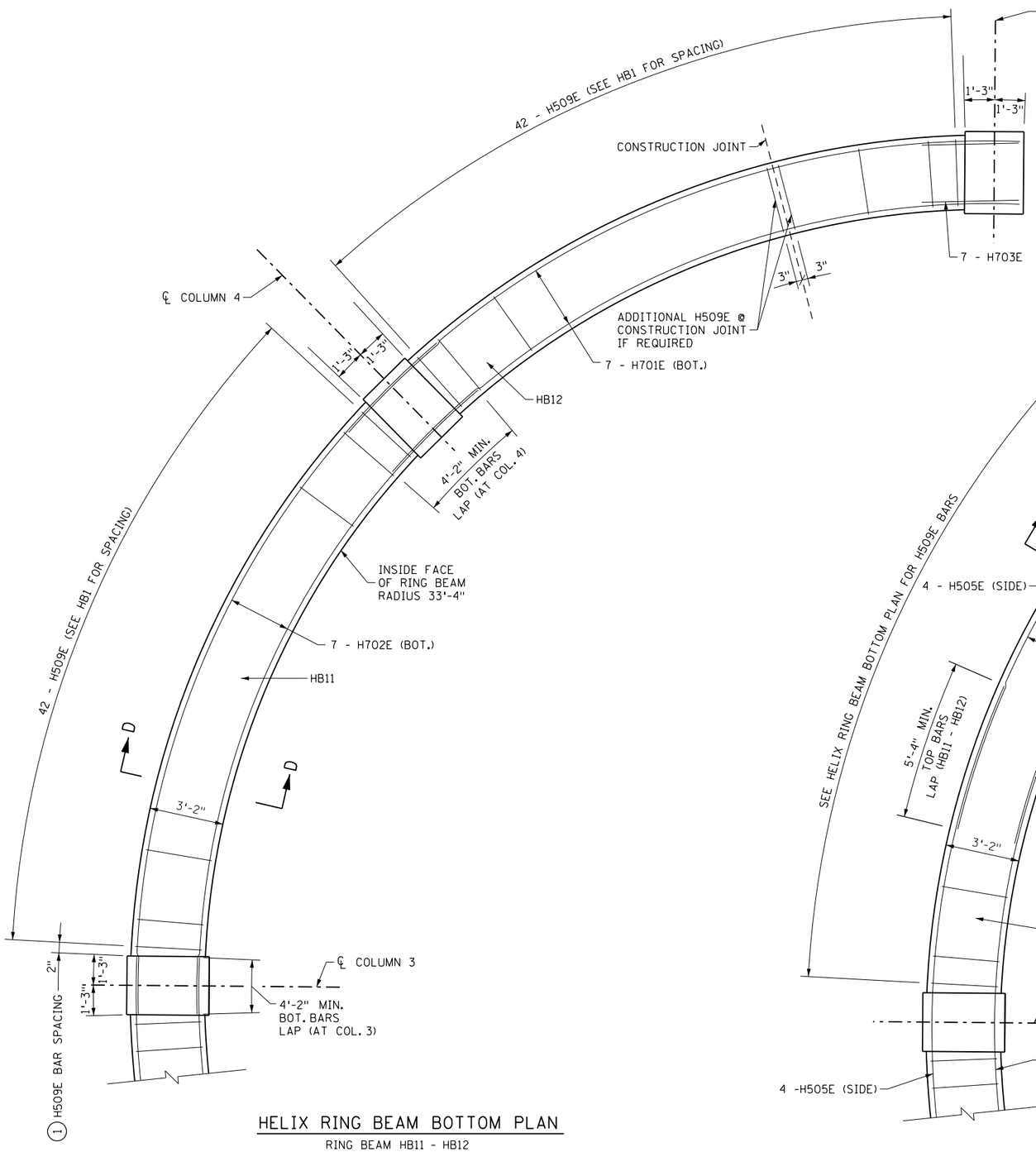
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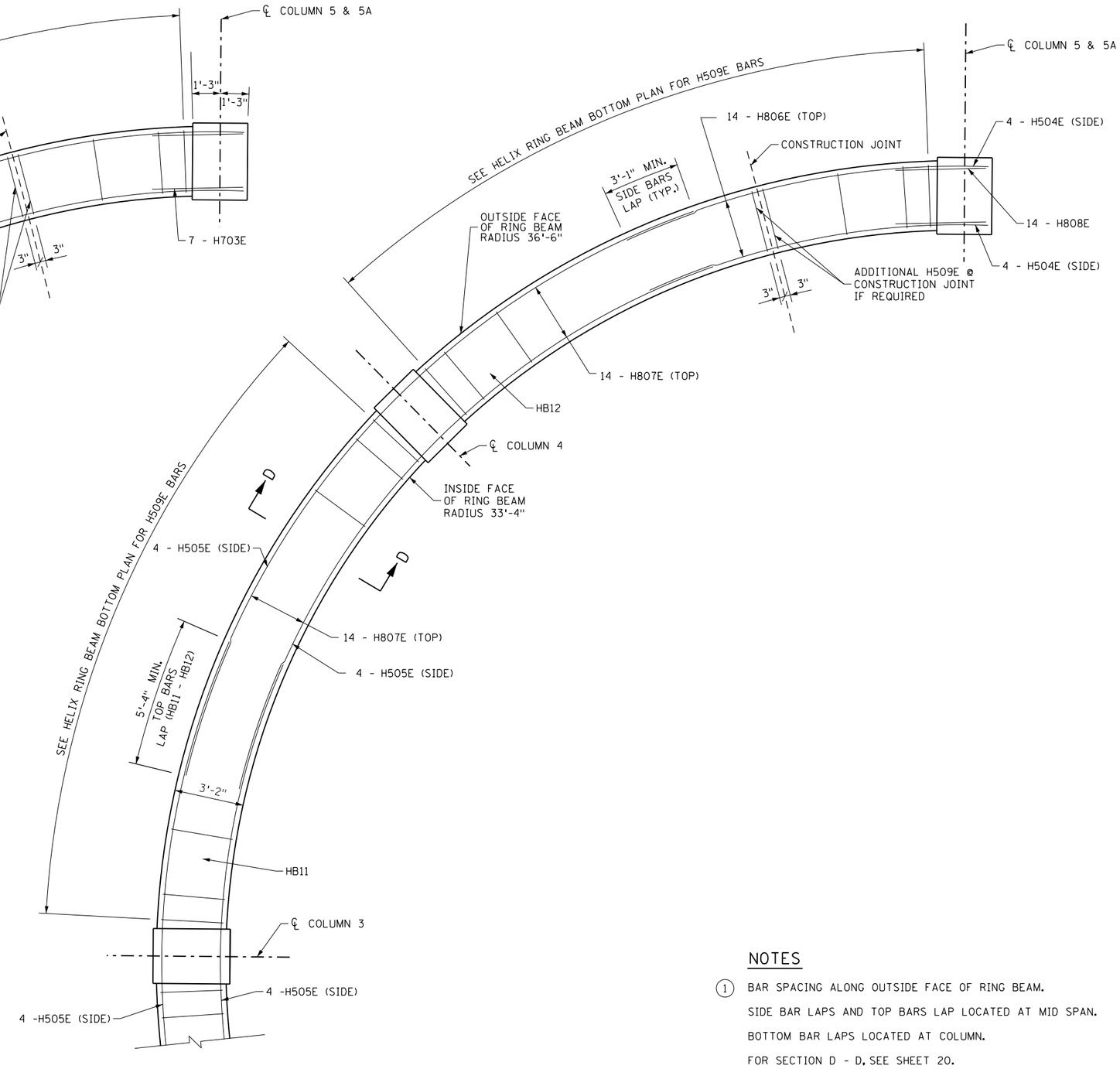
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HELIX RING BEAM BOTTOM PLAN

RING BEAM HB11 - HB12



HELIX RING BEAM TOP PLAN

RING BEAM HB11 - HB12

NOTES

(1) BAR SPACING ALONG OUTSIDE FACE OF RING BEAM.
SIDE BAR LAPS AND TOP BARS LAP LOCATED AT MID SPAN.
BOTTOM BAR LAPS LOCATED AT COLUMN.
FOR SECTION D - D, SEE SHEET 20.

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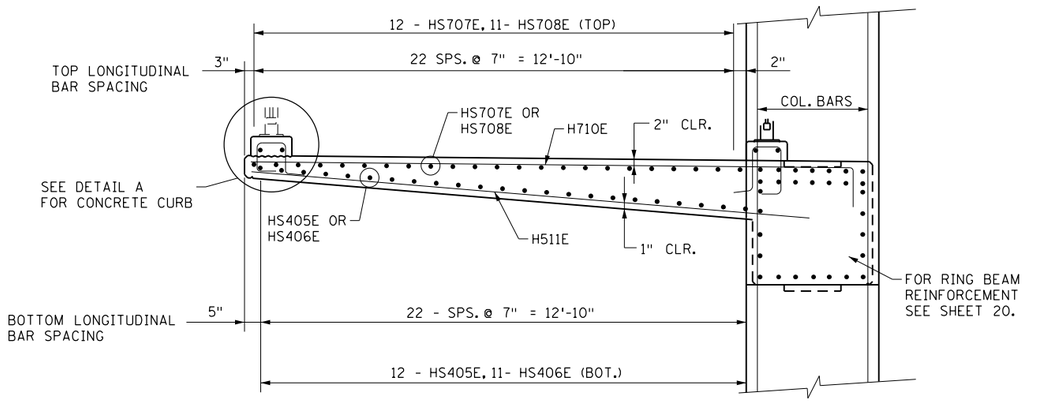
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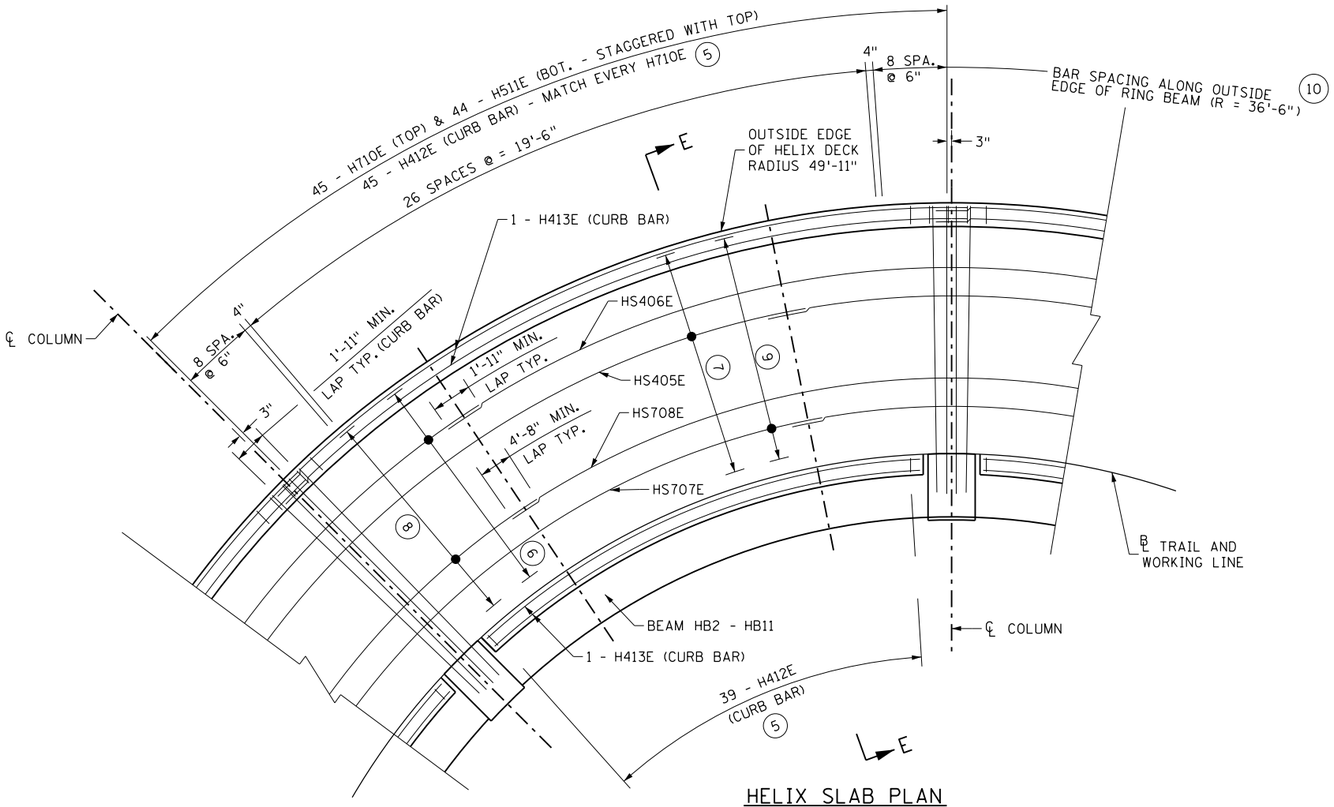
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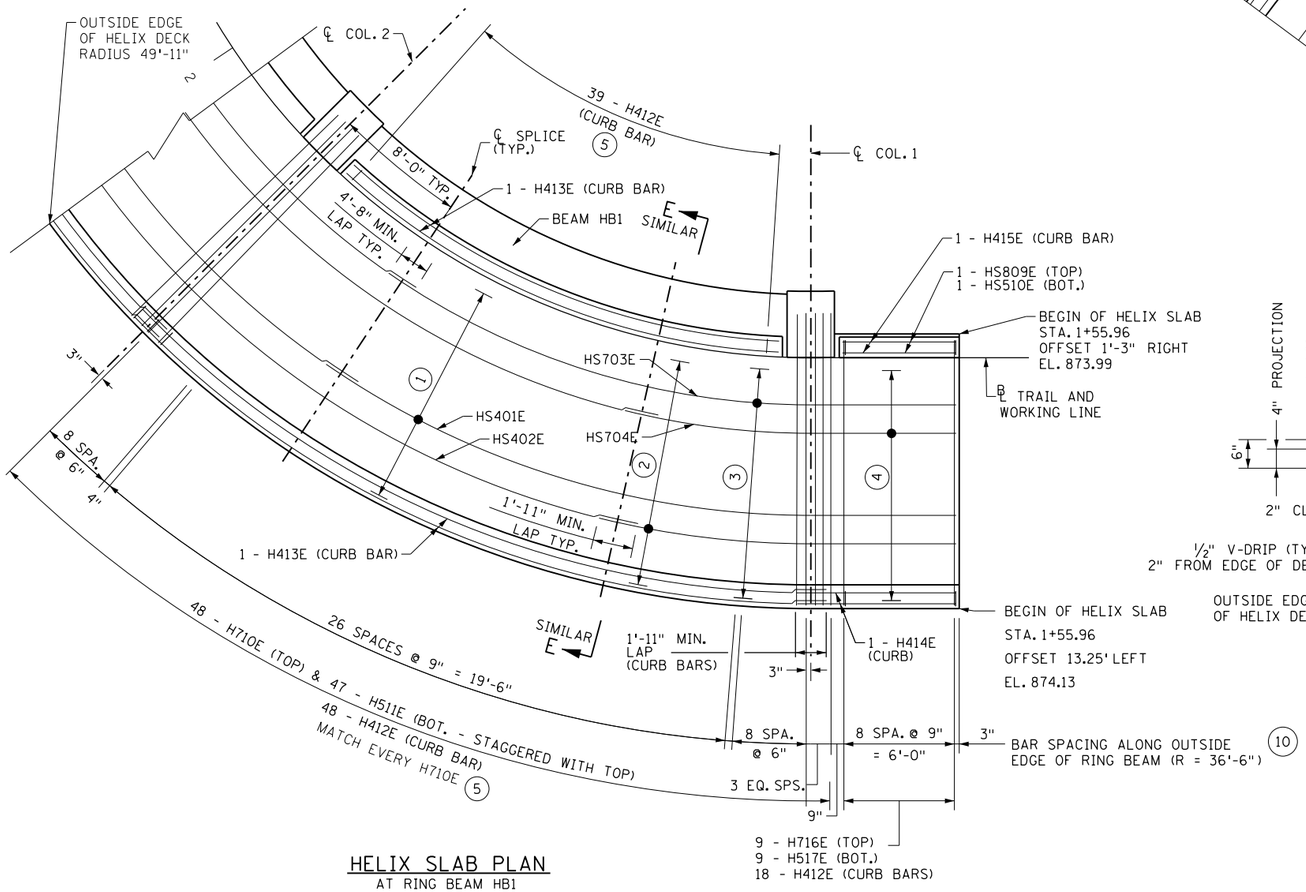
SECTION E - E

HELIX SLAB - TYP. REINF. SHOWN
(OTHER SECTIONS SIMILAR).



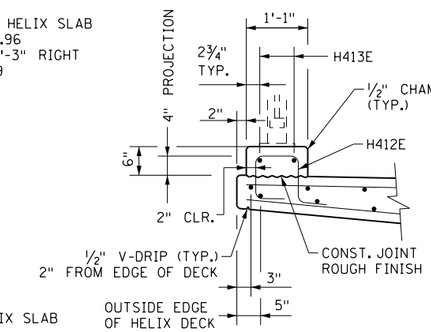
HELIX SLAB PLAN

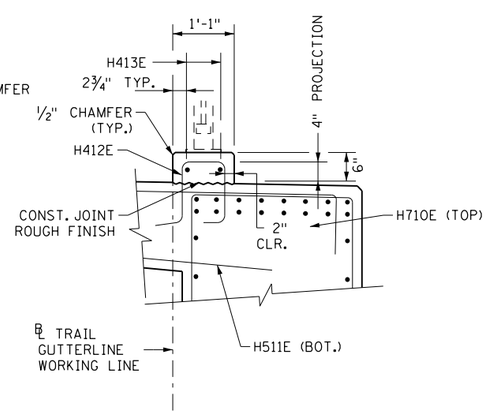
AT RING BEAMS HB2 - HB11



HELIX SLAB PLAN

AT RING BEAM HB1





DETAIL A

CONCRETE CURB

NOTES

1. 12 - HS401E (BOT.) ALTERNATE WITH HS402E (BOT.)
2. 11 - HS402E (BOT.) ALTERNATE WITH HS401E (BOT.)
3. 12 - HS703E (TOP) ALTERNATE WITH HS704E (TOP)
4. 11 - HS704E (TOP) ALTERNATE WITH HS703E (TOP)
5. MATCH H710E (TOP BARS) VERIFY RAIL ANCHOR CLEARANCE
6. 11 - HS406E (BOT.) ALTERNATE WITH HS405E (BOT.)
7. 12 - HS405E (BOT.) ALTERNATE WITH HS406E (BOT.)
8. 11 - HS708E (TOP) ALTERNATE WITH HS707E (TOP)
9. 12 - HS707E (TOP) ALTERNATE WITH HS708E (TOP)
10. TRANSVERSE BAR SPACING IS PROVIDED ALONG OUTSIDE EDGE OF RING BEAM (RADIUS = 36'-6"). FLARE BARS RADIALLY FROM CENTER OF HELIX. SPACING AT OUTSIDE EDGE OF HELIX SLAB WILL BE LARGER THAN SPACING PROVIDED AT RING BEAM FACE, BUT SHOULD NOT EXCEED 1'-1".

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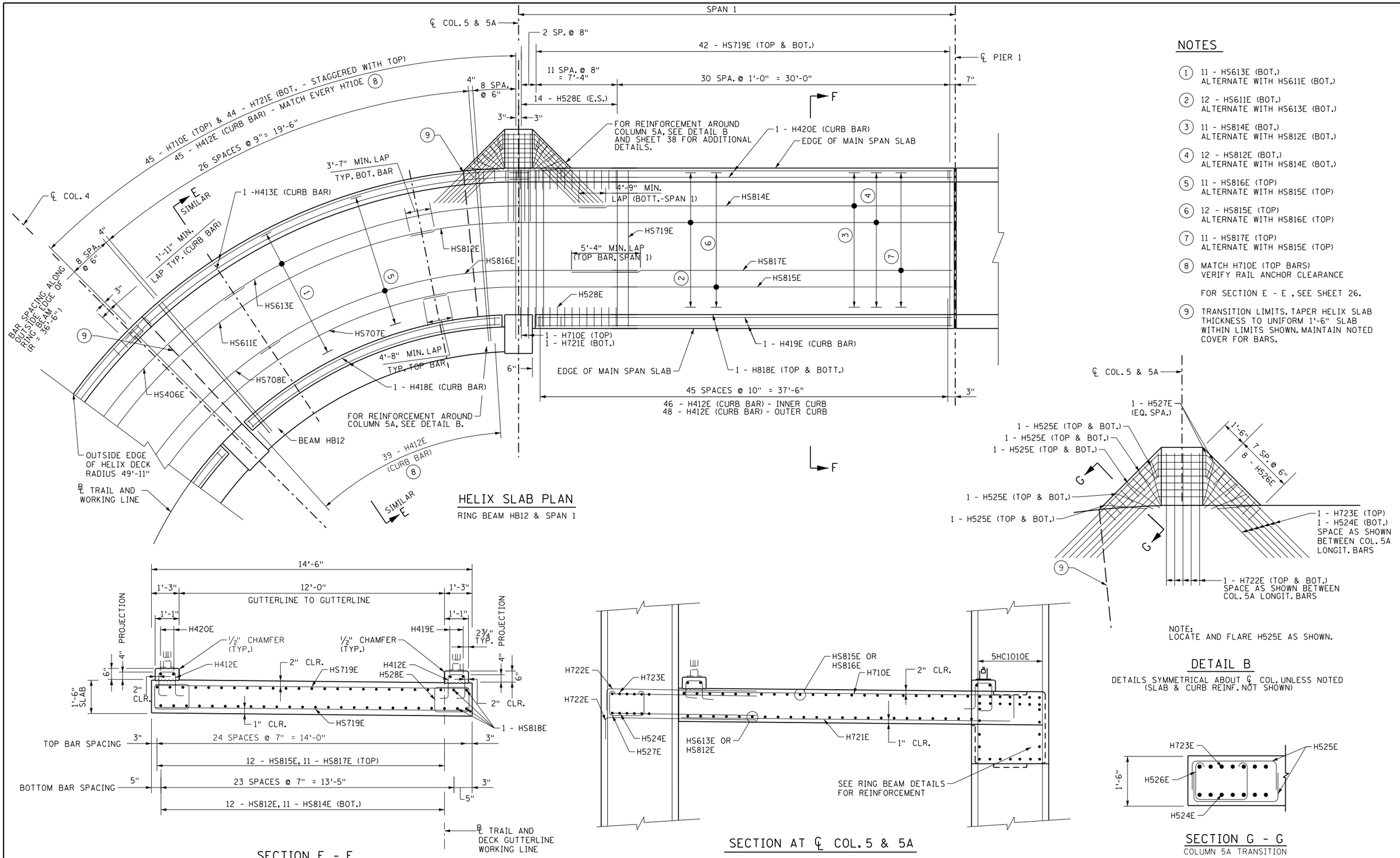
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SHEET NO. 26 OF 99 SHEETS

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HELIX SLAB PLAN

RING BEAM HB12 & SPAN 1

NOTES

1. 11 - HS613E (BOT.) ALTERNATE WITH HS611E (BOT.)
2. 12 - HS611E (BOT.) ALTERNATE WITH HS613E (BOT.)
3. 11 - HS814E (BOT.) ALTERNATE WITH HS812E (BOT.)
4. 12 - HS812E (BOT.) ALTERNATE WITH HS814E (BOT.)
5. 11 - HS816E (TOP) ALTERNATE WITH HS815E (TOP)
6. 12 - HS815E (TOP) ALTERNATE WITH HS816E (TOP)
7. 11 - HS817E (TOP) ALTERNATE WITH HS815E (TOP)
8. MATCH H710E (TOP BARS) VERIFY RAIL ANCHOR CLEARANCE

   FOR SECTION E - E , SEE SHEET 26.
9. TRANSITION LIMITS. TAPER HELIX SLAB THICKNESS TO UNIFORM 1'-6" SLAB WITHIN LIMITS SHOWN. MAINTAIN NOTED COVER FOR BARS.

SECTION F - F

SPAN 1 DECK SLAB

SECTION AT ℄ COL. 5 & 5A

NOTE:
LOCATE AND FLARE H525E AS SHOWN.

DETAIL B

DETAILS SYMMETRICAL ABOUT ℄ COL. UNLESS NOTED
(SLAB & CURB REINF. NOT SHOWN)

SECTION G - G

COLUMN 5A TRANSITION

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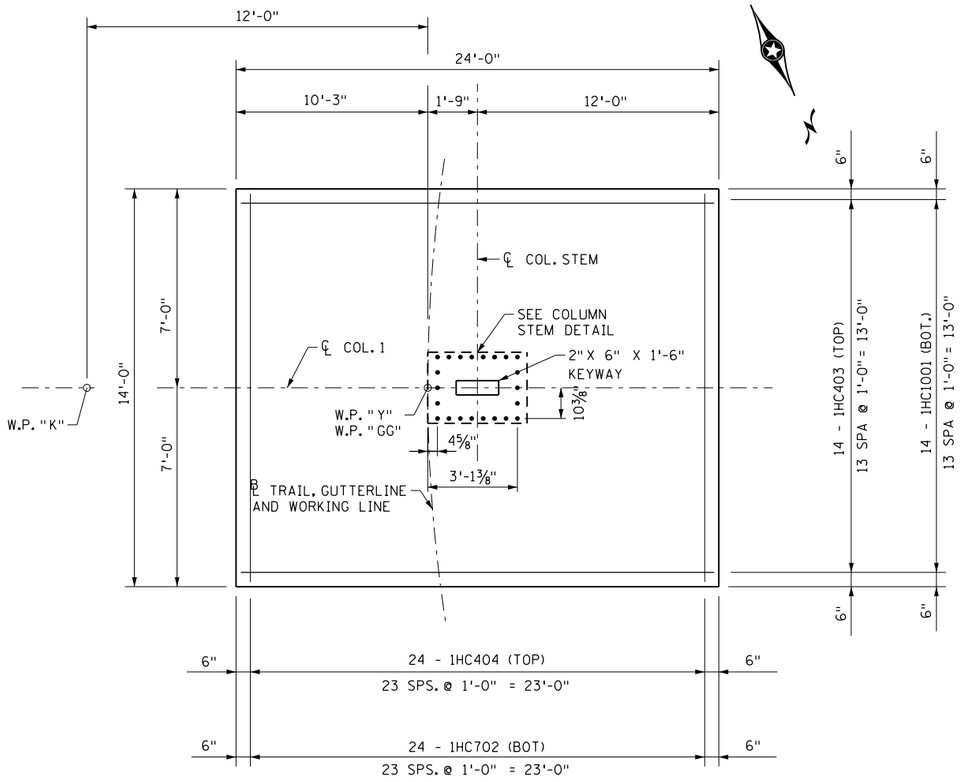
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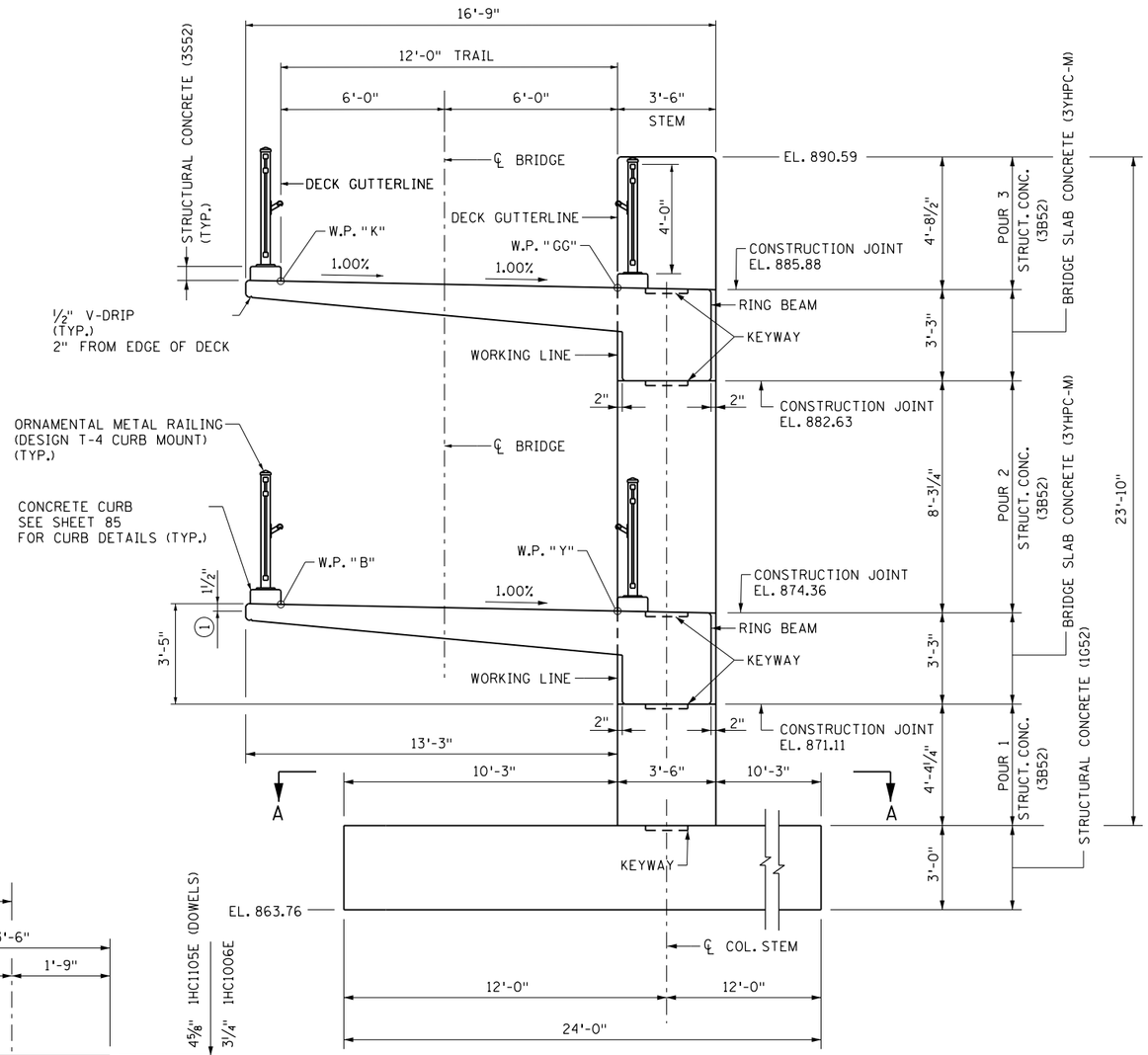
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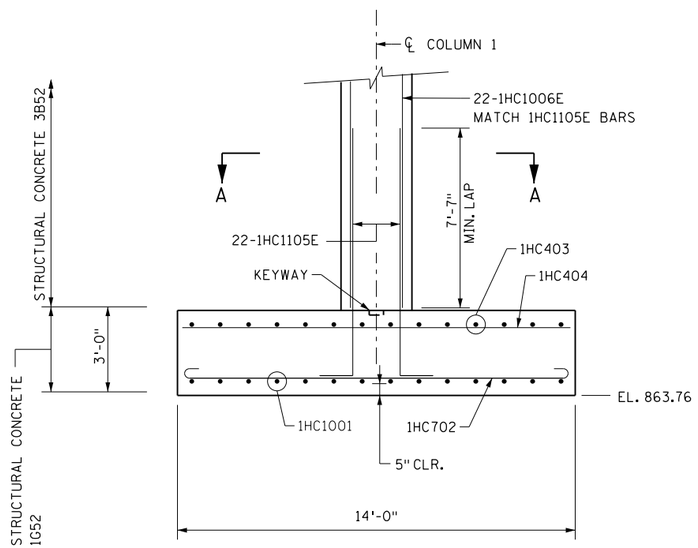
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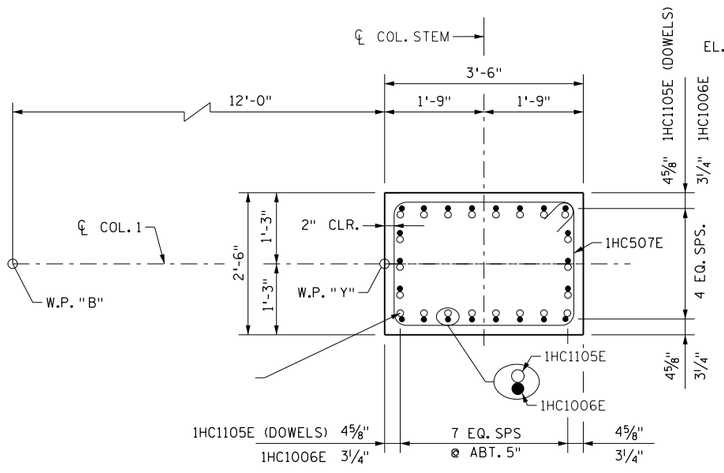
FOOTING PLAN



ELEVATION



FOOTING SECTION



COLUMN STEM DETAIL

SECTION A-A

COLUMN 1 SPREAD FOOTING LOAD DATA

✳ SERVICE DESIGN BEARING PRESSURE	2.3	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	6.37	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	15.14	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.4	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

① MEASURED GUTTERLINE TO GUTTERLINE.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 46.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 1 DETAILS & REINFORCEMENT

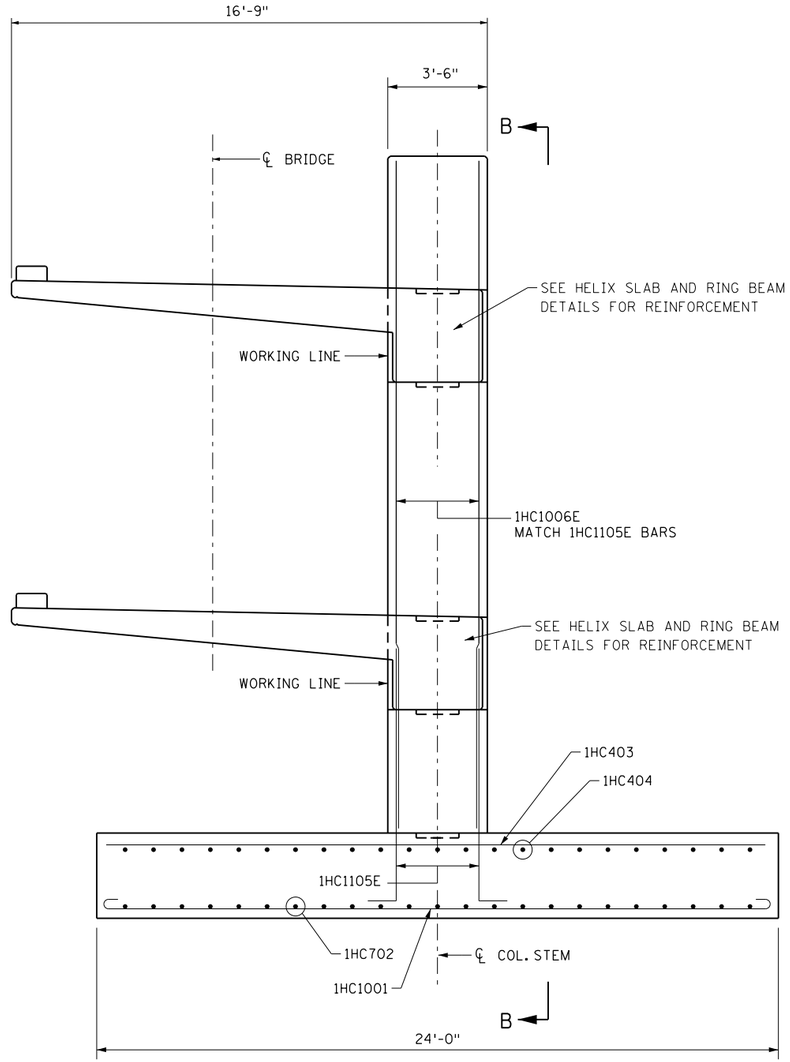
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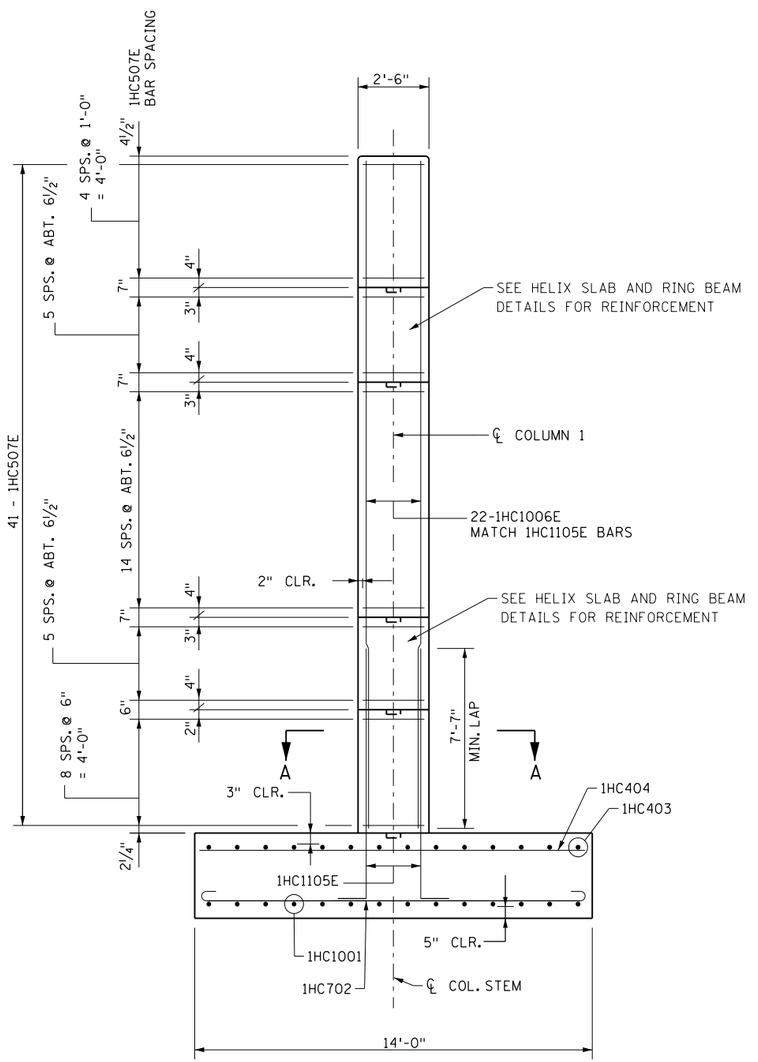
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ELEVATION



SECTION B - B

NOTES

FOR SECTION A - A, COLUMN STEM DETAIL SEE SHEET 28.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 46.

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LIC. NO. 53920 DATE

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HELIX COLUMN 1 DETAILS & REINFORCEMENT

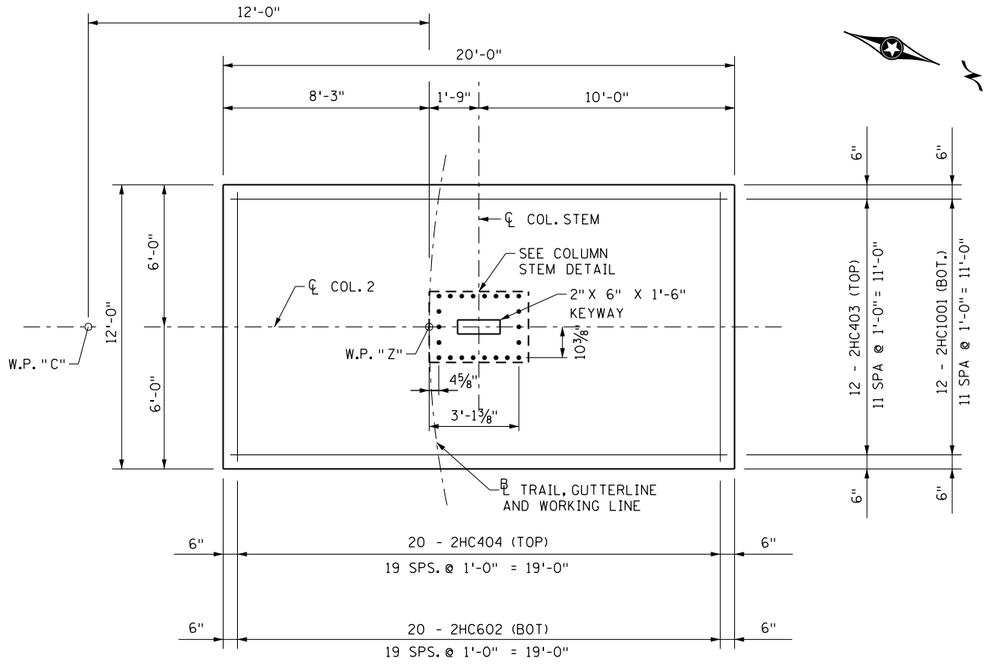
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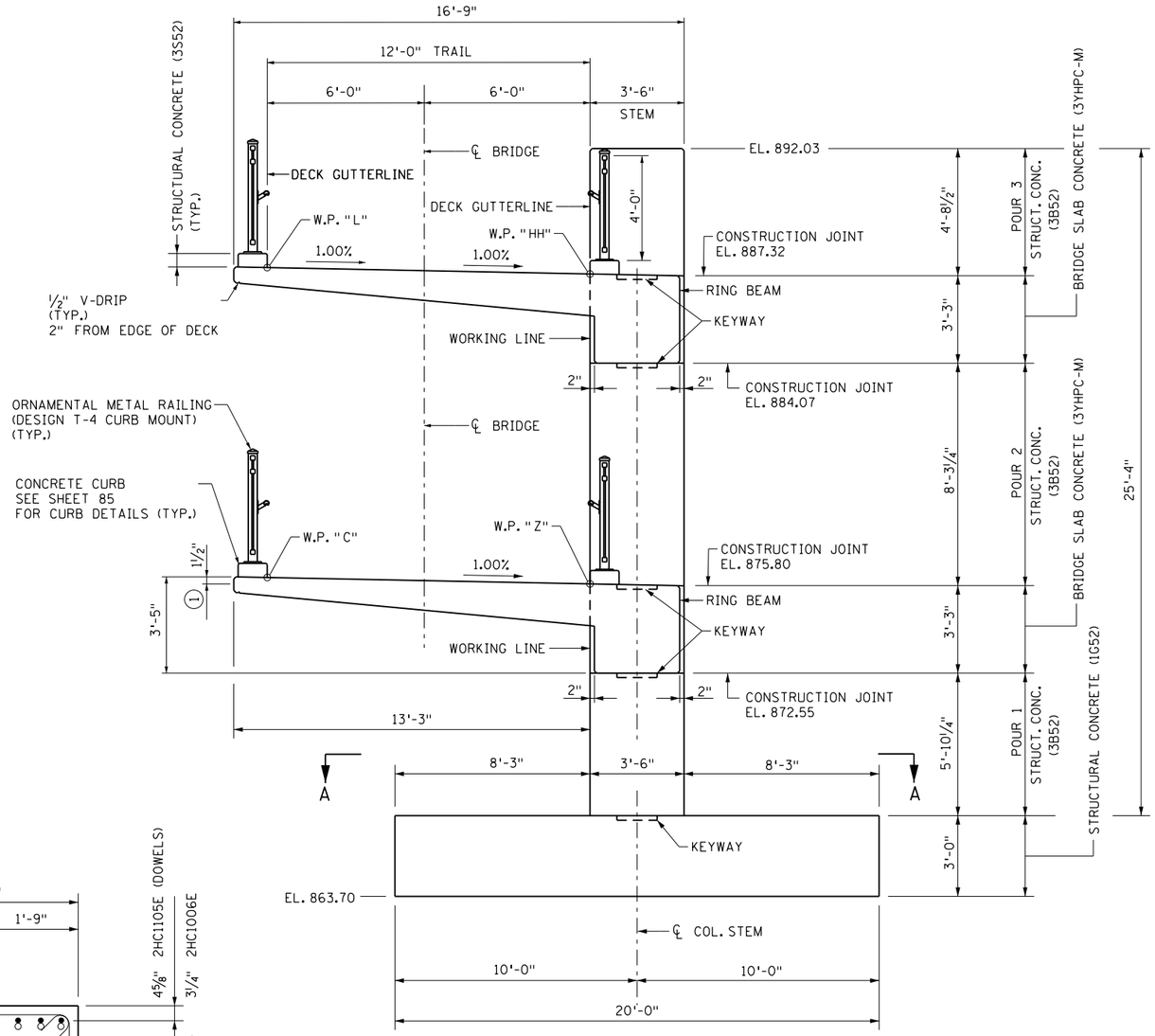
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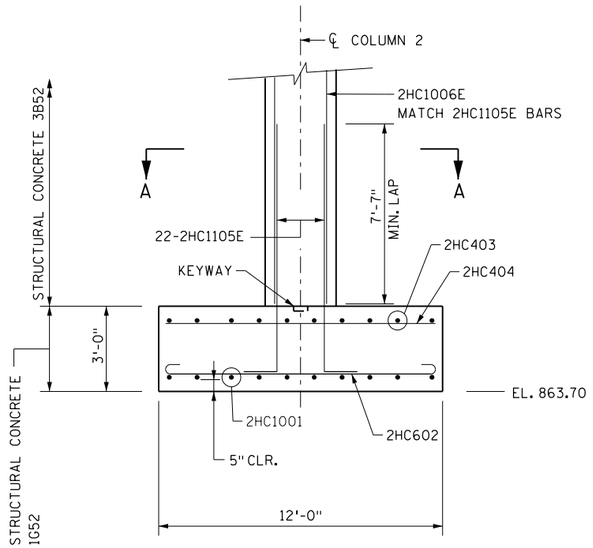
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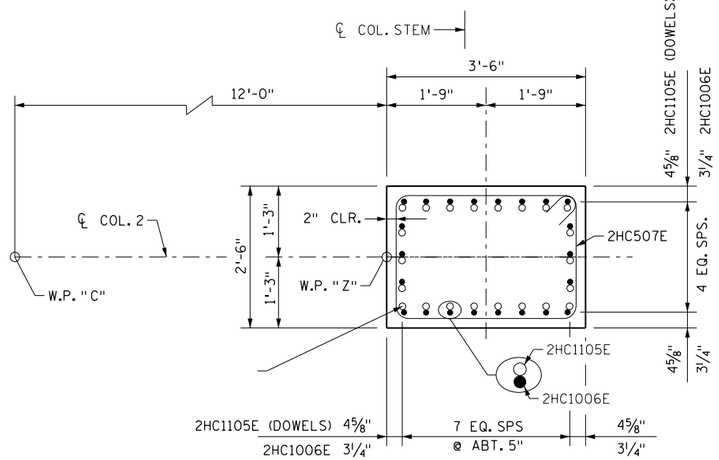
FOOTING PLAN



ELEVATION



FOOTING SECTION



COLUMN STEM DETAIL

SECTION A-A

COLUMN 2 SPREAD FOOTING LOAD DATA

✳ SERVICE DESIGN BEARING PRESSURE	2.6 TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	10.39 FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	8.68 FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.9 TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

① MEASURED GUTTERLINE TO GUTTERLINE.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 46.

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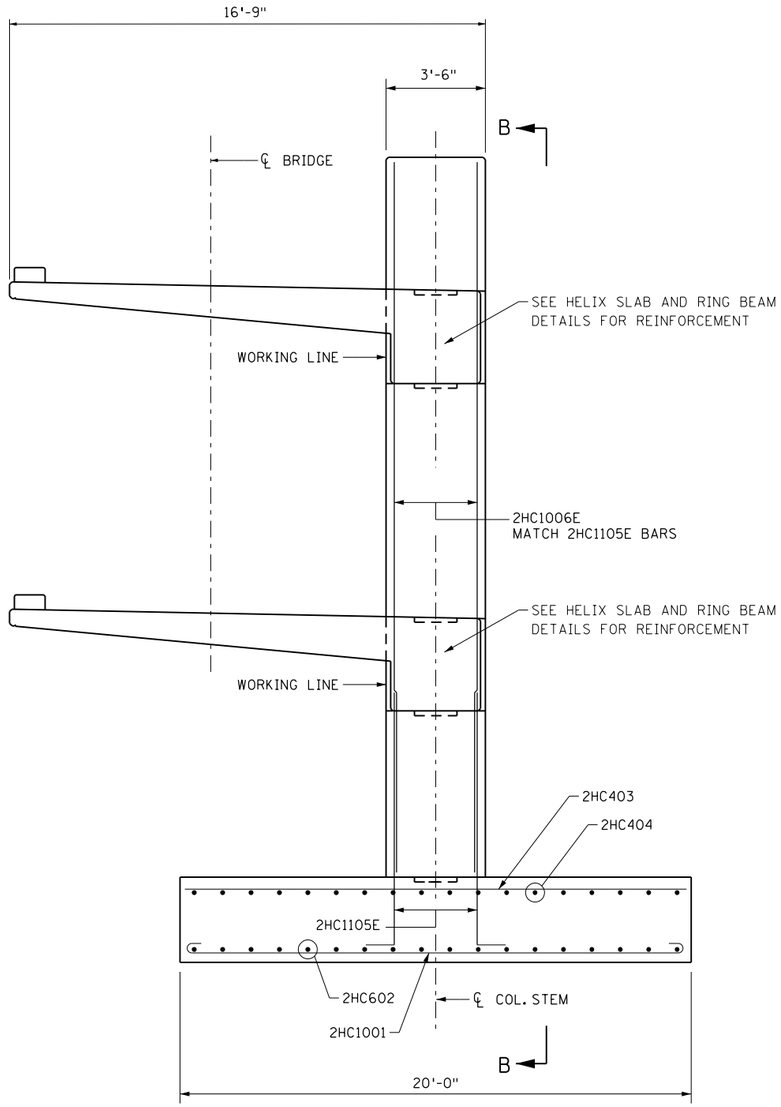
HELIX COLUMN 2 DETAILS & REINFORCEMENT

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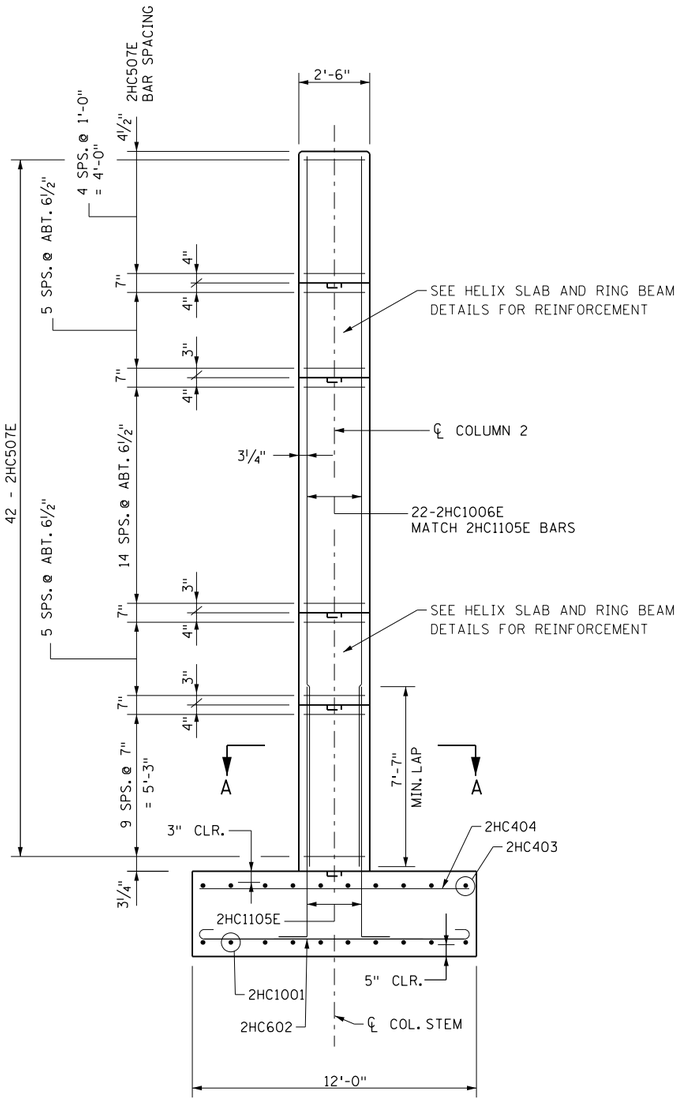
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SHEET NO. 30 OF 99 SHEETS

BRIDGE NO. 02053



ELEVATION



SECTION B - B

NOTES

FOR SECTION A - A, COLUMN STEM DETAIL
SEE SHEET 30.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 46.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 2
DETAILS & REINFORCEMENT

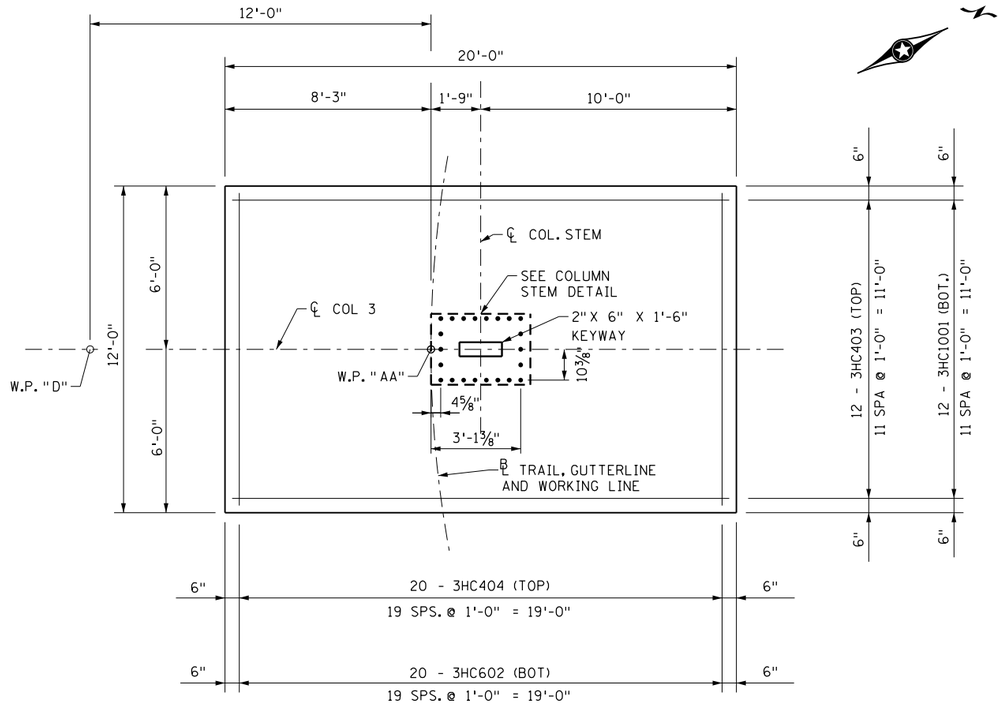
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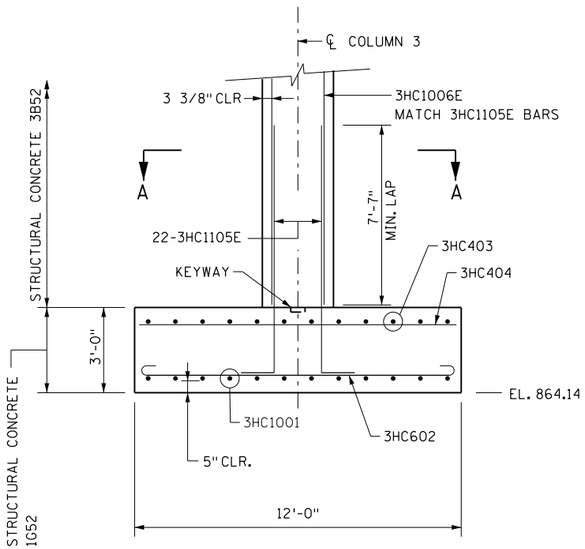
SHEET NO. 31 OF 99 SHEETS

BRIDGE NO. 02053

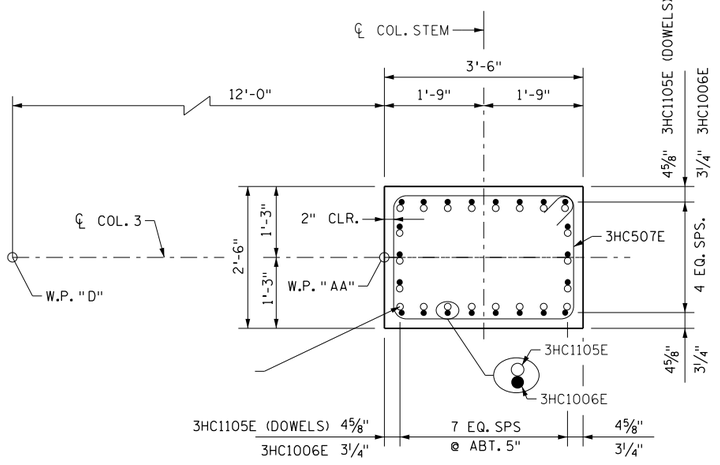
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FOOTING PLAN

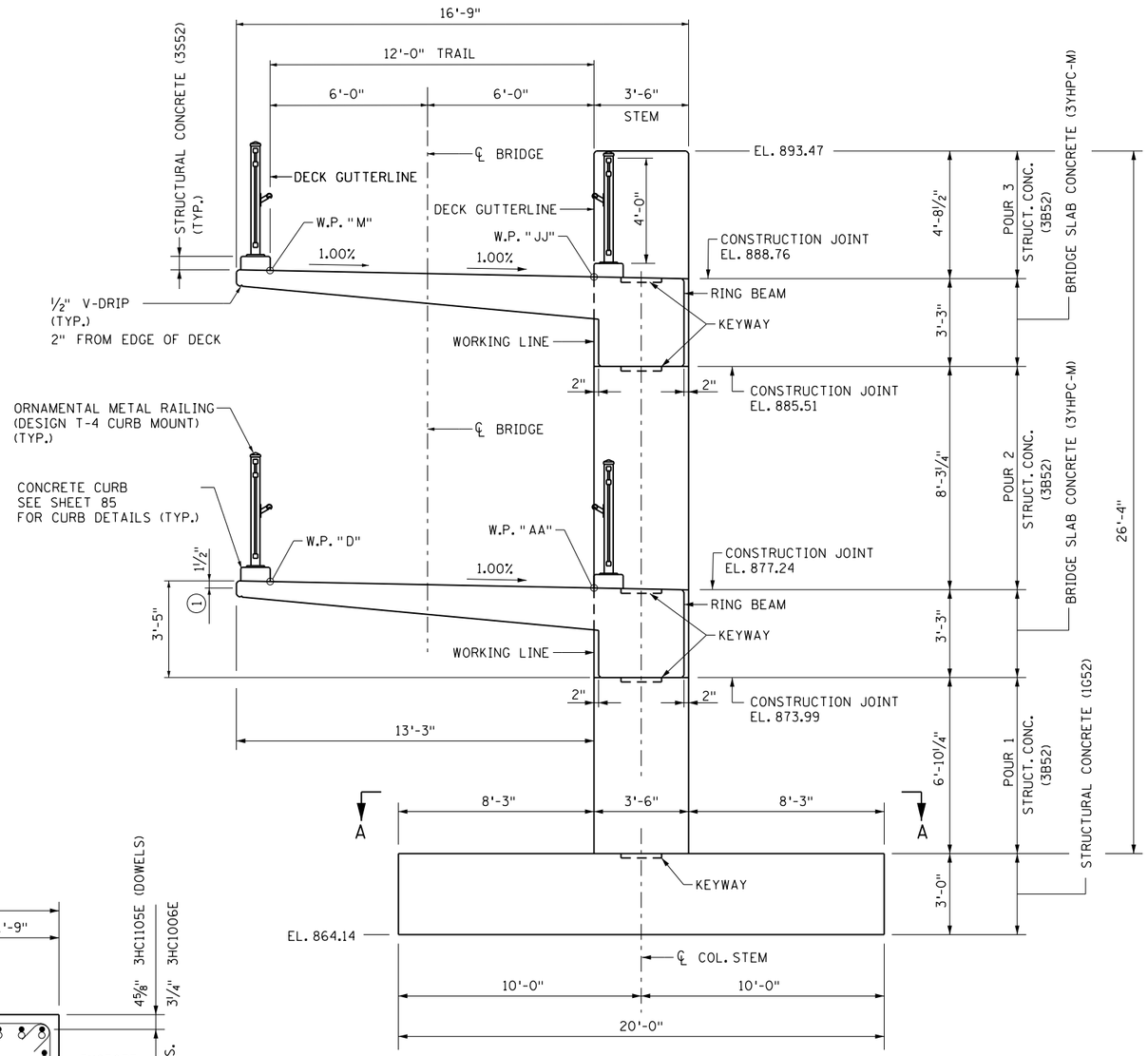


FOOTING SECTION



COLUMN STEM DETAIL

SECTION A-A



ELEVATION

COLUMN 3 SPREAD FOOTING LOAD DATA		
✳ SERVICE DESIGN BEARING PRESSURE	2.8	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	10.41	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	7.95	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.9	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

① MEASURED GUTTERLINE TO GUTTERLINE.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 46.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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TITLE:

HELIX COLUMN 3
DETAILS & REINFORCEMENT

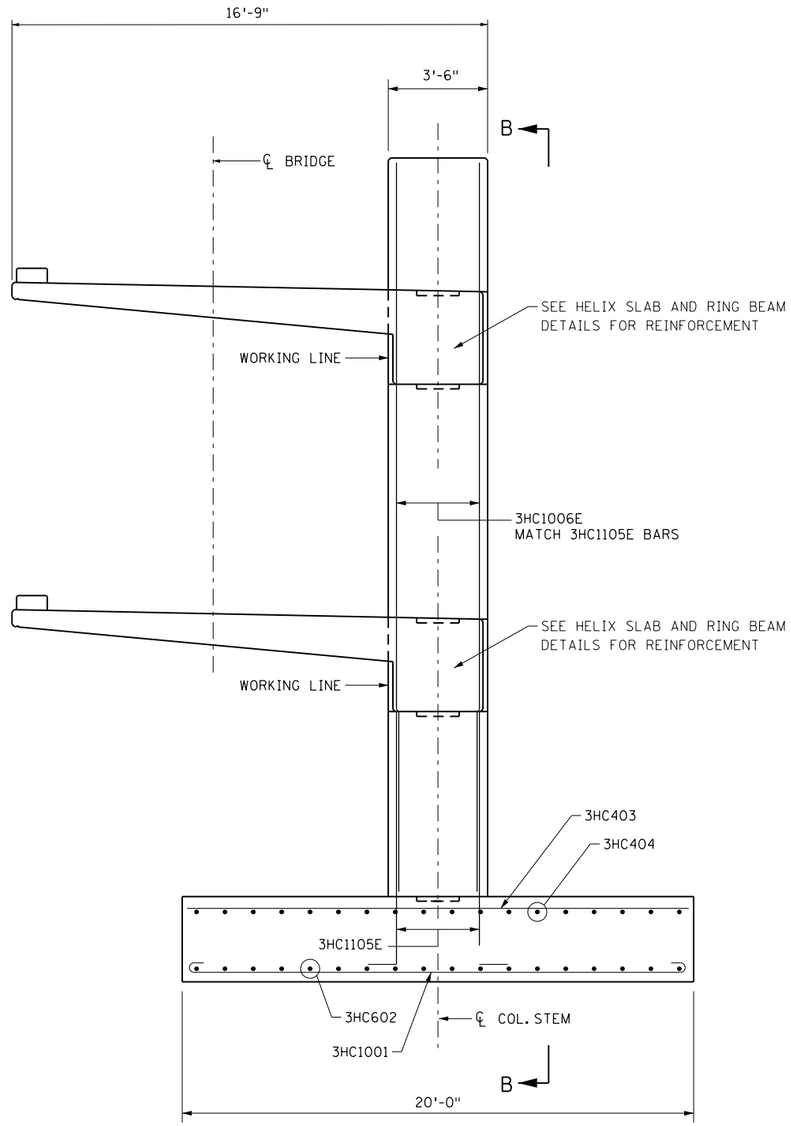
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CHECKED RRE	CHECK RRE	

S.A.P. 199-010-012

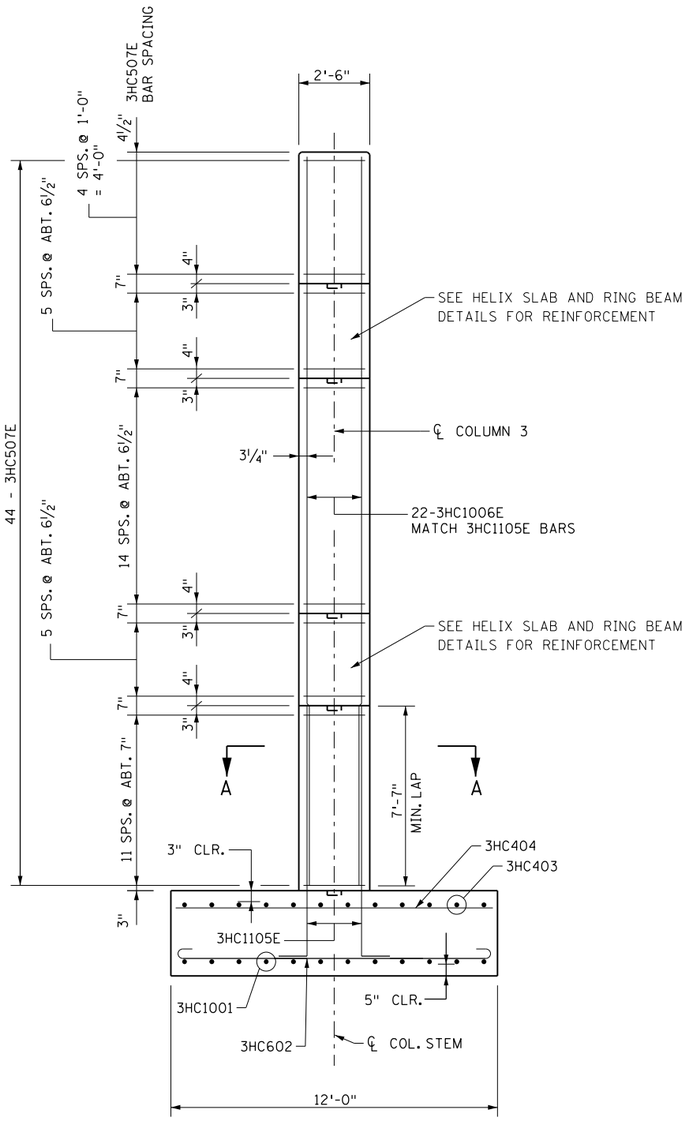
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BRIDGE NO. 02053

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ELEVATION



SECTION B - B

NOTES

FOR SECTION A - A , SEE SHEET 32.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 46.

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LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 3 DETAILS & REINFORCEMENT

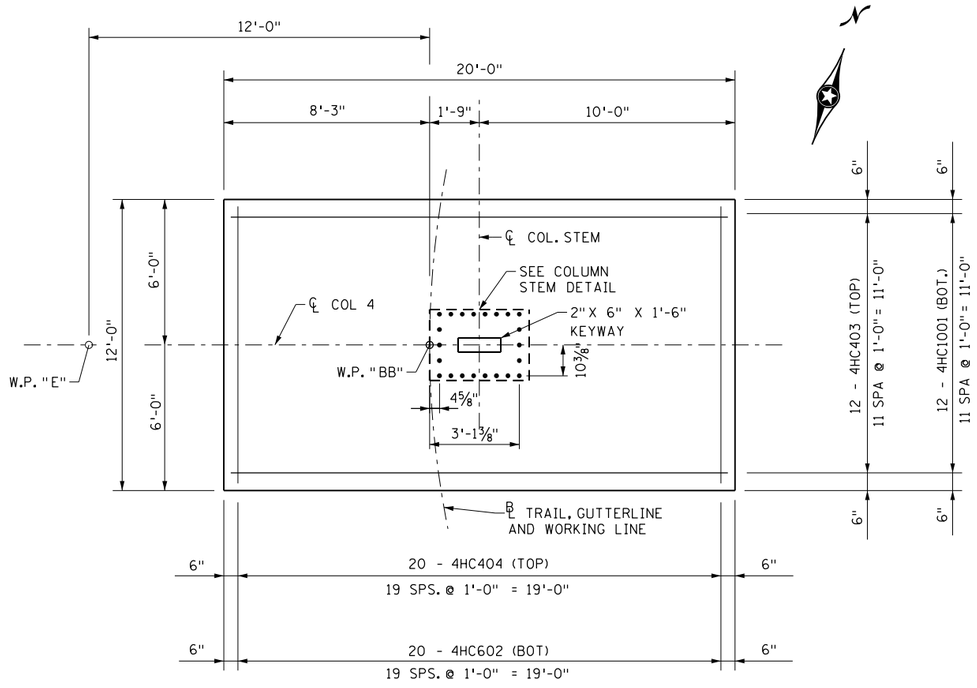
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S.A.P. 199-010-012

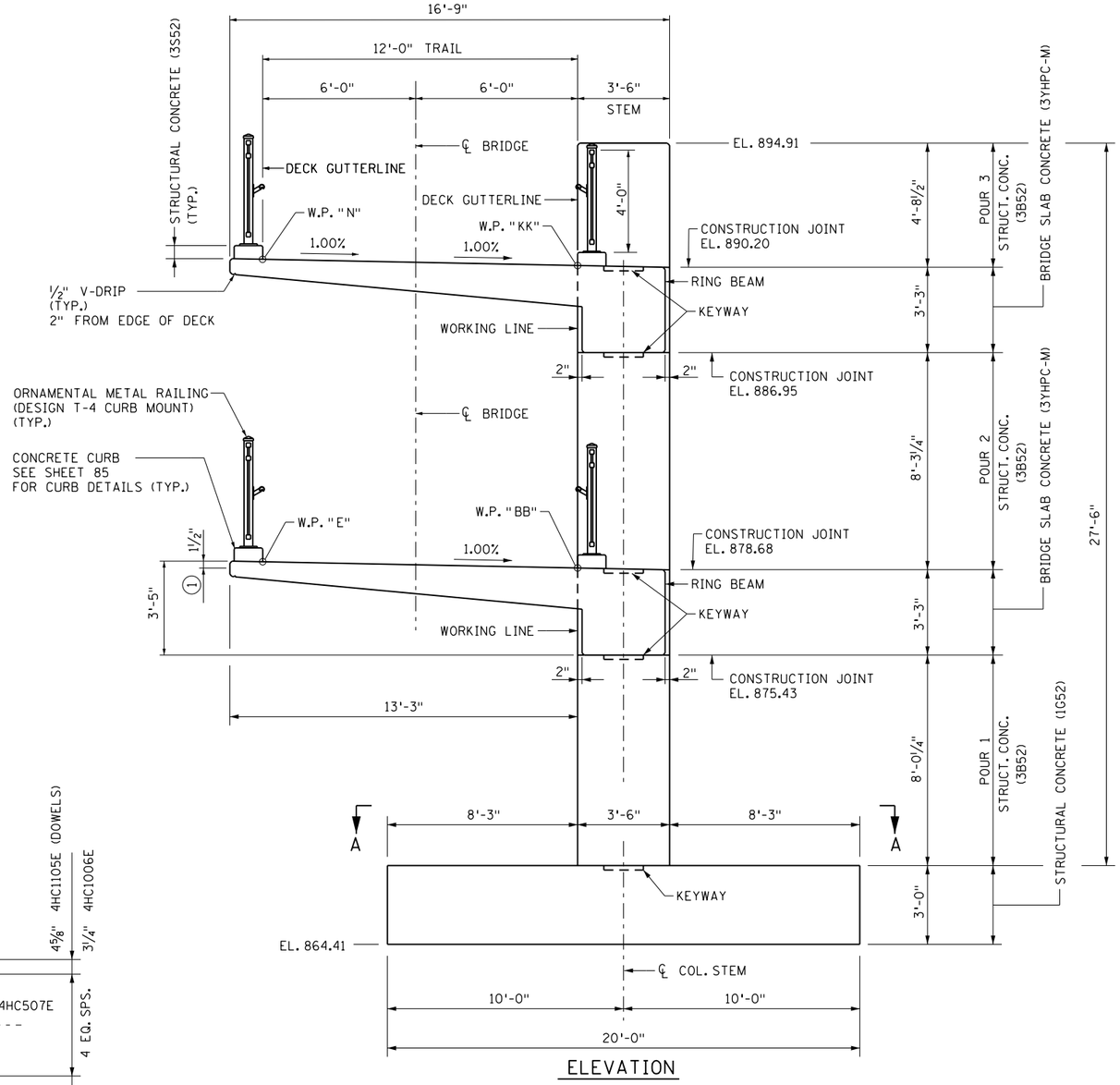
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BRIDGE NO. 02053

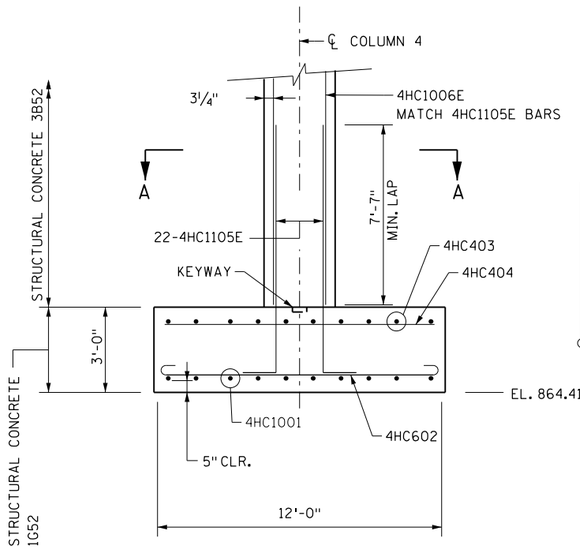
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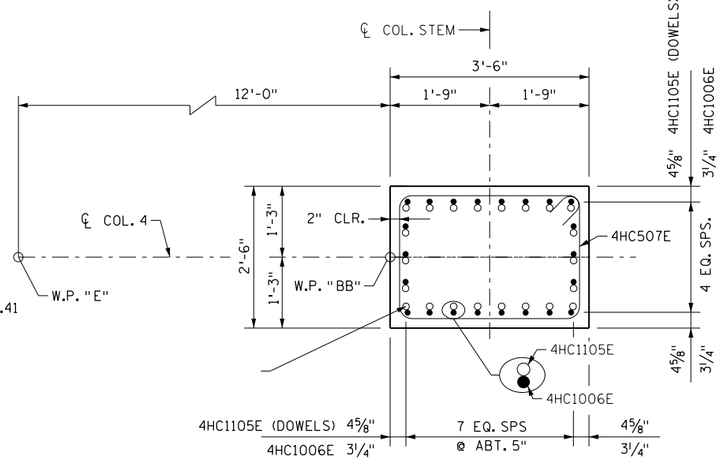
FOOTING PLAN



ELEVATION



FOOTING SECTION



COLUMN STEM DETAIL

SECTION A-A

COLUMN 4 SPREAD FOOTING LOAD DATA

✳ SERVICE DESIGN BEARING PRESSURE	2.7	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	10.4	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	7.9	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.9	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

① MEASURED GUTTERLINE TO GUTTERLINE.

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LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 4 DETAILS & REINFORCEMENT

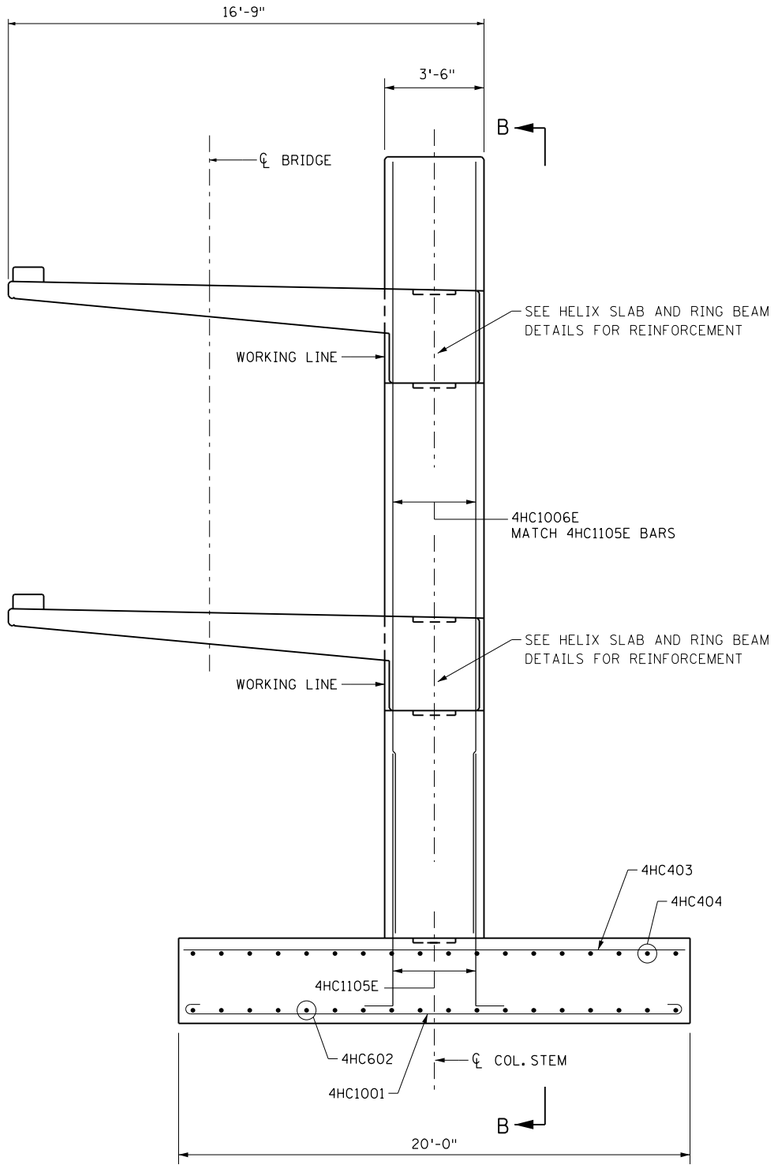
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S.A.P. 199-010-012

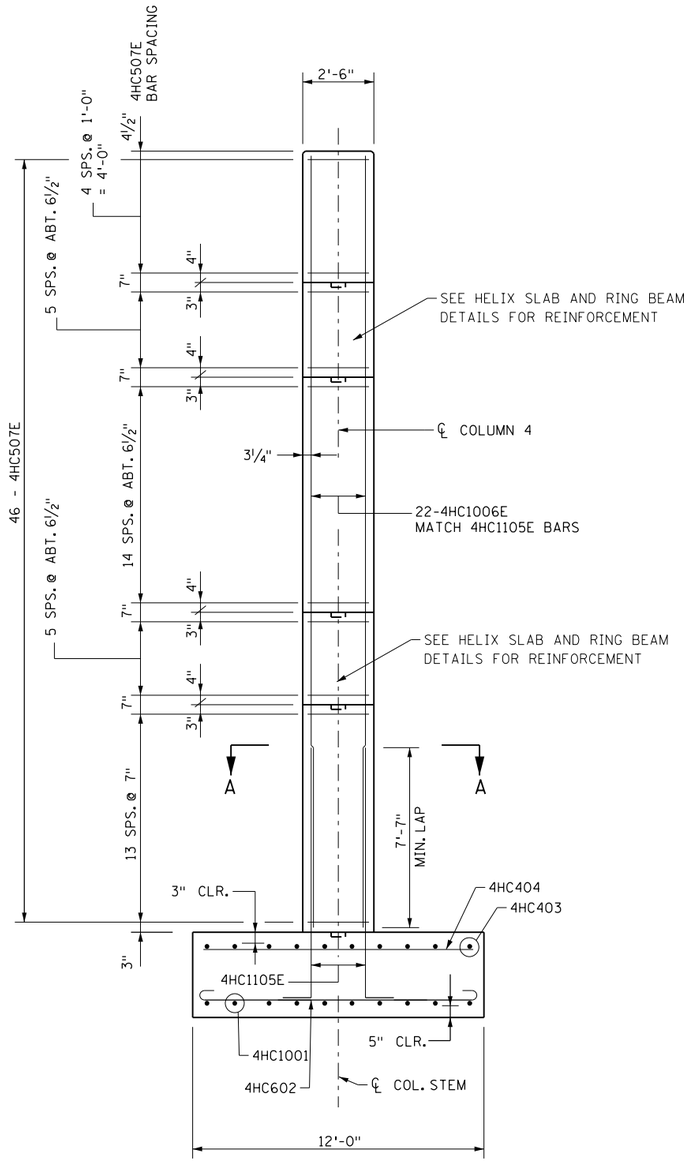
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ELEVATION



SECTION B - B

NOTES

FOR SECTION A - A , SEE SHEET 34.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 47.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 4 DETAILS & REINFORCEMENT

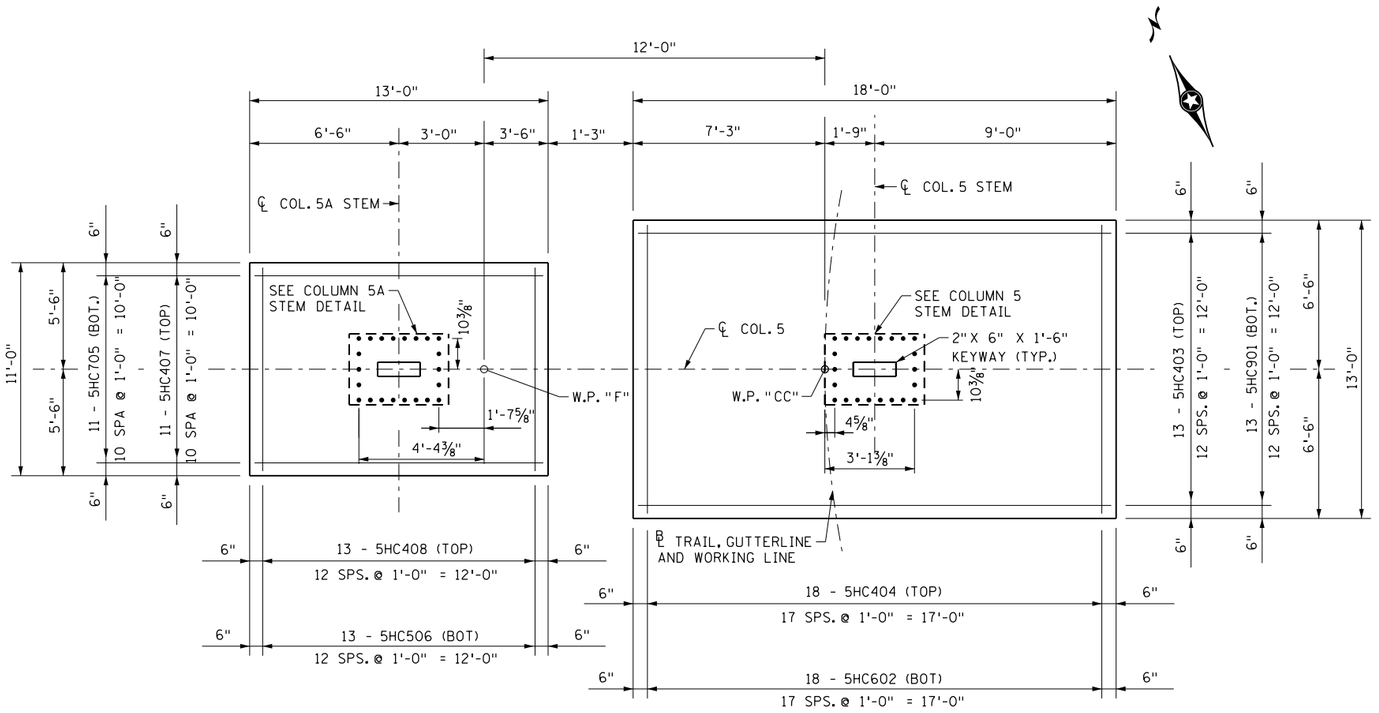
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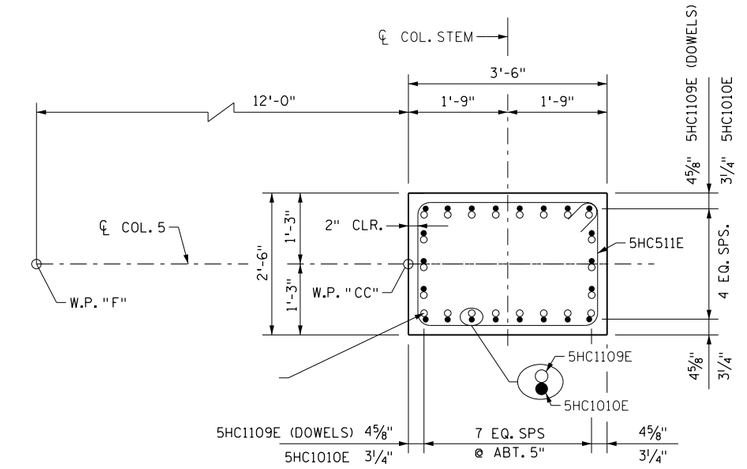
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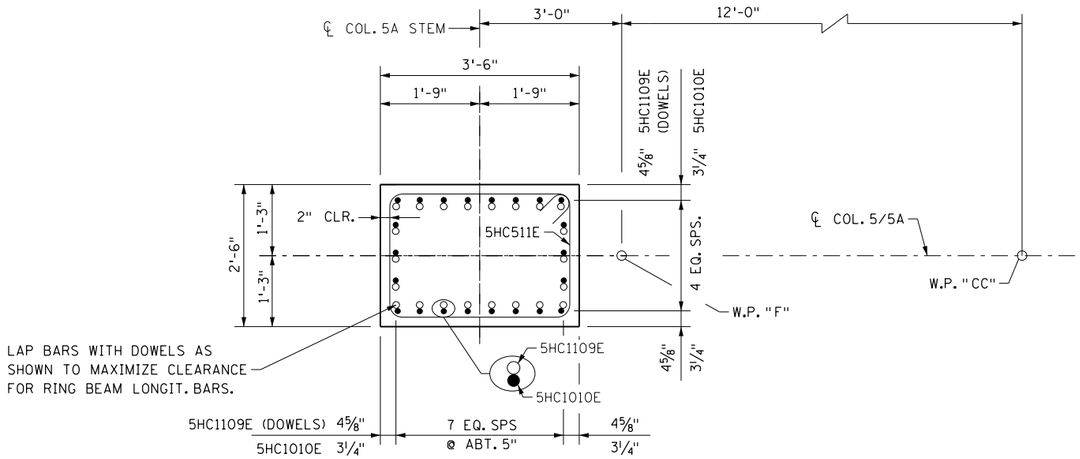


FOOTING PLAN



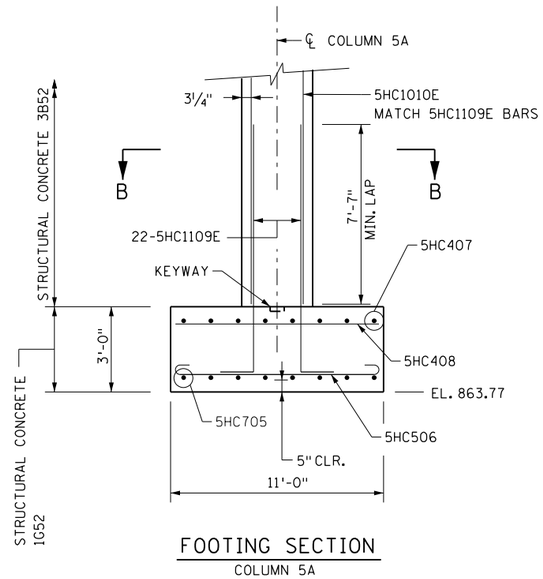
COLUMN 5 STEM DETAIL

SECTION A - A



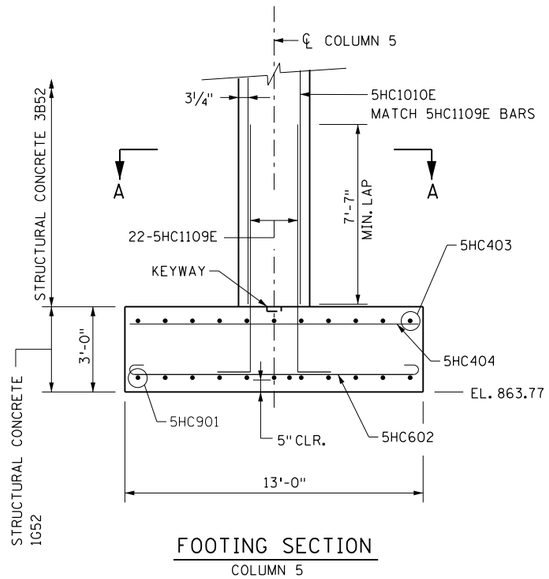
COLUMN 5A STEM DETAIL

SECTION B - B



FOOTING SECTION

COLUMN 5A



FOOTING SECTION

COLUMN 5

COLUMN 5A SPREAD FOOTING LOAD DATA		
✳ SERVICE DESIGN BEARING PRESSURE	2.6	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	10.03	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	4.71	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.7	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

COLUMN 5 SPREAD FOOTING LOAD DATA		
✳ SERVICE DESIGN BEARING PRESSURE	2.6	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	10.14	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	8.37	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.7	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 47.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK

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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 5
DETAILS & REINFORCEMENT

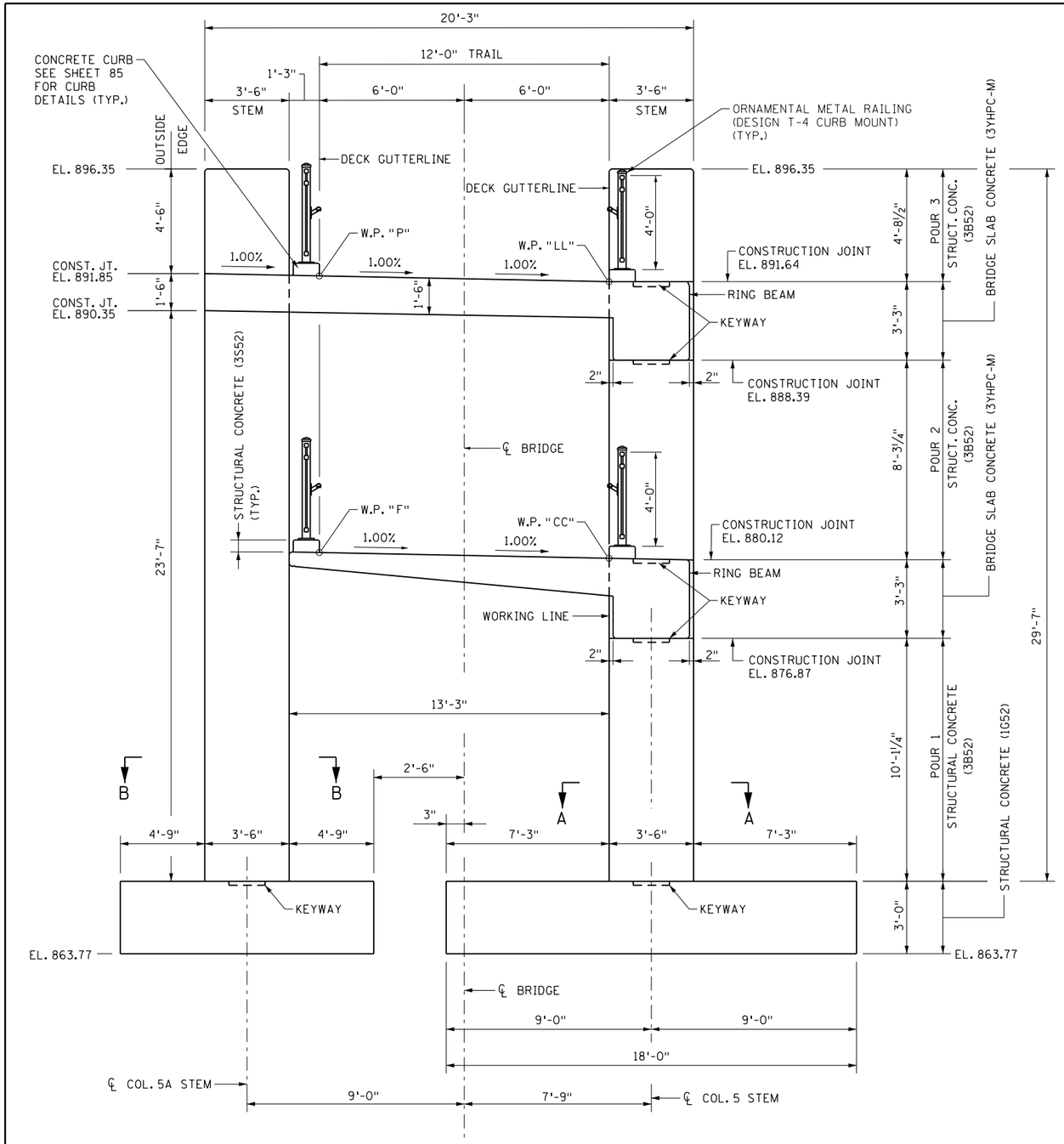
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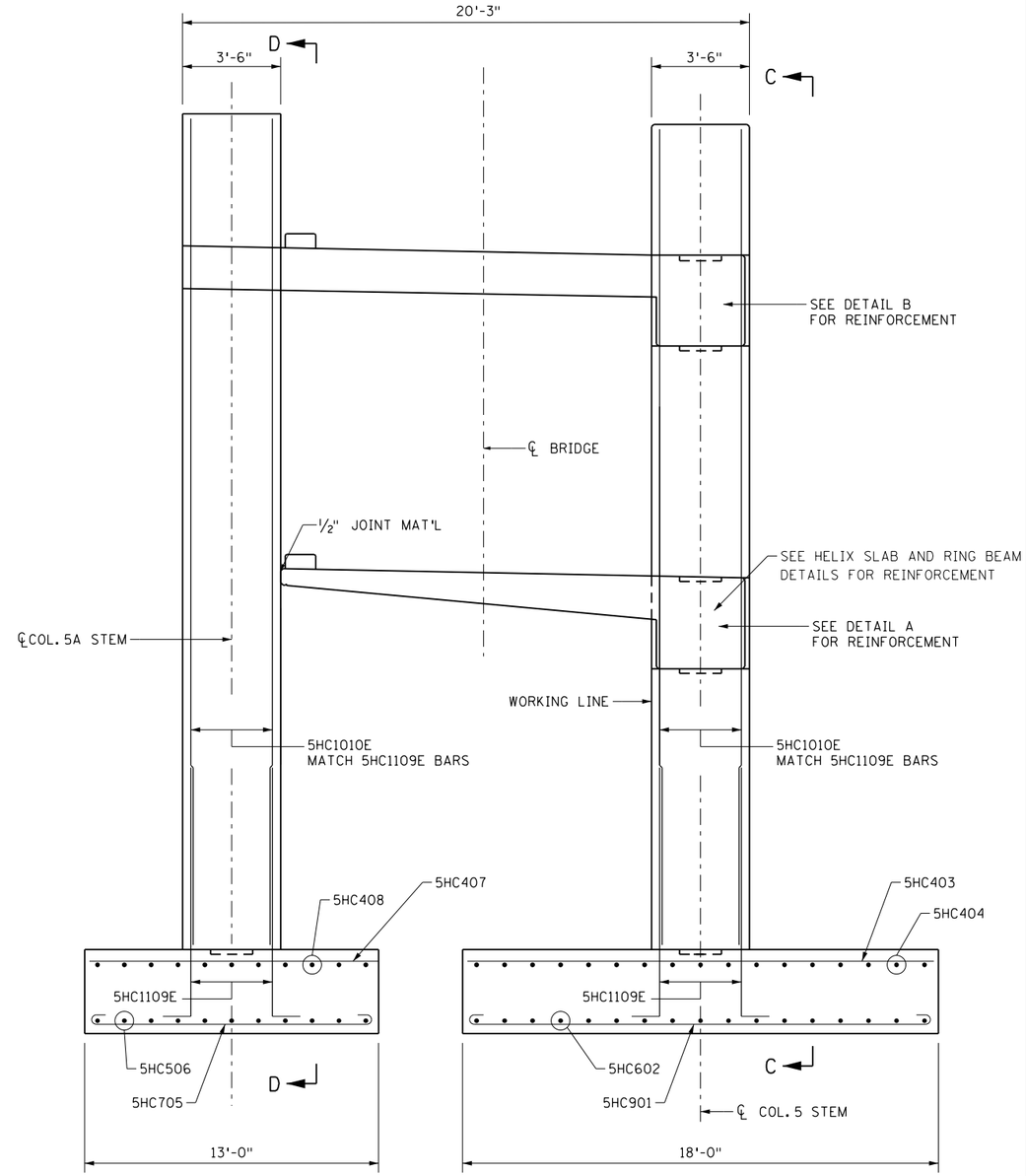
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ELEVATION PLAN



ELEVATION
REINFORCEMENT

NOTES

FOR SECTIONS A - A AND B - B, SEE SHEET 36.

FOR SECTIONS C - C AND D - D, SEE SHEET 38.

FOR DETAILS A AND B, SEE SHEET 38.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 47.

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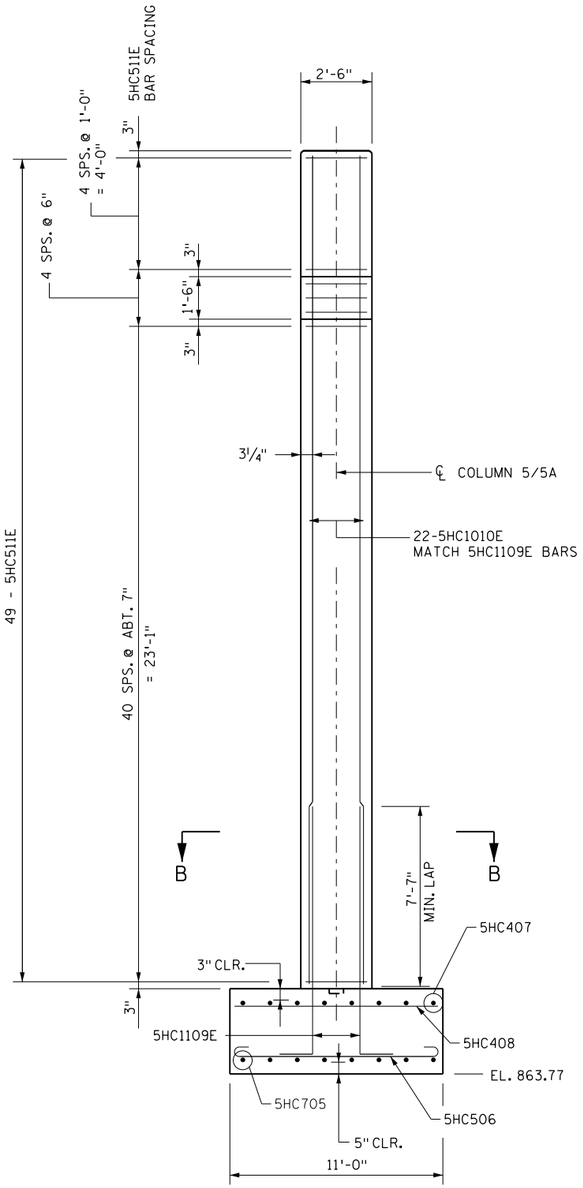
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SHEET NO. 37 OF 99 SHEETS

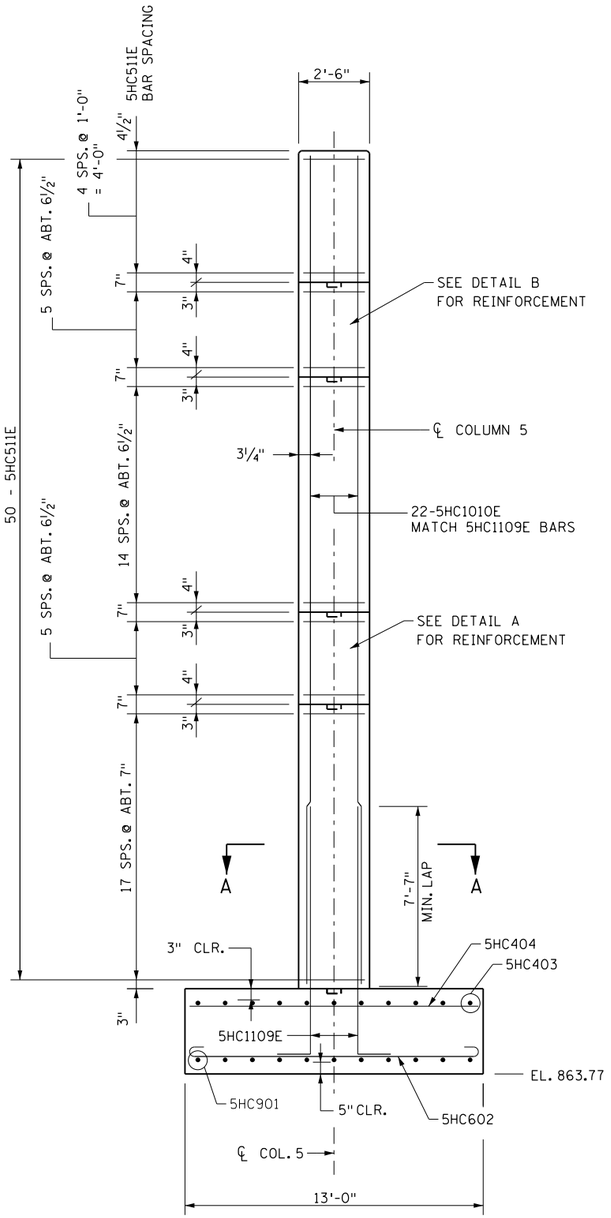
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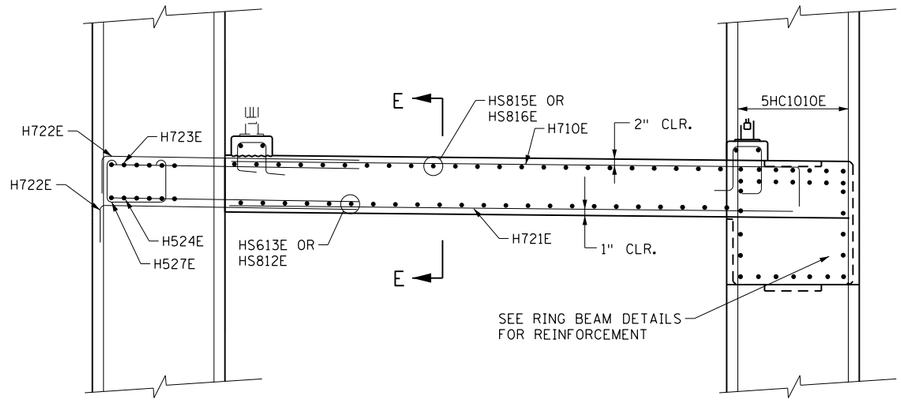
SECTION D - D

COLUMN 5A



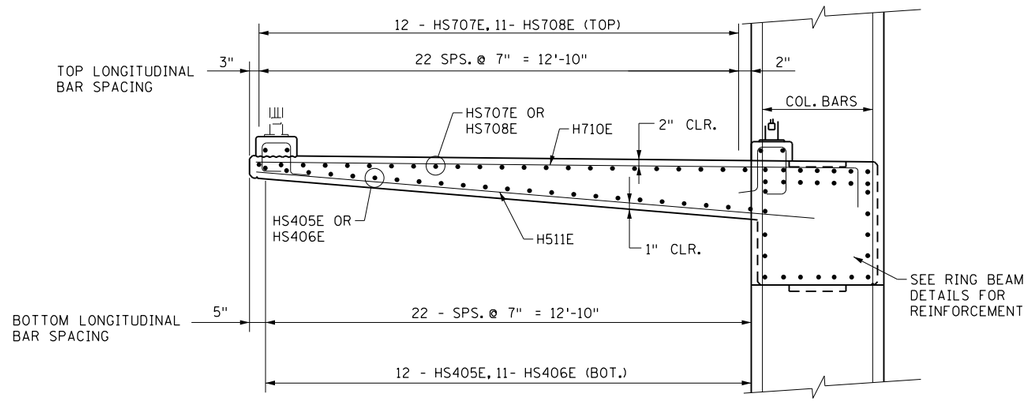
SECTION C - C

COLUMN 5



DETAIL B

SLAB SEGMENT THRU COLUMN STEM



DETAIL A

SLAB SEGMENT THRU COLUMN STEM

NOTES

FOR SECTIONS A - A AND B - B, SEE SHEET 36.

FOR SECTIONS E - E, SEE SHEET 39.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 47.

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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TITLE:

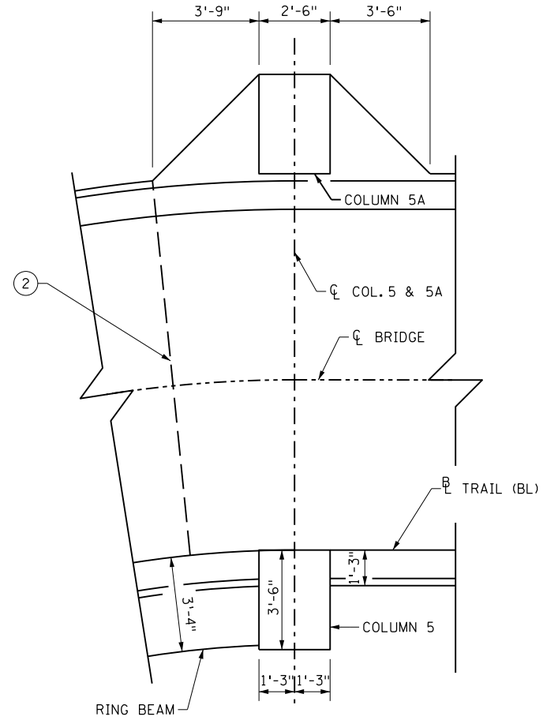
HELIX COLUMN 5
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED
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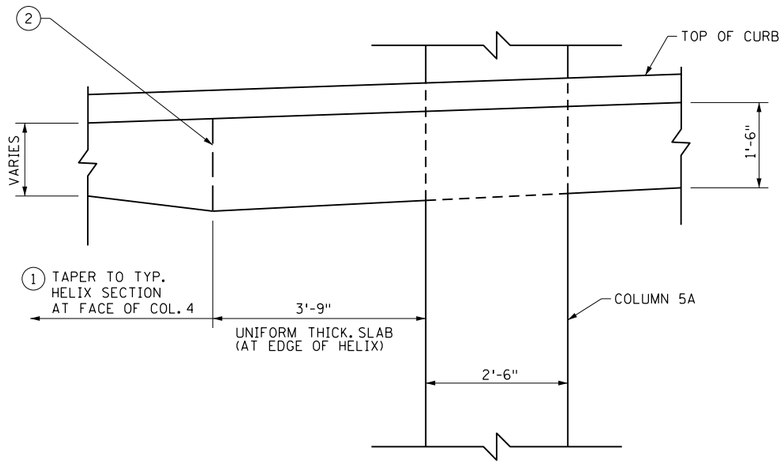
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SHEET NO. 38 OF 99 SHEETS

BRIDGE NO. 02053



PLAN VIEW
COLUMN 5/5A



SECTION E - E
(RAILING NOT SHOWN FOR CLARITY)

NOTES

1. DECK TAPERED FROM TYPICAL OVERHANG THICKNESS TO MATCH APPROACH SPAN THICKNESS.

   ALL KEYWAYS ARE 2" X 6" X 1'-6".

   FOR BILL OF REINFORCEMENT, SEE SHEET 47.

2. TRANSITION LIMITS. TAPER HELIX SLAB THICKNESS TO UNIFORM 1'-6" SLAB WITHIN LIMITS SHOWN. MAINTAIN NOTED COVER FOR BARS.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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LIC. NO. 53920 DATE

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DETAILS & REINFORCEMENT

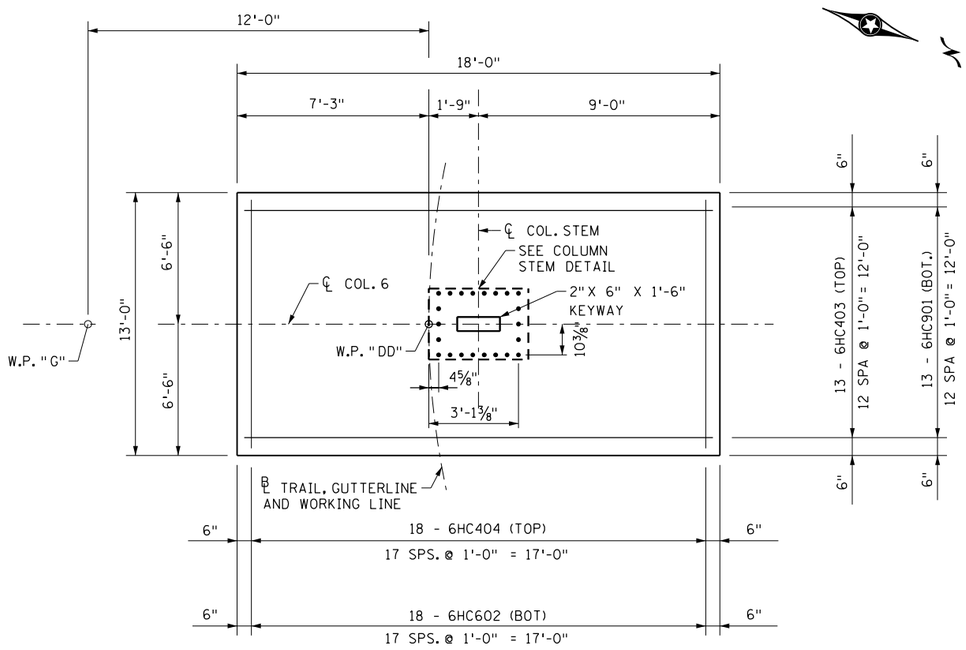
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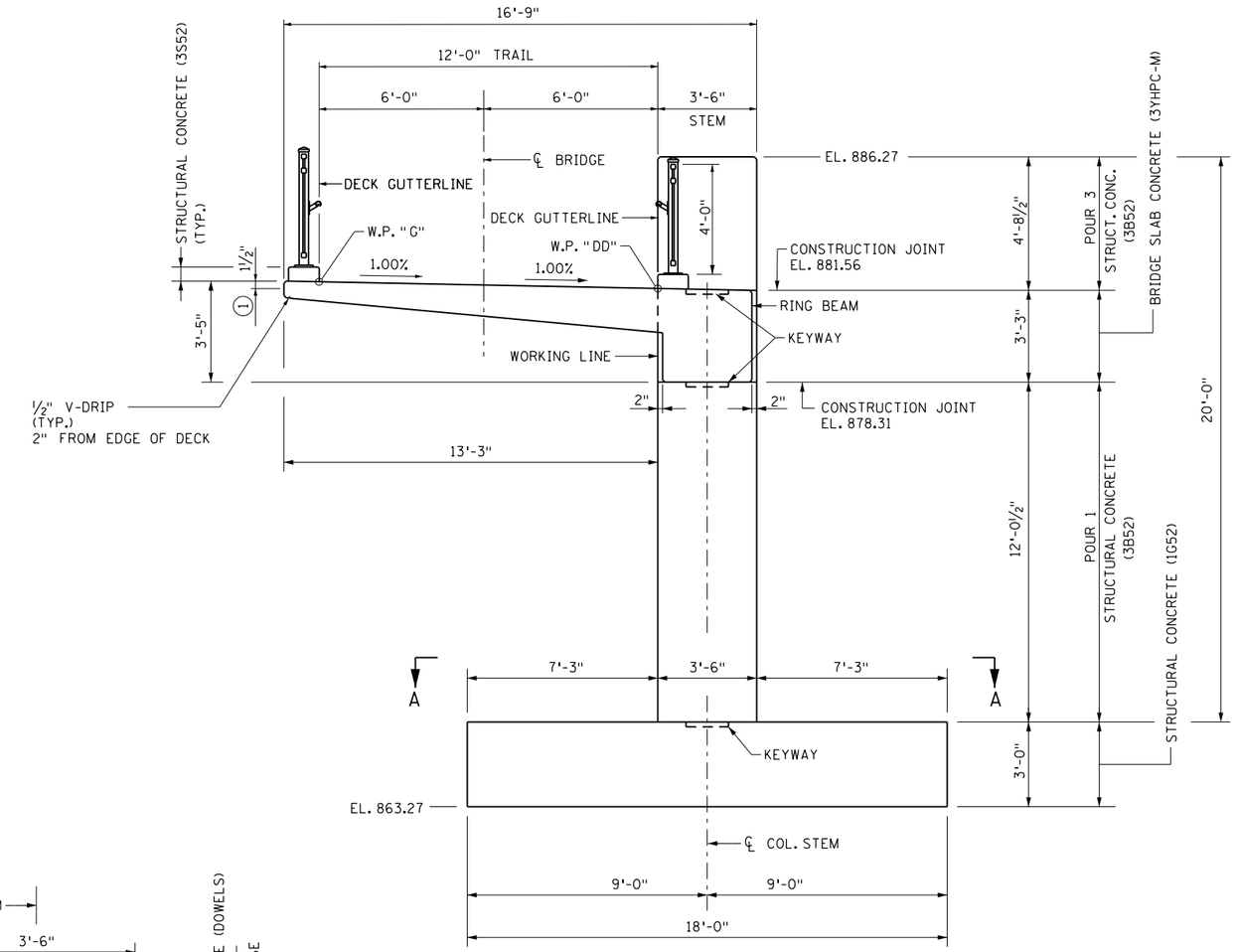
SHEET NO. 39 OF 99 SHEETS

BRIDGE NO. 02053

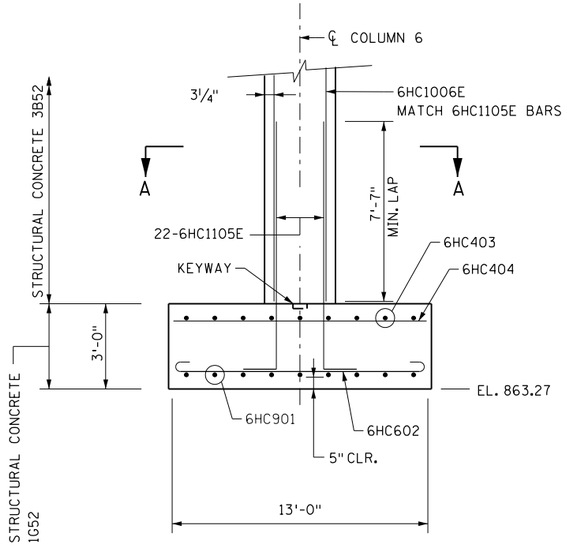
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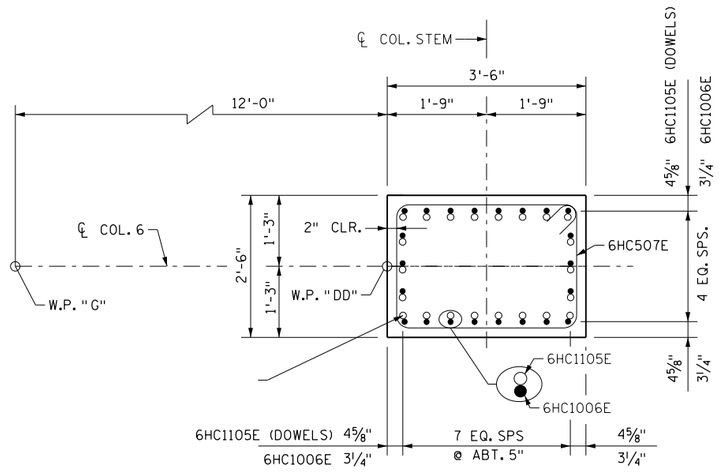
FOOTING PLAN



ELEVATION



FOOTING SECTION



COLUMN STEM DETAIL

SECTION A-A

COLUMN 6
SPREAD FOOTING LOAD DATA

✳ SERVICE DESIGN BEARING PRESSURE	2.5	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	9.61	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	6.52	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.8	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

1. MEASURED GUTTERLINE TO GUTTERLINE.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 47.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 6
DETAILS & REINFORCEMENT

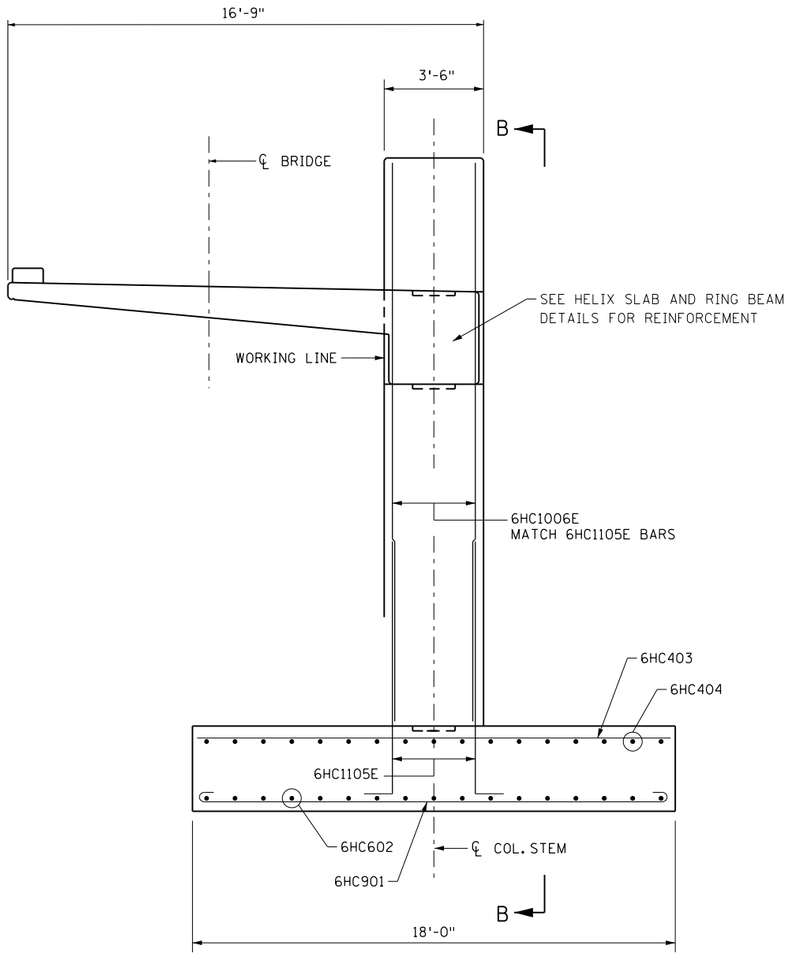
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S.A.P. 199-010-012

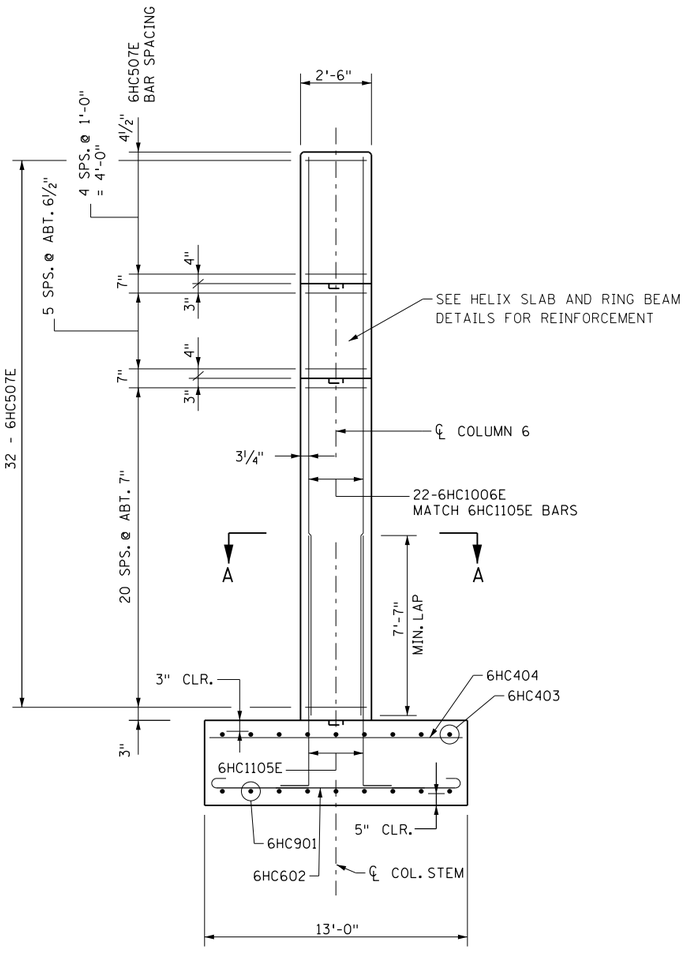
SHEET NO. 40 OF 99 SHEETS

BRIDGE NO. 02053

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ELEVATION



SECTION B - B

NOTES

FOR SECTION A - A , SEE SHEET 40.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 47.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 6
DETAILS & REINFORCEMENT

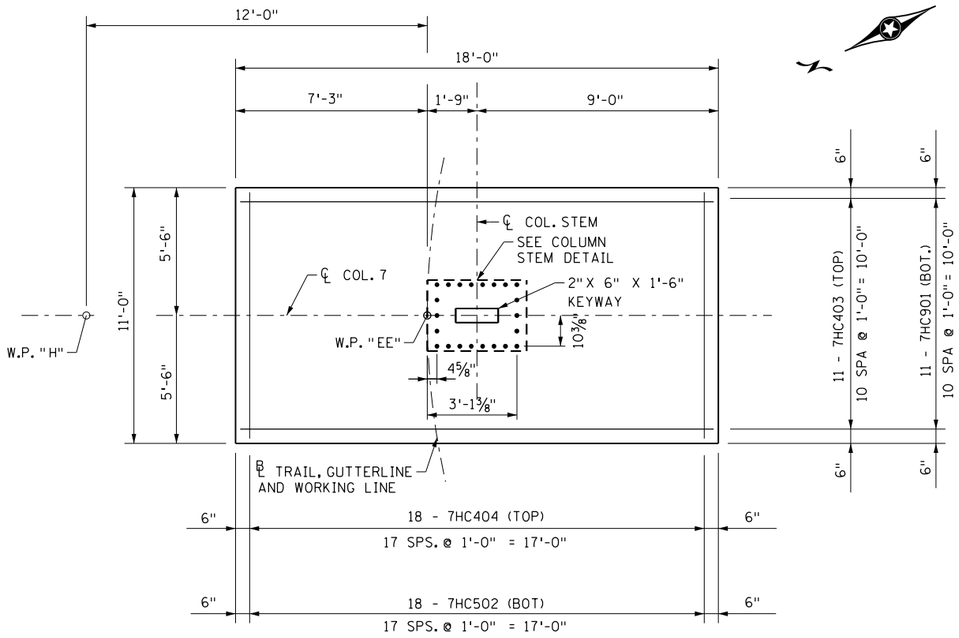
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CHECKED	RRE	CHECK	RRE	

S.A.P. 199-010-012

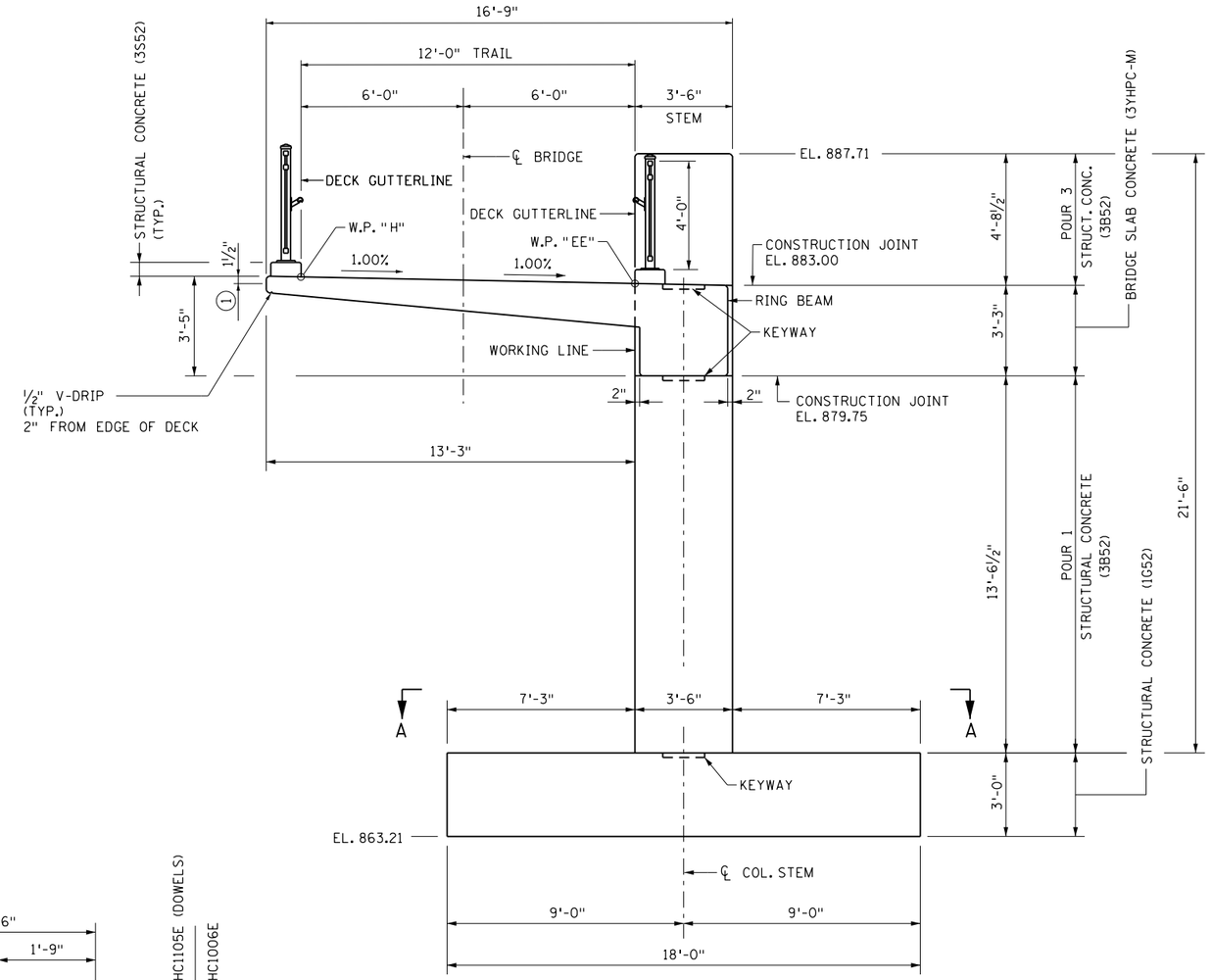
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BRIDGE NO. 02053

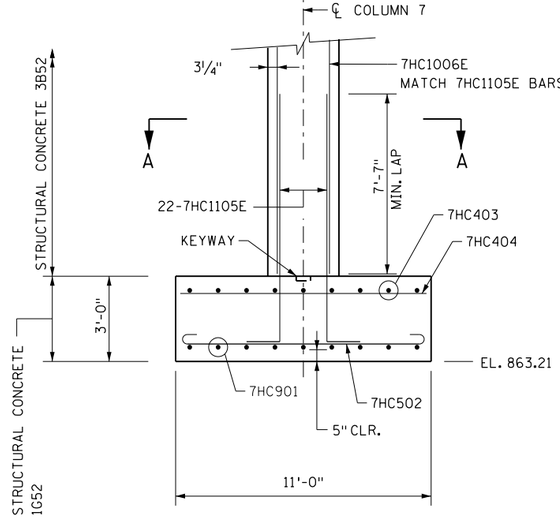
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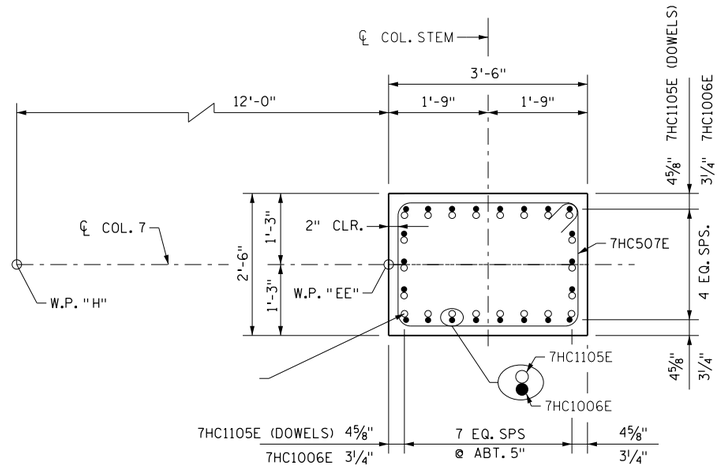
FOOTING PLAN



ELEVATION



FOOTING SECTION



COLUMN STEM DETAIL

SECTION A-A

COLUMN 7
SPREAD FOOTING LOAD DATA

✳ SERVICE DESIGN BEARING PRESSURE	2.6	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	9.25	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	5.79	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	2.8	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

1. MEASURED GUTTERLINE TO GUTTERLINE.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 48.

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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7533 SUNWOOD DRIVE N.W.
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

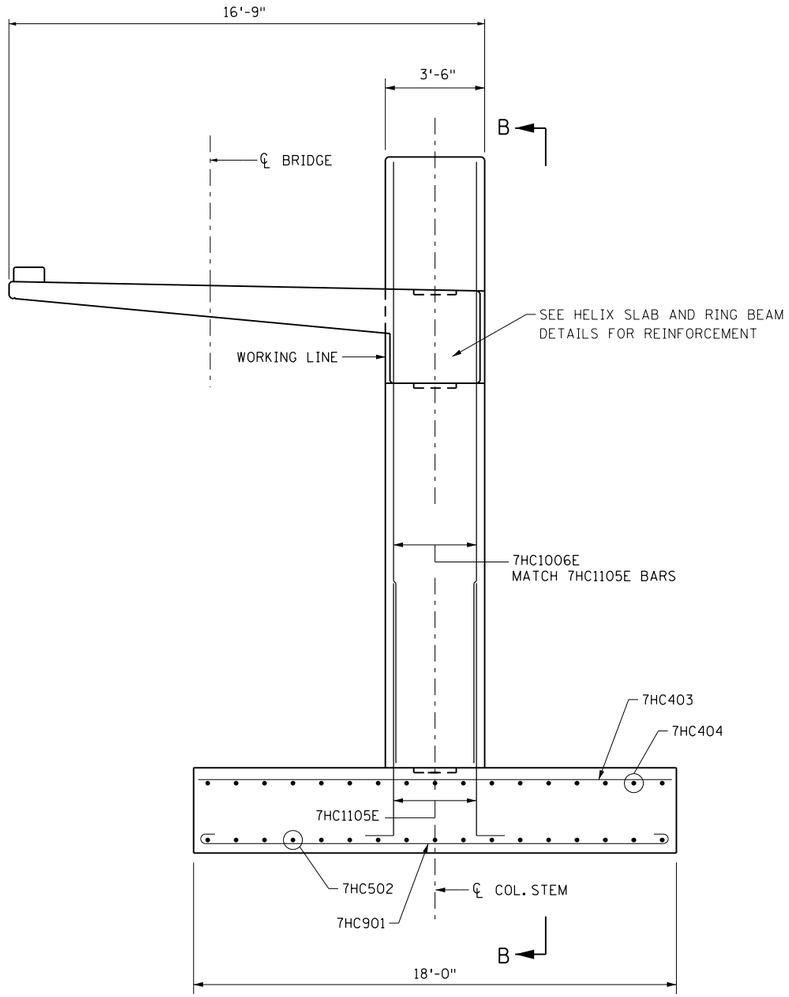
TITLE:
HELIX COLUMN 7
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED
CHECKED	RRE	CHECK	RRE	

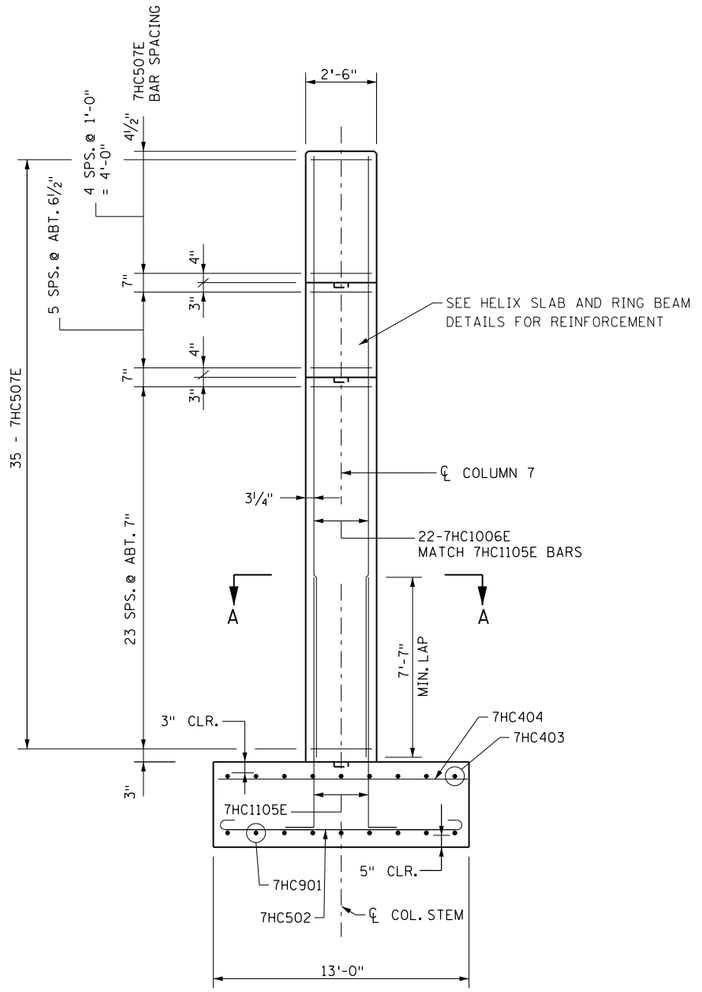
S.A.P. 199-010-012

SHEET NO. 42 OF 99 SHEETS

BRIDGE NO. 02053



ELEVATION



SECTION B - B

NOTES

FOR SECTION A - A , SEE SHEET 42.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 48.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 7
DETAILS & REINFORCEMENT

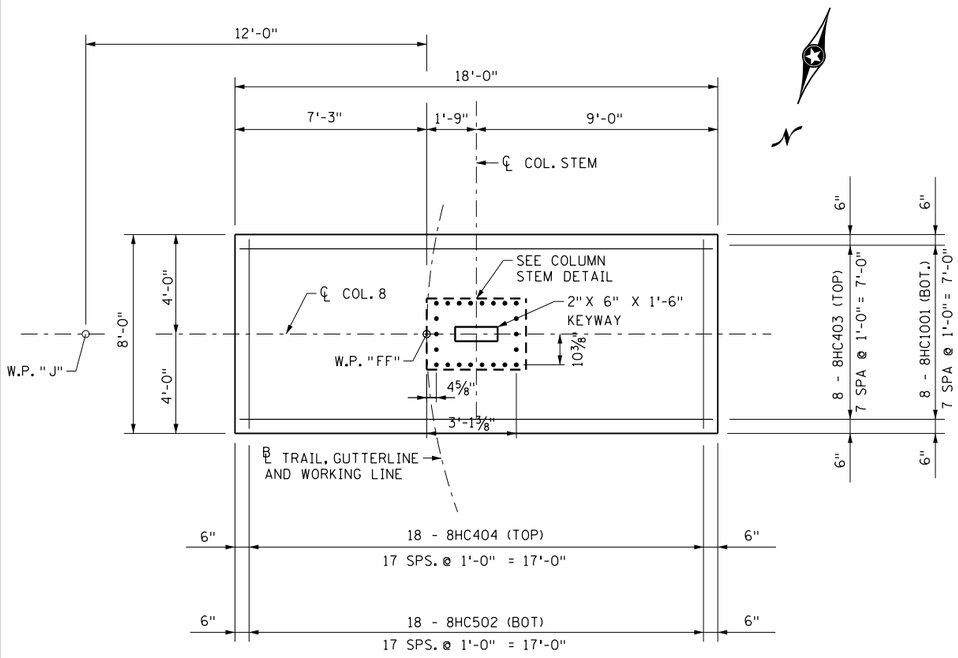
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CHECKED	RRE	CHECK	RRE	

S.A.P. 199-010-012

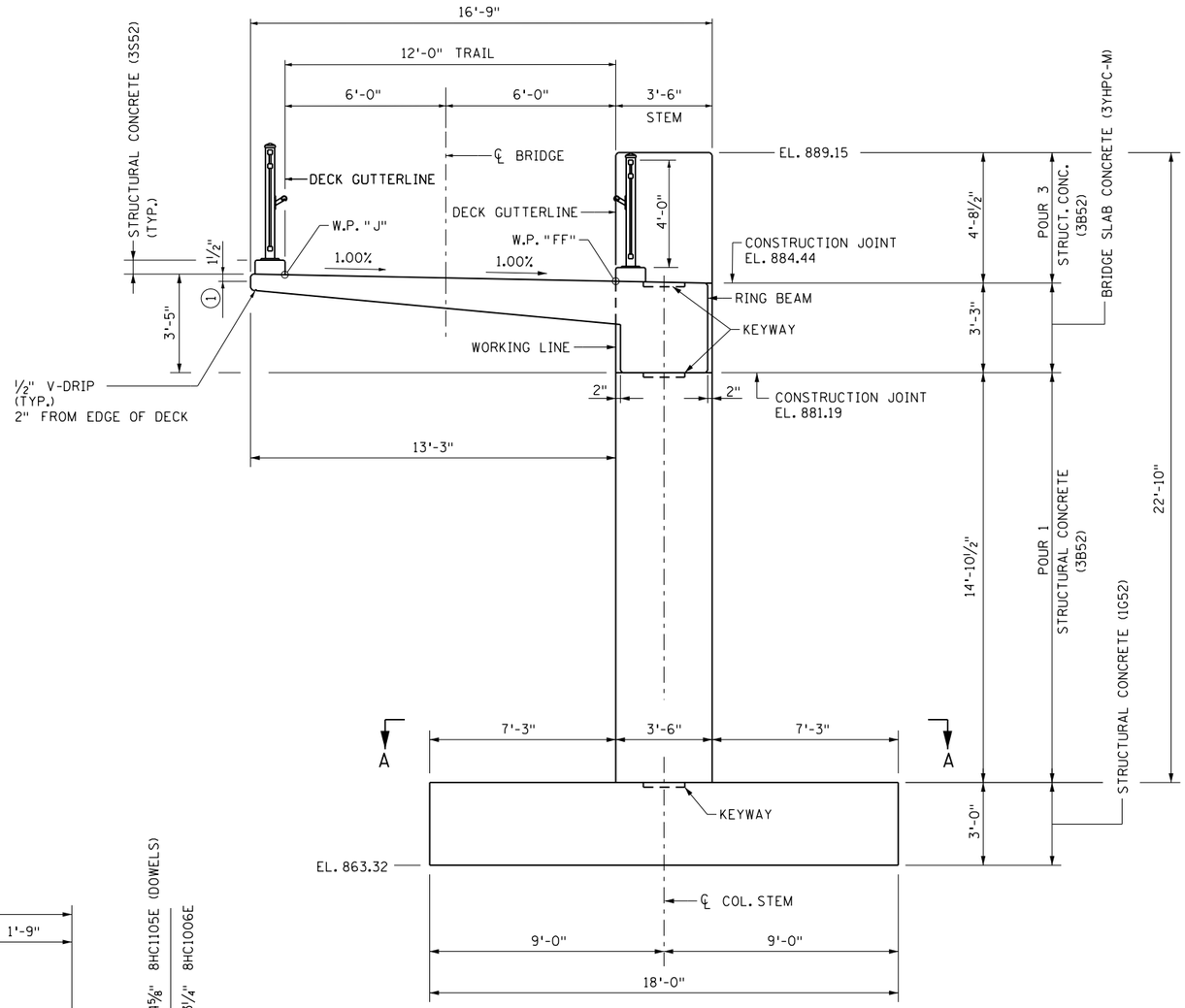
SHEET NO. 43 OF 99 SHEETS

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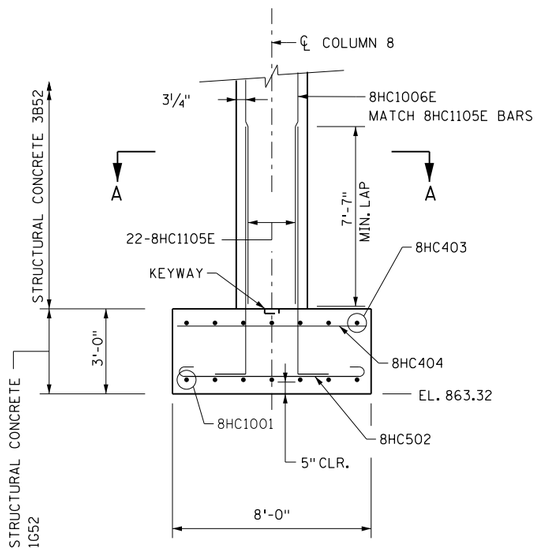
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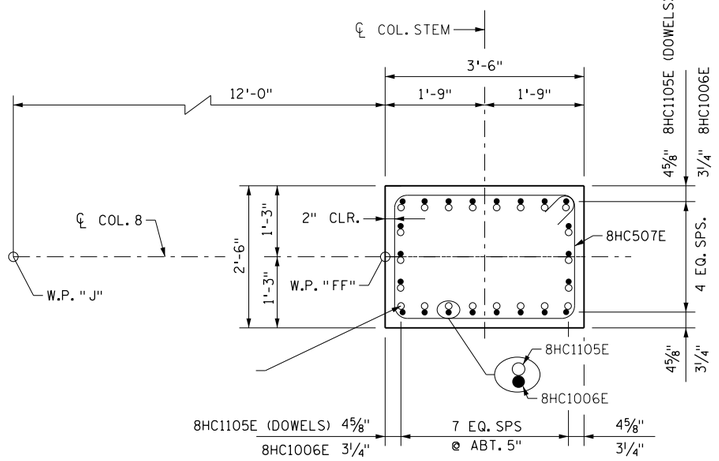
FOOTING PLAN



ELEVATION



FOOTING SECTION



COLUMN STEM DETAIL

SECTION A-A

COLUMN 8 SPREAD FOOTING LOAD DATA

✳ SERVICE DESIGN BEARING PRESSURE	2.9	TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	6.81	FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	6.75	FT.
SERVICE BEARING RESISTANCE $\phi_b \cdot q_n$	3.3	TONS/SQ.FT.

✳ BASED ON SERVICE 1 LOAD COMBINATION

NOTES

① MEASURED GUTTERLINE TO GUTTERLINE.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 48.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE
RYAN R. EVANS
LIC. NO. 53920 DATE

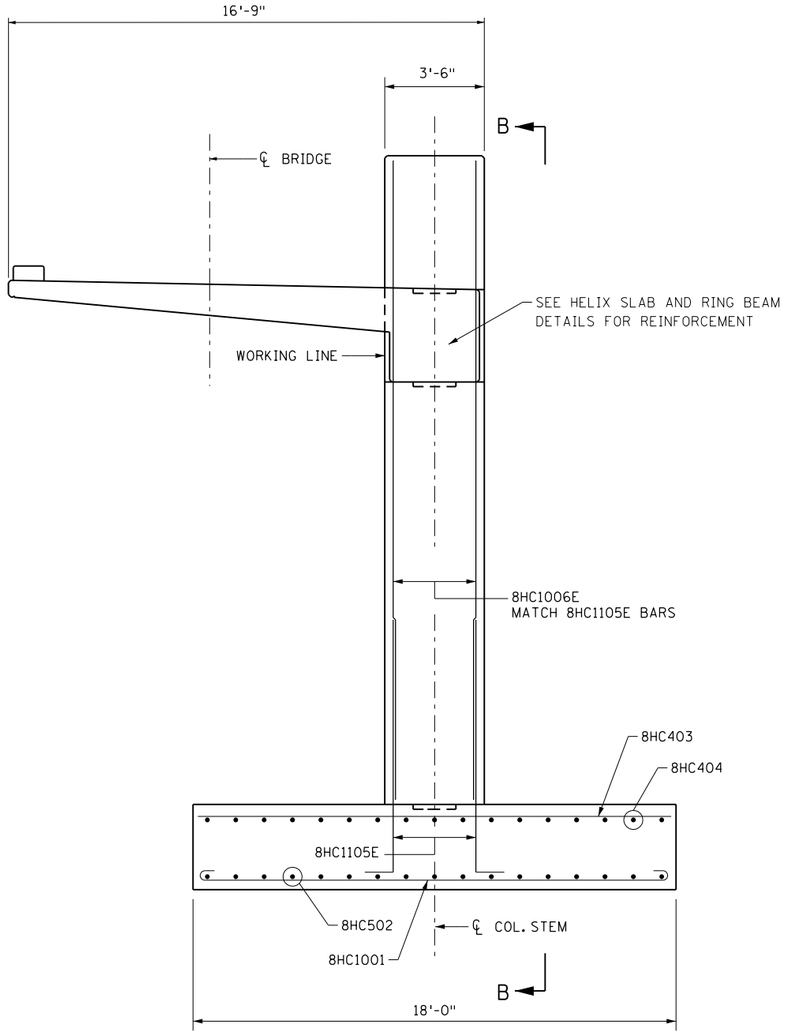
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HELIX COLUMN 8
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED
CHECKED	RRE	CHECK	RRE	

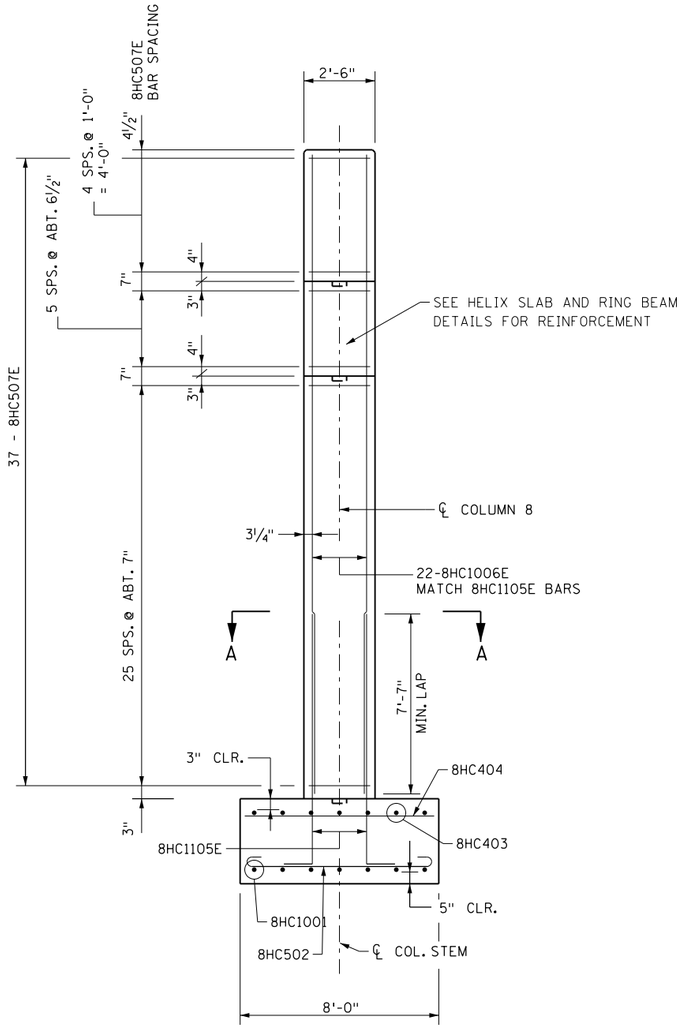
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SHEET NO. 44 OF 99 SHEETS

BRIDGE NO. 02053

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ELEVATION



SECTION B - B

NOTES

FOR SECTION A - A , SEE SHEET 44.

ALL KEYWAYS ARE 2" X 6" X 1'-6".

FOR BILL OF REINFORCEMENT, SEE SHEET 48.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE:

HELIX COLUMN 8 DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED
CHECKED	RRE	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 45 OF 99 SHEETS

BRIDGE NO. 02053

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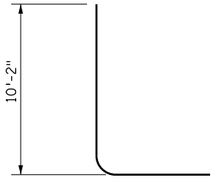
SUMMARY OF QUANTITIES FOR COLUMN 1

STRUCTURAL CONCRETE (1G52)	37.3	CU YD
STRUCTURAL CONCRETE (3B52)	5.6	CU YD
REINFORCEMENT BARS	2807	POUND
REINFORCEMENT BARS (EPOXY COATED)	4150	POUND
ANTI-GRAFFITI COATING	208	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	208	SQ FT

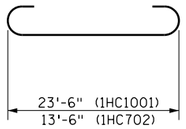
COLUMN 1

BILL OF REINFORCEMENT

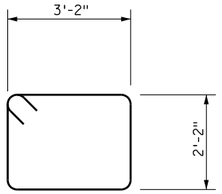
BAR	NUMBER	LENGTH	SHAPE	LOCATION
1HC1001	14	26'-4"		FOOTING, LONG.
1HC702	24	16'-0"		FOOTING, TRANSV.
1HC403	14	23'-6"		FOOTING, LONG.
1HC404	24	13'-6"		FOOTING, TRANSV.
1HC1105E	22	12'-2"		FOOTING, VERT., DOWEL
1HC1006E	22	23'-7"		COLUMN, LONG.
1HC507E	41	11'-7"		COLUMN, TIE



1HC1105E



1HC1001, 1HC702



1HC507E

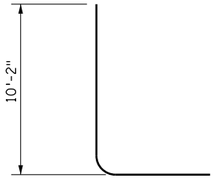
SUMMARY OF QUANTITIES FOR COLUMN 2

STRUCTURAL CONCRETE (1G52)	26.7	CU YD
STRUCTURAL CONCRETE (3B52)	8.2	CU YD
REINFORCEMENT BARS	1849	POUND
REINFORCEMENT BARS (EPOXY COATED)	4304	POUND
ANTI-GRAFFITI COATING	304	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	304	SQ FT

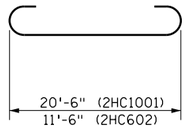
COLUMN 2

BILL OF REINFORCEMENT

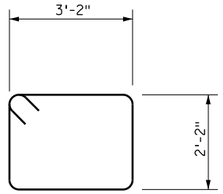
BAR	NUMBER	LENGTH	SHAPE	LOCATION
2HC1001	12	22'-4"		FOOTING, LONG.
2HC602	20	12'-10"		FOOTING, TRANSV.
2HC403	12	19'-6"		FOOTING, LONG.
2HC404	20	11'-6"		FOOTING, TRANSV.
2HC1105E	22	12'-2"		FOOTING, VERT., DOWEL
2HC1006E	22	25'-1"		COLUMN, LONG.
2HC507E	42	11'-7"		COLUMN, TIE



2HC1105E



2HC1001, 2HC602



2HC507E

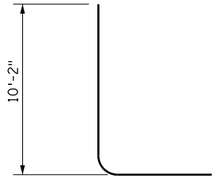
SUMMARY OF QUANTITIES FOR COLUMN 3

STRUCTURAL CONCRETE (1G52)	26.7	CU YD
STRUCTURAL CONCRETE (3B52)	8.4	CU YD
REINFORCEMENT BARS	1849	POUND
REINFORCEMENT BARS (EPOXY COATED)	4423	POUND
ANTI-GRAFFITI COATING	312	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	312	SQ FT

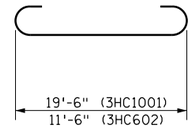
COLUMN 3

BILL OF REINFORCEMENT

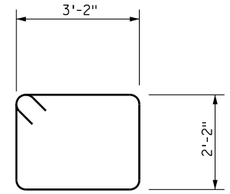
BAR	NUMBER	LENGTH	SHAPE	LOCATION
3HC1001	12	22'-4"		FOOTING, LONG.
3HC602	20	12'-10"		FOOTING, TRANSV.
3HC403	12	19'-6"		FOOTING, LONG.
3HC404	20	11'-6"		FOOTING, TRANSV.
3HC1105E	22	12'-2"		FOOTING, VERT., DOWEL
3HC1006E	22	26'-1"		COLUMN, LONG.
3HC507E	44	11'-7"		COLUMN, TIE



3HC1105E



3HC1001, 3HC602



3HC507E

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

HELIX BAR LISTS AND QUANTITIES

DESIGNED ATP	DRAWN JMR	APPROVED	
CHECKED RRE	CHECK RRE		

S.A.P. 199-010-012

SHEET NO. 46 OF 99 SHEETS

BRIDGE NO. 02053

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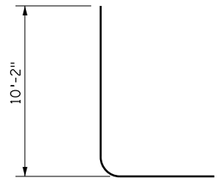
SUMMARY OF QUANTITIES FOR COLUMN 4

STRUCTURAL CONCRETE (1G52)	26.7	CU YD
STRUCTURAL CONCRETE (3B52)	8.9	CU YD
REINFORCEMENT BARS	1849	POUND
REINFORCEMENT BARS (EPOXY COATED)	4558	POUND
ANTI-GRAFFITI COATING	330	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	330	SQ FT

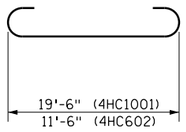
COLUMN 4

BILL OF REINFORCEMENT

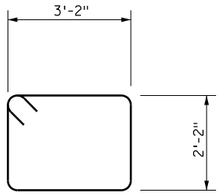
BAR	NUMBER	LENGTH	SHAPE	LOCATION
4HC1001	12	22'-4"		FOOTING, LONG.
4HC602	20	12'-10"		FOOTING, TRANSV.
4HC403	12	19'-6"		FOOTING, LONG.
4HC404	20	11'-6"		FOOTING, TRANSV.
4HC1105E	22	12'-2"		FOOTING, VERT., DOWEL
4HC1006E	22	27'-3"		COLUMN, LONG.
4HC507E	46	11'-7"		COLUMN, TIE



4HC1105E



4HC1001, 4HC602



4HC507E

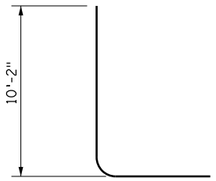
SUMMARY OF QUANTITIES FOR COLUMN 5/5A

STRUCTURAL CONCRETE (1G52)	41.9	CU YD
STRUCTURAL CONCRETE (3B52)	19.1	CU YD
REINFORCEMENT BARS	2220	POUND
REINFORCEMENT BARS (EPOXY COATED)	9594	POUND
ANTI-GRAFFITI COATING	708	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	708	SQ FT

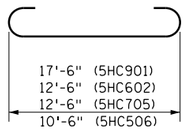
COLUMN 5/5A

BILL OF REINFORCEMENT

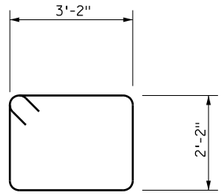
BAR	NUMBER	LENGTH	SHAPE	LOCATION
5HC901	13	20'-0"		FOOTING, LONG.
5HC602	18	13'-10"		FOOTING, TRANSV.
5HC403	13	17'-6"		FOOTING, LONG.
5HC404	18	12'-6"		FOOTING, TRANSV.
5HC705	11	14'-2"		FOOTING, LONG.
5HC506	13	11'-8"		FOOTING, TRANSV.
5HC407	11	12'-6"		FOOTING, LONG.
5HC408	13	10'-6"		FOOTING, TRANSV.
5HC1109E	44	12'-2"		FOOTING, VERT., DOWEL
5HC1010E	44	29'-4"		COLUMN, LONG.
5HC511E	99	11'-7"		COLUMN, TIE



5HC1109E



5HC901, 5HC602, 5HC705, 5HC506



5HC511E

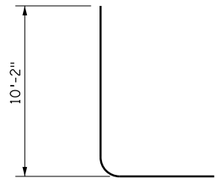
SUMMARY OF QUANTITIES FOR COLUMN 6

STRUCTURAL CONCRETE (1G52)	26.0	CU YD
STRUCTURAL CONCRETE (3B52)	6.5	CU YD
REINFORCEMENT BARS	1560	POUND
REINFORCEMENT BARS (EPOXY COATED)	3678	POUND
ANTI-GRAFFITI COATING	240	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	240	SQ FT

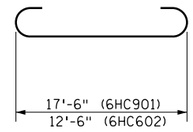
COLUMN 6

BILL OF REINFORCEMENT

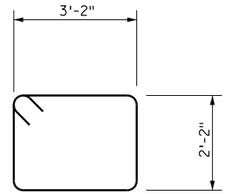
BAR	NUMBER	LENGTH	SHAPE	LOCATION
6HC901	13	20'-0"		FOOTING, LONG.
6HC602	18	13'-10"		FOOTING, TRANSV.
6HC403	13	17'-6"		FOOTING, LONG.
6HC404	18	12'-6"		FOOTING, TRANSV.
6HC1105E	22	12'-2"		FOOTING, VERT., DOWEL
6HC1006E	22	19'-9"		COLUMN, LONG.
6HC507E	32	11'-7"		COLUMN, TIE



6HC1105E



6HC901, 6HC602



6HC507E

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE: HELIX BAR LISTS AND QUANTITIES

DESIGNED ATP	DRAWN JMR	APPROVED	
CHECKED RRE	CHECK RRE		

S.A.P. 199-010-012

SHEET NO. 47 OF 99 SHEETS

BRIDGE NO. 02053

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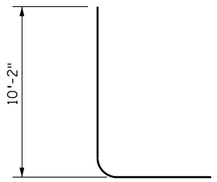
SUMMARY OF QUANTITIES FOR COLUMN 7

STRUCTURAL CONCRETE (1G52)	22.0	CU YD
STRUCTURAL CONCRETE (3B52)	7.0	CU YD
REINFORCEMENT BARS	1222	POUND
REINFORCEMENT BARS (EPOXY COATED)	3857	POUND
ANTI-GRAFFITI COATING	258	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	258	SQ FT

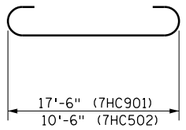
COLUMN 7

BILL OF REINFORCEMENT

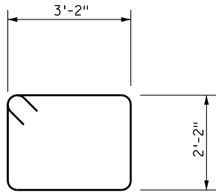
BAR	NUMBER	LENGTH	SHAPE	LOCATION
7HC901	11	20'-0"		FOOTING, LONG.
7HC502	18	11'-8"		FOOTING, TRANSV.
7HC403	11	17'-6"		FOOTING, LONG.
7HC404	18	10'-6"		FOOTING, TRANSV.
7HC1105E	22	12'-2"		FOOTING, VERT., DOWEL
7HC1006E	22	21'-3"		COLUMN, LONG.
7HC507E	35	11'-7"		COLUMN, TIE



7HC1105E



7HC901, 7HC502



7HC507E

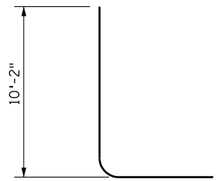
SUMMARY OF QUANTITIES FOR COLUMN 8

STRUCTURAL CONCRETE (1G52)	16.0	CU YD
STRUCTURAL CONCRETE (3B52)	7.4	CU YD
REINFORCEMENT BARS	1046	POUND
REINFORCEMENT BARS (EPOXY COATED)	4007	POUND
ANTI-GRAFFITI COATING	274	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	274	SQ FT

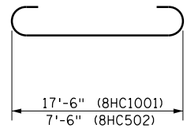
COLUMN 8

BILL OF REINFORCEMENT

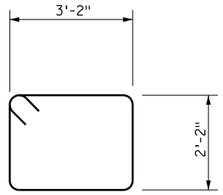
BAR	NUMBER	LENGTH	SHAPE	LOCATION
8HC1001	8	20'-4"		FOOTING, LONG.
8HC502	18	8'-8"		FOOTING, TRANSV.
8HC403	8	17'-6"		FOOTING, LONG.
8HC404	18	7'-6"		FOOTING, TRANSV.
8HC1105E	22	12'-2"		FOOTING, VERT., DOWEL
8HC1006E	22	22'-7"		COLUMN, LONG.
8HC507E	37	11'-7"		COLUMN, TIE



8HC1105E



8HC1001, 8HC502



8HC507E

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

HELIX BAR LISTS AND QUANTITIES

DESIGNED ATP	DRAWN JMR	APPROVED		
CHECKED RRE	CHECK RRE			
S.A.P. 199-010-012				
SHEET NO. 48 OF 99 SHEETS				

BRIDGE NO. 02053

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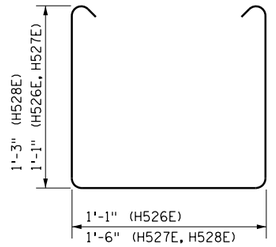
HELIX SUPERSTRUCTURE

BILL OF REINFORCEMENT

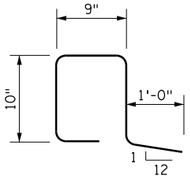
BAR	NUMBER	LENGTH	SHAPE	LOCATION
HS401E	1 SET OF 12	29'-7" TO 36'-10"		HELIX SLAB, LONGIT., BOTT., ENDS
HS402E	1 SET OF 11	16'-11" TO 19'-6"		HELIX SLAB, LONGIT., BOTT., ENDS
HS703E	1 SET OF 12	31'-1" TO 38'-4"		HELIX SLAB, LONGIT., TOP, ENDS
HS704E	1 SET OF 11	18'-4" TO 20'-11"		HELIX SLAB, LONGIT., TOP, ENDS
HS405E	11 SETS OF 12	30'-10" TO 40'-11"		HELIX SLAB, LONGIT., BOTT.
HS406E	11 SETS OF 11	31'-3" TO 40'-5"		HELIX SLAB, LONGIT., BOTT.
HS707E	11 SETS OF 12	33'-8" TO 43'-9"		HELIX SLAB, LONGIT., TOP
HS708E	11 SETS OF 11	34'-2" TO 43'-4"		HELIX SLAB, LONGIT., TOP
HS809E	2	10'-0"		HELIX SLAB, LONGIT., TOP, ENDS
HS510E	2	7'-6"		HELIX SLAB, LONGIT., BOTT., ENDS
HS611E	1 SET OF 12	32'-6" TO 42'-7"		HELIX SLAB, LONGIT., BOTT.
HS812E	1 SET OF 12	49'-2" TO 51'-11"		HELIX SLAB, LONGIT., BOTT.
HS613E	1 SET OF 11	32'-8" TO 39'-3"		HELIX SLAB, LONGIT., BOTT.
HS814E	11	32'-0"		HELIX SLAB, LONGIT., BOTT.
HS815E	1 SET OF 12	49'-8" TO 52'-6"		HELIX SLAB, LONGIT., TOP
HS816E	1 SET OF 11	45'-7" TO 52'-2"		HELIX SLAB, LONGIT., TOP
HS817E	11	20'-0"		HELIX SLAB, LONGIT., TOP
HS818E	4	40'-7"		HELIX SLAB, LONGIT., TOP & BOTT.
HS719E	84	14'-0"		HELIX SLAB, TRANSV., TOP & BOTT.
H701E	2 SETS OF 7	29'-10" TO 31'-11"		RING BEAM, LONGIT., BOTT.
H702E	10 SETS OF 7	30'-8" TO 32'-9"		RING BEAM, LONGIT., BOTT.
H703E	14	5'-4"		RING BEAM, LONGIT., BOTT., ENDS
H504E	8 SETS OF 2	16'-1" TO 17'-1"		RING BEAM, LONGIT., SIDE
H505E	44 SETS OF 2	29'-7" TO 31'-8"		RING BEAM, LONGIT., SIDE
H806E	2 SETS OF 14	33'-8" TO 43'-9"		RING BEAM, LONGIT., TOP
H807E	11 SETS OF 14	33'-8" TO 43'-9"		RING BEAM, LONGIT., TOP
H808E	28	6'-8"		RING BEAM, LONGIT., TOP, ENDS
H509E	504	12'-5"		RING BEAM, VERTICAL
H710E	545	16'-11"		HELIX SLAB, TRANSV., TOP
H511E	487	14'-8"		HELIX SLAB, TRANSV., BOTT.
H412E	1105	4'-0"		CURB, VERTICAL
H413E	24	40'-11"		CURB, LONG., OUTER
H414E	2	8'-9"		CURB, LONG., OUTER
H415E	2	6'-2"		CURB, LONG., INNER
H716E	9	14'-2"		HELIX SLAB, TRANSV., TOP
H517E	9	14'-2"		HELIX SLAB, TRANSV., BOTT.
H418E	24	25'-6"		CURB, LONG., INNER
H419E	2	37'-7"		CURB, LONG., SPAN 1
H420E	2	40'-3"		CURB, LONG., SPAN 1
H721E	46	15'-8"		HELIX SLAB, TRANSV., BOTT.
H722E	10	9'-2"		HELIX SLAB, TRANSV., BOTT.
H723E	1 SET OF 7	14'-11" TO 21'-11"		HELIX, TRANSITION, HORIZ.
H524E	1 SET OF 7	11'-11" TO 18'-11"		HELIX, TRANSITION, HORIZ.
H525E	20	4'-2"		HELIX, TRANSITION, TIES
H526E	16	4'-3"		HELIX, TRANSITION, TIES
H527E	4	4'-5"		HELIX, TRANSITION, TIES
H528E	28	5'-0"		HELIX, TRANSITION, TIES

SUMMARY OF QUANTITIES FOR HELIX SUPERSTRUCTURE

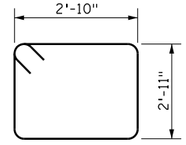
STRUCTURAL CONCRETE (3YHPC-M)	360.5	CU YD
STRUCTURAL CONCRETE (3S52)	17.7	CU YD
REINFORCEMENT BARS (EPOXY COATED)	105845	POUND
ANTI-GRAFFITI COATING	10029	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	10884	SQ FT



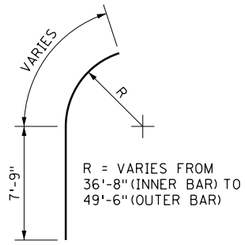
H526E, H527E, H528E



H412E

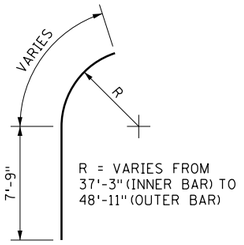


H509E



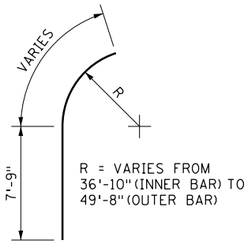
R = VARIES FROM 36'-8" (INNER BAR) TO 49'-6" (OUTER BAR)

HS401E



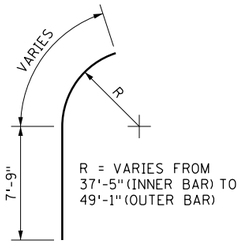
R = VARIES FROM 37'-3" (INNER BAR) TO 48'-11" (OUTER BAR)

HS402E



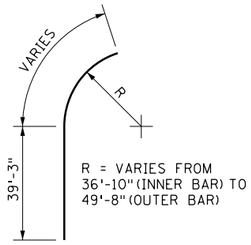
R = VARIES FROM 36'-10" (INNER BAR) TO 49'-8" (OUTER BAR)

HS703E



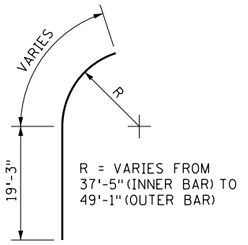
R = VARIES FROM 37'-5" (INNER BAR) TO 49'-1" (OUTER BAR)

HS704E



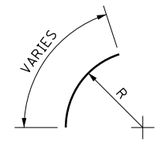
R = VARIES FROM 36'-10" (INNER BAR) TO 49'-8" (OUTER BAR)

HS815E



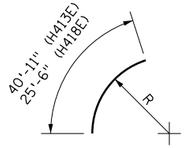
R = VARIES FROM 37'-5" (INNER BAR) TO 49'-1" (OUTER BAR)

HS816E



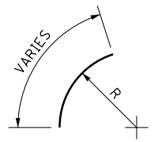
R = VARIES FROM 33'-7⅛" (INNER BAR) TO 36'-2⅛" (OUTER BAR)

H701E, H702E, H806E, H807E, H505E, H504E



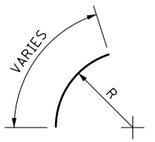
R = 49'-6" (H413E)
R = 36'-6" (H418E)

H413E, H418E



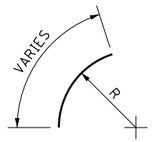
R = VARIES FROM 36'-8" (INNER BAR) TO 49'-6" (OUTER BAR)

HS405E, HS611E, HS812E



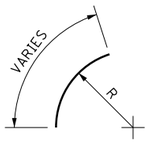
R = VARIES FROM 37'-3" (INNER BAR) TO 48'-11" (OUTER BAR)

HS406E, HS613E



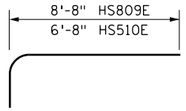
R = VARIES FROM 36'-10" (INNER BAR) TO 49'-8" (OUTER BAR)

HS707E

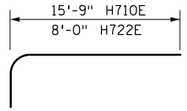


R = VARIES FROM 37'-5" (INNER BAR) TO 49'-1" (OUTER BAR)

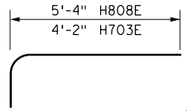
HS708E



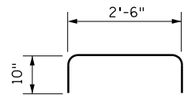
HS809E, HS510E



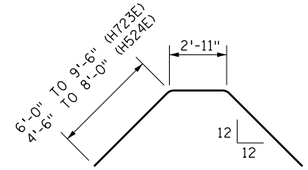
H710E, H722E



H703E, H808E (1)



H525E



H723E, H524E

(1) CURVE OUT-OF-PLANE TO MATCH RADIUS OF LAPPED BARS (BENT LEG FACING DOWN)

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK

7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: HELIX BAR LISTS AND QUANTITIES

DESIGNED	ATP	DRAWN	JMR	APPROVED
CHECKED	RRE	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 49 OF 99 SHEETS

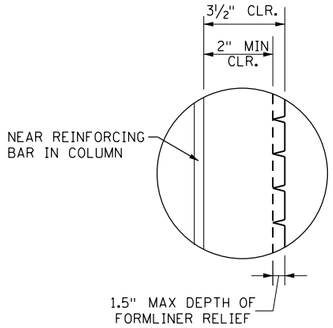
BRIDGE NO. 02053

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ryanev
1/23/2018
pdf-B and W.pltcfg
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bmi.tbl

PIER 1
SPREAD FOOTING LOAD DATA

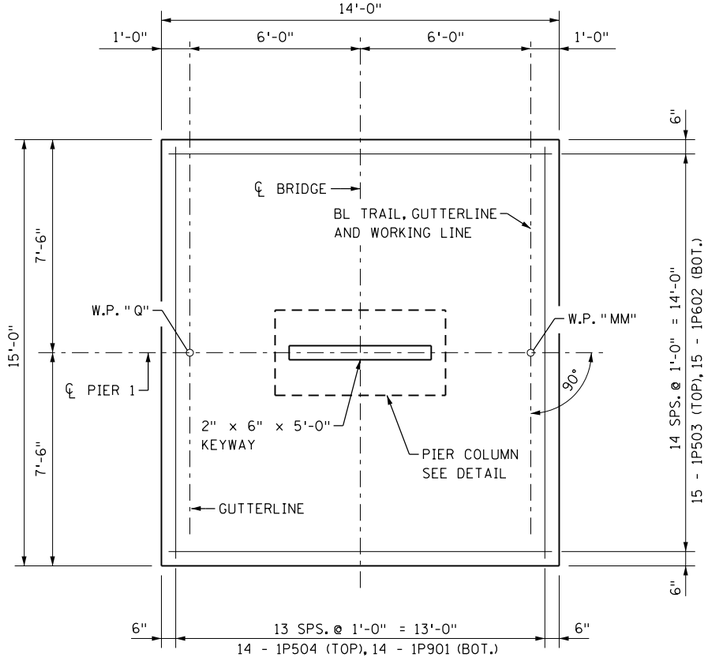
✳ FACTORED DESIGN BEARING PRESSURE	2.12 TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	10.2 FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	13.4 FT.
FACTORED BEARING RESISTANCE $\phi_b \cdot q_n$	2.29 TONS/SQ.FT.

✳ BASED ON SERVICE I LOAD COMBINATION

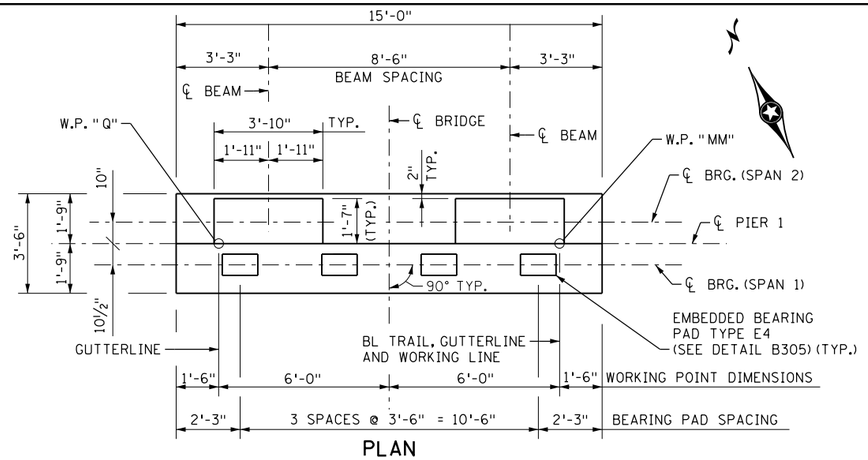


ARCHITECTURAL TEXTURE DETAIL

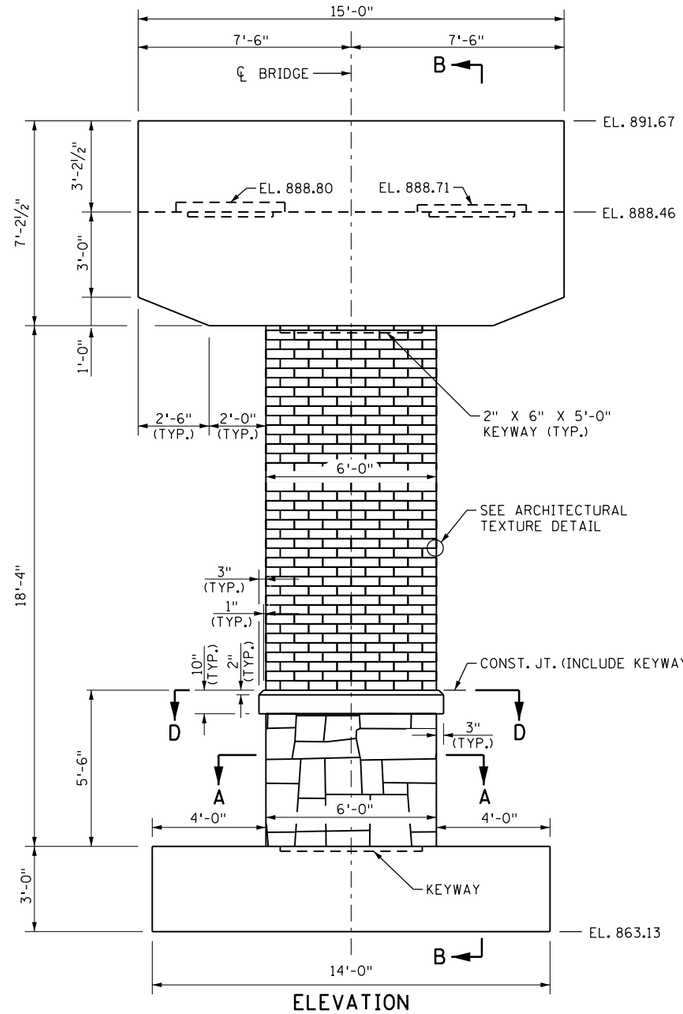
NOT TO SCALE



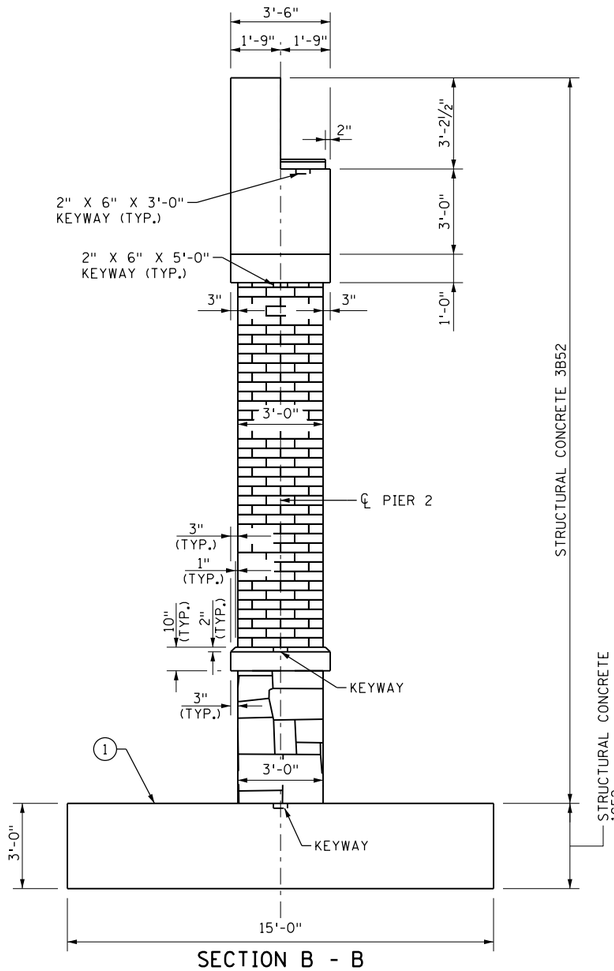
FOOTING PLAN



PLAN



ELEVATION



SECTION B - B

SUMMARY OF QUANTITIES FOR PIER 1

STRUCTURAL CONCRETE (1G52)	23.3	CU YD
STRUCTURAL CONCRETE (3B52)	22.9	CU YD
REINFORCEMENT BARS	1566	POUND
REINFORCEMENT BARS (EPOXY COATED)	4557	POUND
ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)	84	SQ FT
ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)	231	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	304	SQ FT
ARCHITECTURAL SURFACE FINISH (MULTI COLOR)	231	SQ FT
ANTI-GRAFITTI COATING	315	SQ FT

NOTES

(1) TOP OF FOOTING SHALL HAVE A MINIMUM OF 1'-6" SOIL COVER

SET STAINLESS STEEL NAIL/PIN WITH CUT "X" IN EXPOSED HEAD (FLUSH WITH FINISHED CONCRETE FACE.) IN WEST FACE OF PIER APPROXIMATE 4' ABOVE FINISHED GRADE.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 1
DETAILS & REINFORCEMENT

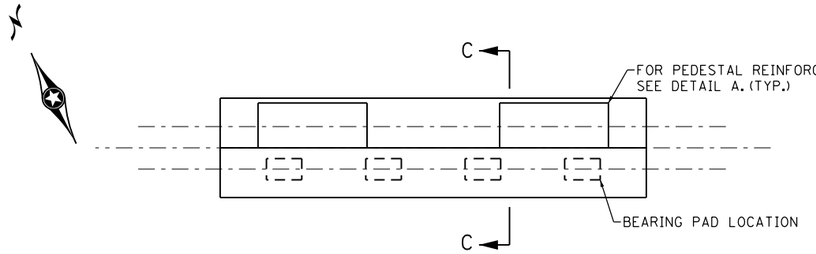
DESIGNED ATP	DRAWN JMR	APPROVED	
CHECKED RRE	CHECK ATP		

S.A.P. 199-010-012

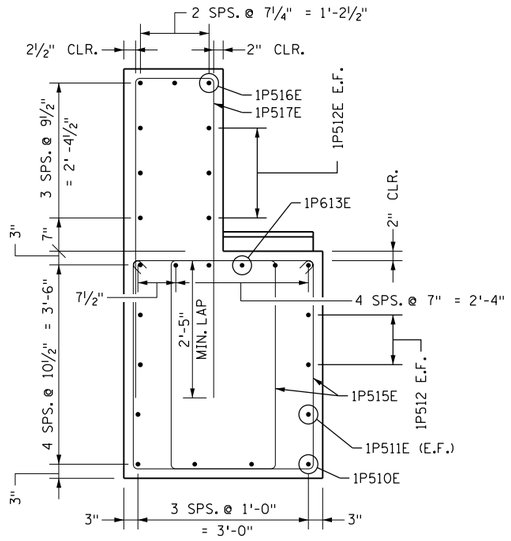
SHEET NO. 50 OF 99 SHEETS

BRIDGE NO. 02053

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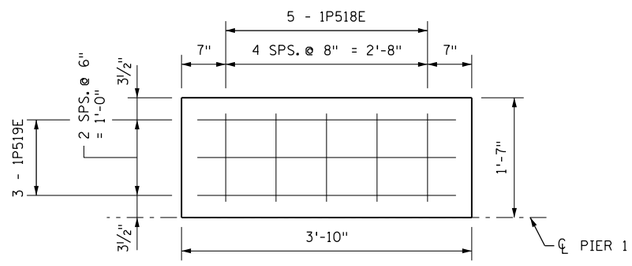


PIER CAP PLAN - REINFORCEMENT



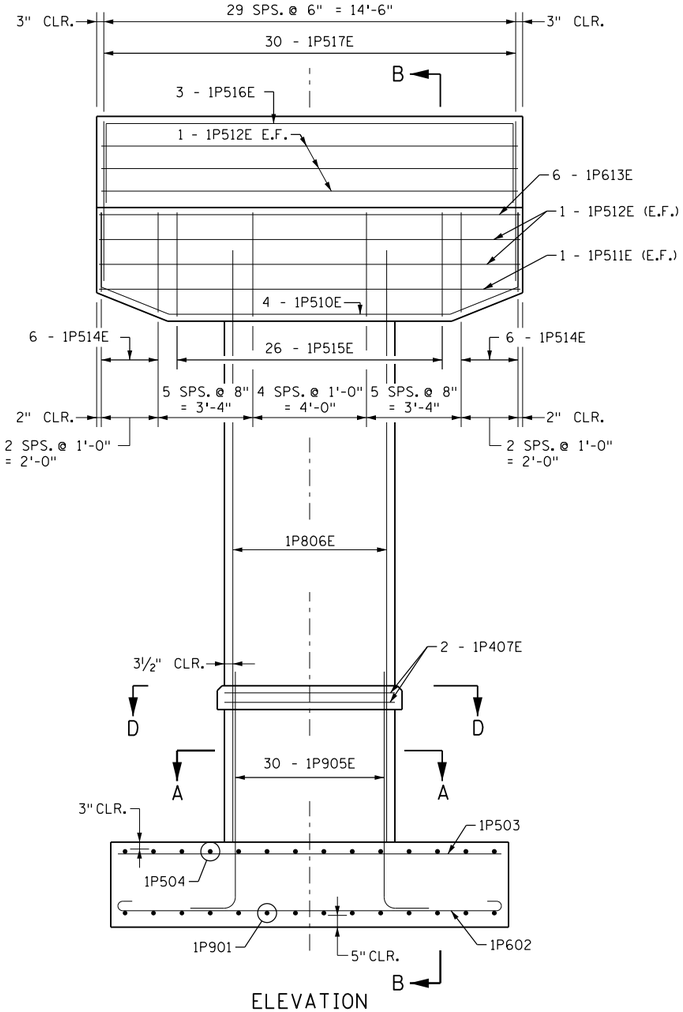
SECTION C-C

PIER CAP SECTION REINFORCEMENT

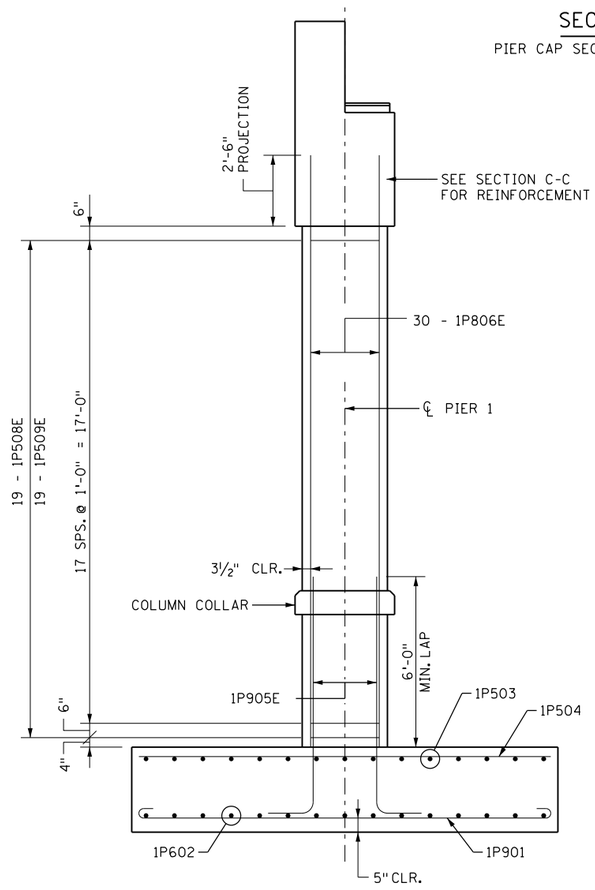


DETAIL A

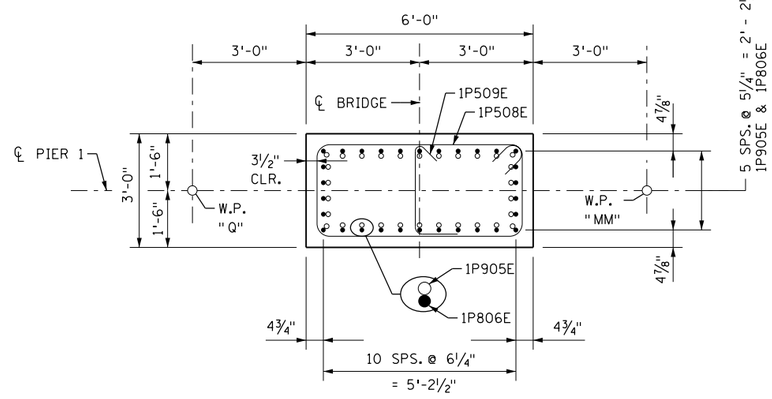
PEDESTAL PLAN REINFORCEMENT



ELEVATION

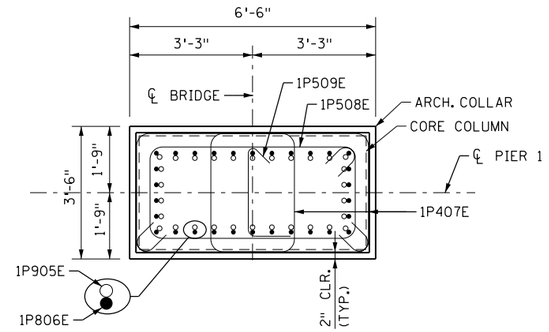


SECTION B - B



PIER COLUMN DETAIL

SECTION A-A



SECTION D-D

AT COLUMN COLLAR

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 1
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED	
CHECKED	RRE	CHECK	ATP		

S.A.P. 199-010-012

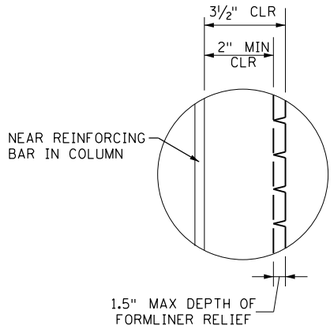
SHEET NO. 51 OF 99 SHEETS

BRIDGE NO. 02053

PIER 2
SPREAD FOOTING LOAD DATA

✳ FACTORED DESIGN BEARING PRESSURE	1.87 TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	11.1 FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	17.1 FT.
FACTORED BEARING RESISTANCE $\phi_b \cdot q_n$	1.89 TONS/SQ.FT.

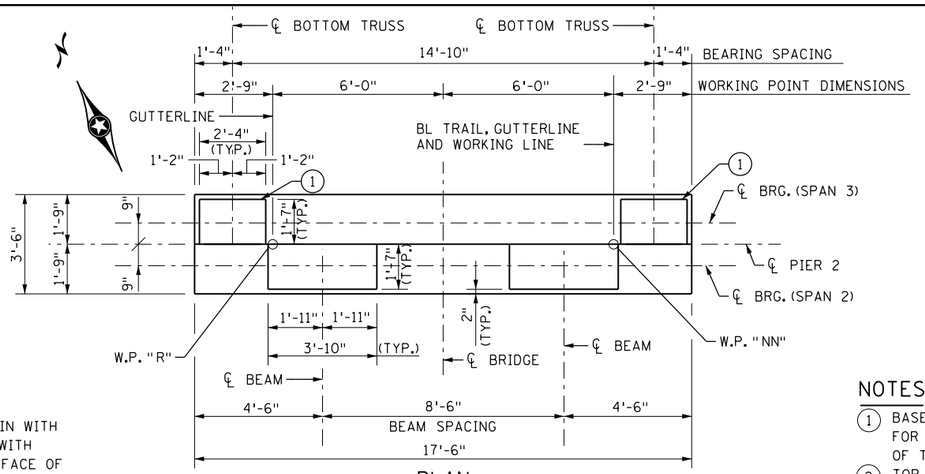
✳ BASED ON SERVICE I LOAD COMBINATION



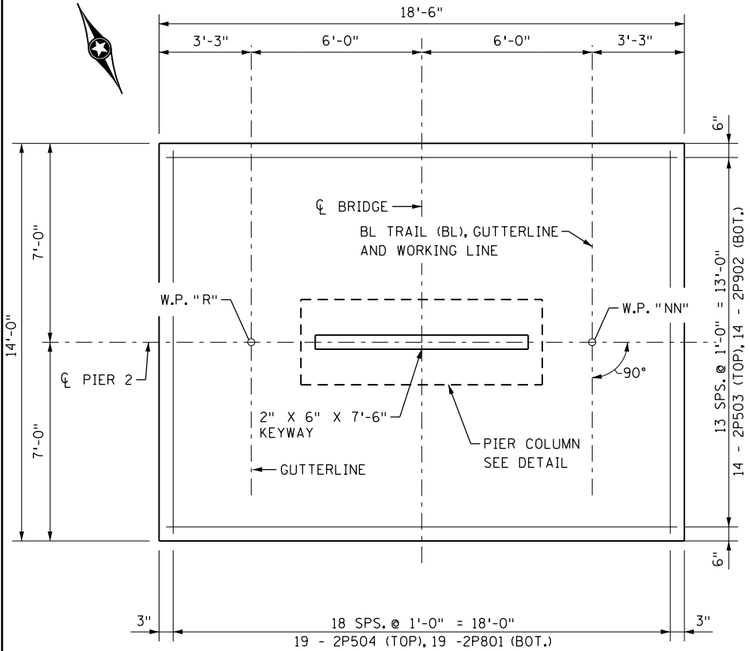
ARCHITECTURAL TEXTURE DETAIL

NOT TO SCALE

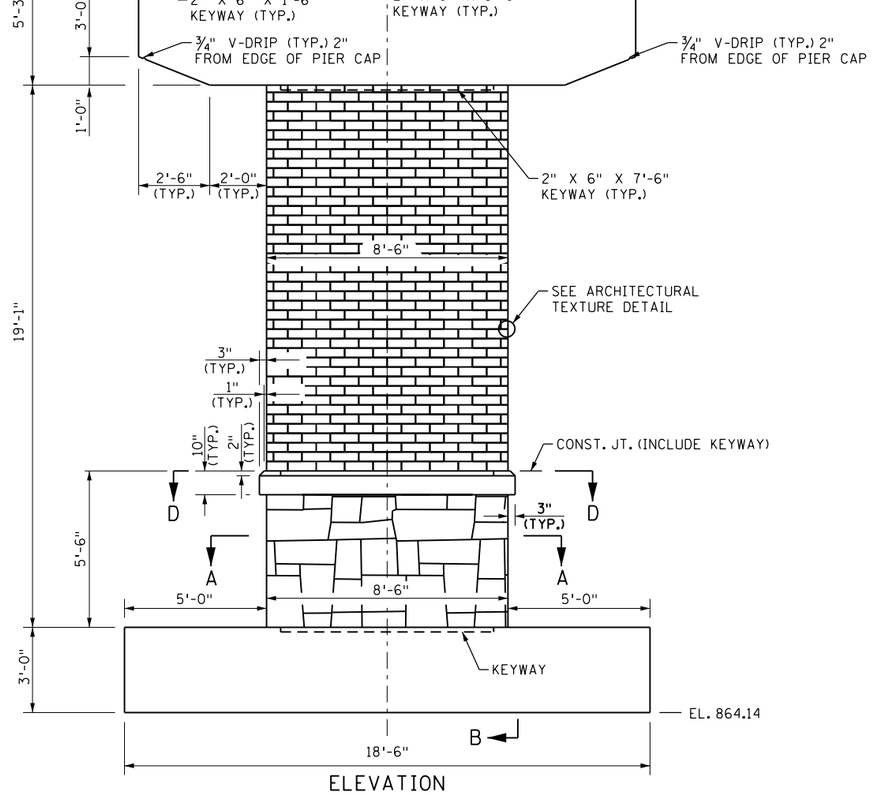
NOTE: SET STAINLESS STEEL NAIL/PIN WITH CUT "X" IN EXPOSED HEAD (FLUSH WITH FINISHED CONCRETE FACE), IN WEST FACE OF PIER APPROXIMATE 4' ABOVE FINISHED GRADE.



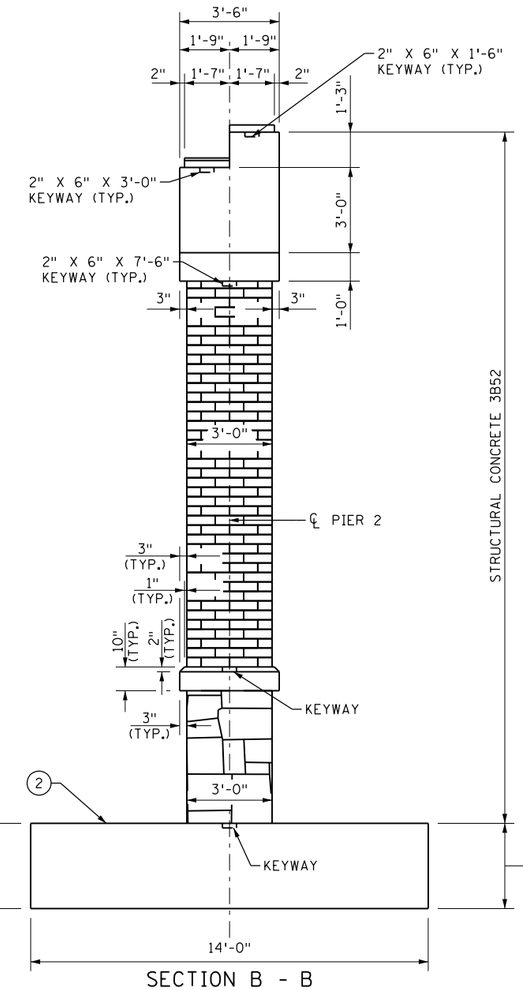
PLAN



FOOTING PLAN



ELEVATION



SECTION B - B

SUMMARY OF QUANTITIES FOR PIER 2

STRUCTURAL CONCRETE (1G52)	28.0	CU YD
STRUCTURAL CONCRETE (3B52)	28.4	CU YD
REINFORCEMENT BARS	2284	POUND
REINFORCEMENT BARS (EPOXY COATED)	6037	POUND
ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)	107	SQ FT
ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)	312	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	365	SQ FT
ARCHITECTURAL SURFACE FINISH (MULTI COLOR)	312	SQ FT
ANTI-GRAFITTI COATING	420	SQ FT

NOTES

1. BASED ON ASSUMED BEARING SIZE/THICKNESS; SEE PREFABRICATED TRUSS DETAILS FOR ESTIMATED BEARING SIZE. VERIFY FINAL PEDESTAL ELEVATIONS UPON APPROVAL OF TRUSS SHOP DRAWINGS.
2. TOP OF FOOTING SHALL HAVE A MINIMUM OF 1'-6" SOIL COVER.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 2
DETAILS & REINFORCEMENT

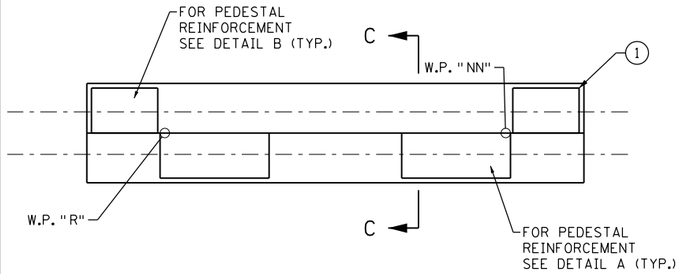
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CHECKED	RRE	CHECK	ATP	

S.A.P. 199-010-012

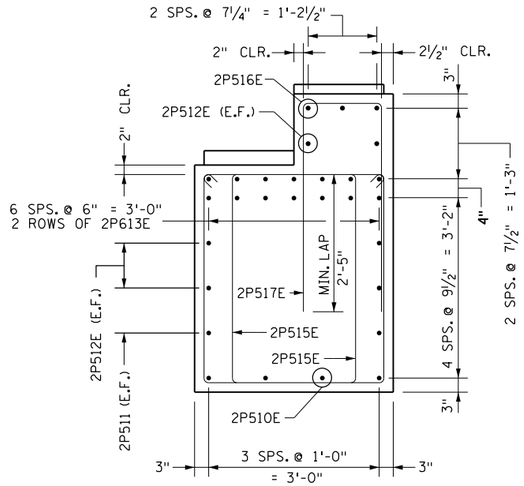
SHEET NO. 52 OF 99 SHEETS

BRIDGE NO. 02053

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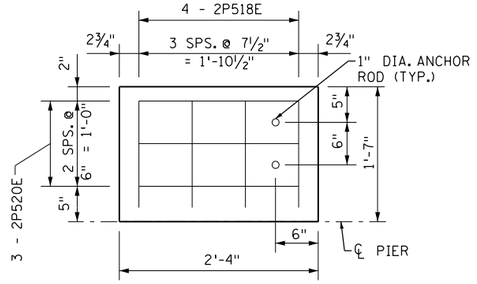


PIER CAP PLAN - REINFORCEMENT



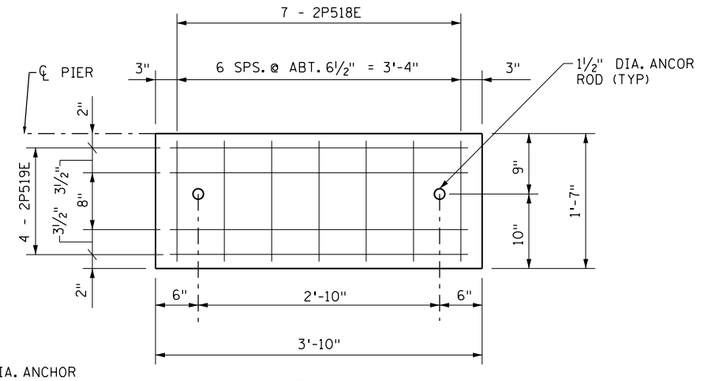
SECTION C-C

PIER CAP SECTION REINFORCEMENT



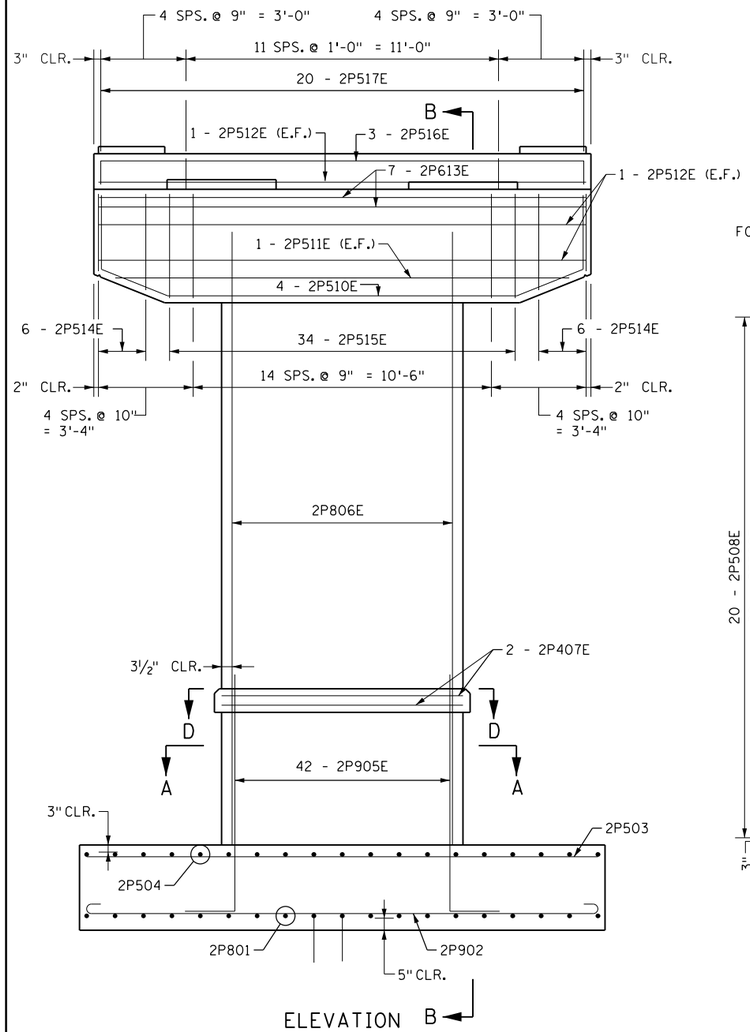
DETAIL B

TRUSS PEDESTAL PLAN REINFORCEMENT (2)

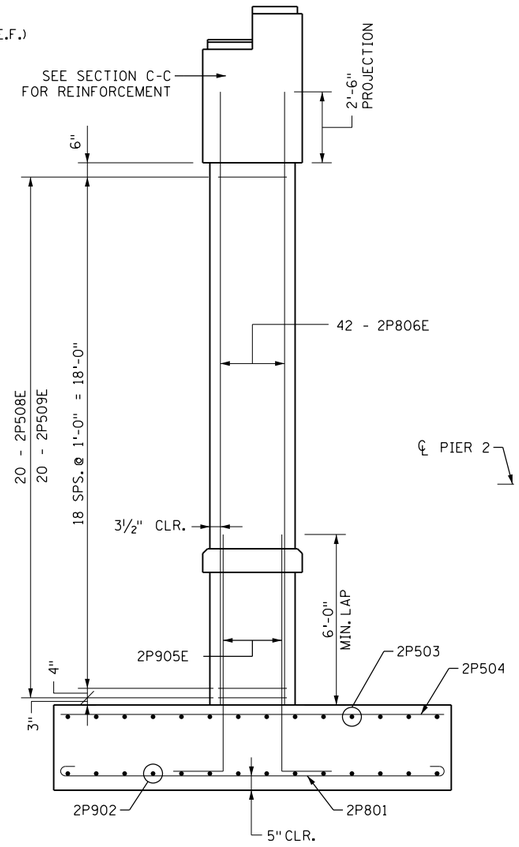


DETAIL A

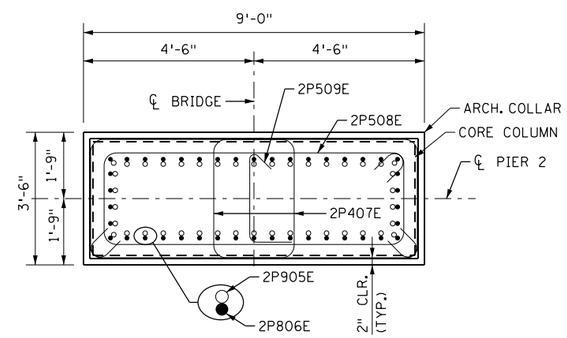
BEAM PEDESTAL PLAN REINFORCEMENT



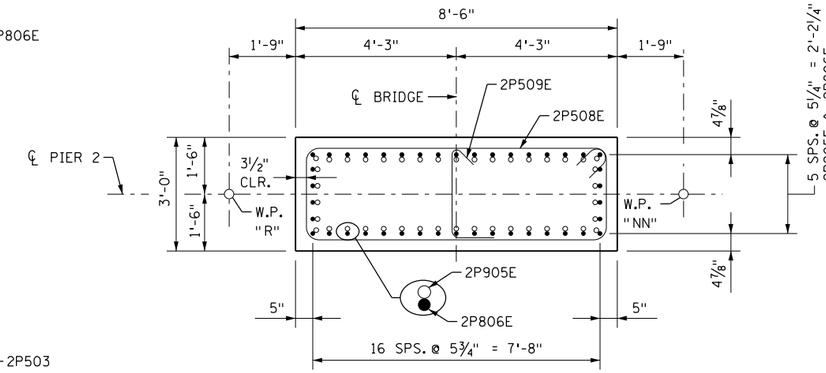
ELEVATION B



SECTION B - B



SECTION D-D



PIER COLUMN DETAIL

SECTION A-A

NOTES

1. PEDESTAL BEARING SEAT SIZE AND FINAL ELEVATION OF THE SEAT FOR THE MAIN SPAN TRUSS SHALL BE COORDINATED WITH APPROVED SHOP PLANS FOR THE TRUSS BEARING ASSEMBLY PROVIDED BY THE TRUSS MANUFACTURER.
2. REINFORCEMENT TO BE PLACED TO ENSURE ADEQUATE CLEARANCE FROM TRUSS ANCHOR RODS PER BEARING ASSEMBLY PROVIDED BY TRUSS MANUFACTURER.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 2
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED	
CHECKED	RRE	CHECK	ATP		

S.A.P. 199-010-012

SHEET NO. 53 OF 99 SHEETS

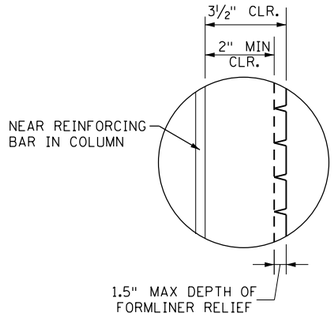
BRIDGE NO. 02053

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4:25:19 PM
1/23/2018

PIER 3
SPREAD FOOTING LOAD DATA

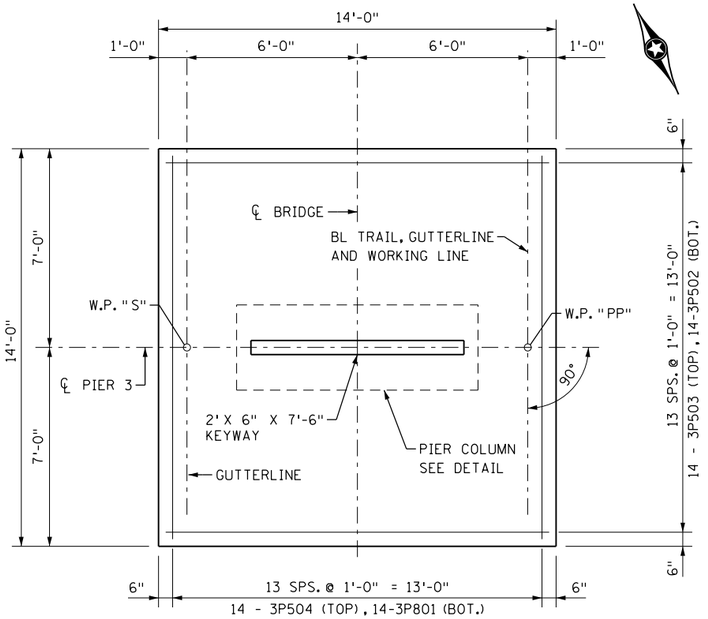
✳ FACTORED DESIGN BEARING PRESSURE	1.94 TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	11.4 FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	12.6 FT.
FACTORED BEARING RESISTANCE $\phi_b \cdot q_n$	2.3 TONS/SQ.FT.

✳ BASED ON SERVICE I LOAD COMBINATION

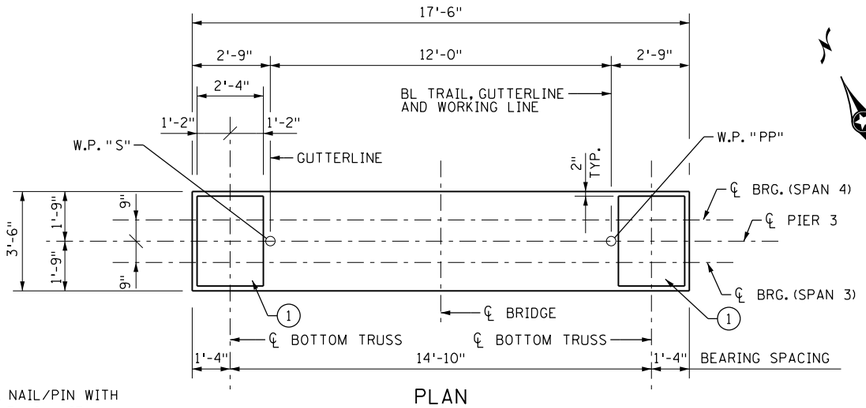


ARCHITECTURAL TEXTURE DETAIL

NOT TO SCALE

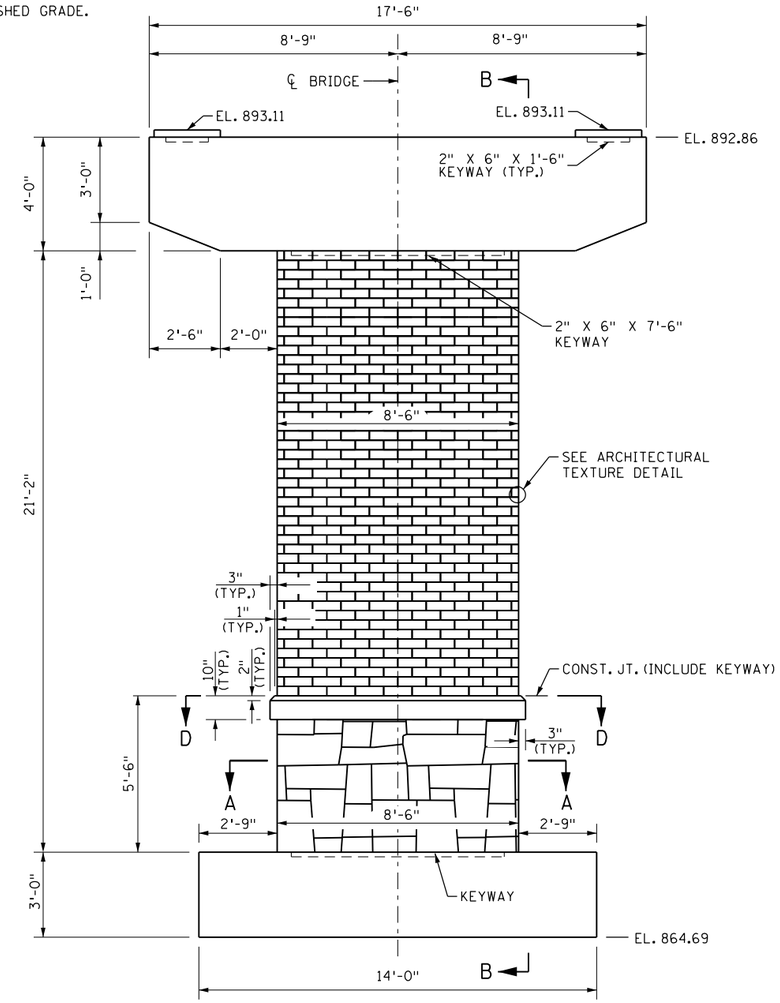


FOOTING PLAN



PLAN

NOTE: SET STAINLESS STEEL NAIL/PIN WITH CUT "X" IN EXPOSED HEAD (FLUSH WITH FINISHED CONCRETE FACE), IN WEST FACE OF PIER APPROXIMATE 4' ABOVE FINISHED GRADE.



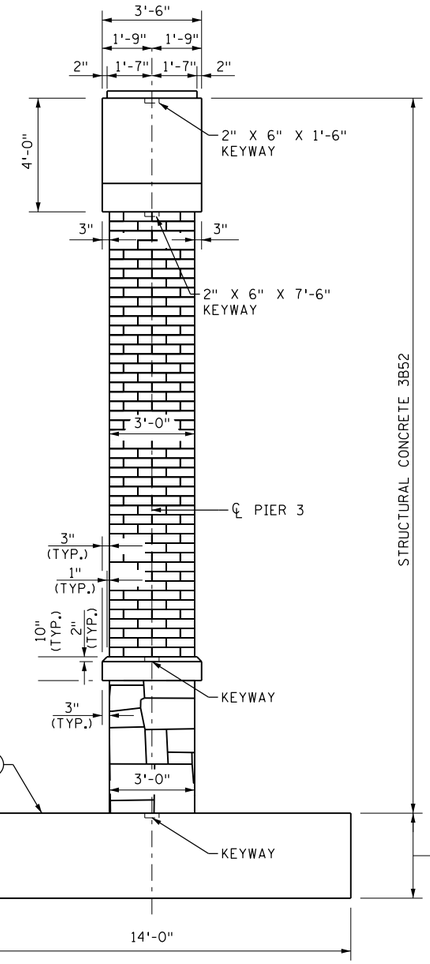
ELEVATION

SUMMARY OF QUANTITIES FOR PIER 3

STRUCTURAL CONCRETE (1G52)	21.8	CU YD
STRUCTURAL CONCRETE (3B52)	28.9	CU YD
REINFORCEMENT BARS	1182	POUND
REINFORCEMENT BARS (EPOXY COATED)	5996	POUND
ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)	107	SQ FT
ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)	360	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	365	SQ FT
ARCHITECTURAL SURFACE FINISH (MULTI COLOR)	360	SQ FT
ANTI-GRAFITTI COATING	468	SQ FT

NOTES

1. BASED ON ASSUMED BEARING SIZE/THICKNESS; SEE PREFABRICATED TRUSS DETAILS FOR ESTIMATED BEARING SIZE. VERIFY FINAL PEDESTAL ELEVATIONS UPON APPROVAL OF TRUSS SHOP DRAWINGS.
2. TOP OF FOOTING SHALL HAVE A MINIMUM OF 1'-6" SOIL COVER.



SECTION B - B

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

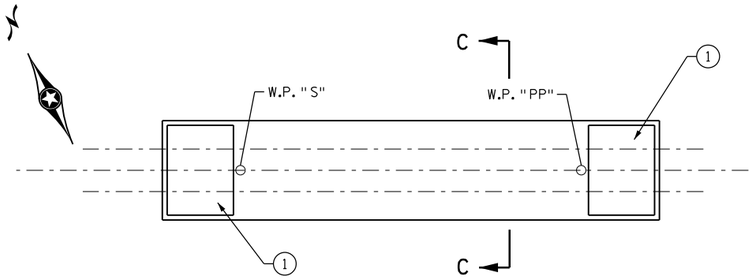
PIER 3
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED	
CHECKED	RRE	CHECK	ATP		

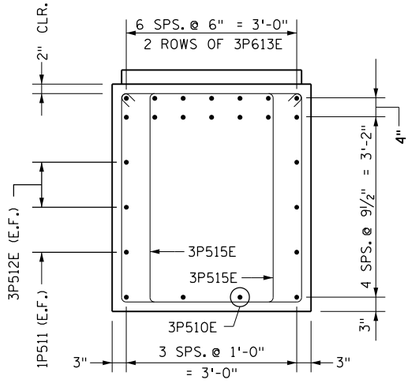
S.A.P. 199-010-012

SHEET NO. 54 OF 99 SHEETS

BRIDGE NO. 02053

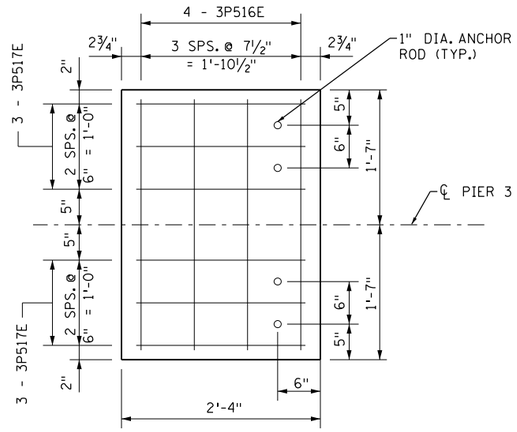


PIER CAP PLAN - REINFORCEMENT



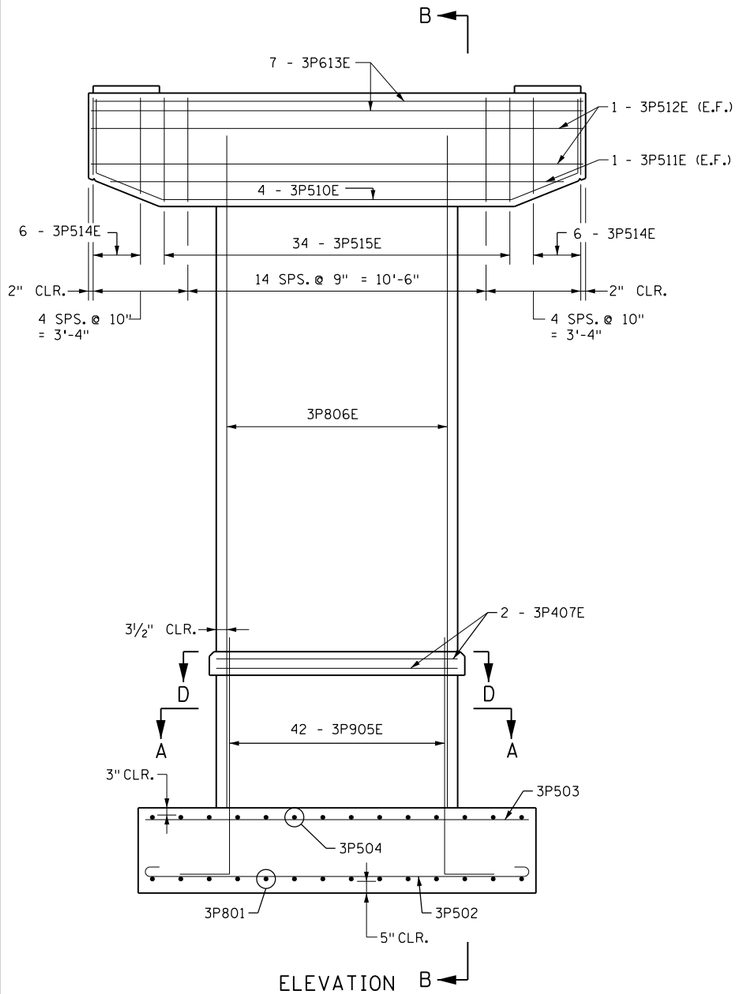
SECTION C-C

PIER CAP SECTION REINFORCEMENT

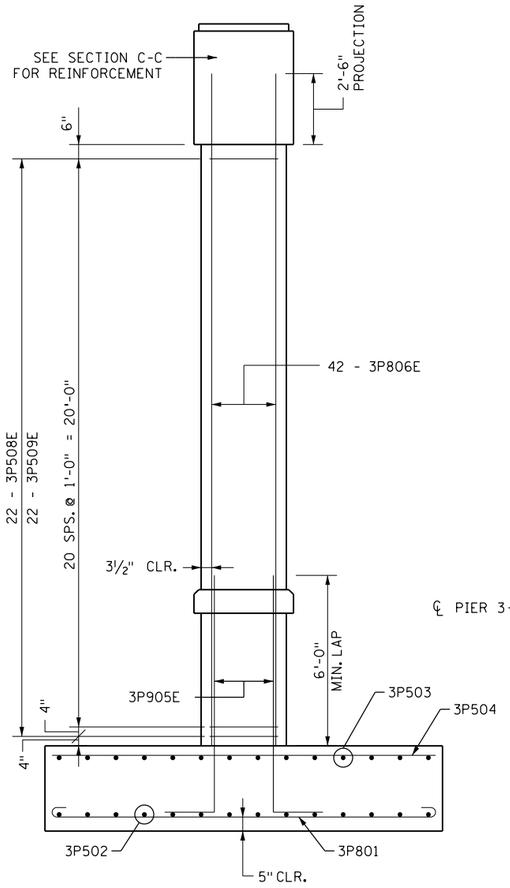


DETAIL B

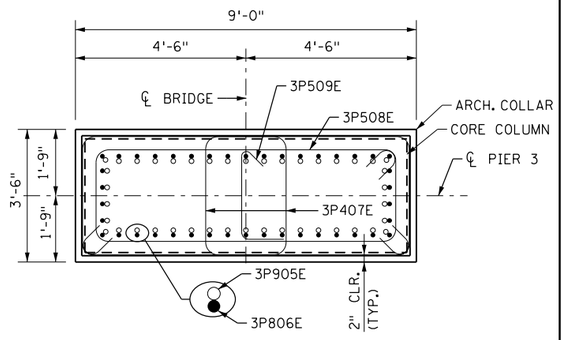
TRUSS PEDESTAL PLAN REINFORCEMENT (2)



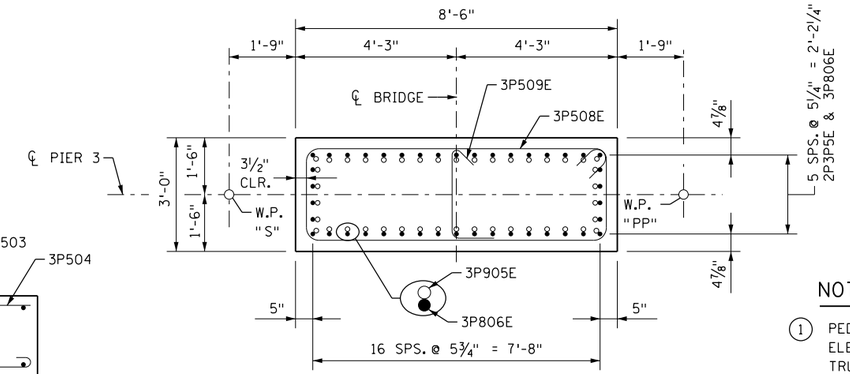
ELEVATION



SECTION B - B



SECTION D-D



PIER COLUMN DETAIL

SECTION A-A

NOTES

1. PEDESTAL BEARING SEAT SIZE AND FINAL ELEVATION OF THE SEAT FOR THE MAIN SPAN TRUSS SHALL BE COORDINATED WITH APPROVED SHOP PLANS FOR THE TRUSS BEARING ASSEMBLY PROVIDED BY THE TRUSS MANUFACTURER.
2. REINFORCEMENT TO BE PLACED TO ENSURE ADEQUATE CLEARANCE FROM TRUSS ANCHOR RODS PER BEARING ASSEMBLY PROVIDED BY TRUSS MANUFACTURER.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 3
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED	
CHECKED	RRE	CHECK	ATP		

S.A.P. 199-010-012

SHEET NO. 55 OF 99 SHEETS

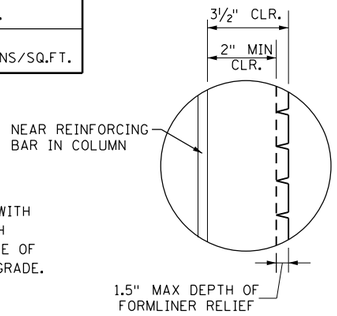
BRIDGE NO. 02053

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PIER 4
SPREAD FOOTING LOAD DATA

✳ FACTORED DESIGN BEARING PRESSURE	2.14 TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	11.6 FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	12.7 FT.
FACTORED BEARING RESISTANCE $\phi_b \cdot q_n$	2.19 TONS/SQ.FT.

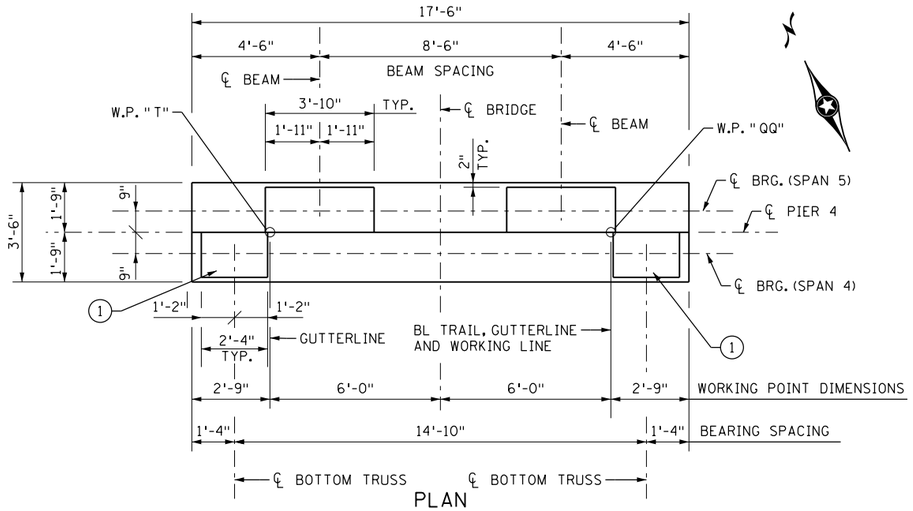
✳ BASED ON SERVICE I LOAD COMBINATION



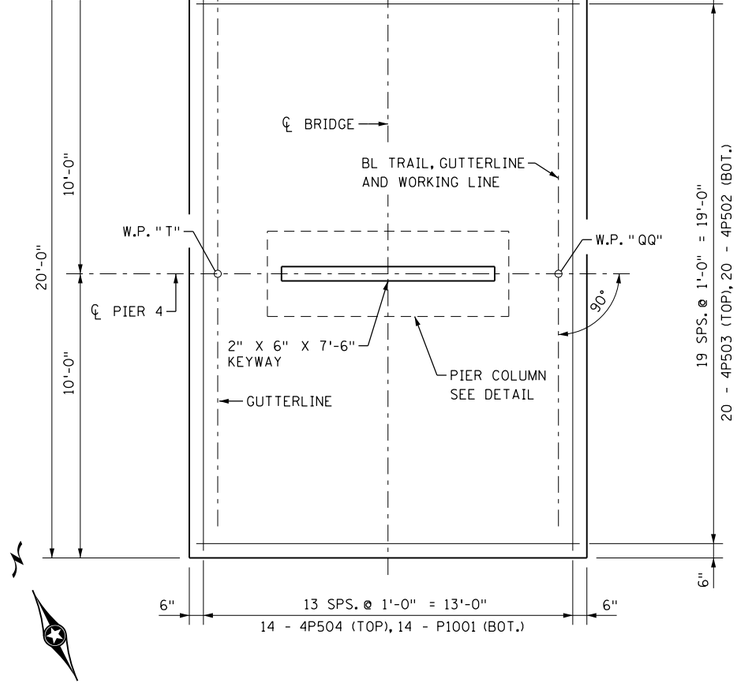
NOTE: SET STAINLESS STEEL NAIL/PIN WITH CUT "X" IN EXPOSED HEAD (FLUSH WITH FINISHED CONCRETE FACE), IN WEST FACE OF PIER APPROXIMATE 4' ABOVE FINISHED GRADE.

ARCHITECTURAL TEXTURE DETAIL

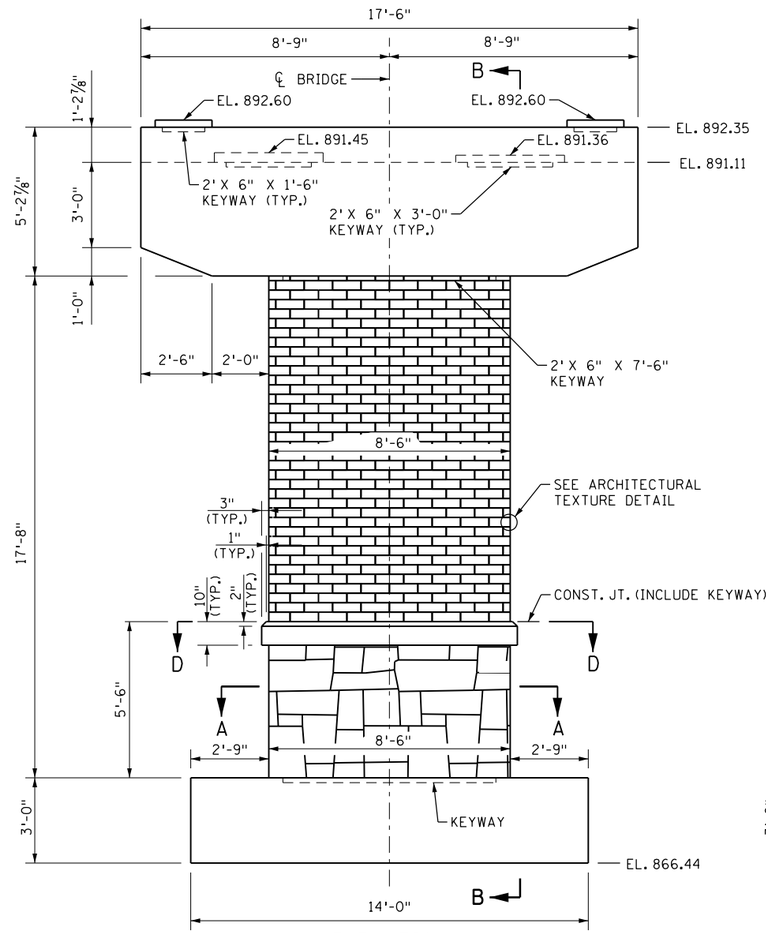
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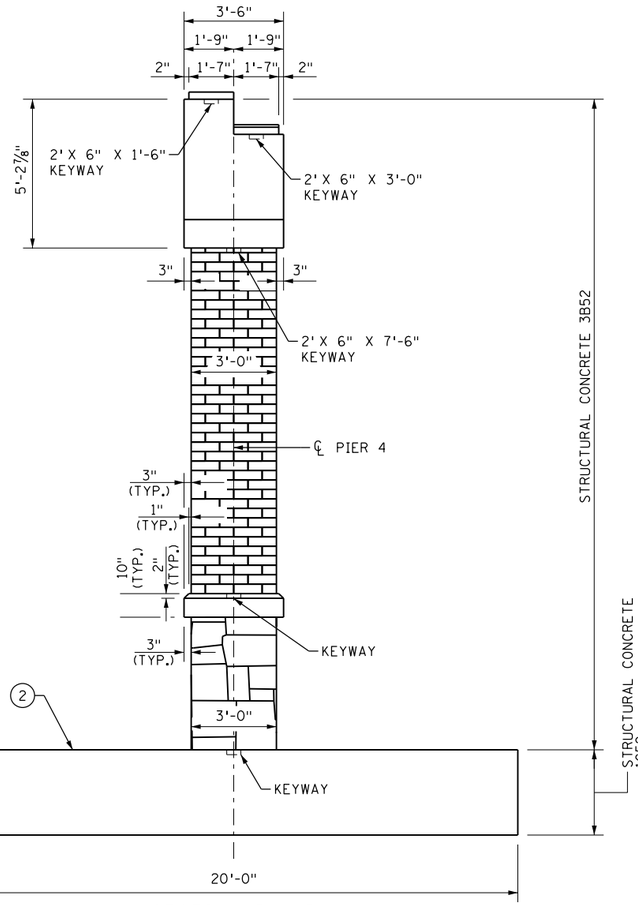
PLAN



FOOTING PLAN



ELEVATION



SECTION B - B

SUMMARY OF QUANTITIES FOR PIER 4

STRUCTURAL CONCRETE (1G52)	31.1	CU YD
STRUCTURAL CONCRETE (3B52)	27.0	CU YD
REINFORCEMENT BARS	2218	POUND
REINFORCEMENT BARS (EPOXY COATED)	5736	POUND
ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)	107	SQ FT
ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)	280	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	365	SQ FT
ARCHITECTURAL SURFACE FINISH (MULTI COLOR)	280	SQ FT
ANTI-GRAFITTI COATING	387	SQ FT

NOTES

1. BASED ON ASSUMED BEARING SIZE/THICKNESS; SEE PREFABRICATED TRUSS DETAILS FOR ESTIMATED BEARING SIZE. VERIFY FINAL PEDESTAL ELEVATIONS UPON APPROVAL OF TRUSS SHOP DRAWINGS.
2. TOP OF FOOTING SHALL HAVE A MINIMUM OF 1'-6" SOIL COVER.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 4
DETAILS & REINFORCEMENT

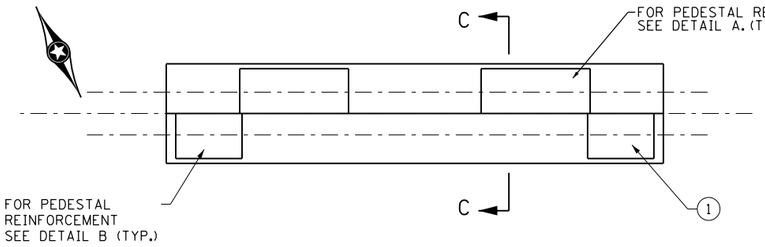
DESIGNED ATP	DRAWN JMR	APPROVED	
CHECKED RRE	CHECK ATP		

S.A.P. 199-010-012

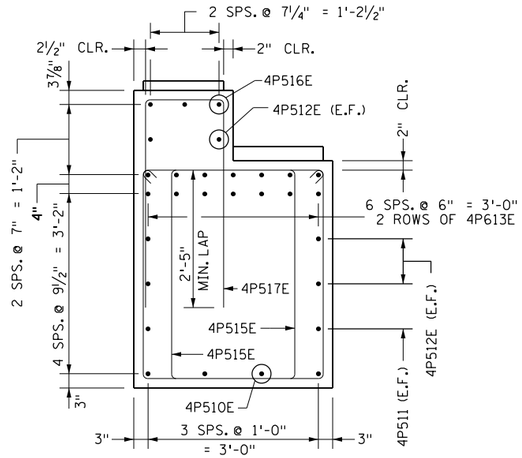
SHEET NO. 56 OF 99 SHEETS

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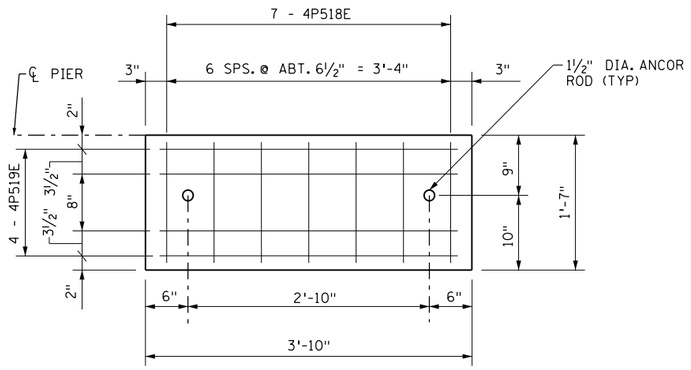


PIER CAP PLAN - REINFORCEMENT



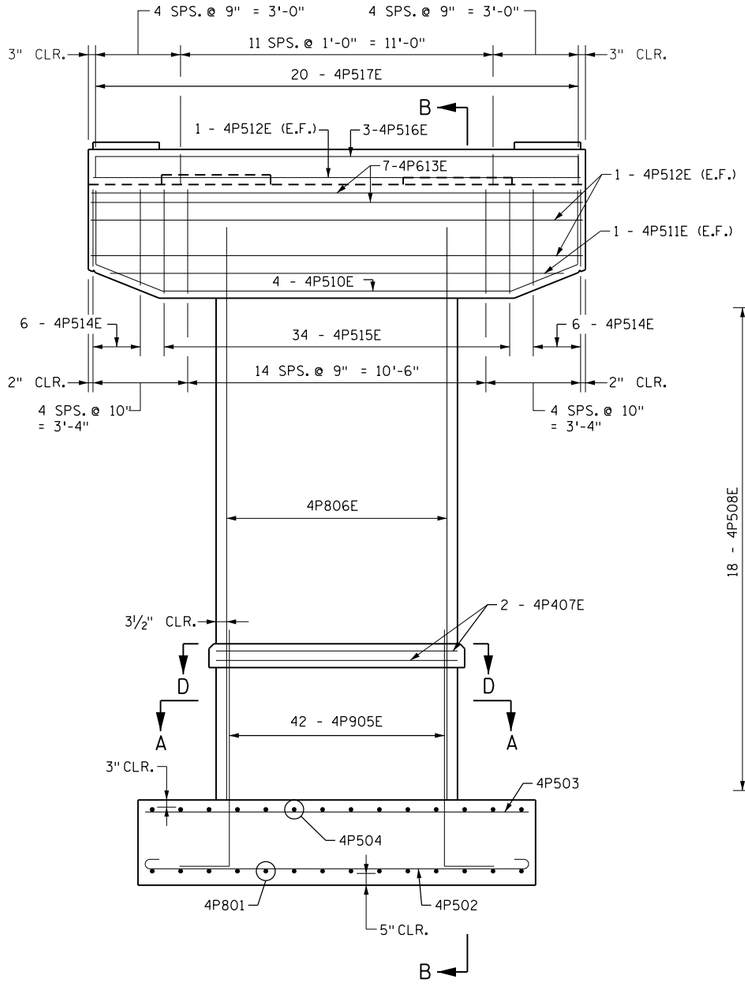
SECTION C-C

PIER CAP SECTION REINFORCEMENT

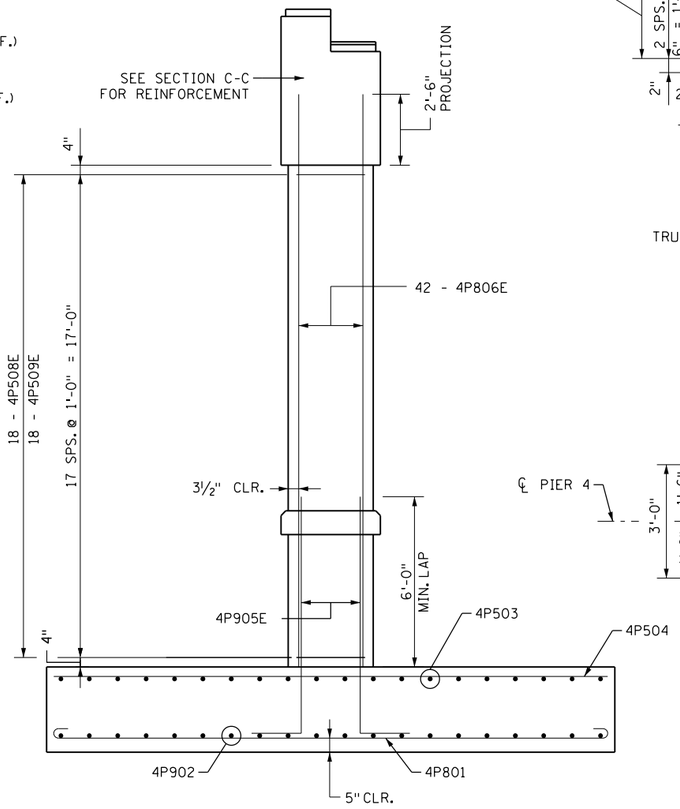


DETAIL A

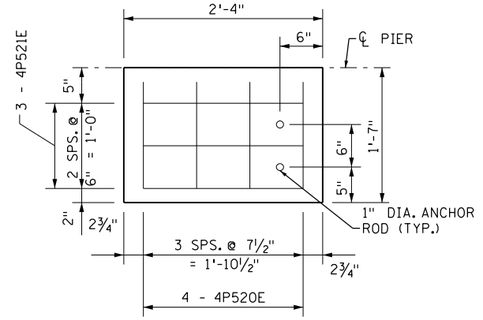
BEAM PEDESTAL PLAN REINFORCEMENT



ELEVATION

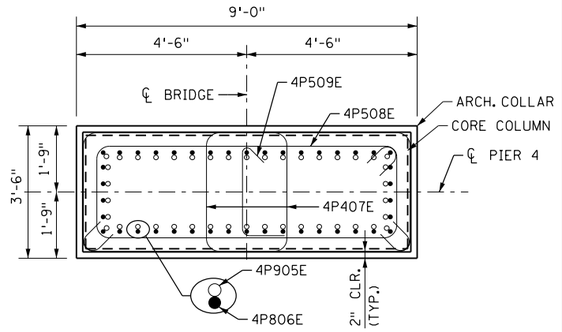


SECTION B - B

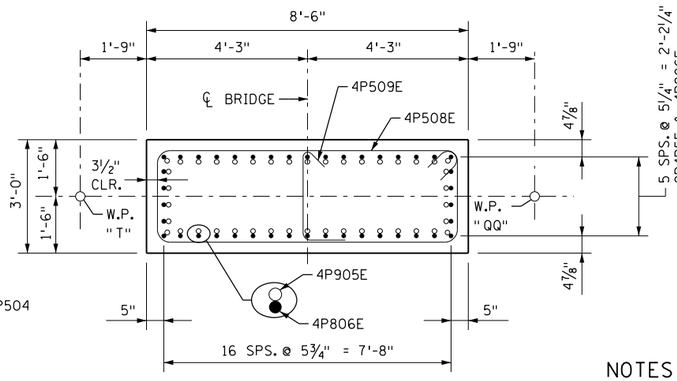


DETAIL B

TRUSS PEDESTAL PLAN REINFORCEMENT (2)



SECTION D-D



PIER COLUMN DETAIL

SECTION A-A

NOTES

1. PEDESTAL BEARING SEAT SIZE AND FINAL ELEVATION OF THE SEAT FOR THE MAIN SPAN TRUSS SHALL BE COORDINATED WITH APPROVED SHOP PLANS FOR THE TRUSS BEARING ASSEMBLY PROVIDED BY THE TRUSS MANUFACTURER.
2. REINFORCEMENT TO BE PLACED TO ENSURE ADEQUATE CLEARANCE FROM TRUSS ANCHOR RODS PER BEARING ASSEMBLY PROVIDED BY TRUSS MANUFACTURER.

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RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE:

PIER 4
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED
CHECKED	RRE	CHECK	ATP	

S.A.P. 199-010-012

SHEET NO. 57 OF 99 SHEETS

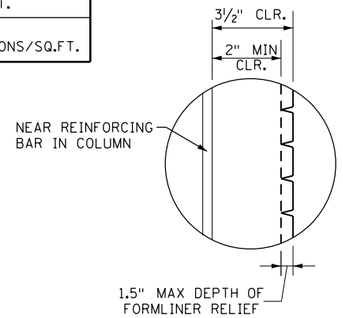
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PIER 5
SPREAD FOOTING LOAD DATA

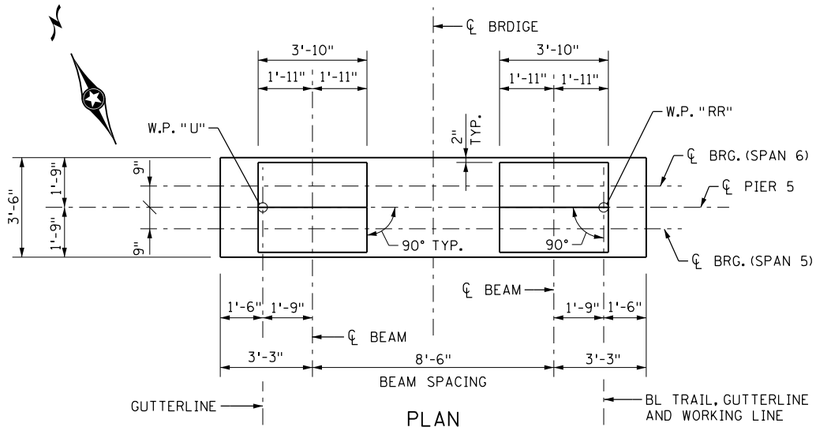
✳ FACTORED DESIGN BEARING PRESSURE	1.81 TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	13.2 FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	13.2 FT.
FACTORED BEARING RESISTANCE $\phi_b \cdot q_n$	1.9 TONS/SQ.FT.

✳ BASED ON SERVICE I LOAD COMBINATION

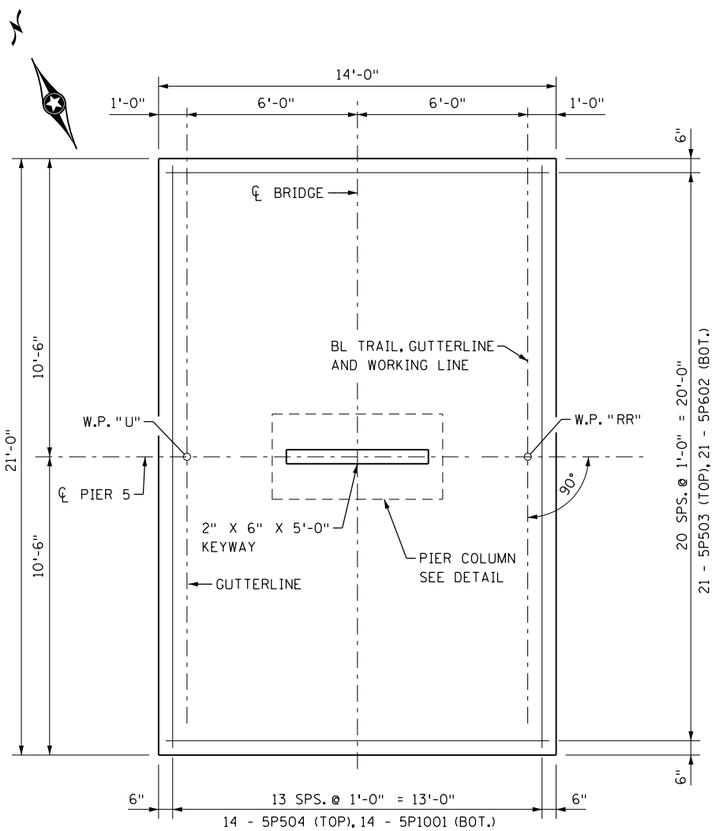


ARCHITECTURAL TEXTURE DETAIL

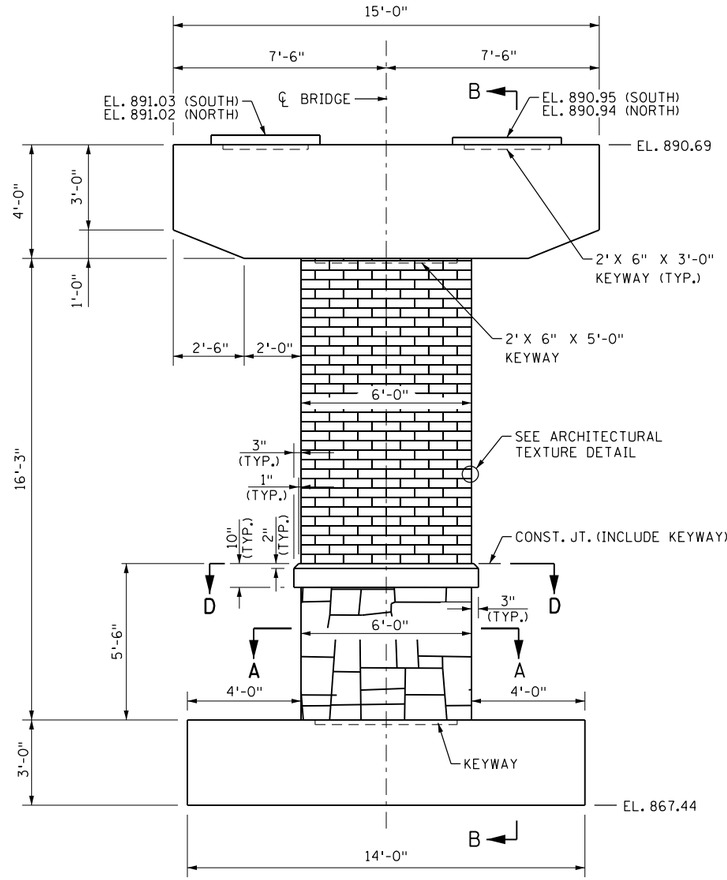
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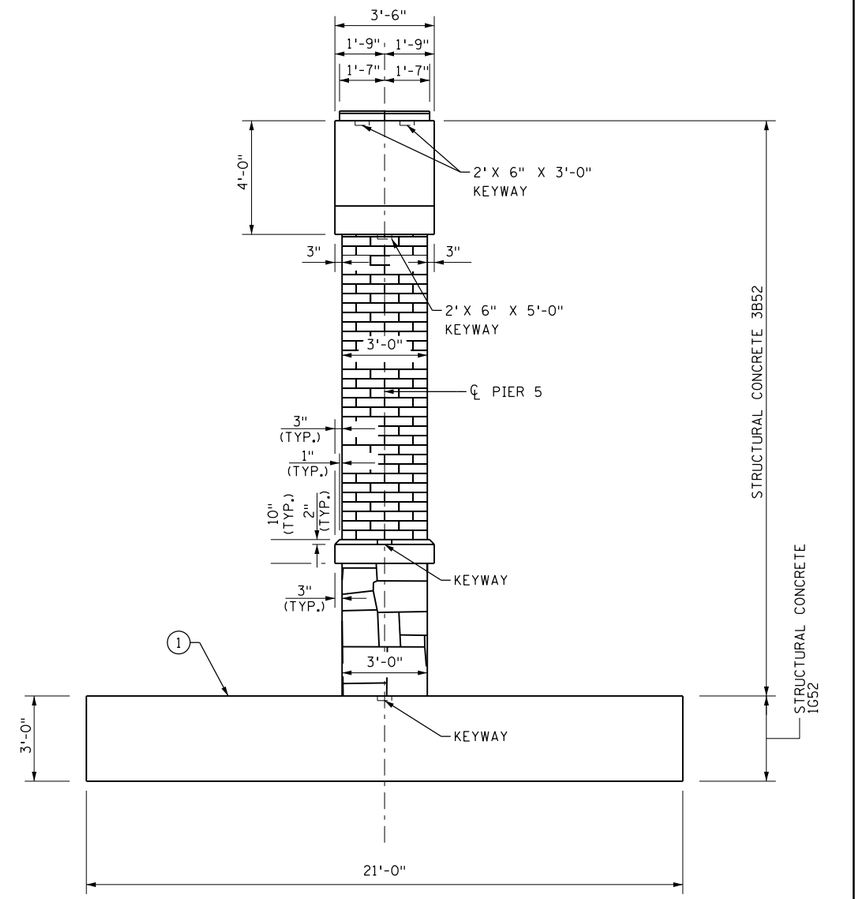
PLAN



FOOTING PLAN



ELEVATION



SECTION B - B

SUMMARY OF QUANTITIES FOR PIER 5

STRUCTURAL CONCRETE (1G52)	32.7	CU YD
STRUCTURAL CONCRETE (3B52)	18.4	CU YD
REINFORCEMENT BARS	2469	POUND
REINFORCEMENT BARS (EPOXY COATED)	4129	POUND
ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)	84	SQ FT
ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)	194	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	304	SQ FT
ARCHITECTURAL SURFACE FINISH (MULTI COLOR)	194	SQ FT
ANTI-GRAFITTI COATING	278	SQ FT

NOTES

(1) TOP OF FOOTING SHALL HAVE A MINIMUM OF 1'-6" SOIL COVER.

SET STAINLESS STEEL NAIL/PIN WITH CUT "X" IN EXPOSED HEAD (FLUSH WITH FINISHED CONCRETE FACE), IN WEST FACE OF PIER APPROXIMATE 4' ABOVE FINISHED GRADE.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 5
DETAILS & REINFORCEMENT

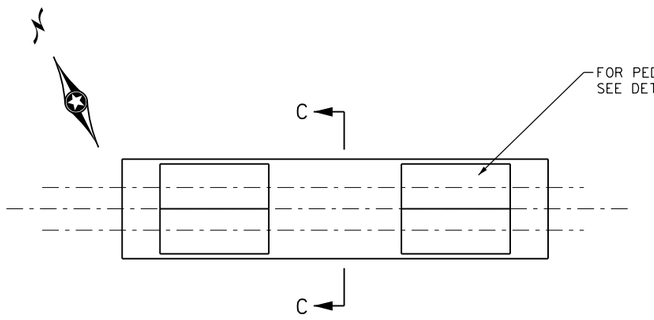
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CHECKED	RRE	CHECK	ATP	

S.A.P. 199-010-012

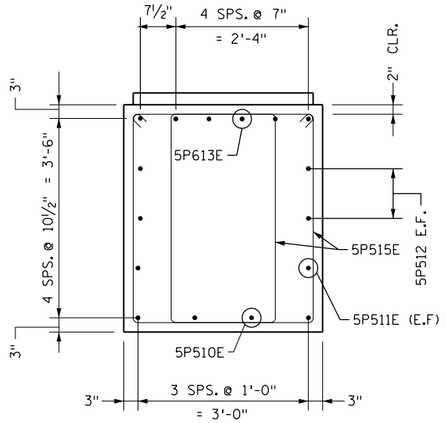
SHEET NO. 58 OF 99 SHEETS

BRIDGE NO. 02053

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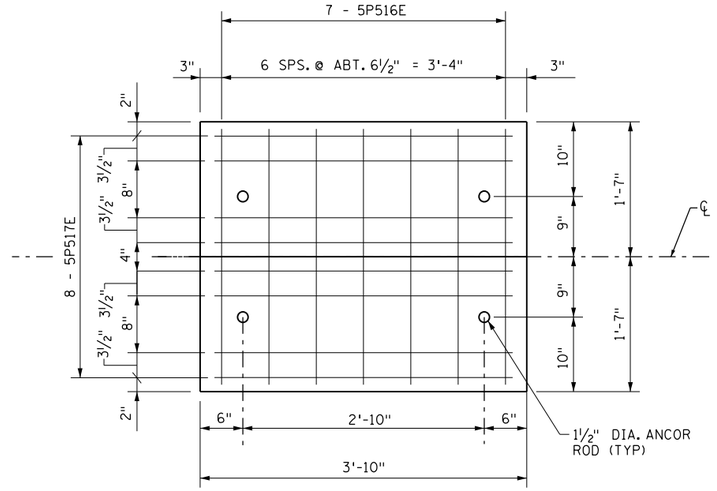


PIER CAP - REINFORCEMENT



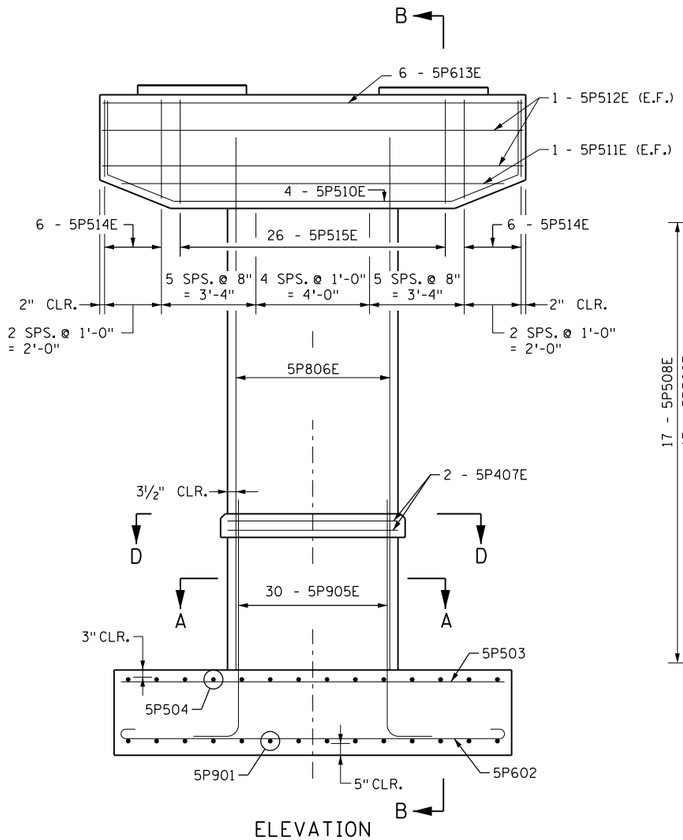
SECTION C-C

PIER CAP SECTION REINFORCEMENT

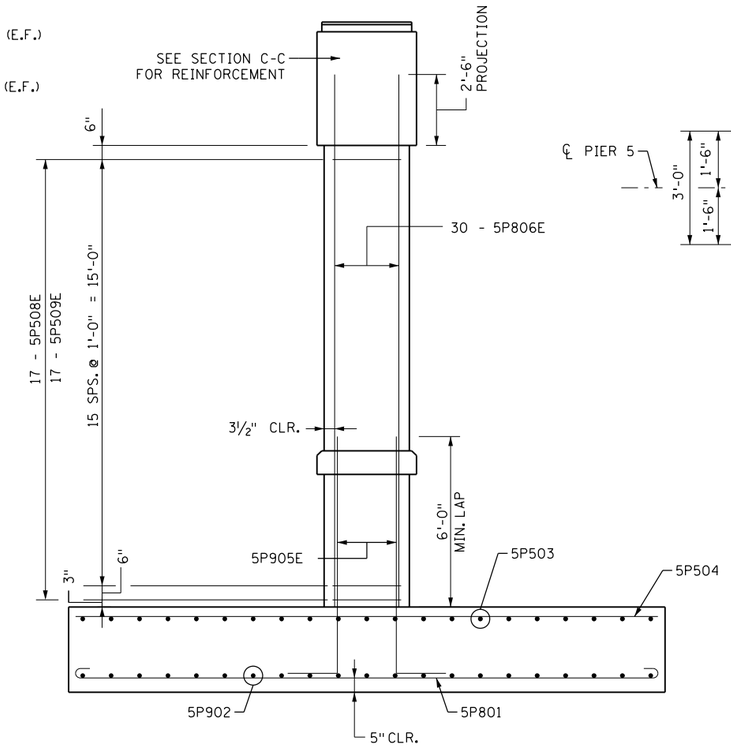


DETAIL A

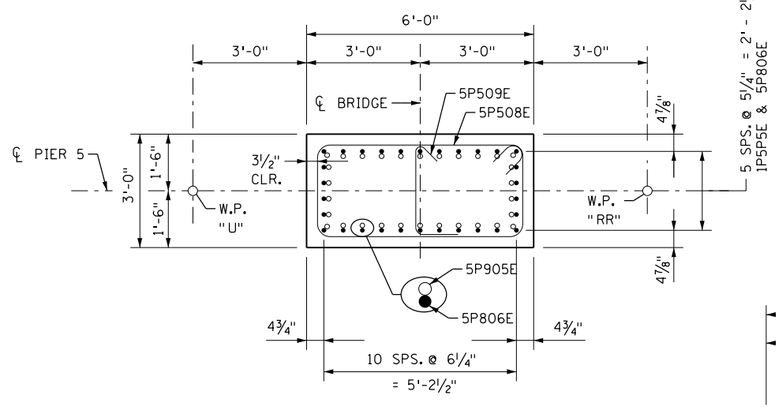
PEDESTAL PLAN REINFORCEMENT



ELEVATION

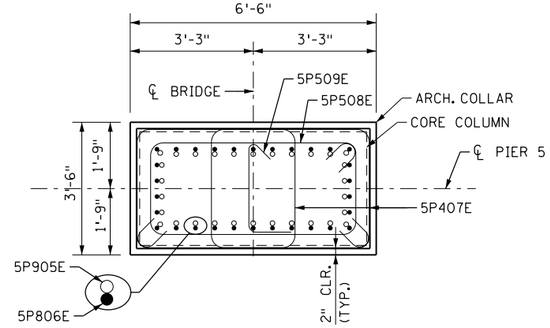


SECTION B - B



PIER COLUMN DETAIL

SECTION A-A



SECTION D-D

AT COLUMN COLLAR

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK

7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER 5
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED
CHECKED	RRE	CHECK	ATP	

S.A.P. 199-010-012

SHEET NO. 59 OF 99 SHEETS

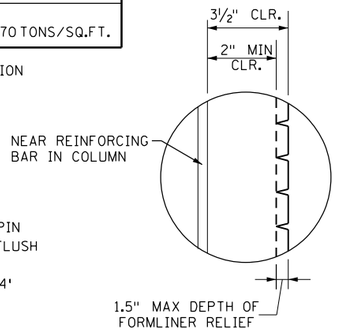
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PIER 6
SPREAD FOOTING LOAD DATA

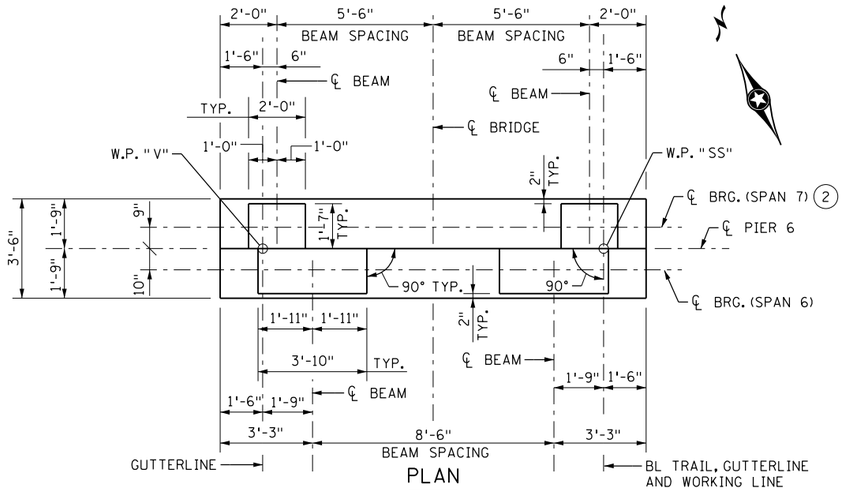
✳ FACTORED DESIGN BEARING PRESSURE	1.61 TONS/SQ.FT.
EFFECTIVE WIDTH B' (PERPENDICULAR TO PIER)	11.1 FT.
EFFECTIVE LENGTH L' (PARALLEL TO PIER)	13.3 FT.
FACTORED BEARING RESISTANCE $\phi_b \cdot q_n$	1.70 TONS/SQ.FT.

✳ BASED ON SERVICE I LOAD COMBINATION

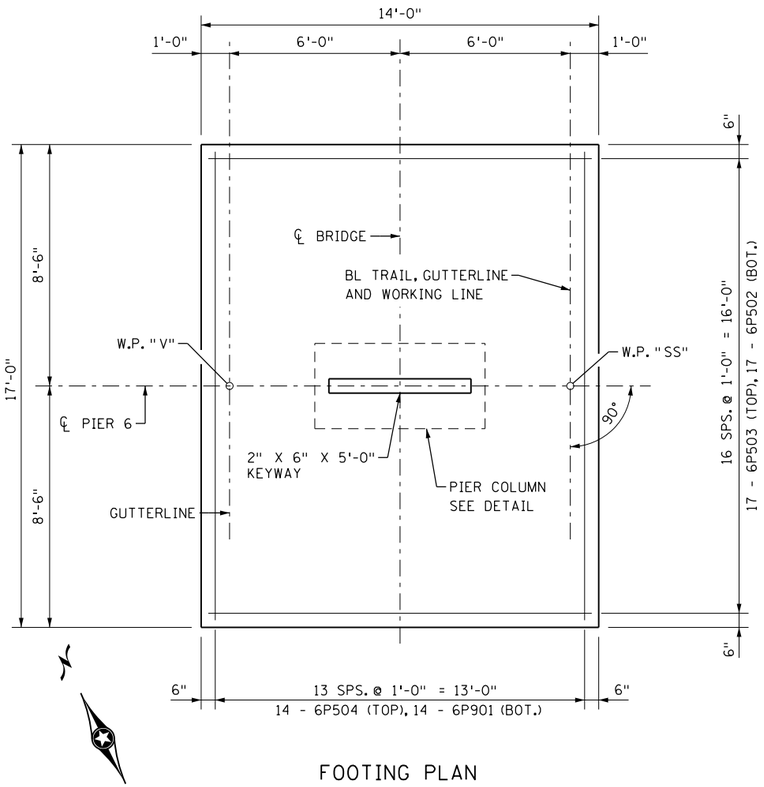


NOTE: SET STAINLESS STEEL NAIL/PIN WITH CUT "X" IN EXPOSED HEAD (FLUSH WITH FINISHED CONCRETE FACE), IN WEST FACE OF PIER APPROXIMATE 4' ABOVE FINISHED GRADE.

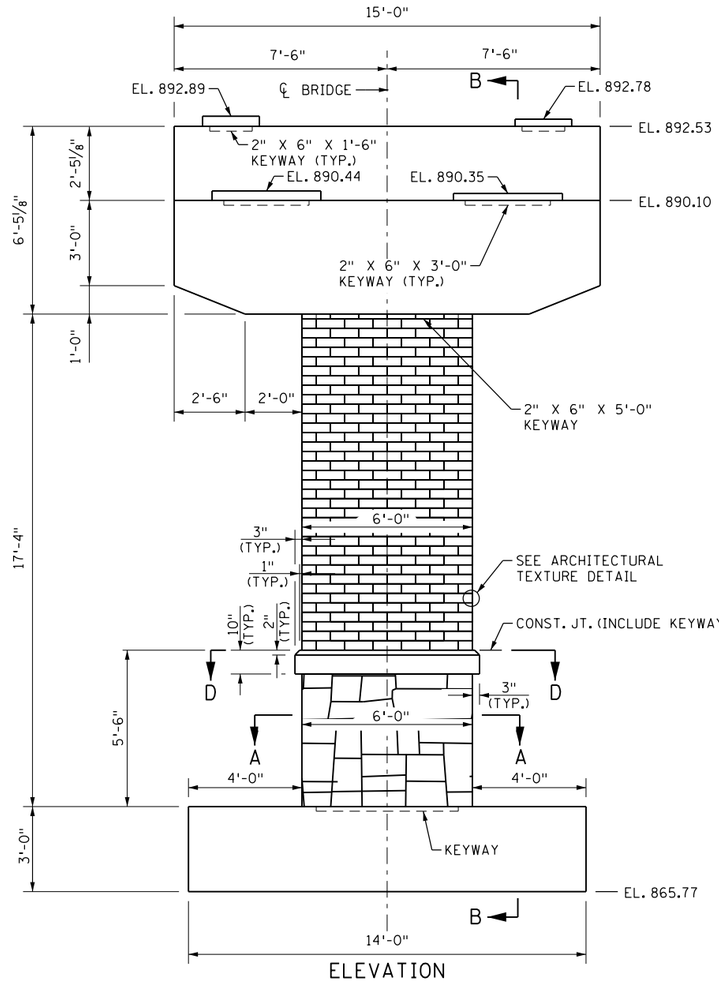
ARCHITECTURAL TEXTURE DETAIL
NOT TO SCALE



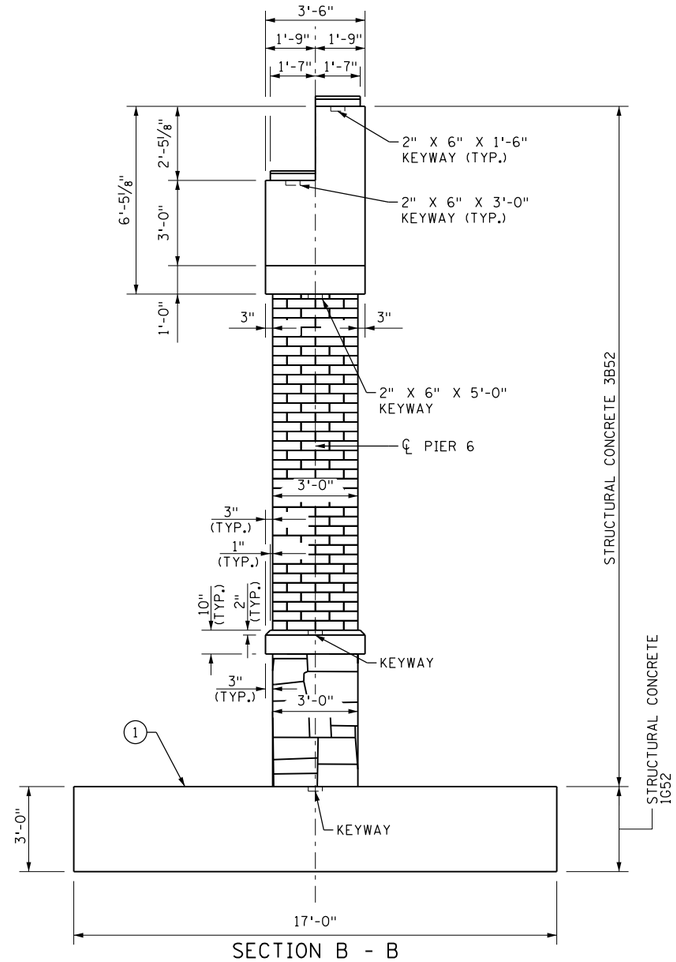
PLAN



FOOTING PLAN



ELEVATION



SECTION B - B

SUMMARY OF QUANTITIES FOR PIER 6

STRUCTURAL CONCRETE (1G52)	26.4	CU YD
STRUCTURAL CONCRETE (3B52)	26.5	CU YD
REINFORCEMENT BARS	1645	POUND
REINFORCEMENT BARS (EPOXY COATED)	4462	POUND
ARCHITECTURAL CONCRETE TEXTURE (ASHLAR STONE)	107	SQ FT
ARCHITECTURAL CONCRETE TEXTURE (THIN BRICK)	272	SQ FT
ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	327	SQ FT
ARCHITECTURAL SURFACE FINISH (MULTI COLOR)	272	SQ FT
ANTI-GRAFITTI COATING	380	SQ FT

NOTES

1. TOP OF FOOTING SHALL HAVE A MINIMUM OF 1'-6" SOIL COVER.
2. CONTRACTOR SHALL FIELD VERIFY LOCATION OF TIE-IN POINTS TO NORTH STAR STATION COLUMNS TO VERIFY REQUIRED LENGTHS OF STEEL BEAMS (FOR THE CL BEARING LOCATION SHOWN) PRIOR TO FABRICATION. BEARING LINE FOR STEEL BEAMS MAY BE FURTHER ADJUSTED +2" (OUTWARD) OR -1" (INWARD) AS NEEDED IN THE FIELD.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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LIC. NO. 53920 DATE

TITLE:
PIER 6
DETAILS & REINFORCEMENT

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CHECKED	RRE	CHECK	ATP

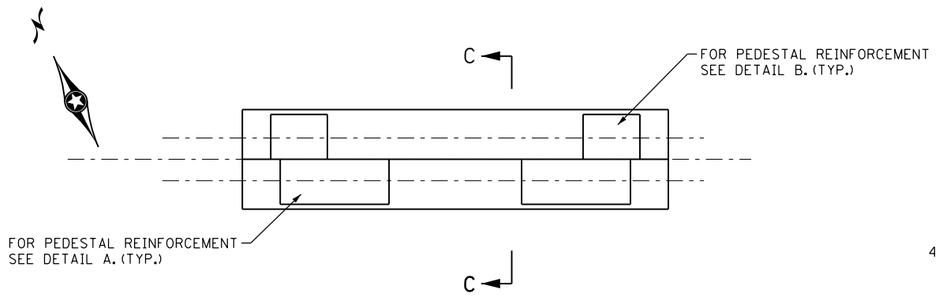
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S.A.P. 199-010-012

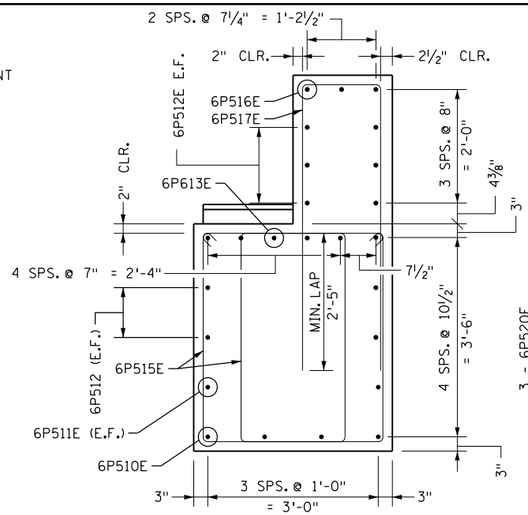
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BRIDGE NO. 02053

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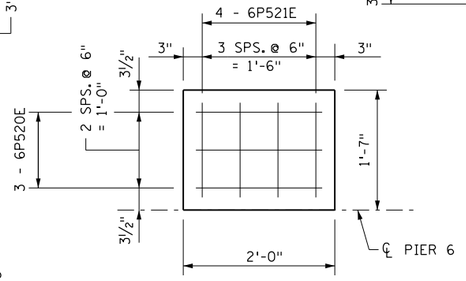


PIER CAP - REINFORCEMENT



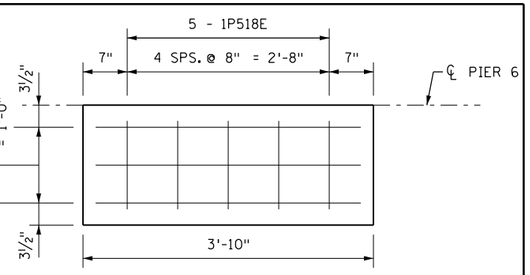
SECTION C-C

PIER CAP SECTION REINFORCEMENT



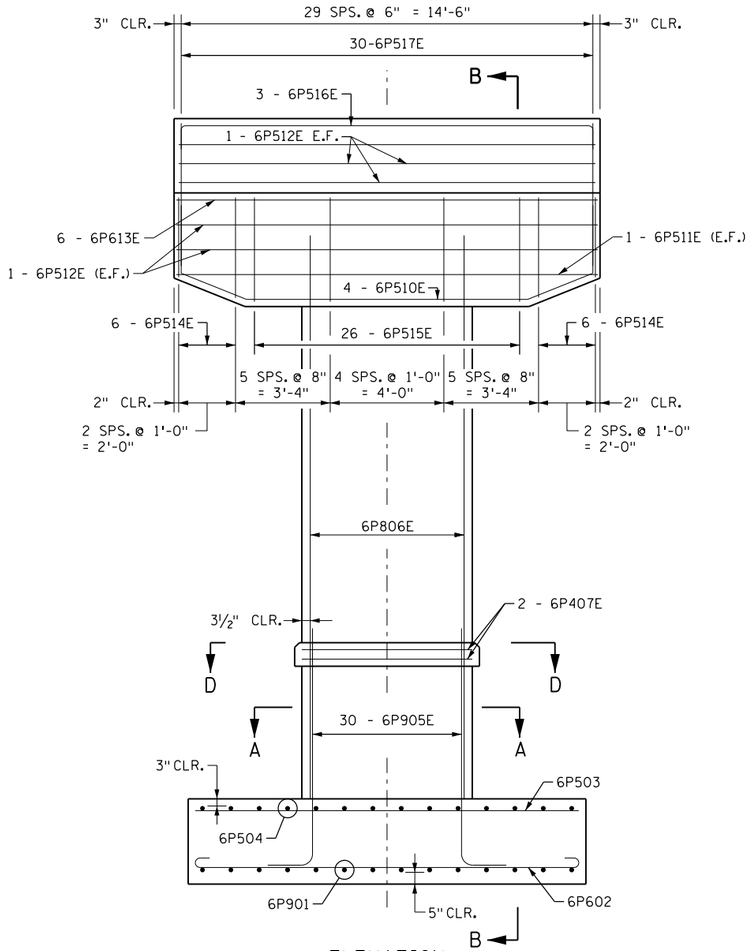
DETAIL B

PEDESTAL PLAN REINFORCEMENT

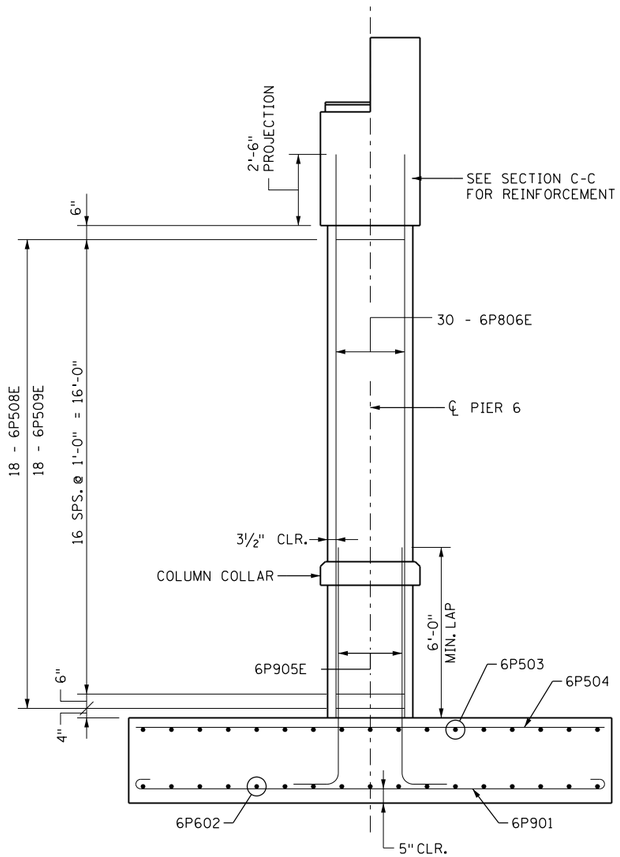


DETAIL A

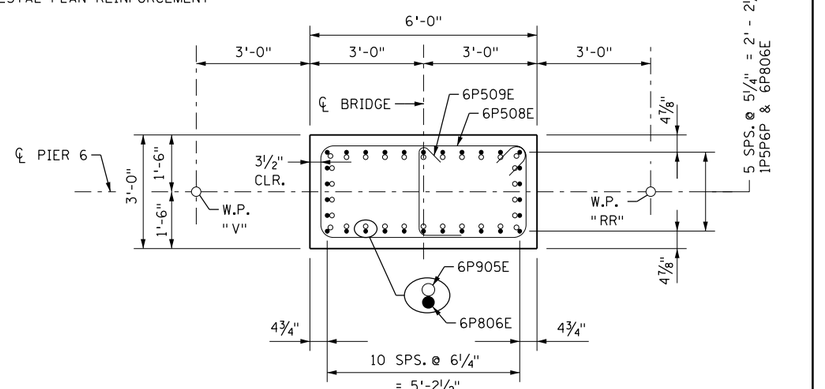
PEDESTAL PLAN REINFORCEMENT



ELEVATION

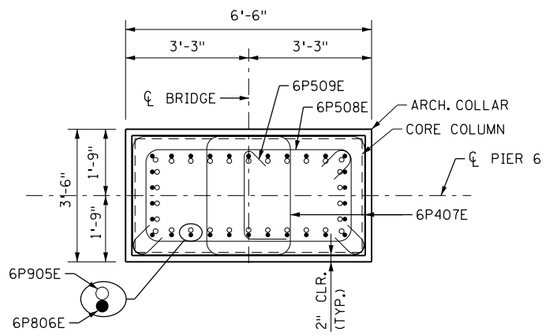


SECTION B - B



PIER COLUMN DETAIL

SECTION A-A



SECTION D-D

AT COLUMN COLLAR

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE:

PIER 6
DETAILS & REINFORCEMENT

DESIGNED	ATP	DRAWN	JMR	APPROVED	
CHECKED	RRE	CHECK	ATP		

S.A.P. 199-010-012

SHEET NO. 61 OF 99 SHEETS

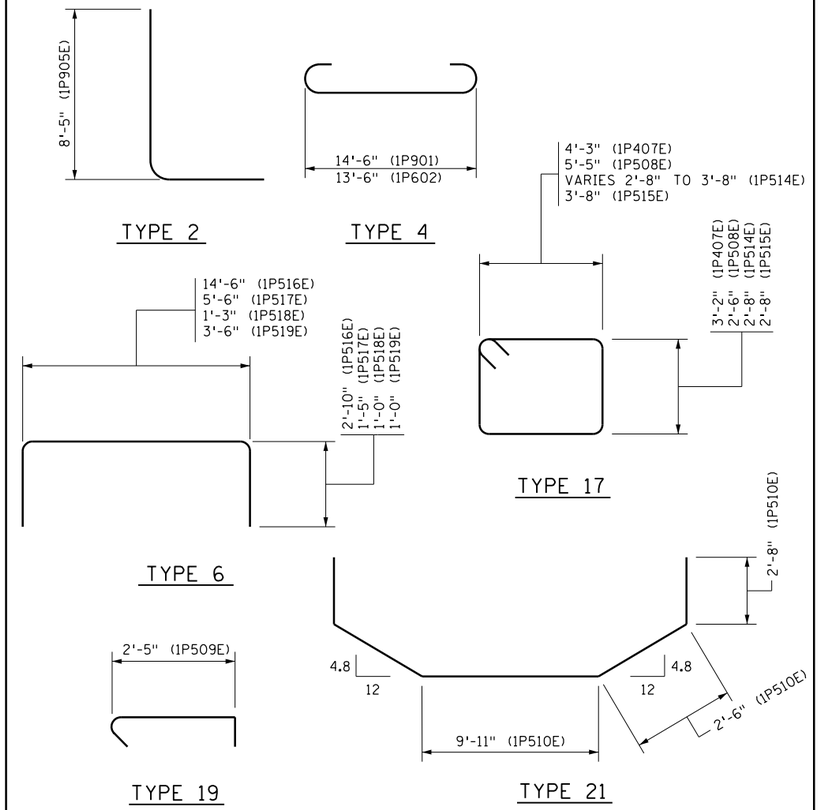
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PIER 1

BILL OF REINFORCEMENT

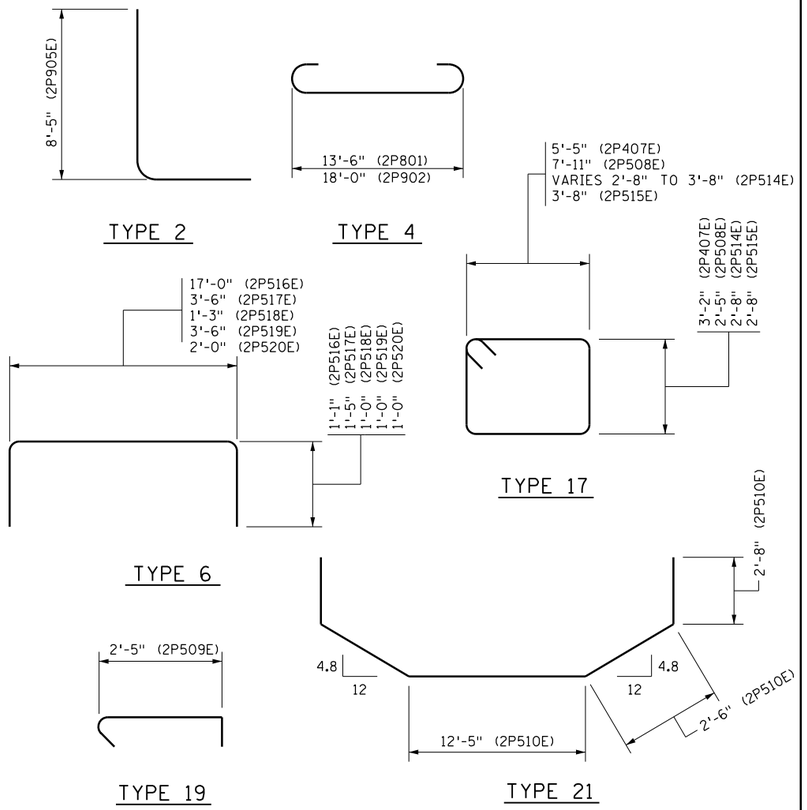
BAR	NUMBER	LENGTH	TYPE	LOCATION
1P901	14	17'-0"	4	BOT. FTG., LONGITUDINAL
1P602	15	14'-10"	4	BOT. FTG., TRANSVERSE
1P503	15	13'-6"		TOP FTG., TRANSVERSE
1P504	14	14'-6"		TOP FTG., LONGITUDINAL
1P905E	30	10'-0"	2	FOOTING DOWEL
1P806E	30	20'-11"		COLUMN VERTICALS
1P407E	4	15'-7"	17	COLLAR STIRRUP
1P508E	19	16'-7"	17	COLUMN STIRRUP
1P509E	19	3'-5"	19	COLUMN TIE
1P510E	4	20'-3"	21	BOTTOM CAP HORIZONTAL
1P511E	2	14'-4"		CAP HORIZONTAL
1P512E	10	14'-6"		CAP HORIZONTAL
1P613E	6	14'-6"		TOP CAP HORIZONTAL
1P514E	4 SETS OF 3	11'-7" TO 13'-7"	17	CAP STIRRUP
1P515E	26	12'-11"	17	CAP STIRRUP
1P516E	3	20'-2"	6	STEP HORIZONTAL
1P517E	30	12'-5"	6	STEP TIE
1P518E	10	3'-3"	6	PEDESTAL TIE
1P519E	6	5'-6"	6	PEDESTAL TIE



PIER 2

BILL OF REINFORCEMENT

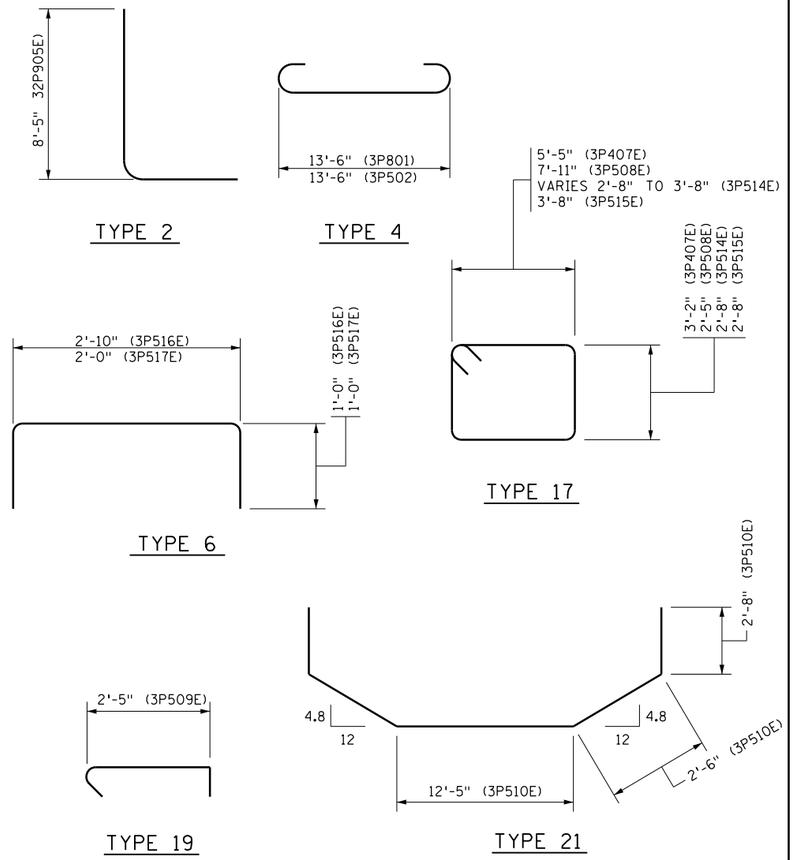
BAR	NUMBER	LENGTH	SHAPE	LOCATION
2P801	19	15'-4"	4	BOT. FTG., LONGITUDINAL
2P902	14	20'-6"	4	BOT. FTG., TRANSVERSE
2P503	14	18'-0"		TOP FTG., TRANSVERSE
2P504	19	13'-6"		TOP FTG., LONGITUDINAL
2P905E	42	10'-0"	2	FOOTING DOWEL
2P806E	42	21'-7"		COLUMN VERTICALS
2P407E	4	17'-11"	17	COLLAR STIRRUP
2P508E	20	21'-7"	17	COLUMN STIRRUP
2P509E	20	3'-5"	19	COLUMN TIE
2P510E	4	22'-9"	21	BOTTOM CAP HORIZONTAL
2P511E	2	17'-0"		CAP HORIZONTAL
2P512E	6	17'-2"		CAP HORIZONTAL
2P613E	14	17'-2"		TOP CAP HORIZONTAL
2P514E	4 SETS OF 3	11'-7" TO 13'-7"	17	CAP STIRRUP
2P515E	34	13'-7"	17	CAP STIRRUP
2P516E	3	19'-2"	6	STEP HORIZONTAL
2P517E	20	8'-5"	6	STEP TIE
2P518E	22	3'-3"	6	PEDESTAL TIE
2P519E	8	5'-6"	6	PEDESTAL TIE
2P520E	6	4'-0"	6	PEDESTAL TIE



PIER 3

BILL OF REINFORCEMENT

BAR	NUMBER	LENGTH	SHAPE	LOCATION
3P801	14	15'-4"	4	BOT. FTG., LONGITUDINAL
3P502	14	14'-8"	4	BOT. FTG., TRANSVERSE
3P503	14	13'-6"		TOP FTG., TRANSVERSE
3P504	14	13'-6"		TOP FTG., LONGITUDINAL
3P905E	42	10'-0"	2	FOOTING DOWEL
3P806E	42	23'-8"		COLUMN VERTICALS
3P407E	4	17'-11"	17	COLLAR STIRRUP
3P508E	22	21'-7"	17	COLUMN STIRRUP
3P509E	22	3'-5"	19	COLUMN TIE
3P510E	4	22'-9"	21	BOTTOM CAP HORIZONTAL
3P511E	2	17'-0"		CAP HORIZONTAL
3P512E	4	17'-2"		CAP HORIZONTAL
3P613E	14	17'-2"		TOP CAP HORIZONTAL
3P514E	4 SETS OF 3	11'-7" TO 13'-7"	17	CAP STIRRUP
3P515E	34	13'-7"	17	CAP STIRRUP
3P516E	8	4'-10"	6	PEDESTAL TIE
3P517E	12	4'-0"	6	PEDESTAL TIE



DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

PIER BAR LIST & QUANTITIES

DESIGNED	ATP	DRAWN	JMR	APPROVED
CHECKED	RRE	CHECK	ATP	

S.A.P. 199-010-012

SHEET NO. 62 OF 99 SHEETS

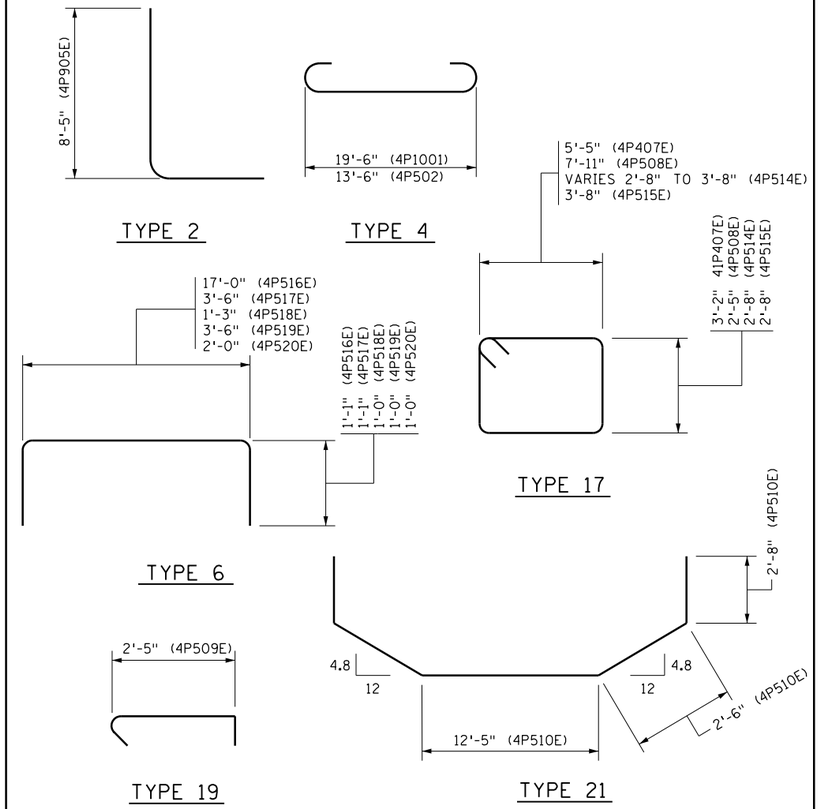
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PIER 4

BILL OF REINFORCEMENT

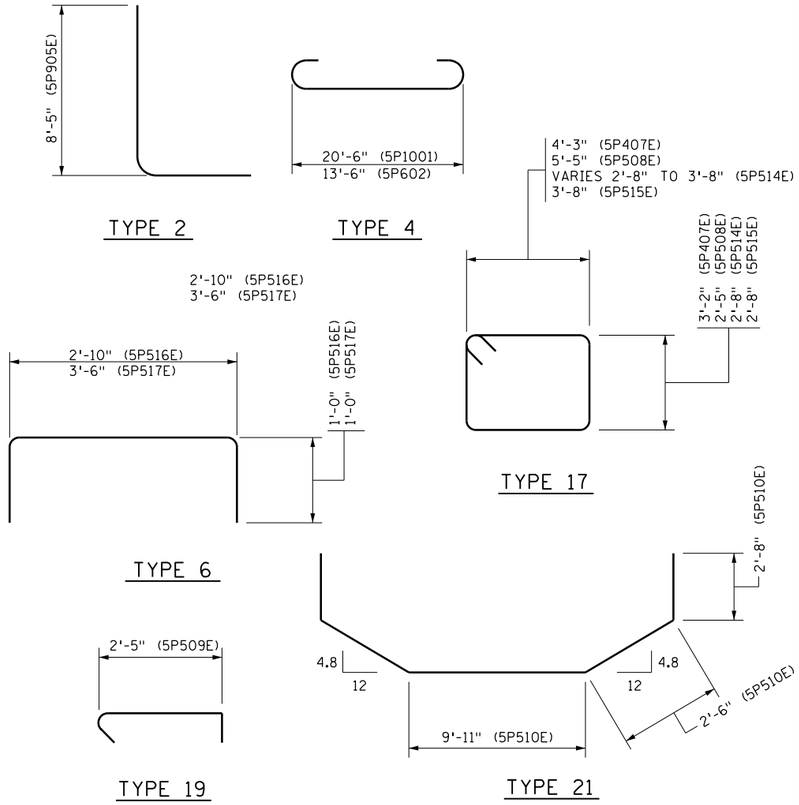
BAR	NUMBER	LENGTH	SHAPE	LOCATION
4P1001	14	22'-4"	4	BOT. FTG., LONGITUDINAL
4P502	20	14'-8"	4	BOT. FTG., TRANSVERSE
4P503	20	13'-6"		TOP FTG., TRANSVERSE
4P504	14	19'-6"		TOP FTG., LONGITUDINAL
4P905E	42	10'-0"	2	FOOTING DOWEL
4P806E	42	20'-2"		COLUMN VERTICALS
4P407E	4	17'-11"	17	COLLAR STIRRUP
4P508E	18	21'-7"	17	COLUMN STIRRUP
4P509E	18	3'-2"	19	COLUMN TIE
4P510E	4	22'-9"	21	BOTTOM CAP HORIZONTAL
4P511E	2	17'-0"		CAP HORIZONTAL
4P512E	6	17'-2"		CAP HORIZONTAL
4P613E	14	17'-2"		TOP CAP HORIZONTAL
4P514E	4 SETS OF 3	11'-7" TO 13'-7"	17	CAP STIRRUP
4P515E	28	13'-7"	17	CAP STIRRUP
4P516E	3	19'-2"	6	STEP HORIZONTAL
4P517E	20	8'-5"	6	STEP TIE
4P518E	22	3'-3"	6	PEDESTAL TIE
4P519E	8	5'-6"	6	PEDESTAL TIE
4P520E	6	4'-0"	6	PEDESTAL TIE



PIER 5

BILL OF REINFORCEMENT

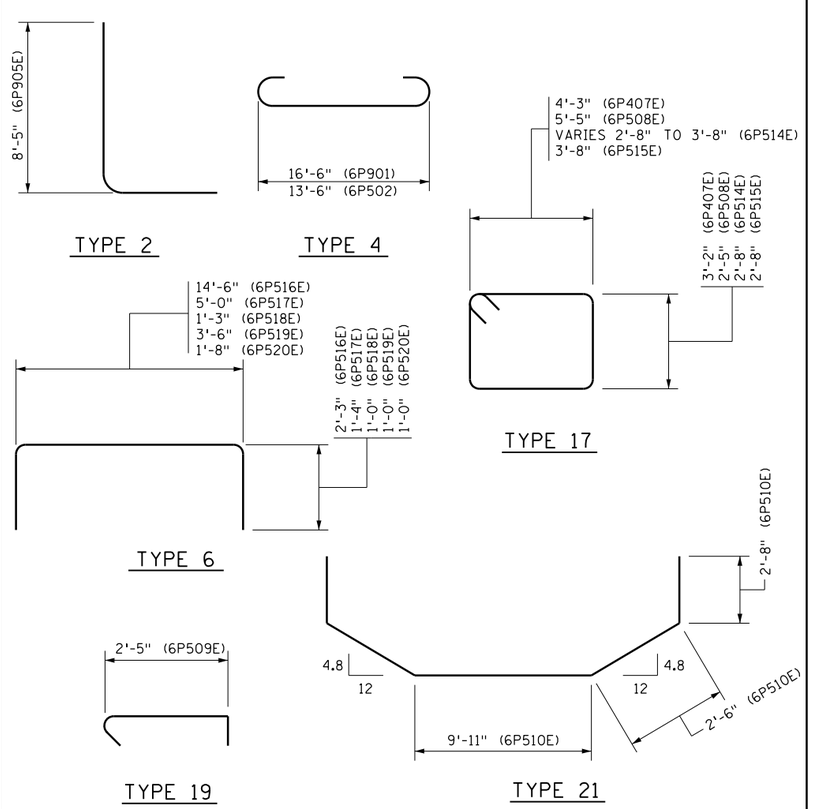
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5P1001	14	23'-4"	4	BOT. FTG., LONGITUDINAL
5P602	21	14'-10"	4	BOT. FTG., TRANSVERSE
5P503	21	13'-6"		TOP FTG., TRANSVERSE
5P504	14	20'-6"		TOP FTG., LONGITUDINAL
5P905E	30	10'-0"	2	FOOTING DOWEL
5P806E	30	18'-9"		COLUMN VERTICALS
5P407E	4	15'-7"	17	COLLAR STIRRUP
5P508E	17	16'-7"	17	COLUMN STIRRUP
5P509E	17	3'-5"	19	COLUMN TIE
5P510E	4	20'-3"	21	BOTTOM CAP HORIZONTAL
5P511E	2	14'-6"		CAP HORIZONTAL
5P512E	10	14'-8"		CAP HORIZONTAL
5P613E	12	14'-8"		TOP CAP HORIZONTAL
5P514E	4 SETS OF 3	11'-7" TO 13'-7"	17	CAP STIRRUP
5P515E	26	13'-3"	17	CAP STIRRUP
5P516E	14	4'-10"	6	PEDESTAL TIE
5P517E	16	5'-6"	6	PEDESTAL TIE



PIER 6

BILL OF REINFORCEMENT

BAR	NUMBER	LENGTH	SHAPE	LOCATION
6P901	14	19'-0"	4	BOT. FTG., LONGITUDINAL
6P502	17	14'-8"	4	BOT. FTG., TRANSVERSE
6P503	17	13'-6"		TOP FTG., TRANSVERSE
6P504	14	16'-6"		TOP FTG., LONGITUDINAL
6P905E	30	10'-0"	2	FOOTING DOWEL
6P806E	30	19'-10"		COLUMN VERTICALS
6P407E	4	15'-7"	17	COLLAR STIRRUP
6P508E	18	16'-7"	17	COLUMN STIRRUP
6P509E	18	3'-5"	19	COLUMN TIE
6P510E	4	20'-3"	21	BOTTOM CAP HORIZONTAL
6P511E	2	14'-4"		CAP HORIZONTAL
6P512E	10	14'-6"		CAP HORIZONTAL
6P613E	6	14'-6"		TOP CAP HORIZONTAL
6P514E	4 SETS OF 3	11'-7" TO 13'-7"	17	CAP STIRRUP
6P515E	26	12'-11"	17	CAP STIRRUP
6P516E	3	19'-0"	6	STEP HORIZONTAL
6P517E	30	11'-4"	6	STEP TIE
6P518E	18	3'-3"	6	PEDESTAL TIE
6P519E	6	5'-6"	6	PEDESTAL TIE
6P520E	6	3'-8"	6	PEDESTAL TIE



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TITLE:

PIER BAR LIST & QUANTITIES

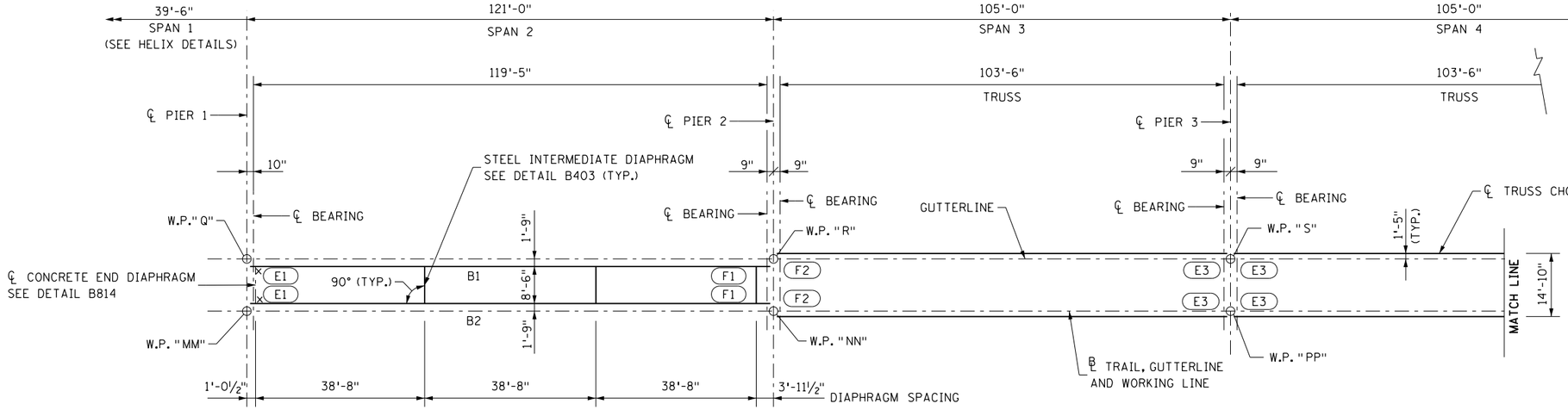
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CHECKED RRE	CHECK ATP		

S.A.P. 199-010-012

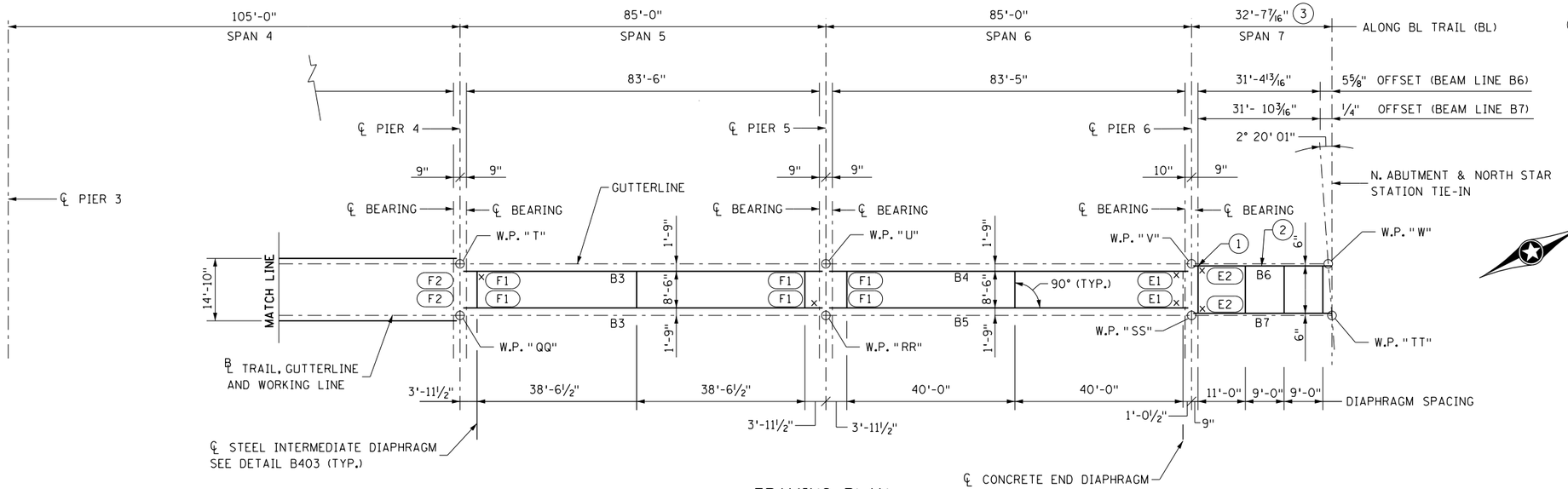
SHEET NO. 63 OF 99 SHEETS

BRIDGE NO. 02053

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FRAMING PLAN



FRAMING PLAN

NOTES

1. W12 X 53 BOLTED ABUTMENT DIAPHRAGM (SEE B402).
2. W12 X 53 BOLTED INTERMEDIATE DIAPHRAGM TYP. (SEE B402)
3. NOTE THAT SPAN 7 LENGTH IS DIFFERENT THAN GP&E DUE TO ROUNDING (DIMENSION ACCURACY PROVIDED TO THE 1/16" ON FRAMING PLAN).

(E1) INDICATES EXPANSION BEARING ASSEMBLY, TYPE E1 SEE DETAIL B311 ON SHEET 87.

(E2) INDICATES EXPANSION BEARING ASSEMBLY, TYPE E2 SEE DETAIL B355 ON SHEET 88.

(E3) INDICATES EXPANSION BEARING ASSEMBLY, TYPE E3 SEE PREFABRICATED TRUSS DETAILS.

(F1) INDICATES FIXED BEARING ASSEMBLY, TYPE F1 SEE DETAIL B310 ON SHEET 87.

(F2) INDICATES FIXED BEARING ASSEMBLY, TYPE F2 SEE PREFABRICATED TRUSS DETAILS.

"X" DENOTES END OF BEAM

BEAMS B1 THRU B5 = MN45 PRESTRESSED CONCRETE BEAM

BEAMS B6 THRU B7 = W16 x 77 STRUCTURAL STEEL BEAM

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: FRAMING PLAN

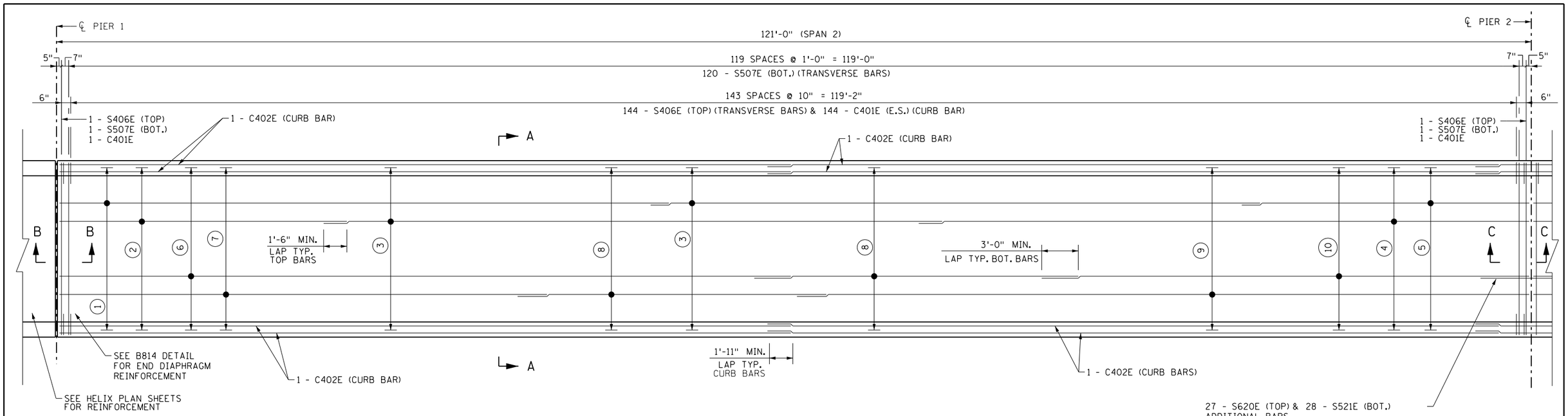
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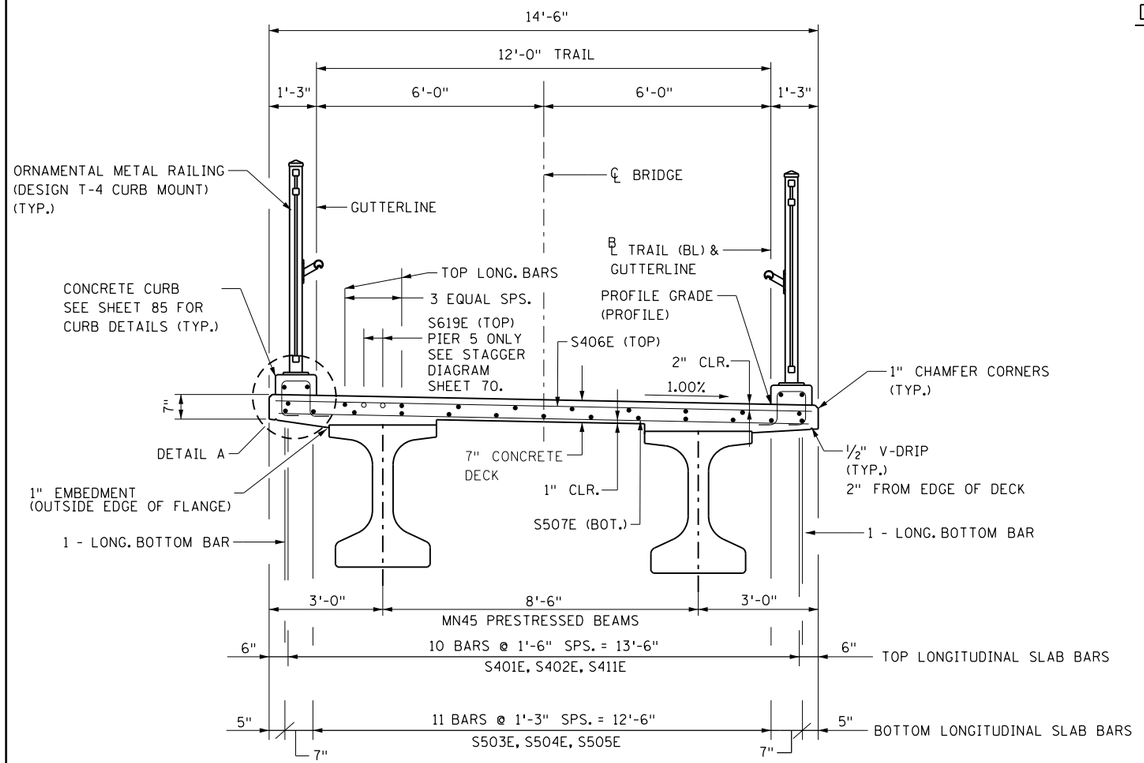
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BRIDGE NO. 02053

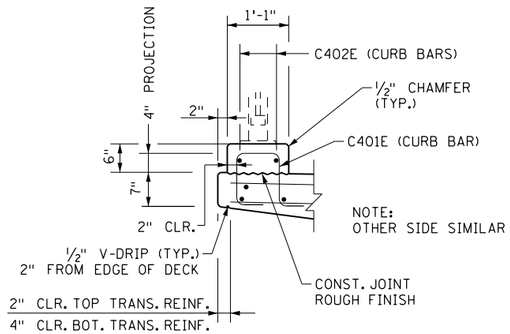
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DECK PLAN
SPAN 2



SECTION A - A
TRANSVERSE SECTION



DETAIL A
CONCRETE CURB

NOTES

1. 5 - S401E (TOP) ALTERNATE WITH S402E (TOP)
2. 5 - S402E (TOP) ALTERNATE WITH S401E (TOP)
3. 10 - S401E (TOP)
4. 5 - S401E (TOP) ALTERNATE WITH S402E (TOP)
5. 5 - S402E (TOP) ALTERNATE WITH S401E (TOP)
6. 6 - S503E (BOT.) ALTERNATE WITH S504E (BOT.)
7. 7 - S504E (BOT.) ALTERNATE WITH S503E (BOT.)
8. 13 - S505E (BOT.)
9. 7 - S503E (BOT.) ALTERNATE WITH S504E (BOT.)
10. 6 - S504E (BOT.) ALTERNATE WITH S503E (BOT.)

FOR SECTION B - B AND SECTION C -C
SEE SHEET 69.

E.S = EACH SIDE

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BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
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RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:
SUPERSTRUCTURE
DETAILS AND REINFORCEMENT

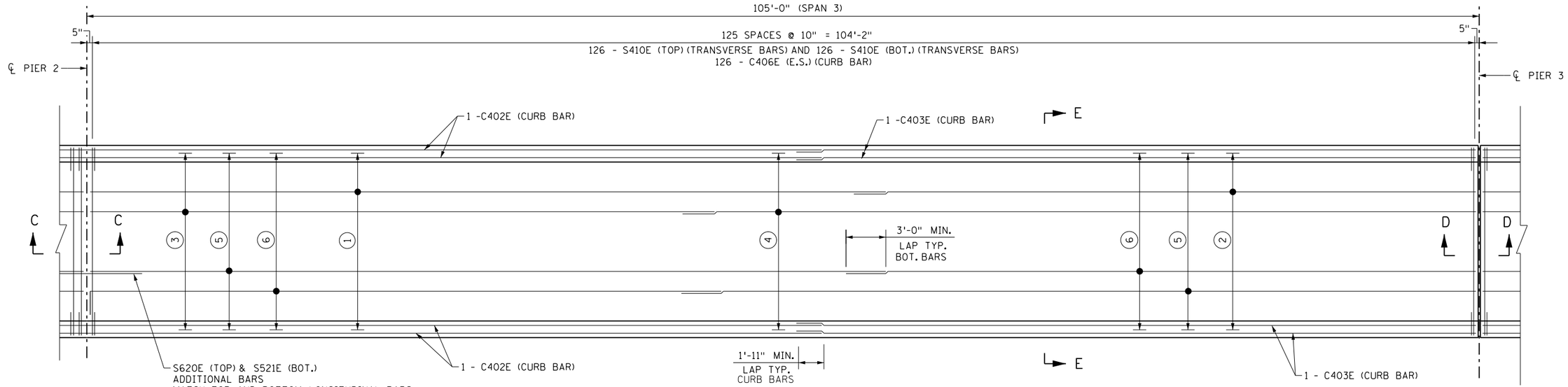
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CHECKED	ATP	CHECK	RRE	

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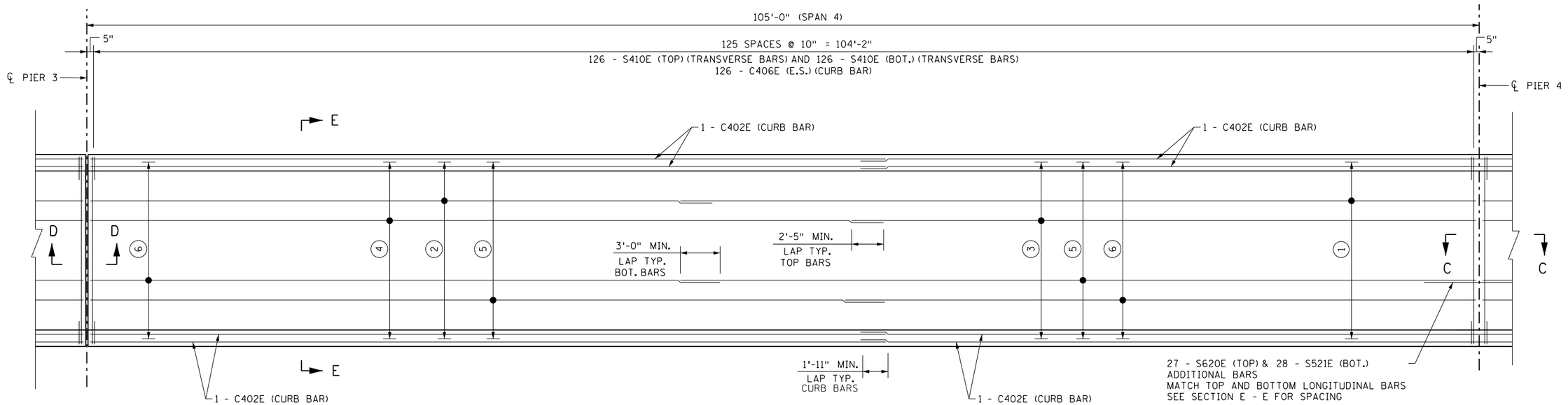
SHEET NO. 65 OF 99 SHEETS

BRIDGE NO. 02053

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MAIN SPAN SLAB PLAN
SPAN 3



MAIN SPAN SLAB PLAN
SPAN 4

NOTES

1. 14 - S503E (TOP) ALTERNATE WITH S508E (TOP)
2. 14 - S508E (TOP) ALTERNATE WITH S503E (TOP)
3. 13 - S508E (TOP) ALTERNATE WITH S503E (TOP)
4. 13 - S503E (TOP) ALTERNATE WITH S508E (TOP)
5. 28 - S503E (BOT.) ALTERNATE WITH S509E (BOT.)
6. 28 - S509E (BOT.) ALTERNATE WITH S503E (BOT.)

FOR SECTION C - C AND SECTION D - D SEE SHEET 69.

FOR SECTION E - E, SEE SHEET 69.

E.S. = EACH SIDE

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7533 SUNWOOD DRIVE N.W.
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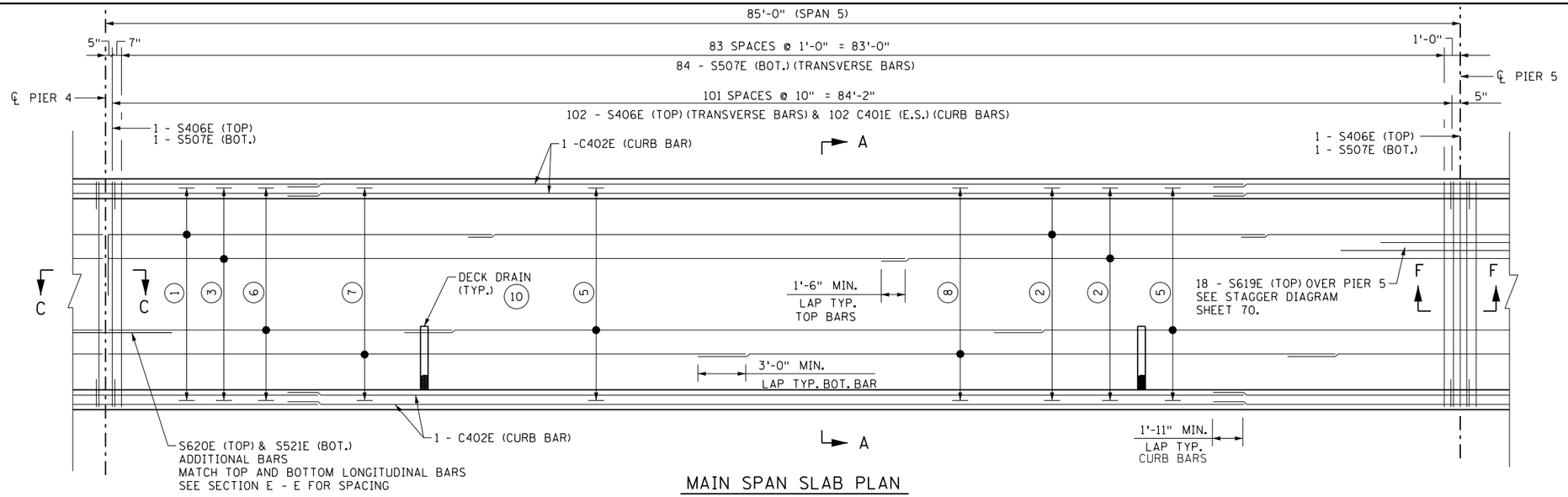
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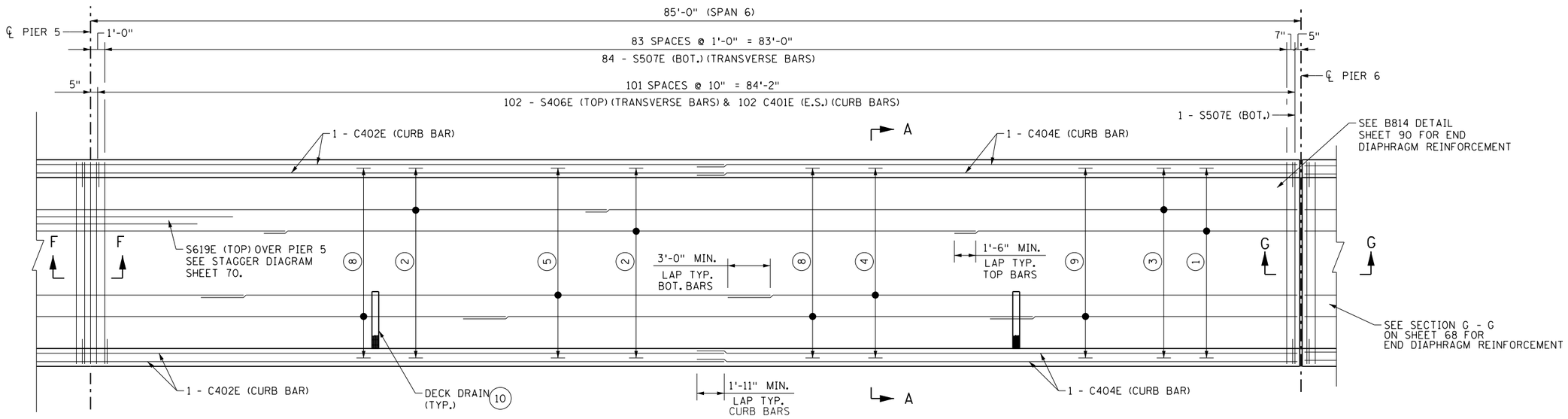
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BRIDGE NO. 02053

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MAIN SPAN SLAB PLAN
SPAN 5



MAIN SPAN SLAB PLAN
SPAN 6

NOTES

1. 5 - S411E (TOP) ALTERNATE WITH S401E (TOP)
2. 10 - S401E (TOP)
3. 5 - S401E (TOP) ALTERNATE WITH S411E (TOP)
4. 7 - S504E (BOT.) ALTERNATE WITH S512E (BOT.)
5. 13 - S504E (BOT.)
6. 7 - S512E (BOT.) ALTERNATE WITH S504E (BOT.)
7. 6 - S504E (BOT.) ALTERNATE WITH S512E (BOT.)
8. 13 - S504E (BOT.)
9. 6 - S512E (BOT.) ALTERNATE WITH S504E (BOT.)
10. ADJUST TRANSVERSE BARS AND FIELD TRIM TOP LONG. BARS AS NEEDED TO ACCOMODATE DECK DRAINS. APPLY EPOXY TOUCH-UP PAINT TO ENDS OF CUT BARS.

FOR SECTION A - A, SEE SHEET 65.

FOR SECTION C - C, SECTION D - D AND SECTION F - F, SEE SHEET 69.

FOR SECTION G - G, SEE SHEET 68.

E.S. = EACH SIDE

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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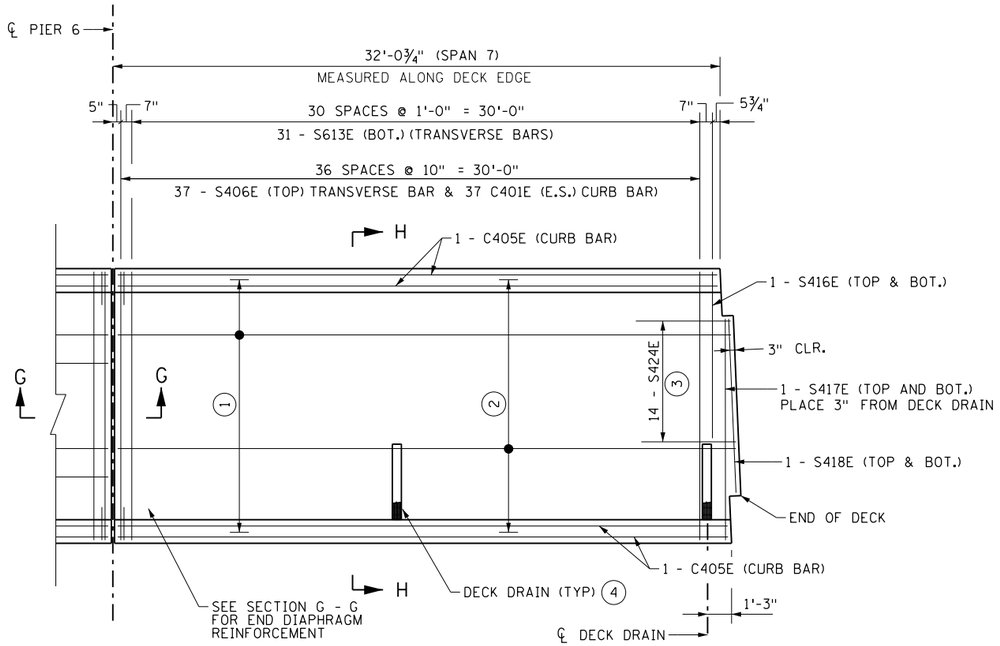
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CHECKED	ATP	CHECK	RRE		

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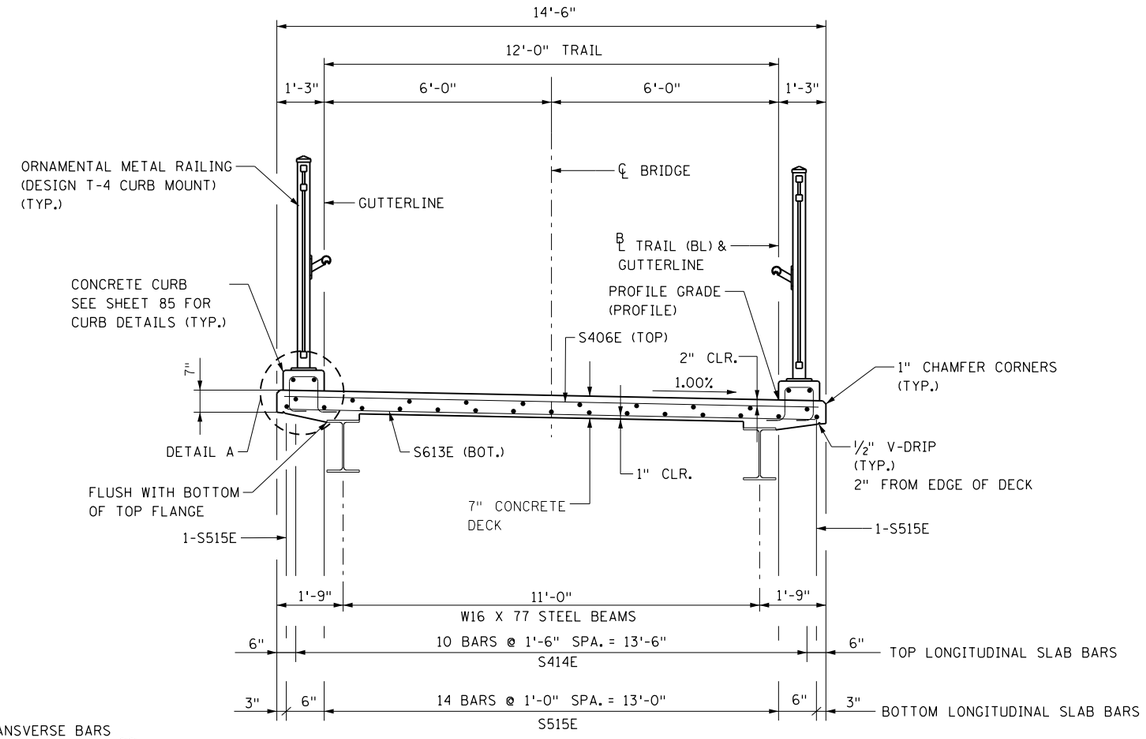
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BRIDGE NO. 02053

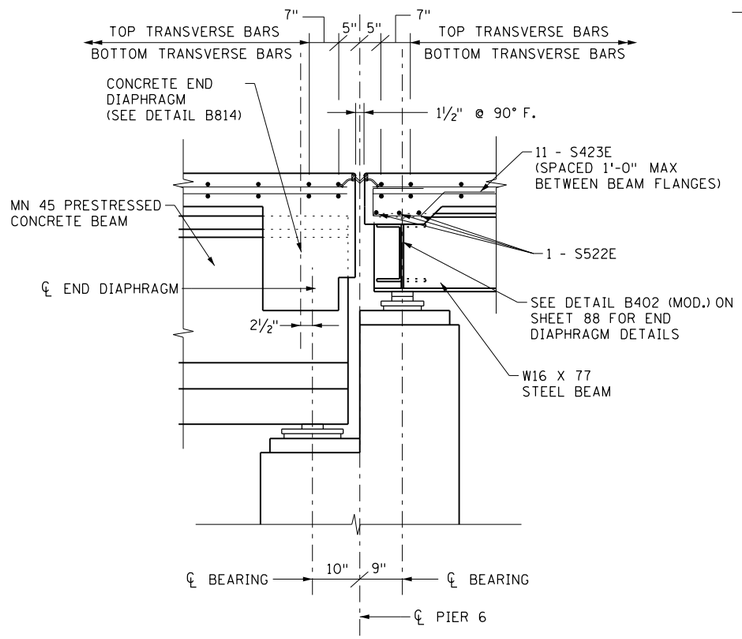
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MAIN SPAN SLAB PLAN
SPAN 7



SECTION H - H
TRANSVERSE SECTION



SECTION G - G
PIER 6

NOTES

1. 10- S414E (TOP)
2. 16 - S515E (BOT.)
3. TOP AND BOT. BARS SPACE BETWEEN S414E (TOP) AND BETWEEN S515E (BOT.)
4. ADJUST TRANSVERSE BARS AND FIELD TRIM TOP LONG. BARS AS NEEDED TO ACCOMODATE DECK DRAINS. APPLY EPOXY TOUCH-UP PAINT TO ENDS OF CUT BARS.

   FOR DETAIL A, SEE SHEET 65.

   E.S = EACH SIDE

   FOR END OF DECK DIMENSIONS, SEE SHEET 15 FOR NORTH ABUTMENT DETAILS.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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DETAILS AND REINFORCEMENT

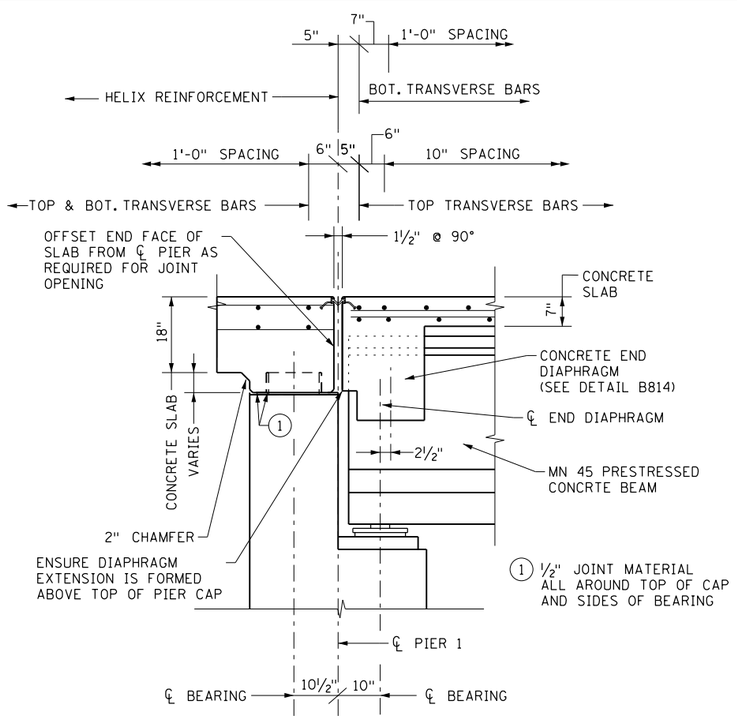
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CHECKED	ATP	CHECK	RRE	

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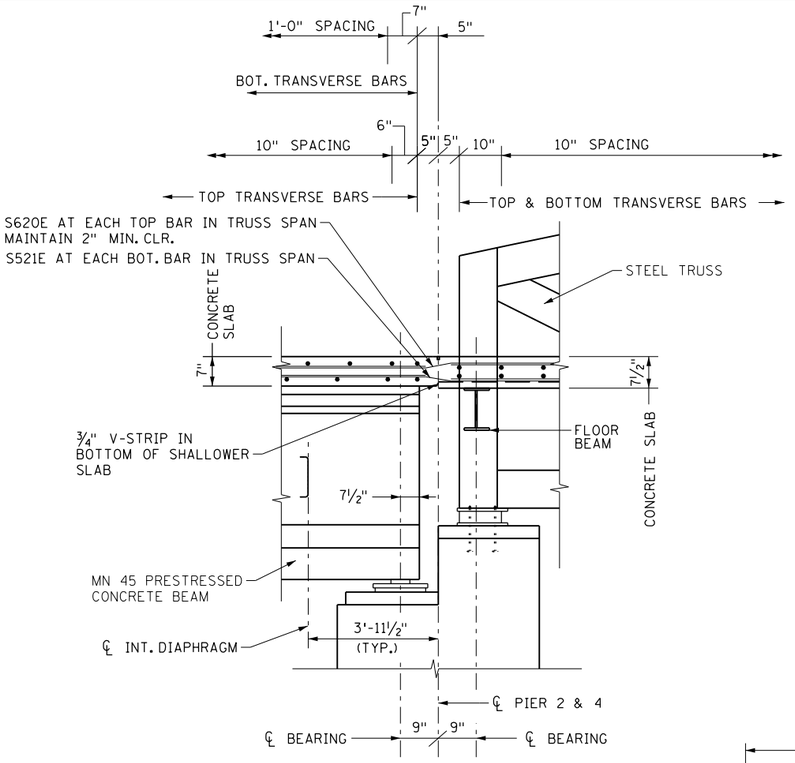
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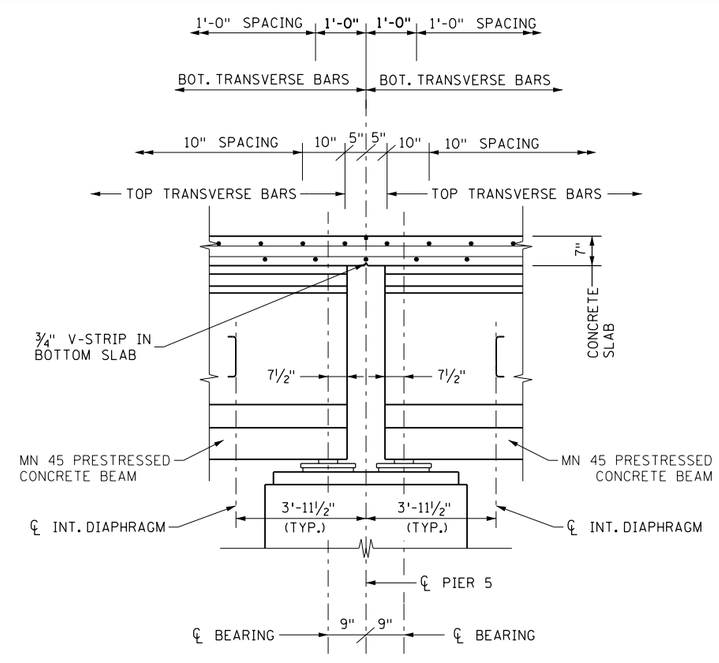
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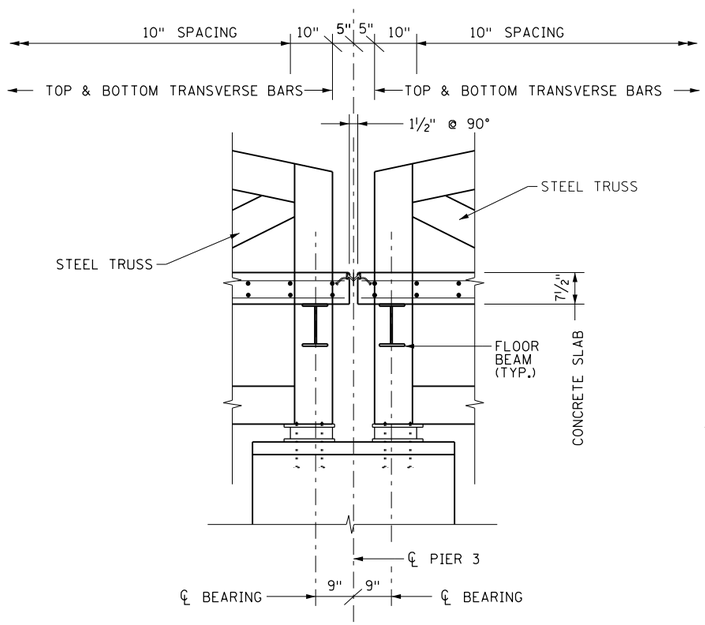
SECTION B - B
PIER 1



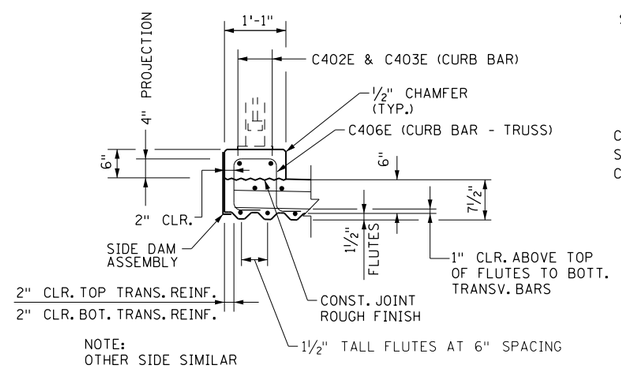
SECTION C - C
PIER 2 SHOWN, PIER 4 MIRRORED



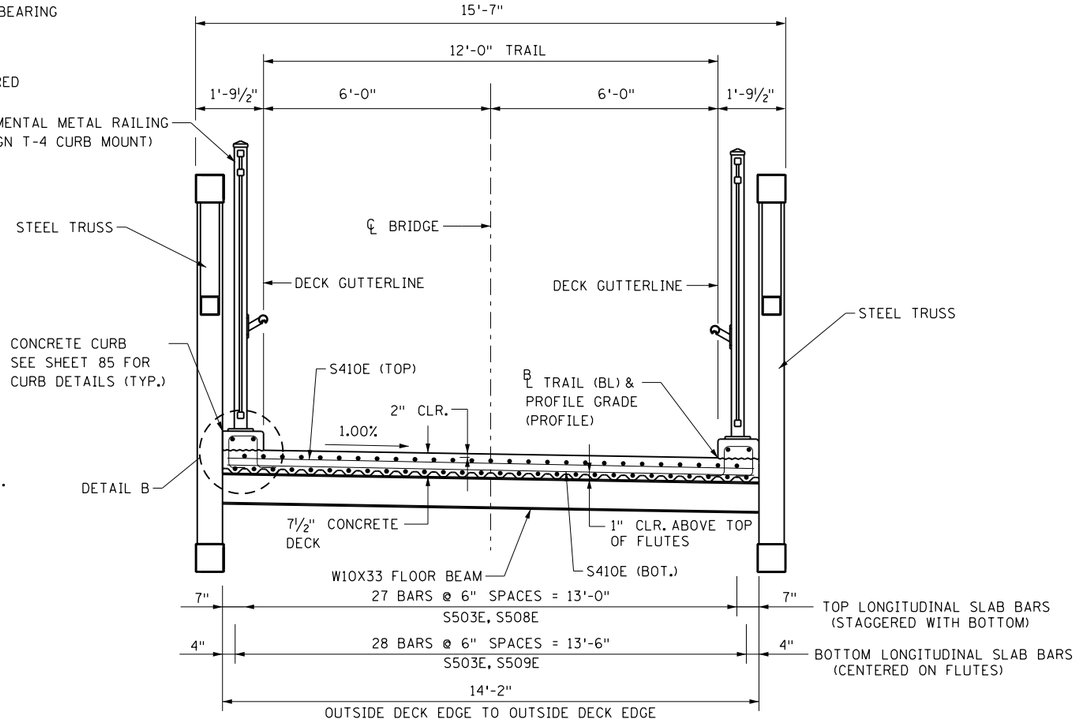
SECTION F - F
PIER 5



SECTION D - D
PIER 3



DETAIL B
CONCRETE CURB



SECTION E - E
TRANSVERSE SECTION

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LIC. NO. 53920 DATE

TITLE:

SUPERSTRUCTURE DETAILS AND REINFORCEMENT

DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

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SHEET NO. 69 OF 99 SHEETS

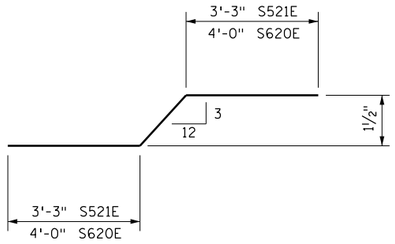
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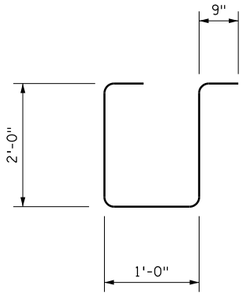
BRIDGE SUPERSTRUCTURE

BILL OF REINFORCEMENT

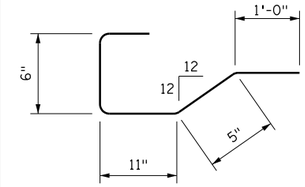
BAR	NUMBER	LENGTH	SHAPE	LOCATION
S401E	50	50'-0"	——	DECK TOP LONGITUDINAL
S402E	10	23'-7"	——	DECK TOP LONGITUDINAL
S503E	110	60'-0"	——	DECK TOP & BOT. LONGITUDINAL
S504E	65	40'-0"	——	DECK TOP & BOT. LONGITUDINAL
S505E	13	26'-7"	——	DECK BOT. LONGITUDINAL
S406E	388	14'-2"	——	DECK TOP TRANSVERSE
S507E	293	13'-10"	——	DECK BOT. TRANSVERSE
S508E	54	47'-0"	——	DECK TOP LONGITUDINAL
S509E	56	47'-7"	——	DECK BOT. LONGITUDINAL
S410E	504	13'-8"	——	DECK TOP & BOT. TRANSVERSE
S411E	10	24'-1"	——	DECK TOP LONGITUDINAL
S512E	13	21'-7"	——	DECK BOT. LONGITUDINAL
S613E	31	13'-10"	——	DECK BOT. TRANSVERSE
S414E	10	31'-7"	——	DECK TOP LONGITUDINAL
S515E	16	31'-7"	——	DECK BOT. LONGITUDINAL
S416E	2	8'-9"	——	DECK TOP & BOT. TRANSVERSE
S417E	2	11'-8"	——	DECK TOP & BOT. TRANSVERSE
S418E	2	9'-1"	——	DECK TOP & BOT. TRANSVERSE
S619E	18	15'-0"	——	DECK LONGITUDINAL STAGGERED PIER 5
S620E	54	8'-6"	⌐¬	DECK LONGITUDINAL PIER 2 & 4
S521E	56	7'-0"	⌐¬	DECK LONGITUDINAL PIER 2 & 4
S522E	3	10'-0"	——	DECK BOT. TRANSVERSE PIER 6
S423E	11	3'-4"	⊂⌐	CONC. DIAPHRAGM PIER 6
S424E	14	5'-0"	——	DECK TOP & BOT. LONGITUDINAL
C401E	774	4'-0"	⊓	CURB, VERTICAL
C402E	28	60'-0"	——	CURB LONGITUDINAL
C403E	4	51'-4"	——	CURB LONGITUDINAL
C404E	4	42'-3"	——	CURB LONGITUDINAL
C405E	4	31'-8"	——	CURB LONGITUDINAL
C406E	504	3'-10"	⊓	CURB, VERTICAL, TRUSS SPANS
SD401E	10	6'-6"	⊓	END DIAPHRAGM VERTICAL TIE
SD403E	4	5'-6"	——	END DIAPHRAGM TOP LONGITUDINAL
SD704E	4	6'-6"	——	END DIAPHRAGM BOT. LONGITUDINAL
SD605E	2	15'-3"	⌒	END DIAPHRAGM LONGITUDINAL



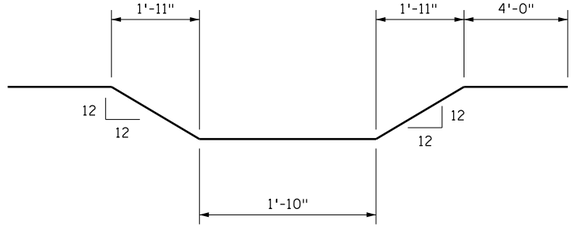
S620E , S521E



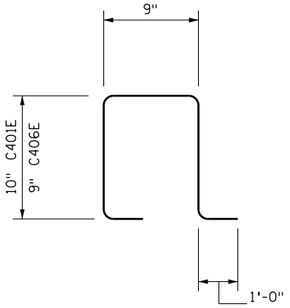
SD401E



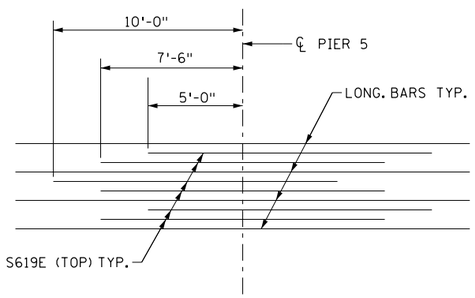
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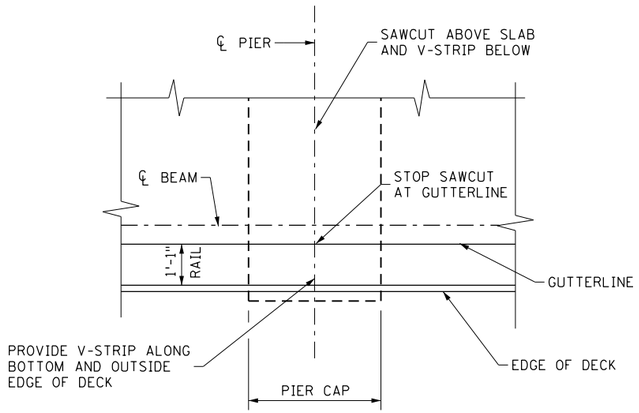
SD605E



C401E , C406E



STAGGER DIAGRAM
PIER 5 ONLY



SAWCUT DETAIL AT PIER
TYPICAL OVER PIERS 2, 4 & 5

SUMMARY OF QUANTITIES - BRIDGE SUPERSTRUCTURE

	STRUCTURAL CONCRETE (3S52)	21.3	CU YD
(1)	BRIDGE SLAB CONCRETE (3YHPC-M)	179.9	CU YD
(2)	REINFORCEMENT BARS (EPOXY COATED)	38164	POUND
	STRUCTURAL STEEL (3309)	7677	POUND
	ORNAMENTAL METAL RAILING (TYPE 1)	1568.8	LIN FT
	ORNAMENTAL METAL RAILING (TYPE 2)	118.7	LIN FT
	ORNAMENTAL METAL RAILING (TYPE 3)	317.3	LIN FT
	ELASTOMERIC BEARING PAD	4	EACH
	EXPANSION JOINT DEVICE TYPE 4	39.0	LIN FT
	BEARING ASSEMBLY	14	EACH
	PRESTRESSED CONCRETE BEAMS MN45	580.2	LIN FT
	DIAPHRAGMS FOR TYPE MN45 PREST BEAMS	68.0	LIN FT
	ARCHITECTURAL SURFACE FINISH (SINGLE COLOR)	18232	SQ FT

(1) "BRIDGE SLAB CONCRETE (3YHPC-M)" VOLUME WAS COMPUTED USING AN AVERAGE STOOL HEIGHT OF 2 INCHES. INCLUDES END DIAPHRAGMS.

(2) INCLUDES DECK, END DIAPHRAGMS AND CURB REINFORCEMENT.

NOTES

MAKE SAW CUT IN STRUCTURAL SLAB (TYP. PIERS 2, 4, & 5) OVER CENTERLINE OF PIERS AS SOON AS THE CUTTING CAN BE DONE WITHOUT RAVELING THE CONCRETE. APPLY POLYSTYRENE TO TIPS OF FLANGES THAT PROJECT PAST CENTERLINE OF PIER. SEAL JOINT PER SPEC. 3723.

SUPERSTRUCTURE DIMENSIONS ARE BASED ON THE EXPANSION JOINT DIMENSIONS AT 90° F.

SEE SHEET 88 FOR CONCRETE END DIAPHRAGM REINFORCING DETAILS.

SEE SHEET 85 FOR CURB REINFORCING DETAILS.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:
SUPERSTRUCTURE
DETAILS AND REINFORCEMENT

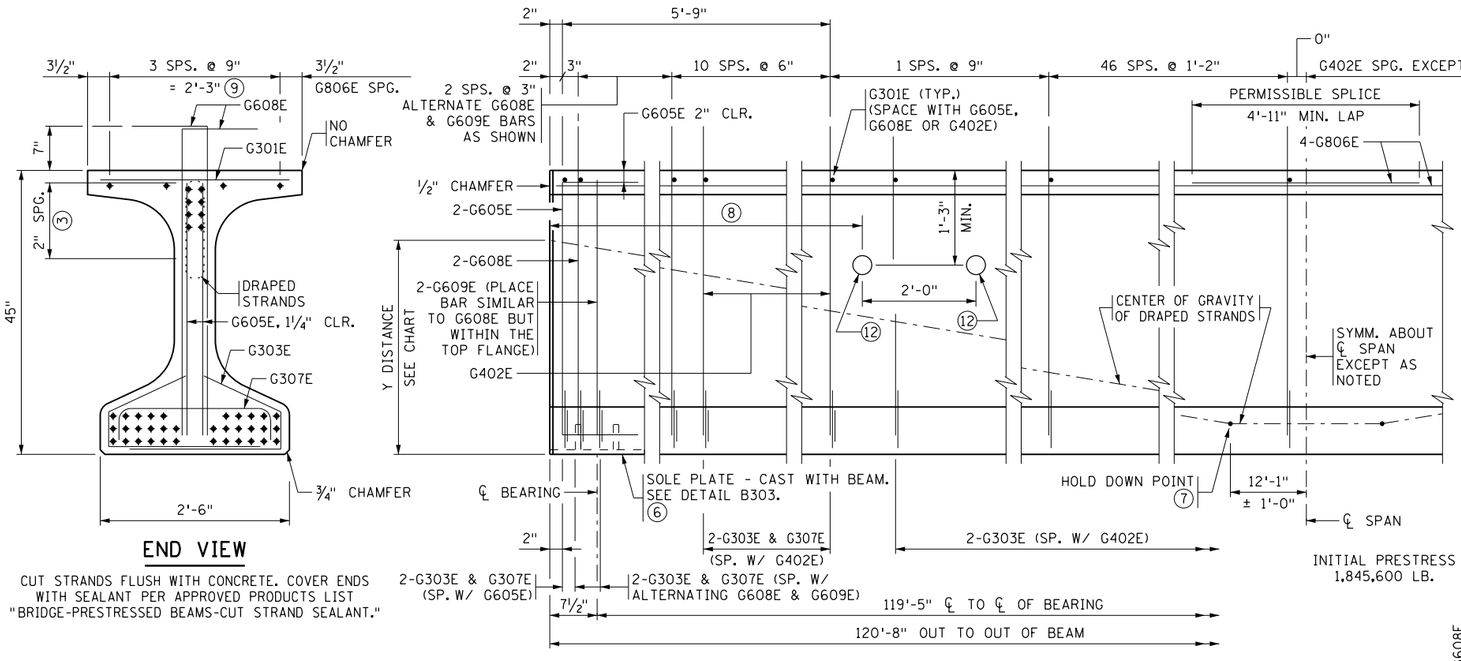
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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 70 OF 99 SHEETS

BRIDGE NO. 02053

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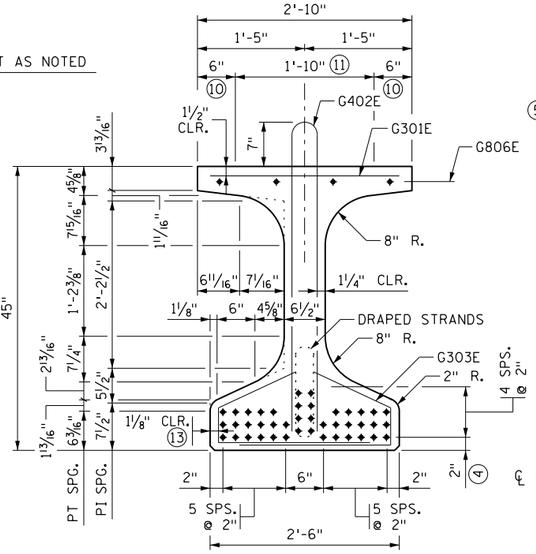


END VIEW

CUT STRANDS FLUSH WITH CONCRETE. COVER ENDS WITH SEALANT PER APPROVED PRODUCTS LIST "BRIDGE-PRESTRESSED BEAMS-CUT STRAND SEALANT."

BEAM ELEVATION

INITIAL PRESTRESS 1,845,600 LB.

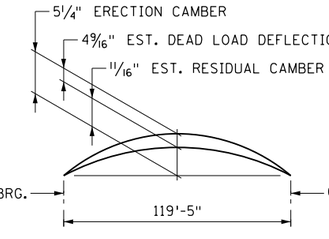


SECTION AT ℄ SPAN

Y DISTANCES (INCHES)			
	NO.	℄ SPAN	END
STRAIGHT STRANDS	34	3.88	
DRAPED STRANDS	8	6.0	39 □
(5) TOTAL STRANDS	42	4.29	

Y = DISTANCE TO CENTER OF GRAVITY OF STRANDS FROM BOTTOM OF BEAM. ALL STRANDS SPACED 2" CENTER TO CENTER, HORIZONTALLY AND VERTICALLY, EXCEPT AS NOTED.

□ A TOLERANCE OF ± 1" WILL BE PERMITTED IN THIS DIMENSION.



CAMBER DIAGRAM

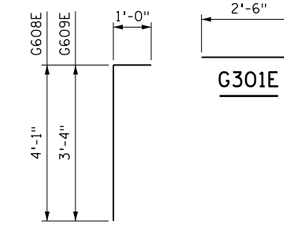
ERECTION CAMBER SHOWN IS AFTER DIAPHRAGMS ARE IN PLACE.

DEAD LOAD DEFLECTION SHOWN IS FOR WEIGHT OF SLAB, WEARING COURSE, BARRIER, SIDEWALK AND MEDIAN WHERE APPLICABLE.

CONTRACTOR WILL TAKE ELEVATIONS AT TOP OF BEAMS AFTER ERECTION AND WILL ALLOW FOR DEFLECTION SHOWN TO ENABLE BUILDING FORMS TO CORRECT GRADE AND SPECIFIED SLAB THICKNESS. PROVIDE COPY OF ELEVATIONS TO THE ENGINEER.

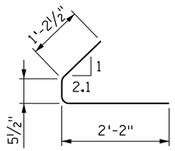
CALCULATED PRESTRESS LOSSES	
ELASTIC SHORTENING LOSS	22.12 KSI
LONG TERM LOSSES	25.41 KSI
TOTAL LOSSES	47.53 KSI

MINIMUM CONCRETE STRENGTH - K.S.I.	
(1) f'ci	(2) f'c
7.0 KSI	8.0 KSI

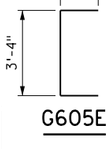


G608E & G609E

G301E

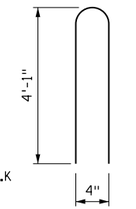


G303E



G605E

G307E



G402E

GENERAL NOTES

PROVIDE HANDLING HOOKS OR DEVICES AS REQUIRED BY CONTRACTOR.

MARK EACH BEAM SHOWING BRIDGE NUMBER, CASTING DATE, AND INDIVIDUAL IDENTIFICATION LETTERS AND NUMBERS ON THE FACE OF THE BEAM, NEAR THE END, SO LOCATED THAT THEY WILL BE EXPOSED AFTER THE END DIAPHRAGMS HAVE BEEN CAST. MARK FASCIA BEAMS ON THE INSIDE FACE. ENSURE ALL MARKINGS ARE STENCILLED AND CLEARLY LEGIBLE. FOR LOCATION OF BEAMS, SEE FRAMING PLAN.

ALL MATERIAL AND WORK SHOWN OR NOTED ON THIS SHEET IS INCLUDED IN UNIT PRICE BID FOR PRESTRESSED CONCRETE BEAMS. SEE SPEC. 2405.

SEE FRAMING PLAN FOR BEAM END MARKED "X" AND DIAPHRAGM SPACING.

AS AN ALTERNATE TO THE END DIAPHRAGM ANCHORAGES SHOWN, THE CONTRACTOR MAY SUBMIT DETAILS OF A CAST-IN-PLACE ANCHORAGE TO THE ENGINEER FOR APPROVAL. ANCHORAGE MUST PROVIDE AN ULTIMATE PULL OUT STRENGTH OF 15 KIPS PER ANCHORAGE.

APPLY AN APPROVED SEALER TO THE SIDES OF THE BEAM NEAR EACH END PER THE SPECIAL PROVISIONS.

(1) MINIMUM CONCRETE STRENGTH AT TIME OF PRESTRESS TRANSFER.

(2) MINIMUM CONCRETE STRENGTH WHEN BEAM CAN BE TRANSPORTED AND INSTALLED.

(3) DRAPED STRANDS.

(4) STRAIGHT STRANDS.

(5) USE 0.6" DIA. 7-WIRE LOW RELAXATION PRESTRESSING STRAND, CONFORMING TO ASTM A416, GRADE 270.

(6) FOR INTEGRAL ABUTMENT, SOLE PLATE CAN BE ELIMINATED OR REPLACED WITH AN APPROVED PROTECTION PLATE. BEAMS DETAILED TO INCLUDE A TAPERED PLATE PER STANDARD FIGURE B309 MUST INCLUDE SOLE PLATE.

(7) CENTER OF GRAVITY OF HOLD DOWNS WHEN MULTIPLE HOLD DOWNS ARE USED.

(8) DIMENSION DETERMINED BY CONTRACTOR. MAINTAIN 2" MINIMUM CLEAR FROM STRANDS.

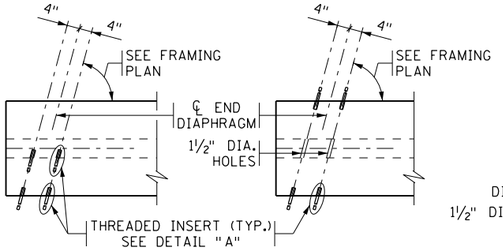
(9) TWO INSIDE BARS MAY BE PLACED ADJACENT TO VERTICAL STIRRUP FOR TYING CONVENIENCE.

(10) STEEL TROWEL TO SMOOTH FINISH AND APPLY BOND BREAKER PER APPROVED PRODUCTS LIST.

(11) ROUGH FLOAT AND BROOM TRANSVERSELY FOR BOND PER SPEC. 2405.3.D.

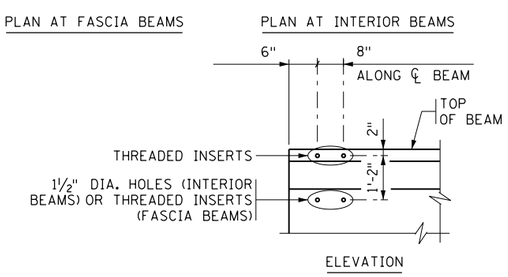
(12) OPTIONAL: 3" MAX. DIA. SLEEVE FOR HAULING (AFTER INSTALLATION, COAT WITH APPROVED EPOXY BONDING AGENT & FILL WITH APPROVED NON-SHRINK GROUT).

(13) TYP. CLR. FOR ENTIRE BOTTOM FLANGE.



PLAN AT FASCIA BEAMS

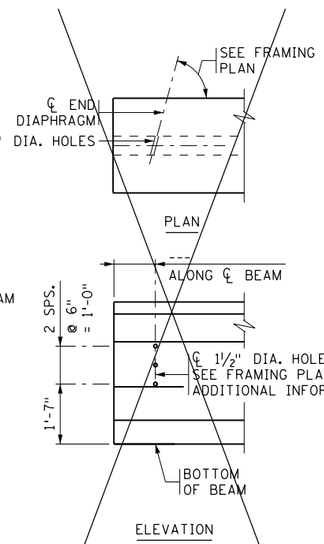
PLAN AT INTERIOR BEAMS



ELEVATION

CONCRETE END DIAPHRAGM

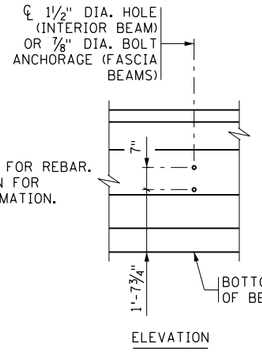
PARAPET ABUTMENT
(SEE DETAIL B814 FOR DIAPHRAGM DETAILS)



ELEVATION

CONCRETE END DIAPHRAGM

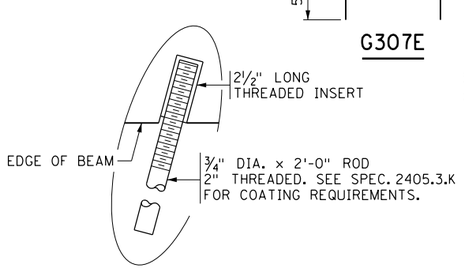
SEE SUPERSTRUCTURE DETAILS AND REINFORCEMENT FOR DIAPHRAGM DETAILS.



ELEVATION

STEEL INTERMEDIATE DIAPHRAGM

(SEE DETAIL B403 FOR DIAPHRAGM DETAILS)



DETAIL "A"

REVISED: DECEMBER 02, 2015

APPROVED: JANUARY 13, 2015

Nancy Dorbenberger
STATE BRIDGE ENGINEER

BEAMS B1-B2 S.A.P. 199-010-012 FIG. 5-397.507

CERTIFIED BY _____ LICENSED PROFESSIONAL ENGINEER _____ DATE

NAME: LIC. NO.

TITLE: MN45" PRESTRESSED CONCRETE BEAM (PRETENSIONED) MN45-121

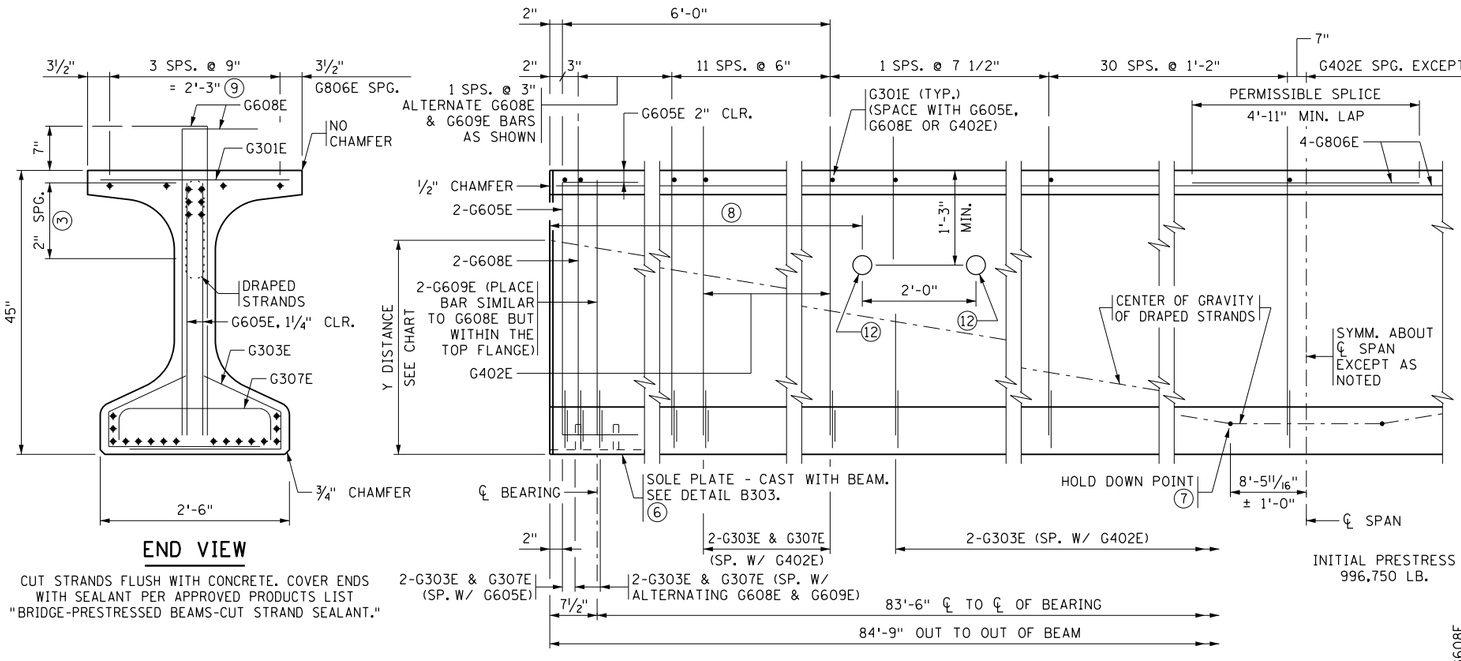
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CHK: CHK:

SHEET NO. 71 OF 99 SHEETS

BRIDGE NO. 02053

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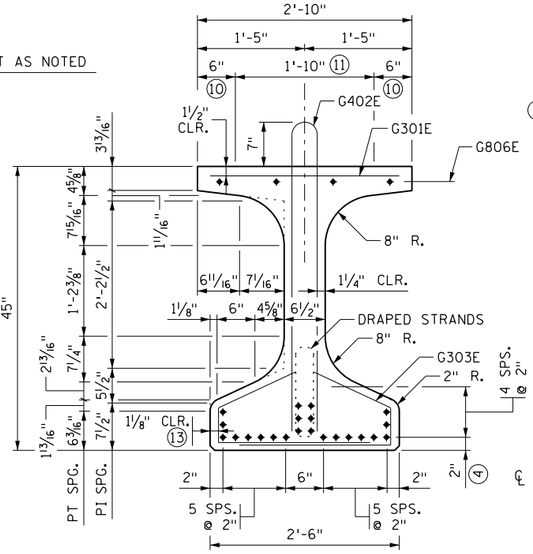


END VIEW

CUT STRANDS FLUSH WITH CONCRETE. COVER ENDS WITH SEALANT PER APPROVED PRODUCTS LIST "BRIDGE-PRESTRESSED BEAMS-CUT STRAND SEALANT."

BEAM ELEVATION

INITIAL PRESTRESS 996,750 LB.

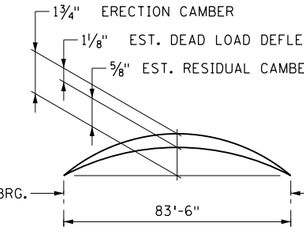


SECTION AT ℄ SPAN

Y DISTANCES (INCHES)			
	NO.	℄ SPAN	END
STRAIGHT STRANDS	16	2.75	
DRAPED STRANDS	6	5.0	40.0 □
(5) TOTAL STRANDS	22	3.36	

Y = DISTANCE TO CENTER OF GRAVITY OF STRANDS FROM BOTTOM OF BEAM. ALL STRANDS SPACED 2" CENTER TO CENTER, HORIZONTALLY AND VERTICALLY, EXCEPT AS NOTED.

□ A TOLERANCE OF ± 1" WILL BE PERMITTED IN THIS DIMENSION.



CAMBER DIAGRAM

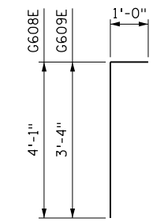
ERECTION CAMBER SHOWN IS AFTER DIAPHRAGMS ARE IN PLACE.

DEAD LOAD DEFLECTION SHOWN IS FOR WEIGHT OF SLAB, WEARING COURSE, BARRIER, SIDEWALK AND MEDIAN WHERE APPLICABLE.

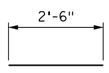
CONTRACTOR WILL TAKE ELEVATIONS AT TOP OF BEAMS AFTER ERECTION AND WILL ALLOW FOR DEFLECTION SHOWN TO ENABLE BUILDING FORMS TO CORRECT GRADE AND SPECIFIED SLAB THICKNESS. PROVIDE COPY OF ELEVATIONS TO THE ENGINEER.

CALCULATED PRESTRESS LOSSES	
ELASTIC SHORTENING LOSS	14.31 KSI
LONG TERM LOSSES	24.86 KSI
TOTAL LOSSES	39.17 KSI

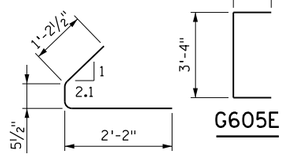
MINIMUM CONCRETE STRENGTH - K.S.I.	
(1) f'ci	(2) f'c
4.5 KSI	5.5 KSI



G608E & G609E

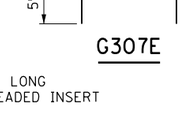


G301E

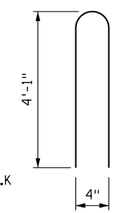


G303E

G605E



G307E



G402E

GENERAL NOTES

PROVIDE HANDLING HOOKS OR DEVICES AS REQUIRED BY CONTRACTOR.

MARK EACH BEAM SHOWING BRIDGE NUMBER, CASTING DATE, AND INDIVIDUAL IDENTIFICATION LETTERS AND NUMBERS ON THE FACE OF THE BEAM, NEAR THE END, SO LOCATED THAT THEY WILL BE EXPOSED AFTER THE END DIAPHRAGMS HAVE BEEN CAST. MARK FASCIA BEAMS ON THE INSIDE FACE. ENSURE ALL MARKINGS ARE STENCILLED AND CLEARLY LEGIBLE. FOR LOCATION OF BEAMS, SEE FRAMING PLAN.

ALL MATERIAL AND WORK SHOWN OR NOTED ON THIS SHEET IS INCLUDED IN UNIT PRICE BID FOR PRESTRESSED CONCRETE BEAMS. SEE SPEC. 2405.

SEE FRAMING PLAN FOR BEAM END MARKED "X" AND DIAPHRAGM SPACING.

AS AN ALTERNATE TO THE END DIAPHRAGM ANCHORAGES SHOWN, THE CONTRACTOR MAY SUBMIT DETAILS OF A CAST-IN-PLACE ANCHORAGE TO THE ENGINEER FOR APPROVAL. ANCHORAGE MUST PROVIDE AN ULTIMATE PULL OUT STRENGTH OF 15 KIPS PER ANCHORAGE.

APPLY AN APPROVED SEALER TO THE SIDES OF THE BEAM NEAR EACH END PER THE SPECIAL PROVISIONS.

(1) MINIMUM CONCRETE STRENGTH AT TIME OF PRESTRESS TRANSFER.

(2) MINIMUM CONCRETE STRENGTH WHEN BEAM CAN BE TRANSPORTED AND INSTALLED.

(3) DRAPED STRANDS.

(4) STRAIGHT STRANDS.

(5) USE 0.6" DIA. 7-WIRE LOW RELAXATION PRESTRESSING STRAND, CONFORMING TO ASTM A416, GRADE 270.

(6) FOR INTEGRAL ABUTMENT, SOLE PLATE CAN BE ELIMINATED OR REPLACED WITH AN APPROVED PROTECTION PLATE. BEAMS DETAILED TO INCLUDE A TAPERED PLATE PER STANDARD FIGURE B309 MUST INCLUDE SOLE PLATE.

(7) CENTER OF GRAVITY OF HOLD DOWNS WHEN MULTIPLE HOLD DOWNS ARE USED.

(8) DIMENSION DETERMINED BY CONTRACTOR. MAINTAIN 2" MINIMUM CLEAR FROM STRANDS.

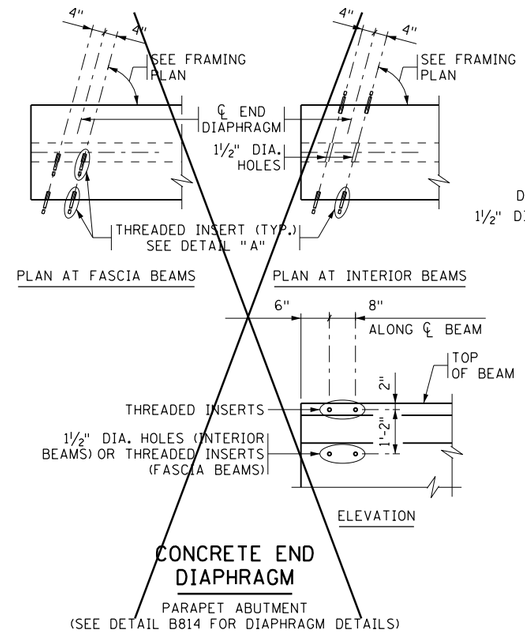
(9) TWO INSIDE BARS MAY BE PLACED ADJACENT TO VERTICAL STIRRUP FOR TYING CONVENIENCE.

(10) STEEL TROWEL TO SMOOTH FINISH AND APPLY BOND BREAKER PER APPROVED PRODUCTS LIST.

(11) ROUGH FLOAT AND BROOM TRANSVERSELY FOR BOND PER SPEC. 2405.3.D.

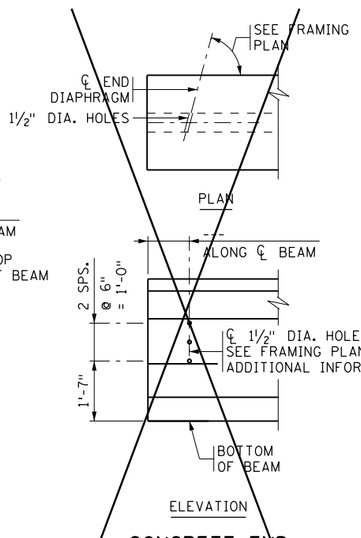
(12) OPTIONAL: 3" MAX. DIA. SLEEVE FOR HAULING (AFTER INSTALLATION, COAT WITH APPROVED EPOXY BONDING AGENT & FILL WITH APPROVED NON-SHRINK GROUT).

(13) TYP. CLR. FOR ENTIRE BOTTOM FLANGE.



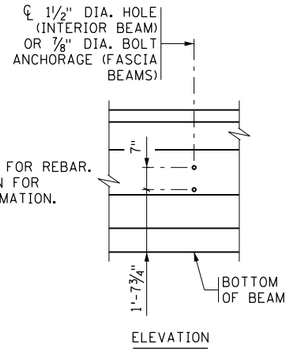
CONCRETE END DIAPHRAGM

PARAPET ABUTMENT
(SEE DETAIL B814 FOR DIAPHRAGM DETAILS)



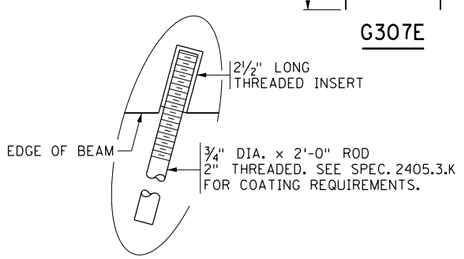
CONCRETE END DIAPHRAGM

SEE SUPERSTRUCTURE DETAILS AND REINFORCEMENT FOR DIAPHRAGM DETAILS.



STEEL INTERMEDIATE DIAPHRAGM

(SEE DETAIL B403 FOR DIAPHRAGM DETAILS)



DETAIL "A"

REVISED: DECEMBER 02, 2015

APPROVED: JANUARY 13, 2015

Nancy Daubenberger
STATE BRIDGE ENGINEER

BEAMS B3 | S.A.P. 199-010-012 | FIG. 5-397.507

CERTIFIED BY _____ LICENSED PROFESSIONAL ENGINEER _____ DATE

NAME: LIC. NO.

TITLE: MN45" PRESTRESSED CONCRETE BEAM (PRETENSIONED) MN45-85

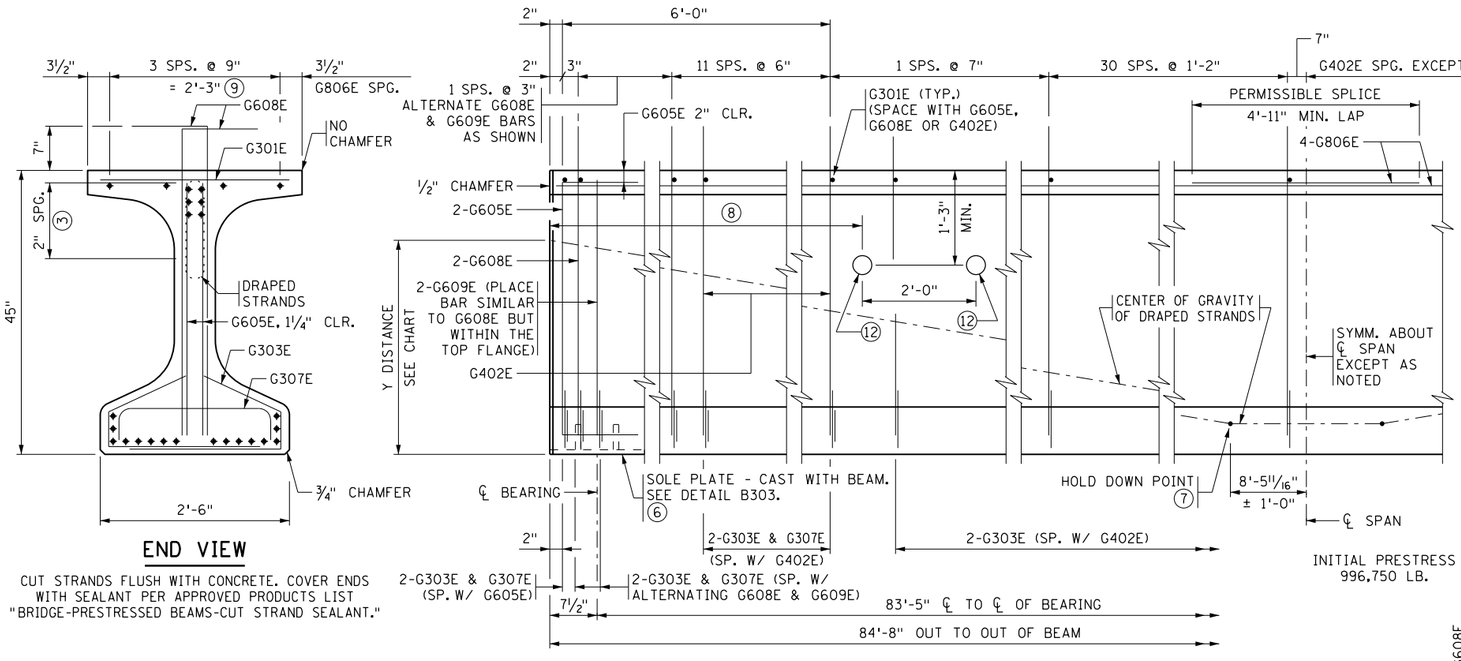
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CHK: CHK:

SHEET NO. 72 OF 99 SHEETS

BRIDGE NO. 02053

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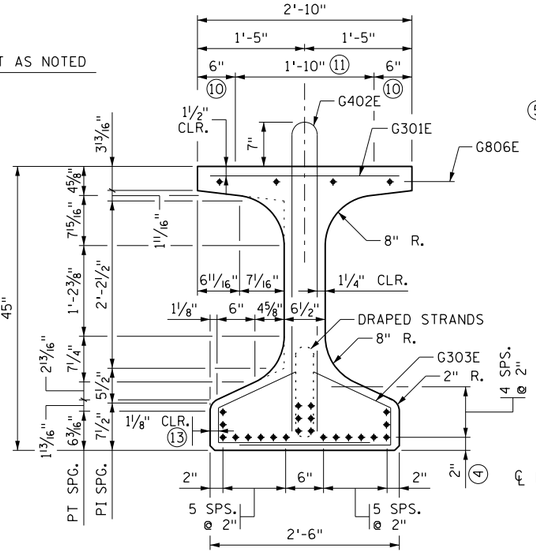


END VIEW

CUT STRANDS FLUSH WITH CONCRETE. COVER ENDS WITH SEALANT PER APPROVED PRODUCTS LIST "BRIDGE-PRESTRESSED BEAMS-CUT STRAND SEALANT."

BEAM ELEVATION

INITIAL PRESTRESS 996,750 LB.

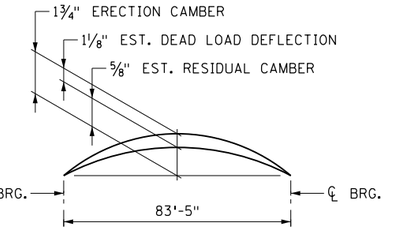


SECTION AT ℄ SPAN

Y DISTANCES (INCHES)			
	NO.	℄ SPAN	END
STRAIGHT STRANDS	16	2.75	
DRAPED STRANDS	6	5.0	40.0 □
(5) TOTAL STRANDS	22	3.36	

Y = DISTANCE TO CENTER OF GRAVITY OF STRANDS FROM BOTTOM OF BEAM. ALL STRANDS SPACED 2" CENTER TO CENTER, HORIZONTALLY AND VERTICALLY, EXCEPT AS NOTED.

□ A TOLERANCE OF ± 1" WILL BE PERMITTED IN THIS DIMENSION.



CAMBER DIAGRAM

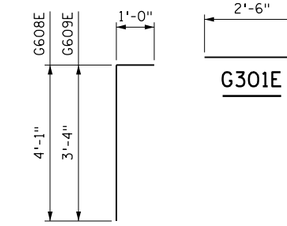
ERECTION CAMBER SHOWN IS AFTER DIAPHRAGMS ARE IN PLACE.

DEAD LOAD DEFLECTION SHOWN IS FOR WEIGHT OF SLAB, WEARING COURSE, BARRIER, SIDEWALK AND MEDIAN WHERE APPLICABLE.

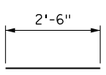
CONTRACTOR WILL TAKE ELEVATIONS AT TOP OF BEAMS AFTER ERECTION AND WILL ALLOW FOR DEFLECTION SHOWN TO ENABLE BUILDING FORMS TO CORRECT GRADE AND SPECIFIED SLAB THICKNESS. PROVIDE COPY OF ELEVATIONS TO THE ENGINEER.

CALCULATED PRESTRESS LOSSES	
ELASTIC SHORTENING LOSS	14.32 KSI
LONG TERM LOSSES	24.87 KSI
TOTAL LOSSES	39.19 KSI

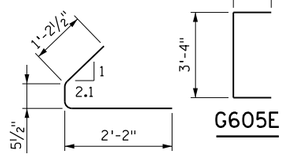
MINIMUM CONCRETE STRENGTH - K.S.I.	
(1) f'ci	(2) f'c
4.5 KSI	5.5 KSI



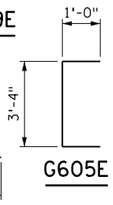
G608E & G609E



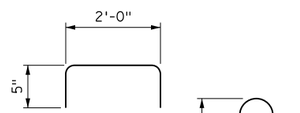
G301E



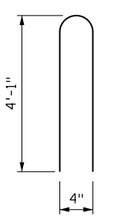
G303E



G605E



G307E



G402E

GENERAL NOTES

PROVIDE HANDLING HOOKS OR DEVICES AS REQUIRED BY CONTRACTOR.

MARK EACH BEAM SHOWING BRIDGE NUMBER, CASTING DATE, AND INDIVIDUAL IDENTIFICATION LETTERS AND NUMBERS ON THE FACE OF THE BEAM, NEAR THE END, SO LOCATED THAT THEY WILL BE EXPOSED AFTER THE END DIAPHRAGMS HAVE BEEN CAST. MARK FASCIA BEAMS ON THE INSIDE FACE. ENSURE ALL MARKINGS ARE STENCILLED AND CLEARLY LEGIBLE. FOR LOCATION OF BEAMS, SEE FRAMING PLAN.

ALL MATERIAL AND WORK SHOWN OR NOTED ON THIS SHEET IS INCLUDED IN UNIT PRICE BID FOR PRESTRESSED CONCRETE BEAMS. SEE SPEC. 2405.

SEE FRAMING PLAN FOR BEAM END MARKED "X" AND DIAPHRAGM SPACING.

AS AN ALTERNATE TO THE END DIAPHRAGM ANCHORAGES SHOWN, THE CONTRACTOR MAY SUBMIT DETAILS OF A CAST-IN-PLACE ANCHORAGE TO THE ENGINEER FOR APPROVAL. ANCHORAGE MUST PROVIDE AN ULTIMATE PULL OUT STRENGTH OF 15 KIPS PER ANCHORAGE.

APPLY AN APPROVED SEALER TO THE SIDES OF THE BEAM NEAR EACH END PER THE SPECIAL PROVISIONS.

(1) MINIMUM CONCRETE STRENGTH AT TIME OF PRESTRESS TRANSFER.

(2) MINIMUM CONCRETE STRENGTH WHEN BEAM CAN BE TRANSPORTED AND INSTALLED.

(3) DRAPED STRANDS.

(4) STRAIGHT STRANDS.

(5) USE 0.6" DIA. 7-WIRE LOW RELAXATION PRESTRESSING STRAND, CONFORMING TO ASTM A416, GRADE 270.

(6) FOR INTEGRAL ABUTMENT, SOLE PLATE CAN BE ELIMINATED OR REPLACED WITH AN APPROVED PROTECTION PLATE. BEAMS DETAILED TO INCLUDE A TAPERED PLATE PER STANDARD FIGURE B309 MUST INCLUDE SOLE PLATE.

(7) CENTER OF GRAVITY OF HOLD DOWNS WHEN MULTIPLE HOLD DOWNS ARE USED.

(8) DIMENSION DETERMINED BY CONTRACTOR. MAINTAIN 2" MINIMUM CLEAR FROM STRANDS.

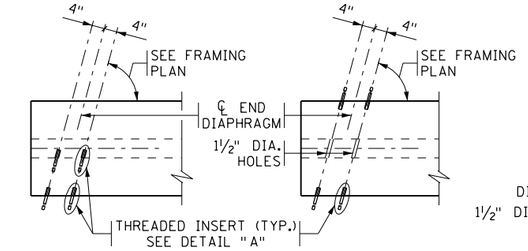
(9) TWO INSIDE BARS MAY BE PLACED ADJACENT TO VERTICAL STIRRUP FOR TYING CONVENIENCE.

(10) STEEL TROWEL TO SMOOTH FINISH AND APPLY BOND BREAKER PER APPROVED PRODUCTS LIST.

(11) ROUGH FLOAT AND BROOM TRANSVERSELY FOR BOND PER SPEC. 2405.3.D.

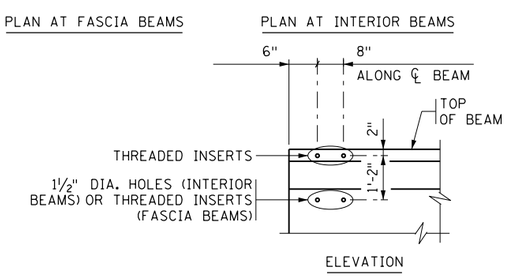
(12) OPTIONAL: 3" MAX. DIA. SLEEVE FOR HAULING (AFTER INSTALLATION, COAT WITH APPROVED EPOXY BONDING AGENT & FILL WITH APPROVED NON-SHRINK GROUT).

(13) TYP. CLR. FOR ENTIRE BOTTOM FLANGE.



PLAN AT FASCIA BEAMS

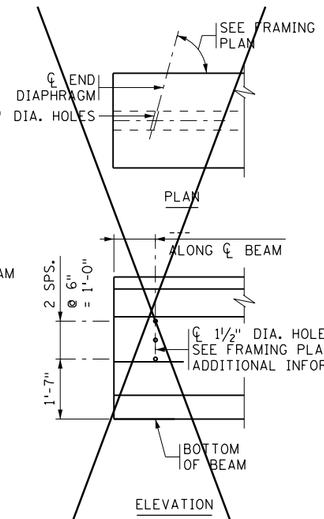
PLAN AT INTERIOR BEAMS



ELEVATION

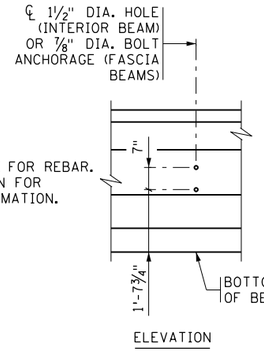
CONCRETE END DIAPHRAGM

PARAPET ABUTMENT
(SEE DETAIL B814 FOR DIAPHRAGM DETAILS)



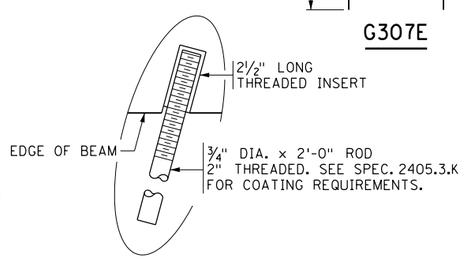
CONCRETE END DIAPHRAGM

SEE SUPERSTRUCTURE DETAILS AND REINFORCEMENT FOR DIAPHRAGM DETAILS.



STEEL INTERMEDIATE DIAPHRAGM

(SEE DETAIL B403 FOR DIAPHRAGM DETAILS)



DETAIL "A"

REVISED: DECEMBER 02, 2015

APPROVED: JANUARY 13, 2015

Nancy Dorbenberger
STATE BRIDGE ENGINEER

BEAMS B4-B5 | S.A.P. 199-010-012 | FIG. 5-397.507

CERTIFIED BY _____ LICENSED PROFESSIONAL ENGINEER _____ DATE

NAME: LIC. NO.

TITLE: MN45" PRESTRESSED CONCRETE BEAM (PRETENSIONED) MN45-85

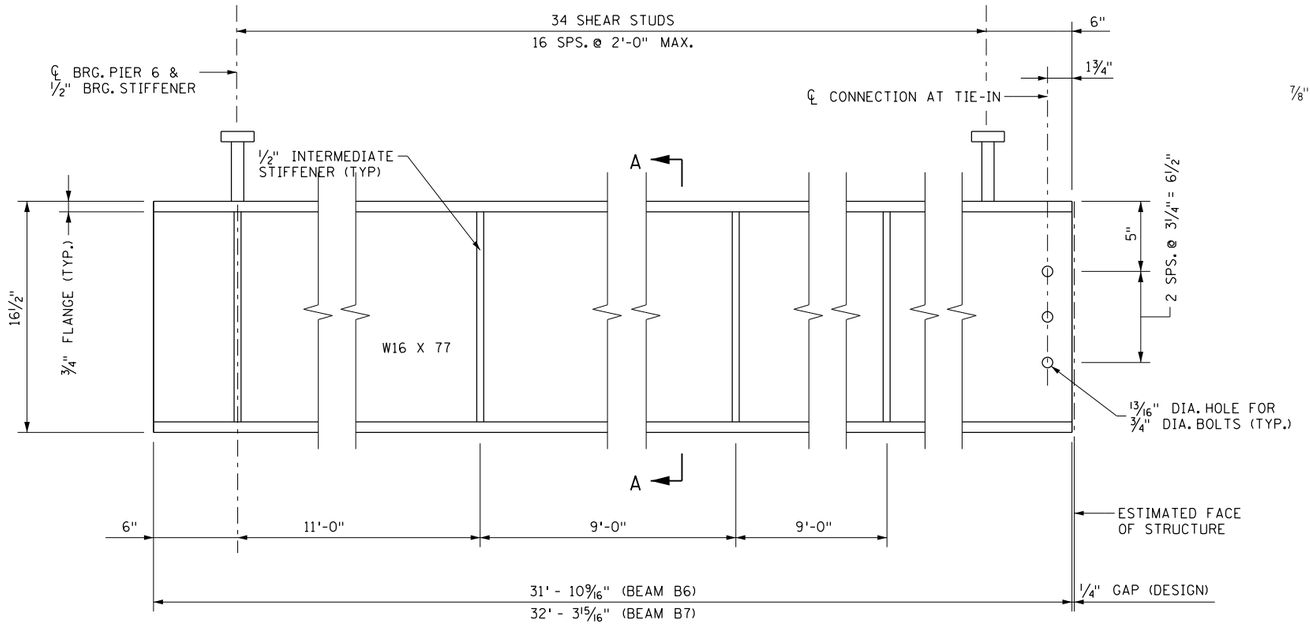
DES: DR: APPROVED:

CHK: CHK:

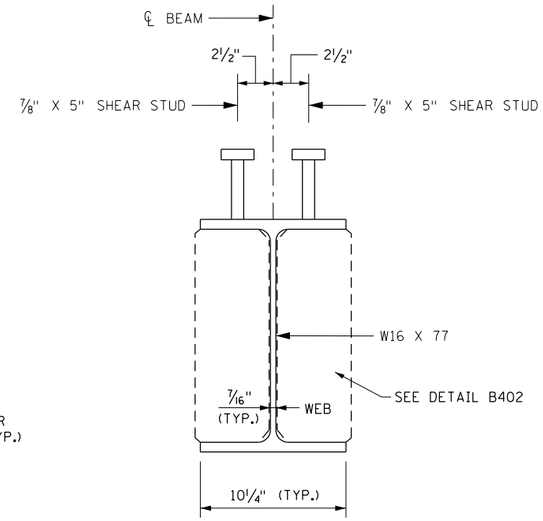
SHEET NO. 73 OF 99 SHEETS

BRIDGE NO. 02053

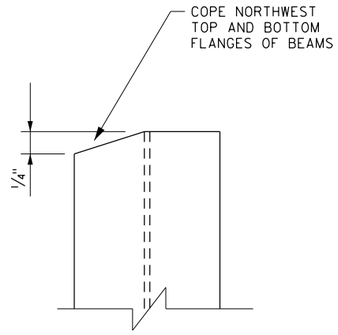
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BEAM ELEVATION
NOT TO SCALE



SECTION A - A



BEAM COPING
PLAN VIEW

NOTES:

BEAMS AND CONNECTED ELEMENTS SHALL BE SHOP PAINTED BLUE-GREEN (FEDERAL STANDARD COLOR NO. 25193) PER SPEC. 2478. CONTRACTOR SHALL VERIFY COLOR MATCH TO NORTH STAR STATION PRIOR TO FABRICATION (SEE SHEET 6). FIELD PAINT BOLTED CONNECTIONS AND OTHER TOUCH UP AREAS AS NEEDED.

BEARING STIFFENERS AND ENDS OF BEAMS SHALL BE PERPENDICULAR TO FLANGE.

ALL STRUCTURAL STEEL SHALL CONFORM TO SPEC. 3309 UNLESS OTHERWISE NOTED.

SHEAR STUDS ON THE TOP FLANGE OF THE GIRDER SHALL BE INSTALLED IN THE FIELD.

SHEAR CONNECTORS TO PROJECT A MINIMUM OF 2" INTO DECK STRUCTURAL SLAB. IN NO CASE SHALL SHEAR CONNECTORS PROJECT CLOSER THAN 1" TO TOP OF DECK STRUCTURAL SLAB. ENGINEER TO FIELD VERIFY BEAM ELEVATION AND AUTHORIZE STUD LENGTH.

SHEAR CONNECTORS TO BE INCLUDED IN WEIGHT OF STRUCTURAL STEEL (3309) AND CONFORM TO SPEC. 3391.

ALL BOLTED CONNECTIONS SHALL BE MADE WITH 3/4" DIAMETER A325 BOLTS, EXCEPT AS NOTED.

SEE DETAIL B402 FOR STIFFENER CONNECTION DETAILS.

MARK EACH BEAM SHOWING BRIDGE NUMBER AND INDIVIDUAL INDENTIFICATION LETTERS AND NUMBERS ON THE FACE OF THE BEAM, NEAR THE END, SO LOCATED THAT THEY WILL BE EXPOSED AFTER THE END DIAPHRAGMS HAVE BEEN CAST. MARK FASCIA BEAMS ON THE INSIDE FACE. ENSURE ALL MARKINGS ARE STENCILLED AND CLEARLY LEGIBLE. FOR LOCATION OF BEAMS, SEE FRAMING PLAN.

SEE FRAMING PLAN FOR BEAM END MARKED "X" AND DIAPHRAGM SPACING.

DEFLECTION AND CAMBER NOTES:

BASE LINE IS A STRAIGHT LINE FROM CL BRG TO CL CONNECTION ALONG TOP OF BEAM.

BEAM DISTANCES ARE MEASURED HORIZONTALLY ALONG CL OF BEAM WEB.

CAMBER DIAGRAM IS FOR BEAMS IN UNLOADED POSITION AND PROVIDES FOR ALL DEAD LOAD DEFLECTIONS.

NO RESIDUAL CAMBER WAS USED IN CAMBER CALCULATIONS.

DIAGRAMS NOT TO SCALE.

(1) DEFLECTIONS DUE TO WEIGHT OF STRUCTURAL STEEL.

(2) DEFLECTIONS DUE TO WEIGHT OF SLAB, CURBS AND RAILING.

NOTE

THE CONTRACTOR SHALL MAKE FIELD MEASUREMENTS AS NECESSARY PRIOR TO FABRICATION OF THE STEEL BEAMS AND CONNECTIONS TO ASSURE PROPER FIT IN THE FINAL WORK.

NOTE

SHALLOW SPAN 7 BEAMS WILL NOT SUPPORT TYPICAL OVERHANG ASSEMBLIES FOR CONSTRUCTION PLATFORMS.

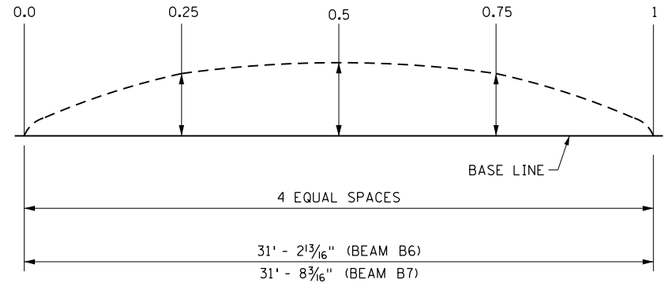
CONTRACTOR IS RESPONSIBLE FOR VERIFYING BEAM CAPACITY FOR PROPOSED CONSTRUCTION METHODS, AND SHALL SUBMIT FALSEWORK DRAWINGS AND CALCULATIONS FOR APPROVAL PRIOR TO SUPERSTRUCTURE CONSTRUCTION.

CAMBER DATA

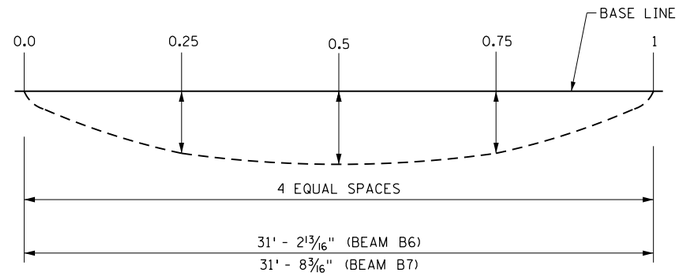
POINT	BEAM B6	BEAM B7
0	0	0
0.25	⅜"	7⁄16"
0.5	9⁄16"	⅝"
0.75	⅜"	7⁄16"
1	0	0

DEFLECTION DATA

POINT	BEAM B6		BEAM B7	
	(1)	(2)	(1)	(2)
0	0	0	0	0
0.25	1⁄16"	5⁄16"	1⁄16"	⅜"
0.5	1⁄16"	7⁄16"	1⁄16"	½"
0.75	1⁄16"	5⁄16"	1⁄16"	⅜"
1	0	0	0	0



BEAM CAMBER DIAGRAM



BEAM DEFLECTION DIAGRAM

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK

7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: STEEL BEAM DETAILS

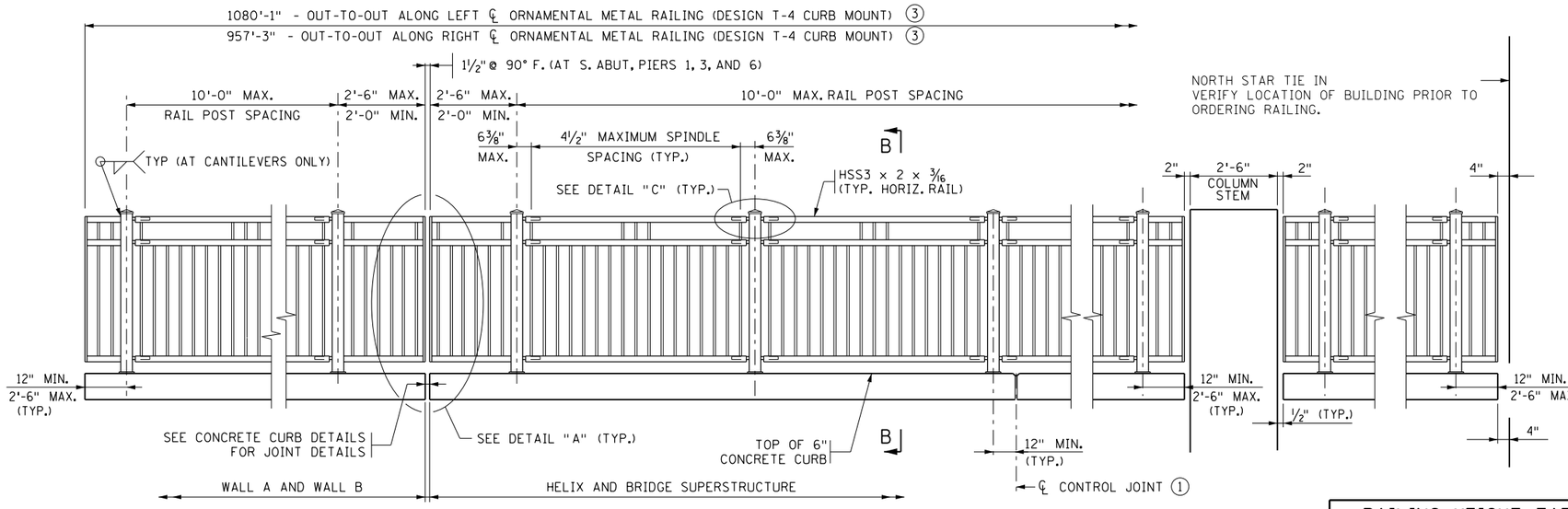
DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

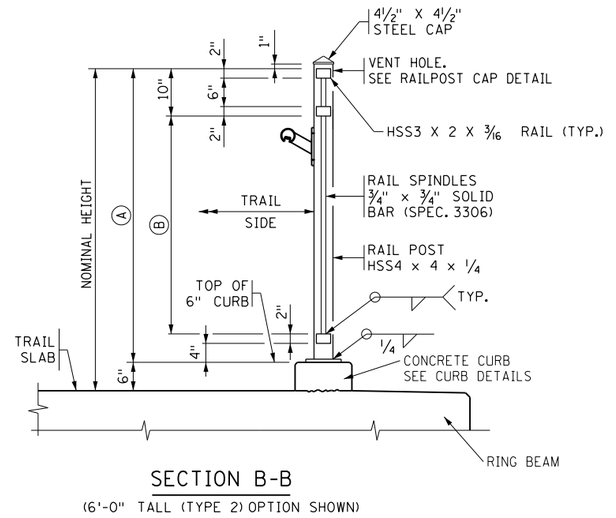
SHEET NO. 74 OF 99 SHEETS

BRIDGE NO. 02053

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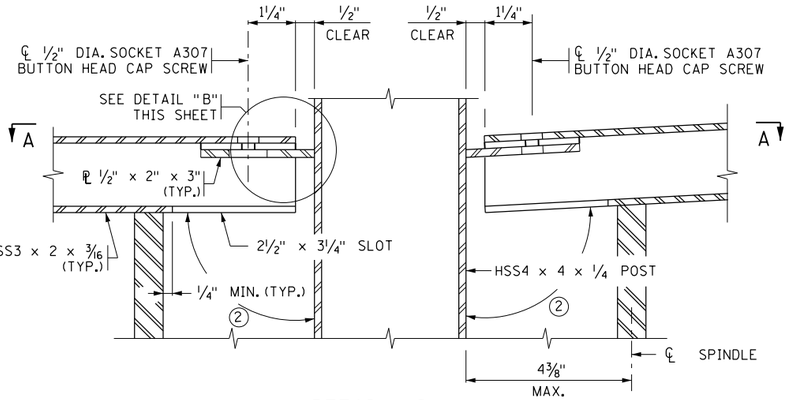
INSIDE ELEVATION OF RAILING



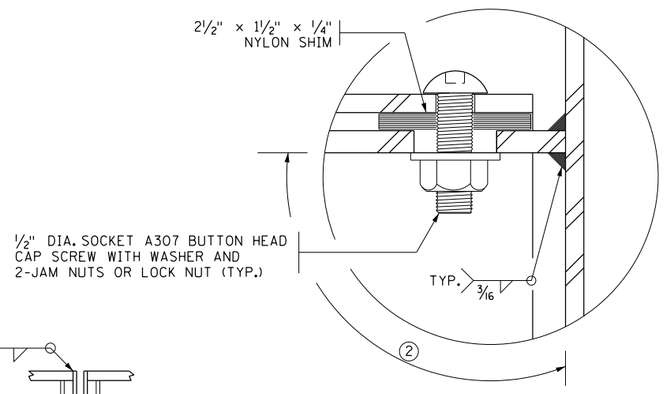
SECTION B-B

(6'-0" TALL (TYPE 2) OPTION SHOWN)

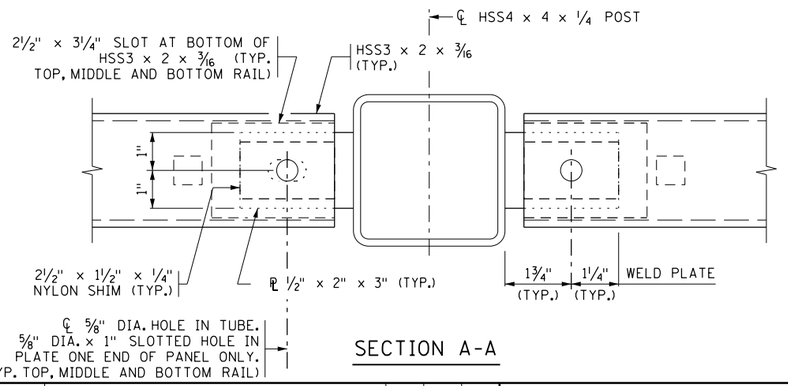
RAILING HEIGHT TABLE			
TYPE	NOMINAL HEIGHT	(A)	(B)
1	4'-6"	4'-0"	2'-8"
2	6'-0"	5'-6"	4'-2"
3	8'-0"	7'-6"	6'-2"



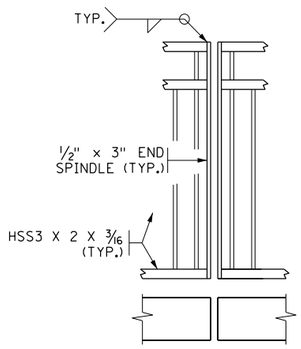
DETAIL "C"



DETAIL "B"



SECTION A-A



DETAIL "A"

TYP. AT SOUTH ABUTMENT AND PIERS 1, 3, AND 6

GENERAL NOTES

CONTINUOUSLY GROUND ALL METAL RAILINGS; SEE THE SPECIAL PROVISIONS. REFER TO THE ELECTRICAL PLANS AND ELECTRICAL SPECIAL PROVISIONS FOR DETAILS REGARDING BONDING MULTIPLE ELECTRICAL GROUNDING SYSTEMS.

PAYMENT LENGTH FOR TYPE 1, 2 AND 3 SHALL BE MEASURED AS THE OUT TO OUT LENGTH ALONG THE CENTERLINE OF THE RAILING AND BETWEEN THE ℄ OF POST OR OUTSIDE ENDS. WITH DEDUCTIONS FOR THE LENGTH OF CONCRETE COLUMN STEMS.

PAYMENT LENGTHS ARE MEASURED TO THE HORIZONTAL AND DO NOT INCLUDE ADDITIONS DUE TO VERTICAL PROFILE (NO ADDITIONAL PAYMENT WILL BE MADE).

PRICE BID FOR ORNAMENTAL METAL RAILING, TYPE 1, 2 AND 3 INCLUDES ANCHORAGES AND ALL MATERIAL ABOVE TOP OF CONCRETE CURB.

PROVIDE A500, GRADE B STRUCTURAL STEEL TUBING (HSS) IN THE RAIL CONFORMING TO SPEC. 3361. ALL OTHER STEEL SHALL CONFORM TO SPEC. 3306.

GALVANIZE BOLTS, NUTS, WASHERS AND ANCHORS PER SPEC. 3392. GALVANIZE ALL OTHER STRUCTURAL STEEL PER SPEC. 3394, AFTER FABRICATION.

COAT THE GALVANIZED RAILING, BASE PLATES, AND PROTRUDING PORTIONS OF BOLTS, NUTS, ANCHORS, AND WASHERS.

CURVE HORIZONTAL RAILS WHERE APPLICABLE AND PLACE RAILS PARALLEL TO THE EDGE OF TRAIL PROFILE.

SEE SPECIAL PROVISIONS FOR REQUIREMENTS NOT INCLUDED ON THIS SHEET.

DRILL ½" DIA. MAX. VENT HOLES ON THE UNDERSIDE OF RAIL TUBES AS NECESSARY TO FACILITATE GALVANIZING.

FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET XX.

(1) SEE CONCRETE CURB SHEETS FOR CONTROL JOINT SPACING AND DETAILS.

(2) ANGLE VARIES
TOP AND BOTTOM HORIZONTAL RAILINGS SHALL FOLLOW PROFILE GRADE SEE BRIDGE PLAN AND PROFILE SHEETS FOR GRADE.

(3) LENGTH SHOWN IS HORIZONTAL AND DOES NOT ACCOUNT FOR VERTICAL GRADE OR DEDUCTION OF COLUMN STEMS.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: RAILIING DETAILS

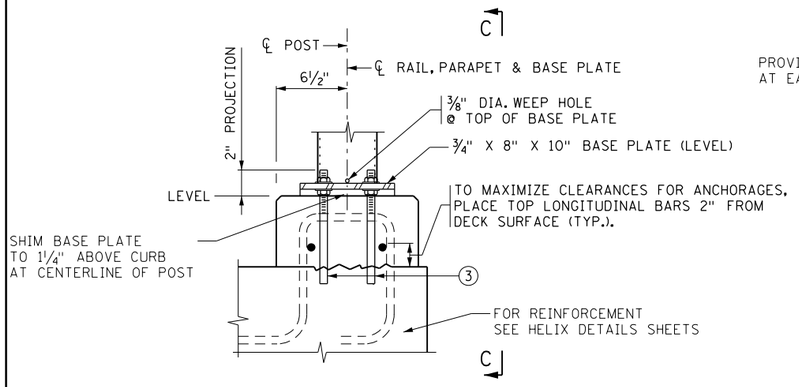
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CHECKED	ATP	CHECK	RRE		

S.A.P. 199-010-012

SHEET NO. 75 OF 99 SHEETS

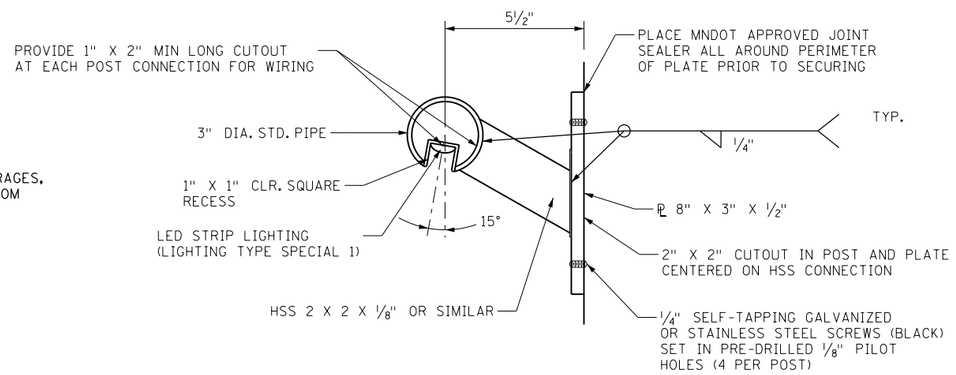
BRIDGE NO. 02053

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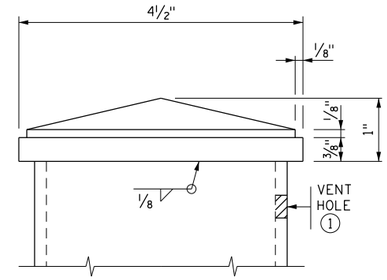


ANCHOR DETAIL

DOUBLE NUT OPTION SHOWN (4)



HANDRAIL DETAIL

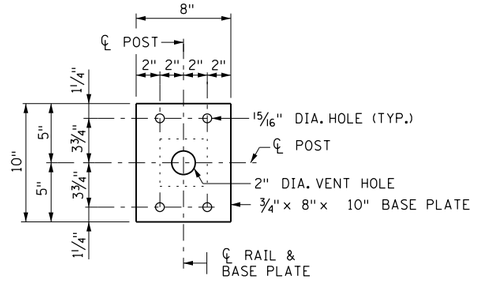


RAILPOST CAP DETAIL (2)

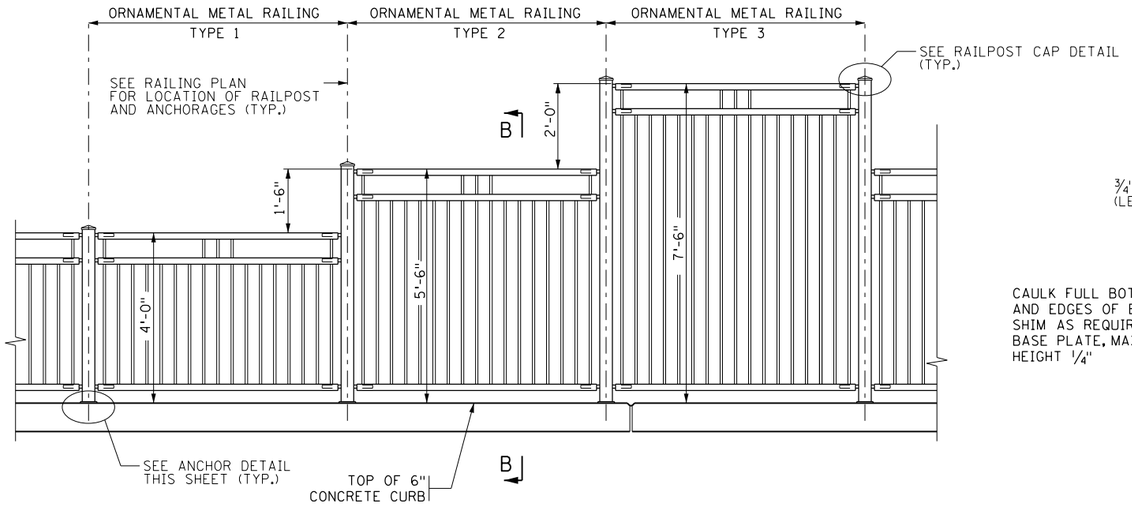
HANDRAIL NOTES:

RECESS SHALL BE FORMED WITH BENT METAL PLATE TACK WELDED OR OTHERWISE PERMANENTLY ATTACHED TO GROOVE IN HANDRAIL. CHAMFER AND GRIND/DE-BURR EDGES SUCH THAT RECESS DOES NOT POSE A CUT HAZARD.

SHOP DRAWINGS SHALL INDICATE HANDRAIL SPLICE LOCATIONS AND METHOD; SPLICE SHALL ALLOW FOR CONTINUOUS PLACEMENT OF LED STRIP LIGHTING.

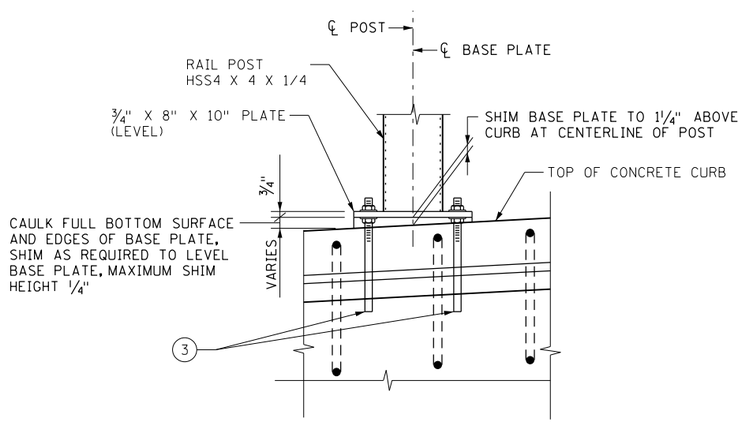


BASE PLATE



TYPICAL ELEVATION OF RAILING

TYPE 1, 2 AND 3 RAILING



SECTION C - C

DOUBLE NUT OPTION SHOWN (4)

GENERAL NOTES

FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 75.

FOR SECTION B - B , SEE SHEET 75.

(1) DRILL VENT HOLE IN THE RAIL POST WITHIN 2" OF THE UNDERSIDE OF THE CAP, ON THE NON-TRAFFIC SIDE OF THE POST AS NECESSARY TO FACILITATE GALVANIZING. MAXIMUM HOLE SIZE IS ½" DIA.

(2) PROVIDE A PYRAMID TOP STYLE STEEL CAP WELDED TO TOP OF POST WITH A SURFACE FINISH OF 1000 MICRO-INCH, OR SMOOTHER, PRIOR TO GALVANIZING.

(3) ADHESIVE ANCHORAGE WITH ⅝" DIA. ANCHOR ROD PER SPEC. 3385, TYPE A WITH HEX NUTS AND WASHERS. PROVIDE AN ADHESIVE WITH A MINIMUM CHARACTERISTIC BOND STRENGTH IN UNCRACKED CONCRETE OF 1.5 KSI. EMBED THE ANCHORAGE NO LESS THAN 9" REGARDLESS OF CHARACTERISTIC BOND STRENGTH. DRILL THROUGH REINFORCEMENT (IF ENCOUNTERED) TO ACHIEVE MINIMUM EMBEDMENT. ENSURE HEX NUT IS IN CONTACT WITH THE ADJACENT SURFACE AND TORQUE TO 60 FT-LBS UNLESS A HIGHER TORQUE IS RECOMMENDED BY THE MANUFACTURER. PROOF LOAD TO 8.8 KIPS. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

(4) DOUBLE NUT OPTION SHOWN. USE ONLY WHEN MAXIMUM SHIM DIMENSION IS GREATER THAN ¼" OR AS NOTED IN THE SPECIAL PROVISIONS. USE APPROVED EPOXY OR LATEX MODIFIED MORTER.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE: RAILIING DETAILS

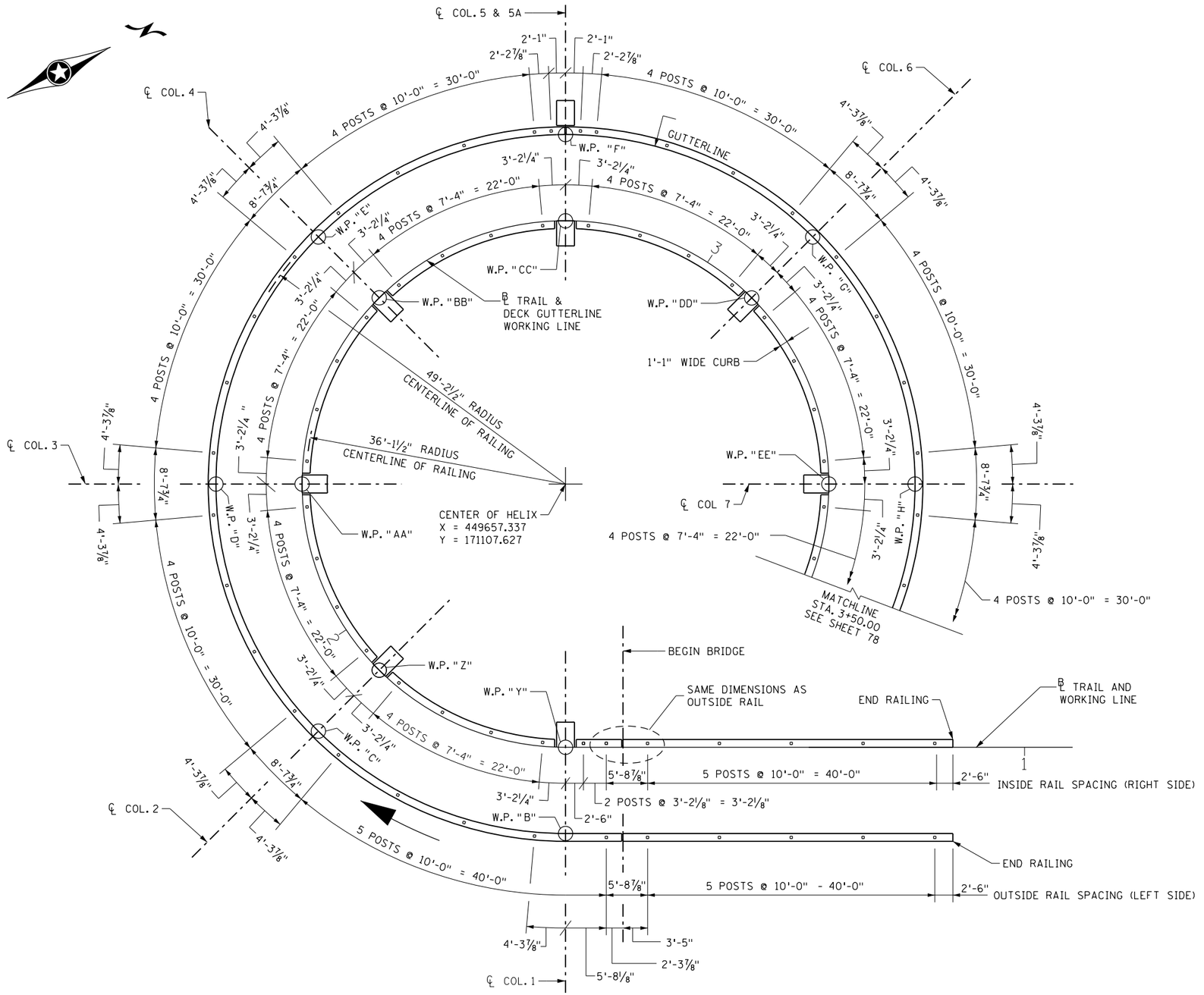
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SHEET NO. 76 OF 99 SHEETS

BRIDGE NO. 02053

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PARTIAL LOWER HELIX PLAN

NOTES

FOR WORKING POINT DIMENSIONS AND COORDINATES SEE WORKING POINT LAYOUT, SHEET 7.

FOR UPPER HALF OF HELIX, SEE SHEET 78.

DIRECTIONAL ARROW INDICATES UP DIRECTION OF HELIX.

ALL RAILING ON HELIX SHALL BE TYPE 1, (4'-6" NOMINAL HEIGHT), SEE DETAIL ON SHEET 75.

ALL POST SPACING DIMENSIONS ARE MEASURED ALONG CENTERLINE OF RAILING.

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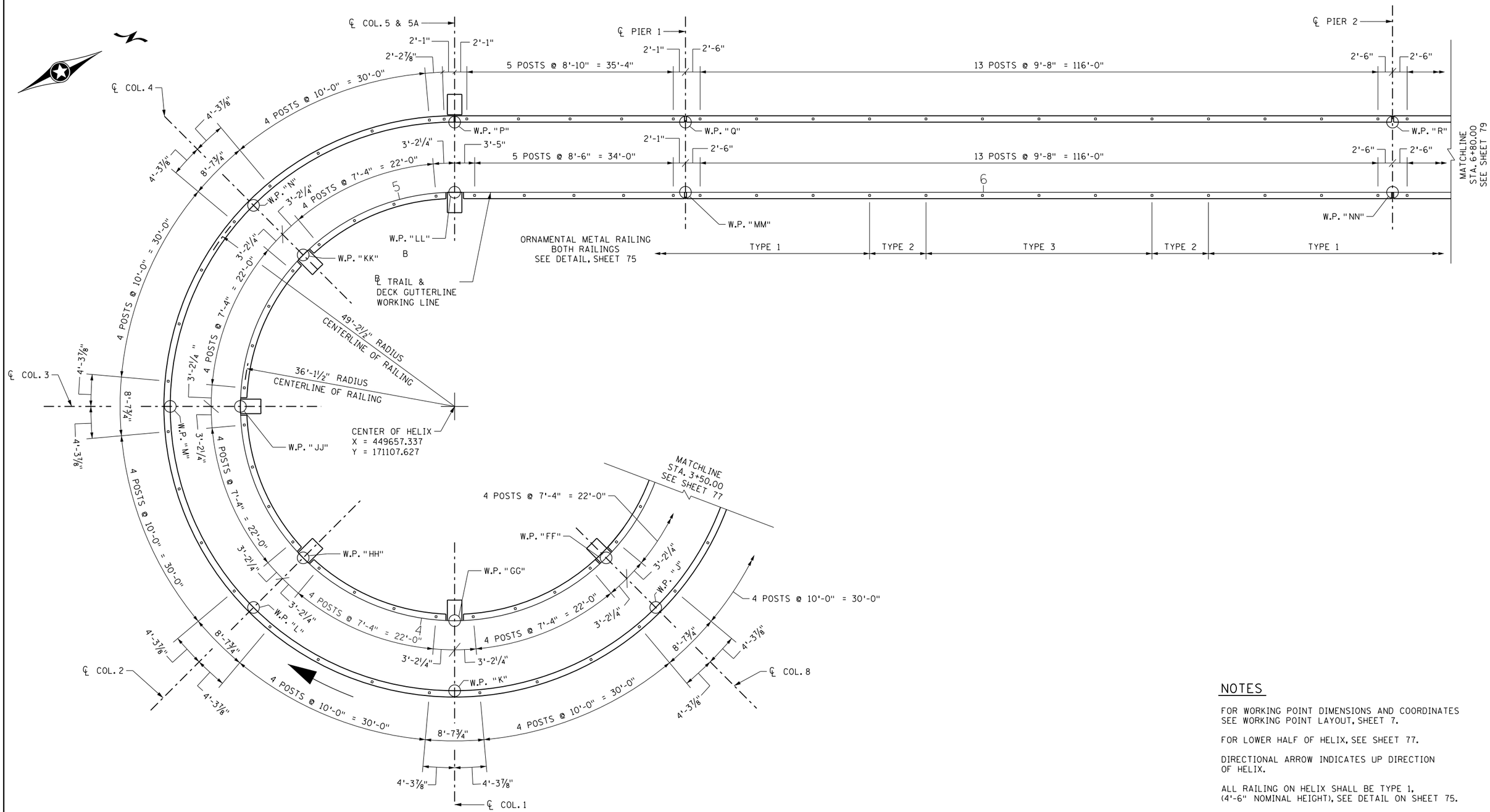
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SHEET NO. 77 OF 99 SHEETS

BRIDGE NO. 02053

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PARTIAL UPPER HELIX PLAN

NOTES

FOR WORKING POINT DIMENSIONS AND COORDINATES SEE WORKING POINT LAYOUT, SHEET 7.

FOR LOWER HALF OF HELIX, SEE SHEET 77.

DIRECTIONAL ARROW INDICATES UP DIRECTION OF HELIX.

ALL RAILING ON HELIX SHALL BE TYPE 1, (4'-6" NOMINAL HEIGHT), SEE DETAIL ON SHEET 75.

ALL POST SPACING DIMENSIONS ARE MEASURED ALONG CENTERLINE OF RAILING.

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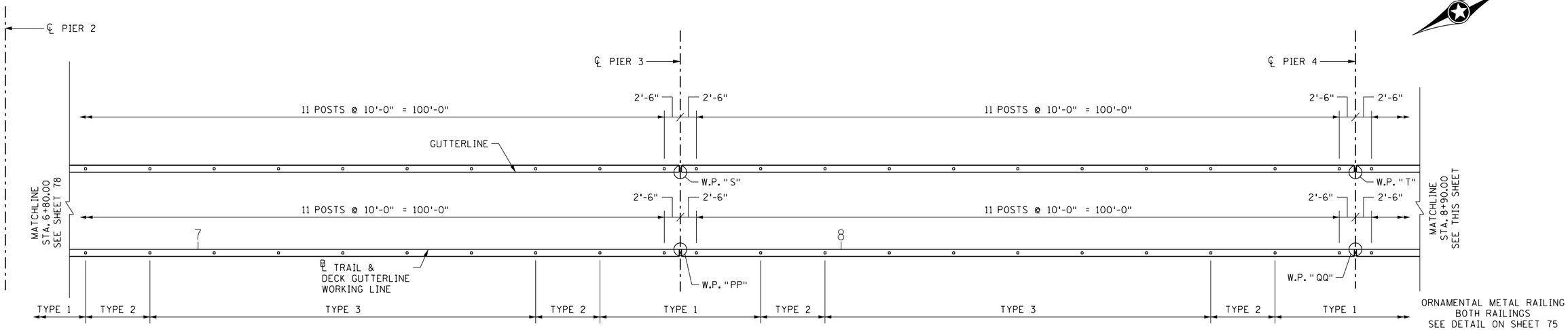
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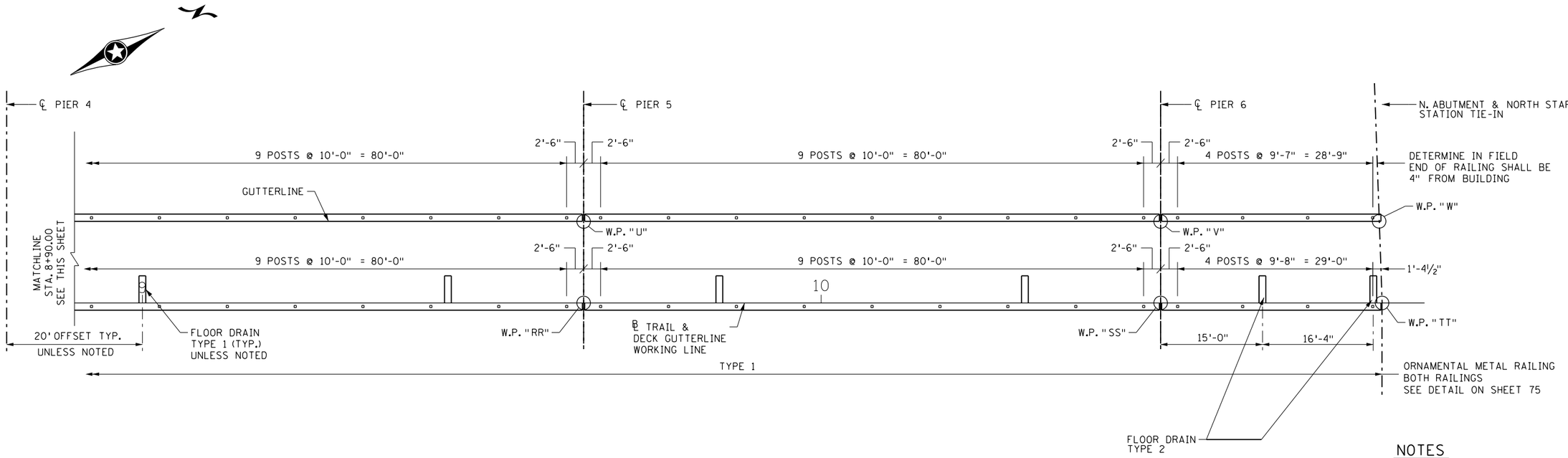
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SHEET NO. 78 OF 99 SHEETS

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NOTES

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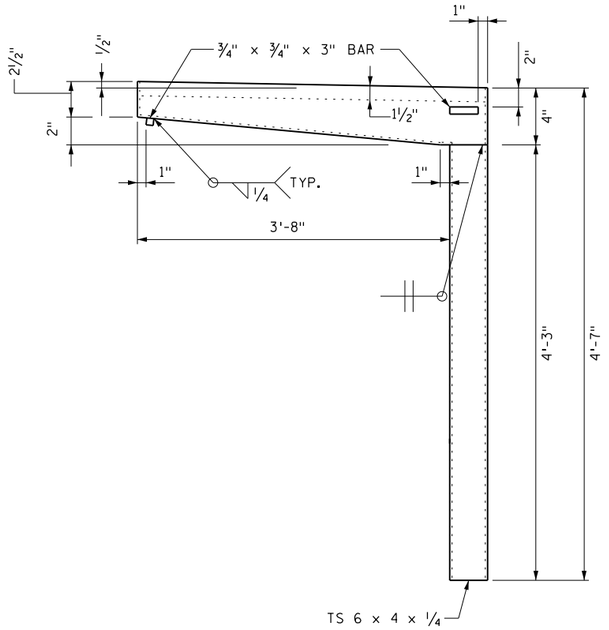
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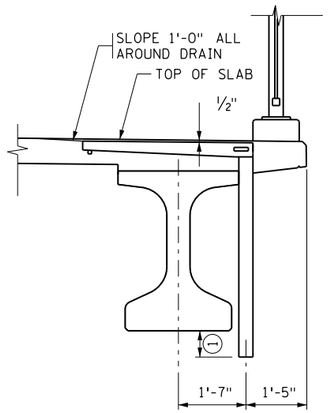
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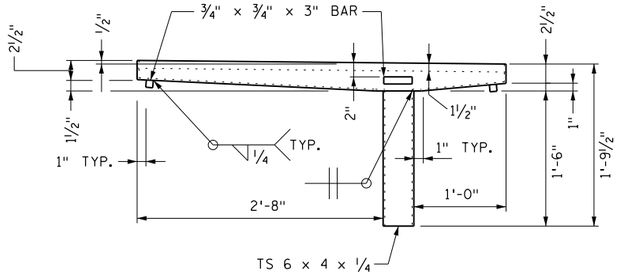
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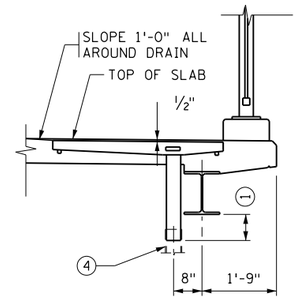
ELEVATION



FLOOR DRAIN PLACEMENT DIAMGRAM



ELEVATION



FLOOR DRAIN PLACEMENT DIAGRAM

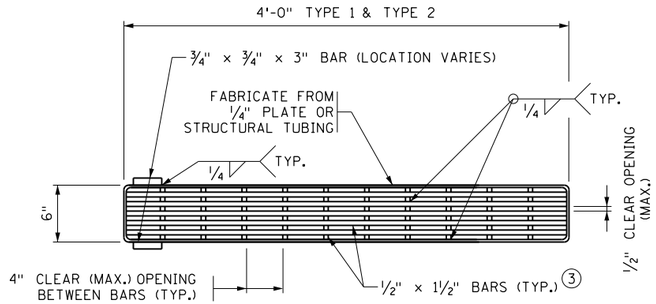
BRIDGE FLOOR DRAIN TYPE 2

(STRUCTURAL TUBE)
SPAN 7 ONLY - 2 REQUIRED

BRIDGE FLOOR DRAIN TYPE 1

(STRUCTURAL TUBE)
SPANS 5 & 6 ONLY - 4 REQUIRED

FLOOR DRAIN SUMMARY	
LOCATION	DRAIN TYPE
STA 9+00.00	TYPE 1
STA 9+45.00	TYPE 1
STA 9+85.00	TYPE 1
STA 10+30.00	TYPE 1
STA 10+65.00	TYPE 2
④ STA 10+81.37	TYPE 2



FLOOR DRAIN PLAN - TYPE 1 & 2

NOTES:

MATERIAL TO BE STRUCTURAL STEEL PER Mn/DOT SPEC. 3306.

GALVANIZE MATERIAL PER Mn/DOT SPEC. 3394 AFTER FABRICATION.

PAYMENT FOR FLOOR DRAINS SHALL INCLUDE ALL MATERIAL SHOWN ON THIS DETAIL.

CONSTRUCT 8'x8' SPLASH BLOCKS BENEATH DRAINS, WHERE APPLICABLE (INCIDENTAL).

① 1" ± BELOW BOTTOM OF BEAM EXCEPT ON RURAL STREAM CROSSINGS WHERE DRAIN SHOULD BE EVEN TO BOTTOM OF BEAM.

② ATTACH TO BEAM WITH ¾" DIA. BOLT, LOCKWASHER AND NUT AS REQUIRED. SEE SPECIAL PROVISIONS FOR APPROVED ANCHORAGE REQUIRED FOR CONCRETE BEAMS. ANCHORAGE TO MISS DRAPED STRANDS.

③ GRATE MAY BE FABRICATED FROM WELDED BUILT-UP BARS AS SHOWN OR CUT FROM PLATE STEEL; DO NOT EXCEED CLEAR DIMENSIONS SHOWN.

④ FOR DRAIN AT END OF BRIDGE ONLY, CONNECT DRAIN TO DOWNSPOUT. TERMINATE DOWNSPOUT WITHIN 12" OF EXISTING GROUND. SECURELY ATTACH TO EXISTING STATION COLUMN BY METHODS APPROVED BY THE ENGINEER. MATERIALS SHALL BE ALUMINUM OR GALVANIZED STEEL AND COLOR-MATCHED TO STATION COLUMNS. ASSOCIATED COSTS INCIDENTAL TO DRAINAGE SYSTEM BID ITEM.

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TITLE: DRAIN DETAILS

DESIGNED	RRE	DRAWN	RRE	APPROVED
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SHEET NO. 80 OF 99 SHEETS

BRIDGE NO. 02053

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LIGHTING DETAILS TO BE FINALIZED AND
ADDED UPON COMPLETION OF PROJECT FUNDING

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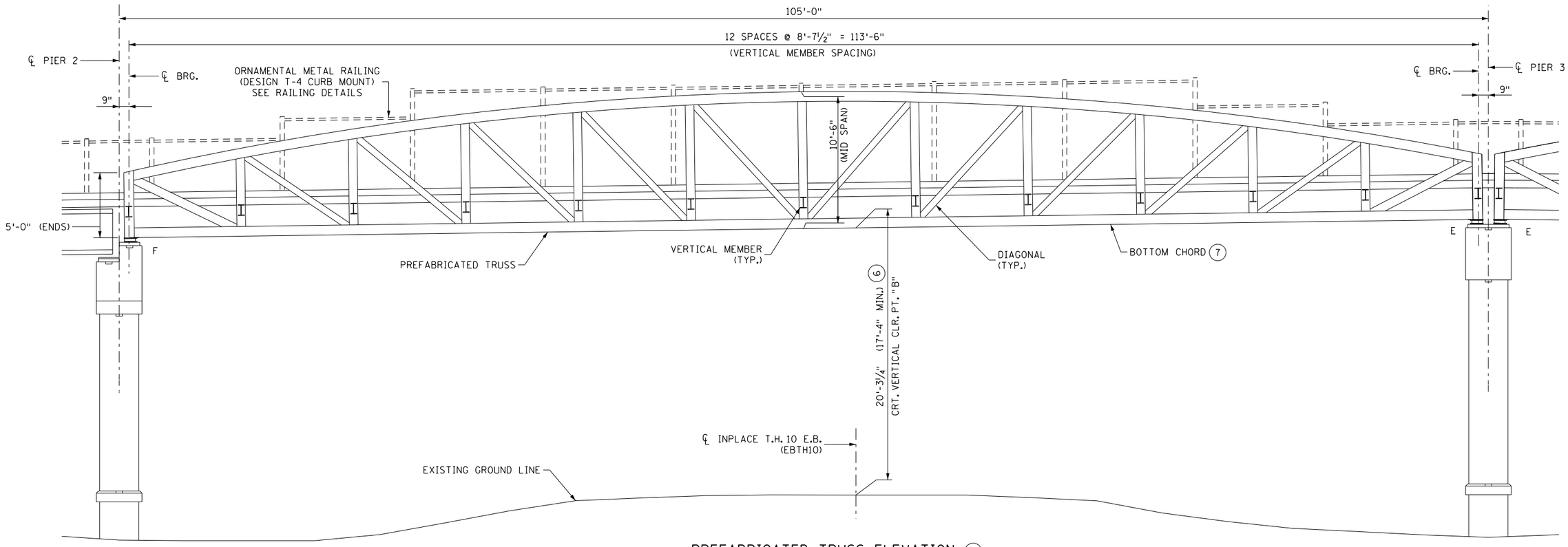
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SHEET NO. 81 OF 99 SHEETS

BRIDGE NO.
02053



PREFABRICATED TRUSS ELEVATION (4)

(SPAN 3 TRUSS SHOWN, SPAN 4 SIMILAR

TRUSS BEARING LOADS (PER BEARING*) (4) (5)

TYPE	LOADING		NOTES
	PIERS 2 & 4	PIER 3	
DEAD LOAD (DC1/DC2)	53.8 KIPS DOWNWARD	53.8 KIPS DOWNWARD	INCLUDES TRUSS, CURB AND RAILING, DECK, AND 15 PSF STAY-IN-PLACE FORM ALLOWANCE.
PEDESTRIAN LOAD (PL)	28.4 KIPS DOWNWARD	28.4 KIPS DOWNWARD	90 PSF PED LOADING (H10 DID NOT CONTROL FOR PIER REACTIONS).
HORIZ. WIND LOAD (WS)	12.5 KIPS TRANSVERSE, 3.0 KIPS LONGITUDINAL, +/-10.1 KIPS VERTICAL	7.5 KIPS TRANSVERSE, 1.8 KIPS LONGITUDINAL, +/-6.1 KIPS VERTICAL	BASED ON WIND PRESSURES OF 75 PSF TRANSVERSE, 18 PSF LONGITUDINAL APPLIED CONCURRENTLY TO EXPOSED WIND AREA FOR PIER DESIGN (DESIGN PRESSURES ACCOUNT FOR LOAD ON WINDWARD AND LEEWARD TRUSSES). HORIZONTAL LOADS ASSUMED TO ACT AN AVERAGE OF 6 FT ABOVE BEARING.
VERT. WIND LOAD (WS)	10.2 KIPS UPWARD AND +/-5.4 KIPS VERTICAL	6.1 KIPS UPWARD AND +/-3.2 KIPS VERTICAL	BASED ON 20 PSF VERTICAL WIND PRESSURE APPLIED AT WINDWARD QUARTER POINT OF SPAN.
TEMPERATURE (TU)	+/-5.3 KIPS (FROM SPAN 4), +/-3.8 KIPS (FROM SPAN 3)	+/-5.3 KIPS (FROM SPAN 4), +/-3.8 KIPS (FROM SPAN 3)	HORIZONTAL FORCE APPLIED THROUGH TRUSS BEARINGS DUE TO DEFORMATIONS FROM 75°F TEMPERATURE CHANGE (BASED ON BEARING PAD SIZES SHOWN ON THESE DETAILS). NOTE: THESE ARE PROVIDED FOR INFORMATION ONLY AND ARE NOT NECESSARILY THE CONTROLLING DESIGN THERMAL FORCE FOR THE PIERS.

*TWO BEARINGS PER PIER ASSUMED FOR CALCULATIONS

NOTES

FOR TYPICAL SECTION, SEE SHEET 83.

FOR NOTES, SEE SHEET 83.

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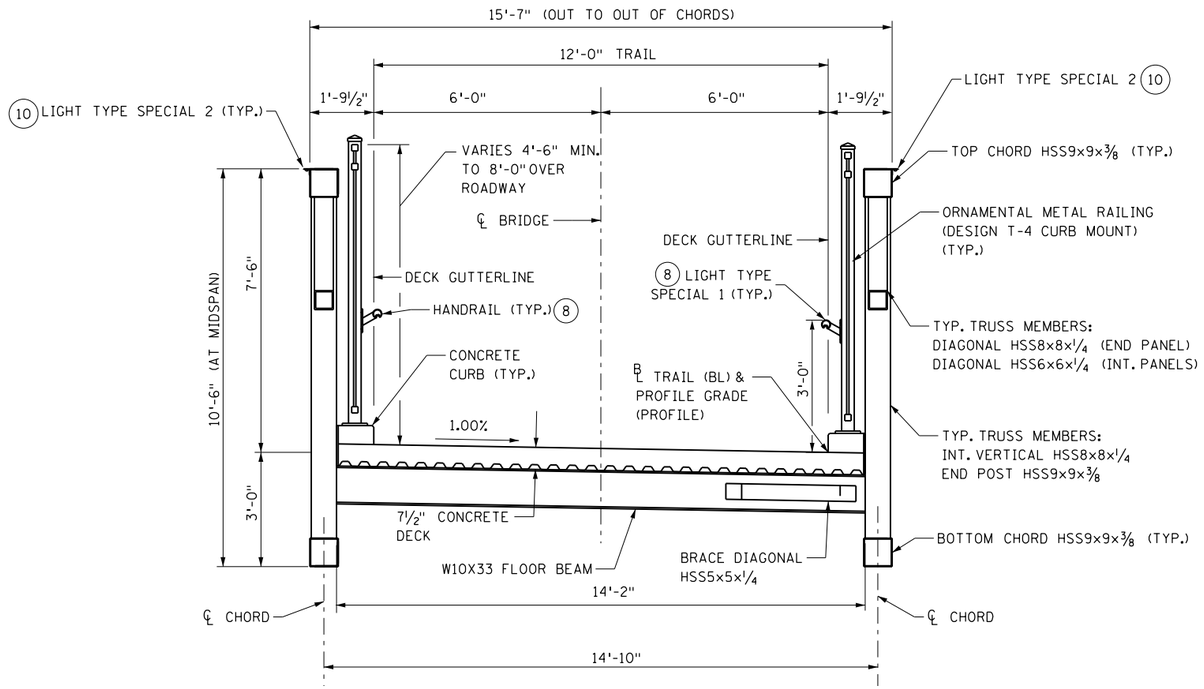
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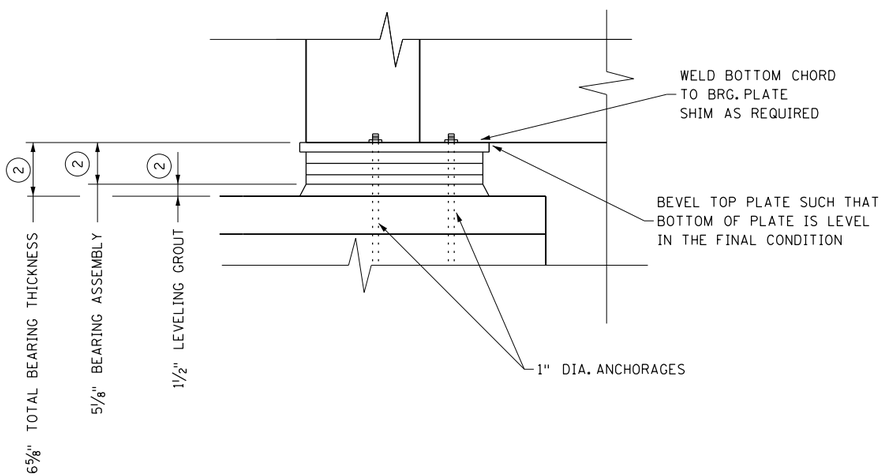
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TYPICAL SECTION



BEARING DETAIL

NOTES:

1. SEE SPECIAL PROVISIONS FOR ADDITIONAL DESIGN/BUILD SUPERSTRUCTURE SPECIFICATIONS.

(2) BEARING DETAILS INDICATED WERE ASSUMED FOR PIER DESIGN AND ELEVATION COMPUTATIONS (BASED UPON CONFIGURATION USED ON SIMILAR STRUCTURES). BRIDGE MANUFACTURER TO MODIFY BEARING DETAILS IF DESIGN WARRANTS (SUBJECT TO APPROVAL BY THE ENGINEER).

3. BID ITEM "PEDESTRIAN BRIDGE (SUPERSTRUCTURE)" INCLUDES ALL MATERIALS, LABOR AND DESIGN FOR THE PREFABRICATED STEEL TRUSS, TRUSS BEARINGS, PAINTING, CONCRETE DECK AND REINFORCEMENT (SPANS 3 AND 4) COMPLETE IN PLACE AND DESIGNED PER CURRENT AASHTO AND MNDOT LRFD BRIDGE DESIGN SPECIFICATIONS.

(4) TRUSS DIMENSIONS ARE BASED ON DESIGN PERFORMED BY ENGINEER OF RECORD. BRIDGE MANUFACTURER SHALL PERFORM INDEPENDENT DESIGN CALCULATIONS AND ADJUST TRUSS DETAILS MINIMALLY AS REQUIRED (EFFORT SHALL BE MADE TO MAINTAIN INDICATED LAYOUT & SIZING AS MUCH AS POSSIBLE); CALCULATIONS SHALL BE SUBMITTED TO ENGINEER FOR APPROVAL - SEE SPECIAL PROVISIONS. UNFACTORED BEARING LOADS HAVE BEEN PROVIDED TO SUMMARIZE DESIGN RESULTS AND TO INDICATE DESIGN LOADING USED FOR PIERS.

(5) DUE TO VARIATIONS IN PIER BEARING FIXITY, PIERS 2 AND 4 ARE ASSUMED TO RESIST 62.5% OF THE APPLIED WIND LOADS TO THE SPANS (IDEALIZED AS A PROPPED CANTILEVER); PIER 3 IS ASSUMED TO RESIST 37.5% .

(6) MINIMUM VERTICAL CLEARANCE BY DESIGN. ACTUAL VERTICAL CLEARANCE MAY VARY.

(7) BOTTOM CHORD SHALL HAVE 0" OF RESIDUAL UPWARD CAMBER.

(8) LIGHT TYPE SPECIAL 1 SET IN HANDRAIL - SEE RAILING DETAILS.

9. F DENOTES FIXED BEARINGS
E DENOTES EXPANSION BEARINGS

(10) LIGHT TYPE SPECIAL 2 SHALL BE MOUNTED TO ANGLE L2X2X1/8 WELDED ALONG TOP TRUSS CHORD. CONTRACTOR TO COORDINATE WITH LIGHTING SUPPLIER AND FABRICATOR TO ENSURE SUFFICIENT PRE-DRILLED HOLES FOR ATTACHMENT.

TRUSS AND CONNECTED ELEMENTS SHALL BE SHOP PAINTED BLUE-GREEN (FEDERAL STANDARD COLOR NO. 25193) PER SPEC. 2478. CONTRACTOR SHALL VERIFY COLOR MATCH TO NORTH STAR STATION PRIOR TO FABRICATION (SEE SHEET 6). FIELD PAINT BOLTED CONNECTIONS AND OTHER TOUCH UP AREAS AS NEEDED.

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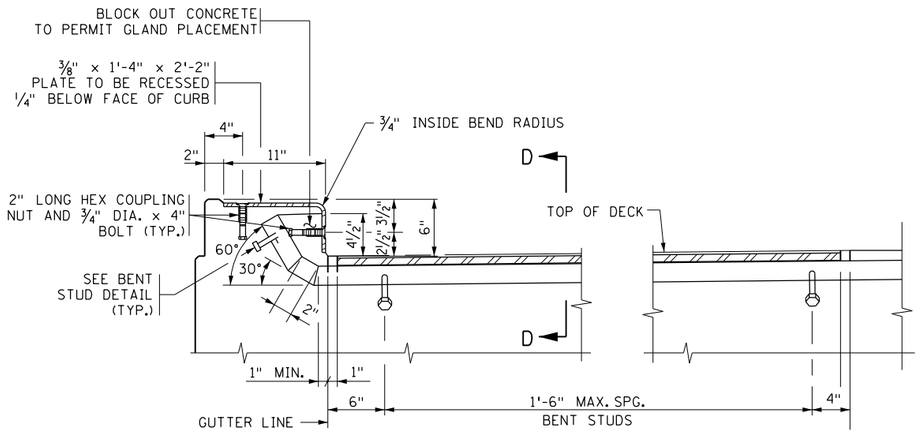
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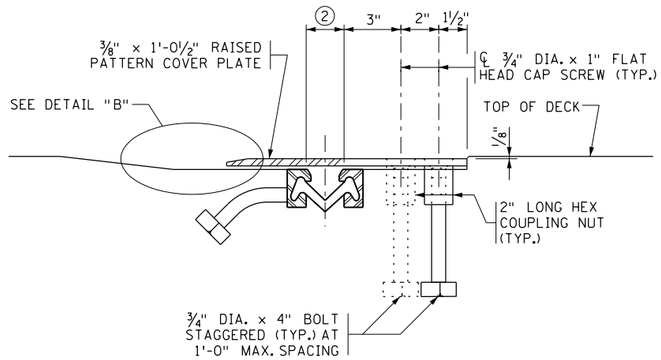
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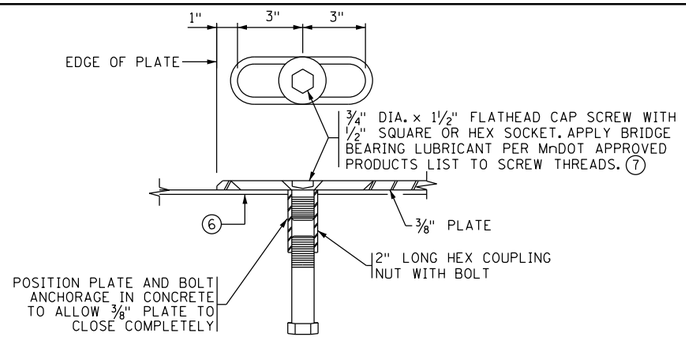


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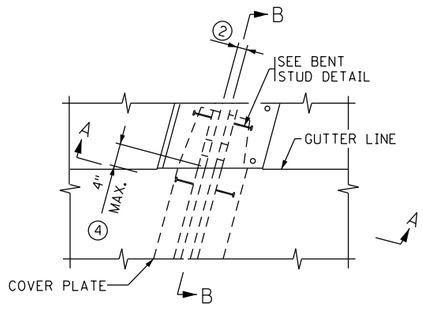
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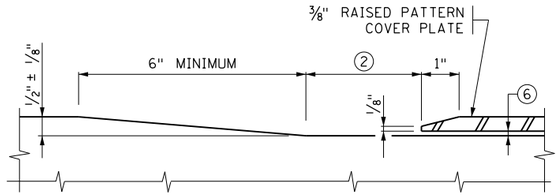
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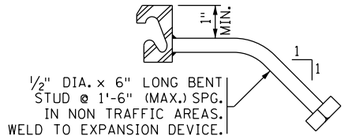
DETAIL "A"



PLAN VIEW @ EXPANSION DEVICE



DETAIL "B" (8)



BENT STUD DETAIL

GENERAL NOTES

GALVANIZE STRUCTURAL STEEL AFTER FABRICATION PER SPEC. 3394. GALVANIZE FASTENERS PER SPEC. 3392.

LOCATE JOINTS IN EXTRUSION AT BREAKS IN TRANSVERSE PROFILE AND AS OTHERWISE REQUIRED, WITH CLOSE FIT, WELDED JOINTS. REPAIR AFTER WELDING PER SPEC. 2471.3.L.

PROVIDE STRUCTURAL STEEL PER SPEC. 3306 OR SPEC. 3309.

STRAIGHTEN EXPANSION DEVICE TO A TOLERANCE OF 1/8" IN 10 FT.

3/4" DIA. X 1 1/2" FLATHEAD CAP SCREW WITH 1/2" SQUARE OR HEX SOCKET PER SPEC 3391. COUNTERSINK CAP SCREWS 1/16" BELOW TOP OF PLATE. APPLY BRIDGE BEARING LUBRICANT PER MnDOT APPROVED PRODUCTS LIST TO SCREW THREADS. (7)

PAYMENT LENGTH IS BASED ON THE HORIZONTAL DISTANCE BETWEEN THE OUTSIDE EDGES OF THE DECK MEASURED ALONG THE CENTERLINE OF JOINT.

TRANSVERSE DECK REINFORCEMENT MAY BE SHIFTED THE MINIMUM DISTANCE REQUIRED FOR EXPANSION DEVICE PLACEMENT.

(1) DIMENSIONS ARE ALONG CENTERLINE OF JOINT.

(2) 2 3/8" AT 45° F; 1 1/2" AT 90° F (PIER 3)
2" AT 45° F; 1 1/2" AT 90° F (PIERS 1&6)

(3) 1/8" (1/4" MAX.).

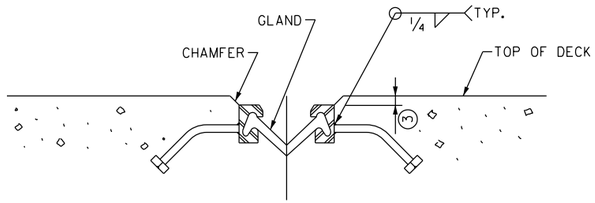
(4) PLACE BENT RODS NORMAL TO JOINT.

(5) EXTEND GLAND 1" MIN. BEYOND THE TOP OF THE EXTRUSION.

(6) PROVIDE SMOOTH CONCRETE FINISH BENEATH PLATE WITH 0" MIN. TO 1/8" MAX. GAP BETWEEN CONCRETE AND UNDERSIDE OF PLATE. PROVIDE BOND BREAKER (DUCT TAPE, ETC.) TO UNDERSIDE OF COVER PLATE.

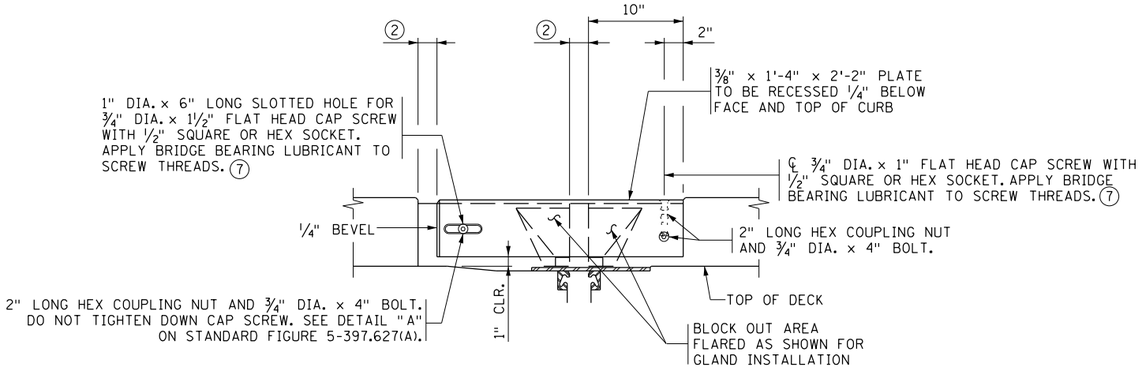
(7) LUBRICANT PER MnDOT APPROVED/QUALIFIED PRODUCTS LIST: BRIDGE GREASE.

(8) DIMENSIONS SHOWN ARE REQUIRED TO COMPLY WITH A.D.A STANDARDS.

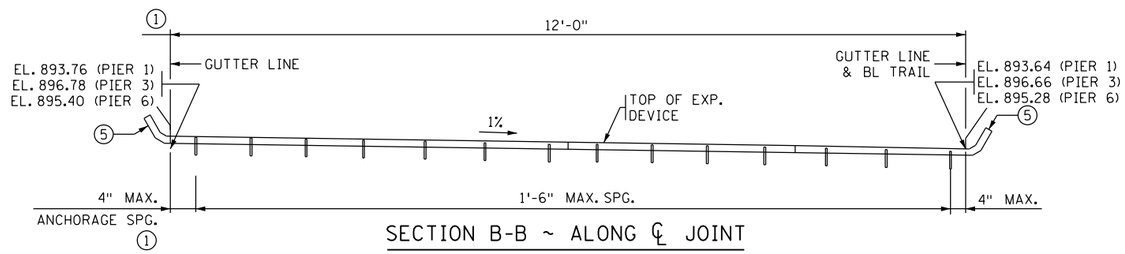


SECTION A-A

(COVER PLATE NOT SHOWN)



INSIDE ELEVATION OF CONCRETE CURB



SECTION B-B ~ ALONG ℄ JOINT

ELEVATIONS SHOWN ARE 1/8" BELOW TOP OF SLAB @ ℄ JOINT

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK

7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: WATERPROOF EXPANSION DEVICE

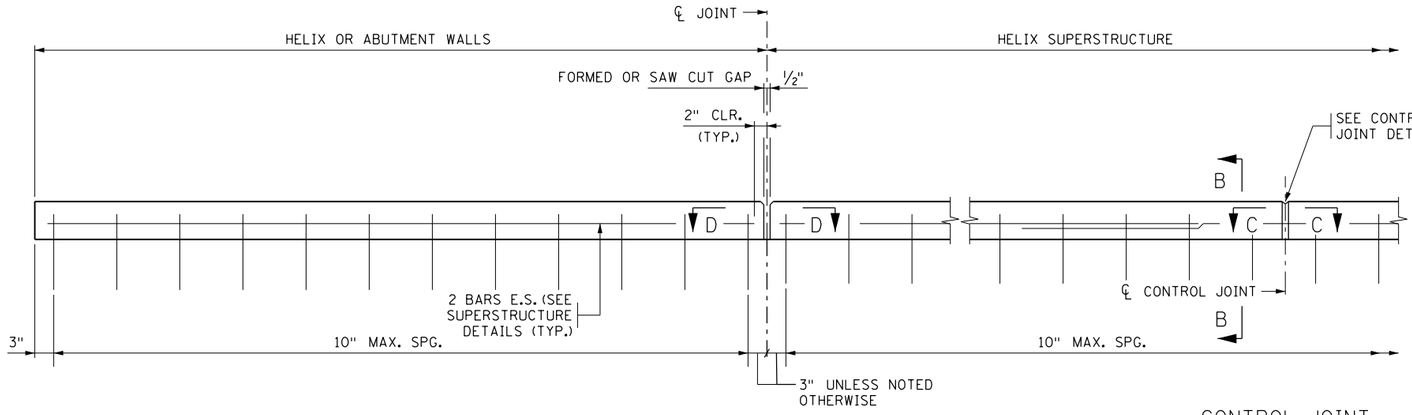
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S.A.P. 199-010-012

SHEET NO. 84 OF 99 SHEETS

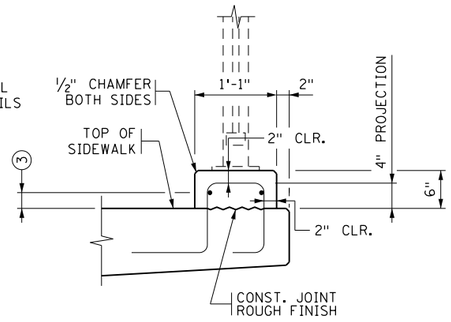
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JOINT TYPE A

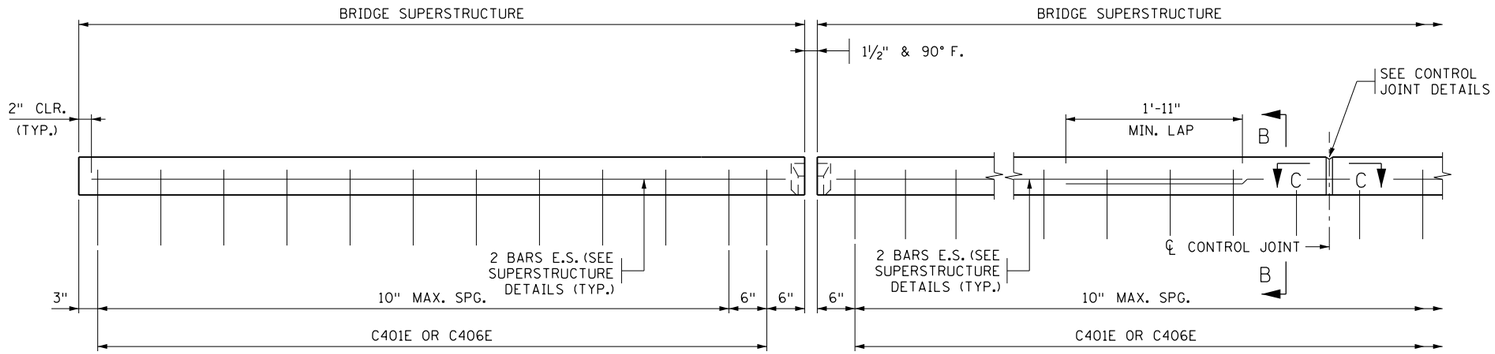
AT SOUTH ABUTMENT AND HELIX COLUMNS



SECTION B-B

CONTROL JOINT

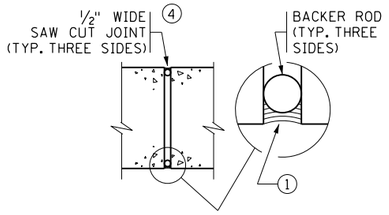
INSIDE ELEVATION OF CONCRETE CURB



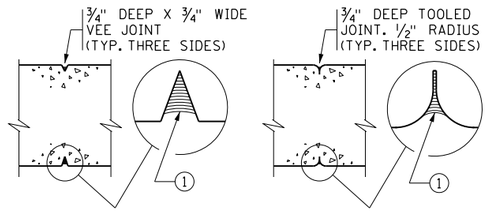
JOINT TYPE B

AT PIERS 1, 3 AND 6

CONTROL JOINT



SECTION D-D



SECTION C-C

CONTRACTOR OPTION 1

SECTION C-C

CONTRACTOR OPTION 2

CONTROL JOINT DETAILS

WHEN USING SLIP FORM METHOD TO PLACE THE CONCRETE, CUT JOINT 3 INCHES DEEP USING MARGIN TROWEL OR SIMILAR MEANS IMMEDIATELY AFTER CONCRETE PLACEMENT (TYP. THREE SIDES)

INSIDE ELEVATION OF CONCRETE CURB

CURB DOES NOT MEET CRASH TEST REQUIREMENTS OF NCHRP REPORT 350 OR MASH

GENERAL NOTES

CONTINUOUSLY GROUND ALL METAL RAILINGS; SEE THE SPECIAL PROVISIONS. REFER TO THE ELECTRICAL PLANS AND ELECTRICAL SPECIAL PROVISIONS FOR DETAILS REGARDING BONDING MULTIPLE ELECTRICAL GROUNDING SYSTEMS.

MEASURE PAYMENT LENGTH BETWEEN THE OUTSIDE ENDS OF THE CONCRETE CURB.

CONCRETE CURB = 81 LBS./FT. (0.020 CU. YDS./FT.)

FINISH ALL EDGES OF CURB WITH ½" CHAMFER, EXCEPT WHERE OTHERWISE NOTED.

MAXIMUM SPACING OF CONTROL JOINTS IS 10 FT. SEE SUPERSTRUCTURE SHEET FOR JOINT SPACING.

CONCRETE CURB QUANTITIES ARE LISTED IN SUMMARY OF QUANTITIES FOR SUPERSTRUCTURE.

FOR BILL OF REINFORCEMENT, SEE SHEET 70.

① JOINT SEALANT PER MnDOT APPROVED/QUALIFIED PRODUCTS LIST - CRACK AND JOINT MATERIALS - SILICONE JOINT SEALERS.

② REFER TO STANDARD FIGURE 5-397.632 FOR COVER PLATE DETAILS.

③ TO MAXIMIZE CLEARANCES FOR ANCHORAGES, PLACE TOP OF OUTSIDE LONGITUDINAL BARS 2" FROM DECK SURFACE (TYP.).

④ SAW CUT NOT REQUIRED AT HELIX COLUMNS. USE ½" JOINT MATERIAL BETWEEN CURB AND COLUMN, SEAL AS SHOWN.

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS

LIC. NO. 53920 DATE

TITLE: CONCRETE CURB FOR USE WITH ORNAMENTAL RAILING

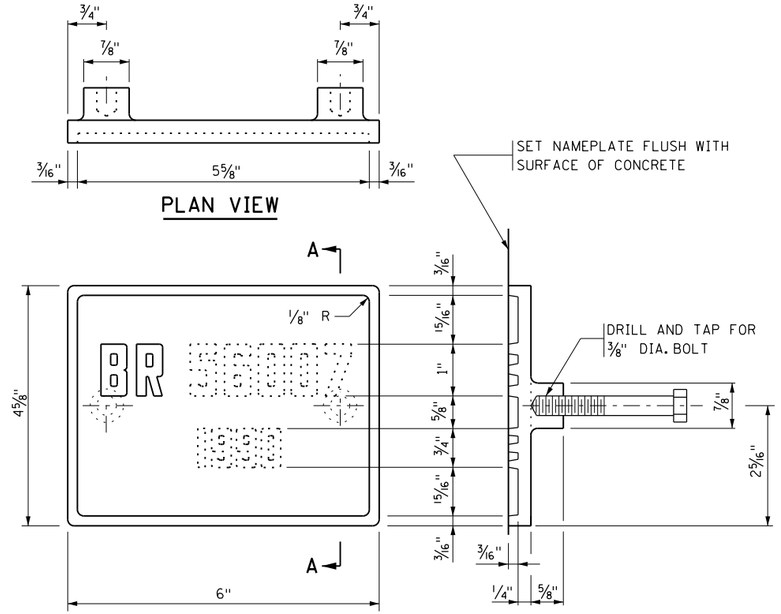
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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 85 OF 99 SHEETS

BRIDGE NO. 02053

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THE DASHED NUMBERS SHOWN ABOVE ARE FOR ILLUSTRATION.
DATA TO BE SHOWN ON NAMEPLATE IS AS FOLLOWS:

BRIDGE 02053

YEAR 2018

NUMBERS FOR NAMEPLATE

NOTES:

MATERIAL SHALL COMPLY WITH SPEC. 3327.

LETTERS AND NUMBERS SHALL CONFORM TO THOSE SHOWN.

DRAFT ON LETTERS AND NUMBERS SHALL NOT BE MORE THAN 3" IN 12".

HORIZONTAL SPACING OF LETTERS AND NUMBERS SHALL PRODUCE A BALANCED LAYOUT IN PROPORTION TO SPACING SHOWN.

TOP SURFACE OF LETTERS, NUMBERS AND FRAMES SHALL BE BURNISHED.

FURNISH 2 STEEL BOLTS 3/8" DIA. x 3" LONG WITH EACH PLATE.

ALL DIMENSIONS FOR 3/4" HIGH LETTERS AND NUMBERS SHALL BE IN DIRECT PROPORTION TO THOSE SHOWN FOR THE 1" HIGH LETTERS AND NUMBERS.

APPROVED: NOVEMBER 22, 2002	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISION 09-11-2014	DETAIL NO.
Daniel J. Bryan STATE BRIDGE ENGINEER	BRIDGE NAMEPLATE (FOR NEW BRIDGES)		B101

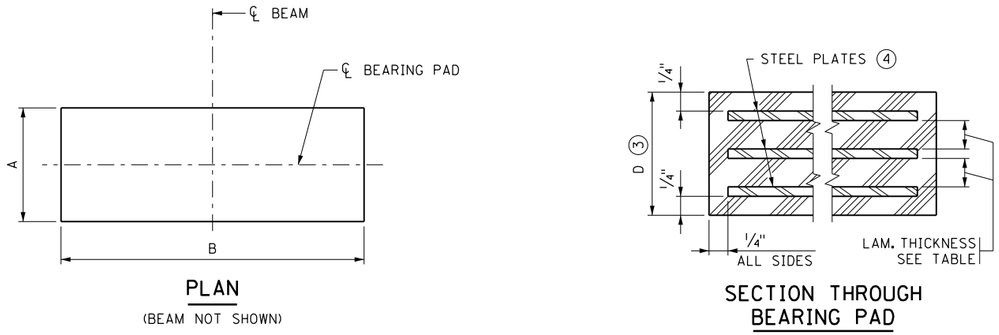


TABLE									
ASSEMBLY TYPE	LOCATION	BEARING PAD SIZE			STEEL PLATES		LAMINATES		SHAPE FACTOR
		A	B	D (1)	NO.	THICK.	NO.	THICK.	
E4	PIER 1	12"	24"	4 3/8"	7	1/8"	6	1/2"	8.0

NOTES:

USE NEOPRENE OR NATURAL RUBBER AND FABRICATE PAD PER SPEC. 3741.

PAYMENT FOR ELASTOMERIC BEARING PAD INCLUDED IN ITEM "ELASTOMERIC BEARING PAD" PER EACH.

(1) "D" INDICATES THE THICKNESS OF THE BEARING PAD.

(3) THE TOTAL THICKNESS SHOWN INCLUDES THE STEEL PLATES.

(4) DO NOT GALVANIZE THIS PLATE.

MODIFICATIONS MADE TO TABLE AND DIAGRAMS TO INCLUDE ADDITION OF STEEL REINFORCING PLATES.

APPROVED: NOVEMBER 22, 2002	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISION 12-17-2008 05-24-2012 01-13-2015 05-10-2017	DETAIL NO.
Daniel J. Bryan STATE BRIDGE ENGINEER	ELASTOMERIC BEARING PAD (PRESTRESSED CONCRETE BEAMS)		B305 MODIFIED

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: B-DETAILS

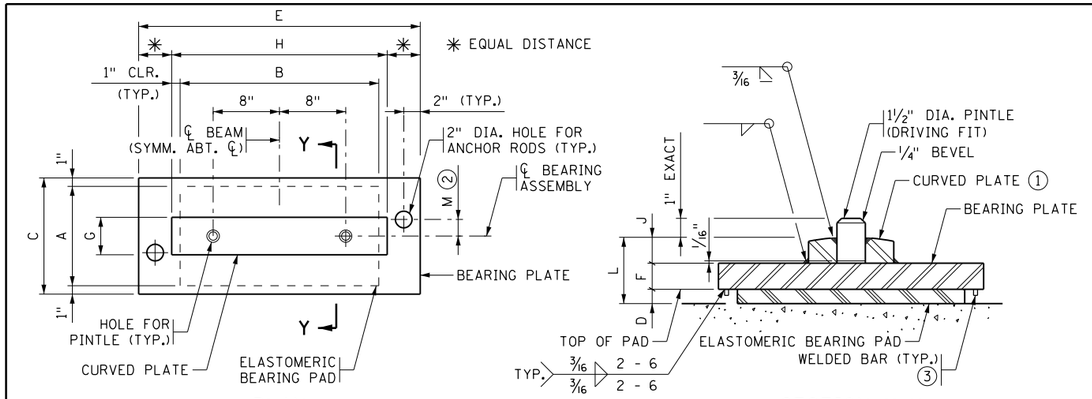
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CHECKED RRE	CHECK RRE	

S.A.P. 199-010-012

SHEET NO. 86 OF 99 SHEETS

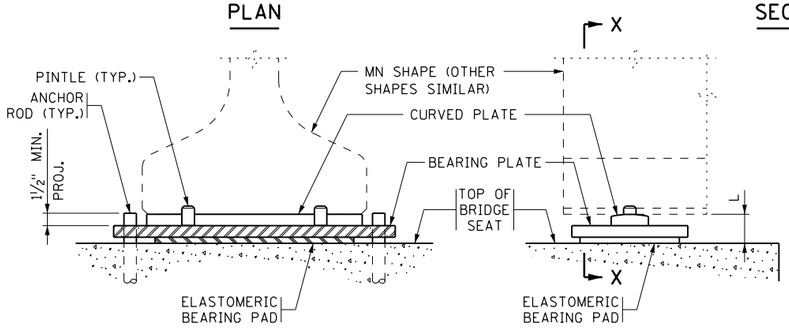
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PLAN

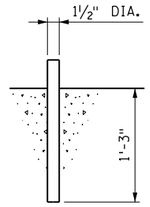
SECTION Y-Y



SECTION X-X

SIDE ELEVATION

ANCHOR RODS NOT SHOWN



ANCHOR ROD DETAIL

TABLE

ASSEMBLY TYPE	LOCATION	BEAM SIZE	BEARING PAD SIZE			SHAPE FACTOR	BEARING PLATE SIZE			CURVED PLATE SIZE			ANCHOR ROD OFFSET		ASSY. HEIGHT	CURVED PLATE
			A	B	D		C	E	F	G	H	J	+/- ②	M	L	R ①
F1	PIER	MN45	12"	24"	1/2"	8.0	14"	38"	1½"	4½"	26"	1¼"		0	3¼"	16"

NOTES:

PROVIDE ELASTOMERIC MATERIALS AND PAD CONSTRUCTION PER SPEC. 3741.

PROVIDE STEEL PLATES PER SPEC. 3306.

PROVIDE ANCHOR RODS PER SPEC. 3306. GALVANIZE PER SPEC. 3394.

PROVIDE PINTLES PER SPEC. 3309.

GALVANIZE STRUCTURAL STEEL BEARING ASSEMBLY AFTER FABRICATION PER SPEC. 3394, EXCEPT AS NOTED.

PAYMENT FOR BEARING ASSEMBLY INCLUDES ALL MATERIAL ON THIS DETAIL.

① THE MIN. RADIUS IS 16" UNLESS OTHERWISE SPECIFIED IN THE TABLE. THE MAX. RADIUS IS 24". FINISH TO 250 MICRO. THE FINISHED THICKNESS OF THE PLATE MAY BE 1/16" LESS THAN SHOWN.

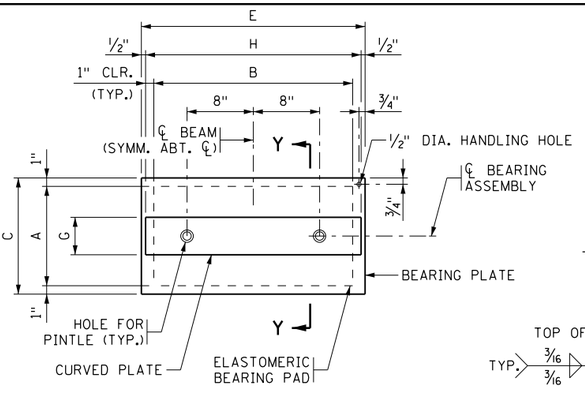
② "+" DENOTES OFFSET AS SHOWN. "-" DENOTES OFFSET OPPOSITE OF SHOWN.

③ 3/8" X 3/8" BAR INSTALLED ON BEARING PLATE AROUND PERIMETER OF BEARING PAD. BAR LENGTH IS 2" LESS THAN ADJACENT PAD DIMENSION, CENTERED ON PAD. CENTERLINE OF BAR TO EDGE OF PAD DIMENSION = ½".

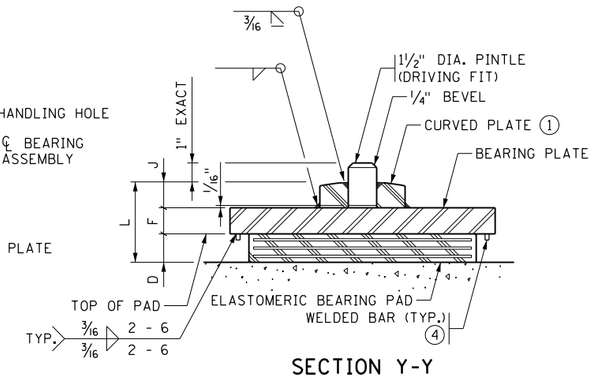
DESIGN DATA:

MAXIMUM HORIZONTAL LOAD IS 70 KIPS FOR 1½" PINTLES.

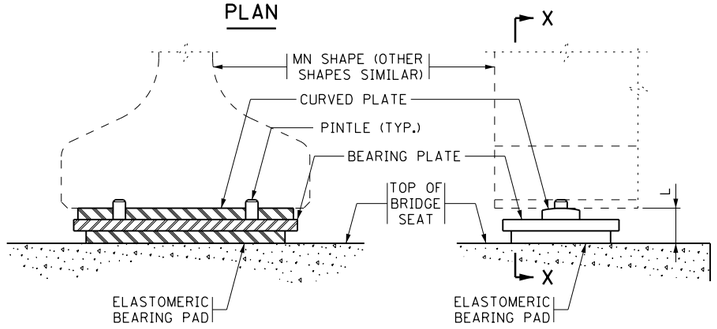
APPROVED: SEPTEMBER 22, 2011	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISED	DETAIL NO.
Nancy Daubenberger STATE BRIDGE ENGINEER	CURVED PLATE BEARING ASSEMBLY (PRESTRESSED CONCRETE BEAMS) (FIXED)	11-06-2013 11-03-2015 01-05-2017	B310



PLAN

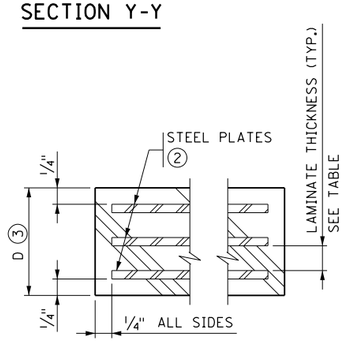


SECTION Y-Y



SECTION X-X

SIDE ELEVATION



SECTION THROUGH ELASTOMERIC BEARING PAD

TABLE

ASSEMBLY TYPE	LOCATION	BEAM SIZE	BEARING PAD SIZE			STEEL PLATES		LAMINATES		SHAPE FACTOR	BEARING PLATE SIZE			CURVED PLATE SIZE			ASSY. HEIGHT	CURVED PLATE
			A	B	D	NO.	THICK.	NO.	THICK.		C	E	F	G	H	J	L	R ①
E1	PIER	MN45	12"	24"	2½"	4	1/8"	3	½"	8.0	14"	27"	1½"	4½"	26"	1¼"	5¼"	16

NOTES:

PROVIDE ELASTOMERIC MATERIALS AND PAD CONSTRUCTION PER SPEC. 3741.

PROVIDE STEEL PLATES PER SPEC. 3306.

PROVIDE PINTLES PER SPEC. 3309.

GALVANIZE STRUCTURAL STEEL BEARING ASSEMBLY AFTER FABRICATION PER SPEC. 3394, EXCEPT AS NOTED.

PAYMENT FOR BEARING ASSEMBLY INCLUDES ALL MATERIAL ON THIS DETAIL.

① THE MIN. RADIUS IS 16" UNLESS OTHERWISE SPECIFIED IN THE TABLE. THE MAX. RADIUS IS 24". FINISH TO 250 MICRO. THE FINISHED THICKNESS OF THE PLATE MAY BE 1/16" LESS THAN SHOWN.

② DO NOT GALVANIZE THESE PLATES.

③ THE TOTAL THICKNESS SHOWN INCLUDES THE STEEL PLATES.

④ 3/8" X 3/8" BAR INSTALLED ON BEARING PLATE AROUND PERIMETER OF BEARING PAD. BAR LENGTH IS 2" LESS THAN ADJACENT PAD DIMENSION, CENTERED ON PAD. CENTERLINE OF BAR TO EDGE OF PAD DIMENSION = ½".

DESIGN DATA:

MAXIMUM HORIZONTAL LOAD IS 70 KIPS FOR 1½" PINTLES.

APPROVED: SEPTEMBER 22, 2011	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISED	DETAIL NO.
Nancy Daubenberger STATE BRIDGE ENGINEER	CURVED PLATE BEARING ASSEMBLY (PRESTRESSED CONCRETE BEAMS) (EXPANSION)	11-03-2015	B311

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: B-DETAILS

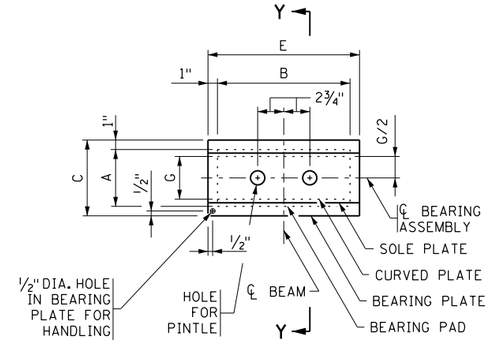
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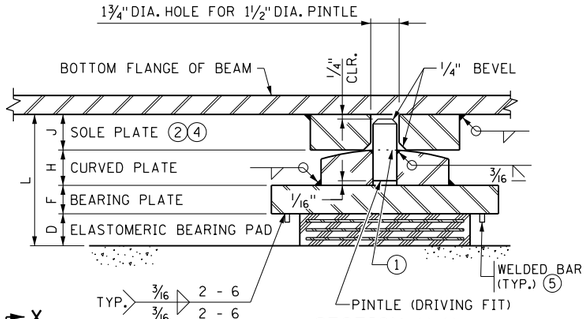
SHEET NO. 87 OF 99 SHEETS

BRIDGE NO. 02053

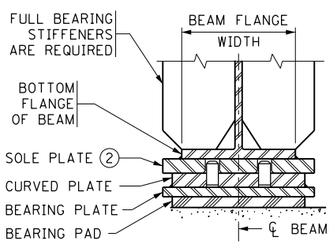
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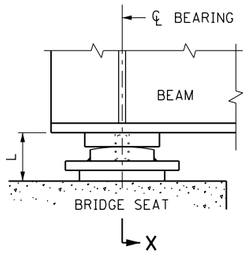
PLAN



SECTION Y-Y

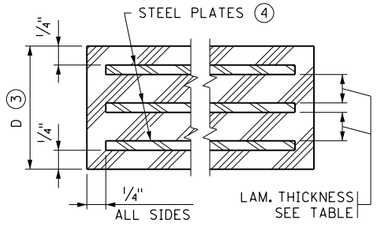


SECTION X-X



SIDE ELEVATION

ENLARGED BEARING ASSEMBLY



SECTION THROUGH BEARING PAD

TABLE

ASSEMBLY TYPE	LOCATION	BEAM FLANGE WIDTH	BEARING PAD SIZE			STEEL PLATES		LAMINATES		SHAPE FACTOR	BEARING PLATE SIZE			CURVED PLATE SIZE				SOLE PLATE SIZE			PINTLE DIA.	ASSY. HEIGHT
			A	B	D	NO.	THICK.	NO.	THICK.		C	E	F	G	B	H	R ①	WID.	LEN.	J ②		L
E2	PIER 6	10"	8"	14"	1⅛"	2	⅛"	1	⅜"	6.8	10"	16"	1½"	4½"	14"	1¼"	16"	6"	16"	1¼"	1½"	5⅛"

NOTES:

PROVIDE ELASTOMERIC MATERIALS AND PAD CONSTRUCTION PER SPEC. 3741.

PROVIDE STEEL PLATES PER SPEC. 3306 EXCEPT THE SOLE PLATE. PROVIDE SOLE PLATE WITH THE SAME MATERIAL SPECIFICATION AS THE STEEL BEAMS.

PROVIDE PINTLES PER SPEC. 3309.

GALVANIZE STRUCTURAL STEEL BEARING ASSEMBLY AFTER FABRICATION PER SPEC. 3394, EXCEPT AS NOTED.

PAYMENT FOR BEARING ASSEMBLY INCLUDES ALL MATERIAL ON THIS DETAIL EXCEPT THE SOLE PLATE. THE SOLE PLATE IS INCLUDED IN THE WEIGHT OF STRUCTURAL STEEL.

① THE MIN. RADIUS IS 16" UNLESS OTHERWISE SPECIFIED IN THE TABLE. THE MAX. RADIUS IS 24". FINISH TO 250 MICRO. THE FINISHED THICKNESS OF THE PLATE MAY BE 1/16" LESS THAN SHOWN.

② WHEN THE SOLE PLATE IS TAPERED, DIMENSIONS "J" AND "L" ARE THICKNESS OF SOLE PLATE AND BEARING ASSEMBLY AT CENTERLINE OF BEARING.

③ THE TOTAL THICKNESS SHOWN INCLUDES THE STEEL PLATES.

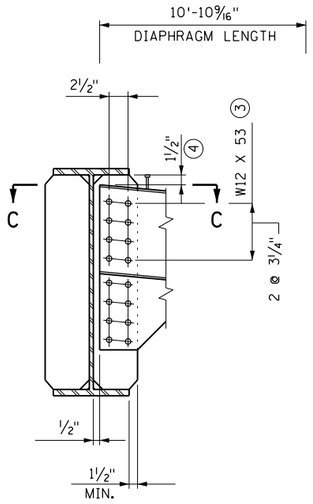
④ DO NOT GALVANIZE THIS PLATE.

⑤ ⅜" X ⅜" BAR INSTALLED ON BEARING PLATE AROUND PERIMETER OF BEARING PAD. BAR LENGTH IS 2" LESS THAN ADJACENT PAD DIMENSION, CENTERED ON PAD. CENTERLINE OF BAR TO EDGE OF PAD DIMENSION = ½".

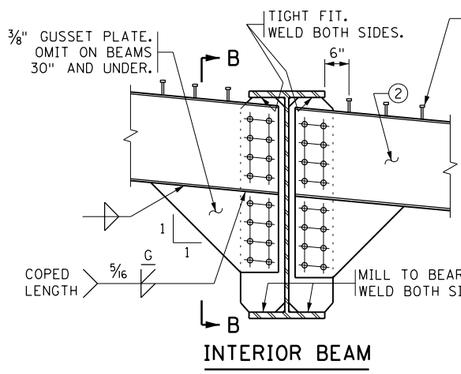
DESIGN DATA:

MAXIMUM HORIZONTAL LOAD IS 70 KIPS. MINIMUM SOLE PLATE THICKNESS IS 1¼".

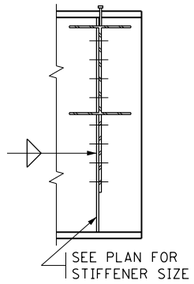
APPROVED: NOVEMBER 22, 2002	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISED	DETAIL NO.
Daniel J Hagyan STATE BRIDGE ENGINEER	CURVED PLATE BEARING ASSEMBLY (STEEL BEAMS) (EXPANSION)	08-10-2006 12-17-2008 11-03-2015	B355



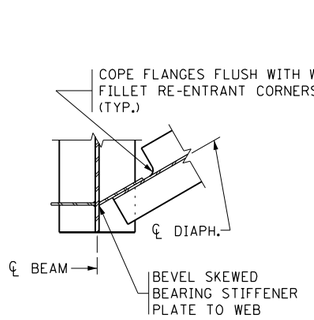
FASCIA BEAM



INTERIOR BEAM

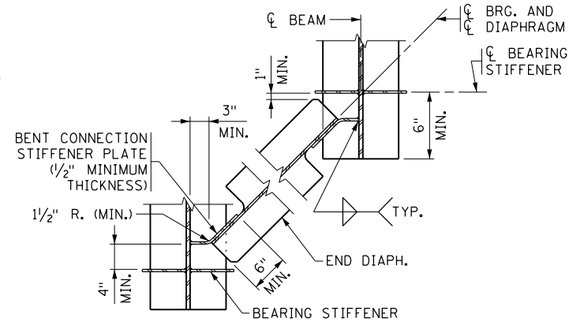


SECTION B-B



SECTION C-C

SKEWS TO 30° MAX.



SECTION C-C

SKEWS OVER 30° TO 60°

NOTES:

PROVIDE STRUCTURAL STEEL PER SPEC. 3309.

① USE SAME SHEAR STUD HEIGHT AS USED ON THE BEAMS.

② SEE FRAMING PLAN FOR SIZE OF DIAPHRAGM.

③ FOR PLATE GIRDERS, PROVIDE END DIAPHRAGMS AT LEAST ½ THE BEAM HEIGHT.

④ DIAPHRAGMS MAY BE PLACED LEVEL, PROVIDED MINIMUM CLEARANCES ARE MET.

⑤ MILL TO BEAR FOR BEARING STIFFENERS.

MODIFIED TO INDICATE DETAILS ARE APPLICABLE TO ALL DIAPHRAGMS IN SPAN 7.

SHEAR STUDS AT PIER 6 END DIAPHRAGM ONLY.

APPROVED: MARCH 26, 2009	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISED	DETAIL NO.
Daniel J Hagyan STATE BRIDGE ENGINEER	BOLTED DIAPHRAGMS (FOR STEEL BEAMS)	01-05-2017	B402 MODIFIED

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE
RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: B-DETAILS

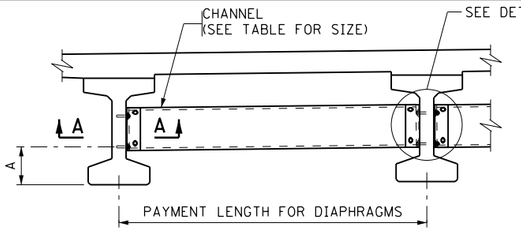
DESIGNED ATP	DRAWN TMS	APPROVED
CHECKED RRE	CHECK RRE	

S.A.P. 199-010-012

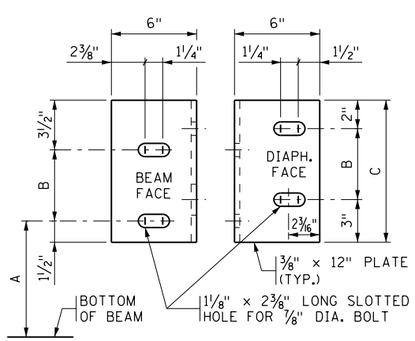
SHEET NO. 88 OF 99 SHEETS

BRIDGE NO. 02053

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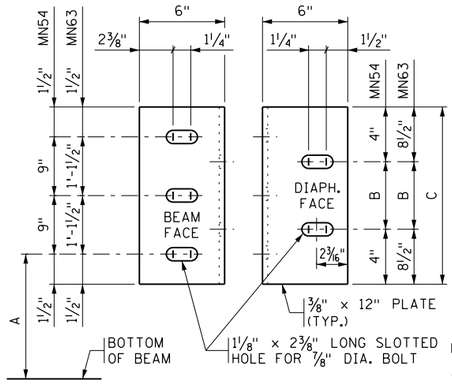


PART TRANSVERSE SECTION AT DIAPHRAGM



DIAPHRAGM CONNECTION

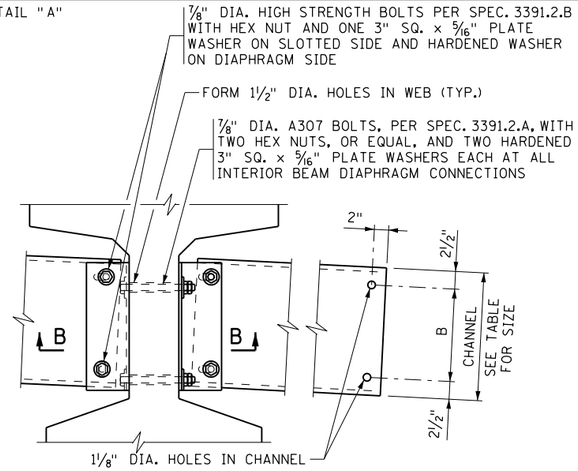
FOR 36M, AND MN45 BEAMS



DIAPHRAGM CONNECTION

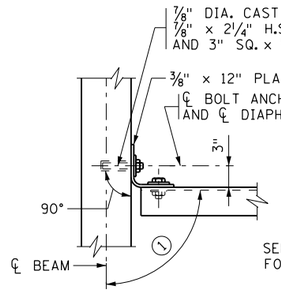
FOR MN54 AND MN63 BEAMS

TABLE				
BEAM HEIGHT	DISTANCE			CHANNEL SIZE
	A	B	C	
~~36M~~	~~1'-3"~~	~~7"~~	~~1'-0"~~	~~C12×20.7~~
MN45	1'-7¾"	7"	1'-0"	C12×20.7
~~MN54~~	~~1'-7¾"~~	~~1'-1"~~	~~1'-9"~~	~~MC18×42.7~~
~~MN63~~	~~1'-7¾"~~	~~1'-1"~~	~~2'-6"~~	~~MC18×42.7~~



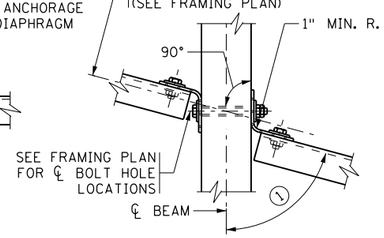
DETAIL "A"

INTERIOR BEAM WITH
CONTINUOUS LINE OF DIAPHRAGMS



SECTION A-A

TYPICAL SECTION AT
ALL FASCIA BEAMS



SECTION B-B

TYPICAL SECTION AT INTERIOR BEAM
WITH CONTINUOUS OR STAGGERED
INTERMEDIATE DIAPHRAGMS

NOTES:

PROVIDE STEEL PER SPEC. 3306.

INSTALL PER SPEC. 2405.3.K.

TORQUE ALL BOLTS, INCLUDING ANCHOR BOLTS TO 80 FT.-LBS.

SHOP BEND THE LEG OF THE 12" PLATE TO CONFORM TO THE DIAPHRAGM.
A ⅜" × 6" × 6" ANGLE MAY BE USED FOR DIAPHRAGMS PERPENDICULAR TO BEAMS.

INCLUDE ALL STRUCTURAL STEEL SHOWN ON THIS DETAIL, INCLUDING BOLTS AND WASHERS, IN UNIT PRICE BID FOR DIAPHRAGMS FOR PRESTRESSED BEAMS.

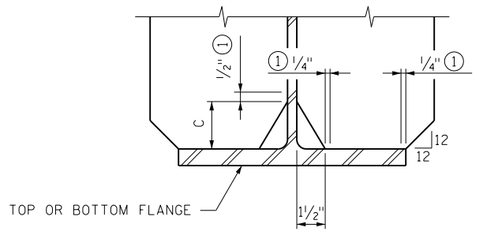
BENT PLATES MAY BE USED IN PLACE OF CHANNELS IF THE BENT PLATES HAVE THE SAME HEIGHT AS THE CHANNELS THEY REPLACE, ARE 5/16" IN THICKNESS, AND HAVE LEGS 5" LONG.

GALVANIZE STEEL PLATES AND SHAPES PER SPEC. 3394.

GALVANIZE BOLTS, NUTS AND WASHERS PER SPEC. 3392.

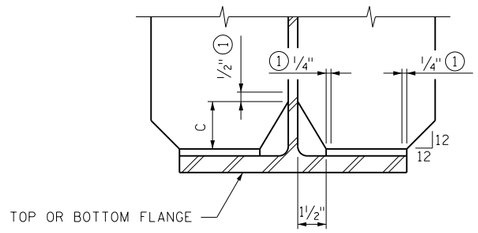
(1) FOR SKEW ANGLES UNDER 20°, USE 90° LESS THE SKEW ANGLE.
FOR SKEW ANGLES OVER 20°, USE 90°.

APPROVED: NOVEMBER 03, 2015	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISION	DETAIL NO.
STATE BRIDGE ENGINEER	STEEL INTERMEDIATE DIAPHRAGM (FOR 36M, MN45 - MN63 PRESTRESSED CONCRETE BEAMS)	01-05-2017	B403



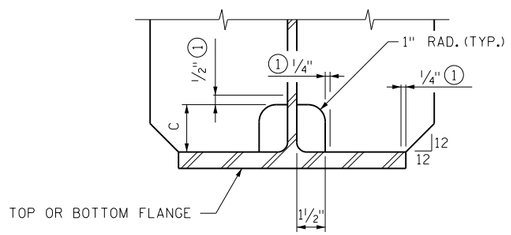
STIFFENER TO FLANGE CONNECTION

OPTION 1



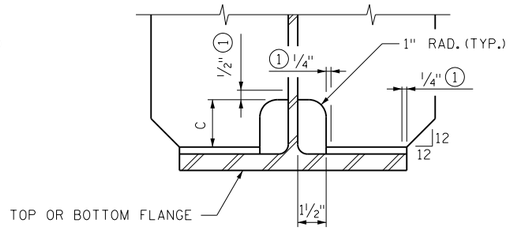
STIFFENER TO TAB PLATE CONNECTION

OPTION 1



STIFFENER TO FLANGE CONNECTION

OPTION 2

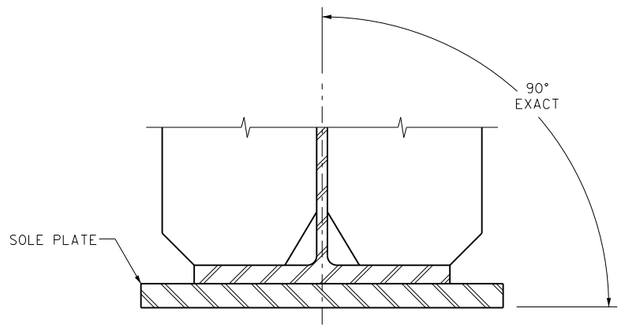


STIFFENER TO TAB PLATE CONNECTION

OPTION 2

STIFFENER COPE DETAIL

PLATE GIRDER OR ROLLED BEAM



SOLE PLATE AT BEARING

WEB THICKNESS	DIMENSION C
½", 9/16", 5/8"	2½"
11/16", ¾"	3"

NOTES:

(1) DO NOT WELD IN THIS AREA.
SEE B410 FOR CONNECTION DETAILS.

APPROVED: OCTOBER 22, 2008	STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION	REVISION	DETAIL NO.
STATE BRIDGE ENGINEER	STIFFENER DETAILS (FOR STEEL BEAMS)		B411

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: B-DETAILS

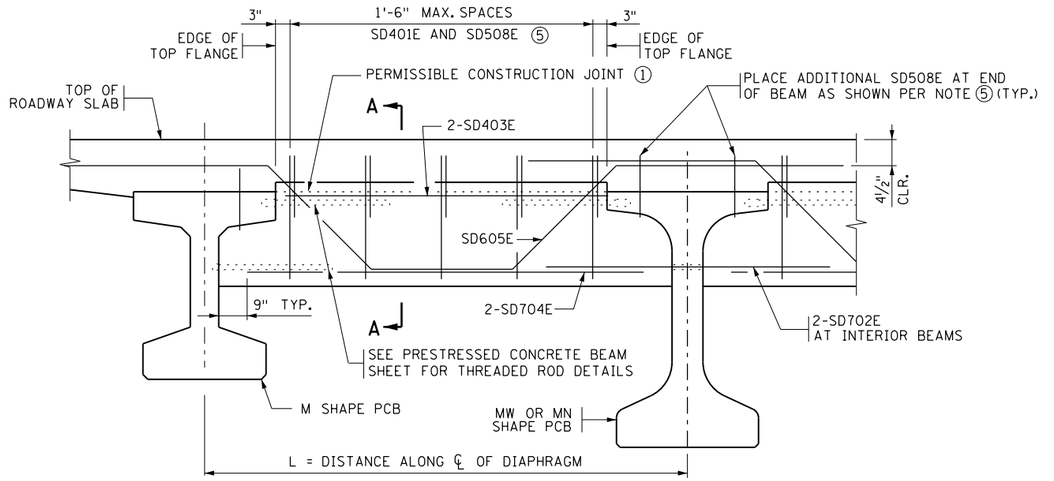
DESIGNED ATP	DRAWN TMS	APPROVED
CHECKED RRE	CHECK RRE	

S.A.P. 199-010-012

SHEET NO. 89 OF 99 SHEETS

BRIDGE NO. 02053

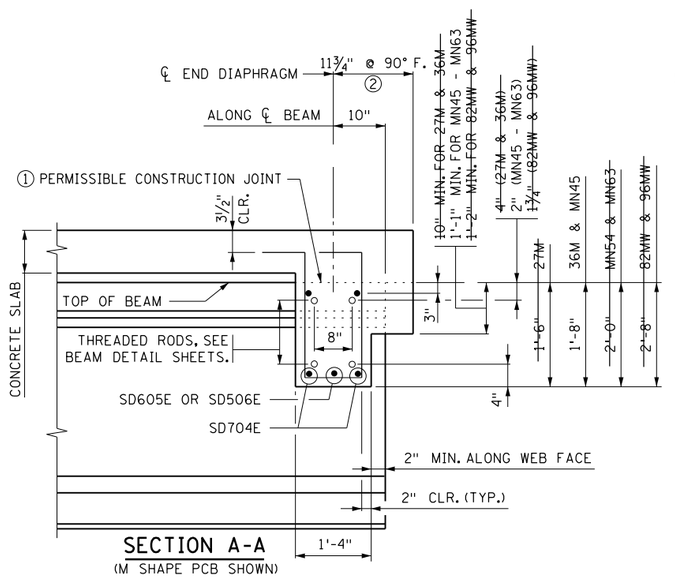
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PART TRANSVERSE SECTION

(L > 8' SHOWN)

REMOVED NOTE 3
REMOVED NOTE 4 & 5 AND NON-APPLICABLE DETAILS
BAR LENGTHS FOR 7" DECK THICKNESS
BILL OF REINFORCEMENT ON SUPERSTRUCTURE DETAILS AND REINFORCEMENT SHEETS



SECTION A-A

(M SHAPE PCB SHOWN)

NOTES:

SEE SHEET 70 FOR BILL OF REINFORCEMENT.

CONCRETE FOR END DIAPHRAGMS SHALL BE THE SAME MIX AS USED IN DECK.

QUANTITIES FOR END DIAPHRAGM CONCRETE AND REINFORCEMENT SHOWN ON THIS DETAIL SHALL BE LISTED IN SUPERSTRUCTURE QUANTITIES.

THREADED RODS ARE INCIDENTAL TO PRESTRESSED CONCRETE BEAMS.

① USE OF CONSTRUCTION JOINT REQUIRES CLEARANCE FOR EXPANSION DEVICE. WHEN CONSTRUCTION JOINT IS USED AT THIS LOCATION, DIAPHRAGM FALSEWORK SHALL REMAIN INPLACE UNTIL COMPLETION OF SLAB CURING PERIOD.

② PERPENDICULAR TO CENTERLINE OF DIAPHRAGM.

⑤ ADD SD507E AND SD508E ONLY IF NO. OF BARS AND LENGTHS ARE INCLUDED IN BILL OF REINFORCEMENT. SPACE SD508E AT 1'-6" MAX. FOR ENTIRE LENGTH OF DIAPHRAGM. REFER TO "PART TRANSVERSE SECTION" ABOVE.

APPROVED: SEPTEMBER 22, 2011

Nancy Daubenberger
STATE BRIDGE ENGINEER

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

CONCRETE END DIAPHRAGM

(27M & 36M, MN45 - MN63, 82MW & 96MW PRESTRESSED CONCRETE BEAMS)
(PARAPET ABUTMENT)

REVISED
04-17-2013
11-06-2013

DETAIL NO.
B814
MODIFIED

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE
RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: B-DETAILS

DESIGNED	ATP	DRAWN	TMS	APPROVED
CHECKED	RRE	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 90 OF 99 SHEETS

BRIDGE NO.
02053

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WEARING COURSE

☐ LOW SLUMP

☐ OTHER _____
TYPE OR MANUFACTURER

EXPANSION JOINTS

JOINT MANUFACTURER

MANUFACTURER'S IDENTIFICATION _____
MFR'S No. AND/OR LETTER DESIGNATION FOR JOINT USED

GLAND MANUFACTURER _____
NAME AND ADDRESS (CITY, STATE)

SIZE OF GLAND _____

MANUFACTURER'S IDENTIFICATION _____
MFR'S No. AND/OR LETTER DESIGNATION FOR GLAND USED

ELASTOMERIC BEARING PADS

PAD MANUFACTURER _____
NAME AND ADDRESS (CITY, STATE)

SPECIAL SURFACE FINISH

PRODUCT NAME: _____ COLOR & TEXTURE: _____

FINISHING ROADWAY FACES OF BARRIER OR PARAPET

PRODUCT NAME: _____ COLOR & TEXTURE: _____

ANTI-GRAFFITI COATING

MANUFACTURER _____
NAME AND ADDRESS (CITY, STATE)

PRODUCT NAME: _____ LOCATION: _____

PAINT SYSTEM

MnDOT SPECIFICATION NUMBER _____
2478 OR 2479 OR OTHER

MANUFACTURER _____
NAME AND ADDRESS (CITY, STATE)

PRIME COAT _____
MnDOT MATERIAL SPECIFICATION NUMBER

INTERMEDIATE COAT _____
MnDOT MATERIAL SPECIFICATION NUMBER

FINISH COAT _____ _____
MnDOT MATERIAL SPECIFICATION NUMBER COLOR

PLAN QUALITY

RATE 1 (AGREE), 2 (NEUTRAL), OR 3 (DISAGREE, PLEASE COMMENT BELOW)

DIMENSIONING AND DETAILING ADEQUATELY DESCRIBED REQUIRED CONSTRUCTION. _____

BAR LISTS AND QUANTITIES WERE TYPICALLY COMPLETE AND FREE OF ERRORS. _____

SCALE OF DRAWINGS AND OVERALL LEGIBILITY OF LINES AND TEXT WAS GOOD. _____

(SB) SPECIAL PROVISIONS ADEQUATELY DESCRIBED SPECIAL WORK AND PAYMENT. _____

COMMENTS: _____

NUMBER OF BRIDGE
SUPPLEMENTAL AGREEMENTS: _____ COST: $ _____

LIST SIGNIFICANT ERRORS OR OMISSIONS IN PLAN DETAILS OR PAY QUANTITIES IN THE SPACE PROVIDED AT RIGHT.

NOTIFICATION TO ADD, REMOVE, OR REHAB A STRUCTURE

PLEASE GO TO THE FOLLOWING WEBSITE AND COMPLETE THE FORM WHEN ADDING, REMOVING OR REHABILITATING A STRUCTURE:
(CONTACT THE BRIDGE INVENTORY MANAGEMENT UNIT AT 651-366-4557 IF YOU HAVE QUESTIONS)
- WHEN ADDING A NEW STRUCTURE - (SEND WHEN THE BRIDGE IS OPEN TO TRAFFIC)
http://www.dot.state.mn.us/bridge/new-structure.html
- WHEN REMOVING A STRUCTURE - (SEND WHEN THE BRIDGE IS NO LONGER IN SERVICE)
http://www.dot.state.mn.us/bridge/remove-structure.html
- WHEN REHABILITATING A STRUCTURE - (SEND WHEN THE REHABILITATION IS COMPLETE)
http://www.dot.state.mn.us/bridge/rehab-structure.html

CHANGE OF VERTICAL CLEARANCE

PLEASE GO TO THE FOLLOWING WEBSITE WHEN CHANGING THE VERTICAL CLEARANCE OF EXISTING BRIDGE STRUCTURE:
(CONTACT THE BRIDGE INVENTORY MANAGEMENT UNIT AT 651-366-4557 IF YOU HAVE QUESTIONS)
http://www.dot.state.mn.us/bridge/pdf/clearanceform.pdf

OTHER ITEMS (1)

(1) UTILITIES ADDED DURING CONSTRUCTION AND SPECIALTY ITEMS.

FINAL QUANTITIES ENTERED ON SCHEDULE OF QUANTITIES: YES ☐ NO ☐

REMOVE & PATCH QUANTITIES (SF)						CONCRETE SURFACE REPAIR (SF)	CLEAN & PAINT REINF. (SF)
TYPE A:	TYPE B:	TYPE C:	TYPE D:	TYPE E:	TYPE F:		

SUMMARY OF SIGNIFICANT AS-BUILT CHANGES

THE AS-BUILT INFORMATION WAS ADDED TO THE PLAN BY:

_____ _____
INSPECTOR(S) SIGNATURE DATE

CHECKED BY: _____ _____
PROJECT ENGINEER/SUPERVISOR SIGNATURE DATE

WHEN BRIDGE IS OPEN TO TRAFFIC, COMPLETE THIS AS-BUILT BRIDGE DATA SHEET AND SUBMIT TO THE BRIDGE OFFICE VIA EMAIL AT: BridgeForms.dot@state.mn.us.

REVISION:

APPROVED: MAY 10, 2017
Kevin Western
STATE BRIDGE ENGINEER

AS-BUILT DETAILS
(AS NEEDED)

THIS FORM IS AVAILABLE IN AN ELECTRONIC FORMAT AT:
http://www.dot.state.mn.us/bridge/pdf/as-built-bridge-data-r0.xlsx

TITLE: AS-BUILT BRIDGE DATA

FIG. 5-397.900

S.A.P. 199-010-012

APPROVED:

SHEET NO. 91 OF 99 SHEETS

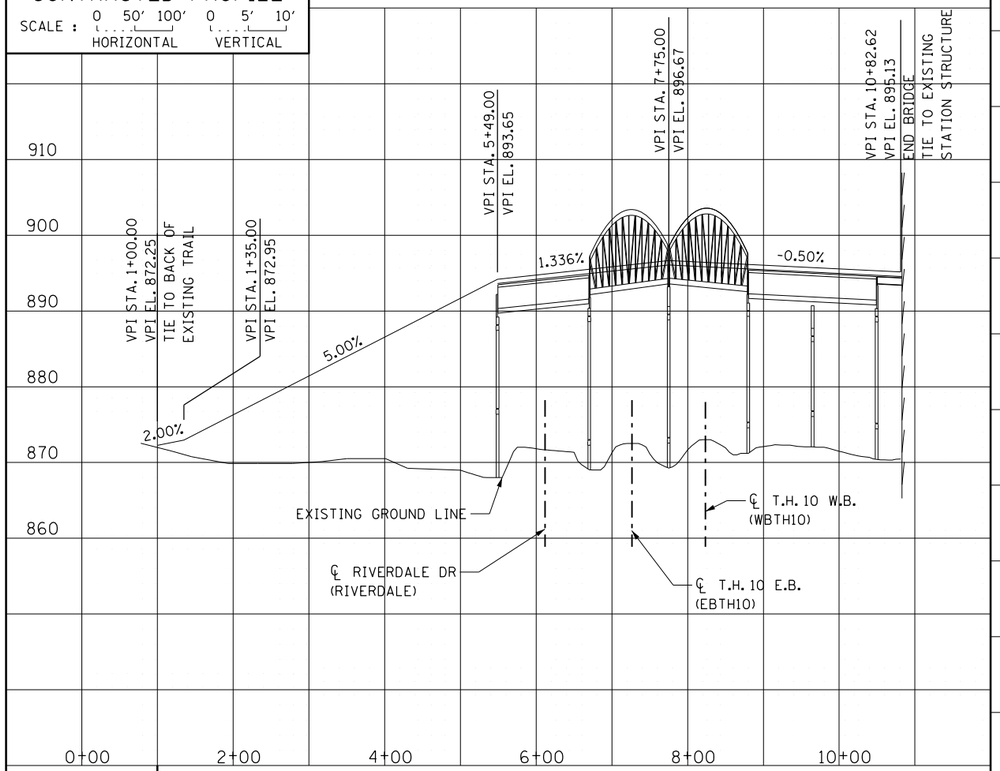
BRIDGE NO. 02053

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1/23/2018
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CONTRACTED PROFILE

SCALE : 0 50′ 100′ (HORIZONTAL) 0 5′ 10′ (VERTICAL)

PROFILE AT ℄ TRAIL (PROFILE)

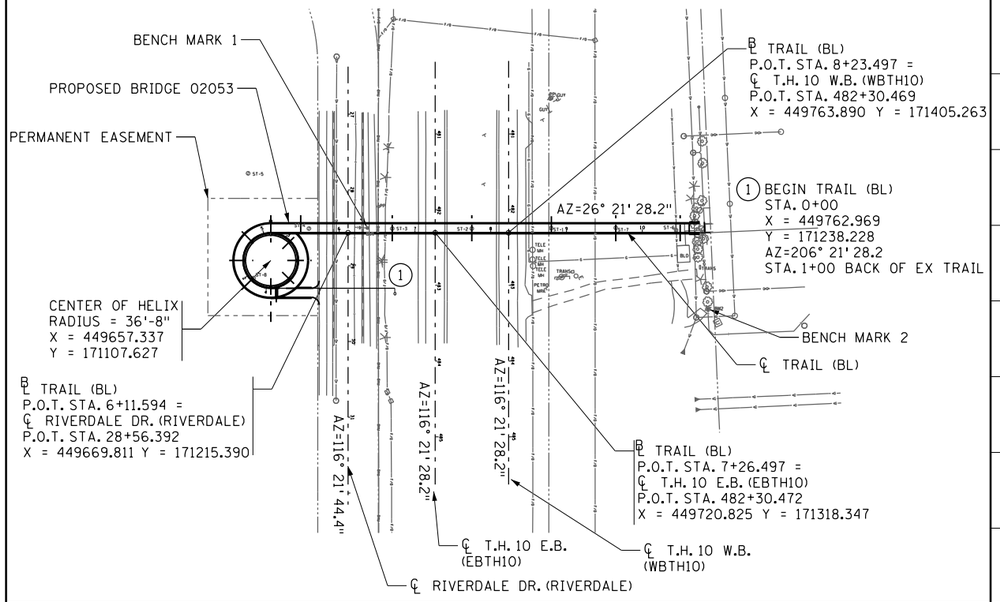


PLAT

SCALE: 0 50′ 100′

UTILITY INFORMATION

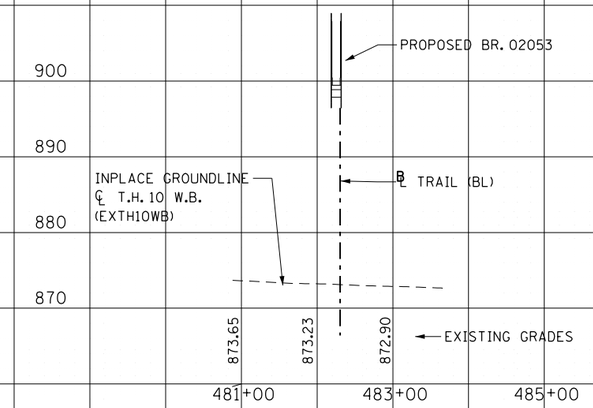
WARNING: DIAL GOPHER STATE ONE CALL AT 1-900-252-1166 48 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS TO OBTAIN COMPLETE UTILITY PROPERTY OWNERSHIP AND LOCATION INFORMATION.
UTILITY INFO PRESENTED ON PLANS IS QUALITY LEVEL D.
FIELD VERIFY ALL UTILITIES.



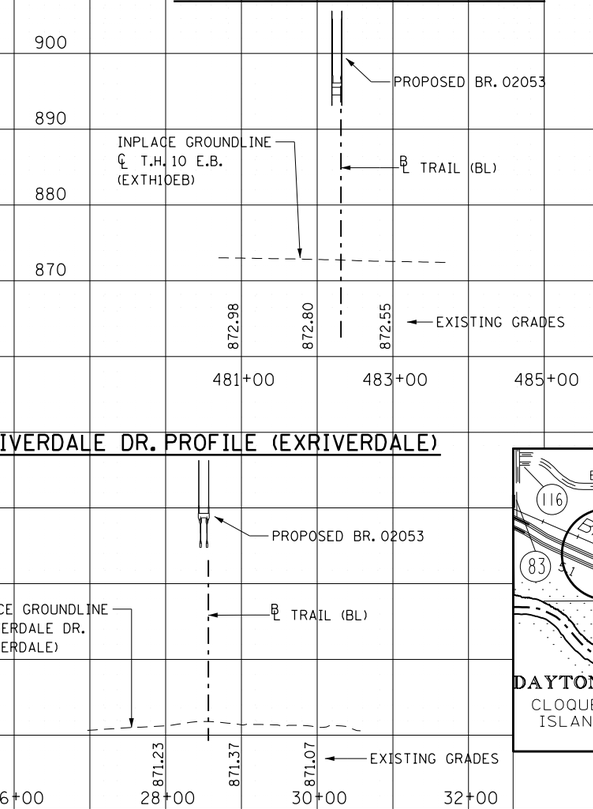
ADDITIONAL PROFILES

SCALE : 0 50′ 100′ (HORIZONTAL) 0 5′ 10′ (VERTICAL)

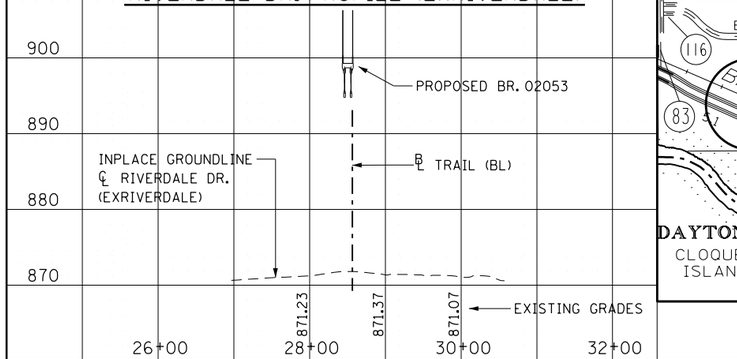
T.H. 10 W.B. PROFILE (EXTH10WB)

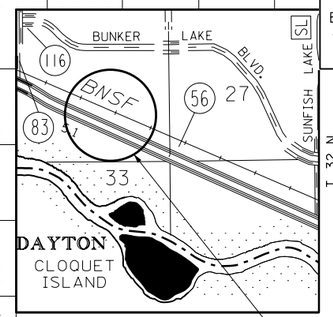


T.H. 10 E.B. PROFILE (EXTH10EB)



RIVERDALE DR. PROFILE (EXRIVERDALE)





LOCATION ENGINEER'S OBSERVATIONS AT BRIDGE SITE

1. SPECIAL FEATURES: WATERFALLS, DAMS, FLOODS, ICE, DEBRIS, SLIDING BANKS, RECREATIONAL BOATING.
2. OTHER BRIDGES OR CULVERTS OVER THE SAME STREAM (PARTICULARLY STRUCTURES WHICH CARRY HIGH WATER WITHOUT OVERFLOW OF ROADWAY): GIVEN LOCATION, TYPE, LENGTH, HEIGHT ABOVE HIGH WATER, CROSS-SECTIONAL AREA ETC.
3. APPARENT HIGHWATER ELEVATION OBTAINED FROM:
4. OTHER DATA: APPROX. VELOCITY OF WATER AT TIME OF SURVEY.

HYDRAULIC ENGINEERS RECOMMENDATION

DATE: XX-XX-XX

STREAM OR DITCH DESIGNATION: XXX
DRAINAGE AREA: XXX SQ. MI.
MAX. FLOOD ON RECORD: XXX C.F.S. (XX-XX-XX)
MAXIMUM OBSERVED HIGHWATER ELEVATION: XXX.X FT.
DESIGN FLOOD (XX YR. FREQ.): XXX C.F.S.
HEADWATER ELEVATION: XXX.X FT.
DESIGN MEAN VELOCITY THROUGH STRUCTURE: X.X F.P.S.
TOTAL STAGE INCREASE: XX.X FT.
LOW MEMBER AT OR ABOVE ELEVATION: XXX.X FT.
WATERWAY AREA REQUIRED BELOW ELEV. XXX.X = XXX SQ. FT. AT RIGHT ANGLES TO CHANNEL
BASIC FLOOD (100 YR. FREQ.): XXXX C.F.S.
HEADWATER ELEVATION: XXX.X FT.
TOTAL STAGE INCREASE: X.X FT.
MEAN VELOCITY THROUGH STRUCTURE: X.X F.P.S.
FLOWLINE ELEVATION: XXX.X FT. SKEW ANGLE: XX
ESTIMATED PRELIMINARY TOTAL SCOUR AT PIER EL. XXX.X (500 OR OT YR. FREQ.)

SCOUR CONFIRMATION RECOMMENDATION

DATE: XX-XX-XX

TOTAL SCOUR AT PIER EL. XXX.XX (500 OR OT YR. FREQ.)
SCOUR CODE: OBTAIN FROM HYDRAULIC ENGINEER

BRIDGE SURVEY SHEETS MADE FROM :

FILES:
JOB053.GPK , CBR02053 TOPO.DGN , CBR02053 AL.DGN , CBR02053 PR.DGN , CBR02053 FINAL BR PLAN.DGN

GEODETIC SYSTEM - HYATT MONUMENT (GSID STATION *808), ELEVATION 878.971 (N.A.V.D. 88 ADJ.)

BENCH MARK 1 ELEVATION 874.273 (N.A.V.D. 88 ADJ.)
TOP NUT OF HYDRANT AT STATION 6+37 , 6.0′ LEFT

BENCH MARK 2 ELEVATION 871.43 (N.A.V.D. 88 ADJ.)
TOP NUT OF HYDRANT AT STATION 10+86 , 100′ RIGHT

MINNESOTA
DEPARTMENT OF TRANSPORTATION

BRIDGE SURVEY

MISSISSIPPI SKYWAY PEDESTRIAN BRIDGE OVER T.H. 10 FROM RIVERDALE DRIVE TO THE NORTH STAR STATION

SEC 28 T 32 N R 25 W

COUNTY: ANOKA

CITY OF RAMSEY

DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: BRIDGE SURVEY PLAN & PROFILE

DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 92 OF 99 SHEETS

BRIDGE NO. 02053

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1/23/2018

℄ COLS. 5 & 5A

℄ PIER 1

ST-4

℄ COL 4

℄ TRAIL (BL)

℄ COL. 6

MATCHLINE A
STA. 3+10.00

℄ COL. 7

℄ COL. 3

CENTER OF HELIX

℄ COL. 8

ST-8

℄ COL. 2

℄ COL. 1

PERM. EASEMENT

R/W

NOTE:
PLAN DOES NOT MATCH PROFILE STATIONING DUE TO HELIX ALIGNMENT

BEGIN BRIDGE
STA. 1+55.92

STA. 1+00
BACK OF EX. TRAIL
X = 449718.5710 Y = 171148.6239

BM1

℄ PIER 2

ST-3

2' ±

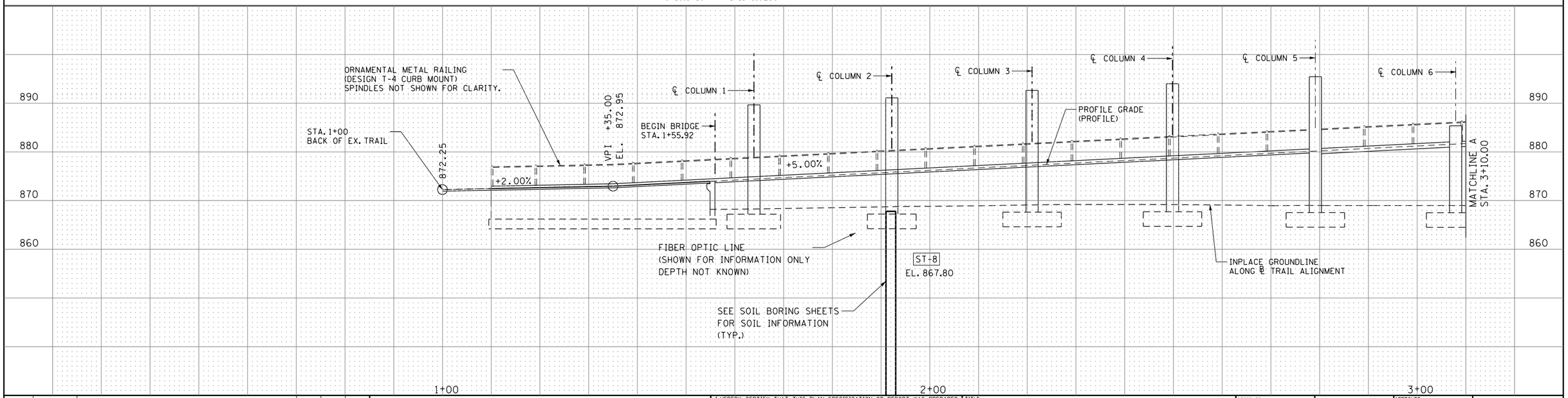
℄ TRAIL (BL)

CONTRACTOR SHALL EXERCISE CAUTION AND PROTECT AS REQUIRED TO PREVENT DAMAGE DURING EXCAVATION AND FOOTING CONSTRUCTION (INCIDENTAL TO STRUCTURE EXCAVATION).

℄ INPLACE RIVERDALE DR. (RIVERDALE)

℄ TRAIL (BL)

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY 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".



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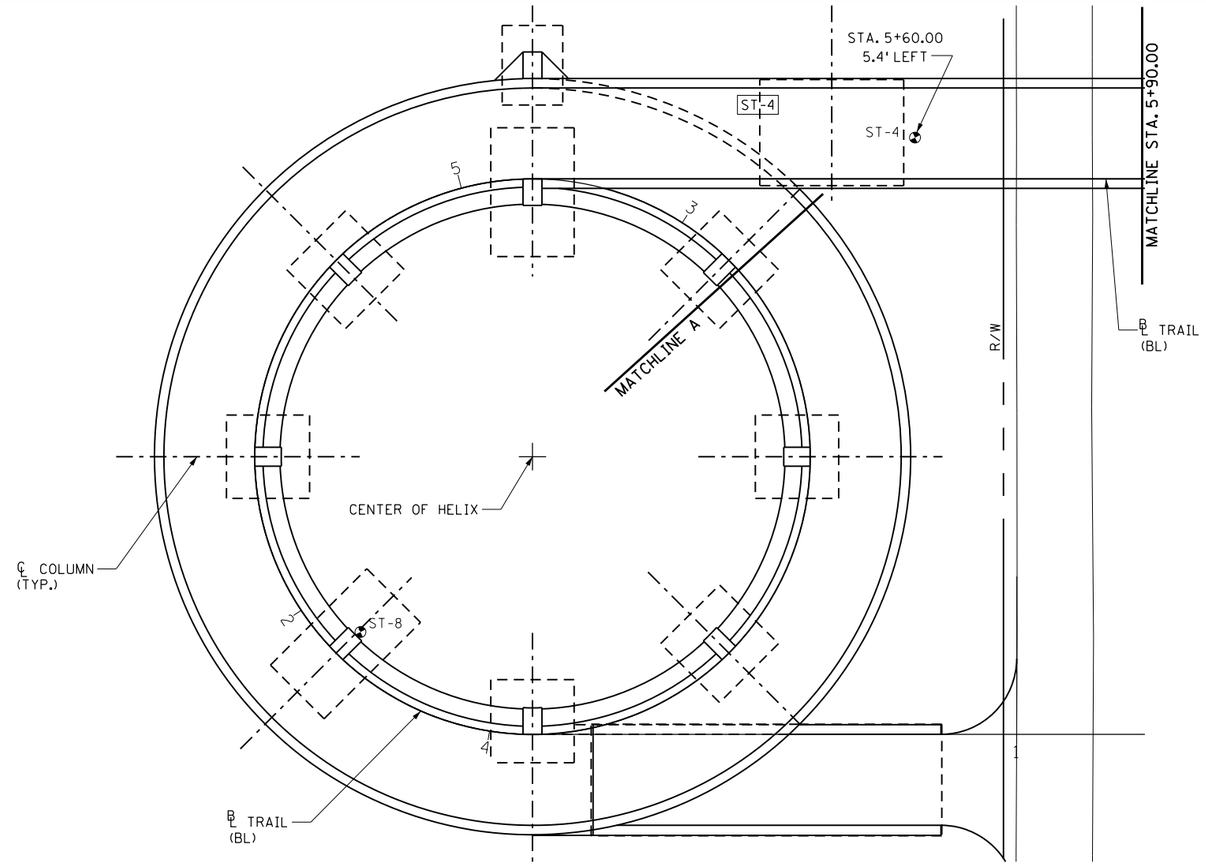
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SHEET NO. 93 OF 99 SHEETS

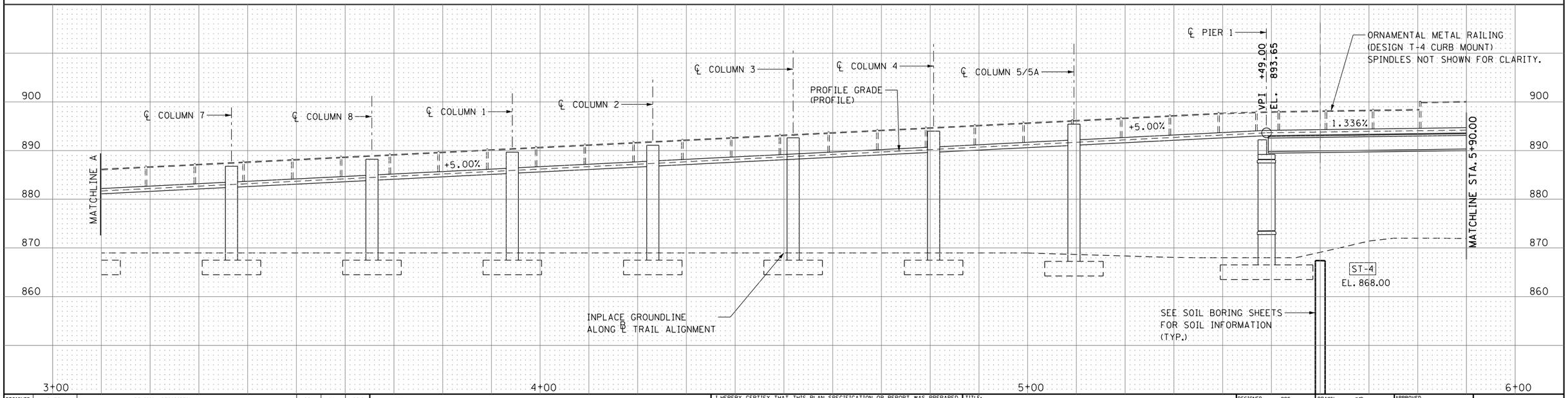
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PERM. EASEMENT



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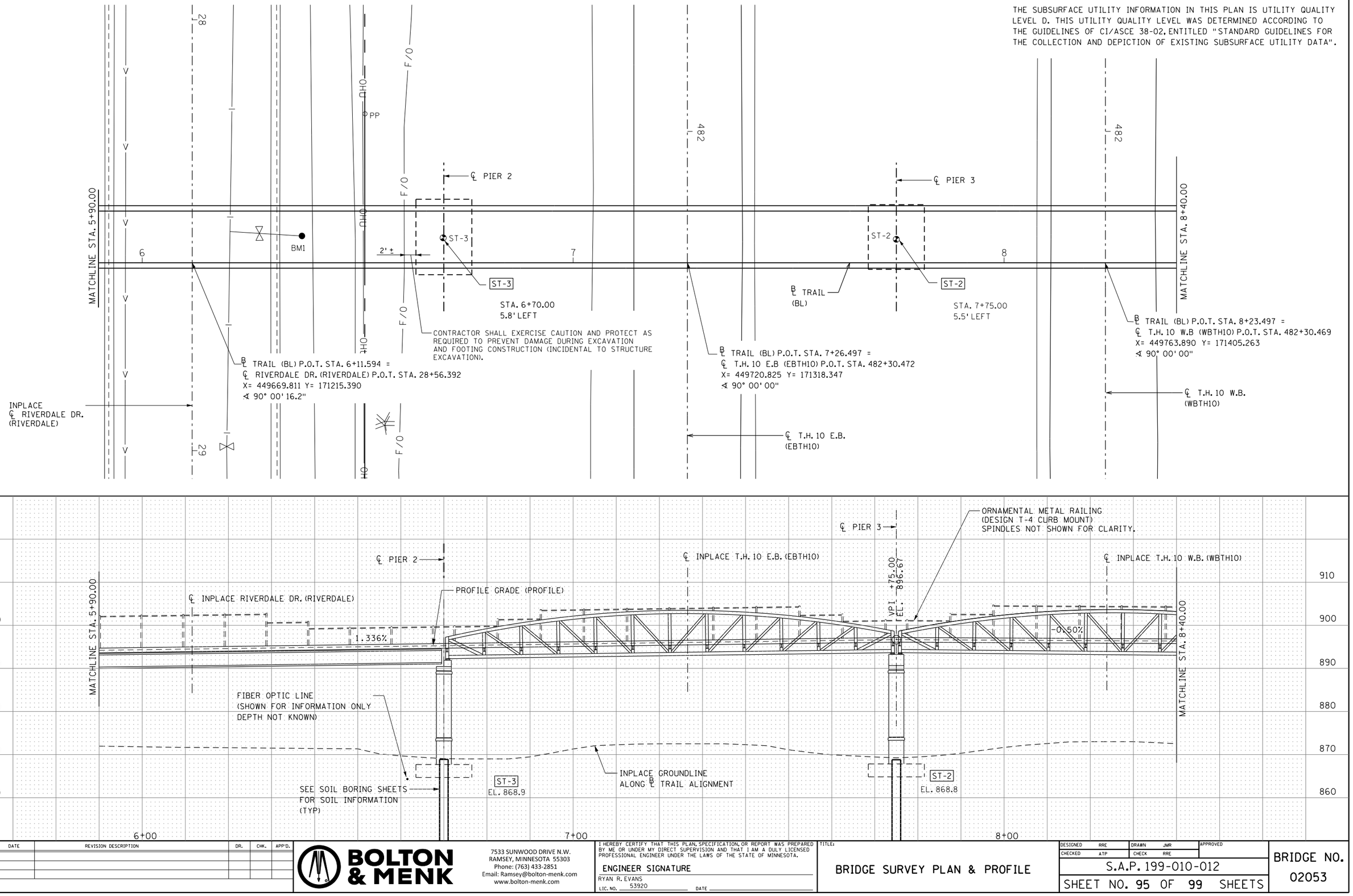
S.A.P. 199-010-012

SHEET NO. 94 OF 99 SHEETS

BRIDGE NO. 02053

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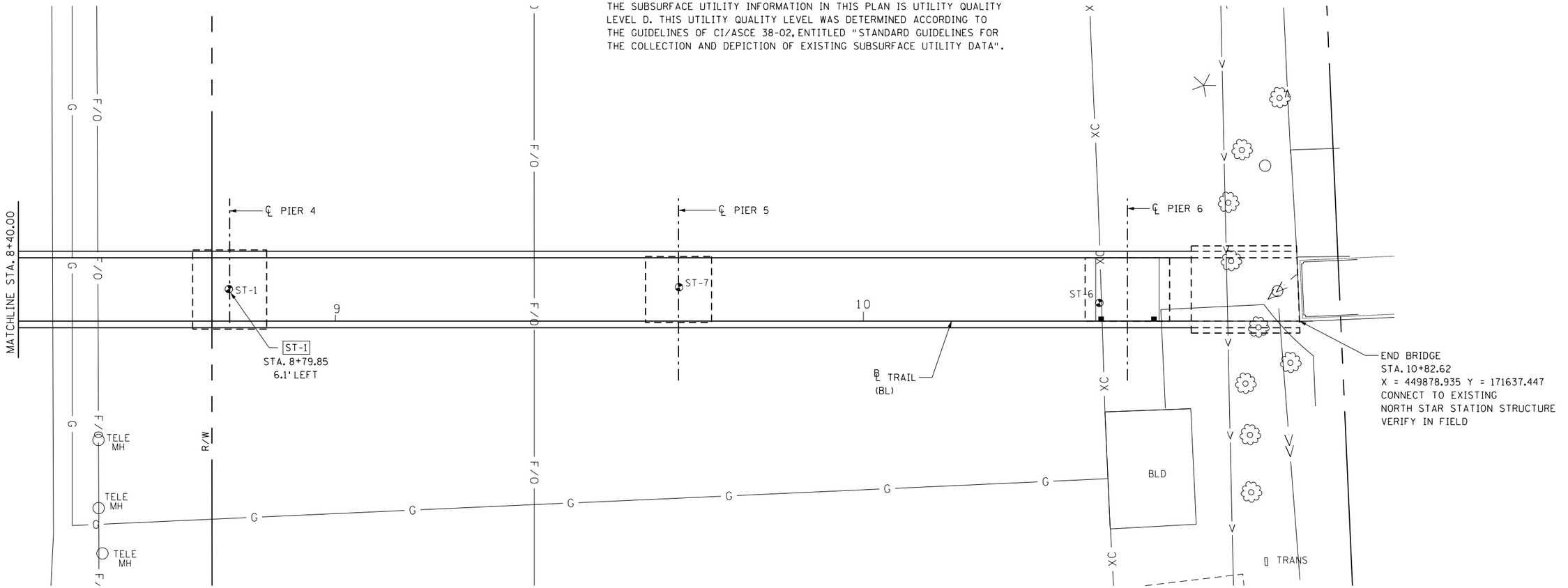
S.A.P. 199-010-012

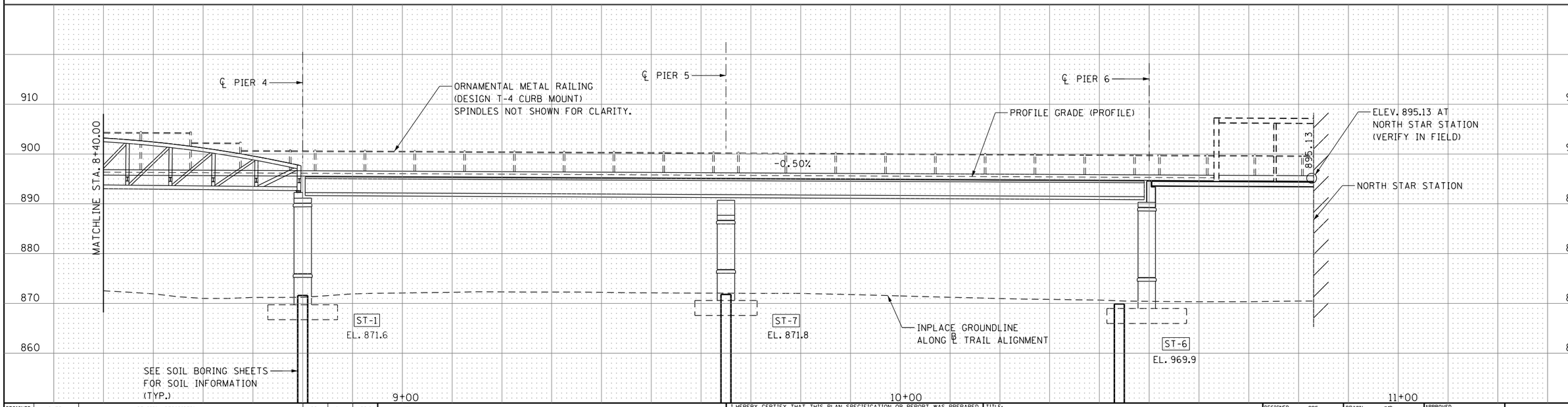
SHEET NO. 95 OF 99 SHEETS

BRIDGE NO. 02053

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BRIDGE SURVEY PLAN & PROFILE

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CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 96 OF 99 SHEETS

BRIDGE NO. 02053

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ST-1

Elevation 871.6

Coh (psf)	SPT N60	
	4	NON-PLASTIC SANDY LOAM, trace roots, dark brown and black,
	5	moist, A-2-4. (Topsoil Fill)
	4	SAND, fine-grained, with some
	5	Gravel, dark brown and brown,
	8	moist, A-1-b. (Fill)
▼	9	SAND, fine-grained, trace Gravel,
	18	brown to light brown, moist to 18
	12	feet then saturated, very loose to
	25	medium dense, A-1-b. (Alluvium)
	19	
	20	
	22	
	21	SAND, coarse-grained, trace
	24	Gravel, brown to 30 feet then gray,
	33	medium dense to dense, saturated,
	32	A-1-b. (Alluvium)
	29	Gravel layer encountered at 42 feet.
	26	
	26	
	24	
	22	
	10	NON-PLASTIC SANDY LOAM,
	80	trace Gravel, reddish brown,
	100/.33	saturated, loose to very dense,
	100/.5	A-2-4. (Glacial Till)

Water observed at 18 feet while drilling.
Boring then sealed with bentonite grout.

ST-2

Elevation 868.8

Coh (psf)	SPT N60	
	13	NON-PLASTIC SANDY LOAM, trace roots, dark brown and black,
	11	moist, A-2-4. (Topsoil Fill)
	6	SAND, fine-grained, brown, moist,
	6	A-1-b. (Fill)
	10	SAND, coarse-grained, with some
▼	13	Gravel, brown to light brown, moist,
	14	loose to medium dense, A-1-b.
	15	(Alluvium)
	23	SAND, coarse-grained, trace
	13	Gravel, brown, saturated, medium
	22	dense, A-1-b. (Alluvium)
	21	Gravel layer encountered at 22 feet.
	34	LOAM, brown, saturated, medium
	38	dense, A-4. (Alluvium)
		LOAMY SAND, fine-grained, trace
	30	Gravel, brown, saturated, medium
	28	dense, A-2-4. (Alluvium)
	24	NON-PLASTIC SANDY LOAM,
	29	brown to 42 feet then gray,
	30	saturated, medium dense to dense,
		A-2-4. (Alluvium)
	34	
	54	NON-PLASTIC SANDY LOAM,
	50/.5	trace Gravel, reddish brown,
	50/.25	saturated, very dense, A-2-4.
	100/.25	(Glacial Till)

Water observed at 16 1/2 feet while drilling.
Boring then sealed with bentonite grout.

ST-3

Elevation 868.9

Coh (psf)	SPT N60	
	12	NON-PLASTIC SANDY LOAM,
	6	trace roots, dark brown and black,
	6	moist, A-2-4. (Topsoil Fill)
	7	SAND, fine-grained, brown, moist,
	12	A-1-b. (Fill)
▼	10	SAND, coarse-grained, trace
	11	Gravel, brown, moist, loose, A-1-b.
	6	(Alluvium)
	9	SAND, fine-grained, trace Gravel,
	15	light brown, moist, loose to medium
	15	dense, A-1-b. (Alluvium)
	18	SAND, coarse-grained, trace
	17	Gravel, brown, saturated, loose,
	17	A-1-b. (Alluvium)
	15	SAND, fine-grained, with occasional
	17	Silty Loam lenses and seams, gray,
	22	saturated, medium dense, A-1-b.
	22	(Alluvium)
	50/.42	SAND, coarse-grained, with some
	25	Gravel, gray, saturated, medium
		dense, A-1-b. (Alluvium)
	24	SAND, coarse-grained, trace
		Gravel, brown, saturated, medium
	30	dense, A-1-b. (Alluvium)
	100/.75	NON-PLASTIC SANDY LOAM,
	100/.42	trace Gravel, reddish brown,
	100/.25	saturated, dense to very dense,
		A-2-4. (Glacial Till)

Water observed at 17 feet while drilling.
Boring then sealed with bentonite grout.

ST-4

Elevation 868.0

Coh (psf)	SPT N60	
	9	NON-PLASTIC SANDY LOAM,
	7	trace roots, dark brown and black,
	7	moist, A-2-4. (Topsoil Fill)
	10	LOAMY SAND, fine-grained, trace
	9	Gravel, dark brown, moist, A-2-4.
▼	11	(Fill)
	15	SAND, fine-grained, trace Gravel,
	7	brown, moist, loose, A-1-b.
	19	(Alluvium)
	13	SAND, coarse-grained, with some
	15	Gravel, brown to 24 feet then gray,
	17	moist to 17 feet then saturated,
	17	loose to medium dense, A-1-b.
	17	(Alluvium)
	15	
	15	
	18	SILT LOAM, gray, saturated,
	15	medium dense, A-4. (Alluvium)
	12	
	12	
	3	NON-PLASTIC SANDY LOAM,
	53	trace Gravel, reddish brown, wet,
	100/.5	very loose to very dense, A-2-4.
		(Glacial Till)

Water observed at 17 feet while drilling.
Boring then sealed with bentonite grout.

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
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ENGINEER SIGNATURE
RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE: SOIL BORINGS

DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 97 OF 99 SHEETS

BRIDGE NO. 02053

ST-5

Elevation 868.9

Coh (psf)	SPT N60	
	11	NON-PLASTIC SANDY LOAM, trace roots, dark brown, moist, A-2-4. (Topsoil Fill)
	7	
	8	LOAMY SAND, fine-grained, trace Gravel, brown, moist, A-2-4. (Fill)
	15	
	17	SAND, coarse-grained, with Gravel, brown, moist, loose to medium dense, A-1-b. (Alluvium)
▼	17	
	19	
	15	SAND, fine-grained, with some Gravel, brown, moist, medium dense, A-1-b. (Alluvium)
	19	
	17	
	15	
	23	
	15	
	21	Gravel layer encountered at 35 feet. SAND, coarse-grained, trace Gravel, brown, wet to 17.5 feet then saturated, medium dense, A-1-b. (Alluvium)
	11	
	13	
	18	
	20	
	17	
	17	SILT LOAM, brown, saturated, medium dense, A-4. (Alluvium)
	12	SAND, coarse-grained, trace Gravel, brown, saturated, medium dense to very dense, A-1-b. (Glacial Outwash)
	100/.1	

Water observed at 17.5 feet while drilling.
Boring then sealed with bentonite grout.

ST-6

Elevation 869.9

Coh (psf)	SPT N60	
	28	SLIGHTLY PLASTIC SANDY LOAM, trace roots, dark brown, moist, (SM). (Topsoil Fill)
	8	
	5	LOAMY SAND, fine-grained, trace Gravel, dark brown, moist, (SM). (Fill)
	7	
▼	6	SAND, fine-grained, brown to dark brown, moist, (SP-SM). (Fill)
	7	
	11	SAND, fine- to coarse-grained, trace Gravel, brown to 20 feet then gray, moist to 15 feet then saturated, loose to medium dense, (SP). (Alluvium)
	18	
	18	
	16	
	18	
	26	
	31	
	43	SLIGHTLY PLASTIC SANDY LOAM, gray, saturated, medium dense to very dense, (SM). (Alluvium)
	49	
	42	
	36	
	42	
	58	
	50	
	62	
	42	SLIGHTLY PLASTIC SANDY LOAM, trace Gravel, reddish brown, saturated, dense to very dense, (SM). (Glacial Till)
	29	
	50/.25	
	50/.33	

Bottom of Hole – 74.8 feet.
Water observed at 15 feet while drilling.
Boring immediately backfilled with bentonite grout.

ST-7

Elevation 871.8

Coh (psf)	SPT N60	
	6	SLIGHTLY PLASTIC SANDY LOAM, trace Gravel, dark brown, moist, (SM). (Topsoil Fill)
	8	
	7	LOAMY SAND, fine-grained, dark brown, moist, (SM). (Fill)
	6	
▼	7	SAND, fine-grained, brown to light brown, moist, loose, (SP). (Alluvium)
	8	
	11	SLIGHTLY PLASTIC SANDY LOAM, gray, saturated, medium dense, (SM). (Alluvium)
	18	
	10	
	8	
	15	
	15	
	15	
	17	SAND, fine- to coarse-grained, with Gravel, gray, saturated, loose to dense, (SP). (Alluvium)
	16	
	15	
	25	
	17	
	19	
	22	
	16	SLIGHTLY PLASTIC SANDY LOAM, trace Gravel, reddish brown, saturated, medium dense to very dense, (SM). (Glacial Till)
	25	
	30	
	100/.33	
	100/.33	

Bottom of Hole – 74.8 feet.
Water observed at 15 feet while drilling.
Boring immediately backfilled with bentonite grout.

ST-8

Elevation 867.8

Coh (psf)	SPT N60	
	12	SLIGHTLY PLASTIC SANDY LOAM, trace roots, dark brown, moist, (SM). (Topsoil Fill)
	10	
	6	SAND, fine-grained, brown and dark brown, dry to moist, (SP-SM). (Fill)
	16	
▼	17	SAND, fine-grained, light brown to brown, dry to moist to 15 feet then saturated, (SP). (Alluvium)
	11	
	14	
	16	
	20	
	20	
	19	
	20	
	18	SAND, fine- to coarse-grained, trace Gravel, brown to 40 feet then gray, saturated, (SP). (Alluvium)
	26	
	23	
	20	
	20	
	25	
	25	
	22	
	87	SLIGHTLY PLASTIC SANDY LOAM, trace Gravel, reddish brown, saturated, (SM). (Glacial Till)
	85	
	95	
	100/.42	

Bottom of Hole – 69.9 feet.
Water observed at 15 feet while drilling.
Boring immediately backfilled with bentonite grout.

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DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

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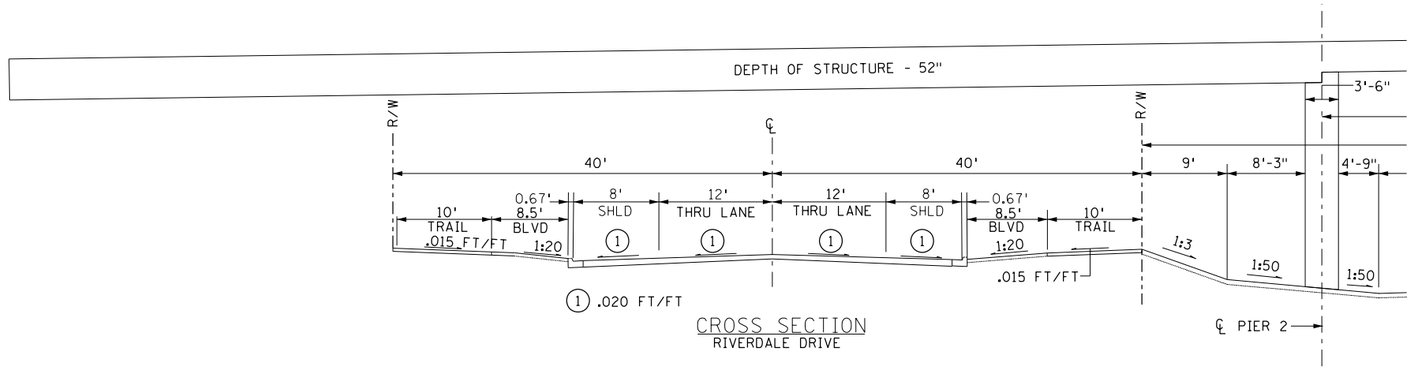
TITLE: SOIL BORINGS

DESIGNED	RRE	DRAWN	JMR	APPROVED	
CHECKED	ATP	CHECK	RRE		

S.A.P. 199-010-012

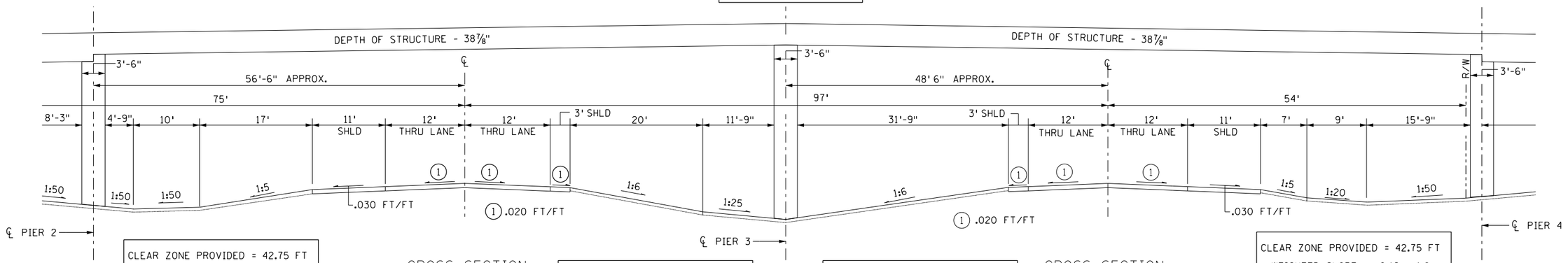
SHEET NO. 98 OF 99 SHEETS

BRIDGE NO. 02053



CROSS SECTION
RIVERDALE DRIVE

DESIGN SPEED = 70 MPH
ADT > 6,000
TANGENT SECTION



CLEAR ZONE PROVIDED = 42.75 FT
WEIGHTED SLOPE = -0.15 = 1:6
CLEAR ZONE REQUIED = 38 FT
NO PROTECTION REQUIRED

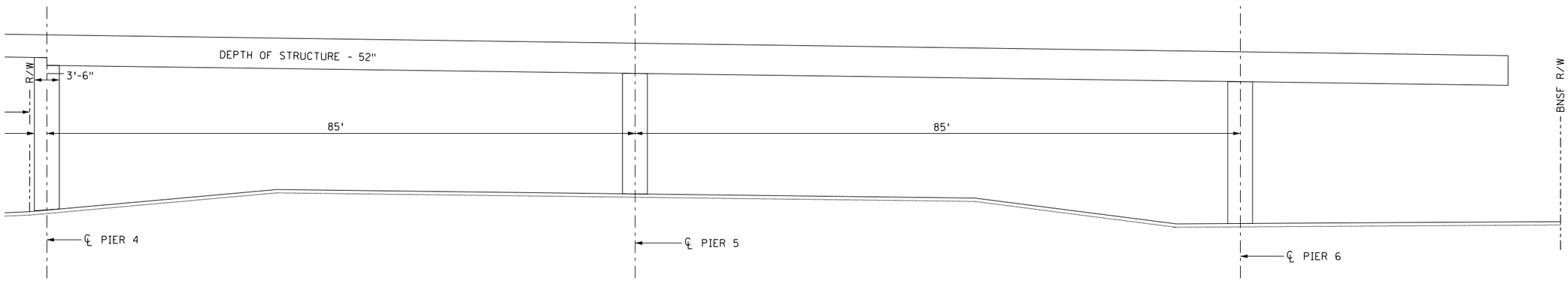
CROSS SECTION
S.B. U.S. HIGHWAY 10/169

CLEAR ZONE PROVIDED = 34.75 FT
WEIGHTED SLOPE = -0.14 = 1:7
CLEAR ZONE REQUIED = 38 FT
PROTECTION REQUIRED

CLEAR ZONE PROVIDED = 34.75 FT
SLOPE = 1:6
CLEAR ZONE REQUIED = 38 FT
PROTECTION REQUIRED

CROSS SECTION
N.B. U.S. HIGHWAY 10/169

CLEAR ZONE PROVIDED = 42.75 FT
WEIGHTED SLOPE = -0.12 = 1:8
CLEAR ZONE REQUIED = 36 FT
NO PROTECTION REQUIRED



DESIGNED	DATE	REVISION DESCRIPTION	DR.	CHK.	APP'D.

BOLTON & MENK
7533 SUNWOOD DRIVE N.W.
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

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.

ENGINEER SIGNATURE

RYAN R. EVANS
LIC. NO. 53920 DATE

TITLE:

ROADWAY TYPICAL SECTION

DESIGNED	RRE	DRAWN	JMR	APPROVED
CHECKED	ATP	CHECK	RRE	

S.A.P. 199-010-012

SHEET NO. 99 OF 99 SHEETS

BRIDGE NO. 02053

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