City of Ramsey
Agenda
Regular City Council
Tuesday, September 11, 2018
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation

1. Presentation Proclaiming September 17 - 23, 2018 as Constitution Week

3. Citizen Input

4. Consent Agenda

1. Receive Cash and Investments for Period Ending August 31, 2018

2. Approve Licenses

3. Approve Request to Declare Surplus Property

4. Adopt Resolution #18-191 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of August 23, 2018 through September 5, 2018

5. Adopt Resolution #18-183 Declaring Costs to be Assessed and Calling for a Public Hearing on Proposed Assessment for Past-Due Charges on Municipal Utility Bills (which may include water, sewer, street lighting, recycling, storm water charges and penalties incurred) and Current Services Rendered.

6. Adopt Resolution #18-189 Proclaiming September 17 - 23, 2018 as Constitution Week

7. Adopt Resolution 18-190 Authorizing the Execution of a Certificate of Completion in Relation to a Development Agreement with H & P Development L.L.C.

8. Adopt Resolution #18-186 Ordering Assessment Roll and Calling Assessment Hearing for Improvement Project #17-02, River's Bend Street Reconstructions

9. Adopt Resolution #18-187 Ordering Assessment Roll and Calling Assessment Hearing for Improvement Project #18-00, Stanhope Terrace Street Reconstructions

10. Adopt Resolution #18-188 Ordering Assessment Roll and Calling Assessment Hearing for Improvement Project #18-03, 2018 Street Overlay Improvements

11. Report from Public Works Committee
1. Consider Roundabout Landscape Improvements - Sunwood Drive: Ratify the recommendation of the Public Works Committee to defer landscaping within the Sunwood Drive roundabout until the sign/streetscape plan is completed.
2. Consider City Council Recommendation to Review Feasibility Report and Order Public Input Meeting for Improvement Project #18-02, Hwy-10 Ramsey Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to City Council to review the Draft Feasibility Report and order a Public Input Meeting for 9 a.m. on Thursday, September 13, 2018 for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.
3. Consider City Council Recomendation to Order Feasiblitiy Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.
4. Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.
5. Consider City Council Recommendation to Order Feasiblity Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions.

5. Approve Agenda

6. Public Hearing

7. Council Business

1. Approve Final Plat for Cottages at the COR (Case of Centra Homes, LLC)

2. Adopt Resolution #18-185 Approving Final Plat and Site Plan for Bunker Lake Industrial Park Second Addition (Project #18-130); Case of PSD, LLC

3. Receive Update on Highway 10 Plan: Ramsey Gateway Project

8. Mayor/Council/Staff Input

9. Adjournment

CC Regular Session **2. 1.**

Meeting Date: 09/11/2018

Information

Title:

Presentation Proclaiming September 17 - 23, 2018 as Constitution Week

Purpose/Background:

Purpose: To proclaim September 17 - 23 as Constitution Week.

Background: For several years, upon the request of the Daughters of the American Revolution (DAR), the City Council has adopted a resolution proclaiming September 17 - 23 as Constitution Week. Staff has received such a request, and has placed a resolution on the Consent Agenda for this evening for Council to consider. Acting Mayor LeTourneau has been asked to read the proclamation aloud, as well as present a signed copy to a representative of DAR, providing one could be present. If a representative of DAR is not present, staff will mail the signed proclamation to them.

The proclamation is attached.

Attachments

Constitution Week Proclamation

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 08:55 AM
Form Started By: Jo Thieling		Started On: 09/04/2018 12:37 PM
Final Approval Date: 09/06/2018		

CITY OF RAMSEY RESOLUTION
PROCLAIMING
SEPTEMBER 17 – 23, 2018 AS CONSTITUTION WEEK

WHEREAS, September 17, 2018, marks the two hundred thirty-first anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary, and to the patriotic celebrations which will commemorate the occasion; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week.

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 of the City of Ramsey hereby proclaims the week of September 17 through 23, 2018, as **CONSTITUTION WEEK.**

2) That the City Council of the City of Ramsey asks its citizens to reaffirm the ideals of the Framers of the Constitution by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be gained.

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 11th day of September, 2018.

_____
Acting Mayor John LeTourneau

ATTEST:

_____
City Clerk Jo Ann M. Thieling

CC Regular Session **4. 1.**

Meeting Date: 09/11/2018

By: Diana Lund, Finance

Information

Title

Receive Cash and Investments for Period Ending August 31, 2018

Purpose/Background:

Purpose: Receive reports of the city's cash and investments for the period ending August 31, 2018.

Cash and investment report shows the monthly cash flow - receipts and expenditures through August 31, 2018 with the current listing of the city's investment portfolio.

Action:

No action required. Informational only.

Attachments

Cash & Investments for Period Ending August 31, 2018

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 08:46 AM
Form Started By: Diana Lund		Started On: 08/24/2018 01:45 PM
Final Approval Date: 09/06/2018		

CITY OF RAMSEY
REPORT OF POOLED CASH FLOWS
Period Ended August 31, 2018

	August-18 CURRENT MONTH	2018 YEAR-TO-DATE
CASH AND TEMPORARY INVESTMENTS		
BEGINNING BALANCE	$ 73,115,192.48	$ 69,531,209.52
CASH INFLOWS:		
Daily Deposit	2,880,507.42	8,676,559.90
Tax Settlements		2,544,668.18
U/B Receipts	625,089.87	1,666,763.49
Credit Cards (Includes Utility Billing)	742,595.17	2,429,844.72
Interest Earnings [Net of Interest Paid on Investments]	135,523.75	797,395.74
Bond Proceeds		5,461,022.39
TOTAL CASH INFLOW	$ 4,383,716.21	$ 21,576,254.42
TOTAL CASH AVAILABLE	$ 77,498,908.69	$ 91,107,463.94
CASH OUTFLOWS:		
Prepaid Checks	1,011,486.72	5,400,188.79
Bills Lists	599,183.56	4,672,085.54
Pay Estimates	545,707.82	2,360,845.86
Credit Cards	5,916.67	39,555.78
Payroll - Net	352,786.07	2,806,268.45
Flex Reimbursement	1,953.43	29,336.33
Void Checks/Dormant Checks Paid	(302.32)	(100,487.21)
Debt Service	64,818.75	981,899.41
Miscellaneous [Bank Charges; etc.]	63.00	476.00
TOTAL CASH OUTFLOW	$ 2,581,613.70	$ 16,190,168.95
POOLED CASH AND TEMPORARY INVESTMENTS ENDING BALANCE	**$ 74,917,294.99**	**$ 74,917,294.99**
MEMO - NET 2018 CASH INFLOW (OUTFLOW)	**1,802,102.51**	**5,386,085.47**
INVESTMENT PORTFOLIO SUMMARY		
BEGINNING BALANCE	**$ 65,349,883.48**	**61,031,260.23**
Purchases	2,764,000.00	23,555,000.00
Maturities/Sales	(2,249,282.30)	(18,721,659.05)
ENDING BALANCE	**$ 65,864,601.18**	**$ 65,864,601.18**

Prepared by the City of Ramsey Finance Department
9/4/2018

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
170202	1/30/2018	4M	Term Series 4M			1,000,000.00		1,000,000.00	0.00	1,000,000.00
171208A	3/29/2018	4M	Term Series 4M		249114	500,000.00		500,000.00	0.00	500,000.00
180130	3/28/2019	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
18831C	3/28/2019	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
180831D	9/26/2019	4M	Term Series 4M				750,000.00	0.00	750,000.00	750,000.00
180510	8/31/2018	4M	Term Series 4M		253392		500,000.00	500,000.00	0.00	500,000.00
180406A	10/31/2018	4M	Term Series 4M		252586		500,000.00	0.00	500,000.00	500,000.00
180406B	1/30/2019	4M	Term Series 4M		252589		1,000,000.00	0.00	1,000,000.00	1,000,000.00
180228	7/30/2018	4M	Term Series 4M				1,000,000.00	1,000,000.00	0.00	500,000.00
180629D	10/31/2018	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
180629E	1/30/2019	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
180629F	7/30/2019	4M	Term Series 4M				500,000.00	0.00	500,000.00	500,000.00
180731C	1/30/2019	4M	Term Series 4M				1,000,000.00	0.00	1,000,000.00	1,000,000.00
180731D	7/31/2019	4M	Term Series 4M				1,000,000.00	0.00	1,000,000.00	1,000,000.00
171208B	6/28/2018	4M	Term Series 4M		249104	500,000.00		500,000.00	0.00	500,000.00
171208C	12/10/2018	4M	Term Series 4M		249093	1,000,000.00		0.00	1,000,000.00	1,000,000.00
171109A	2/28/2018	4M	Term Series 4M			500,000.00		500,000.00	0.00	500,000.00
171109B	5/10/2018	4M	Term Series 4M			500,000.00		500,000.00	0.00	500,000.00
170831	8/31/2018	4M	Term Series 4M			750,000.00		750,000.00	0.00	750,000.00
170629A	6/29/2018	4M	Term Series 4M			2,000,000.00		2,000,000.00	0.00	2,000,000.00
170406B	4/13/2018	4M	Term Series 4M			1,000,000.00		1,000,000.00	0.00	1,000,000.00
									7,750,000.00	
150701A	2/1/2020	BAIRD	WINTHROP MN TAX		976367ND0	290,000.00		0.00	290,000.00	290,000
180223	12/30/2019	BAIRD	FNMA		3136G3VS2		500,000.00	0.00	500,000.00	500,000
180703	12/29/2020	BAIRD	FHLMC		3134GSHB4		600,000.00	0.00	600,000.00	600,000
180725C	7/25/2022	BAIRD	FFCB		3133EJVE6		350,000.00	0.00	350,000.00	350,000
160322A	3/22/2021	BAIRD	FNMA		3136H3BT1	250,000.00		0.00	250,000.00	250,000
160322B	1/1/2020	BAIRD	MINNENOTONKA MN ISD 276		604195D20	100,000.00		0.00	100,000.00	100,000
150701B	2/1/2021	BAIRD	WINTHROP MN TAX		976367NE8	305,000.00		0.00	305,000.00	305,000
140904	9/1/2021	BAIRD	OKLAHOMA TAXABLE		678519RP6	535,000.00		0.00	535,000.00	535,000
									2,930,000.00	
160826A	8/27/2018	ICD SEC	CD-ADMIRALS BANK	27015	007220AM8	200,000.00		200,000.00	0.00	200,000
170629B	12/31/2018	ICD SEC	CD-ALLY BANK	57803	02006L3SO	100,000.00		0.00	100,000.00	100,000
171012	10/13/2020	ICD SEC	CD-ALLY BANK	57803	03006L5Z2	74,000.00		0.00	74,000.00	74,000
160728B	7/30/2018	ICD SEC	CD-ALLY BANK	57803	02006LH30	75,000.00		75,000.00	0.00	75,000
170829B	3/1/2019	ICD SEC	CD-AMERICAN EXPRESS	27471	02587DX45	249,000.00		0.00	249,000.00	249,000
170829A	8/29/2019	ICD SEC	CD-AMERICAN EXPRESS	35328	02587CFQ8	249,000.00		0.00	249,000.00	249,000
160930C	4/6/2018	ICD SEC	CD-AMERICAN NATIONA	24472	02771RAQ6	249,000.00		249,000.00	0.00	249,000.00
160930A	4/2/2018	ICD SEC	CD-AMERICAN NATIONA	38812	02771PNK9	157,000.00		157,000.00	0.00	157,000.00
180302	1/2/2020	ICD SEC	CD-AXIOM BANK	31390	05464LAV3		200,000.00	0.00	200,000.00	200,000
170630A	6/29/2018	ICD SEC	CD-BANK BARODA	33681	06062RAU6	98,000.00		98,000.00	0.00	98,000
160615	6/15/2018	ICD SEC	CD-BANK LEUMI USA	19842	063248FQ6	250,000.00		250,000.00	0.00	250,000
170413	4/13/2018	ICD SEC	CD-BANK OF BARODA	33681	06062Q2P8	151,000.00		151,000.00	0.00	151,000
170517	5/17/2018	ICD SEC	CD-BANK OF CHINA	33653	06426WFAS	99,000.00		99,000.00	0.00	99,000
171220B	12/20/2018	ICD SEC	CD-BANK OF CHINA-inter	33653	06426WXH0	150,000.00		0.00	150,000.00	150,000
160826B	8/27/2018	ICD SEC	CD-BANK OF HOPE	26610	062683AB3	249,000.00		249,000.00	0.00	249,000
180215	2/13/2019	ICD SEC	CD-BANK OF INDIA	33648	06279KFK7		200,000.00	0.00	200,000.00	200,000
170125B	1/25/2019	ICD SEC	CD-BANKERS West BANK	23210	06610TDQ5	109,000.00		0.00	109,000.00	200,000
180125	1/25/2019	ICD SEC	CD-BANNER BANK-Int at i	28489	06552XFNO		200,000.00	0.00	200,000.00	200,000
170630B	12/28/2018	ICD SEC	CD-BAR HARBOR	11971	066851VR4	249,000.00		0.00	249,000.00	249,000
140716	7/16/2019	ICD SEC	CD-BARCLAYS BANK	57203	0674OKHF7	250,000.00		0.00	250,000.00	250,000
171228C	12/27/2019	ICD SEC	CD-BELL BANK	19581	07815AAT4	249,000.00		0.00	249,000.00	249,000
170714A	1/14/2019	ICD SEC	CD-BMW BANK	35141	05580AJP0	149,000.00		0.00	149,000.00	149,000
161130	11/30/2018	ICD SEC	CD-BMW BANK OF NORT	35141	05580AFN9	100,000.00		0.00	100,000.00	100,000
171229A	12/27/2019	ICD SEC	CD-BRICKELL BANK	21220	10801DAM3	249,000.00		0.00	249,000.00	249,000
160729A	4/30/2018	ICD SEC	CD-BROOKLINE BANK	17798	113730CE6	176,000.00		176,000.00	0.00	176,000
170131	7/31/2019	ICD SEC	CD-CAPE COD	23287	13934CAB3	249,000.00		0.00	249,000.00	200,000
170111	1/11/2019	ICD SEC	CD-CAPITAL ONE BANK	33954	140420S92	148,000.00		0.00	148,000.00	200,000
150715A	7/16/2018	ICD SEC	CD-CAPITAL ONE BANK	04297	14042E4R8	250,000.00		250,000.00	0.00	250,000.00
180216	8/16/2019	ICD SEC	CD-CATHAY BANK	18503	149159LY9		249,000.00	0.00	249,000.00	249,000
170330B	9/30/2019	ICD SEC	CD-CENTRAL FEDERAL S	27910	15347EAE9	249,000.00		0.00	249,000.00	249,000
180329	3/30/2020	ICD SEC	CD-CITIBANK-Semiannual	7213	17312QHS1		249,000.00	0.00	249,000.00	249,000
180117	7/17/2020	ICD SEC	CD-CITIZENS NATIONAL	06531	175144DH4		150,000.00	0.00	150,000.00	150,000
170728C	7/29/2019	ICD SEC	CD-CITIZENS STATE BAN	00419	17669WGF6	249,000.00		0.00	249,000.00	249,000
170331	9/30/2019	ICD SEC	CD-CITIZENS STATE BAN	11778	17668UAP5	103,000.00		0.00	103,000.00	103,000
160826C	2/28/2019	ICD SEC	CD-COMENITY CAP BANI	57570	20033ARR9	249,000.00		0.00	249,000.00	249,000
180725A	7/25/2023	ICD SEC	CD-COMMERCIAL BANK	18584	201282HW3		245,000.00	0.00	245,000.00	245,000.00
170208	8/8/2018	ICD SEC	CD-COMMERCIAL BANK	12246	20146AAC4	101,000.00		101,000.00	0.00	101,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
170928	3/27/2020	ICD SEC	CD-CONNECTONE BANK	57919	20786ABV6	249,000.00		0.00	249,000.00	249,000
171129B	11/29/2019	ICD SEC	CD-CRESCOM BANK	57135	225862DH1	249,000.00		0.00	249,000.00	249,000
180124A	1/24/2020	ICD SEC	CD-CROSSFIRST BANK	58648	2766ACD5		249,000.00	0.00	249,000.00	249,000
180717	7/16/2021	ICD SEC	CD-CURRIE STATE BANK	8833	23130SDL4		245,000.00	0.00	245,000.00	245,000.00
140723A	1/23/2018	ICD SEC	CD-CUSTOMERS BANK	34444	23204HBR8	200,000.00		200,000.00	0.00	200,000
170719A	7/19/2019	ICD SEC	CD-DISCOVER BANK	05649	2546726A1	100,000.00		0.00	100,000.00	100,000
150730	7/30/2018	ICD SEC	CD-DISCOVER BANK	05649	254672TA6	149,000.00		149,000.00	0.00	149,000.00
160720	7/20/2018	ICD SEC	CD-EAGLE BANK	34742	27002YCX2	249,000.00		249,000.00	0.00	249,000
170724	7/24/2019	ICD SEC	CD-EAST BOSTON SAVIN	33510	27119PBU4	249,000.00		0.00	249,000.00	249,000
170719C	7/19/2019	ICD SEC	CD-ENERBANK	57293	29266N5Q6	249,000.00		0.00	249,000.00	249,000
170228	2/28/2019	ICD SEC	CD-ESSA BANK & TRUST	28262	29667RPN7	249,000.00		0.00	249,000.00	249,000
160129	1/29/2018	ICD SEC	CD-EVERBANK	34775	29976DH94	248,000.00		248,000.00	0.00	250,000
170630C	12/31/2018	ICD SEC	CD-FIRST BANK SOUTHE	15019	31931TEP6	249,000.00		0.00	249,000.00	249,000
170731	1/31/2019	ICD SEC	CD-FIRST COMMERCIAL	57069	31984GEF2	249,000.00		0.00	249,000.00	249,000
180713B	7/13/2021	ICD SEC	CD-FIRST FINANCIAL NW	29058	32022MAW8		245,000.00	0.00	245,000.00	245,000.00
180831A	8/31/2020	ICD SEC	CD-PROVIDENT BANK	90141	743837DK9		204,000.00	0.00	204,000.00	204,000.00
180831B	8/31/2021	ICD SEC	CD-PEOPLES SECURITY I	7514	712303AA4		245,000.00	0.00	245,000.00	245,000.00
180430A	10/30/2019	ICD SEC	CD-FIRST GENERAL BAN	58060	320337CF3		200,000.00	0.00	200,000.00	200,000
180629B	6/1/2920	ICD SEC	CD-FIRST INTERNET BAN	34607	32056GC21		249,000.00	0.00	249,000.00	249,000
160816	2/16/2018	ICD SEC	CD-FIRST NATIONAL BAI	05452	332135GM8	249,000.00		249,000.00	0.00	249,000
151218B	6/18/2018	ICD SEC	CD-FIRST SOURCE BANK	09087	33646CFY5	250,000.00		250,000.00	0.00	250,000.00
180129	1/29/2020	ICD SEC	CD-FORTUNE BANK	58107	34969RCD8		248,000.00	0.00	248,000.00	248,000
130301	3/1/2018	ICD SEC	CD-GE CAPITAL BANK	33778	3616ITJB2	200,000.00		200,000.00	0.00	200,000
170327	7/27/2018	ICD SEC	CD-GNB BANK	14079	36198JCP7	249,000.00		249,000.00	0.00	249,000
170726	7/27/2020	ICD SEC	CD-GOLDMAN SACHS	33124	38148PLS4	249,000.00		0.00	249,000.00	249,000
180712	4/13/2020	ICD SEC	CD-HADDON SAVINGS B/	28222	404730BV4		245,000.00	0.00	245,000.00	245,000.00
171215A	12/16/2019	ICD SEC	CD-HAMNI BANK	24170	410193CR9	249,000.00		0.00	249,000.00	249,000
171130C	5/29/2020	ICD SEC	CD-HENRY COUNTY BAN	15384	426336BM4	200,000.00		0.00	200,000.00	200,000
180718B	10/18/2021	ICD SEC	CD-HERITAGE BANK	30090	42724JEH4		245,000.00	0.00	245,000.00	245,000.00
160729B	3/29/2018	ICD SEC	CD-HERITAGE BANK	30090	42724JDF9	249,000.00		249,000.00	0.00	249,000
160721A	7/23/2018	ICD SEC	CD-INDEPENDENCE BAN	08136	4534OKDP1	249,000.00		249,000.00	0.00	249,000
161216A	12/17/2018	ICD SEC	CD-INVESTORS SAVINGS	28892	46176PFV2	249,000.00		0.00	249,000.00	249,000
180731B	1/31/2022	ICD SEC	CD-IROQUOIS FEDERAL S	29675	46355PCM8		245,000.00	0.00	245,000.00	245,000.00
160831	8/31/2018	ICD SEC	CD-JP MORGAN CHASE	00628	48126XCN3	249,000.00		249,000.00	0.00	249,000
180727A	7/27/2022	ICD SEC	CD-KANSAS STATE BANI	19899	50116CBY4		245,000.00	0.00	245,000.00	245,000.00
170927	9/27/2019	ICD SEC	CD-KEY BANK	17534	49306SYU4	100,000.00		0.00	100,000.00	100,000
170222	8/22/2019	ICD SEC	CD-KEY BANK	17534	493065XF8	149,000.00		0.00	149,000.00	149,000
171013	10/15/2019	ICD SEC	CD-LAKESIDE BANK	19573	51210SNQ6	101,000.00		0.00	101,000.00	101,000
161019	10/19/2018	ICD SEC	CD-LAKESIDE BANK	19573	51210SLX3	100,000.00		0.00	100,000.00	100,000
170929	3/27/2020	ICD SEC	CD-LANDMARK COMM B	34982	51507LBM5	249,000.00		0.00	249,000.00	249,000
161230A	12/30/2019	ICD SEC	CD-M BANK	14816	55275FKK3	160,000.00		0.00	160,000.00	160,000
180430B	4/30/2020	ICD SEC	CD-MAGYAR BANK-Semi	30704	55977RBP7		225,000.00	0.00	225,000.00	225,000
161215	2/14/2019	ICD SEC	CD-MAIN STREET BANK (	57162	56034WAP6	249,000.00		0.00	249,000.00	200,000
171220A	12/20/2019	ICD SEC	CD-MB FINANCIAL	03628	55266CXT8	249,000.00		0.00	249,000.00	249,000
170714B	1/14/2019	ICD SEC	CD-MEDALLION BANK	57449	58403D7B6	249,000.00		0.00	249,000.00	249,000
180621	6/21/2021	ICD SEC	CD-MERCANTILE COMM	22953	58733AEX3		200,000.00	200,000.00	0.00	200,000
170721	7/22/2019	ICD SEC	CD-MERRICK BANK	34519	59013JZB8	249,000.00		0.00	249,000.00	249,000
180730	2/28/2020	ICD SEC	CD-METABANK	30776	59101LEF0		245,000.00	0.00	245,000.00	245,000.00
171214A	6/14/2019	ICD SEC	CD-MIDLAND STATES BA	01040	59774QFF4	249,000.00		0.00	249,000.00	249,000
170714C	7/15/2019	ICD SEC	CD-MIDSOUTH BANK	25884	59805FAB5	249,000.00		0.00	249,000.00	249,000
171214B	12/16/2019	ICD SEC	CD-MORGAN STANLEY B	32992	61747MD65	249,000.00		0.00	249,000.00	249,000
170728B	1/28/2020	ICD SEC	CD-NATIONWIDE BANK	34710	63861NAH8	249,000.00		0.00	249,000.00	249,000
151031	1/4/2018	ICD SEC	CD-NOA BANK	58657	65487TBD2	150,000.00		150,000.00	0.00	150,000
170330A	4/1/2019	ICD SEC	CD-NORTHFIELD BANK	28710	66612ABG2	249,000.00		0.00	249,000.00	249,000
180706	7/6/2020	ICD SEC	CD-ORIENTAL BANK	31469	68621KBWO		245,000.00	0.00	245,000.00	245,000.00
160210A	2/9/2018	ICD SEC	CD-ORIENTAL BANK	31469	686184WS7	200,000.00		200,000.00	0.00	200,000
161221	6/21/2019	ICD SEC	CD-ORRSTOWN BANK	00713	687377EA5	249,000.00		0.00	249,000.00	249,000
171215B	6/15/2020	ICD SEC	CD-PACIFIC CITY BANK	57463	69406PCT4	249,000.00		0.00	249,000.00	249,000
170719B	7/19/2019	ICD SEC	CD-PEOPLES UNITED BAI	27334	71270QQZZ	249,000.00		0.00	249,000.00	249,000
170727	10/28/2019	ICD SEC	CD-PILOT BANK	27045	721531BT7	249,000.00		0.00	249,000.00	249,000
170728A	7/27/2018	ICD SEC	CD-PINNACLE BANK	35583	72345SFJS	249,000.00		249,000.00	0.00	249,000
180727B	4/27/2020	ICD SEC	CD-PLUS INTERNATIONA	57083	7294OUJH9		245,000.00	0.00	245,000.00	245,000.00
171130B	11/29/2019	ICD SEC	CD-PONCE DELEON	31189	73233AM1	53,000.00		0.00	53,000.00	53,000
161229	6/29/2018	ICD SEC	CD-PREFERRED BANK	33539	740367FE2	249,000.00		249,000.00	0.00	249,000
170317	9/17/2018	ICD SEC	CD-PRIVATE BANK & TR	33306	74267GVR5	200,000.00		0.00	200,000.00	200,000
161228A	6/28/2018	ICD SEC	CD-PROVIDENCE BANK	01643	74374MAD6	249,000.00		249,000.00	0.00	249,000
171127	11/27/2019	ICD SEC	CD-ROCKFORD BANK & '	57927	77315PBM3	249,000.00		0.00	249,000.00	249,000
161207	6/7/2018	ICD SEC	CD-ROLLSTONE BANK &	17797	77579ABW5	200,000.00		200,000.00	0.00	200,000
170125C	1/25/2019	ICD SEC	CD-RONDOUT SAVINGS I	15969	776322AR0	200,000.00		0.00	200,000.00	200,000
171222	9/23/2019	ICD SEC	CD-SACO & BIDDEFORD ;	17743	78577TAV7	249,000.00		0.00	249,000.00	249,000
160916	9/17/2018	ICD SEC	CD-SAFRA NATIONAL BA	26876	78/658QYZ0	249,000.00		0.00	249,000.00	249,000.00
171213	12/13/2019	ICD SEC	CD-SALLIE MAE BANK	58177	795450G41	249,000.00		0.00	249,000.00	249,000
180726	4/26/2021	ICD SEC	CD-SIGNATURE BANK	57269	82668XFZ6		245,000.00	0.00	245,000.00	245,000.00
180417	4/17/2020	ICD SEC	CD-SOUTHWEST NATION	4801	845182BK9		151,000.00	0.00	151,000.00	151,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
180713A	7/13/2021	ICD SEC	CD-SPIRIT BANK	4048	848608DE2		249,000.00	0.00	249,000.00	249,000.00
171229B	12/29/2020	ICD SEC	CD-STATE BANK OF FEN	11406	856188AV9	249,000.00		0.00	249,000.00	249,000
170623	6/24/2019	ICD SEC	CD-STATE BANK OF INDI	33682	856285BZ3	249,000.00		0.00	249,000.00	249,000
180531A	5/29/2020	ICD SEC	CD-STEARNS BANK	10988	857894WV9		249,000.00	0.00	249,000.00	249,000
160930D	4/30/2018	ICD SEC	CD-STEARNS BANK	10988	857894RN1	249,000.00		249,000.00	0.00	249,000.00
161228B	6/28/2019	ICD SEC	CD-STEUBEN TR CO	12936	860010BG1	160,000.00		0.00	160,000.00	160,000
170630D	6/28/2019	ICD SEC	CD-SUMMIT COMMUNIT	34102	86604XLX2	205,000.00		0.00	205,000.00	205,000
180406C	4/6/2020	ICD SEC	CD-SYNCHRONY BANK-S	27314	87164WUX4		249,000.00	0.00	249,000.00	249,000
161123	5/23/2018	ICD SEC	CD-TCF NATIONAL BANK	28330	872278XK7	100,000.00		100,000.00	0.00	100,000
170922	5/26/2020	ICD SEC	CD-TEXAS EXCHANGE B.	20096	88241TCA6	249,000.00		0.00	249,000.00	249,000
171027	10/27/2020	ICD SEC	CD-THIRD FEDERAL SAV	30012	88413QBS6	249,000.00		0.00	249,000.00	249,000
160721B	1/22/2018	ICD SEC	CD-TRANSPORTATION A	34781	89388CBE7	249,000.00		249,000.00	0.00	249,000
170421	4/22/2019	ICD SEC	CD-UNITED COMMUNITY	19143	90983HAC8	249,000.00		0.00	249,000.00	249,000
180718A	7/20/2020	ICD SEC	CD-UNITED STATE BANK	12214	91153QAE6		245,000.00	0.00	245,000.00	245,000.00
171130A	11/29/2019	ICD SEC	CD-UNIVEST NATIONAL	07759	91527PBF3	249,000.00		0.00	249,000.00	249,000
161219	12/19/2018	ICD SEC	CD-WEB BANK	34404	947547JJ5	249,000.00		0.00	249,000.00	249,000
180731A	7/31/2020	ICD SEC	CD-WELCH STATE BANK	9472	949095BB8		245,000.00	0.00	245,000.00	245,000.00
160617	6/18/2018	ICD SEC	CD-WELLS FARGO BANK	03511	9497485X1	150,000.00		150,000.00	0.00	150,000
180530	5/29/2020	ICD SEC	CD-WEX BANK-Semiannua	34697	92937CHA9		249,000.00	0.00	249,000.00	249,000
170125A	1/25/2019	ICD SEC	CD-WHITNEY BANK	12441	966594AV5	249,000.00		0.00	249,000.00	249,000
160930B	4/2/2018	ICD SEC	CD-WOOD & HUSTON BA	01060	978208AA4	249,000.00		249,000.00	0.00	249,000.00
170112	1/11/2019	ICD SEC	CD-WORLDS FOREMOST	57079	981571CS9	100,000.00		0.00	100,000.00	200,000
170119	1/18/2019	ICD SEC	CD-WORLDS FOREMOST	57079	981571CU4	100,000.00		0.00	100,000.00	200,000
171214C	6/14/2019	ICD SEC	CD-ZB (ZION)	02270	98878BLQ9	249,000.00		0.00	249,000.00	249,000
			2017 Investments & MM						21,765,000.00	
090102B	12/25/2018	Com Sec	FNR 2003-120 BY		31393UGR8	3,572.05		3,510.27	61.78	200,000
									61.78	
160606	5/1/2020	Northland	ANCHOR BAY MI SCH DISTRICT		032879-TC-2	500,000.00		0.00	500,000.00	500,000
161114B	2/1/2024	Northland	ANDOVER MN TAX		034313-ZU-3	300,000.00		0.00	300,000.00	300,000
130412	2/1/2024	Northland	BECKER MN TAX		075671LJ4	50,000.00		0.00	50,000.00	50,000
160317	2/1/2019	Northland	BECKER MN TAX		075663TG9	645,000.00		0.00	645,000.00	645,000
150903	11/1/2018	Northland	BROOKFIELD WI, TAXABLE		112857-BL-0	500,000.00		0.00	500,000.00	500,000
110310	2/1/2020	Northland	BROOKLYN CENTER ISD#286		113853-KG-9	285,000.00		0.00	285,000.00	285,000
17128A	4/1/2018	Northland	BURLINGTON WIS REFUND		122133-KW-0	25,000.00		25,000.00	0.00	25,000
120215B	6/1/2026	Northland	CEDAR RAPIDS IO TAX		150528-JU-2	50,000.00		0.00	50,000.00	50,000
120606B	6/1/2022	Northland	CEDAR RAPIDS IO TAX		150528-N2-6	135,000.00		0.00	135,000.00	135,000
120606A	6/1/2023	Northland	CEDAR RAPIDS IO TAX		150528-PA-9	140,000.00		0.00	140,000.00	140,000
140620	12/1/2020	Northland	CELINA OHIO SCHOOL DISTR		151069-FD-8	300,000.00		0.00	300,000.00	300,000
130815A	12/1/2020	Northland	CHASKA, MN TAX		161664-DY-0	75,000.00		0.00	75,000.00	75,000
130815B	12/1/2021	Northland	CHASKA, MN TAX		161664-DZ-7	75,000.00		0.00	75,000.00	75,000
171129A	2/1/2019	Northland	CHASKA, MN TAX		161664-G4-7	120,000.00		0.00	120,000.00	120,000
140502	2/15/2020	Northland	COLLINGSWOOD NJ TAX		194756-PQ-9	145,000.00		0.00	145,000.00	145,000
140730A	6/1/2019	Northland	DES MOINES IA TAXABLE		25009X-GB-5	115,000.00		0.00	115,000.00	115,000
140730B	6/1/2020	Northland	DES MOINES IA TAXABLE		25009X-GC-3	145,000.00		0.00	145,000.00	145,000
170109	6/1/2022	Northland	DESMOINES IA TAX		250097-J3-7	200,000.00		0.00	200,000.00	200,000
141104	2/1/2022	Northland	DULUTH MN TAXABLE		264438-G5-5	150,000.00		0.00	150,000.00	150,000
151217A	12/1/2018	Northland	FARGO ND TAXABLE		30747N-BC-7	435,000.00		0.00	435,000.00	435,000
151216A	6/14/2018	Northland	FFCB		3133EF-SH-1	500,000.00		500,000.00	0.00	500,000
170712	7/1/2021	Northland	GARDENDALE ALA TAX		365478-DQ-6	240,000.00		0.00	240,000.00	240,000
171218B	3/1/2020	Northland	GLENDALE RIVER HILLS WIS TAX		378541-CN-4	135,000.00		0.00	135,000.00	135,000
171218C	2/15/2018	Northland	HALE COUNTY TAX		405468-CN-7	25,000.00		25,000.00	0.00	25,000
170823A	3/1/2018	Northland	HAWLEY MN SCHOOL DISTRICT		420416-EY-1	150,000.00		150,000.00	0.00	150,000
140320A	3/1/2019	Northland	HAWLEY MN SCHOOL DISTRICT		420416-EZ-8	390,000.00		0.00	390,000.00	390,000
140117	11/1/2019	Northland	HONOLULU TAXABLE		438670-Q4-6	275,000.00		0.00	275,000.00	275,000
150109	10/1/2022	Northland	HUBBARD COUNTY TAX		443348-DE-4	135,000.00		0.00	135,000.00	140,000
180212A	6/1/2018	Northland	IOWA WESTIN COMM COLLEGE		462612-RZ-7		160,000.00	160,000.00	0.00	160,000
180212B	6/1/2019	Northland	IOWA WESTIN COMM COLLEGE		462612-SA-1		140,000.00	0.00	140,000.00	140,000
180212C	6/1/2020	Northland	IOWA WESTIN COMM COLLEGE		462612-SB-9		160,000.00	0.00	160,000.00	160,000
180725B	7/25/2023	Northland	CD-SMARTBANK		83172H-DT-4		245,000.00	0.00	245,000.00	245,000
180730	10/1/2024	Northland	HUBBARD COUNTY TAX		443348-DG-9		100,000.00	0.00	100,000.00	100,000
120321	3/1/2022	Northland	MADISION WI SCHOOL DISTR		558495-KN-6	500,000.00		0.00	500,000.00	500,000
150708	2/1/2019	Northland	MAPLEWOOD MN TAX		56557-UM-5	350,000.00		0.00	350,000.00	350,000
161101	3/1/2019	Northland	MARSHFIELD WI TAX		572852-W4-9	145,000.00		0.00	145,000.00	145,000
121228B	9/1/2023	Northland	MIDDLETON WIS REFUND		596782-T6-7	300,000.00		0.00	300,000.00	300,000
120214B	9/1/2025	Northland	MIDDLETON WIS REFUND		596782-TJ-1	315,000.00		0.00	315,000.00	315,000
150430	2/1/2022	Northland	MINNETONKA ISD #276		604195-YG-6	270,000.00		0.00	270,000.00	270,000
130702A	1/1/2019	Northland	MINNETONKA ISD #276		604195-VW-4	285,000.00		0.00	285,000.00	285,000
130702B	1/1/2021	Northland	MINNETONKA ISD #276		604195-VY-0	400,000.00		0.00	400,000.00	400,000
120215A	1/1/2028	Northland	MINNETONKA ISD #276		604195-SB-4	50,000.00		50,000.00	0.00	50,000
160812	5/1/2023	Northland	MONROE MI TAX		611101-MF-0	190,000.00		0.00	190,000.00	190,000
130722	2/1/2021	Northland	MOUND MN TAXABLE		620S35-W4-2	95,000.00		0.00	95,000.00	95,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
100803B	2/1/2018	Northland	NEW PRAGUE BAB		648159-TX-9	70,000.00		70,000.00	0.00	70,000
100803C	2/1/2019	Northland	NEW PRAGUE BAB		648159-TY-7	45,000.00		0.00	45,000.00	45,000
100803D	2/1/2020	Northland	NEW PRAGUE BAB		648159-TZ-4	70,000.00		0.00	70,000.00	70,000
141006	6/1/2020	Northland	NORTHEAST IOWA COMM COLLEGE		664214-JQ-7	320,000.00		0.00	320,000.00	320,000
161003A	2/1/2018	Northland	OLIVIA MN TAX		681079-YD-5	45,000.00		45,000.00	0.00	45,000
161003B	2/1/2019	Northland	OLIVIA MN TAX		681079-YE-3	95,000.00		0.00	95,000.00	95,000
161003C	2/1/2020	Northland	OLIVIA MN TAX		681079-YF-0	100,000.00		0.00	100,000.00	100,000
180131	3/1/2021	Northland	PALMYRA EAGE AREA SCHOOL		697165-EH-7		75,000.00	0.00	75,000.00	75,000
111031	6/1/2018	Northland	RACINE WIS TAXABLE		750021-6D-4	755,000.00		755,000.00	0.00	755,000
130624A	2/1/2023	Northland	RAMSEY COUNTY TAXABLE		751622-HH-7	595,000.00		0.00	595,000.00	595,000
130624B	2/1/2022	Northland	RAMSEY COUNTY TAXABLE		751622-HG-9	285,000.00		0.00	285,000.00	285,000
180124B	2/1/2019	Northland	RICHFIELD TAX TIF		763325-6K-8		25,000.00	0.00	25,000.00	25,000
171228A	2/1/2020	Northland	SCOTT COUNTY TAX		809557-AY-7	60,000.00		0.00	60,000.00	60,000
171228B	2/1/2021	Northland	SCOTT COUNTY TAX		809557-AZ-4	115,000.00		0.00	115,000.00	115,000
160420B	10/1/2018	Northland	SHEBOYGAN WIS TAX		82102R-BY-0	250,000.00		0.00	250,000.00	250,000
150804	11/1/2018	Northland	SHEBYGAN WISCON REFUND		82102R-BM-6	800,000.00		0.00	800,000.00	800,000
120308A	12/1/2020	Northland	SHOREWOOD WIS TAX		825230-KU-8	150,000.00		0.00	150,000.00	150,000
120308B	12/1/2022	Northland	SHOREWOOD WIS TAX		825230-KW-4	150,000.00		0.00	150,000.00	150,000
120308C	12/1/2027	Northland	SHOREWOOD WIS TAX		825230-LB-9	225,000.00		0.00	225,000.00	225,000
120308D	12/1/2028	Northland	SHOREWOOD WIS TAX		825230-LC-7	465,000.00		0.00	465,000.00	465,000
170215	5/1/2019	Northland	SPARTA WIS REFUNDING		846748-HC-8	100,000.00		0.00	100,000.00	100,000
161222	2/1/2019	Northland	ST. PAUL MN PORT AUTHORITY TAX		793028-WR-8	145,000.00		0.00	145,000.00	145,000
110608	2/1/2019	Northland	WADENA MN BAB		930217-JD-7	95,000.00		0.00	95,000.00	95,000
170620A	6/1/2019	Northland	WATERLOO IOWA TAXABLE		941647-VS-5	210,000.00		0.00	210,000.00	210,000
170620B	6/1/2020	Northland	WATERLOO IOWA TAXABLE		941647-VT-3	210,000.00		0.00	210,000.00	210,000
130624C	6/1/2018	Northland	WATERLOO IOWA TAXABLE		941647-NZ-8	345,000.00		345,000.00	0.00	345,000
170823B	10/1/2019	Northland	WESTERN LAKE SUPERIOR		958522-XW-9	120,000.00		0.00	120,000.00	120,000
120215C	10/1/2019	Northland	WESTERN LAKE SUPERIOR		958522-WU-4	100,000.00		0.00	100,000.00	100,000
160728A	5/1/2020	Northland	WISCONSIN STATE TAX		97705M-DS-1	500,000.00		0.00	500,000.00	500,000
141205A	9/1/2018	Northland	WYANDOTTE KANSAS SD		982696-QE-9	125,000.00		0.00	125,000.00	125,000
									14,465,000.00	
180628	6/28/2023	UBS	CD-COMENITY BANK	27499	981996UP3		200,000.00	0.00	200,000.00	200,000
150311	3/11/2025	UBS	CD-HBSC BANK	57890	40434ASB6	240,000.00		0.00	240,000.00	240,000
160930E	9/30/2019	UBS	CD-JEFFERSON BANK & T	1071	472376AA0	245,000.00		0.00	245,000.00	245,000.00
161216B	12/16/2022	UBS	CD-MERCANTIL COMM E	22953	58733ADQ9	245,000.00		0.00	245,000.00	245,000
180531B	6/1/2020	UBS	CD-MORGAN STANLY	34221	6176OALP2		245,000.00	0.00	245,000.00	245,000
180723	7/24/2023	UBS	CD-TOYOTA FINANCIAL	57542	89235MJA0		245,000.00	0.00	245,000.00	245,000
180629A	6/29/2021	UBS	CD-WELLS FARGO	3511	949763RX6		245,000.00	0.00	245,000.00	245,000
150812	6/1/2023	UBS	CHARLOTTE TAXABLE		161037L61	300,000.00		0.00	300,000.00	300,000
180626	2/1/2023	UBS	FFCB		3133EG5K7		300,000.00	0.00	300,000.00	300,000
'180711A	3/6/2023	UBS	FFCB		3133EJET2		350,000.00	0.00	350,000.00	350,000
180614	6/12/2024	UBS	FFCB		3133EH2F9		500,000.00	0.00	500,000.00	500,000
180522	2/5/2025	UBS	FFCB		3133EJBN8		750,000.00	0.00	750,000.00	750,000
180711B	2/20/2026	UBS	FFCB		3133EJDH96		400,000.00	0.00	400,000.00	400,000
010328	6/25/2023	UBS	FHG14A		312916PD5R	2,000.00		0.00	2,000.00	152,000
160928	3/28/2025	UBS	FHLB		3130A9CN9	300,000.00		0.00	300,000.00	300,000.00
160826D	8/24/2026	UBS	FHLB		3130A8Z63	300,000.00		0.00	300,000.00	300,000
160830A	8/28/2026	UBS	FHLB		3130A8ZF3	300,000.00		0.00	300,000.00	300,000
180713C	8/24/2028	UBS	FHLB		3130A8Y56		500,000.00	0.00	500,000.00	500,000
160830B	8/28/2023	UBS	FHLMC		3134GAAKO	300,000.00		0.00	300,000.00	300,000
160726	7/26/2024	UBS	FHLMC		3134G9N78	500,000.00		0.00	500,000.00	500,000
970917B	9/15/2021	UBS	FHLMC REMIC SERIES FH194E		312904GT6C	80.09		80.14	-0.05	255,714
020826	10/15/2022	UBS	FHR 1391D		312912LUO	652.07		205.19	446.88	59,990
030630A	6/15/2018	UBS	FHR 2628 AB		31393VMQ1C	553.50		553.56	-0.06	200,000
040730A	7/15/2019	UBS	FHR 2822 DB		31395C3S8	865.81		866.54	-0.73	500,000
171211	7/1/2021	UBS	FLORIDA STATE BOARD OF ADMIN		341271AB0	235,000.00		0.00	235,000.00	235,000
130611	5/21/2018	UBS	FNMA		3135GOXDO	750,000.00		750,000.00	0.00	750,000
160428	10/28/2022	UBS	FNMA		3136G3JS5	250,000.00		0.00	250,000.00	250,000
160830D	8/24/2023	UBS	FNMA		3136G32Y0	250,000.00		0.00	250,000.00	250,000
970625	2/25/2021	UBS	FNMA FNR-1991-7 H		31358FZW2	1,000.00		0.00	1,000.00	129,000
021004	8/25/2022	UBS	FNR 1992-125L		31358PS40C	803.28		230.79	572.49	52,000
030730A	8/25/2018	UBS	FNR 2003-74-KN		31393EAL3C	1,042.57		1,042.68	-0.11	300,000.00
001127	7/25/2022	UBS	FNR G92-35		31358PHV2C	690.86		169.88	520.98	75,215
161026	10/1/2024	UBS	HONOLULU TAX		4386705W7	300,000.00		0.00	300,000.00	300,000
161114A	7/1/2025	UBS	LEXINGTON FAYETTE AIRPORT		52909MCA0	300,000.00		0.00	300,000.00	300,000
160412	5/1/2019	UBS	LINCOLN SD TAX		533883NG5	500,000.00		0.00	500,000.00	500,000
160718	12/1/2021	UBS	LITTLE MIAMI OHIO SCHOOL		537292KY9	345,000.00		0.00	345,000.00	345,000
151023	10/1/2024	UBS	MADISON TAXABLE		55844RKN3	640,000.00		0.00	640,000.00	640,000
180629C	6/1/2025	UBS	MARYLAND STATE TAX		57420PGR1		300,000.00	0.00	300,000.00	300,000

2018 CASH AND INVESTMENT ACTIVITY

CITY INVEST #	STATED MAT DATE	BROKER	SECURITY DESCRIP	FDIC #	CUSIP	PRIN BAL 1/1/2018	PURCH 2018	SOLD/ MATURE 2018	BV PRIN BAL 12/31/2018	PAR
160601	2/15/2022	UBS	MCALLEN TAX'		582018Ff5	200,000.00		0.00	200,000.00	200,000
160224B	12/1/2019	UBS	MCLEAN COUNTY IL SCHOOL DISTRIC'		582018Ff5	450,000.00		0.00	450,000.00	450,000
161208B	11/1/2024	UBS	MICHIGAN FIN AUTH REV		59447TJX2	250,000.00		0.00	250,000.00	250,000
160705	11/1/2021	UBS	MICHIGAN STATE TAX		594612CX9	300,000.00		0.00	300,000.00	300,000
160526	5/1/2020	UBS	MILAN MICH SCHOOL TAX		598801JD1	500,000.00		0.00	500,000.00	500,000
150310	4/1/2020	UBS	MONTGOMERY ALA TAX		613035L69	400,000.00		0.00	400,000.00	400,000
161208A	4/1/2023	UBS	NEW HOPE CULTURAL ED TAX		64542WAY6	250,000.00		0.00	250,000.00	250,000
160830C	8/1/2022	UBS	NEW YORK CITY TAXABLE		64966MED7	300,000.00		0.00	300,000.00	300,000
151104	3/1/2022	UBS	NEW YORK TAXALBE		64966KQC0	500,000.00		0.00	500,000.00	500,000
151009	9/1/2024	UBS	NJ ENVIRONMENTAL INFRASTRUCTUR		645791CAO	270,000.00		0.00	270,000.00	270,000
160727	5/1/2022	UBS	NORTH BRANCH SCHOOL TAX		657740F50	500,000.00		0.00	500,000.00	500,000
121207	11/1/2018	UBS	NYC GEN TAX		64971QH55	500,000.00		0.00	500,000.00	500,000
130606B	11/1/2019	UBS	NYC GEN TAX		64971QH63	1,000,000.00		0.00	1,000,000.00	1,000,000
120817A	5/1/2018	UBS	NYC-TAXABLE		64971QTU7	500,000.00		500,000.00	0.00	500,000
180108	10/1/2022	UBS	PALM BEACH COUNTY SOLID WASTE				450,000.00	0.00	450,000.00	450,000
180831E	8/28/2020	UBS	CD-FIRST REPUBLIC BAN	59017	33616CBL3		245,000.00	0.00	245,000.00	245,000
180814	8/16/2024	UBS	FHLB-STEP		3130A8UZ4		430,000.00	0.00	430,000.00	430,000
180815A	8/16/2021	UBS	CD-DISCOVER BANK	5649	254673SV9		145,000.00	0.00	145,000.00	145,000
180815B	8/16/2021	UBS	CD-DIETRICH BANK	3787	253720AB2		245,000.00	0.00	245,000.00	245,000
151207	12/1/2020	UBS	SACRAMENTO TAXABLE		786060BB8	300,000.00		0.00	300,000.00	300,000
160613	12/1/2020	UBS	SCHILLER PARK TAX		8062721LM6	325,000.00		0.00	325,000.00	325,000
161018	7/1/2024	UBS	SELMA ALA TAX		816459QV6	500,000.00		0.00	500,000.00	500,000
160802	12/1/2027	UBS	TOOLE CITY UT TAX		89033RBU7	400,000.00		0.00	400,000.00	400,000
160422	5/15/2021	UBS	UNIVERSITY OF CA TAX		91412GFS9	500,000.00		0.00	500,000.00	500,000
160927A	5/1/2021	UBS	YPSILANTI MI SCHOOL DISTR		987864NY7	405,000.00		0.00	405,000.00	405,000.00
									18,954,539.40	
	TOTAL INVESTMENTS					61,031,260.23	23,555,000.00	18,721,659.05	65,864,601.18	
			Unamortized Premiums			1,457,335.04			1,457,335.04	
			Unamortized Discounts			(3,294,871.24)	(96,588.95)		(3,391,460.19)	
			BOW			6,736,009.95	32,068,510.42	31,528,588.49	7,275,931.88	
			Money Market Accounts			3,601,475.54	8,359,411.54	8,250,000.00	3,710,887.08	
			Net Cash and Investments			69,531,209.52	63,886,333.01	58,500,247.54	74,917,294.99	

CC Regular Session **4. 2.**

Meeting Date: 09/11/2018

By: JoAnn Shaw, Community Development

Information

Title

Approve Licenses

Purpose/Background:

The purpose of this case is to approve various license requests for 2018.

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

Recommendation:

Staff recommends approval of license applications contingent upon compeletion of background checks.

Action:

Motion to approve the attached license applications contingent upon completion of background checks.

Attachments

Licenses

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 09:03 AM
Form Started By: JoAnn Shaw		Started On: 09/05/2018 03:41 PM
Final Approval Date: 09/06/2018		

Report Name: License Report - License Types
Council Dates: 9/11/2018 to 9/11/2018
Status: Active, Inactive
License Type(s): 3.2 Beer Off-Sale, 3.2 Beer On-Sale Temporary, Liquor 2 A.M. Closing, Liquor Off-Sale, Liquor On-Sale, Liquor On-Sale Sunday, Temporary Intoxicating, Wine On-Sale, Amusement Center, Amusement Devices/Billiard Tables, Business License-1st Year, Business License-Renewal, Garbage Haulers, Pawnbroker, Rental, Second Hand Goods Dealer, Special Events, Temporary Amusement/Carnival/Circus, Therapeutic Massage Establishment, Therapeutic Massage Therapist, Tobacco, Transient Merchant/Peddler/Solicitor

City of Ramsey
License Report - License Types

Company	Location	Complex	Exp. Date	Council Date	Statu
Rental					
Brett Davis	7344 168th Cir NW		9/11/2021	9/11/2018	A
				Rental License Count:	**1**
Special Events					
Heroes for Hope Endowment Fund	8846 Highway 10 NW		10/31/2018	9/11/2018	A
				Special Events License Count:	**1**
				Total Licenses:	**2**

CC Regular Session **4. 3.**

Meeting Date: 09/11/2018
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/disposal of same:

#622 1998 Kawasaki Mule 2510
VIN# JK1AFCA17WB517931
Hour meter - 2,287

#639 2003 Kawasaki Mule 3000
VIN# JK1AFCG133B506345
Hour meter - 1,715

#331 2014 Chevrolet Caprice
VIN# 6G3NS5U27EL928096
Mileage - 99,842

#341 2014 Chevrolet Caprice
VIN# 6G3NS5U26EL9700595
Mileage - 96,926

All vehicles have outlasted their useful life and have been replaced by new squads and equipment as 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:

#622 1998 Kawasaki Mule 2510
VIN# JK1AFCA17WB517931
Hour meter - 2,287

#639 2003 Kawasaki Mule 3000
VIN# JK1AFCG133B506345
Hour meter - 1,715

#331 2014 Chevrolet Caprice
VIN# 6G3NS5U27EL928096
Mileage - 99,842

#341 2014 Chevrolet Caprice
VIN# 6G3NS5U26EL9700595
Mileage - 96,926

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 08:57 AM
Form Started By: Jo Thieling		Started On: 09/04/2018 01:14 PM
Final Approval Date: 09/06/2018		

CC Regular Session **4. 4.**

Meeting Date: 09/11/2018

By: Jackie Lipski, Finance

Information

Title

Adopt Resolution #18-191 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of August 23, 2018 through September 5, 2018

Action:

Motion to Adopt Resolution #18-191 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of August 23, 2018 through September 5, 2018.

Attachments

Bills List 9/11/2018

Resolution 9/11/2018

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	09/05/2018 02:27 PM
Kurt Ulrich	Kurt Ulrich	09/06/2018 09:06 AM
Form Started By: Jackie Lipski		Started On: 09/05/2018 02:18 PM
Final Approval Date: 09/06/2018		

RAMSEY CITY COUNCIL MEETING

9/11/2018

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 8/23/18-9/5/18	265,149.95
Accounts Payable 8/23/18-9/5/18	240,840.24
Payroll 8/24/18	191,006.91

TOTAL SUBMITTED FOR APPROVAL THIS MEETING **$ 696,997.10**

	APPROVED PREV. MTG	2018 Y.T.D.
DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:		
NET PAYROLL TOTAL	$ 161,779.16	$ 2,759,131.17
- CORRECTION TO PAYROLL		
PREPAIDS	746,205.75	5,277,284.65
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE	64,818.75	986,718.16
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	345,397.02	4,672,085.49
ADD (DELETE) BILLS LIST SUBMITTED		
PAY ESTIMATE(S)	498,284.77	2,360,845.86
- CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED	**$ 1,816,485.45**	**$ 16,056,065.33**

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
106587	8/23/2018		110744 ALLINA HEALTH SYSTEM						
		1,718.19	2017 QTR BILL OCT 2017		93036	II10022847	0220.6335		TRAINING
		1,718.19							
106588	8/23/2018		116114 AVESIS THIRD PARTY ADMINISTRATORS						
		147.29	VISION INS SEPT 2018		93035	2090556	9101.2170		DENTAL/DISABILITY/LIFE
		147.29							
106589	8/23/2018		112663 CAPSTONE HOMES INC						
		1,500.00	REFUND ERO ESC 7097 167TH LN		93037	082318	9804.6433	00115976	REFUNDS
		5,000.00	REFUND LAND ESC 7097 167TH LN		93038	082318A	9252.1155.1		MANUAL-ACCOUNTS RE(
		1,500.00	REFUND ERO ESC 7087 167TH LN		93039	082318B	9804.6433	00116048	REFUNDS
		5,000.00	REF LAND/DRIVE ESC 7087 167TH		93040	082318C	9252.1155.1		MANUAL-ACCOUNTS RE(
		2,000.00	REF LAND/DRIVE ESC 7087 167TH		93040	082318C	9252.1155.1		MANUAL-ACCOUNTS RE(
		5,000.00	REF LAND ESC 14972 RABBIT ST		93041	082318D	9252.1155.1		MANUAL-ACCOUNTS RE(
		1,500.00	REF ERO ESC 14944 RABBIT ST		93042	082318E	9804.6433	00116279	REFUNDS
		1,500.00	REF ERO ESC 14938 RABBIT ST		93043	082318F	9804.6433	00116320	REFUNDS
		1,500.00	REF ERO ESC 14972 RABBIT ST		93044	082318G	9804.6433	00116280	REFUNDS
		24,500.00							
106590	8/23/2018		106670 CENTRAL POWER DISTRIBUTORS INC						
		17.40	FILLER CAPS		93045	18-488734	0311.6257		OTHER VEHICLE PARTS
		17.40							
106591	8/23/2018		110734 CITY OF RAMSEY						
		50.00	36262643		93046	082318	9601.4651		WATER REVENUE
		153.20	729064		93046	082318	9601.4651		WATER REVENUE
		145.00	724431		93046	082318	9601.4651		WATER REVENUE
		342.89	5742743		93046	082318	9601.4651		WATER REVENUE
		147.14	724901		93046	082318	9601.4651		WATER REVENUE
		147.14	718889		93046	082318	9601.4651		WATER REVENUE
		75.00	45123529		93046	082318	9601.4651		WATER REVENUE
		1,060.37							
106592	8/23/2018		116552 CRESSY, GRACE						
		120.00	ART FAIR- FACE PAINTING		93070	080918	0452.6489		OTHER CONTRACTED SE
		120.00							
106593	8/23/2018		106583 DELTA DENTAL PLAN OF MINNESOTA						
		3,192.30	DENTAL INS SEPT 2018		93047	7382640	9101.2170		DENTAL/DISABILITY/LIFE
		3,192.30							
106594	8/23/2018		115574 HEALTHPARTNERS						
		41,915.00	MEDICAL INS SEPT 2018		93048	83321633	9101.2176		LIFE/HEALTH-EMPLOYEE
		41,915.00							
106595	8/23/2018		116548 KORZENIOWSKI, KIM						
		155.00	REFUND DAMAGE/KEY DEPOSIT		93049	081718	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106596	8/23/2018		116549 LEE, ANDREW						
		100.00	REFUND BIKE LOCKER DEPOSIT		93050	081718	9804.1160		KEY & DAMAGE DEPOSIT
		100.00							
106597	8/23/2018		115328 LENNAR						
		1,500.00	REF ERO ESC 7463 159TH AVE		93051	082318	9804.6433	00115506	REFUNDS

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
106597	8/23/2018		115328 LENNAR						
		5,000.00	REF LAND ESC 7463 159TH AVE		93052	082318A	9252.1155.1		MANUAL-ACCOUNTS RE(
		1,500.00	REF ERO ESC 7540 159TH AVE		93053	082318B	9804.6433	00115856	REFUNDS
		5,000.00	REF LAND ESC 7540 159TH AVE		93054	082318C	9252.1155.1		MANUAL-ACCOUNTS RE(
		5,000.00	REF LAND/DRIVE ESC 16048 SAPPH		93055	082318D	9252.1155.1		MANUAL-ACCOUNTS RE(
		2,000.00	REF LAND/DRIVE ESC 16048 SAPPH		93055	082318D	9252.1155.1		MANUAL-ACCOUNTS RE(
		1,500.00	REF ERO ESC 16048 SAPPHIRE		93056	082318E	9804.6433	00115965	REFUNDS
		21,500.00							
106598	8/23/2018		116169 LIFE INSURANCE CO OF NORTH AMERICA						
		64.70	AUG 18 LIFE INS		93057	AI960634 AUG 18	9101.2170		DENTAL/DISABILITY/LIFE
		8.52	AUG 18 LIFE INS		93057	AI960634 AUG 18	9101.2170		DENTAL/DISABILITY/LIFE
		73.22							
106599	8/23/2018		116538 MOUNTAIN STREAM SIGNS AND SPORTS						
		2,740.56	PARK BENCHES WITH BACKS		93058	9159	9805.6315		MISCELLANEOUS PROFE
		2,740.56							
106600	8/23/2018		115375 MUTT MITT						
		1,041.38	MITT MUTT BAGS		93059	227360	0452.6249		MISCELLANEOUS OPER/
		1,041.38							
106601	8/23/2018		113815 NEOPOST USA						
		790.11	SEPT 18-19 MAILING SYSTEM		93060	55999270	0130.6405		OFFICE & DATA PROCES:
		790.11							
106602	8/23/2018		116364 NORTHLAND CUSTOM HOMES LLC						
		1,500.00	REF ERO ESC 5719 172ND LN		93061	082318	9804.6433	00116237	REFUNDS
		1,000.00	REF LAND ESC 5719 172ND LN		93062	082318A	9252.1155.1		MANUAL-ACCOUNTS RE(
		2,500.00							
106603	8/23/2018		114895 PRO TECH SECURITY SYSTEMS						
		770.00	LOCKER REPAIR		93063	6644	0452.6381		BUILDING & STRUCTURE
		770.00							
106604	8/23/2018		115841 PULLAR, ROBERT						
		102.53	CIT TRAINING REIMBURSEMENTS		93064	081618	0211.6331		TRAVEL & LODGING
		102.53							
106605	8/23/2018		106418 PURMORT HOMES INC						
		5,000.00	REF LAND ESC 14754 ZEOLITE ST		93065	082318	9252.1155.1		MANUAL-ACCOUNTS RE(
		1,500.00	REF ERO ESC 14754 ZEOLITE ST		93066	082318A	9804.6433	00115902	REFUNDS
		1,500.00	REF ERO ESC 7750 148TH LANE		93067	082318B	9804.6433	00116072	REFUNDS
		5,000.00	REF LAND ESC 7750 148TH LN		93068	082318C	9252.1155.1		MANUAL-ACCOUNTS RE(
		13,000.00							
106606	8/23/2018		115972 ROBINSON, SCOTT						
		2,325.50	SEPT/OCT 2018 50% ADS		93069	082318	9101.4609		OTHER MISCELLANEOUS
		2,325.50							
106607	8/23/2018		116555 STEIN, LAUREN						
		100.00	REF DAMAGE DEPOSIT-DRAW PARK		93071	082218	9804.1160		KEY & DAMAGE DEPOSIT
		100.00							
106608	8/23/2018		115938 URSA MAJOR ATHLETICS LLC						
		155.00	REF DAMAGE/KEY DEPOSIT		93072	082218	9804.1160		KEY & DAMAGE DEPOSIT

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
106608	8/23/2018		115938 URSA MAJOR ATHLETICS LLC						
		155.00							
106609	8/23/2018		100510 VERIZON WIRELESS						
		861.74	PD JUL-AUG 18 SERVICE		93073	9811962262	0211.6323		CELLULAR PHONES
		493.14	PD JUL-AUG 18 SERVICE		93073	9811962262	0211.6415		OTHER EQUIPMENT REN
		102.84	PD JUL-AUG 18 SERVICE		93073	9811962262	0280.6415		OTHER EQUIPMENT REN
		55.78	JUL/AUG 2018		93074	9812449263	0130.6323		CELLULAR PHONES
		385.11	FIRE JULY/AUG 18 SERVICE		93075	9812544153	0220.6323		CELLULAR PHONES
		1,898.61							
106610	8/27/2018		100257 LAW ENFORCEMENT LABOR SRV INC						
		588.00			92853	0809181122362	9101.2177		UNION DUES
		588.00			93027	0822181535512	9101.2177		UNION DUES
		1,176.00							
106611	8/27/2018		100298 MN AFSCME COUNCIL 5						
		514.71			92854	0809181122363	9101.2177		UNION DUES
		539.01			93028	0822181535513	9101.2177		UNION DUES
		1,053.72							
106735	8/30/2018		112663 CAPSTONE HOMES INC						
		1,500.00	REFUND ERO ESC 7289 168TH CIR		93112	083018	9804.6433	00116294	REFUNDS
		1,500.00	REFUND ERO ESC 8676 149TH CUR		93113	083018A	9804.6433	00116291	REFUNDS
		1,500.00	REFUND ERO ESC 14855 QUINTANA		93114	083018B	9804.6433	00116297	REFUNDS
		1,500.00	REFUND ERO ESC 15035 RABBIT ST		93115	083018C	9804.6433	00116348	REFUNDS
		1,500.00	REFUND ERO ESC 14960 QUINTANA		93116	083018D	9804.6433	00116386	REFUNDS
		7,500.00							
106736	8/30/2018		110734 CITY OF RAMSEY						
		24.99	693839725		93117	083018	9601.4651		WATER REVENUE
		200.00	701128448		93117	083018	9601.4651		WATER REVENUE
		25.00	679535596		93117	083018	9601.4651		WATER REVENUE
		249.99							
106737	8/30/2018		100184 FLEETWOOD COLLISION CENTER INC						
		320.80	WORK ON 673 JETTER TRUCK		93118	001 2018	9601.6257		OTHER VEHICLE PARTS
		320.80							
106738	8/30/2018		114861 GENDRON, CURTIS						
		155.00	REFUND DAMAGE/KEY DEPOSIT		93119	083018	9804.1160		KEY & DAMAGE DEPOSIT
		155.00							
106739	8/30/2018		116569 JOHNSON, MARK						
		500.00	REF HOME IMPRO ESC 16010 NOW		93120	083018	9804.6433	00116003	REFUNDS
		500.00							
106740	8/30/2018		116570 LEERHOFF, MARYANN						
		100.00	REF BIKE LOCKER DEP. MARYANN		93121	083018	9804.1160		KEY & DAMAGE DEPOSIT
		100.00	REFUND BIKE LOCKER DEP TIM		93122	083018A	9804.1160		KEY & DAMAGE DEPOSIT
		200.00							
106741	8/30/2018		100276 MCFOA						
		20.00	2018 BAL DUES 4 MEMBERS		93123	082818	0130.6451		MEMBERSHIP DUES
		20.00							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
106742	8/30/2018		116025 MINNESOTA TITLE						
		163.81	REFUND FILE D54923		93124	083018	9601.4651		WATER REVENUE
		163.81							
106743	8/30/2018		109213 MOLDENHAUER, DREW						
		15.00	TRAINING- LUNCH		93125	082418	0211.6331		TRAVEL & LODGING
		27.68	TRAINING- LUNCHES		93126	082418A	0211.6331		TRAVEL & LODGING
		42.68							
106744	8/30/2018		100403 QUICKSILVER EXPRESS COURIER						
		75.65	RE: CHICAGO TITLE		93127	6575943	9804.6315	00116093	MISCELLANEOUS PROFE
		75.65							
106745	8/30/2018		101103 SPRINT						
		56.40	JULY-AUG 2018 SERVICE		93128	570683319-201	0130.6323		CELLULAR PHONES
		169.20	JULY-AUG 2018 SERVICE		93128	570683319-201	0191.6323		CELLULAR PHONES
		56.40	JULY-AUG 2018 SERVICE		93128	570683319-201	0240.6323		CELLULAR PHONES
		379.09	JULY-AUG 2018 SERVICE		93128	570683319-201	0194.6323		CELLULAR PHONES
		280.17	JULY-AUG 2018 SERVICE		93128	570683319-201	0311.6323		CELLULAR PHONES
		352.29	JULY-AUG 2018 SERVICE		93128	570683319-201	0452.6323		CELLULAR PHONES
		210.50	JULY-AUG 2018 SERVICE		93128	570683319-201	0301.6323		CELLULAR PHONES
		152.38	JULY-AUG 2018 SERVICE		93128	570683319-201	0220.6323		CELLULAR PHONES
		112.79	JULY-AUG 2018 SERVICE		93128	570683319-201	0192.6321		TELEPHONE
		233.07	JULY-AUG 2018 SERVICE		93128	570683319-201	9601.6323		CELLULAR PHONES
		2,002.29							
106746	8/30/2018		105706 TINKLENBERG GROUP INC						
		3,300.00	RETAINER SEPT 18 (3 OF 12)		93129	2062	9400.6315		MISCELLANEOUS PROFE
		3,300.00							
106747	8/30/2018		109886 WEBB, RICH						
		45.00	TRAINING- LUNCHES		93130	082918	0211.6331		TRAVEL & LODGING
		45.00							
90476475	8/24/2018		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		50.00			92997	082218902131	9101.2174		PERA-EMPLOYEE
		50.00			92998	082218902132	9101.2183		PERA-EMPLOYER
		19,520.19			93029	0822181535514	9101.2174		PERA-EMPLOYEE
		26,179.05			93030	0822181535515	9101.2183		PERA-EMPLOYER
		45,799.24							
94308589	8/24/2018		101306 IRS						
		150.49			92948	0820181050512	9101.2171		FEDERAL WITHHOLDING
		880.26			92949	0820181050513	9101.2173		FICA & MEDICARE-EMPL(
		880.26			92950	0820181050514	9101.2182		FICA & MEDICARE-EMPL(
		366.05			93000	082218902134	9101.2171		FEDERAL WITHHOLDING
		197.06			93001	082218902135	9101.2173		FICA & MEDICARE-EMPL(
		197.06			93002	082218902136	9101.2182		FICA & MEDICARE-EMPL(
		23,875.79			93032	0822181535517	9101.2171		FEDERAL WITHHOLDING
		12,982.67			93033	0822181535518	9101.2173		FICA & MEDICARE-EMPL(
		12,982.67			93034	0822181535519	9101.2182		FICA & MEDICARE-EMPL(
		52,512.31							
96630080	8/24/2018		100601 MN DEPT OF REV WH						
		238.21			92947	0820181050511	9101.2172		STATE WITHHOLDING
		82.54			92999	082218902133	9101.2172		STATE WITHHOLDING

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
									Continued.
96630080	**8/24/2018**		**100601 MN DEPT OF REV WH**						
		11,551.15			93031	0822181535516	9101.2172		STATE WITHHOLDING
		11,871.90							
98082418	**8/24/2018**		**115568 ALERUS FINANCIAL NA**						
		1,924.18			93026	08221815355114	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,924.18							
99082418	**8/24/2018**		**107962 TOTAL ADMINISTRATIVE SERVICE CORP**						
		2,390.20			93022	08221815355110	9101.2176		LIFE/HEALTH-EMPLOYEE
		2,390.20							
99668473	**8/24/2018**		**100223 ICMA RETIREMENT TRUST 457**						
		2,191.99			93021	0822181535511	9101.2175		DEFERRED COMPENSAT
		2,191.99							
99724818	**8/24/2018**		**114486 SUN LIFE ASSURANCE COMPANY OF CANADA**						
		749.46			92849	08091811223611	9101.2176		LIFE/HEALTH-EMPLOYEE
		749.34			93023	08221815355111	9101.2176		LIFE/HEALTH-EMPLOYEE
		878.33	LTD Prem		93023	08221815355111	9101.2170		DENTAL/DISABILITY/LIFE
		74.00	COBRA Life		93023	08221815355111	9101.2176		LIFE/HEALTH-EMPLOYEE
		2,451.13							
99795699	**8/24/2018**		**114790 GREAT WEST LIFE AND ANNUITY INS CO**						
		6,599.00			93024	08221815355112	9101.2175		DEFERRED COMPENSAT
		6,599.00							
99798297	**8/24/2018**		**114790 GREAT WEST LIFE AND ANNUITY INS CO**						
		2,682.60			93025	08221815355113	9101.2176		LIFE/HEALTH-EMPLOYEE
		2,682.60							
		265,149.95	Grand Total						

Payment Instrument Totals

Checks	136,727.40
EFT Payments	128,422.55
Total Payments	265,149.95

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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
110789	4IMPRINT	NITE 2 UNITE PD 2018	PV	93131	001	09101	8/27/2018	16454970	449.86
	4IMPRINT				Summary Total				449.86
	P O BOX 320	NITE2UNITE PD 2018	PV	93132	001	09101	8/22/2018	6484086	2,435.19
	101 COMMERCE STREET				Summary Total				2,435.19
	OSHKOSH WI 54901				Payment Amount				2,885.05
111610	A DYNAMIC DOOR CO. INC.	YOUTH FIRST DOOR REPAIR	PV	93133	001	09410	8/23/2018	21808214	1,599.71
	A DYNAMIC DOOR CO. INC.				Summary Total				1,599.71
	4588 194TH AVENUE NE	YOUTH FIRST DOOR REPAIR	PV	93134	001	09410	8/23/2018	21808171	411.80
	EAST BETHEL MN 55092				Summary Total				411.80
					Payment Amount				2,011.51
100017	AIRGAS USA, LLC	COMPRESSED OXYGEN	PV	93135	001	09601	8/17/2018	9079354253	57.01
	AIRGAS USA LLC				Summary Total				57.01
	P O BOX 802576								
	CHICAGO IL 60680-2576				Payment Amount				57.01
106022	ANDERSON, CHRIS	REIMBURSE- MEETINGS	PV	93076	001	09604	8/23/2018	082318	13.08
	CHRIS ANDERSON	REIMBURSE- MEETINGS	PV	93076	002	09604	8/23/2018	082318	1.85
					Summary Total				14.93
					Payment Amount				14.93
107587	ANOKA COUNTY TREASURY DEPARTMENT	SEPT 2018 BROADBAND	PV	93160	001	09101	8/20/2018	B180820M	604.50
	ANOKA COUNTY TREASURY DEPARTMENT				Summary Total				604.50
	2100 THIRD AVENUE	2ND QTR SIGNAL MAINT.	PV	93161	001	09101	8/17/2018	H181718H	3,239.17
	ANOKA MN 55303				Summary Total				3,239.17
					Payment Amount				3,843.67
107141	APPLIED CONCEPTS INC	DISPLAY MOUNT	PV	93162	001	09101	8/20/2018	333268	120.00
	APPLIED CONCEPTS INC				Summary Total				120.00
	STALKER RADAR	DISPLAY-LED HIGH BRIGHT	PV	93163	001	09290	8/27/2018	333656	301.00

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

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	P O BOX 972943 DALLAS TX 75397-2943			Summary Total					301.00
				Payment Amount					421.00
100063	ASPEN MILLS	A. SCHRAG- PATCHES	PV	93136	001	09101	8/23/2018	222208	8.00
	ASPEN MILLS 8201 C CENTRAL AVE NE SPRING LAKE PARK MN 55432			Summary Total					8.00
				Payment Amount					8.00
100081	BIFFS INC	HAPPY DAYS 9/8/2018	PV	93077	001	09297	7/16/2018	979866	1,024.00
	BIFFS INC 8610 HANSEN AVENUE SHAKOPEE MN 55379			Summary Total					1,024.00
				Payment Amount					1,024.00
108513	BLAINE LOCK AND SAFE INC	CENTRAL PARK LOCK	PV	93137	001	09101	8/22/2018	21326	182.50
	BLAINE LOCK AND SAFE INC 12052 CENTRAL AVE NE BLAINE MN 55434			Summary Total					182.50
				Payment Amount					182.50
104915	BLUE LINE COLLISION CENTER	WORK ON 411	PV	93111	001	09702	8/24/2018	18935	1,724.38
	BLUE LINE COLLISION CENTER 6260 HIGHWAY 10 ANOKA MN 55303			Summary Total					1,724.38
				Payment Amount					1,724.38
100647	BOLTON AND MENK INC	COR INFILTRATION PROJ	PV	93079	001	09605	8/20/2018	0221720	2,762.50
	BOLTON AND MENK INC 1960 PREMIER DRIVE			Summary Total					2,762.50
		2018 PARKS ASSISTANCE	PV	93080	001	09805	8/20/2018	0221721	4,912.50
	MANKATO MN 56001-5900			Summary Total					4,912.50
		18 REGIONAL SOLICIATION	PV	93081	001	09805	8/20/2018	0221719	1,702.50
				Summary Total					1,702.50
		RIVERDALE EXT	PV	93082	001	09402	8/20/2018	0221716	138.00

CITY OF RAMSEY
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Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					138.00
		2040 SEWER/WATER COMP PLAN	PV	93083	001	09601	8/20/2018	0221717	335.00
		2040 SEWER/WATER COMP PLAN	PV	93083	002	09601	8/20/2018	0221717	334.00
				Summary Total					669.00
		BUNKER LK BLVD	PV	93084	001	09437	8/20/2018	0221718	1,254.00
				Summary Total					1,254.00
		HIWAY 10 COR IMPROV	PV	93138	001	09400	8/14/2018	0221416	39,462.50
				Summary Total					39,462.50
				Payment Amount					50,901.00
115596	C AND J ENTERTAINMENT LLC	SEPT 7, 18 MOVIE IN PARK	PV	93164	001	09101	8/30/2018	1325	990.00
	C AND J ENTERTAINMENT LLC 4743 EUROPA TRAIL NORTH HUGO MN 55038			Summary Total					990.00
				Payment Amount					990.00
108458	CBIZ BENEFITS INSURANCE SERVICES INC	REBA FEES 2018-2019	PV	93165	001	09101	8/23/2018	REBA2018	306.00
	CBIZ BENEFITS INSURANCE SERVICES INC ATTEN: DENISE GORSLINE ACCT DEPT. 700 W. 47TH STREET SUITE 1100 KANSAS CITY MO 64112			Summary Total					306.00
				Payment Amount					306.00
116197	CINTAS CORPORATION	UNIFORM CLEANING	PV	93166	001	09101	8/29/2018	4009166500	23.00
	CINTAS CORPORATION	UNIFORM CLEANING	PV	93166	002	09101	8/29/2018	4009166500	4.00
	CINTAS LOC #4K	UNIFORM CLEANING	PV	93166	003	09101	8/29/2018	4009166500	32.14
	P O BOX 650838	UNIFORM CLEANING	PV	93166	004	09101	8/29/2018	4009166500	32.15
	DALLAS TX 75265-0838			Summary Total					91.29
				Payment Amount					91.29
100116	CONNEXUS ENERGY	MISC CITY ACCOUNTS	PV	93140	001	09230	8/21/2018	759126-303107 AUG18	72.64
	CONNEXUS ENERGY	MISC CITY ACCOUNTS	PV	93140	002	09230	8/21/2018	759126-303107 AUG18	1,223.21
	PO BOX 1808	MISC CITY ACCOUNTS	PV	93140	003	09230	8/21/2018	759126-303107 AUG18	30.96

Bank Account	00002224 CASH IN BANK
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Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	MINNEAPOLIS MN 55480-1808	MISC CITY ACCOUNTS	PV	93140	004	09230	8/21/2018	759126-303107 AUG18	999.49
		MISC CITY ACCOUNTS	PV	93140	005	09230	8/21/2018	759126-303107 AUG18	14,706.84
		MISC CITY ACCOUNTS	PV	93140	006	09230	8/21/2018	759126-303107 AUG18	3,556.35
		MISC CITY ACCOUNTS	PV	93140	007	09230	8/21/2018	759126-303107 AUG18	207.70
				Summary Total					20,797.19
		TRAFFIC LIGHTS	PV	93141	001	09101	8/21/2018	759126-303100 AUG 18	933.01
				Summary Total					933.01
		PW MISC ACCOUNTS	PV	93142	001	09101	8/21/2018	759126-303106 AUG18	767.18
		PW MISC ACCOUNTS	PV	93142	002	09101	8/21/2018	759126-303106 AUG18	255.73
		PW MISC ACCOUNTS	PV	93142	003	09101	8/21/2018	759126-303106 AUG18	255.73
		PW MISC ACCOUNTS	PV	93142	004	09101	8/21/2018	759126-303106 AUG18	255.71
		PW MISC ACCOUNTS	PV	93142	005	09101	8/21/2018	759126-303106 AUG18	2,813.19
				Summary Total					4,347.54
		STREET LIGHTS	PV	93143	001	09603	8/21/2018	759126-303101 AUG 18	9,688.90
				Summary Total					9,688.90
		SIRENS	PV	93144	001	09101	8/21/2018	759126-303095 AUG 18	85.00
				Summary Total					85.00
		WTR TWRS/WELLS/LIFT STAT	PV	93145	001	09601	8/21/2018	759126-303102 AUG 18	20,336.84
		WTR TWRS/WELLS/LIFT STAT	PV	93145	002	09601	8/21/2018	759126-303102 AUG 18	995.33
				Summary Total					21,332.17
				Payment Amount					57,183.81
100117	CONNEXUS ENERGY	14900 PUMA-EXTRA LABOR	PV	93139	001	09601	8/22/2018	COM0000932	100.00
	CONNEXUS ENERGY 14601 RAMSEY BLVD NW RAMSEY MN 55303			Summary Total					100.00
				Payment Amount					100.00

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Originator	JLIPSKI	
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
100167	CORNERSTONE FORD	WORK ON 405	PV	93167	001	09101	8/28/2018	16229175/1	986.28
				Summary Total					986.28
	CORNERSTONE FORD 17219 HIGHWAY 10 NW PO BOX 304 ELK RIVER MN 55330								
				Payment Amount					986.28
100125	COUNTRYSIDE PRINTING INC	BUS. CARDS. -C. KUBAT	PV	93085	001	09101	8/13/2018	35408	59.00
				Summary Total					59.00
	COUNTRYSIDE PRINTING 6250 BUNKER LAKE BLVD NW	BLDG PERMIT/INSPEC	PV	93146	001	09101	8/15/2018	35412	182.00
				Summary Total					182.00
	SUITE 113 RAMSEY MN 55303	BUS CARDS A. SANCHEZ	PV	93168	001	09101	8/28/2018	35434	59.00
				Summary Total					59.00
		SEPT/OCT 18 RAM RESIDENT	PV	93169	001	09101	8/28/2018	35436	6,118.80
				Summary Total					6,118.80
		BUS CARDS-JARSON/SULLIVAN	PV	93170	001	09101	8/24/2018	35432	59.00
		BUS CARDS-JARSON/SULLIVAN	PV	93170	002	09101	8/24/2018	35432	59.00
				Summary Total					118.00
		BUS CARD K. BROTKOWSKI	PV	93171	001	09101	8/28/2018	35435	59.00
				Summary Total					59.00
				Payment Amount					6,595.80
100141	DAVE PERKINS CONTRACTING INC	148TH/ POTASSUIM	PV	93086	001	09601	8/24/2018	26566	8,140.00
				Summary Total					8,140.00
	DAVE PERKINS CONTRACTING INC 19745 NOWTHEN BLVD NW ANOKA MN 55303-9655								
				Payment Amount					8,140.00
113306	DEFINITIVE TECHNOLOGY SOLUTIONS INC	CONTRACT AUG-SEPT 18	PV	93173	001	09101	8/22/2018	INV168994	240.07

CITY OF RAMSEY
Create Payment Control Groups

Bank Account	00002224	CASH IN BANK
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Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	DEFINITIVE TECHNOLOGY SOLUTIONS INC 9401 JAMES AVENUE SOUTH SUITE 120 BLOOMINGTON MN 55431				Summary Total				240.07
					Payment Amount				240.07
100144	DEHN OIL COMPANY	LUBE	PV	93172	001	09101	8/21/2018	25124605	929.97
	DEHN OIL COMPANY 6735 141ST AVENUE NW RAMSEY MN 55303				Summary Total				929.97
					Payment Amount				929.97
104026	DIVERSIFIED PAVING INC	PAVING TRAIL	PV	93087	001	09101	8/15/2018	425	7,639.98
	DIVERSIFIED PAVING INC 6957 HIGHWAY 10 NW SUITE 200 ANOKA MN 55303				Summary Total				7,639.98
					Payment Amount				7,639.98
101185	DO ALL PRINTING COM INC	VINYL STRIPS	PV	93109	001	09101	8/6/2018	40332	30.00
	DO ALL PRINTING COM INC				Summary Total				30.00
	6360 HIGHWAY 10 NW	HAPPY DAYS POSTERS 2018	PV	93174	001	09297	8/22/2018	40527	240.00
	RAMSEY MN 55303				Summary Total				240.00
					Payment Amount				270.00
100158	ECM PUBLISHERS INC	DUGOUT FENCING BIDS	PV	93089	001	09101	8/17/2018	624567	118.25
	ECM PUBLISHERS INC				Summary Total				118.25
	4095 COON RAPIDS BLVD	DUGOUT CONCRETE REMOVE BIDS	PV	93090	001	09101	8/17/2018	624568	118.25
	COON RAPIDS MN 55433				Summary Total				118.25
		AMEND CHP 117-PH	PV	93091	001	09101	8/17/2018	624569	59.13
					Summary Total				59.13
					Payment Amount				295.63
100160	EH RENNER AND SONS INC	7 WELL INSPECTIONS	PV	93147	001	09601	8/16/2018	290	700.00
	EH RENNER AND SONS INC 15688 JARVIS STREET				Summary Total				700.00

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	ELK RIVER MN 55330								
				Payment Amount					700.00
104267	ELITE SANITATION	RECYCLE DAY- TOILET	PV	93092	001	09604	8/8/2018	25046	92.00
	ELITE SANITATION			Summary Total					92.00
	PO BOX 526								
	ELK RIVER MN 55330								
				Payment Amount					92.00
108737	EMERGENCY AUTOMOTIVE TECHNOLOGY INC	SPOTLIGHTS	PV	93175	001	09101	8/24/2018	AW082418-1	37.00
	EMERGENCY AUTOMOTIVE TECHNOLOGY INC			Summary Total					37.00
	2755 GENEVA AVE N								
	OAKDALE MN 55128								
				Payment Amount					37.00
113321	FACTORY MOTOR PARTS CO	AIR FILTER 410	PV	93093	001	09101	8/21/2018	6-1514050	7.49
	FACTORY MOTOR PARTS CO			Summary Total					7.49
	BIN 139107								
	P O BOX 9107								
	MINNEAPOLIS MN 55480-9107								
				Payment Amount					7.49
107099	FASTENAL	MISC SUPPLIES	PV	93148	001	09101	8/22/2018	MNTC8168054	14.81
	FASTENAL COMPANY			Summary Total					14.81
	P O BOX 1286	MISC PARTS	PV	93176	001	09101	8/20/2018	MNTC8167961	34.19
	WINONA MN 55987			Summary Total					34.19
				Payment Amount					49.00
100143	FERGUSON WATERWORKS # 2516	METERS	PV	93149	001	09601	8/21/2018	0290106-1	23,750.00
	FERGUSON WATERWORKS 2516			Summary Total					23,750.00
	P O BOX 802817								
	CHICAGO IL 60680-2817								
				Payment Amount					23,750.00
110760	FIRE SAFETY USA, INC	STOP/START PADDLE LED	PV	93110	001	09101	8/14/2018	114089	260.00

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	FIRE SAFETY USA, INC 3253 19TH STREET NW ROCHESTER MN 55901			Summary Total					260.00
				Payment Amount					260.00
100650	GRAINGER	MISC SUPPLIES	PV	93150	001	09101	8/23/2018	9885056938	13.77
	GRAINGER INC DEPT. 806511127 PALATINE IL 60038-0001			Summary Total					13.77
				Payment Amount					13.77
100211	HAWKINS INC	CHEMICALS	PV	93151	001	09601	8/27/2018	4351969	4,768.96
	HAWKINS INC P O BOX 860263 MINNEAPOLIS MN 55486-0263			Summary Total					4,768.96
				Payment Amount					4,768.96
112564	HEALTH PARTNERS GROUP HEALTH-WORKSITE	JULY 2018 EAP SERVICES	PV	93177	001	09101	8/23/2018	W815208	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	DEFIB PADS/BATTERY	PV	93095	001	09101	8/14/2018	56280785	623.60
	HENRY SCHEIN INC DEPT CH 10241 PALATINE IL 60055-0241			Summary Total					623.60
		PD GLOVES	PV	93152	001	09101	8/15/2018	56307664	269.64
				Summary Total					269.64
				Payment Amount					893.24
114068	IDEAL SERVICES INC	REPAIR DRAW PRK-IRRIG PUMP	PV	93178	001	09101	8/18/2018	9511	345.00
	IDEAL SERVICES INC P O BOX 244 ALEXANDRIA MN 56308			Summary Total					345.00
				Payment Amount					345.00

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CITY OF RAMSEY
Create Payment Control Groups

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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
100256	LANO EQUIPMENT INC	OIL/FUEL FILTERS	PV	93096	001	09101	8/22/2018	02-582776	181.72
				Summary Total					181.72
	LANO EQUIPMENT INC 6140 HIGHWAY 10 NW ANOKA MN 55303			Payment Amount					181.72
100258	LEAGUE OF MINNESOTA CITIES	2018-19 DUES	PV	93179	001	09101	8/30/2018	275374	19,765.00
				Summary Total					19,765.00
	LEAGUE OF MN CITIES FINANCE DEPT	MAYOR DUES 2018	PV	93186	001	09101	9/5/2018	090518	30.00
	145 UNIVERSITY AVE WEST ST PAUL MN 55103-2044			Summary Total					30.00
				Payment Amount					19,795.00
100270	MACQUEEN EQUIPMENT INC	FILL HOSE	PV	93180	001	09605	8/22/2018	P14698	193.13
				Summary Total					193.13
	MACQUEEN EQUIPMENT INC 1125 7TH STREET EAST ST PAUL MN 55106			Payment Amount					193.13
100284	MENARDS ELK RIVER	MISC SUPPLIES	PV	93153	001	09101	8/19/2018	66835	312.37
				Summary Total					312.37
	MENARDS ELK RIVER 19521 EVANS STREET NW	CONCRETE MIX	PV	93154	001	09601	8/21/2018	66956	144.00
	ELK RIVER MN 55330-1077			Summary Total					144.00
				Payment Amount					456.37
100288	METRO NORTH CHAMBER OF COMMERCE	MEMBERSHIP OCT 18-SEPT 19	PV	93181	001	09101	9/1/2018	21631	370.00
				Summary Total					370.00
	METRO NORTH CHAMBER OF COMMERCE 9380 CENTRAL AVE NE SUITE 320 BLAINE MN 55434			Payment Amount					370.00
100293	MIDC ENTERPRISES	DISC KLEEN FILTER	PV	93182	001	09101	8/2/2018	I0042811	625.38
				Summary Total					625.38
	MIDC ENTERPRISES 1450 WEST COUNTY ROAD C	SEAL KIT	PV	93183	001	09101	8/18/2018	I0042810	209.33
	ROSEVILLE MN 55113			Summary Total					209.33
				Payment Amount					

Bank Account	00002224	CASH IN BANK
Version	LOGIS004V	
Originator	JLIPSKI	
Payment Instrument		Check Payment
Pay Through Date	12/31/2018	

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
									834.71
104920	MINNESOTA HIGHWAY SAFETY RESEARCH CNTR	2 FOR 42802 8/30/18	PV	93184	001	09101	8/30/2018	629430-6597	1,190.00
	MINNESOTA HIGHWAY SAFETY RESEARCH CNTR 720 FOURTH AVENUE SOUTH ST CLOUD MN 56301-4498							Summary Total	1,190.00
								Payment Amount	1,190.00
101032	MN CITY COUNTY MGMT ASSOCIATION	K. ULRICH 18-19 DUES	PV	93185	001	09101	9/5/2018	9/5/18	168.00
	MN CITY COUNTY MGMT ASSOCIATION LEAGUE OF MN CITIES 145 UNIVERSITY AVE W ST PAUL MN 55103-2044							Summary Total	168.00
								Payment Amount	168.00
113909	MOBILE VEHICLE INTEGRATION	BUILD NEW SQUAD 384	PV	93187	001	09101	8/23/2018	1808153	2,414.25
	MOBILE VEHICLE INTEGRATION 835 XENIA AVENUE NW ELK RIVER MN 55330							Summary Total	2,414.25
								Payment Amount	2,414.25
100345	NAPA AUTO PARTS ELK RIVER	AIR FILTERS 379	PV	93188	001	09101	8/27/2018	977064	59.99
	NAPA AUTO PARTS ELK RIVER 17137 YALE STREET NW P O BOX 1041 ELK RIVER MN 55330							Summary Total	59.99
								Payment Amount	59.99
113815	NEOPOST USA	SEPT-DEC 18 METER RENTAL	PV	93189	001	09101	8/21/2018	56031188	108.90
	NEOPOST USA DEPT 3689 P O BOX 123689 DALLAS TX 75312-3689							Summary Total	108.90
								Payment Amount	108.90

CITY OF RAMSEY
Create Payment Control Groups

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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
115167	NET TRANSCRIPTS INC	TRANSCRIPTION	PV	93190	001	09101	8/23/2018	0019964	304.20
	NET TRANSCRIPTS INC 3707 N. 7TH STREET SUITE 320 PHOENIX AZ 85014			Summary Total					304.20
				Payment Amount					304.20
100363	NORTHERN SANITARY SUPPLY CO	MISC SUPPLIES	PV	93191	001	09101	8/29/2018	192253	259.38
	NORTHERN SANITARY SUPPLY CO 341 COON RAPIDS BLVD MINNEAPOLIS MN 55433			Summary Total					259.38
				Payment Amount					259.38
115232	NORTHERN TECHNOLOGIES LLC	ESTATES SILVER OAKS 2 JULY 18	PV	93097	001	09804	8/4/2018	28124	1,814.00
	NORTHERN TECHNOLOGIES LLC 3522 4TH AVENUE S			Summary Total					1,814.00
		2018 SEAL COATING JULY 18	PV	93098	001	09101	8/4/2018	28152	115.00
	FARGO ND 58103			Summary Total					115.00
		WOODLANDS 4TH JULY 2018	PV	93099	001	09804	8/4/2018	28126	1,552.00
				Summary Total					1,552.00
		YOLITE ST JULY 2018	PV	93100	001	09214	8/4/2018	28118	476.25
				Summary Total					476.25
				Payment Amount					3,957.25
100393	PRAIRIE RESTORATIONS INC	ALPINE PARK SLOPE/MEDIANS	PV	93102	001	09101	8/10/2018	13894	743.41
	PRAIRIE RESTORATIONS INC 31646 128TH STREET			Summary Total					743.41
		SUNFISH LAKE	PV	93103	001	09101	8/16/2018	14024	325.07
	PRINCETON MN 55371			Summary Total					325.07
				Payment Amount					1,068.48
116554	PURA PADDLE LLC	PADDLE BOARD CLASSES	PV	93101	001	09101	8/10/2018	218	120.00
	PURA PADDLE LLC 7631 178TH LANE NW RAMSEY MN 55303			Summary Total					120.00
				Payment Amount					120.00

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Payment Instrument		Check Payment
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Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
111839	REGENTS OF THE UNIVERSITY OF MINNESOTA	OAK DISEASE ANALYSIS	PV	93104	001	09101	8/13/2018	0230030839	75.00
							Summary Total		75.00
	REGENTS OF THE UNIVERSITY OF MINNESOTA NW 5957 P O BOX 1450 MINNEAPOLIS MN 55485-5957								
							Payment Amount		75.00
107711	SCHINDLER ELEVATOR	SEPT-NOV 18 PARK RAMP	PV	93192	001	09240	9/1/2018	8104874318	1,334.01
							Summary Total		1,334.01
	SCHINDLER ELEVATOR P O BOX 93050 CHICAGO IL 60673-3050								
							Payment Amount		1,334.01
100920	SHERWIN WILLIAMS	ATH WHITE 20	PV	93155	001	09101	8/16/2018	7987-4	155.80
							Summary Total		155.80
	SHERWIN WILLIAMS 3564 MAIN STREET NW COON RAPIDS MN 55448-1002								
							Payment Amount		155.80
114269	SPEEDCUTTERS OUTDOOR MAINTENANCE LLC	AUGUST 18 TURF CARE	PV	93156	001	09101	8/24/2018	10843	4,943.12
							Summary Total		4,943.12
	SPEEDCUTTERS OUTDOOR MAINTENANCE LLC 18523 OLSON STREET NW	AUG 18 TURF CARE-FIRE 2	PV	93157	001	09101	8/24/2018	10859	460.64
	ELK RIVER MN 55330						Summary Total		460.64
							Payment Amount		5,403.76
108703	STERLING TROPHY	HAPPY DAYS MEDALS/TROPHIES	PV	93105	001	09297	8/22/2018	22862	91.25
							Summary Total		91.25
	STERLING TROPHY 3824 7TH AVENUE ANOKA MN 55303								
							Payment Amount		91.25
115354	THE COURIER	HAPPY DAYS AD 2018	PV	93107	001	09297	8/1/2018	104441	82.50

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

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	THE COURIER 4115 AMBASSADOR BLVD NW ST FRANCIS MN 55070			Summary Total					82.50
				Payment Amount					82.50
112688	TITAN MACHINERY	FILTERS/SWITCH	PV	93108	001	09101	8/20/2018	11281487	379.00
	TITAN MACHINERY 14375 JAMES ROAD ROGERS MN 55374			Summary Total					379.00
				Payment Amount					379.00
107059	TJ ASSOCIATES PRINTING INC	RELETTER GOLF SIGNS	PV	93106	001	09230	8/7/2018	227930	65.55
	T J ASSOCIATES PRINTING INC 6441 140TH COURT N.W. RAMSEY MN 55303			Summary Total					65.55
				Payment Amount					65.55
112024	TOWMASTER	TRUCK CHASSIS 699	PV	93158	001	09101	8/20/2018	407260	23,362.00
	TOWMASTER 61381 US HWY 12 LITCHFIELD MN 55355			Summary Total					23,362.00
				Payment Amount					23,362.00
105628	WELLS CATERING SERVICE	CC MEAL 8/28/2018	PV	93159	001	09101	8/28/2018	44471	92.30
	WELLS CATERING SERVICE 7533 SUNWOOD DRIVE SUITE 108 RAMSEY MN 55303			Summary Total					92.30
				Payment Amount					92.30
100529	WENDELL'S INC	S. SULLIVAN BADGE	PV	93193	001	09101	8/27/2018	2324317	11.68
	WENDELL'S INC 6601 BUNKER LAKE BLVD PO BOX 458 RAMSEY MN 55303-0458			Summary Total					11.68
		BADGE- M. KOESTER	PV	93194	001	09101	8/27/2018	2324640	5.23
				Summary Total					5.23
				Payment Amount					16.91
100539	WRIGHT TIRE SERVICE INC	4 TIRES FOR 359	PV	93195	001	09101	8/29/2018	62210	469.44

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CITY OF RAMSEY
Create Payment Control Groups

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

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Document Itm	Document Co	Due Date	Invoice Number	Payment Amount
	WRIGHT TIRE SERVICE INC 710 WEST MAIN STREET ANOKA MN 55303							Summary Total	469.44
								Payment Amount	469.44
								Total Amount to be Processed	240,840.24
								Total Number of Payments to be Processed	64

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-191

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF AUGUST 23, 2018 THROUGH SEPTEMBER 5, 2018.

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of August 23, 2018, through September 5, 2018, in the amount of $ 696,997.10 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 August 23, 2018, through September 5, 2018, in the amount of $ 696,997.10.

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 11th day of September 2018.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 5.**

Meeting Date: 09/11/2018

By: Diana Lund, Finance

Information

Title

Adopt Resolution #18-183 Declaring Costs to be Assessed and Calling for a Public Hearing on Proposed Assessment for Past-Due Charges on Municipal Utility Bills (which may include water, sewer, street lighting, recycling, storm water charges and penalties incurred) and Current Services Rendered.

Purpose/Background:

Annually, the city certifies to the following year's property tax, any accounts receivable (either utility or invoiced) that are more than sixty days delinquent as of September 1 and not paid by November of that same year.

The number of accounts that will be receiving a delinquent notice with possible certification to property taxes decreased in comparison to 2017 (1,041 accounts vs 1,090 accounts in 2017).

Even though the number of delinquent accounts decreased from 2017 to 2018 the total delinquent amount to be assessed has increased approximately $5,129. The slight increase could be attributed to the January 1, 2018 rate increases on water and storm water utilities.

Notification:

Utility bills are sent quarterly to all residents and commercial businesses within the city. If an account is more than 30 days past due, a follow up collection notice stating delinquency is sent. In September, the city follows up with a letter to respective delinquent properties (more than 60 days past due on September 1) outlining the process to cure the delinquent account and to avoid certification to the following years property tax. This letter was sent on September 6.

Action:

Motion to Adopt Resolution #18-183 Declaring Costs to be Assessed and Calling for a Public Hearing on Proposed Assessment for Past-Due Charges on Municipal Utility Bills (which may include water, sewer, street lighting, recycling, storm water charges and penalties incurred) and Current Services Rendered.

Attachments

Certification List

Resolution #18-183

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 09:09 AM
Form Started By: Diana Lund		Started On: 08/24/2018 01:54 PM
Final Approval Date: 09/06/2018		

Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
727426	Property Owner	City Services	7098 168TH AVE NW		21.67	30.00	1.51	53.18
682241993	Property Owner	City Services	7089 139th Ave		22.03	30.00	1.53	53.56
68625874	Property Owner	City Services	18045 Waco St Nw		23.41	30.00	1.63	55.04
723762	Property Owner	City Services	7631 172nd Ln Nw		23.42	30.00	1.63	55.05
728840	Property Owner	City Services	15340 Kangaroo St Nw		23.81	30.00	1.66	55.47
721739	Property Owner	City Services	15121 UTE ST NW		24.46	30.00	1.70	56.16
65255536	Property Owner	City Services	8221 158th Ave Nw		24.85	30.00	1.73	56.58
723206	Property Owner	City Services	6820 159th Ave Nw		24.94	30.00	1.74	56.68
729109	Property Owner	City Services	9055 175th Ln Nw		24.99	30.00	1.74	56.73
487566751	Property Owner	City Services	17400 Baugh St Nw		25.07	30.00	1.75	56.82
726418	Property Owner	City Services	13894 HEMATITE LN NW		25.99	30.00	1.81	57.80
661877563	Property Owner	City Services	6100 177th Ln Nw		26.30	30.00	1.83	58.13
724840	Property Owner	City Services	8204 159th Ln Nw		26.30	30.00	1.83	58.13
720145	Property Owner	City Services	15960 ST ANDREWS LN NW		26.41	30.00	1.84	58.25
720878	Property Owner	City Services	6630 155th Ave Nw		26.97	30.00	1.88	58.85
725567	Property Owner	City Services	6210 179th Ln Nw		27.39	30.00	1.91	59.30
951250653	Property Owner	City Services	15337 Nowthen Blvd Nw		27.50	30.00	1.91	59.41
35912608	Property Owner	City Services	7009 175th Ave Nw		27.50	30.00	1.91	59.41
38622879	Property Owner	City Services	17555 Unicorn St Nw		27.50	30.00	1.91	59.41
39873004	Property Owner	City Services	8712 168th Ave Nw		27.50	30.00	1.91	59.41
41913208	Property Owner	City Services	6420 169th Ln Nw		27.50	30.00	1.91	59.41
43093326	Property Owner	City Services	16716 Radium St Nw		27.50	30.00	1.91	59.41
44663483	Property Owner	City Services	6300 160th Ln Nw		27.50	30.00	1.91	59.41
54765953	Property Owner	City Services	7735 156th Ave Nw		27.50	30.00	1.91	59.41
60985115	Property Owner	City Services	14061 Germanium St Nw		27.50	30.00	1.91	59.41
61095126	Property Owner	City Services	14151 Germanium St Nw		27.50	30.00	1.91	59.41
63875397	Property Owner	City Services	17531 Chameleon St Nw		27.50	30.00	1.91	59.41
70916102	Property Owner	City Services	6741 154th Ln Nw		27.50	30.00	1.91	59.41
74436329	Property Owner	City Services	17289 Variolite St Nw		27.50	30.00	1.91	59.41
408799324	Property Owner	City Services	6341 167th Ave Nw	Unit B	27.50	30.00	1.91	59.41
431148719	Property Owner	City Services	7030 149th Ln Nw		27.50	30.00	1.91	59.41
479313920	Property Owner	City Services	7950 163rd Ln Nw		27.50	30.00	1.91	59.41
485158339	Property Owner	City Services	15611 Marmoset St Nw		27.50	30.00	1.91	59.41
486698255	Property Owner	City Services	16551 Variolite St Nw		27.50	30.00	1.91	59.41
490351895	Property Owner	City Services	16320 Olivine St Nw		27.50	30.00	1.91	59.41
493329754	Property Owner	City Services	17421 Unicorn St Nw		27.50	30.00	1.91	59.41
495025767	Property Owner	City Services	14950 Kamacite St Nw		27.50	30.00	1.91	59.41
495497520	Property Owner	City Services	5951 160th Ln Nw		27.50	30.00	1.91	59.41
612353358	Property Owner	City Services	6190 169th Ln Nw		27.50	30.00	1.91	59.41
624777053	Property Owner	City Services	15768 Okapi St Nw		27.50	30.00	1.91	59.41
625872729	Property Owner	City Services	8400 181st Ave Nw		27.50	30.00	1.91	59.41
639301883	Property Owner	City Services	17725 Baugh St Nw		27.50	30.00	1.91	59.41
661538471	Property Owner	City Services	15940 Sodium St Nw		27.50	30.00	1.91	59.41
661664849	Property Owner	City Services	15739 Ramsey Blvd Nw		27.50	30.00	1.91	59.41
664421716	Property Owner	City Services	17660 Gibbon St Nw		27.50	30.00	1.91	59.41
665036069	Property Owner	City Services	7630 169th Ln Nw		27.50	30.00	1.91	59.41
670793347	Property Owner	City Services	16830 Radium St Nw		27.50	30.00	1.91	59.41

"Delinquent Amount" is due 11/16/2018. If unpaid by deadline, "Total Subject to Certification" will be assessed to 2019 property taxes.

Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
677513701	Property Owner	City Services	8660 174th Ln Nw		27.50	30.00	1.91	59.41
686559758	Property Owner	City Services	9340 176th Ave Nw		27.50	30.00	1.91	59.41
688426807	Property Owner	City Services	7021 153rd Ave Nw		27.50	30.00	1.91	59.41
690949632	Property Owner	City Services	7850 149th Ln Nw		27.50	30.00	1.91	59.41
698954810	Property Owner	City Services	6850 151st Ave Nw		27.50	30.00	1.91	59.41
699827037	Property Owner	City Services	8500 173rd Ave Nw		27.50	30.00	1.91	59.41
715474311	Property Owner	City Services	8121 153rd Ln Nw		27.50	30.00	1.91	59.41
718627	Property Owner	City Services	8760 176th Ave Nw		27.50	30.00	1.91	59.41
719681	Property Owner	City Services	16650 Dolomite St Nw		27.50	30.00	1.91	59.41
720578	Property Owner	City Services	8550 156th Ln Nw		27.50	30.00	1.91	59.41
721696	Property Owner	City Services	7528 149th Ave Nw		27.50	30.00	1.91	59.41
721799	Property Owner	City Services	17319 Quicksilver St		27.50	30.00	1.91	59.41
724272	Property Owner	City Services	6405 Green Valley Rd Nw		27.50	30.00	1.91	59.41
724451	Property Owner	City Services	5565 164th Ave Nw		27.50	30.00	1.91	59.41
724523	Property Owner	City Services	6010 Radium Cir Nw		27.50	30.00	1.91	59.41
724623	Property Owner	City Services	15959 Ironstone St Nw		27.50	30.00	1.91	59.41
724692	Property Owner	City Services	15000 Hematite St Nw		27.50	30.00	1.91	59.41
725337	Property Owner	City Services	6417 GREEN VALLEY RD NW		27.50	30.00	1.91	59.41
725519	Property Owner	City Services	15140 Uranimite St Nw		27.50	30.00	1.91	59.41
725782	Property Owner	City Services	17110 Driscoll St Nw		27.50	30.00	1.91	59.41
725959	Property Owner	City Services	15831 Eland St Nw		27.50	30.00	1.91	59.41
725977	Property Owner	City Services	16021 Ramsey Blvd Nw		27.50	30.00	1.91	59.41
726039	Property Owner	City Services	15530 Nutria St Nw		27.50	30.00	1.91	59.41
726048	Property Owner	City Services	17201 Tungsten St Nw		27.50	30.00	1.91	59.41
726092	Property Owner	City Services	15000 Juniper Ridge Dr Nw		27.50	30.00	1.91	59.41
726199	Property Owner	City Services	16400 Okapi St Nw		27.50	30.00	1.91	59.41
727003	Property Owner	City Services	15137 Ramsey Blvd Nw		27.50	30.00	1.91	59.41
727321	Property Owner	City Services	17001 Helium St Nw		27.50	30.00	1.91	59.41
727392	Property Owner	City Services	16931 Yttrium St Nw		27.50	30.00	1.91	59.41
727513	Property Owner	City Services	9116 175th Ln Nw		27.50	30.00	1.91	59.41
727608	Property Owner	City Services	16640 Yttrium St Nw		27.50	30.00	1.91	59.41
727669	Property Owner	City Services	5021 179th Ave Nw		27.50	30.00	1.91	59.41
727690	Property Owner	City Services	6420 153rd Ln Nw		27.50	30.00	1.91	59.41
728111	Property Owner	City Services	16520 Germanium St Nw		27.50	30.00	1.91	59.41
728319	Property Owner	City Services	7720 168th Ave Nw		27.50	30.00	1.91	59.41
728667	Property Owner	City Services	15041 Bison St Nw		27.50	30.00	1.91	59.41
728839	Property Owner	City Services	8421 167th Ln Nw		27.50	30.00	1.91	59.41
728909	Property Owner	City Services	6014 158th Ln Nw		27.50	30.00	1.91	59.41
719174	Property Owner	City Services	14105 AZURITE ST NW		27.54	30.00	1.92	59.46
42033220	Property Owner	City Services	16551 Ebony St Nw		27.90	30.00	1.94	59.84
725656	Property Owner	City Services	17010 Driscoll St Nw		28.80	30.00	2.00	60.80
728672	Property Owner	City Services	8231 158th Ave Nw		28.94	30.00	2.01	60.95
32682305	Property Owner	City Services	14160 JUNKITE ST NW		29.90	30.00	2.08	61.98
38052822	Property Owner	City Services	9321 176th Ave Nw		29.90	30.00	2.08	61.98
39242941	Property Owner	City Services	16861 Tiger St Nw		29.90	30.00	2.08	61.98
49663983	Property Owner	City Services	7904 159th Ln Nw		29.90	30.00	2.08	61.98
53644381	Property Owner	City Services	8301 151st Ln Nw		29.90	30.00	2.08	61.98

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
64325443	Property Owner	City Services	16571 Yttrium St Nw		29.90	30.00	2.08	61.98
389897226	Property Owner	City Services	9160 Muirfield Cir Nw		29.90	30.00	2.08	61.98
437986394	Property Owner	City Services	7041 175th Ave Nw		29.90	30.00	2.08	61.98
603234106	Property Owner	City Services	7250 181st Ave Nw		29.90	30.00	2.08	61.98
675255635	Property Owner	City Services	16011 Nowthen Blvd Nw		29.90	30.00	2.08	61.98
683385437	Property Owner	City Services	17130 Zeolite St Nw		29.90	30.00	2.08	61.98
714508103	Property Owner	City Services	7601 171st Ave Nw		29.90	30.00	2.08	61.98
720626	Property Owner	City Services	16840 Radium St Nw		29.90	30.00	2.08	61.98
720826	Property Owner	City Services	15716 St Andrews Ln Nw		29.90	30.00	2.08	61.98
722607	Property Owner	City Services	15040 Willemite St Nw		29.90	30.00	2.08	61.98
722807	Property Owner	City Services	16010 Nowthen Blvd Nw		29.90	30.00	2.08	61.98
726179	Property Owner	City Services	7650 163rd Ln Nw		29.90	30.00	2.08	61.98
729094	Property Owner	City Services	7359 146TH CROSSING NW		31.66	30.00	2.20	63.86
727581	Property Owner	City Services	14637 IODINE CT NW		33.09	30.00	2.30	65.39
726323	Property Owner	City Services	13915 Garnet Ter Nw		33.37	30.00	2.32	65.69
724596	Property Owner	City Services	13899 Ironstone Trl Nw		33.41	30.00	2.33	65.74
722852	Property Owner	City Services	6838 139TH LN NW	UNIT 8	34.00	30.00	2.37	66.37
726746	Property Owner	City Services	14642 Quartz Ter		34.84	30.00	2.43	67.27
728048	Property Owner	City Services	6361 SUNFISH LAKE CT		35.59	30.00	2.48	68.07
728598	Property Owner	City Services	5599 154th Ln Nw		36.30	30.00	2.53	68.83
720501	Property Owner	City Services	5254 180th Ave Nw		36.40	30.00	2.53	68.93
678891809	Property Owner	City Services	7022 139th Ave Nw		37.41	30.00	2.60	70.01
706949219	Property Owner	City Services	14641 SAPPHIRE LN NW		37.41	30.00	2.60	70.01
718485	Property Owner	City Services	7462 BUNKER LAKE BLVD		37.41	30.00	2.60	70.01
718833	Property Owner	City Services	14649 RHINESTONE ST NW		37.41	30.00	2.60	70.01
720058	Property Owner	City Services	7342 Bunker Lake Blvd		37.41	30.00	2.60	70.01
723015	Property Owner	City Services	14643 Rhinestone Way		37.41	30.00	2.60	70.01
725197	Property Owner	City Services	14791 Cobalt St Nw	Ste 15	37.41	30.00	2.60	70.01
726741	Property Owner	City Services	14743 Olivine St Nw		37.41	30.00	2.60	70.01
727400	Property Owner	City Services	7261 147th Ter Nw		37.41	30.00	2.60	70.01
727618	Property Owner	City Services	14564 Olivine Ter Nw		37.41	30.00	2.60	70.01
727670	Property Owner	City Services	7276 147th Ter Nw		37.41	30.00	2.60	70.01
727805	Property Owner	City Services	14647 RHINESTONE WAY		37.41	30.00	2.60	70.01
727872	Property Owner	City Services	14731 Cobalt St Nw	Unit 39	37.41	30.00	2.60	70.01
727900	Property Owner	City Services	14583 Olivine Way Nw		37.41	30.00	2.60	70.01
486437643	Property Owner	City Services	14164 NEON ST NW		37.50	30.00	2.61	70.11
728292	Property Owner	City Services	14595 OLIVINE WAY NW		39.51	30.00	2.75	72.26
719798	Property Owner	City Services	7096 139th Ave Nw		40.71	30.00	2.83	73.54
728526	Property Owner	City Services	7298 147th Ln Nw		40.71	30.00	2.83	73.54
728744	Property Owner	City Services	14749 OLIVINE ST NW		41.02	30.00	2.86	73.88
718505	Property Owner	City Services	5041 143RD LN NW		41.17	30.00	2.87	74.04
728569	Property Owner	City Services	15533 SODIUM WAY NW		42.05	30.00	2.93	74.98
488325558	Property Owner	City Services	6861 146TH CIR NW		43.03	30.00	3.00	76.03
728707	Property Owner	City Services	17225 BISON ST NW		44.06	30.00	3.07	77.13
727726	Property Owner	City Services	8100 153rd Ln Nw		44.86	30.00	3.12	77.98
725929	Property Owner	City Services	14584 Olivine Ter Nw		45.76	30.00	3.19	78.95
715319864	Property Owner	City Services	14830 Nowthen Blvd Nw		46.07	30.00	3.21	79.28

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
489157119	Property Owner	City Services	6971 147TH AVE NW		46.12	30.00	3.21	79.33
56484665	Property Owner	City Services	7231 149th Ln Nw		47.20	30.00	3.29	80.49
614208206	Property Owner	City Services	6220 MCKINLEY ST NW		47.54	30.00	3.31	80.85
724343	Property Owner	City Services	7347 147th Ter Nw		47.71	30.00	3.32	81.03
49473964	Property Owner	City Services	16330 Yolite St Nw		48.17	30.00	3.35	81.52
719412	Property Owner	City Services	4990 150TH LN NW		49.86	30.00	3.47	83.33
556605520	Property Owner	City Services	15535 Iodine Ct Nw		50.21	30.00	3.50	83.71
726964	Property Owner	City Services	14620 Bowers Dr Nw		51.40	30.00	3.58	84.98
719779	Property Owner	City Services	6014 158th Ln Nw		52.45	30.00	3.65	86.10
728591	Property Owner	City Services	16521 Xenolith St Nw		52.56	30.00	3.66	86.22
718393	Property Owner	City Services	5421 164th Ln Nw		52.59	30.00	3.66	86.25
724045	Property Owner	City Services	6840 164th Ln Nw		53.35	30.00	3.71	87.06
36292646	Property Owner	City Services	7363 175th Ave Nw		53.58	30.00	3.73	87.31
40233040	Property Owner	City Services	8723 167th Ln Nw		53.80	30.00	3.75	87.55
44243441	Property Owner	City Services	5519 161st Ln Nw		53.80	30.00	3.75	87.55
47803797	Property Owner	City Services	6860 164th Ln Nw		53.80	30.00	3.75	87.55
56274644	Property Owner	City Services	7240 150th Ln Nw		53.80	30.00	3.75	87.55
56294646	Property Owner	City Services	7431 151st Ave Nw		53.80	30.00	3.75	87.55
58014819	Property Owner	City Services	6728 153rd Ln Nw		53.80	30.00	3.75	87.55
61025119	Property Owner	City Services	14110 Fluorine St Nw		53.80	30.00	3.75	87.55
65275538	Property Owner	City Services	15130 Kangaroo St Nw		53.80	30.00	3.75	87.55
66415652	Property Owner	City Services	8860 167th Ln Nw		53.80	30.00	3.75	87.55
67255737	Property Owner	City Services	8141 153rd Ln Nw		53.80	30.00	3.75	87.55
383677905	Property Owner	City Services	6208 170th Ave Nw		53.80	30.00	3.75	87.55
407456763	Property Owner	City Services	16254 Kamacite St Nw		53.80	30.00	3.75	87.55
411706146	Property Owner	City Services	16201 Llama St Nw		53.80	30.00	3.75	87.55
450826892	Property Owner	City Services	7652 158th Ave Nw		53.80	30.00	3.75	87.55
511428476	Property Owner	City Services	7321 154th Ln Nw		53.80	30.00	3.75	87.55
615573068	Property Owner	City Services	16591 Variolite St Nw		53.80	30.00	3.75	87.55
639180310	Property Owner	City Services	8240 151st Ln Nw		53.80	30.00	3.75	87.55
645367584	Property Owner	City Services	17321 Driscoll St Nw		53.80	30.00	3.75	87.55
656020476	Property Owner	City Services	16300 Wolfram St Nw		53.80	30.00	3.75	87.55
664105424	Property Owner	City Services	8610 171st Ave Nw		53.80	30.00	3.75	87.55
667012776	Property Owner	City Services	17320 Driscoll St Nw		53.80	30.00	3.75	87.55
676393434	Property Owner	City Services	7651 172nd Ln Nw		53.80	30.00	3.75	87.55
691730597	Property Owner	City Services	15141 Alpaca St Nw		53.80	30.00	3.75	87.55
709834362	Property Owner	City Services	18055 Waco St Nw		53.80	30.00	3.75	87.55
711708649	Property Owner	City Services	7201 152nd Ave Nw		53.80	30.00	3.75	87.55
713745603	Property Owner	City Services	5800 164th Ln Nw		53.80	30.00	3.75	87.55
720340	Property Owner	City Services	7202 181st Ave Nw		53.80	30.00	3.75	87.55
721563	Property Owner	City Services	7660 150TH LN NW		53.80	30.00	3.75	87.55
721692	Property Owner	City Services	8964 Hwy 10 Nw		53.80	30.00	3.75	87.55
724006	Property Owner	City Services	9050 ANDRIE CT		53.80	30.00	3.75	87.55
724626	Property Owner	City Services	8030 171st Ln Nw		53.80	30.00	3.75	87.55
725515	Property Owner	City Services	9255 176th Ave Nw		53.80	30.00	3.75	87.55
727328	Property Owner	City Services	17295 Variolite St Nw		53.80	30.00	3.75	87.55
728542	Property Owner	City Services	16380 Hedgehog St Nw		54.58	30.00	3.80	88.38

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
50244041	Property Owner	City Services	16320 Ferret St Nw		56.20	30.00	3.91	90.11
447450668	Property Owner	City Services	7261 149th Ave Nw		56.20	30.00	3.91	90.11
447747408	Property Owner	City Services	8501 156th Ln Nw		56.20	30.00	3.91	90.11
693842306	Property Owner	City Services	15911 St Andrews Ct		56.20	30.00	3.91	90.11
725773	Property Owner	City Services	17931 Vanadium St Nw		56.20	30.00	3.91	90.11
727249	Property Owner	City Services	7815 156th Ave Nw		56.20	30.00	3.91	90.11
727730	Property Owner	City Services	15730 Radium St Nw		56.20	30.00	3.91	90.11
668174509	Property Owner	City Services	16165 Olivine St Nw		56.31	30.00	3.92	90.23
694738093	Property Owner	City Services	7700 169th Ln Nw		56.40	30.00	3.93	90.33
722372	Property Owner	City Services	5431 164th Ln Nw		56.40	30.00	3.93	90.33
726095	Property Owner	City Services	15255 Garnet St Nw		56.40	30.00	3.93	90.33
723769	Property Owner	City Services	14255 Bowers Dr Nw		58.56	30.00	4.08	92.64
684702692	Property Owner	City Services	15521 Coquina St Nw		59.73	30.00	4.16	93.89
702274622	Property Owner	City Services	13939 ST FRANCIS BLVD NW		59.95	30.00	4.17	94.12
680561803	Property Owner	City Services	16201 Nowthen Blvd Nw		61.40	30.00	4.27	95.67
728781	Property Owner	City Services	7351 152nd Ln Nw		62.18	30.00	4.33	96.51
728541	Property Owner	City Services	17151 Willemite St Nw		62.45	30.00	4.35	96.80
618202839	Property Owner	City Services	5232 148TH AVE NW		64.84	30.00	4.51	99.35
721504	Property Owner	City Services	15067 Yakima St Nw		66.39	30.00	4.62	101.01
1001898	Property Owner	City Services	5581 148TH LN NW		67.50	30.00	4.70	102.20
633488521	Property Owner	City Services	5920 159th Ln Nw		67.62	30.00	4.71	102.33
35052522	Property Owner	City Services	18029 Krypton St Nw		67.94	30.00	4.73	102.67
728424	Property Owner	City Services	8051 163rd Ave Nw		68.22	30.00	4.75	102.97
728911	Property Owner	City Services	14595 OLIVINE WAY NW		70.32	30.00	4.90	105.22
726376	Property Owner	City Services	14831 OLIVINE ST		71.32	30.00	4.97	106.29
697183298	Property Owner	City Services	16020 St. Andrews Ln		72.12	30.00	5.02	107.14
659355557	Property Owner	City Services	14661 Cobalt St Nw	Unit 11	73.62	30.00	5.13	108.75
683522909	Property Owner	City Services	7360 147th Ln Nw		73.62	30.00	5.13	108.75
689643146	Property Owner	City Services	13923 Garnet Ter Nw		73.62	30.00	5.13	108.75
706885755	Property Owner	City Services	14640 Peridot Ter		73.62	30.00	5.13	108.75
715045798	Property Owner	City Services	14660 Rhinestone St Nw		73.62	30.00	5.13	108.75
718827	Property Owner	City Services	14663 RHINESTONE ST NW		73.62	30.00	5.13	108.75
720408	Property Owner	City Services	7368 147th Ln Nw		73.62	30.00	5.13	108.75
722352	Property Owner	City Services	6937 139th Ln Nw		73.62	30.00	5.13	108.75
725862	Property Owner	City Services	14667 RHINESTONE ST NW		73.62	30.00	5.13	108.75
726413	Property Owner	City Services	14761 Cobalt St Nw	Unit 47	73.62	30.00	5.13	108.75
726715	Property Owner	City Services	6918 139th Ln Nw	Unit 3	73.62	30.00	5.13	108.75
727170	Property Owner	City Services	13927 Garnet Ter Nw		73.62	30.00	5.13	108.75
727719	Property Owner	City Services	7120 139th Ave		73.62	30.00	5.13	108.75
728037	Property Owner	City Services	7034 139th Ave Nw		73.62	30.00	5.13	108.75
728044	Property Owner	City Services	6974 139th Ave Nw		73.62	30.00	5.13	108.75
728616	Property Owner	City Services	14614 Olivine Ter Nw		73.62	30.00	5.13	108.75
728733	Property Owner	City Services	13912 Garnet Ter Nw		73.62	30.00	5.13	108.75
725699	Property Owner	City Services	16904 Feldspar St Nw		73.95	30.00	5.15	109.10
727388	Property Owner	City Services	14641 RHINESTONE ST NW		76.25	30.00	5.31	111.56
720866	Property Owner	City Services	14791 Cobalt St Nw	Ste 19	76.65	30.00	5.34	111.99
727357	Property Owner	City Services	6150 145TH LN NW		77.00	30.00	5.36	112.36

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729147	Property Owner	City Services	16324 Coquina St Nw		77.59	30.00	5.40	112.99
722322	Property Owner	City Services	15959 Ebony St Nw		77.63	30.00	5.40	113.03
728650	Property Owner	City Services	14941 Nowthen Blvd Nw		77.70	30.00	5.41	113.11
725150	Property Owner	City Services	15420 SODIUM ST		78.04	30.00	5.43	113.47
75261958	Property Owner	City Services	6860 137TH LN NW		79.01	30.00	5.50	114.51
728232	Property Owner	City Services	5570 153rd Ct Nw		79.27	30.00	5.52	114.79
728915	Property Owner	City Services	5584 154th Ln Nw		79.81	30.00	5.56	115.37
56264643	Property Owner	City Services	7321 150th Ln Nw		80.10	30.00	5.58	115.68
59334951	Property Owner	City Services	15020 Waco St Nw		80.10	30.00	5.58	115.68
385717996	Property Owner	City Services	8735 168th Ave Nw		80.10	30.00	5.58	115.68
437244446	Property Owner	City Services	17740 Fluorine St Nw		80.10	30.00	5.58	115.68
494013046	Property Owner	City Services	16823 Iodine St Nw		80.10	30.00	5.58	115.68
626830391	Property Owner	City Services	5711 170th Ln Nw		80.10	30.00	5.58	115.68
628504005	Property Owner	City Services	8211 158th Ln Nw		80.10	30.00	5.58	115.68
660626305	Property Owner	City Services	15520 Nutria St Nw		80.10	30.00	5.58	115.68
662227451	Property Owner	City Services	7450 149th Ln Nw		80.10	30.00	5.58	115.68
689697996	Property Owner	City Services	17646 St Francis Blvd Nw		80.10	30.00	5.58	115.68
701988698	Property Owner	City Services	15781 Azurite Ct Nw		80.10	30.00	5.58	115.68
705656989	Property Owner	City Services	16822 Rabbit St Nw		80.10	30.00	5.58	115.68
707293588	Property Owner	City Services	7920 151st Ln Nw		80.10	30.00	5.58	115.68
716187025	Property Owner	City Services	16855 St Francis Blvd Nw		80.10	30.00	5.58	115.68
718442	Property Owner	City Services	16361 Ferret St Nw		80.10	30.00	5.58	115.68
718468	Property Owner	City Services	5108 151st Ave Nw		80.10	30.00	5.58	115.68
719944	Property Owner	City Services	6945 158th Ln Nw		80.10	30.00	5.58	115.68
721160	Property Owner	City Services	16121 Ramsey Blvd Nw		80.10	30.00	5.58	115.68
721279	Property Owner	City Services	8350 158th Ln Nw		80.10	30.00	5.58	115.68
721604	Property Owner	City Services	7087 159th Ln Nw		80.10	30.00	5.58	115.68
722482	Property Owner	City Services	6720 158th Ln Nw		80.10	30.00	5.58	115.68
722523	Property Owner	City Services	8605 176th Ave Nw		80.10	30.00	5.58	115.68
723726	Property Owner	City Services	7920 157th Ave Nw		80.10	30.00	5.58	115.68
724800	Property Owner	City Services	15921 Ebony St Nw		80.10	30.00	5.58	115.68
724938	Property Owner	City Services	15730 Kangaroo St Nw		80.10	30.00	5.58	115.68
725006	Property Owner	City Services	16920 Zeolite St Nw		80.10	30.00	5.58	115.68
725139	Property Owner	City Services	16420 Quartz St Nw		80.10	30.00	5.58	115.68
725146	Property Owner	City Services	8306 155th Ln Nw		80.10	30.00	5.58	115.68
726938	Property Owner	City Services	9501 Ermine Blvd Nw		80.10	30.00	5.58	115.68
727447	Property Owner	City Services	6920 150th Ave Nw		80.10	30.00	5.58	115.68
727650	Property Owner	City Services	15952 Dolomite St Nw		80.10	30.00	5.58	115.68
727889	Property Owner	City Services	16765 Nutria St Nw		80.10	30.00	5.58	115.68
727917	Property Owner	City Services	17230 Zeolite St Nw		80.10	30.00	5.58	115.68
648269718	Property Owner	City Services	8550 176th Ave Nw		80.50	30.00	5.60	116.10
728874	Property Owner	City Services	6820 159th Ave Nw		81.11	30.00	5.65	116.76
677006833	Property Owner	City Services	9055 175th Ln Nw		81.41	30.00	5.67	117.08
728207	Property Owner	City Services	15795 OSMIUM ST NW		81.66	30.00	5.68	117.34
452916877	Property Owner	City Services	15434 RADIUM ST NW		81.86	30.00	5.70	117.56
418539917	Property Owner	City Services	7931 164th Ln Nw		82.07	30.00	5.71	117.78
38472864	Property Owner	City Services	17403 Wolverine St Nw		82.50	30.00	5.74	118.24

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
484524490	Property Owner	City Services	17960 St Francis Blvd Nw		82.50	30.00	5.74	118.24
650529890	Property Owner	City Services	7646 158th Ave Nw		82.50	30.00	5.74	118.24
721088	Property Owner	City Services	7005 151st Ave Nw		82.50	30.00	5.74	118.24
723367	Property Owner	City Services	16041 Kangaroo St Nw		82.50	30.00	5.74	118.24
727169	Property Owner	City Services	8005 142nd Ave Nw		82.50	30.00	5.74	118.24
727914	Property Owner	City Services	16681 Garnet St Nw		82.50	30.00	5.74	118.24
723551	Property Owner	City Services	16795 Garnet St Nw		82.61	30.00	5.75	118.36
721305	Property Owner	City Services	6161 144TH LN NW		83.31	30.00	5.80	119.11
704554054	Property Owner	City Services	14631 Olivine St Nw		83.78	30.00	5.83	119.61
728503	Property Owner	City Services	14735 Olivine St		83.94	30.00	5.84	119.78
727284	Property Owner	City Services	14403 IODINE ST NW	UNIT 25	86.28	30.00	6.01	122.29
728223	Property Owner	City Services	9404 Hwy 10 Nw		87.59	30.00	6.10	123.69
723175	Property Owner	City Services	16448 Uranimite St Nw		89.00	30.00	6.20	125.20
677200601	Property Owner	City Services	5687 154TH CT NW		89.35	30.00	6.22	125.57
726122	Property Owner	City Services	17731 Vicuna St Nw		90.36	30.00	6.29	126.65
728379	Property Owner	City Services	8416 158th Ln Nw		92.15	30.00	6.42	128.57
727675	Property Owner	City Services	16980 Rabbit St Nw		96.31	30.00	6.70	133.01
725300	Property Owner	City Services	14335 TUNGSTEN ST NW		98.38	30.00	6.85	135.23
728368	Property Owner	City Services	14560 Olivine Ter Nw		99.01	30.00	6.89	135.90
728095	Property Owner	City Services	7346 149th Ave Nw		100.56	30.00	7.00	137.56
728898	Property Owner	City Services	8661 174th Ln Nw		104.00	30.00	7.24	141.24
725201	Property Owner	City Services	5401 145th Ave Nw		104.08	30.00	7.25	141.33
687358480	Property Owner	City Services	5283 143RD AVE NW		104.58	30.00	7.28	141.86
728827	Property Owner	City Services	5661 154TH LN NW		104.66	30.00	7.29	141.95
724958	Property Owner	City Services	7135 170TH TRL NW		104.83	30.00	7.30	142.13
720726	Property Owner	City Services	6820 158th Ln Nw		106.20	30.00	7.39	143.59
6113335	Property Owner	City Services	6230 167th Ave Nw		106.40	30.00	7.41	143.81
14871175	Property Owner	City Services	6319 143RD LN NW		106.40	30.00	7.41	143.81
33622379	Property Owner	City Services	5434 180th Ln Nw		106.40	30.00	7.41	143.81
34003380	Property Owner	City Services	16800 Iodine St Nw		106.40	30.00	7.41	143.81
34222439	Property Owner	City Services	17700 Cobalt St Nw		106.40	30.00	7.41	143.81
35492566	Property Owner	City Services	6003 178th Ln Nw		106.40	30.00	7.41	143.81
36132630	Property Owner	City Services	17410 Chameleon St Nw		106.40	30.00	7.41	143.81
37102727	Property Owner	City Services	8031 176th Ln Nw		106.40	30.00	7.41	143.81
37282745	Property Owner	City Services	17450 Baugh St Nw		106.40	30.00	7.41	143.81
37822799	Property Owner	City Services	9221 173rd Ave Nw		106.40	30.00	7.41	143.81
37942811	Property Owner	City Services	9420 181st Ave Nw		106.40	30.00	7.41	143.81
42223239	Property Owner	City Services	6700 165th Ln Nw		106.40	30.00	7.41	143.81
42363253	Property Owner	City Services	16530 Dolomite St Nw		106.40	30.00	7.41	143.81
42443261	Property Owner	City Services	17020 Azurite St Nw		106.40	30.00	7.41	143.81
42683285	Property Owner	City Services	16865 Sodium St Nw		106.40	30.00	7.41	143.81
42953312	Property Owner	City Services	16836 Sodium St Nw		106.40	30.00	7.41	143.81
43623379	Property Owner	City Services	6221 169th Ln Nw		106.40	30.00	7.41	143.81
44873504	Property Owner	City Services	5720 164th Ave Nw		106.40	30.00	7.41	143.81
44983515	Property Owner	City Services	6351 160th Ln Nw		106.40	30.00	7.41	143.81
47523769	Property Owner	City Services	16111 Azurite St Nw		106.40	30.00	7.41	143.81
47543771	Property Owner	City Services	6767 158th Ln Nw		106.40	30.00	7.41	143.81

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
47713788	Property Owner	City Services	6841 158th Ln Nw		106.40	30.00	7.41	143.81
48603877	Property Owner	City Services	7619 157th Ave Nw		106.40	30.00	7.41	143.81
48843901	Property Owner	City Services	16156 Olivine St Nw		106.40	30.00	7.41	143.81
49113928	Property Owner	City Services	16350 Yolite St Nw		106.40	30.00	7.41	143.81
49343951	Property Owner	City Services	16400 Uranimite St Nw		106.40	30.00	7.41	143.81
49994016	Property Owner	City Services	8200 163rd Ave Nw		106.40	30.00	7.41	143.81
50164033	Property Owner	City Services	8250 157th Ln Nw		106.40	30.00	7.41	143.81
53174334	Property Owner	City Services	15231 Kangaroo St Nw		106.40	30.00	7.41	143.81
53804397	Property Owner	City Services	8520 156th Ln Nw		106.40	30.00	7.41	143.81
53934410	Property Owner	City Services	8121 154th Ave Nw		106.40	30.00	7.41	143.81
53984415	Property Owner	City Services	15355 Eland St Nw		106.40	30.00	7.41	143.81
54734490	Property Owner	City Services	7930 156th Ave Nw		106.40	30.00	7.41	143.81
55154532	Property Owner	City Services	7381 152nd Ave Nw		106.40	30.00	7.41	143.81
55204537	Property Owner	City Services	7440 152nd Ave Nw		106.40	30.00	7.41	143.81
55604577	Property Owner	City Services	7921 152nd Ln Nw		106.40	30.00	7.41	143.81
56044621	Property Owner	City Services	15061 Willemite St Nw		106.40	30.00	7.41	143.81
56364653	Property Owner	City Services	7220 151st Ave Nw		106.40	30.00	7.41	143.81
57004717	Property Owner	City Services	6825 151st Ave Nw		106.40	30.00	7.41	143.81
57144732	Property Owner	City Services	7140 152nd Ave Nw		106.40	30.00	7.41	143.81
57674785	Property Owner	City Services	7100 149th Ln Nw		106.40	30.00	7.41	143.81
57794797	Property Owner	City Services	15030 Garnet St Nw		106.40	30.00	7.41	143.81
57914809	Property Owner	City Services	7141 156th Ave Nw		106.40	30.00	7.41	143.81
58104828	Property Owner	City Services	15540 Zirconium St Nw		106.40	30.00	7.41	143.81
58134831	Property Owner	City Services	15611 Dolomite St Nw		106.40	30.00	7.41	143.81
60075024	Property Owner	City Services	5207 150th Ln Nw		106.40	30.00	7.41	143.81
62505261	Property Owner	City Services	14760 Bowers Dr Nw		106.40	30.00	7.41	143.81
63625372	Property Owner	City Services	17958 Fluorine St Nw		106.40	30.00	7.41	143.81
64245435	Property Owner	City Services	17211 Zeolite St Nw		106.40	30.00	7.41	143.81
64695480	Property Owner	City Services	6761 159th Ave Nw		106.40	30.00	7.41	143.81
65115522	Property Owner	City Services	8030 152nd Ln Nw		106.40	30.00	7.41	143.81
65465557	Property Owner	City Services	15131 Chameleon St Nw		106.40	30.00	7.41	143.81
66235634	Property Owner	City Services	17520 Chameleon St Nw		106.40	30.00	7.41	143.81
66665677	Property Owner	City Services	17229 Tungsten St Nw		106.40	30.00	7.41	143.81
67385750	Property Owner	City Services	7410 152nd Ln Nw		106.40	30.00	7.41	143.81
68415853	Property Owner	City Services	14905 Willemite St Nw		106.40	30.00	7.41	143.81
68975909	Property Owner	City Services	16727 Radium St Nw		106.40	30.00	7.41	143.81
69275939	Property Owner	City Services	15120 Kangaroo St Nw		106.40	30.00	7.41	143.81
70306041	Property Owner	City Services	7003 164th Ave Nw		106.40	30.00	7.41	143.81
71356146	Property Owner	City Services	6384 143rd Ln Nw		106.40	30.00	7.41	143.81
117620878	Property Owner	City Services	6310 153rd Ln Nw		106.40	30.00	7.41	143.81
119468212	Property Owner	City Services	6540 169th Ln Nw		106.40	30.00	7.41	143.81
221774498	Property Owner	City Services	16361 Nowthen Blvd Nw		106.40	30.00	7.41	143.81
221860690	Property Owner	City Services	5941 160th Ln Nw		106.40	30.00	7.41	143.81
389850754	Property Owner	City Services	15861 Dolomite St Nw		106.40	30.00	7.41	143.81
431614638	Property Owner	City Services	9111 ANDRIE CT NW		106.40	30.00	7.41	143.81
436722820	Property Owner	City Services	7630 166th Ave Nw		106.40	30.00	7.41	143.81
440400586	Property Owner	City Services	7731 149th Ln Nw		106.40	30.00	7.41	143.81

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
448022880	Property Owner	City Services	7605 173rd Ave Nw		106.40	30.00	7.41	143.81
461530292	Property Owner	City Services	14100 GERMANIUM ST		106.40	30.00	7.41	143.81
479364743	Property Owner	City Services	17511 Unicorn St Nw		106.40	30.00	7.41	143.81
479839440	Property Owner	City Services	14950 PERIDOT ST NW		106.40	30.00	7.41	143.81
480887974	Property Owner	City Services	7920 159th Ln Nw		106.40	30.00	7.41	143.81
482232058	Property Owner	City Services	15122 Zuni St Nw		106.40	30.00	7.41	143.81
483273736	Property Owner	City Services	8376 156th Ln Nw		106.40	30.00	7.41	143.81
485471539	Property Owner	City Services	17936 Junkite St Nw		106.40	30.00	7.41	143.81
486589948	Property Owner	City Services	15231 Waco St Nw		106.40	30.00	7.41	143.81
489883731	Property Owner	City Services	6441 153rd Ln Nw		106.40	30.00	7.41	143.81
494444008	Property Owner	City Services	16911 Tiger St Nw		106.40	30.00	7.41	143.81
495535769	Property Owner	City Services	14900 Kamacite St Nw		106.40	30.00	7.41	143.81
542407389	Property Owner	City Services	17800 Sodium St Nw		106.40	30.00	7.41	143.81
614755957	Property Owner	City Services	7600 163rd Ln Nw		106.40	30.00	7.41	143.81
615049714	Property Owner	City Services	16207 Azurite St Nw		106.40	30.00	7.41	143.81
616359552	Property Owner	City Services	17917 Junkite St Nw		106.40	30.00	7.41	143.81
616419298	Property Owner	City Services	5706 140TH LN NW		106.40	30.00	7.41	143.81
619763801	Property Owner	City Services	16400 Zirconium St Nw		106.40	30.00	7.41	143.81
622394640	Property Owner	City Services	7500 151st Ln Nw		106.40	30.00	7.41	143.81
628555082	Property Owner	City Services	5455 152nd Ave Nw		106.40	30.00	7.41	143.81
631140083	Property Owner	City Services	7600 166th Ave Nw		106.40	30.00	7.41	143.81
633391698	Property Owner	City Services	7720 150th Ln Nw		106.40	30.00	7.41	143.81
634053276	Property Owner	City Services	14553 Bowers Dr Nw		106.40	30.00	7.41	143.81
638872650	Property Owner	City Services	7320 151st Ln Nw		106.40	30.00	7.41	143.81
640373530	Property Owner	City Services	7291 152nd Ave Nw		106.40	30.00	7.41	143.81
642923030	Property Owner	City Services	16444 St Francis Blvd Nw	Dup Upper	106.40	30.00	7.41	143.81
645477066	Property Owner	City Services	15230 Uranimite St Nw		106.40	30.00	7.41	143.81
645928746	Property Owner	City Services	6940 152nd Ave Nw		106.40	30.00	7.41	143.81
648784012	Property Owner	City Services	15119 Zuni St Nw		106.40	30.00	7.41	143.81
649342743	Property Owner	City Services	6460 153rd Ln Nw		106.40	30.00	7.41	143.81
650256659	Property Owner	City Services	7231 150th Ln Nw		106.40	30.00	7.41	143.81
650625926	Property Owner	City Services	16410 Quartz St Nw		106.40	30.00	7.41	143.81
651110116	Property Owner	City Services	17071 Zeolite St Nw		106.40	30.00	7.41	143.81
654348277	Property Owner	City Services	8330 151st Ln Nw		106.40	30.00	7.41	143.81
655014095	Property Owner	City Services	15641 Juniper Ridge Dr Nw		106.40	30.00	7.41	143.81
658144749	Property Owner	City Services	8733 175th Ln Nw		106.40	30.00	7.41	143.81
659704939	Property Owner	City Services	16411 Olivine St Nw		106.40	30.00	7.41	143.81
659732792	Property Owner	City Services	17352 Unicorn St Nw		106.40	30.00	7.41	143.81
660951883	Property Owner	City Services	7240 162nd Ln Nw		106.40	30.00	7.41	143.81
665145659	Property Owner	City Services	15942 Ironstone St Nw		106.40	30.00	7.41	143.81
669678276	Property Owner	City Services	15599 Hedgehog St Nw		106.40	30.00	7.41	143.81
670417910	Property Owner	City Services	5803 Alpine Dr Nw		106.40	30.00	7.41	143.81
676422847	Property Owner	City Services	9537 Hwy 10 Nw		106.40	30.00	7.41	143.81
676586422	Property Owner	City Services	8020 ALPINE DR NW		106.40	30.00	7.41	143.81
677454508	Property Owner	City Services	6250 160th Ln Nw		106.40	30.00	7.41	143.81
684533122	Property Owner	City Services	14220 Fluorine St Nw		106.40	30.00	7.41	143.81
690375806	Property Owner	City Services	6640 153rd Ln Nw		106.40	30.00	7.41	143.81

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
699422168	Property Owner	City Services	6219 144th Ln Nw		106.40	30.00	7.41	143.81
700897911	Property Owner	City Services	9060 168th Ave Nw		106.40	30.00	7.41	143.81
700951707	Property Owner	City Services	7090 159th Ln Nw		106.40	30.00	7.41	143.81
702404821	Property Owner	City Services	7251 166th Ave Nw		106.40	30.00	7.41	143.81
703333526	Property Owner	City Services	7440 152nd Ln Nw		106.40	30.00	7.41	143.81
706761159	Property Owner	City Services	15751 Andrie Rd Nw		106.40	30.00	7.41	143.81
708075369	Property Owner	City Services	15243 Yakima St Nw		106.40	30.00	7.41	143.81
711415058	Property Owner	City Services	6631 155th Ave Nw		106.40	30.00	7.41	143.81
718207	Property Owner	City Services	8061 177th Ave Nw		106.40	30.00	7.41	143.81
718596	Property Owner	City Services	15135 Garnet St Nw		106.40	30.00	7.41	143.81
718759	Property Owner	City Services	16331 Yttrium St Nw		106.40	30.00	7.41	143.81
718800	Property Owner	City Services	15511 Coquina St Nw		106.40	30.00	7.41	143.81
719077	Property Owner	City Services	17310 St Francis Blvd Nw		106.40	30.00	7.41	143.81
719113	Property Owner	City Services	15431 Iguana St Nw		106.40	30.00	7.41	143.81
719220	Property Owner	City Services	15310 Zirconium St Nw		106.40	30.00	7.41	143.81
719366	Property Owner	City Services	14021 MAGNESIUM ST NW		106.40	30.00	7.41	143.81
719502	Property Owner	City Services	7840 152nd Ln Nw		106.40	30.00	7.41	143.81
719956	Property Owner	City Services	8021 176th Ln Nw		106.40	30.00	7.41	143.81
720125	Property Owner	City Services	8421 154th Ln Nw		106.40	30.00	7.41	143.81
720178	Property Owner	City Services	7631 164th Ln Nw		106.40	30.00	7.41	143.81
720352	Property Owner	City Services	16101 RAMSEY BLVD NW		106.40	30.00	7.41	143.81
720463	Property Owner	City Services	15181 Salish St Nw		106.40	30.00	7.41	143.81
720609	Property Owner	City Services	17010 Azurite St Nw		106.40	30.00	7.41	143.81
720660	Property Owner	City Services	15211 Waco St Nw		106.40	30.00	7.41	143.81
720751	Property Owner	City Services	16326 Dysprosium St Nw		106.40	30.00	7.41	143.81
720825	Property Owner	City Services	8230 154th Ln Nw		106.40	30.00	7.41	143.81
721017	Property Owner	City Services	7961 150th Ln Nw		106.40	30.00	7.41	143.81
721043	Property Owner	City Services	15010 Kamacite St Nw		106.40	30.00	7.41	143.81
721315	Property Owner	City Services	14540 Bowers Dr Nw		106.40	30.00	7.41	143.81
721672	Property Owner	City Services	7111 175th Ave Nw		106.40	30.00	7.41	143.81
721694	Property Owner	City Services	5515 BUNKER LAKE BLVD NW		106.40	30.00	7.41	143.81
721790	Property Owner	City Services	17410 Wolverine St Nw		106.40	30.00	7.41	143.81
721793	Property Owner	City Services	8645 176th Ave Nw		106.40	30.00	7.41	143.81
721849	Property Owner	City Services	15410 Kangaroo St Nw		106.40	30.00	7.41	143.81
722037	Property Owner	City Services	14940 Juniper Ridge Dr Nw		106.40	30.00	7.41	143.81
722238	Property Owner	City Services	5301 156th Ln Nw		106.40	30.00	7.41	143.81
722247	Property Owner	City Services	15040 Uranimite St Nw		106.40	30.00	7.41	143.81
722318	Property Owner	City Services	15621 Barium St Nw		106.40	30.00	7.41	143.81
722362	Property Owner	City Services	15000 Garnet St Nw		106.40	30.00	7.41	143.81
722495	Property Owner	City Services	8151 154th Ln Nw		106.40	30.00	7.41	143.81
722543	Property Owner	City Services	6819 164th Ln Nw		106.40	30.00	7.41	143.81
722667	Property Owner	City Services	14051 Fluorine St Nw		106.40	30.00	7.41	143.81
722739	Property Owner	City Services	16762 Nutria St Nw		106.40	30.00	7.41	143.81
722900	Property Owner	City Services	5810 164th Ln Nw		106.40	30.00	7.41	143.81
723483	Property Owner	City Services	17745 Nowthen Blvd Nw		106.40	30.00	7.41	143.81
723927	Property Owner	City Services	16231 Jarvis St Nw		106.40	30.00	7.41	143.81
723928	Property Owner	City Services	5821 160th Ln Nw		106.40	30.00	7.41	143.81

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724490	Property Owner	City Services	8059 154th Ave Nw		106.40	30.00	7.41	143.81
724680	Property Owner	City Services	14120 JUNKITE ST NW		106.40	30.00	7.41	143.81
724715	Property Owner	City Services	7351 149th Ave Nw		106.40	30.00	7.41	143.81
724807	Property Owner	City Services	8455 176th Ave Nw		106.40	30.00	7.41	143.81
724808	Property Owner	City Services	17820 Halas St Nw		106.40	30.00	7.41	143.81
724893	Property Owner	City Services	17730 Eaton St Nw		106.40	30.00	7.41	143.81
724974	Property Owner	City Services	8055 142nd Ave Nw		106.40	30.00	7.41	143.81
725027	Property Owner	City Services	17359 Puma St		106.40	30.00	7.41	143.81
725120	Property Owner	City Services	7240 ALPINE DR NW		106.40	30.00	7.41	143.81
725192	Property Owner	City Services	7251 149th Ln Nw		106.40	30.00	7.41	143.81
725566	Property Owner	City Services	15200 Willemite St Nw		106.40	30.00	7.41	143.81
725594	Property Owner	City Services	6841 173rd Ave Nw		106.40	30.00	7.41	143.81
725657	Property Owner	City Services	8120 154th Ln Nw		106.40	30.00	7.41	143.81
725854	Property Owner	City Services	18014 IODINE ST NW		106.40	30.00	7.41	143.81
725926	Property Owner	City Services	16755 Andrie Cir Nw		106.40	30.00	7.41	143.81
725941	Property Owner	City Services	7551 149th Ave Nw		106.40	30.00	7.41	143.81
726086	Property Owner	City Services	17800 Yakima St Nw		106.40	30.00	7.41	143.81
726130	Property Owner	City Services	14765 Nowthen Blvd Nw		106.40	30.00	7.41	143.81
726151	Property Owner	City Services	15220 Alpaca St Nw		106.40	30.00	7.41	143.81
726202	Property Owner	City Services	5628 164th Ave Nw		106.40	30.00	7.41	143.81
726319	Property Owner	City Services	9020 168th Ave Nw		106.40	30.00	7.41	143.81
726372	Property Owner	City Services	7150 166th Ave Nw		106.40	30.00	7.41	143.81
726434	Property Owner	City Services	8221 159th Ln Nw		106.40	30.00	7.41	143.81
726452	Property Owner	City Services	16220 Dysprosium St Nw		106.40	30.00	7.41	143.81
726714	Property Owner	City Services	17059 Nowthen Blvd Nw		106.40	30.00	7.41	143.81
726743	Property Owner	City Services	17362 Rabbit St Nw		106.40	30.00	7.41	143.81
726890	Property Owner	City Services	17431 St Francis Blvd Nw		106.40	30.00	7.41	143.81
727286	Property Owner	City Services	9165 164th Ln Nw		106.40	30.00	7.41	143.81
727352	Property Owner	City Services	9131 178th Ave Nw		106.40	30.00	7.41	143.81
727360	Property Owner	City Services	15421 Kangaroo St Nw		106.40	30.00	7.41	143.81
727451	Property Owner	City Services	9000 181st Ave Nw		106.40	30.00	7.41	143.81
727499	Property Owner	City Services	15330 Marmoset St Nw		106.40	30.00	7.41	143.81
727514	Property Owner	City Services	7471 152nd Ave Nw		106.40	30.00	7.41	143.81
727586	Property Owner	City Services	5449 180th Ave Nw		106.40	30.00	7.41	143.81
727592	Property Owner	City Services	7341 154th Ln Nw		106.40	30.00	7.41	143.81
57104727	Property Owner	City Services	15401 Ramsey Blvd Nw		106.41	30.00	7.41	143.82
383670962	Property Owner	City Services	16170 Olivine St Nw		106.41	30.00	7.41	143.82
718161	Property Owner	City Services	14210 Fluorine St Nw		106.41	30.00	7.41	143.82
727551	Property Owner	City Services	7100 160TH LN NW		106.41	30.00	7.41	143.82
728638	Property Owner	City Services	14731 Cobalt St Nw	Unit 19	106.53	30.00	7.42	143.95
618097549	Property Owner	City Services	5840 160th Ln Nw		106.58	30.00	7.42	144.00
39482965	Property Owner	City Services	9081 167th Ln Nw		107.49	30.00	7.48	144.97
34572474	Property Owner	City Services	5143 179th Ln Nw		107.86	30.00	7.51	145.37
719011	Property Owner	City Services	15121 HELIUM ST NW		108.31	30.00	7.54	145.85
52424259	Property Owner	City Services	9138 Collins Dr Nw		108.80	30.00	7.57	146.37
725266	Property Owner	City Services	7820 151st Ln Nw		108.80	30.00	7.57	146.37
727786	Property Owner	City Services	6913 139th Ln Nw		109.83	30.00	7.65	147.48

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
681603394	Property Owner	City Services	7402 147th Ln Nw		109.83	30.00	7.65	147.48
689300467	Property Owner	City Services	7204 147th Ter Nw		109.83	30.00	7.65	147.48
718481	Property Owner	City Services	7450 BUNKER LAKE BLVD		109.83	30.00	7.65	147.48
725023	Property Owner	City Services	13916 Garnet Ter Nw		109.83	30.00	7.65	147.48
725741	Property Owner	City Services	14759 Peridot St		109.83	30.00	7.65	147.48
727654	Property Owner	City Services	7257 147th Ter Nw		109.83	30.00	7.65	147.48
728863	Property Owner	City Services	15161 COBALT ST NW		109.98	30.00	7.66	147.64
723445	Property Owner	City Services	5430 144TH WAY NW	UNIT 16	110.01	30.00	7.66	147.67
49954012	Property Owner	City Services	8502 164th Cir Nw		110.51	30.00	7.69	148.20
686958461	Property Owner	City Services	5304 143RD AVE NW		110.97	30.00	7.73	148.70
719558	Property Owner	City Services	15462 Tungsten Way		112.09	30.00	7.80	149.89
728195	Property Owner	City Services	7306 Bunker Lake Blvd		112.90	30.00	7.86	150.76
710183221	Property Owner	City Services	7336 Bunker Lake Blvd		113.13	30.00	7.88	151.01
727806	Property Owner	City Services	8240 159th Ln Nw		113.32	30.00	7.89	151.21
721755	Property Owner	City Services	15153 TONTO ST NW		113.60	30.00	7.91	151.51
728273	Property Owner	City Services	7371 147th Ln Nw		114.48	30.00	7.97	152.45
383361	Property Owner	City Services	14715 HELIUM ST NW		114.72	30.00	7.99	152.71
728803	Property Owner	City Services	16048 SAPPHIRE ST NW		115.29	30.00	8.03	153.32
728842	Property Owner	City Services	14191 Xenon St Nw	Unit 3	115.29	30.00	8.03	153.32
727201	Property Owner	City Services	14101 Fluorine St Nw		115.46	30.00	8.04	153.50
710326134	Property Owner	City Services	7741 169th Ln Nw		116.64	30.00	8.12	154.76
726642	Property Owner	City Services	15419 RADIUM ST NW		117.65	30.00	8.19	155.84
703426665	Property Owner	City Services	15291 URANIUM ST NW		119.77	30.00	8.34	158.11
724378	Property Owner	City Services	5668 154th Cv		120.98	30.00	8.42	159.40
723463	Property Owner	City Services	5430 144TH WAY NW	UNIT 26	121.39	30.00	8.45	159.84
726256	Property Owner	City Services	15569 Iodine St Nw		121.67	30.00	8.47	160.14
728810	Property Owner	City Services	5709 162ND LN		122.39	30.00	8.52	160.91
654361914	Property Owner	City Services	14737 Fluorine St Nw		125.88	30.00	8.76	164.64
682035500	Property Owner	City Services	14119 BARIUM ST NW		127.54	30.00	8.88	166.42
726991	Property Owner	City Services	14321 TUNGSTEN WAY NW		130.08	30.00	9.06	169.14
722640	Property Owner	City Services	7367 147th Ln Nw		131.93	30.00	9.18	171.11
727807	Property Owner	City Services	5553 154TH TER		133.64	30.00	9.30	172.94
726859	Property Owner	City Services	7326 147th Ln Nw		137.09	30.00	9.54	176.63
727847	Property Owner	City Services	7085 139th Ave		138.00	30.00	9.61	177.61
728808	Property Owner	City Services	5521 153RD TER NW		138.35	30.00	9.63	177.98
728682	Property Owner	City Services	14201 ARGON ST NW		141.42	30.00	9.85	181.27
727492	Property Owner	City Services	7372 Bunker Lake Blvd Nw		143.47	30.00	9.99	183.46
728800	Property Owner	City Services	5840 141ST LN NW		143.68	30.00	10.00	183.68
53634380	Property Owner	City Services	8331 151st Ln Nw		144.90	30.00	10.09	184.99
54044421	Property Owner	City Services	8106 ALPINE DR NW		144.90	30.00	10.09	184.99
727078	Property Owner	City Services	7005 139th Ave Nw		145.21	30.00	10.11	185.32
681590395	Property Owner	City Services	7404 147th Ln Nw		146.04	30.00	10.17	186.21
688602941	Property Owner	City Services	14700 Cobalt St Nw	Unit 48	146.04	30.00	10.17	186.21
688670261	Property Owner	City Services	7292 147th Ter Nw		146.04	30.00	10.17	186.21
693891391	Property Owner	City Services	7309 147th Ter Nw		146.04	30.00	10.17	186.21
705622555	Property Owner	City Services	14731 Cobalt St Nw	Unit 23	146.04	30.00	10.17	186.21
719562	Property Owner	City Services	7077 139th Ave		146.04	30.00	10.17	186.21

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720758	Property Owner	City Services	7351 147TH LN NW		146.04	30.00	10.17	186.21
720851	Property Owner	City Services	14660 Cobalt St Nw	Unit 32	146.04	30.00	10.17	186.21
720857	Property Owner	City Services	7418 Bunker Lake Blvd		146.04	30.00	10.17	186.21
722421	Property Owner	City Services	14761 Cobalt St Nw	Unit 19	146.04	30.00	10.17	186.21
722696	Property Owner	City Services	7410 147th Ln Nw		146.04	30.00	10.17	186.21
722738	Property Owner	City Services	13883 HEMATITE ST NW		146.04	30.00	10.17	186.21
724419	Property Owner	City Services	6933 139th Ln		146.04	30.00	10.17	186.21
724746	Property Owner	City Services	7263 147TH LN NW		146.04	30.00	10.17	186.21
725990	Property Owner	City Services	6838 139TH LN NW	UNIT 7	146.04	30.00	10.17	186.21
726155	Property Owner	City Services	7370 Bunker Lake Blvd Nw		146.04	30.00	10.17	186.21
726236	Property Owner	City Services	14730 Cobalt St Nw	Unit 40	146.04	30.00	10.17	186.21
726766	Property Owner	City Services	7023 139th Ave Nw		146.04	30.00	10.17	186.21
726935	Property Owner	City Services	7346 Bunker Lake Blvd		146.04	30.00	10.17	186.21
727095	Property Owner	City Services	6952 139th Ave Nw		146.04	30.00	10.17	186.21
727218	Property Owner	City Services	14660 Cobalt St Nw	Unit 28	146.04	30.00	10.17	186.21
727307	Property Owner	City Services	6870 139th Ln Nw	Unit 2	146.04	30.00	10.17	186.21
727561	Property Owner	City Services	14700 Cobalt St Nw	Unit 36	146.04	30.00	10.17	186.21
715145794	Property Owner	City Services	14644 RHINESTONE ST NW		146.05	30.00	10.17	186.22
686995691	Property Owner	City Services	15437 SODIUM ST		146.47	30.00	10.20	186.67
726786	Property Owner	City Services	16145 RHINESTONE ST NW		147.14	30.00	10.24	187.38
494840333	Property Owner	City Services	14440 RADIUM ST NW		147.24	30.00	10.25	187.49
726969	Property Owner	City Services	6854 139th Ln	Unit 7	149.34	30.00	10.40	189.74
383472286	Property Owner	City Services	15161 UTE ST NW		151.10	30.00	10.52	191.62
448685051	Property Owner	City Services	5180 149TH LN NW		151.35	30.00	10.54	191.89
517498	Property Owner	City Services	14183 ARGON ST NW		151.95	30.00	10.58	192.53
721170	Property Owner	City Services	14830 XKIMO ST NW		151.95	30.00	10.58	192.53
722412	Property Owner	City Services	5479 BUNKER LAKE BLVD NW		151.95	30.00	10.58	192.53
726417	Property Owner	City Services	14806 WACO ST NW		151.95	30.00	10.58	192.53
728418	Property Owner	City Services	5313 140TH AVE NW		151.95	30.00	10.58	192.53
724436	Property Owner	City Services	15770 KRYPTON CT NW		152.72	30.00	10.63	193.35
728791	Property Owner	City Services	5560 153rd Ct Nw		154.33	30.00	10.74	195.07
727795	Property Owner	City Services	7279 147TH LN NW		154.76	30.00	10.77	195.53
725141	Property Owner	City Services	14214 WACO ST NW		154.93	30.00	10.79	195.72
718559	Property Owner	City Services	5971 144TH LN NW		156.67	30.00	10.91	197.58
724105	Property Owner	City Services	14139 BARIUM ST NW		157.91	30.00	10.99	198.90
648729844	Property Owner	City Services	15443 Ramsey Blvd Nw		159.61	30.00	11.11	200.72
474967975	Property Owner	City Services	5691 154th Ave Nw		161.86	30.00	11.27	203.13
482046719	Property Owner	City Services	5990 145TH LN NW		161.86	30.00	11.27	203.13
494121467	Property Owner	City Services	14450 QUICKSILVER ST NW		161.86	30.00	11.27	203.13
612520024	Property Owner	City Services	6841 137th Ln Nw		161.86	30.00	11.27	203.13
613807600	Property Owner	City Services	14528 Sunfish Lake Dr Nw		161.86	30.00	11.27	203.13
630126799	Property Owner	City Services	5780 157TH LN NW		161.86	30.00	11.27	203.13
637253822	Property Owner	City Services	6889 170th Trl Nw		161.86	30.00	11.27	203.13
674981912	Property Owner	City Services	15429 SUNFISH LAKE BLVD NW		161.86	30.00	11.27	203.13
683023974	Property Owner	City Services	15329 RADIUM WAY		161.86	30.00	11.27	203.13
683734155	Property Owner	City Services	5040 143RD LN NW		161.86	30.00	11.27	203.13
719510	Property Owner	City Services	6438 RIVERDALE DR		161.86	30.00	11.27	203.13

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719759	Property Owner	City Services	6178 146th Ave Nw		161.86	30.00	11.27	203.13
719862	Property Owner	City Services	7199 167TH TER NW		161.86	30.00	11.27	203.13
721686	Property Owner	City Services	5534 154th Ct Nw		161.86	30.00	11.27	203.13
722731	Property Owner	City Services	5410 144th Way	Unit 24	161.86	30.00	11.27	203.13
723277	Property Owner	City Services	7046 170TH TRL NW		161.86	30.00	11.27	203.13
723532	Property Owner	City Services	7795 148TH LN NW		161.86	30.00	11.27	203.13
724475	Property Owner	City Services	14677 QUICKSILVER ST NW		161.86	30.00	11.27	203.13
724501	Property Owner	City Services	15394 Germanium St Nw		161.86	30.00	11.27	203.13
724674	Property Owner	City Services	13889 IRONSTONE TRL NW		161.86	30.00	11.27	203.13
724946	Property Owner	City Services	15303 IODINE ST NW		161.86	30.00	11.27	203.13
724956	Property Owner	City Services	6971 137TH AVE NW		161.86	30.00	11.27	203.13
725287	Property Owner	City Services	5548 153RD CT NW		161.86	30.00	11.27	203.13
725460	Property Owner	City Services	5430 144TH WAY NW	UNIT 20	161.86	30.00	11.27	203.13
725994	Property Owner	City Services	7120 148TH AVE NW		161.86	30.00	11.27	203.13
726263	Property Owner	City Services	6970 137th Ave Nw		161.86	30.00	11.27	203.13
726477	Property Owner	City Services	15418 FLUORINE ST NW		161.86	30.00	11.27	203.13
726705	Property Owner	City Services	7121 148TH LN NW		161.86	30.00	11.27	203.13
726709	Property Owner	City Services	15972 URANIMITE ST NW		161.86	30.00	11.27	203.13
726819	Property Owner	City Services	15547 SODIUM WAY NW		161.86	30.00	11.27	203.13
727072	Property Owner	City Services	15423 Germanium St Nw		161.86	30.00	11.27	203.13
727220	Property Owner	City Services	13903 IRONSTONE TRL NW		161.86	30.00	11.27	203.13
727279	Property Owner	City Services	14614 QUICKSILVER ST NW		161.86	30.00	11.27	203.13
727373	Property Owner	City Services	14180 Xenon St Nw	Unit 14	161.86	30.00	11.27	203.13
727376	Property Owner	City Services	15466 IODINE TERRACE NW		161.86	30.00	11.27	203.13
728119	Property Owner	City Services	6422 RIVERDALE DR		161.86	30.00	11.27	203.13
728246	Property Owner	City Services	14241 URANIUM ST NW		161.86	30.00	11.27	203.13
728360	Property Owner	City Services	15461 RADIUM ST NW		161.86	30.00	11.27	203.13
728577	Property Owner	City Services	15398 RADIUM ST NW		161.86	30.00	11.27	203.13
729061	Property Owner	City Services	15357 IODINE ST NW		161.86	30.00	11.27	203.13
728603	Property Owner	City Services	7320 146TH AVE NW		161.96	30.00	11.28	203.24
485017173	Property Owner	City Services	15110 UTE ST NW		163.82	30.00	11.40	205.22
383597330	Property Owner	City Services	6090 145TH LN NW		164.53	30.00	11.45	205.98
487939989	Property Owner	City Services	15480 YAKIMA CT NW		164.84	30.00	11.48	206.32
702694383	Property Owner	City Services	14878 Peridot St Nw		164.84	30.00	11.48	206.32
721419	Property Owner	City Services	6992 139TH LN NW		164.84	30.00	11.48	206.32
728359	Property Owner	City Services	5419 145th Ave Nw		165.58	30.00	11.53	207.11
726364	Property Owner	City Services	7256 147th Ter Nw		166.97	30.00	11.62	208.59
717902216	Property Owner	City Services	14731 GERMANIUM ST NW		167.82	30.00	11.68	209.50
492474	Property Owner	City Services	14120 DYSPROSIUM ST NW		169.84	30.00	11.82	211.66
706398250	Property Owner	City Services	6641 153RD CT NW		170.45	30.00	11.87	212.32
722442	Property Owner	City Services	7825 148TH LN NW		170.80	30.00	11.89	212.69
728416	Property Owner	City Services	14651 Fluorine St Nw		170.82	30.00	11.89	212.71
725293	Property Owner	City Services	14264 WACO ST NW		171.54	30.00	11.94	213.48
680417794	Property Owner	City Services	7037 139th Ave Nw		173.38	30.00	12.07	215.45
722879	Property Owner	City Services	15532 Iodine St Nw		173.62	30.00	12.09	215.71
666257612	Property Owner	City Services	5403 145th Ave Nw		173.79	30.00	12.10	215.89
726758	Property Owner	City Services	15361 XKIMO ST NW		173.79	30.00	12.10	215.89

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74806299	Property Owner	City Services	14574 Krypton St Nw		176.39	30.00	12.28	218.67
422474669	Property Owner	City Services	16851 Garnet St Nw		176.39	30.00	12.28	218.67
642717915	Property Owner	City Services	5970 144TH LN NW		176.39	30.00	12.28	218.67
645124982	Property Owner	City Services	5591 154th Ln Nw		176.39	30.00	12.28	218.67
647930893	Property Owner	City Services	14756 Krypton Ct Nw		176.39	30.00	12.28	218.67
725890	Property Owner	City Services	15769 Potassium St Nw		176.39	30.00	12.28	218.67
727188	Property Owner	City Services	17057 Garnet St Nw		176.39	30.00	12.28	218.67
727617	Property Owner	City Services	15359 RADIUM ST NW		176.39	30.00	12.28	218.67
725598	Property Owner	City Services	6985 139th Ave Nw		179.64	30.00	12.51	222.15
728719	Property Owner	City Services	5590 150th Ln Nw		179.75	30.00	12.51	222.26
719440	Property Owner	City Services	6921 147TH AVE NW		181.48	30.00	12.63	224.11
727936	Property Owner	City Services	5519 154th Ct Nw		183.25	30.00	12.76	226.01
708036839	Property Owner	City Services	6093 146TH LN NW		188.59	30.00	13.13	231.72
725205	Property Owner	City Services	4970 155TH LN NW		188.69	30.00	13.14	231.83
723452	Property Owner	City Services	5430 144TH WAY NW	UNIT 12	194.74	30.00	13.56	238.30
727913	Property Owner	City Services	6302 169th Ln Nw		199.73	30.00	13.90	243.63
717804277	Property Owner	City Services	5643 154TH LN NW		200.08	30.00	13.93	244.01
728155	Property Owner	City Services	5547 154TH TER NW		200.87	30.00	13.98	244.85
610929376	Property Owner	City Services	6240 152ND ST NW		200.88	30.00	13.98	244.86
406276984	Property Owner	City Services	7029 HWY 10 NW		200.94	30.00	13.99	244.93
728714	Property Owner	City Services	14643 HELIUM ST NW		203.90	30.00	14.19	248.09
728230	Property Owner	City Services	15442 Fluorine St		204.38	30.00	14.23	248.61
721259	Property Owner	City Services	7050 137th Ave Nw		207.02	30.00	14.41	251.43
728460	Property Owner	City Services	17200 Germanium St Nw		207.49	30.00	14.44	251.93
400257680	Property Owner	City Services	6001 144TH LN NW		214.52	30.00	14.93	259.45
639217534	Property Owner	City Services	15771 KRYPTON CT NW		214.72	30.00	14.95	259.67
717676997	Property Owner	City Services	7293 E RAMSEY PKWY		216.58	30.00	15.08	261.66
725937	Property Owner	City Services	15423 RADIUM ST NW		217.27	30.00	15.13	262.40
726987	Property Owner	City Services	7031 147TH AVE NW		218.58	30.00	15.22	263.80
727977	Property Owner	City Services	13919 Ironstone Ter Nw		223.11	30.00	15.53	268.64
680688212	Property Owner	City Services	5410 149TH LN NW		223.18	30.00	15.54	268.72
722311	Property Owner	City Services	5870 142ND AVE NW		230.45	30.00	16.04	276.49
718168	Property Owner	City Services	16714 LIMONITE ST NW		232.35	30.00	16.18	278.53
671776978	Property Owner	City Services	15431 YAKIMA ST NW		241.48	30.00	16.81	288.29
721979	Property Owner	City Services	14721 ARGON ST NW		243.25	30.00	16.93	290.18
725842	Property Owner	City Services	14692 QUICKSILVER ST NW		247.15	30.00	17.21	294.36
721662	Property Owner	City Services	14860 OLIVINE ST NW		249.88	30.00	17.40	297.28
626031826	Property Owner	City Services	15871 Potasium St Nw		251.26	30.00	17.49	298.75
1284346	Property Owner	City Services	15557 WACO ST NW		253.85	30.00	17.67	301.52
655172083	Property Owner	City Services	6931 137th Ave Nw		253.87	30.00	17.67	301.54
722284	Property Owner	City Services	5631 148TH LN NW		256.01	30.00	17.82	303.83
723828	Property Owner	City Services	5420 144TH WAY NW	UNIT 24	257.85	30.00	17.95	305.80
728654	Property Owner	City Services	5430 144TH WAY NW	UNIT 18	266.94	30.00	18.58	315.52
728058	Property Owner	City Services	14554 WACO ST NW		275.11	30.00	19.15	324.26
616598	Property Owner	City Services	14143 ARGON ST NW		285.16	30.00	19.85	335.01
727260	Property Owner	City Services	14834 PERIDOT ST NW		285.39	30.00	19.87	335.26
725255	Property Owner	City Services	5450 144TH WAY	UNIT 16	286.88	30.00	19.97	336.85

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
728668	Property Owner	City Services	5971 148TH AVE NW		287.95	30.00	20.05	338.00
724013	Property Owner	City Services	14058 DYSPROSIUM ST NW		287.99	30.00	20.05	338.04
723066	Property Owner	City Services	16206 SAPPHIRE ST NW		289.62	30.00	20.16	339.78
728580	Property Owner	City Services	5815 158TH AVE NW		296.72	30.00	20.66	347.38
386213765	Property Owner	City Services	7435 HWY 10 NW		301.05	30.00	20.96	352.01
635929899	Property Owner	City Services	14200 XENON ST NW	UNIT 12	301.85	30.00	21.01	352.86
417141790	Property Owner	City Services	6336 Hwy 10 Nw		308.11	30.00	21.45	359.56
726189	Property Owner	City Services	15191 UTE ST NW		314.12	30.00	21.87	365.99
727587	Property Owner	City Services	9411 Alpine Dr Nw		315.23	30.00	21.95	367.18
723635	Property Owner	City Services	14720 GERMANIUM ST NW		316.77	30.00	22.05	368.82
727539	Property Owner	City Services	5450 144th Way	Unit 18	321.01	30.00	22.35	373.36
728574	Property Owner	City Services	14243 ARGON ST NW		321.24	30.00	22.36	373.60
635542758	Property Owner	City Services	7100 148th Ave Nw		321.67	30.00	22.39	374.06
647316294	Property Owner	City Services	7030 137TH LN NW		321.67	30.00	22.39	374.06
650057931	Property Owner	City Services	15816 Neon St Nw		321.67	30.00	22.39	374.06
719195	Property Owner	City Services	14200 TUNGSTEN ST NW		321.67	30.00	22.39	374.06
720602	Property Owner	City Services	5941 143RD LN NW		321.67	30.00	22.39	374.06
724027	Property Owner	City Services	16789 MARBLE ST NW		321.67	30.00	22.39	374.06
728208	Property Owner	City Services	5552 154th Ln Nw		321.67	30.00	22.39	374.06
728278	Property Owner	City Services	14608 PERIDOT ST NW		321.67	30.00	22.39	374.06
728809	Property Owner	City Services	7675 147TH TER NW		321.67	30.00	22.39	374.06
696153358	Property Owner	City Services	4990 155TH LN		322.32	30.00	22.44	374.76
722455	Property Owner	City Services	15561 YAKIMA ST NW		327.99	30.00	22.83	380.82
727245	Property Owner	City Services	14571 Olivine St		333.43	30.00	23.21	386.64
721820	Property Owner	City Services	7675 147TH TER NW		334.26	30.00	23.27	387.53
727484	Property Owner	City Services	14190 VANADIUM ST NW		336.49	30.00	23.43	389.92
728485	Property Owner	City Services	15327 SODIUM ST NW		339.18	30.00	23.61	392.79
726426	Property Owner	City Services	15271 GERMANIUM ST NW		341.29	30.00	23.76	395.05
727425	Property Owner	City Services	15251 Fluorine St Nw		341.29	30.00	23.76	395.05
727017	Property Owner	City Services	5420 144TH WAY	UNIT 14	342.21	30.00	23.82	396.03
667265056	Property Owner	City Services	15781 Potassium St Nw		342.91	30.00	23.87	396.78
727101	Property Owner	City Services	14433 Iodine St Nw		345.31	30.00	24.04	399.35
725622	Property Owner	City Services	14776 WILLEMITE WAY		346.01	30.00	24.09	400.10
718932	Property Owner	City Services	14689 SODIUM ST NW		347.16	30.00	24.17	401.33
728504	Property Owner	City Services	15525 SODIUM WAY NW		348.11	30.00	24.23	402.34
722294	Property Owner	City Services	14036 Cobalt St Nw		351.66	30.00	24.48	406.14
726447	Property Owner	City Services	13895 Ironstone Trl Nw		352.86	30.00	24.56	407.42
723426	Property Owner	City Services	5598 154TH LN NW		356.15	30.00	24.79	410.94
724638	Property Owner	City Services	5537 154th Ct Nw		365.23	30.00	25.43	420.66
728415	Property Owner	City Services	15090 COBALT ST NW		369.62	30.00	25.73	425.35
706148012	Property Owner	City Services	14540 Sunfish Lake Dr		371.01	30.00	25.83	426.84
728269	Property Owner	City Services	14190 Xenon St Nw	Unit 12	374.09	30.00	26.04	430.13
679938193	Property Owner	City Services	5751 145th Ct Nw		378.18	30.00	26.33	434.51
725161	Property Owner	City Services	14191 Xenon St Nw	Unit 27	379.58	30.00	26.43	436.01
727371	Property Owner	City Services	5420 144TH WAY	UNIT 22	386.90	30.00	26.93	443.83
686592225	Property Owner	City Services	6280 142ND LN NW		389.11	30.00	27.09	446.20
726354	Property Owner	City Services	5430 144TH WAY NW	UNIT 24	390.83	30.00	27.21	448.04

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
483574031	Property Owner	City Services	15360 Krypton St Nw		392.87	30.00	27.35	450.22
728253	Property Owner	City Services	13946 Ironstone Ter Nw		394.51	30.00	27.46	451.97
639638001	Property Owner	City Services	15585 Krypton St Nw		401.02	30.00	27.92	458.94
662781470	Property Owner	City Services	14137 COBALT CIR NW		406.22	30.00	28.28	464.50
718574	Property Owner	City Services	7225 167TH TERRACE NW		408.04	30.00	28.41	466.45
620856544	Property Owner	City Services	5231 148TH AVE NW		408.19	30.00	28.42	466.61
718302	Property Owner	City Services	15396 VANADIUM ST NW		412.48	30.00	28.72	471.20
727100	Property Owner	City Services	6090 144th Ln Nw		417.80	30.00	29.09	476.89
721956	Property Owner	City Services	14165 TUNGSTEN ST NW		429.34	30.00	29.89	489.23
718717	Property Owner	City Services	6600 SUNWOOD DR		432.17	30.00	30.09	492.26
714055984	Property Owner	City Services	5420 144th Way	Unit 18	433.00	30.00	30.14	493.14
720416	Property Owner	City Services	5821 Sunwood Dr Nw		436.26	30.00	30.37	496.63
672395605	Property Owner	City Services	15401 Germanium St Nw		441.29	30.00	30.72	502.01
725134	Property Owner	City Services	14671 HELIUM ST NW		441.29	30.00	30.72	502.01
727056	Property Owner	City Services	16258 LITHIUM CT NW		441.29	30.00	30.72	502.01
726269	Property Owner	City Services	7801 148TH LN NW		443.71	30.00	30.89	504.60
728280	Property Owner	City Services	15376 VANADIUM ST NW		444.26	30.00	30.93	505.19
713598964	Property Owner	City Services	15326 ZUNI CT		446.12	30.00	31.06	507.18
727636	Property Owner	City Services	5410 144th Way	Unit 14	451.27	30.00	31.42	512.69
669524096	Property Owner	City Services	14331 NEON ST NW		453.29	30.00	31.56	514.85
722221	Property Owner	City Services	6480 153RD WAY NW		457.95	30.00	31.88	519.83
389551081	Property Owner	City Services	14520 SUNFISH LAKE DR		466.99	30.00	32.51	529.50
723112	Property Owner	City Services	5775 152ND WAY NW		469.22	30.00	32.67	531.89
727954	Property Owner	City Services	15240 HELIUM ST NW		476.19	30.00	33.15	539.34
675430728	Property Owner	City Services	5305 140th Ave Nw		476.39	30.00	33.16	539.55
719764	Property Owner	City Services	14190 Xenon St Nw	Unit 6	476.65	30.00	33.18	539.83
682653297	Property Owner	City Services	7091 148th Ave Nw		476.77	30.00	33.19	539.96
718864	Property Owner	City Services	6930 137TH LN NW		476.80	30.00	33.19	539.99
726727	Property Owner	City Services	6951 147th Ave Nw		477.44	30.00	33.24	540.68
729282	Property Owner	City Services	14774 ZEOLITE ST NW		478.37	30.00	33.30	541.67
479437277	Property Owner	City Services	7041 147th Ln Nw		481.48	30.00	33.52	545.00
718951	Property Owner	City Services	7081 147TH LN NW		481.48	30.00	33.52	545.00
720071	Property Owner	City Services	15431 RADIUM ST NW		481.48	30.00	33.52	545.00
725372	Property Owner	City Services	15390 Germanium St Nw		481.48	30.00	33.52	545.00
726805	Property Owner	City Services	5385 140TH AVE NW		481.48	30.00	33.52	545.00
726894	Property Owner	City Services	13888 Ironstone Trl Nw		481.48	30.00	33.52	545.00
727920	Property Owner	City Services	14760 ARGON ST NW		481.48	30.00	33.52	545.00
676319625	Property Owner	City Services	14183 BARIUM ST NW		483.04	30.00	33.63	546.67
728215	Property Owner	City Services	14610 PERIDOT ST NW		483.08	30.00	33.63	546.71
701128448	Property Owner	City Services	15290 URANIUM ST NW		487.57	30.00	33.94	551.51
722409	Property Owner	City Services	15517 SODIUM ST		488.78	30.00	34.03	552.81
718332	Property Owner	City Services	5420 144TH WAY NW	UNIT 16	490.62	30.00	34.16	554.78
718876	Property Owner	City Services	14714 HELIUM ST NW		497.07	30.00	34.60	561.67
495635343	Property Owner	City Services	14168 ARGON ST NW		501.65	30.00	34.92	566.57
728034	Property Owner	City Services	15537 Uranium St Nw		501.76	30.00	34.93	566.69
725801	Property Owner	City Services	14638 SODIUM ST NW		501.84	30.00	34.94	566.78
656832707	Property Owner	City Services	6230 MCKINLEY ST NW	STE C2	506.86	30.00	35.29	572.15

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728065	Property Owner	City Services	14931 XKIMO ST NW		507.96	30.00	35.36	573.32
725333	Property Owner	City Services	5539 154TH TER		511.03	30.00	35.58	576.61
724022	Property Owner	City Services	14201 XKIMO ST NW		512.36	30.00	35.67	578.03
728284	Property Owner	City Services	14280 DYSPROSIUM ST NW		513.15	30.00	35.72	578.87
727595	Property Owner	City Services	15471 RADIUM ST NW		517.54	30.00	36.03	583.57
721542	Property Owner	City Services	5530 154th Ter Nw		518.43	30.00	36.09	584.52
721214	Property Owner	City Services	5527 154th Ct Nw		524.96	30.00	36.55	591.51
726780	Property Owner	City Services	14024 DYSPROSIUM ST NW		534.34	30.00	37.20	601.54
728026	Property Owner	City Services	15535 SODIUM WAY NW		541.03	30.00	37.66	608.69
480902318	Property Owner	City Services	5810 142ND AVE NW		541.29	30.00	37.68	608.97
728377	Property Owner	City Services	15462 Tungsten Way		543.73	30.00	37.85	611.58
718590	Property Owner	City Services	5410 144th Way	Unit 20	544.22	30.00	37.89	612.11
718594	Property Owner	City Services	5653 154TH LN NW		547.15	30.00	38.09	615.24
691228676	Property Owner	City Services	5621 146th Ave Nw		547.41	30.00	38.11	615.52
674477357	Property Owner	City Services	15600 XKIMO CT NW		547.62	30.00	38.12	615.74
727159	Property Owner	City Services	5145 149TH LN NW		550.54	30.00	38.33	618.87
726976	Property Owner	City Services	5440 144TH WAY NW	UNIT 24	551.85	30.00	38.42	620.27
723105	Property Owner	City Services	14055 DYSPROSIUM ST NW		561.87	30.00	39.12	630.99
727822	Property Owner	City Services	15821 OSMIUM ST NW		563.84	30.00	39.25	633.09
718073230	Property Owner	City Services	5400 149TH LN NW		563.98	30.00	39.26	633.24
727943	Property Owner	City Services	15436 Fluorine St Nw		580.66	30.00	40.42	651.08
453404808	Property Owner	City Services	5811 157TH LN NW		582.24	30.00	40.53	652.77
727814	Property Owner	City Services	5371 140th Ave Nw		583.68	30.00	40.63	654.31
727988	Property Owner	City Services	5940 143rd Cir Nw		595.40	30.00	41.45	666.85
723757	Property Owner	City Services	15469 RADIUM ST NW		600.33	30.00	41.79	672.12
668157771	Property Owner	City Services	5178 148TH AVE NW		601.65	30.00	41.88	673.53
681415286	Property Owner	City Services	15200 UTE ST NW		601.65	30.00	41.88	673.53
720731	Property Owner	City Services	14220 DYSPROSIUM ST NW		601.65	30.00	41.88	673.53
725135	Property Owner	City Services	14101 DYSPROSIUM ST NW		601.65	30.00	41.88	673.53
726468	Property Owner	City Services	5322 143RD AVE NW		601.65	30.00	41.88	673.53
726509	Property Owner	City Services	5414 142ND AVE NW		601.65	30.00	41.88	673.53
728041	Property Owner	City Services	14177 NEON ST NW		606.59	30.00	42.23	678.82
727901	Property Owner	City Services	5404 142ND AVE NW		611.10	30.00	42.54	683.64
724786	Property Owner	City Services	14700 Fluorine St Nw		611.46	30.00	42.57	684.03
726259	Property Owner	City Services	5346 140th Ave Nw		613.24	30.00	42.69	685.93
644258397	Property Owner	City Services	14150 DYSPROSIUM ST NW		613.36	30.00	42.70	686.06
686401827	Property Owner	City Services	14690 Sodium St Nw		615.08	30.00	42.82	687.90
612064330	Property Owner	City Services	14271 ARGON ST NW		618.23	30.00	43.04	691.27
724911	Property Owner	City Services	5388 141ST AVE NW		619.21	30.00	43.11	692.32
724485	Property Owner	City Services	5401 142ND AVE NW		619.22	30.00	43.11	692.33
383621341	Property Owner	City Services	6160 144TH LN NW		635.50	30.00	44.24	709.74
640142287	Property Owner	City Services	14217 XKIMO ST NW		640.62	30.00	44.60	715.22
723748	Property Owner	City Services	5587 154th Ln Nw		641.17	30.00	44.64	715.81
18011172	Property Owner	City Services	14656 ARGON ST NW		641.29	30.00	44.64	715.93
483577507	Property Owner	City Services	14400 QUICKSILVER ST NW		641.29	30.00	44.64	715.93
622923248	Property Owner	City Services	6671 153RD CT NW		641.29	30.00	44.64	715.93
638738719	Property Owner	City Services	15225 Germanium Cir Nw		641.29	30.00	44.64	715.93

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655542844	Property Owner	City Services	5460 149TH LN NW		641.29	30.00	44.64	715.93
660192154	Property Owner	City Services	5260 149TH LN NW		641.29	30.00	44.64	715.93
668488991	Property Owner	City Services	5443 145TH AVE NW		641.29	30.00	44.64	715.93
674644633	Property Owner	City Services	5425 152ND AVE NW		641.29	30.00	44.64	715.93
688986875	Property Owner	City Services	15430 RADIUM ST NW		641.29	30.00	44.64	715.93
689326689	Property Owner	City Services	15445 SODIUM ST		641.29	30.00	44.64	715.93
694133559	Property Owner	City Services	15515 SODIUM ST		641.29	30.00	44.64	715.93
704100252	Property Owner	City Services	15410 GERMANIUM ST NW		641.29	30.00	44.64	715.93
704292051	Property Owner	City Services	14617 Olivine St Nw		641.29	30.00	44.64	715.93
710640191	Property Owner	City Services	13911 IRONSTONE TRL NW		641.29	30.00	44.64	715.93
714419068	Property Owner	City Services	14221 Xenon St Nw	Unit 11	641.29	30.00	44.64	715.93
718262	Property Owner	City Services	6870 169th Ln Nw		641.29	30.00	44.64	715.93
718271	Property Owner	City Services	14836 Olivine St Nw		641.29	30.00	44.64	715.93
718944	Property Owner	City Services	13881 IRONSTONE TRL NW		641.29	30.00	44.64	715.93
719231	Property Owner	City Services	5981 144TH LN NW		641.29	30.00	44.64	715.93
720122	Property Owner	City Services	5544 154th Ln Nw		641.29	30.00	44.64	715.93
720149	Property Owner	City Services	13725 EBONY ST NW		641.29	30.00	44.64	715.93
720153	Property Owner	City Services	14233 XKIMO ST NW		641.29	30.00	44.64	715.93
721977	Property Owner	City Services	15453 RADIUM ST NW		641.29	30.00	44.64	715.93
722169	Property Owner	City Services	15305 IODINE ST NW		641.29	30.00	44.64	715.93
722353	Property Owner	City Services	14705 QUICKSILVER ST		641.29	30.00	44.64	715.93
722645	Property Owner	City Services	16725 LIMONITE ST NW		641.29	30.00	44.64	715.93
723049	Property Owner	City Services	14231 Uranium St Nw		641.29	30.00	44.64	715.93
724180	Property Owner	City Services	15423 IODINE ST NW		641.29	30.00	44.64	715.93
725327	Property Owner	City Services	15473 RADIUM ST NW		641.29	30.00	44.64	715.93
726114	Property Owner	City Services	15463 Iodine St Nw	Unit South	641.29	30.00	44.64	715.93
726616	Property Owner	City Services	7273 E RAMSEY PKWY		641.29	30.00	44.64	715.93
727068	Property Owner	City Services	5565 154th Ln Nw		641.29	30.00	44.64	715.93
727314	Property Owner	City Services	5535 149TH LN NW		641.29	30.00	44.64	715.93
727634	Property Owner	City Services	14700 HELIUM ST NW		641.29	30.00	44.64	715.93
30081874	Property Owner	City Services	14282 TUNGSTEN WAY NW		641.30	30.00	44.65	715.95
721412	Property Owner	City Services	13943 Ironstone Ter Nw		641.30	30.00	44.65	715.95
721549	Property Owner	City Services	15160 QUICKSILVER ST NW		641.30	30.00	44.65	715.95
727745	Property Owner	City Services	15521 SODIUM WAY		641.30	30.00	44.65	715.95
719238	Property Owner	City Services	7266 149TH AVE NW		644.22	30.00	44.85	719.07
719939	Property Owner	City Services	5710 158TH CT		646.86	30.00	45.03	721.89
422874913	Property Owner	City Services	15111 TONTO ST NW		647.15	30.00	45.05	722.20
723230	Property Owner	City Services	14860 ZUNI ST NW		647.15	30.00	45.05	722.20
721193	Property Owner	City Services	15759 Neon St Nw		647.20	30.00	45.06	722.26
718401	Property Owner	City Services	7070 148th Ave Nw		648.26	30.00	45.13	723.39
15601245	Property Owner	City Services	14330 TUNGSTEN ST NW		650.07	30.00	45.26	725.33
671156957	Property Owner	City Services	14671 ARGON ST NW		650.07	30.00	45.26	725.33
710989567	Property Owner	City Services	6960 147TH AVE NW		650.07	30.00	45.26	725.33
720052	Property Owner	City Services	5410 144TH WAY	UNIT 22	650.08	30.00	45.26	725.34
726011	Property Owner	City Services	14240 URANIUM ST NW		650.08	30.00	45.26	725.34
725452	Property Owner	City Services	14591 Olivine Ter Nw		650.23	30.00	45.27	725.50
454792947	Property Owner	City Services	7009 Hwy 10 Nw		650.28	30.00	45.27	725.55

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624365442	Property Owner	City Services	5342 142ND LN NW		651.41	30.00	45.35	726.76
383608379	Property Owner	City Services	14725 XKIMO ST NW		654.42	30.00	45.56	729.98
719020	Property Owner	City Services	14600 HELIUM ST NW		655.82	30.00	45.66	731.48
664650189	Property Owner	City Services	14281 XKIMO ST NW		655.92	30.00	45.66	731.58
726334	Property Owner	City Services	6880 147TH AVE NW		658.75	30.00	45.86	734.61
725036	Property Owner	City Services	14838 GERMANIUM ST NW		658.85	30.00	45.87	734.72
712194920	Property Owner	City Services	6030 143RD LN NW		661.78	30.00	46.07	737.85
725736	Property Owner	City Services	14750 POTASSIUM ST NW		661.78	30.00	46.07	737.85
656804238	Property Owner	City Services	15225 Fluorine St Nw		661.84	30.00	46.07	737.91
483466061	Property Owner	City Services	14411 RADIUM ST NW		664.71	30.00	46.27	740.98
727353	Property Owner	City Services	15143 HELIUM ST NW		664.71	30.00	46.27	740.98
723479	Property Owner	City Services	7010 170TH TRL NW		667.63	30.00	46.48	744.11
723120	Property Owner	City Services	5251 149TH LN NW		669.83	30.00	46.63	746.46
720871	Property Owner	City Services	7809 148TH LN NW		670.56	30.00	46.68	747.24
697178145	Property Owner	City Services	14729 HELIUM ST NW		670.57	30.00	46.68	747.25
12661013	Property Owner	City Services	14340 TUNGSTEN ST NW		670.84	30.00	46.70	747.54
679283880	Property Owner	City Services	16018 IODINE ST		671.11	30.00	46.72	747.83
719178	Property Owner	City Services	14888 PERIDOT ST NW		673.48	30.00	46.89	750.37
724385	Property Owner	City Services	15429 Iodine St Nw		673.54	30.00	46.89	750.43
727940	Property Owner	City Services	5528 153rd Ct Nw		673.66	30.00	46.90	750.56
478789215	Property Owner	City Services	15201 BARIUM ST NW		676.58	30.00	47.10	753.68
726710	Property Owner	City Services	5525 153RD CT NW		677.22	30.00	47.15	754.37
722974	Property Owner	City Services	7850 149TH AVE NW		679.33	30.00	47.29	756.62
718617	Property Owner	City Services	7141 148th Ln Nw		679.43	30.00	47.30	756.73
652339018	Property Owner	City Services	15262 COBALT ST NW		682.23	30.00	47.49	759.72
483753338	Property Owner	City Services	14950 ZUNI ST NW		685.62	30.00	47.73	763.35
727061	Property Owner	City Services	7217 E Ramsey Pkwy		687.85	30.00	47.89	765.74
613511633	Property Owner	City Services	14751 XKIMO ST NW		690.32	30.00	48.06	768.38
724349	Property Owner	City Services	14361 POTASSIUM ST NW		691.13	30.00	48.11	769.24
718795	Property Owner	City Services	16718 LIMONITE ST NW		691.39	30.00	48.13	769.52
705353699	Property Owner	City Services	14211 VANADIUM ST NW		692.43	30.00	48.20	770.63
720009	Property Owner	City Services	16212 LITHIUM CT NW		697.24	30.00	48.54	775.78
718887	Property Owner	City Services	7263 148TH LN NW		697.28	30.00	48.54	775.82
719427	Property Owner	City Services	5324 142ND LN NW		698.77	30.00	48.65	777.42
655531873	Property Owner	City Services	14292 TUNGSTEN WAY NW		702.86	30.00	48.93	781.79
726807	Property Owner	City Services	15416 FLUORINE ST NW		705.83	30.00	49.14	784.97
668134792	Property Owner	City Services	14412 IODINE ST NW		708.86	30.00	49.35	788.21
727272	Property Owner	City Services	14579 Olivine St		713.83	30.00	49.69	793.52
485947607	Property Owner	City Services	15220 Germanium St Nw		714.89	30.00	49.77	794.66
723074	Property Owner	City Services	14170 Xenon St Nw	Unit 6	714.91	30.00	49.77	794.68
727071	Property Owner	City Services	14150 MAGNESIUM ST NW		715.14	30.00	49.79	794.93
1236977	Property Owner	City Services	5550 149TH LN NW		717.63	30.00	49.96	797.59
426481293	Property Owner	City Services	6206 RIVLYN AVE NW		720.96	30.00	50.19	801.15
674812294	Property Owner	City Services	14871 XKIMO ST NW		723.47	30.00	50.37	803.84
722817	Property Owner	City Services	14180 URANIUM ST NW		723.98	30.00	50.40	804.38
705131998	Property Owner	City Services	15491 YAKIMA CT S		725.16	30.00	50.48	805.64
615416800	Property Owner	City Services	14767 Kamacite St Nw		725.63	30.00	50.52	806.15

"Delinquent Amount" is due 11/16/2018. If unpaid by deadline, "Total Subject to Certification" will be assessed to 2019 property taxes.

Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
721099	Property Owner	City Services	15210 Germanium St Nw		726.33	30.00	50.56	806.89
726171	Property Owner	City Services	13923 Ironstone Ter Nw		726.78	30.00	50.60	807.38
720712	Property Owner	City Services	7787 148TH LN NW		726.83	30.00	50.60	807.43
675624428	Property Owner	City Services	6855 148TH LN NW		726.94	30.00	50.61	807.55
725804	Property Owner	City Services	14720 ERKIUM ST NW		732.77	30.00	51.01	813.78
720309	Property Owner	City Services	14700 GERMANIUM ST NW		738.83	30.00	51.43	820.26
718685	Property Owner	City Services	16710 LIMONITE ST NW		741.07	30.00	51.59	822.66
706002029	Property Owner	City Services	7031 137th Ln Nw		743.72	30.00	51.78	825.50
719145	Property Owner	City Services	15603 Iodone St Nw		744.21	30.00	51.81	826.02
718613	Property Owner	City Services	14635 SODIUM ST NW		747.23	30.00	52.02	829.25
676705915	Property Owner	City Services	15247 Germanium Cir Nw		747.57	30.00	52.04	829.61
678532335	Property Owner	City Services	14795 KRYPTON CT NW		748.05	30.00	52.08	830.13
704266754	Property Owner	City Services	14841 ARGON ST NW		748.05	30.00	52.08	830.13
724240	Property Owner	City Services	4881 142ND LN NW		749.93	30.00	52.21	832.14
727902	Property Owner	City Services	5713 160TH LN NW		751.45	30.00	52.31	833.76
667094355	Property Owner	City Services	14201 Xenon St Nw	Unit 19	753.64	30.00	52.47	836.11
719797	Property Owner	City Services	6981 137TH LN NW		753.74	30.00	52.47	836.21
395504700	Property Owner	City Services	14221 VANADIUM ST NW		754.07	30.00	52.50	836.57
645326936	Property Owner	City Services	5841 158TH LN NW		757.09	30.00	52.71	839.80
720229	Property Owner	City Services	13885 IRONSTONE TRL NW		759.66	30.00	52.88	842.54
623864920	Property Owner	City Services	7110 148th Ave Nw		762.34	30.00	53.07	845.41
719005	Property Owner	City Services	16194 LITHIUM CT NW		765.73	30.00	53.31	849.04
718562	Property Owner	City Services	6174 146th Ave Nw		769.73	30.00	53.59	853.32
718888	Property Owner	City Services	14842 OLIVINE ST NW		780.35	30.00	54.33	864.68
726666	Property Owner	City Services	6960 137th Ln Nw		780.65	30.00	54.35	865.00
1776781	Property Owner	City Services	5222 148TH AVE NW		793.85	30.00	55.27	879.12
721957	Property Owner	City Services	5698 152ND WAY NW		795.64	30.00	55.39	881.03
414754675	Property Owner	City Services	5601 146TH AVE NW		798.24	30.00	55.57	883.81
725513	Property Owner	City Services	13741 DOLOMITE ST NW		800.91	30.00	55.76	886.67
704226711	Property Owner	City Services	5991 146TH AVE NW		804.05	30.00	55.98	890.03
493603258	Property Owner	City Services	6140 145th Ln Nw		804.46	30.00	56.00	890.46
613472501	Property Owner	City Services	15101 COBALT ST NW		811.43	30.00	56.49	897.92
728349	Property Owner	City Services	7150 148th Ln Nw		813.94	30.00	56.66	900.60
720477	Property Owner	City Services	7804 149TH AVE NW		822.36	30.00	57.25	909.61
689963132	Property Owner	City Services	15501 XKIMO ST		823.32	30.00	57.32	910.64
718264	Property Owner	City Services	14649 Iodine Ct Nw		825.48	30.00	57.47	912.95
718368	Property Owner	City Services	6915 169TH LN NW		828.78	30.00	57.70	916.48
15131203	Property Owner	City Services	14320 TUNGSTEN ST NW		829.28	30.00	57.73	917.01
714596885	Property Owner	City Services	14200 XENON ST	UNIT 2	837.54	30.00	58.31	925.85
725674	Property Owner	City Services	15302 RADIUM WAY NW		838.61	30.00	58.38	926.99
724181	Property Owner	City Services	16771 MARBLE ST NW		854.48	30.00	59.49	943.97
425486525	Property Owner	City Services	7051 137th Ave Nw		869.97	30.00	60.56	960.53
635767508	Property Owner	City Services	5850 157th Ln Nw		874.39	30.00	60.87	965.26
679321126	Property Owner	City Services	15421 XKIMO ST		879.35	30.00	61.22	970.57
496329287	Property Owner	City Services	15200 Germanium St Nw		882.53	30.00	61.44	973.97
666716756	Property Owner	City Services	7050 147th Ave Nw		903.39	30.00	62.89	996.28
631229808	Property Owner	City Services	6830 148TH LN NW		908.90	30.00	63.27	1,002.17

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
721499	Property Owner	City Services	6200 145TH LN NW		909.43	30.00	63.31	1,002.74
674033735	Property Owner	City Services	6220 152ND AVE NW		909.56	30.00	63.32	1,002.88
725284	Property Owner	City Services	5720 145TH CT NW		915.05	30.00	63.70	1,008.75
688644	Property Owner	City Services	14701 GERMANIUM ST NW		916.43	30.00	63.80	1,010.23
712516551	Property Owner	City Services	15540 IODINE ST NW		921.13	30.00	64.13	1,015.26
722893	Property Owner	City Services	5739 152 WAY NW		939.70	30.00	65.42	1,035.12
720828	Property Owner	City Services	6168 146th Ave Nw		940.01	30.00	65.44	1,035.45
665908786	Property Owner	City Services	14400 Iodine St Nw		961.14	30.00	66.91	1,058.05
718760	Property Owner	City Services	14940 WACO ST NW		965.65	30.00	67.23	1,062.88
720924	Property Owner	City Services	15310 XKIMO ST NW		974.42	30.00	67.84	1,072.26
422439531	Property Owner	City Services	7031 147TH LN NW		974.47	30.00	67.84	1,072.31
656008085	Property Owner	City Services	14581 IODINE ST NW		980.89	30.00	68.29	1,079.18
634668003	Property Owner	City Services	15460 YAKIMA ST NW		986.55	30.00	68.68	1,085.23
383470283	Property Owner	City Services	14991 WACO ST NW		998.16	30.00	69.49	1,097.65
720353	Property Owner	City Services	5960 144TH CIR NW		998.16	30.00	69.49	1,097.65
727270	Property Owner	City Services	15340 XKIMO ST NW		998.31	30.00	69.50	1,097.81
627213120	Property Owner	City Services	14778 XKIMO ST NW		1,003.91	30.00	69.89	1,103.80
724305	Property Owner	City Services	15490 XKIMO ST		1,018.01	30.00	70.87	1,118.88
724651	Property Owner	City Services	6131 145TH LN NW		1,037.14	30.00	72.20	1,139.34
727194	Property Owner	City Services	14800 Krypton Ct Nw		1,042.67	30.00	72.59	1,145.26
718162	Property Owner	City Services	14701 NEON ST NW		1,045.51	30.00	72.78	1,148.29
722418	Property Owner	City Services	6821 147th Ave Nw		1,056.40	30.00	73.54	1,159.94
718377	Property Owner	City Services	14777 XKIMO ST NW		1,057.39	30.00	73.61	1,161.00
719752	Property Owner	City Services	14721 Potassium St Nw		1,062.73	30.00	73.98	1,166.71
727457	Property Owner	City Services	13640 HEMATITE CIR NW		1,080.74	30.00	75.24	1,185.98
722700	Property Owner	City Services	15840 Osmium St Nw		1,091.23	30.00	75.97	1,197.20
719818	Property Owner	City Services	5770 162ND LN NW		1,111.22	30.00	77.36	1,218.58
1321918	Property Owner	City Services	14880 ZUNI ST NW		1,115.52	30.00	77.66	1,223.18
633699046	Property Owner	City Services	15774 Neon St Nw		1,119.77	30.00	77.95	1,227.72
726993	Property Owner	City Services	7086 168TH AVE NW		1,121.74	30.00	78.09	1,229.83
722933	Property Owner	City Services	14568 WACO ST NW		1,134.84	30.00	79.00	1,243.84
724274	Property Owner	City Services	5962 151ST LN NW		1,143.95	30.00	79.64	1,253.59
720413	Property Owner	City Services	16111 IODINE ST NW		1,146.68	30.00	79.83	1,256.51
610988824	Property Owner	City Services	6250 MCKINLEY ST NW		1,199.45	30.00	83.50	1,312.95
723889	Property Owner	City Services	14620 NEON ST NW		1,212.73	30.00	84.43	1,327.16
718276	Property Owner	City Services	4965 155TH LN NW		1,232.80	30.00	85.82	1,348.62
674018518	Property Owner	City Services	15539 Iodine Ct Nw		1,262.06	30.00	87.86	1,379.92
722177	Property Owner	City Services	5641 146th Ave Nw		1,282.91	30.00	89.31	1,402.22
726033	Property Owner	City Services	14550 IODINE ST NW		1,322.46	30.00	92.06	1,444.52
492505827	Property Owner	City Services	5521 144th Ave		1,338.03	30.00	93.15	1,461.18
925859	Property Owner	City Services	14771 FLUORINE ST NW		1,349.49	30.00	93.95	1,473.44
673670027	Property Owner	City Services	15386 KRYPTON ST NW		1,408.63	30.00	98.06	1,536.69
728492	Property Owner	City Services	14261 WOLFRAM ST NW		1,423.67	30.00	99.11	1,552.78
728159	Property Owner	City Services	6001 167th Ave Nw		1,443.20	30.00	100.47	1,573.67
726326	Property Owner	City Services	9619 Hwy 10 Nw		1,520.71	30.00	105.87	1,656.58
728245	Property Owner	City Services	6021 HWY 10 NW		1,583.21	30.00	110.22	1,723.43
630435835	Property Owner	City Services	6845 169TH LN NW		1,604.18	30.00	111.68	1,745.86

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Account	Account Name	Description	Prop Add 1	Prop Add 2	Delinquent Amount	Admin Fee	Interest (5.50%)	Total Cert Amt
650528156	Property Owner	City Services	14760 Potassium St Nw		1,617.74	30.00	112.62	1,760.36
705879197	Property Owner	City Services	14077 ST FRANCIS BLVD NW		1,628.55	30.00	113.37	1,771.92
708937515	Property Owner	City Services	14801 ERKIUM ST NW		1,721.04	30.00	119.81	1,870.85
721370	Property Owner	City Services	14220 BASALT ST NW		1,811.40	30.00	126.10	1,967.50
494614209	Property Owner	City Services	6501 MCKINLEY AVE NW		1,916.30	30.00	133.41	2,079.71
727949	Property Owner	City Services	14583 Olivine Ter Nw		2,104.25	30.00	146.49	2,280.74
725523	Property Owner	City Services	6991 137TH LN NW		2,901.88	30.00	202.02	3,133.90
				Utility Billing Total:	**$ 300,057.90**	**$ 31,230.00**	**$ 20,889.60**	**$ 352,177.50**
25097/24870	Property Owner	False Alarm Fees	14235 Bowers Drive NW		225.00	30.00	15.63	270.63
25124	Property Owner	Abatement Fees	16111 Azurite Street NW		918.75	30.00	63.82	1,012.57
25103	Property Owner	Abatement Fees	16640 Quicksilver Street NW		2,112.50	30.00	146.75	2,289.25
24193	Property Owner	False Alarm Fees	14160 Junkite Street NW		75.00	30.00	5.21	110.21
				Accounts Receivable Total:	**$ 3,331.25**	**$ 120.00**	**$ 231.41**	**$ 3,682.66**
				Total Accounts Subject to 2018 Property Tax Certification:	**$ 303,389.15**	**$ 31,350.00**	**$ 21,121.01**	**$ 355,860.16**

"Delinquent Amount" is due 11/16/2018. If unpaid by deadline, "Total Subject to Certification" will be assessed to 2019 property taxes.

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-183

RESOLUTION DECLARING COST TO BE ASSESSED AND CALLING FOR A PUBLIC HEARING ON PROPOSED ASSESSMENT FOR PAST-DUE CHARGES ON MUNICIPAL UTILITY BILLS (WHICH MAY INCLUDE WATER, SEWER, STREET LIGHTING, RECYCLING, STORM WATER CHARGES AND PENALTIES INCURRED) AND CURRENT SERVICES RENDERED

WHEREAS, the City of Ramsey provides varying services that are billed directly to residents through the municipal utility bill and through invoices; and

WHEREAS, the Finance Department has calculated the proper amount to be specially assessed against every assessable lot, without regard to cash valuation, as provided by law, and has on file in the city offices a copy of such proposed assessment for public inspection.

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

1) That the amount to be assessed against property owners is declared to be $355,860.16 (includes administrative charges and interest from September 25, 2018 - December 31, 2019).

2) That the principal of the assessments shall be for one (1) year, payable with property taxes payable in 2019 and shall bear an administrative charge of $30.00 for each delinquent bill and shall bear interest at the rate of 5.50 percent per annum from the date of the adoption of the assessment resolution.

3) That a public hearing shall be held on Tuesday, September 25, 2018 at 7:00 p.m. at Ramsey Municipal Center, to pass upon such proposed assessment and at such time and place all persons owing delinquent payments will be given an opportunity to be heard with reference to such assessments.

4) That the City Administrator is hereby directed to cause notice of the public hearing on the proposed assessment to be published in the official newspaper at least two weeks prior to the hearing. He shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearings.

5) That the owner of any property so assessed may, from the adoption of the assessment and by November 16, 2018, pay the whole assessment without interest charges accrued. Payments received after November 16, 2018 will be refused and the assessment will be certified to the County Auditor for the specified period of one year.

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 11th day of September 2018.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **4. 6.**

Meeting Date: 09/11/2018

By: Jo Thieling, Administrative Services

Information

Title

Adopt Resolution #18-189 Proclaiming September 17 - 23, 2018 as Constitution Week

Purpose/Background:

Purpose: To consider adoption of a resolution proclaiming September 17 - 23, 2018 as Constitution Week.

Background: As per a request by the Daughters of the American Revolution, the City Council is asked to consider adopting the attached resolution proclaiming September 17 - 23, 2018 as Constitution Week.

Recommendation:

Staff recommends adoption of the resolution proclaiming Constitution Week as has been done for the past several years by the Ramsey City Council.

Action:

Motion to adopt Resolution #18-189 Proclaiming September 17 - 23, 2018 as Constitution Week.

Attachments

Resolution Constitution Week

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 08:56 AM
Form Started By: Jo Thieling		Started On: 09/04/2018 12:38 PM
Final Approval Date: 09/06/2018		

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #18-189

RESOLUTION PROCLAIMING SEPTEMBER 17 – 23, 2018 AS CONSTITUTION WEEK

WHEREAS, September 17, 2018, marks the two hundred thirty-first anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary, and to the patriotic celebrations which will commemorate the occasion; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week.

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 of the City of Ramsey hereby proclaims the week of September 17 through 23, 2018, as **CONSTITUTION WEEK.**

2) That the City Council of the City of Ramsey asks its citizens to reaffirm the ideals of the Framers of the Constitution by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be gained.

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 11th day of September 2018.

Acting Mayor John LeTourneau

ATTEST:

_____

City Clerk Jo Ann M. Thieling

CC Regular Session **4. 7.**

Meeting Date: 09/11/2018

By: Sean Sullivan, Community Development

Information

Title

Adopt Resolution 18-190 Authorizing the Execution of a Certificate of Completion in Relation to a Development Agreement with H & P Development L.L.C.

Purpose/Background:

This case is a housekeeping item. Per the attached development agreement, the City is required to execute a Certificate of Completion upon the "completion" of minimum site improvements (which are called out in the original development agreement). Commonly, this request comes to the City when property is being transferred (as the title work shows this item is outstanding). The ownership has requested that the City of Ramsey execute a Certificate of Completion. This case has been reviewed by our Community Development Department, the minimum improvements have been completed, and Staff recommends moving forward with executing the attached certificate and resolution. The City Attorney has reviewed and approved the Form of Certificate of Completion attached to the case.

The subject property is located 13950 Radium St NW.

Notification:

Notification is not required for this action.

Observations/Alternatives:

This is a simple release of a Development Agreement. See Background section and attached document for details.

Funding Source:

This case is being handled as part of normal Staff duties.

Recommendation:

Staff recommends approval of the Certificate of Completion.

Action:

Motion to adopt Resolution 18-190 Authorizing the Execution of a Certificate of Completion in Relation to a Development Agreement with H & P Development L.L.C; subject to amendments by the City Attorney.

Attachments

Contract for Private Development and Assignment and Assumption Agreement

Resolution 18-190 Authorizing the Execution of a Certificate of Completion in Relation to a Development Agreement with H & P Development L.L.C.

Form of Certificate of Completion H & P Development L.L.C.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kathy Schmitz	09/05/2018 11:10 AM
Sean Sullivan (Originator)	Sean Sullivan	09/05/2018 11:40 AM
Kurt Ulrich	Sean Sullivan	09/05/2018 03:33 PM
Sean Sullivan (Originator)	Sean Sullivan	09/05/2018 03:50 PM
Kurt Ulrich	Kurt Ulrich	09/06/2018 09:07 AM
Form Started By: Sean Sullivan		Started On: 09/04/2018 04:45 PM
Final Approval Date: 09/06/2018		

1505053

354698

CONTRACT FOR PRIVATE DEVELOPMENT

BETWEEN

THE CITY OF RAMSEY, MINNESOTA

AND

H & P DEVELOPMENT L.L.C.

(1)

new T- 35-32-25-21-0025

A- ———— 0026

cc

This Instrument Drafted by:

Advance Resources for Development, Inc.
8960 Springbrook Drive
Coon Rapids, Minnesota 55433

Reviewed by:

Randall, Dehn & Goodrich
2140 Fourth Avenue North
Anoka, Minnesota 55303

THIS AGREEMENT, made and entered as of this 5th day of June, 2000, by and between the City of Ramsey, a Minnesota municipal corporation, having its principal office at 15153 Nowthen Boulevard Northwest, Ramsey, Minnesota ("City"), and H & P Development L.L.C., a Minnesota Limited Liability Company having his principal office at 13915 Radium Str. NW, Ste. A, Ramsey, MN 55303 ("Developer").

WITNESSETH:

WHEREAS, the City has created and established Development District No. 1 ("District") and Tax Increment Financing District No. 2 ("TIF District") pursuant to the authority granted in Minnesota Statutes, Sections 469.124 through 469.134 and Sections 469.174 through 469.179; (collectively, "the Acts"); and

WHEREAS, pursuant to the Acts, the City has adopted a Development District Program ("Program") and a Tax Increment Financing Plan ("TIF Plan") to finance all or a portion of the public development costs of the District; and

WHEREAS, in order to achieve the objectives of the Program and TIF Plan as hereinafter defined and particularly to make land in the District available for development by private enterprise for and in accordance with the Program, the City has determined to provide substantial aid and assistance through the sale of bonds and other obligations to finance public development costs in the District; and

WHEREAS, the Developers have proposed a development as hereinafter defined within the District which the City has determined will promote and carry out the objectives for which development in the District has been undertaken, will assist in carrying out the obligations of the Program and TIF Plan, will be in the vital best interests of the City, and the health, safety, morals and welfare of its residents, and is in accord with the public purposes and provisions of the applicable state and local laws and requirements under which development in the District has been undertaken and is being assisted.

WHEREAS, the City intends to construct certain improvements listed in the Capital Improvement Program including, but not limited to, additional wells and water towers, using the increments generated by the projects constructed in the Tax Increment Financing Districts.

NOW, THEREFORE, in consideration of the mutual covenants and obligations of the City and the Developer, each party does hereby represent, covenant and agree with the other as follows:

ARTICLE I

DEFINITIONS, EXHIBITS, RULES OF INTERPRETATION

Section 1.1 Definitions. In this Agreement, the-following terms have the following respective meanings unless the context hereof clearly requires otherwise:

(a) Certificate of Completion. A certificate in the form of Exhibit E to this agreement to be issued by the City to the Developer upon substantial completion of the minimum improvements

(b) City. The City of Ramsey, Anoka County, Minnesota.

(c) Closing Date. June 5, 2000 or such earlier date on which the parties may agree.

(d) Construction Plans. Collectivcly, the plans, drawings, and related documents described in Exhibit B to this agreement.

(e) Developer. H & P Development L.L.C., a Minnesota Limited Liability Company.

(f) Development Property. The property legally described in Exhibit A hereto.

(g) Development District ("District"). Development District No. 1, created by the City pursuant to M.S. §469.124 through §469.134 and described in the Program adopted therefore.

(h) Development District Program ("Program"). The plan for development of the District adopted by the City pursuant to M.S. §469.124 through §469.134.

(i) Holder. The owner of a Mortgage.

(j) Market Value. The market value of the Development Property as determined by the County Assessor in accordance with M.S. §273.11 (or as finally adjusted by an assessor, board of equalization, commissioner of revenue, or any court).

(k) Maturity Date. The earlier of (i) December 31, 2012 and (ii) the date all financial assistance provided by the City described in Section 2.2(i) has been recovered from Tax Increments generated by the Development Property.

(1) Minimum Improvements. The office and warehouse/manufacturing building to be constructed by Developer in accordance with the Construction Plans.

(m) Minimum Market Value. The minimum market value for the development property as set forth in Section 6.1 hereof.

(n) Mortgage. The mortgage references in Article VII of this Agreement and any deed of trust or other instrument creating an encumbrance or lien upon the Development Property or any part thereof, as security for a loan.

(o) Net Tax Increment. The remaining increment after the subtraction of County and reasonable City Administrative Charges, Fiscal Disparities Contributions, Original Tax Capacity and all other charges required by the Acts.

(p) Site Improvements. Collectively, the site preparation and other improvements to be constructed by the City on, or adjacent to, the Development Property, pursuant to the Site Improvement Plans.

(q) Site Improvement Plans. Collectively, the plans, drawings and related documents described in Exhibit C of this agreement.

(r) Tax Increment. The tax increments produced by increases in the valuation of property in the TIF District.

(s) Tax Increment Bonds ("TIF Bonds"). The general obligation tax increment bonds issued by the City to finance the Site Improvements on the Development Property and related costs: The term also includes any bonds or obligations issued to refund any TIF Bonds.

(t) Tax Increment Financing District ("TIF District"). TIF District No. 2 created by the City pursuant to M.S. §469.174 through §469.179 and described in the TIF Plan adopted therefore.

(u) Tax Increment Financing Plan ("Plan"). The plan for development of the TIF District adopted by the City pursuant to M.S. §469.174 through §469.179.

(v) Unavoidable Delays. Delays beyond the reasonable control of the party seeking to be excused as a result thereof, which are the direct result of strikes, other labor troubles, fire or other casualty to the Minimum Improvements, litigation commenced by third parties which, by injunction or other similar judicial action, directly results in delays, or acts of any federal, state or local governmental unit (other than the City in exercising its rights under this Agreement) which directly result in delays.

(w) Other Terms. Terms defined in other sections of this agreement have the meanings given them.

Section 1.2. Exhibits. The following Exhibits are attached to and, by reference, made a part of this Agreement:

A. Legal Description of Development Property
B. Construction Plans
C. Development Permit
D. Assessment Agreement and Certificate of County Auditor
E. Certificate of Completion
F. Lien Agreement
G. Agreement to Pay Deficiencies

Section 1.3. Rules of Interpretation.

(a) This Agreement shall be interpreted in accordance with and governed by the laws of the State of Minnesota.

(b) The words "herein" and "hereof' and words of similar import, without reference to any particular section or subdivision, refer to this Agreement as a whole rather than any particular section or subdivision hereof.

(c) References herein to any particular section or subdivision hereof are to the section or subdivision of this Agreement as originally executed.

(d) Any titles of the several parts, articles, and sections of this Agreement are inserted for convenience and reference only and shall be disregarded in construing or interpreting any of its provisions.

ARTICLE II

REPRESENTATION AND UNDERTAKINGS

Section 2.1. By the Developer. The Developer makes the following representations and undertakings:

(a) The Developer has the legal authority and power to enter into this Agreement.

(b) The Developer will construct the Minimum Improvements in accordance with the terms of this Agreement, the Program, the TIF Plan, and all local, state and federal laws and regulations.

(c) Upon completion of the Minimum Improvements, the Developer Will operate and maintain, or cause to be operated and maintained, the Minimum Improvements until the Maturity Date.

(d) That Minimum Improvements will be permitted uses under City ordinance, and will be constructed in conformity with the Program and TIF Plan, and will be constructed by the Developer at a minimum market value of at least One Million Four Hundred Thousand Dollars ($1,400,000).

(e) The Developer has received no notice or communication from any local, state or federal official that the activities of the Developer or the City in the Development District may be, or will be, in violation of any environmental law or regulation (other than those notices or communications of which the City is aware). The Developer is aware of no facts, the existence of, which would cause it to be in violation of or give any person a valid claim under any local, state or federal environmental law, regulation or review procedure.

(f) Subject to unavoidable delays, the Developer will obtain, 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 Minimum Improvements may be lawfully constructed.

(g) 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 provisions of any corporate restriction or any evidences of indebtedness, agreement or instrument of whatever nature to which the Developer is now a party or by which the Developer is bound, or constitutes a default under any of the foregoing.

(h) The Developer will cooperate with the City with respect to any litigation, other than litigation in which the City and the Developer are adverse parties, commenced with respect to the TIF Plan, the Program, or Minimum Improvements.

(i) Business Subsidies Act

(i) In order to satisfy the provisions of Minnesota Statutes, Sections 116J.993 to 116J.995 (the Business Subsidies Act), the Developer acknowledges and agrees that the amount of the Business Subsidy granted by the City to the Developer under this Agreement is $252,806 which is an amount equal to the fair market value of the development property, site improvements and capitalized interest. The Developer further acknowledges that the Business Subsidy is needed because the Project is not sufficiently feasible for the Developer to undertake without the Business Subsidy. The Tax Increment District is a redevelopment district and the public purpose of the Business Subsidy is to encourage the redevelopment of the property in the City. The Developer agrees that it will meet the following goals (the "Goals"): It will create at least 10 full time jobs in connection with the development of the Development Property at an hourly wage of at least $10.00 per hour within two years from the Benefit Date, which is the date of the building permit issued by the city for the redevelopment of the property.

(ii) If the Goals are not met, the Developer agrees to repay all or a part of the Business Subsidy to the City, plus interest ("Interest") set at the implicit price deflator defined in Minnesota Statutes, Section 275.70, Subdivision 2, accruing from and after the Benefit Date, compounded semiannually. If the Goals are met in part, the Developer will repay a portion of the Business Subsidy (plus Interest) determined by multiplying the Business Subsidy by a fraction, the numerator of which is the number of jobs in the Goals which were not created at the wage level set forth above and the denominator of which is 10 (i.e. number of jobs set forth in the Goals). The Developer agrees to continue its operations on the Development Property for at least five years after the Benefit Date.

(iii) The Developer agrees to (i) report its progress on achieving the Goals to the City until the Goals are met, or the Business Subsidy is repaid, whichever occurs earlier, (ii) include in the report the information required in Subdivision 7 of the Jobs Act on forms developed by the Minnesota Department of Trade and Economic Development, and (iii) send completed reports to the Commissioner of the Department of Trade and Economic Development and to the City. The Developer agrees to file these reports no later than March 1 of each year commencing March 1, 2001, and within 30 days after the deadline for meeting the Goals. The City agrees that if it does not receive the reports, it will mail the Developer a warning within one week of the required filing date. If within 14 days of the post marked date of the warning the reports are not made, the Developer agrees to pay to the City a penalty of $100 for each subsequent day until the report is filed up to a maximum of $3,000.

(iv) The Developer agrees to continue operations on the Development Property for at least five (5) years after the Benefit Date. There are no other state or local government agencies providing financial assistance for the Project other than the City.

(j) The Developer shall pay to the City all Legal and Administrative Expenses that have been incurred by the City in association with the project within 15 days of a notice by the City indicating the Legal and Administrative Expenses that are currently due and owing.

Section 2.2 By the City. The City makes the following representations as the basis for the undertaking on its part herein contained:

(a) The City is authorized by law to enter into this Agreement and to carry out its obligations hereunder.

(b) The City has found that the TIF District is a "redevelopment tax increment financing district," pursuant to M.S. §469.174.

(c) The City will, in a timely manner, subject to all notification requirements, review and act upon all submittals and applications of the Developer, and will cooperate with the efforts of the Developer to secure the granting of any permit, license, or other approval required, to allow the construction of the Minimum Improvements; provided, however, that nothing contained in this subparagraph shall be construed to Emit in any way the reasonable and legitimate exercise of the City's discretion in considering any submittal or application.

(d) The activities of the City are undertaken for the purpose of fostering the redevelopment of certain real property which, for a variety of reasons, is presently unutilized and underutilized and for the purpose of promoting economic development and the creation of employment opportunities.

(f) The City will cooperate with the Developer with respect to any litigation, other than litigation in which the City and the Developer are adverse parties, commenced with respect to the TIF Plan, Program, or Minimum Improvements.

(g) The Development Property is properly zoned for the developer's intended use and the Minimum Improvements contemplated by the construction Plans are in conformity with the Program and TIF Plan.

(h) The City has received no notice or communication from any local, state or federal official that the activities of the Developer or the City in the Development District may be, or will be, in violation of any environmental law or regulation (other than those notices or communications of which the Developer is aware). The City is aware of no facts, the existence of, which would cause it to be in violation of, or give any person a valid claim, under any local, state or federal environmental law, regulation or review procedure.

(i) The City will provide the following financial assistance to the Developer of the Development Property. This assistance will be a total of $252,806. The financial assistance from the City shall be based upon the following calculations:

Site and Public Improvements	$212,782
Capitalized Interest for 2 years @ 9%	40,024
Total	$252,806

These site improvement payments will be made only if all property taxes and City fees and charges on the property are current and a Certificate of Occupancy has been issued for the structure. The developer will waive any interest or penalty for any payment withheld.

Section 2.3 Title and Survey. City, at City's expense, shall promptly obtain and deliver to Developer a commitment for an owner's title insurance policy (ALTA Owner's Form Policy 1992) issued by a title insurance company acceptable to Developer ("Title Company"), naming Developer as the proposed owner-insured of the Development Property in the amount of $212,782 (the "Commitment"), together with copies of all documents referred to in the Commitment. The Commitment shall commit to insure fee title in Developer, free and clear of all mechanic's lien claims, questions of survey, unrecorded interests, rights of parties in possession, or other exceptions.

Developer will be allowed ten (10) business days after receipt of the Commitment, the copies of the documents referred to in the Commitment and the Survey (as hereinafter defined) for examination thereof, and for making any objections to the marketability of the title to the Development Property, said objections to be made by written notice or to be deemed waived. Developer need not object to mortgages or other monetary liens. If any objections are so made to the marketability of the title to the Development Property, City shall immediately commence and diligently endeavor to complete all actions necessary to cure the objections, including, but not limited to, the institution of "quick take" eminent domain proceedings, and shall be allowed until the Closing Date to cure such objections and make the title to the Development Property good and marketable of record in City and to obtain and deliver to Developer appropriate endorsements to the Commitment and an updated Survey indicating that any such objections have been cured. If not sooner satisfied, City shall satisfy any mortgages or other monetary liens against the Development Property at the closing. If the title to the Development Property, as evidenced by the Commitment and Survey together with any updating of the Commitment and Survey, is not made good and marketable of record in City on the Closing Date, Developer, at its option, may terminate this Agreement by giving written notice to City in which event this Agreement shall become null and void, and neither party shall have any further rights, obligations, or liability hereunder.

City agrees to promptly obtain and deliver to Developer, at City's expense, a currently dated survey of the Development Property ("Survey"), prepared by a Minnesota registered land surveyor acceptable to Developer and City. The Survey will be certified to City, Developer, and Title Company. The Survey shall show the exact location, legal description, and boundary lines of the Development Property; the nature and location of all easements and encroachments from or on the Development Property; the square footage of the Development Property. The Survey shall be certified to meet the Minimum Detail Standards adopted in 1992 by ALTA/ASCM for

Class A urban surveys, including Items 1, 3, 4, 6, 8, and 13 of Table A thereto, and shall otherwise be in form reasonably acceptable to Developer.

Section 2.4 Inspection. Developer, its agents and designees, are hereby granted the right, at all reasonable times, to enter upon and inspect, analyze, and test the Development Property and its various components for all reasonable purposes, including, but not limited to, investigations for the presence of asbestos, PCBs and other hazardous substances, hazardous wastes, pollutants, or contaminants on the Development Property. Developer shall pay for the cost of all investigations of the Development Property which are ordered by Developer. Developer hereby agrees to indemnify and hold City harmless from any claims, damage, costs, and liability including, without limitation, reasonable attorney's fees, resulting from the entering upon the Development Property or the performing of any of the analyses, tests, or inspections referred to in this Paragraph; however, nothing contained herein shall be deemed to require Developer to indemnify or hold City harmless from any liability for any environmental remediation which based upon Developer's tests or inspections, may be determined to be necessary, pursuant to applicable law or regulation. The provisions of this Paragraph shall survive the closing or termination of this Agreement.

Section 2.5 Environmental Audit. As soon as practicable after the execution of this Agreement, City shall provide to the developer a dated phase one environmental audit ("Environmental Audit") of the Development Property if one is available.

Section 2.6 Obligations on Closing Date. At the closing, City shall execute, where appropriate, and deliver to Developer:

a. A warranty deed ("Deed"), properly executed on behalf of City in recordable form, with all applicable real property transfer taxes paid and stamps, if any, affixed thereto, conveying the Development Property to Developer. The Deed shall contain the following statement: "The City certifies that the City does not know of any wells on the described Development Property" unless City delivers a well certificate described in Subparagraph (f) hereof.

b. All certificates, instruments, and other documents necessary to permit the recording of the Deed.

c. A policy of title insurance issued pursuant to the Commitment, subject to no exceptions other than those accepted by Developer pursuant to Section 2.3 hereof together with the abstracts of title to any portion of the Development Property which is abstract property and the owners' duplicate certificate of title to any portion of the Development Property which is registered property; provided, however, Developer shall pay the premium for the policy of title insurance.

d. A standard Seller's Affidavit with respect to judgments, bankruptcies, tax liens, mechanics liens', parties in possession, unrecorded interests, encroachment or boundary line questions, and related matters, properly executed on behalf of City.

e. Any well certificate required by M.S. §1011.235.

f. The Assessment Agreement.

g. The Lien Agreement.

h. The Agreement to Pay Deficiencies.

i. If requested, a subordination agreement, subordinating the Lien Agreement to a First Mortgage granted against the Development Property by Developer.

At the closing, Developer shall execute, where appropriate, and deliver to the City:

a. The Developer Permit in the form attached.

b. The Assessment Agreement.

c. The Lien Agreement.

d. The Agreement to Pay Deficiencies.

Section 2.7 Real Estate Taxes, Special Assessments, Utility Bills. Real estate taxes due and payable in all years prior to that in which closing occurs, including any amounts otherwise payable in such years which may have been deferred pursuant to the Minnesota Statutes or other applicable law, shall be paid by City. Real estate taxes due and payable in the year in which closing occurs, including any amount otherwise payable in such year which may have been deferred pursuant to the Minnesota Statutes or other applicable law, shall be prorated as of the Closing Date based upon the parties' respective periods of ownership of the Development Property in the calendar year of closing.

On or prior to the Closing Date, City shall pay all special assessments, whether or not then due, then levied against the Development Property or pending for improvements with respect to which, as of the date of this Agreement, the letting of contracts has been duly authorized by appropriate governmental action.

Section 2.8 Possession. City shall deliver possession of the Development Property to Developer on the Closing Date.

Section 2.9 Developer's Contingencies. Developer's obligation to close under this Agreement is expressly conditioned upon each of the following contingencies being satisfied or waived on or before the closing date:

a. The Environmental Audit and Developer's inspections and investigations of the Development Property shall have disclosed no unsatisfactory conditions or defects, including no unsatisfactory environmental conditions.

b. Developer having determined that the Development Property is physically suitable (including but not limited to, the elevation and soil conditions), for the construction thereon of the Minimum Improvements.

c. Developer having determined that it will be able to obtain and the City having approved financing which, together with Developer's equity, is sufficient for the Construction of the Minimum Improvements.

All of the foregoing contingencies are for Developer's sole benefit. Whether or not the foregoing contingencies have been satisfied shall be determined by Developer in the exercise of its sole and absolute discretion. In the event that any of the foregoing contingencies are not satisfied, or satisfaction thereof is not waived by Developer giving written notice to City of said waiver on or before the Contingency Expiration Date, Developer may, at its option, terminate this Agreement by giving written notice to City on or before the Contingency Expiration Date. If Developer so terminates this Agreement, neither party shall have any further rights, obligations or liability under this Agreement.

ARTICLE III

CONSTRUCTION OF MINIMUM IMPROVEMENTS

Section 3.1 Construction of Minimum Improvements. The Developer agrees that it will construct the Minimum Improvements on the Development Property in accordance with the Construction Plans and the terms of this Agreement and, at all times prior to the Maturity Date, will cause the Minimum Improvements to be maintained in good repair and condition.

Section 3.2 Building Plans. No building permits shall be issued unless the plans are in conformity with the Construction Plans, the Program, the TIF Plan, this Agreement, and all local, state and federal regulations. The City shall, within ten (10) business days of receipt of building plans for the Minimum Improvements, review such plans to determine whether the requirements have been met. If the City determines such plans to be deficient, it shall notify the Developer, in writing, stating the deficiencies and the steps necessary for correction. Issuance of a building permit for the Minimum Improvements by the City shall be a conclusive determination that the building plans for the respective Minimum Improvements have been approved and shall satisfy these provisions.

Section 3.3 Commencement and Completion of Construction.

(a) Subject to Unavoidable Delays, the Developer shall commence construction of the Minimum Improvements by July 1, 2000 and shall substantially complete such construction by December 31, 2000.

(b) The Developer agrees for itself, its successors and assigns, and every successor in interest to the Development Property, or part thereof, that the Developer, and such successors and assigns, shall promptly begin, and diligently prosecute to completion, the construction of the Minimum Improvements thereon, and that such construction shall in any event be commenced and completed within the period specified in this Section 3.3 of this Agreement. Periodically during construction, but at intervals of not less than monthly, the Developer must make reports in such detail as may reasonably be requested by the City about the actual progress of construction.

Section 3.4 Certificate of Completion.

(a) Promptly after substantial completion of the Minimum Improvements, in accordance with those provisions of the Agreement, the City will furnish the Developer with a Certificate of Completion as described in Exhibit D hereto. Issuance of the Certificate of Completion by the City shall be a conclusive determination of satisfaction and termination of the agreements and covenants in the Agreement with respect to the obligations of the Developer, and its successors and assigns, to construct the Minimum Improvements, and the dates for the beginning and completion thereof. Issuance of the Certificate of Completion and such determination shall not constitute evidence of compliance with, or satisfaction of, any obligation of the Developer to any Holder of a Mortgage, or any insurer of a Mortgage, securing money loaned to finance the Minimum Improvements, or any part thereof.

(b) The Certificate of Completion shall be in such form as will enable it to be recorded in the proper office for the recordation of deeds and other instruments pertaining to the Development Property. If the City refuses or fails to provide any Certificate of Completion in accordance with the provisions of this Section, the City shall, within thirty (30) days after written request by Developer, provide the Developer with a written statement, indicating, in adequate detail, in what respects the City believes that the Developer has failed to complete the Minimum Improvements in accordance with the provisions of the Agreement, or is otherwise in default, and what measures or acts will be necessary, in the opinion of the City, for the Developer to take or perform in order to obtain a Certificate of Completion .

(c) The construction of the Minimum Improvements shall be deemed to be substantially completed when the Developer has received a Certificate of Occupancy from the City. The City will not arbitrarily or unreasonably withhold or delay issuance of a Certificate of Occupancy for the Minimum Improvements upon request for its issuance.

ARTICLE IV

CONSTRUCTION OF SITE IMPROVEMENTS

Section 4.1 Construction of Site Improvements. The City has constructed the following Site Improvements for the Development Property in conformance with the requirements of the Developer to fulfill the provisions of the Site Improvement Plan (Exhibit C).

(a) Extension of 140th Street Northwest, east from Unity Street Northwest to serve the property.

(b) Extension of City Services to the Development Property.

The City shall retain a lien on the Development Property in the amount of $252,806 until completion of the Minimum Improvements by the Developer, which amount represents the cost to the City of the site and the construction of the Site Improvements for the Development Property. The Lien Agreement shall be substantially in the form attached as Exhibit F.

ARTICLE V

INSURANCE AND CONDEMNATION

Section 5.1 Insurance During Construction.

(a) The Developer will provide and maintain, at its expense, at all times during the process of construction of the Minimum Improvements, an All Risk Broad Form Basis Insurance Policy and, from time to time during that period, at the request of the City, furnish the City with proof of payment of premiums on policies covering the following:

(i) Builder's risk insurance, written on the so-called "Builder's Risk --Completed Value Basis," in an amount equal to one hundred percent (100%) of the insurable value of the Minimum Improvements at the date of completion, and with coverage available in non-reporting form on the so-called "all risk" form of policy. The interest of the City shall be protected in accordance with a clause in form and content satisfactory to the City.

(ii) Comprehensive general liability insurance (including operations, contingent liability, operations of subcontractors, completed operations and contractual liability insurance) together with an Owner's/Contractor's Policy with limits against bodily injury and property damage of not less than $1,000,000 for each occurrence. (To accomplish the above-required limits, an umbrella excess liability policy may be used).

(iii) Workers' compensation insurance, with statutory coverage.

Section 5.2 Insurance After Completion.

(a) Upon completion of the construction of the Minimum Improvements and prior to the Maturity Date, the Developer shall maintain, or cause to be maintained, at its cost and expense, and from time to time, at the request of the City, shall furnish proof of the payment of premiums on insurance as follows:

(i) Insurance against loss and/or damage to the Minimum Improvements under a policy or policies covering fire and such other risks as are ordinarily insured against by similar businesses under policies of casualty insurance.

(ii) Comprehensive general public liability insurance, including personal injury liability (with employee exclusion deleted), against liability for injuries to persons, property, or both, in, on or about the Development Property in the minimum amount for each occurrence and for each year, of $ 1,000,000, and shall be endorsed to show the City as additional insured.

(iii) Such other insurance, including workers' compensation insurance representing all employees of the Developer, in such amount as is customarily carried by like organizations engaged in like activities of comparable size and liability exposure,

provided that the Developers may be self-insured with respect to all or any part of its liability for workers' compensation.

(b) All insurance required in Article V of this Agreement shall be taken out and maintained in responsible insurance companies, selected by the Developer, which are authorized' under the laws of the State to assume the risks covered thereby. Upon request, the Developer will deposit annually, with the City, policies evidencing all such insurance, or a certificate or certificates, or binders of the respective insurers, stating that such insurance is in force and effect. Unless otherwise provided in Article V of this Agreement, each policy shall contain a provision that the insurer shall not cancel, nor modify, it in such a way as to reduce the coverage provided below the amounts required herein without giving written notice to the Developer and the City at least thirty (30) days before the cancellation or modification becomes effective. In lieu of separate policies, the Developer may maintain a single policy, blanket or umbrella policy, or a combination thereof, having the coverage required herein, in which event the Developer shall deposit with the City a certificate or certificates of the respective insurers as to the amount of coverage in force upon the Minimum Improvements.

(c) The Developer agrees to notify the City immediately in the case of damage exceeding $100,000 in amount to, or destruction of, the Minimum Improvements or any portion thereof resulting from fire or other casualty occur-ring prior to the Maturity Date. In such event, the Developer either will forthwith repair, reconstruct and restore the Minimum Improvements to substantially the same or an improved condition or value as it existed prior to the event causing such damage and, to the extent necessary to accomplish such repair, reconstruction and restoration, the Developer will apply the net proceeds of any insurance relating to such damage received by the Developer to the payment or reimbursement of the costs thereof, or pay the City the unpaid balance of the financial assistance as set forth in Section 2.2.

The Developer shall complete the repair, reconstruction and restoration of the Minimum Improvements, whether or not the net proceeds of insurance received by the Developer for such purposes are sufficient to pay for the same. Any net proceeds remaining after completion of such repairs, construction and restoration shall be the property of the Developer.

(d) Notwithstanding anything herein to the contrary any insurance proceeds payable pursuant to this ARTICLE V are subject to the terms and conditions of any first mortgage encumbering the Development Property.

(e) The Developer and the City agree that all of the insurance provisions set forth in this Article V shall terminate upon the Maturity Date.

ARTICLE VI

TAX INCREMENT

Section 6.1 Assessment Agreement. The City and the Developer shall execute the Assessment Agreement and Certification of County Assessor contained in Exhibit D of this Agreement. The City shall then present the Assessment Agreement to the county assessor for certification. The assessor shall assign a market value to the property which shall not be less than One Million Four Hundred Thousand and 00/100 Dollars ($1,400,000). The market value so established may, in the discretion of the assessor, exceed the Minimum Market Value.

Section 6.2 Review of Taxes. Except as otherwise provided in this Agreement, the Developer shall pay all real property taxes and special assessments assessed against the Development Property. The Developer agrees that prior to the Maturity Date:

(a) It will not seek administrative review or judicial review of the applicability of any property tax statute determined by any tax official to be applicable to the Development Property or the Developer, or raise the applicability of any such tax statute as a defense in any proceedings including delinquent tax proceedings;

(b) It will not seek administrative review or judicial review of the constitutionality of any such tax statute determined by any tax official to be applicable to the Development Property or to the Developer, or raise the unconstitutionality of such tax statute as a defense in any proceedings, including delinquent proceedings;

(c) It will not request the assessor to reduce the assessed market value or tax capacity of all or any portion of the Development Property;

(d) It will not petition the board of equalization of the City or the board of equalization of the county to reduce the assessed market value or tax capacity of all or any portion of the Development Property;

(e) It will not petition the board of equalization or commissioner of revenue of Minnesota to reduce the assessed market value or tax capacity of all or any portion of the Development Property;

(f) It will not commence an action in a district court or the tax court of the state pursuant to Minnesota Statutes, Chapter 278, seeking a reduction in the assessed market value or tax capacity of the Development Property;

(g) It will not make an application to the Minnesota commissioner of revenue requesting an abatement of real property taxes pursuant to Minnesota Statutes, Chapter 270; and

(h) It will not commence any other proceedings, whether administrative, legal or equitable, with any administrative body within the City, county, or the state, or with any court of the state or the federal government with regard to the Minimum Market Value contained in the Assessment Agreement. The Developer shall not, prior to the Maturity Date, apply for a deferral of property tax on the Development Property.

Nothing contained herein shall be deemed to limit the right or opportunity of the Developer to challenge through any of the means set forth above, or otherwise, that part of any valuation or the market value which is in excess of the stipulated value contained in the Assessment Agreement; provided, however, that the Developer may not institute or prosecute any challenge to the excess which, if successful, would also result in a reduction of the assessment below the stipulated value. Further, nothing contained herein shall be deemed to limit the right or opportunity of the Developer to challenge through any of the means set forth above, or otherwise, the tax capacity of the Development Property; provided, however, that Developer may not institute or prosecute any such challenge for any year to the extent that, if successful, such challenge would cause the Net Tax Increment generated by the-Development Property for such year to be less than Thirty-five Thousand Six Hundred Fifty seven Dollars ($35,657).

Section 6.3 Agreement to Pay Deficiencies. The Developer and the City shall execute the Agreement to Pay Deficiencies contained in this Agreement as Exhibit G.

Section 6.4 Right to Collect Delinquent Taxes. The Developer acknowledges that the City is providing substantial aid and assistance in furtherance of the development through tax increment financing. The Developer understands that the increment will be used to reimburse the City for the cost of the Site Improvements and, therefore, the real estate taxes must be promptly and timely paid. To that end, the Developer agrees for itself, its successors and assigns, in addition to the obligation pursuant to statute to pay real estate taxes, that it is also obligated by reason of this Agreement to pay before delinquency all real estate taxes due and payable with respect to the Development Property prior to the Maturity Date based upon the minimum market value as stipulated in the Assessment Agreement. The Developer acknowledges that this obligation creates a contractual right on behalf of the City to sue the Developer or its successors and assigns to collect such delinquent real estate taxes and any penalty or interest thereon and to pay over the same as a tax payment to the county auditor. In any such suit, the City shall also be entitled to recover its costs, expenses and reasonable attorney fees.

ARTICLE VII

MORTGAGE FINANCING

Section 7.1 Financing.

(a) On or before the closing date, the Developer shall submit, to the City, evidence of one or more commitments for financing which, together with committed equity for such construction, is sufficient for the construction of the Minimum Improvements. Such commitments may be submitted as short term financing, long term mortgage financing, a bridge loan with a long term take-out financing commitment, or any combination of the foregoing. Such commitment or commitments for short term or long term financing shall be subject only to such conditions as are normal and customary in the banking industry.

(b) If the City finds that the financing is sufficiently committed and adequate in amount to provide for the construction of the Minimum Improvements, then the City shall notify the 'Developer, in writing, of its approval. Such approval shall not be unreasonably withheld and either approval or rejection shall be given within 10 days from the date when the City is provided the evidence of financing. A failure by the City to respond to such evidence of financing shall be deemed to constitute an approval hereunder. If the City rejects the evidence of financing as inadequate, it shall do so, in writing, specifying the basis for the rejection. In any event, the Developer shall submit adequate evidence of financing within 30 days after such rejection.

Section 7.2 City's Option to Cure Default on Mortgage. In the event that there occurs a default under any Mortgage authorized pursuant to Article VII of this Agreement, the Developers shall cause the City to receive copies of any notice of default received by any developers from the holder of such Mortgage. Thereafter, the City shall have the right, but not the obligation, to cure any such default on behalf of the Developer within such cure periods as are available to the Developer under the Mortgage documents.

ARTICLE VIII

PROHIBITIONS AGAINST ASSIGNMENT AND TRANSFER

Section 8.1 Representation as to Development. The Developer represents and agrees that its undertakings, pursuant to this Agreement, are for the purpose of development of the Development Property and not for speculation in landholding. The Developer further recognizes that, in view of:

(a) The importance of the development of the Development Property to the general welfare of the City; and

(b) The substantial financing and other public aids that have been made available by the City for the purpose of making the Minimum Improvements possible, the qualifications and identity of the Developer are of particular concern to the City.

The Developer further recognizes that it is because of such qualifications and identity that the City is entering into this Agreement, and, in so doing, is further willing to rely on the representations and undertakings of the Developer for the faithful performance of all undertakings and covenants agreed by Developer to be performed.

Section 8.2 Prohibition Against Transfer of Property and Assignment of Agreement. For the reasons set out in Section 8.1 of this Agreement, the Developer represents and agrees that, prior to the issuance of the Certificate of Completion:

(a) Except only by way of security for, and only for the purpose of obtaining financing necessary to enable the Developer or any successor in interest to the Development Property, or any part thereof, to perform its obligations under this Agreement, and any other purpose authorized by this Agreement, the Developer, except as so authorized, has not made or created, and will not make or create, or suffer to be made or created, any total or partial sale, assignment, conveyance, or any trust or power, or transfer in any other form of, or with respect to this Agreement, or the Development Property, or any part thereof, any interest therein, or any contract or agreement to do any of the same, without the prior written approval of the City; and

(b) The City shall be entitled to require, except as otherwise provided in this Agreement, conditions to any such approval under this Section 8.2 that:

(i) Any proposed transferee shall have the qualifications and financial responsibility, as determined by the City, necessary and adequate to fulfill the obligations undertaken in this Agreement by the Developer, or in the event the transfer is of, or relates to, the Development Property, such obligations to the extent that they relate to such part.

(ii) Any proposed transferee, by instrument in writing satisfactory to the City and in form recordable among the land records shall, for itself and its successors and assigns,

and specifically for the benefit of the City, have expressly assumed all of the obligations of the Developer under this Agreement and agreed to be subject to such obligations, restrictions and conditions or, in the event the transfer is, of, or relates to, part of the Development Property, such obligations, conditions, and restrictions to the extent that they relate to such part; provided, that the fact that any transferee of, or any other successor in, interest whatsoever to, the Development Property or any part thereof, shall, for whatever reason, not have assumed such obligations or agreed to do so, shall not, unless and only to the extent otherwise specifically provided in the Agreement or agreed to in writing by the City, relieve or except such transferee or successor from such obligations, conditions, or restrictions, or deprive or limit the City of, or with respect to, any rights or remedies or controls with respect to the Development Property or the construction of the Minimum Improvements; it being the intent of this Section, together with other provisions of this Agreement, that to the fullest extent permitted by law and equity and excepting only in the manner and to the extent specifically provided otherwise in the Agreement, no transfer of, or change with respect to, ownership in the Development Property or any part thereof, or any interest therein, however, consummated or occurring, whether voluntary or involuntary, shall operate, legally or practically, to deprive or limit the City of any rights or remedies with respect to the Development Property and the construction of the Minimum Improvements that the City would have had, had there been no such transfer or change.

(iii) There shall be submitted to the City, for review, all instruments and other legal documents involved in effecting transfers described herein, and if approved by the City, its approval shall be indicated to the Developer in writing.

In the absence of specific written agreement by the City to the contrary, no such transfer or approval by the City thereof shall be deemed to relieve the Developer from any of its obligations with respect thereto.

(c) Notwithstanding the limitations set forth in Article VIII the City approves and consents that Developer may lease the Development Property provided that the lessee expressly assume all obligations of the Developer under this Agreement in the manner set forth in Section 8.2(b)(ii) herein. Absent specific written agreement by the City to the contrary, such action shall not be deemed to relieve the Developer from any of its obligations under this Agreement.

(d) No provision of Section 8.2 shall be construed or interpreted to prohibit the Developer from transferring the Development Property and/or Developers rights under this agreement to a partnership or limited liability company in which the Developer is the owner of 51 % or move of the partnership or membership interests.

Section 8.3 Approvals. Any approval required to be given by the City under Article VIII may be denied only in the event that the City reasonably determines that the ability of the Developer to their obligations under this Agreement will be materially impaired by the action for which approval is sought.

ARTICLE IX

INDEMNIFICATION

Section 9.1 Release and Indemnification Covenants. The Developer releases from and agrees that the City and governing body members, officers, agents, servants and employees thereof, shall not be liable for, and agrees to indemnify and hold harmless the City and the governing body members, officers, agents, servants and employees thereof against, any 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 Minimum Improvements except any loss, damage, injury or death arising from negligence or willful acts of the City, its officers, employees, agents or contractors.

(a) Except for any negligent or willful misrepresentation or any negligent, willful or wanton misconduct of the following named parties, the Developer agrees to protect and defend the City and the governing body members, officers, agents, servants and employees thereof, now or 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 acquisition, construction, installation, ownership, and operation of the Minimum Improvements by the Developer.

(b) The City and the governing body members, officers, agents, servants or employees shall not be liable for any damage or injury to the persons or property of the Developer, or its officers, agents, servants or employees, or any other person who may be about the Development Property or Minimum Improvements due to any act of negligence of any person except any loss, damage, injury or death arising from negligence or willful acts of the City, its officers, employees, agents or contractors.

(c) 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 in the individual capacity thereof.

ARTICLE X

EVENTS OF DEFAULT

Section 10.1 Events of Default Defined. The following shall be deemed Events of Default under this Agreement and the term shall mean, whenever it is used in this Agreement, unless the context otherwise provides, any one or more of the following events:

(a) Failure by the Developer to pay, when due, the payments required to be paid or secured under any provision of this Agreement, the Assessment Agreement, or the Agreement to Pay Deficiencies;

(b) Failure by the Developer to observe and substantially perform any covenant, condition, obligation or agreement on its part to be observed or performed hereunder, after written notice to the Developer as provided in this Agreement;

(c) If the Developer shall admit, in writing, its inability to pay its debts, generally, as they become due, or shall file a petition in bankruptcy, or shall make an assignment for the benefit of its creditors, or shall consent to the appointment of a receiver of itself or of the whole or any substantial part of the Development Property;

(d) If the Developer shall file a petition under the federal bankruptcy laws;

(e) If the Developer, on a petition in bankruptcy filed against it, be adjudicated a bankrupt, or a court of competent jurisdiction, shall enter an order of decree appointing, without the consent of the Developer, a receiver of the Developer, or of the whole or substantially all of its property; or approve a petition filed against the Developer seeking reorganization or arrangement of the Developer under the federal bankruptcy laws, and such adjudication, order or decree shall not be vacated or set aside or stayed within 60 days from the date of entry thereof; or

(f) If the Developer is in default under any Mortgage and has not entered into a workout agreement with the Mortgagee.

Section 10.2 Remedies on Default. Whenever any Event of Default occurs, the City may, in addition to any other remedies or rights given the City under this Agreement, but only after the Developer's failure to cure within 30 days of written notice of default (33 days if the notice is delivered by mail), take one or more of the following actions:

(a) Suspend its performance under this Agreement until it receives assurances from the Developer, deemed reasonably adequate by the City, that the Developer will cure the default and continue its performance under this Agreement;

(b) Cancel and rescind or terminate this Agreement;

(c) Withhold the Certificate of Completion; or

(d) Take whatever action at law or in equity may appear necessary or desirable to the City to collect any payments due under this Agreement, or to enforce performance and observance of any obligation, agreement, or covenant of the Developer under this Agreement.

Section 10.3 No Remedy Exclusive. No remedy herein conferred upon or reserved to the City or Developer 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, and power may be exercised from time to time and as often as may be deemed expedient.

In order to entitle the City or the Developer to exercise any remedy reserved to them, it shall not be necessary to give notice, other than such notice as may be required in this Article X.

Section 10.4 No Additional Waiver Implied by One Waiver. In the event any agreement contained in this Agreement should be breached by any party and thereafter waived by another 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 10.5 Remedies on City Default. If the City fails to pay and/or observe and substantially perform any covenant, condition or obligation on its part to be paid, observed or performed hereunder, the Developer may, in addition to any other remedies or rights given the Developer under this Agreement, but only after the City's failure to cure within 30 days of written notice of default (33 days if the notice is delivered by mail), take whatever action at law or in equity may appear necessary or desirable to the Developer to collect any payments due under this Agreement, or to enforce performance and observance of any obligation, agreement, or covenant of the City under this Agreement.

ARTICLE XI

ADDITIONAL PROVISIONS

Section 11.1 Conflict of Interests. Representatives Not Individually Liable. No City officer who is authorized to take part in any manner in making this Agreement in his or her official capacity shall voluntarily have a personal financial interest in this Agreement or benefit financially therefrom. No member, official, or employee of the City shall be personally liable to Developer, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Developer or successor or on any obligations under the terms of this Agreement.

Section 11.2 Agreement Recorded. This Agreement shall run with the Development Property until the Maturity Date and shall be recorded by the City in the office of the Anoka County Recorder.

Section 11.3 Non-Discrimination. During the life of this contract, the provisions of M.S. § 181.59, which relate to civil rights and non-discrimination, and any affirmative action program of the City, shall be considered a part of this Agreement and binding on the Developer as though fully set forth herein.

Section 11.4 Amendment. This Agreement may be amended by the parties hereto only by written instrument executed in accordance with the same procedures and formality followed for the execution of this Agreement.

Section 11.5 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

Section 11.6 Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand, or other communication under this Agreement, by either party to the other shall be sufficiently given or delivered if it is sent by registered or certified mail, postage prepaid, return receipt requested or delivered personally:

(a) As to the City:	City of Ramsey City Administrator 15153 Nowthen Boulevard Northwest Ramsey, Minnesota 55303
(b) As to the Developer:	H & P Development L.L.C. 13915 Radium Str. NW, Ste A Ramsey, Minnesota 55303

Either party may, by giving 10 days notice to the other party as provided above, change the place to which notifications are to be sent.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and behalf and its seal to be hereunto duly affixed, and the Developer has caused this Agreement to be duly executed as of the day and year first above written.

CITY OF RAMSEY, MINNESOTA

By _____
Its: Mayor

By _____
Its: City Administrator

H & P DEVELOPMENT L.L.C.

By _____
Its: Chief Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 1st day of June, 2000, before me, a Notary Public, personally appeared Thomas G. Gamec and James E. Norman to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and the said instrument was signed on behalf of said Municipal Corporation by authority of its City Council and said Thomas G. Gamec and James E. Norman acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

WILLIAM K. GOODRICH
Notary Public
Minnesota
My Commission Expires Jan. 31, 2005

1/31/2005

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 5th day of June, 2000, before me, a Notary Public, personally appeared Mark A. Peck to me personally known, who, being by me duly sworn did say that he is the Chief Manager of H & P DEVELOPMENT L.L.C., the Minnesota Limited Liability Company named in the foregoing instrument, and the said instrument was signed on behalf of said Limited Liability Company.

JANET R. THOMAS
NOTARY PUBLIC-MINNESOTA
MY COMMISSION EXPIRES 1-31-2005

_____
Notary Public

Exhibit A

Legal Description of Development Property

Lots 1 and 1A, Block 1, WEST RADIUM BUSINESS CENTER FIRST ADDITION, Anoka County, Minnesota

Exhibit B

Construction Plans

CITY OF RAMSEY
DEVELOPMENT PERMIT
WEST RADIUM BUSINESS CENTER

On , March 28, 2000, Site Plan approval was granted by the City of Ramsey ("City") to H&P Development, 13915 Radium Street, Suite A, Ramsey, MN 55303, to construct two-31,600 square foot office and warehouse facilities ("Structure") on the property which is legally described as follows:

Lot 1 and 1A, Lot 2 and 2A, Block 1, West Radium Business Center First Addition, Anoka County, Minnesota

This approval is issued pursuant to §9.03.06 of the City Code. The conditions of this approval are as follows:

1. **STRUCTURE.** All building plans must be prepared and certified by a registered engineer or architect.

2. **STATE BUILDING CODE COMPLIANCE.** The Structure shall be constructed in accordance with the requirements of the State Building Code.

3. **SITE PLAN COMPLIANCE.** The Structure shall be constructed as shown on the Site Plan submitted by the Permittee, which Site Plan was prepared by Lampert Architects, dated February 15, 2000, first revision date March 3,2000 and second revision date March 24, 2000.

4. **REQUIRED IMPROVEMENTS.** The Permittee shall construct and install the following site improvements on the Site in accordance with the specifications and location as shown on the Site Plan referenced above. The Required Improvements are as follows:

   a. Bituminous driveways, off-street parking, and maneuvering areas
   b. Concrete curbing around the perimeter of all bituminous surfaces.
   c. Site grading in accordance with the Grading, Drainage and Erosion Control Plan, prepared by Hakanson Anderson Associates, Inc., dated February 15, 2000, revision date _____.
   d. Sod and seed
   e. Establishment of plantings in accordance with the Landscape Plan prepared by Lampert Architect, dated February 15, 2000, first revision date March 3, 2000 and second revision date March 24, 2000.
   f. Fire lanes

   The ("Required Improvements").

5. **PHASING PLAN.** The Site is permitted for development in two phases as follows:
   a. Phase I – 31,600 square feet of multi-tenant office/warehouse space and Phase II footings and catch basins available to be constructed upon execution and fulfillment of all Permittee obligations under this Permit.
   b. Phase II – 31,600 square feet of multi-tenant office/warehouse space is eligible for construction when a satisfactory storm sewer system is available to the Site as determined by the City Engineer.

6. **LIGHTING.** Any lighting installed on the structure or in the parking lot is subject to the prior approval of the City Engineer and shall be designed so as to deflect light away from public roads. Bulbs emitting in excess of 3,000 lumens (150 watts) shall be so directed that the bulb is not visible from off of the property where such light source is located

7. **FIRE LANES.** Fire lanes shall be maintained on the Site. The exact location of these items on the Site shall be as directed by the City's Fire Chief.

8. **BUILDING FACADE.** The Permittee agrees to construct all building faces of the same material as listed on the Exterior Elevations prepared by Lampert Architects, dated February 15, 2000, first revision dated March 3, 2000 and second revision date March 24, 2000.

9. **FINANCIAL ASSISTANCE.** The City shall be responsible to provide the financial assistance listed in Section 2.2 of the Contract for Private Development. The payment for the Site Improvements shall be made at the time the City Engineer, or his/her designee, has determined that 90% of the Site Improvements are completed. These payments will be made only if all property taxes, City fees and charges on the property are current.

10. **REQUIREMENT FOR BUILDING PERMIT.** No building permit for the Site will be issued until the Permittee has signed and returned this Development Permit. At the time of building permit issuance, all plan check fees, state surcharges, permit fees and sewer and water access charges shall be paid in full. No Certificate of Occupancy for occupancy for the structure will be issued until the City accepts the Required Improvements.

11. **IMPROVEMENT CONSTRUCTION SCHEDULE.** The Required Improvements shall be completed before December 31, 2000.

12. **ESCROW.** The City and Permittee herein agree that the standard forms of financial guarantee to ensure the installation of the Required Improvements are hereby waived. The Permittee herein agrees that the tax increment payments from the City to the Permittee described in Section 2.2 of this Contract shall serve as financial guarantee that the Required Improvements will be installed in accordance with City specifications and in a timely manner. In the event the Permittee fails to construct and install the Required Improvements as required herein, the City may complete the Required Improvements as required herein, the City may take the actions provided in the development agreement to cure the default.

H&P Development (West Radium Business Center). hereby acknowledges receipt of this permit and that they have reviewed the conditions of and have agreed that they will comply with the terms of this permit.

CITY OF RAMSEY, MINNESOTA

By _____
Its: Mayor

By _____
Its: City Administrator

H&P DEVELOPMENT (WEST RADIUM BUSINESS CENTER)

By _____
Its: Chief Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 1st day of June, 2000, before me, a Notary Public, personally appeared Thomas G. Gamec and James E. Norman to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, ~~and that the seal affixed to said instrument is the corporate seal of said Municipal Corporation,~~ and the said instrument was signed ~~and sealed~~ on behalf of said Municipal Corporation by authority of its City Council and said Thomas G. Gamec and James E. Norman acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

WILLIAM K. GOODRICH
Notary Public
Minnesota
My Commission Expires Jan. 31, 2005

1/31/2005

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 5th day of June 2000, before me a Notary Public, personally appeared Mark A. Peck, the Chief Manager of H&P Development, a Minnesota Limited* under the laws of the State of Minnesota, on behalf of the Limited Liability Company.

*Liability Company

_____
Notary Public

JANET R. THOMAS
NOTARY PUBLIC-MINNESOTA
MY COMMISSION EXPIRES 1-31-2005

Exhibit D

ASSESSMENT AGREEMENT AND CERTIFICATION OF ASSESSOR

THIS AGREEMENT, made and entered into this 5th day of June, 2000, by and between the City of Ramsey, a Minnesota municipal corporation having its principal office at 15153 Nowthen Boulevard Northwest, Ramsey, Minnesota 55303 (City), and H & P Development L.L.C., a Minnesota Limited Liability Company, having his principal office at 13915 Radium Str. NW, Ste A, Ramsey, Minnesota 55303 (Developer):

WITNESSETH:

WHEREAS, the City is administering City Development District No. 1 created pursuant to M.S. §469.124 through §469.134; and

WHEREAS, the City is administering Tax Increment Financing District No. 2 created pursuant to M.S. §469.174 through §469.179; and

WHEREAS, the parties have entered into a Contract for Private Development (Agreement), dated June 5, 2000, regarding the development of certain real property located in Development District No. I and Tax Increment Financing District No. 2 within the City and legally described as Lots 1 and 1A, Block 1, WEST RADIUM BUSINESS CENTER FIRST ADDITION, Anoka County, Minnesota; and

WHEREAS, it is contemplated that pursuant to said Agreement, the Developer will construct the Minimum Improvements described in such Agreement and shall complete them prior to December 31, 2000; and

WHEREAS, the City and the Developer desire to establish minimum market values for said land and the Minimum Improvements to be constructed thereon (collectively, the Property), pursuant to M.S. §469.177, Subdivision 8; and

WHEREAS, the county assessor has reviewed the plans and specifications for the Minimum Improvements which will be constructed.

NOW THEREFORE, the parties do hereby agree as follows:

1. On January 2, 2001, the minimum total market value of the Property shall be One Million Four Hundred Thousand and 00/100 Dollars ($1,400,000). Said minimum market value shall remain in effect for the term of this Agreement as described in paragraph 4 hereof.

2. Nothing in this Agreement shall limit the discretion of the county assessor or any other public official or body having the duty to determine the market value of the Property for ad valorem tax purposes to assign to the Property a market value in excess of the minimum market value specified in this Agreement.

3. Neither the preambles nor the provisions of this agreement are intended to modify nor shall they be construed as modifying, the terms of the Agreement.

4. This agreement shall remain in effect and inure to the benefit and be binding upon the successors and assigns of the par-ties through the Maturity Date as described in the Agreement.

5. As provided in M.S. §469.177, Subdivision 8, nothing contained herein shall be deemed to limit the right or opportunity of the Developer to challenge, through any legal means, that part of any valuation on the market value of the Property, which is in excess of the stipulated minimum market value contained in this agreement, provided, however, that the Developer may not institute or prosecute any challenge to the excess which, if successful, would also result in a reduction of the assessment below the stipulated value.

6. Capitalized terms not otherwise defined herein have the meanings given them in the Agreement.

CITY OF RAMSEY, MINNESOTA

By _____
Its: Mayor

By _____
Its: City Administrator

H & P DEVELOPMENT L.L.C.

By _____
Its: Chief Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 1st day of June, 2000, before me, a Notary Public, personally appeared Thomas G. Gamec and James E. Norman to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and the said instrument was signed on behalf of said Municipal Corporation by authority of its City Council and said Thomas G. Gamec and

James E. Norman acknowledge said instrument to be the free act and deed of said Municipal Corporation.

William K. Goodrich
Notary Public

WILLIAM K. GOODRICH
Notary Public
Minnesota
My Commission Expires Jan. 31, 2005

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 5th day of June, 2000, before me, a Notary Public, personally appeared Mark A. Peck to me personally known, who, being by me duly sworn did say that he is the Chief Manager of H & P DEVELOPMENT L.L.C., the Minnesota Limited Liability Company named in the foregoing instrument, and the said instrument was signed on behalf of said Limited Liability Company.

Janet R. Thomas
Notary Public

JANET R. THOMAS
NOTARY PUBLIC-MINNESOTA
MY COMMISSION EXPIRES 1-31-2005

1/31/2005

CERTIFICATION BY 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 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 value assigned to such land and improvements upon completion of the improvements to be constructed thereon shall not be less than the amounts contained in paragraph 1 of the foregoing Agreement until termination of the Agreement.

Janene Hebert
Assessor
County of Anoka

STATE OF MINNESOTA)
)ss.
COUNTY OF Anoka)

The foregoing instrument was acknowledged before me this 1st day of June, 2000, by Janene Hebert the Assessor of the County of Anoka, Minnesota

Cynthia E. Foster
Notary Public

CYNTHIA E. FOSTER
NOTARY PUBLIC - MINNESOTA
My Comm. Exp. Jan. 31, 2005

Exhibit E

FORM OF CERTIFICATE OF COMPLETION

The undersigned hereby certifies that H & P Development L.L.C., has fully and completely complied with its obligations under Article III of that document entitled "Contract for Private Development," dated June 5, 2000, between the City of Ramsey, Minnesota and H & P Development L.L.C., recorded in the office of the Anoka County Recorder as Document Number _____, with respect to construction of the Minimum Improvements on the real estate described on Exhibit A attached hereto and incorporated herein ("Property") in accordance with the Construction Plans, and is released and forever discharged from its obligations under the above-referenced Article III.

In addition, that a Lien Agreement between H & P Development L.L.C. and the City of Ramsey dated June 5, 2000 and recorded in the office of the Anoka County Recorder as Document Number _____ is hereby terminated and the lien against the Property created thereby released and discharged.

CITY OF RAMSEY

Dated:_____

By _____
Its Mayor

By _____
Its City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

On this ___ day of _____, 20___ before me, a Notary Public, personally appeared _____ and _____ to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and the said instrument was signed on behalf of said Municipal Corporation by authority of its City Council and said _____ and _____ acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

Exhibit F

LIEN AGREEMENT

This Agreement, made and entered into this day of June 5, 2000, by and between the City of Ramsey, a Minnesota municipal corporation having its principal office at 15153 Nowthen Boulevard Northwest, Ramsey, Minnesota 55303 (City) and H & P Development L.L.C., a Minnesota Limited Liability Company having his principal office at 13915 Radium Str. NW, Ste A, Ramsey, Minnesota 55303 (Owner);

WITNESSETH:

WHEREAS, pursuant to M.S. §469.124 through §46.9.134, the City has created City Development District No. I (Development District) and, pursuant to M.S. §469.174 through §469.179, has established Tax Increment Financing District No. 2 (TIF District); and

WHEREAS, the City has adopted a development program (Program) and tax increment financing plan (TIF Plan) for the Development District and TIF District, which Program and TIF Plan call for the City to perform certain site improvements (Site Improvements) and for the Owner to construct certain permanent improvements (Minimum Improvements) on property located in the City and legally described as Lots 1 and 1A, Block 1, WEST RADIUM BUSINESS CENTER FIRST ADDITION (Property); and

WHEREAS, the nature of the Site Improvements to be performed by the City and of the Minimum Improvements to be constructed by the Owner on the Development Property are fully detailed in that certain Contract for Private Development dated June 5, 2000 between the City and the Owner ("Agreement"); and

WHEREAS, the City desires to have assurance that the Owner will complete the Minimum Improvements following installation of the Site Improvements by the City.

NOW, THEREFORE, in consideration of the mutual covenants and obligations of the City and the Owner, the parties do hereby agree as follows:

1. As security for the Site Improvements installed on the Property by the City, the Owner hereby grants and the City hereby does have a lien on the Development Property.

2. The lien is in the amount of Two Hundred Fifty-two Thousand Eight Hundred Six Dollars ($252,806), which amount the parties agree represents the City's cost for providing the Site Improvements and the Property.

3. The lien amount shall be repaid to the City within 90 days of completion date of the Site Improvements by the City unless, within such 90 days, the Owner completes construction of the Minimum Improvements. Payment of the lien- amount shall be suspended during any time in which the Owner is making substantial progress on construction of the

Minimum Improvements. If the Owner fails to make substantial progress on the Minimum Improvements for a 90-day period following initiation of work, the lien amount may become immediately due and payable in full. Notwithstanding any other provision herein to the contrary, the lien amount may become immediately due and payable in full if the improvements are not completed by December 31, 2000, unless the said improvements are subject to Unavoidable Delays as defined in the Agreement.

4. The Lien shall automatically become null and void upon issuance by the City of a Certificate of Completion for the Minimum Improvements.

5. This agreement shall ran with the Property and shall insure to the benefit of, and be binding upon, the parities hereto and their respective heirs, executors, representatives, successors and assigns.

6. In the event that the Owner or any of its successors or assigns fails or refuses to make the repayment required by this agreement, within the time established, the City may, with or without notice, foreclose said lien in the same manner as is provided by statute for action for the foreclosure of mortgages upon real property.

CITY OF RAMSEY, MINNESOTA

By _____
Its: Mayor

By _____
Its: City Administrator

H & P DEVELOPMENT L.L.C.

By _____
Its: Chief Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 1st day of June, 2000, before me, a Notary Public, personally appeared Thomas G. Gamec and James E. Norman to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and the said instrument was signed on behalf of said Municipal Corporation by authority of its City Council and said Thomas G. Gamec and James E. Norman acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

WILLIAM R. GOODRICH
Notary Public
Minnesota
My Commission Expires Jan. 31, 2005

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 5th day of June, 2000, before me, a Notary Public, personally appeared Mark A. Peck to me personally known, who, being by me duly sworn did say that he is the Chief Manager of H & P DEVELOPMENT L.L.C., the Minnesota Limited Liability Company named in the foregoing instrument, and the said instrument was signed on behalf of said Limited Liability Company.

Notary Public

JANET R. THOMAS
NOTARY PUBLIC-MINNESOTA
MY COMMISSION EXPIRES 1-31-2005

Exhibit G

AGREEMENT TO PAY DEFICIENCIES

THIS AGREEMENT, made and entered as of this 5th day of June, 2000, by and between the City of Ramsey, a Minnesota municipal corporation, having its principal office at 15153 Nowthen Boulevard Northwest, Ramsey, Minnesota 55303 ("City"), and H & P Development L.L.C., a Minnesota Limited Liability Company having its principal office at 13915 Radium Str. NW, Ste A, Ramsey, Minnesota 55303 ("Developer").

WITNESSETH:

WHEREAS, the City and the Developer entered into an agreement entitled Contract for Private Development ("Agreement"), dated June 5, 2000, regarding development of certain real property situated in the City of Ramsey, legally described as Lots 1 and 1A, Block 1, WEST RADIUM BUSINESS CENTER FIRST ADDITION ("Property"); and

WHEREAS, the City has established Tax Increment Financing District No. 2 pursuant to M.S. §469.174 through §469.179, and has established Development District No. I pursuant to M.S. §469.124 through §469.134, which includes the Property; and

WHEREAS, the Agreement requires the City to construct certain improvements on or adjacent to the Property and requires the Developer to construct certain improvements ("Minimum Improvements") thereon, all as more fully described in the Agreement; and

WHEREAS, in order to finance the public costs related to construction of the Minimum Improvements on the Property, the City has agreed to use its tax increment financing funds or to otherwise fund such costs; and

WHEREAS, the Agreement requires the execution of this Agreement to Pay Deficiencies

NOW, THEREFORE, in consideration of the mutual covenants and obligations of the City and the Developer, the parties do hereby agree as follows:

1. Except as qualified by Section 3 herein, if for any reason, the Net Tax Increment generated from the Property payable with the real estate taxes due in any calendar year commencing in 2002 and ending in 2012, is less than the required tax increment ("Required Increment") as defined in Section 2 herein, the City will notify the Developer of the difference ("Deficiency"), and will make written demand of the Developer for the payment thereof. The Developer must, within 30 days after receipt of written notice from the City, pay to the City the Deficiency. Payments will be based upon the normal real estate tax payment schedule of biannual payments.

2. The Required Increment to be generated from the Development Property is estimated to be Thirty-five thousand six hundred fifty seven Dollars ($35,657) per year. The increment is projected to start with the tax revenues received in 2002 and end in 2012.

3. This agreement remains an obligation of the Developer until the Maturity Date as defined in the Agreement.

4. The Developer will pay or reimburse the City for all costs and expenses (including reasonable attorneys fees) incurred by the City in connection with the protection, defense or enforcement of this Agreement.

CITY OF RAMSEY, MINNESOTA

By _____
Its: Mayor

By _____
Its: City Administrator

H & P DEVELOPMENT L.L.C.

By _____
Its: Chief Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

On this 1st day of June, 2000, before me, a Notary Public, personally appeared Thomas G. Gamec and James E. Norman to me personally known, who, being each by me duly sworn did say that they are respectively the Mayor and City Administrator of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and the said instrument was signed on behalf of said Municipal Corporation by authority of its City Council and said Thomas G. Gamec and James E. Norman acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

WILLIAM K. GOODRICH
Notary Public
Minnesota
My Commission Expires Jan. 31, 2005

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

-1/31/2005

On this 5th day of June, 2000, before me, a Notary Public, personally appeared Mark A. Peck to me personally known, who, being by me duly sworn did say that he is the Chief Manager of H & P DEVELOPMENT L.L.C., the Minnesota Limited Liability Company named in the foregoing instrument, and the said instrument was signed on behalf of said Limited Liability Company.

JANET R. THOMAS
NOTARY PUBLIC-MINNESOTA
MY COMMISSION EXPIRES 1-31-2005

_____
Notary Public

TORRENS

Receipt # 44670/$29.50
Date/Time: 6/08/00, 13:15
Doc. Order 1 of 4
✓ by: Recordability: Jap
Filing Fees: 29.50
Well Certificate Received this Date:
Refund Rec't #
From Cert. # 85525 A # of New Certs.: 0
Typed Tract Updated: / Comp. Entry Comp. Complete

☐ Certified Copy Date Mailed
☐ Tax Liens / Releases
☐ Multi-Co Doc Tax Pd
☐ Transfer ☐ New Desc.
☐ Division ☐ GAC
☐ Status ☐ Def. Spec
☐ Other ☒ No Change
Notes: NS 3" top

BK 266 PG 85525 NO 85525

DOCUMENT NO. 354698.0 TORRENS

ANOKA COUNTY MINNESOTA

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD ON JUN 08 2000 AT 1:15 PM AND WAS DULY RECORDED. FEES AND TAXES IN THE AMOUNT OF $29.50 PAID.

RECEIPT NO. 2000044670

EDWARD M. TRESKA
ANOKA COUNTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES
EIC
BY _____
DEPUTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

ABSTRACT

Receipt # 44662/$54.50
Date/Time: 6-8, 13:15
Doc. Order 1 of 4
✓ by: Pins: EC
Recordability / Delqs: EC
Filing Fees: $54.50
Well Certificate Received this Date:
Anoka County Recorder

☐ Certified Copy Date Mailed
☐ Tax Liens / Releases
☐ Multi-Co Doc Tax Pd
☐ Transfer ☐ New Desc.
☐ Division ☐ GAC
☐ Status ☐ Def. Spec
☐ Other ☒ No Change

Notes:
40 pgs. NS 3" top

DOCUMENT NO. 1505053.0 ABSTRACT

ANOKA COUNTY MINNESOTA

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD ON JUN 08 2000 AT 1:15 PM AND WAS DULY RECORDED. FEES AND TAXES IN THE AMOUNT OF $54.50 PAID.

RECEIPT NO. 2000044662

EDWARD M. TRESKA
ANOKA COUNTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES
EIC
BY _____
DEPUTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

12

FILE IN TORRENS

354698.0 TORRENS
REGISTERED ABSTRACTERS
2115 3RD AVE N
ANOKA, MN 55303

1932124

469230

A-35-32-25-21-0034

ASSIGNMENT AND ASSUMPTION
OF CONTRACT FOR PRIVATE DEVELOPMENT

THIS **ASSIGNMENT AND ASSUMPTION OF CONTRACT FOR PRIVATE DEVELOPMENT** (the "Assignment") is entered into as of March 19, 2004, by and among the **CITY OF RAMSEY**, a Minnesota municipal corporation, Anoka County, Minnesota (the "City"), **H & P DEVELOPMENT L.L.C.**, a Minnesota Limited Liability Company ("Assignor"), and **DIVERSE DEVELOPMENT COMPANY, LLP**, a Minnesota Limited Liability Partnership ("Diverse") and **GARY L. HUGEBACK** ("Hugeback") (collectively "Assignees") The parties hereto agree as follows

RECITALS

WHEREAS, the City and the Assignor entered into a Contract for Private Development dated as of June 1, 2000 including a Deficiency Agreement and other related exhibits (collectively the "Development Agreement") regarding the development of certain real property located in a City TIF District The Development Agreement is recorded as Anoka County Recorder's Document number 1505053 and Anoka County Registrar of Titles document number 354698 , and

WHEREAS, the property of which is the subject of the Development Agreement is legally described as follows

Lots 1 and 1A, Block 1, WEST RADIUM BUSINESS PARK CENTER FIRST ADDITION

(the "Development Property"), and

WHEREAS, the Deficiency Agreement provides that the Assignor will pay deficiencies to the City if net tax increment is less than the Required Increment, and

WHEREAS, the Assignor desires to transfer fee title for the Development Property o Assignees pursuant to a purchase agreement by and among Assignor and Assignees, and

WHEREAS, the Assignor desires to assign its rights and obligations under the Development Agreement to Assignees as fee owner of the Development Property, and Assignees agree to jointly and severally assume Assignor's rights and obligations under the Development Agreement, and

WHEREAS, such assignment is permitted, with the consent of the City, pursuant to Article VIII of the Development Agreement, and

WHEREAS, the Development Agreement may be amended pursuant to Section 11 4 of the Development Agreement

NOW THEREFORE, in consideration of the premises and the covenants and agreements set forth herein, the receipt and sufficiency of which are hereby acknowledged, the parties agree to the terms described below

AGREEMENT

1 Recitals The above Recitals are hereby agreed to in full and are incorporated herein by this reference. Capitalized terms used herein and not defined herein shall have the respective meanings set forth in the Development Agreement

2 Representations and Warranties Diverse represents and warrants to the City that it is a Minnesota Limited Liability Partnership and in good standing therein, and is qualified to do business in the State of Minnesota

3 Assignment and Assumption

a The Assignor hereby assigns to the Assignees, and the Assignees hereby assume from the Assignor, all right, title and interest and obligations in and to the Development Agreement

b The Assignees jointly and severally promise and agree (a) to assume and pay the indebtedness evidenced by the Development Agreement at the times, and in the manner and in all respects as therein provided, (b) to perform each and all of the obligations set forth in the Development Agreement at the times, in the manner and in all respects as therein provided, and (c) to be bound by each and all of the terms of the Development Agreement as if each of them were originally made, executed and delivered by the Assignee.

4 Conditions to Effectiveness of this Agreement and Assumption This Assignment and Assumption Agreement shall be effective upon execution and consent of the City

5 Governing Law This Agreement shall be governed by the laws of the State of Minnesota

6 Severability In case any one or more provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity,

illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein

7 Further Assurances Assignor and Assignees agree to do such further acts and things, and to execute and deliver such additional conveyances, assignments, agreements and instruments, as the City may at any time request in connection with the administration or enforcement of this Assignment or in order better to assure and confirm unto the City its rights, powers and remedies hereunder

8 Counterparts This Assignment may be executed in any number of counterparts and by different parties hereto in separate counterparts, each of which, when so executed and delivered, shall be deemed an original, but all of which counterparts together shall constitute but one Agreement

9 No Novation This Assignment shall not constitute a novation as to any agreements assumed hereby

10 Estoppel The Assignor confirms, represents and warrants that the Assignor is not in default under the Development Agreement and that the Development Agreement is in full force and effect and has not been modified, altered, or amended except as set forth in the above-referenced amendments

IN WITNESS WHEREOF, the parties hereto have executed this Assignment and Assumption Agreement by their duly authorized officers as of the date first above written

ASSIGNOR:

H & P DEVELOPMENT L.L.C
a Minnesota Limited Liability Company

By _____
Name Gary L Hugeback
Its Chief Manager

STATE OF MINNESOTA)
) ss
COUNTY OF ANOKA)

The foregoing instrument was acknowledged by me, a notary public, on the 19th day of March, 2004, by Gary L Hugeback, the Chief Manager of H & P Development L L C., a Minnesota Limited Liability Company under the laws of the State of Minnesota, on behalf of the Limited Liability Company

SEAN M. SULLIVAN
NOTARY PUBLIC - MINNESOTA
My Comm Exp. Jan 31, 2005

_____
Notary Public

ASSIGNEES:

DIVERSE DEVELOPMENT COMPANY, LLP, a Minnesota Limited Liability Partnership

By _____
Name Gary L Hugeback
Its Managing Partner

_____
Gary L Hugeback

STATE OF MINNESOTA)
) ss
COUNTY OF ANOKA)

The foregoing instrument was acknowledged by me, a notary public, on the 19th day of March, 2004, by Gary L Hugeback the Managing Partner of Diverse Development Company LLP ,a Limited Liability Partnership under the laws of the State of Minnesota, on behalf of the Limited Liability Partnership

_____
Notary Public

SEAN M SULLIVAN
NOTARY PUBLIC - MINNESOTA
My Comm Exp Jan 31, 2005

STATE OF MINNESOTA)
) ss
COUNTY OF ANOKA)

The foregoing instrument was acknowledged by me, a notary public, on the 19th day of March, 2004, by Gary L Hugeback

_____
Notary Public

SEAN M SULLIVAN
NOTARY PUBLIC - MINNESOTA
My Comm Exp Jan 31, 2005

Consented to as of the date first written above

CITY

CITY OF RAMSEY, a Minnesota Municipal Corporation

By _____
Thomas G Gamec
Its Mayor

ATTEST

James E Norman
Its City Administrator

STATE OF MINNESOTA)
) ss
COUNTY OF ANOKA)

The foregoing instrument was acknowledged by me, a notary public, on the 22nd day of March, 2004, by Thomas G Gamec, the Mayor, and James E Norman, the City Administrator, of the City of Ramsey, a municipal corporation under the laws of the State of Minnesota, on behalf of the municipal corporation

Notary Public

SEAN M SULLIVAN
NOTARY PUBLIC - MINNESOTA
My Comm Exp. Jan 31, 2005

Drafted by

William K Goodrich
Randall, Dehn & Goodrich
2140 Fourth Avenue North
Anoka, Minnesota 55303
(763) 421-5424

TORRENS

Receipt # 81444 / $20.00	☐ Tax Lien/Release
Date/Time 6-7-04 / 16:30	☐ Transfer
Doc Order 1 of 1	☐ Division
	☐ Status
Recordability EC	☐ New legal Description
Filing Fees $20.00	☐ GAC
	☐ Deferred Specials
Well Cert Rec'd	☒ No Change

☐ Certified Copy/_____
☐ Non-standard Document
☐
☒ From Certificate 102007 A # New Certificates -0-
BK 266 Page/Cert 102007

DOCUMENT NO 460230.0 TORRENS
ANOKA COUNTY MINNESOTA

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD ON
AT JUN 14 2004 AND WAS DULY RECORDED
FEES AND TAXES IN THE AMOUNT OF 4:30 PM PAID $20 00
RECEIPT NO 2004081444

MAUREEN J DEVINE
ANOKA COUNTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

BY EIC
DEPUTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

ABSTRACT

Receipt # 81445 / $20.00	☐ Incorrect/No Reference #
Date/Time 6-7-04 / 16:30	☐ Non-standard Document
Document Order 1 of 1	☐ Certified Copy/
PINs EC	
Recordability EC	
Filing Fees $20.00	
Copy/Additional Pg Fees $_____	☐ Tax Lien/Release
Well Cert Fees $_____	☐ Transfer
	☐ Division
☐ Incomplete Form	☐ Status
☐ Missing Attachment	☐ New legal Description
☐ No Legal Description	☐ GAC
☐ Non-existent Legal Description	☐ Deferred Specials
☐ Part(s) Illegible	☒ No Change

DOCUMENT NO 1932124.0 ABSTRACT
ANOKA COUNTY MINNESOTA

I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED IN THIS OFFICE FOR RECORD ON
AT JUN 14 2004 AND WAS DULY RECORDED
FEES AND TAXES IN THE AMOUNT OF 4:30 PM PAID $20 00
RECEIPT NO 2004081445

MAUREEN J DEVINE
ANOKA COUNTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

BY EIC
DEPUTY PROPERTY TAX ADMINISTRATOR/RECORDER/REGISTRAR OF TITLES

460230.0 TORRENS
BARNA GUZY & STEFFEN
SUITE 400
200 COON RAPIDS BLVD
COON RAPIDS MN 55433

FILE IN TORRENS

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

RESOLUTION #18-190

RESOLUTION APPROVING THE EXECUTION OF A CERTIFICATE OF COMPLETION IN RELATION TO A DEVELOPMENT AGREMENT BETWEEN THE CITY OF RAMSEY AND H & P DEVELOPMENT L.L.C.

WHEREAS, The City of Ramsey and H & P Development L.L.C. entered into a Contract for Private Development on June 5, 2000 (the "Original Contract"); and,

WHEREAS, The Original Contract calls for a Certificate of Completion to be executed by the City of Ramsey upon the completion of all minimum site improvements as described in the Original Contract; and

WHEREAS, H & P Development and/or its assigns has completed the minimum improvements; and

WHEREAS, H & P Development and/or its assigns has requested execution of Certificate of Completion.

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 authorizes the Acting Mayor and City Administrator execute the form of the Certificate of Completion attached as Exhibit E to the Original Agreement subject to the City Attorney approval.

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

XXXXXXX

and the following voted against the same:

XXXXXXX

and the following abstained:

XXXXXXX

and the following were absent:

XXXXXXX

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 11th day of September 2018.

Acting Mayor John LeTourneau

ATTEST:

City Clerk Jo Ann M. Thieling

[Above space reserved for recording data]

FORM OF CERTIFICATE OF COMPLETION

The undersigned hereby certifies that H & P Development L.L.C., has fully and completely complied with its obligations under Article III of that document entitled "Contract for Private Development," dated June 5, 2000, between the City of Ramsey, Minnesota and H & P Development L.L.C., recorded in the office of the Anoka County Recorder as Document Number 1505053, and in the Office of the Anoka County Registrar of Title as Document Number 354698, with respect to construction of the Minimum Improvements on the real estate described on Exhibit A attached hereto and incorporated herein ("Property") in accordance with the Construction Plans, and is released and forever discharged from its obligations under the above-referenced Article III.

In addition, that a Lien Agreement between H & P Development L.L.C. and the City of Ramsey dated June 5, 2000 and recorded in the office of the Anoka County Recorder as Document Number 1505053, and in the Office of the Anoka County Registrar of Title as Document Number 354698 is hereby terminated and the lien against the Property created thereby released and discharged.

CITY OF RAMSEY

Dated: _____ By _____
Its Acting Mayor

By _____
Its City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

On this ___ day of _____, 2018 before me, a Notary Public, personally appeared John LeTourneau and Kurtis G. Ulrich to me personally known, who, being each by me duly sworn did say that they are respectively the Acting Mayor and City Administrator of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and the said instrument was signed on behalf of said Municipal Corporation by authority of its City Council and said Acting Mayor and City Administrator acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

Exhibit A

Legal Description of Development Property

Lots 1 and 1A Block 1, WEST RADIUM BUSINESS CENTER FIRST ADDITION, Anoka County, Minnesota

CC Regular Session **4. 8.**

Meeting Date: 09/11/2018

By: Bruce Westby, Engineering/Public Works

Information

Title

Adopt Resolution #18-186 Ordering Assessment Roll and Calling Assessment Hearing for Improvement Project #17-02, River's Bend Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #18-186 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #17-02, River's Bend Street Reconstructions.

Background:

City Improvement Project 17-02 involved reconstructing the following street segments within the River's Bend residential neighborhood;

- 147th Lane from the west River's Bend plat line to Waco Street,
- 148th Avenue from the west River's Bend plat line to Xkimo Street,
- Xkimo Street between 147th Lane and 149th Avenue/Sunwood Drive, and
- Yakima Street between 148th Avenue and 149th Avenue/Sunwood Drive.

These street segments total approximately 2,774 linear feet, or 0.53 miles. A map showing the scope of the improvements is included as ***Figure 1*** in ***Appendix A*** of the attached Feasibility Report.

Pre-Existing Conditions

These street segments in the River's Bend neighborhood were constructed in 1985 with between 2 and 3½-inches of bituminous pavement, 4-inches of class 5 aggregate base, surmountable concrete curb and gutter, and concrete storm sewer. The streets were 30-foot wide from face-of-curb to face-of-curb, and were centered within a 60-foot wide right-of-way. The pavement was cracksealed and sealcoated in 1988 and in 1995. Spot patching was applied on an as-needed basis since.

In the fall of 2016, the pavement sections of the above-referenced street segments had PASER ratings of 3, meaning they were past the point of overlaying and instead required complete reconstruction.

The existing storm sewer system consisted of concrete catch basins and pipes, which drain runoff from the street to adjacent low-lying areas. Based on design calculations completed by City staff, no modifications were required to the existing storm sewer system.

Municipal sanitary sewer and water utilities existed under many of the pavement sections. The existing utilities were inspected and were found to be in good enough condition that no improvements were required before reconstructing the pavement.

Completed Improvements

All streets were reconstructed matching their existing widths and locations.

After all damaged concrete curb and gutter sections were removed and replaced, the existing bituminous pavement sections were reconstructed using the Full Depth Reclamation (FDR) process. This involved grinding the existing bituminous pavement with an inch or more of existing aggregate base (pavement reclamation), then placing and

compacting some of the reclaimed material on top of the reshaped and compacted existing aggregate base. Then, 2-inches of bituminous base course and 1½-inches of bituminous wear course was placed and compacted on top of the compacted reclaim material to provide a pavement section with a 7-ton structural capacity and a 30-plus year design life.

Storm sewer castings were reset after replacing adjusting rings and grouting the insides of the catch basins.

Municipal sanitary sewer and water utility castings were adjusted and reset.

Public Input
Staff met with several of the property owners prior to construction to discuss the improvements and their preliminary assessments. Most generally understood the need for the improvements, though some of the property owners questioned the use of special assessments to help pay for the improvements.

Staff met with numerous other property owners during construction to coordinate construction of various improvements adjacent to or otherwise impacting the use of their properties.

Notification:

Following Council approval, an Assessment Hearing Notice will be published in the City's official newspaper on Friday, September 21st. Assessment Hearing Notices will also be mailed to all benefiting property owners as required per State Statute.

Anoka County requires that assessments be certified to the County Auditor by November 16th for collection on next year's taxes. This deadline will be met by conducting the Assessment Hearing at the October 9th City Council meeting, which will also allow adequate time for publication and mailing of Hearing notices.

Observations/Alternatives:

Observations:
At the time this report was prepared, construction of this project was complete with only punch list item work remaining and Staff was calculating final construction costs to assist in determining final assessment amounts for use in publishing and mailing notices for the Assessment Hearing.

Alternatives:
Alternative #1 – Motion to adopt Resolution #18-186 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #17-02, River's Bend Street Reconstructions.

Funding Source:

The construction contract amount for this project is $191,474.48. Street reconstruction project costs include actual construction costs plus 23% indirect costs for administrative (6%), engineering (15%), finance (1%), and legal (1%) costs. Upon adding 23% for indirect costs, the contracted project cost would be $235,513.61. The engineer's estimate in the Feasibility Report was $301,738.31.

Staff is calculating final construction costs and believes these costs will be only slightly higher than the construction contract amount. No significant quantity revisions or change orders occurred during construction. Final project costs will be reviewed at the Assessment Hearing.

These improvements were included in the City's Capital Improvement Plan for 2018 construction. Funding sources include a combination of Street Reconstruction and Overlay Program (SROP) bond funds, special assessments to benefiting properties, and stormwater utility funds.

Special Assessments
The City's Special Assessments Policy (attached) calls for special assessments to pay for 25% of eligible street reconstruction improvement costs. Special assessments are calculated using methods resulting in reasonable and

equitable distribution of assessments that are uniform upon the same class of properties within the assessable area. The test for determining the validity of a special assessment is whether the improvement for which the assessment was levied has increased the market value of the property against which the assessment was levied in at least the amount of the assessment.

Ramsey's Special Assessments Policy identifies three optional methods for calculating assessments; Adjusted Front Footage, Area, and Per Lot. The Feasibility Report for this project identified 44 benefiting residential properties that are proposed to be assessed up to 25% of eligible project costs. On all previous residential street reconstruction projects, the Per Lot assessment method was applied so Staff recommends using the Per Lot method for this project.

All project costs are eligible for special assessments since streets were reconstructed to their pre-existing widths and structural capacities. The preliminarily approved assessment amount was $1,714.42 per parcel, with total assessments amounting to $75,434.58.

A Special Benefit Consultation report is being prepared for this project by the property appraisal and valuation firm of Patchin Messner Dodd and Brumm. This report will help provide proof of benefit to benefiting properties based on the completed improvements. The results of this report, along with the final special assessment amounts as determined by final construction costs, will be discussed with the City Council and the Public during the Assessment Hearing on October 9, 2018.

Recommendation:

Staff recommends Alternative #1.

Action:

Motion to adopt Resolution #18-186 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #17-02, River's Bend Street Reconstructions.

Attachments

Resolution 18-186
Feasibility Report 17-02
MSS Chapter 429
City Charter Chapter 8
Spec Assessments Policy

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 04:11 PM
Form Started By: Bruce Westby		Started On: 09/04/2018 06:48 AM
Final Approval Date: 09/06/2018		

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

RESOLUTION #18-186

RESOLUTION ORDERING PREPARATION OF ASSESSMENT ROLL AND CALLING FOR ASSESSMENT HEARING FOR IMPROVEMENT PROJECT #17-02, RIVER'S BEND STREET RECONSTRUCTIONS

WHEREAS, pursuant to Ramsey City Council resolution #18-058, adopted March 27, 2018, a contract was let for the reconstruction of 147th Lane between Xkimo Street and Waco Street, 148th Avenue between Yakima Street and Xkimo Street, Xkimo Street between 147th Lane and 149th Avenue, and Yakima Street between 148th Avenue and 149th Avenue in the River's Bend residential development, along with miscellaneous appurtenant improvements.

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

1) The City Council hereby determines that a portion of the costs for said improvements shall be assessed against benefitted property owners based upon benefits received without regard to cash valuation.

2) The City Clerk shall forthwith calculate the proper amount to be specially assessed for said improvements against every assessable lot, piece or parcel or land without regard to cash valuation as provided by law, and the Clerk shall file a copy of said proposed assessments in their office for public inspection.

3) A hearing shall be held on the 9th day of October, 2018 at 7 p.m. at the Ramsey Municipal Center to pass upon such proposed assessments and at such time and place all persons owning property affected by said improvements will be given an opportunity to be heard with reference to such assessment.

4) The City Clerk is hereby directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing and shall state in the notice the hearing time, date, and place, overall project description, area to be assessed, total cost of the improvement, a description of a landowner's right to appeal the assessment, and available deferment options. The Clerk shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing and shall state the amount of the special assessment against the individual parcels, a description of the property owner's right to appeal the assessment, prepayment provisions, and interest rate.

5) The owner of any property so assessed may, at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property, with interest accrued to the date of payment to the City, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption of the

assessment. Such payment must be made before November 16th or interest will be charged through December 31st of the succeeding year. In subsequent years, the property owner may at any time thereafter, pay to the City the balance of the assessment remaining unpaid after the current year, provided such payment is made prior to November 16th.

6) The City Clerk shall forthwith transmit a certification of this assessment to the Anoka County Auditor's Office to be extended on the property tax lists of the County. Such assessments shall be collected and paid in the same manner as other municipal taxes.

The motion of 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 11th day of September, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

FEASIBILITY REPORT

RIVER'S BEND STREET RECONSTRUCTIONS

CITY IMPROVEMENT PROJECT NO. 17-02

October 20, 2017

Prepared By:

City of Ramsey
Engineering Department
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9820
763-433-9848 (Fax)

October 20, 2017

Honorable Mayor and City Council
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Feasibility Report - City of Ramsey Improvement Project #17-02
River's Bend Street Reconstructions

Dear Mayor and City Council Members:

Transmitted herewith is a Feasibility Report for the proposed River's Bend Street Reconstructions project, which examines the feasibility of reconstructing the bituminous street section and completing other appurtenant improvements.

This Feasibility Report examines the scope of the proposed improvements, explores estimated costs and available funding sources, defines a preliminary project schedule, and determines the necessity, feasibility and general cost-effectiveness of the proposed improvements, including any alternate designs, as well as whether the improvements would best be completed separately or in conjunction with another project.

I would be happy to discuss this report with you at your convenience. Please feel free to contact me at 763-433-9825 or bwestby@cityoframsey.com with any questions.

Sincerely,
City of Ramsey

Bruce Westby, PE
City Engineer

Enclosure

C: Kurt Ulrich, City Administrator
Leonard Linton, Civil Engineer IV

CERTIFICATION

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

Bruce Westby, PE

Date: October 20, 2017 License No. 40116

I hereby certify that this plan, specification or report was reviewed for Quality Control and Quality Assurance purposes and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Leonard Linton, PE

Date: October 20, 2017 License No. 21112

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1. EXECUTIVE SUMMARY

City Improvement Project #17-02 proposes to reconstruct four street segments within the River's Bend residential neighborhood including 147th Lane between Xkimo Street and Waco Street, 148th Avenue between Yakima Street and Xkimo Street, Xkimo Street between 147th Lane and 149th Avenue, and Yakima Street between 148th Avenue and 149th Avenue. These streets total approximately 2,774 linear feet (0.53 miles) in length. A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A***.

These street segments in the River's Bend neighborhood were constructed in 1985 with between 2 and 3½-inches of bituminous pavement, 4-inches of class 5 aggregate base, surmountable concrete curb and gutter, and concrete storm sewer. The street was constructed to a width of 30-feet from face-of-curb to face-of-curb, and is centered within a 60-foot wide right-of-way.

City staff evaluates and rates the condition of pavement sections on all city streets on an annual basis using the Pavement and Surface Evaluation Rating (PASER) system. In the fall of 2016, these street segments within the River's Bend neighborhood were rated with PASER ratings of 3, which indicates this street is past the point of applying mill and overlay improvements. The current condition of these streets requires City staff to patch the streets at least once per year, particularly before winter so the street can be plowed without further damaging the pavement in the process. Pictures of this street segment are located in ***Appendix A***.

Proposed improvements include removing and replacing all damaged concrete curb and gutter sections, and reconstructing the existing bituminous pavement section using the Full Depth Reclamation (FDR) process. This process would involve milling the entire existing bituminous pavement section, along with one inch or so of existing aggregate base. This reclaim material would then be spread over the reshaped and compacted subgrade between the curb and gutter, then the top 3½ inches of reclaim material would be removed and hauled off site, after which 3½ inches of new bituminous pavement would be installed over the remaining compacted reclaim material. This would result in a 7-ton pavement design, which is standard for residential streets.

The existing sanitary sewer and watermain infrastructure are in good condition. The existing storm sewer system is also in good condition with only minor work being proposed.

The engineer's opinion of probable costs for completing the proposed improvements outlined in this report is $301,738.31. Estimated project costs include 5-percent contingency costs and 23-percent indirect costs for administrative, engineering, finance and legal costs. A summary of the engineer's opinion of probable costs is included in ***Appendix B***.

A total of forty-four (44) parcels have been identified as receiving special benefit from the improvements. These parcels are identified in the preliminary Assessment Map and Roll, which are attached in ***Appendix C***.

A total of twelve (12) pavement corings were completed by WSB and Associates (WSB) to assist with the preparation of this report. WSB offered pavement design recommendations, which were considered and incorporated to varying degrees while preparing this report. A copy of WSB's report is attached in ***Appendix D***.

This improvement project, which is listed in the City's current Capital Improvement Program, is proposed to be funded using a combination of special assessments to benefiting properties, street reconstructions bond proceeds, and stormwater utility funds.

Staff recommends using special assessments to pay for 25-percent of eligible improvement costs, which will be applied across 44 assessable properties using the "per lot" method of assessment, which is the typical method used for single family parcels having approximately the same size. All costs for this project are eligible for special assessments since the street is proposed to be reconstructed at its existing width, and since the existing and proposed pavement sections both meet 7-ton design standards meaning they are equivalent sections. This project does not include any ineligible project costs related to the use of special assessments.

Staff recommends ordering a special benefit consultation report for this project to verify that the proposed assessment amounts will not exceed the amount of benefit to any of these properties. If the report concludes that the benefit to any of the properties is less than the proposed preliminary assessment rate, Staff would propose to lower the assessment rate accordingly at the Assessment Hearing. However, if the special benefit consultation report verifies that the assessment rates as proposed are justified, Staff would propose to adopt the final assessment roll using the rate as preliminarily proposed.

Staff has not yet discussed the proposed improvements or the use of special assessments to pay for a portion of the improvements with the identified 44 benefiting property owners. However, Staff has scheduled a neighborhood information meeting and has mailed invitations to these property owners and will explain the proposed improvements and assessments in detail at the meeting, and will gather their input on the project, including any information which should be explored in more detail during development of plans and specifications. Staff will present the feedback received to Council during the Public Hearing process.

On January 24, 2017, the City Council directed Staff to postpone the River's Bend Street Reconstructions project until the 2018 construction season, allowing the project to be constructed in conjunction with the Stanhope Terrace Street Reconstructions project. The intent of this direction was to provide for the most cost-effective project by combining it with a similar project in close proximity, thereby potentially realizing a cost savings due to economies of scale.

This project was initially intended to be a mill and overlay improvements project, but after learning that the existing bituminous pavement section would not allow for a mill and overlay due to pavement thicknesses in some locations of only 2-inches, the project was converted to a full pavement reconstruction.

This project is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein. However, it would be most cost-effective to construct this project in conjunction with the Stanhope Terrace and The North Forty Street Reconstructions projects in 2018.

2. INTRODUCTION

2.1 Authorization

The preparation of this report was authorized by the Ramsey City Council on January 10, 2017. This project has been designated as City Improvement Project No. #17-02.

2.2 Program Overview

In support of the City's long-term Street Maintenance Program, the existing bituminous pavement section is proposed to be reconstructed, damaged concrete curb and gutter sections will be removed and replaced, and other appurtenant work will be completed as outlined in this report.

The City's pavement evaluation process involves a visual evaluation of each street's pavement surface based on the type, extent and severity of each pavement distress observed. Numerous types of pavement distresses may exist within a pavement section including, but not limited to, alligator cracking, block cracking, longitudinal cracking, transverse cracking, rutting, raveling, shoving, potholes and patches. This field data is then used to rate the pavement condition.

The City uses the Pavement and Surface Evaluation Rating (PASER) system to rate pavement condition. A PASER rating is a numerical index between 1 and 10 indicating the condition of a pavement based on the various pavement distresses recorded during visual observations. A PASER rating of 10 represents brand new pavement, while a PASER rating of 1 represents a pavement section that has fallen into complete disrepair requiring full street reconstructions.

In the fall of 2016, these street segments in the River's Bend neighborhood were rated with PASER ratings of 3.

2.3 Scope

City of Ramsey Improvement Project 17-02 proposes to reconstruct the existing bituminous pavement, to remove and replace damaged concrete curb and gutter sections, and to complete other appurtenant work on four street segments within the River's Bend residential neighborhood including 147th Lane between Xkimo Street and Waco Street, 148th Avenue between Yakima Street and Xkimo Street, Xkimo Street between 147th Lane and 149th Avenue, and Yakima Street between 148th Avenue and 149th Avenue. These street segments total approximately 2,774 linear feet (0.53 miles) in length.

The existing bituminous pavement is proposed to be reconstructed using the full depth reclamation (FDR) process. This involves reclaiming the bituminous pavement section between the existing concrete curb and gutter sections, along with one inch or so of the existing aggregate base, then hauling and disposing of any excess reclaim material off site, spreading and compacting the remaining reclaim material on top of the reshaped and compacted subgrade, then placing 3½-inches of new bituminous pavement on top of the compacted reclaim material. The resulting pavement design would meet current City design standards.

A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A***.

3. EXISTING CONDITIONS

3.1 Existing Pavement and Soil Conditions

All four street segments were constructed in 1985 with 2 to 3½-inches of bituminous pavement, 4-inches of class 5 aggregate base, and surmountable concrete curb and gutter. The streets were all constructed to a width of 30-feet from face-of-curb to face-of-curb, and are all centered within a 60-foot wide right-of-way. The existing speed limit is 30 mph along all street segments.

The pavement was cracksealed and sealcoated in 1988 and 1995, and spot patching has been applied on an as-needed basis since. In 2016, Staff observed Pavement and Surface Evaluation Ratings (PASER) of 3 on all street segments.

While traffic counts for these streets are not available, Staff believes it is reasonable to assume the average annual daily traffic (AADT) count is less than 1,000 vehicles, and that less than 5 percent of vehicles using these streets can be classified as truck traffic.

WSB and Associates (WSB) was employed to complete a total of twelve pavement corings. Their results showed an average bituminous pavement thickness between 2 and 3¼-inches, which was constructed over 4-inches class 5 aggregate base.

3.2 Watermain

Watermain was installed under all street segments in River's Bend. Staff believes the existing watermain is in good condition, and that no repairs will be required prior to reconstructing the pavement. However, if plans and specifications are ordered for the proposed improvements, staff proposes to hire a leak detection expert to ensure there are no detectable leaks. If leaks are detected, repairs would be made under separate contract before work commences on this project. Leak detection testing is estimated to cost $500.

3.3 Sanitary Sewer

Sanitary sewer was installed under each of the street segments in River's Bend. Staff believes the existing sanitary sewer is in good condition, and that no repairs will be required prior to reconstructing the pavement. However, if plans and specifications are ordered for the proposed improvements, staff proposes to hire a firm to televise the sewer to ensure the pipes are not deformed, cracked, or broken, and that all joints are sealed. If any issues are detected, repairs would be made under separate contract before work commences on this project. Sewer televising for this project is estimated to cost $2,800.

3.4 Storm Sewer/Drainage

Storm sewer exists along Xkimo Street. Based on design calculations completed by City staff, no modifications will be required to the existing storm sewer system.

3.5 Streets

3.5.1 Existing Typical Sections

The street was constructed to a width of 30 feet from face-of-curb to face-of-curb, and is centered within a 60-foot wide City-owned right-of-way.

3.5.2 Maintenance History

The pavement was cracksealed and sealcoated in 1988, and again in 1995. Spot patching has been applied on an as-needed basis since.

3.6 Land Use

Properties in the River's Bend neighborhood are zoned single family residential.

4. PROPOSED IMPROVEMENTS

4.1 Street and Stormwater Improvements

The four street segments within the River's Bend residential neighborhood proposed to be reconstructed include 147th Lane between Xkimo Street and Waco Street, 148th Avenue between Yakima Street and Xkimo Street, Xkimo Street between 147th Lane and 149th Avenue, and Yakima Street between 148th Avenue and 149th Avenue.

The scope of the proposed surface improvements is shown in ***Figure 1*** in ***Appendix A***.

4.1.1 Street Improvements

The streets in River's Bend are proposed to be reconstructed to match their existing width of 30-feet. All damaged surmountable concrete curb and gutter is proposed to be removed and replaced in kind. A typical section for the proposed pavement street reconstructions improvements is shown in ***Figure 2*** in ***Appendix A.***

The proposed reconstructed bituminous pavement design is designed to accommodate a 7-ton design in accordance with the City of Ramsey's design standards. City staff is proposing a pavement section design of 1½-inches bituminous wear course, 2-inches bituminous base course, over 4-inches of existing aggregate base material after reshaping and compacting the base.

The proposed pavement design should result in a minimum pavement life of 30 years, assuming that proactive, regular pavement maintenance treatments are performed during the life of the pavement. While a 60-year design life would typically be targeted for a reconstructed street, this project is not proposing a full street reconstruction due to the good condition of the majority of the existing 30-year old curb and gutter. Therefore, only the bituminous pavement is proposed to be reconstructed at this time as it may make sense to replace the pavement section at the time the rest of the existing curb and gutter is replaced, which may be 30 or more years in the future.

4.1.2 Storm Sewer Improvements

The existing storm sewer system is in good condition and is not proposed to be improved. The only proposed storm sewer improvements include resetting catch basin castings and grouting the catch basins. No stormwater quality treatment improvements are required for this project since the street is proposed to be reconstructed at its current width.

4.1.3 Geotechnical Considerations

WSB completed twelve (12) pavement cores along the streets in River's Bend as shown in their Pavement Evaluations and Recommendations report, attached in ***Appendix D***.

WSB recommended leaving all intact existing curb and gutter in place, which staff estimates accounts for over 80-percent of the existing curb and gutter, which is only 30 years old.

WSB also recommended reconstructing only the bituminous pavement. In total, this work is estimated to cost about half as much as a total street reconstruction while resulting in a serviceable pavement design life of at least 30-years. Considering that much or all of the remaining curb and gutter may need to be replaced in 30-years or so, a total street reconstruction could be evaluated at that time. Another benefit to this design is that it would result in minimal impacts to site access and traffic during construction.

4.1.4 Other Considerations

Driveways:
One or more existing driveways may need to be reconstructed to varying degrees. The limits of construction will vary with each driveway based on the extent of curb and gutter removal and replacement required, the elevations of the street, and the driveway type. During design, staff will evaluate the construction limits for any impacted driveways and will incorporate this into the plans, but as with all street reconstruction projects the exact limits of construction will be determined in the field during construction. Right-of-entry forms would be obtained from private property owners if work is required outside City right-of-ways and easements.

Irrigation Systems:
Developed properties along the project corridor may have private irrigation systems. Impacts to these systems may occur where the existing curb and gutter is being replaced. On past street reconstruction projects, the City repaired private irrigation systems that were damaged as part of the project. Staff recommends foregoing this practice on future projects. Instead, staff recommends notifying property owners in writing of the pending construction as far in advance of construction as possible to allow them to move their irrigation systems out of the construction area, and then replace it once work is complete.

Parking Restrictions:
Parking is currently allowed along both sides of the streets except for overnight parking per City code. During this project, parking is proposed to be restricted during allowable working hours also.

Pavement Corings:
Staff has been finding inconsistent existing pavement thicknesses on existing streets within the City during recent reconstruction projects. It is standard City practice to have staff on-site during pavement installation to insure the proper quantities are being placed. As further conformation, staff is proposing to have pavement corings taken at the conclusion of reconstruction projects. This is already a requirement on all State Aid projects, and will leave more data on the pavement section for future street maintenance projects.

4.2 Stormwater Treatment

Stormwater retention and/or treatment improvements are not required for this project.

4.3 Water Main Improvements

No watermain improvements are proposed with this project.

4.4 Sanitary Sewer Improvements

No sanitary sewer improvements are proposed with this project.

4.5 Construction Methods

The existing bituminous pavement section will be reconstructed as outlined within this report.

4.6 Private Utilities

Staff has not yet met with the telephone, gas, power and cable utilities regarding this project. During preparation of plans and specifications, staff will meet with the private utility companies to discuss the proposed improvements as noted in the project schedule within this report. The alignment and footprint of the streets will be considered to minimize impacts to private utilities. No impacts to power poles or street lights are anticipated with this project.

Should any utility company indicate they wish to upgrade, replace and/or otherwise modify their services during this project, any such upgrades, replacements and/or modifications will be at the sole discretion and cost of the utility company.

4.7 Permits

Permits that are anticipated to be required as part of the proposed improvements include:

- MPCA General Stormwater Permit (NPDES)..... Grading and Storm Water

A stormwater permit from the Lower Rum River Watershed Management Organization will not be required with this project.

4.8 Right-of-Ways/Easements

It is anticipated that all improvements will occur within existing City right-of-ways and/or easements, with the possible exception of tying into private driveways and yards. It is therefore not anticipated that the City will need to acquire additional permanent right-of-way or easements for this project. As such, costs for right-of-way or easement acquisitions are not included in the probable project costs.

City staff will obtain any required right of entries.

5. FINANCING

5.1 Opinion of Cost

A detailed opinion of probable costs for the proposed improvements can be found in ***Appendix B*** of this report. The opinion of probable costs incorporates anticipated 2018 construction costs for the proposed improvements, plus 5-percent contingency costs and 23-percent indirect costs for administrative, engineering, financing and legal costs.

City staff prepared the Feasibility Report in-house as part of staff's normal duties.

WSB and Associates, Inc. prepared their Pavement Evaluations and Recommendations report, which is included in ***Appendix D***, at a not-to-exceed cost of $3,290.

5.2 Funding

5.2.1 Assessments

The City's adopted Special Assessments Policy allows special assessments in an amount not to exceed 25-percent of eligible street reconstruction project costs to be levied against benefiting properties. Eligible project costs include costs required to reconstruct the street at its current width, and to reconstruct the pavement without increasing its structural capacity. Benefiting properties are considered to be any parcel that has their primary access onto any of the street segments being reconstructed. A total of 44 benefitting properties have been identified for this project. The Preliminary Assessment Map and Roll are included in ***Appendix C***.

The engineer's opinion of probable costs for eligible assessment costs totals $301,738.31. Assessable residential parcels are preliminarily proposed to be assessed for 25-percent of eligible project costs, which totals $75,434.58 and equals $1,714.42 per parcel. Assessment terms are proposed at ten years. Interest rates are proposed at two percent above the bond interest rate.

The "per lot" method of assessment identified in the City of Ramsey's Special Assessments Policy is proposed to be used to calculate assessments for this project considering that all parcels are roughly equivalent in size and will benefit equally. All properties having their primary access onto any of the reconstructed streets are considered to benefit and are proposed to be assessed.

The City is still in the early years of applying special assessments on street reconstruction projects. In addition, State Statute and the City Charter do not allow assessments to exceed the benefit to the property. Therefore, Staff is requesting Council authorization to order a benefit appraisal consultation report for this project in accordance with the City's Special Assessments Policy at the time a construction contract is awarded.

5.2.2 City Contribution

The City contribution to the project will include all funding in excess of the amount collected through special assessments to benefiting properties, which equals 75-percent of eligible project costs. No funds have been budgeted for this project.

The City's share of eligible project costs related to surface (street) improvements is proposed to come from the previously encumbered 5-year Street Reconstruction and Overlay Program bonds. Stormwater Utility Funds are proposed to pay for all storm sewer improvements.

Special assessments are proposed to pay back a portion of these costs based on the final assessments adopted by Council at the end of the project.

Table 1 illustrates the proposed project funding based on the proposed design outlined within this report. This funding program assumes construction will occur in 2018.

TABLE 1
Proposed Project Funding

	ASSESSMENTS	CITY FUNDS	TOTAL
Estimated Costs	**$75,434.58**	**$226,303.73**	**$301,738.31**

Total Estimated Project Cost		**$301,738.31**
Less Special Assessments (25%)	-	$75,434.58
Subtotal	**=**	**$226,303.73**
Less City Bonding Funds	-	$224,803.73
Subtotal	**=**	**$1,500.00**
Less Stormwater Utility Funds	-	$1,500.00
Total Remaining Cost	**=**	**$0**

6. PROJECT SCHEDULE

The proposed project schedule is as follows:

Council Orders Feasibility Report ..... January 10, 2017

Council Accepts Feasibility Report ..... January 24, 2017

Council Accepts Updated Feasibility Report/Orders Public Hearing.....October 24, 2017

Staff Publishes Notice of Public Hearing .....October 27 & November 3, 2017

Neighborhood Information Meeting .....November 2, 2017

Council Conducts Public Hearing/Authorizes Plans and Specifications.....November 14, 2017

Staff Conducts Private Utility Coordination Meeting ..... December, 2017

Council Approves Plans and Specifications/Authorizes Ad for Bids..... January 9, 2018

Staff Advertises for Bids..... January 12 & 19, 2018

Staff Receives Bids ..... February 6, 2018

Council Awards Contract ..... February 13, 2018

Contractor Begins Construction .....May/June 2018

Contractor Completes Construction ..... September 7, 2018

Council Orders Assessment Roll/Hearing ..... September 11, 2018

Council Conducts Assessment Hearing.....October 9, 2018

7. CONCLUSIONS AND RECOMMENDATIONS

City of Ramsey Improvement Project #17-02 proposes to reconstruct the existing bituminous pavement, remove and replace damaged concrete curb and gutter, and complete miscellaneous appurtenant work on four street segments within the River's Bend residential neighborhood including 147th Lane between Xkimo Street and Waco Street, 148th Avenue between Yakima Street and Xkimo Street, Xkimo Street between 147th Lane and 149th Avenue, and Yakima Street between 148th Avenue and 149th Avenue. These street segments measure approximately 2,774 linear feet (0.53 miles).

It is the recommendation of City staff that City Project #17-02 is feasible, necessary, and cost-effective from an engineering standpoint. However, it would be most cost-effective to construct this project in conjunction with the Stanhope Terrace and The North Forty Street Reconstructions projects in 2018.

The following Staff recommendations related to the proposed project are presented for Council consideration and concurrence:

1. Staff recommends reconstructing the four street segments within the River's Bend residential neighborhood including 147th Lane between Xkimo Street and Waco Street, 148th Avenue between Yakima Street and Xkimo Street, Xkimo Street between 147th Lane and 149th Avenue, and Yakima Street between 148th Avenue and 149th Avenue in conjunction with the Stanhope Terrace and The North Forty Street Reconstructions projects in 2018.

2. Staff recommends ordering a benefit appraisal consultation to ensure that the preliminary special assessments proposed herein will not exceed the benefit received as a result of the improvements in accordance with the City's Special Assessments Policy.

3. Staff recommends excluding private irrigation system work from this project, and from all future City Improvement Projects, and instead recommends notifying property owners of pending construction as far in advance as possible and instructing them to relocate the irrigation system(s) away from the construction area during construction, then allow replacement in or near the original location after construction is complete.

4. Staff recommends meeting with all owners of assessable properties on November 2, 2017, to inform them of the proposed improvements, the proposed use of special assessments, and to gather their input prior to conducting the Public Hearing and requesting Council authorization to prepare plans and specifications on November 14, 2017.

The City Council is asked to act on the following items related to the proposed project:

1. Accept the preliminary residential special assessment rates proposed herein.

2. Authorize a benefit appraisal consultation report to ensure all special assessments are commensurate with the benefit received as a result of the improvements.

3. Adopt Resolution #17-10-273 accepting this Feasibility Report and ordering the Public Hearing for November 14, 2017.

APPENDIX A

Figure 1 – Project Scope
Figure 2 – Typical Section
Project Site Pictures

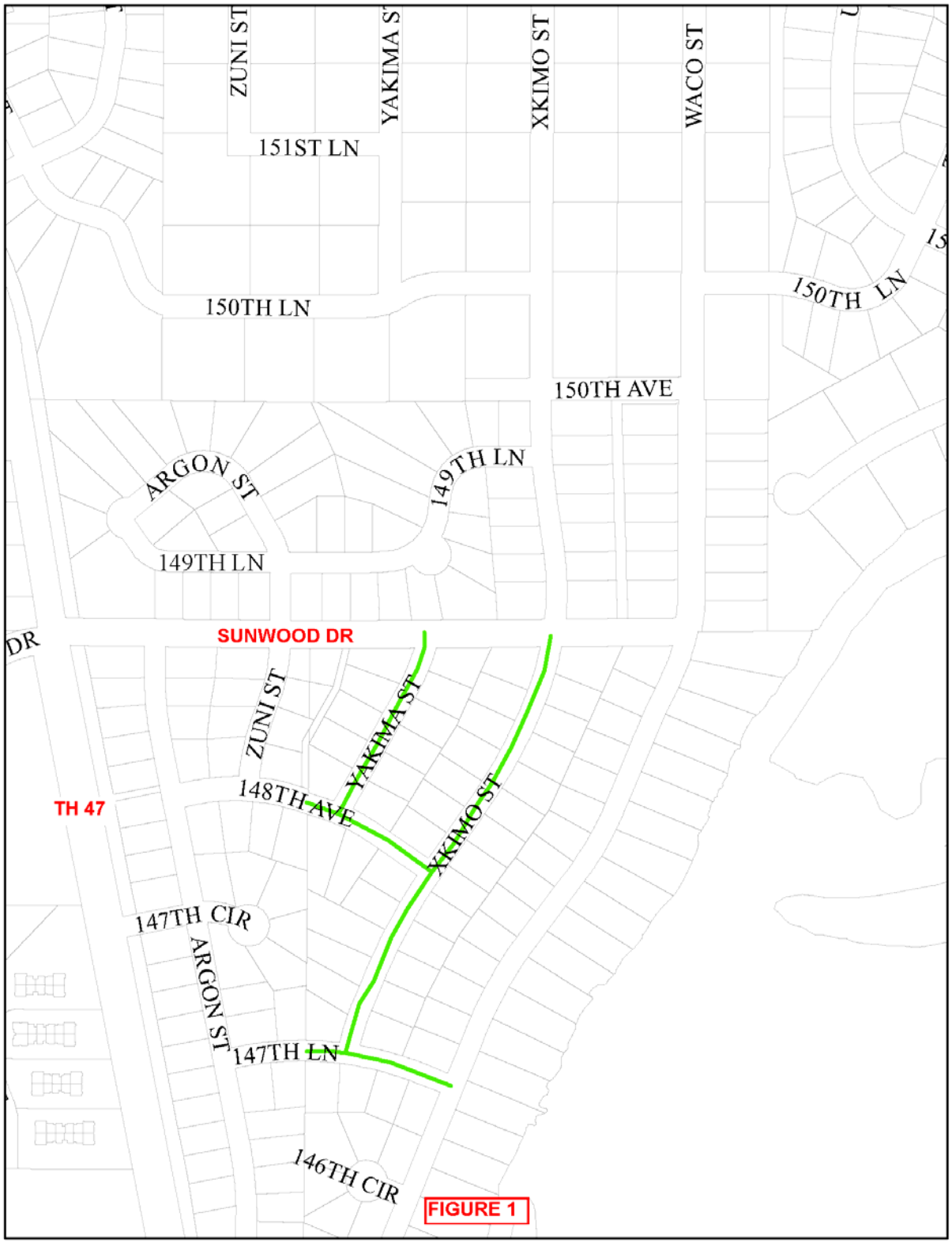


FIGURE 1
PROJECT SCOPE

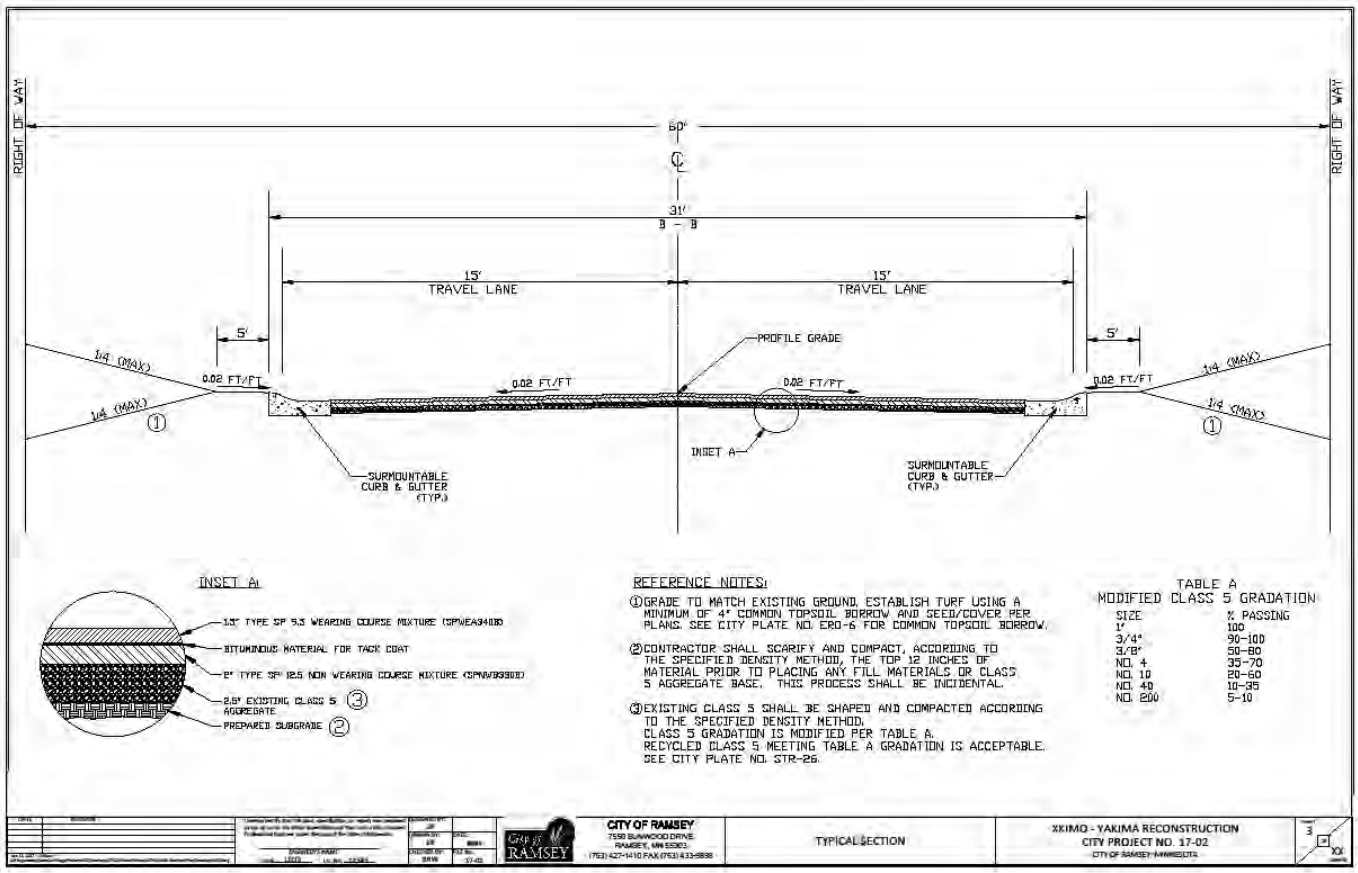


FIGURE 2
TYPICAL SECTION

PROJECT SITE PICTURES









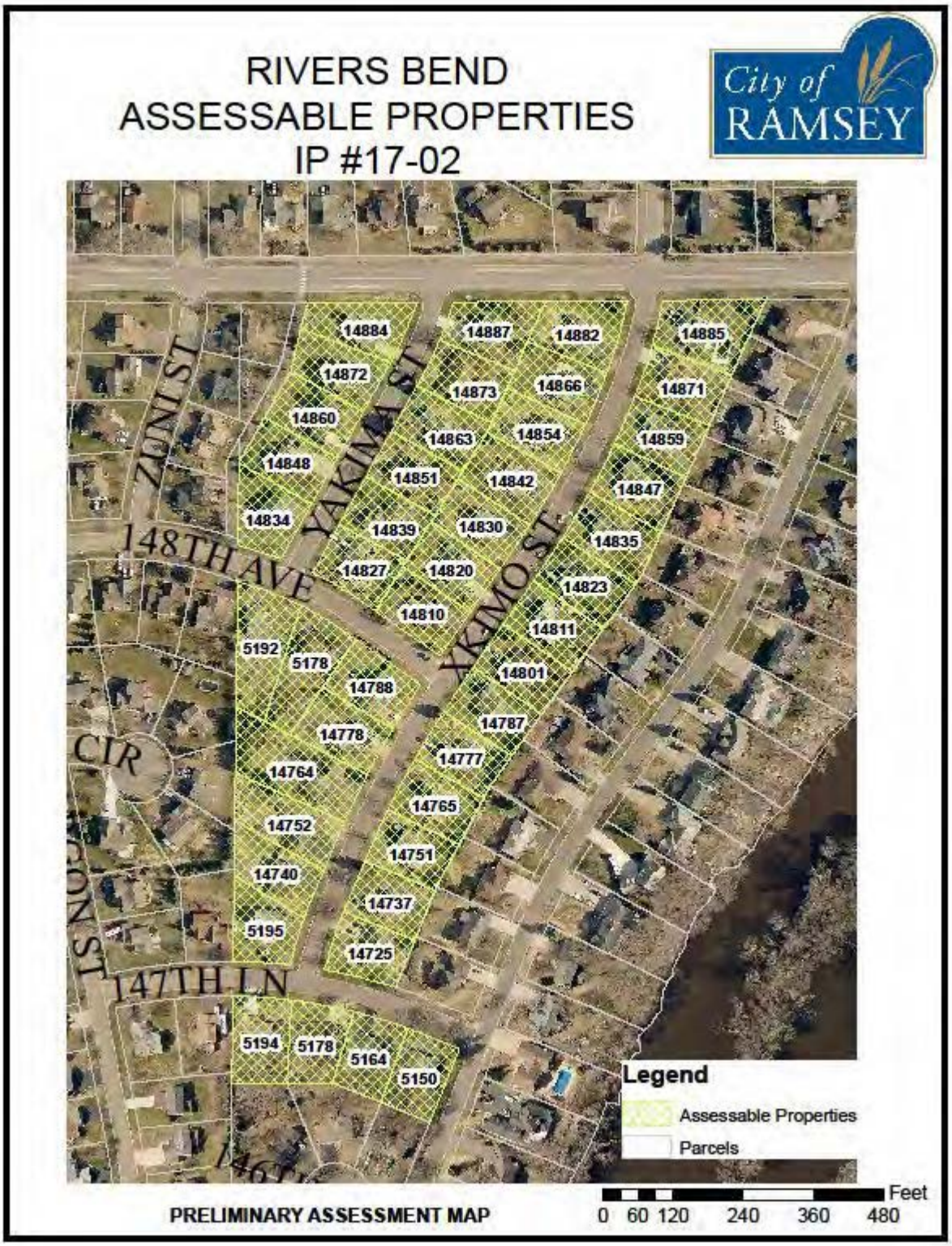
APPENDIX B

Opinion of Probable Costs

17-02 RIVER'S BEND STREET RECONSTRUCTIONS						
ENGINEER'S ESTIMATE						
10/19/2017						
ITEM NO.	**MNDOT NO.**	**ITEM DESCRIPTION**	**UNIT**	**UNIT COST**	**ESTIMATED QUANTITY**	**COST EXTENSION**
1	2021.501	MOBILIZATION	LS	$ 11,000.00	1	$ 11,000.00
2	2104.501	REMOVE CONCRETE CURB AND GUTTER	LF	$ 5.50	500	$ 2,750.00
3	2104.505	REMOVE CONCRETE VALLEY GUTTER	SY	$ 25.00	65	$ 1,625.00
4	2104.511	SAWING CONCRETE PAVEMENT - FULL DEPTH	LF	$ 6.00	100	$ 600.00
5	2104.513	SAWING BITUMINOUS PAVEMENT - FULL DEPTH	LF	$ 3.00	200	$ 600.00
6	2105.201	COMMON EXCAVATION (EV)	CY	$ 12.00	220	$ 2,640.00
7	2112.501	SUBGRADE PREPARATION	RDST	$ 200.00	26	$ 5,200.00
8	2130.501	WATER	MGAL	$ 30.00	50	$ 1,500.00
9	2211.503	AGGREGATE BASE CLASS 5 MODIFIED (CV)	CY	$ 20.00	1060	$ 21,200.00
10	2215.501	BITUMINOUS PAVEMENT RECLAMATION (FULL DEPTH)	SY	$ 2.00	7929	$ 15,858.00
11	2232.501	MILL BITUMINOUS PAVEMENT (1.5" D X 18" W)	SY	$ 20.00	45	$ 900.00
12	2331.607	HAUL BIT PAVEMENT RECLAMATION (LV)	CY	$ 11.00	1718	$ 18,898.00
13	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GAL	$ 3.00	555	$ 1,665.00
14	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B) (1.5")	TON	$ 68.00	785	$ 53,380.00
15	2360.502	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330B) (2.0")	TON	$ 60.00	1047	$ 62,820.00
16	2504.602	ADJUST VALVE BOX	EA	$ 300.00	9	$ 2,700.00
17	2506.522	ADJUST FRAME AND RING CASTING	EA	$ 550.00	13	$ 7,150.00
18	2531.501	CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE (HE)	LF	$ 25.00	300	$ 7,500.00
19	2531.501	CONCRETE CURB & GUTTER DESIGN B618 (HE)	LF	$ 25.00	200	$ 5,000.00
20	2531.604	7" CONCRETE VALLEY GUTTER (HE)	SY	$ 80.00	65	$ 5,200.00
21	2563.601	TRAFFIC CONTROL	LS	$ 3,000.00	1	$ 3,000.00
22	2575.505	SODDING TYPE LAWN	SY	$ 18.00	111	$ 1,998.00
23	2575.525	COMMON TOPSOIL BORROW (LV)	CY	$ 30.00	15	$ 450.00
					TOTAL ESTIMATED CONSTRUCTION COST	*$ 233,634.00*
					5% CONTINGENCY COSTS	*$ 11,681.70*
					23% INDIRECT COSTS	*$ 56,422.61*
					TOTAL ESTIMATED PROJECT COST	***$ 301,738.31***

APPENDIX C

Preliminary Assessment Map
Preliminary Assessment Roll



PRELIMINARY ASSESSMENT MAP

PRELIMINARY ASSESSMENT ROLL - IP # 17-02 RIVER'S BEND STREET RECONSTRUCTIONS							
PID	Name/Owner	Address 1	City	State	Zip	Assessable Units	Proposed Assessment
253225120056	RONDO ANGELA M & JERRY D	5195 147TH LN NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120057	CICH JONATHAN	5194 147TH LN NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120058	CLOBES ADELE	5178 147TH LN NW	RAMSEY	MN	55303	1	$ 1,714.42
253225130002	GEORGES ROBERT J & RUTH F	5164 147TH LN NW	RAMSEY	MN	55303	1	$ 1,714.42
253225130003	SPOHN PAMELA A	5150 147TH LN NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120049	NEWBERGER JAKE	5192 148TH AVE NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120050	UPHOFF ROGER	5178 148TH AVE NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120007	TAMBA PATRICK	14882 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120008	JANIAK MICHAEL L & TINA M	14866 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120009	HEFFRON GLEN R & PAMELA J	14854 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120010	MORGAN JR JOE	14842 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120011	BUBANY BRETON	14830 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120012	COMSTOCK GREGORY J & LYNN A	14820 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120013	MARSHALL JAMES & AUDREY	14810 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120035	EMERSON EDWARD J & AMY C	14725 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120036	MALEK DAVID J & CINDY L	14737 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120037	MERKL CHRIS S & JESSICA A	14751 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120038	BAUER DANIEL	14765 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120039	BRUNEAU STEPHANIE	14777 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120040	SCHULTE ERICA	14787 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120041	DRAYNA ROBERT	14801 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120042	PAYNE RYAN L	14811 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120043	TOVSEN CAITLIN	14823 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120044	TESSMAN JILEEN	14835 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120045	HENNES RICHARD & JUDITH	14847 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120046	MANCINI FRANK E	14859 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120047	JOHNSON MARK	14871 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120048	HIGH DANIEL	14885 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120051	CLAYTON JEFFREY	14788 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120052	STROUP TIMOTHY D & VICTORIA E	14778 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120053	ROMANCHUK GERALD	14764 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120054	REYNOLDS BRIAN R & SHEILA B	14752 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120055	DANIELS JULIE A	14740 XKIMO ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120002	ACEVES II WILLIAM & ACEVES CHRISTY	14884 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120003	RUMPCA JAMES L & SUSAN A	14872 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120004	DUNAWAY ANDREW & LAURA M	14860 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120005	FLORES ANTHONY JR	14848 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120006	DESONIA ELIZABETH	14834 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120014	HOFF WENDY	14827 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120015	MILLER CORY	14839 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120016	WINDOM LADELL	14851 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120017	MARDAUS JOHN M & RENEE	14863 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120018	FOWLKES CHERYL	14873 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
253225120019	AUGUSTSON TRUSTEE DEBORAH & AUGUSTSON TRUSTEE TERRANCE	14887 YAKIMA ST NW	RAMSEY	MN	55303	1	$ 1,714.42
TOTALS						**44**	**$ 75,434.58**

APPENDIX D

Pavement Evaluations and Recommendations
(WSB & Associates – 11 pages)

701 Xenia Avenue South | Suite 300 | Minneapolis, MN 55416 | (763) 541-4800

December 27, 2016

Mr. Bruce Westby P.E.
City Engineer
7550 Sunwood Drive NW.
Ramsey, MN 55303

Re: Pavement Evaluations and Recommendations for City of Ramsey Improvement Project #17-02
2017 Mill and Overlay Improvements

Observation: On December 20, 2016 WSB & Associates cored the 147th, 148th, Yakima, and Xkimo roadways in the City of Ramsey, MN. The following observations were made during the investigation. The Hot Mix Asphalt (HMA) cores ranged in thickness from 2 inches to 3.25 inches, with the average thickness being 2.4 inches. The base material observed appears to be a mainly sandy select granular material. With the frozen ground, we were only able to chisel to depth of approximately 4 inches with no change in the base material observed. The coring locations can be found in Appendix A of this report. Pictures of each core can be found in Appendix B. Due to the streets being covered by snow it was hard to observe existing crack patterns, but the cores taken appear to be in very good condition for the age of the HMA.

Recommendations: Based on the following information, these streets are true residual streets, constructed in the mid-1980s, and have performed satisfactorily. It would be our recommendation to remove the existing HMA, then re- compact the granular (sand) base and repave with 3 inches of level 3 Super Pave with ½ inch mixture with 3 percent air voids made with a PG -34 binder. An example would be SPWEA330C or A, mix. Using a ½ minus mix with 3 percent air voids design should yield a very tight surface that should greatly diminish the infiltration of water into the HMA surface. Using a PG-34 binder should delay cracking over a PG-28 binder. One last suggestion to think about is possibly priming the granular base with a penetrating emulsion prime (PEP) to protect the bottoms of the HMA from damage from water coming thru the base materials.

Please let me know if you have any other questions of comments regarding this report.

Sincerely,

WSB & Associates, Inc.

Thomas J. Wood
Project Manager

Appendix A

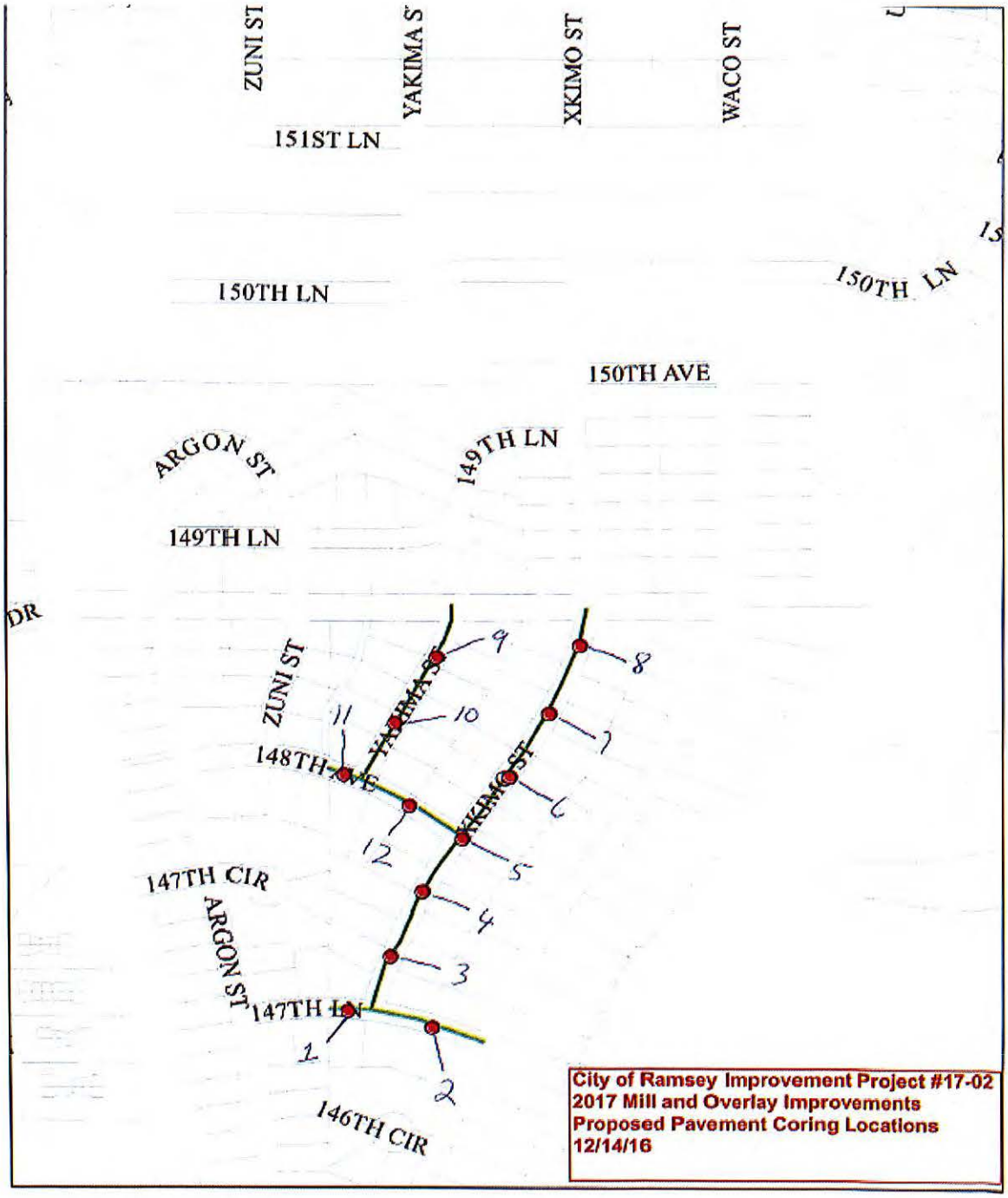


Figure 1: Coring Locations

Appendix B

Core 1



Core 2



Core 3



Core 4



Core 5



Core 6



Core 7



Core 8



Core 9

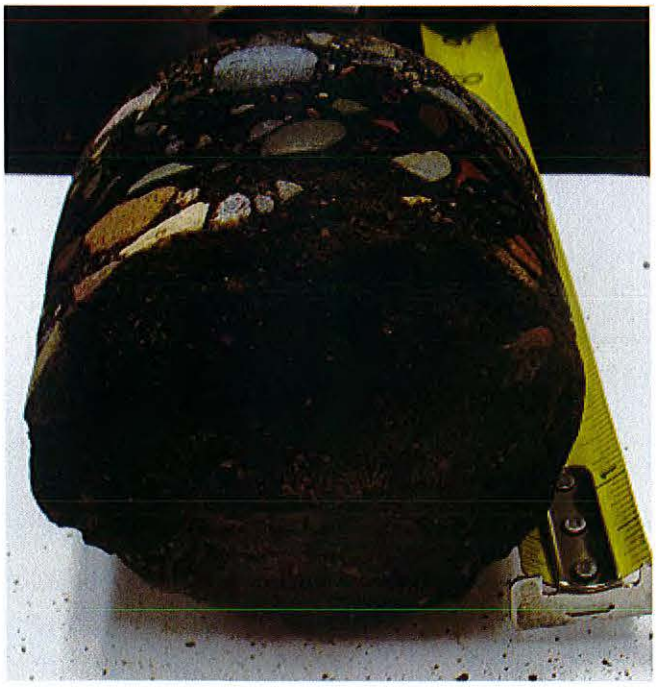


Core 10



Core 11





Core 12



CHAPTER 429

LOCAL IMPROVEMENTS, SPECIAL ASSESSMENTS

429.011 DEFINITIONS.
429.021 LOCAL IMPROVEMENTS, COUNCIL POWERS.
429.031 PRELIMINARY PLANS, HEARINGS.
429.035 IMPROVEMENTS, PETITION.
429.036 APPEAL FROM DETERMINATION OF LEGALITY OF PETITION.
429.041 COUNCIL PROCEDURE.
429.051 APPORTIONMENT OF COST.
429.052 STREET OR ROAD IMPROVEMENTS OUTSIDE MUNICIPAL BOUNDARIES.
429.061 ASSESSMENT PROCEDURE.
429.071 SUPPLEMENTAL ASSESSMENTS; REASSESSMENT.
429.081 APPEAL TO DISTRICT COURT.
429.091 FINANCING.
429.101 UNPAID SPECIAL CHARGES MAY BE SPECIAL ASSESSMENTS.
429.111 CHARTER PROVISIONS, EFFECT.

429.01 [Repealed, 1953 c 398 s 13 subd 1]

429.011 DEFINITIONS.

Subdivision 1. **Application.** For the purpose of this chapter the terms defined in this section shall have the meanings ascribed to them.

Subd. 2. **Municipality; certain cities and towns.** "Municipality" means any city of the second, third, or fourth class however organized, or any statutory city or any town as defined in section 368.01.

Subd. 2a. **Municipality; certain counties.** "Municipality" also includes the following:

(1) a county in the case of construction, reconstruction, or improvement of a county state-aid highway;

(2) a county in the case of construction, reconstruction, or improvement of a county highway as defined in section 160.02 including curbs and gutters and storm sewers;

(3) a county exercising its powers and duties under section 444.075, subdivision 1;

(4) a county for expenses not paid for under section 403.113, subdivision 3, paragraph (b), clause (3);

(5) a county in the case of the abatement of nuisances; and

(6) a county operating an energy improvements financing program under section 216C.436.

Subd. 2b. **Municipality; certain towns.** "Municipality" also includes any town not having the powers granted herein pursuant to any other law in the case of construction, reconstruction or improvement of a town road including curbs and gutters and storm sewers and in the case of those improvements designated in section 429.021, subdivision 1, clauses (1), (2), (4), (5), (6), (7), (8), and (10).

Subd. 3. **Council.** "Council" means the body of the city having general legislative powers, the town board of the town, or the county board of a county.

Subd. 4. **Clerk.** "Clerk" means the chief clerical officer of the municipality.

Subd. 5. **Improvement.** "Improvement" means any type of improvement made under authority granted by section 429.021, and in the case of a county is limited to the construction, reconstruction, or improvement of a county state-aid highway or county highway including curbs and gutters and storm sewers, and to the purchase, installation, or maintenance of signs, posts, and markers for addressing related to the operation of enhanced 911 telephone service.

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Subd. 6. **Newspaper.** "Newspaper" means the official newspaper of the municipality, or if there is no official newspaper, a legal newspaper of general circulation in the municipality.

Subd. 7. **Street.** "Street" means any street, alley, or other public way, or any part thereof.

Subd. 8. **Utilities commission.** "Utilities commission" means the municipal board or commission, other than the council, which exercises any authority or control over the operation of any municipally owned public utility.

Subd. 9. **Pedestrian skyway system.** "Pedestrian skyway system" means any system of providing for pedestrian traffic circulation, mechanical or otherwise, elevated above ground, within and without the public right-of-way, and through or above private property and buildings, and includes overpasses, bridges, passageways, walkways, concourses, hallways, corridors, arcades, courts, plazas, elevators, escalators, heated canopies, and accesses and all fixtures, furniture, equipment, facilities, services, and appurtenances which in the judgment of the council will enhance the movement, safety, security, convenience and enjoyment of pedestrians and benefit the city and adjoining properties.

Subd. 10. **Underground pedestrian concourse.** "Underground pedestrian concourse" means any system of providing for pedestrian traffic circulation, mechanical or otherwise, below ground, within and without the public right-of-way, and through or below private property, and includes tunnels, passageways, walkways, concourses, hallways, corridors, arcades, plazas, elevators, escalators, heated canopies, and accesses and all fixtures, furniture, equipment, facilities, and appurtenances which in the judgment of the council will enhance the movement, safety, security, convenience and enjoyment of pedestrians and benefit the city and adjoining properties.

Subd. 11. **Special lighting system.** "Special lighting system" means lights or light displays of any type located within or without the public right-of-way.

Subd. 12. **Acquire.** "Acquire" includes, but is not limited to, the obtaining by purchase, condemnation, or leasing rights or interests in the areas above or below the surface of the ground of real property or structures or improvements thereon.

Subd. 13. **Public mall, plaza, or courtyard.** "Public mall, plaza, or courtyard" means any wholly or partly opened or enclosed public area adjacent to or attached to a wall, fence, commercial structure, hotel, or any other building and designed as a place for passive recreation, public entertainment, exhibition and education, or a pedestrian walk.

Subd. 14. **Fire protection system.** "Fire protection system" means pipes, standpipes, sprinklers, control systems and other devices and equipment installed in or outside a building for the primary purpose of eliminating or reducing the spread of fire in the building or providing for safe evacuation of the building, whether the devices and equipment are publicly or privately owned.

Subd. 15. **Highway sound barriers.** "Highway sound barriers" means sound abatement walls erected along highways to reduce noise levels attributable to vehicular traffic.

Subd. 16. **On-site water contaminant improvements.** "On-site water contaminant improvements" means pipes, wells, and other devices and equipment installed in or outside a building for the primary purpose of eliminating water contamination caused by lead or other toxic or health threatening substances in the water, whether the improvements so installed are publicly or privately owned.

History: *1953 c 398 s 1; 1961 c 338 s 1; 1969 c 741 s 1-3; 1971 c 617 s 1-4; 1973 c 123 art 5 s 7; 1973 c 636 s 1; 1973 c 702 s 22; 1974 c 233 s 1; 1976 c 147 s 1; 1978 c 634 s 1,2; 1979 c 330 s 1; 1983 c 9 s 1;*

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1984 c 478 s 1; 1984 c 591 s 1; 1986 c 315 s 1; 1987 c 138 s 1; 1988 c 564 s 1; 1994 c 614 s 5; 2000 c 490 art 5 s 29,30; 2009 c 88 art 2 s 31; 2010 c 389 art 7 s 4

429.02 [Repealed, 1953 c 398 s 13 subd 1]

429.021 LOCAL IMPROVEMENTS, COUNCIL POWERS.

Subdivision 1. **Improvements authorized.** The council of a municipality shall have power to make the following improvements:

(1) To acquire, open, and widen any street, and to improve the same by constructing, reconstructing, and maintaining sidewalks, pavement, gutters, curbs, and vehicle parking strips of any material, or by grading, graveling, oiling, or otherwise improving the same, including the beautification thereof and including storm sewers or other street drainage and connections from sewer, water, or similar mains to curb lines.

(2) To acquire, develop, construct, reconstruct, extend, and maintain storm and sanitary sewers and systems, including outlets, holding areas and ponds, treatment plants, pumps, lift stations, service connections, and other appurtenances of a sewer system, within and without the corporate limits.

(3) To construct, reconstruct, extend, and maintain steam heating mains.

(4) To install, replace, extend, and maintain street lights and street lighting systems and special lighting systems.

(5) To acquire, improve, construct, reconstruct, extend, and maintain water works systems, including mains, valves, hydrants, service connections, wells, pumps, reservoirs, tanks, treatment plants, and other appurtenances of a water works system, within and without the corporate limits.

(6) To acquire, improve and equip parks, open space areas, playgrounds, and recreational facilities within or without the corporate limits.

(7) To plant trees on streets and provide for their trimming, care, and removal.

(8) To abate nuisances and to drain swamps, marshes, and ponds on public or private property and to fill the same.

(9) To construct, reconstruct, extend, and maintain dikes and other flood control works.

(10) To construct, reconstruct, extend, and maintain retaining walls and area walls.

(11) To acquire, construct, reconstruct, improve, alter, extend, operate, maintain, and promote a pedestrian skyway system. Such improvement may be made upon a petition pursuant to section 429.031, subdivision 3.

(12) To acquire, construct, reconstruct, extend, operate, maintain, and promote underground pedestrian concourses.

(13) To acquire, construct, improve, alter, extend, operate, maintain, and promote public malls, plazas or courtyards.

(14) To construct, reconstruct, extend, and maintain district heating systems.

(15) To construct, reconstruct, alter, extend, operate, maintain, and promote fire protection systems in existing buildings, but only upon a petition pursuant to section 429.031, subdivision 3.

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(16) To acquire, construct, reconstruct, improve, alter, extend, and maintain highway sound barriers.

(17) To improve, construct, reconstruct, extend, and maintain gas and electric distribution facilities owned by a municipal gas or electric utility.

(18) To purchase, install, and maintain signs, posts, and other markers for addressing related to the operation of enhanced 911 telephone service.

(19) To improve, construct, extend, and maintain facilities for Internet access and other communications purposes, if the council finds that:

(i) the facilities are necessary to make available Internet access or other communications services that are not and will not be available through other providers or the private market in the reasonably foreseeable future; and

(ii) the service to be provided by the facilities will not compete with service provided by private entities.

(20) To assess affected property owners for all or a portion of the costs agreed to with an electric utility, telecommunications carrier, or cable system operator to bury or alter a new or existing distribution system within the public right-of-way that exceeds the utility's design and construction standards, or those set by law, tariff, or franchise, but only upon petition under section 429.031, subdivision 3.

(21) To assess affected property owners for repayment of voluntary energy improvement financings under section 216C.436, subdivision 7.

Subd. 2. **Combining improvements.** An improvement on two or more streets or two or more types of improvement in or on the same street or streets or different streets may be included in one proceeding and conducted as one improvement.

Subd. 3. **Relation to charter and other laws.** When any portion of the cost of an improvement is defrayed by special assessments, the procedure prescribed in this chapter shall be followed unless the council determines to proceed under charter provisions; but this chapter does not prescribe the procedure to be followed by a municipality in making improvements financed without the use of special assessments.

If the council determines to proceed under charter provisions for special assessments, such provisions shall be deemed to include a requirement that notices of proposed assessments inform property owners of the procedures they must follow under the charter in order to appeal the assessments to district court. The notices shall also inform property owners of the provisions of sections 435.193 to 435.195 and the existence of any deferment procedure established pursuant thereto in the municipality.

Charter provisions shall also be deemed to require that when the council determines to make any improvement, it shall let the contract for all or part of the work, or order all or part of the work done by day labor or otherwise as may be authorized by the charter, no later than one year after the adoption of the resolution ordering such improvement, unless a different time limit is specifically stated in the resolution ordering the improvement.

History: *1953 c 398 s 2; 1965 c 877 s 1; 1971 c 617 s 5; 1973 c 201 s 1; 1974 c 233 s 2; 1974 c 314 s 1; 1976 c 195 s 1; 1978 c 518 s 1; 1979 c 330 s 2; 1981 c 334 s 5; 1984 c 548 s 4; 1984 c 582 s 3; 1984 c 591 s 2; 1984 c 633 s 2; 1987 c 138 s 2; 1997 c 219 s 5; 2000 c 490 art 5 s 31; 2000 c 493 s 5; 2005 c 67 s 1; 2010 c 216 s 21*

429.03 [Repealed, 1953 c 398 s 13 subd 1]

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429.031 PRELIMINARY PLANS, HEARINGS.

Subdivision 1. **Preparation of plans, notice of hearing.** (a) Before the municipality awards a contract for an improvement or orders it made by day labor, or before the municipality may assess any portion of the cost of an improvement to be made under a cooperative agreement with the state or another political subdivision for sharing the cost of making the improvement, the council shall hold a public hearing on the proposed improvement following two publications in the newspaper of a notice stating the time and place of the hearing, the general nature of the improvement, the estimated cost, and the area proposed to be assessed. The two publications must be a week apart, and the hearing must be at least three days after the second publication. Not less than ten days before the hearing, notice of the hearing must also be mailed to the owner of each parcel within the area proposed to be assessed and must contain a statement that a reasonable estimate of the impact of the assessment will be available at the hearing, but failure to give mailed notice or any defects in the notice does not invalidate the proceedings. For the purpose of giving mailed notice, owners are those shown as owners on the records of the county auditor or, in any county where tax statements are mailed by the county treasurer, on the records of the county treasurer; but other appropriate records may be used for this purpose. For properties that are tax exempt or subject to taxation on a gross earnings basis and are not listed on the records of the county auditor or the county treasurer, the owners may be ascertained by any practicable means, and mailed notice must be given them as provided in this subdivision.

(b) Before the adoption of a resolution ordering the improvement, the council shall secure from the city engineer or some other competent person of its selection a report advising it in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible and as to whether it should best be made as proposed or in connection with some other improvement. The report must also include the estimated cost of the improvement as recommended. A reasonable estimate of the total amount to be assessed, and a description of the methodology used to calculate individual assessments for affected parcels, must be available at the hearing. No error or omission in the report invalidates the proceeding unless it materially prejudices the interests of an owner.

(c) If the report is not prepared by an employee of a municipality, the compensation for preparing the report under this subdivision must be based on the following factors:

(1) the time and labor required;

(2) the experience and knowledge of the preparer;

(3) the complexity and novelty of the problems involved; and

(4) the extent of the responsibilities assumed.

(d) The compensation must not be based primarily on a percentage of the estimated cost of the improvement.

(e) The council may also take other steps prior to the hearing, including, among other things, the preparation of plans and specifications and the advertisement for bids that will in its judgment provide helpful information in determining the desirability and feasibility of the improvement.

(f) The hearing may be adjourned from time to time, and a resolution ordering the improvement may be adopted at any time within six months after the date of the hearing by vote of a majority of all members of the council when the improvement has been petitioned for by the owners of not less than 35 percent in frontage of the real property abutting on the streets named in the petition as the location of the improvement. When there has been no such petition, the resolution may be adopted only by vote of four-fifths of all members of the council; provided that if the mayor of the municipality is a member of the council but has

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no vote or votes only in case of a tie, the mayor is not deemed to be a member for the purpose of determining a four-fifths majority vote.

(g) The resolution ordering the improvement may reduce, but not increase, the extent of the improvement as stated in the notice of hearing.

Subd. 2. **Approval by park board or utilities commission.** A resolution ordering a park improvement may be adopted only by a four-fifths vote of the council and shall also be approved by the park board, if there is one; provided, that if the mayor of the municipality is a member of the council but has no vote or votes only in case of a tie, the mayor shall not be deemed to be a member for the purpose of determining such four-fifths majority vote. A resolution ordering an improvement of the water, sewer, steam heating, street lighting or other facility over which a utilities commission has jurisdiction shall also be approved by the utilities commission.

Subd. 3. **Petition by all owners.** Whenever all owners of real property abutting upon any street named as the location of any improvement shall petition the council to construct the improvement and to assess the entire cost against their property, the council may, without a public hearing, adopt a resolution determining such fact and ordering the improvement. The validity of the resolution shall not be questioned by any taxpayer or property owner or the municipality unless an action for that purpose is commenced within 30 days after adoption of the resolution as provided in section 429.036. Nothing herein prevents any property owner from questioning the amount or validity of the special assessment against the owner's property pursuant to section 429.081. In the case of a petition for the municipality to own and install a fire protection system, a pedestrian skyway system, or on-site water contaminant improvements, the petition must contain or be accompanied by an undertaking satisfactory to the city by the petitioner that the petitioner will grant the municipality the necessary property interest in the building to permit the city to enter upon the property and the building to construct, maintain, and operate the fire protection system, pedestrian skyway system, or on-site water contaminant improvements. In the case of a petition for the installation of a privately owned fire protection system, a privately owned pedestrian skyway system, or privately owned on-site water contaminant improvements, the petition shall contain the plans and specifications for the improvement, the estimated cost of the improvement and a statement indicating whether the city or the owner will contract for the construction of the improvement. If the owner is contracting for the construction of the improvement, the city shall not approve the petition until it has reviewed and approved the plans, specifications, and cost estimates contained in the petition. The construction cost financed under section 429.091 shall not exceed the amount of the cost estimate contained in the petition. In the case of a petition for the installation of a fire protection system, a pedestrian skyway system, or on-site water contaminant improvements, the petitioner may request abandonment of the improvement at any time after it has been ordered pursuant to subdivision 1 and before contracts have been awarded for the construction of the improvement under section 429.041, subdivision 2. If such a request is received, the city council shall abandon the proceedings but in such case the petitioner shall reimburse the city for any and all expenses incurred by the city in connection with the improvement.

History: *1953 c 398 s 3; 1955 c 811 s 1; 1957 c 430 s 1; 1961 c 525 s 1,2; 1963 c 771 s 1; 1965 c 877 s 2; 1967 c 57 s 1,2; 1973 c 123 art 5 s 7; 1984 c 548 s 5; 1984 c 582 s 4; 1984 c 591 s 3; 1984 c 633 s 3; 1986 c 444; 1994 c 614 s 6; 1996 c 402 s 1; 2000 c 490 art 5 s 32*

429.035 IMPROVEMENTS, PETITION.

When any petition for the making of any improvement in any statutory city, town, or city of the second, third, or fourth class, however organized, for the cost of which special assessments may be, in whole or in part, levied therefor, is presented to the governing body of the municipality, this body shall, by resolution,

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determine whether or not the petition has been signed by the required percentage of owners of property affected thereby.

History: *(1918-33) 1927 c 311 s 1; 1953 c 398 s 12; 1961 c 338 s 2; 1973 c 123 art 5 s 7*

429.036 APPEAL FROM DETERMINATION OF LEGALITY OF PETITION.

Any person, being aggrieved by this determination, may appeal to the district court of the county in which the property is located by serving upon the clerk of the municipality, within 30 days after the adoption and publication of the resolution, a notice of appeal briefly stating the grounds of appeal and giving a bond in the penal sum of $250, in which the municipality shall be named as obligee, to be approved by the clerk of the municipality, conditioned that the appellant will duly prosecute the appeal, pay all costs and disbursements which may be adjudged against the appellant, and abide by the order of the court. The clerk shall furnish the appellant a certified copy of the petition, or any part thereof, on being paid by appellant of the proper charges therefor. The appeal shall be placed upon the calendar of the next general term commencing more than 30 days after the date of serving the notice and filing the bond and shall be tried as are other appeals in such cases. Unless reversed upon the appeal, the determination of the governing body as to the sufficiency of the petition shall be final and conclusive.

History: *(1918-34) 1927 c 311 s 2; 1986 c 444*

429.04 [Repealed, 1953 c 398 s 13]

429.041 COUNCIL PROCEDURE.

Subdivision 1. **Plans and specifications, advertisement for bids.** When the council determines to make any improvement, it shall let the contract for all or part of the work, or order all or part of the work done by day labor or otherwise as authorized by subdivision 2, no later than one year after the adoption of the resolution ordering such improvement, unless a different time limit is specifically stated in the resolution ordering the improvement. The council shall cause plans and specifications of the improvement to be made, or if previously made, to be modified, if necessary, and to be approved and filed with the clerk, and if the estimated cost exceeds the amount in section 471.345, subdivision 3, shall advertise for bids for the improvement in the newspaper or recognized industry trade journal as defined in section 331A.01, subdivision 11, and for such length of time as it may deem advisable. If the estimated cost exceeds twice the amount in section 471.345, subdivision 3, publication shall be made no less than three weeks before the last day for submission of bids once in the newspaper and at least once in either a newspaper published in a city of the first class or a recognized industry trade journal. The advertisement shall specify the work to be done, shall state the time when the bids will be publicly opened for consideration by the council, which shall be not less than ten days after the first publication of the advertisement when the estimated cost is less than twice the amount in section 471.345, subdivision 3, and not less than three weeks after such publication in other cases, and shall state that no bids will be considered unless sealed and filed with the clerk and accompanied by a cash deposit, cashier's check, bid bond, or certified check payable to the clerk, for such percentage of the amount of the bid as the council may specify. In providing for the advertisement for bids the council may direct that the bids shall be opened publicly by two or more designated officers or agents of the municipality and tabulated in advance of the meeting at which they are to be considered by the council. Nothing herein shall prevent the council from advertising separately for various portions of the work involved in an improvement, or from itself, supplying by such means as may be otherwise authorized by law, all or any part of the materials, supplies, or equipment to be used in the improvement or from combining two or more improvements in a single set of plans and specifications or a single contract.

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Subd. 2. **Contracts; day labor.** In contracting for an improvement, the council shall require the execution of one or more written contracts and bonds, conditioned as required by law. The council shall award the contract to the lowest responsible bidder or it may reject all bids. If any bidder to whom a contract is awarded fails to enter promptly into a written contract and to furnish the required bond, the defaulting bidder shall forfeit to the municipality the amount of the defaulter's cash deposit, cashier's check, bid bond, or certified check, and the council may thereupon award the contract to the next lowest responsible bidder. When it appears to the council that the cost of the entire work projected will be less than the amount in section 471.345, subdivision 3, or whenever no bid is submitted after proper advertisement or the only bids submitted are higher than the engineer's estimate, the council may advertise for new bids or, without advertising for bids, directly purchase the materials for the work and do it by the employment of day labor or in any other manner the council considers proper. The council may have the work supervised by the city engineer or other qualified person but shall have the work supervised by a registered engineer if done by day labor and it appears to the council that the entire cost of all work and materials for the improvement will be more than the lowest amount in section 471.345, subdivision 4. In case of improper construction or unreasonable delay in the prosecution of the work by the contractor, the council may order and cause the suspension of the work at any time and relet the contract, or order a reconstruction of any portion of the work improperly done, and where the cost of completion or reconstruction necessary will be less than the amount in section 471.345, subdivision 3, the council may do it by the employment of day labor.

Subd. 2a. **Best value alternative.** As an alternative to the procurement method described in subdivision 2, the council may issue a request for proposals and award the contract to the vendor or contractor offering the best value as described in section 16C.28, subdivision 1, paragraph (a), clause (2), and paragraph (c).

Subd. 3. **Day labor; detailed report.** When the council has performed construction work by day labor, it shall cause a detailed report to be filed with the clerk and certified by the registered engineer or other person in charge, if there is no registered engineer. The report shall show:

(a) the complete cost of the construction;

(b) final quantities of the various units of work done;

(c) materials furnished for the project and the cost of each item thereof;

(d) cost of labor, cost of equipment hired, and supervisory costs.

The report shall have attached a certificate by the registered engineer or other person in charge that the work was done according to the plans and specifications, or, if there were any deviations from them, an itemized statement of those deviations.

Subd. 4. **Alternate procedure on street improvements.** As to any improvement or improvements consisting of grading, graveling, or bituminous surfacing of streets and alleys, the council may proceed in the manner provided in this chapter, except that it may

(1) order the work done by day labor, regardless of the estimated cost of such improvement or improvements,

(2) use municipal equipment or hire equipment and purchase materials for all such improvements to be done by day labor in any 12-month period by advertising once therefor, such advertisement to call for bids for the furnishing of equipment, if the municipality does not use its own equipment, and for materials at unit prices based on the quantities which the council estimates will be required, and

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(3) contract at one time on a unit price basis for part or all of the street improvements to be constructed by the municipality during the current year, including improvements which may thereafter be ordered constructed.

Subd. 5. **Cooperation with state or local government.** When an improvement is made under a cooperative agreement with the state or another political subdivision by the terms of which the state or other subdivision is to construct or contract to construct the improvement, it shall not be necessary to comply with subdivisions 1 and 2.

Subd. 6. **Percentage payment on engineer's estimate.** In case the contractor properly performs the work, the council shall, from month to month before completion of the work, pay the contractor not to exceed 95 percent of the amount already earned under the contract, upon the estimate of the engineer or other competent person selected by the council, and the contract shall so provide, and shall further agree that when the work is 95 percent or more completed upon the recommendation of the engineer such portions of the retained price shall be released as the governing body of the municipality determines are not required to be retained to protect the municipality's interest in satisfactory completion of the contract. Failure to pay any amount due and payable under the terms of the contract within 30 days of a monthly estimate or 90 days after the final estimate of the amount earned shall obligate the municipality to pay to the contractor simple interest on the past due amount at an annual rate equal to the monthly index of long term United States bond yields for the month prior to the month in which this obligation is incurred plus an additional one percent per annum. Interest shall not be imposed with respect to any amount which a municipality may legally withhold as a result of breach of contract or other contractual claim or if the delay is caused by the contractor.

Subd. 7. **Modification of contracts.** After work has been commenced on an improvement undertaken pursuant to a contract awarded on a unit price basis the council may, without advertising for bids, authorize changes in the contract so as to include additional units of work at the same unit price if the cost of the additional work does not exceed 25 percent of the original contract price. Original contract price means that figure determined by multiplying the estimated number of units required by the unit price.

History: *1953 c 398 s 4; 1957 c 430 s 2,3; 1961 c 525 s 3,4; 1973 c 123 art 5 s 7; 1976 c 156 s 1; 1977 c 278 s 1; 1978 c 518 s 2; 1980 c 464 s 8; 1985 c 174 s 3; 1986 c 444; 1993 c 38 s 1,2; 2001 c 5 s 1,2; 2004 c 278 s 6,7; 2007 c 148 art 3 s 25; 2009 c 152 s 18,19; 2013 c 46 s 2*

429.05 [Repealed, 1953 c 398 s 13 subd 1]

429.051 APPORTIONMENT OF COST.

The cost of any improvement, or any part thereof, may be assessed upon property benefited by the improvement, based upon the benefits received, whether or not the property abuts on the improvement and whether or not any part of the cost of the improvement is paid from the county state-aid highway fund, the municipal state-aid street fund, or the trunk highway fund. The area assessed may be less than but may not exceed the area proposed to be assessed as stated in the notice of hearing on the improvement, except as provided below. The municipality may pay such portion of the cost of the improvement as the council may determine from general ad valorem tax levies or from other revenues or funds of the municipality available for the purpose. The municipality may subsequently reimburse itself for all or any of the portion of the cost of a water, storm sewer, or sanitary sewer improvement so paid by levying additional assessments upon any properties abutting on but not previously assessed for the improvement, on notice and hearing as provided for the assessments initially made. To the extent that such an improvement benefits nonabutting properties which may be served by the improvement when one or more later extensions or improvements are made but which are not initially assessed therefor, the municipality may also reimburse itself by adding all or any

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of the portion of the cost so paid to the assessments levied for any of such later extensions or improvements, provided that notice that such additional amount will be assessed is included in the notice of hearing on the making of such extensions or improvements. The additional assessments herein authorized may be made whether or not the properties assessed were included in the area described in the notice of hearing on the making of the original improvement.

In any city of the fourth class electing to proceed under a home rule charter as provided in this chapter, which charter provides for a board of water commissioners and authorizes such board to assess a water frontage tax to defray the cost of construction of water mains, such board may assess the tax based upon the benefits received and without regard to any charter limitation on the amount that may be assessed for each lineal foot of property abutting on the water main. The water frontage tax shall be imposed according to the procedure and, except as herein provided, subject to the limitations of the charter of the city.

History: *1953 c 398 s 5; 1955 c 842 s 1; 1957 c 40 s 1; 1959 c 490 s 1; 1961 c 286 s 1*

429.052 STREET OR ROAD IMPROVEMENTS OUTSIDE MUNICIPAL BOUNDARIES.

A municipality may construct street or road improvements outside its jurisdiction with the consent of the affected township, or if the property is located in unorganized territory, the county. When property is brought within the corporate limits of the municipality, the municipality may subsequently reimburse itself for all or any portion of the cost of the improvement for which municipal funds have been expended, by levying an assessment upon any property abutting on, but not previously assessed for, the improvement. No assessment may be so levied unless the property to be assessed was given notice and hearing of the improvements under section 429.031 at the time the improvement was ordered, and subsequently in accordance with the notice, hearing, and appeal rights, provided for under sections 429.061 and 429.081.

History: *2005 c 152 art 1 s 12*

429.06 [Repealed, 1953 c 398 s 13 subd 1]

429.061 ASSESSMENT PROCEDURE.

Subdivision 1. **Calculation, notice.** At any time after the expense incurred or to be incurred in making an improvement shall be calculated under the direction of the council, the council shall determine by resolution the amount of the total expense the municipality will pay, other than the amount, if any, which it will pay as a property owner, and the amount to be assessed. If a county proposes to assess within the boundaries of a city for a county state-aid highway or county highway, including curbs, gutters, and storm sewers, the resolution must include the portion of the cost proposed to be assessed within the city. The county shall forward the resolution to the city and it may not proceed with the assessment procedure nor may the county allocate any cost under this section for property within the city unless the city council adopts the resolution approving the assessment. Thereupon the clerk, with the assistance of the engineer or other qualified person selected by the council, shall calculate the proper amount to be specially assessed for the improvement against every assessable lot, piece or parcel of land, without regard to cash valuation, in accordance with the provisions of section 429.051. The proposed assessment roll shall be filed with the clerk and be open to public inspection. The clerk shall thereupon, under the council's direction, publish notice that the council will meet to consider the proposed assessment. Such notice shall be published in the newspaper at least once and shall be mailed to the owner of each parcel described in the assessment roll. For the purpose of giving mailed notice under this subdivision, owners shall be those shown to be such on the records of the county auditor or, in any county where tax statements are mailed by the county treasurer, on the records of the county treasurer; but other appropriate records may be used for this purpose. Such publication and mailing shall be no less than two weeks prior to such meeting of the council. Except as to the owners of tax-exempt

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property or property taxes on a gross earnings basis, every property owner whose name does not appear on the records of the county auditor or the county treasurer shall be deemed to have waived such mailed notice unless the owner has requested in writing that the county auditor or county treasurer, as the case may be, include the name on the records for such purpose. Such notice shall state the date, time, and place of such meeting, the general nature of the improvement, the area proposed to be assessed, the total amount of the proposed assessment, that the proposed assessment roll is on the file with the clerk, and that written or oral objections thereto by any property owner will be considered. The notice must also state that no appeal may be taken as to the amount of any assessment adopted pursuant to subdivision 2, unless a written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. The notice shall also state that an owner may appeal an assessment to district court pursuant to section 429.081 by serving notice of the appeal upon the mayor or clerk of the municipality within 30 days after the adoption of the assessment and filing such notice with the district court within ten days after service upon the mayor or clerk. The notice shall also inform property owners of the provisions of sections 435.193 to 435.195 and the existence of any deferment procedure established pursuant thereto in the municipality. In addition, the notice mailed to the owner must state in clear language the following information:

(1) the amount to be specially assessed against that particular lot, piece, or parcel of land;

(2) adoption by the council of the proposed assessment may be taken at the hearing;

(3) the right of the property owner to prepay the entire assessment and the person to whom prepayment must be made;

(4) whether partial prepayment of the assessment has been authorized by ordinance;

(5) the time within which prepayment may be made without the assessment of interest; and

(6) the rate of interest to be accrued if the assessment is not prepaid within the required time period.

Subd. 2. **Adoption; interest.** At such meeting or at any adjournment thereof the council shall hear and pass upon all objections to the proposed assessment, whether presented orally or in writing. The council may amend the proposed assessment as to any parcel and by resolution adopt the same as the special assessment against the lands named in the assessment roll. Notice of any adjournment of the hearing shall be adequate if the minutes of the meeting so adjourned show the time and place when and where the hearing is to be continued.

The council may consider any objection to the amount of a proposed assessment as to a specific parcel of land at an adjourned hearing upon further notice to the affected property owner as it deems advisable. At the adjourned hearing the council or a committee of it may hear further written or oral testimony on behalf of the objecting property owner and may consider further written or oral testimony from appropriate city officials and other witnesses as to the amount of the assessment. The council or committee shall prepare a record of the proceedings at the adjourned hearing and written findings as to the amount of the assessment. The amount of the assessment as finally determined by the council shall become a part of the adopted assessment roll. No appeal may be taken as to the amount of any assessment adopted under this section unless written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. All objections to the assessments not received at the assessment hearing in the manner prescribed by this subdivision are waived, unless the failure to object at the assessment hearing is due to a reasonable cause.

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If the adopted assessment differs from the proposed assessment as to any particular lot, piece, or parcel of land, the clerk must mail to the owner a notice stating the amount of the adopted assessment. Owners must also be notified by mail of any changes adopted by the council in interest rates or prepayment requirements from those contained in the notice of the proposed assessment.

The assessment, with accruing interest, shall be a lien upon all private and public property included therein, from the date of the resolution adopting the assessment, concurrent with general taxes; but the lien shall not be enforceable against public property as long as it is publicly owned, and during such period the assessment shall be recoverable from the owner of such property only in the manner and to the extent provided in section 435.19. Unless otherwise provided in the resolution, all assessments shall be payable in equal annual installments extending over such period, not exceeding 30 years, as the resolution determines, payable on the first Monday in January in each year, but the number of installments need not be uniform for all assessments included in a single assessment roll if a uniform criterion for determining the number of installments is provided by the resolution. Assessments on property located in a targeted neighborhood as defined in Laws 1987, chapter 386, article 6, section 4, may be payable in variable annual installments if the resolution provides for a variable payment. The first installment of each assessment shall be included in the first tax rolls completed after its adoption and shall be payable in the same year as the taxes contained therein; except that the payment of the first installment of any assessment levied upon unimproved property may be deferred until a designated future year, or until the platting of the property or the construction of improvements thereon, upon such terms and conditions and based upon such standards and criteria as may be provided by resolution of the council. If special assessments against the property have been deferred pursuant to this subdivision, the governmental unit shall record with the county recorder in the county in which the property is located a certificate containing the legal description of the affected property and of the amount deferred. In any event, every assessment the payment of which is so deferred, when it becomes payable, shall be divided into a number of installments such that the last installment thereof will be payable not more than 30 years after the levy of the assessment. All assessments shall bear interest at such rate as the resolution determines. To the first installment of each assessment shall be added interest on the entire assessment from a date specified in the resolution levying the assessment, not earlier than the date of the resolution, until December 31 of the year in which the first installment is payable, and to each subsequent installment shall be added interest for one year on all unpaid installments; or alternatively, any assessment may be made payable in equal annual installments including principal and interest, each in the amount annually required to pay the principal over such period with interest at such rate as the resolution determines, not exceeding the maximum period and rate specified above. In the latter event no prepayment shall be accepted under subdivision 3 without payment of all installments due to and including December 31 of the year of prepayment, together with the original principal amount reduced only by the amounts of principal included in such installments, computed on an annual amortization basis. When payment of an assessment is deferred, as authorized in this subdivision, interest thereon for the period of deferment may be made payable annually at the same times as the principal installments of the assessment would have been payable if not deferred; or interest for this period may be added to the principal amount of the assessment when it becomes payable; or, if so provided in the resolution levying the assessment, interest thereon to December 31 of the year before the first installment is payable may be forgiven.

Subd. 3. **Transmitted to auditor, prepayment.** After the adoption of the assessment, the clerk shall transmit a certified duplicate of the assessment roll with each installment, including interest, set forth separately to the county auditor of the county to be extended on the proper tax lists of the county; but in lieu of such certification, the council may in its discretion direct the clerk to file all assessment rolls in the clerk's office and to certify annually to the county auditor, on or before November 30 in each year, the total amount of installments of and interest on assessments on each parcel of land in the municipality which are to become due in the following year. If any installment and interest has not been so certified prior to the year when it

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is due, the clerk shall forthwith certify the same to the county auditor for collection in the then succeeding year; and if the municipality has issued improvement warrants to finance the improvement, it shall pay out of its general funds into the fund of the improvement interest on the then unpaid balance of the assessment for the year or years during which the collection of such installment is postponed. All assessments and interest thereon shall be collected and paid over in the same manner as other municipal taxes. The owner of any property so assessed may, at any time prior to certification of the assessment or the first installment thereof to the county auditor, pay the whole of the assessment on such property, with interest accrued to the date of payment, to the municipal treasurer, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption thereof; and, except as hereinafter provided, the owner may at any time prior to November 15 of any year, prepay to the treasurer of the municipality having levied said assessments, the whole assessment remaining due with interest accrued to December 31 of the year in which said prepayment is made. If the assessment roll is retained by the municipal clerk, the installment and interest in process of collection on the current tax list shall be paid to the county treasurer and the remaining principal balance of the assessment, if paid, shall be paid to the municipal treasurer. The council may by ordinance authorize the partial prepayment of assessments, in such manner as the ordinance may provide, prior to certification of the assessment or the first installment thereof to the county auditor.

Subd. 4. **Collection, tax-exempt property.** On the confirmation of any assessments the clerk shall mail to the county auditor a notice specifying the amount payable by any county, to the clerk or recorder of any other political subdivision a notice specifying the amount payable by the political subdivision and to the owner of any right-of-way, at its principal office in the state, a notice specifying the amount payable on account of any right-of-way. The amount payable on account of any right-of-way or public property shall be payable to the municipality's treasurer and shall be payable in like installments and with like interest and penalties as provided for in reference to the installments payable on account of assessable real property, except that interest accruing shall not begin to run until the notice provided in this subdivision has been properly given and 30 days thereafter have elapsed. The governing body of any such political subdivision shall provide for the payment of these amounts and shall take appropriate action to that end. If the assessment is not paid in a single installment, the municipal treasurer shall annually mail to the owner of any right-of-way and, as long as the property is publicly owned, to the owner of any public property a notice stating that an installment is due and should be paid to the municipal treasurer of the municipality which levied the special assessment. The municipality may collect the amount due on account of the right-of-way of any railroad or privately owned public utility by distress and sale of personal property in the manner provided by law in case of taxes levied upon personal property or by suit brought to enforce the collection of this indebtedness unless a different method of collecting such amounts is provided for by any contract between the owner of any right-of-way and the municipality.

Subd. 5. **Special assessments; administrative expenses.** Notwithstanding any general or special law to the contrary, a municipality shall pay to the county auditor all administrative expenses incurred by the county under subdivision 3 for each special assessment of any local improvement certified by the municipality to the county auditor.

History: *1953 c 398 s 6; 1955 c 811 s 2; 1957 c 510 s 2; 1957 c 699 s 1; 1961 c 77 s 1; 1961 c 525 s 5-7; 1963 c 771 s 2-4; 1965 c 877 s 3; 1969 c 1045 s 1; 1969 c 1095 s 1; 1974 c 314 s 2; 1976 c 195 s 2; 1976 c 324 s 18; 1980 c 509 s 164; 1980 c 560 s 5; 1980 c 607 art 11 s 1,2; 1984 c 478 s 2; 1984 c 543 s 50; 1Sp1985 c 16 art 1 s 3; 1986 c 315 s 2; 1986 c 444; 1986 c 473 s 10,11; 1987 c 344 s 3; 1987 c 386 art 6 s 2; 1991 c 342 s 8; 1993 c 375 art 5 s 33; art 17 s 17; 2005 c 4 s 106*

429.07 [Repealed, 1953 c 398 s 13]

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429.071 SUPPLEMENTAL ASSESSMENTS; REASSESSMENT.

Subdivision 1. **Supplemental assessments.** The council may make supplemental assessments to correct omissions, errors, or mistakes in the assessment relating to the total cost of the improvement or any other particular. A supplemental assessment shall be preceded by personal or mailed notice to the owner of each parcel included in the supplemental assessment and a hearing as provided for the original assessment.

Subd. 2. **Reassessment.** When an assessment is, for any reason whatever, set aside by a court of competent jurisdiction as to any parcel or parcels of land, or in event the council finds that the assessment or any part thereof is excessive or determines on advice of the municipal attorney that the assessment or proposed assessment or any part thereof is or may be invalid for any reason, the council may, upon notice and hearing as provided for the original assessment, make a reassessment or a new assessment as to such parcel or parcels.

Subd. 3. **Reapportionment upon land division.** When a tract of land against which a special assessment has been levied is thereafter divided or subdivided by plat or otherwise, the council may, on application of the owner of any part of the tract or on its own motion equitably apportion among the various lots or parcels in the tract all the installments of the assessment against the tract remaining unpaid and not then due if it determines that such apportionment will not materially impair collection of the unpaid balance of the original assessment against the tract. The council may, and if the special assessment has been pledged to the payment of improvement warrants shall, require the owner or owners, as a condition of such apportionment, to furnish a satisfactory surety bond fully protecting the municipality against any loss resulting from failure to pay any part of the reapportionment assessment when due. Notice of such apportionment and of the right to appeal shall be mailed to or personally served upon all owners of any part of the tract. Within 30 days after the mailing or service of the notice of such apportionment any such owner may appeal as provided in section 429.081.

Subd. 4. **Reassessment, tax-forfeited land.** When a parcel of tax-forfeited land is returned to private ownership and the parcel is benefited by an improvement for which special assessments were canceled because of the forfeiture, the municipality that made the improvement may, upon notice and hearing as provided for the original assessment, make a reassessment or a new assessment as to the parcel in an amount equal to the amount remaining unpaid on the original assessment.

History: *1953 c 398 s 7; 1957 c 366 s 1; 1961 c 525 s 8; 1965 c 877 s 4; 1976 c 259 s 1*

429.08 [Repealed, 1953 c 398 s 13 subd 1]

429.081 APPEAL TO DISTRICT COURT.

Within 30 days after the adoption of the assessment, any person aggrieved, who is not precluded by failure to object prior to or at the assessment hearing, or whose failure to so object is due to a reasonable cause, may appeal to the district court by serving a notice upon the mayor or clerk of the municipality. The notice shall be filed with the court administrator of the district court within ten days after its service. The municipal clerk shall furnish appellant a certified copy of objections filed in the assessment proceedings, the assessment roll or part complained of, and all papers necessary to present the appeal. The appeal shall be placed upon the calendar of the next general term commencing more than five days after the date of serving the notice and shall be tried as other appeals in such cases. The court shall either affirm the assessment or set it aside and order a reassessment as provided in section 429.071, subdivision 2. If appellant does not prevail upon the appeal, the costs incurred shall be taxed by the court and judgment entered therefor. All

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objections to the assessment shall be deemed waived unless presented on such appeal. This section provides the exclusive method of appeal from a special assessment levied pursuant to this chapter.

History: *1953 c 398 s 8; 1961 c 525 s 9; 1978 c 749 s 2; 1980 c 607 art 11 s 3; 1Sp1986 c 3 art 1 s 82*

429.09 [Repealed, 1953 c 398 s 13]

429.091 FINANCING.

Subdivision 1. **Authority.** At any time after one or more improvements are ordered as contemplated in section 429.031, the council may issue obligations in such amount as it deems necessary to defray in whole or in part the expense incurred and estimated to be incurred in making the improvement or improvements, including every item of cost of the kinds authorized in section 475.65. In the event of any omission, error, or mistake in any of the proceedings required precedent to the ordering of any improvement, the validity of the obligations shall not be affected thereby. The council shall cause all further actions and proceedings to be taken with due diligence that are required for the construction of each improvement financed wholly or partly from the proceeds of obligations issued hereunder, and for the final and valid levy of special assessments and the appropriation of any other funds needed to pay the obligations and interest thereon when due.

Subd. 2. **Types of obligations permitted.** The council may by resolution adopted prior to the sale of obligations pledge the full faith, credit, and taxing power of the municipality for the payment of the principal and interest. Such obligations shall be called improvement bonds and the council shall pay the principal and interest out of any fund of the municipality when the amount credited to the specified fund is insufficient for the purpose and shall each year levy a sufficient amount to take care of accumulated or anticipated deficiencies, which levy shall not be subject to any statutory or charter tax limitation. Obligations for the payment of which the full faith and credit of the municipality is not pledged shall be called assessment revenue notes or, in the case of bonds for fire protection, revenue bonds and shall contain a promise to pay solely out of the proper special fund or funds pledged to their payment. It shall be the duty of the municipal treasurer to pay maturing principal and interest on warrants or revenue bonds out of funds on hand in the proper funds and not otherwise.

Subd. 3. **Method of issuance.** All obligations shall be issued in accordance with the provisions of chapter 475, except as provided in this subdivision.

An election shall be required for bonds if less than 20 percent of the cost of the improvement to the municipality is to be assessed against benefited property.

If the full faith, credit, and taxing power of the municipality is not pledged and the bonds are issued to finance a fire protection system, a public sale shall not be required and the obligations may

(1) mature at any time or times within 30 years from date of issue; or 40 years or the useful life of the asset, whichever is less, for municipal water and wastewater treatment systems and essential community facilities financed or guaranteed by the United States Department of Agriculture;

(2) mature in the amount or amounts;

(3) be sold at a price equal to the percentage of their par value, plus accrued interest; and

(4) bear interest at the rate or rates,

as agreed by the purchaser and the municipality, notwithstanding any limitation of interest rate or cost or of the amounts of annual maturities contained in any other law.

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The maturities shall be such as in the opinion of the council are warranted by the anticipated collections of assessments and ad valorem levies for the municipality's share of the cost; except that the council may in its discretion issue and sell temporary improvement bonds maturing and subject to further conditions as set forth in subdivision 5. All obligations shall state upon their face the purpose of the issue and the fund from which they are payable. The amount of any obligations issued hereunder shall not be included in determining the net indebtedness of any municipality under the provisions of any law limiting such indebtedness.

Subd. 4. **Funds.** The proceeds from the sale of each issue of obligations and from collections of special assessments levied and other moneys appropriated for each improvement to be financed wholly or partly from such proceeds shall be credited to a separate construction fund which shall be used solely to defray expenses of such improvements and payment of principal and interest due upon the obligations prior to completion and payment of all costs of the improvements so financed. Any balance of the proceeds of bonds remaining therein may be used to pay the cost, in whole or in part, of any other improvement instituted pursuant to this chapter. A separate account shall be maintained in the construction fund to record expenditures for each improvement, and when the total cost thereof has been paid all subsequent collections of special assessments levied for the improvement shall be credited and paid into the debt service fund for the obligations issued to finance the improvement, as provided in section 475.61. Any taxes levied for improvements financed by an issue of obligations shall be credited directly to the debt service fund.

Subd. 5. **Temporary improvement bonds.** In anticipation of the issuance of improvement bonds, the council may by resolution issue and sell temporary improvement bonds maturing within not more than three years from their date of issue to pay any part or all of the cost of one or more improvements. To the extent that the principal of and interest on the temporary improvement bonds cannot be paid when due from receipts of special assessments, taxes, or other funds appropriated for the purpose, they shall be paid from the proceeds of improvement bonds or additional temporary improvement bonds which the council shall offer for sale in advance of their maturity but the indebtedness funded by an issue of temporary improvement bonds shall not be extended by the issue of additional temporary improvement bonds for more than six years from the date of the first issue. The holders of any temporary improvement bonds shall have and may enforce, by mandamus or other appropriate proceedings, all rights respecting the levy and collection of sufficient special assessments and taxes to pay the cost of the improvements financed by them which are granted by law to holders of improvement bonds, except the right to require the levies to be collected prior to the maturity of the temporary improvement bonds. If any temporary improvement bonds are not paid in full at maturity, the holders may require the issuance in exchange for them, at par, of new temporary improvement bonds maturing within one year from their date of issue (but not subject to any other maturity limitation), and bearing interest at the maximum rate permitted by law.

Subd. 6. **Investment of other municipal funds.** Funds of a municipality may be invested in its temporary improvement bonds in accordance with the provisions of section 118A.04, and may be purchased upon their initial issue, but shall be purchased only from funds which the council determines will not be required for other purposes before the maturity date, and shall be resold before maturity only in case of emergency. If purchased from a debt service fund securing other bonds, the holders of those bonds may enforce the municipality's obligations on the temporary improvement bonds in the same manner as if they held the temporary improvement bonds.

Subd. 7. **General obligation temporary improvement bonds.** The council may by resolution adopted prior to the sale of any temporary improvement bonds pledge the full faith, credit, and taxing power of the municipality for the payment of the principal and interest, in addition to all provisions made for their security in subdivision 5. In this event the bonds shall be designated as general obligation temporary improvement

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bonds, and the council shall levy taxes for their payment in accordance with section 475.61. Proceeds of improvement bonds or temporary improvement bonds not yet sold may be treated as pledged revenues, in reduction of the tax otherwise required by section 475.61 to be levied prior to delivery of the obligations.

Subd. 7a. **Revolving fund bonds.** The council may by resolution establish a revolving fund for the payment of the costs of any improvement or any waterworks systems, sewer systems, or storm sewer systems described in section 444.075, the costs of facilities to maintain streets and water, sewer, and storm sewer systems and for the payment of any obligations issued to pay the costs of the facilities and systems referred to in this subdivision or to refund obligations issued for those purposes. The council may create within the revolving fund a separate construction account into which the municipality may deposit the proceeds of any obligations payable from the fund, the proceeds of any special assessments collected with respect to any improvement, any net revenues of a waterworks, sewer system, or storm sewer system described in section 444.075 or any other available funds of the municipality appropriated to it. Amounts on deposit in the construction account may be used to pay the costs of any improvement or any waterworks, sewer system, or storm sewer system described in section 444.075 or any street or water, sewer, or storm sewer maintenance facilities. No funds may be expended for an improvement unless at least 20 percent of the costs of each such improvement is to be assessed against benefited property. No funds may be expended for a waterworks, sewer system, or storm sewer system, other than a sewer system described in section 115.46, or maintenance facilities unless the council estimates that the costs will be recovered from the net revenues of the system or any combined waterworks, sewer systems, or storm sewer systems operated by the municipality. The council may also create a separate debt service account within the revolving fund for the payment of principal of and interest on any obligations payable therefrom. Notwithstanding subdivision 4, the council is not required to pledge any particular assessments or other revenues to the payment of the obligations. Collections of special assessments or net revenues may be deposited in either the construction account or the debt service account as the council or an officer designated by the council may determine, having due regard for anticipated collections of special assessments and net revenues from improvements or waterworks, sewer systems, or storm sewer systems financed in whole or in part from the construction account, and taxes levied for the payment of the obligations. The council may issue obligations that are payable primarily from the debt service account for the purpose of providing funds to defray in whole or in part any expenses incurred or estimated to be incurred in making the improvement or improvements or in constructing the waterworks, sewer system, or storm sewer system, including every item of cost of the kinds authorized by section 475.65, and street and water, sewer, and storm sewer maintenance facilities or to refund obligations previously issued under this section or section 115.46 or 444.075. The obligations may be general obligations to which the full faith and credit of the municipality are pledged. If the special assessments to be levied and net revenues estimated to be available for their payment are estimated to be at least 20 percent of the principal amount of the obligations, the obligations may be issued without an election and shall not be included in determining the net indebtedness of the municipality under the provisions of any law limiting net indebtedness. The cost of a maintenance facility that may be financed under this subdivision is limited only to the portion of the facility that is fairly allocable to the maintenance of streets and water, sewer, and storm sewer systems.

Subd. 8. **Application; limitations under federal tax law.** Sections 474A.01 to 474A.21 apply to any issuance of obligations under this section which are subject to limitation under a federal tax law as defined in section 474A.02, subdivision 8.

History: *1953 c 398 s 9; 1955 c 811 s 3-5; 1957 c 385 s 1; 1965 c 877 s 5; 1976 c 324 s 19-21; 1981 c 171 s 1-4; 1984 c 548 s 6; 1984 c 582 s 5,6,23; 1984 c 591 s 4,5; 1984 c 633 s 4; 1Sp1985 c 14 art 8 s 63; 1986 c 465 art 1 s 3; 1987 c 344 s 4,5; 1992 c 545 art 2 s 4; 1996 c 297 s 1; 1996 c 399 art 2 s 12; 2000 c 260 s 57; 2001 c 214 s 11*

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429.10 [Repealed, 1953 c 398 s 13]

429.101 UNPAID SPECIAL CHARGES MAY BE SPECIAL ASSESSMENTS.

Subdivision 1. **Ordinances.** (a) In addition to any other method authorized by law or charter, the governing body of any municipality may provide for the collection of unpaid special charges as a special assessment against the property benefited for all or any part of the cost of:

(1) snow, ice, or rubbish removal from sidewalks;

(2) weed elimination from streets or private property;

(3) removal or elimination of public health or safety hazards from private property, excluding any structure included under the provisions of sections 463.15 to 463.26;

(4) installation or repair of water service lines, street sprinkling or other dust treatment of streets;

(5) the trimming and care of trees and the removal of unsound trees from any street;

(6) the treatment and removal of insect infested or diseased trees on private property, the repair of sidewalks and alleys;

(7) the operation of a street lighting system;

(8) the operation and maintenance of a fire protection or a pedestrian skyway system;

(9) inspections relating to a municipal housing maintenance code violation;

(10) the recovery of any disbursements under section 504B.445, subdivision 4, clause (5), including disbursements for payment of utility bills and other services, even if provided by a third party, necessary to remedy violations as described in section 504B.445, subdivision 4, clause (2); or

(11) [Repealed, 2004 c 275 s 5]

(12) the recovery of delinquent vacant building registration fees under a municipal program designed to identify and register vacant buildings.

(b) The council may by ordinance adopt regulations consistent with this section to make this authority effective, including, at the option of the council, provisions for placing primary responsibility upon the property owner or occupant to do the work personally (except in the case of street sprinkling or other dust treatment, alley repair, tree trimming, care, and removal, or the operation of a street lighting system) upon notice before the work is undertaken, and for collection from the property owner or other person served of the charges when due before unpaid charges are made a special assessment.

(c) A home rule charter city, statutory city, county, or town operating an energy improvements financing program under section 216C.436 has the authority granted to a municipality under paragraph (a) with respect to energy improvements financed under that section.

Subd. 2. **Procedure for assessment.** Any special assessment levied under subdivision 1 shall be payable in a single installment, or by up to ten equal annual installments as the council may provide, except that a special assessment made under an energy improvements financing program under subdivision 1, paragraph (c), may be repayable in up to 20 equal installments. With these exceptions, sections 429.061, 429.071, and 429.081 shall apply to assessments made under this section.

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Subd. 3. **Issuance of obligations.** (a) After a contract for any of the work enumerated in subdivision 1 has been let, or the work commenced, the council may issue obligations to defray the expense of any such work financed in whole or in part by special charges and assessments imposed upon benefited property under this section.

(b) Section 429.091 shall apply to such obligations with the following modifications:

(1) such obligations shall be payable not more than two years from the date of issuance;

(2) the amount of such obligations issued at one time in a municipality shall not exceed the cost of such work during the ensuing six months as estimated by the council;

(3) a separate improvement fund shall be set up for each of the enumerated services referred to in subdivision 1 and financed under this section.

(c) Proceeds of special charges as well as special assessments and taxes shall be credited to such improvement fund.

History: *1953 c 398 s 10; 1955 c 811 s 6; 1963 c 771 s 5; 1965 c 323 s 2; 1973 c 337 s 1; 1974 c 340 s 1,2; 1984 c 548 s 7; 1984 c 582 s 7; 1984 c 591 s 6; 1984 c 633 s 5; 1986 c 444; 1Sp2003 c 21 art 11 s 29; 2004 c 275 s 2; 2008 c 366 art 6 s 42; 2010 c 216 s 22; 2013 c 85 art 8 s 6*

429.11 [Repealed, 1953 c 398 s 13]

429.111 CHARTER PROVISIONS, EFFECT.

Any city operating under a home rule charter may proceed either under this chapter or under its charter in making an improvement unless a home rule charter or amendment adopted after April 17, 1953, provides for making such improvement under this chapter or under the charter exclusively.

History: *1953 c 398 s 11; 1955 c 811 s 7; 1976 c 44 s 39*

429.12 [Repealed, 1953 c 398 s 13]

429.13 [Repealed, 1953 c 398 s 13]

429.14 [Repealed, 1953 c 398 s 13]

429.15 [Repealed, 1953 c 398 s 13]

429.16 [Repealed, 1953 c 398 s 13]

429.17 [Repealed, 1953 c 398 s 13]

429.18 [Repealed, 1953 c 398 s 13]

429.185 [Repealed, 1949 c 314 s 3]

429.19 [Renumbered 429.035]

429.20 [Renumbered 429.036]

429.21 [Repealed, 1953 c 398 s 13]

429.22 [Repealed, 1953 c 398 s 13]

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429.23 [Repealed, 1953 c 398 s 13]

429.24 [Repealed, 1953 c 398 s 13]

429.25 [Repealed, 1953 c 398 s 13]

429.27 [Repealed, 1953 c 398 s 13]

429.28 [Repealed, 1953 c 398 s 13]

429.29 [Repealed, 1953 c 398 s 13]

429.30 [Renumbered 435.36, subdivision 1]

429.31 [Renumbered 435.36, subd 2]

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CHAPTER 8. - PUBLIC IMPROVEMENTS AND SPECIAL ASSESSMENTS

Sec. 8.1. - Power to make improvements and levy assessments.

The city may make any type of local improvement not forbidden by law and levy special assessments to pay all or part of the cost of such local improvements. The total of the assessments for any local improvement may not exceed the cost of the local improvement, plus all costs and expenses connected therewith, including interest. No assessment shall exceed the benefit to the property assessed as measured by the increase in the market value of the property assessed as a result of the local improvement.

(Ord. of 1-25-1993)

Sec. 8.2. - Application of Charter.

All local improvement projects shall be carried out exclusively under the provisions of this Charter. The term "local improvement" as used in this section shall mean a public improvement financed partly or wholly from special assessments.

(Ord. of 1-25-1993)

Sec. 8.3. - Assessments for services.

The council may provide by ordinance that the cost of the city services to streets, sidewalks, or other public or private property may be assessed against property benefited and may be collected in the same manner as special assessments.

(Ord. of 1-25-1993)

Sec. 8.4. - Local improvement procedure.

When the city undertakes any local improvement to which the state local improvement code, Minn. Stats. chapter 429 applies, it shall comply with the provisions of that law, except as modified below. The council may by ordinance prescribe the procedure to be followed in making any other local improvement and levying assessments therefor.

8.4.1 *Sixty-day waiting period.* A period of 60 days shall elapse after the conclusion of the public hearing required by law to precede the ordering of the construction of a local improvement project (the "public hearing") before the actual ordering of the local improvement by the council and the council entering into a contract for the local improvement construction.

8.4.2 *Percentage of owners required.* When the local improvement has been petitioned for by the owners of not less than 50 percent in frontage of the real property abutting on streets named in the petition as the location of the local improvement the resolution ordering the local improvement by the council may be approved by vote of a majority of all members of the council. When there has been no such petition, the resolution may be adopted only by vote of four-fifths of all members of the council.

8.4.3 *Petition against the local improvement.* A proposed local improvement may be initiated by petition of the owners of real property abutting on the streets named in the petition. If, within 30 days of the conclusion of the public hearing, a petition against such local improvement is filed with the city administrator which petition is signed by a percentage of the owners of real property abutting on the streets named in the initiating petition as the location of the improvement which

percentage is greater than the percentage of owners of real property who signed the initiating petition, the council shall not make such local improvement at the expense of the abutting property owners. For purposes of the foregoing sentence, "owners of real property" shall not include owners of properties zoned for commercial or industrial uses or owners of properties zoned residential greater than ten acres in size based on zoning classifications in effect at the date of such petition, or owners of non-homestead real property greater than one acre in size.

8.4.4 *Counter petition in favor of the improvement.* If within 30 days of the filing with the city administrator of a petition against the local improvement as described in section 8.4.3 above, there is filed with the city administrator a petition in favor of the local improvement, signed by owners of real property abutting on the streets named in the initiating petition as the location of the improvement, in a percentage greater than the percent of owners of real property who signed the petition against the local improvement, then in such event the council may disregard the petition against the local improvement and proceed with the local improvement.

8.4.5 *Petition against council initiated improvement.* If the local improvement was initiated by council resolution without an initiating petition and, within 60 days of the conclusion of the public hearing, a petition is filed with the city administrator against such local improvement and which petition is signed by 60 percent or more of the owners of real property proposed to be assessed for and benefited by the local improvement, the council shall not make such local improvement at the expense of the benefited property owners. For purposes of the foregoing sentence, "owners of real property" shall not include owners of properties zoned for commercial or industrial uses or owners of properties zoned residential greater than ten acres in size based on zoning classifications in effect at the date of such petition, or owners of non-homestead real property greater than one acre in size.

8.4.6 *Withdrawal of name from petition.* Any person whose name appears on a petition to the council in favor of a local improvement, or on a petition to the council filed against a local improvement, may withdraw his/her name by a statement in writing filed with the city administrator before such petition is presented to the council or in person at a city council meeting before the city council accepts said petition.

8.4.7 *Filing of petition with city council.* All completed petitions filed with the city administrator as described herein shall be presented to the council by the city administrator at the council's next regularly scheduled meeting.

8.4.8 *One year before any further action.* When a proposed local improvement is disallowed pursuant to the petition process described in the foregoing sections, the council shall not vote on the same improvement within a period of one year after the public hearing on said improvement.

(Ord. of 1-25-1993; Ord. No. 06-22, § 2, 7-5-2006; Ord. No. 12-08, § 2, 6-26-2012; Ord. No. 14-07, § 2, 8-11-2014)

Sec. 8.5. - Computation of time.

Where the performance or doing of any act or matter is required by this Charter, and the period of time is prescribed and fixed by this Charter, the time shall be computed so as to exclude the first and include the last day of the prescribed or fixed period of time. When the last day of the period falls on a Saturday, Sunday, or a legal holiday, that day shall be omitted from the computation.

(Ord. of 1-25-1993)

Sec. 8.6. - Sewer and water projects.

This section applies to any local improvement project completed after January 1, 1996, which includes extending urban services (sewer and/or water) to an existing home or neighborhood.

8.6.1 *Connection policy.* The city may not compel any property owner with a functional private sewer and water system to connect to city sewer and/or water.

8.6.2 *Assessment policy.* The city may not levy an assessment for any component of any project which includes sewer and/or water improvements against a property whose owner elects to remain on a functional private sewer and/or water system.

8.6.3 *Request for urban services.* Property owners who remain on private sewer and water systems after urban services become available may request connection to urban services at any time. Upon connection to urban services an assessment may be levied provided it is consistent with the original assessment.

(Ref. of 5-20-1996; Ord. of 1-24-2001)

SPECIAL ASSESSMENTS POLICY AND PROCEDURES FOR PUBLIC IMPROVEMENTS AND MAINTENANCE COSTS

SECTION 1. General Policy Statement.
SECTION 2. Improvements and Maintenance Costs Eligible for Special Assessment.
SECTION 3. Initiation of Public Improvement Projects.
SECTION 4. Public Improvement Procedures.
SECTION 5. Financing of Public Improvements.
SECTION 6. General Assessment Policies.
SECTION 7. Methods of Assessment.
SECTION 8. Standards for Public Improvement Projects.
SECTION 9. Policies of Reassessment.
SECTION 10. Assessment Computations.
SECTION 11. Deferment of Assessments.

SECTION 1. GENERAL POLICY STATEMENT.

The purpose of this policy is to establish a fair and equitable manner of assessing the increase in market value (special benefit) associated with public improvements. The procedures used by the City for levying special assessments are those specified by the City Charter and Minnesota Statutes Chapter 429, which provide that all or a part of the cost of improvements may be assessed against benefiting properties.

Three basic criteria must be satisfied before a particular parcel can be assessed. The criteria are as follows:

1. The land must have received special benefit from the improvement.
2. The amount of the assessment must not exceed the special benefit.
3. The assessment must be uniform in relation to the same class of property within the assessment area.

It is important to recognize that the actual cost of extending an improvement past or through a particular parcel is not the controlling factor in determining the amount to be assessed. However, in many cases the method for assigning the value of the benefit received by the improvement, and therefore the amount to be assessed, will focus on calculating the proportionate cost of providing the improvement, provided the cost does not exceed the increase in property market value resulting from the improvement. The entire project shall be considered as a whole for the purpose of calculating and computing an assessment rate. In the event City staff has doubt as to whether the costs of the project may exceed the special benefits to the property, the City Council may obtain such appraisals as may be necessary to support the proposed assessment.

The assessment policy is intended to serve as a guide for a systematic assessment process in the City. There may be exceptions to the policy or unique circumstances or situations that may require special consideration and discretion by City staff and the City Council.

SECTION 2. IMPROVEMENTS AND MAINTENANCE COSTS ELIGIBLE FOR SPECIAL ASSESSMENT.

Subd. 1. Public improvements, and related acquisition, construction, extension, and maintenance of such improvements, authorized by Minnesota Statutes, Sections 429.021 and 459.14, subd. 7, that are eligible for special assessment within the City include the following:

1. Streets, sidewalks, pavement, curbs and gutters, including the beautification thereof.
2. Parking lots.
3. Water works systems and appurtenances, within and without the corporate limits.
4. Sanitary sewer and storm sewer systems including appurtenances, within and without the corporate limits.
5. Street boulevard trees.
6. Street lights, street lighting systems and special lighting systems.
7. Steam heating mains.
8. Parks, playgrounds, and recreational facilities, including the purchase of equipment, within or without the corporate limits.
9. Abatement of nuisances, including but not limited to, draining and filling swamps, marshes, and ponds on public and private property.
10. Dikes and other flood control works.
11. Retaining walls and area walls.
12. A pedestrian skyway system upon a petition pursuant to section 429.031, subdivision 3.
13. Underground pedestrian concourses.
14. Public malls, plazas or courtyards.
15. District heating systems.
16. Fire protection systems in existing buildings upon a petition pursuant to section 429.031, subdivision 3.
17. Highway sound barriers.
18. Gas and electric distribution facilities.

Subd. 2. The City is also authorized by ordinance adopted pursuant to Minnesota Statutes Section 429.101 to recover, through special assessment, certain costs, including the following:

1. Snow, ice, or rubbish removal from sidewalks.
2. Weed elimination from streets or private property.
3. Removal or elimination of public health or safety hazards from private property excluding any structure included under the provisions of Minnesota Statutes, sections 463.15 to 463.26.
4. Installation or repair of water service lines, street sprinkling, sweeping, or other dust treatment of streets.
5. The trimming and care of trees and the removal of unsound trees from any street.
6. The treatment and removal of insect infested or diseased trees on private property.
7. The repair of sidewalks and alleys.
8. The operation of a street lighting system.
9. The operation and maintenance of a fire protection or a pedestrian skyway system.

SECTION 3. INITIATION OF PUBLIC IMPROVEMENT PROJECTS.

Public improvement projects can be initiated in the following ways.

1. Public improvement projects may be initiated by petition of owners of not less than 50% in frontage of the property abutting the proposed improvement in accordance with the provisions of Section 8.4.2 of the City Charter.

2. Public improvements also may be initiated by the City Council when, in its judgment, such action is required and is in accordance with the provisions of Chapter 8 of the City Charter.

3. A resolution ordering any improvements initiated by the Council requires a four-fifths majority vote of all members of the Council. A resolution ordering any improvements petitioned for by owners of not less than 50% of abutting property owners requires a majority vote of all members of the Council. A resolution ordering any improvements initiated by all owners of abutting property, and assessing the entire cost against their property, may be adopted without a public hearing. The Council may consider the request of a Developer to construct the improvements and assess them.

SECTION 4. PUBLIC IMPROVEMENT PROCEDURE.

The following is the general procedure followed by the City Council for all public improvement projects from initiation of such a project through certification of the assessment roll to the County Auditor. Formats for the various reports and resolutions referenced in this section are made a part of the policies and procedures of the City**. Applicable state law and City Charter provisions take precedence over the following general procedure.**

1. Staff reviews the petition or Developer's request for submission to Council.
2. Council accepts or rejects the petition or request. If based upon a petition, the Council adopts a resolution declaring whether the required percentage of property owners signed the petition. If the petition or request is accepted, Council orders the preparation of a feasibility report.
3. Staff prepares the feasibility report. The report shall preliminarily evaluate whether the proposed improvement is necessary, cost-effective, and feasible and whether it should be made as proposed or in conjunction with another project. The report shall include an estimate of the cost of the improvement as proposed. Council may refer the report to the Planning and Zoning Commission.
4. Council accepts or rejects the feasibility report. If accepted, Council orders a public hearing on the improvements.
5. Staff posts and publishes the hearing notice and mails notices to affected property owners as provided in Minn. Stat. § 429.031(a).
6. Council conducts a public hearing.
7. Within six (6) months of the hearing date, but no sooner than sixty (60) days after per City Charter § 8.4.1, Council adopts or rejects a resolution ordering the improvement to be constructed and advertisement of bids. If adopted, staff prepares final plans, advertises for and opens bids as provided in Minn. Stat. § 429.041, prepares a bid tabulation, makes a recommendation to City Council for award, and prepares a proposed assessment roll. Bonds to finance project costs may be issued at any time after the improvements are ordered.

8. Council reviews the proposed assessment roll and orders an assessment hearing.
9. Staff publishes a hearing notice and mails notice of the hearing date and proposed assessments to the affected property owners as provided in Minn. Stat. § 429.061.
10. Council conducts the assessment hearing and adopts, revises, or rejects the resolution determining the amount of the total expense the City will pay, if any, and establishing the assessment roll. If adopted, Council authorizes certification of the assessment to the County Auditor.
11. Council awards contracts based on the bids received.
12. Staff certifies the assessment roll to the County Auditor.
13. Staff supervises construction and prepares payments.

SECTION 5. FINANCING OF PUBLIC IMPROVEMENTS.

The City encourages public improvement projects when the area benefiting and needing such improvements develop. Examples of this policy can be seen through the subdivision regulations, zoning ordinance, and building codes. Developers are required to provide the needed improvements and services before development occurs, thereby avoiding unexpected hardships on the property owners purchasing such property and the general public. However, it is recognized that certain areas of the City have developed without all needed public improvements (e.g. parks, water, sewer, and street improvements) and that methods must be found to provide these improvements without causing undue hardships on the general public or the individual property owners.

Special assessments are generally accepted as a means by which areas can obtain improvements or services; however, the method of financing assessment is a critical factor to both the City and the property owner. Full project costs spread over a very short term can cause an undue hardship on the property owner and, likewise, city costs and systems costs spread over a long period of time can cause an undue hardship on the City.

It is the policy of the City to not defer assessments except in cases where hardship to senior citizens 65 years of age or older, or persons retired by virtue of a permanent and total disability, would result. Also, the City Council may elect to defer assessments on undeveloped land for a specified length of time or until the lands are developed. Terms and conditions of any such deferral will be established in the resolution adopting the assessments.

SECTION 6. GENERAL ASSESSMENT POLICIES APPLICABLE TO ALL TYPES OF IMPROVEMENTS.

The cost of any improvement shall be assessed based upon benefits received. The following general principles shall be used as a basis of the City's assessment policy:

1. **Project Cost.** The "project cost" of an improvement includes the costs of all necessary construction work required to accomplish the improvement (direct costs), plus engineering, legal, administrative, financing and other contingent costs, including acquisition of right-of-way and other property (indirect costs). The finance charges include all costs of financing the project. These costs include, but are not limited to, financial consultant's fees, bond rating agency fee, bond attorney's fees, and capitalized interest. The interest charged to the project shall be included as financing charges.

2. **City Cost.** The "city cost" of an improvement is the amount of the total improvement expense the City will pay as determined by Council resolution. Where the project cost of an improvement is not entirely attributed to the need for service to the area served by the improvement, or where unusual conditions beyond the control of the owners of the property in the area served by the improvement would result in an inequitable distribution of special assessments, or for any other reason determined by the City, the City, through the use of other funds, may pay such "city cost."
3. **Assessable Cost.** The "assessable cost" of an improvement is equal to the "project cost" minus the "city cost."
4. **Interest.** The City will charge interest on special assessments at a rate specified in the resolution approving the assessment roll. If bonds were sold to finance the improvement project, the interest rate shall be equal to the interest rate of the bonds plus 2% (2% above bond rate), rounded to the nearest quarter of a percent. If no bonds were sold, the interest rate shall be set at the U.S. Treasury rate (10-year for 10 year assessment; 15-Year for 15 year assessment) plus 2 percentage points.
5. **Prepayment.** Property owners may pay their assessments in full, interest free, for a period of 30 days after the assessment hearing. After such period interest shall be computed from the date specified in the assessment resolution. The City will transmit a certified duplicate of the assessment roll with each installment, including interest, to the County Auditor, or in lieu of such certification, annually certify to the County Auditor by November 30 in each year, the total amount of installments of and interest on assessments on each parcel that are to become due in the following year.
6. **Extensions.** Where an improvement is designed for service of an area beyond that receiving the initial benefit, the City may pay for increased project costs due to such provisions for future service extensions. The City will levy assessments to cover this cost when a new improvement is installed as an extension of the existing improvement upon identification of such additional amount in the notice of hearing for the extensions or new improvements. As an alternative, the City may assess these costs to the area of future extension immediately based on the value of benefit received.
7. **Project Assistance.** If the City receives financial assistance from the Federal Government, the State of Minnesota, the County, or from any other source to defray a portion of the costs of a given improvement, such aid will be used first to reduce the "city cost" of the improvement. If the financial assistance received is greater than the "city cost," the remainder of the aid will be placed in the Public Improvement Revolving Fund to be applied towards other City projects.
8. **Assessable Property.** Property owned by the City and other political subdivisions including municipal building sites, parks and playgrounds, but not including public streets, alleys, and right-of-way, shall be regarded as being assessable on the same basis as if such property was privately owned. Private right-of-way shall be assessable.
9. **Individual Benefits.** The City may construct improvements specifically designed for or shown to be of benefit solely to one or more properties. The costs for these improvements will be assessed directly to such properties, and not included in the assessments for the remainder of the project. An example would be utility service lines running from the main lines to the property.
10. **Benefit Appraisals.** In the event that City staff has doubt as to whether the proposed assessments exceed the special benefits to the property(ies) in question, the City Council may order benefit appraisals or benefit appraisal consultations as deemed necessary to support the proposed assessments. As a general rule, benefit appraisals or benefit appraisal consultations may be ordered when the proposed assessment exceeds $5,000 for a standard city street

reconstruction project on a residential lot, or $20,000 per acre for commercial or industrial property.

11. **Condemnation Awards.** A property owner may elect to offset special assessments against condemnation awards. In such case, the property owner must execute an agreement (Net Assessment Agreement) with the City.
12. **Subgrade Corrections.** All costs relative to subgrade soil corrections deemed necessary to construct or reconstruct City streets will be considered a "city cost" and will not be assessed.
13. **Rural to Urban Conversion.** All costs relative to converting an existing rural street section to an urban street section by filling roadside drainage ditches and adding curb and gutter and storm sewer will be considered a "city cost" and will not be assessed.
14. **Oversizing.** All costs relative to oversizing an existing City street by increasing the width of the street and/or the load carrying capacity of the pavement section will be considered a "city cost" and will not be assessed.

SECTION 7. METHODS OF ASSESSMENT.

Subd. 1. General Statement. There are three different methods of assessment: adjusted front footage, area, and per lot. The feasibility report will recommend one or a combination of these methods for each project, based upon which method would best reflect the benefit received for the area to be assessed. The City Council will select the preferred method of calculating the assessments along with other applicable assessment criteria.

Subd. 2. Policy Statement. The following methods of assessment, as described and defined below, are hereby established as the preferred methods of assessment in the City.

A. "Adjusted Front Footage" Method of Assessment.

The "adjusted front footage" method of assessment is based on the quotient of the "assessable cost" divided by the total assessable frontage benefiting from the improvement. This method is typically applied to commercial, industrial, and multi-family residential properties. For the purpose of determining the "assessable frontage," all properties, including those owned by governmental entities, shall have their frontages included in such calculation.

The actual physical dimensions of a parcel abutting an improvement (i.e., street, sewer, water, etc.) shall not be construed as the frontage utilized to calculate the assessment for a particular parcel. Rather, an "adjusted front footage" will be determined. The purpose of this method is to equalize assessment calculations for lots of similar size. Individual parcels by their very nature differ considerably in shape and area. The following procedures will apply when calculating adjusted front footage. The selection of the appropriate procedure will be determined by the specified configuration of the parcel. All measurements will be scaled from available plat and section maps and will be rounded down to the nearest foot dimension with any excess fraction deleted.

1. *Rectangular Interior Lots.* The rectangular lot is defined as having no more than 2 feet of difference between the front and rear lot lines. The adjusted front footage is the actual front footage of the lot. For rectangular lots whose frontage is greater than its depth, the "odd shaped lot" method shall be used.

2. *Odd Shaped Lots.* For odd shaped lots such as exist on cul-de-sacs and curved streets where there is more than 2 feet of difference between the front and rear lot lines, and where the lots frontage is greater than its depth, the "odd shaped lot" method of determining the adjusted front footage shall be used. The adjusted front footage shall be computed by dividing the area of the lot by 12,000 square feet to determine the equivalent number of front footage units in the parcel. The number of units multiplied by 65 feet will give the adjusted front footage.

3. *Corner Lot Adjustment.* For street and trail assessments, the short side will be assessed the actual front footage. The long side will be assessed one-half the actual side footage. Sanitary sewer and watermain will only be assessed on the short side of a corner lot.

4. *Zonal Assessment.* When the street along the long side of a corner lot is improved, the cost shall be assessed equally to all lots within ½ block in each direction of the street improved. This method may be selected rather than the "corner lot adjustment".

5. *Double Fronting Lots.* When a lot has frontage on two streets, the lot is subject to assessments for improvements to both streets, consistent with this policy, regardless of the timing of the improvements.

B. "Area" Method of Assessment.

The "area" method of assessment is based on the number of square feet or acres within the boundaries of the appropriate property lines of the parcels benefiting from the project. This method is most often applied to commercial and industrial lots. The assessment rate (i.e., cost per square foot) shall be calculated by dividing the total assessable cost by the total assessable area. On large lots, the City Engineer may determine that only a portion of the lots receives the benefit and may select a lot depth for the calculations equal to the benefit received.

All properties included in the benefited area, including those owned by governmental entities, churches, etc., shall be assessable. The following items may not be included in area calculations: public right-of-ways, and natural waterways, swamps and lakes and other wetlands designated by the Minnesota Department of Natural Resources or the City. The City Engineer will make a recommendation on the boundaries or parameters of the benefited area in the feasibility report.

C. "Per Lot" Method of Assessment.

The "per lot" method of assessment is based on equal assessment of all lots within the benefited area. This method is typically applied to single-family residential lots with similar sizes and configurations. The "assessment per lot" shall be the quotient of the "assessable cost" divided by the total assessable lots or parcels benefiting from the improvement. For the purpose of determining the "lots" or "parcels" all parcels, including those owned by governmental entities, shall be included in such calculations.

SECTION 8. STANDARDS FOR PUBLIC IMPROVEMENT PROJECTS.

The following standards are hereby established by the City to provide a uniform guide for improvements within the City.

A. Surface Improvements

Surface improvements shall normally include all improvements visible on or above the ground within the right-of-way, and include, but are not limited to, trees, lighting, sidewalks, trails, signing, street and accessory improvements such as drainage ponds and facilities, parking lots, parks and playgrounds. Surface improvements shall also normally include aggregate or granular base materials for bituminous and concrete pavements.

Policy Statement. Prior to construction or completion of surface improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

When practicable, no surface improvements to less than both sides of a full block of street shall be approved except as necessary to complete partially completed improvements initiated previously. Concrete or bituminous curbing, or concrete curb and gutter, shall be installed at the same time as street surfacing.

B. Sub-Surface Improvements

Sub-surface improvements shall normally include such items as water distribution, sanitary sewer and storm sewer lines and appurtenant infrastructure, and electric and gas utilities.

Main lines are the publicly owned and maintained lines or facilities such as trunk lines, interceptors, mains, and laterals. Service lines are those privately owned lines or facilities extending from the main line to the property line.

Policy Statement. Sub-surface improvements shall be made to serve current and projected land use. All installations shall conform to applicable standards established by local, state and/or federal agencies of competent jurisdiction. All installations shall also comply, to the maximum extent feasible, with nationally recognized standards such as those of the American Insurance Association.

Service lines from the lateral or trunk utility to the property line of all planned service locations such as residences or buildings on properties whose owner has requested service shall be installed in conjunction with the construction of the mains.

C. Subgrade Improvements

Subgrade improvements shall normally include such items as subgrade corrections (removing layers/pockets of unsuitable soils and replacing them with aggregate base, select granular material, or other more suitable soils) and installation of geotextile fabrics.

Policy Statement. Prior to construction or completion of subgrade improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

SECTION 9. POLICIES OF REASSESSMENT.

The City shall design public improvements to last for a definite period. The life expectancy or service life shall be as stated in the policy statement of this section, or if different, shall be as stated in the resolution ordering improvement and preparation of plans.

Policy Statement

The following are the "life expectancies" or "service lives" of public improvements except as may be otherwise stated in the resolution ordering improvement and preparation of plans.

1. Sidewalks and Trails – 30 years.
2. Street improvements, including surfacing and curb and gutter – 60 years.
3. Ornamental street lighting – 30 years.
4. Water Mains – 60 years.
5. Sanitary Sewers – 60 years.
6. Storm Sewers – 60 years.

SECTION 10. ASSESSMENT COMPUTATIONS.

The following is the typical city assessment for various specified improvements. The City Council reserves the right to vary from the following computations when conditions warrant. All computations are subject to the criteria set forth in Section 1.

A. Street and Curb and Gutter Improvements

1. ***New Construction.*** New streets are assessed 100% to the abutting benefited properties. Street and curb and gutter improvements will normally be assessed by the adjusted front footage method for commercial, industrial and multi-family residential properties, or by the per lot method for single-family residential properties, however other methods including the area method may be utilized if conditions warrant. Cost of construction of streets shall be assessed based on the minimum design of 7-ton axle load in residential areas and 9-ton axle load in commercial and industrial areas. Oversizing costs that are incurred in excess of the above may be paid by: (1) State funds, (2) larger assessment rates to other benefited properties, (3) general obligation funds, or (4) any other method or combination of methods authorized by the City Council.
2. ***Reconstruction and Overlays.*** Street reconstructions and overlays, including the associated removal and replacement of curb and gutter, are assessed 25% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
3. ***Gravel Streets.*** Upgrading existing gravel streets by adding pavement, curb and gutter, and storm sewer are assessed 50% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
4. ***Seal Coats.*** Sealcoats are not assessed.
5. ***Alleys.*** Upgrading existing gravel alleys by adding pavement is assessed 50% to all lots abutting on the alley in the block being improved or as otherwise determined by Council ordered benefit appraisals. Reconstructing existing paved alleys is 25% assessed to all lots abutting on the alley or as otherwise determined by Council ordered benefit appraisals.

B. Sidewalks and Trails

1. ***New Construction.*** New sidewalks and trails are not assessed to the abutting property on which the sidewalk is located, but rather are funded 100% by the City. In new subdivisions, the City will require the developer to finance sidewalk and trail improvements rather than assessing the cost.
2. ***Reconstruction.*** Replacement sidewalks are assessed 25% to the abutting property owner and 75% City funded.

C. Storm Sewer Improvements

Storm sewers are assessed on a project-by-project basis. Storm sewers in new subdivisions are considered an assessable improvement on an area basis.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area storm sewer charges are levied to all unplatted property at the time of platting, to re-plats that have not been charged trunk area charges when the land was originally platted, and to re-plats that have been charged trunk area charges when the land was originally platted but where the use is increasing (only the cost difference based on current and prior use is charged). The charges will be set in the annual fee schedule approved by the City Council.

Normally, storm sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing storm sewers is paid for entirely through the Stormwater Utility Fund.

D. Sanitary Sewer Assessments

Assessments for sanitary sewer in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for sanitary sewers in commercial and industrial areas are based upon a standard size of 12-inch mains. Sanitary sewer assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances will be paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area sanitary sewer charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Normally, sanitary sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

Lateral benefit from major trunk sewers or interceptors is assessed to the properties benefited by the sewer. Any oversizing cost is assessed as described above.

The replacement of existing sewers is funded entirely by the City through the sewer enterprise funds.

Individual sanitary sewer service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private sanitary services, but do not have mainline sewers adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new mainline sanitary sewer, and 100% of the cost associated with replacing the service lines.

Any existing sanitary sewer service lines found to be defective as part of a project are replaced as part of the project and are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City sewer during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City sewer if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council. Connecting to City sewer requires a City water connection.

E. Watermain Assessments

Assessments for watermains in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for watermains in commercial and industrial areas are based upon the standard size of 12-inch mains. Watermain assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area water charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties shall be fully assessed to the benefiting property.

Normally, watermains are assessed on a per lot basis, but in certain situations the area or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing watermains is funded entirely by the City through the water enterprise funds.

Lateral benefit from major trunk watermains is assessed to properties benefited by the watermain. Lateral watermain assessments are based on the costs for an equivalent 8-inch diameter watermain for residential properties and for an equivalent 12-inch diameter watermain for commercial/industrial properties.

Individual water service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private water services, but do not have

mainline watermains adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new watermain but 100% of the cost associated with replacing their service lines.

Any existing water service lines found to be defective as part of the project, are replaced as part of the project and are assessed directly to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City water during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City water if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council.

F. Street Boulevard Trees

All street boulevard trees installed as part of new street constructions or in reconstructing existing streets shall be included as part of the overall project costs included in the assessment calculations.

G. Street Lights

All costs for new streetlights installed as part of constructing new streets or streetlights relocated as part of reconstructing streets are included in the overall project costs and included in the assessment calculations, unless otherwise directed by the City Council. In new subdivisions, the City will require the developer to finance street light improvements rather than assessing the cost.

H. Other Improvements

Based on the City Council's determination, any other eligible improvements may be fully assessed or assessed in part.

SECTION 11. DEFERMENT OF SPECIAL ASSESSMENTS.

Subd. 1. The Council may defer the payment of any special assessment on homestead property owned by a person who is 65 years of age or older, or who is retired by virtue of permanent and total disability, and the City Clerk is hereby authorized to record the deferment of special assessments where all of the following conditions are met:

1. The applicant must apply for the deferment not later than 90 days after the assessment is adopted by the City Council.
2. The applicant must be 65 years of age or older or retired by virtue of permanent and total disability at the time the assessment is adopted.
3. The applicant must be the owner of the property.
4. The applicant must occupy the property as his or her principal place of residence.
5. The average annual payment for assessments levied against the subject property exceed one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent federal income tax return. The average annual payment of an assessment shall be the total cost of the assessment divided by the number of years over which it is spread.

Subd. 2. The deferment shall be granted for as long a period of time as the hardship exists and the conditions in subdivision 1 remain true. It shall be the duty of the applicant to notify the City Clerk of any change in his or her status that would affect eligibility for deferment.

Subd. 3. The entire amount of deferred special assessments shall be due within sixty days after loss of eligibility by the applicant. If the special assessment is not paid within the sixty (60) days, the City Clerk shall add thereto interest accruing from the first date the applicant loses eligibility at the rate as defined in section 6.4 and the total amount of principal and interest shall be certified to the County Auditor for collection with taxes the following year. Should the applicant demonstrate to the satisfaction of the Council, that full repayment of the deferred special assessment would cause the applicant particular undue financial hardship, the Council may order that the applicant pay within sixty days a sum equal to the number of installments of deferred special assessments outstanding and unpaid to date, including principal and interest, with the balance thereafter paid according to the terms and conditions of the original special assessments.

Subd. 4. The option to defer the payment of special assessments shall terminate and all amounts accumulated plus applicable interest shall become due upon the occurrence of any one of the following:

1. The death of the owner when there is no spouse who is eligible for deferment.
2. The sale, transfer or subdivision of all or any part of the property.
3. Loss of homestead status on the property.
4. Determination by the Council for any reason that immediate or partial payment would impose no hardship.

State Law References(s): Minn. Stat. § 435.193, Senior Citizens or retired & disabled persons hardship special assessment deferral.

*Original Adoption: 12/9/14 by Resolution #14-12-250
*Amended: 1/13/15 by Resolution #15-01-016 – *Section 6 - #4 Interest to reflect interest rate on bonded projects*

CC Regular Session **4. 9.**

Meeting Date: 09/11/2018

By: Bruce Westby, Engineering/Public Works

Information

Title

Adopt Resolution #18-187 Ordering Assessment Roll and Calling Assessment Hearing for Improvement Project #18-00, Stanhope Terrace Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #18-187 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #18-00, Stanhope Terrace Street Reconstructions.

Background:

City Improvement Project 18-00 involved reconstructing Ute Street, 154th Avenue, and 153rd Court within the Stanhope Terrace residential neighborhood. These street segments total approximately 2,800 linear feet, or 0.53 miles. A map showing the scope of the improvements is included as ***Figure 1*** in ***Appendix A*** of the attached Feasibility Report.

Pre-Existing Conditions

These street segments in the Stanhope Terrace neighborhood were constructed in 1991. The bituminous pavement section ranged from 1.6 to 6.1 inches thick, with an average of 2.9 inches. The aggregate base section ranged from 2.1 to 10.6 inches thick, with an average of 4.9 inches. The road section was built on sandy subgrade material generally considered suitable for pavement support. The streets were constructed with bituminous curb at 29-foot wide from face-of-curb to face-of-curb. The streets are generally centered within a 66 foot wide right-of- way. Ute Street and 154th Lane was cracksealed and sealcoated in 1996, and 153rd Court was cracksealed and sealcoated in 1998. The street segments have regularly received spot patching on an as-needed basis.

In the fall of 2017, the pavement sections of the above-referenced street segments had PASER ratings of 3, meaning they were past the point of overlaying and instead required complete reconstruction.

The existing storm sewer system consists of catch basins along 154th Lane which drain runoff from the street to a low-lying area with storm sewer and utility easements located on the northern 75 feet of 4851 154th Lane. Stormwater runoff not collected by the catch basins is carried to Roanoke Street and collected within its storm sewer system.

Municipal sanitary sewer and water utilities do not exist under any of these streets.

Completed Improvements

All streets were reconstructed matching their existing widths and locations.

The existing bituminous curb and gutter was replaced with concrete curb and gutter. The existing bituminous pavement sections were reconstructed using the Full Depth Reclamation (FDR) process. This involved grinding the existing bituminous pavement with an inch or more of existing aggregate base (pavement reclamation), then placing and compacting some of the reclaimed material on top of the reshaped and compacted existing aggregate base. Then, 2-inches of bituminous base course and 1½-inches of bituminous wear course was placed and compacted on top of the compacted reclaim material to provide a pavement section with a 7-ton structural capacity and a 60-year

design life.

Storm sewer castings were reset after replacing adjusting rings and grouting the insides of the catch basins.

Public Input
Staff met with several of the property owners prior to construction to discuss the improvements and their preliminary assessments. Most generally understood the need for the improvements, though some of the property owners questioned the use of special assessments to help pay for the improvements.

Staff met with numerous other property owners during construction to coordinate construction of various improvements adjacent to or otherwise impacting the use of their properties.

Staff was contacted by one property owner who purchased their home after the project was awarded and was unaware of the project. Staff plans to contact this property owner directly after they receive their Hearing notice in the mail to make sure they understand the process.

Notification:

Following Council approval, an Assessment Hearing Notice will be published in the City's official newspaper on Friday, September 21st. Assessment Hearing Notices will also be mailed to all benefiting property owners as required per State Statute.

Anoka County requires that assessments be certified to the County Auditor by November 16th for collection on next year's taxes. This deadline will be met by conducting the Assessment Hearing at the October 9th City Council meeting, which will also allow adequate time for publication and mailing of Hearing notices.

Observations/Alternatives:

Observations:
At the time this report was prepared, construction of this project was complete with only punch list item work remaining and Staff was calculating final construction costs to assist in determining final assessment amounts for use in publishing and mailing notices for the Assessment Hearing.

Alternatives:
Alternative #1 – Motion to adopt Resolution #18-187 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #18-00, Stanhope Terrace Street Reconstructions.

Funding Source:

The construction contract amount for this project is $303,756.46. Street reconstruction project costs include actual construction costs plus 23% indirect costs for administrative (6%), engineering (15%), finance (1%), and legal (1%) costs. Upon adding 23% for indirect costs, the contracted project cost would be $373,620.45. The engineer's estimate in the Feasibility Report was $430,934.81.

Staff is calculating final construction costs and believes these costs will be slightly less than the construction contract amount. No significant quantity revisions or change orders occurred during construction. Final project costs will be reviewed at the Assessment Hearing.

These improvements were included in the City's Capital Improvement Plan for 2018 construction. Funding sources include a combination of Street Reconstruction and Overlay Program (SROP) bond funds, special assessments to benefiting properties, and stormwater utility funds.

Special Assessments
The City's Special Assessments Policy (attached) calls for special assessments to pay for 25% of eligible street reconstruction improvement costs. Special assessments are calculated using methods resulting in reasonable and equitable distribution of assessments that are uniform upon the same class of properties within the assessable area.

The test for determining the validity of a special assessment is whether the improvement for which the assessment was levied has increased the market value of the property against which the assessment was levied in at least the amount of the assessment.

Ramsey's Special Assessments Policy identifies three optional methods for calculating assessments; Adjusted Front Footage, Area, and Per Lot. The Feasibility Report for this project identified 16 benefiting residential properties that are proposed to be assessed up to 25% of eligible project costs. On all previous residential street reconstruction projects, the Per Lot assessment method was applied so Staff recommends using the Per Lot method for this project.

All project costs are eligible for special assessments since streets were reconstructed to their pre-existing widths and structural capacities. The preliminarily approved assessment amount was $6,733.36 per parcel, with total assessments amounting to $107,733.70.

A Special Benefit Consultation report is being prepared for this project by the property appraisal and valuation firm of Patchin Messner Dodd and Brumm. This report will help provide proof of benefit to benefiting properties based on the completed improvements. The results of this report, along with the final special assessment amounts as determined by final construction costs, will be discussed with the City Council and the Public during the Assessment Hearing on October 9, 2018.

Recommendation:

Staff recommends Alternative #1.

Action:

Motion to adopt Resolution #18-187 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #18-00, Stanhope Terrace Street Reconstructions.

Attachments

Resolution 18-187
Feasibility Report 18-00
MSS Chapter 429
City Charter Chapter 8
Spec Assessments Policy

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 04:12 PM
Form Started By: Bruce Westby		Started On: 09/04/2018 06:50 AM
Final Approval Date: 09/06/2018		

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

RESOLUTION #18-187

RESOLUTION ORDERING PREPARATION OF ASSESSMENT ROLL AND CALLING FOR ASSESSMENT HEARING FOR IMPROVEMENT PROJECT #18-00, STANHOPE TERRACE STREET RECONSTRUCTIONS

WHEREAS, pursuant to Ramsey City Council resolution #18-059, adopted March 27, 2018, a contract was let for the reconstruction of Ute Street, 154th Avenue, and 153rd Court in the Stanhope Terrace residential development, along with miscellaneous appurtenant improvements.

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

1) The City Council hereby determines that a portion of the costs for said improvements shall be assessed against benefitted property owners based upon benefits received without regard to cash valuation.

2) The City Clerk shall forthwith calculate the proper amount to be specially assessed for said improvements against every assessable lot, piece or parcel or land without regard to cash valuation as provided by law, and the Clerk shall file a copy of said proposed assessments in their office for public inspection.

3) A hearing shall be held on the 9th day of October, 2018 at 7 p.m. at the Ramsey Municipal Center to pass upon such proposed assessments and at such time and place all persons owning property affected by said improvements will be given an opportunity to be heard with reference to such assessment.

4) The City Clerk is hereby directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing and shall state in the notice the hearing time, date, and place, overall project description, area to be assessed, total cost of the improvement, a description of a landowner's right to appeal the assessment, and available deferment options. The Clerk shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing and shall state the amount of the special assessment against the individual parcels, a description of the property owner's right to appeal the assessment, prepayment provisions, and interest rate.

5) The owner of any property so assessed may, at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property, with interest accrued to the date of payment to the City, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption of the assessment. Such payment must be made before November 16th or interest will be

charged through December 31st of the succeeding year. In subsequent years, the property owner may at any time thereafter, pay to the City the balance of the assessment remaining unpaid after the current year, provided such payment is made prior to November 16th.

6) The City Clerk shall forthwith transmit a certification of this assessment to the Anoka County Auditor's Office to be extended on the property tax lists of the County. Such assessments shall be collected and paid in the same manner as other municipal taxes.

The motion of 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 11th day of September, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

FEASIBILITY REPORT

STANHOPE TERRACE STREET RECONSTRUCTIONS

CITY IMPROVEMENT PROJECT NO. 18-00

October 20, 2017

Prepared By:

City of Ramsey
Engineering Department
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9820
763-433-9848 (Fax)

October 20, 2017

Honorable Mayor and City Council
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Feasibility Report - City of Ramsey Improvement Project #18-00
Stanhope Terrace Reconstruction

Dear Mayor and City Council Members:

Transmitted herewith is a Feasibility Report for the proposed Stanhope Terrace Reconstruction project including; Ute Street from Alpine Drive to its termini cul-de-sac, 154th Avenue between Ute Street and Roanoke Street, and 153rd Court from Roanoke Street to its termini cul-de-sac. The report examines the feasibility of reconstructing the bituminous street section and completing other appurtenant improvements.

This Feasibility Report examines the scope of the proposed improvements, explores estimated costs and available funding sources, defines a preliminary project schedule, and determines the necessity, feasibility and general cost-effectiveness of the proposed improvements, including any alternate designs, as well as whether the improvements would best be completed separately or in conjunction with another project.

I would be happy to discuss this report with you at your convenience. Please feel free to contact me at 763-433-9825 or bwestby@cityoframsey.com with any questions.

Sincerely,
City of Ramsey

Bruce Westby, PE
City Engineer

Enclosure

C: Kurt Ulrich, City Administrator
Leonard Linton, Civil Engineer IV

CERTIFICATION

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

Bruce Westby, PE

Date: October 20, 2017 License No. 40116

I hereby certify that this plan, specification or report was reviewed for Quality Control and Quality Assurance purposes and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Leonard Linton, PE

Date: October 20, 2017 License No. 21112

TITLE SHEET
LETTER OF TRANSMITTAL
CERTIFICATION SHEET
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Appendix A

Figure 1 – Project Scope
Figure 2 – Typical Section
Project Site Pictures

Appendix B

Opinion of Probable Costs
Preliminary Assessment Map
Preliminary Assessment Roll

Appendix C

Ground Penetrating Radar Summary
Geotechnical Exploration and Engineering Review (Braun 49 pages)

1. EXECUTIVE SUMMARY

City Improvement Project No. 18-00 proposes to reconstruct streets within the Stanhope Terrace neighborhood including Ute Street, 154th Avenue, and 153rd Court. The streets total approximately 2,800 linear feet (0.52 miles) in length. A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A.***

The streets were constructed in 1991. Based on results from the geotechnical report and ground penetrating radar (GPR) analysis performed by Braun Intertec, field observation and record plan documents, the bituminous pavement section ranges from 1.6 to 6.1 inches thick with an average of 2.9 inches. The aggregate base ranges from 2.1 to 10.6 inches thick with an average of 4.9 inches. The road section was built on sandy subgrade material generally considered suitable for pavement support. The streets were constructed with bituminous curb to a width of 29 feet from face-of-curb to face-of-curb. The streets are generally centered within a 66 foot wide right-of-way. The storm sewer system consists of catch basins along 154th Lane which drain runoff from the street to a low-lying area with storm sewer and utility easements located on the northern 75 feet of 4851 154th Lane. Storm runoff not collected by the catch basins is carried to Roanoke Street and collected within its storm sewer system.

City staff evaluates and rates the condition of pavement sections on all City streets on an annual basis using the Pavement Surface Evaluation and Rating (PASER) system. In the summer of 2017, the pavement section of the above-referenced street segments were rated with a PASER rating of 3 which indicates these streets require complete reconstruction, and for City staff to patch the streets at least once per year, particularly before winter so the street can be plowed without damaging the pavement in the process. Pictures of the street are located in ***Appendix A.***

Proposed improvements include removing existing bituminous curb and replacing with B618 concrete curb and gutter, and reconstructing the existing bituminous pavement section using the Full Depth Reclamation (FDR) process. This process involves reclaiming the entire existing bituminous pavement section, along with the existing aggregate base material. A portion of this reclaimed (ground and mixed) material would then be spread and compacted on top of the reshaped and compacted subgrade. Then, 3.5 inches of bituminous pavement would be placed, generally meeting the City of Ramsey's standard pavement design.

The existing storm sewer system is in good condition and generally meets City design standards and therefore requires only minimal improvements, including resetting the castings after concrete curb and gutter placement, which will include replacing adjustment rings and re-grouting the inside of the catch basins to a smooth finish.

The engineer's opinion of probable costs for completing the proposed improvements outlined in this report is $430,934.81. Estimated costs include 5-percent contingency costs plus 23-percent indirect costs for administrative, engineering, finance and legal costs. A summary of the engineer's opinion of probable costs is included in ***Appendix B***.

A total of 16 assessable parcels have been identified. Staff recommends applying 25-percent of the eligible project costs equally across the 16 assessable properties using the "per lot" assessment method. This results in a proposed preliminary assessment rate of $6,733.36 per assessable parcel.

Staff recommends ordering a special benefit consultation report for this project to verify the proposed assessment amount will not exceed the benefit to the properties. If the report concludes the benefit to the properties is less than the proposed preliminary assessment rate, Staff will then propose to lower the assessment rate accordingly during the Assessment Hearing, which is scheduled for October 9, 2018. If the report verifies the assessment rate as proposed is justified, Staff will propose to adopt the final assessment roll using the rate as preliminarily proposed.

Five (5) soil borings were completed by Braun Intertec to assist with the preparation of this report. Pavement design recommendations were offered by Braun Intertec, and Staff considered and incorporated Braun's recommendations to varying degrees while preparing this report. Ground Penetrating Radar (GPR) was conducted on all street segments within the project. The GPR identifies existing bituminous pavement and aggregate base thicknesses, and is used to help staff determine the appropriate treatment. Copies of Braun Intertec's GPR results and Geotechnical Exploration are attached in ***Appendix C***.

This improvement project, which is listed in the City's current 10-year Capital Improvement Plan, is proposed to be funded using a combination of special assessments to benefiting properties, street reconstruction bond proceeds, and storm sewer funds.

Staff has not yet discussed the proposed improvements with local property owners. However, Staff has scheduled a neighborhood information meeting for November 1, 2017 for the purpose of explaining the proposed improvements and assessments in more detail, and to gather their input on the project, including any information which should be explored in more detail during development of plans and specifications. Staff will incorporate comments and present this information to Council during the Public Hearing.

This project would best be constructed in conjunction with the River's Bend and The North Forty Street Reconstruction projects, is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

2. INTRODUCTION

2.1 Authorization

The preparation of this report was authorized by the Ramsey City Council on July 11, 2017. This project has been designated as City Improvement Project No. 18-00.

2.2 Program Overview

In support of the City's long-term Street Maintenance Program, the entire existing bituminous pavement section will be reconstructed using a full-depth reclamation (FDR) process. The existing bituminous curb will be replaced with B618 concrete curb and gutter, plus other appurtenant work will be completed as outlined in this report.

The City's pavement evaluation process involves a visual evaluation of each street's pavement surface based on the type, extent and severity of each pavement distress observed. Numerous types of pavement distresses may exist within a pavement section including, but not limited to, alligator cracking, block cracking, longitudinal cracking, transverse cracking, rutting, raveling, shoving, potholes and patches. This field data is then used to rate the pavement condition.

The City uses the Pavement Surface Evaluation and Rating (PASER) system to rate pavement condition. A PASER rating is a numerical index between 1 and 10 indicating the condition of a pavement based on the various pavement distresses recorded during visual observations. A PASER rating of 10 represents brand new pavement, while a PASER rating of 1 represents a pavement section that has fallen into complete disrepair requiring full reconstruction.

In the summer of 2017, City staff evaluated and rated the condition of the pavement along the Stanhope Terrace street segments. A PASER rating of 3 was determined for Ute Street, 154th Lane and 153rd Court.

2.3 Scope

City of Ramsey Improvement Project 18-00 proposes to reconstruct the existing bituminous pavement, remove existing bituminous curb and replace with B618 concrete curb and gutter, and to complete other appurtenant work on Ute Street from Alpine Drive to its termini cul-de-sac, 154th Lane between Ute Street and Roanoke Street, and 153rd Court from Roanoke Street to its termini cul-de-sac which totals approximately 2,800 linear feet (0.52 miles) in length.

The existing bituminous pavement section is proposed to be reconstructed using the FDR process. This involves reclaiming the entire bituminous pavement section from back of curb to back of curb, along with a portion of the existing aggregate base, hauling and disposing of excess reclaim material off site, spreading and compacting the reclaimed material on top of the reshaped and compacted subgrade, then placing 3.5 inches of new bituminous pavement on top. The resulting pavement design will generally meet current City design standards.

A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A.***

3. EXISTING CONDITIONS

3.1 Existing Pavement and Soil Conditions

All streets proposed to be improved were constructed in 1991 with bituminous pavement, class 5 aggregate base, bituminous curb, and concrete storm sewer. The streets were constructed to a width of 29-feet from face-of-curb to face-of-curb. The streets are generally centered within a 66-foot wide right-of-way.

The only pavement maintenance treatments applied to the street segments included cracksealing and sealcoating Ute Street and 154th Lane in 1996, and 153rd Court in 1998. Spot patching has been performed on an as-needed basis, and has been a yearly treatment recently. In 2017, Staff observed a PASER of 3 on all the street segments.

In July of 2017, City staff recorded a traffic volume of 114 average annual daily traffic (AADT) on Ute Street north of Alpine Drive, and 43 AADT on Ute Street west of Roanoke Street. Traffic counts were not taken on 153rd Court, however it can be reasonably expected 153rd Court would have similar traffic volumes. The speed limit is 30 mph for these street segments.

Braun Intertec was employed to complete a Geotechnical Exploration and Engineering Review for this project, which included five (5) soil borings spaced at approximately 600 feet along Ute Street/154th Lane and 1 boring in each cul-de-sac. The locations of the borings are shown in the Soil Boring Location Map in the Appendix of Braun's report, attached in ***Appendix C***.

The soil borings provide information on existing bituminous pavement and aggregate base course thicknesses, subsurface soil conditions, existing ground water elevations, and potential issues, which may be encountered during construction. All borings terminated at a nominal depth of 11 feet below the existing ground surface. There was no groundwater observed during the soil borings. Based on the work proposed and the lack of groundwater at a depth of 11 feet below the existing ground surface, groundwater is not anticipated to be a significant issue for work completed with this proposed project.

The soil borings generally indicate the existing bituminous pavement thickness ranges between 3 to 4 inches, and aggregate base thickness ranges between 4 to 6 inches. The subgrade generally consists of poorly graded sand with silt at depths ranging from 2.0 to 6.0 feet below the top of pavement. Native alluvial soils consisting of poorly grades sand (SP) generally extend to the bottom of the borings (11 feet).

Braun Intertec was employed to complete a ground penetrating radar (GPR) analysis for the project area, which included driving the GPR equipped vehicle throughout all street segments within the project area. A summary table and charts of the GPR Analysis are attached in ***Appendix C***. The GPR data determined an average bituminous pavement thickness of 2.9 inches, and an average aggregate base thickness of 4.9 inches. The average street pavement and base section thickness was 7.7 inches, with a minimum section of 5.1 inches located on Ute Street, 91 feet south of the intersection with 154th Lane.

3.2 Watermain

Watermain does not exist on site.

3.3 Sanitary Sewer

Sanitary sewer does not exist on site.

3.4 Storm Sewer/Drainage

The storm sewer system consists of catch basins along 154th Lane which drain runoff from the street to a low-lying area with storm sewer and utility easements located on the northern 75 feet of 4851 154th Lane. Storm runoff not collected by the catch basins is carried to Roanoke Street and collected within its storm sewer system.

3.5 Streets

3.5.1 Existing Typical Sections

The width of Ute Street, 154th Lane, and 153rd Court is 29 feet from face-of-curb to face-of-curb. The cul-de-sacs on Ute Street and 153rd Court have a 50 foot radius to the back of curb. The streets are centered within a 66-foot wide City-owned right-of-way, with a 65-foot wide right-of-way around the cul-de-sac on 153rd Court. The cul-de-sac on Ute Street was not platted with a widened City-owned right-of-way, therefore the City will have to obtain a right of entry from the property owners to complete the proposed work.

3.5.2 Maintenance History

Stanhope Terrace was originally constructed in 1991. Ute Street and 154th Lane received crack seal and seal coat in 1996, 153rd Court received crack seal and seal coat in 1998. The street segments have regularly received spot patching on an as-needed basis.

3.6 Land Use

The parcels within the construction area are zoned residential.

4. PROPOSED IMPROVEMENTS

4.1 Street and Stormwater Improvements

4.1.1 Street Improvements

Stanhope Terrace is proposed to be reconstructed with bituminous pavement and concrete curb and gutter, which will better facilitate drainage over time. Numerous streets exist throughout the City with bituminous curbing and almost all of them are deteriorating more rapidly than streets with concrete curb and gutter due to their inability to rapidly convey drainage off of the pavement surface, particularly along edges of streets.

The proposed surface improvements are shown on ***Figure 1 in Appendix A.***

Street Design:
Ute Street, 154th Lane, and 153rd Court are currently urban residential streets with bituminous curb and pavement, 30-feet wide from back-of-curb to back-of-curb. The cul-de-sacs on Ute Street and 153rd Court are 100-feet in diameter from back-of-curb to back-of-curb. Existing and proposed traffic counts are consistent with typical residential streets.

All street segments are proposed to be reconstructed at their current width. A typical section for the proposed pavement reconstruction improvements is shown in ***Figure 2*** in ***Appendix A.***

City staff is proposing a pavement section design of 1.5 inches bituminous wear course, 2 inches bituminous base course, and 4 inches of aggregate base composed of full depth reclamation material. This pavement section would be constructed over the existing subgrade after it is reshaped and compacted.

4.1.2 Storm Sewer Improvements

The existing storm sewer system is in good condition. Catch basin castings will require new rings and will be regrouted. No stormwater treatment improvements are required for this project since the street is proposed to be reconstructed at its current width.

4.1.3 Geotechnical Considerations

Braun Intertec, Inc. (Braun) completed a Geotechnical Exploration and Engineering Review including five (5) soil borings spaced at approximate 600-foot intervals along Ute Street and 154th Lane, and one (1) soil boring in each cul-de-sac. The locations of the borings are shown in the Boring Location Map in the Appendix of Braun's report, attached in ***Appendix C***. Braun recommends completing a 6 - 8 inch deep reclamation of the existing bituminous pavement and placing 6-inches of aggregate base class 5 or reclaim material, and 3.5-inches of new bituminous pavement. City staff is in close agreement and proposes completing a full-depth reclamation of the existing pavement by placing 4-inches of aggregate base class 5 or reclaim material, and 3.5-inches of new bituminous pavement.

The proposed improvements should have a service life of approximately 60-years, assuming maintenance such as overlays, crack sealing and seal coating is routinely performed.

4.1.4 Other Considerations

Driveways:
Existing driveway aprons may need to be reconstructed to varying degrees. The limits of construction will vary with each driveway apron based on the elevation of the street abutting the driveway and the driveway pavement type. During design, staff will evaluate the construction limits for each driveway and will incorporate this into the plans, but as with all street reconstruction projects, the exact limits of construction will be determined in the field during construction. Right-of-entry forms will be obtained from private property owners where work is required outside City right-of-ways and easements.

Irrigation Systems:
Developed properties along the project corridor may have private irrigation systems. Staff will notify property owners of pending construction as far in advance as practical to allow them time to move their irrigation systems out of harm's way before work begins.

Parking Restrictions:
Parking is currently provided along both sides of the streets and is not currently restricted except for overnight parking per City code. During this project, parking will be restricted during allowable working hours.

Pavement Corings:
Existing pavement thicknesses have been found to be inconsistent throughout the City. It is now standard practice to have City staff on-site during pavement installation to insure the proper quantities are being placed. As further conformation, staff is proposing to have pavement corings taken at the conclusion of all reconstruction projects. This is already a requirement on all State Aid projects, and will leave more data on the pavement section for future street maintenance projects.

4.2 Stormwater Treatment

No stormwater retention and/or treatment improvements will be required as a result of this project.

4.3 Water Main Improvements

No watermain improvements are proposed with this project.

4.4 Sanitary Sewer Improvements

No sanitary sewer improvements are proposed with this project.

4.5 Construction Methods

The existing bituminous pavement section will be reconstructed using the FDR process outlined within this report.

4.6 Private Utilities

Staff has not yet met with the telephone, gas, power and cable utilities regarding this project. During preparation of plans and specifications, staff will meet with the private utility companies to discuss the proposed improvements as noted in the project schedule within this report. The alignment and footprint of the streets will be considered to minimize impacts to private utilities. No impacts to power poles or street lights are anticipated with this project.

Should any utility company indicate they wish to upgrade, replace and/or otherwise modify their services during this project, any such upgrades, replacements and/or modifications will be at the sole discretion and cost of the utility company.

4.7 Permits

Permits that are anticipated to be required as part of the proposed improvements include:

- MPCA General Stormwater Permit (NPDES)..... Grading and Storm Water

A stormwater permit from the Lower Rum River Watershed Management Organization will not be required with this project.

4.8 Right-of-Ways/Easements

During preparation of this report, City staff found the Ute Street cul-de-sac was constructed without the necessary permanent easement. It is likely this cul-de-sac was built as a temporary cul-de-sac before development to the north took place, with the intention of extending Ute Street at a later date. Unfortunately the Highlands at River Park 3rd Addition did not extend Ute Street, and additional right-of-way was never secured. Three properties access Ute Street including one from the cul-de-sac. City staff will contact the two property owners to discuss options for securing easements. The costs for easement acquisitions are not included in the probable project costs.

City staff will obtain required right of entries on a case by case basis.

5. FINANCING

5.1 Opinion of Cost

A detailed opinion of probable costs for the proposed improvements can be found in ***Appendix B*** of this report. The opinion of probable costs incorporates anticipated 2018 construction costs for the proposed improvements with 5-percent contingency costs, plus 23-percent indirect costs for administrative, engineering, financing and legal costs.

City staff prepared the Feasibility Report in-house as part of staff's normal duties.

Braun Intertec prepared the Geotechnical Exploration and Engineering Review, included in ***Appendix C***, at a cost of $3,228.67.

5.2 Funding

5.2.1 Assessments

A portion of the project costs is proposed to be recovered through special assessments levied against the 16 identified benefiting properties; 7 along Ute Street, 5 along 154th Lane, and 4 along 153rd Court. Assessments are proposed to be collected for eligible improvements benefiting residential properties with direct access to the improved segments of Stanhope Terrace as described below. A preliminary assessment summary is included below in ***Table 1***.

Residential Assessments:
Special assessments are proposed to be levied against residential properties having direct access to improved streets. To be consistent with previous applications of the Special Assessments Policy, each residential property is proposed to be assessed using the "per lot" method.

Each residential property is preliminarily proposed to be assessed at the rate of $6,733.36 per lot. Since State Statute and the City Charter do not allow for assessments to exceed the benefit to the property, staff requests Council authorization to order a benefit appraisal consultation for this project in accordance with the City's Special Assessment Policy.

The Preliminary Assessment Map and Roll are included in ***Appendix B.***

TABLE 1
Proposed Preliminary Assessments – Ute Street, 154th Lane, and 153rd Court

STREET SEGMENT	ASSESSMENT PER LOT	NO. OF LOTS	TOTAL ASSESSMENTS
Ute Street Residential Assessment	$6,733.36	7	$47,133.50
154th Lane Residential Assessment	$6,733.36	5	$33,666.80
153rd Court Residential Assessment	$6,733.36	4	$26,933.40
TOTAL PROJECT ASSESSMENTS			**$107,733.70**

5.2.2 City Contribution

The City contribution to the project would include all funding in excess of the amount collected through special assessments to benefiting properties. No funds have been budgeted for this project. The City's share of eligible project costs related to surface (street) improvements is proposed to come from the previously encumbered 5-year Street Reconstruction and Overlay Program bonds. Stormwater Utility Funds are proposed to pay for all storm sewer improvements.

Table 2 illustrates the proposed project funding based on the design proposed within this report. This funding program assumes construction will occur in 2018.

TABLE 2
Proposed Project Funding

	ASSESSMENTS	CITY FUNDS	TOTAL
Surface	**$106,119.33**	**$318,357.98**	**$424,477.31**
Storm Sewer	**$1,614.37**	**$4,843.13**	**$6,457.50**
TOTALS	**$107,733.70**	**$323,201.11**	**$430,934.81**

Total Project Cost		**$430,934.81**
Less Special Assessments	-	$107,733.70
Subtotal	**=**	**$323,201.11**
Less City Bonding Funds	-	$318,357.98
Subtotal	**=**	**$4,843.13**
Less Stormwater Utility Funds	-	$4,843.13
TOTAL Remaining Cost	**=**	**$0**

6. PROJECT SCHEDULE

The proposed project schedule is as follows:

Council Orders Feasibility Report ..... July 11, 2017

Council Accepts Feasibility Report/Orders Public Hearing ..... October 24, 2017

Staff Conducts Neighborhood Information Meeting ..... November 1, 2017

Council Conducts Public Hearing Authorizes Plans and Specifications ..... November 14, 2017

Staff Conducts Private Utility Coordination Meeting ..... December, 2017

Council Approves Plans and Specifications / Authorizes Ad for Bids ..... January 9, 2018

Staff Receives Bids ..... February 6, 2018

Council Awards Contract ..... February 13, 2018

Contractor Begins Construction ..... May / June, 2018

Contractor Completes Construction ..... September, 2018

Council Conducts Assessment Hearing ..... October 9, 2018

7. CONCLUSIONS AND RECOMMENDATIONS

City of Ramsey Improvement Project No. 18-00 proposes to reconstruct the bituminous pavement section, to remove the existing bituminous curb and replace it with B618 concrete curb and gutter, and to complete miscellaneous appurtenant work on the following street segments within the Stanhope Terrace residential subdivision:

1. Ute Street (approx. 1,320 linear feet) – Alpine Drive to north cul-de-sac.
2. 154th Lane (approx. 950 linear feet) – Ute Street to Roanoke Street.
3. 153rd Court (approx. 300 linear feet) – Roanoke Street to west cul-de-sac.

It is the recommendation of City staff that City Project No. 18-00 is feasible, necessary, and cost-effective from an engineering standpoint, and this project would best be constructed in conjunction with the River's Bend and The North Forty Street Reconstruction projects as proposed herein.

The following Staff recommendations related to the proposed project are presented for Council consideration and concurrence:

1. Remove existing bituminous curb and replace with B618 concrete curb and gutter.

2. Reconstruct existing bituminous pavement using full-depth reclamation process, meeting the City's standard residential pavement section of 4-inches aggregate base class 5 or (reclaim), 2-inches new bituminous base course, and 1½-inches new bituminous wear course.

3. Staff recommends excluding private irrigation system work from this project. Instead, staff will notify property owners of pending construction as far in advance as possible, and instruct them to relocate their irrigation system(s) away from the construction area during construction, then allow replacement in or near the original location after construction is complete.

4. Staff recommends holding a neighborhood information meeting on November 1, 2017 to inform property owners of the proposed improvements and to gather their input prior to competing plans and specifications and requesting Council approval to advertise for bids as outlined in the project schedule.

5. Order an assessment appraisal consultation to ensure special assessments do not exceed the benefit received as a result of the improvements.

6. Meet with Ute Street property owners to discuss acquisition of easements for cul-de-sac.

The City Council is asked to act on the following items related to the proposed project:

1. Accept the preliminary residential special assessment rate of $6,733.36 per lot.
2. Authorize an assessment appraisal consultation to ensure all special assessments are commensurate with benefit received from the proposed improvements.
3. Adopt Resolution #17-10-271 approving this Feasibility Report and ordering the Public Hearing for November 14, 2017.

APPENDIX A

Figure 1 – Project Scope
Figure 2 – Typical Section
Project Site Pictures



FIGURE 1
PROJECT SCOPE

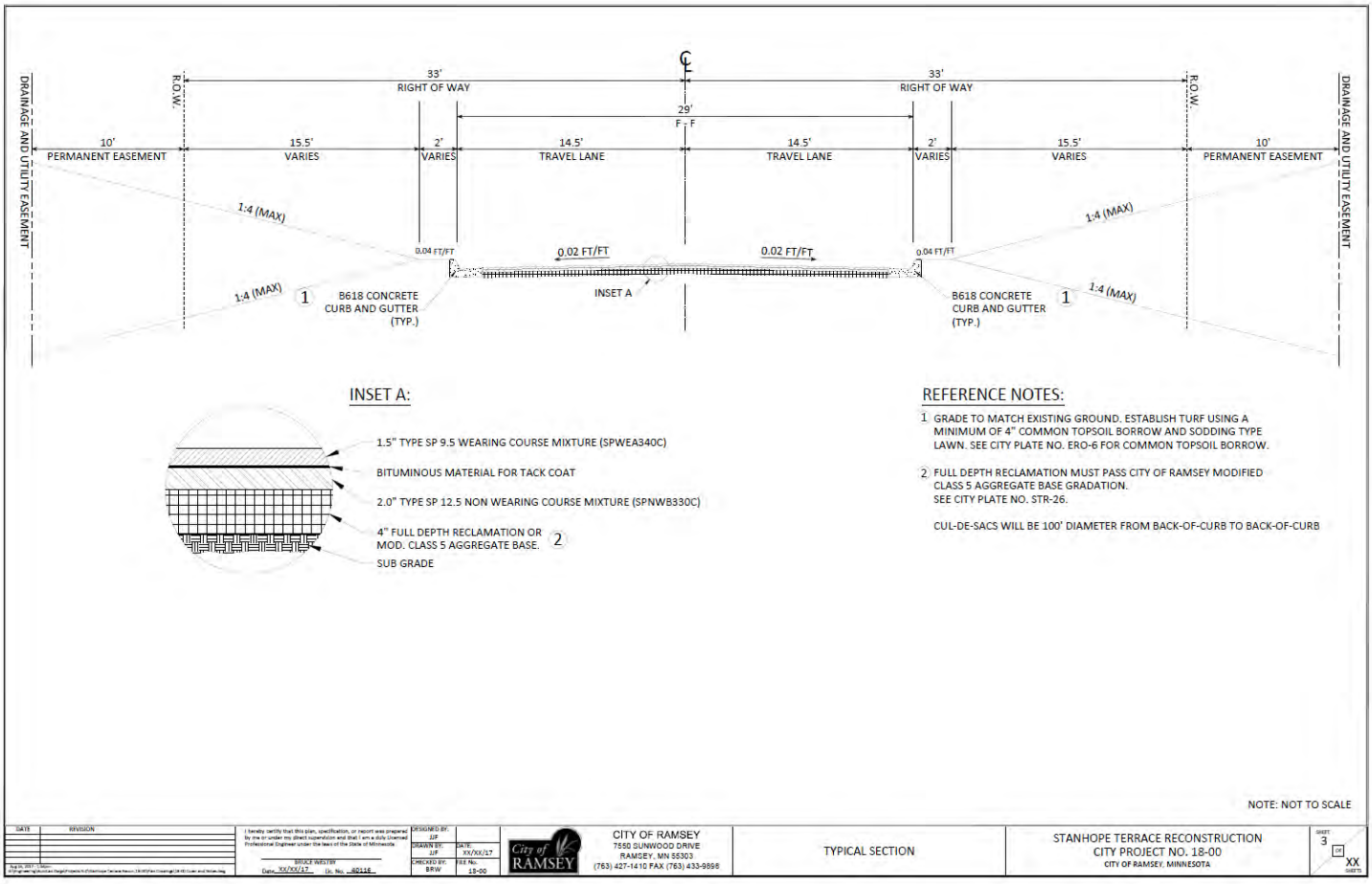


FIGURE 2
TYPICAL SECTION – PROPOSED IMPROVEMENTS

PROJECT SITE PICTURES



1**: Ute Street from Alpine Drive**



2**: Ute Street Cul-de-Sac from the North**



3**: 154th Lane from Roanoke Street**



4**: 153rd Court from Roanoke Street**

APPENDIX B

Opinion of Probable Costs
Preliminary Assessment Map
Preliminary Assessment Roll

18-00 STANHOPE TERRACE RECONSTRUCTION					
Preliminary Engineer's Estimate 10/19/2017					
STREET CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$12,000.00	$12,000.00
2	Remove Concrete Curb and Gutter	LF	64	$5.50	$352.00
3	Remove Concrete Driveway Pavement	SF	600	$3.00	$1,800.00
4	Remove Bituminous Driveway Pavement	SY	160	$8.00	$1,280.00
5	Remove Concrete Valley Gutter	EA	3	$500.00	$1,500.00
6	Sawing Concrete Pavement – Full Depth	LF	190	$6.00	$1,140.00
7	Sawing Bituminous Pavement – Full Depth	LF	375	$3.00	$1,125.00
8	Salvage Mail Box Support	EA	16	$50.00	$800.00
9	Temporary Mail Box Cluster	EA	2	$400.00	$800.00
10	Common Excavation (EV)	CY	370	$12.00	$4,440.00
11	Subgrade Preparation	RDST	27	$200.00	$5,400.00
12	Water	MGAL	50	$30.00	$1,500.00
13	Aggregate Base Class 5 Modified (CV)	CY	1,433	$20.00	$28,660.00
14	Bituminous Pavement Reclamation – Full Depth	SY	10,089	$2.00	$20,178.00
15	Haul Bit Pavement Reclamation (LV)	CY	1,350	$11.00	$14,850.00
16	Bituminous Material for Tack Coat	GAL	617	$3.00	$1,851.00
17	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (1.5")	TON	730	$68.00	$49,640.00
18	Type SP 12.5 Non Wearing Course Mixture (SPNWB330C) (2.0")	TON	970	$60.00	$58,200.00
19	Type SP 9.5 Wearing Course Mixture (SPWEA340C) Driveways (2.0")	TON	20	$68.00	$1,360.00
20	Concrete Curb & Gutter Design B618 (HE)	LF	5,518	$13.00	$71,734.00
21	6" Concrete Driveway Pavement (HE)	SY	64	$55.00	$3,520.00
22	7" Concrete Valley Gutter (HE)	SY	96	$80.00	$7,680.00
23	Install Mail Box Support	EA	16	$50.00	$800.00
24	Traffic Control	LS	1	$3,000.00	$3,000.00
25	Storm Drain Inlet Protection	EA	12	$200.00	$2,400.00
26	Common Topsoil Borrow (LV)	CY	450	$30.00	$13,500.00
27	Sodding Type Lawn	SY	3,332	$5.00	$16,660.00
				Total Street Construction Cost	*$328,670.00*
				5% Contingency Cost	*$16,433.50*
				23% Indirect Cost	*$79,373.81*
				Total Street Project Cost	*$424,477.31*
STORM SEWER CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Reset Catch Basin Casting	EA	5	$1,000.00	$5,000.00
				Total Storm Sewer Construction Cost	*$5,000.00*
				5% Contingency Cost	*$250.00*
				23% Indirect Cost	*$1,207.50*
				Total Storm Sewer Project Cost	*$6,457.50*
				TOTAL ESTIMATED PROJECT COST	**$430,934.81**

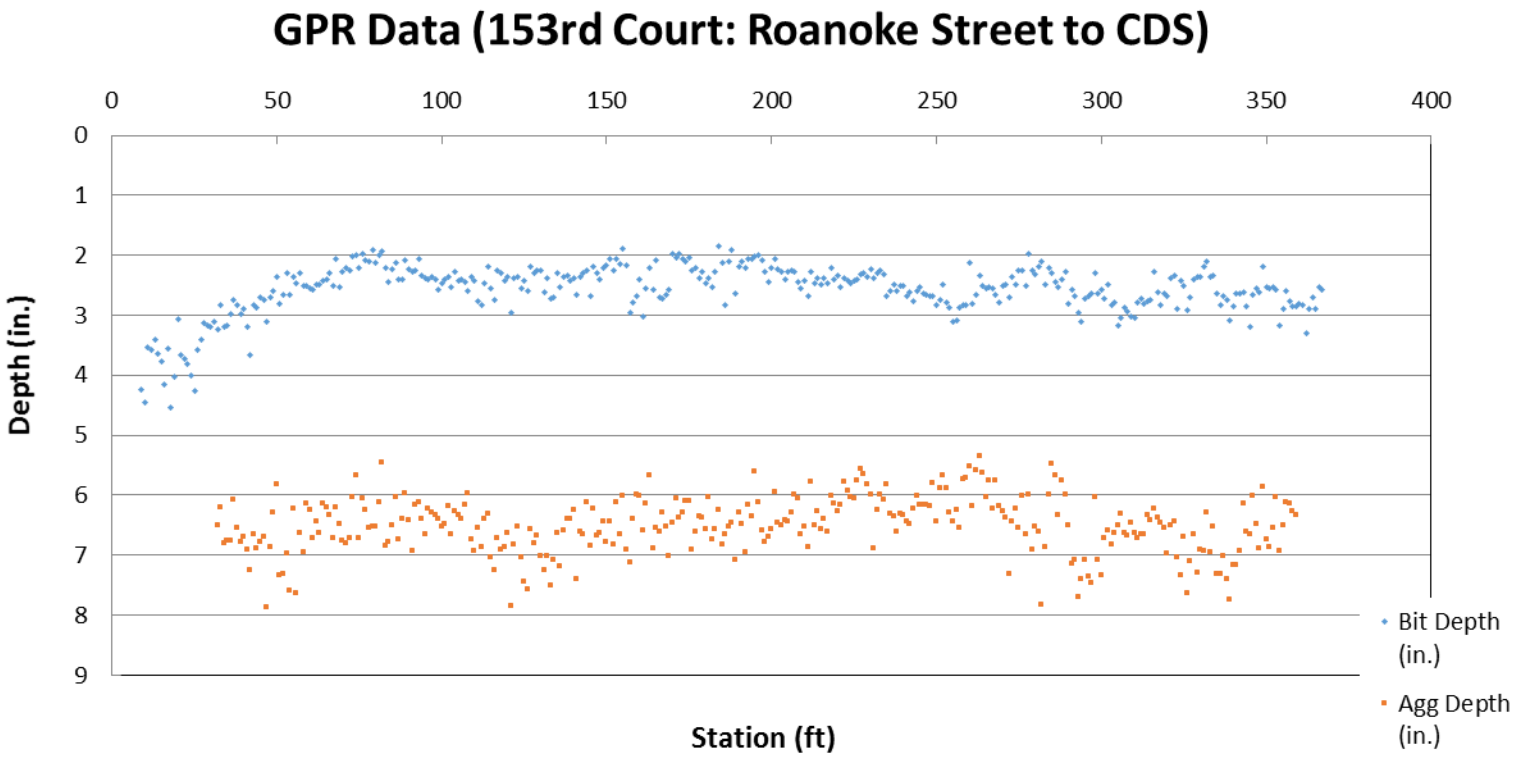

15420
UTE STREET
15411
4899
4851
154TH LANE
4920
15390
4870
4850
15350
15351
4871
4851
ROANOKE STREET
153RD COURT
15310
UTE STREET
15311
4870
4850
ALPINE DRIVE
STANHOPE TERRACE
ASSESSABLE PROPERTIES
City of
RAMSEY

PROPOSED ASSESSMENT ROLL – 18-00 STANHOPE TERRACE							
PID	**NAME / OWNER**	**ADDRESS 1**	**CITY**	**STATE**	**ZIP**	**ASSESSABLE UNITS**	**PROPOSED ASSESSMENT**
243225140002	JOSEPHS CORY	15311 UTE ST NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140003	VARELA AIDA	15351 UTE ST NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140004	LEMM RONALD H & CHERYL A	4920 154TH LN NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140005	FRITCH CHRISTOPHER A & PEGGY A	4870 154TH LN NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140006	STAHMANN JEFFREY	4850 154TH AVE NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140007	OATES RAY H & CAROL S	4851 153RD CT NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140008	JACOBSON BRADLEY J & PAMELA E	4871 153RD CT NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140009	RODMAN WILLIAM W & PAMELA M	4870 153RD CT NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140010	HIATT MICHAEL G & PATTI J	4850 153RD CT NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140011	SKIBA TRUSTEE JAYNE & SKIBA TRUSTEE THOMAS	15310 UTE ST NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140012	LEPAGE GREGORY A & MARY B	15350 UTE ST NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140013	NESS ERIC M & JULIE A	15390 UTE ST NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140014	NELSON DANIEL C & SARAH A	15420 UTE ST NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140015	QUAM DAVID	15411 UTE ST NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140016	GARBERG BRENT	4899 154TH LN NW	RAMSEY	MN	55303-0000	1	$6,733.36
243225140017	BOXY SCOTT A & LISA L	4851 154TH LN NW	RAMSEY	MN	55303-0000	1	$6,733.36
TOTALS						**16**	**$107,733.70**

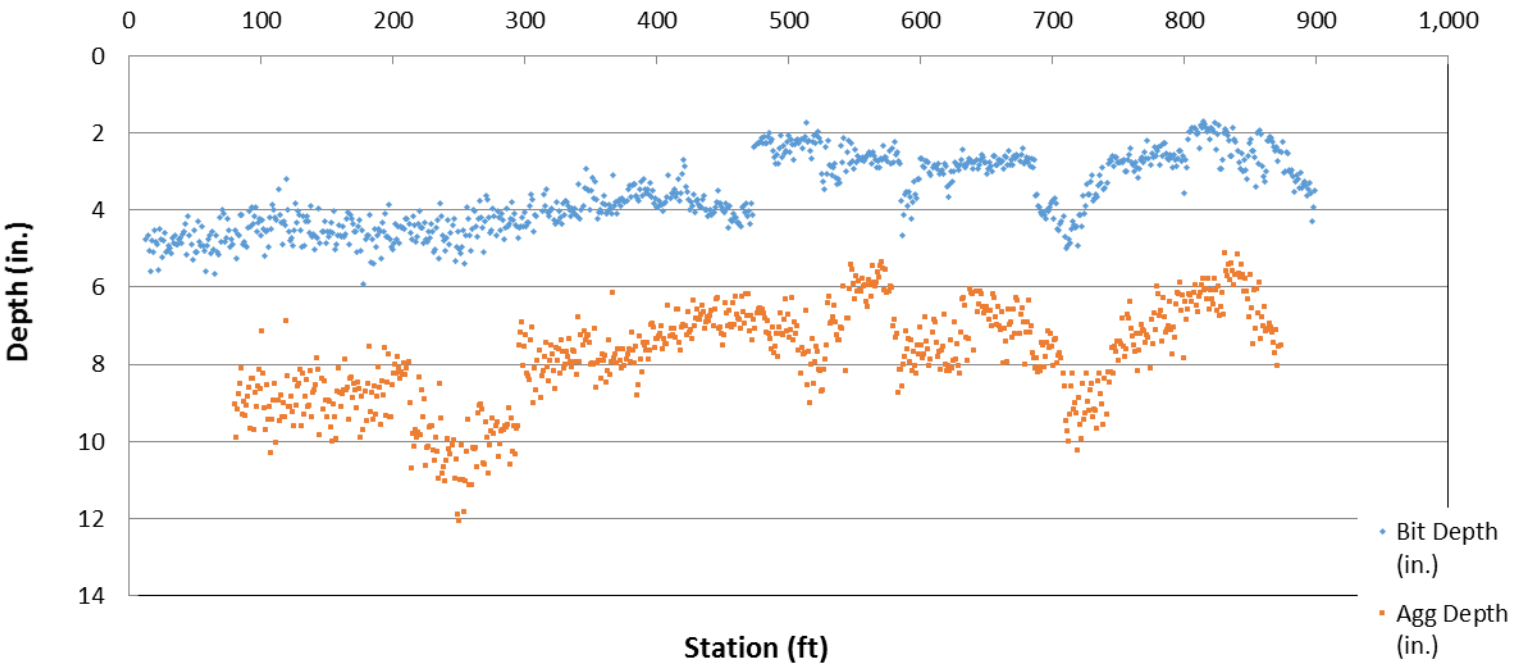
APPENDIX C

Ground Penetrating Radar (GPR) Results
Geotechnical Exploration and Engineering Review

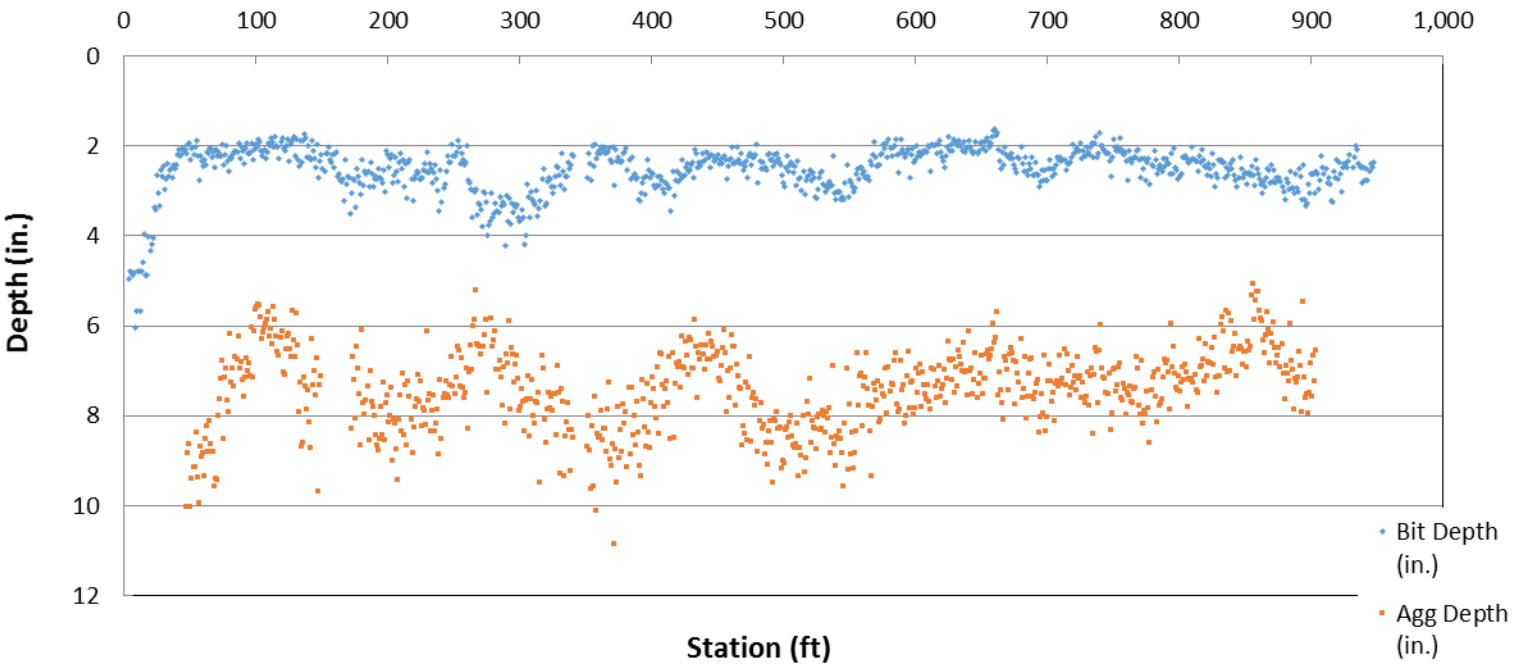
Stanhope Terrace GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
153rd Court	Roanoke St / CDS	1.9	4.5	2.6	2.9	5.7	4.0	6.5	5.4	263' West of Roanoke Street.
154th Lane	Ute St / Roanoke St	1.7	5.9	3.6	2.1	8.9	4.3	7.8	5.1	68' West of Roanoke Street.
Ute Street	Alpine Dr / 154th Ln	1.6	6.1	2.5	2.2	8.0	5.0	7.4	5.1	91' South of 154th Lane.
Ute Street CDS	154th Ln / CDS	1.7	3.8	2.5	4.8	10.6	7.0	9.4	7.3	135' North of 154th Lane.
Project Summary		*1.6*	*6.1*	*2.9*	*2.1*	*10.6*	*4.9*	*7.7*	*5.1*	*91' South of 154th Lane.*

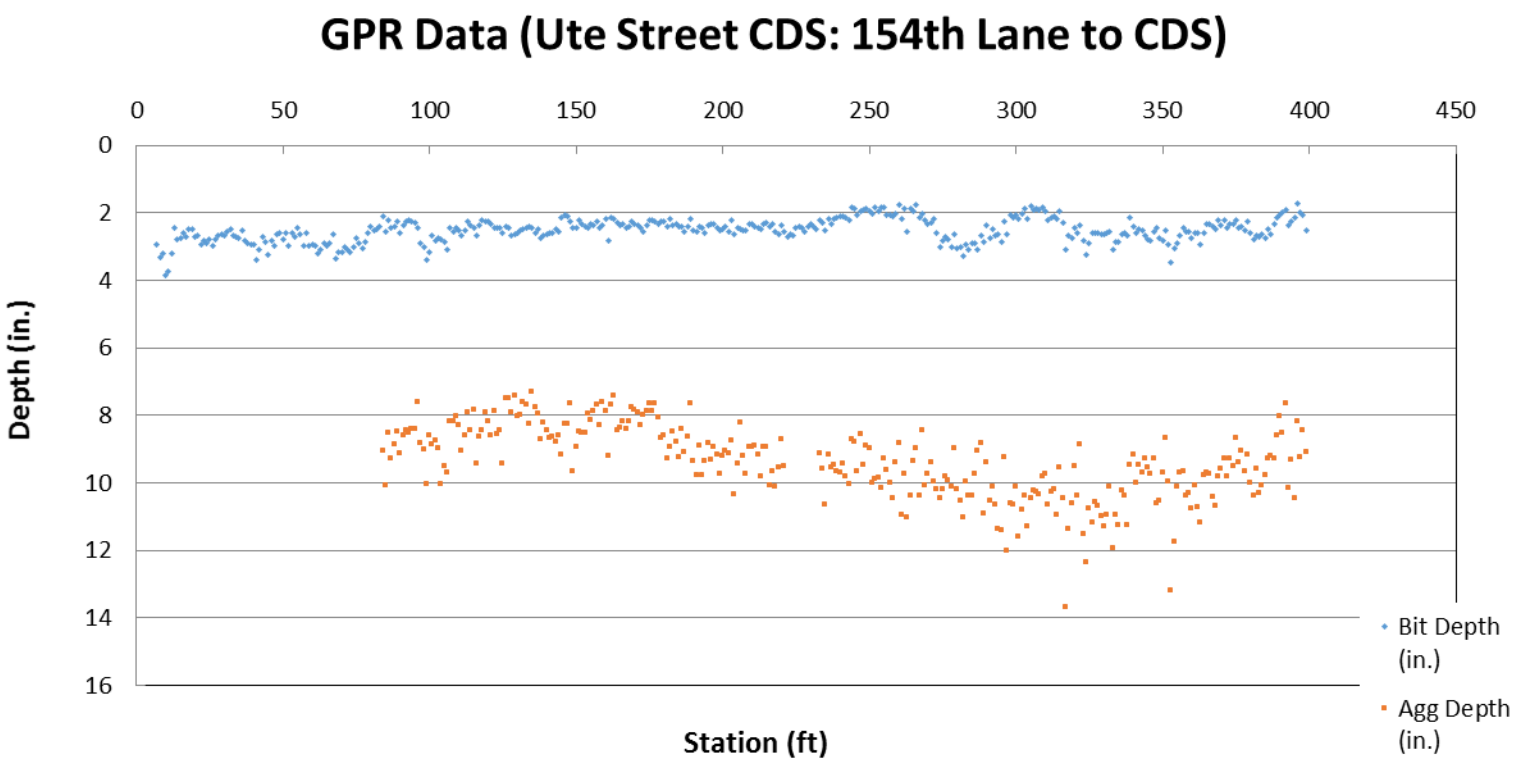


GPR Data (154th Lane: Ute Street to Roanoke Street)



GPR Data (Ute Street: Alpine Drive to 154th Lane)




GPR Data (Ute Street CDS: 154th Lane to CDS)
0
50
100
150
200
250
300
350
400
450
0
2
4
6
8
10
12
14
16
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)

Geotechnical Evaluation Report

2018-2019 Reconstruction Projects
North Forty, Stanhope Terrace, Ford Brook Estates Subdivisions
Ramsey, Minnesota

Prepared for

City of Ramsey

DRAFT

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

Neil G. Lund, PE
Senior Engineer
License Number: 46212
August 11, 2017

Project B1705491

Braun Intertec Corporation

Braun Intertec Corporation
11001 Hampshire Avenue S
Minneapolis, MN 55438

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Fax: 952.995.2020
Web: braunintertec.com

August 11, 2017 Project B1705491

Bruce Westby, PE
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

Re: Geotechnical Evaluation
2018-2019 Reconstruction Projects
North Forty, Stanhope Terrace, Ford Brook Estates Subdivisions
Ramsey, Minnesota

Dear Mr. Westby:

We are pleased to present this Geotechnical Evaluation Report for the 2018-2019 Reconstruction Projects in Ramsey, Minnesota. Our results and recommendations in light of the geotechnical issues influencing design and construction are presented in the attached report, which we request you read in its entirety.

Remarks

Thank you for making Braun Intertec Corporation your geotechnical consultant for this project. If you have questions about this report, or if there are other services that we can provide in support of our work to date, please call Neil Lund at 952.995.2284.

Sincerely,

BRAUN INTERTEC CORPORATION

Neil G. Lund, PE
Senior Engineer

Matthew S. Oman, PE
Principal Engineer

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Appendix

Boring Location Sketches (3 sheets)
Log of Boring Sheets ST-A1 to ST-A5, ST-B1 to ST-B5, ST-C1 to ST-C15
Descriptive Terminology of Soil

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A. Introduction

A.1. Project Description

This Geotechnical Evaluation Report addresses the proposed 2018-2019 Reconstruction Projects in Ramsey, Minnesota. The projects will be in three subdivisions as summarized in Table 1.

Table 1. Project Area Details

Subdivision	Approximate Street Length (feet)	Borings
The North Forty (Area A)	2,939	ST-A1 to ST-A5
Stanhope Terrace (Area B)	2,763	ST-B1 to ST-B5
Ford Brook Estates (Area C)	7,369	ST-C1 to ST-C15

The proposed projects will include pavement reconstruction and storm sewer improvements.

A.2. Purpose

The purpose of this geotechnical evaluation was to characterize subsurface geologic conditions at selected exploration locations and provide geotechnical recommendations for the design and construction of the Ramsey 2018-2019 Reconstruction Projects.

A.3. Background Information and Reference Documents

To facilitate our evaluation, we were provided with or reviewed the following information or documents:

- A base map of the project area provided by City of Ramsey
- *Geologic Atlas of Anoka County* available from the Minnesota Geological Survey.

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A.4. Project Area Conditions

Based on our referenced documents and past experience, the native soils underlying the project area include sandy alluvium.

The 2018-2019 Reconstruction Project areas are zoned as residential.

The current streets are surfaced with bituminous pavement with rural cross-sections. The topography of each project area is slightly rolling.

A.5. Scope of Services

Our scope of services for this project was originally submitted as a quote to Mr. Bruce Westby of the City of Ramsey, for which we received authorization to proceed on June 8, 2017. Tasks performed in accordance with our authorized scope of services included:

- Staking and clearing exploration locations of underground utilities.
- Performing 25 penetration test borings and extending them to a nominal 10 feet below the current pavement surface.
- Performing laboratory moisture content tests and mechanical analyses (#200 sieve only) on selected penetration test samples.
- Preparing this report containing a CAD sketch, exploration logs, a summary of the geologic materials encountered, results of laboratory tests, and recommendations for subgrade preparation, pavement thickness design and utility placement.

Exploration locations and surface elevations at the exploration locations were determined using GPS technology that utilizes the Minnesota Department of Transportation's (MnDOT's) permanent GPS Virtual Reference Network (VRN).

Our scope of services was performed under the terms of our July 18, 2016 General Conditions.

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B. Results

B.1. Exploration Logs

B.1.a. Log of Boring Sheets

Log of Boring sheets for our penetration test borings are included in the Appendix. The logs identify and describe the geologic materials that were penetrated, and present the results of penetration resistance tests, laboratory tests performed on penetration test samples retrieved from them and groundwater measurements.

Strata boundaries were inferred from changes in the penetration test samples and the auger cuttings. Because sampling was not performed continuously, the strata boundary depths are only approximate. The boundary depths likely vary away from the boring locations, and the boundaries themselves may also occur as gradual rather than abrupt transitions.

B.1.b. Geologic Origins

Geologic origins assigned to the materials shown on the logs and referenced within this report were based on: (1) a review of the background information and reference documents cited above, (2) visual classification of the various geologic material samples retrieved during the course of our subsurface exploration, (3) penetration resistance testing performed for the project, (4) laboratory test results and (5) available common knowledge of the geologic processes and environments that have impacted the site and surrounding area in the past.

B.2. Geologic Profile

B.2.a. Pavement Materials

The borings first encountered an average bituminous pavement thickness of 4.3 inches as shown in Table 2. The aggregate base averaged 7.5 inches.

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Table 2. Pavement Thickness Summary

Boring	Subdivision	Street	Pavement Thickness (in.)		Notes
			Bituminous	Aggregate Base	
ST-A1	The North Forty	163rd Ln	3	5	
ST-A2		163rd Ln	3	5	
ST-A3		Alpaca St	3	---	Aggregate base not noted
ST-A4		Chameleon St	3	8	
ST-A5		Chameleon St	3	4	
AREA A AVERAGE			**3.0**	**5.5**	
ST-B1	Stanhope Terrace	Ute St	3	5	
ST-B2		Ute St	4	6	
ST-B3		154th Ln	4	5	
ST-B4		Ute St	3	4	
ST-B5		153rd Ct	3	4	
AREA B AVERAGE			**3.4**	**4.8**	
ST-C1	Ford Brook Estates	Junkite St	4	5	
ST-C2		180th Ave	5	5	
ST-C3		180th Ave	3	5	
ST-C4		180th Ave	3	4	
ST-C5		180th Ave	4	4	
ST-C6		180th Ave	6	4	3 inches of bituminous and 4 inches of aggregate base underlay the surface section
ST-C7		Iodine St	3	5	
ST-C8		Germanium St	3	4	
ST-C9		Flourine St	3	5	
ST-C10		Erkium St	5	---	Aggregate base not noted
ST-C11		Erkium St	3	6	
ST-C12		180th Ln	3	6	
ST-C13		Iodine St	4	5	
ST-C14		180th Ln	5	5	
ST-C15		Krypton St	4	5	
AREA C AVERAGE			**3.9**	**4.9**	

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B.2.b. Geologic Materials

Table 3 provides a summary of the soil boring results, in the general order we encountered the strata. Please refer to the Log of Boring sheets in the Appendix for additional details. The Descriptive Terminology sheet in the Appendix includes definitions of abbreviations used in Table 3.

Table 3. Subsurface Profile Summary*

Strata	Soil Type - ASTM Classification	Range of Penetration Resistances	Commentary and Details
Pavement section	N/A	N/A	▪ See Table 1.
Fill	SP-SM, SP, SC, CL	3 to 24 blows per foot (BPF)	▪ Overwhelmingly SP-SM or SP. ▪ General penetration resistance of about 10 BPF. ▪ Moisture condition moist to wet. ▪ Thicknesses at boring locations varied from 1 to 11 feet (boring ST-A% terminated in likely fill material). ▪ Limited clayey layers (ST-C5, ST-C14).
Alluvium	SP, SP-SM, CL, SC	3 to 28 BPF	▪ General penetration resistances of less than 10 BPF in sands (loose), or 3 to 7 BPF in clays (soft to medium). ▪ Sands typically brown to light brown, fine-grained and moist. ▪ Clays generally present near observed water; usually gray in color, with limited sandy soil content. Present in ST-C3, ST-C5, ST-C14, ST-C15. ▪ Moisture condition variable above the apparent water table, though generally moist. ▪ Water table penetrated in a limited number of borings (see Table 3).
Swamp deposits	SM, CH	1 to 7 BPF	▪ Present in two locations: ST-C6 and ST-C11. ▪ SM layer was black, 4 to 5 feet thick and included organic fines and trace wood pieces (ST-C06). ▪ Underlain by gray, fat clay to boring termination depth in ST-C11.

*Abbreviations defined in the attached Descriptive Terminology sheet.

For simplicity in this report, we define fill to mean existing, uncontrolled or undocumented fill.

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B.2.c. Groundwater

Groundwater was observed during our drilling operations as shown in Table 4.

Table 4. Groundwater Observation Summary

Boring	Surface Elevation (ft)*	Observed Groundwater Depth (ft)	Corresponding Groundwater Elevation (ft)
ST-C3	882	7	875
ST-C4	883	9	874
ST-C10	889	8 1/2	880 1/2

*Rounded to nearest 1/2 foot.

The groundwater elevation was approximately between 874 and 880 1/2 feet. Seasonal and annual fluctuations of groundwater should be anticipated.

B.3. Laboratory Test Results

Laboratory test results, including moisture content, organic content and mechanical analysis (#200 sieve only) tests, are summarized in Table 5. The moisture contents of the sandy fill and native soils were around 3 to 15 percent, indicating the materials ranged from below to above their optimum moisture contents for compaction. The higher moisture contents of noted clayey soils, ranging from 15 to 37 percent, are likely near or above their optimum moisture contents for compaction.

Table 5. Laboratory Testing Results

Borehole	Soil Classification	Depth	%<#200 Sieve	Water Content (%)	Organic Content (%)
ST-A2	SP-SM	2 1/2	9	8	---
ST-A4	SP	2 1/2	---	3	---
ST-B4	SP-SM	2 1/2	6	4	---
ST-C1	SP-SM	5	6	4	---
ST-C3	SP-SM	5	---	18	---
ST-C7	SP	7 1/2	---	8	---
ST-C10	SP-SM	5	12	10	---
ST-C11	SM	5	---	15	2
ST-C13	SP-SM	2 1/2	---	9	---
ST-C14	CL	2 1/2	---	15	2
ST-C14	CL	5	98	37	--

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C. Basis for Recommendations

C.1. Design Details

C.1.a. Traffic Loads

Traffic counts for the streets were not available. Based on the residential zoning in the project areas, we anticipate they will experience approximately 50,000 equivalent single axle loads (ESALs) over a 20-year service life.

C.1.b. Anticipated Grade Changes

Based on the nature of construction, we anticipate grade changes will be minimal.

C.1.c. Utility Depths

Design utility depths were not available. We also assume storm sewer improvements will be less than 10 feet below grade.

C.1.d. Precautions Regarding Changed Information

We have attempted to describe our understanding of the proposed construction to the extent it was reported to us by others. Depending on the extent of available information, assumptions may have been made based on our experience with similar projects. If we have not correctly recorded or interpreted the project details, we should be notified. New or changed information could require additional evaluation, analyses and/or recommendations.

C.2. Design and Construction Considerations

C.2.a. Reuse of Pavement Materials

Our borings encountered a bituminous layer averaging 3 to 4 inches thick, depending on the project area. The aggregate base was 5 to 5 1/2 inches thick, on average, and was underlain with sandy fill material in nearly all of our soil borings.

In our opinion, full-depth reclamation (FDR) can be utilized in order to obtain materials for aggregate base on the projects, assuming the material can be stockpiled or processed on site, or hauled to an off-site location to be sorted and reused. A proper reclamation depth will likely vary be between 6 and 8 inches. It may be possible to increase this thickness locally depending on the conditions encountered and nature of the subbase materials.

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We recommend thorough quality control practices, including frequent sieve analyses of the reclaimed material, if the product will be reused directly on site as aggregate base or as a stabilizing material with minimal processing.

C.2.b. Pavement Subgrades

The pavement subgrades will consist almost exclusively of sandy materials, though areas of clayey sand or lean and fat clay were also present.

We anticipate the subgrade soils present beneath the streets will generally be suitable for pavement support in their current condition or with minor rework such as surface compaction. The exception is the swamp-deposited soils, which should be removed from excavations for pavements and in utility trenches. The shallow clayey sand or lean clay fill, present in ST-C5, ST-C14 and ST-C15, may be wet or become wet upon exposure. These soils in particular may require additional work, such as drying or moisture conditioning, before they can be properly compacted.

C.2.c. Utility Support and Impact of Groundwater

The reuse of the utility trench backfill soils will have potential impacts on the pavement subgrades. If the backfill is not properly compacted, there is the potential for subgrade instability and settlement (and premature deterioration) of the driving surface. We anticipate the trench soils will consist mostly of granular soils (poorly graded sand and poorly graded sand with silt). In some cases, poor or unsuitable soils will be encountered that should be removed or will need additional effort to properly compact.

Depending on the conditions at the time of excavation, drying of the clayey and silty soils may be necessary to achieve the levels of compaction recommended for utility support. Clayey and particularly silt-rich trench soils that are exposed to moisture will be more susceptible to strength loss and may also become unstable, which will require moisture conditioning or removal and replacement with suitable soils. Fat clay and organic soils (ST-C6, ST-C11) should not be used as utility support or backfill material.

Groundwater was present in a limited number of borings (see Table 3), which may affect the placement of storm sewer. A coarse stabilizing aggregate could help with utility placement in wet or saturated conditions in these soils.

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D. Recommendations

D.1. Pavements

D.1.a. Subgrade Preparation and Proofrolls

For preparation of any exposed subgrades prior to placement of new pavement sections or reclaimed aggregate (see below), we recommend proofrolling the subgrade soils with a loaded tandem-axle truck. This will assist in identifying any soft or weak areas that will require additional soil correction work. Areas that yield or rut more than 1 to 2 inches due to wheel traffic, depending on conditions, should be corrected. Failed areas should be compacted, or if too wet, we recommend that the upper 1 to 2 feet of the resulting subgrade be scarified, dried to a proper moisture content (see Table 6), and compacted to a 100 percent of its standard Proctor maximum dry density (ASTM D 698).

If there are areas that still cannot be compacted, we recommend subexcavating the unstable materials to a minimum depth of 1 to 2 feet, depending on the outcome of the proofroll and the replacement material. The soils should be replaced with suitable, properly compacted materials such as select granular material, aggregate base or larger diameter crushed aggregate ("3-inch minus").

D.1.b. Backfill and Material Compaction

We recommend compacting soils used as backfill for subcuts or material replacement to a minimum of 100 percent of standard Proctor density within 3 feet of the top of the subgrade. For fills more than 3 feet below final subgrades, 95 percent compaction is sufficient. The moisture content of the fill and backfill should be as shown in the table below depending on the classification of the backfill soils.

Table 6. Compaction Recommendations Summary

Reference	Relative Compaction, percent (ASTM D 698 – Standard Proctor)	Moisture Content Variance from Optimum, percentage Points
Below pavements, within 3 feet of subgrade elevations	100	-3/+3 (sandy soils) -2/+1 (clayey soils)
Below pavements, more than 3 feet below subgrade elevations Below utilities	95	-3/+3 (sandy soils) -2/+3 (clayey soils)

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D.1.c. Design Sections

Laboratory tests to determine an R-value for pavement design were not included in the scope of this project. Given the most common soils in the top 5 feet of pavement sections, which include poorly graded sand with silt and poorly graded sand, we recommend using an R-value of 50 for pavement thickness design on all three projects.

Based upon the assumed traffic loads and an R-value of 50, we recommend a new pavement section for the 2018-2019 Street Reconstruction Projects meet the minimum thicknesses presented in Table 7.

Table 7. Recommended Bituminous Pavement Thickness Design (Areas A, B and C)

Layer	Thickness (in.)	MnDOT Specification/Designation
Bituminous Wear	1 1/2 (1 lift)	SPWEA240C
Bituminous Non-wear	2 (1 lift)	SPNWB230C*
Aggregate Base (Class 5 or 6) or Reclaim	6	3138 3135

*For small quantities, SPWEA240C can be used for the entire thickness.

The above pavement design is based upon a 20-year performance life. This is the amount of time before major reconstruction is anticipated. This performance life assumes maintenance such as seal coating and crack sealing is routinely performed. The actual pavement life will vary depending on variations in weather, traffic conditions and maintenance.

D.1.d. Materials and Compaction

We recommend specifying pavement materials as recommended in Table 6.

We recommend compacting the aggregate base or reclaim materials to meet the requirements of MnDOT specification 2211.3.D.2.c. (Penetration Index Method). We recommend compacting bituminous pavements to at least 92 percent of the maximum theoretical Rice density per the Maximum Density Method (specification 2360.3.D.1), with bituminous materials and placement practices meeting the requirements of MnDOT Specification 2360.

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D.2. Utilities

D.2.a. Subgrades and Trench Backfill

The native and fill soils encountered at likely utility elevations generally appear suitable for pipe and utility structure support and we anticipate that utilities can be installed per manufacturer bedding requirements. However, we encountered some wet, clayey or silty soils in some borings; these soils may have limited stability and not be suitable for backfill or support of utilities if wet. We recommend providing a contingency for further subcutting and soil replacement of utility backfill soils in such soils.

In addition, the swamp-deposited clays and silty sands (ST-C6, ST-C11) are not considered suitable backfill materials under any circumstances. These soils should be removed and replaced with suitable grading materials where encountered during excavation. At pipe elevations, we recommend a minimum subcut and replacement with crushed-faced rock that is free of material 1 inch in diameter or smaller.

A geotechnical engineer should observe all utility trench excavations and subcuts.

D.2.b. Excavation Side Slopes

The project area soils appear to meet OSHA Type C requirements in most cases. We recommend constructing excavation side slopes to lie back at a horizontal to vertical slope of 1 1/2 to 1 or flatter. In significant depths of organic soils these side slopes may need to be made flatter, or supplemental support may be necessary.

All excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, “Excavations and Trenches.” This document states that excavation safety is the responsibility of the contractor. Reference to these OSHA requirements should be included in the project specifications.

Trenches deeper than 20 feet must be designed by a professional engineer.

D.2.c. Selection, Placement and Compaction of Backfill

We recommend compacting backfill placed above and below utilities as shown in Table 6.

To achieve compaction over wet or waterbearing subgrades, we recommend the use of sands or gravel with MnDOT aggregate backfill material (Specification 3149.2E).

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D.2.d. Excavation Dewatering

We recommend removing groundwater from the utility excavations if encountered, and removing any water that seeps into excavations from sidewalls or the adjacent sitework. Sumps and pumps will generally be suitable for short-term, small-scale water removal under the soil conditions likely to be encountered for this project. Alternative approaches should be considered for long-term or large-scale groundwater removal, particularly in sands such as those encountered on the project, which can become unstable during dewatering with pumps from within excavations.

D.2.e. Corrosion Potential

If founded in sandy soils, corrosion protection should not be required for ductile iron pipe. Type I cement may also be specified for concrete utilities.

Some clayey soils were present at likely utility depths, which are considered at least moderately corrosive to ductile iron pipe. We recommend corrosion protection or the use of corrosion-resistant pipe material if utilities will be bedded within such soils, particular if in close proximity to static groundwater. Soils with organic content should not be allowed as pipe support or as backfill around pipes.

D.3. Construction Quality Control

D.3.a. Excavation Observations

We recommend having a geotechnical engineer observe all excavations related to subgrade preparation, utility placement and pavement construction. The purpose of the observations is to evaluate the competence of the geologic materials exposed in the excavations and the adequacy of required excavation oversizing.

D.3.b. Materials Testing

We recommend density tests be taken in excavation backfill and additional required fill placed below pavements and utilities. This includes DCP tests for aggregate base or reclaim and imported granular materials.

We recommend Gyratory tests on bituminous mixes to evaluate strength and air voids and density tests to evaluate compaction.

D.3.c. Pavement Subgrade Proofroll

We recommend that proofrolling of the pavement subgrades be observed by a geotechnical engineer to determine if the results of the procedure meet project specifications and to delineate the extent of additional pavement subgrade preparation work that may be necessary.

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D.3.d. Cold Weather Precautions

If site grading and construction is anticipated during cold weather, all snow and ice should be removed from cut and fill areas prior to additional grading. No fill should be placed on frozen subgrades. No frozen soils should be used as fill.

Concrete delivered to the site should meet the temperature requirements of ASTM C 94. Concrete should not be placed on frozen subgrades. Concrete should be protected from freezing until the necessary strength is attained.

E. Procedures

E.1. Penetration Test Borings

The penetration test borings were drilled with a truck-mounted core and auger drill equipped with hollow-stem auger. The borings were performed in accordance with ASTM D 1586. Penetration test samples were taken at 2 1/2 foot intervals.

E.2. Material Classification and Testing

E.2.a. Visual and Manual Classification

The geologic materials encountered were visually and manually classified in accordance with ASTM Standard Practice D 2488. A chart explaining the classification system is attached. Samples were placed in jars or bags and returned to our facility for review and storage.

E.2.b. Laboratory Testing

The results of the laboratory tests performed on geologic material samples are noted on the appropriate attached exploration logs. The tests were performed in accordance with ASTM or AASHTO procedures.

E.3. Groundwater Measurements

The drillers checked for groundwater as the penetration test borings were advanced, and again after auger withdrawal. The boreholes were then backfilled as noted on the boring logs.

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F. Qualifications

F.1. Variations in Subsurface Conditions

F.1.a. Material Strata

Our evaluation, analyses and recommendations were developed from a limited amount of site and subsurface information. It is not standard engineering practice to retrieve material samples from exploration locations continuously with depth, and therefore strata boundaries and thicknesses must be inferred to some extent. Strata boundaries may also be gradual transitions, and can be expected to vary in depth, elevation and thickness away from the exploration locations.

Variations in subsurface conditions present between exploration locations may not be revealed until additional exploration work is completed, or construction commences. If any such variations are revealed, our recommendations should be re-evaluated. Such variations could increase construction costs, and a contingency should be provided to accommodate them.

F.1.b. Groundwater Levels

Groundwater measurements were made under the conditions reported herein and shown on the exploration logs, and interpreted in the text of this report. It should be noted that the observation periods were relatively short, and groundwater can be expected to fluctuate in response to rainfall, flooding, irrigation, seasonal freezing and thawing, surface drainage modifications and other seasonal and annual factors.

F.2. Continuity of Professional Responsibility

F.2.a. Plan Review

This report is based on a limited amount of information, and a number of assumptions were necessary to help us develop our recommendations. It is recommended that our firm review the geotechnical aspects of the designs and specifications, and evaluate whether the design is as expected, if any design changes have affected the validity of our recommendations, and if our recommendations have been correctly interpreted and implemented in the designs and specifications.

F.2.b. Construction Observations and Testing

It is recommended that we be retained to perform observations and tests during construction. This will allow correlation of the subsurface conditions encountered during construction with those encountered by the borings, and provide continuity of professional responsibility.

DRAFT

F.3. Use of Report

This report is for the exclusive use of the parties to which it has been addressed. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses and recommendations may not be appropriate for other parties or projects.

F.4. Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

DRAFT

DRAFT

Appendix

BRAUN INTERTEC



DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

60' 0 120'

SCALE: 1"= 120'

BRAUN INTERTEC
The Science You Build On.
11001 Hampshire Avenue S
Minneapolis, MN 55438
PH. (952) 995-2000
FAX (952) 995-2020

Base Dwg Provided By:

SOIL BORING LOCATION SKETCH - AREA A
GEOTECHNICAL EVALUATION
2018-2019 RECONSTRUCTION PROJECTS
NORTH FORTY, STANHOPE TERRACE AND FORD BROOK ESTATES SUBDIVISIONS
RAMSEY, MINNESOTA

Project No:	B1705491
Drawing No:	B1705491
Scale:	1"= 120'
Drawn By:	JAG
Date Drawn:	6/28/17
Checked By:	NGL
Last Modified:	8/9/17
Sheet: of	Fig:

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DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

75' 0 150'

SCALE: 1"= 150'

BRAUN INTERTEC
The Science You Build On.
11001 Hampshire Avenue S
Minneapolis, MN 55438
PH. (952) 995-2000
FAX (952) 995-2020

Base Dwg Provided By:

SOIL BORING LOCATION SKETCH - AREA B
GEOTECHNICAL EVALUATION
2018-2019 RECONSTRUCTION PROJECTS
NORTH FORTY, STANHOPE TERRACE AND FORD BROOK ESTATES SUBDIVISIONS
RAMSEY, MINNESOTA

Project No:	B1705491
Drawing No:	B1705491
Scale:	1"= 150'
Drawn By:	JAG
Date Drawn:	6/28/17
Checked By:	NGL
Last Modified:	8/9/17
Sheet:	Fig:
of	

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DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

100' 0 200'

SCALE: 1"= 200'

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BRAUN INTERTEC
The Science You Build On.
11001 Hampshire Avenue S
Minneapolis, MN 55438
PH. (952) 995-2000
FAX (952) 995-2020

Base Dwg Provided By:

SOIL BORING LOCATION SKETCH - AREA C

GEOTECHNICAL EVALUATION
2018-2019 RECONSTRUCTION PROJECTS
NORTH FORTY, STANHOPE TERRACE AND FORD BROOK ESTATES SUBDIVISIONS
RAMSEY, MINNESOTA

Project No:	B1705491
Drawing No:	B1705491
Scale:	1"= 200'
Drawn By:	JAG
Date Drawn:	6/28/17
Checked By:	NGL
Last Modified:	8/9/17
Sheet:	Fig:
of	

BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-A1**

LOCATION: N: 184793, E: 447907 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
897.0	0.0					
896.3	0.7	PAV	3 inches of bituminous over 5 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, trace Gravel, dark brown, moist.	13		
893.0	4.0	SP	POORLY GRADED SAND, fine-grained, brown, moist, loose to medium dense. (Alluvium)	6		No recovery.
				8		
886.0	11.0			11		
			END OF BORING. Water not observed while drilling. Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

LOG OF BORING N:\GINT\PROJECTS\AX PROJECTS\2017\05491.GPJ BRAUN_V8_CURRENT.GDT 8/11/17 16:36

BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-A2**

LOCATION: N: 184814, E: 448514 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	P200 %	Tests or Notes
895.7	0.0							
895.0	0.7	PAV	3 inches of bituminous over 5 inches of aggregate base.					
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown, moist.					
892.7	3.0			11		8	9	
		SP	POORLY GRADED SAND, fine-grained, brown, moist, loose to medium dense. (Alluvium)	8				
				5				
884.7	11.0			13				
			END OF BORING. Water not observed while drilling. Boring then backfilled.					

(See Descriptive Terminology sheet for explanation of abbreviations)

LOG OF BORING N:\GINT\PROJECTS\AX PROJECTS\2017\05491.GPJ BRAUN_V8_CURRENT.GDT 8/11/17 16:36

BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-A3**

LOCATION: N: 185249, E: 448553 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
897.0	0.0					
896.7	0.3	BIT	3 inches of bituminous.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, trace Gravel, dark brown to brown, moist.			
894.0	3.0			11		
		SP	POORLY GRADED SAND, fine-grained, brown, moist, loose. (Alluvium)	6		
				5		
886.0	11.0			10		
			END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-A4**

LOCATION: N: 185237, E: 447847 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	Tests or Notes
893.3	0.0						
892.4	0.9	PAV	3 inches of bituminous over 8 inches of aggregate base.				
891.3	2.0	FILL	FILL: Poorly Graded Sand with Silt, fine- to medium-grained, dark brown, moist.				
		SP	POORLY GRADED SAND, fine-grained, trace Gravel, brown, moist, loose to medium dense. (Alluvium)	13		3	
				6			
				16			
882.3	11.0			12			
			END OF BORING.				
			Water not observed while drilling.				
			Boring then backfilled.				

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-A5**

LOCATION: N: 185545, E: 447646 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
890.0	0.0					
889.4	0.6	PAV / FILL	3 inches of bituminous over 4 inches of aggregate base. FILL: Poorly Graded Sand with Silt, fine- to medium-grained, trace Gravel, dark brown and brown, moist to wet.	9 15 3 5		
879.0	11.0		END OF BORING. Water not observed while drilling. Boring then backfilled.			

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-B1**

LOCATION: N: 178200, E: 467663 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
888.4	0.0					
887.7	0.7	PAV / FILL	3 inches of bituminous over 5 inches of aggregate base. FILL: Poorly Graded Sand with Silt, fine-grained, dark brown to brown, moist.	19		
884.4	4.0	SP	POORLY GRADED SAND, fine- to medium-grained, brown, wet, loose to medium dense. (Alluvium)	5		
				6		
877.4	11.0			16		
			END OF BORING. Water not observed while drilling. Boring then backfilled.			

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-B2**

LOCATION: N: 178670, E: 467672 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
884.6	0.0					
883.8	0.8	PAV	4 inches of bituminous over 6 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown, moist.			
882.6	2.0	SP	POORLY GRADED SAND, fine- to medium-grained, trace Gravel, brown, moist, loose. (Alluvium)	9		
				6		
				10		
				8		
873.6	11.0		END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-B3**

LOCATION: N: 178780, E: 468035 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
878.3	0.0					
877.5	0.8	PAV	4 inches of bituminous over 5 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown to brown, moist.	9		
872.3	6.0			14		
		SP	POORLY GRADED SAND, fine-grained, brown, moist, loose. (Alluvium)	9		
867.3	11.0			7		
			END OF BORING. Water not observed while drilling. Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-B4**

LOCATION: N: 179030, E: 467625 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	P200 %	Tests or Notes
891.2	0.0							
890.6	0.6	PAV	3 inches of bituminous over 4 inches of aggregate base.					
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown and brown, moist.	12		4	6	
886.2	5.0	SP	POORLY GRADED SAND, fine-grained, brown, moist, loose. (Alluvium)	10				
				6				
880.2	11.0			15				
			END OF BORING. Water not observed while drilling. Boring then backfilled.					

(See Descriptive Terminology sheet for explanation of abbreviations)

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LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-B5**

LOCATION: N: 175086, E: 468267 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
891.2	0.0					
890.6	0.6	PAV	3 inches of bituminous over 4 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown, moist.			
888.2	3.0			7		
		SP	POORLY GRADED SAND, fine-grained, trace Gravel, brown and light brown, moist, very loose to loose. (Alluvium)	9		
				4		
880.2	11.0			12		
			END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C1**

LOCATION: N: 195376, E: 462823 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	P200 %	Tests or Notes
897.2	0.0							
896.4	0.8	PAV	4 inches of bituminous over 5 inches of aggregate base.					
895.2	2.0	FILL	FILL: Poorly Graded Sand with Silt, fine-grained, with Gravel, dark brown, moist.					
		FILL	FILL: Poorly Graded Sand with SILT, fine- to coarse-grained, with Gravel, brown, moist.	14				
				10		4	6	
890.2	7.0	SP	POORLY GRADED SAND, fine- to medium-grained, trace Gravel, light brown, moist, medium dense. (Alluvium)	12				
886.2	11.0			28				
			END OF BORING.					
			Water not observed while drilling.					
			Boring then backfilled.					

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C2**

LOCATION: N: 195624, E: 463131 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
894.5	0.0					
893.7	0.8	PAV	5 inches of bituminous over 5 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, trace Gravel, dark brown, moist.			
892.5	2.0	FILL	FILL: Poorly Graded Sand, fine-grained, brown, moist.	28		
890.5	4.0	SP	POORLY GRADED SAND, fine-grained, brown, moist, loose to medium dense. (Alluvium)	10		
				19		
883.5	11.0			19		
			END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C3**

LOCATION: N: 195609, E: 463651 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	Tests or Notes
881.8	0.0						
881.1	0.7	PAV	3 inches of bituminous over 5 inches of aggregate base.				
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, brown to dark brown, wet.	16			
				4		18	
874.8	7.0				▽		
		CL	LEAN CLAY, gray, moist, rather soft. (Alluvium)	4			An open triangle in the water level (WL) column indicates the depth at which groundwater was observed while drilling. Groundwater levels fluctuate.
872.3	9.5						
		SP	POORLY GRADED SAND, fine- to coarse-grained, gray, waterbearing, very loose. (Alluvium)	3			
870.8	11.0		END OF BORING.				
			Water observed at 7 feet with 9 1/2 feet of hollow-stem auger in the ground.				
			Boring then backfilled.				

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C4**

LOCATION: N: 195602, E: 464086 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
883.0	0.0					
882.4	0.6	PAV / FILL	3 inches of bituminous over 4 inches of aggregate base. FILL: Poorly Graded Sand with Silt, fine-grained, dark brown, moist to wet.	11		
879.0	4.0	SP-SM	POORLY GRADED SAND with SILT, fine-grained, brown, wet, loose to medium dense. (Alluvium)	11		
				12	▽	
			Waterbearing at 9 feet.			
872.0	11.0		Intermixed with gray, Lean Clay at sampler tip.	6		
			END OF BORING. Water observed at 9 feet with 9 1/2 feet of hollow-stem auger in the ground. Boring then backfilled.			

BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C5**

LOCATION: N: 195599, E: 464519 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
890.3	0.0					
889.6	0.7	PAV	4 inches of bituminous over 4 inches of aggregate base.			
888.3	2.0	FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown, moist.			
887.3	3.0	FILL	FILL: Clayey Sand, brown, moist.	8		
885.3	5.0	FILL	FILL: Poorly Graded Sand, fine-grained, brown, moist.			
883.3	7.0	CL	LEAN CLAY, with Sand, brown, moist, rather soft. (Alluvium)	5		
879.3	11.0	SC	CLAYEY SAND, trace Gravel, brown to gray, moist, rather stiff to stiff. (Alluvium)	13		
				12		
			END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C6**

LOCATION: N: 195594, E: 464693 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
885.7	0.0					
884.3	1.4	PAV	6 inches of bituminous over 4 inches of aggregate base over 3 inches of bituminous over 4 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine- to medium-grained, trace Gravel, dark brown to brown, moist.	13		
880.7	5.0	SM	SILTY SAND, fine-grained, organic, trace wood pieces, black, wet, very loose. (Swamp Deposit)	1		
				7		
876.7	9.0	SM	SILTY SAND, fine- to medium-grained, dark gray, wet, loose. (Alluvium)	6		
874.7	11.0		END OF BORING. Water not observed while drilling. Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C7**

LOCATION: N: 195304, E: 463197 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	Tests or Notes
899.4	0.0						
898.7	0.7	PAV	3 inches of bituminous over 5 inches of aggregate base.				
		FILL					
897.4	2.0		FILL: Poorly Graded Sand with Silt, fine- to medium-grained, with Gravel, dark brown, moist.				
		SP	POORLY GRADED SAND, fine- to medium-grained, brown, moist, very loose to medium dense. (Alluvium)	13			
				9			
				3		8	
888.4	11.0		Fine- to coarse-grained, with Gravel, wet at 10 feet.	2			
			END OF BORING.				
			Water not observed while drilling.				
			Boring then backfilled.				

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C8**

LOCATION: N: 195252, E: 463659 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
887.7	0.0					
887.1	0.6	PAV	3 inches of bituminous over 4 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand, fine-grained, dark brown to brown, moist.	24		
				10		
880.7	7.0	SP	POORLY GRADED SAND, fine-grained, brown, moist to wet, very loose to loose. (Alluvium)	10		
				2		
876.7	11.0		END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

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LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C9**

LOCATION: N: 195286, E: 464075 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
886.4	0.0					
885.7	0.7	PAV	3 inches of bituminous over 5 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown, moist.	15		
882.4	4.0	SP	POORLY GRADED SAND, fine-grained, brown, wet, loose. (Alluvium)	7		
				7		
875.4	11.0			8		
			END OF BORING. Water not observed while drilling. Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C10**

LOCATION: N: 195282, E: 464524 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/6/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	P200 %	Tests or Notes
888.8	0.0							
888.4	0.4	BIT	5 inches of bituminous.					
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, dark brown and brown, moist.	8				
884.8	4.0	SP-SM	POORLY GRADED SAND with SILT, fine-grained, brown, wet, very loose to loose. (Alluvium)	4		10	12	
				7	▽			
877.8	11.0		Waterbearing at 10 feet.	10				
			END OF BORING.					
			Water observed at 8 1/2 feet with 9 1/2 feet of hollow-stem auger in the ground.					
			Boring then backfilled.					

BRAUN INTERTEC

LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C11**

LOCATION: N: 195903, E: 464272 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

(See Descriptive Terminology sheet for explanation of abbreviations)

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	Tests or Notes
881.7	0.0						
880.9	0.8	PAV	3 inches of bituminous over 6 inches of aggregate base.				
		FILL	FILL: Poorly Graded Sand with Silt, fine- to medium-grained, dark brown, moist to wet.				
878.7	3.0			12			
		SM	SILTY SAND, fine-grained, slightly organic, black, wet, loose. (Swamp Deposit)	7		15	OC=2%
873.7	8.0			3			
		CH	FAT CLAY, trace fibers and roots, gray, wet, soft. (Swamp Deposit)				
870.7	11.0			3			
			END OF BORING.				
			Water not observed while drilling.				
			Boring then backfilled.				

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LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C12**

LOCATION: N: 195998, E: 464525 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
893.2	0.0					
892.4	0.8	PAV	3 inches of bituminous over 6 inches of aggregate base.			
		FILL	FILL: Poorly Graded Sand with Silt, fine-grained, brown, moist.	15		
889.2	4.0	SP	POORLY GRADED SAND, fine-grained, brown, moist to wet, medium dense. (Alluvium)	11		
				18		
882.2	11.0		Reddish brown Silty Sand lenses at 10 feet.	22		
			END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C13**

LOCATION: N: 195813, E: 463033 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	Tests or Notes
889.6	0.0						
888.8	0.8	PAV	4 inches of bituminous over 5 inches of aggregate base.				
		FILL					
887.6	2.0		FILL: Poorly Graded Sand with Silt, fine- to medium-grained, with Gravel, dark brown, moist.				
		SP-SM	POORLY GRADED SAND with SILT, fine- to medium-grained, trace Gravel, brown, moist, loose to medium dense. (Alluvium)	13		9	
				15			
				9			
878.6	11.0			5			
			END OF BORING.				
			Water not observed while drilling.				
			Boring then backfilled.				

(See Descriptive Terminology sheet for explanation of abbreviations)

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LOG OF BORING

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GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C14**

LOCATION: N: 495994, E: 462578 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	MC %	P200 %	Tests or Notes
884.7	0.0							
883.9	0.8	PAV	5 inches of bituminous over 5 inches of aggregate base.					
		FILL	FILL: Lean Clay with Sand, slightly organic, dark brown, moist. Poorly Graded Sand with Silt layer at 2 feet.	6		15		OC=2%
880.7	4.0	CL	LEAN CLAY, gray, moist, soft to medium. (Alluvium)	3		37	98	
				7				
875.7	9.0	SP	POORLY GRADED SAND, fine-grained, brown, moist, loose. (Alluvium)	8				
873.7	11.0		END OF BORING. Water not observed while drilling. Boring then backfilled.					

(See Descriptive Terminology sheet for explanation of abbreviations)

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LOG OF BORING

Braun Project B1705491
GEOTECHNICAL EVALUATION
City of Ramsey 2018-2019 Reconstruction Projects
Ramsey, Minnesota

BORING: **ST-C15**

LOCATION: N: 195692, E: 462332 See attached sketch.

DRILLER: SC | METHOD: 3 1/4" HSA, Autohammer | DATE: **7/5/17** | SCALE: **1" = 4'**

Elev. feet	Depth feet	Symbol	Description of Materials (Soil-ASTM D2488 or D2487, Rock-USACE EM1110-1-2908)	BPF	WL	Tests or Notes
887.1	0.0					
886.3	0.8	PAV	4 inches of bituminous over 5 inches of aggregate base.			
		FILL	FILL: Silty Sand, fine- to medium-grained, with Gravel, dark brown, moist.			
885.1	2.0	CL	LEAN CLAY, gray, moist, medium. (Alluvium)	7		
883.1	4.0	SP	POORLY GRADED SAND, fine-grained, brown, moist, loose to medium dense. (Alluvium)	11		
				8		
876.1	11.0			7		
			END OF BORING.			
			Water not observed while drilling.			
			Boring then backfilled.			

(See Descriptive Terminology sheet for explanation of abbreviations)

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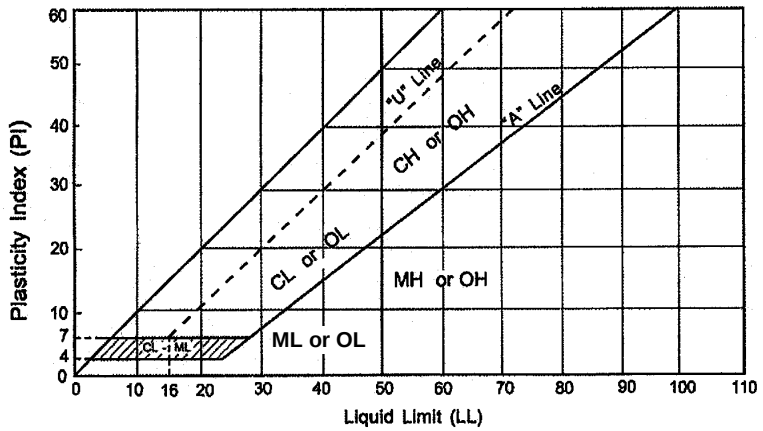
BRAUN INTERTEC

Descriptive Terminology of Soil

Standard D 2487
Classification of Soils for Engineering Purposes
(Unified Soil Classification System)

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [a]				Soils Classification	
				Group Symbol	Group Name [b]
Coarse-grained Soils more than 50% retained on No. 200 sieve	Gravels More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels Less than 5% fines [e]	$C_u \geq 4$ and $1 \leq C_c \leq 3$ [c]	GW	Well-graded gravel [d]
			$C_u < 4$ and/or $1 > C_c > 3$ [c]	GP	Poorly graded gravel [d]
		Gravels with Fines More than 12% fines [e]	Fines classify as ML or MH	GM	Silty gravel [d f g]
			Fines classify as CL or CH	GC	Clayey gravel [d f g]
	Sands 50% or more of coarse fraction passes No. 4 sieve	Clean Sands Less than 5% fines [i]	$C_u \geq 6$ and $1 \leq C_c \leq 3$ [c]	SW	Well-graded sand [h]
			$C_u < 6$ and/or $1 > C_c > 3$ [c]	SP	Poorly graded sand [h]
		Sands with Fines More than 12% [i]	Fines classify as ML or MH	SM	Silty sand [f g h]
			Fines classify as CL or CH	SC	Clayey sand [f g h]
Fine-grained Soils 50% or more passed the No. 200 sieve	Silts and Clays Liquid limit less than 50	Inorganic	PI > 7 and plots on or above "A" line [j]	CL	Lean clay [k l m]
			PI < 4 or plots below "A" line [j]	ML	Silt [k l m]
		Organic	Liquid limit - oven dried / Liquid limit - not dried < 0.75	OL	Organic clay [k l m n]
				OL	Organic silt [k l m o]
	Silts and clays Liquid limit 50 or more	Inorganic	PI plots on or above "A" line	CH	Fat clay [k l m]
			PI plots below "A" line	MH	Elastic silt [k l m]
		Organic	Liquid limit - oven dried / Liquid limit - not dried < 0.75	OH	Organic clay [k l m p]
				OH	Organic silt [k l m q]
Highly Organic Soils	Primarily organic matter, dark in color and organic odor			PT	Peat

a. Based on the material passing the 3-inch (75mm) sieve.
b. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders or both" to group name.
c. $C_u = D_{60}/D_{10}$ $C_c = \frac{(D30)^2}{D_{10} \times D_{60}}$
d. If soil contains ≥15% sand, add "with sand" to group name.
e. Gravels with 5 to 12% fines require dual symbols:
   GW-GM well-graded gravel with silt
   GW-GC well-graded gravel with clay
   GP-GM poorly graded gravel with silt
   GP-GC poorly graded gravel with clay
f. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
g. If fines are organic, add "with organic fines: to group name.
h. If soil contains ≥15% gravel, add "with gravel" to group name.
i. Sand with 5 to 12% fines require dual symbols:
   SW-SM well-graded sand with silt
   SW-SC well-graded sand with clay
   SP-SM poorly graded sand with silt
   SP-SC poorly graded sand with clay
j. If Atterberg limits plot in hatched area, soil is a CL-ML, silty clay.
k. If soil contains 10 to 29% plus No. 200, add "with sand" or "with gravel" whichever is predominant.
l. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
m. If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.
n. PI ≥ 4 and plots on or above "A" line.
o. PI < 4 or plots below "A" line.
p. PI plots on or above "A" lines.
q. PI plots below "A" line.



Laboratory Tests

DD	Dry density, pcf	**OC**	Organic content, %
WD	Wet density, pcg	**S**	Percent of saturation, %
MC	Natural moisture content, %	**SG**	Specific gravity
LL	Liquid limit, %	**C**	Cohesion, psf
PL	Plastic limits, %	**Ø**	Angle of internal friction
PI	Plasticity index, %	**qu**	Unconfined compressive strength, psf
P200	% passing 200 sieve	**qp**	Pocket penetrometer strength, tsf

Particle Size Identification

Boulders	over 12"
Cobbles	3" to 12"
Gravel	
Coarse	3/4" to 3"
Fine	No. 4 to 3/4"
Sand	
Coarse	No. 4 to No. 10
Medium	No. 10 to No. 40
Fine	No. 40 to No. 200
Silt	<No. 200, PI< 4 or below "A" line
Clay	<No. 200, PI ≥ 4 and on or about "A" line

Relative Density of Cohesionless Soils

Very Loose	0 to 4 BPF
Loose	5 to 10 BPF
Medium dense	11 to 30 PPF
Dense	31 to 50 BPF
Very dense	over 50 BPF

Consistency of Cohesive Soils

Very soft	0 to 1 BPF
Soft	2 to 3 BPF
Rather soft	4 to 5 BPF
Medium	6 to 8 BPF
Rather stiff	9 to 12 BPF
Stiff	13 to 16 BPF
Very stiff	17 to 30 BPF
Hard	over 30 BPF

Drilling Notes

Standard penetration test borings were advanced by 3 1/4" or 6 1/4" ID hollow-stem augers, unless noted otherwise. Jetting water was used to clean out auger prior to sampling only where indicated on logs. All samples were taken with the standard 2" OD split-tube samples, except where noted.

Power auger borings were advanced by 4" or 6" diameter continuous flight, solid-stern augers. Soil classifications and strata depths were inferred from disturbed samples augered to the surface, and are therefore, somewhat approximate.

Hand auger borings were advanced manually with a 1 1/2" or 3 1/4" diameter auger and were limited to the depth from which the auger could be manually withdrawn.

BPF: Numbers indicate blows per foot recorded in standard penetration test, also known as "N" value. The sampler was set 6" into undisturbed soil below the hollow-stem auger. Driving resistances were then counted for second and third 6" increments, and added to get BPF. Where they differed significantly, they are reported in the following form: 2/12 for the second and third 6" increments, respectively.

WH: WH indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WR: WR indicates the sampler penetrated soil under weight of rods alone; hammer weight, and driving not required.

TW: TW indicates thin-walled (undisturbed) tube sample.

Note: All tests were run in general accordance with applicable ASTM standards.

CHAPTER 429

LOCAL IMPROVEMENTS, SPECIAL ASSESSMENTS

429.011 DEFINITIONS.
429.021 LOCAL IMPROVEMENTS, COUNCIL POWERS.
429.031 PRELIMINARY PLANS, HEARINGS.
429.035 IMPROVEMENTS, PETITION.
429.036 APPEAL FROM DETERMINATION OF LEGALITY OF PETITION.
429.041 COUNCIL PROCEDURE.
429.051 APPORTIONMENT OF COST.
429.052 STREET OR ROAD IMPROVEMENTS OUTSIDE MUNICIPAL BOUNDARIES.
429.061 ASSESSMENT PROCEDURE.
429.071 SUPPLEMENTAL ASSESSMENTS; REASSESSMENT.
429.081 APPEAL TO DISTRICT COURT.
429.091 FINANCING.
429.101 UNPAID SPECIAL CHARGES MAY BE SPECIAL ASSESSMENTS.
429.111 CHARTER PROVISIONS, EFFECT.

429.01 [Repealed, 1953 c 398 s 13 subd 1]

429.011 DEFINITIONS.

Subdivision 1. **Application.** For the purpose of this chapter the terms defined in this section shall have the meanings ascribed to them.

Subd. 2. **Municipality; certain cities and towns.** "Municipality" means any city of the second, third, or fourth class however organized, or any statutory city or any town as defined in section 368.01.

Subd. 2a. **Municipality; certain counties.** "Municipality" also includes the following:

(1) a county in the case of construction, reconstruction, or improvement of a county state-aid highway;

(2) a county in the case of construction, reconstruction, or improvement of a county highway as defined in section 160.02 including curbs and gutters and storm sewers;

(3) a county exercising its powers and duties under section 444.075, subdivision 1;

(4) a county for expenses not paid for under section 403.113, subdivision 3, paragraph (b), clause (3);

(5) a county in the case of the abatement of nuisances; and

(6) a county operating an energy improvements financing program under section 216C.436.

Subd. 2b. **Municipality; certain towns.** "Municipality" also includes any town not having the powers granted herein pursuant to any other law in the case of construction, reconstruction or improvement of a town road including curbs and gutters and storm sewers and in the case of those improvements designated in section 429.021, subdivision 1, clauses (1), (2), (4), (5), (6), (7), (8), and (10).

Subd. 3. **Council.** "Council" means the body of the city having general legislative powers, the town board of the town, or the county board of a county.

Subd. 4. **Clerk.** "Clerk" means the chief clerical officer of the municipality.

Subd. 5. **Improvement.** "Improvement" means any type of improvement made under authority granted by section 429.021, and in the case of a county is limited to the construction, reconstruction, or improvement of a county state-aid highway or county highway including curbs and gutters and storm sewers, and to the purchase, installation, or maintenance of signs, posts, and markers for addressing related to the operation of enhanced 911 telephone service.

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Subd. 6. **Newspaper.** "Newspaper" means the official newspaper of the municipality, or if there is no official newspaper, a legal newspaper of general circulation in the municipality.

Subd. 7. **Street.** "Street" means any street, alley, or other public way, or any part thereof.

Subd. 8. **Utilities commission.** "Utilities commission" means the municipal board or commission, other than the council, which exercises any authority or control over the operation of any municipally owned public utility.

Subd. 9. **Pedestrian skyway system.** "Pedestrian skyway system" means any system of providing for pedestrian traffic circulation, mechanical or otherwise, elevated above ground, within and without the public right-of-way, and through or above private property and buildings, and includes overpasses, bridges, passageways, walkways, concourses, hallways, corridors, arcades, courts, plazas, elevators, escalators, heated canopies, and accesses and all fixtures, furniture, equipment, facilities, services, and appurtenances which in the judgment of the council will enhance the movement, safety, security, convenience and enjoyment of pedestrians and benefit the city and adjoining properties.

Subd. 10. **Underground pedestrian concourse.** "Underground pedestrian concourse" means any system of providing for pedestrian traffic circulation, mechanical or otherwise, below ground, within and without the public right-of-way, and through or below private property, and includes tunnels, passageways, walkways, concourses, hallways, corridors, arcades, plazas, elevators, escalators, heated canopies, and accesses and all fixtures, furniture, equipment, facilities, and appurtenances which in the judgment of the council will enhance the movement, safety, security, convenience and enjoyment of pedestrians and benefit the city and adjoining properties.

Subd. 11. **Special lighting system.** "Special lighting system" means lights or light displays of any type located within or without the public right-of-way.

Subd. 12. **Acquire.** "Acquire" includes, but is not limited to, the obtaining by purchase, condemnation, or leasing rights or interests in the areas above or below the surface of the ground of real property or structures or improvements thereon.

Subd. 13. **Public mall, plaza, or courtyard.** "Public mall, plaza, or courtyard" means any wholly or partly opened or enclosed public area adjacent to or attached to a wall, fence, commercial structure, hotel, or any other building and designed as a place for passive recreation, public entertainment, exhibition and education, or a pedestrian walk.

Subd. 14. **Fire protection system.** "Fire protection system" means pipes, standpipes, sprinklers, control systems and other devices and equipment installed in or outside a building for the primary purpose of eliminating or reducing the spread of fire in the building or providing for safe evacuation of the building, whether the devices and equipment are publicly or privately owned.

Subd. 15. **Highway sound barriers.** "Highway sound barriers" means sound abatement walls erected along highways to reduce noise levels attributable to vehicular traffic.

Subd. 16. **On-site water contaminant improvements.** "On-site water contaminant improvements" means pipes, wells, and other devices and equipment installed in or outside a building for the primary purpose of eliminating water contamination caused by lead or other toxic or health threatening substances in the water, whether the improvements so installed are publicly or privately owned.

History: *1953 c 398 s 1; 1961 c 338 s 1; 1969 c 741 s 1-3; 1971 c 617 s 1-4; 1973 c 123 art 5 s 7; 1973 c 636 s 1; 1973 c 702 s 22; 1974 c 233 s 1; 1976 c 147 s 1; 1978 c 634 s 1,2; 1979 c 330 s 1; 1983 c 9 s 1;*

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1984 c 478 s 1; 1984 c 591 s 1; 1986 c 315 s 1; 1987 c 138 s 1; 1988 c 564 s 1; 1994 c 614 s 5; 2000 c 490 art 5 s 29,30; 2009 c 88 art 2 s 31; 2010 c 389 art 7 s 4

429.02 [Repealed, 1953 c 398 s 13 subd 1]

429.021 LOCAL IMPROVEMENTS, COUNCIL POWERS.

Subdivision 1. **Improvements authorized.** The council of a municipality shall have power to make the following improvements:

(1) To acquire, open, and widen any street, and to improve the same by constructing, reconstructing, and maintaining sidewalks, pavement, gutters, curbs, and vehicle parking strips of any material, or by grading, graveling, oiling, or otherwise improving the same, including the beautification thereof and including storm sewers or other street drainage and connections from sewer, water, or similar mains to curb lines.

(2) To acquire, develop, construct, reconstruct, extend, and maintain storm and sanitary sewers and systems, including outlets, holding areas and ponds, treatment plants, pumps, lift stations, service connections, and other appurtenances of a sewer system, within and without the corporate limits.

(3) To construct, reconstruct, extend, and maintain steam heating mains.

(4) To install, replace, extend, and maintain street lights and street lighting systems and special lighting systems.

(5) To acquire, improve, construct, reconstruct, extend, and maintain water works systems, including mains, valves, hydrants, service connections, wells, pumps, reservoirs, tanks, treatment plants, and other appurtenances of a water works system, within and without the corporate limits.

(6) To acquire, improve and equip parks, open space areas, playgrounds, and recreational facilities within or without the corporate limits.

(7) To plant trees on streets and provide for their trimming, care, and removal.

(8) To abate nuisances and to drain swamps, marshes, and ponds on public or private property and to fill the same.

(9) To construct, reconstruct, extend, and maintain dikes and other flood control works.

(10) To construct, reconstruct, extend, and maintain retaining walls and area walls.

(11) To acquire, construct, reconstruct, improve, alter, extend, operate, maintain, and promote a pedestrian skyway system. Such improvement may be made upon a petition pursuant to section 429.031, subdivision 3.

(12) To acquire, construct, reconstruct, extend, operate, maintain, and promote underground pedestrian concourses.

(13) To acquire, construct, improve, alter, extend, operate, maintain, and promote public malls, plazas or courtyards.

(14) To construct, reconstruct, extend, and maintain district heating systems.

(15) To construct, reconstruct, alter, extend, operate, maintain, and promote fire protection systems in existing buildings, but only upon a petition pursuant to section 429.031, subdivision 3.

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(16) To acquire, construct, reconstruct, improve, alter, extend, and maintain highway sound barriers.

(17) To improve, construct, reconstruct, extend, and maintain gas and electric distribution facilities owned by a municipal gas or electric utility.

(18) To purchase, install, and maintain signs, posts, and other markers for addressing related to the operation of enhanced 911 telephone service.

(19) To improve, construct, extend, and maintain facilities for Internet access and other communications purposes, if the council finds that:

(i) the facilities are necessary to make available Internet access or other communications services that are not and will not be available through other providers or the private market in the reasonably foreseeable future; and

(ii) the service to be provided by the facilities will not compete with service provided by private entities.

(20) To assess affected property owners for all or a portion of the costs agreed to with an electric utility, telecommunications carrier, or cable system operator to bury or alter a new or existing distribution system within the public right-of-way that exceeds the utility's design and construction standards, or those set by law, tariff, or franchise, but only upon petition under section 429.031, subdivision 3.

(21) To assess affected property owners for repayment of voluntary energy improvement financings under section 216C.436, subdivision 7.

Subd. 2. **Combining improvements.** An improvement on two or more streets or two or more types of improvement in or on the same street or streets or different streets may be included in one proceeding and conducted as one improvement.

Subd. 3. **Relation to charter and other laws.** When any portion of the cost of an improvement is defrayed by special assessments, the procedure prescribed in this chapter shall be followed unless the council determines to proceed under charter provisions; but this chapter does not prescribe the procedure to be followed by a municipality in making improvements financed without the use of special assessments.

If the council determines to proceed under charter provisions for special assessments, such provisions shall be deemed to include a requirement that notices of proposed assessments inform property owners of the procedures they must follow under the charter in order to appeal the assessments to district court. The notices shall also inform property owners of the provisions of sections 435.193 to 435.195 and the existence of any deferment procedure established pursuant thereto in the municipality.

Charter provisions shall also be deemed to require that when the council determines to make any improvement, it shall let the contract for all or part of the work, or order all or part of the work done by day labor or otherwise as may be authorized by the charter, no later than one year after the adoption of the resolution ordering such improvement, unless a different time limit is specifically stated in the resolution ordering the improvement.

History: *1953 c 398 s 2; 1965 c 877 s 1; 1971 c 617 s 5; 1973 c 201 s 1; 1974 c 233 s 2; 1974 c 314 s 1; 1976 c 195 s 1; 1978 c 518 s 1; 1979 c 330 s 2; 1981 c 334 s 5; 1984 c 548 s 4; 1984 c 582 s 3; 1984 c 591 s 2; 1984 c 633 s 2; 1987 c 138 s 2; 1997 c 219 s 5; 2000 c 490 art 5 s 31; 2000 c 493 s 5; 2005 c 67 s 1; 2010 c 216 s 21*

429.03 [Repealed, 1953 c 398 s 13 subd 1]

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429.031 PRELIMINARY PLANS, HEARINGS.

Subdivision 1. **Preparation of plans, notice of hearing.** (a) Before the municipality awards a contract for an improvement or orders it made by day labor, or before the municipality may assess any portion of the cost of an improvement to be made under a cooperative agreement with the state or another political subdivision for sharing the cost of making the improvement, the council shall hold a public hearing on the proposed improvement following two publications in the newspaper of a notice stating the time and place of the hearing, the general nature of the improvement, the estimated cost, and the area proposed to be assessed. The two publications must be a week apart, and the hearing must be at least three days after the second publication. Not less than ten days before the hearing, notice of the hearing must also be mailed to the owner of each parcel within the area proposed to be assessed and must contain a statement that a reasonable estimate of the impact of the assessment will be available at the hearing, but failure to give mailed notice or any defects in the notice does not invalidate the proceedings. For the purpose of giving mailed notice, owners are those shown as owners on the records of the county auditor or, in any county where tax statements are mailed by the county treasurer, on the records of the county treasurer; but other appropriate records may be used for this purpose. For properties that are tax exempt or subject to taxation on a gross earnings basis and are not listed on the records of the county auditor or the county treasurer, the owners may be ascertained by any practicable means, and mailed notice must be given them as provided in this subdivision.

(b) Before the adoption of a resolution ordering the improvement, the council shall secure from the city engineer or some other competent person of its selection a report advising it in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible and as to whether it should best be made as proposed or in connection with some other improvement. The report must also include the estimated cost of the improvement as recommended. A reasonable estimate of the total amount to be assessed, and a description of the methodology used to calculate individual assessments for affected parcels, must be available at the hearing. No error or omission in the report invalidates the proceeding unless it materially prejudices the interests of an owner.

(c) If the report is not prepared by an employee of a municipality, the compensation for preparing the report under this subdivision must be based on the following factors:

(1) the time and labor required;

(2) the experience and knowledge of the preparer;

(3) the complexity and novelty of the problems involved; and

(4) the extent of the responsibilities assumed.

(d) The compensation must not be based primarily on a percentage of the estimated cost of the improvement.

(e) The council may also take other steps prior to the hearing, including, among other things, the preparation of plans and specifications and the advertisement for bids that will in its judgment provide helpful information in determining the desirability and feasibility of the improvement.

(f) The hearing may be adjourned from time to time, and a resolution ordering the improvement may be adopted at any time within six months after the date of the hearing by vote of a majority of all members of the council when the improvement has been petitioned for by the owners of not less than 35 percent in frontage of the real property abutting on the streets named in the petition as the location of the improvement. When there has been no such petition, the resolution may be adopted only by vote of four-fifths of all members of the council; provided that if the mayor of the municipality is a member of the council but has

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no vote or votes only in case of a tie, the mayor is not deemed to be a member for the purpose of determining a four-fifths majority vote.

(g) The resolution ordering the improvement may reduce, but not increase, the extent of the improvement as stated in the notice of hearing.

Subd. 2. **Approval by park board or utilities commission.** A resolution ordering a park improvement may be adopted only by a four-fifths vote of the council and shall also be approved by the park board, if there is one; provided, that if the mayor of the municipality is a member of the council but has no vote or votes only in case of a tie, the mayor shall not be deemed to be a member for the purpose of determining such four-fifths majority vote. A resolution ordering an improvement of the water, sewer, steam heating, street lighting or other facility over which a utilities commission has jurisdiction shall also be approved by the utilities commission.

Subd. 3. **Petition by all owners.** Whenever all owners of real property abutting upon any street named as the location of any improvement shall petition the council to construct the improvement and to assess the entire cost against their property, the council may, without a public hearing, adopt a resolution determining such fact and ordering the improvement. The validity of the resolution shall not be questioned by any taxpayer or property owner or the municipality unless an action for that purpose is commenced within 30 days after adoption of the resolution as provided in section 429.036. Nothing herein prevents any property owner from questioning the amount or validity of the special assessment against the owner's property pursuant to section 429.081. In the case of a petition for the municipality to own and install a fire protection system, a pedestrian skyway system, or on-site water contaminant improvements, the petition must contain or be accompanied by an undertaking satisfactory to the city by the petitioner that the petitioner will grant the municipality the necessary property interest in the building to permit the city to enter upon the property and the building to construct, maintain, and operate the fire protection system, pedestrian skyway system, or on-site water contaminant improvements. In the case of a petition for the installation of a privately owned fire protection system, a privately owned pedestrian skyway system, or privately owned on-site water contaminant improvements, the petition shall contain the plans and specifications for the improvement, the estimated cost of the improvement and a statement indicating whether the city or the owner will contract for the construction of the improvement. If the owner is contracting for the construction of the improvement, the city shall not approve the petition until it has reviewed and approved the plans, specifications, and cost estimates contained in the petition. The construction cost financed under section 429.091 shall not exceed the amount of the cost estimate contained in the petition. In the case of a petition for the installation of a fire protection system, a pedestrian skyway system, or on-site water contaminant improvements, the petitioner may request abandonment of the improvement at any time after it has been ordered pursuant to subdivision 1 and before contracts have been awarded for the construction of the improvement under section 429.041, subdivision 2. If such a request is received, the city council shall abandon the proceedings but in such case the petitioner shall reimburse the city for any and all expenses incurred by the city in connection with the improvement.

History: *1953 c 398 s 3; 1955 c 811 s 1; 1957 c 430 s 1; 1961 c 525 s 1,2; 1963 c 771 s 1; 1965 c 877 s 2; 1967 c 57 s 1,2; 1973 c 123 art 5 s 7; 1984 c 548 s 5; 1984 c 582 s 4; 1984 c 591 s 3; 1984 c 633 s 3; 1986 c 444; 1994 c 614 s 6; 1996 c 402 s 1; 2000 c 490 art 5 s 32*

429.035 IMPROVEMENTS, PETITION.

When any petition for the making of any improvement in any statutory city, town, or city of the second, third, or fourth class, however organized, for the cost of which special assessments may be, in whole or in part, levied therefor, is presented to the governing body of the municipality, this body shall, by resolution,

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determine whether or not the petition has been signed by the required percentage of owners of property affected thereby.

History: *(1918-33) 1927 c 311 s 1; 1953 c 398 s 12; 1961 c 338 s 2; 1973 c 123 art 5 s 7*

429.036 APPEAL FROM DETERMINATION OF LEGALITY OF PETITION.

Any person, being aggrieved by this determination, may appeal to the district court of the county in which the property is located by serving upon the clerk of the municipality, within 30 days after the adoption and publication of the resolution, a notice of appeal briefly stating the grounds of appeal and giving a bond in the penal sum of $250, in which the municipality shall be named as obligee, to be approved by the clerk of the municipality, conditioned that the appellant will duly prosecute the appeal, pay all costs and disbursements which may be adjudged against the appellant, and abide by the order of the court. The clerk shall furnish the appellant a certified copy of the petition, or any part thereof, on being paid by appellant of the proper charges therefor. The appeal shall be placed upon the calendar of the next general term commencing more than 30 days after the date of serving the notice and filing the bond and shall be tried as are other appeals in such cases. Unless reversed upon the appeal, the determination of the governing body as to the sufficiency of the petition shall be final and conclusive.

History: *(1918-34) 1927 c 311 s 2; 1986 c 444*

429.04 [Repealed, 1953 c 398 s 13]

429.041 COUNCIL PROCEDURE.

Subdivision 1. **Plans and specifications, advertisement for bids.** When the council determines to make any improvement, it shall let the contract for all or part of the work, or order all or part of the work done by day labor or otherwise as authorized by subdivision 2, no later than one year after the adoption of the resolution ordering such improvement, unless a different time limit is specifically stated in the resolution ordering the improvement. The council shall cause plans and specifications of the improvement to be made, or if previously made, to be modified, if necessary, and to be approved and filed with the clerk, and if the estimated cost exceeds the amount in section 471.345, subdivision 3, shall advertise for bids for the improvement in the newspaper or recognized industry trade journal as defined in section 331A.01, subdivision 11, and for such length of time as it may deem advisable. If the estimated cost exceeds twice the amount in section 471.345, subdivision 3, publication shall be made no less than three weeks before the last day for submission of bids once in the newspaper and at least once in either a newspaper published in a city of the first class or a recognized industry trade journal. The advertisement shall specify the work to be done, shall state the time when the bids will be publicly opened for consideration by the council, which shall be not less than ten days after the first publication of the advertisement when the estimated cost is less than twice the amount in section 471.345, subdivision 3, and not less than three weeks after such publication in other cases, and shall state that no bids will be considered unless sealed and filed with the clerk and accompanied by a cash deposit, cashier's check, bid bond, or certified check payable to the clerk, for such percentage of the amount of the bid as the council may specify. In providing for the advertisement for bids the council may direct that the bids shall be opened publicly by two or more designated officers or agents of the municipality and tabulated in advance of the meeting at which they are to be considered by the council. Nothing herein shall prevent the council from advertising separately for various portions of the work involved in an improvement, or from itself, supplying by such means as may be otherwise authorized by law, all or any part of the materials, supplies, or equipment to be used in the improvement or from combining two or more improvements in a single set of plans and specifications or a single contract.

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Subd. 2. **Contracts; day labor.** In contracting for an improvement, the council shall require the execution of one or more written contracts and bonds, conditioned as required by law. The council shall award the contract to the lowest responsible bidder or it may reject all bids. If any bidder to whom a contract is awarded fails to enter promptly into a written contract and to furnish the required bond, the defaulting bidder shall forfeit to the municipality the amount of the defaulter's cash deposit, cashier's check, bid bond, or certified check, and the council may thereupon award the contract to the next lowest responsible bidder. When it appears to the council that the cost of the entire work projected will be less than the amount in section 471.345, subdivision 3, or whenever no bid is submitted after proper advertisement or the only bids submitted are higher than the engineer's estimate, the council may advertise for new bids or, without advertising for bids, directly purchase the materials for the work and do it by the employment of day labor or in any other manner the council considers proper. The council may have the work supervised by the city engineer or other qualified person but shall have the work supervised by a registered engineer if done by day labor and it appears to the council that the entire cost of all work and materials for the improvement will be more than the lowest amount in section 471.345, subdivision 4. In case of improper construction or unreasonable delay in the prosecution of the work by the contractor, the council may order and cause the suspension of the work at any time and relet the contract, or order a reconstruction of any portion of the work improperly done, and where the cost of completion or reconstruction necessary will be less than the amount in section 471.345, subdivision 3, the council may do it by the employment of day labor.

Subd. 2a. **Best value alternative.** As an alternative to the procurement method described in subdivision 2, the council may issue a request for proposals and award the contract to the vendor or contractor offering the best value as described in section 16C.28, subdivision 1, paragraph (a), clause (2), and paragraph (c).

Subd. 3. **Day labor; detailed report.** When the council has performed construction work by day labor, it shall cause a detailed report to be filed with the clerk and certified by the registered engineer or other person in charge, if there is no registered engineer. The report shall show:

(a) the complete cost of the construction;

(b) final quantities of the various units of work done;

(c) materials furnished for the project and the cost of each item thereof;

(d) cost of labor, cost of equipment hired, and supervisory costs.

The report shall have attached a certificate by the registered engineer or other person in charge that the work was done according to the plans and specifications, or, if there were any deviations from them, an itemized statement of those deviations.

Subd. 4. **Alternate procedure on street improvements.** As to any improvement or improvements consisting of grading, graveling, or bituminous surfacing of streets and alleys, the council may proceed in the manner provided in this chapter, except that it may

(1) order the work done by day labor, regardless of the estimated cost of such improvement or improvements,

(2) use municipal equipment or hire equipment and purchase materials for all such improvements to be done by day labor in any 12-month period by advertising once therefor, such advertisement to call for bids for the furnishing of equipment, if the municipality does not use its own equipment, and for materials at unit prices based on the quantities which the council estimates will be required, and

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(3) contract at one time on a unit price basis for part or all of the street improvements to be constructed by the municipality during the current year, including improvements which may thereafter be ordered constructed.

Subd. 5. **Cooperation with state or local government.** When an improvement is made under a cooperative agreement with the state or another political subdivision by the terms of which the state or other subdivision is to construct or contract to construct the improvement, it shall not be necessary to comply with subdivisions 1 and 2.

Subd. 6. **Percentage payment on engineer's estimate.** In case the contractor properly performs the work, the council shall, from month to month before completion of the work, pay the contractor not to exceed 95 percent of the amount already earned under the contract, upon the estimate of the engineer or other competent person selected by the council, and the contract shall so provide, and shall further agree that when the work is 95 percent or more completed upon the recommendation of the engineer such portions of the retained price shall be released as the governing body of the municipality determines are not required to be retained to protect the municipality's interest in satisfactory completion of the contract. Failure to pay any amount due and payable under the terms of the contract within 30 days of a monthly estimate or 90 days after the final estimate of the amount earned shall obligate the municipality to pay to the contractor simple interest on the past due amount at an annual rate equal to the monthly index of long term United States bond yields for the month prior to the month in which this obligation is incurred plus an additional one percent per annum. Interest shall not be imposed with respect to any amount which a municipality may legally withhold as a result of breach of contract or other contractual claim or if the delay is caused by the contractor.

Subd. 7. **Modification of contracts.** After work has been commenced on an improvement undertaken pursuant to a contract awarded on a unit price basis the council may, without advertising for bids, authorize changes in the contract so as to include additional units of work at the same unit price if the cost of the additional work does not exceed 25 percent of the original contract price. Original contract price means that figure determined by multiplying the estimated number of units required by the unit price.

History: *1953 c 398 s 4; 1957 c 430 s 2,3; 1961 c 525 s 3,4; 1973 c 123 art 5 s 7; 1976 c 156 s 1; 1977 c 278 s 1; 1978 c 518 s 2; 1980 c 464 s 8; 1985 c 174 s 3; 1986 c 444; 1993 c 38 s 1,2; 2001 c 5 s 1,2; 2004 c 278 s 6,7; 2007 c 148 art 3 s 25; 2009 c 152 s 18,19; 2013 c 46 s 2*

429.05 [Repealed, 1953 c 398 s 13 subd 1]

429.051 APPORTIONMENT OF COST.

The cost of any improvement, or any part thereof, may be assessed upon property benefited by the improvement, based upon the benefits received, whether or not the property abuts on the improvement and whether or not any part of the cost of the improvement is paid from the county state-aid highway fund, the municipal state-aid street fund, or the trunk highway fund. The area assessed may be less than but may not exceed the area proposed to be assessed as stated in the notice of hearing on the improvement, except as provided below. The municipality may pay such portion of the cost of the improvement as the council may determine from general ad valorem tax levies or from other revenues or funds of the municipality available for the purpose. The municipality may subsequently reimburse itself for all or any of the portion of the cost of a water, storm sewer, or sanitary sewer improvement so paid by levying additional assessments upon any properties abutting on but not previously assessed for the improvement, on notice and hearing as provided for the assessments initially made. To the extent that such an improvement benefits nonabutting properties which may be served by the improvement when one or more later extensions or improvements are made but which are not initially assessed therefor, the municipality may also reimburse itself by adding all or any

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of the portion of the cost so paid to the assessments levied for any of such later extensions or improvements, provided that notice that such additional amount will be assessed is included in the notice of hearing on the making of such extensions or improvements. The additional assessments herein authorized may be made whether or not the properties assessed were included in the area described in the notice of hearing on the making of the original improvement.

In any city of the fourth class electing to proceed under a home rule charter as provided in this chapter, which charter provides for a board of water commissioners and authorizes such board to assess a water frontage tax to defray the cost of construction of water mains, such board may assess the tax based upon the benefits received and without regard to any charter limitation on the amount that may be assessed for each lineal foot of property abutting on the water main. The water frontage tax shall be imposed according to the procedure and, except as herein provided, subject to the limitations of the charter of the city.

History: *1953 c 398 s 5; 1955 c 842 s 1; 1957 c 40 s 1; 1959 c 490 s 1; 1961 c 286 s 1*

429.052 STREET OR ROAD IMPROVEMENTS OUTSIDE MUNICIPAL BOUNDARIES.

A municipality may construct street or road improvements outside its jurisdiction with the consent of the affected township, or if the property is located in unorganized territory, the county. When property is brought within the corporate limits of the municipality, the municipality may subsequently reimburse itself for all or any portion of the cost of the improvement for which municipal funds have been expended, by levying an assessment upon any property abutting on, but not previously assessed for, the improvement. No assessment may be so levied unless the property to be assessed was given notice and hearing of the improvements under section 429.031 at the time the improvement was ordered, and subsequently in accordance with the notice, hearing, and appeal rights, provided for under sections 429.061 and 429.081.

History: *2005 c 152 art 1 s 12*

429.06 [Repealed, 1953 c 398 s 13 subd 1]

429.061 ASSESSMENT PROCEDURE.

Subdivision 1. **Calculation, notice.** At any time after the expense incurred or to be incurred in making an improvement shall be calculated under the direction of the council, the council shall determine by resolution the amount of the total expense the municipality will pay, other than the amount, if any, which it will pay as a property owner, and the amount to be assessed. If a county proposes to assess within the boundaries of a city for a county state-aid highway or county highway, including curbs, gutters, and storm sewers, the resolution must include the portion of the cost proposed to be assessed within the city. The county shall forward the resolution to the city and it may not proceed with the assessment procedure nor may the county allocate any cost under this section for property within the city unless the city council adopts the resolution approving the assessment. Thereupon the clerk, with the assistance of the engineer or other qualified person selected by the council, shall calculate the proper amount to be specially assessed for the improvement against every assessable lot, piece or parcel of land, without regard to cash valuation, in accordance with the provisions of section 429.051. The proposed assessment roll shall be filed with the clerk and be open to public inspection. The clerk shall thereupon, under the council's direction, publish notice that the council will meet to consider the proposed assessment. Such notice shall be published in the newspaper at least once and shall be mailed to the owner of each parcel described in the assessment roll. For the purpose of giving mailed notice under this subdivision, owners shall be those shown to be such on the records of the county auditor or, in any county where tax statements are mailed by the county treasurer, on the records of the county treasurer; but other appropriate records may be used for this purpose. Such publication and mailing shall be no less than two weeks prior to such meeting of the council. Except as to the owners of tax-exempt

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property or property taxes on a gross earnings basis, every property owner whose name does not appear on the records of the county auditor or the county treasurer shall be deemed to have waived such mailed notice unless the owner has requested in writing that the county auditor or county treasurer, as the case may be, include the name on the records for such purpose. Such notice shall state the date, time, and place of such meeting, the general nature of the improvement, the area proposed to be assessed, the total amount of the proposed assessment, that the proposed assessment roll is on the file with the clerk, and that written or oral objections thereto by any property owner will be considered. The notice must also state that no appeal may be taken as to the amount of any assessment adopted pursuant to subdivision 2, unless a written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. The notice shall also state that an owner may appeal an assessment to district court pursuant to section 429.081 by serving notice of the appeal upon the mayor or clerk of the municipality within 30 days after the adoption of the assessment and filing such notice with the district court within ten days after service upon the mayor or clerk. The notice shall also inform property owners of the provisions of sections 435.193 to 435.195 and the existence of any deferment procedure established pursuant thereto in the municipality. In addition, the notice mailed to the owner must state in clear language the following information:

(1) the amount to be specially assessed against that particular lot, piece, or parcel of land;

(2) adoption by the council of the proposed assessment may be taken at the hearing;

(3) the right of the property owner to prepay the entire assessment and the person to whom prepayment must be made;

(4) whether partial prepayment of the assessment has been authorized by ordinance;

(5) the time within which prepayment may be made without the assessment of interest; and

(6) the rate of interest to be accrued if the assessment is not prepaid within the required time period.

Subd. 2. **Adoption; interest.** At such meeting or at any adjournment thereof the council shall hear and pass upon all objections to the proposed assessment, whether presented orally or in writing. The council may amend the proposed assessment as to any parcel and by resolution adopt the same as the special assessment against the lands named in the assessment roll. Notice of any adjournment of the hearing shall be adequate if the minutes of the meeting so adjourned show the time and place when and where the hearing is to be continued.

The council may consider any objection to the amount of a proposed assessment as to a specific parcel of land at an adjourned hearing upon further notice to the affected property owner as it deems advisable. At the adjourned hearing the council or a committee of it may hear further written or oral testimony on behalf of the objecting property owner and may consider further written or oral testimony from appropriate city officials and other witnesses as to the amount of the assessment. The council or committee shall prepare a record of the proceedings at the adjourned hearing and written findings as to the amount of the assessment. The amount of the assessment as finally determined by the council shall become a part of the adopted assessment roll. No appeal may be taken as to the amount of any assessment adopted under this section unless written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. All objections to the assessments not received at the assessment hearing in the manner prescribed by this subdivision are waived, unless the failure to object at the assessment hearing is due to a reasonable cause.

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If the adopted assessment differs from the proposed assessment as to any particular lot, piece, or parcel of land, the clerk must mail to the owner a notice stating the amount of the adopted assessment. Owners must also be notified by mail of any changes adopted by the council in interest rates or prepayment requirements from those contained in the notice of the proposed assessment.

The assessment, with accruing interest, shall be a lien upon all private and public property included therein, from the date of the resolution adopting the assessment, concurrent with general taxes; but the lien shall not be enforceable against public property as long as it is publicly owned, and during such period the assessment shall be recoverable from the owner of such property only in the manner and to the extent provided in section 435.19. Unless otherwise provided in the resolution, all assessments shall be payable in equal annual installments extending over such period, not exceeding 30 years, as the resolution determines, payable on the first Monday in January in each year, but the number of installments need not be uniform for all assessments included in a single assessment roll if a uniform criterion for determining the number of installments is provided by the resolution. Assessments on property located in a targeted neighborhood as defined in Laws 1987, chapter 386, article 6, section 4, may be payable in variable annual installments if the resolution provides for a variable payment. The first installment of each assessment shall be included in the first tax rolls completed after its adoption and shall be payable in the same year as the taxes contained therein; except that the payment of the first installment of any assessment levied upon unimproved property may be deferred until a designated future year, or until the platting of the property or the construction of improvements thereon, upon such terms and conditions and based upon such standards and criteria as may be provided by resolution of the council. If special assessments against the property have been deferred pursuant to this subdivision, the governmental unit shall record with the county recorder in the county in which the property is located a certificate containing the legal description of the affected property and of the amount deferred. In any event, every assessment the payment of which is so deferred, when it becomes payable, shall be divided into a number of installments such that the last installment thereof will be payable not more than 30 years after the levy of the assessment. All assessments shall bear interest at such rate as the resolution determines. To the first installment of each assessment shall be added interest on the entire assessment from a date specified in the resolution levying the assessment, not earlier than the date of the resolution, until December 31 of the year in which the first installment is payable, and to each subsequent installment shall be added interest for one year on all unpaid installments; or alternatively, any assessment may be made payable in equal annual installments including principal and interest, each in the amount annually required to pay the principal over such period with interest at such rate as the resolution determines, not exceeding the maximum period and rate specified above. In the latter event no prepayment shall be accepted under subdivision 3 without payment of all installments due to and including December 31 of the year of prepayment, together with the original principal amount reduced only by the amounts of principal included in such installments, computed on an annual amortization basis. When payment of an assessment is deferred, as authorized in this subdivision, interest thereon for the period of deferment may be made payable annually at the same times as the principal installments of the assessment would have been payable if not deferred; or interest for this period may be added to the principal amount of the assessment when it becomes payable; or, if so provided in the resolution levying the assessment, interest thereon to December 31 of the year before the first installment is payable may be forgiven.

Subd. 3. **Transmitted to auditor, prepayment.** After the adoption of the assessment, the clerk shall transmit a certified duplicate of the assessment roll with each installment, including interest, set forth separately to the county auditor of the county to be extended on the proper tax lists of the county; but in lieu of such certification, the council may in its discretion direct the clerk to file all assessment rolls in the clerk's office and to certify annually to the county auditor, on or before November 30 in each year, the total amount of installments of and interest on assessments on each parcel of land in the municipality which are to become due in the following year. If any installment and interest has not been so certified prior to the year when it

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is due, the clerk shall forthwith certify the same to the county auditor for collection in the then succeeding year; and if the municipality has issued improvement warrants to finance the improvement, it shall pay out of its general funds into the fund of the improvement interest on the then unpaid balance of the assessment for the year or years during which the collection of such installment is postponed. All assessments and interest thereon shall be collected and paid over in the same manner as other municipal taxes. The owner of any property so assessed may, at any time prior to certification of the assessment or the first installment thereof to the county auditor, pay the whole of the assessment on such property, with interest accrued to the date of payment, to the municipal treasurer, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption thereof; and, except as hereinafter provided, the owner may at any time prior to November 15 of any year, prepay to the treasurer of the municipality having levied said assessments, the whole assessment remaining due with interest accrued to December 31 of the year in which said prepayment is made. If the assessment roll is retained by the municipal clerk, the installment and interest in process of collection on the current tax list shall be paid to the county treasurer and the remaining principal balance of the assessment, if paid, shall be paid to the municipal treasurer. The council may by ordinance authorize the partial prepayment of assessments, in such manner as the ordinance may provide, prior to certification of the assessment or the first installment thereof to the county auditor.

Subd. 4. **Collection, tax-exempt property.** On the confirmation of any assessments the clerk shall mail to the county auditor a notice specifying the amount payable by any county, to the clerk or recorder of any other political subdivision a notice specifying the amount payable by the political subdivision and to the owner of any right-of-way, at its principal office in the state, a notice specifying the amount payable on account of any right-of-way. The amount payable on account of any right-of-way or public property shall be payable to the municipality's treasurer and shall be payable in like installments and with like interest and penalties as provided for in reference to the installments payable on account of assessable real property, except that interest accruing shall not begin to run until the notice provided in this subdivision has been properly given and 30 days thereafter have elapsed. The governing body of any such political subdivision shall provide for the payment of these amounts and shall take appropriate action to that end. If the assessment is not paid in a single installment, the municipal treasurer shall annually mail to the owner of any right-of-way and, as long as the property is publicly owned, to the owner of any public property a notice stating that an installment is due and should be paid to the municipal treasurer of the municipality which levied the special assessment. The municipality may collect the amount due on account of the right-of-way of any railroad or privately owned public utility by distress and sale of personal property in the manner provided by law in case of taxes levied upon personal property or by suit brought to enforce the collection of this indebtedness unless a different method of collecting such amounts is provided for by any contract between the owner of any right-of-way and the municipality.

Subd. 5. **Special assessments; administrative expenses.** Notwithstanding any general or special law to the contrary, a municipality shall pay to the county auditor all administrative expenses incurred by the county under subdivision 3 for each special assessment of any local improvement certified by the municipality to the county auditor.

History: *1953 c 398 s 6; 1955 c 811 s 2; 1957 c 510 s 2; 1957 c 699 s 1; 1961 c 77 s 1; 1961 c 525 s 5-7; 1963 c 771 s 2-4; 1965 c 877 s 3; 1969 c 1045 s 1; 1969 c 1095 s 1; 1974 c 314 s 2; 1976 c 195 s 2; 1976 c 324 s 18; 1980 c 509 s 164; 1980 c 560 s 5; 1980 c 607 art 11 s 1,2; 1984 c 478 s 2; 1984 c 543 s 50; 1Sp1985 c 16 art 1 s 3; 1986 c 315 s 2; 1986 c 444; 1986 c 473 s 10,11; 1987 c 344 s 3; 1987 c 386 art 6 s 2; 1991 c 342 s 8; 1993 c 375 art 5 s 33; art 17 s 17; 2005 c 4 s 106*

429.07 [Repealed, 1953 c 398 s 13]

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429.071 SUPPLEMENTAL ASSESSMENTS; REASSESSMENT.

Subdivision 1. **Supplemental assessments.** The council may make supplemental assessments to correct omissions, errors, or mistakes in the assessment relating to the total cost of the improvement or any other particular. A supplemental assessment shall be preceded by personal or mailed notice to the owner of each parcel included in the supplemental assessment and a hearing as provided for the original assessment.

Subd. 2. **Reassessment.** When an assessment is, for any reason whatever, set aside by a court of competent jurisdiction as to any parcel or parcels of land, or in event the council finds that the assessment or any part thereof is excessive or determines on advice of the municipal attorney that the assessment or proposed assessment or any part thereof is or may be invalid for any reason, the council may, upon notice and hearing as provided for the original assessment, make a reassessment or a new assessment as to such parcel or parcels.

Subd. 3. **Reapportionment upon land division.** When a tract of land against which a special assessment has been levied is thereafter divided or subdivided by plat or otherwise, the council may, on application of the owner of any part of the tract or on its own motion equitably apportion among the various lots or parcels in the tract all the installments of the assessment against the tract remaining unpaid and not then due if it determines that such apportionment will not materially impair collection of the unpaid balance of the original assessment against the tract. The council may, and if the special assessment has been pledged to the payment of improvement warrants shall, require the owner or owners, as a condition of such apportionment, to furnish a satisfactory surety bond fully protecting the municipality against any loss resulting from failure to pay any part of the reapportionment assessment when due. Notice of such apportionment and of the right to appeal shall be mailed to or personally served upon all owners of any part of the tract. Within 30 days after the mailing or service of the notice of such apportionment any such owner may appeal as provided in section 429.081.

Subd. 4. **Reassessment, tax-forfeited land.** When a parcel of tax-forfeited land is returned to private ownership and the parcel is benefited by an improvement for which special assessments were canceled because of the forfeiture, the municipality that made the improvement may, upon notice and hearing as provided for the original assessment, make a reassessment or a new assessment as to the parcel in an amount equal to the amount remaining unpaid on the original assessment.

History: *1953 c 398 s 7; 1957 c 366 s 1; 1961 c 525 s 8; 1965 c 877 s 4; 1976 c 259 s 1*

429.08 [Repealed, 1953 c 398 s 13 subd 1]

429.081 APPEAL TO DISTRICT COURT.

Within 30 days after the adoption of the assessment, any person aggrieved, who is not precluded by failure to object prior to or at the assessment hearing, or whose failure to so object is due to a reasonable cause, may appeal to the district court by serving a notice upon the mayor or clerk of the municipality. The notice shall be filed with the court administrator of the district court within ten days after its service. The municipal clerk shall furnish appellant a certified copy of objections filed in the assessment proceedings, the assessment roll or part complained of, and all papers necessary to present the appeal. The appeal shall be placed upon the calendar of the next general term commencing more than five days after the date of serving the notice and shall be tried as other appeals in such cases. The court shall either affirm the assessment or set it aside and order a reassessment as provided in section 429.071, subdivision 2. If appellant does not prevail upon the appeal, the costs incurred shall be taxed by the court and judgment entered therefor. All

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objections to the assessment shall be deemed waived unless presented on such appeal. This section provides the exclusive method of appeal from a special assessment levied pursuant to this chapter.

History: *1953 c 398 s 8; 1961 c 525 s 9; 1978 c 749 s 2; 1980 c 607 art 11 s 3; 1Sp1986 c 3 art 1 s 82*

429.09 [Repealed, 1953 c 398 s 13]

429.091 FINANCING.

Subdivision 1. **Authority.** At any time after one or more improvements are ordered as contemplated in section 429.031, the council may issue obligations in such amount as it deems necessary to defray in whole or in part the expense incurred and estimated to be incurred in making the improvement or improvements, including every item of cost of the kinds authorized in section 475.65. In the event of any omission, error, or mistake in any of the proceedings required precedent to the ordering of any improvement, the validity of the obligations shall not be affected thereby. The council shall cause all further actions and proceedings to be taken with due diligence that are required for the construction of each improvement financed wholly or partly from the proceeds of obligations issued hereunder, and for the final and valid levy of special assessments and the appropriation of any other funds needed to pay the obligations and interest thereon when due.

Subd. 2. **Types of obligations permitted.** The council may by resolution adopted prior to the sale of obligations pledge the full faith, credit, and taxing power of the municipality for the payment of the principal and interest. Such obligations shall be called improvement bonds and the council shall pay the principal and interest out of any fund of the municipality when the amount credited to the specified fund is insufficient for the purpose and shall each year levy a sufficient amount to take care of accumulated or anticipated deficiencies, which levy shall not be subject to any statutory or charter tax limitation. Obligations for the payment of which the full faith and credit of the municipality is not pledged shall be called assessment revenue notes or, in the case of bonds for fire protection, revenue bonds and shall contain a promise to pay solely out of the proper special fund or funds pledged to their payment. It shall be the duty of the municipal treasurer to pay maturing principal and interest on warrants or revenue bonds out of funds on hand in the proper funds and not otherwise.

Subd. 3. **Method of issuance.** All obligations shall be issued in accordance with the provisions of chapter 475, except as provided in this subdivision.

An election shall be required for bonds if less than 20 percent of the cost of the improvement to the municipality is to be assessed against benefited property.

If the full faith, credit, and taxing power of the municipality is not pledged and the bonds are issued to finance a fire protection system, a public sale shall not be required and the obligations may

(1) mature at any time or times within 30 years from date of issue; or 40 years or the useful life of the asset, whichever is less, for municipal water and wastewater treatment systems and essential community facilities financed or guaranteed by the United States Department of Agriculture;

(2) mature in the amount or amounts;

(3) be sold at a price equal to the percentage of their par value, plus accrued interest; and

(4) bear interest at the rate or rates,

as agreed by the purchaser and the municipality, notwithstanding any limitation of interest rate or cost or of the amounts of annual maturities contained in any other law.

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The maturities shall be such as in the opinion of the council are warranted by the anticipated collections of assessments and ad valorem levies for the municipality's share of the cost; except that the council may in its discretion issue and sell temporary improvement bonds maturing and subject to further conditions as set forth in subdivision 5. All obligations shall state upon their face the purpose of the issue and the fund from which they are payable. The amount of any obligations issued hereunder shall not be included in determining the net indebtedness of any municipality under the provisions of any law limiting such indebtedness.

Subd. 4. **Funds.** The proceeds from the sale of each issue of obligations and from collections of special assessments levied and other moneys appropriated for each improvement to be financed wholly or partly from such proceeds shall be credited to a separate construction fund which shall be used solely to defray expenses of such improvements and payment of principal and interest due upon the obligations prior to completion and payment of all costs of the improvements so financed. Any balance of the proceeds of bonds remaining therein may be used to pay the cost, in whole or in part, of any other improvement instituted pursuant to this chapter. A separate account shall be maintained in the construction fund to record expenditures for each improvement, and when the total cost thereof has been paid all subsequent collections of special assessments levied for the improvement shall be credited and paid into the debt service fund for the obligations issued to finance the improvement, as provided in section 475.61. Any taxes levied for improvements financed by an issue of obligations shall be credited directly to the debt service fund.

Subd. 5. **Temporary improvement bonds.** In anticipation of the issuance of improvement bonds, the council may by resolution issue and sell temporary improvement bonds maturing within not more than three years from their date of issue to pay any part or all of the cost of one or more improvements. To the extent that the principal of and interest on the temporary improvement bonds cannot be paid when due from receipts of special assessments, taxes, or other funds appropriated for the purpose, they shall be paid from the proceeds of improvement bonds or additional temporary improvement bonds which the council shall offer for sale in advance of their maturity but the indebtedness funded by an issue of temporary improvement bonds shall not be extended by the issue of additional temporary improvement bonds for more than six years from the date of the first issue. The holders of any temporary improvement bonds shall have and may enforce, by mandamus or other appropriate proceedings, all rights respecting the levy and collection of sufficient special assessments and taxes to pay the cost of the improvements financed by them which are granted by law to holders of improvement bonds, except the right to require the levies to be collected prior to the maturity of the temporary improvement bonds. If any temporary improvement bonds are not paid in full at maturity, the holders may require the issuance in exchange for them, at par, of new temporary improvement bonds maturing within one year from their date of issue (but not subject to any other maturity limitation), and bearing interest at the maximum rate permitted by law.

Subd. 6. **Investment of other municipal funds.** Funds of a municipality may be invested in its temporary improvement bonds in accordance with the provisions of section 118A.04, and may be purchased upon their initial issue, but shall be purchased only from funds which the council determines will not be required for other purposes before the maturity date, and shall be resold before maturity only in case of emergency. If purchased from a debt service fund securing other bonds, the holders of those bonds may enforce the municipality's obligations on the temporary improvement bonds in the same manner as if they held the temporary improvement bonds.

Subd. 7. **General obligation temporary improvement bonds.** The council may by resolution adopted prior to the sale of any temporary improvement bonds pledge the full faith, credit, and taxing power of the municipality for the payment of the principal and interest, in addition to all provisions made for their security in subdivision 5. In this event the bonds shall be designated as general obligation temporary improvement

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bonds, and the council shall levy taxes for their payment in accordance with section 475.61. Proceeds of improvement bonds or temporary improvement bonds not yet sold may be treated as pledged revenues, in reduction of the tax otherwise required by section 475.61 to be levied prior to delivery of the obligations.

Subd. 7a. **Revolving fund bonds.** The council may by resolution establish a revolving fund for the payment of the costs of any improvement or any waterworks systems, sewer systems, or storm sewer systems described in section 444.075, the costs of facilities to maintain streets and water, sewer, and storm sewer systems and for the payment of any obligations issued to pay the costs of the facilities and systems referred to in this subdivision or to refund obligations issued for those purposes. The council may create within the revolving fund a separate construction account into which the municipality may deposit the proceeds of any obligations payable from the fund, the proceeds of any special assessments collected with respect to any improvement, any net revenues of a waterworks, sewer system, or storm sewer system described in section 444.075 or any other available funds of the municipality appropriated to it. Amounts on deposit in the construction account may be used to pay the costs of any improvement or any waterworks, sewer system, or storm sewer system described in section 444.075 or any street or water, sewer, or storm sewer maintenance facilities. No funds may be expended for an improvement unless at least 20 percent of the costs of each such improvement is to be assessed against benefited property. No funds may be expended for a waterworks, sewer system, or storm sewer system, other than a sewer system described in section 115.46, or maintenance facilities unless the council estimates that the costs will be recovered from the net revenues of the system or any combined waterworks, sewer systems, or storm sewer systems operated by the municipality. The council may also create a separate debt service account within the revolving fund for the payment of principal of and interest on any obligations payable therefrom. Notwithstanding subdivision 4, the council is not required to pledge any particular assessments or other revenues to the payment of the obligations. Collections of special assessments or net revenues may be deposited in either the construction account or the debt service account as the council or an officer designated by the council may determine, having due regard for anticipated collections of special assessments and net revenues from improvements or waterworks, sewer systems, or storm sewer systems financed in whole or in part from the construction account, and taxes levied for the payment of the obligations. The council may issue obligations that are payable primarily from the debt service account for the purpose of providing funds to defray in whole or in part any expenses incurred or estimated to be incurred in making the improvement or improvements or in constructing the waterworks, sewer system, or storm sewer system, including every item of cost of the kinds authorized by section 475.65, and street and water, sewer, and storm sewer maintenance facilities or to refund obligations previously issued under this section or section 115.46 or 444.075. The obligations may be general obligations to which the full faith and credit of the municipality are pledged. If the special assessments to be levied and net revenues estimated to be available for their payment are estimated to be at least 20 percent of the principal amount of the obligations, the obligations may be issued without an election and shall not be included in determining the net indebtedness of the municipality under the provisions of any law limiting net indebtedness. The cost of a maintenance facility that may be financed under this subdivision is limited only to the portion of the facility that is fairly allocable to the maintenance of streets and water, sewer, and storm sewer systems.

Subd. 8. **Application; limitations under federal tax law.** Sections 474A.01 to 474A.21 apply to any issuance of obligations under this section which are subject to limitation under a federal tax law as defined in section 474A.02, subdivision 8.

History: *1953 c 398 s 9; 1955 c 811 s 3-5; 1957 c 385 s 1; 1965 c 877 s 5; 1976 c 324 s 19-21; 1981 c 171 s 1-4; 1984 c 548 s 6; 1984 c 582 s 5,6,23; 1984 c 591 s 4,5; 1984 c 633 s 4; 1Sp1985 c 14 art 8 s 63; 1986 c 465 art 1 s 3; 1987 c 344 s 4,5; 1992 c 545 art 2 s 4; 1996 c 297 s 1; 1996 c 399 art 2 s 12; 2000 c 260 s 57; 2001 c 214 s 11*

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429.10 [Repealed, 1953 c 398 s 13]

429.101 UNPAID SPECIAL CHARGES MAY BE SPECIAL ASSESSMENTS.

Subdivision 1. **Ordinances.** (a) In addition to any other method authorized by law or charter, the governing body of any municipality may provide for the collection of unpaid special charges as a special assessment against the property benefited for all or any part of the cost of:

(1) snow, ice, or rubbish removal from sidewalks;

(2) weed elimination from streets or private property;

(3) removal or elimination of public health or safety hazards from private property, excluding any structure included under the provisions of sections 463.15 to 463.26;

(4) installation or repair of water service lines, street sprinkling or other dust treatment of streets;

(5) the trimming and care of trees and the removal of unsound trees from any street;

(6) the treatment and removal of insect infested or diseased trees on private property, the repair of sidewalks and alleys;

(7) the operation of a street lighting system;

(8) the operation and maintenance of a fire protection or a pedestrian skyway system;

(9) inspections relating to a municipal housing maintenance code violation;

(10) the recovery of any disbursements under section 504B.445, subdivision 4, clause (5), including disbursements for payment of utility bills and other services, even if provided by a third party, necessary to remedy violations as described in section 504B.445, subdivision 4, clause (2); or

(11) [Repealed, 2004 c 275 s 5]

(12) the recovery of delinquent vacant building registration fees under a municipal program designed to identify and register vacant buildings.

(b) The council may by ordinance adopt regulations consistent with this section to make this authority effective, including, at the option of the council, provisions for placing primary responsibility upon the property owner or occupant to do the work personally (except in the case of street sprinkling or other dust treatment, alley repair, tree trimming, care, and removal, or the operation of a street lighting system) upon notice before the work is undertaken, and for collection from the property owner or other person served of the charges when due before unpaid charges are made a special assessment.

(c) A home rule charter city, statutory city, county, or town operating an energy improvements financing program under section 216C.436 has the authority granted to a municipality under paragraph (a) with respect to energy improvements financed under that section.

Subd. 2. **Procedure for assessment.** Any special assessment levied under subdivision 1 shall be payable in a single installment, or by up to ten equal annual installments as the council may provide, except that a special assessment made under an energy improvements financing program under subdivision 1, paragraph (c), may be repayable in up to 20 equal installments. With these exceptions, sections 429.061, 429.071, and 429.081 shall apply to assessments made under this section.

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Subd. 3. **Issuance of obligations.** (a) After a contract for any of the work enumerated in subdivision 1 has been let, or the work commenced, the council may issue obligations to defray the expense of any such work financed in whole or in part by special charges and assessments imposed upon benefited property under this section.

(b) Section 429.091 shall apply to such obligations with the following modifications:

(1) such obligations shall be payable not more than two years from the date of issuance;

(2) the amount of such obligations issued at one time in a municipality shall not exceed the cost of such work during the ensuing six months as estimated by the council;

(3) a separate improvement fund shall be set up for each of the enumerated services referred to in subdivision 1 and financed under this section.

(c) Proceeds of special charges as well as special assessments and taxes shall be credited to such improvement fund.

History: *1953 c 398 s 10; 1955 c 811 s 6; 1963 c 771 s 5; 1965 c 323 s 2; 1973 c 337 s 1; 1974 c 340 s 1,2; 1984 c 548 s 7; 1984 c 582 s 7; 1984 c 591 s 6; 1984 c 633 s 5; 1986 c 444; 1Sp2003 c 21 art 11 s 29; 2004 c 275 s 2; 2008 c 366 art 6 s 42; 2010 c 216 s 22; 2013 c 85 art 8 s 6*

429.11 [Repealed, 1953 c 398 s 13]

429.111 CHARTER PROVISIONS, EFFECT.

Any city operating under a home rule charter may proceed either under this chapter or under its charter in making an improvement unless a home rule charter or amendment adopted after April 17, 1953, provides for making such improvement under this chapter or under the charter exclusively.

History: *1953 c 398 s 11; 1955 c 811 s 7; 1976 c 44 s 39*

429.12 [Repealed, 1953 c 398 s 13]

429.13 [Repealed, 1953 c 398 s 13]

429.14 [Repealed, 1953 c 398 s 13]

429.15 [Repealed, 1953 c 398 s 13]

429.16 [Repealed, 1953 c 398 s 13]

429.17 [Repealed, 1953 c 398 s 13]

429.18 [Repealed, 1953 c 398 s 13]

429.185 [Repealed, 1949 c 314 s 3]

429.19 [Renumbered 429.035]

429.20 [Renumbered 429.036]

429.21 [Repealed, 1953 c 398 s 13]

429.22 [Repealed, 1953 c 398 s 13]

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429.23 [Repealed, 1953 c 398 s 13]

429.24 [Repealed, 1953 c 398 s 13]

429.25 [Repealed, 1953 c 398 s 13]

429.27 [Repealed, 1953 c 398 s 13]

429.28 [Repealed, 1953 c 398 s 13]

429.29 [Repealed, 1953 c 398 s 13]

429.30 [Renumbered 435.36, subdivision 1]

429.31 [Renumbered 435.36, subd 2]

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CHAPTER 8. - PUBLIC IMPROVEMENTS AND SPECIAL ASSESSMENTS

Sec. 8.1. - Power to make improvements and levy assessments.

The city may make any type of local improvement not forbidden by law and levy special assessments to pay all or part of the cost of such local improvements. The total of the assessments for any local improvement may not exceed the cost of the local improvement, plus all costs and expenses connected therewith, including interest. No assessment shall exceed the benefit to the property assessed as measured by the increase in the market value of the property assessed as a result of the local improvement.

(Ord. of 1-25-1993)

Sec. 8.2. - Application of Charter.

All local improvement projects shall be carried out exclusively under the provisions of this Charter. The term "local improvement" as used in this section shall mean a public improvement financed partly or wholly from special assessments.

(Ord. of 1-25-1993)

Sec. 8.3. - Assessments for services.

The council may provide by ordinance that the cost of the city services to streets, sidewalks, or other public or private property may be assessed against property benefited and may be collected in the same manner as special assessments.

(Ord. of 1-25-1993)

Sec. 8.4. - Local improvement procedure.

When the city undertakes any local improvement to which the state local improvement code, Minn. Stats. chapter 429 applies, it shall comply with the provisions of that law, except as modified below. The council may by ordinance prescribe the procedure to be followed in making any other local improvement and levying assessments therefor.

8.4.1 *Sixty-day waiting period.* A period of 60 days shall elapse after the conclusion of the public hearing required by law to precede the ordering of the construction of a local improvement project (the "public hearing") before the actual ordering of the local improvement by the council and the council entering into a contract for the local improvement construction.

8.4.2 *Percentage of owners required.* When the local improvement has been petitioned for by the owners of not less than 50 percent in frontage of the real property abutting on streets named in the petition as the location of the local improvement the resolution ordering the local improvement by the council may be approved by vote of a majority of all members of the council. When there has been no such petition, the resolution may be adopted only by vote of four-fifths of all members of the council.

8.4.3 *Petition against the local improvement.* A proposed local improvement may be initiated by petition of the owners of real property abutting on the streets named in the petition. If, within 30 days of the conclusion of the public hearing, a petition against such local improvement is filed with the city administrator which petition is signed by a percentage of the owners of real property abutting on the streets named in the initiating petition as the location of the improvement which

percentage is greater than the percentage of owners of real property who signed the initiating petition, the council shall not make such local improvement at the expense of the abutting property owners. For purposes of the foregoing sentence, "owners of real property" shall not include owners of properties zoned for commercial or industrial uses or owners of properties zoned residential greater than ten acres in size based on zoning classifications in effect at the date of such petition, or owners of non-homestead real property greater than one acre in size.

8.4.4 *Counter petition in favor of the improvement.* If within 30 days of the filing with the city administrator of a petition against the local improvement as described in section 8.4.3 above, there is filed with the city administrator a petition in favor of the local improvement, signed by owners of real property abutting on the streets named in the initiating petition as the location of the improvement, in a percentage greater than the percent of owners of real property who signed the petition against the local improvement, then in such event the council may disregard the petition against the local improvement and proceed with the local improvement.

8.4.5 *Petition against council initiated improvement.* If the local improvement was initiated by council resolution without an initiating petition and, within 60 days of the conclusion of the public hearing, a petition is filed with the city administrator against such local improvement and which petition is signed by 60 percent or more of the owners of real property proposed to be assessed for and benefited by the local improvement, the council shall not make such local improvement at the expense of the benefited property owners. For purposes of the foregoing sentence, "owners of real property" shall not include owners of properties zoned for commercial or industrial uses or owners of properties zoned residential greater than ten acres in size based on zoning classifications in effect at the date of such petition, or owners of non-homestead real property greater than one acre in size.

8.4.6 *Withdrawal of name from petition.* Any person whose name appears on a petition to the council in favor of a local improvement, or on a petition to the council filed against a local improvement, may withdraw his/her name by a statement in writing filed with the city administrator before such petition is presented to the council or in person at a city council meeting before the city council accepts said petition.

8.4.7 *Filing of petition with city council.* All completed petitions filed with the city administrator as described herein shall be presented to the council by the city administrator at the council's next regularly scheduled meeting.

8.4.8 *One year before any further action.* When a proposed local improvement is disallowed pursuant to the petition process described in the foregoing sections, the council shall not vote on the same improvement within a period of one year after the public hearing on said improvement.

(Ord. of 1-25-1993; Ord. No. 06-22, § 2, 7-5-2006; Ord. No. 12-08, § 2, 6-26-2012; Ord. No. 14-07, § 2, 8-11-2014)

Sec. 8.5. - Computation of time.

Where the performance or doing of any act or matter is required by this Charter, and the period of time is prescribed and fixed by this Charter, the time shall be computed so as to exclude the first and include the last day of the prescribed or fixed period of time. When the last day of the period falls on a Saturday, Sunday, or a legal holiday, that day shall be omitted from the computation.

(Ord. of 1-25-1993)

Sec. 8.6. - Sewer and water projects.

This section applies to any local improvement project completed after January 1, 1996, which includes extending urban services (sewer and/or water) to an existing home or neighborhood.

8.6.1 *Connection policy.* The city may not compel any property owner with a functional private sewer and water system to connect to city sewer and/or water.

8.6.2 *Assessment policy.* The city may not levy an assessment for any component of any project which includes sewer and/or water improvements against a property whose owner elects to remain on a functional private sewer and/or water system.

8.6.3 *Request for urban services.* Property owners who remain on private sewer and water systems after urban services become available may request connection to urban services at any time. Upon connection to urban services an assessment may be levied provided it is consistent with the original assessment.

(Ref. of 5-20-1996; Ord. of 1-24-2001)

SPECIAL ASSESSMENTS POLICY AND PROCEDURES FOR PUBLIC IMPROVEMENTS AND MAINTENANCE COSTS

SECTION 1. General Policy Statement.
SECTION 2. Improvements and Maintenance Costs Eligible for Special Assessment.
SECTION 3. Initiation of Public Improvement Projects.
SECTION 4. Public Improvement Procedures.
SECTION 5. Financing of Public Improvements.
SECTION 6. General Assessment Policies.
SECTION 7. Methods of Assessment.
SECTION 8. Standards for Public Improvement Projects.
SECTION 9. Policies of Reassessment.
SECTION 10. Assessment Computations.
SECTION 11. Deferment of Assessments.

SECTION 1. GENERAL POLICY STATEMENT.

The purpose of this policy is to establish a fair and equitable manner of assessing the increase in market value (special benefit) associated with public improvements. The procedures used by the City for levying special assessments are those specified by the City Charter and Minnesota Statutes Chapter 429, which provide that all or a part of the cost of improvements may be assessed against benefiting properties.

Three basic criteria must be satisfied before a particular parcel can be assessed. The criteria are as follows:

1. The land must have received special benefit from the improvement.
2. The amount of the assessment must not exceed the special benefit.
3. The assessment must be uniform in relation to the same class of property within the assessment area.

It is important to recognize that the actual cost of extending an improvement past or through a particular parcel is not the controlling factor in determining the amount to be assessed. However, in many cases the method for assigning the value of the benefit received by the improvement, and therefore the amount to be assessed, will focus on calculating the proportionate cost of providing the improvement, provided the cost does not exceed the increase in property market value resulting from the improvement. The entire project shall be considered as a whole for the purpose of calculating and computing an assessment rate. In the event City staff has doubt as to whether the costs of the project may exceed the special benefits to the property, the City Council may obtain such appraisals as may be necessary to support the proposed assessment.

The assessment policy is intended to serve as a guide for a systematic assessment process in the City. There may be exceptions to the policy or unique circumstances or situations that may require special consideration and discretion by City staff and the City Council.

SECTION 2. IMPROVEMENTS AND MAINTENANCE COSTS ELIGIBLE FOR SPECIAL ASSESSMENT.

Subd. 1. Public improvements, and related acquisition, construction, extension, and maintenance of such improvements, authorized by Minnesota Statutes, Sections 429.021 and 459.14, subd. 7, that are eligible for special assessment within the City include the following:

1. Streets, sidewalks, pavement, curbs and gutters, including the beautification thereof.
2. Parking lots.
3. Water works systems and appurtenances, within and without the corporate limits.
4. Sanitary sewer and storm sewer systems including appurtenances, within and without the corporate limits.
5. Street boulevard trees.
6. Street lights, street lighting systems and special lighting systems.
7. Steam heating mains.
8. Parks, playgrounds, and recreational facilities, including the purchase of equipment, within or without the corporate limits.
9. Abatement of nuisances, including but not limited to, draining and filling swamps, marshes, and ponds on public and private property.
10. Dikes and other flood control works.
11. Retaining walls and area walls.
12. A pedestrian skyway system upon a petition pursuant to section 429.031, subdivision 3.
13. Underground pedestrian concourses.
14. Public malls, plazas or courtyards.
15. District heating systems.
16. Fire protection systems in existing buildings upon a petition pursuant to section 429.031, subdivision 3.
17. Highway sound barriers.
18. Gas and electric distribution facilities.

Subd. 2. The City is also authorized by ordinance adopted pursuant to Minnesota Statutes Section 429.101 to recover, through special assessment, certain costs, including the following:

1. Snow, ice, or rubbish removal from sidewalks.
2. Weed elimination from streets or private property.
3. Removal or elimination of public health or safety hazards from private property excluding any structure included under the provisions of Minnesota Statutes, sections 463.15 to 463.26.
4. Installation or repair of water service lines, street sprinkling, sweeping, or other dust treatment of streets.
5. The trimming and care of trees and the removal of unsound trees from any street.
6. The treatment and removal of insect infested or diseased trees on private property.
7. The repair of sidewalks and alleys.
8. The operation of a street lighting system.
9. The operation and maintenance of a fire protection or a pedestrian skyway system.

SECTION 3. INITIATION OF PUBLIC IMPROVEMENT PROJECTS.

Public improvement projects can be initiated in the following ways.

1. Public improvement projects may be initiated by petition of owners of not less than 50% in frontage of the property abutting the proposed improvement in accordance with the provisions of Section 8.4.2 of the City Charter.

2. Public improvements also may be initiated by the City Council when, in its judgment, such action is required and is in accordance with the provisions of Chapter 8 of the City Charter.

3. A resolution ordering any improvements initiated by the Council requires a four-fifths majority vote of all members of the Council. A resolution ordering any improvements petitioned for by owners of not less than 50% of abutting property owners requires a majority vote of all members of the Council. A resolution ordering any improvements initiated by all owners of abutting property, and assessing the entire cost against their property, may be adopted without a public hearing. The Council may consider the request of a Developer to construct the improvements and assess them.

SECTION 4. PUBLIC IMPROVEMENT PROCEDURE.

The following is the general procedure followed by the City Council for all public improvement projects from initiation of such a project through certification of the assessment roll to the County Auditor. Formats for the various reports and resolutions referenced in this section are made a part of the policies and procedures of the City**. Applicable state law and City Charter provisions take precedence over the following general procedure.**

1. Staff reviews the petition or Developer's request for submission to Council.
2. Council accepts or rejects the petition or request. If based upon a petition, the Council adopts a resolution declaring whether the required percentage of property owners signed the petition. If the petition or request is accepted, Council orders the preparation of a feasibility report.
3. Staff prepares the feasibility report. The report shall preliminarily evaluate whether the proposed improvement is necessary, cost-effective, and feasible and whether it should be made as proposed or in conjunction with another project. The report shall include an estimate of the cost of the improvement as proposed. Council may refer the report to the Planning and Zoning Commission.
4. Council accepts or rejects the feasibility report. If accepted, Council orders a public hearing on the improvements.
5. Staff posts and publishes the hearing notice and mails notices to affected property owners as provided in Minn. Stat. § 429.031(a).
6. Council conducts a public hearing.
7. Within six (6) months of the hearing date, but no sooner than sixty (60) days after per City Charter § 8.4.1, Council adopts or rejects a resolution ordering the improvement to be constructed and advertisement of bids. If adopted, staff prepares final plans, advertises for and opens bids as provided in Minn. Stat. § 429.041, prepares a bid tabulation, makes a recommendation to City Council for award, and prepares a proposed assessment roll. Bonds to finance project costs may be issued at any time after the improvements are ordered.

8. Council reviews the proposed assessment roll and orders an assessment hearing.
9. Staff publishes a hearing notice and mails notice of the hearing date and proposed assessments to the affected property owners as provided in Minn. Stat. § 429.061.
10. Council conducts the assessment hearing and adopts, revises, or rejects the resolution determining the amount of the total expense the City will pay, if any, and establishing the assessment roll. If adopted, Council authorizes certification of the assessment to the County Auditor.
11. Council awards contracts based on the bids received.
12. Staff certifies the assessment roll to the County Auditor.
13. Staff supervises construction and prepares payments.

SECTION 5. FINANCING OF PUBLIC IMPROVEMENTS.

The City encourages public improvement projects when the area benefiting and needing such improvements develop. Examples of this policy can be seen through the subdivision regulations, zoning ordinance, and building codes. Developers are required to provide the needed improvements and services before development occurs, thereby avoiding unexpected hardships on the property owners purchasing such property and the general public. However, it is recognized that certain areas of the City have developed without all needed public improvements (e.g. parks, water, sewer, and street improvements) and that methods must be found to provide these improvements without causing undue hardships on the general public or the individual property owners.

Special assessments are generally accepted as a means by which areas can obtain improvements or services; however, the method of financing assessment is a critical factor to both the City and the property owner. Full project costs spread over a very short term can cause an undue hardship on the property owner and, likewise, city costs and systems costs spread over a long period of time can cause an undue hardship on the City.

It is the policy of the City to not defer assessments except in cases where hardship to senior citizens 65 years of age or older, or persons retired by virtue of a permanent and total disability, would result. Also, the City Council may elect to defer assessments on undeveloped land for a specified length of time or until the lands are developed. Terms and conditions of any such deferral will be established in the resolution adopting the assessments.

SECTION 6. GENERAL ASSESSMENT POLICIES APPLICABLE TO ALL TYPES OF IMPROVEMENTS.

The cost of any improvement shall be assessed based upon benefits received. The following general principles shall be used as a basis of the City's assessment policy:

1. **Project Cost.** The "project cost" of an improvement includes the costs of all necessary construction work required to accomplish the improvement (direct costs), plus engineering, legal, administrative, financing and other contingent costs, including acquisition of right-of-way and other property (indirect costs). The finance charges include all costs of financing the project. These costs include, but are not limited to, financial consultant's fees, bond rating agency fee, bond attorney's fees, and capitalized interest. The interest charged to the project shall be included as financing charges.

2. **City Cost.** The "city cost" of an improvement is the amount of the total improvement expense the City will pay as determined by Council resolution. Where the project cost of an improvement is not entirely attributed to the need for service to the area served by the improvement, or where unusual conditions beyond the control of the owners of the property in the area served by the improvement would result in an inequitable distribution of special assessments, or for any other reason determined by the City, the City, through the use of other funds, may pay such "city cost."
3. **Assessable Cost.** The "assessable cost" of an improvement is equal to the "project cost" minus the "city cost."
4. **Interest.** The City will charge interest on special assessments at a rate specified in the resolution approving the assessment roll. If bonds were sold to finance the improvement project, the interest rate shall be equal to the interest rate of the bonds plus 2% (2% above bond rate), rounded to the nearest quarter of a percent. If no bonds were sold, the interest rate shall be set at the U.S. Treasury rate (10-year for 10 year assessment; 15-Year for 15 year assessment) plus 2 percentage points.
5. **Prepayment.** Property owners may pay their assessments in full, interest free, for a period of 30 days after the assessment hearing. After such period interest shall be computed from the date specified in the assessment resolution. The City will transmit a certified duplicate of the assessment roll with each installment, including interest, to the County Auditor, or in lieu of such certification, annually certify to the County Auditor by November 30 in each year, the total amount of installments of and interest on assessments on each parcel that are to become due in the following year.
6. **Extensions.** Where an improvement is designed for service of an area beyond that receiving the initial benefit, the City may pay for increased project costs due to such provisions for future service extensions. The City will levy assessments to cover this cost when a new improvement is installed as an extension of the existing improvement upon identification of such additional amount in the notice of hearing for the extensions or new improvements. As an alternative, the City may assess these costs to the area of future extension immediately based on the value of benefit received.
7. **Project Assistance.** If the City receives financial assistance from the Federal Government, the State of Minnesota, the County, or from any other source to defray a portion of the costs of a given improvement, such aid will be used first to reduce the "city cost" of the improvement. If the financial assistance received is greater than the "city cost," the remainder of the aid will be placed in the Public Improvement Revolving Fund to be applied towards other City projects.
8. **Assessable Property.** Property owned by the City and other political subdivisions including municipal building sites, parks and playgrounds, but not including public streets, alleys, and right-of-way, shall be regarded as being assessable on the same basis as if such property was privately owned. Private right-of-way shall be assessable.
9. **Individual Benefits.** The City may construct improvements specifically designed for or shown to be of benefit solely to one or more properties. The costs for these improvements will be assessed directly to such properties, and not included in the assessments for the remainder of the project. An example would be utility service lines running from the main lines to the property.
10. **Benefit Appraisals.** In the event that City staff has doubt as to whether the proposed assessments exceed the special benefits to the property(ies) in question, the City Council may order benefit appraisals or benefit appraisal consultations as deemed necessary to support the proposed assessments. As a general rule, benefit appraisals or benefit appraisal consultations may be ordered when the proposed assessment exceeds $5,000 for a standard city street

reconstruction project on a residential lot, or $20,000 per acre for commercial or industrial property.

11. **Condemnation Awards.** A property owner may elect to offset special assessments against condemnation awards. In such case, the property owner must execute an agreement (Net Assessment Agreement) with the City.
12. **Subgrade Corrections.** All costs relative to subgrade soil corrections deemed necessary to construct or reconstruct City streets will be considered a "city cost" and will not be assessed.
13. **Rural to Urban Conversion.** All costs relative to converting an existing rural street section to an urban street section by filling roadside drainage ditches and adding curb and gutter and storm sewer will be considered a "city cost" and will not be assessed.
14. **Oversizing.** All costs relative to oversizing an existing City street by increasing the width of the street and/or the load carrying capacity of the pavement section will be considered a "city cost" and will not be assessed.

SECTION 7. METHODS OF ASSESSMENT.

Subd. 1. General Statement. There are three different methods of assessment: adjusted front footage, area, and per lot. The feasibility report will recommend one or a combination of these methods for each project, based upon which method would best reflect the benefit received for the area to be assessed. The City Council will select the preferred method of calculating the assessments along with other applicable assessment criteria.

Subd. 2. Policy Statement. The following methods of assessment, as described and defined below, are hereby established as the preferred methods of assessment in the City.

A. "Adjusted Front Footage" Method of Assessment.

The "adjusted front footage" method of assessment is based on the quotient of the "assessable cost" divided by the total assessable frontage benefiting from the improvement. This method is typically applied to commercial, industrial, and multi-family residential properties. For the purpose of determining the "assessable frontage," all properties, including those owned by governmental entities, shall have their frontages included in such calculation.

The actual physical dimensions of a parcel abutting an improvement (i.e., street, sewer, water, etc.) shall not be construed as the frontage utilized to calculate the assessment for a particular parcel. Rather, an "adjusted front footage" will be determined. The purpose of this method is to equalize assessment calculations for lots of similar size. Individual parcels by their very nature differ considerably in shape and area. The following procedures will apply when calculating adjusted front footage. The selection of the appropriate procedure will be determined by the specified configuration of the parcel. All measurements will be scaled from available plat and section maps and will be rounded down to the nearest foot dimension with any excess fraction deleted.

1. *Rectangular Interior Lots.* The rectangular lot is defined as having no more than 2 feet of difference between the front and rear lot lines. The adjusted front footage is the actual front footage of the lot. For rectangular lots whose frontage is greater than its depth, the "odd shaped lot" method shall be used.

2. *Odd Shaped Lots.* For odd shaped lots such as exist on cul-de-sacs and curved streets where there is more than 2 feet of difference between the front and rear lot lines, and where the lots frontage is greater than its depth, the "odd shaped lot" method of determining the adjusted front footage shall be used. The adjusted front footage shall be computed by dividing the area of the lot by 12,000 square feet to determine the equivalent number of front footage units in the parcel. The number of units multiplied by 65 feet will give the adjusted front footage.

3. *Corner Lot Adjustment.* For street and trail assessments, the short side will be assessed the actual front footage. The long side will be assessed one-half the actual side footage. Sanitary sewer and watermain will only be assessed on the short side of a corner lot.

4. *Zonal Assessment.* When the street along the long side of a corner lot is improved, the cost shall be assessed equally to all lots within ½ block in each direction of the street improved. This method may be selected rather than the "corner lot adjustment".

5. *Double Fronting Lots.* When a lot has frontage on two streets, the lot is subject to assessments for improvements to both streets, consistent with this policy, regardless of the timing of the improvements.

B. "Area" Method of Assessment.

The "area" method of assessment is based on the number of square feet or acres within the boundaries of the appropriate property lines of the parcels benefiting from the project. This method is most often applied to commercial and industrial lots. The assessment rate (i.e., cost per square foot) shall be calculated by dividing the total assessable cost by the total assessable area. On large lots, the City Engineer may determine that only a portion of the lots receives the benefit and may select a lot depth for the calculations equal to the benefit received.

All properties included in the benefited area, including those owned by governmental entities, churches, etc., shall be assessable. The following items may not be included in area calculations: public right-of-ways, and natural waterways, swamps and lakes and other wetlands designated by the Minnesota Department of Natural Resources or the City. The City Engineer will make a recommendation on the boundaries or parameters of the benefited area in the feasibility report.

C. "Per Lot" Method of Assessment.

The "per lot" method of assessment is based on equal assessment of all lots within the benefited area. This method is typically applied to single-family residential lots with similar sizes and configurations. The "assessment per lot" shall be the quotient of the "assessable cost" divided by the total assessable lots or parcels benefiting from the improvement. For the purpose of determining the "lots" or "parcels" all parcels, including those owned by governmental entities, shall be included in such calculations.

SECTION 8. STANDARDS FOR PUBLIC IMPROVEMENT PROJECTS.

The following standards are hereby established by the City to provide a uniform guide for improvements within the City.

A. Surface Improvements

Surface improvements shall normally include all improvements visible on or above the ground within the right-of-way, and include, but are not limited to, trees, lighting, sidewalks, trails, signing, street and accessory improvements such as drainage ponds and facilities, parking lots, parks and playgrounds. Surface improvements shall also normally include aggregate or granular base materials for bituminous and concrete pavements.

Policy Statement. Prior to construction or completion of surface improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

When practicable, no surface improvements to less than both sides of a full block of street shall be approved except as necessary to complete partially completed improvements initiated previously. Concrete or bituminous curbing, or concrete curb and gutter, shall be installed at the same time as street surfacing.

B. Sub-Surface Improvements

Sub-surface improvements shall normally include such items as water distribution, sanitary sewer and storm sewer lines and appurtenant infrastructure, and electric and gas utilities.

Main lines are the publicly owned and maintained lines or facilities such as trunk lines, interceptors, mains, and laterals. Service lines are those privately owned lines or facilities extending from the main line to the property line.

Policy Statement. Sub-surface improvements shall be made to serve current and projected land use. All installations shall conform to applicable standards established by local, state and/or federal agencies of competent jurisdiction. All installations shall also comply, to the maximum extent feasible, with nationally recognized standards such as those of the American Insurance Association.

Service lines from the lateral or trunk utility to the property line of all planned service locations such as residences or buildings on properties whose owner has requested service shall be installed in conjunction with the construction of the mains.

C. Subgrade Improvements

Subgrade improvements shall normally include such items as subgrade corrections (removing layers/pockets of unsuitable soils and replacing them with aggregate base, select granular material, or other more suitable soils) and installation of geotextile fabrics.

Policy Statement. Prior to construction or completion of subgrade improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

SECTION 9. POLICIES OF REASSESSMENT.

The City shall design public improvements to last for a definite period. The life expectancy or service life shall be as stated in the policy statement of this section, or if different, shall be as stated in the resolution ordering improvement and preparation of plans.

Policy Statement

The following are the "life expectancies" or "service lives" of public improvements except as may be otherwise stated in the resolution ordering improvement and preparation of plans.

1. Sidewalks and Trails – 30 years.
2. Street improvements, including surfacing and curb and gutter – 60 years.
3. Ornamental street lighting – 30 years.
4. Water Mains – 60 years.
5. Sanitary Sewers – 60 years.
6. Storm Sewers – 60 years.

SECTION 10. ASSESSMENT COMPUTATIONS.

The following is the typical city assessment for various specified improvements. The City Council reserves the right to vary from the following computations when conditions warrant. All computations are subject to the criteria set forth in Section 1.

A. Street and Curb and Gutter Improvements

1. ***New Construction.*** New streets are assessed 100% to the abutting benefited properties. Street and curb and gutter improvements will normally be assessed by the adjusted front footage method for commercial, industrial and multi-family residential properties, or by the per lot method for single-family residential properties, however other methods including the area method may be utilized if conditions warrant. Cost of construction of streets shall be assessed based on the minimum design of 7-ton axle load in residential areas and 9-ton axle load in commercial and industrial areas. Oversizing costs that are incurred in excess of the above may be paid by: (1) State funds, (2) larger assessment rates to other benefited properties, (3) general obligation funds, or (4) any other method or combination of methods authorized by the City Council.
2. ***Reconstruction and Overlays.*** Street reconstructions and overlays, including the associated removal and replacement of curb and gutter, are assessed 25% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
3. ***Gravel Streets.*** Upgrading existing gravel streets by adding pavement, curb and gutter, and storm sewer are assessed 50% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
4. ***Seal Coats.*** Sealcoats are not assessed.
5. ***Alleys.*** Upgrading existing gravel alleys by adding pavement is assessed 50% to all lots abutting on the alley in the block being improved or as otherwise determined by Council ordered benefit appraisals. Reconstructing existing paved alleys is 25% assessed to all lots abutting on the alley or as otherwise determined by Council ordered benefit appraisals.

B. Sidewalks and Trails

1. ***New Construction.*** New sidewalks and trails are not assessed to the abutting property on which the sidewalk is located, but rather are funded 100% by the City. In new subdivisions, the City will require the developer to finance sidewalk and trail improvements rather than assessing the cost.
2. ***Reconstruction.*** Replacement sidewalks are assessed 25% to the abutting property owner and 75% City funded.

C. Storm Sewer Improvements

Storm sewers are assessed on a project-by-project basis. Storm sewers in new subdivisions are considered an assessable improvement on an area basis.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area storm sewer charges are levied to all unplatted property at the time of platting, to re-plats that have not been charged trunk area charges when the land was originally platted, and to re-plats that have been charged trunk area charges when the land was originally platted but where the use is increasing (only the cost difference based on current and prior use is charged). The charges will be set in the annual fee schedule approved by the City Council.

Normally, storm sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing storm sewers is paid for entirely through the Stormwater Utility Fund.

D. Sanitary Sewer Assessments

Assessments for sanitary sewer in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for sanitary sewers in commercial and industrial areas are based upon a standard size of 12-inch mains. Sanitary sewer assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances will be paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area sanitary sewer charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Normally, sanitary sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

Lateral benefit from major trunk sewers or interceptors is assessed to the properties benefited by the sewer. Any oversizing cost is assessed as described above.

The replacement of existing sewers is funded entirely by the City through the sewer enterprise funds.

Individual sanitary sewer service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private sanitary services, but do not have mainline sewers adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new mainline sanitary sewer, and 100% of the cost associated with replacing the service lines.

Any existing sanitary sewer service lines found to be defective as part of a project are replaced as part of the project and are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City sewer during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City sewer if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council. Connecting to City sewer requires a City water connection.

E. Watermain Assessments

Assessments for watermains in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for watermains in commercial and industrial areas are based upon the standard size of 12-inch mains. Watermain assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area water charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties shall be fully assessed to the benefiting property.

Normally, watermains are assessed on a per lot basis, but in certain situations the area or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing watermains is funded entirely by the City through the water enterprise funds.

Lateral benefit from major trunk watermains is assessed to properties benefited by the watermain. Lateral watermain assessments are based on the costs for an equivalent 8-inch diameter watermain for residential properties and for an equivalent 12-inch diameter watermain for commercial/industrial properties.

Individual water service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private water services, but do not have

mainline watermains adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new watermain but 100% of the cost associated with replacing their service lines.

Any existing water service lines found to be defective as part of the project, are replaced as part of the project and are assessed directly to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City water during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City water if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council.

F. Street Boulevard Trees

All street boulevard trees installed as part of new street constructions or in reconstructing existing streets shall be included as part of the overall project costs included in the assessment calculations.

G. Street Lights

All costs for new streetlights installed as part of constructing new streets or streetlights relocated as part of reconstructing streets are included in the overall project costs and included in the assessment calculations, unless otherwise directed by the City Council. In new subdivisions, the City will require the developer to finance street light improvements rather than assessing the cost.

H. Other Improvements

Based on the City Council's determination, any other eligible improvements may be fully assessed or assessed in part.

SECTION 11. DEFERMENT OF SPECIAL ASSESSMENTS.

Subd. 1. The Council may defer the payment of any special assessment on homestead property owned by a person who is 65 years of age or older, or who is retired by virtue of permanent and total disability, and the City Clerk is hereby authorized to record the deferment of special assessments where all of the following conditions are met:

1. The applicant must apply for the deferment not later than 90 days after the assessment is adopted by the City Council.
2. The applicant must be 65 years of age or older or retired by virtue of permanent and total disability at the time the assessment is adopted.
3. The applicant must be the owner of the property.
4. The applicant must occupy the property as his or her principal place of residence.
5. The average annual payment for assessments levied against the subject property exceed one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent federal income tax return. The average annual payment of an assessment shall be the total cost of the assessment divided by the number of years over which it is spread.

Subd. 2. The deferment shall be granted for as long a period of time as the hardship exists and the conditions in subdivision 1 remain true. It shall be the duty of the applicant to notify the City Clerk of any change in his or her status that would affect eligibility for deferment.

Subd. 3. The entire amount of deferred special assessments shall be due within sixty days after loss of eligibility by the applicant. If the special assessment is not paid within the sixty (60) days, the City Clerk shall add thereto interest accruing from the first date the applicant loses eligibility at the rate as defined in section 6.4 and the total amount of principal and interest shall be certified to the County Auditor for collection with taxes the following year. Should the applicant demonstrate to the satisfaction of the Council, that full repayment of the deferred special assessment would cause the applicant particular undue financial hardship, the Council may order that the applicant pay within sixty days a sum equal to the number of installments of deferred special assessments outstanding and unpaid to date, including principal and interest, with the balance thereafter paid according to the terms and conditions of the original special assessments.

Subd. 4. The option to defer the payment of special assessments shall terminate and all amounts accumulated plus applicable interest shall become due upon the occurrence of any one of the following:

1. The death of the owner when there is no spouse who is eligible for deferment.
2. The sale, transfer or subdivision of all or any part of the property.
3. Loss of homestead status on the property.
4. Determination by the Council for any reason that immediate or partial payment would impose no hardship.

State Law References(s): Minn. Stat. § 435.193, Senior Citizens or retired & disabled persons hardship special assessment deferral.

*Original Adoption: 12/9/14 by Resolution #14-12-250
*Amended: 1/13/15 by Resolution #15-01-016 – *Section 6 - #4 Interest to reflect interest rate on bonded projects*

CC Regular Session **4. 10.**

Meeting Date: 09/11/2018

By: Bruce Westby, Engineering/Public Works

Information

Title

Adopt Resolution #18-188 Ordering Assessment Roll and Calling Assessment Hearing for Improvement Project #18-03, 2018 Street Overlay Improvements

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #18-188 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #18-03, 2018 Street Overlay Improvements.

Background:

City Improvement Project 18-03 completed 2-inch bituminous pavement overlay improvements to approximately 63,449 square yards of public streets within The North Forty 2nd, The North Forty 3rd, Northfork Itasca Shores, Northfork, Northfork 2nd, Northfork 3rd, Northfork Oaks, and Woodland Green residential neighborhoods, along with miscellaneous appurtenant improvements as outlined in the attached Feasibility Report. Maps showing the scope of the improvements are included in ***Appendix A*** of the Feasibility Report.

Each year City staff visually inspects the pavement condition of all public streets and rates them using the Pavement and Surface Evaluation Rating (PASER) method. A numerical PASER rating between 1 and 10 is assigned to each street segment. Streets with a PASER rating of 1 are considered to need a complete reconstruct, while streets with a PASER rating of 10 are considered new pavement sections. The latest PASER rating for each street segment that received an overlay with this project is included in the street segments summary in ***Appendix B*** of the Feasibility Report. Based on these PASER ratings, these street segments were determined to be reasonably good candidates for receiving overlay improvements in 2018. Staff anticipates that the overlay improvements will extend the life of the pavement sections 15 to 20 years, at which time Staff will re-evaluate the pavement sections to determine whether another overlay is appropriate, or whether reconstruction is required.

Pre-Existing Conditions

Appendix B of the Feasibility Report includes information regarding the original year of construction, lengths, widths, and maintenance history for all street segments that received an overlay in 2018.

Completed Improvements

The existing bituminous pavement sections received 2-inch bituminous pavement overlay improvements. Adjacent existing pavement sections were milled 18-inches back to provide a smooth transition.

Public Input

Staff conducted a public information meeting prior to the Improvement Hearing. Only one property owner attended and they were supportive of the project as proposed for their neighborhood (Woodland Green). This was the only public comment received by Staff.

Notification:

Following Council approval, an Assessment Hearing Notice will be published in the City's official newspaper on Friday, September 21st. Assessment Hearing Notices will also be mailed to all benefiting property owners as required per State Statute.

Anoka County requires that assessments be certified to the County Auditor by November 16th for collection on next year's taxes. This deadline will be met by conducting the Assessment Hearing at the October 9th City Council meeting, which will also allow adequate time for publication and mailing of Hearing notices.

Observations/Alternatives:

Observations:
At the time this report was prepared, construction of this project was complete with only punch list item work remaining and Staff was calculating final construction costs to assist in determining final assessment amounts for use in publishing and mailing notices for the Assessment Hearing.

Alternatives:
Alternative #1 – Motion to adopt Resolution #18-188 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #18-03, 2018 Street Overlay Improvements.

Funding Source:
The construction contract amount for this project is $546,224.86, which includes a change order in the amount of $2,000. Street overlay project costs include actual construction costs plus 14% indirect costs for administrative, engineering, finance, and legal costs. Upon adding 14% for indirect costs, the contracted project cost would be $622,696.34. The engineer's estimate in the Feasibility Report was $585,460.78.

Staff is calculating final construction costs and believes these costs will be approximately equal to the construction contract amount. Final project costs will be reviewed at the Assessment Hearing.

These improvements were included in the City's Capital Improvement Plan for 2018 construction. Funding sources include a combination of Street Reconstruction and Overlay Program (SROP) bond funds, special assessments to benefiting properties, and stormwater utility funds.

Special Assessments
The City's Special Assessments Policy (attached) calls for special assessments to pay for 25% of eligible street overlay improvement costs. Special assessments are calculated using methods resulting in reasonable and equitable distribution of assessments that are uniform upon the same class of properties within the assessable area. The test for determining the validity of a special assessment is whether the improvement for which the assessment was levied has increased the market value of the property against which the assessment was levied in at least the amount of the assessment.

Ramsey's Special Assessments Policy identifies three optional methods for calculating assessments; Adjusted Front Footage, Area, and Per Lot. The Feasibility Report for this project identified 124 benefiting residential properties that are proposed to be assessed up to 25% of eligible project costs. On all previous residential street overlay projects, the Per Lot assessment method was applied so Staff recommends using the Per Lot method per each project area.

The preliminarily approved total assessment amount was $146,365.19. Individual assessment amounts varied by project area as shown in ***Appendix C*** of the Feasibility Report, with a low assessment amount of $766.54, and a high assessment amount of $1,515.72.

A Special Benefit Consultation report is being prepared for this project by the property appraisal and valuation firm of Patchin Messner Dodd and Brumm. This report will help provide proof of benefit to benefiting properties based on the completed improvements. The results of this report, along with the final special assessment amounts as determined by final construction costs, will be discussed with the City Council and the Public during the

Assessment Hearing on October 9, 2018.

Recommendation:

Staff recommends Alternative #1.

Action:

Motion to adopt Resolution #18-188 ordering preparation of an assessment roll and calling for an Assessment Hearing at 7 p.m. on October 9, 2018 for Improvement Project #18-03, 2018 Street Overlay Improvements.

Attachments

Resolution 18-188
Feasibility Report 18-03
MSS Chapter 429
City Charter Chapter 8
Spec Assessment Policy

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	09/06/2018 04:13 PM
Form Started By: Bruce Westby		Started On: 09/04/2018 06:51 AM
Final Approval Date: 09/06/2018		

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

RESOLUTION #18-188

RESOLUTION ORDERING PREPARATION OF ASSESSMENT ROLL AND CALLING FOR ASSESSMENT HEARING FOR IMPROVEMENT PROJECT #18-03, 2018 STREET OVERLAY IMPROVEMENTS

WHEREAS, pursuant to Ramsey City Council resolution #18-081, adopted May 8, 2018, a contract was let for completing bituminous pavement overlay improvements to approximately 63,449 square yards of public streets within The North Forty 2nd, The North Forty 3rd, Northfork Itasca Shores, Northfork, Northfork 2nd, Northfork 3rd, Northfork Oaks, and Woodland Green residential neighborhoods, along with miscellaneous appurtenant improvements.

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

1) The City Council hereby determines that a portion of the costs for said improvements shall be assessed against benefitted property owners based upon benefits received without regard to cash valuation.

2) The City Clerk shall forthwith calculate the proper amount to be specially assessed for said improvements against every assessable lot, piece or parcel or land without regard to cash valuation as provided by law, and the Clerk shall file a copy of said proposed assessments in their office for public inspection.

3) A hearing shall be held on the 9th day of October, 2018 at 7 p.m. at the Ramsey Municipal Center to pass upon such proposed assessments and at such time and place all persons owning property affected by said improvements will be given an opportunity to be heard with reference to such assessment.

4) The City Clerk is hereby directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing and shall state in the notice the hearing time, date, and place, overall project description, area to be assessed, total cost of the improvement, a description of a landowner's right to appeal the assessment, and available deferment options. The Clerk shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing and shall state the amount of the special assessment against the individual parcels, a description of the property owner's right to appeal the assessment, prepayment provisions, and interest rate.

5) The owner of any property so assessed may, at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property, with interest accrued to the date of payment to the City, except that no interest shall be

charged if the entire assessment is paid within 30 days from the adoption of the assessment. Such payment must be made before November 16th or interest will be charged through December 31st of the succeeding year. In subsequent years, the property owner may at any time thereafter, pay to the City the balance of the assessment remaining unpaid after the current year, provided such payment is made prior to November 16th.

6) The City Clerk shall forthwith transmit a certification of this assessment to the Anoka County Auditor's Office to be extended on the property tax lists of the County. Such assessments shall be collected and paid in the same manner as other municipal taxes.

The motion of 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 11th day of September, 2018.

_____
Mayor

ATTEST:

_____
City Clerk

FEASIBILITY REPORT

2018 STREET OVERLAY IMPROVEMENTS

CITY OF RAMSEY
IMPROVEMENT PROJECT NO. 18-03

January 3, 2018

Prepared By:

City of Ramsey
Engineering Department
7550 Sunwood Drive
Ramsey, MN 55303
763-433-9820
763-433-9848 (Fax)

January 3, 2018

Honorable Mayor and City Council of Ramsey
7550 Sunwood Drive
Ramsey, MN 55303

Re: Feasibility Report – 2018 Street Overlay Improvements
City of Ramsey Improvement Project No. 18-03

Dear Mayor and City Council Members:

Transmitted herewith is a Feasibility Report for the proposed 2018 Street Overlay Improvements, Improvement Project No. 18-03.

The report examines the feasibility of completing 2-inch bituminous pavement overlay improvements on approximately 63,449 square yards of public streets in several areas within the City of Ramsey, and other necessary appurtenant improvements.

This Feasibility Report examines the scope of the proposed improvements, explores estimated costs and available funding sources, defines a preliminary project schedule, examines whether the improvements should be completed as proposed or in connection with another improvement, and provides a determination for the necessity, feasibility and cost-effectiveness of the proposed improvements.

I would welcome the opportunity to discuss this report with you at your convenience. Please feel free to call me at 763-433-9825 with any questions.

Sincerely,

Bruce Westby, PE
City Engineer

Enclosure

C: Kurt Ulrich, City Administrator*
Diana Lund, Finance Director*
Grant Reimer, Public Works Superintendent*
Leonard Linton, Civil Engineer IV*

*Electronic copy only

CERTIFICATION

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

Bruce Westby, PE

Date: January 3, 2018 License No. 40116

I hereby certify that this plan, specification or report was reviewed for Quality Control and Quality Assurance purposes and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Leonard Linton, PE

Date: January 3, 2018 License No. 21112

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Project Exhibits

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- Exhibit D – 2018 Overlay Improvements – Northfork Itasca Shores
- Exhibit E – 2018 Overlay Improvements – Northfork
- Exhibit F – 2018 Overlay Improvements – Northfork 2nd & 3rd
- Exhibit G – 2018 Overlay Improvements – Northfork Oaks

Appendix B

Street Segment Summaries

Appendix C

Opinion of Probable Costs
Preliminary Assessment Maps
Preliminary Assessment Rolls

Appendix D

Ground Penetrating Radar (GPR) Results

1. EXECUTIVE SUMMARY

City Improvement Project 18-03 proposes to complete 2-inch bituminous pavement overlay improvements to numerous public street segments within the City of Ramsey, including other associated appurtenant improvements as outlined in this report. Approximately 63,449 square yards of public streets in several areas of the City are proposed to receive bituminous pavement overlay improvements in 2018. The street segments proposed to receive overlay improvements include the neighborhoods of; Woodland Green, The North Forty 2nd, The North Forty 3rd, Northfork Itasca Shores, Northfork, Northfork 2nd, Northfork 3rd, and Northfork Oaks.

Appendix A includes an overall project location map, as well as exhibits showing the individual project areas.

City staff typically rates the pavement sections of all city streets on an annual basis using the Pavement Surface Evaluation and Rating (PASER) system. The latest PASER rating for each street segment proposed to receive an overlay with this project is included in the street segments summary found in ***Appendix B***.

On October 24, 2017, the Ramsey City Council ordered this feasibility report which explores the necessity, feasibility and cost-effectiveness of the proposed improvements by examining the scope of the improvements, exploring estimated costs and available funding sources, defining a preliminary project schedule, and determining whether the improvements should be completed as proposed or in connection with another improvement.

The engineer's opinion of probable costs for this project is $585,460.78. Estimated costs include 5% contingency costs, plus 14% indirect costs for administrative, engineering, finance and legal costs.

The improvements proposed with this project are identified in the City's current 10-year Capital Improvement Program, and can be funded using a combination of General Obligation Street Reconstruction and Overlay Plan bond funds, special assessments to benefiting properties, and utility enterprise funds. ***Appendix C*** includes a detailed opinion of probable costs, and preliminary assessment rolls and maps.

The proposed improvements are necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein. The proposed improvements would be most cost-effectively constructed as a separate project and not in connection with other proposed improvements due to the specific nature of the improvements.

2. INTRODUCTION

2.1 Authorization

Preparation of this feasibility report was authorized by the Ramsey City Council on October 24, 2017.

2.2 Program Overview

This project is designated as 2018 Street Overlay Improvements, Improvement Project No. 18-03.

This feasibility report explores proposed bituminous pavement overlay improvements to approximately 63,449 square yards of public streets within several areas of the City. The street segments are proposed to receive 2-inch bituminous overlays with joint milling occurring at driveway aprons and match-in streets, as needed. Associated appurtenant improvements are also proposed to be completed as necessary and as outlined in this report.

Maps showing the general location and scope of the proposed improvements are included in ***Appendix A***.

2.3 Scope

The scope of this report addresses proposed overlay improvements to approximately 63,449 square yards of public streets within several areas of the City as shown in ***Appendix A***.

3. EXISTING CONDITIONS

3.1 Existing Streets

The existing right-of-ways along the street segments proposed to receive overlays as part of this project generally are 66-feet in width. The paved streets vary in width from 30 to 31-feet as measured from the back-of-curb to back-of-curb. All streets in this project were constructed with bituminous pavement and curbing, and many of the street segments contain storm sewer.

Braun Intertec was previously employed to complete a ground penetrating radar (GPR) analysis for the project areas, which included driving the GPR equipped vehicle throughout all street segments within the project areas. Summary tables and charts of the GPR Analysis are attached in ***Appendix D***. The GPR Analysis provides bituminous and aggregate base thicknesses. City staff used this data to determine the appropriate treatment for the pavement. The existing bituminous thicknesses varied from between 0.5 inches and 6.3 inches. The average bituminous thicknesses by project area ranged from 2.0 to 3.3 inches, with an overall average of 2.6 inches across all the project areas combined. The average section thickness, including pavement and aggregate base, ranged from 6.8 to 7.7 inches. The City's current residential street pavement section standard includes 3.5 inches of bituminous pavement and 4 inches of aggregate base, totaling 7.5 inches.

City staff visually inspects each public street segment throughout the City, typically on an annual basis, to determine the pavement condition. Staff uses the Pavement Surface Evaluation and Rating (PASER) system to assign a numerical rating between 1 and 10 to each street segment. Streets rated with a 10 are considered to be in excellent condition therefore requiring no improvement. The street segments proposed to receive overlays in 2018 had 2017 PASER ratings of 3, 4, and 5 making them good candidates for bituminous pavement overlay improvements in 2018, which will extend the life of the pavement approximately 20 years.

Based on the manner in which the existing pavement is deteriorating, staff does not believe there are any issues with subgrade soils that will negatively impact the design life of the proposed improvements. Staff also does not believe groundwater will be a concern for any of the proposed improvements.

3.2 Watermain

Watermain does not exist under any of the streets in the proposed project areas.

3.3 Sanitary Sewer

Sanitary sewer does not exist under any of the streets in the proposed project areas.

3.4 Storm Sewer/Drainage

Storm sewer exists under several of the streets in the proposed project areas, but is not proposed to complete any significant repairs or storm sewer construction as part of this project.

4. PROPOSED IMPROVEMENTS

4.1 Bituminous Pavement Overlays

4.1.1 Pavement Condition Evaluation/Ratings

City staff generally evaluates and rates the pavement conditions of all city streets on an annual basis using the Pavement Surface Evaluation and Rating (PASER) system. This requires a visual evaluation of each pavement surface throughout the City based on the type, extent and severity of each pavement distress observed. Various types of pavement distresses may exist within a pavement section including, but not limited to, alligator cracking, block cracking, longitudinal cracking, transverse cracking, rutting, raveling, shoving, potholes and patches.

Once staff gathers the updated field data, it is recorded in a Microsoft Excel pavement management database. This database is used by staff to determine the most cost-effective pavement rehabilitation method for each street segment, and to schedule the annual long-term Street Maintenance Program projects.

4.1.2 Project Area Selection

Staff reviewed the pavement management database to identify street segments throughout the City with PASER ratings from 3 to 5 as these are the best candidates for overlays. These segments were then evaluated as to proximity and overall scope to determine which segments could be grouped together to help reduce bid prices related to equipment mobilization, which often accounts for 5% or more of bid prices.

The City's 5-year Street Reconstruction and Overlay Plan proposed to overlay several segments in 2018. These include; Woodland Green, The North Forty 2nd, The North Forty 3rd, Northfork Itasca Shores, Northfork, Northfork 2nd, Northfork 3rd, and Northfork Oaks. In total, approximately 63,449 square yards of pavement is proposed to receive overlay improvements. ***Exhibits A, B, C, D, E, F, and G in Appendix A*** show the location and scope of the proposed 2018 overlay improvements.

4.1.3 Other Considerations

Driveways:
Overlaying of existing residential driveway aprons may be needed to varying degrees with this project. The limits of each overlay will vary with each driveway based on the elevation of the street abutting the driveway apron, the driveway pavement condition and type, and the locations of existing driveway pavement joints.

During construction, staff will evaluate the construction limits for each driveway and will work with each property owner to determine the proper overlay limits in the field. Right-of-entry may be needed from residential property owners to complete work outside City right-of-ways and easements.

Pedestrian Facilities:

Pedestrian facilities exist along several of the street segments proposed to receive an overlay. Staff will evaluate potential impacts to each facility during design and plan preparation to determine whether any adjustments or improvements are needed.

4.2 Stormwater Improvements

No storm sewer construction or repair work is proposed. Only minor structure casting adjustments are proposed. Stormwater improvements will be further evaluated during preparation of plans and specifications.

4.3 Water Main Improvements

No watermain improvements are proposed with this project.

4.4 Sanitary Sewer Improvements

No sanitary sewer improvements are proposed with this project.

4.5 Construction Methods

A 1-inch deep joint mill will first be performed at the street tie-in locations for each street segment. The Woodland Green neighborhood is proposed to receive a 7-foot wide edge mill along both sides of the streets due to severely degraded pavement conditions. Then all existing metal castings for storm sewer will be raised, including grouting of catch basins as needed, after which the pavement will be swept to remove any loose debris. A coating of bituminous tack material will then be applied to the existing pavement which serves as a glue to adhere the bituminous overly to the existing bituminous pavement. Each street will then receive a 2-inch bituminous overlay lift.

4.6 Private Utilities

Staff has not yet met with the private electric, gas, and telecommunications utility companies regarding this project. Once plans and specifications are ordered, staff will meet with private utility companies per the project schedule in this report to discuss the proposed improvements, and to determine if modifications are feasible and/or warranted to minimize impacts to their utilities. Based on preliminary reviews, staff does not anticipate any impacts to private utilities.

Should a utility company decide to upgrade, replace, or otherwise modify their services during this project, any such upgrades, replacements, or modifications will be at the sole discretion and cost of the private utility company. Such work could include burying existing overhead lines.

4.7 Permits

Permits that are anticipated to be required as part of the proposed improvements include:

- Anoka County Highway Department Permit..... Work in Right-of-Way
- MPCA General Stormwater Permit (NPDES)..... Grading and Storm Water

4.8 Right-of-Ways/Easements

All work for this project is anticipated to occur within existing City right-of-ways and easements, but some work may be necessary within Anoka County's right-of-way along County Road 83 / Armstrong Boulevard while matching into the existing pavement section.

If any temporary access is required on private properties, staff will obtain right-of-entry from property owners.

It is not anticipated that the City will need to acquire any permanent or temporary right-of-way or easements to complete this project.

5. FINANCING

5.1 Opinion of Cost

The engineer's opinion of probable costs for this project is $585,460.78. A detailed breakdown of project are costs is included in ***Appendix C***.

Estimated costs include 5% contingency costs, plus 14% indirect costs for administrative, engineering, finance, and legal costs.

5.2 Funding

5.2.1 Assessments

Assessments are proposed to be levied against 124 properties having direct access to each of the improved street segments. In accordance with the City's Special Assessments Policy, each property is proposed to be assessed based on the "per lot" method for each of the separate project subdivisions. Since projects are generally classified by subdivisions which have similar characteristics and lot sizes, project costs are proposed to be assessed equally within each individual subdivision.

Preliminary assessments vary considerably per project area. The total project assessment cost is $146,365.19. This represents 25-percent of the total eligible project costs in accordance with the City's adopted Special Assessments Policy, chapter 8 of the City Charter, and State Statute Chapter 429.

Final assessments will be approved by the City Council after final project costs are known and an assessment hearing is held on October 9, 2018. At that time, the City Council may choose to reduce the amount of the assessment if final project costs are less than costs estimated with this feasibility report.

Preliminary assessment maps and rolls, as well as an opinion of probable costs, are included in ***Appendix C***.

5.2.2 City Contribution

The City contribution to the project includes all funding in excess of the amount collected through special assessments to benefiting properties, which totals $438,242.72. The City's contribution will be funded using the 5-year General Obligation Street Reconstruction and Overlay Bond funds, though utility enterprise funds can be used for needed utility infrastructure improvements.

No funds were budgeted for this project in 2018, but this improvement project is included in the City's current 10-year Improvement Plan.

6. PROJECT SCHEDULE

The proposed project schedule is as follows:

Council Orders Feasibility Report ..... October 24, 2017

Council Accepts Feasibility Report/Orders Public Hearing ..... December 12, 2017

Staff Conducts Public Information Meeting ..... January 3, 2018

Council Conducts Public Hearing/Authorizes Plans and Specifications ..... January 9, 2018

Council Approves Plans and Specifications/Authorizes Ad for Bids ..... March 13, 2018

Staff Receives Bids ..... April 17, 2018

Council Accepts Bids/Awards Contract ..... April 24, 2018

Contractor Begins Construction ..... June 2018

Contractor Completes Construction ..... August 31, 2018

Council Conducts Assessment Hearing ..... October 9, 2018

7. CONCLUSIONS AND RECOMMENDATIONS

This feasibility report explores proposed bituminous pavement overlay improvements to approximately 63,449 square yards of public streets in several areas of the City. The street segments are proposed to receive 2-inch bituminous overlays. Other associated appurtenant improvements are proposed to be completed as necessary and as outlined in this report.

It is the recommendation of City staff that the improvements proposed with City Improvement Project No. 18-03 are feasible, necessary, and cost-effective from an engineering standpoint. Staff also recommends completing the proposed improvements as proposed within this report and not in connection with other proposed improvements.

APPENDIX A

Project Exhibits

Exhibit 1 – 2018 Overlay Improvements – Overall Map
Exhibit A – 2018 Overlay Improvements – Woodland Green
Exhibit B – 2018 Overlay Improvements – The North Forty 2nd
Exhibit C – 2018 Overlay Improvements – The North Forty 3rd
Exhibit D – 2018 Overlay Improvements – Northfork Itasca Shores
Exhibit E – 2018 Overlay Improvements – Northfork
Exhibit F – 2018 Overlay Improvements – Northfork 2nd & 3rd
Exhibit G – 2018 Overlay Improvements – Northfork Oaks

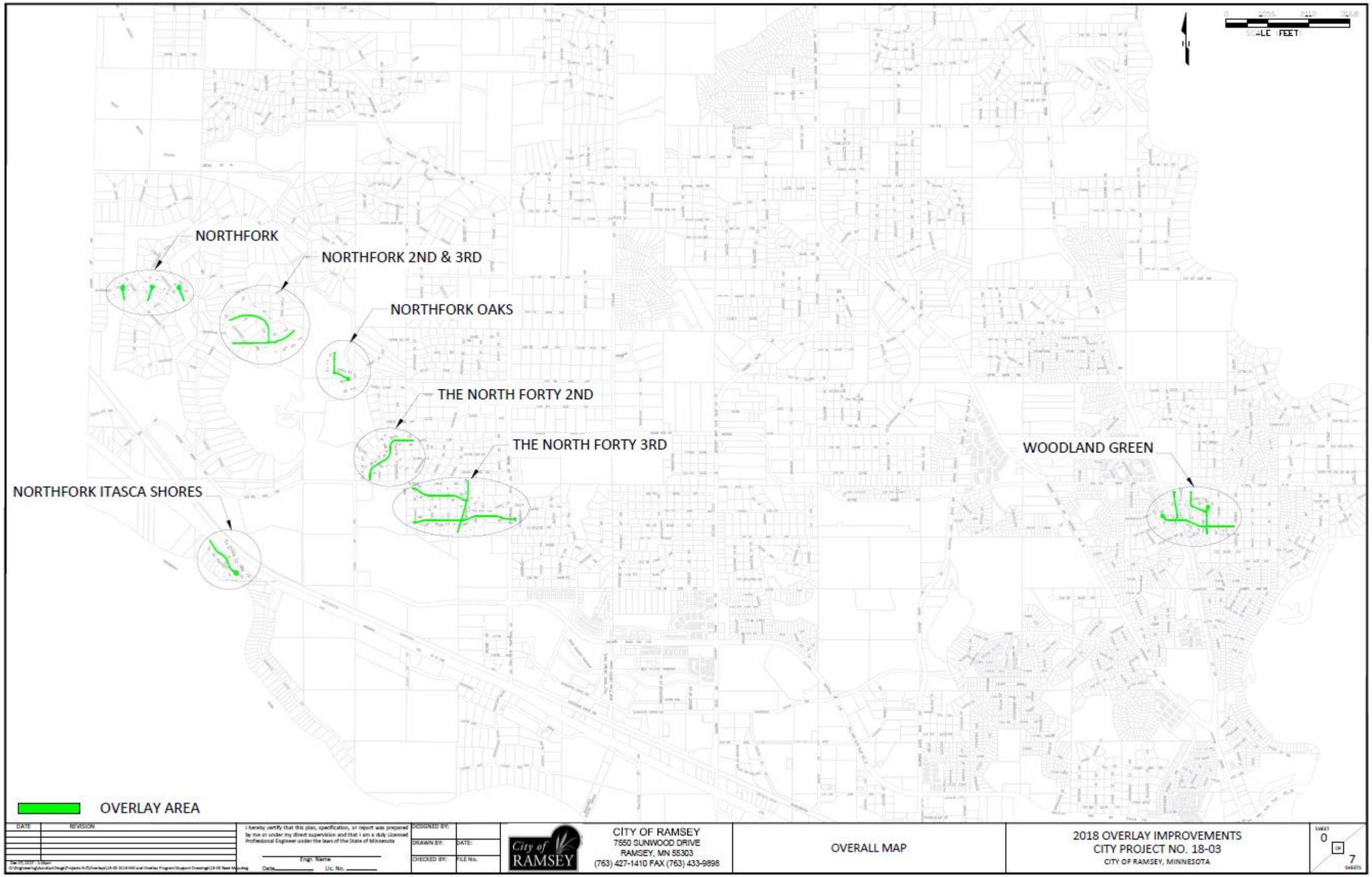


Exhibit 1 – 2018 Overlay Improvements – Overall Map

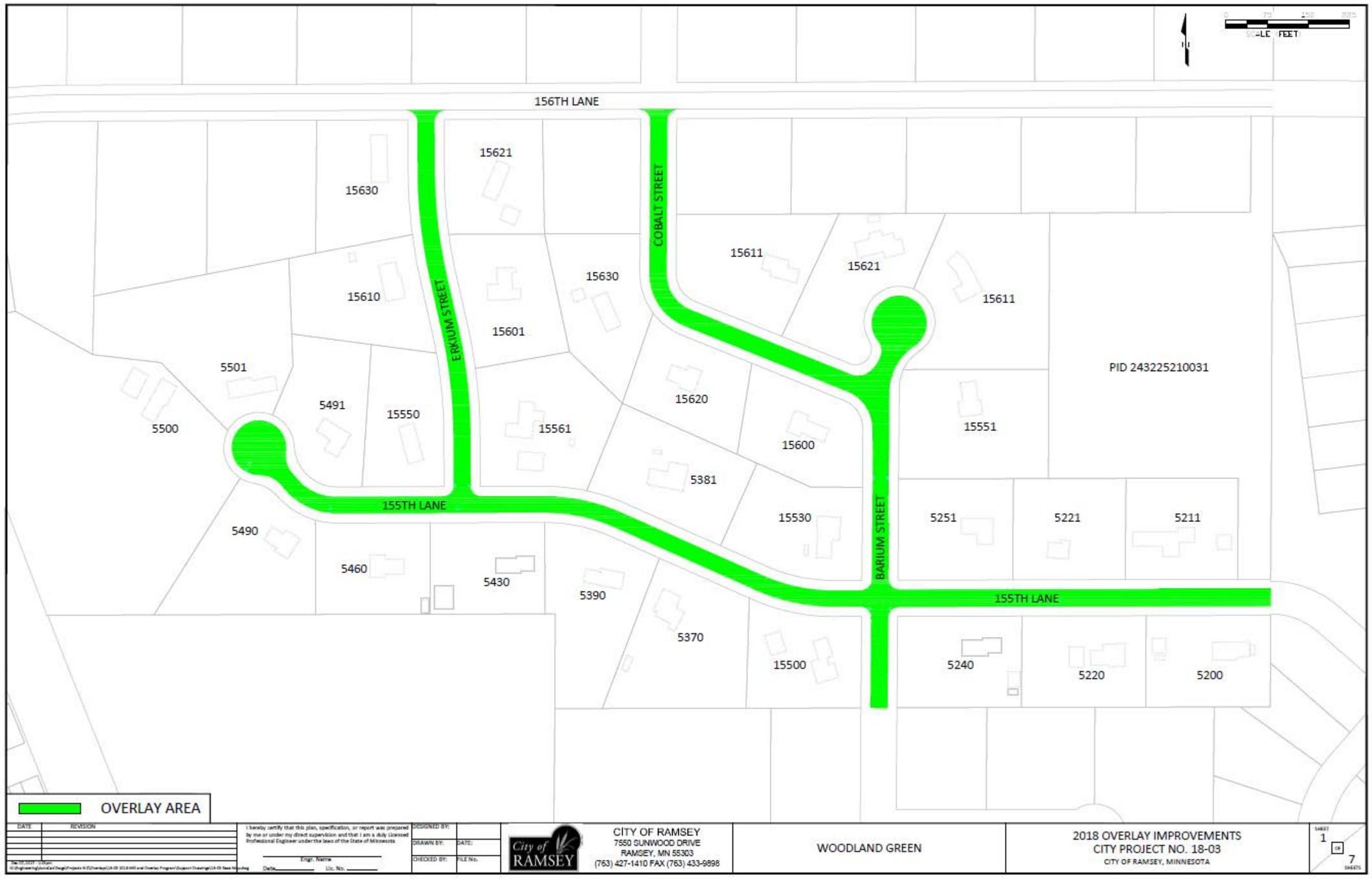


Exhibit A – 2018 Overlay Improvements – Woodland Green

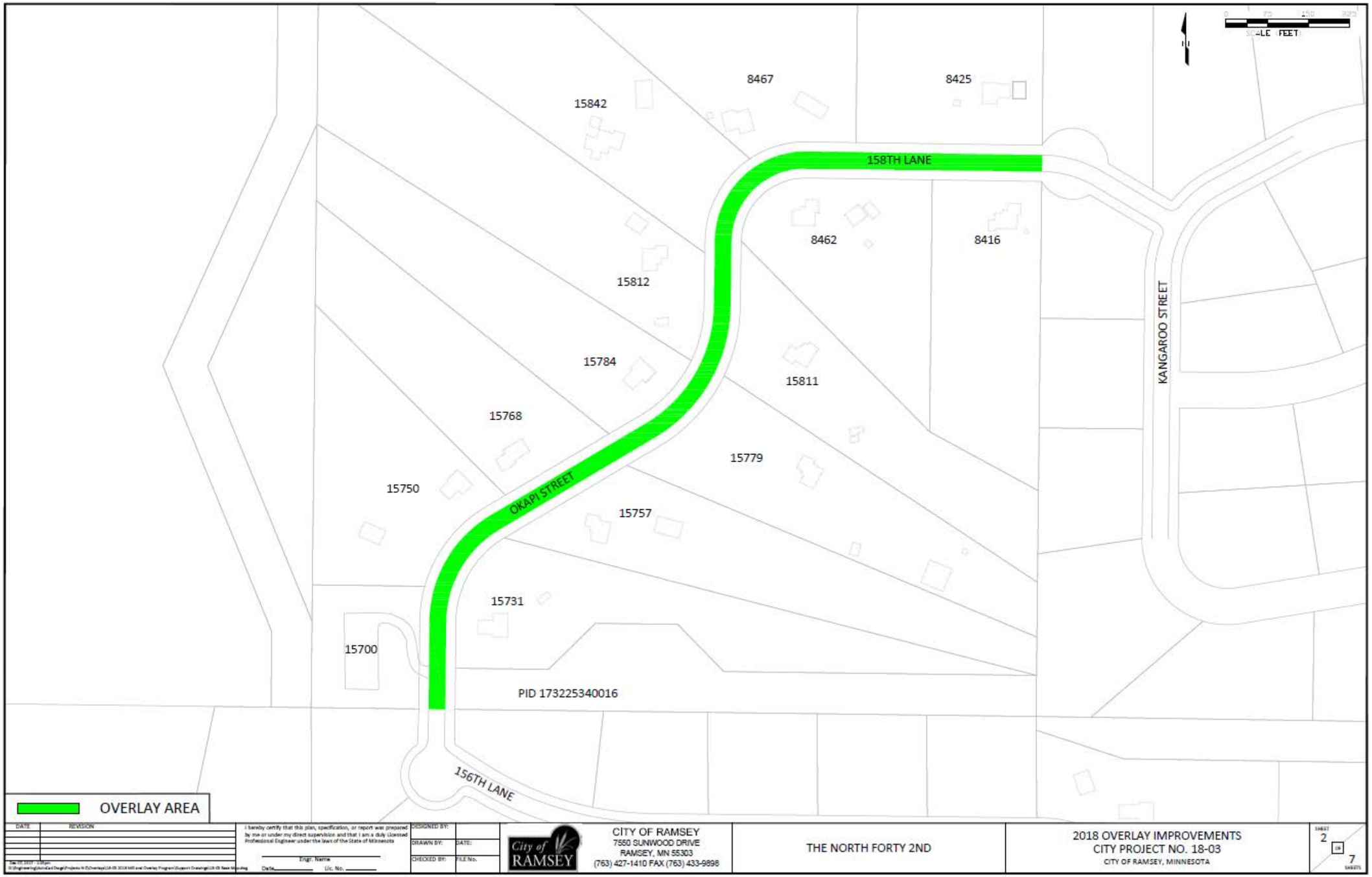


Exhibit B – 2018 Overlay Improvements – The North Forty 2nd



Exhibit C – 2018 Overlay Improvements – The North Forty 3rd

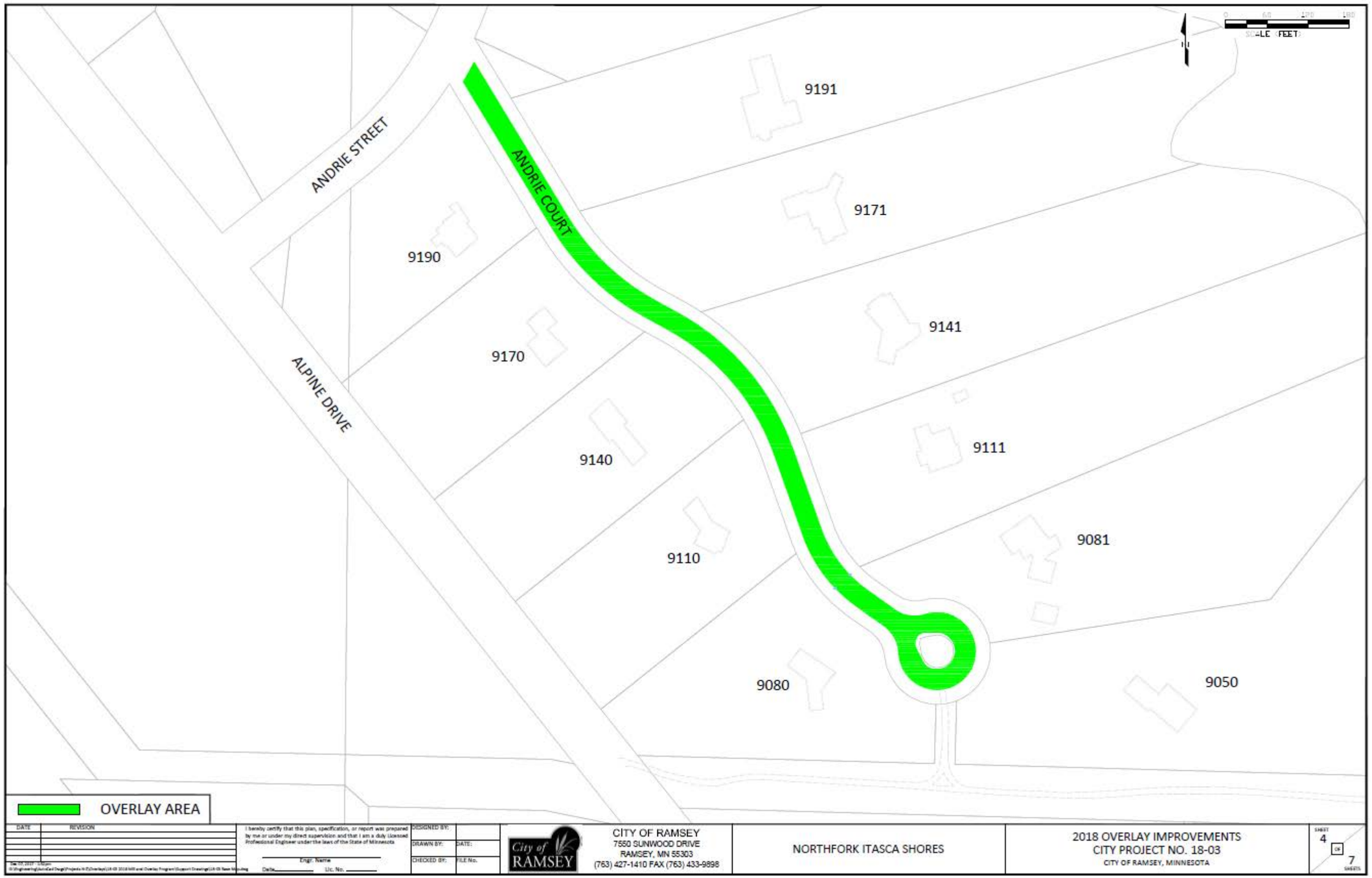


Exhibit D – 2018 Overlay Improvements – Northfork Itasca Shores

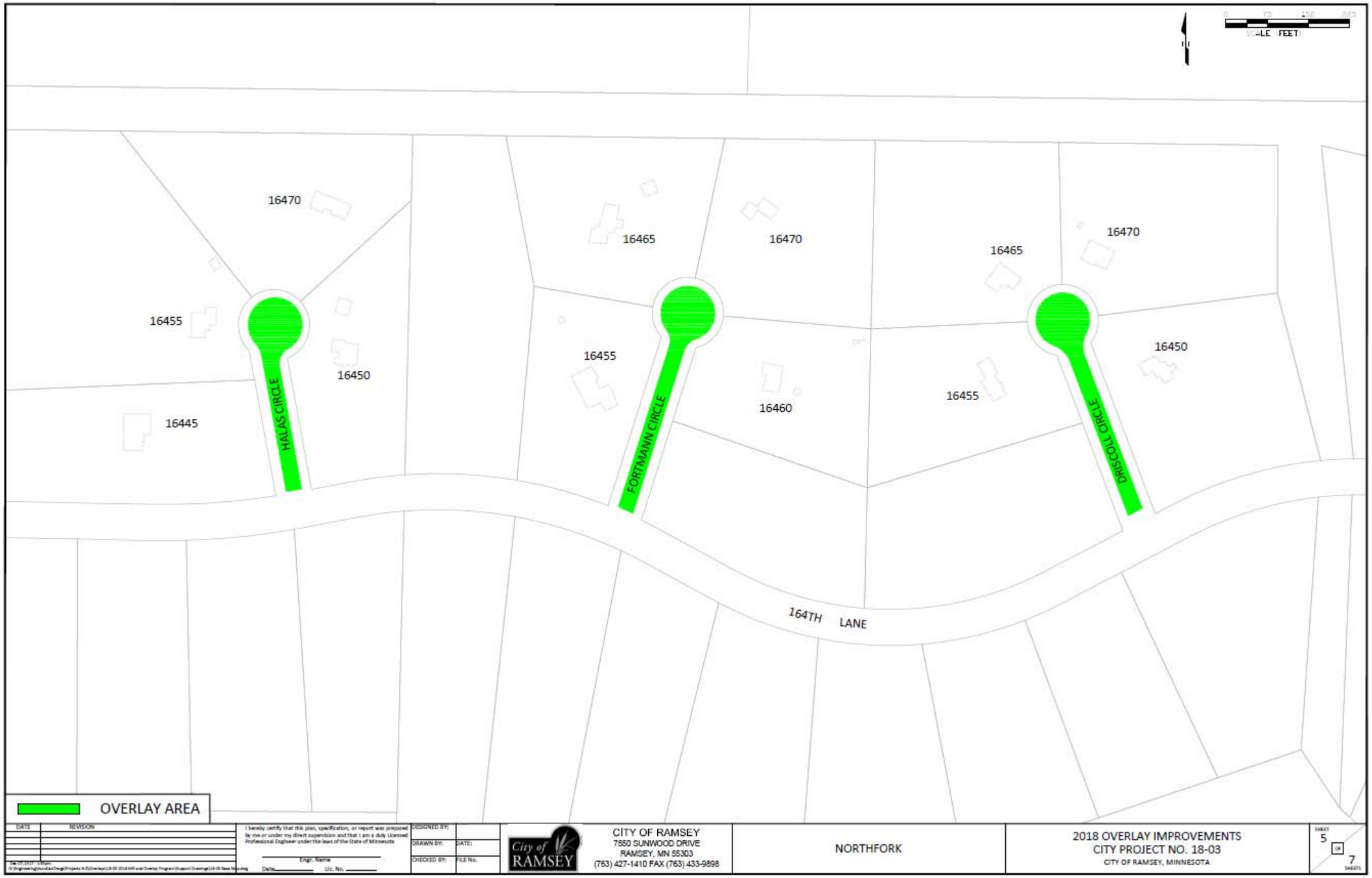


Exhibit E – 2018 Overlay Improvements – Northfork

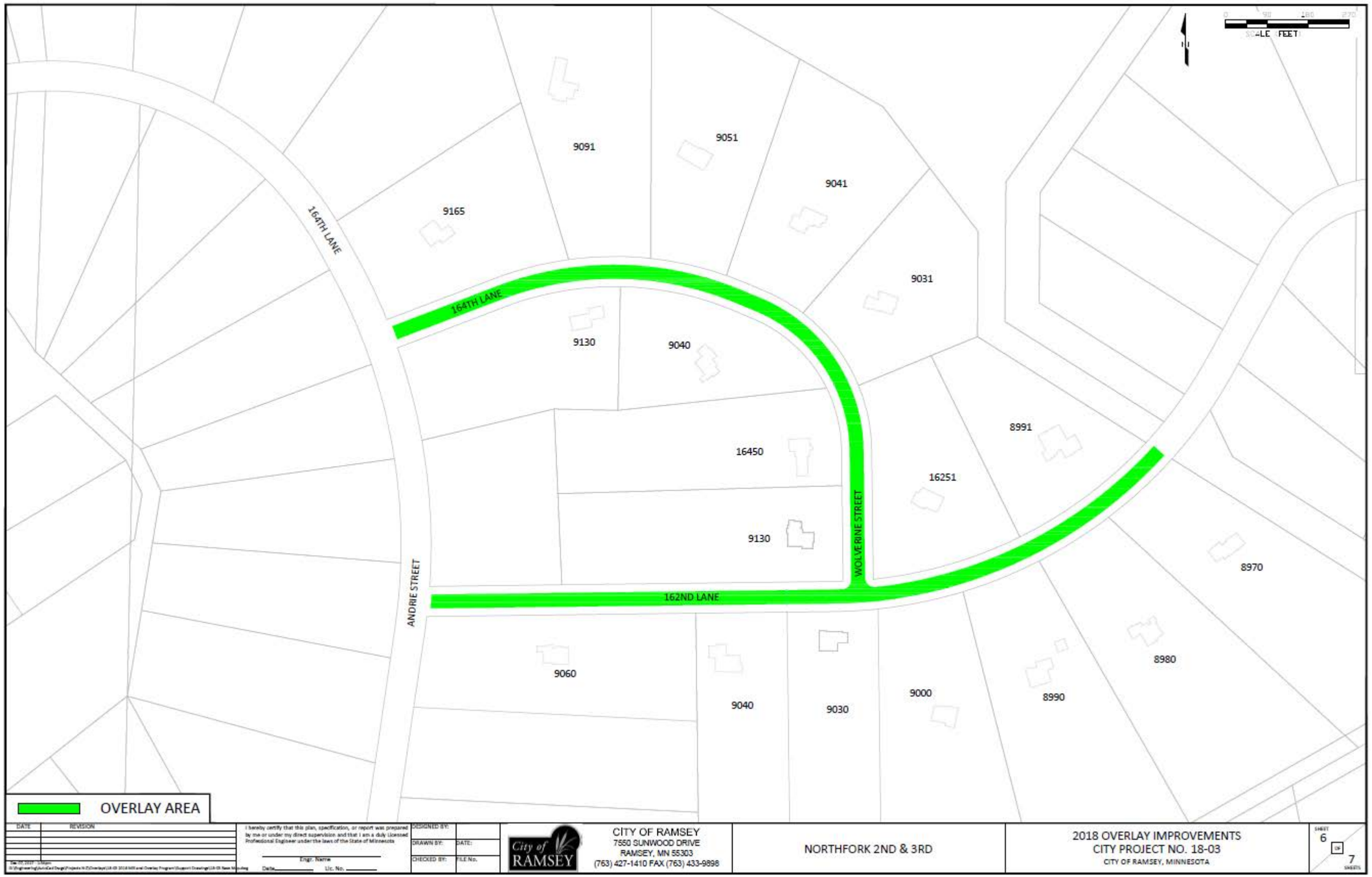


Exhibit F – 2018 Overlay Improvements – Northfork 2nd & 3rd

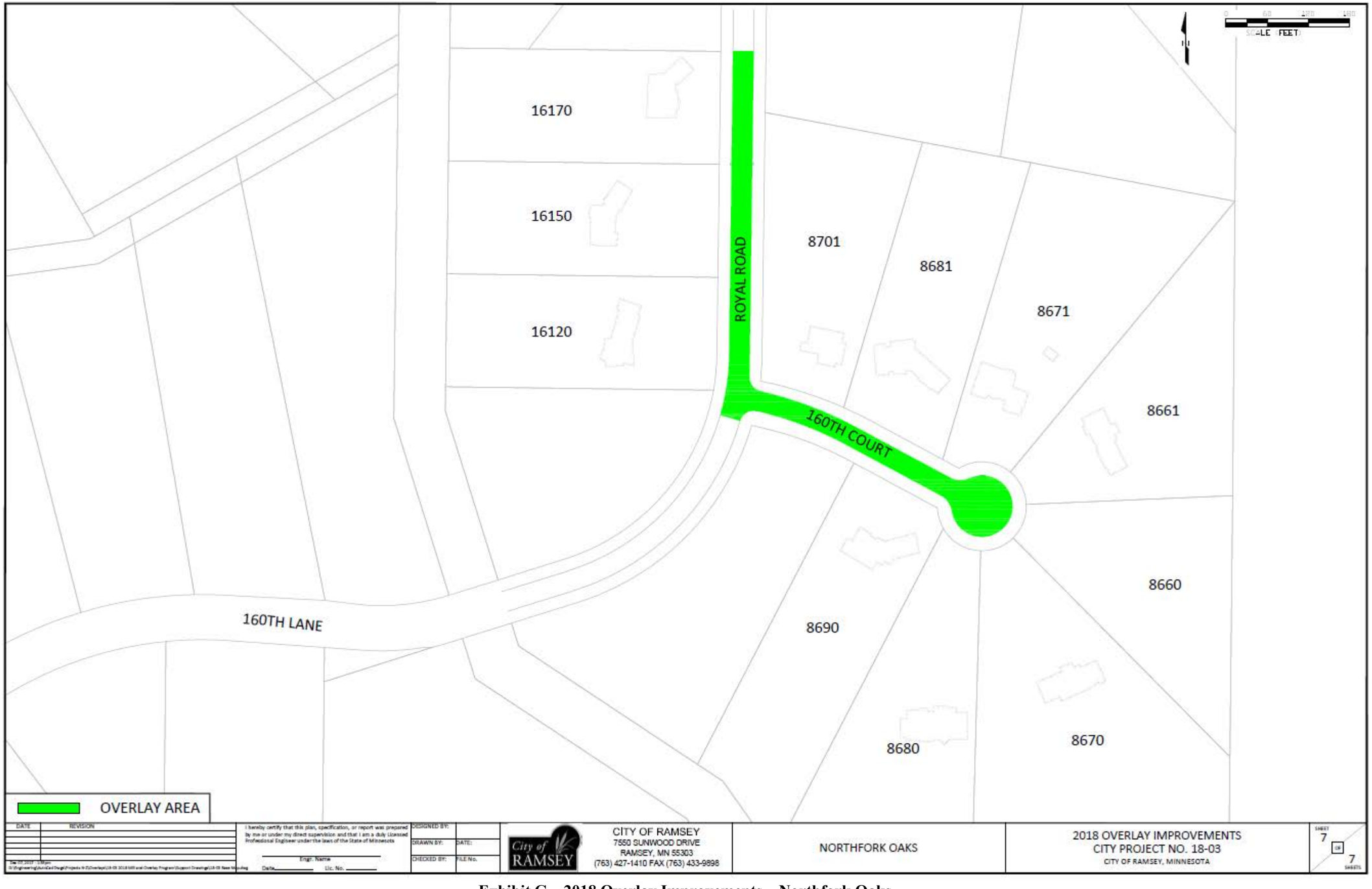


Exhibit G – 2018 Overlay Improvements – Northfork Oaks

Appendix B

Street Segment Summaries

18-03 OVERLAY IMPROVEMENTS

STREET SEGMENT SUMMARIES

WOODLAND GREEN

Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3
155th Lane	CDS / E EOP	1924	30 / 31	Bit / No Curb	4	1974	SC 1 - 1981	OL - 1990	SC 2 - 1996
Barium Street	S EOP / CDS	907	30 / 31	Bit / No Curb	4	1974	SC 1 - 1981	OL - 1990	SC 2 - 1996
Cobalt Street	N EOP / Barium St	775	31	Bit	4	1974	SC 1 - 1981	OL - 1990	SC 2 - 1996
Erkium Street	155th Ln / 156th Ln	727	31	Bit	4	1974	SC 1 - 1981	OL - 1990	SC 2 - 1996

THE NORTH FORTY 2ND

Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3
158th Lane	NE PC Okapi St & 158th Ln / E EOP	548	31	Bit	4	1989	SC 1 - 1998		
Okapi Street	S EOP / NE PC 158th Ln & Okapi St	1219	31	Bit	4	1989	SC 1 - 1998		

THE NORTH FORTY 3RD

Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3
155th Lane	W EOP / Armstrong Blvd	2943	30.5	Bit	4	1990	SC 1 - 1995	SC 2 - 2003	
156th Lane	W EOP / Hedgehog St	1464	30.5	Bit	4	1990	SC 1 - 1995	SC 2 - 2003	
Hedgehog Street	S EOP / N EOP	1362	30.5	Bit	4	1990	SC 1 - 1995	SC 2 - 2003	

NORTHFORK ITASCA SHORES

Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3
Andrie Court	Andrie St / CDS	1117	30	Bit	5	1996	SC 1 - 1999		

NORTHFORK

Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3
Driscoll Circle	164th Ln / CDS	395	30	Bit	4	1985	SC 1 - 1992	SC 2 - 1999	
Fortmann Circle	164th Ln / CDS	383	30	Bit	4	1985	SC 1 - 1992	SC 2 - 1999	
Halas Circle	164th Ln / CDS	307	30	Bit	3	1985	SC 1 - 1992	SC 2 - 1999	

NORTHFORK 2ND & 3RD

Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3
162nd Lane	Andrie St / E EOP	1693	31	Bit	4	1990	SC 1 - 1999		
164th Lane	Andrie St / E EOP	1101	31	Bit	4	1985	SC 1 - 1992	SC 2 - 1999	
164th Lane	W EOP / Wolverine St					1990	SC 1 - 1999		
Wolverine Street	162nd Ln / 164th Ln	462	31	Bit	3	1990	SC 1 - 1999		

NORTHFORK OAKS

Street	Segment Description	Length	Width	Curb	2017 Rating	Year Bulit	Maintenance 1	Maintenance 2	Maintenance 3
160th Court	Royal Rd / CDS	397	30	Bit	4	1994	SC 1 - 1999		
Royal Road	160th Crt / E EOP	537	30	Bit	4	1994	SC 1 - 1999		

Appendix C

Opinion of Probable Costs
Preliminary Assessment Maps
Preliminary Assessment Rolls

18-03 OVERLAY IMPROVEMENTS
PRELIMINARY ENGINEER ESTIMATES

PRELIMINARY ESTIMATE – WOODLAND GREEN					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$2,000.00	$2,000.00
2	Sawing Bituminous Pavement – Full Depth	LF	212	$3.00	$636.00
3	Mill Bituminous Pavement (7 Foot Edge Mill 0" – 2" Depth)	SY	6572	$1.25	$8,215.00
4	Bituminous Material for Tack Coat	GAL	1,077	$2.50	$2,692.50
5	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (2.0")	TON	1,692	$63.00	$106,596.00
6	Adjust Casting (Storm Sewer)	EA	10	$375.00	$3,750.00
7	6" Concrete Walk	SF	73	$6.50	$474.50
8	Truncated Domes	SF	16	$40.00	$640.00
9	Traffic Control	LS	1	$1,000.00	$1,000.00
				Woodland Green Construction Cost	$126,004.00
				5% Contingency Cost	$6,300.20
				14% Indirect Cost	$18,522.59
				Woodland Green Preliminary Project Cost	**$150,826.79**

PRELIMINARY ESTIMATE – THE NORTH FORTY 2ND					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$800.00	$800.00
2	Sawing Bituminous Pavement – Full Depth	LF	68	$3.00	$204.00
3	Mill Bituminous Pavement (2" Depth – Street Tie-in)	SY	100	$1.25	$125.00
4	Bituminous Material for Tack Coat	GAL	412	$2.50	$1,030.00
5	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (2.0")	TON	648	$63.00	$40,824.00
6	6" Concrete Walk	SF	70	$6.50	$455.00
7	Truncated Domes	SF	16	$40.00	$640.00
8	Traffic Control	LS	1	$1,000.00	$1,000.00
				The North Forty 2nd Construction Cost	$45,078.00
				5% Contingency Cost	$2,253.90
				14% Indirect Cost	$6,626.47
				The North Forty 2nd Preliminary Project Cost	**$53,958.37**

PRELIMINARY ESTIMATE – THE NORTH FORTY 3RD					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$2,000.00	$2,000.00
2	Sawing Bituminous Pavement – Full Depth	LF	205	$3.00	$615.00
3	Mill Bituminous Pavement (2" Depth – Street Tie-in)	SY	460	$1.25	$575.00
4	Bituminous Material for Tack Coat	GAL	1,256	$2.50	$3,140.00
5	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (2.0")	TON	1,974	$63.00	$124,362.00
6	Traffic Control	LS	1	$1,000.00	$1,000.00
				The North Forty 3rd Construction Cost	$131,692.00
				5% Contingency Cost	$6,584.60
				14% Indirect Cost	$19,358.72
				The North Forty 3rd Preliminary Project Cost	**$157,635.32**

PRELIMINARY ESTIMATE – NORTHFORK ITASCA SHORES					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$600.00	$600.00
2	Sawing Bituminous Pavement – Full Depth	LF	41	$3.00	$123.00
3	Mill Bituminous Pavement (2” Depth – Street Tie-in)	SY	50	$1.25	$62.50
4	Bituminous Material for Tack Coat	GAL	300	$2.50	$750.00
5	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (2.0”)	TON	472	$63.00	$29,736.00
6	Adjust Casting (Storm Sewer)	EA	2	$375.00	$750.00
7	6” Concrete Walk	SF	78	$6.50	$507.00
8	Truncated Domes	SF	16	$40.00	$640.00
9	Traffic Control	LS	1	$1,000.00	$1,000.00
				Northfork Itasca Shores Construction Cost	$34,168.50
				5% Contingency Cost	$1,708.43
				14% Indirect Cost	$5,022.77
				Northfork Itasca Shores Preliminary Project Cost	**$40,899.69**

PRELIMINARY ESTIMATE – NORTHFORK					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$800.00	$800.00
2	Sawing Bituminous Pavement – Full Depth	LF	57	$3.00	$171.00
3	Mill Bituminous Pavement (2” Depth – Street Tie-in)	SY	145	$1.25	$181.25
4	Bituminous Material for Tack Coat	GAL	389	$2.50	$972.50
5	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (2.0”)	TON	612	$63.00	$38,556.00
6	Traffic Control	LS	1	$1,000.00	$1,000.00
				Northfork Construction Cost	$41,680.75
				5% Contingency Cost	$2,084.04
				14% Indirect Cost	$6,127.07
				Northfork Preliminary Project Cost	**$49,891.86**

PRELIMINARY ESTIMATE – NORTHFORK 2ND & 3RD					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$2,000.00	$2,000.00
2	Sawing Bituminous Pavement – Full Depth	LF	90	$3.00	$270.00
3	Mill Bituminous Pavement (2” Depth – Street Tie-in)	SY	145	$1.25	$181.25
4	Bituminous Material for Tack Coat	GAL	755	$2.50	$1,887.50
5	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (2.0”)	TON	1,186	$63.00	$74,718.00
6	Adjust Casting (Storm Sewer)	EA	6	$375.00	$2,250.00
7	Traffic Control	LS	1	$1,000.00	$1,000.00
				Northfork 2nd & 3rd Construction Cost	$82,306.75
				5% Contingency Cost	$4,115.34
				14% Indirect Cost	$12,099.09
				Northfork 2nd & 3rd Preliminary Project Cost	**$98,521.18**

PRELIMINARY ESTIMATE – NORTHFORK OAKS					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$600.00	$600.00
2	Sawing Bituminous Pavement – Full Depth	LF	60	$3.00	$180.00
3	Mill Bituminous Pavement (2" Depth – Street Tie-in)	SY	55	$1.25	$68.75
4	Bituminous Material for Tack Coat	GAL	252	$2.50	$630.00
5	Type SP Wearing Course Mixture (SPWEA340C) (2.0")	TON	396	$63.00	$24,948.00
6	Adjust Casting (Storm Sewer)	EA	2	$375.00	$750.00
7	Traffic Control	LS	1	$1,000.00	$1,000.00
				Northfork Oaks Construction Cost	$28,176.75
				5% Contingency Cost	$1,408.84
				14% Indirect Cost	$4,141.98
				Northfork Oaks Preliminary Project Cost	**$33,727.57**

18-03 PRELIMINARY ESTIMATE SUMMARY		
PROJECT AREA	**PROJECT COST**	**TOTAL ASSESSMENT (25%)**
WOODLAND GREEN	$150,826.79	$37,706.70
THE NORTH FORTY 2ND	$53,958.37	$13,489.59
THE NORTH FORTY 3RD	$157,635.32	$39,408.84
NORTHFORK ITASCA SHORES	$40,899.69	$10,224.92
NORTHFORK	$49,891.86	$12,472.96
NORTHFORK 2ND & 3RD	$98,521.18	$24,630.29
NORTHFORK OAKS	$33,727.57	$8,431.89
PRELIMINARY ESTIMATED TOTALS	**$585,460.78**	**$146,365.19**



WOODLAND GREEN
ASSESSABLE PROPERTIES
2018 OVERLAY IMPROVEMENTS

0 250 500 750
SCALE (FEET)

City of RAMSEY



THE NORTH FORTY 2ND
ASSESSABLE PROPERTIES
2018 OVERLAY IMPROVEMENTS

0 200 400 600
SCALE IN FEET

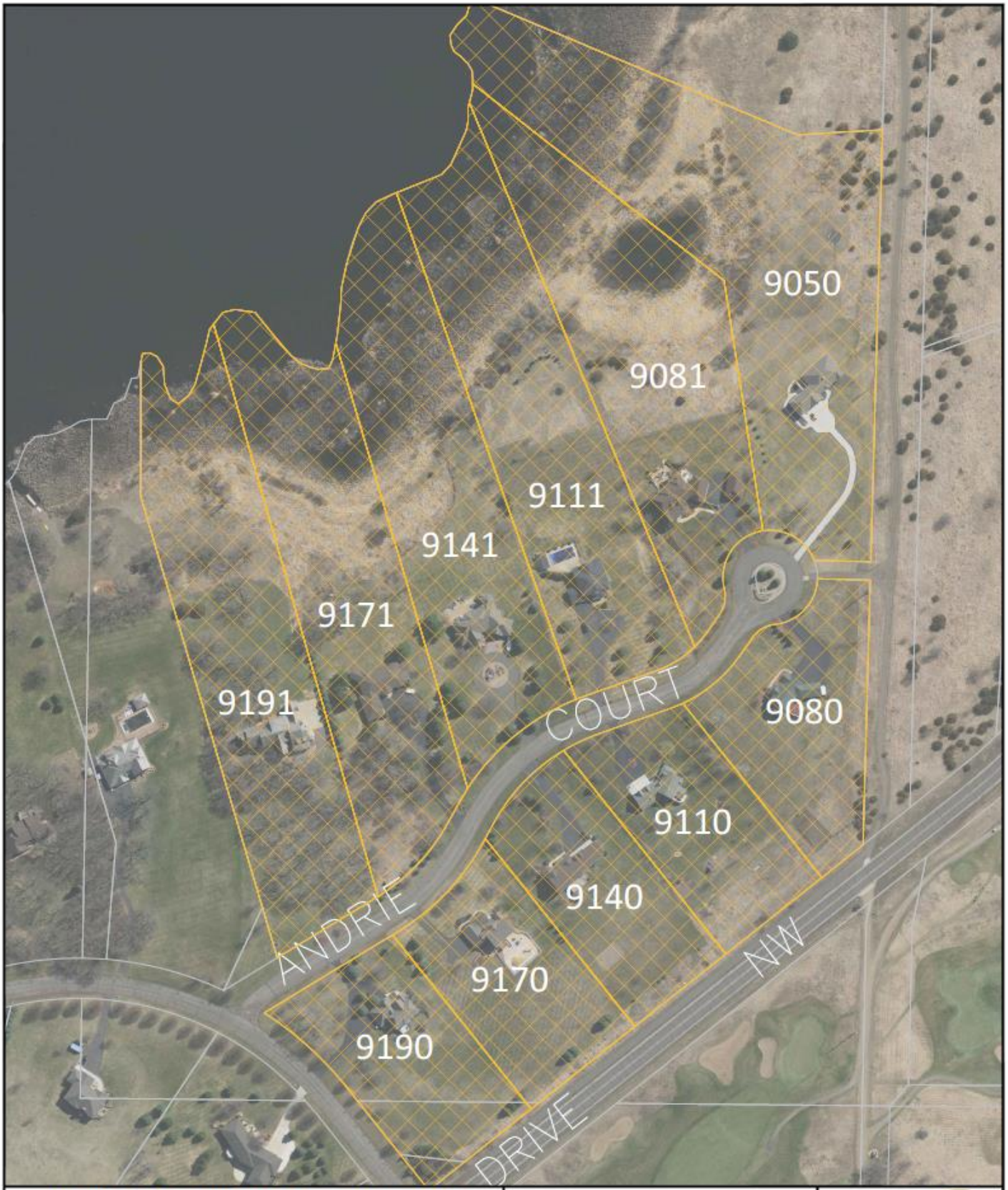
City of RAMSEY



THE NORTH FORTY 3RD
ASSESSABLE PROPERTIES
2018 OVERLAY IMPROVEMENTS

0 300 600 900
SCALE IN FEET

City of RAMSEY



NORTHFORK ITASCA SHORES
ASSESSABLE PROPERTIES
2018 OVERLAY IMPROVEMENTS

0 200 400 600
SCALE IN FEET

City of RAMSEY



NORTHFORK
ASSESSABLE PROPERTIES
2018 OVERLAY IMPROVEMENTS

0 300 600 900
SCALE (FEET)

City of RAMSEY



NORTHFORK 2ND & 3RD
ASSESSABLE PROPERTIES
2018 OVERLAY IMPROVEMENTS

0 300 600 900
SCALE (FEET)

N

City of RAMSEY


16170
16150
16120
ROYAL
8701
8681
8671
160TH
CT
8661
8660
8690
8680
8670
NORTHFORK OAKS
ASSESSABLE PROPERTIES
2018 OVERLAY IMPROVEMENTS
0
150
300
450
SCALE IN FEET
N
City of
RAMSEY

PROPOSED ASSESSMENT ROLL - 18-03 WOODLAND GREEN							
PID	**Name/Owner**	**Address 1**	**City**	**State**	**Zip**	**Assessable Units**	**Proposed Assessment**
243225210012	FLOYD JESSICA	15611 COBALT ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210013	ARENDS BARBARA	15621 BARIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210014	MORAVETZ PAUL	15611 BARIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210015	LORETZ JAMES R & M K	15551 BARIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210016	WESTERVELD DONNA LYNN	5251 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210017	GIVENS ANDREW	5221 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210018	NELSON TIMOTHY C & BARBARA A	5211 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210019	CASSIDY MEGAN	5240 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210020	CIKOTTE THOMAS D & SHELLEY	5220 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210021	THIEL MARK	5200 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210023	SWEET LAURA	15630 COBALT ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210024	JAMES CORRINE	15620 COBALT ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210025	FISCHER TIMOTHY A & NANCY A	15600 COBALT ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210026	WATSON JUDY	15530 BARIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210027	NYARA JOSEPH C	5381 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210028	VANG LA	5390 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210029	HOEKE CURTIS	5370 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210030	HATCH JOHN S	15500 BARIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225210031	CITY OF RAMSEY		RAMSEY	MN	55303	1	$ 1,216.35
243225220008	AHLQUIST TRUSTEE JOHN & AHLQUIST TRUSTEE PEGGY	15561 ERKIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220009	MCCALLA ANNETTE	15601 ERKIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220010	HAMMOCK JERRY	15621 ERKIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220015	HALTER JONATHAN T & GINA L	15630 ERKIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220017	MAJKRZAK THOMAS J	15610 ERKIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220018	SCHMID RICHARD & JACQUELINE	5491 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220019	KIGER GREGORY A	15550 ERKIUM ST NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220021	MILLER MARYLEE	5490 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220022	ZIMMERMANN RONALD G & D J	5460 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220023	POMEROY GEORGE A	5430 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220025	SCOTT DOROTHY	5501 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
243225220027	ROSE GARY L & G C	5500 155TH LN NW	RAMSEY	MN	55303	1	$ 1,216.35
TOTALS						**31**	**$ 37,706.70**

PROPOSED ASSESSMENT ROLL - 18-03 THE NORTH FORTY 2ND							
PID	**Name/Owner**	**Address 1**	**City**	**State**	**Zip**	**Assessable Units**	**Proposed Assessment**
173225340002	COULT BRENDA	8425 158TH LN NW	RAMSEY	MN	55303	1	$ 899.31
173225340003	GEISSLER JOSEPH & KIMBERLY	8467 158TH LN NW	RAMSEY	MN	55303	1	$ 899.31
173225340004	GRONAU SHANE	15842 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340005	JOHNSON PATRICIA	15812 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340006	LEVENICK EMMA	15784 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340007	WISE LYLE D & JEAN R	15768 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340008	BERRY FRANCIS P	15750 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340009	TRUONG KY	8416 158TH LN NW	RAMSEY	MN	55303	1	$ 899.31
173225340010	HASTINGS SHERRY	8462 158TH LN NW	RAMSEY	MN	55303	1	$ 899.31
173225340011	OLSON THOMAS C & CARRIE M	15811 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340012	MOLDENHAUER AMANDA	15779 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340013	JOY ANDREW C & JERI L	15757 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340014	WARZONEK ZACHERY	15731 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340015	CITY OF RAMSEY	15700 OKAPI ST NW	RAMSEY	MN	55303	1	$ 899.31
173225340016	CITY OF RAMSEY		RAMSEY	MN	55303	1	$ 899.31
TOTALS						**15**	**$ 13,489.59**

PROPOSED ASSESSMENT ROLL – 18-03 THE NORTH FORTY 3RD							
PID	**Name/Owner**	**Address 1**	**City**	**State**	**Zip**	**Assessable Units**	**Proposed Assessment**
203225110004	BACKMAN JEANINE	8030 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110005	CHISMAR PAMELA	8070 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110006	GOODMAN JOHN D & MIKA JONI R	8118 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110007	BORELL RONALD J & SANDRA A	8148 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110008	SCHUETTE JOAN	8184 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110009	MORLEY JOHN	8031 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110010	SUOMALA ERIN	8077 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110011	BABKIN VYACHESLAV	8131 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110012	DUSTERHOFT KYLE J & MELANIE A	15599 HEDGEHOG ST NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110013	GRANHOLT LUANN	15639 HEDGEHOG ST NW	RAMSEY	MN	55303	1	$ 1,515.72
203225110014	NORMAN MARVIN G & MARIA K	15673 HEDGEHOG ST NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120003	GUSTAVSON GENE E & LANETTE J	8211 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120004	ANDERSON HARLAN	8255 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120005	WULF RONDA	8309 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120006	LATOUR GREGORY	8353 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120007	HEINEMAN THOMAS	8239 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120008	MOORE DANIEL	8277 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120009	TRASK BENJAMIN J	8323 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120010	TREPTOW THERESA	8375 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120011	BOBB MICHAEL J	8376 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120012	NORMAN MICHAEL	8324 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120013	WIDEL LAURA	8278 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120014	MAU DAVID	8230 156TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120015	DAVIS ALLISON	8252 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120016	ROUSE MICHAEL	8306 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
203225120017	PETERSON CHAD	8348 155TH LN NW	RAMSEY	MN	55303	1	$ 1,515.72
TOTALS						**26**	**$ 39,408.83**

PROPOSED ASSESSMENT ROLL – 18-03 NORTHFORK ITASCA SHORES							
PID	**Name/Owner**	**Address 1**	**City**	**State**	**Zip**	**Assessable Units**	**Proposed Assessment**
193225130013	TAMAN TARIK & EUSTICE HEIDI T	9191 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130014	SCHROEDER RICHARD M & PENNY M	9171 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130015	TEAL DALE	9141 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130016	MCDONALD ROBERT G & DENISE A	9111 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130017	FIORE EDWARD	9081 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130018	MISNER ALBA	9050 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130020	JORDAN KEVIN L & SUE A	9170 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130021	OLSON MITCHELL A & MICHELLE L	9140 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130022	PAULEY MARIE	9110 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130023	CHRISTIANSON LINDSEY	9080 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
193225130027	DUNLAP CINDY	9190 ANDRIE CT NW	RAMSEY	MN	55303	1	$ 929.54
TOTALS						**11**	**$ 10,224.92**

PROPOSED ASSESSMENT ROLL – 18-03 NORTHFORK							
PID	**Name/Owner**	**Address 1**	**City**	**State**	**Zip**	**Assessable Units**	**Proposed Assessment**
183225210002	SHERER MOLLY	16470 FORTMANN CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225210003	KOEHLER MICHAEL	16460 FORTMANN CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225210006	ADAMS LYNN	16455 DRISCOLL CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225210007	WITTER KELLY	16465 DRISCOLL CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225210008	FOOTE CLIFFORD L & SHIRLEY	16470 DRISCOLL CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225210009	RESECH DAVID G & SHAREN J	16450 DRISCOLL CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225220002	LYNCH TERRANCE M & SMITH SUSAN	16445 HALAS CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225220003	TERNUS JESSE	16455 HALAS CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225220004	HANSON ELLEN M	16470 HALAS CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225220005	SKYBERG JASON D & JOANN M	16450 HALAS CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225220007	ANDERSON II TRUSTEE	16455 FORTMANN CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
183225220008	RUDY TRUSTEE CAROL	16465 FORTMANN CIR NW	RAMSEY	MN	55303	1	$ 1,039.41
TOTALS						**12**	**$ 12,472.96**

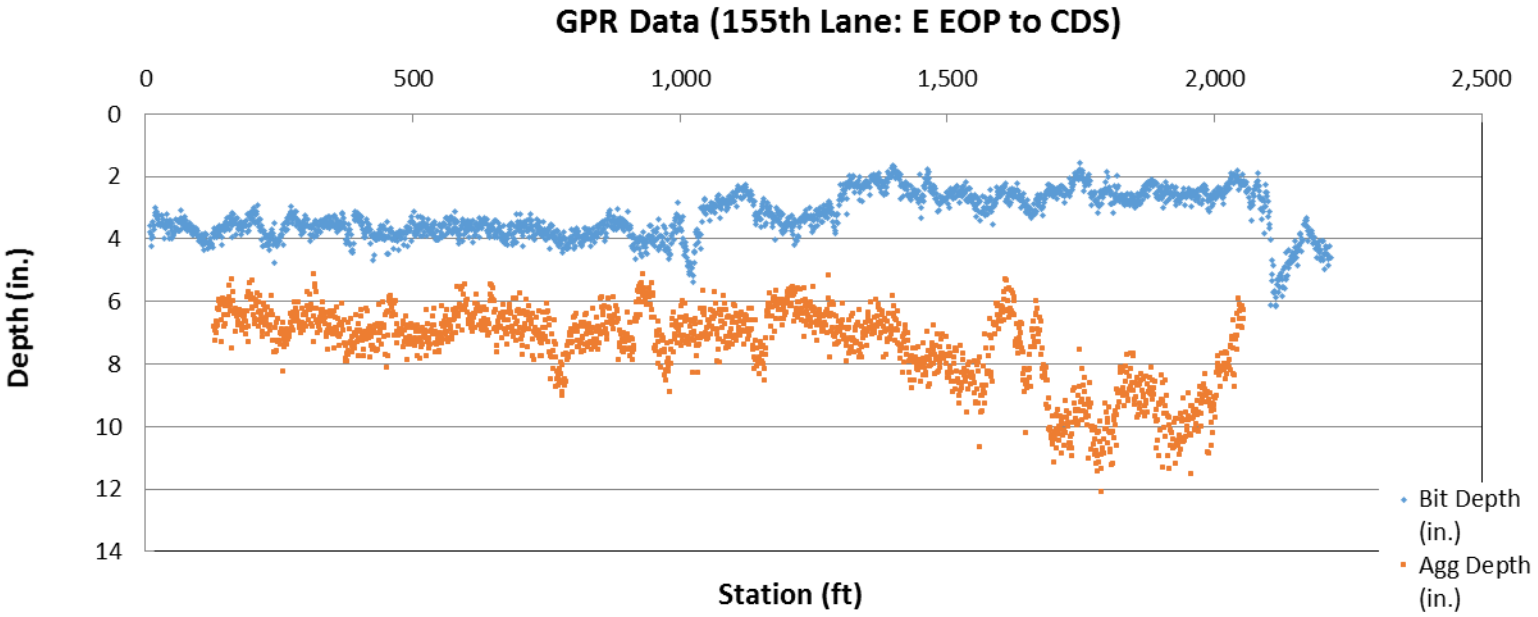
PROPOSED ASSESSMENT ROLL – 18-03 NORTHFORK 2ND & 3RD							
PID	**Name/Owner**	**Address 1**	**City**	**State**	**Zip**	**Assessable Units**	**Proposed Assessment**
183225110004	PELUF LAWRENCE & PATRICIA	9041 164TH LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225110005	SHUGA TOM & IDA S	9031 164TH LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225120005	MORTENSON CYNTHIA	9165 164TH LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225120006	SMITH TRUSTEE JILL & SMITH TRUSTEE STEPHEN	9130 164TH LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225120012	FREDERICKSON JOAN M & THOMAS A	9040 164TH LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225120013	WEBSTER MITCHELL W & NANCY W	9091 164TH LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225120014	SCHOENEMAN CRAIG & JOHNSON E A	9051 164TH LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225130008	FLAVIN RANDY & JOAN	9060 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225130012	KUNKEL NICHOLAS V & NANCY L	9040 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225130013	FIELD ROBERT & LORI	16250 WOLVERINE ST NW	RAMSEY	MN	55303	1	$ 1,368.35
183225130014	BARBER JAMES	16450 WOLVERINE ST NW	RAMSEY	MN	55303	1	$ 1,368.35
183225140002	CHRISTENSEN SCOTT M & LISA E	8970 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225140003	HARTER GREGORY J & LYNNE M	8980 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225140005	WATSON BARBARA	9000 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225140006	MALECK KATHLEEN M	9030 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225140007	ZIERDEN SCOTT M & JULIE M	16251 WOLVERINE ST NW	RAMSEY	MN	55303	1	$ 1,368.35
183225140008	QUICK BRYAN R & MARY M	8991 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
183225140020	MCGERR PATRICIA R TRUSTEE	8990 162ND LN NW	RAMSEY	MN	55303	1	$ 1,368.35
TOTALS						**18**	**$ 24,630.29**

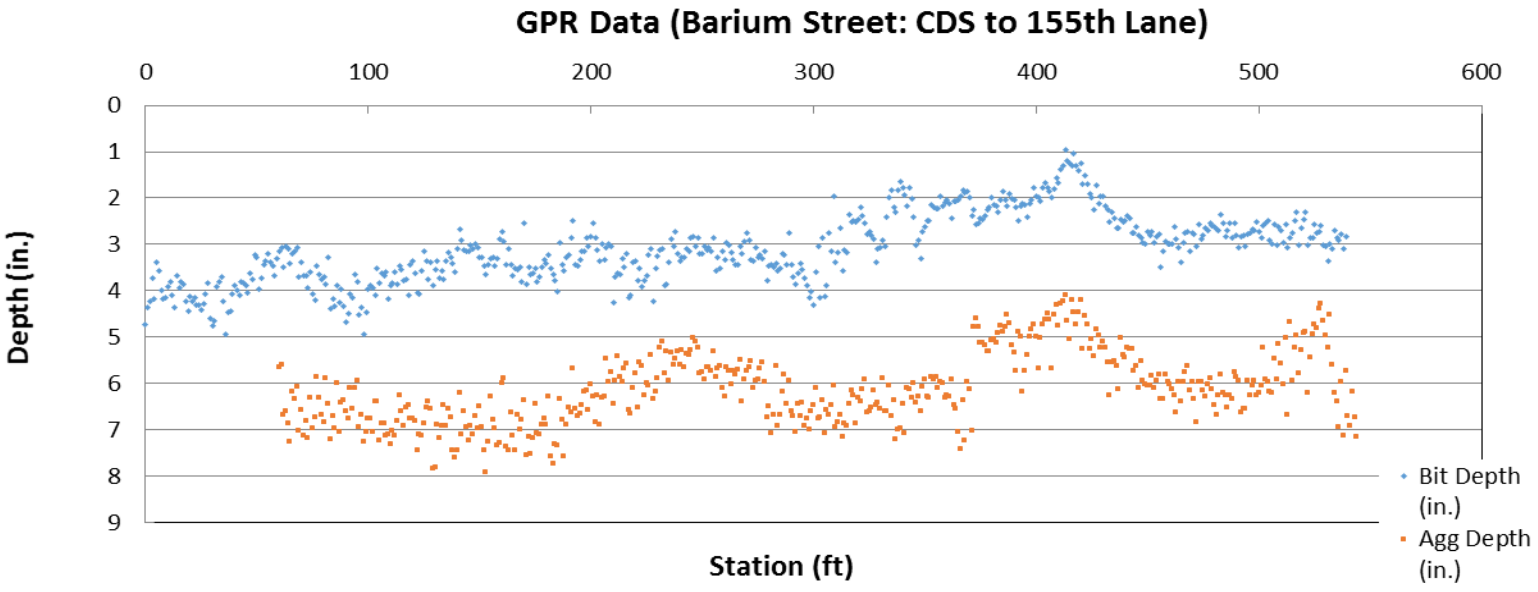
PROPOSED ASSESSMENT ROLL – 18-03 NORTHFORK OAKS							
PID	**Name/Owner**	**Address 1**	**City**	**State**	**Zip**	**Assessable Units**	**Proposed Assessment**
173225230006	SERIANO KIMBERLY	16170 ROYAL RD NW	RAMSEY	MN	55303	1	$ 766.54
173225230007	HANSON JOHN	16150 ROYAL RD NW	RAMSEY	MN	55303	1	$ 766.54
173225230008	KUZMA MARK E & WENDY J	16120 ROYAL RD NW	RAMSEY	MN	55303	1	$ 766.54
173225230009	MENTH JEFFREY & O'BERRY E M	8701 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
173225230010	SOGN BRUCE	8681 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
173225230011	FOGGIA JOSEPH M & KAREN S	8671 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
173225230012	FROLIK JON	8661 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
173225320004	PARENT CUSTOM HOMES LLC	8660 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
173225320005	SAXON TED	8670 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
173225320006	BIRD DANIEL	8680 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
173225320007	BRUSVEN DAVID D & MARY G	8690 160TH CT NW	RAMSEY	MN	55303	1	$ 766.54
TOTALS						**11**	**$ 8,431.89**

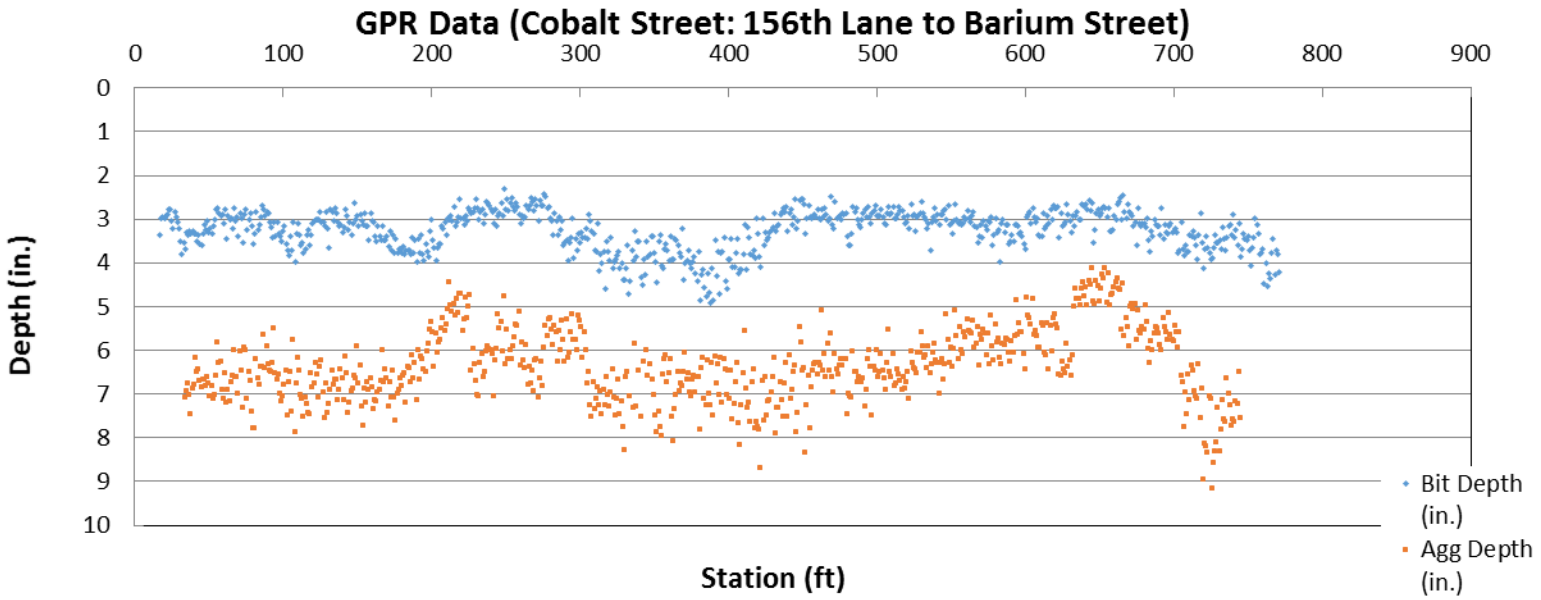
Appendix D

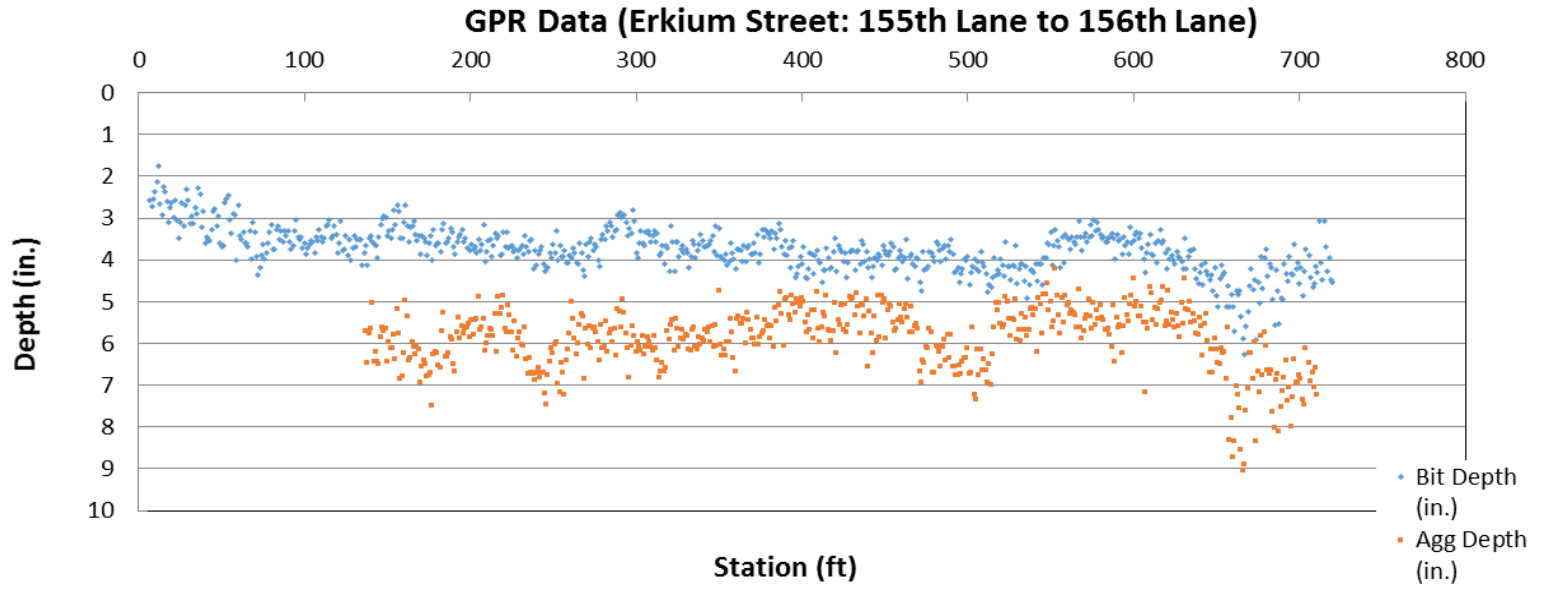
Ground Penetrating Radar (GPR) Results Tables and Data Charts

Woodland Green GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
155th Lane	E EOP / CDS	1.6	6.2	3.3	1.9	9.6	4.9	7.4	5.1	316' West of E EOP.
Barium Street	S EOP / CDS	1.0	4.9	3.1	1.5	7.2	3.2	6.1	4.09	130' North of 155th Lane.
Cobalt Street	N EOP / Barium St	2.3	4.9	3.3	1.3	5.3	3.1	6.4	4.11	126' Northwest of Barium Street.
Erkium Street	155th Ln / 156th Ln	1.8	6.3	3.8	0.6	3.7	2.0	5.9	4.2	167' South of 156th Lane
Project Summary		*1.0*	*6.3*	*3.3*	*0.6*	*9.6*	*3.6*	*6.8*	*4.09*	*Barium Street, 130' North of 155th Lane.*

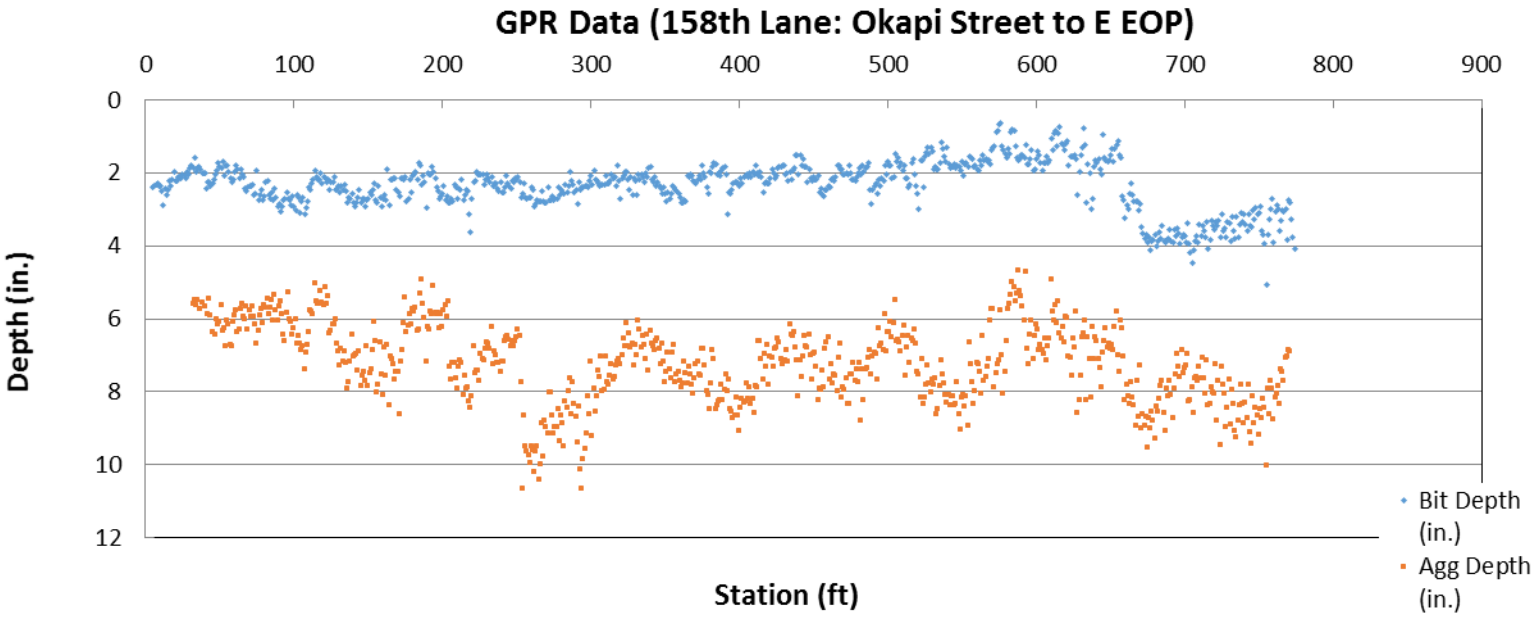


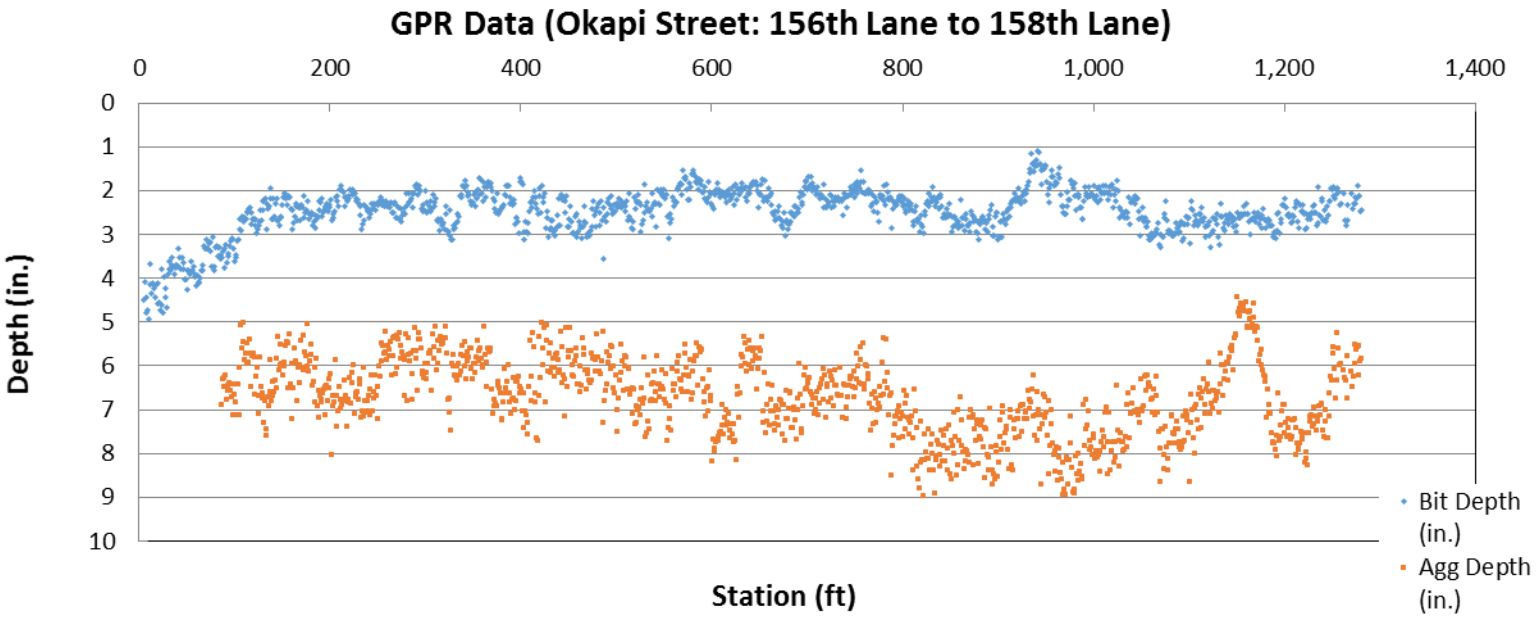



GPR Data (Cobalt Street: 156th Lane to Barium Street)
0
100
200
300
400
500
600
700
800
900
0
1
2
3
4
5
6
7
8
9
10
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)

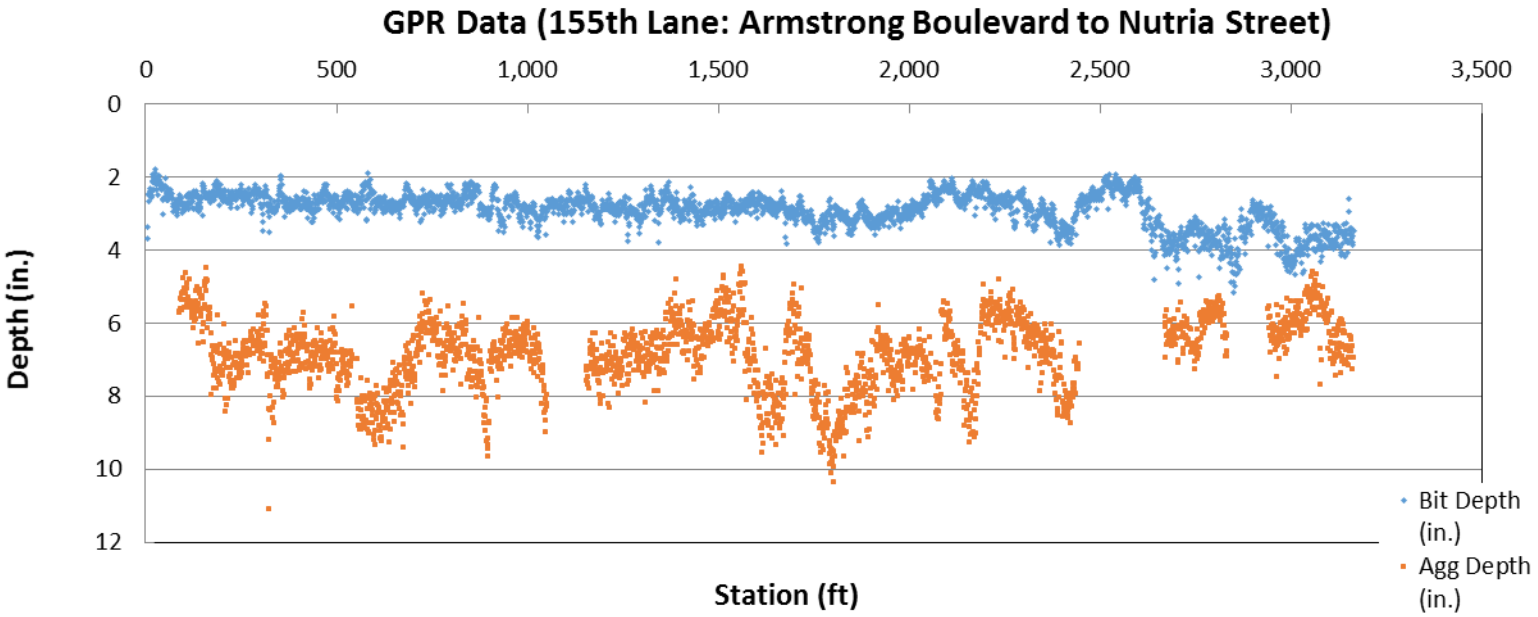

GPR Data (Erkium Street: 155th Lane to 156th Lane)
0
100
200
300
400
500
600
700
800
0
1
2
3
4
5
6
7
8
9
10
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)

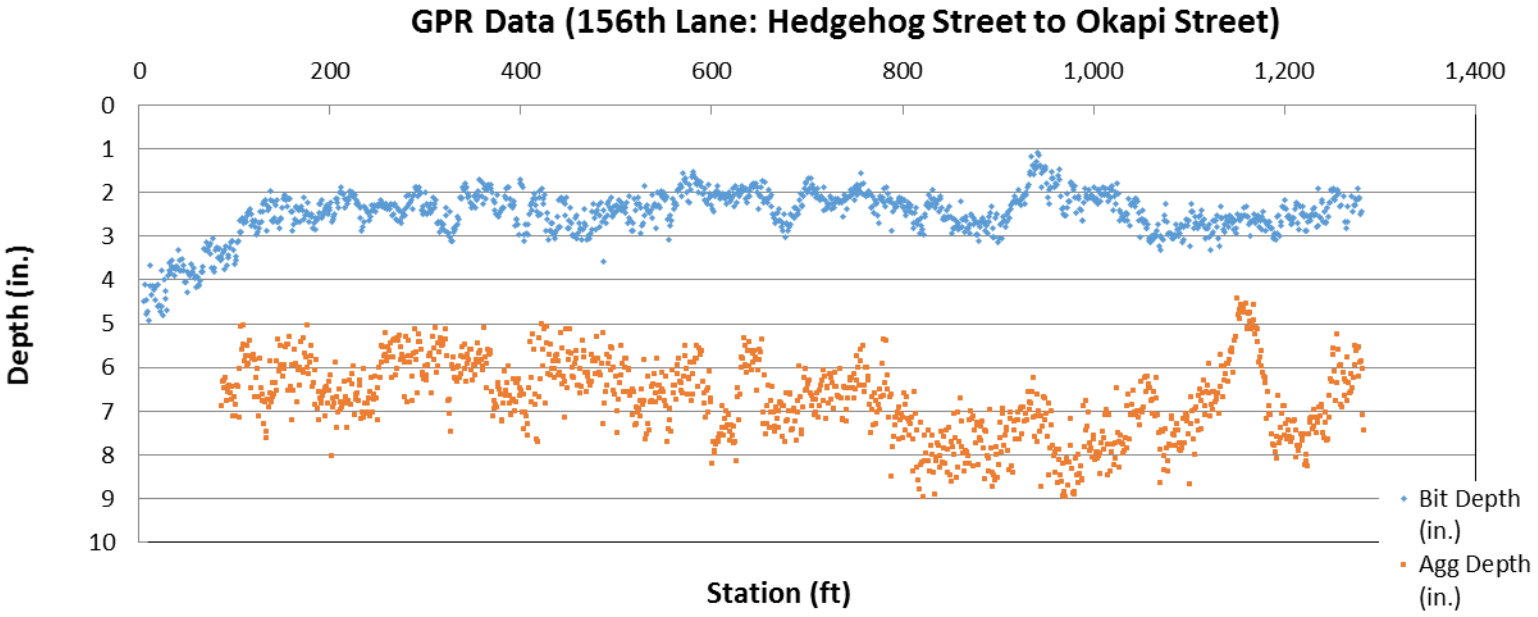
The North Forty 2nd GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
158th Lane	NE PC Okapi St & 158th Ln / E EOP	0.7	5.1	2.3	2.5	8.3	4.6	7.2	4.7	187' West of E EOP.
Okapi Street	S EOP / NE PC 158th Ln & Okapi St	1.1	4.9	2.5	1.9	7.1	4.3	6.7	4.4	130' North of S EOP.
Project Summary		*0.7*	*5.1*	*2.4*	*1.9*	*8.3*	*4.4*	*6.9*	*4.4*	*Okapi Street, 130' North of S EOP.*

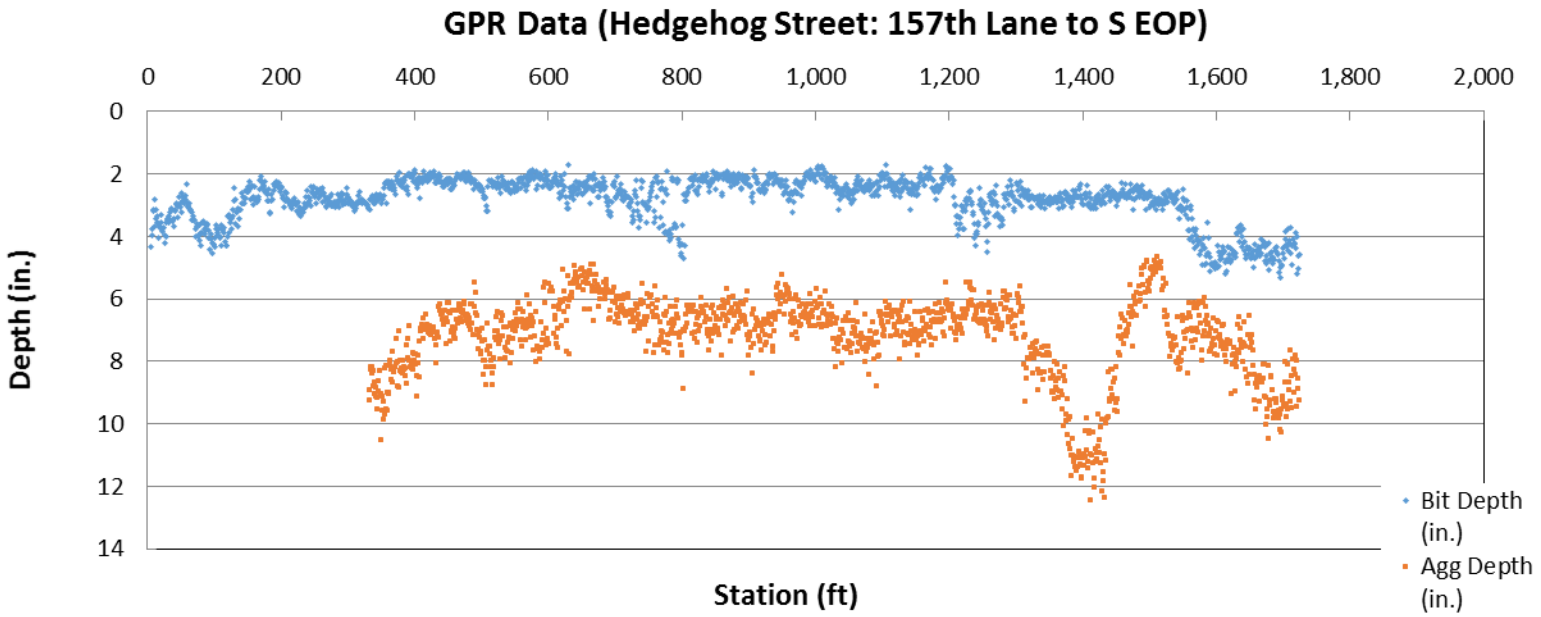




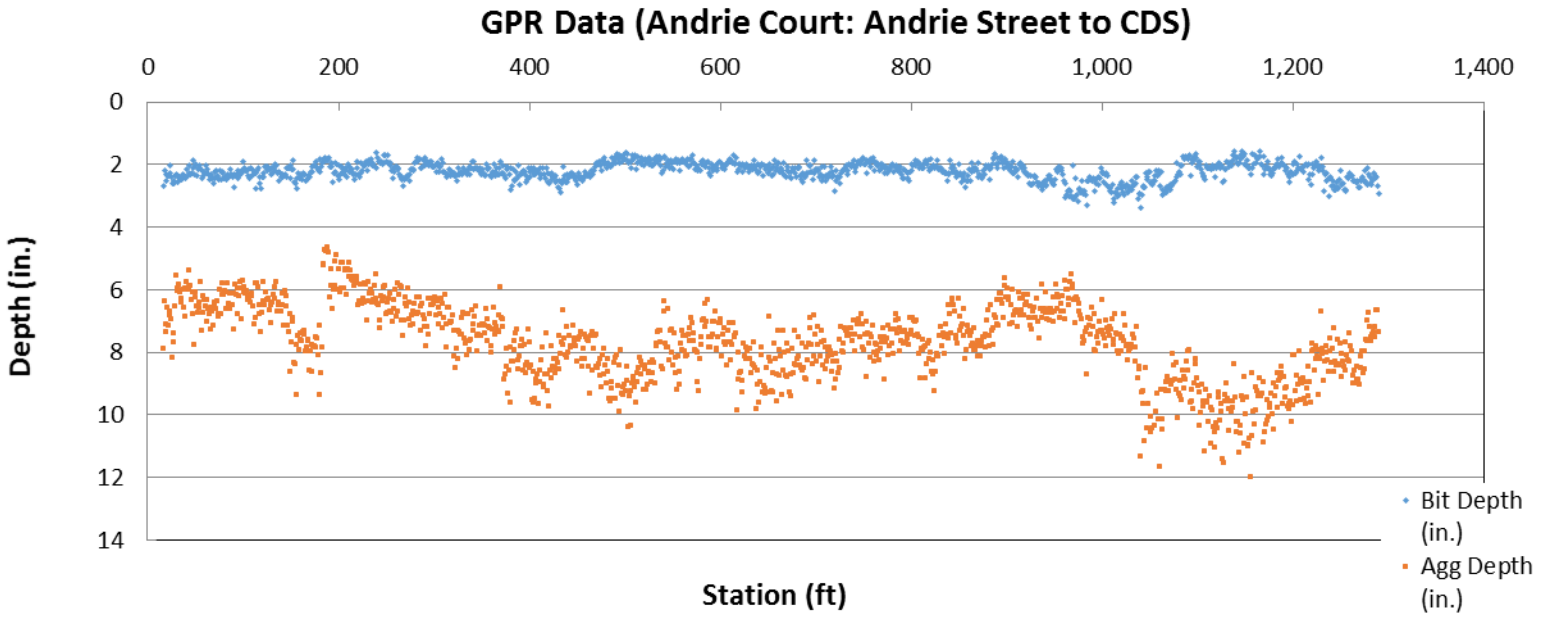
The North Forty 3rd GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
155th Lane	W EOP / Armstrong Blvd	1.8	5.2	2.9	1.2	7.0	3.7	6.9	4.5	52' West of Hedgehog Street.
156th Lane	W EOP / Hedgehog St	1.1	4.9	2.5	1.9	7.4	4.1	6.7	4.4	137' East of W EOP.
Hedgehog Street	S EOP / N EOP	1.7	5.3	2.8	1.6	9.4	4.4	7.2	4.7	216' North of S EOP.
Project Summary		*1.1*	*5.3*	*2.8*	*1.2*	*9.4*	*4.0*	*6.9*	*4.4*	*156th Lane, 137' East of W EOP.*



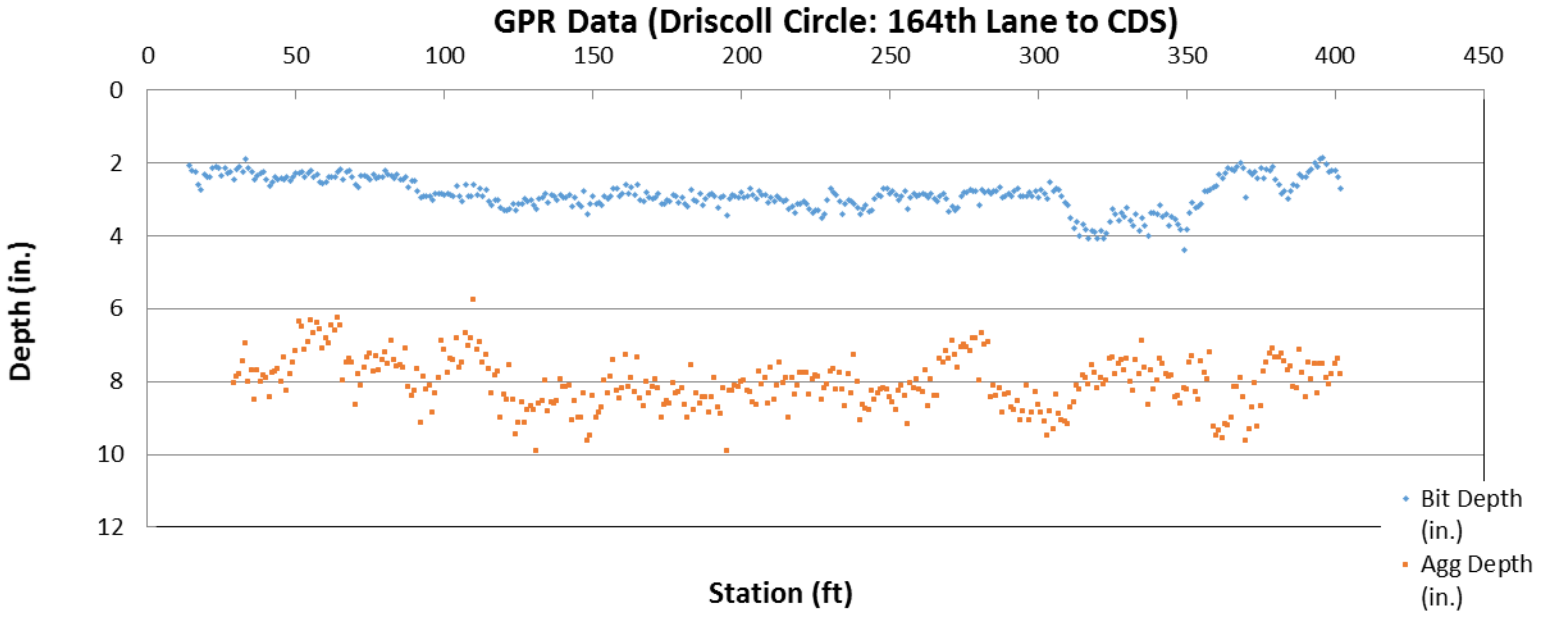


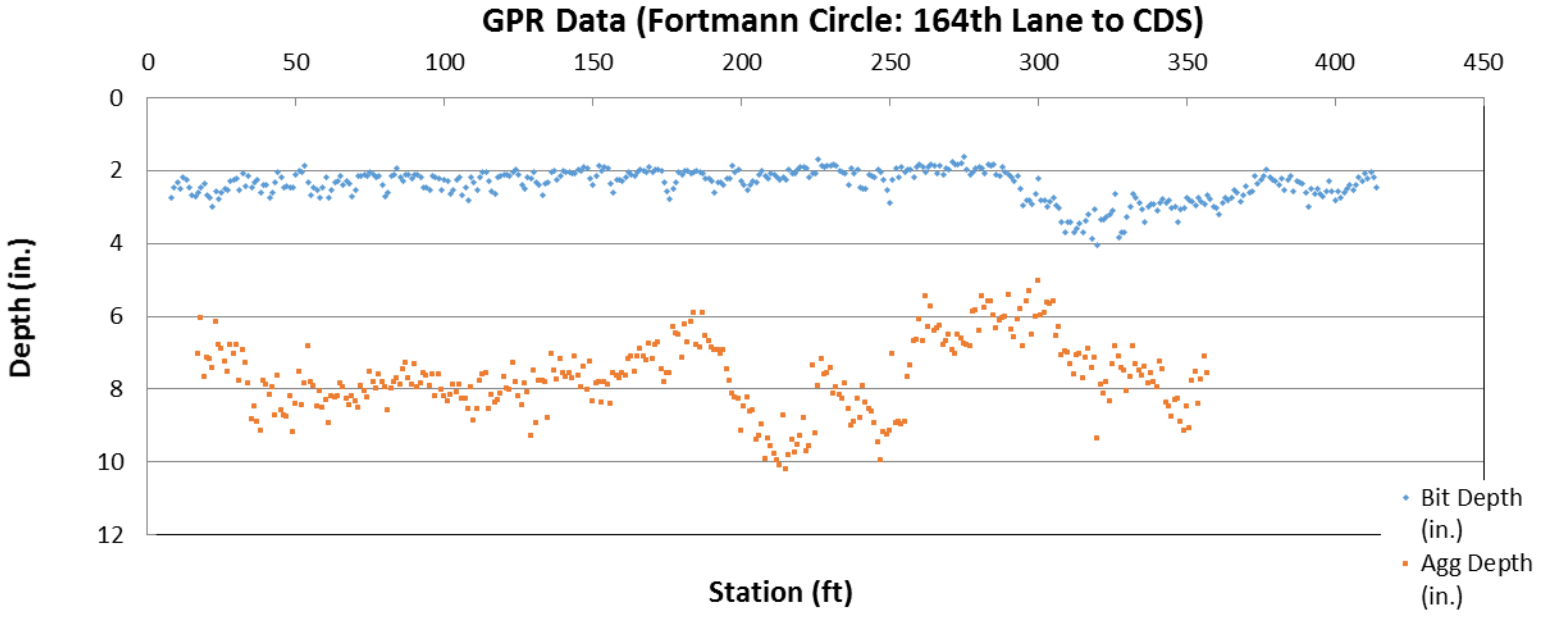


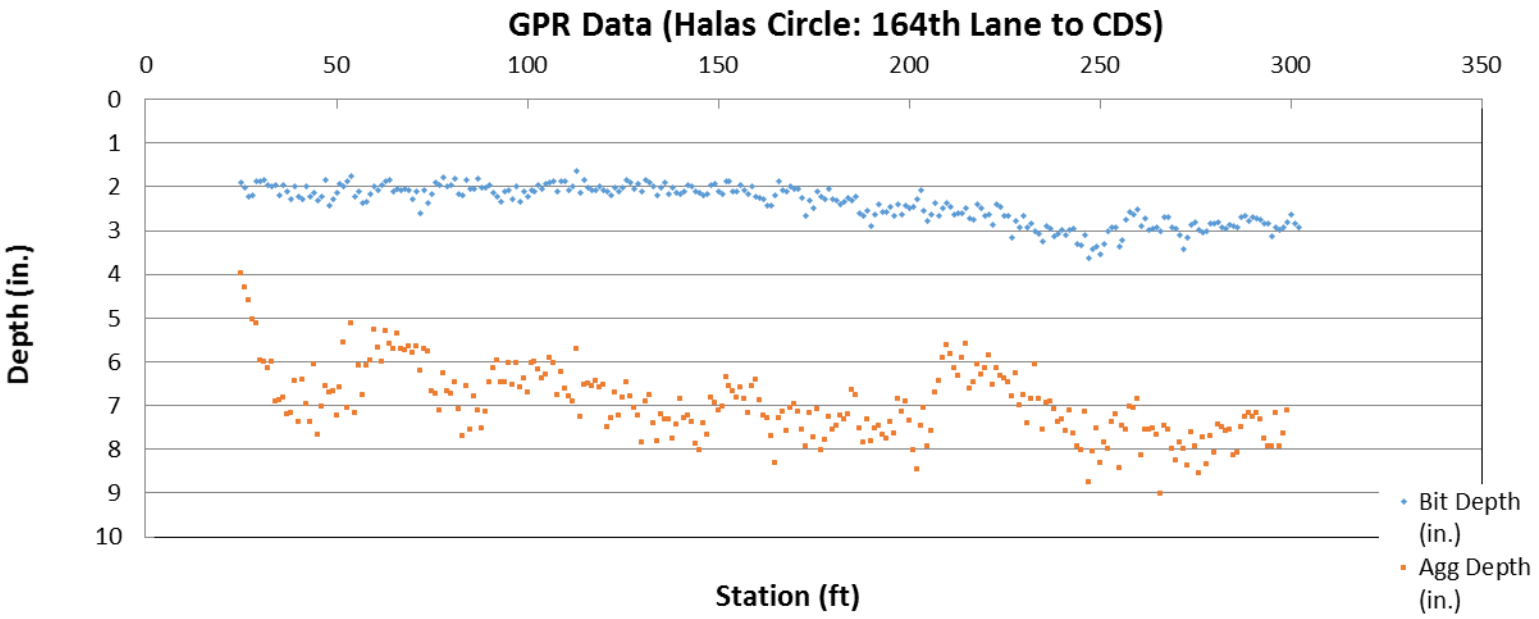
Northfork Itasca Shores GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
Andrie Court	Andrie St / CDS	1.6	3.4	2.2	2.5	9.7	5.5	7.7	4.7	189' East of Andrie Street.
Project Summary		*1.6*	*3.4*	*2.2*	*2.5*	*9.7*	*5.5*	*7.7*	*4.7*	*Andrie Court, 189' East of Andrie Street.*



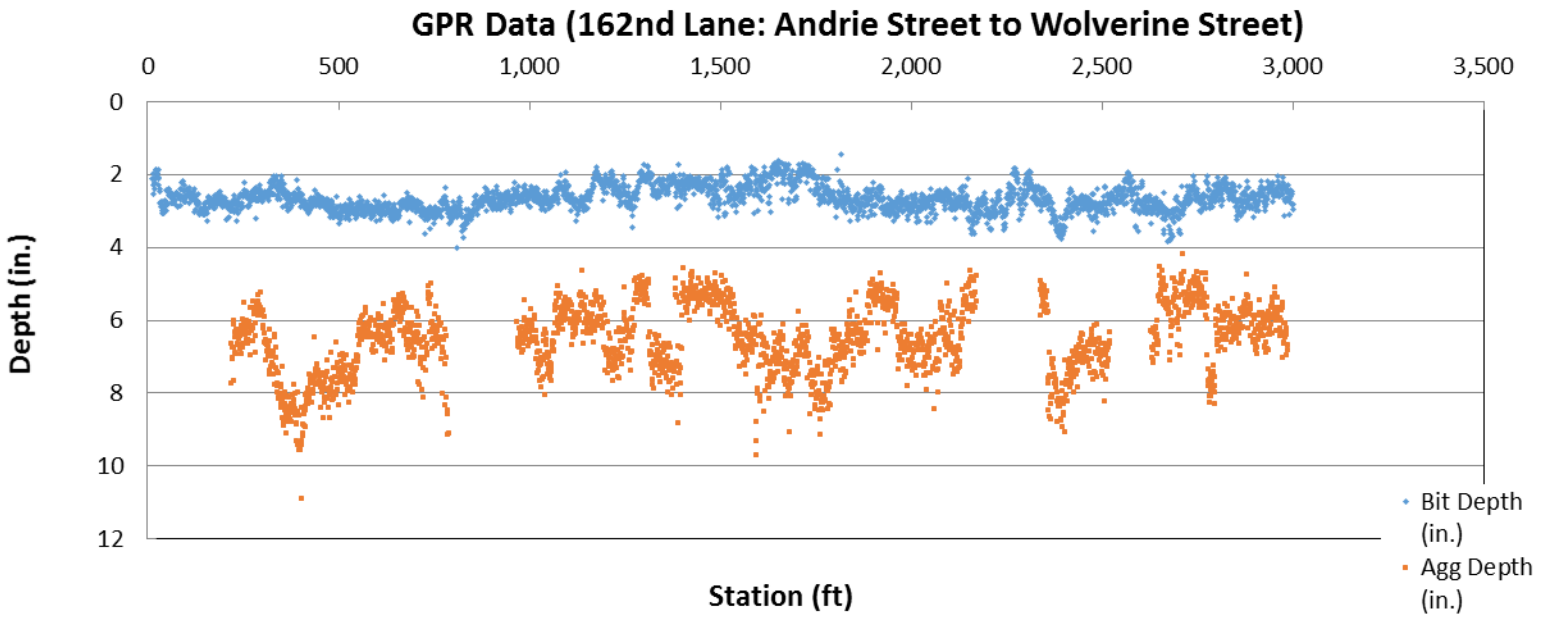
Northfork GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
Driscoll Circle	164th Ln / CDS	1.9	4.4	2.9	3.2	7.1	5.2	8.0	5.8	110' North of 164th Lane.
Fortmann Circle	164th Ln / CDS	1.6	4.1	2.4	2.5	7.9	5.3	7.7	5.0	294' North of 164th Lane.
Halas Circle	164th Ln / CDS	1.6	3.6	2.4	2.1	6.2	4.6	6.9	4.0	25' North of 164th Lane.
Project Summary		*1.6*	*4.4*	*2.6*	*2.1*	*7.9*	*5.0*	*7.6*	*4.0*	*Halas Circle, 25' North of 164th Lane.*

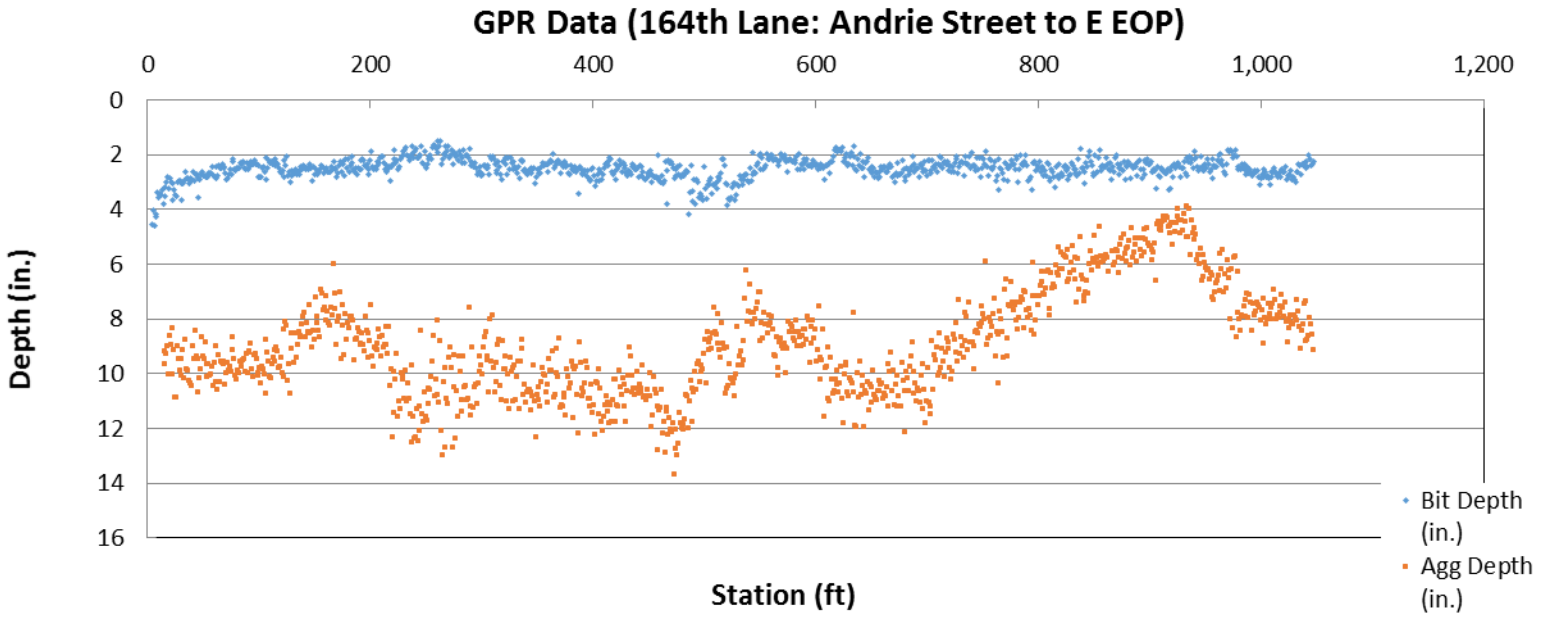


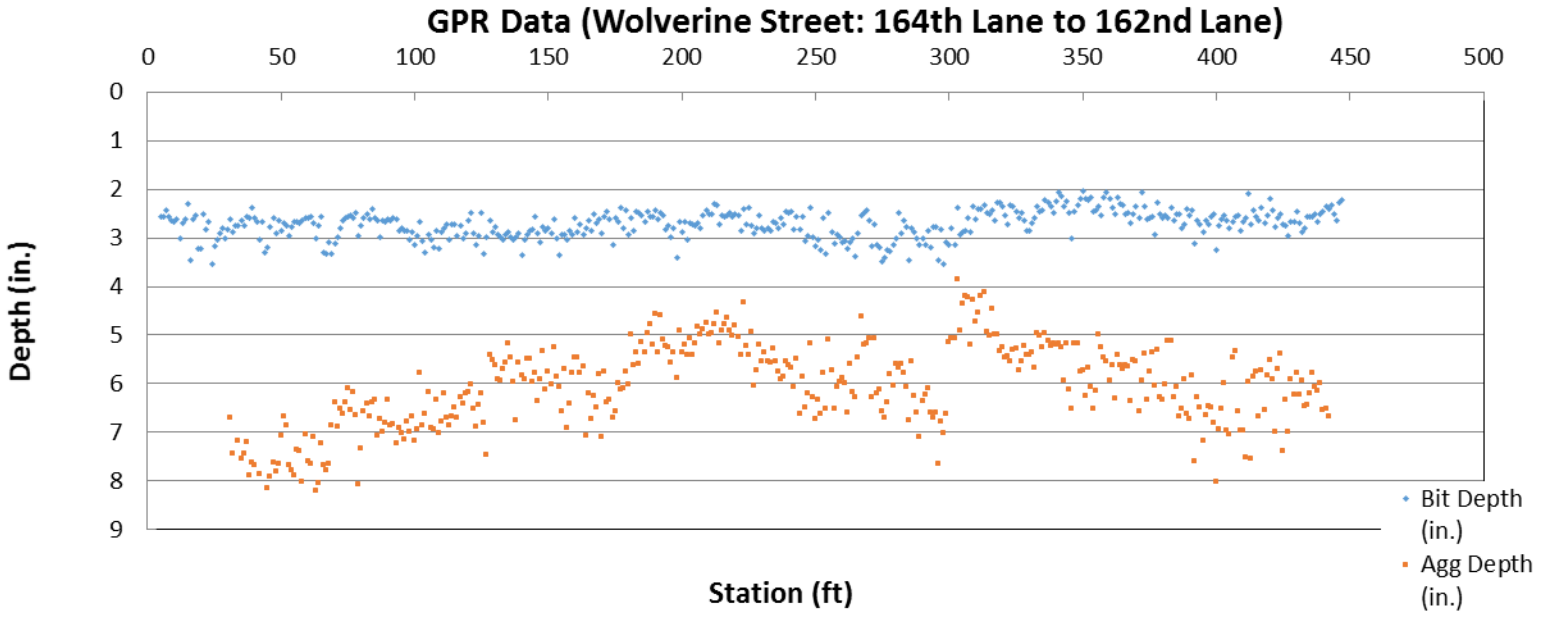




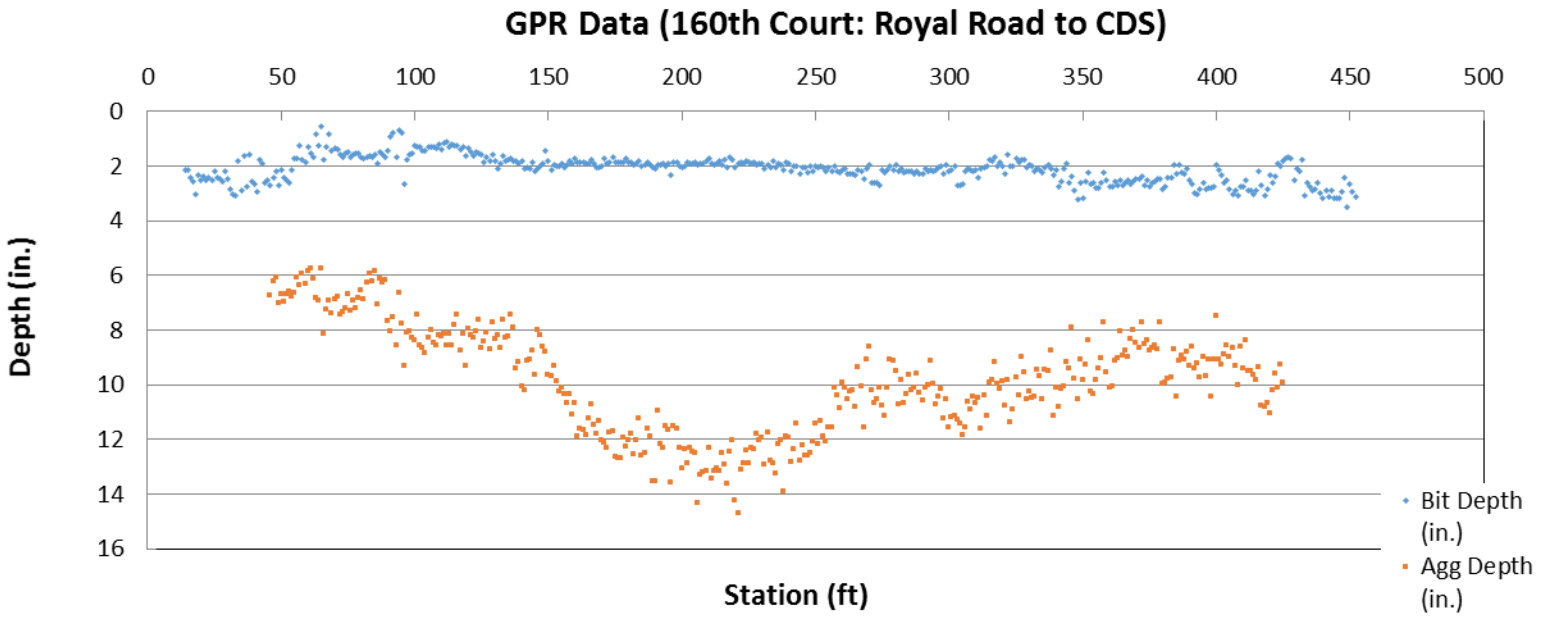
Northfork 2nd & 3rd GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
162nd Lane	Andrie St / Wolverine St	1.4	4.0	2.7	1.3	7.2	3.8	6.5	4.2	287' East of Andrie Street
164th Lane	Andrie St / E EOP	1.5	4.6	2.5	3.8	10.8	7.0	8.9	3.88	116' West of Wolverine Street.
Wolverine Street	162nd Ln / 164th Ln	2.0	3.6	2.7	1.4	5.4	3.3	6.1	3.86	144' North of 162nd Lane.
Project Summary		*1.4*	*4.6*	*2.6*	*1.3*	*10.8*	*4.1*	*7.1*	*3.86*	*Wolverine Street, 144' North of 162nd Lane.*

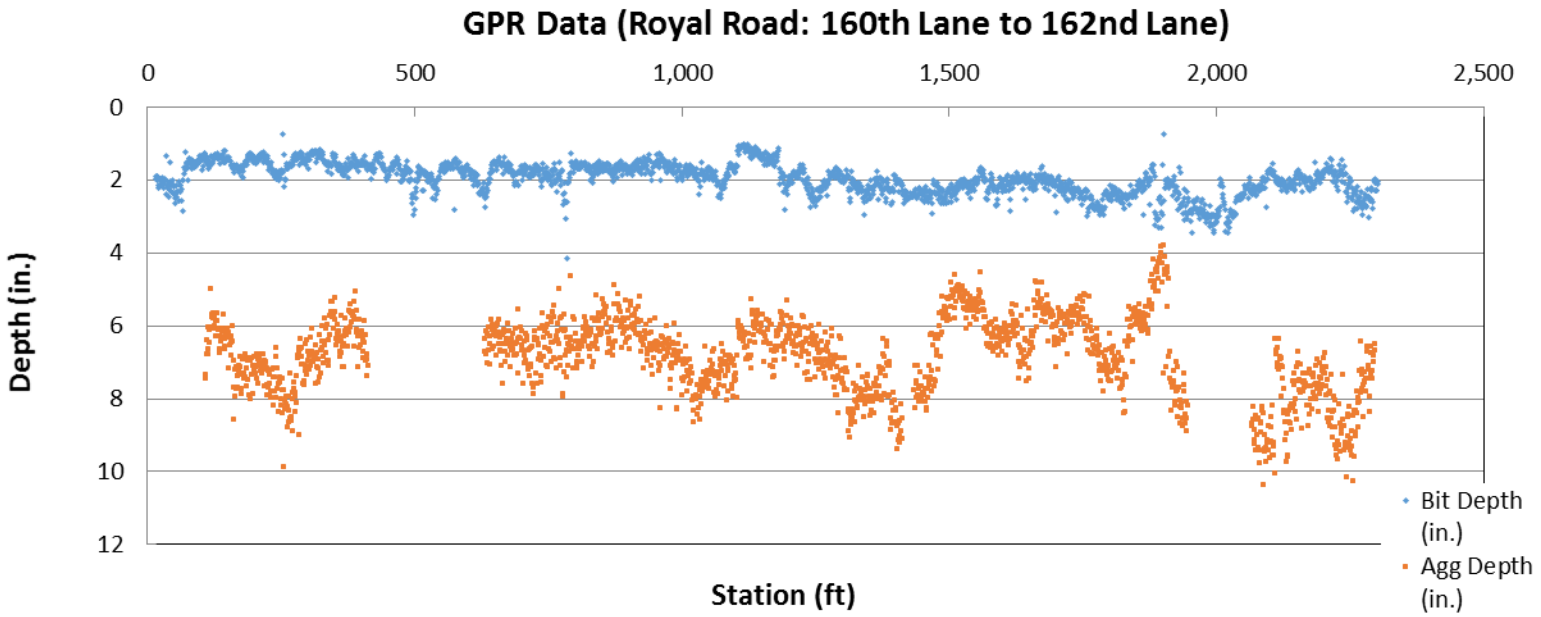

GPR Data (162nd Lane: Andrie Street to Wolverine Street)
0
500
1,000
1,500
2,000
2,500
3,000
3,500
0
2
4
6
8
10
12
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)


GPR Data (164th Lane: Andrie Street to E EOP)
0
200
400
600
800
1,000
1,200
0
2
4
6
8
10
12
14
16
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)


GPR Data (Wolverine Street: 164th Lane to 162nd Lane)
0
50
100
150
200
250
300
350
400
450
500
0
1
2
3
4
5
6
7
8
9
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)

Northfork Oaks GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Avg**	**Min**	**Location**
160th Court	Royal Rd / CDS	0.5	3.5	2.1	3.8	12.8	8.1	9.9	5.7	49' East of Royal Road.
Royal Road	160th Crt / E EOP	0.7	4.2	2.0	0.7	8.2	4.9	6.8	3.8	209' North of 160th Court.
Project Summary		*0.5*	*4.2*	*2.0*	*0.7*	*12.8*	*5.3*	*7.3*	*3.8*	*Royal Road, 209' North of 160th Court.*





CHAPTER 429

LOCAL IMPROVEMENTS, SPECIAL ASSESSMENTS

429.011 DEFINITIONS.
429.021 LOCAL IMPROVEMENTS, COUNCIL POWERS.
429.031 PRELIMINARY PLANS, HEARINGS.
429.035 IMPROVEMENTS, PETITION.
429.036 APPEAL FROM DETERMINATION OF LEGALITY OF PETITION.
429.041 COUNCIL PROCEDURE.
429.051 APPORTIONMENT OF COST.
429.052 STREET OR ROAD IMPROVEMENTS OUTSIDE MUNICIPAL BOUNDARIES.
429.061 ASSESSMENT PROCEDURE.
429.071 SUPPLEMENTAL ASSESSMENTS; REASSESSMENT.
429.081 APPEAL TO DISTRICT COURT.
429.091 FINANCING.
429.101 UNPAID SPECIAL CHARGES MAY BE SPECIAL ASSESSMENTS.
429.111 CHARTER PROVISIONS, EFFECT.

429.01 [Repealed, 1953 c 398 s 13 subd 1]

429.011 DEFINITIONS.

Subdivision 1. **Application.** For the purpose of this chapter the terms defined in this section shall have the meanings ascribed to them.

Subd. 2. **Municipality; certain cities and towns.** "Municipality" means any city of the second, third, or fourth class however organized, or any statutory city or any town as defined in section 368.01.

Subd. 2a. **Municipality; certain counties.** "Municipality" also includes the following:

(1) a county in the case of construction, reconstruction, or improvement of a county state-aid highway;

(2) a county in the case of construction, reconstruction, or improvement of a county highway as defined in section 160.02 including curbs and gutters and storm sewers;

(3) a county exercising its powers and duties under section 444.075, subdivision 1;

(4) a county for expenses not paid for under section 403.113, subdivision 3, paragraph (b), clause (3);

(5) a county in the case of the abatement of nuisances; and

(6) a county operating an energy improvements financing program under section 216C.436.

Subd. 2b. **Municipality; certain towns.** "Municipality" also includes any town not having the powers granted herein pursuant to any other law in the case of construction, reconstruction or improvement of a town road including curbs and gutters and storm sewers and in the case of those improvements designated in section 429.021, subdivision 1, clauses (1), (2), (4), (5), (6), (7), (8), and (10).

Subd. 3. **Council.** "Council" means the body of the city having general legislative powers, the town board of the town, or the county board of a county.

Subd. 4. **Clerk.** "Clerk" means the chief clerical officer of the municipality.

Subd. 5. **Improvement.** "Improvement" means any type of improvement made under authority granted by section 429.021, and in the case of a county is limited to the construction, reconstruction, or improvement of a county state-aid highway or county highway including curbs and gutters and storm sewers, and to the purchase, installation, or maintenance of signs, posts, and markers for addressing related to the operation of enhanced 911 telephone service.

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Subd. 6. **Newspaper.** "Newspaper" means the official newspaper of the municipality, or if there is no official newspaper, a legal newspaper of general circulation in the municipality.

Subd. 7. **Street.** "Street" means any street, alley, or other public way, or any part thereof.

Subd. 8. **Utilities commission.** "Utilities commission" means the municipal board or commission, other than the council, which exercises any authority or control over the operation of any municipally owned public utility.

Subd. 9. **Pedestrian skyway system.** "Pedestrian skyway system" means any system of providing for pedestrian traffic circulation, mechanical or otherwise, elevated above ground, within and without the public right-of-way, and through or above private property and buildings, and includes overpasses, bridges, passageways, walkways, concourses, hallways, corridors, arcades, courts, plazas, elevators, escalators, heated canopies, and accesses and all fixtures, furniture, equipment, facilities, services, and appurtenances which in the judgment of the council will enhance the movement, safety, security, convenience and enjoyment of pedestrians and benefit the city and adjoining properties.

Subd. 10. **Underground pedestrian concourse.** "Underground pedestrian concourse" means any system of providing for pedestrian traffic circulation, mechanical or otherwise, below ground, within and without the public right-of-way, and through or below private property, and includes tunnels, passageways, walkways, concourses, hallways, corridors, arcades, plazas, elevators, escalators, heated canopies, and accesses and all fixtures, furniture, equipment, facilities, and appurtenances which in the judgment of the council will enhance the movement, safety, security, convenience and enjoyment of pedestrians and benefit the city and adjoining properties.

Subd. 11. **Special lighting system.** "Special lighting system" means lights or light displays of any type located within or without the public right-of-way.

Subd. 12. **Acquire.** "Acquire" includes, but is not limited to, the obtaining by purchase, condemnation, or leasing rights or interests in the areas above or below the surface of the ground of real property or structures or improvements thereon.

Subd. 13. **Public mall, plaza, or courtyard.** "Public mall, plaza, or courtyard" means any wholly or partly opened or enclosed public area adjacent to or attached to a wall, fence, commercial structure, hotel, or any other building and designed as a place for passive recreation, public entertainment, exhibition and education, or a pedestrian walk.

Subd. 14. **Fire protection system.** "Fire protection system" means pipes, standpipes, sprinklers, control systems and other devices and equipment installed in or outside a building for the primary purpose of eliminating or reducing the spread of fire in the building or providing for safe evacuation of the building, whether the devices and equipment are publicly or privately owned.

Subd. 15. **Highway sound barriers.** "Highway sound barriers" means sound abatement walls erected along highways to reduce noise levels attributable to vehicular traffic.

Subd. 16. **On-site water contaminant improvements.** "On-site water contaminant improvements" means pipes, wells, and other devices and equipment installed in or outside a building for the primary purpose of eliminating water contamination caused by lead or other toxic or health threatening substances in the water, whether the improvements so installed are publicly or privately owned.

History: *1953 c 398 s 1; 1961 c 338 s 1; 1969 c 741 s 1-3; 1971 c 617 s 1-4; 1973 c 123 art 5 s 7; 1973 c 636 s 1; 1973 c 702 s 22; 1974 c 233 s 1; 1976 c 147 s 1; 1978 c 634 s 1,2; 1979 c 330 s 1; 1983 c 9 s 1;*

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1984 c 478 s 1; 1984 c 591 s 1; 1986 c 315 s 1; 1987 c 138 s 1; 1988 c 564 s 1; 1994 c 614 s 5; 2000 c 490 art 5 s 29,30; 2009 c 88 art 2 s 31; 2010 c 389 art 7 s 4

429.02 [Repealed, 1953 c 398 s 13 subd 1]

429.021 LOCAL IMPROVEMENTS, COUNCIL POWERS.

Subdivision 1. **Improvements authorized.** The council of a municipality shall have power to make the following improvements:

(1) To acquire, open, and widen any street, and to improve the same by constructing, reconstructing, and maintaining sidewalks, pavement, gutters, curbs, and vehicle parking strips of any material, or by grading, graveling, oiling, or otherwise improving the same, including the beautification thereof and including storm sewers or other street drainage and connections from sewer, water, or similar mains to curb lines.

(2) To acquire, develop, construct, reconstruct, extend, and maintain storm and sanitary sewers and systems, including outlets, holding areas and ponds, treatment plants, pumps, lift stations, service connections, and other appurtenances of a sewer system, within and without the corporate limits.

(3) To construct, reconstruct, extend, and maintain steam heating mains.

(4) To install, replace, extend, and maintain street lights and street lighting systems and special lighting systems.

(5) To acquire, improve, construct, reconstruct, extend, and maintain water works systems, including mains, valves, hydrants, service connections, wells, pumps, reservoirs, tanks, treatment plants, and other appurtenances of a water works system, within and without the corporate limits.

(6) To acquire, improve and equip parks, open space areas, playgrounds, and recreational facilities within or without the corporate limits.

(7) To plant trees on streets and provide for their trimming, care, and removal.

(8) To abate nuisances and to drain swamps, marshes, and ponds on public or private property and to fill the same.

(9) To construct, reconstruct, extend, and maintain dikes and other flood control works.

(10) To construct, reconstruct, extend, and maintain retaining walls and area walls.

(11) To acquire, construct, reconstruct, improve, alter, extend, operate, maintain, and promote a pedestrian skyway system. Such improvement may be made upon a petition pursuant to section 429.031, subdivision 3.

(12) To acquire, construct, reconstruct, extend, operate, maintain, and promote underground pedestrian concourses.

(13) To acquire, construct, improve, alter, extend, operate, maintain, and promote public malls, plazas or courtyards.

(14) To construct, reconstruct, extend, and maintain district heating systems.

(15) To construct, reconstruct, alter, extend, operate, maintain, and promote fire protection systems in existing buildings, but only upon a petition pursuant to section 429.031, subdivision 3.

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(16) To acquire, construct, reconstruct, improve, alter, extend, and maintain highway sound barriers.

(17) To improve, construct, reconstruct, extend, and maintain gas and electric distribution facilities owned by a municipal gas or electric utility.

(18) To purchase, install, and maintain signs, posts, and other markers for addressing related to the operation of enhanced 911 telephone service.

(19) To improve, construct, extend, and maintain facilities for Internet access and other communications purposes, if the council finds that:

(i) the facilities are necessary to make available Internet access or other communications services that are not and will not be available through other providers or the private market in the reasonably foreseeable future; and

(ii) the service to be provided by the facilities will not compete with service provided by private entities.

(20) To assess affected property owners for all or a portion of the costs agreed to with an electric utility, telecommunications carrier, or cable system operator to bury or alter a new or existing distribution system within the public right-of-way that exceeds the utility's design and construction standards, or those set by law, tariff, or franchise, but only upon petition under section 429.031, subdivision 3.

(21) To assess affected property owners for repayment of voluntary energy improvement financings under section 216C.436, subdivision 7.

Subd. 2. **Combining improvements.** An improvement on two or more streets or two or more types of improvement in or on the same street or streets or different streets may be included in one proceeding and conducted as one improvement.

Subd. 3. **Relation to charter and other laws.** When any portion of the cost of an improvement is defrayed by special assessments, the procedure prescribed in this chapter shall be followed unless the council determines to proceed under charter provisions; but this chapter does not prescribe the procedure to be followed by a municipality in making improvements financed without the use of special assessments.

If the council determines to proceed under charter provisions for special assessments, such provisions shall be deemed to include a requirement that notices of proposed assessments inform property owners of the procedures they must follow under the charter in order to appeal the assessments to district court. The notices shall also inform property owners of the provisions of sections 435.193 to 435.195 and the existence of any deferment procedure established pursuant thereto in the municipality.

Charter provisions shall also be deemed to require that when the council determines to make any improvement, it shall let the contract for all or part of the work, or order all or part of the work done by day labor or otherwise as may be authorized by the charter, no later than one year after the adoption of the resolution ordering such improvement, unless a different time limit is specifically stated in the resolution ordering the improvement.

History: *1953 c 398 s 2; 1965 c 877 s 1; 1971 c 617 s 5; 1973 c 201 s 1; 1974 c 233 s 2; 1974 c 314 s 1; 1976 c 195 s 1; 1978 c 518 s 1; 1979 c 330 s 2; 1981 c 334 s 5; 1984 c 548 s 4; 1984 c 582 s 3; 1984 c 591 s 2; 1984 c 633 s 2; 1987 c 138 s 2; 1997 c 219 s 5; 2000 c 490 art 5 s 31; 2000 c 493 s 5; 2005 c 67 s 1; 2010 c 216 s 21*

429.03 [Repealed, 1953 c 398 s 13 subd 1]

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429.031 PRELIMINARY PLANS, HEARINGS.

Subdivision 1. **Preparation of plans, notice of hearing.** (a) Before the municipality awards a contract for an improvement or orders it made by day labor, or before the municipality may assess any portion of the cost of an improvement to be made under a cooperative agreement with the state or another political subdivision for sharing the cost of making the improvement, the council shall hold a public hearing on the proposed improvement following two publications in the newspaper of a notice stating the time and place of the hearing, the general nature of the improvement, the estimated cost, and the area proposed to be assessed. The two publications must be a week apart, and the hearing must be at least three days after the second publication. Not less than ten days before the hearing, notice of the hearing must also be mailed to the owner of each parcel within the area proposed to be assessed and must contain a statement that a reasonable estimate of the impact of the assessment will be available at the hearing, but failure to give mailed notice or any defects in the notice does not invalidate the proceedings. For the purpose of giving mailed notice, owners are those shown as owners on the records of the county auditor or, in any county where tax statements are mailed by the county treasurer, on the records of the county treasurer; but other appropriate records may be used for this purpose. For properties that are tax exempt or subject to taxation on a gross earnings basis and are not listed on the records of the county auditor or the county treasurer, the owners may be ascertained by any practicable means, and mailed notice must be given them as provided in this subdivision.

(b) Before the adoption of a resolution ordering the improvement, the council shall secure from the city engineer or some other competent person of its selection a report advising it in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible and as to whether it should best be made as proposed or in connection with some other improvement. The report must also include the estimated cost of the improvement as recommended. A reasonable estimate of the total amount to be assessed, and a description of the methodology used to calculate individual assessments for affected parcels, must be available at the hearing. No error or omission in the report invalidates the proceeding unless it materially prejudices the interests of an owner.

(c) If the report is not prepared by an employee of a municipality, the compensation for preparing the report under this subdivision must be based on the following factors:

(1) the time and labor required;

(2) the experience and knowledge of the preparer;

(3) the complexity and novelty of the problems involved; and

(4) the extent of the responsibilities assumed.

(d) The compensation must not be based primarily on a percentage of the estimated cost of the improvement.

(e) The council may also take other steps prior to the hearing, including, among other things, the preparation of plans and specifications and the advertisement for bids that will in its judgment provide helpful information in determining the desirability and feasibility of the improvement.

(f) The hearing may be adjourned from time to time, and a resolution ordering the improvement may be adopted at any time within six months after the date of the hearing by vote of a majority of all members of the council when the improvement has been petitioned for by the owners of not less than 35 percent in frontage of the real property abutting on the streets named in the petition as the location of the improvement. When there has been no such petition, the resolution may be adopted only by vote of four-fifths of all members of the council; provided that if the mayor of the municipality is a member of the council but has

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no vote or votes only in case of a tie, the mayor is not deemed to be a member for the purpose of determining a four-fifths majority vote.

(g) The resolution ordering the improvement may reduce, but not increase, the extent of the improvement as stated in the notice of hearing.

Subd. 2. **Approval by park board or utilities commission.** A resolution ordering a park improvement may be adopted only by a four-fifths vote of the council and shall also be approved by the park board, if there is one; provided, that if the mayor of the municipality is a member of the council but has no vote or votes only in case of a tie, the mayor shall not be deemed to be a member for the purpose of determining such four-fifths majority vote. A resolution ordering an improvement of the water, sewer, steam heating, street lighting or other facility over which a utilities commission has jurisdiction shall also be approved by the utilities commission.

Subd. 3. **Petition by all owners.** Whenever all owners of real property abutting upon any street named as the location of any improvement shall petition the council to construct the improvement and to assess the entire cost against their property, the council may, without a public hearing, adopt a resolution determining such fact and ordering the improvement. The validity of the resolution shall not be questioned by any taxpayer or property owner or the municipality unless an action for that purpose is commenced within 30 days after adoption of the resolution as provided in section 429.036. Nothing herein prevents any property owner from questioning the amount or validity of the special assessment against the owner's property pursuant to section 429.081. In the case of a petition for the municipality to own and install a fire protection system, a pedestrian skyway system, or on-site water contaminant improvements, the petition must contain or be accompanied by an undertaking satisfactory to the city by the petitioner that the petitioner will grant the municipality the necessary property interest in the building to permit the city to enter upon the property and the building to construct, maintain, and operate the fire protection system, pedestrian skyway system, or on-site water contaminant improvements. In the case of a petition for the installation of a privately owned fire protection system, a privately owned pedestrian skyway system, or privately owned on-site water contaminant improvements, the petition shall contain the plans and specifications for the improvement, the estimated cost of the improvement and a statement indicating whether the city or the owner will contract for the construction of the improvement. If the owner is contracting for the construction of the improvement, the city shall not approve the petition until it has reviewed and approved the plans, specifications, and cost estimates contained in the petition. The construction cost financed under section 429.091 shall not exceed the amount of the cost estimate contained in the petition. In the case of a petition for the installation of a fire protection system, a pedestrian skyway system, or on-site water contaminant improvements, the petitioner may request abandonment of the improvement at any time after it has been ordered pursuant to subdivision 1 and before contracts have been awarded for the construction of the improvement under section 429.041, subdivision 2. If such a request is received, the city council shall abandon the proceedings but in such case the petitioner shall reimburse the city for any and all expenses incurred by the city in connection with the improvement.

History: *1953 c 398 s 3; 1955 c 811 s 1; 1957 c 430 s 1; 1961 c 525 s 1,2; 1963 c 771 s 1; 1965 c 877 s 2; 1967 c 57 s 1,2; 1973 c 123 art 5 s 7; 1984 c 548 s 5; 1984 c 582 s 4; 1984 c 591 s 3; 1984 c 633 s 3; 1986 c 444; 1994 c 614 s 6; 1996 c 402 s 1; 2000 c 490 art 5 s 32*

429.035 IMPROVEMENTS, PETITION.

When any petition for the making of any improvement in any statutory city, town, or city of the second, third, or fourth class, however organized, for the cost of which special assessments may be, in whole or in part, levied therefor, is presented to the governing body of the municipality, this body shall, by resolution,

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determine whether or not the petition has been signed by the required percentage of owners of property affected thereby.

History: *(1918-33) 1927 c 311 s 1; 1953 c 398 s 12; 1961 c 338 s 2; 1973 c 123 art 5 s 7*

429.036 APPEAL FROM DETERMINATION OF LEGALITY OF PETITION.

Any person, being aggrieved by this determination, may appeal to the district court of the county in which the property is located by serving upon the clerk of the municipality, within 30 days after the adoption and publication of the resolution, a notice of appeal briefly stating the grounds of appeal and giving a bond in the penal sum of $250, in which the municipality shall be named as obligee, to be approved by the clerk of the municipality, conditioned that the appellant will duly prosecute the appeal, pay all costs and disbursements which may be adjudged against the appellant, and abide by the order of the court. The clerk shall furnish the appellant a certified copy of the petition, or any part thereof, on being paid by appellant of the proper charges therefor. The appeal shall be placed upon the calendar of the next general term commencing more than 30 days after the date of serving the notice and filing the bond and shall be tried as are other appeals in such cases. Unless reversed upon the appeal, the determination of the governing body as to the sufficiency of the petition shall be final and conclusive.

History: *(1918-34) 1927 c 311 s 2; 1986 c 444*

429.04 [Repealed, 1953 c 398 s 13]

429.041 COUNCIL PROCEDURE.

Subdivision 1. **Plans and specifications, advertisement for bids.** When the council determines to make any improvement, it shall let the contract for all or part of the work, or order all or part of the work done by day labor or otherwise as authorized by subdivision 2, no later than one year after the adoption of the resolution ordering such improvement, unless a different time limit is specifically stated in the resolution ordering the improvement. The council shall cause plans and specifications of the improvement to be made, or if previously made, to be modified, if necessary, and to be approved and filed with the clerk, and if the estimated cost exceeds the amount in section 471.345, subdivision 3, shall advertise for bids for the improvement in the newspaper or recognized industry trade journal as defined in section 331A.01, subdivision 11, and for such length of time as it may deem advisable. If the estimated cost exceeds twice the amount in section 471.345, subdivision 3, publication shall be made no less than three weeks before the last day for submission of bids once in the newspaper and at least once in either a newspaper published in a city of the first class or a recognized industry trade journal. The advertisement shall specify the work to be done, shall state the time when the bids will be publicly opened for consideration by the council, which shall be not less than ten days after the first publication of the advertisement when the estimated cost is less than twice the amount in section 471.345, subdivision 3, and not less than three weeks after such publication in other cases, and shall state that no bids will be considered unless sealed and filed with the clerk and accompanied by a cash deposit, cashier's check, bid bond, or certified check payable to the clerk, for such percentage of the amount of the bid as the council may specify. In providing for the advertisement for bids the council may direct that the bids shall be opened publicly by two or more designated officers or agents of the municipality and tabulated in advance of the meeting at which they are to be considered by the council. Nothing herein shall prevent the council from advertising separately for various portions of the work involved in an improvement, or from itself, supplying by such means as may be otherwise authorized by law, all or any part of the materials, supplies, or equipment to be used in the improvement or from combining two or more improvements in a single set of plans and specifications or a single contract.

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Subd. 2. **Contracts; day labor.** In contracting for an improvement, the council shall require the execution of one or more written contracts and bonds, conditioned as required by law. The council shall award the contract to the lowest responsible bidder or it may reject all bids. If any bidder to whom a contract is awarded fails to enter promptly into a written contract and to furnish the required bond, the defaulting bidder shall forfeit to the municipality the amount of the defaulter's cash deposit, cashier's check, bid bond, or certified check, and the council may thereupon award the contract to the next lowest responsible bidder. When it appears to the council that the cost of the entire work projected will be less than the amount in section 471.345, subdivision 3, or whenever no bid is submitted after proper advertisement or the only bids submitted are higher than the engineer's estimate, the council may advertise for new bids or, without advertising for bids, directly purchase the materials for the work and do it by the employment of day labor or in any other manner the council considers proper. The council may have the work supervised by the city engineer or other qualified person but shall have the work supervised by a registered engineer if done by day labor and it appears to the council that the entire cost of all work and materials for the improvement will be more than the lowest amount in section 471.345, subdivision 4. In case of improper construction or unreasonable delay in the prosecution of the work by the contractor, the council may order and cause the suspension of the work at any time and relet the contract, or order a reconstruction of any portion of the work improperly done, and where the cost of completion or reconstruction necessary will be less than the amount in section 471.345, subdivision 3, the council may do it by the employment of day labor.

Subd. 2a. **Best value alternative.** As an alternative to the procurement method described in subdivision 2, the council may issue a request for proposals and award the contract to the vendor or contractor offering the best value as described in section 16C.28, subdivision 1, paragraph (a), clause (2), and paragraph (c).

Subd. 3. **Day labor; detailed report.** When the council has performed construction work by day labor, it shall cause a detailed report to be filed with the clerk and certified by the registered engineer or other person in charge, if there is no registered engineer. The report shall show:

(a) the complete cost of the construction;

(b) final quantities of the various units of work done;

(c) materials furnished for the project and the cost of each item thereof;

(d) cost of labor, cost of equipment hired, and supervisory costs.

The report shall have attached a certificate by the registered engineer or other person in charge that the work was done according to the plans and specifications, or, if there were any deviations from them, an itemized statement of those deviations.

Subd. 4. **Alternate procedure on street improvements.** As to any improvement or improvements consisting of grading, graveling, or bituminous surfacing of streets and alleys, the council may proceed in the manner provided in this chapter, except that it may

(1) order the work done by day labor, regardless of the estimated cost of such improvement or improvements,

(2) use municipal equipment or hire equipment and purchase materials for all such improvements to be done by day labor in any 12-month period by advertising once therefor, such advertisement to call for bids for the furnishing of equipment, if the municipality does not use its own equipment, and for materials at unit prices based on the quantities which the council estimates will be required, and

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(3) contract at one time on a unit price basis for part or all of the street improvements to be constructed by the municipality during the current year, including improvements which may thereafter be ordered constructed.

Subd. 5. **Cooperation with state or local government.** When an improvement is made under a cooperative agreement with the state or another political subdivision by the terms of which the state or other subdivision is to construct or contract to construct the improvement, it shall not be necessary to comply with subdivisions 1 and 2.

Subd. 6. **Percentage payment on engineer's estimate.** In case the contractor properly performs the work, the council shall, from month to month before completion of the work, pay the contractor not to exceed 95 percent of the amount already earned under the contract, upon the estimate of the engineer or other competent person selected by the council, and the contract shall so provide, and shall further agree that when the work is 95 percent or more completed upon the recommendation of the engineer such portions of the retained price shall be released as the governing body of the municipality determines are not required to be retained to protect the municipality's interest in satisfactory completion of the contract. Failure to pay any amount due and payable under the terms of the contract within 30 days of a monthly estimate or 90 days after the final estimate of the amount earned shall obligate the municipality to pay to the contractor simple interest on the past due amount at an annual rate equal to the monthly index of long term United States bond yields for the month prior to the month in which this obligation is incurred plus an additional one percent per annum. Interest shall not be imposed with respect to any amount which a municipality may legally withhold as a result of breach of contract or other contractual claim or if the delay is caused by the contractor.

Subd. 7. **Modification of contracts.** After work has been commenced on an improvement undertaken pursuant to a contract awarded on a unit price basis the council may, without advertising for bids, authorize changes in the contract so as to include additional units of work at the same unit price if the cost of the additional work does not exceed 25 percent of the original contract price. Original contract price means that figure determined by multiplying the estimated number of units required by the unit price.

History: *1953 c 398 s 4; 1957 c 430 s 2,3; 1961 c 525 s 3,4; 1973 c 123 art 5 s 7; 1976 c 156 s 1; 1977 c 278 s 1; 1978 c 518 s 2; 1980 c 464 s 8; 1985 c 174 s 3; 1986 c 444; 1993 c 38 s 1,2; 2001 c 5 s 1,2; 2004 c 278 s 6,7; 2007 c 148 art 3 s 25; 2009 c 152 s 18,19; 2013 c 46 s 2*

429.05 [Repealed, 1953 c 398 s 13 subd 1]

429.051 APPORTIONMENT OF COST.

The cost of any improvement, or any part thereof, may be assessed upon property benefited by the improvement, based upon the benefits received, whether or not the property abuts on the improvement and whether or not any part of the cost of the improvement is paid from the county state-aid highway fund, the municipal state-aid street fund, or the trunk highway fund. The area assessed may be less than but may not exceed the area proposed to be assessed as stated in the notice of hearing on the improvement, except as provided below. The municipality may pay such portion of the cost of the improvement as the council may determine from general ad valorem tax levies or from other revenues or funds of the municipality available for the purpose. The municipality may subsequently reimburse itself for all or any of the portion of the cost of a water, storm sewer, or sanitary sewer improvement so paid by levying additional assessments upon any properties abutting on but not previously assessed for the improvement, on notice and hearing as provided for the assessments initially made. To the extent that such an improvement benefits nonabutting properties which may be served by the improvement when one or more later extensions or improvements are made but which are not initially assessed therefor, the municipality may also reimburse itself by adding all or any

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of the portion of the cost so paid to the assessments levied for any of such later extensions or improvements, provided that notice that such additional amount will be assessed is included in the notice of hearing on the making of such extensions or improvements. The additional assessments herein authorized may be made whether or not the properties assessed were included in the area described in the notice of hearing on the making of the original improvement.

In any city of the fourth class electing to proceed under a home rule charter as provided in this chapter, which charter provides for a board of water commissioners and authorizes such board to assess a water frontage tax to defray the cost of construction of water mains, such board may assess the tax based upon the benefits received and without regard to any charter limitation on the amount that may be assessed for each lineal foot of property abutting on the water main. The water frontage tax shall be imposed according to the procedure and, except as herein provided, subject to the limitations of the charter of the city.

History: *1953 c 398 s 5; 1955 c 842 s 1; 1957 c 40 s 1; 1959 c 490 s 1; 1961 c 286 s 1*

429.052 STREET OR ROAD IMPROVEMENTS OUTSIDE MUNICIPAL BOUNDARIES.

A municipality may construct street or road improvements outside its jurisdiction with the consent of the affected township, or if the property is located in unorganized territory, the county. When property is brought within the corporate limits of the municipality, the municipality may subsequently reimburse itself for all or any portion of the cost of the improvement for which municipal funds have been expended, by levying an assessment upon any property abutting on, but not previously assessed for, the improvement. No assessment may be so levied unless the property to be assessed was given notice and hearing of the improvements under section 429.031 at the time the improvement was ordered, and subsequently in accordance with the notice, hearing, and appeal rights, provided for under sections 429.061 and 429.081.

History: *2005 c 152 art 1 s 12*

429.06 [Repealed, 1953 c 398 s 13 subd 1]

429.061 ASSESSMENT PROCEDURE.

Subdivision 1. **Calculation, notice.** At any time after the expense incurred or to be incurred in making an improvement shall be calculated under the direction of the council, the council shall determine by resolution the amount of the total expense the municipality will pay, other than the amount, if any, which it will pay as a property owner, and the amount to be assessed. If a county proposes to assess within the boundaries of a city for a county state-aid highway or county highway, including curbs, gutters, and storm sewers, the resolution must include the portion of the cost proposed to be assessed within the city. The county shall forward the resolution to the city and it may not proceed with the assessment procedure nor may the county allocate any cost under this section for property within the city unless the city council adopts the resolution approving the assessment. Thereupon the clerk, with the assistance of the engineer or other qualified person selected by the council, shall calculate the proper amount to be specially assessed for the improvement against every assessable lot, piece or parcel of land, without regard to cash valuation, in accordance with the provisions of section 429.051. The proposed assessment roll shall be filed with the clerk and be open to public inspection. The clerk shall thereupon, under the council's direction, publish notice that the council will meet to consider the proposed assessment. Such notice shall be published in the newspaper at least once and shall be mailed to the owner of each parcel described in the assessment roll. For the purpose of giving mailed notice under this subdivision, owners shall be those shown to be such on the records of the county auditor or, in any county where tax statements are mailed by the county treasurer, on the records of the county treasurer; but other appropriate records may be used for this purpose. Such publication and mailing shall be no less than two weeks prior to such meeting of the council. Except as to the owners of tax-exempt

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property or property taxes on a gross earnings basis, every property owner whose name does not appear on the records of the county auditor or the county treasurer shall be deemed to have waived such mailed notice unless the owner has requested in writing that the county auditor or county treasurer, as the case may be, include the name on the records for such purpose. Such notice shall state the date, time, and place of such meeting, the general nature of the improvement, the area proposed to be assessed, the total amount of the proposed assessment, that the proposed assessment roll is on the file with the clerk, and that written or oral objections thereto by any property owner will be considered. The notice must also state that no appeal may be taken as to the amount of any assessment adopted pursuant to subdivision 2, unless a written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. The notice shall also state that an owner may appeal an assessment to district court pursuant to section 429.081 by serving notice of the appeal upon the mayor or clerk of the municipality within 30 days after the adoption of the assessment and filing such notice with the district court within ten days after service upon the mayor or clerk. The notice shall also inform property owners of the provisions of sections 435.193 to 435.195 and the existence of any deferment procedure established pursuant thereto in the municipality. In addition, the notice mailed to the owner must state in clear language the following information:

(1) the amount to be specially assessed against that particular lot, piece, or parcel of land;

(2) adoption by the council of the proposed assessment may be taken at the hearing;

(3) the right of the property owner to prepay the entire assessment and the person to whom prepayment must be made;

(4) whether partial prepayment of the assessment has been authorized by ordinance;

(5) the time within which prepayment may be made without the assessment of interest; and

(6) the rate of interest to be accrued if the assessment is not prepaid within the required time period.

Subd. 2. **Adoption; interest.** At such meeting or at any adjournment thereof the council shall hear and pass upon all objections to the proposed assessment, whether presented orally or in writing. The council may amend the proposed assessment as to any parcel and by resolution adopt the same as the special assessment against the lands named in the assessment roll. Notice of any adjournment of the hearing shall be adequate if the minutes of the meeting so adjourned show the time and place when and where the hearing is to be continued.

The council may consider any objection to the amount of a proposed assessment as to a specific parcel of land at an adjourned hearing upon further notice to the affected property owner as it deems advisable. At the adjourned hearing the council or a committee of it may hear further written or oral testimony on behalf of the objecting property owner and may consider further written or oral testimony from appropriate city officials and other witnesses as to the amount of the assessment. The council or committee shall prepare a record of the proceedings at the adjourned hearing and written findings as to the amount of the assessment. The amount of the assessment as finally determined by the council shall become a part of the adopted assessment roll. No appeal may be taken as to the amount of any assessment adopted under this section unless written objection signed by the affected property owner is filed with the municipal clerk prior to the assessment hearing or presented to the presiding officer at the hearing. All objections to the assessments not received at the assessment hearing in the manner prescribed by this subdivision are waived, unless the failure to object at the assessment hearing is due to a reasonable cause.

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If the adopted assessment differs from the proposed assessment as to any particular lot, piece, or parcel of land, the clerk must mail to the owner a notice stating the amount of the adopted assessment. Owners must also be notified by mail of any changes adopted by the council in interest rates or prepayment requirements from those contained in the notice of the proposed assessment.

The assessment, with accruing interest, shall be a lien upon all private and public property included therein, from the date of the resolution adopting the assessment, concurrent with general taxes; but the lien shall not be enforceable against public property as long as it is publicly owned, and during such period the assessment shall be recoverable from the owner of such property only in the manner and to the extent provided in section 435.19. Unless otherwise provided in the resolution, all assessments shall be payable in equal annual installments extending over such period, not exceeding 30 years, as the resolution determines, payable on the first Monday in January in each year, but the number of installments need not be uniform for all assessments included in a single assessment roll if a uniform criterion for determining the number of installments is provided by the resolution. Assessments on property located in a targeted neighborhood as defined in Laws 1987, chapter 386, article 6, section 4, may be payable in variable annual installments if the resolution provides for a variable payment. The first installment of each assessment shall be included in the first tax rolls completed after its adoption and shall be payable in the same year as the taxes contained therein; except that the payment of the first installment of any assessment levied upon unimproved property may be deferred until a designated future year, or until the platting of the property or the construction of improvements thereon, upon such terms and conditions and based upon such standards and criteria as may be provided by resolution of the council. If special assessments against the property have been deferred pursuant to this subdivision, the governmental unit shall record with the county recorder in the county in which the property is located a certificate containing the legal description of the affected property and of the amount deferred. In any event, every assessment the payment of which is so deferred, when it becomes payable, shall be divided into a number of installments such that the last installment thereof will be payable not more than 30 years after the levy of the assessment. All assessments shall bear interest at such rate as the resolution determines. To the first installment of each assessment shall be added interest on the entire assessment from a date specified in the resolution levying the assessment, not earlier than the date of the resolution, until December 31 of the year in which the first installment is payable, and to each subsequent installment shall be added interest for one year on all unpaid installments; or alternatively, any assessment may be made payable in equal annual installments including principal and interest, each in the amount annually required to pay the principal over such period with interest at such rate as the resolution determines, not exceeding the maximum period and rate specified above. In the latter event no prepayment shall be accepted under subdivision 3 without payment of all installments due to and including December 31 of the year of prepayment, together with the original principal amount reduced only by the amounts of principal included in such installments, computed on an annual amortization basis. When payment of an assessment is deferred, as authorized in this subdivision, interest thereon for the period of deferment may be made payable annually at the same times as the principal installments of the assessment would have been payable if not deferred; or interest for this period may be added to the principal amount of the assessment when it becomes payable; or, if so provided in the resolution levying the assessment, interest thereon to December 31 of the year before the first installment is payable may be forgiven.

Subd. 3. **Transmitted to auditor, prepayment.** After the adoption of the assessment, the clerk shall transmit a certified duplicate of the assessment roll with each installment, including interest, set forth separately to the county auditor of the county to be extended on the proper tax lists of the county; but in lieu of such certification, the council may in its discretion direct the clerk to file all assessment rolls in the clerk's office and to certify annually to the county auditor, on or before November 30 in each year, the total amount of installments of and interest on assessments on each parcel of land in the municipality which are to become due in the following year. If any installment and interest has not been so certified prior to the year when it

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is due, the clerk shall forthwith certify the same to the county auditor for collection in the then succeeding year; and if the municipality has issued improvement warrants to finance the improvement, it shall pay out of its general funds into the fund of the improvement interest on the then unpaid balance of the assessment for the year or years during which the collection of such installment is postponed. All assessments and interest thereon shall be collected and paid over in the same manner as other municipal taxes. The owner of any property so assessed may, at any time prior to certification of the assessment or the first installment thereof to the county auditor, pay the whole of the assessment on such property, with interest accrued to the date of payment, to the municipal treasurer, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption thereof; and, except as hereinafter provided, the owner may at any time prior to November 15 of any year, prepay to the treasurer of the municipality having levied said assessments, the whole assessment remaining due with interest accrued to December 31 of the year in which said prepayment is made. If the assessment roll is retained by the municipal clerk, the installment and interest in process of collection on the current tax list shall be paid to the county treasurer and the remaining principal balance of the assessment, if paid, shall be paid to the municipal treasurer. The council may by ordinance authorize the partial prepayment of assessments, in such manner as the ordinance may provide, prior to certification of the assessment or the first installment thereof to the county auditor.

Subd. 4. **Collection, tax-exempt property.** On the confirmation of any assessments the clerk shall mail to the county auditor a notice specifying the amount payable by any county, to the clerk or recorder of any other political subdivision a notice specifying the amount payable by the political subdivision and to the owner of any right-of-way, at its principal office in the state, a notice specifying the amount payable on account of any right-of-way. The amount payable on account of any right-of-way or public property shall be payable to the municipality's treasurer and shall be payable in like installments and with like interest and penalties as provided for in reference to the installments payable on account of assessable real property, except that interest accruing shall not begin to run until the notice provided in this subdivision has been properly given and 30 days thereafter have elapsed. The governing body of any such political subdivision shall provide for the payment of these amounts and shall take appropriate action to that end. If the assessment is not paid in a single installment, the municipal treasurer shall annually mail to the owner of any right-of-way and, as long as the property is publicly owned, to the owner of any public property a notice stating that an installment is due and should be paid to the municipal treasurer of the municipality which levied the special assessment. The municipality may collect the amount due on account of the right-of-way of any railroad or privately owned public utility by distress and sale of personal property in the manner provided by law in case of taxes levied upon personal property or by suit brought to enforce the collection of this indebtedness unless a different method of collecting such amounts is provided for by any contract between the owner of any right-of-way and the municipality.

Subd. 5. **Special assessments; administrative expenses.** Notwithstanding any general or special law to the contrary, a municipality shall pay to the county auditor all administrative expenses incurred by the county under subdivision 3 for each special assessment of any local improvement certified by the municipality to the county auditor.

History: *1953 c 398 s 6; 1955 c 811 s 2; 1957 c 510 s 2; 1957 c 699 s 1; 1961 c 77 s 1; 1961 c 525 s 5-7; 1963 c 771 s 2-4; 1965 c 877 s 3; 1969 c 1045 s 1; 1969 c 1095 s 1; 1974 c 314 s 2; 1976 c 195 s 2; 1976 c 324 s 18; 1980 c 509 s 164; 1980 c 560 s 5; 1980 c 607 art 11 s 1,2; 1984 c 478 s 2; 1984 c 543 s 50; 1Sp1985 c 16 art 1 s 3; 1986 c 315 s 2; 1986 c 444; 1986 c 473 s 10,11; 1987 c 344 s 3; 1987 c 386 art 6 s 2; 1991 c 342 s 8; 1993 c 375 art 5 s 33; art 17 s 17; 2005 c 4 s 106*

429.07 [Repealed, 1953 c 398 s 13]

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429.071 SUPPLEMENTAL ASSESSMENTS; REASSESSMENT.

Subdivision 1. **Supplemental assessments.** The council may make supplemental assessments to correct omissions, errors, or mistakes in the assessment relating to the total cost of the improvement or any other particular. A supplemental assessment shall be preceded by personal or mailed notice to the owner of each parcel included in the supplemental assessment and a hearing as provided for the original assessment.

Subd. 2. **Reassessment.** When an assessment is, for any reason whatever, set aside by a court of competent jurisdiction as to any parcel or parcels of land, or in event the council finds that the assessment or any part thereof is excessive or determines on advice of the municipal attorney that the assessment or proposed assessment or any part thereof is or may be invalid for any reason, the council may, upon notice and hearing as provided for the original assessment, make a reassessment or a new assessment as to such parcel or parcels.

Subd. 3. **Reapportionment upon land division.** When a tract of land against which a special assessment has been levied is thereafter divided or subdivided by plat or otherwise, the council may, on application of the owner of any part of the tract or on its own motion equitably apportion among the various lots or parcels in the tract all the installments of the assessment against the tract remaining unpaid and not then due if it determines that such apportionment will not materially impair collection of the unpaid balance of the original assessment against the tract. The council may, and if the special assessment has been pledged to the payment of improvement warrants shall, require the owner or owners, as a condition of such apportionment, to furnish a satisfactory surety bond fully protecting the municipality against any loss resulting from failure to pay any part of the reapportionment assessment when due. Notice of such apportionment and of the right to appeal shall be mailed to or personally served upon all owners of any part of the tract. Within 30 days after the mailing or service of the notice of such apportionment any such owner may appeal as provided in section 429.081.

Subd. 4. **Reassessment, tax-forfeited land.** When a parcel of tax-forfeited land is returned to private ownership and the parcel is benefited by an improvement for which special assessments were canceled because of the forfeiture, the municipality that made the improvement may, upon notice and hearing as provided for the original assessment, make a reassessment or a new assessment as to the parcel in an amount equal to the amount remaining unpaid on the original assessment.

History: *1953 c 398 s 7; 1957 c 366 s 1; 1961 c 525 s 8; 1965 c 877 s 4; 1976 c 259 s 1*

429.08 [Repealed, 1953 c 398 s 13 subd 1]

429.081 APPEAL TO DISTRICT COURT.

Within 30 days after the adoption of the assessment, any person aggrieved, who is not precluded by failure to object prior to or at the assessment hearing, or whose failure to so object is due to a reasonable cause, may appeal to the district court by serving a notice upon the mayor or clerk of the municipality. The notice shall be filed with the court administrator of the district court within ten days after its service. The municipal clerk shall furnish appellant a certified copy of objections filed in the assessment proceedings, the assessment roll or part complained of, and all papers necessary to present the appeal. The appeal shall be placed upon the calendar of the next general term commencing more than five days after the date of serving the notice and shall be tried as other appeals in such cases. The court shall either affirm the assessment or set it aside and order a reassessment as provided in section 429.071, subdivision 2. If appellant does not prevail upon the appeal, the costs incurred shall be taxed by the court and judgment entered therefor. All

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objections to the assessment shall be deemed waived unless presented on such appeal. This section provides the exclusive method of appeal from a special assessment levied pursuant to this chapter.

History: *1953 c 398 s 8; 1961 c 525 s 9; 1978 c 749 s 2; 1980 c 607 art 11 s 3; 1Sp1986 c 3 art 1 s 82*

429.09 [Repealed, 1953 c 398 s 13]

429.091 FINANCING.

Subdivision 1. **Authority.** At any time after one or more improvements are ordered as contemplated in section 429.031, the council may issue obligations in such amount as it deems necessary to defray in whole or in part the expense incurred and estimated to be incurred in making the improvement or improvements, including every item of cost of the kinds authorized in section 475.65. In the event of any omission, error, or mistake in any of the proceedings required precedent to the ordering of any improvement, the validity of the obligations shall not be affected thereby. The council shall cause all further actions and proceedings to be taken with due diligence that are required for the construction of each improvement financed wholly or partly from the proceeds of obligations issued hereunder, and for the final and valid levy of special assessments and the appropriation of any other funds needed to pay the obligations and interest thereon when due.

Subd. 2. **Types of obligations permitted.** The council may by resolution adopted prior to the sale of obligations pledge the full faith, credit, and taxing power of the municipality for the payment of the principal and interest. Such obligations shall be called improvement bonds and the council shall pay the principal and interest out of any fund of the municipality when the amount credited to the specified fund is insufficient for the purpose and shall each year levy a sufficient amount to take care of accumulated or anticipated deficiencies, which levy shall not be subject to any statutory or charter tax limitation. Obligations for the payment of which the full faith and credit of the municipality is not pledged shall be called assessment revenue notes or, in the case of bonds for fire protection, revenue bonds and shall contain a promise to pay solely out of the proper special fund or funds pledged to their payment. It shall be the duty of the municipal treasurer to pay maturing principal and interest on warrants or revenue bonds out of funds on hand in the proper funds and not otherwise.

Subd. 3. **Method of issuance.** All obligations shall be issued in accordance with the provisions of chapter 475, except as provided in this subdivision.

An election shall be required for bonds if less than 20 percent of the cost of the improvement to the municipality is to be assessed against benefited property.

If the full faith, credit, and taxing power of the municipality is not pledged and the bonds are issued to finance a fire protection system, a public sale shall not be required and the obligations may

(1) mature at any time or times within 30 years from date of issue; or 40 years or the useful life of the asset, whichever is less, for municipal water and wastewater treatment systems and essential community facilities financed or guaranteed by the United States Department of Agriculture;

(2) mature in the amount or amounts;

(3) be sold at a price equal to the percentage of their par value, plus accrued interest; and

(4) bear interest at the rate or rates,

as agreed by the purchaser and the municipality, notwithstanding any limitation of interest rate or cost or of the amounts of annual maturities contained in any other law.

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The maturities shall be such as in the opinion of the council are warranted by the anticipated collections of assessments and ad valorem levies for the municipality's share of the cost; except that the council may in its discretion issue and sell temporary improvement bonds maturing and subject to further conditions as set forth in subdivision 5. All obligations shall state upon their face the purpose of the issue and the fund from which they are payable. The amount of any obligations issued hereunder shall not be included in determining the net indebtedness of any municipality under the provisions of any law limiting such indebtedness.

Subd. 4. **Funds.** The proceeds from the sale of each issue of obligations and from collections of special assessments levied and other moneys appropriated for each improvement to be financed wholly or partly from such proceeds shall be credited to a separate construction fund which shall be used solely to defray expenses of such improvements and payment of principal and interest due upon the obligations prior to completion and payment of all costs of the improvements so financed. Any balance of the proceeds of bonds remaining therein may be used to pay the cost, in whole or in part, of any other improvement instituted pursuant to this chapter. A separate account shall be maintained in the construction fund to record expenditures for each improvement, and when the total cost thereof has been paid all subsequent collections of special assessments levied for the improvement shall be credited and paid into the debt service fund for the obligations issued to finance the improvement, as provided in section 475.61. Any taxes levied for improvements financed by an issue of obligations shall be credited directly to the debt service fund.

Subd. 5. **Temporary improvement bonds.** In anticipation of the issuance of improvement bonds, the council may by resolution issue and sell temporary improvement bonds maturing within not more than three years from their date of issue to pay any part or all of the cost of one or more improvements. To the extent that the principal of and interest on the temporary improvement bonds cannot be paid when due from receipts of special assessments, taxes, or other funds appropriated for the purpose, they shall be paid from the proceeds of improvement bonds or additional temporary improvement bonds which the council shall offer for sale in advance of their maturity but the indebtedness funded by an issue of temporary improvement bonds shall not be extended by the issue of additional temporary improvement bonds for more than six years from the date of the first issue. The holders of any temporary improvement bonds shall have and may enforce, by mandamus or other appropriate proceedings, all rights respecting the levy and collection of sufficient special assessments and taxes to pay the cost of the improvements financed by them which are granted by law to holders of improvement bonds, except the right to require the levies to be collected prior to the maturity of the temporary improvement bonds. If any temporary improvement bonds are not paid in full at maturity, the holders may require the issuance in exchange for them, at par, of new temporary improvement bonds maturing within one year from their date of issue (but not subject to any other maturity limitation), and bearing interest at the maximum rate permitted by law.

Subd. 6. **Investment of other municipal funds.** Funds of a municipality may be invested in its temporary improvement bonds in accordance with the provisions of section 118A.04, and may be purchased upon their initial issue, but shall be purchased only from funds which the council determines will not be required for other purposes before the maturity date, and shall be resold before maturity only in case of emergency. If purchased from a debt service fund securing other bonds, the holders of those bonds may enforce the municipality's obligations on the temporary improvement bonds in the same manner as if they held the temporary improvement bonds.

Subd. 7. **General obligation temporary improvement bonds.** The council may by resolution adopted prior to the sale of any temporary improvement bonds pledge the full faith, credit, and taxing power of the municipality for the payment of the principal and interest, in addition to all provisions made for their security in subdivision 5. In this event the bonds shall be designated as general obligation temporary improvement

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bonds, and the council shall levy taxes for their payment in accordance with section 475.61. Proceeds of improvement bonds or temporary improvement bonds not yet sold may be treated as pledged revenues, in reduction of the tax otherwise required by section 475.61 to be levied prior to delivery of the obligations.

Subd. 7a. **Revolving fund bonds.** The council may by resolution establish a revolving fund for the payment of the costs of any improvement or any waterworks systems, sewer systems, or storm sewer systems described in section 444.075, the costs of facilities to maintain streets and water, sewer, and storm sewer systems and for the payment of any obligations issued to pay the costs of the facilities and systems referred to in this subdivision or to refund obligations issued for those purposes. The council may create within the revolving fund a separate construction account into which the municipality may deposit the proceeds of any obligations payable from the fund, the proceeds of any special assessments collected with respect to any improvement, any net revenues of a waterworks, sewer system, or storm sewer system described in section 444.075 or any other available funds of the municipality appropriated to it. Amounts on deposit in the construction account may be used to pay the costs of any improvement or any waterworks, sewer system, or storm sewer system described in section 444.075 or any street or water, sewer, or storm sewer maintenance facilities. No funds may be expended for an improvement unless at least 20 percent of the costs of each such improvement is to be assessed against benefited property. No funds may be expended for a waterworks, sewer system, or storm sewer system, other than a sewer system described in section 115.46, or maintenance facilities unless the council estimates that the costs will be recovered from the net revenues of the system or any combined waterworks, sewer systems, or storm sewer systems operated by the municipality. The council may also create a separate debt service account within the revolving fund for the payment of principal of and interest on any obligations payable therefrom. Notwithstanding subdivision 4, the council is not required to pledge any particular assessments or other revenues to the payment of the obligations. Collections of special assessments or net revenues may be deposited in either the construction account or the debt service account as the council or an officer designated by the council may determine, having due regard for anticipated collections of special assessments and net revenues from improvements or waterworks, sewer systems, or storm sewer systems financed in whole or in part from the construction account, and taxes levied for the payment of the obligations. The council may issue obligations that are payable primarily from the debt service account for the purpose of providing funds to defray in whole or in part any expenses incurred or estimated to be incurred in making the improvement or improvements or in constructing the waterworks, sewer system, or storm sewer system, including every item of cost of the kinds authorized by section 475.65, and street and water, sewer, and storm sewer maintenance facilities or to refund obligations previously issued under this section or section 115.46 or 444.075. The obligations may be general obligations to which the full faith and credit of the municipality are pledged. If the special assessments to be levied and net revenues estimated to be available for their payment are estimated to be at least 20 percent of the principal amount of the obligations, the obligations may be issued without an election and shall not be included in determining the net indebtedness of the municipality under the provisions of any law limiting net indebtedness. The cost of a maintenance facility that may be financed under this subdivision is limited only to the portion of the facility that is fairly allocable to the maintenance of streets and water, sewer, and storm sewer systems.

Subd. 8. **Application; limitations under federal tax law.** Sections 474A.01 to 474A.21 apply to any issuance of obligations under this section which are subject to limitation under a federal tax law as defined in section 474A.02, subdivision 8.

History: *1953 c 398 s 9; 1955 c 811 s 3-5; 1957 c 385 s 1; 1965 c 877 s 5; 1976 c 324 s 19-21; 1981 c 171 s 1-4; 1984 c 548 s 6; 1984 c 582 s 5,6,23; 1984 c 591 s 4,5; 1984 c 633 s 4; 1Sp1985 c 14 art 8 s 63; 1986 c 465 art 1 s 3; 1987 c 344 s 4,5; 1992 c 545 art 2 s 4; 1996 c 297 s 1; 1996 c 399 art 2 s 12; 2000 c 260 s 57; 2001 c 214 s 11*

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429.10 [Repealed, 1953 c 398 s 13]

429.101 UNPAID SPECIAL CHARGES MAY BE SPECIAL ASSESSMENTS.

Subdivision 1. **Ordinances.** (a) In addition to any other method authorized by law or charter, the governing body of any municipality may provide for the collection of unpaid special charges as a special assessment against the property benefited for all or any part of the cost of:

(1) snow, ice, or rubbish removal from sidewalks;

(2) weed elimination from streets or private property;

(3) removal or elimination of public health or safety hazards from private property, excluding any structure included under the provisions of sections 463.15 to 463.26;

(4) installation or repair of water service lines, street sprinkling or other dust treatment of streets;

(5) the trimming and care of trees and the removal of unsound trees from any street;

(6) the treatment and removal of insect infested or diseased trees on private property, the repair of sidewalks and alleys;

(7) the operation of a street lighting system;

(8) the operation and maintenance of a fire protection or a pedestrian skyway system;

(9) inspections relating to a municipal housing maintenance code violation;

(10) the recovery of any disbursements under section 504B.445, subdivision 4, clause (5), including disbursements for payment of utility bills and other services, even if provided by a third party, necessary to remedy violations as described in section 504B.445, subdivision 4, clause (2); or

(11) [Repealed, 2004 c 275 s 5]

(12) the recovery of delinquent vacant building registration fees under a municipal program designed to identify and register vacant buildings.

(b) The council may by ordinance adopt regulations consistent with this section to make this authority effective, including, at the option of the council, provisions for placing primary responsibility upon the property owner or occupant to do the work personally (except in the case of street sprinkling or other dust treatment, alley repair, tree trimming, care, and removal, or the operation of a street lighting system) upon notice before the work is undertaken, and for collection from the property owner or other person served of the charges when due before unpaid charges are made a special assessment.

(c) A home rule charter city, statutory city, county, or town operating an energy improvements financing program under section 216C.436 has the authority granted to a municipality under paragraph (a) with respect to energy improvements financed under that section.

Subd. 2. **Procedure for assessment.** Any special assessment levied under subdivision 1 shall be payable in a single installment, or by up to ten equal annual installments as the council may provide, except that a special assessment made under an energy improvements financing program under subdivision 1, paragraph (c), may be repayable in up to 20 equal installments. With these exceptions, sections 429.061, 429.071, and 429.081 shall apply to assessments made under this section.

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Subd. 3. **Issuance of obligations.** (a) After a contract for any of the work enumerated in subdivision 1 has been let, or the work commenced, the council may issue obligations to defray the expense of any such work financed in whole or in part by special charges and assessments imposed upon benefited property under this section.

(b) Section 429.091 shall apply to such obligations with the following modifications:

(1) such obligations shall be payable not more than two years from the date of issuance;

(2) the amount of such obligations issued at one time in a municipality shall not exceed the cost of such work during the ensuing six months as estimated by the council;

(3) a separate improvement fund shall be set up for each of the enumerated services referred to in subdivision 1 and financed under this section.

(c) Proceeds of special charges as well as special assessments and taxes shall be credited to such improvement fund.

History: *1953 c 398 s 10; 1955 c 811 s 6; 1963 c 771 s 5; 1965 c 323 s 2; 1973 c 337 s 1; 1974 c 340 s 1,2; 1984 c 548 s 7; 1984 c 582 s 7; 1984 c 591 s 6; 1984 c 633 s 5; 1986 c 444; 1Sp2003 c 21 art 11 s 29; 2004 c 275 s 2; 2008 c 366 art 6 s 42; 2010 c 216 s 22; 2013 c 85 art 8 s 6*

429.11 [Repealed, 1953 c 398 s 13]

429.111 CHARTER PROVISIONS, EFFECT.

Any city operating under a home rule charter may proceed either under this chapter or under its charter in making an improvement unless a home rule charter or amendment adopted after April 17, 1953, provides for making such improvement under this chapter or under the charter exclusively.

History: *1953 c 398 s 11; 1955 c 811 s 7; 1976 c 44 s 39*

429.12 [Repealed, 1953 c 398 s 13]

429.13 [Repealed, 1953 c 398 s 13]

429.14 [Repealed, 1953 c 398 s 13]

429.15 [Repealed, 1953 c 398 s 13]

429.16 [Repealed, 1953 c 398 s 13]

429.17 [Repealed, 1953 c 398 s 13]

429.18 [Repealed, 1953 c 398 s 13]

429.185 [Repealed, 1949 c 314 s 3]

429.19 [Renumbered 429.035]

429.20 [Renumbered 429.036]

429.21 [Repealed, 1953 c 398 s 13]

429.22 [Repealed, 1953 c 398 s 13]

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429.23 [Repealed, 1953 c 398 s 13]

429.24 [Repealed, 1953 c 398 s 13]

429.25 [Repealed, 1953 c 398 s 13]

429.27 [Repealed, 1953 c 398 s 13]

429.28 [Repealed, 1953 c 398 s 13]

429.29 [Repealed, 1953 c 398 s 13]

429.30 [Renumbered 435.36, subdivision 1]

429.31 [Renumbered 435.36, subd 2]

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CHAPTER 8. - PUBLIC IMPROVEMENTS AND SPECIAL ASSESSMENTS

Sec. 8.1. - Power to make improvements and levy assessments.

The city may make any type of local improvement not forbidden by law and levy special assessments to pay all or part of the cost of such local improvements. The total of the assessments for any local improvement may not exceed the cost of the local improvement, plus all costs and expenses connected therewith, including interest. No assessment shall exceed the benefit to the property assessed as measured by the increase in the market value of the property assessed as a result of the local improvement.

(Ord. of 1-25-1993)

Sec. 8.2. - Application of Charter.

All local improvement projects shall be carried out exclusively under the provisions of this Charter. The term "local improvement" as used in this section shall mean a public improvement financed partly or wholly from special assessments.

(Ord. of 1-25-1993)

Sec. 8.3. - Assessments for services.

The council may provide by ordinance that the cost of the city services to streets, sidewalks, or other public or private property may be assessed against property benefited and may be collected in the same manner as special assessments.

(Ord. of 1-25-1993)

Sec. 8.4. - Local improvement procedure.

When the city undertakes any local improvement to which the state local improvement code, Minn. Stats. chapter 429 applies, it shall comply with the provisions of that law, except as modified below. The council may by ordinance prescribe the procedure to be followed in making any other local improvement and levying assessments therefor.

8.4.1 *Sixty-day waiting period.* A period of 60 days shall elapse after the conclusion of the public hearing required by law to precede the ordering of the construction of a local improvement project (the "public hearing") before the actual ordering of the local improvement by the council and the council entering into a contract for the local improvement construction.

8.4.2 *Percentage of owners required.* When the local improvement has been petitioned for by the owners of not less than 50 percent in frontage of the real property abutting on streets named in the petition as the location of the local improvement the resolution ordering the local improvement by the council may be approved by vote of a majority of all members of the council. When there has been no such petition, the resolution may be adopted only by vote of four-fifths of all members of the council.

8.4.3 *Petition against the local improvement.* A proposed local improvement may be initiated by petition of the owners of real property abutting on the streets named in the petition. If, within 30 days of the conclusion of the public hearing, a petition against such local improvement is filed with the city administrator which petition is signed by a percentage of the owners of real property abutting on the streets named in the initiating petition as the location of the improvement which

percentage is greater than the percentage of owners of real property who signed the initiating petition, the council shall not make such local improvement at the expense of the abutting property owners. For purposes of the foregoing sentence, "owners of real property" shall not include owners of properties zoned for commercial or industrial uses or owners of properties zoned residential greater than ten acres in size based on zoning classifications in effect at the date of such petition, or owners of non-homestead real property greater than one acre in size.

8.4.4 *Counter petition in favor of the improvement.* If within 30 days of the filing with the city administrator of a petition against the local improvement as described in section 8.4.3 above, there is filed with the city administrator a petition in favor of the local improvement, signed by owners of real property abutting on the streets named in the initiating petition as the location of the improvement, in a percentage greater than the percent of owners of real property who signed the petition against the local improvement, then in such event the council may disregard the petition against the local improvement and proceed with the local improvement.

8.4.5 *Petition against council initiated improvement.* If the local improvement was initiated by council resolution without an initiating petition and, within 60 days of the conclusion of the public hearing, a petition is filed with the city administrator against such local improvement and which petition is signed by 60 percent or more of the owners of real property proposed to be assessed for and benefited by the local improvement, the council shall not make such local improvement at the expense of the benefited property owners. For purposes of the foregoing sentence, "owners of real property" shall not include owners of properties zoned for commercial or industrial uses or owners of properties zoned residential greater than ten acres in size based on zoning classifications in effect at the date of such petition, or owners of non-homestead real property greater than one acre in size.

8.4.6 *Withdrawal of name from petition.* Any person whose name appears on a petition to the council in favor of a local improvement, or on a petition to the council filed against a local improvement, may withdraw his/her name by a statement in writing filed with the city administrator before such petition is presented to the council or in person at a city council meeting before the city council accepts said petition.

8.4.7 *Filing of petition with city council.* All completed petitions filed with the city administrator as described herein shall be presented to the council by the city administrator at the council's next regularly scheduled meeting.

8.4.8 *One year before any further action.* When a proposed local improvement is disallowed pursuant to the petition process described in the foregoing sections, the council shall not vote on the same improvement within a period of one year after the public hearing on said improvement.

(Ord. of 1-25-1993; Ord. No. 06-22, § 2, 7-5-2006; Ord. No. 12-08, § 2, 6-26-2012; Ord. No. 14-07, § 2, 8-11-2014)

Sec. 8.5. - Computation of time.

Where the performance or doing of any act or matter is required by this Charter, and the period of time is prescribed and fixed by this Charter, the time shall be computed so as to exclude the first and include the last day of the prescribed or fixed period of time. When the last day of the period falls on a Saturday, Sunday, or a legal holiday, that day shall be omitted from the computation.

(Ord. of 1-25-1993)

Sec. 8.6. - Sewer and water projects.

This section applies to any local improvement project completed after January 1, 1996, which includes extending urban services (sewer and/or water) to an existing home or neighborhood.

8.6.1 *Connection policy.* The city may not compel any property owner with a functional private sewer and water system to connect to city sewer and/or water.

8.6.2 *Assessment policy.* The city may not levy an assessment for any component of any project which includes sewer and/or water improvements against a property whose owner elects to remain on a functional private sewer and/or water system.

8.6.3 *Request for urban services.* Property owners who remain on private sewer and water systems after urban services become available may request connection to urban services at any time. Upon connection to urban services an assessment may be levied provided it is consistent with the original assessment.

(Ref. of 5-20-1996; Ord. of 1-24-2001)

SPECIAL ASSESSMENTS POLICY AND PROCEDURES FOR PUBLIC IMPROVEMENTS AND MAINTENANCE COSTS

SECTION 1. General Policy Statement.
SECTION 2. Improvements and Maintenance Costs Eligible for Special Assessment.
SECTION 3. Initiation of Public Improvement Projects.
SECTION 4. Public Improvement Procedures.
SECTION 5. Financing of Public Improvements.
SECTION 6. General Assessment Policies.
SECTION 7. Methods of Assessment.
SECTION 8. Standards for Public Improvement Projects.
SECTION 9. Policies of Reassessment.
SECTION 10. Assessment Computations.
SECTION 11. Deferment of Assessments.

SECTION 1. GENERAL POLICY STATEMENT.

The purpose of this policy is to establish a fair and equitable manner of assessing the increase in market value (special benefit) associated with public improvements. The procedures used by the City for levying special assessments are those specified by the City Charter and Minnesota Statutes Chapter 429, which provide that all or a part of the cost of improvements may be assessed against benefiting properties.

Three basic criteria must be satisfied before a particular parcel can be assessed. The criteria are as follows:

1. The land must have received special benefit from the improvement.
2. The amount of the assessment must not exceed the special benefit.
3. The assessment must be uniform in relation to the same class of property within the assessment area.

It is important to recognize that the actual cost of extending an improvement past or through a particular parcel is not the controlling factor in determining the amount to be assessed. However, in many cases the method for assigning the value of the benefit received by the improvement, and therefore the amount to be assessed, will focus on calculating the proportionate cost of providing the improvement, provided the cost does not exceed the increase in property market value resulting from the improvement. The entire project shall be considered as a whole for the purpose of calculating and computing an assessment rate. In the event City staff has doubt as to whether the costs of the project may exceed the special benefits to the property, the City Council may obtain such appraisals as may be necessary to support the proposed assessment.

The assessment policy is intended to serve as a guide for a systematic assessment process in the City. There may be exceptions to the policy or unique circumstances or situations that may require special consideration and discretion by City staff and the City Council.

SECTION 2. IMPROVEMENTS AND MAINTENANCE COSTS ELIGIBLE FOR SPECIAL ASSESSMENT.

Subd. 1. Public improvements, and related acquisition, construction, extension, and maintenance of such improvements, authorized by Minnesota Statutes, Sections 429.021 and 459.14, subd. 7, that are eligible for special assessment within the City include the following:

1. Streets, sidewalks, pavement, curbs and gutters, including the beautification thereof.
2. Parking lots.
3. Water works systems and appurtenances, within and without the corporate limits.
4. Sanitary sewer and storm sewer systems including appurtenances, within and without the corporate limits.
5. Street boulevard trees.
6. Street lights, street lighting systems and special lighting systems.
7. Steam heating mains.
8. Parks, playgrounds, and recreational facilities, including the purchase of equipment, within or without the corporate limits.
9. Abatement of nuisances, including but not limited to, draining and filling swamps, marshes, and ponds on public and private property.
10. Dikes and other flood control works.
11. Retaining walls and area walls.
12. A pedestrian skyway system upon a petition pursuant to section 429.031, subdivision 3.
13. Underground pedestrian concourses.
14. Public malls, plazas or courtyards.
15. District heating systems.
16. Fire protection systems in existing buildings upon a petition pursuant to section 429.031, subdivision 3.
17. Highway sound barriers.
18. Gas and electric distribution facilities.

Subd. 2. The City is also authorized by ordinance adopted pursuant to Minnesota Statutes Section 429.101 to recover, through special assessment, certain costs, including the following:

1. Snow, ice, or rubbish removal from sidewalks.
2. Weed elimination from streets or private property.
3. Removal or elimination of public health or safety hazards from private property excluding any structure included under the provisions of Minnesota Statutes, sections 463.15 to 463.26.
4. Installation or repair of water service lines, street sprinkling, sweeping, or other dust treatment of streets.
5. The trimming and care of trees and the removal of unsound trees from any street.
6. The treatment and removal of insect infested or diseased trees on private property.
7. The repair of sidewalks and alleys.
8. The operation of a street lighting system.
9. The operation and maintenance of a fire protection or a pedestrian skyway system.

SECTION 3. INITIATION OF PUBLIC IMPROVEMENT PROJECTS.

Public improvement projects can be initiated in the following ways.

1. Public improvement projects may be initiated by petition of owners of not less than 50% in frontage of the property abutting the proposed improvement in accordance with the provisions of Section 8.4.2 of the City Charter.

2. Public improvements also may be initiated by the City Council when, in its judgment, such action is required and is in accordance with the provisions of Chapter 8 of the City Charter.

3. A resolution ordering any improvements initiated by the Council requires a four-fifths majority vote of all members of the Council. A resolution ordering any improvements petitioned for by owners of not less than 50% of abutting property owners requires a majority vote of all members of the Council. A resolution ordering any improvements initiated by all owners of abutting property, and assessing the entire cost against their property, may be adopted without a public hearing. The Council may consider the request of a Developer to construct the improvements and assess them.

SECTION 4. PUBLIC IMPROVEMENT PROCEDURE.

The following is the general procedure followed by the City Council for all public improvement projects from initiation of such a project through certification of the assessment roll to the County Auditor. Formats for the various reports and resolutions referenced in this section are made a part of the policies and procedures of the City**. Applicable state law and City Charter provisions take precedence over the following general procedure.**

1. Staff reviews the petition or Developer's request for submission to Council.
2. Council accepts or rejects the petition or request. If based upon a petition, the Council adopts a resolution declaring whether the required percentage of property owners signed the petition. If the petition or request is accepted, Council orders the preparation of a feasibility report.
3. Staff prepares the feasibility report. The report shall preliminarily evaluate whether the proposed improvement is necessary, cost-effective, and feasible and whether it should be made as proposed or in conjunction with another project. The report shall include an estimate of the cost of the improvement as proposed. Council may refer the report to the Planning and Zoning Commission.
4. Council accepts or rejects the feasibility report. If accepted, Council orders a public hearing on the improvements.
5. Staff posts and publishes the hearing notice and mails notices to affected property owners as provided in Minn. Stat. § 429.031(a).
6. Council conducts a public hearing.
7. Within six (6) months of the hearing date, but no sooner than sixty (60) days after per City Charter § 8.4.1, Council adopts or rejects a resolution ordering the improvement to be constructed and advertisement of bids. If adopted, staff prepares final plans, advertises for and opens bids as provided in Minn. Stat. § 429.041, prepares a bid tabulation, makes a recommendation to City Council for award, and prepares a proposed assessment roll. Bonds to finance project costs may be issued at any time after the improvements are ordered.

8. Council reviews the proposed assessment roll and orders an assessment hearing.
9. Staff publishes a hearing notice and mails notice of the hearing date and proposed assessments to the affected property owners as provided in Minn. Stat. § 429.061.
10. Council conducts the assessment hearing and adopts, revises, or rejects the resolution determining the amount of the total expense the City will pay, if any, and establishing the assessment roll. If adopted, Council authorizes certification of the assessment to the County Auditor.
11. Council awards contracts based on the bids received.
12. Staff certifies the assessment roll to the County Auditor.
13. Staff supervises construction and prepares payments.

SECTION 5. FINANCING OF PUBLIC IMPROVEMENTS.

The City encourages public improvement projects when the area benefiting and needing such improvements develop. Examples of this policy can be seen through the subdivision regulations, zoning ordinance, and building codes. Developers are required to provide the needed improvements and services before development occurs, thereby avoiding unexpected hardships on the property owners purchasing such property and the general public. However, it is recognized that certain areas of the City have developed without all needed public improvements (e.g. parks, water, sewer, and street improvements) and that methods must be found to provide these improvements without causing undue hardships on the general public or the individual property owners.

Special assessments are generally accepted as a means by which areas can obtain improvements or services; however, the method of financing assessment is a critical factor to both the City and the property owner. Full project costs spread over a very short term can cause an undue hardship on the property owner and, likewise, city costs and systems costs spread over a long period of time can cause an undue hardship on the City.

It is the policy of the City to not defer assessments except in cases where hardship to senior citizens 65 years of age or older, or persons retired by virtue of a permanent and total disability, would result. Also, the City Council may elect to defer assessments on undeveloped land for a specified length of time or until the lands are developed. Terms and conditions of any such deferral will be established in the resolution adopting the assessments.

SECTION 6. GENERAL ASSESSMENT POLICIES APPLICABLE TO ALL TYPES OF IMPROVEMENTS.

The cost of any improvement shall be assessed based upon benefits received. The following general principles shall be used as a basis of the City's assessment policy:

1. **Project Cost.** The "project cost" of an improvement includes the costs of all necessary construction work required to accomplish the improvement (direct costs), plus engineering, legal, administrative, financing and other contingent costs, including acquisition of right-of-way and other property (indirect costs). The finance charges include all costs of financing the project. These costs include, but are not limited to, financial consultant's fees, bond rating agency fee, bond attorney's fees, and capitalized interest. The interest charged to the project shall be included as financing charges.

2. **City Cost.** The "city cost" of an improvement is the amount of the total improvement expense the City will pay as determined by Council resolution. Where the project cost of an improvement is not entirely attributed to the need for service to the area served by the improvement, or where unusual conditions beyond the control of the owners of the property in the area served by the improvement would result in an inequitable distribution of special assessments, or for any other reason determined by the City, the City, through the use of other funds, may pay such "city cost."
3. **Assessable Cost.** The "assessable cost" of an improvement is equal to the "project cost" minus the "city cost."
4. **Interest.** The City will charge interest on special assessments at a rate specified in the resolution approving the assessment roll. If bonds were sold to finance the improvement project, the interest rate shall be equal to the interest rate of the bonds plus 2% (2% above bond rate), rounded to the nearest quarter of a percent. If no bonds were sold, the interest rate shall be set at the U.S. Treasury rate (10-year for 10 year assessment; 15-Year for 15 year assessment) plus 2 percentage points.
5. **Prepayment.** Property owners may pay their assessments in full, interest free, for a period of 30 days after the assessment hearing. After such period interest shall be computed from the date specified in the assessment resolution. The City will transmit a certified duplicate of the assessment roll with each installment, including interest, to the County Auditor, or in lieu of such certification, annually certify to the County Auditor by November 30 in each year, the total amount of installments of and interest on assessments on each parcel that are to become due in the following year.
6. **Extensions.** Where an improvement is designed for service of an area beyond that receiving the initial benefit, the City may pay for increased project costs due to such provisions for future service extensions. The City will levy assessments to cover this cost when a new improvement is installed as an extension of the existing improvement upon identification of such additional amount in the notice of hearing for the extensions or new improvements. As an alternative, the City may assess these costs to the area of future extension immediately based on the value of benefit received.
7. **Project Assistance.** If the City receives financial assistance from the Federal Government, the State of Minnesota, the County, or from any other source to defray a portion of the costs of a given improvement, such aid will be used first to reduce the "city cost" of the improvement. If the financial assistance received is greater than the "city cost," the remainder of the aid will be placed in the Public Improvement Revolving Fund to be applied towards other City projects.
8. **Assessable Property.** Property owned by the City and other political subdivisions including municipal building sites, parks and playgrounds, but not including public streets, alleys, and right-of-way, shall be regarded as being assessable on the same basis as if such property was privately owned. Private right-of-way shall be assessable.
9. **Individual Benefits.** The City may construct improvements specifically designed for or shown to be of benefit solely to one or more properties. The costs for these improvements will be assessed directly to such properties, and not included in the assessments for the remainder of the project. An example would be utility service lines running from the main lines to the property.
10. **Benefit Appraisals.** In the event that City staff has doubt as to whether the proposed assessments exceed the special benefits to the property(ies) in question, the City Council may order benefit appraisals or benefit appraisal consultations as deemed necessary to support the proposed assessments. As a general rule, benefit appraisals or benefit appraisal consultations may be ordered when the proposed assessment exceeds $5,000 for a standard city street

reconstruction project on a residential lot, or $20,000 per acre for commercial or industrial property.

11. **Condemnation Awards.** A property owner may elect to offset special assessments against condemnation awards. In such case, the property owner must execute an agreement (Net Assessment Agreement) with the City.
12. **Subgrade Corrections.** All costs relative to subgrade soil corrections deemed necessary to construct or reconstruct City streets will be considered a "city cost" and will not be assessed.
13. **Rural to Urban Conversion.** All costs relative to converting an existing rural street section to an urban street section by filling roadside drainage ditches and adding curb and gutter and storm sewer will be considered a "city cost" and will not be assessed.
14. **Oversizing.** All costs relative to oversizing an existing City street by increasing the width of the street and/or the load carrying capacity of the pavement section will be considered a "city cost" and will not be assessed.

SECTION 7. METHODS OF ASSESSMENT.

Subd. 1. General Statement. There are three different methods of assessment: adjusted front footage, area, and per lot. The feasibility report will recommend one or a combination of these methods for each project, based upon which method would best reflect the benefit received for the area to be assessed. The City Council will select the preferred method of calculating the assessments along with other applicable assessment criteria.

Subd. 2. Policy Statement. The following methods of assessment, as described and defined below, are hereby established as the preferred methods of assessment in the City.

A. "Adjusted Front Footage" Method of Assessment.

The "adjusted front footage" method of assessment is based on the quotient of the "assessable cost" divided by the total assessable frontage benefiting from the improvement. This method is typically applied to commercial, industrial, and multi-family residential properties. For the purpose of determining the "assessable frontage," all properties, including those owned by governmental entities, shall have their frontages included in such calculation.

The actual physical dimensions of a parcel abutting an improvement (i.e., street, sewer, water, etc.) shall not be construed as the frontage utilized to calculate the assessment for a particular parcel. Rather, an "adjusted front footage" will be determined. The purpose of this method is to equalize assessment calculations for lots of similar size. Individual parcels by their very nature differ considerably in shape and area. The following procedures will apply when calculating adjusted front footage. The selection of the appropriate procedure will be determined by the specified configuration of the parcel. All measurements will be scaled from available plat and section maps and will be rounded down to the nearest foot dimension with any excess fraction deleted.

1. *Rectangular Interior Lots.* The rectangular lot is defined as having no more than 2 feet of difference between the front and rear lot lines. The adjusted front footage is the actual front footage of the lot. For rectangular lots whose frontage is greater than its depth, the "odd shaped lot" method shall be used.

2. *Odd Shaped Lots.* For odd shaped lots such as exist on cul-de-sacs and curved streets where there is more than 2 feet of difference between the front and rear lot lines, and where the lots frontage is greater than its depth, the "odd shaped lot" method of determining the adjusted front footage shall be used. The adjusted front footage shall be computed by dividing the area of the lot by 12,000 square feet to determine the equivalent number of front footage units in the parcel. The number of units multiplied by 65 feet will give the adjusted front footage.

3. *Corner Lot Adjustment.* For street and trail assessments, the short side will be assessed the actual front footage. The long side will be assessed one-half the actual side footage. Sanitary sewer and watermain will only be assessed on the short side of a corner lot.

4. *Zonal Assessment.* When the street along the long side of a corner lot is improved, the cost shall be assessed equally to all lots within ½ block in each direction of the street improved. This method may be selected rather than the "corner lot adjustment".

5. *Double Fronting Lots.* When a lot has frontage on two streets, the lot is subject to assessments for improvements to both streets, consistent with this policy, regardless of the timing of the improvements.

B. "Area" Method of Assessment.

The "area" method of assessment is based on the number of square feet or acres within the boundaries of the appropriate property lines of the parcels benefiting from the project. This method is most often applied to commercial and industrial lots. The assessment rate (i.e., cost per square foot) shall be calculated by dividing the total assessable cost by the total assessable area. On large lots, the City Engineer may determine that only a portion of the lots receives the benefit and may select a lot depth for the calculations equal to the benefit received.

All properties included in the benefited area, including those owned by governmental entities, churches, etc., shall be assessable. The following items may not be included in area calculations: public right-of-ways, and natural waterways, swamps and lakes and other wetlands designated by the Minnesota Department of Natural Resources or the City. The City Engineer will make a recommendation on the boundaries or parameters of the benefited area in the feasibility report.

C. "Per Lot" Method of Assessment.

The "per lot" method of assessment is based on equal assessment of all lots within the benefited area. This method is typically applied to single-family residential lots with similar sizes and configurations. The "assessment per lot" shall be the quotient of the "assessable cost" divided by the total assessable lots or parcels benefiting from the improvement. For the purpose of determining the "lots" or "parcels" all parcels, including those owned by governmental entities, shall be included in such calculations.

SECTION 8. STANDARDS FOR PUBLIC IMPROVEMENT PROJECTS.

The following standards are hereby established by the City to provide a uniform guide for improvements within the City.

A. Surface Improvements

Surface improvements shall normally include all improvements visible on or above the ground within the right-of-way, and include, but are not limited to, trees, lighting, sidewalks, trails, signing, street and accessory improvements such as drainage ponds and facilities, parking lots, parks and playgrounds. Surface improvements shall also normally include aggregate or granular base materials for bituminous and concrete pavements.

Policy Statement. Prior to construction or completion of surface improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

When practicable, no surface improvements to less than both sides of a full block of street shall be approved except as necessary to complete partially completed improvements initiated previously. Concrete or bituminous curbing, or concrete curb and gutter, shall be installed at the same time as street surfacing.

B. Sub-Surface Improvements

Sub-surface improvements shall normally include such items as water distribution, sanitary sewer and storm sewer lines and appurtenant infrastructure, and electric and gas utilities.

Main lines are the publicly owned and maintained lines or facilities such as trunk lines, interceptors, mains, and laterals. Service lines are those privately owned lines or facilities extending from the main line to the property line.

Policy Statement. Sub-surface improvements shall be made to serve current and projected land use. All installations shall conform to applicable standards established by local, state and/or federal agencies of competent jurisdiction. All installations shall also comply, to the maximum extent feasible, with nationally recognized standards such as those of the American Insurance Association.

Service lines from the lateral or trunk utility to the property line of all planned service locations such as residences or buildings on properties whose owner has requested service shall be installed in conjunction with the construction of the mains.

C. Subgrade Improvements

Subgrade improvements shall normally include such items as subgrade corrections (removing layers/pockets of unsuitable soils and replacing them with aggregate base, select granular material, or other more suitable soils) and installation of geotextile fabrics.

Policy Statement. Prior to construction or completion of subgrade improvements, all utilities and utility service lines (including sanitary sewers, storm sewers, water lines, gas and electric service) shall be installed to all planned service locations such as residences or buildings.

SECTION 9. POLICIES OF REASSESSMENT.

The City shall design public improvements to last for a definite period. The life expectancy or service life shall be as stated in the policy statement of this section, or if different, shall be as stated in the resolution ordering improvement and preparation of plans.

Policy Statement

The following are the "life expectancies" or "service lives" of public improvements except as may be otherwise stated in the resolution ordering improvement and preparation of plans.

1. Sidewalks and Trails – 30 years.
2. Street improvements, including surfacing and curb and gutter – 60 years.
3. Ornamental street lighting – 30 years.
4. Water Mains – 60 years.
5. Sanitary Sewers – 60 years.
6. Storm Sewers – 60 years.

SECTION 10. ASSESSMENT COMPUTATIONS.

The following is the typical city assessment for various specified improvements. The City Council reserves the right to vary from the following computations when conditions warrant. All computations are subject to the criteria set forth in Section 1.

A. Street and Curb and Gutter Improvements

1. ***New Construction.*** New streets are assessed 100% to the abutting benefited properties. Street and curb and gutter improvements will normally be assessed by the adjusted front footage method for commercial, industrial and multi-family residential properties, or by the per lot method for single-family residential properties, however other methods including the area method may be utilized if conditions warrant. Cost of construction of streets shall be assessed based on the minimum design of 7-ton axle load in residential areas and 9-ton axle load in commercial and industrial areas. Oversizing costs that are incurred in excess of the above may be paid by: (1) State funds, (2) larger assessment rates to other benefited properties, (3) general obligation funds, or (4) any other method or combination of methods authorized by the City Council.
2. ***Reconstruction and Overlays.*** Street reconstructions and overlays, including the associated removal and replacement of curb and gutter, are assessed 25% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
3. ***Gravel Streets.*** Upgrading existing gravel streets by adding pavement, curb and gutter, and storm sewer are assessed 50% to the abutting benefited properties or as otherwise determined by Council ordered benefit appraisals.
4. ***Seal Coats.*** Sealcoats are not assessed.
5. ***Alleys.*** Upgrading existing gravel alleys by adding pavement is assessed 50% to all lots abutting on the alley in the block being improved or as otherwise determined by Council ordered benefit appraisals. Reconstructing existing paved alleys is 25% assessed to all lots abutting on the alley or as otherwise determined by Council ordered benefit appraisals.

B. Sidewalks and Trails

1. ***New Construction.*** New sidewalks and trails are not assessed to the abutting property on which the sidewalk is located, but rather are funded 100% by the City. In new subdivisions, the City will require the developer to finance sidewalk and trail improvements rather than assessing the cost.
2. ***Reconstruction.*** Replacement sidewalks are assessed 25% to the abutting property owner and 75% City funded.

C. Storm Sewer Improvements

Storm sewers are assessed on a project-by-project basis. Storm sewers in new subdivisions are considered an assessable improvement on an area basis.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area storm sewer charges are levied to all unplatted property at the time of platting, to re-plats that have not been charged trunk area charges when the land was originally platted, and to re-plats that have been charged trunk area charges when the land was originally platted but where the use is increasing (only the cost difference based on current and prior use is charged). The charges will be set in the annual fee schedule approved by the City Council.

Normally, storm sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing storm sewers is paid for entirely through the Stormwater Utility Fund.

D. Sanitary Sewer Assessments

Assessments for sanitary sewer in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for sanitary sewers in commercial and industrial areas are based upon a standard size of 12-inch mains. Sanitary sewer assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances will be paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area sanitary sewer charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Normally, sanitary sewers are assessed on an area basis (square foot or acres), but in certain situations the per lot method or adjusted front footage method may be utilized at the City Council's discretion.

Lateral benefit from major trunk sewers or interceptors is assessed to the properties benefited by the sewer. Any oversizing cost is assessed as described above.

The replacement of existing sewers is funded entirely by the City through the sewer enterprise funds.

Individual sanitary sewer service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private sanitary services, but do not have mainline sewers adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new mainline sanitary sewer, and 100% of the cost associated with replacing the service lines.

Any existing sanitary sewer service lines found to be defective as part of a project are replaced as part of the project and are assessed to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City sewer during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City sewer if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council. Connecting to City sewer requires a City water connection.

E. Watermain Assessments

Assessments for watermains in residential areas are based upon the cost of construction of 8-inch mains, which is the smallest size installed in residential areas of the City. Assessments for watermains in commercial and industrial areas are based upon the standard size of 12-inch mains. Watermain assessments must conform to Chapter 8 of the City Charter.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area water charges shall be levied on all un-platted property at the time of platting and on re-plats that have not been charged trunk area charges when the land was originally platted. The charges will be set in the annual fee schedule approved by the City Council. Services installed to individual properties shall be fully assessed to the benefiting property.

Normally, watermains are assessed on a per lot basis, but in certain situations the area or adjusted front footage method may be utilized at the City Council's discretion.

The replacement of existing watermains is funded entirely by the City through the water enterprise funds.

Lateral benefit from major trunk watermains is assessed to properties benefited by the watermain. Lateral watermain assessments are based on the costs for an equivalent 8-inch diameter watermain for residential properties and for an equivalent 12-inch diameter watermain for commercial/industrial properties.

Individual water service lines installed directly to specified properties are fully assessed directly to the benefited properties. Properties that have existing private water services, but do not have

mainline watermains adjacent to, across or abutting their property lines pay 0% of the assessment rate for the new watermain but 100% of the cost associated with replacing their service lines.

Any existing water service lines found to be defective as part of the project, are replaced as part of the project and are assessed directly to the benefiting property as allowed under Chapter 8 of the City Charter.

Property owners electing to connect to City water during street reconstruction projects will receive a credit to offset those costs that would have been incurred by the City to reconstruct the street and boulevard after connecting to City water if the street were not being reconstructed. The amount of the credit will be set in the annual fee schedule approved by the City Council.

F. Street Boulevard Trees

All street boulevard trees installed as part of new street constructions or in reconstructing existing streets shall be included as part of the overall project costs included in the assessment calculations.

G. Street Lights

All costs for new streetlights installed as part of constructing new streets or streetlights relocated as part of reconstructing streets are included in the overall project costs and included in the assessment calculations, unless otherwise directed by the City Council. In new subdivisions, the City will require the developer to finance street light improvements rather than assessing the cost.

H. Other Improvements

Based on the City Council's determination, any other eligible improvements may be fully assessed or assessed in part.

SECTION 11. DEFERMENT OF SPECIAL ASSESSMENTS.

Subd. 1. The Council may defer the payment of any special assessment on homestead property owned by a person who is 65 years of age or older, or who is retired by virtue of permanent and total disability, and the City Clerk is hereby authorized to record the deferment of special assessments where all of the following conditions are met:

1. The applicant must apply for the deferment not later than 90 days after the assessment is adopted by the City Council.
2. The applicant must be 65 years of age or older or retired by virtue of permanent and total disability at the time the assessment is adopted.
3. The applicant must be the owner of the property.
4. The applicant must occupy the property as his or her principal place of residence.
5. The average annual payment for assessments levied against the subject property exceed one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent federal income tax return. The average annual payment of an assessment shall be the total cost of the assessment divided by the number of years over which it is spread.

Subd. 2. The deferment shall be granted for as long a period of time as the hardship exists and the conditions in subdivision 1 remain true. It shall be the duty of the applicant to notify the City Clerk of any change in his or her status that would affect eligibility for deferment.

Subd. 3. The entire amount of deferred special assessments shall be due within sixty days after loss of eligibility by the applicant. If the special assessment is not paid within the sixty (60) days, the City Clerk shall add thereto interest accruing from the first date the applicant loses eligibility at the rate as defined in section 6.4 and the total amount of principal and interest shall be certified to the County Auditor for collection with taxes the following year. Should the applicant demonstrate to the satisfaction of the Council, that full repayment of the deferred special assessment would cause the applicant particular undue financial hardship, the Council may order that the applicant pay within sixty days a sum equal to the number of installments of deferred special assessments outstanding and unpaid to date, including principal and interest, with the balance thereafter paid according to the terms and conditions of the original special assessments.

Subd. 4. The option to defer the payment of special assessments shall terminate and all amounts accumulated plus applicable interest shall become due upon the occurrence of any one of the following:

1. The death of the owner when there is no spouse who is eligible for deferment.
2. The sale, transfer or subdivision of all or any part of the property.
3. Loss of homestead status on the property.
4. Determination by the Council for any reason that immediate or partial payment would impose no hardship.

State Law References(s): Minn. Stat. § 435.193, Senior Citizens or retired & disabled persons hardship special assessment deferral.

*Original Adoption: 12/9/14 by Resolution #14-12-250
*Amended: 1/13/15 by Resolution #15-01-016 – *Section 6 - #4 Interest to reflect interest rate on bonded projects*

CC Regular Session **4. 11.**

Meeting Date: 09/11/2018

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Information

Title

Report from Public Works Committee
1. Consider Roundabout Landscape Improvements - Sunwood Drive: Ratify the recommendation of the Public Works Committee to defer landscaping within the Sunwood Drive roundabout until the sign/streetscape plan is completed.
2. Consider City Council Recommendation to Review Feasibility Report and Order Public Input Meeting for Improvement Project #18-02, Hwy-10 Ramsey Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to City Council to review the Draft Feasibility Report and order a Public Input Meeting for 9 a.m. on Thursday, September 13, 2018 for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.
3. Consider City Council Recomendation to Order Feasiblitiy Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.
4. Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.
5. Consider City Council Recommendation to Order Feasiblity Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions: Ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions.

Purpose/Background:

1. Consider Roundabout Landscape Improvements - Sunwood Drive: Parks and Assistant Public Works Superintendent Riverblood stated that the purpose of this case is to receive Committee input on the landscaping desired for the Sunwood Drive roundabout. This project in part, has been on hold waiting for a more comprehensive streetscape and wayfinding signage plan to be finalized. At present the area is turf grass and has a basic irrigation system and mowed weekly. What staff is proposing may be considered an interim landscaping plan, until the larger landscape plan for the roundabout may be developed (E.g. wayfinding and retail signage/monuments). Motion to ratify the recommendation of the Public Works Committee for City Council to defer landscaping within the Sunwood Drive roundabout until the sign/streetscape plan is completed.
2. Consider City Council Recommendation to Review Feasibility Report and Order Public Input Meeting for Improvement Project #18-02, Hwy-10 Ramsey Street Reconstructions: City Engineer Westby stated that the purpose of this case is to consider a recommendation to the City Council to review the Feasibility Report and order a Public Input Meeting for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions. Motion to ratify the recommendation of the Public Works Committee to approve a recommendation to City Council to review the Draft Feasibility Report and order a Public Input Meeting for 9 a.m. on Thursday, September 13, 2018 for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.
3. Consider City Council Recomendation to Order Feasiblitiy Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions: City Engineer Westby stated that the purpose of this case is to consider approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions. He noted that the City of Ramsey's current 10-year Capital Improvement Plan (CIP)

covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. He noted that the streets in Ford Brook Estates were proposed to be reconstructed in 2019. Motion to ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

4. Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions: City Engineer Westby stated that the purpose of the case is to consider approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions. He stated that the City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. He noted that the streets in Brookview Estates were proposed to receive overlays. Motion to ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

5. Consider City Council Recommendation to Order Feasiblity Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions: City Engineer Westby stated that the purpose of the case is to consider approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions. He stated that the City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. He noted that the streets in Wood Pond Hills and Chestnut Ridge were proposed to receive overlays in 2019. Motion to ratify the recommendation of the Public Works Committee to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills and Chestnut Ridge Street Reconstructions.

Action:

Motion to ratify the recommendation of the Public Works Committee.

Attachments

Agenda

Form Review

Inbox	Reviewed By	Date
Mark Riverblood	Mark Riverblood	09/05/2018 10:01 AM
Grant Riemer	Grant Riemer	09/05/2018 10:12 AM
Bruce Westby	Bruce Westby	09/05/2018 04:54 PM
Kurt Ulrich	Kurt Ulrich	09/06/2018 08:48 AM
Form Started By: MaryJo Warner		Started On: 08/29/2018 08:45 AM
Final Approval Date: 09/06/2018		

City of Ramsey
Agenda
Public Works Committee
Tuesday, August 21, 2018
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve Public Works Committee Meeting Minutes.

5. Committee Business

1. Consider Roundabout Landscape Improvements—Sunwood Drive

2. Consider City Council Recommendation to Review Feasibility Report and Order Public Input Meeting for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions

3. Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions

4. Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions

5. Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions

6. Committee/Staff Input

1. Staff Updates on Improvement Projects and Items of Interest

2. Review Future Topics Calendar

7. Adjournment

Public Works Committee **4. 1.**

Meeting Date: 08/21/2018
Submitted For: Grant Riemer, Engineering/Public Works
By: MaryJo Warner, Engineering/Public Works

Title:
Approve Public Works Committee Meeting Minutes.

Purpose/Background:
To review and approve the July 17, 2018 Public Works Committee meeting minutes.

Timeframe:
5 minutes.

Observations/Alternatives:
n/a

Funding Source:
n/a

Recommendation:

Action:
Motion to approve the Public Works Committee meeting minutes.

Attachments

Minutes
Agenda

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/16/2018 08:09 AM
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM
Form Started By: MaryJo Warner		Started On: 08/13/2018 09:02 AM
Final Approval Date: 08/16/2018		

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, July 17, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Mark Kuzma

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:32 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

4. APPROVE MINUTES

4.01: Approve June 19, 2018, Meeting Minutes

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

Regular Meeting Minutes dated June 19, 2018

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Speed Limit Reduction on Quicksilver Street

City Engineer Westby stated that the purpose of the case is to consider a request to reduce the speed limit on Quicksilver Street, south of 167th and north of Elmcrest Park. He noted that staff received a request from the property owner at 16601 Quicksilver Street to reduce the speed limit on Quicksilver Street, south of 167th Avenue and north of Elmcrest Park. This property owner has reported excessive speeds along this segment of Quicksilver Street, and recently experienced damage to their landscaping and mailbox due to vehicles leaving the roadway. He stated that this section of Quicksilver currently has no posted speed limit, but based on its functional classification as a local street and the properties it serves, the street could be posted at 30 mph.

City Engineer Westby stated that local road authorities can determine advisory speeds for local roads and post the roads with advisory speed signs without authorization from the MnDOT Commissioner. He noted that local road authorities can also pass a resolution requesting a speed study investigation by MnDOT. The local road authority that owns and operates the segment of road to be studies is responsible for submitting the request to MnDOT. He stated that based on the speed study results, which often take in excess of one year to receive, MnDOT may authorize the local road authority to post the road with new speed limits. However, it is important to note that the study could find that the new speed limit should be greater than the existing speed limit, which is typically contrary to the desired outcome. In this case, staff would not expect the speed limit to increase, given the functional classification of the road and the properties it serves.

City Engineer Westby stated that staff would not recommend requested a speed study from MnDOT. Based on the functional classification of the road and the properties it serves, staff believes the lowest posted speed MnDOT would authorize would be 30 mph. As such, staff recommends either leaving this segment of Quicksilver Street as is with no posted speed limit, or posting this segment of Quicksilver Street at 30 mph. Staff does not support posting an advisory speed of something less than 30 mph. In any scenario, the Police Department can only enforce a 30-mph speed limit. He noted that it is best to maintain uniform speed limits along roadway corridors where the functional classification does not vary, to meet driver expectation.

City Engineer Westby reviewed the options available to the Committee and stated that staff recommends leaving the segment of Quicksilver Street between 167th Avenue and Elmcrest Park unposted as to the speed limit and to direct staff to place the speed trailer along this street segment when the trailer is available. He noted that staff could also support the option to furnish and install two 30 mph speed limit signs along the segment of Quicksilver Street between 167th and Elmcrest Park, one at each end in the direction of travel, and direct staff to place the speed trail along this street segment when the trailer is available. He stated that he spoke with the resident that submitted the concern and he was supportive of the speed trailer being posted for two weeks to see if that would detour high traveling speeds.

Chairperson Riley stated that it appears that police activity would be pretty easy to enforce as most of the activity would be likely to occur from 6:30 to 7:30 p.m. when the park traffic is increased.

Councilmember Johns stated that it would be her assumption that the majority of problem arise during the soccer season and believed that season is wrapping up.

Chairperson Riley asked if the City has posted a sign stating park entrance ahead, please drive slowly.

Public Works Superintendent Riemer replied that this is the longest strip of road leading into a park and therefore there is not another park with a similar sign.

Councilmember Kuzma stated that 30 mph seems high and was unsure that posting the sign would help.

Councilmember Johns stated that she would support the speed trailer but is not sure that the correct data will be provided as the busiest part of the soccer season has concluded.

Chairperson Riley stated that perhaps when the annual meeting with the soccer association occurs, this topic could be discussed.

Councilmember Johns stated that perhaps it is a dual solution, using the speed trailer and also emailing the sports association to remind their teams on the speed.

Councilmember Kuzma also suggested placing an article in the *Ramsey Resident*.

Public Works Superintendent Riemer stated that public works has ordered two additional flashing speed signs that can be rotated through neighborhoods next year and that could be an option for the spring.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to leave the segment of Quicksilver Street between 167th Avenue and Elmcrest Park unposted as to the speed limit, to direct staff to place the speed trailer along this street segment when the trailer is available, and to direct staff to reach out to the soccer association with a reminder to watch for speeds.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Review Draft City of Ramsey Americans with Disabilities Act (ADA) Transition Plan

City Engineer Westby stated that the purpose of this case is to review the City of Ramsey's Draft Americans with Disabilities Act (ADA) Transition Plan.

City Engineer Westby stated that Americans with Disabilities Act (ADA) was enacted on July 26, 1990. Title II of ADA requires the City of Ramsey to meet the following general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program, or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d).
- Must take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

City Engineer Westby noted that the City must have an adopted ADA Transition Plan before accepting any new Federal funds, therefore this Plan must be adopted by the City Council before any Federal grants can be accepted for any projects. He reviewed the draft Plan with the Committee and requested input from the Committee.

Councilmember Kuzma asked if there is an estimate of cost.

Chairperson Riley agreed that it would be helpful to have an estimate of the cost for these impacts.

City Engineer Westby stated that staff has been completing an inventory and stated that at least 370 pedestrian ramps would need to be replaced, along with segments of trails that would need to be replaced. He stated that a very rough estimate would be well over $3,000,000 and could range up to $10,000,000. He noted that this would also impact buildings. He noted that this would be worked into the budget. He stated that the updates would be tied to the trail maintenance policy.

Chairperson Riley asked if this only applies to streets and sidewalks.

City Engineer Westby stated that this would apply to anything within public right-of-way or that allows for public access.

Councilmember Johns asked if private businesses are included.

City Engineer Westby stated that this would only apply to the public elements. It was noted that businesses are responsible themselves for meeting ADA compliance requirements.

Chairperson Riley asked if this is the best template to use.

City Engineer Westby confirmed that this is the best template and is also used by other municipalities. He stated that he recently attended an ADA workshop, which provided good information. He stated that they walked around Central Park in Brooklyn Park and were able to view and discuss the elements that were ADA compliant. He stated that the ADA representatives explained that the best attempt would be to hit the "low hanging fruit" first and then work your way up and do your best to meet the goals, because they do understand that there is an expense to making these changes.

Chairperson Riley asked if the goals are required to be included. He stated that if the goals are not required, then perhaps this adds more trouble than needed.

City Engineer Westby stated that these were the generic goals included in the plan and are similar to those used by other municipalities. He stated that a scheduled plan is required in order to be eligible for Federal grant funds.

Councilmember Johns suggested adding the other elementary school.

Chairperson Riley stated that should not be an issue because it is a new neighborhood and will be a new school. He noted that the City would already be on a schedule for replacement of things within its own plans. He asked if the goals are reasonable for the City.

City Engineer Westby stated that goal could be backed down to 50 percent within 15 years and 75 percent within 20 years.

Councilmember Johns noted that part of the calculation would be to fully determine needs and therefore a lesser goal may be best to start with.

Chairperson Riley asked if the goal could be worded to state that replacement will occur in the natural schedule of replacement.

City Engineer Westby stated that the implementation section addresses that element, explaining that the improvements would occur in conjunction with street replacement projects or as standalone projects; using the example of a "low hanging fruit" project or an area that is causing problems.

Chairperson Riley asked if the goal fits together with the activity of the parks department.

City Engineer Westby stated that he is unsure that the parks plan would get into that level of detail.

Public Works Superintendent Riemer stated that the parks department is working on a replacement plan for the parks and ADA elements would be included in those activities.

Chairperson Riley stated that he is glad the City is doing this. He asked for information on the next steps.

City Engineer Westby asked if the Committee would like staff to attempt to gain input from the public prior to bringing this forward to the Council for adoption. He stated that staff would like to bring this forward to the Council in August as the City has one grant application out currently. He stated that another option would be to adopt the draft and then there could be options for public input in the future.

Councilmember Johns stated that while she likes to involve the public, most of the document is State statute and there is not much room for changes to be made at this time.

Councilmember Kuzma stated that he would support bringing the draft forward to the Council for adoption and if changes need to be made in the future, that could be done. He noted that it would be good to alert the public in the future to the potential cost for these improvements.

It was the consensus of the Committee to bring the document forward to the Council at the August 6th meeting to consider to adoption.

City Engineer Westby stated that once adopted, the plan could be placed on the website with a summary of how the City plans to implement and maintain the plan.

Chairperson Riley encouraged staff to make it clear to the public that this is a fluid plan and changes can be made based on public input.

6.02: Review Future Topics Calendar

City Engineer Westby reviewed the future topics calendar.

6.03: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby stated that a list of improvement projects and updates were included in the case and provided a brief summary. He provided an update on The COR regional infiltration basin project. He noted that staff continues to negotiate with PSD to obtain the necessary land for the basin, using a land swap method as directed by Council. He stated that staff will talk to the LRRWMO later this week in attempt to obtain an extension for the project.

City Engineer Westby stated that staff has been taking pavement cores on completed street reconstruction projects to ensure that sufficient pavement was placed per plan. He stated that it may be more beneficial to use ground penetrating radar (GPR) as that would provide a full picture of the pavement section. He stated that the cost would be slightly higher, but using GPR provides a fuller set of data as readings are taken every foot along the street, and would include the aggregate base thickness.

Councilmember Kuzma asked how the current process is working and whether the samples from the cores are providing accurate results.

City Engineer Westby confirmed that the pavement cores have matched what they are supposed to be for the newly built roads.

Chairperson Riley stated that if the cost is not much more, he would like to use the GPR to ensure that the roads are being built to the City standards.

Councilmember Johns agreed that it would be helpful to have the additional data.

Councilmember Kuzma stated that his concern would be that a few hundred dollars would add up over a season. He stated that it would be great to have the data, but he would just be concerned with the additional cost that could accumulate.

It was the consensus of the Committee to use the GPR to review the roadway following reconstruction.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:27 p.m.

Respectfully submitted,

_____

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

City of Ramsey
Agenda
Public Works Committee
Tuesday, July 17, 2018
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve Public Works Committee Meeting Minutes.

5. Committee Business

1. Consider Speed Limit Reduction on Quicksilver Street

6. Committee/Staff Input

1. Review Draft City of Ramsey Americans with Disabilities Act (ADA) Transition Plan

2. Review Future Topics Calendar

3. Staff Updates on Improvement Projects and Items of Interest

7. Adjournment

Public Works Committee **4. 1.**

Meeting Date: 07/17/2018
Submitted For: Grant Riemer, Engineering/Public Works
By: MaryJo Warner, Engineering/Public Works

Title:
Approve Public Works Committee Meeting Minutes.

Purpose/Background:
To review and approve the Public Works Committee meeting minutes dated June 19, 2018.

Timeframe:
5 minutes.

Observations/Alternatives:
n/a

Funding Source:
n/a

Recommendation:

Action:
Motion to approve the Public Works Committee meeting minutes dated June 19, 2018.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	07/12/2018 12:49 PM
Grant Riemer	MaryJo Warner	07/12/2018 01:37 PM
Kurt Ulrich	Kurt Ulrich	07/12/2018 04:09 PM
Form Started By: MaryJo Warner		Started On: 07/12/2018 09:11 AM
Final Approval Date: 07/12/2018		

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Wednesday, June 19, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Melody Shryock
Councilmember Mark Kuzma

Members Absent: Councilmember Jill Johns

Also Present: Public Works Superintendent Grant Riemer
Parks & Assistant Public Works Superintendent Mark Riverblood
City Engineer Bruce Westby

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:30 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Shryock. Voting No: None. Absent: Councilmember Johns.

4. APPROVE MINUTES

4.01: Approve April 18, 2018, Meeting Minutes

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

Regular Meeting Minutes dated April 18, 2018

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma. Voting No: None. Abstain: Councilmember Shryock. Absent: Councilmember Johns.

5. COMMITTEE BUSINESS

5.01: Consider Stop Sign Installation at Garnet Street and 169th Lane

Public Works Superintendent Riemer stated that staff has received a request for stop signs at the intersection of 169th Lane and Garnet Street. Currently there are no stop signs on any legs of the intersections. The requested action would change this intersection to a 2-way stop, with the stop condition on the north and south legs of Garnet Street. The reasons given for requesting the additional stop signs are excessive speed and there is a bus stop located at that intersection. The neighborhood petition requesting the stop sign was attached to the case.

Public Works Superintendent Riemer stated that the City used the police radar trailer to gather information on vehicle speed and to determine the 85th percentile speed. The 85th percentile speed is defined as "the speed at or below which 85 percent of all vehicle are observed to travel under free-flowing conditions past a monitored point". The trailer was in place May 16, 17, 21, 24 and 29th.

Public Works Superintendent Riemer stated that based on the information gathered, the intersection does not meet the warrants outlined in *Minnesota Manual of Uniform Traffic Control Devices* because of the following factors: insufficient traffic volumes, accident history at the intersection, sufficient visibility at the intersection. He stated that staff recommends not installing additional stop signs at this intersection based on the traffic counts and accident history. Staff would also recommend that the Police Department continue to enforce the 30-mph speed limit in the area in an effort to reduce speeds on Garnet Street.

Councilmember Kuzma expressed appreciation to staff for the research that was done on this matter.

Chris Worts, 6893 169th Lane, stated that his biggest concern is with construction traffic. He stated that this intersection is a bus stop for the children in the neighborhood. He stated that five resident signatures were required for the petition, but he obtained 13 signatures, noting that two of the residents are police officers. He appreciated the quick response from staff in posting the speed trailer. He noted that his concern was that the trailer only faced in one direction.

Public Works Superintendent Riemer replied that the trailer obtains speeds from both directions.

Mr. Worts stated that many of the other neighbors could not attend because of sports commitments with their children. He stated that they understand the decision of the City and asked what else could be done if the stop signs are not an option. He stated that the development has boomed, and they are concerned with the safety of the children. He stated that perhaps signs could be posted for children crossing or watch for children. He stated that the neighborhood is also worried that traffic will increase down Garnet for those attempting to reach the new elementary school.

Chairperson Riley stated that the City receives three or four requests each year that get to this level and there are specific criteria that must be reviewed. He stated that rarely ever do the

requests meet the criteria, which makes it difficult. He asked staff if there are other things that can be done in lieu of the stop sign.

Public Works Superintendent Riemer stated that the City does not install watch for children signs as there are children in every neighborhood. He stated that marked crosswalks are determined by the number of crossings and other criteria, which would not be met in this location. He stated that even if stop signs were installed, they would be placed on 169th and that would still not stop the traffic on Garnet. He stated that once the school opens, the resident could call the City again to redo the survey.

Chairperson Riley suggested that perhaps staff just schedule to redo the survey maybe one month after the school opens. He stated that additional police enforcement is available. He noted that in the long-term the construction traffic will go away.

Mr. Worts stated that he has thought about calling the police, but they did not want to bother the police, who have bigger issues.

Chairperson Riley stated that it would be encouraged to call the police when there are issues.

Mr. Worts noted that one of the police officers in the neighborhood has begun parking his police vehicle in his driveway in attempt to deter speeding.

Parks and Assistant Public Works Superintendent Riverblood stated that staff could communicate with Capstone Homes to ensure that the message is clearly communicated regarding construction traffic.

Councilmember Shryock stated that there would be opportunities to spread the word that there are children out in the area in the warmer weather, suggesting Night to Unite or neighborhood parties.

Mr. Worts noted that there have been postings on the neighborhood Facebook page as well.

Councilmember Shryock stated that education of the children is also important to ensure that they are watching for traffic as well. She understood the plight of the residents but noted that unfortunately there are guidelines that must be met for those requests. She stated that sometimes having children play equipment in the front yard also alerts some drivers to slow down.

Chairperson Riley stated that although the request does not meet the criteria, they will try to see what else they can do in terms of police enforcement.

Councilmember Shryock stated that perhaps in future editions of *Ramsey Resident* a blurb could be included warning residents to watch for children in the warmer weather.

Motion by Councilmember Kuzma, seconded by Councilmember Shryock, to accept staff recommendation to not install additional stop signs at 169th Lane/Garnet Street based on the traffic counts, visibility, and accident history.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Shryock. Voting No: None. Absent: Councilmember Johns.

5.02: Consider Speed Study Request for Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive

City Engineer Westby stated that staff received a request from a former PACT Charter School bus driver who resides in Nowthen to reduce the speed limit on Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive. The applicant feels that the existing pedestrian crossings for Ramsey Boulevard are unsafe for children who walk to PACT Charter School due to the existing posted speed limit of 55 mph.

City Engineer Westby stated that this segment of Ramsey Boulevard has two controlled pedestrian crossings, one at Bunker Lake Boulevard and one at Sunwood Drive. The controlled crossings consist of marked crosswalks with pedestrian actuated signals at each of the signalized intersections. The applicant is concerned that if a child crosses against a red light, that vehicles will not be able to react in time to avoid hitting the child, and that a slower speed limit will provide more reaction time for drivers to help them avoid hitting the child.

City Engineer Westby stated that staff does not believe that a speed study will result in a reduced speed limit on Ramsey Boulevard based on the criteria used to perform speed studies. Staff did not reach out to PACT Charter School to discuss the issue, but if the Committee believes this request should be pursued, staff will meet with school officials to discuss this issue in detail, including obtaining information on bus/walking zones. Staff did not reach out to the Anoka County Highway Department to discuss the issue but if the Committee believes that this request should be pursued, staff will meet with Anoka County Highway Department staff to discuss the issue in detail, including obtaining information on planned improvements for this corridor. It is typically best to maintain uniform speed limits along roadway corridors where the functional classification does not vary to meet driver expectations.

City Engineer Westby recommended denial to file a request with Anoka County to perform a speed study on Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive.

Motion by Councilmember Kuzma, seconded by Chairperson Riley, of denial to file a request with Anoka County to perform a speed study on Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Shryock. Voting No: None. Absent: Councilmember Johns.

5.03: Consider Replacing 20+ Year Old Pergola and Park Shelter Roof At Emerald Pond Park

Parks & Assistant Public Works Superintendent Riverblood stated that the purpose of this case is to consider a recommendation to City Council for authorization to perform maintenance/replacement activity for two structures at Emerald Pond Park. Funding is requested to be allocated from the City's Capital Maintenance Fund (not the Park Trust Fund) and therefore is being brought to the Public Works Committee, because the project funding source is limited, and also is used for other (non-park) capital maintenance needs of the community. In 2017, the Council expanded the scope of this fund to allow use for other non-park capital maintenance needs (roof replacement, parking lot resurfacing, etc.).

Parks & Assistant Public Works Superintendent Riverblood stated that the pergola was completely removed in 2017 due to the cedar post decay at the mounting point with the concrete base and a concern that if not removed may have represented a safety hazard. The pergola was in service for 21 years. The roof replacement does not represent a hazard; however, the cedar shake roof is in very poor shape and water is likely penetrating through to the laminated wood roof itself. The hexagonal shelter has been in service for approximately 26 years. Emerald Pond Park is one of the most well used neighborhood parks in Ramsey's system of parks, and some of the nearby residents are very eager to see the pergola back in service, which was also used for weddings when it was in a more presentable condition.

Parks & Assistant Public Works Superintendent Riverblood stated that it may be useful to note that staff is in process of inventorying all of the City's, and park systems', capital maintenance needs to develop long-term maintenance cost projections and priorities. This work is expected to be completed this fall. If the Committee recommends replacement of the pergola and the shelter's roof, utilizing the Capital Maintenance Fund (formerly known as the Park Maintenance Fund), staff would proceed to immediately develop an RFP or obtain competitive quotes for the two projects consistent with the City's Purchasing Policy. The pergola is anticipated to cost less than $30,000; the roof replacement to a standing seam (green) steel roof with trim, less than $15,000. The new shelter's roof protects an existing asset and delaying replacement may cost more in the long-run. Consequently, replacement is recommended versus the option of not replacing the roof at this time. The pergola replacement is not time critical, and not replacing the structure is an option. Likely the expectation of the park users is that replacement would be soon, however other priorities may be considered by the City. He stated that staff recommends replacing the pergola and the roof shelter as described in the case.

Chairperson Riley stated that $30,000 for a pergola seems like a lot.

Parks & Assistant Public Works Superintendent Riverblood provided additional details on the pergola. He noted that the quote also includes replacement of the four fence sections.

Councilmember Kuzma asked the plans for the landscaping that appears to be overgrown.

Parks & Assistant Public Works Superintendent Riverblood agreed that the landscaping needs attention. He stated that with the pergola removed, the area has become overgrown and would be given attention.

Councilmember Kuzma asked how far this is from Elmcrest.

Parks and Assistant Public Works Superintendent Riverblood provided details on the location of the park. He noted that Emerald Pond Park is one of the most used and beloved neighborhood parks.

Councilmember Shryock stated that this is part of her neighborhood and it is a beautiful park to visit and also is a connection to many of the trails within the trail system. She stated that the pergola was always one of the interest points of this park. She stated that each park has a unique feature, and this was one of those unique features for this park. She believed that this feature is needed for the park. She stated that this is a dense neighborhood area that uses its park.

Chairperson Riley asked if there is a lower cost option, such as treated wood.

Parks and Assistant Public Works Superintendent Riverblood stated that treated wood could be an option, noting that staff could ask for quotes on treated and cedar but was unsure if there would be much of a cost savings.

Chairperson Riley stated that this was a structure that belongs in this park. He stated that the City has to preserve its assets and the park would not be as nice without the features.

Councilmember Kuzma stated that while the cost may seem expensive, there are a lot of young families in Ramsey and the parks and trails system is extremely important. He noted that parks are a place where young families can come to and enjoy for free. He stated that he would prefer cedar rather than treated wood.

Parks and Assistant Public Works Superintendent Riverblood commented that if there is a price difference in the treated wood and cedar, there may be a higher construction cost because it is heavier.

Councilmember Shryock noted that treated wood requires more ongoing maintenance.

Motion by Councilmember Shryock, seconded by Councilmember Kuzma, to recommend to City Council, the replacement of the pergola and roof shelter at Emerald Pond Park as discussed, at a not-to-exceed cost of $45,000 from the Capital Maintenance Fund.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Kuzma. Voting No: None. Absent: Councilmember Johns.

Chairperson Riley confirmed the consensus of the Committee is that these types of requests for appropriation from the Capital Maintenance Fund #810, should continue to come before the Public Works Committee.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby provided an update on road construction projects within Ramsey. He reviewed the proposed schedule for crackseal and sealcoating work and noted that there will be a change order coming forward. He stated that staff is going to attempt to pursue warranty work on the sealcoating that was completed the previous year. He provided an update on The COR Infiltration Basin project, noting that staff is attempting to ensure the sizing is correct. He noted that the rail grade separation plans for Ferry Street in Anoka is still on hold and provided an update.

Councilmember Kuzma asked about painting of curbs when sections are repaired or replaced. It was confirmed that the policy has changed to now repaint the entire curb area.

Chairperson Riley asked for input on the status within the five-year plan and when the next five-year plan would be developed. He stated that he was not fully informed when the process occurred as to the inflexibility of the five-year plan.

City Engineer Westby provided details. He noted that if an unexpected repair arises, that work could still be completed without assessment. He acknowledged that road conditions can deteriorate significantly during the five-year period, explaining that perhaps a road did not seem bad and was not included in the plan but then deteriorates significantly during that period.

Chairperson Riley asked if there is a point where the City would get ahead of the road repairs, acknowledging that the City began behind.

City Engineer Westby stated that it would be difficult to determine. He noted that there are so many challenges with the unknown road conditions and therefore it is still a process to get through those unknown road conditions. He stated that once the City has roads that were all constructed to standards and on a maintenance schedule, it will be easier to follow. He noted that the City is reactive and will at some point get to the point of being proactive.

Parks & Assistant Public Works Superintendent Riverblood provided an update on the Sweet Bay median and provided a photograph of the current conditions.

6.02: Review Future Topics Calendar

No comments.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:27 p.m.

Respectfully submitted,

_____
Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 07/17/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider Speed Limit Reduction on Quicksilver Street

Purpose/Background:

Purpose:

The purpose of this case is to consider a request to reduce the speed limit on Quicksilver Street, south of 167th Avenue and north of Elmcrest Park.

Background:

Staff received a request from the property owner at 16601 Quicksilver Street to reduce the speed limit on Quicksilver Street, south of 167th Avenue and north of Elmcrest Park. This property owner has reported excessive speeds along this segment of Quicksilver Street, and recently experienced damage to their landscaping and mailbox due to vehicles leaving the roadway.

Attached are three figures showing the segment of Quicksilver Street under consideration and all accesses into Elmcrest Park.

This section of Quicksilver Street currently has no posted speed limit, but based on its functional classification as a local street and the properties it serves, this street could be posted at 30 mph.

Minnesota Statute 169.14 establishes statutory speed limits on most typical roadways under ideal conditions. All other speed limits are set by the Commissioner of the Minnesota Department of Transportation (MnDOT) based upon an engineering and traffic investigation (speed study) in which the following factors are considered:

- Road type and condition
- Location and type of access points (intersections, entrances, etc.)
- Sufficient length of roadway (1/4 mile minimum)
- Existing traffic control devices (sign, signals, etc.)
- Crash history traffic volume sight distances (curve, hill, etc.)
- Test drive results

The most common speed limits observed throughout Minnesota are:

- 10 mph in alleys
- 30 mph on streets in urban districts
- 55 mph on other roads
- 65 mph on expressways
- 65 mph on urban interstate highways
- 70 mph on rural interstate highways

Where speed limits are not posted, these are considered the default speed limits.

Local road authorities (cities, townships, and counties) can determine advisory speeds for local roads and post the roads with advisory speed signs without authorization from the MnDOT Commissioner.

Local road authorities can also pass a resolution requesting a speed study investigation by MnDOT. The local road authority that owns and operates the segment of road to be studied is responsible for submitting the request to

MNDOT. Anoka County owns and operates Ramsey Boulevard/CSAH 56 so they are required to submit the Speed Study request to MnDOT.

Based on the speed study results, which often take in excess of a year to receive, MnDOT may authorize the local road authority to post the road with new speed limits. However, it is important to note that the study could find that the new speed limit should be greater than the existing speed limit, which is typically contrary to the desired outcome. In this case, Staff would not expect the speed limit to increase given the functional classification of the road and the properties it serves.

Additional information regarding speed limits is available on MnDOT's web site at http://www.dot.state.mn.us/speed/index.html.

Timeframe:

Staff estimates 15 minutes will be required to present and discuss this case.

Observations/Alternatives:

Observations:

Staff does not recommend requesting a speed study from MnDOT. Based on the functional classification of the road and the properties it serves, staff believes the lowest posted speed MnDOT would authorize would be 30 mph. As such, Staff recommends either leaving this segment of Quicksilver Street as is with no posted speed limit, or posting this segment of Quicksilver Street at 30 mph. Staff does not support posting an advisory speed of something less than 30 mph. In any scenario, the Police Department can only enforce a 30 mph speed limit.

As always, it is best to maintain uniform speed limits along roadway corridors where the functional classification does not vary to meet driver expectation.

The applicant intends to attend the Public Works Committee meeting to explain their concerns in detail.

Alternatives:

Alternative #1 – Motion to leave the segment of Quicksilver Street between 167th Avenue and Elmcrest Park unposted as to the speed limit, and to direct staff to place the speed trailer along this street segment when the trailer is available.

Alternative #2 – Motion directing Staff to furnish and install two 30 mph speed limit signs along the segment of Quicksilver Street between 167th Avenue and Elmcrest, one at each end in the direction of travel, and to direct staff to place the speed trailer along this street segment when the trailer is available.

Funding Source:

No costs are anticipated if alternative #1 is selected. If alternative #2 is selected, each speed limit sign would cost roughly $300 to furnish and install.

Recommendation:

Staff recommends alternative #1, but would support alternative #2. If the Committee selects alternative #2, Staff recommends installing two speed limit signs, one in each direction of travel.

Staff also recommends placing the speed trailer along this segment of Quicksilver Street to help deter speeding as soon as the trailer is available.

Action:

Motion to leave the segment of Quicksilver Street between 167th Avenue and Elmcrest Park unposted as to the speed limit, and to direct staff to place the speed trailer along this street segment when the trailer is available.

Attachments

Figure 1
Figure 2
Figure 3
MSS 169.14
MnDOT Brochure

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	07/12/2018 02:49 PM
Kurt Ulrich	Kurt Ulrich	07/12/2018 04:07 PM
Form Started By: Bruce Westby		Started On: 07/05/2018 02:53 PM
Final Approval Date: 07/12/2018		

Quicksilver Street - 167th Ave to Elmcrest Park



Feet
0 37.575 150 225 300

Print Date: July 12, 2018

Figure 1

Quicksilver Street - 167th Ave to Elmcrest Park



Figure 2

Print Date: July 12, 2018

Elmcrest Park Access Routes



Print Date: July 12, 2018

0 260 520 1,040 1,560 2,080 Feet

Figure 3

169.14 SPEED LIMITS, ZONES; RADAR.

Subdivision 1. **Duty to drive with due care.** No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions. Every driver is responsible for becoming and remaining aware of the actual and potential hazards then existing on the highway and must use due care in operating a vehicle. In every event speed shall be so restricted as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering the highway in compliance with legal requirements and the duty of all persons to use due care.

Subd. 1a. **License revocation for extreme speed.** The driver's license of a person who violates any speed limit established in this section, by driving in excess of 100 miles per hour, is revoked for six months under section 171.17, or for a longer minimum period of time applicable under section 169A.53, 169A.54, or 171.174.

Subd. 2. **Speed limits.** (a) Where no special hazard exists the following speeds shall be lawful, but any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that the speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful:

(1) 30 miles per hour in an urban district;

(2) 65 miles per hour on noninterstate expressways, as defined in section 160.02, subdivision 18b, and noninterstate freeways, as defined in section 160.02, subdivision 19;

(3) 55 miles per hour in locations other than those specified in this section;

(4) 70 miles per hour on interstate highways outside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(5) 65 miles per hour on interstate highways inside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(6) ten miles per hour in alleys;

(7) 25 miles per hour in residential roadways if adopted by the road authority having jurisdiction over the residential roadway; and

(8) 35 miles per hour in a rural residential district if adopted by the road authority having jurisdiction over the rural residential district.

(b) A speed limit adopted under paragraph (a), clause (7), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the residential roadway on which the speed limit applies.

(c) A speed limit adopted under paragraph (a), clause (8), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the rural residential district for the roadway on which the speed limit applies.

(d) Notwithstanding section 609.0331 or 609.101 or other law to the contrary, a person who violates a speed limit established in this subdivision, or a speed limit designated on an appropriate sign under subdivision 4, 5, 5b, 5c, or 5e, by driving 20 miles per hour or more in excess of the applicable speed limit, is assessed an additional surcharge equal to the amount of the fine imposed for the speed violation, but not less than $25.

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Subd. 2a. **Increased speed limit when passing.** Notwithstanding subdivision 2, the speed limit is increased by ten miles per hour over the posted speed limit when the driver:

(1) is on a two-lane highway having one lane for each direction of travel;

(2) is on a highway with a posted speed limit that is equal to or higher than 55 miles per hour;

(3) is overtaking and passing another vehicle proceeding in the same direction of travel; and

(4) meets the requirements in section 169.18.

Subd. 3. **Reduced speed required.** (a) The driver of any vehicle shall, consistent with the requirements, drive at an appropriate reduced speed when approaching or passing an authorized emergency vehicle stopped with emergency lights flashing on any street or highway, when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.

(b) A person who fails to reduce speed appropriately when approaching or passing an authorized emergency vehicle stopped with emergency lights flashing on a street or highway shall be assessed an additional surcharge equal to the amount of the fine imposed for the speed violation, but not less than $25.

Subd. 4. **Establishment of zones by commissioner.** On determining upon the basis of an engineering and traffic investigation that any speed set forth in this section is greater or less than is reasonable or safe under the conditions found to exist on any trunk highway or upon any part thereof, the commissioner may erect appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective when such signs are erected. Any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. On determining upon that basis that a part of the trunk highway system outside a municipality should be a zone of maximum speed limit, the commissioner may establish that part as such a zone by erecting appropriate signs showing the beginning and end of the zone, designating a reasonable and safe speed therefor, which may be different than the speed set forth in this section, and that it is a zone of maximum speed limit. The speed so designated by the commissioner within any such zone shall be a maximum speed limit, and speed in excess of such limit shall be unlawful. The commissioner may in the same manner from time to time alter the boundary of such a zone and the speed limit therein or eliminate such zone.

Subd. 4a. [Repealed, 1997 c 143 s 20]

Subd. 5. **Zoning within local area.** When local authorities believe that the existing speed limit upon any street or highway, or part thereof, within their respective jurisdictions and not a part of the trunk highway system is greater or less than is reasonable or safe under existing conditions, they may request the commissioner to authorize, upon the basis of an engineering and traffic investigation, the erection of appropriate signs designating what speed is reasonable and safe, and the commissioner may authorize the erection of appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective when such signs are erected. Any speeds in excess of these speed limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. Alteration of speed limits on streets and highways shall be made only upon authority of the commissioner except as provided in subdivision 5a.

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Subd. 5a. **Speed zoning in school zone; surcharge.** (a) Local authorities may establish a school speed limit within a school zone of a public or nonpublic school upon the basis of an engineering and traffic investigation as prescribed by the commissioner of transportation. The establishment of a school speed limit on any trunk highway shall be with the consent of the commissioner of transportation. Such school speed limits shall be in effect when children are present, going to or leaving school during opening or closing hours or during school recess periods. The school speed limit shall not be lower than 15 miles per hour and shall not be more than 30 miles per hour below the established speed limit on an affected street or highway.

(b) The school speed limit shall be effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the reduced speed zone. Any speed in excess of such posted school speed limit is unlawful. All such signs shall be erected by the local authorities on those streets and highways under their respective jurisdictions and by the commissioner of transportation on trunk highways.

(c) For the purpose of this subdivision, "school zone" means that section of a street or highway which abuts the grounds of a school where children have access to the street or highway from the school property or where an established school crossing is located provided the school advance sign prescribed by the Manual on Uniform Traffic Control Devices adopted by the commissioner of transportation pursuant to section 169.06 is in place. All signs erected by local authorities to designate speed limits in school zones shall conform to the Manual on Uniform Traffic Control Devices.

(d) Notwithstanding section 609.0331 or 609.101 or other law to the contrary, a person who violates a speed limit established under this subdivision is assessed an additional surcharge equal to the amount of the fine imposed for the violation, but not less than $25.

Subd. 5b. **Segment in urban district.** When any segment of at least a quarter-mile in distance of any city street, municipal state-aid street, or town road on which a speed limit in excess of 30 miles per hour has been established pursuant to an engineering and traffic investigation by the commissioner meets the definition of "urban district" as defined in section 169.011, subdivision 90, the governing body of the city or town may by resolution declare the segment to be an urban district and may establish on the segment the speed limit for urban districts prescribed in subdivision 2. The speed limit so established shall be effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the segment on which the speed limit is established, and any speed in excess of such posted limits shall be unlawful. A copy of the resolution shall be transmitted to the commissioner at least ten days prior to the erection of the signs.

Subd. 5c. **Speed zoning in alleyway.** Local authorities may regulate speed limits for alleyways as defined in section 169.011 based on their own engineering and traffic investigations. Alleyway speed limits established at other than ten miles per hour shall be effective when proper signs are posted.

Subd. 5d. **Speed limit in work zone when workers present.** (a) Notwithstanding subdivision 2 and subject to subdivision 3, the speed limit on a road having an established speed limit of 50 miles per hour or greater is adjusted to 45 miles per hour in a work zone when (1) at least one lane or portion of a lane of traffic is closed in either direction, and (2) workers are present. A speed in excess of the adjusted speed limit is unlawful.

(b) Paragraph (a) does not apply to a segment of road in which:

(1) positive barriers are placed between workers and the traveled portion of the highway;

(2) the work zone is in place for less than 24 hours;

(3) a different speed limit for the work zone is determined by the road authority following an engineering and traffic investigation and based on accepted engineering practice; or

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(4) a different speed limit for the work zone is established by the road authority under paragraph (c).

(c) The commissioner, on trunk highways and temporary trunk highways, and local authorities, on streets and highways under their jurisdiction, may authorize the use of reduced maximum speed limits in work zones when workers are present, without an engineering and traffic investigation required. The work zone speed limit must not reduce the speed limit on the affected street or highway by more than:

(1) 20 miles per hour on a street or highway having an established speed limit of 55 miles per hour or greater; and

(2) 15 miles per hour on a street or highway having an established speed limit of 50 miles per hour or less.

(d) A work zone speed limit under paragraph (c) is effective on erection of appropriate regulatory speed limit signs. The signs must be removed or covered when they are not required. A speed in excess of the posted work zone speed limit is unlawful.

(e) For any speed limit under this subdivision, a road authority shall erect signs identifying the speed limit and indicating the beginning and end of the speed limit zone.

Subd. 5e. **Speed limit on park road.** The political subdivision with authority over a park may establish a speed limit on a road located within the park. A speed limit established under this subdivision on a trunk highway is effective only with the commissioner's approval. A speed limit established under this subdivision must be based on an engineering and traffic investigation prescribed by the commissioner of transportation and must not be lower than 20 miles per hour, and no speed limit established under this subdivision may reduce existing speed limits by more than 15 miles per hour. A speed limit established under this subdivision is effective on the erection of appropriate signs designating the speed limit and indicating the beginning and end of the reduced speed zone. Any speed in excess of the posted speed is unlawful.

Subd. 5f. **Speed limits on certain rural residential districts.** (a) A rural residential district existing and lawfully signed before August 1, 2009, continues to qualify as a rural residential district.

(b) A rural residential district existing and lawfully signed before August 1, 2009, is subject to the speed limit signed before August 1, 2009.

[See Note.]

Subd. 5g. **St. Louis County Road 128.** Notwithstanding any provision to the contrary in this section, the speed limit on St. Louis County Road 128 in Eagles Nest Township between marked Trunk Highway 169 and County Road 989 is 40 miles per hour. The county engineer must erect appropriate signs displaying the 40 miles per hour speed limit.

[See Note.]

Subd. 6. [Repealed, Ex1971 c 27 s 49]

Subd. 6a. **Work zone speed limit violations.** A person convicted of operating a motor vehicle in violation of a speed limit in a work zone, or any other provision of this section while in a work zone, shall be required to pay a fine of $300. This fine is in addition to the surcharge under section 357.021, subdivision 6.

Subd. 7. **Burden of proof.** The provisions of this chapter declaring speed limitation shall not be construed to relieve the plaintiff in any civil action from the burden of proving negligence on the part of the defendant as the proximate cause of an accident.

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Subd. 8. **Minimum speeds.** On determining upon the basis of an engineering and traffic investigation that a speed at least as great as, or in excess of, a specified and determined minimum is necessary to the reasonable and safe use of any trunk highway or portion thereof, the commissioner may erect appropriate signs specifying the minimum speed on such highway or portion thereof. The minimum speed shall be effective when such signs are erected. Any speeds less than the posted minimum speeds shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful.

Subd. 9. **Standards of evidence.** In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed of a motor vehicle as indicated on the speedometer thereof shall be admissible on a showing that a vehicle is regularly used in traffic law enforcement and that the speedometer thereon is regularly and routinely tested for accuracy and a record of the results of said tests kept on file by the agency having control of said vehicle. Evidence as to the speed indicated on said speedometer shall be prima facie evidence that the said vehicle was, at the time said reading was observed, traveling at the rate of speed so indicated; subject to correction by the amount of error, if any, shown to exist by the test made closest in time to the time of said reading.

Records of speedometer tests kept in the regular course of operations of any law enforcement agency shall be admissible without further foundation, as to the results of said tests. Such records shall be available to the defendant upon demand. Nothing herein shall be construed to preclude or interfere with the cross examination or impeachment of evidence of rate of speed as indicated by speedometer readings, pursuant to the Rules of Evidence.

Subd. 10. **Radar; speed-measuring device; standards of evidence.** (a) In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed as indicated on radar or other speed-measuring device is admissible in evidence, subject to the following conditions:

(1) the officer operating the device has sufficient training to properly operate the equipment;

(2) the officer testifies as to the manner in which the device was set up and operated;

(3) the device was operated with minimal distortion or interference from outside sources; and

(4) the device was tested by an accurate and reliable external mechanism, method, or system at the time it was set up.

(b) Records of tests made of such devices and kept in the regular course of operations of any law enforcement agency are admissible in evidence without further foundation as to the results of the tests. The records shall be available to a defendant upon demand. Nothing in this subdivision shall be construed to preclude or interfere with cross examination or impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring device.

Subd. 11. **Handheld traffic radar.** (a) Law enforcement agencies that use handheld radar units shall establish operating procedures to reduce the operator's exposure to microwave radiation.

(b) The procedures, at a minimum, must require:

(1) that the operator turn the unit off when it is not in use;

(2) if the unit has a standby mode, that the operator use this mode except when measuring a vehicle's speed;

(3) that the operator not allow the antenna to rest against the operator's body while it is in operation; and

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(4) that the operator always point the antenna unit away from the operator and any other person in very close proximity to the unit.

Subd. 12. **Radar jammer.** For purposes of this section, "radar jammer" means any instrument, device, or equipment designed or intended for use with a vehicle or otherwise to jam or interfere in any manner with a speed-measuring device operated by a peace officer.

No person shall sell, offer for sale, use, or possess any radar jammer in this state.

History: *(2720-178) 1937 c 464 s 28; 1939 c 430 s 6; 1947 c 428 s 12,13; 1955 c 802 s 1,2; 1957 c 580 s 1; 1963 c 843 s 1-4; 1969 c 623 s 1; 1975 c 53 s 1; 1975 c 363 s 1,2; 1976 c 166 s 7; 1979 c 60 s 1; 1980 c 498 s 4; 1984 c 417 s 24,25; 1986 c 444; 1987 c 319 s 1; 1991 c 298 art 4 s 9; 1993 c 26 s 1; 1993 c 61 s 1; 1994 c 635 art 1 s 12; 1994 c 640 s 1; 1994 c 645 s 1; 1995 c 118 s 1; 1995 c 265 art 2 s 18; 1996 c 455 art 1 s 5,6; 1997 c 143 s 9-11; 1997 c 159 art 2 s 20,21; 1999 c 44 s 1; 2001 c 213 s 9; 1Sp2003 c 19 art 2 s 27; 1Sp2005 c 6 art 3 s 41,42; 2008 c 287 art 1 s 45; 2009 c 56 s 4,5; 2009 c 165 s 1; 2010 c 356 s 1; 2014 c 312 art 11 s 7,8; 1Sp2017 c 3 art 3 s 48*

NOTE: Subdivision 5f, paragraph (b), as added by Laws 2009, chapter 56, section 5, expires when the speed limit signs erected before August 1, 2009, are replaced. Laws 2009, chapter 56, section 5, the effective date.

NOTE: The new speed limit under subdivision 5g, as added by Laws 2017, First Special Session chapter 3, article 3, section 48, is effective when the required signs are erected. Laws 2017, First Special Session chapter 3, article 3, section 48, the effective date.

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Q&A

Will lowering the speed limit reduce speeds?

No. Studies show there is little change in the speed pattern after the posting of a speed limit. The driver is much more influenced by the roadway conditions.

Will lowering the speed limit reduce crash frequency?

No. Although lowering the speed limit is often seen as a cure-all in preventing crashes, this is not the case. Crashes are most often the result of driver inattention and driver error. However, if a posted speed limit is unrealistically low, it creates a greater speed variance (i.e. some drivers follow the speed limit while most drive the reasonable speed). This speed variance can contribute to crashes.

Why do we even have speed limits?

A uniform speed of vehicles in a traffic flow results in the safest operation. The posted speed limits can keep the traffic flowing smoothly provided the majority of drivers find the speed limits reasonable. To best do this, the limits must be consistent throughout the state. The speed limits also give the motorist an idea of a reasonable speed to drive in an unfamiliar location. The speed limits are used by police officials to identify excessive speeds and curb unreasonable behavior.



Who do I contact?

If you believe that there is a safety concern or an inappropriate speed limit posted, the person to contact depends on the type of road.

Interstates, federal and state highways

For regulatory and advisory speed limits on the trunk highway system, contact the district traffic engineer at your MnDOT district office.

The trunk highway system includes:

- Interstate Highways
- U.S. Highways and
- Minnesota State Highways

Local streets and highways

For these roadways, you may contact your local road authority (county, city, or township).

If you are unable to find the right phone number, call the MnDOT Information center:

Greater Minnesota: 1-800-657-3774
Twin Cities Metro: 651-296-3000

MnDOT Office of Traffic Safety and Technology

For more information, visit: www.mndot.gov/speed/

We all have a stake in A B

Minnesota *Speed Limits*



What are the legal speed limits?

State law says every road should have a speed limit, whether posted or not. Speed limits are set according to Minnesota State Statute 169.14. The Minnesota Department of Transportation carries out state laws through the development and enforcement of regulations.

Speed limits are set to improve traffic flow and reduce crashes, injuries and fatalities and the costs associated with them. Speed limits are also intended to supplement motorists' judgment in determining speeds. To effectively enforce a law, motorists must believe that the law is reasonable.

Minnesota's speed regulations are based on the same basic speed law that is used in all 50 states: "No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions."

Speed limits are based on the concept that highways can operate safely at set maximum speeds under ideal conditions. In poor weather conditions, at curves or hills and when there are potential hazards such as pedestrians, drivers are required to reduce speeds below the speed limits, whether they are posted or not.

Drivers must also reduce speed when approaching or passing emergency vehicles with emergency lights flashing.

The most common speeds regulated by state law are:

- 10 mph in alleys
- 30 mph on streets in urban districts
- 70 mph on rural interstate highways
- 65 mph on urban interstate highways
- 65 mph on expressways
- 55 mph on other roads

When these speed limits are not the correct value for a specific highway, speed limits may be changed.



Interstates are high design multi-lane divided highways that have controlled access interchanges such as cloverleaf or diamond shaped interchanges. Through traffic on the interstate never has to stop or yield.
Examples: I-94 or I-35



Expressways are multi-lane divided highways but they have entries and intersections, sometimes controlled by traffic signals. Some interchanges may exist but they are not the rule. Examples: Highways 10 or Highway 52

What are the types of speed limits?

REGULATORY SPEED LIMIT SIGN



This black and white sign shows the maximum speed that motorist may travel under ideal conditions. It can be a value based on state statute or it must be authorized by the commissioner of transportation.

ADVISORY SPEED SIGN



This black and yellow speed sign is used to advise motorists of a comfortable speed to navigate certain situations. It is used with a warning sign. For example, when traveling on a winding road, the curve warning sign would be used with an advisory speed sign. This sign may be posted by the local road authority on local roads.

SPEED LIMITS IN SCHOOL ZONES



Local authorities may establish school speed limits on local streets, within a school zone, based on the engineering and traffic investigation as directed by the commissioner of transportation. This speed limit is in effect whenever children are present, such as before and after school or during recess. The school sign is black and yellow and the other signs are black and white. Optional fluorescent yellow green may be used for the school sign.

How does MnDOT determine the speed limit?

These factors are considered:

- Road type and condition
- Location and type of access points (intersections, entrances, etc.)
- Sufficient length of roadway (1/4 mile minimum)
- Existing traffic control devices (signs, signals, etc.)
- Crash history
- Traffic volume
- Sight distances (curve, hill, etc.)
- Test drive results
- Speed study

The speed study is the most important part of the traffic investigation. Drivers take many roadway environment factors into consideration when choosing a speed. The speed that the majority of people consider reasonable is an important value. Data is collected by performing radar checks at selected locations on the roadway under ideal driving conditions.

An analysis is done on the results to determine the 85th percentile, which is the value indicating the speed at which most (85%) drivers are traveling. The posted speed limit near the 85th percentile is the maximum safe and reasonable speed. Studies show that traveling faster or slower than this value can increase the chances of being in a crash.

Engineering judgment is the most important tool. The traffic investigator must use knowledge of nationally accepted principles combined with experience to assign the safe speed.

Public Works Committee **6. 1.**

Meeting Date: 07/17/2018

By: Bruce Westby, Engineering/Public Works

Title:

Review Draft City of Ramsey Americans with Disabilities Act (ADA) Transition Plan

Purpose/Background:

Purpose:

The purpose of this case is to review the City of Ramsey's Draft Americans with Disabilities Act (ADA) Transition Plan.

Background:

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990. Title II of ADA requires the City of Ramsey to meet the following general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

Attached is a draft copy of the City of Ramsey's Americans with Disabilities Act (ADA) Transition Plan, which addresses the City of Ramsey's plan for meeting these requirements over time. Staff will review the draft Plan with the Committee, and will request Committee input on several items within the plan, including ADA Compliance Goals (see page 6) and Public Outreach (see page 7).

Timeframe:

Staff estimates this case will take 20 minutes to present and respond to questions.

Observations/Alternatives:

Observations:
It is important to note that the City must have an adopted ADA Transition Plan before accepting any new federal funds. This plan must therefore be adopted by City Council before any federal grants can be accepted for projects such as the Mississippi Skyway, or any of the proposed Highway 10 improvements.

Alternatives:
N/A

Funding Source:
Staff is completing this work as part of its normal duties.

Recommendation:
Staff recommends providing input on requested items to allow Staff to present a final draft to City Council for approval on August 6th.

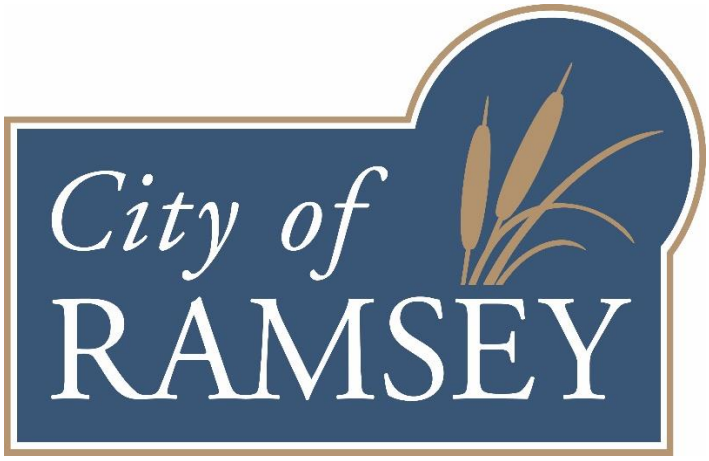
Action:
No action required.

Attachments

Draft ADA Transition Plan

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	07/12/2018 01:37 PM
Kurt Ulrich	Kurt Ulrich	07/12/2018 04:11 PM
Form Started By: Bruce Westby		Started On: 07/05/2018 03:05 PM
Final Approval Date: 07/12/2018		



ADA TRANSITION PLAN

DRAFT COPY

JULY 2018

Introduction

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Ramsey must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "…no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, the City of Ramsey has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document serves as a supplement to the City of Ramsey's existing Transition Plan covering buildings, services, programs and activities.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the City of Ramsey must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

This document has been created to specifically cover accessibility within the public rights of way and does not include information on City of Ramsey programs, practices, or building facilities not related to public rights of way.

Self-Evaluation

Overview

The City of Ramsey is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City of Ramsey implements these policies. The goal of the self-evaluation is to verify that, in implementing the City of Ramsey's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City of Ramsey's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City of Ramsey rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In 2017, the City of Ramsey completed an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 21.6 miles of sidewalks
- 993 curb ramps
- 50.6 miles of trails
- 0 traffic control signals
- 1 bus stops

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

Policies and Practices

Previous Practices

Since the adoption of the ADA, the City of Ramsey has striven to provide accessible pedestrian features as part of the City of Ramsey's capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City of Ramsey updated their procedures to accommodate these methods.

(Insert specific previous ADA project, or sidewalk replacement project info here.)

Policy

The City of Ramsey's goal is to continue to provide accessible pedestrian design features as part of the City of Ramsey capital improvement projects. The City of Ramsey has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City of Ramsey will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City of Ramsey will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City of Ramsey jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City of Ramsey . (Insert specific policy references here)

Requests for accessibility improvements can be submitted to the Responsible Party (title). Contact information for Responsible Party is located in Appendix E.

Improvement Schedule

Priority Areas

The City of Ramsey has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. The priority areas as identified in the January 2018 self-evaluation are as follows:

- Area within 0.5 mile of the COR
  The COR was designed to be pedestrian friendly.
- Area around existing Ramsey Elementary School

Staff contacted the school district in January 2018 regarding walking routes to school. The City has a previous walking area map for the school and was seeking an update. The Current district policy is to bus all students to this school.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Numerous other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Ramsey. The City of Ramsey will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

The City of Ramsey has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City of Ramsey's jurisdiction:

- After 10 years, 80% of accessibility features within the priority areas identified by City of Ramsey staff would be ADA compliant.
- After 20 years, 80% of accessibility features within the jurisdiction of City of Ramsey would be ADA compliant.
- After 20 years, 100% of accessibility features constructed after January 26, 1991, would be ADA compliant.

ADA Coordinator

In accordance with 28 CFR 35.107(a), the City of Ramsey has identified an ADA Title II Coordinator to oversee the City of Ramsey policies and procedures. Contact information for this individual is located in Appendix E.

Implementation Schedule

Methodology

The City of Ramsey will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is employing stand-alone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the Capital Improvement Program (CIP) on a case by case basis as determined by City of

Ramsey staff. The City of Ramsey CIP, which includes a detailed schedule and budget for specific improvements, is included in Appendix B.

Public Outreach

The City of Ramsey recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of Ramsey.

Public outreach was not utilized during the creation of this document, but will be utilized during future updates.

This document will be available for public review and comment on the City of Ramsey's website following its adoption by the City Council. A summary of comments received and detailed information regarding future public outreach activities will be added in Appendix C.

Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of City of Ramsey facilities and services believe the City of Ramsey has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the City of Ramsey has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

Monitor the Progress

This document will continue to be updated as conditions within the City of Ramsey evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated every 5 years, with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.

Appendices

A. Self-Evaluation Results

B. Schedule / Budget Information

C. Public Outreach

D. Grievance Procedure

E. Contact Information

F. Agency ADA Design Standards and Procedures

G. Glossary of Terms

Appendix A – Self-Evaluation Results

This initial self-evaluation of pedestrian facilities yielded the following results:

- XX% of sidewalks met accessibility criteria
- XX% of curb ramps met accessibility criteria
- XX% intersections did not have any curb ramps
- XX% of trails met accessibility criteria
- N/A % of traffic control signals had push buttons that are accessible, or had the pedestrian indications on recall
- N/A % of traffic control signals had APS
- 100 % of bus stops met accessibility criteria
- 100 % of bus stops had amenities that met accessibility criteria

Insert detailed self-evaluation results here:

Ped Ramps

Organize GIS files by Street, numbered then A-Z, listing cross street and quadrant, date checked and compliant. Add columns as necessary. Include table in this report.

Buildings

Add table

7-6-17 888 of 994 ramps in rightofway shape. Some are in City Parks, Some are in Townhouse developments and need more sorting. We are missing some ramps.

Appendix B – Schedule / Budget Information

Cost Information

Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2011 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Intersection corner ADA improvement retrofit: +/- $4,000 per corner

Intersection corner ADA improvement as part of adjacent capital project: +/- $1,500 per corner

Traffic control signal APS upgrade retrofit: +/- $15,000

Traffic control signal APS upgrade as part of full traffic control signal installation: +/- $10,000

Sidewalk / Trail ADA improvement retrofit: +/- $5.00 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- $3.50 per SF

Bus Stop ADA improvement retrofit: +/- $400 per stop

Bus Stop ADA improvement as part of adjacent capital project: +/- $250 per stop

Priority Areas

Based on the results of the self-evaluation, the estimated costs associated with eliminating accessibility barriers within the targeted priority areas is as follows:

- Area 1 Cost Info COR
- Area 2 Cost Info SE Business District (TH47)
- Area 3 Cost Info Ramsey Elementary Area

Entire Jurisdiction

Based on the results of the self-evaluation, the estimated costs associated with providing ADA accessibility within the entire jurisdiction is $$$$$. This amount signifies a significant investment that City of Ramsey is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of Ramsey budget for improvements to the public right of way.

Insert detailed CIP information here:

Add any special ADA impvoement project info here:

Appendix C – Public Outreach

Insert Summary of Public Outreach here:

Insert Outreach agenda's and sign in info, as well as notification and invite strategy.

Appendix D – Grievance Procedure

As part of the ADA requirements, the City of Ramsey has posted the following notice outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, City of Ramsey will not discriminate against qualified individuals with disabilities on the basis of disability in the City of Ramsey's services, programs, or activities.

Employment: The City of Ramsey does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City of Ramsey will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City of Ramsey's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City of Ramsey will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City of Ramsey programs, services, and activities. For example, individuals with service animals are welcomed in City of Ramsey offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City of Ramsey program, service, or activity, should contact the office of ADA Coordinator, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Ramsey to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City of Ramsey will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Sample Grievance Procedure (Source www.ada.gov):

City of Ramsey
Grievance Procedure under
the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Ramsey. The City of Ramsey's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

[Insert ADA Coordinator's name]
ADA Coordinator [and other title if appropriate]
[Insert ADA Coordinator's mailing address]

Within 15 calendar days after receipt of the complaint, ***[ADA Coordinator's name]*** or ***[his/her]*** designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ***[ADA Coordinator's name]*** or ***[his/her]*** designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the **[name of public entity]** and offer options for substantive resolution of the complaint.

If the response by ***[ADA Coordinator's name]*** or ***[his/her]*** designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the **[City Manager/County Commissioner/ other appropriate high-level official]** or ***[his/her]*** designee.

Within 15 calendar days after receipt of the appeal, the **[City Manager/County Commissioner/ other appropriate high-level official]** or ***[his/her]*** designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the **[City Manager/County Commissioner/ other appropriate high-level official]** or ***[his/her]*** designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by ***[name of ADA Coordinator]*** or ***[his/her]*** designee, appeals to the **[City Manager/County Commissioner/ other appropriate high-level official]** or ***[his/her]*** designee, and responses from these two offices will be retained by the **[public entity]** for at least three years.

Hennepin County Sample Grievance Procedure

Those wishing to file a formal written grievance with City of Ramsey may do so by one of the following methods:

Internet

Visit the City of Ramsey website (website) and click the "ADA" link to the ADA Grievance Form. Fill in the form online and click "submit." A copy of The ADA Grievance Form is included in this Appendix.

Telephone

Contact the pertinent City of Ramsey staff person listed in the **Contact Information** section of Appendix E to submit an oral grievance. The staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

Paper Submittal

Contact the pertinent City of Ramsey staff person listed in the **Contact Information** section of Appendix E to request a paper copy of the county's grievance form, complete the form, and submit it to the Responsible Party. A staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

The ADA Grievance Form will ask for the following information:

The **name, address, telephone number, and email address** for the person filing the grievance

The **name, address, telephone number, and email address** for the person alleging an ADA violation (if different than the person filing the grievance)

A **description and location of the alleged violation and the nature of a remedy sought**, if known by the complainant.

If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the **name of the agency or court where the complainant filed it and the filing date**.

The City of Ramsey will acknowledge receipt of the grievance to the complainant within 10 working days of its submittal. The City of Ramsey will also provide to the complainant within 10 working days of its submittal; 1) a response or resolution to the grievance or; 2) information on when the complainant can expect a response or resolution to the grievance.

If the grievance filed does not concern a City of Ramsey facility, the City of Ramsey will work with the complainant to contact the agency that has jurisdiction.

3. Within 60 calendar days of receipt, City of Ramsey engineering staff will conduct an investigation to determine the validity of the alleged violation. As a part of the investigation, engineering staff will conduct an engineering study to help determine the City of Ramsey's response. Engineering staff will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. Engineering staff will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City of Ramsey will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance File for a period of seven years.

The City of Ramsey will consider all specific grievances within its particular context or setting. Furthermore, the City of Ramsey will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others: and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to City of Ramsey.

Accordingly, the resolution by the City of Ramsey of any one grievance does not constitute a precedent upon which the City of Ramsey is bound or upon which other complaining parties may rely.

File Maintenance

The City of Ramsey shall maintain ADA grievance files for a period of seven years. Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.
For more information, contact:

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, N.W.
Disability Rights Section - NYAV
Washington, D.C. 20530
www.ada.gov
(800) 514-0301 (voice – toll free)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

Insert grievance form here.

Sample Complaint Form (Source www.ada.gov):

Appendix E – Contact Information

ADA Title II Coordinator

Name:
Address:

Phone:
Fax:
E-mail:

Public Right of Ways ADA Implementation Coordinator

Name:
Address:

Phone:
Fax:
E-mail:

Other

Appendix F – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City of Ramsey staff.

Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City of Ramsey staff.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

City of Ramsey has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard. A copy of this document is included in the following pages of this appendix.

NOTICE OF AVAILABILITY OF DRAFT PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES

The Americans with Disabilities Act (ADA) recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. To ensure that buildings and facilities are accessible to and usable by people with disabilities, the ADA establishes accessibility requirements for State and local government facilities, places of public accommodation, and commercial facilities. Under the ADA, the Access Board has developed and continues to maintain design guidelines for accessible buildings and facilities known as the ADA Accessibility Guidelines (ADAAG). ADAAG covers a wide variety of facilities and establishes minimum requirements for new construction and alterations.

The Board maintains a similar responsibility for accessibility guidelines under the Architectural Barriers Act (ABA). The ABA requires access to certain facilities designed, built, altered, or leased with Federal funds. Like ADAAG, the Board's ABA accessibility guidelines apply to new construction and alterations.

The Board's guidelines become enforceable when they are adopted by the standard setting agency for the ADA and the ABA. The agencies responsible for standards under the ADA are the Department of Justice (DOJ) and the Department of Transportation (DOT). The agencies responsible for standards under the ABA are the General Services Administration (GSA), the Department of Defense (DOD), the Department of Housing and Urban Development (HUD), and the United States Postal Service (USPS).

The Board plans to undertake rulemaking to supplement its ADA and ABA accessibility guidelines, which primarily cover facilities on sites, by adding new provisions specific to public rights-of-way. The Board's aim is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. The guidelines would not require alterations to existing public rights-of-way, but would apply where a pedestrian route or facility is altered as part of a planned project to improve existing public rights-of-way.

BACKGROUND

The Need for Guidelines on Public Rights-of-Way

Local jurisdictions, and other entities covered by the ADA or ABA, must ensure that the facilities they build or alter are accessible to people with disabilities. The Board's ADA and ABA accessibility guidelines specify the minimum level of accessibility in new construction and alteration projects and serve as the basis for enforceable standards maintained by other agencies. Currently, the Board's guidelines, like the industry standards from which they derive, focus mainly on facilities on sites. While they address certain features common to public sidewalks, such as curb ramps, accessible routes, ground and floor surfaces, and bus stops and shelters, further guidance is necessary to address conditions unique to public rights-of-way. Various

constraints posed by space limitations at sidewalks, roadway design practices, slope, and terrain raise valid questions on how and to what extent access can be achieved. Access for blind pedestrians at street crossings and wheelchair access to on-street parking are typical of the issues for which additional guidance is needed. In addition, new trends in roadway design, such as the growing use of traffic roundabouts, pose additional challenges to access, while various technological innovations, particularly those pertaining to pedestrian signaling devices, offer new solutions.

The Board previously proposed guidelines for public rights-of-way under the ADA which were published for public comment in 1992 and 1994. Based on the comments received, the Board determined that it should further coordinate with the transportation industry and State and local governments before continuing its rulemaking. Consequently, the Board undertook an outreach and training program on accessible public rights-of-way. Under this program, the Board developed a series of videos, an accessibility checklist, and a design guide on accessible public rights-of-way. In addition, the Board sponsored research on tactile warnings at street crossings, accessible pedestrian signals, and traffic roundabouts. The Board has made this information widely available to the public. The interest in these materials has underscored the need for criteria for public rights-of-way that are definitive and enforceable so that local jurisdictions and others are clear on their obligations when constructing or altering streets and sidewalks.

Public Rights-of-Way Access Advisory Committee

In resuming its rulemaking effort, the Board chartered an advisory committee in 1999 to develop recommendations on guidelines for accessible public rights-of-way. Use of advisory committees has become a standard practice in the Board's process for developing and updating design requirements. Through such committees, interested groups, including those representing designers, industry, and people with disabilities, play a substantive role in recommending to the Board the content of the guidelines to be developed. These committees provide significant sources of expertise while enhancing the level of consensus among stakeholders in advance of proposing a rule for public comment.

The Public Rights-of-Way Access Advisory Committee was composed of 33 members representing disability organizations, public works departments, transportation and traffic engineering groups, design professionals and civil engineers, government agencies, and standards-setting bodies. The committee coordinated its efforts with leading trade organizations represented on the committee, such as the American Association of State Highway and Transportation Officials, and federal agencies, such as the Federal Highway Administration, to ensure that its recommendations were consistent with generally accepted practice among design professionals. The committee organized several subcommittees focused on key issue areas. The subcommittee structure enabled members to continue work on a tight time schedule between meetings of the full committee and allowed for greater public participation in the process.

The advisory committee met regularly over a year's time, usually in Washington, D.C. but also in Austin and San Francisco. Its work culminated in the issuance of a report, "Building a True Community," which was submitted to the Board in January 2001 (http://www.access-board.gov/prowac/commrept/index.htm). The committee's report provides criteria for the construction or alteration of public rights-of-way that reflects the broad spectrum of expertise

represented by committee members. The report follows a "toolbox" approach to the establishment of guidelines designed to facilitate implementation and to promote an understanding of the needs of all users of public rights-of-ways. The report comprehensively covers the various components of public streets and sidewalks and provides criteria for sidewalks, street fixtures and furnishings, street crossings, vehicular ways, parking, and other components of public rights-of-way. In addition, the report includes advisory notes, figures, and discussion of issues that merit further study or special attention in the Board's rulemaking.

June 17, 2002 Release of Draft Guidelines

An ad hoc group of Board members reviewed the committee's report in depth and crafted a set of draft guidelines based on the committee's recommendations. Because the draft guidelines departed from the advisory committee's report in several areas, the Board made an advance draft of the guidelines available for comment by the public. The notice of availability of the draft guidelines was published in the Federal Register on June 17, 2002. The Board requested information and feedback on the draft guidelines, including usability and cost data. In addition to seeking written comment, the Board held a public hearing in Portland, Oregon.

Over 1,400 comments were received from the public in response to the publication of the draft. Of this total, almost 900 comments were tabulated from persons with disabilities and groups representing them; the great preponderance of comments in this category came from people who indicated that they were blind or had low vision. Slightly over 200 comments were submitted by respondents from the transportation industry: design engineers and consultants, State and local government departments of transportation, and the organizations and groups that represent them. Another 100 were received from State and local government administrative agencies. Comments are posted on the Board's website at http://www.access-board.gov/prowac/comments/index.htm.

Almost all of the commenters from the two major blindness organizations, the American Council of the Blind (ACB) and the National Federation of the Blind (NFB), and persons who were not affiliated with either organization addressed only the use of detectable warnings and/or accessible pedestrian signals (APS) and virtually all of them supported the requirement for these features in at least some locations (detectable warnings at islands and medians and at all low-slope sidewalk connections to the street; APS at complex intersections, irregular intersections, intersections with compound turning movements, and intersections with leading pedestrian intervals). Some commenters misunderstood the effect of the scoping provisions for these features, believing that all intersections would have to be retrofitted at tremendous cost. In fact, only future new projects would be subject to these guidelines. With respect to APS in particular, only pedestrian crossings that provide pedestrian signals would be required to include APS. Some commenters, expressing concerns about the noise output of APS, were apparently unfamiliar with the quiet, pedbutton-integrated devices now available in the United States (these devices are installed at the departure curb, near the listening user, rather than overhead).

Ten key issues from comment were identified for detailed analysis: crosswalk width; on-street parking; walking speed and pedestrian signal phase timing; elevators at pedestrian overpasses and underpasses; same-side alternate circulation routes; cross slope in crosswalks; detectable warnings; accessible pedestrian signals; roundabouts and roundabout signalization; and

alterations. These issues have been addressed in this second draft. Changes include the following:

- referenced Manual on Uniform Traffic Control Devices (MUTCD) for crosswalk width;
- reduced scoping in on-street parking to be consistent with parking lots;
- set walking speed at 3.5 fps (consistent with new recommendations currently under consideration by the National Committee on Uniform Traffic Control Devices);
- eliminated the provision requiring elevators to provide pedestrian access at overpasses and underpasses (either ramps, lifts, or elevators may be used);
- modified scoping and technical provisions for alternate circulation routes to be consistent with current MUTCD requirements and alterations requirements, which would permit opposite side routes if same-side routes are not feasible;
- provided relief (up to 5%) for maximum cross slope limits in pedestrian crosswalks at midblock and through-street locations where the roadway slope will necessarily exceed 2%;
- clarified the placement of detectable warnings on curb ramps, landings, and blended transitions;
- clarified the scoping in new construction and alterations of accessible pedestrian signals (APS);
- limited pedestrian signalization at roundabouts and channelized turn lanes to pedestrian crossings (to the splitter) of two lanes of traffic or more; and
- clarified the scope of alterations to include only that work included in the limits, boundaries, or scope of a planned project; clarified that there is no obligation in the guidelines to expand the scope or limits of a project to include other or adjacent work.

Other changes included the addition of significant advisory material throughout the document. Advisory notes are for informational purposes only.

The Board also considered industry recommendations that the guidelines be re-formatted to use transportation metrics and language and to be better coordinated with industry standards and documents, particularly the Manual on Uniform Traffic Control Devices (MUTCD).

This draft is now formatted as a stand-alone document that expresses its dimensioning requirements first in international units, as is done in other industry documents. Its provisions have been harmonized with current MUTCD standards, support, options, and guidance. Industry terms and phrases have been adopted, and industry practices recognized where feasible.

The Board is placing the revised draft in the docket to facilitate the gathering of cost data necessary for the next step in this rulemaking which is the preparation of a regulatory assessment for government review and approval prior to issuing a Notice of Proposed Rulemaking (NPRM). In order to develop an accurate picture of the potential costs and benefits of this rulemaking, the Board must work closely with the transportation industry representatives who have data on both current cost and industry practices and the knowledge and skills to assess potential effects.

The Board is not seeking comments on this draft. Readers will have an opportunity to provide input when the NPRM is published. Additional figures will be included in the NPRM.

Rulemaking Process
The Board reviewed the comments received to the draft guidelines and revised the guidelines in accordance with the comments received. The revisions are briefly discussed below in the section-by-section analysis.

The proposed rule will provide another opportunity for public comment on the guidelines. The Board will then proceed to finalize the guidelines based on public comments received in response to the proposed rule. The Board's guidelines serve as the basis for enforceable standards maintained by other agencies under the ADA and the ABA. The Department of Justice and the Department of Transportation maintain standards based on the Board's guidelines that apply to facilities covered by the ADA. Design standards for federally funded facilities covered by the ABA are maintained by the Department of Defense, the Department of Housing and Urban Development, the General Services Administration, and the U.S. Postal Service. These enforceable standards must be consistent with the Board's guidelines.

Relationship to ADA and ABA Accessibility Guidelines/Format
On July 23, 2004, the Board completed an update of ADAAG, the first comprehensive revision of the document since its publication in 1991. The revised ADAAG features a new format and numbering system and a host of updated scoping and technical provisions. On the same date, the Board updated its ABA Accessibility Guidelines along similar lines so that both of the documents are more consistent. The revised ADA and ABA Accessibility Guidelines may be found on the Board's website at http://www.access-board.gov/news/ada-aba.htm.

The draft guidelines for public rights-of-way published on June 17, 2002 were formatted to supplement the ADA and ABA guidelines and not as a stand-alone document. The guidelines were intended to ultimately comprise a new chapter on public rights-of-way. The current draft guidelines made available in this document are now formatted as a stand-alone document using transportation industry standards, terms, and measures in response to recommendations in industry comments. The document is identified by the prefix R in its provisions and has four chapters:

Chapter R1: Application and Administration covers purpose, effect on existing facilities, equivalent facilitation, conventions, figures, units of measurement, referenced documents, and definitions, harmonized with transportation industry usage.

Chapter R2: Scoping Requirements address what items of new construction and alteration are covered by this document and references technical sections that follow in Chapters R3 and R4. Key scoping provisions in R2 include: R204 Pedestrian Access Route; R205 Alternate Pedestrian Access Route; R206 Pedestrian Crossings; R207 Curb Ramps and Blended Transitions; R208 Accessible Pedestrian Signals; R209 Protruding Objects; R210 Pedestrian Signs; R211 Street Furniture; R212 Bus Stops; R213 Stairways; R214 Handrails; R215 Vertical Access; R216 On-street Parking; R217 Passenger Loading Zones; R218 Call Boxes; R219 Transit Platforms; R220 Escalators; R221 Detectable Warning Surfaces; and R222 Doors, Doorways, and Gates.

Coverage extends to temporary as well as permanent facilities. Chapter R2 also includes special provisions for historic facilities and contains a limited series of general exemptions from accessibility.

Chapter R3: Technical Provisions contains detailed specifications for new construction and alterations scoping in Chapter R2. Construction detailed in Chapter R3 is specific to public sidewalk, street crossing, and roadway projects, and covers the building blocks of pedestrian accessibility: the pedestrian access route (analogous to the accessible route on a site), curb ramps and blended transitions, pedestrian crossings (including those at roundabouts and channelized turn lanes), pedestrian signals, street furniture, and parking.

Chapter R4: Supplementary Technical Provisions include specifications adapted from the ADA and ABA Accessibility Guidelines (2004) for rights-of-way application, including such features as maneuvering clearances at doorways; drinking fountain, and telephone provisions; reach ranges; operable parts; handrails; and other items of broader application.

DISCUSSION OF PROVISIONS

DRAFT GUIDELINES FOR PUBLIC RIGHTS-OF-WAY

Clarifications, modifications, and changes that have been incorporated in this draft in response to public comment from industry, consumers, and State and local government agencies are briefly discussed below.

R1: APPLICATION AND ADMINISTRATION
R104.2.1 MUTCD. This draft references the 2003 edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Access Board works closely with the MUTCD team at the Federal Highway Administration (FHWA) to harmonize standards and advisory material and to sponsor needed research. Changes in future MUTCD provisions for accessible pedestrian signals, markings (including detectable warnings), and temporary traffic zones are in process. A joint FHWA/ American Traffic Safety Services Association (ATSSA)/Access Board demonstration project identified desirable characteristics for pedestrian channelizing devices. FHWA research projects on pedestrian usability at roundabouts and contrast in detectable warnings are underway, and the Board has proposed a FY 2006 project on pedestrian demand signals for use at multi-lane roundabout crossings.

R105 Definitions. This draft uses definitions drawn from key industry references where they exist.

R2: SCOPING REQUIREMENTS
R201 Application. Text and advisory material has been added to clarify the application of these guidelines to new or altered work (permanent or temporary) put in place within the scope or limits of a planned project in the public right-of-way.

Other requirements, including those for existing facilities, maintenance of accessible features, and effective communication that derive from the ADA title II implementing regulations (28 CFR part 35) or Federal highway-aid funding (49 CFR part 27), are not addressed in these guidelines for new construction and alteration. Advisory notes have been added to clarify this difference.

This draft now includes a reference to the revised ADA and ABA Accessibility Guidelines (36 CFR part 1191) to cover buildings and facilities newly constructed or altered within the public right-of-way.

R202 Alterations and Additions to Existing Facilities. Text and advisory notes have been added to this draft to clarify the application of new construction guidelines to an alteration project. New work put in place within an existing developed right-of-way must comply with these guidelines to the maximum extent feasible; see Advisory R202.3. Transitional segments that connect undisturbed improvements with new work can facilitate compliance (R202.1.1). Where items are placed within an existing developed streetscape and the circulation route is not altered, items required to be accessible shall be located for optimal usability and access (R202.1.2).

An alteration is a change in a space or element that affects, or could affect, the accessibility or usability of that space or element. In general, when a feature in the public right-of-way is altered, the requirements for new construction in this document must be applied to the maximum extent feasible within the scope or boundary of the project that has been planned. This document does not contain a 'path of travel' obligation to expand a given scope of work to include other items or elements that are adjacent to the alteration project nor does it cover an agency's obligations to achieve program access in its existing facilities that are not being altered.

In response to the comments received, the Board has developed answers to frequently asked questions regarding the application of the alterations requirements. Those questions and the Board's responses have been included at the end of this discussion.

R204 Pedestrian Access Route (technical provisions at R301). This draft clarifies the requirement for a 1.2-meter-wide (4 ft) accessible route of travel within a pedestrian circulation path, which may be a wider sidewalk, shoulder (if pedestrian use is not prohibited), shared street, or street crossing. A provision requiring periodic passing spaces 1.5 m (5 ft) in width, omitted in the first draft, has been re-instituted. Because of the constraints imposed by right-of-way width, the pedestrian access route (PAR) is relieved of the slope limits that would apply to an accessible route on a site provided it matches the general grade of the adjacent roadway (R301.4). Where the PAR is supported by structure, as in an underpass, overpass, or bridge, this draft requires compliance with ADAAG requirements for ramps.

Technical provisions in the June 2002 draft that would have required a 30-inch separation between changes in level in the PAR have been replaced in this draft with provisions requiring a planar surface (R305.1) and limiting surface discontinuities (R301.5.2). An advisory note discourages the use of heavily textured, rough, or excessively chamfered unit pavings. Research undertaken by the Research and Rehabilitation Training Center (RRTC) at the University of Pittsburgh, under contract to a group of unit masonry associations, measured the vibration effects of various chamfer spacings on wheeled mobility devices and found that chamfers of less than 1.25 mm (.5 in), if flush, were not distinguishable from cast-in-place concrete sidewalks with a broom finish.

A series of related provisions in the June 2002 draft has been reorganized into R301.7 Horizontal Openings, which now includes walkway joints, gratings, flangeway gaps at rail crossings, and sill gaps at elevators and lifts. (Platform and car gaps at transit facilities are addressed at 36 CFR part 1191).

R205 Alternate Pedestrian Access Route. This draft clarifies that the establishment of an alternate pedestrian route is an alteration that must comply to the maximum extent feasible with technical provisions for the pedestrian access route, including curb ramps or blended transitions. MUTCD requirements and advisory material at Part 6D.01 and 6D.02 are referenced and an advisory note added to highlight the safety benefits of same-side alternate routes. Specifications for pedestrian channelizing devices and barricades at 302.4 include a reference to the MUTCD.

R206 Pedestrian Crossings (technical provisions at R305). This draft omits a provision in the June 2002 draft that would have required 2.4 m-wide (8 ft) markings at crosswalks. The MUTCD minimum of 1.8 m (6 ft) has been proposed at 305.2.1 of this draft.

Measurements on which pedestrian signal phase timing are based have been modified in response to industry comment. Calculations now proposed in R305.3 in the current draft would require the distance to be the full street width and the pedestrian walking speed to be 1.1 m/s (3.5 fps).

The June 2002 draft also proposed that the approaches to overpasses and underpasses be provided with elevators where the grade change was 1.5 m (5 ft) or greater. Both industry and persons with disabilities opposed this requirement with persons with disabilities expressing a preference for ramps, even if lengthy, to ensure the availability of a crossing. Elevators in single installations provide no access at all when out of service. Industry expressed concerns about cost and maintenance requirements. The current draft applies ramp provisions at R305.5 (but permits elevators, LULAs, and lifts).

Newly available research and the comments of both industry and consumer representatives confirm the Access Board's concerns about the usability of pedestrian crossings at roundabouts and channelized turn lanes. However, access to additional data has indicated that well-designed roundabouts and channelized turn lanes with single-lane crossings can provide cues that make non-visual use possible. Accordingly, this draft (R305.6.2) provides that signals (including accessible pedestrian signal features) be required only at multi-lane pedestrian crossings of roundabouts. The Board does not prescribe the signal operation here and has proposed that FHWA conduct research to identify appropriate technologies. Two-head signals that flash amber, then flash red and go to steady red, are in use in Australia and the United Kingdom. US motorists are familiar with pre-emptive signals installed for emergency vehicles. Utah has at least one roundabout that uses standard railway gates across the roadway when light rail cars pass through the roundabout. The Board believes that the occasional use of a properly-designed pedestrian demand signal may actually reduce delay at pedestrian crossings.

R207 Curb Ramps and Blended Transitions (technical provisions at R303). Additional text, advisory, and illustrations have been added to this draft to describe curb ramp types (perpendicular, parallel, and their combination) and to distinguish them from blended transitions, for which a definition has now been provided at R105. Blended transitions are connections between the PAR and the street that have a running slope of 1:20 or less. Level landings, gently sloped transitions, and raised crosswalks fall into this category. Parallel and perpendicular curb ramps have a running slope between 1:20 and 1:12 (steeper slopes are not permitted in new construction).

Non-visual wayfinding cues can be provided by the orientation of curb ramps, particularly if they are in-line with the path of pedestrian travel along a sidewalk. Curb ramps installed at tangent points rather than on the corner radius provide more usable cues and locate the shortest crossing point. The Access Board is collaborating with the Institute of Transportation Engineers (ITE) on a project to standardize sidewalk/ramp/crossing schemes for optimal non-visual cuing based

upon a range of corner radii and attached/separated sidewalk configurations. An advisory note (R303.1) in this draft notes the benefits for pedestrians.

Cross slope provisions at midblock curb ramps (R303) have been revised in response to industry comment to permit warping to meet roadway grade. Similar changes have been made to technical provisions at pedestrian crossings (R305.2.2). Crossings of streets without stop control would be permitted a 1:20 maximum cross slope.

Running slope limits at crosswalks (R305.2.3) are maintained at 1:20 maximum in this draft. Many commenters noted that design practices that approach this limit in new construction may have to mill the roadway crown before resurfacing in order to retain usable crossings.

R208 Accessible Pedestrian Signals (technical provisions at R306). APS provisions in this draft differ only slightly from those of the June 2002 draft. Many commenters to the June 2002 draft expressed concerns about the costs of retrofitting intersections with APS, which is not required by these or prior proposals, which guide only new construction and alterations. Where new pedestrian signals are being installed or added, scoping in this document would require that they incorporate audible and vibrotactile features.

Comments from disability organizations and individuals to the June 2002 draft were diverse. Many who believed that retrofitting was required objected to what they understood to be excessive cost. And even those who did not support a general requirement that all future pedestrian signals incorporate audible and vibrotactile formats nevertheless saw the need for them at certain types of intersections including irregular crossings, lengthy crossings, and at complex intersections with multiple vehicle turning phases or leading pedestrian interval phasing. Although many responders noted the utility of non-visual cues, a clear majority of commenters who identified themselves as blind supported universal pedestrian signals.

R209 Protruding Objects (technical provisions at R401). Advisory notes have been added at several places in this document to remind users of the need to consider projections into the pedestrian circulation route when coordinating the placement of improvements, appurtenances, utilities, or street furniture. Comments from disability organizations and individuals identified blocked or compromised pedestrian routes as a major barrier to independent travel. Protruding objects provisions in this draft have been revised only to accommodate the new format and add advisory information.

R210 Pedestrian Signs (technical provisions at R409). An advisory note has been added to clarify requirements for visual legibility in signs that indicate sidewalk closure, pedestrian detour, and tourist route signage covered in MUTCD. Braille street name signage is required only on APS pedbuttons (R306.4.2).

Signage provisions in this draft have been revised only to accommodate the new format and add advisory information.

R211 Street Furniture (technical provisions at R307). Advisory notes have been added at several places in this document to remind users of the need to consider the dimensions and use of

pedestrian circulation routes when coordinating the placement of improvements, appurtenances, utilities, or street furniture. Comments from disability organizations and individuals identified blocked or compromised pedestrian routes as a major barrier to independent travel.

Street furniture provisions in this draft have been revised only to accommodate the new format and add advisory information.

R212 Bus Stops (technical provisions at R410.2). An advisory note has been added to clarify the difference between establishing a bus stop by installing signage (signage must comply with R210.2) and constructing a bus stop (boarding/alighting areas, if provided, must comply with R410, bus shelters with R410.2).

Bus stop provisions in this draft have been revised only to accommodate the new format and add advisory information.

R213 Stairways (technical provisions at R407). Stairway provisions in this draft have been revised only to accommodate the new format.

R214 Handrails (technical provisions at R408). Handrail provisions in this draft have been revised only to accommodate the new format and add an advisory note on alterations and protruding objects.

R215 Vertical Access (technical provisions in ADAAG). Vertical access provisions in this draft have been revised only to accommodate the new format and add an advisory note on elevator use in extremes of terrain.

R216 On-Street Parking (scoping at Table R216; technical provisions at R308). Table R216 in this draft has been adapted from the table in ADAAG based upon the overall number of spaces provided within a block (or analog). Commenters strongly objected to scoping based upon the numbers of parking spaces on a block face, which could, in many places, require very high numbers of spaces disproportionate to those required in lots.

Additionally, this draft clarifies when, in new construction or alterations, the presence of a sidewalk or border wider than 4.3 m (14 ft) can accommodate an access aisle that is indented into the curb for protected transfer space, a construction that is similar to that of an on-street loading zone provided at an office, hotel, convention center, arena, or airport (R308.2.1).

Advisory notes have been added at several places in this section to convey additional information about indented, end-of-block, perpendicular or angled spaces, and signage.

R218 Call Boxes (technical provisions at R309). Call box provisions in this draft have been revised only to accommodate the new format and add an advisory note at R309.1 about the applicability of accessible call box technology to other types of communications systems, such as on-street security systems.

R219 Transit Platforms (technical provisions at R414). Transit provisions from the ADA and ABA Accessibility Guidelines (204) have been newly incorporated in this draft.

R220 Escalators. Escalator provisions in this draft have been revised only to accommodate the new format.

R221 Detectable Warning Surfaces (technical provisions at R304). Transportation industry and State and local government agency commenters expressed concern about the durability, maintainability, and contrast of detectable warning materials required at curb ramps and blended transitions in the June 2002 draft. Recent research by several State departments of transportation and by the Transportation Research Board identified several high-performing products suitable for both new construction and alterations. Approximately 20 manufacturers now produce detectable warning products in metal, concrete, tile, pavers, resilient sheets, and membrane types. The FHWA is currently overseeing human factors research intended to test the contrast effectiveness of 13 different detectable warning colors when viewed by people who have low vision.

Comments from disability organizations and individuals were divided in much the same way as consumer comments on accessible pedestrian signals. Many expressed concern about cost but, valued detectable warnings as a way to provide a cue at certain locations such as pedestrian waiting areas at roadway medians, islands, and roundabout splitter islands and at low-slope blended transitions to street crossings. A majority of these commenters favored the June 2002 draft provision requiring detectable warnings at flush transitions between sidewalks and street crossings.

The rows of domes in the detectable warning material (technical provisions at R304.2.2) must be aligned with the path of wheelchair travel, which is required to be perpendicular to the grade break at the toe of the ramp to permit tracking between dome rows. On blended transitions, dome orientation is not significant.

A new advisory note (R304.1.1) covers the use of radial dome patterns.

Detectable warnings provisions in this draft have also been clarified with respect to their permitted setback from the grade break marking the face of a curb. One corner of the detectable warning must be within 205 mm (8 in) of the grade break; no other point on the leading edge of the detectable warning may be more than 1.5 m (5 ft) from the grade break (R304.2.1).

R222 Doors, Doorways, and Gates (technical provisions at R411). These provisions have been added to this draft from the ADA and ABA Accessibility Guidelines (2004). Because public sidewalks serve the entrances and other facilities of abutters covered by title III of the ADA, coordination of slope, cross slope, and maneuvering space requirements is typically required. In many places, developers provide sidewalk improvements as part of a project. State and local governments must include accessibility compliance in such work.

TECHNICAL ASSISTANCE Q&A FOR ALTERATIONS PROJECTS

Alterations are projects planned for implementation by a jurisdiction. Program access obligations for existing facilities are not a part of the Board's accessibility guidelines, and the Board's responses to the following questions do not address program access issues (see title II of the ADA at 28 CFR 35.149 and 35.151).

CURB RAMPS

Question: A multi-block length of roadway is being resurfaced. The corners have curb ramps that meet some but not all of the current specifications; for example the cross slope may be too steep or the curb ramps do not have detectable warnings. Must the curb ramps be reconstructed as part of the resurfacing project?
Answer: Yes, if it is technically feasible to provide complying features. The work should be done at the same time the resurfacing is being done.

Question: New curb ramps are being installed at an existing developed corner. New construction standards require the curb ramp to be within the crosswalk, but an existing underground utility vault is located where the ramp should be. Must the utility vault be moved?
Answer: The scope of this project will determine the answer. If utilities are being moved for other reasons within the project limits, it may be possible to alter or relocate the vault. If project construction will not involve the vault, it may be technically infeasible to locate the curb ramp optimally. It may be possible to widen the crosswalk markings to include the curb ramp.

Question: What if the curb ramp can be placed over the vault, but the access cover would be located on the curb ramp?
Answer: If the access cover must be located on the curb ramp, it should meet the surface requirements of the pedestrian access route.

Question: One corner of an intersection is being altered by curb and gutter reconstruction and paired curb ramps are being installed as part of this project. The other three corners of the intersection are not being altered. Must curb ramps be provided at the unaltered corners as part of this work?
Answer: No. The scope of the project requires curb ramps only at the altered corner.

SIDEWALKS

Question: A project will be undertaken to connect a series of sidewalk segments near a school. Must the existing segments of sidewalk be modified if they do not meet width or cross slope provisions?
Answer: Yes, to the maximum extent feasible within the scope of the project. Agencies are not required to expand a planned scope of work to include other items of accessibility.

Question: A new sidewalk is being built along an existing road that contains driveway access points. Must those driveways be modified if their cross slope exceeds 2%?
Answer: Yes, to the maximum extent feasible within the scope of the project.

Question: A city is rebuilding a sidewalk along Main Street. The distance between the edge of the right-of-way and the existing road does not provide sufficient room for a 4-foot-wide pedestrian access route. Does the municipality have to acquire more right-of-way on private property or narrow the roadway to provide the necessary space?
Answer: No, these guidelines do not require the municipality to obtain right-of-way or to narrow roadways. A municipality may decide to do either for other reasons (for instance, the roadway may be narrowed as a larger traffic calming effort or as part of a larger project in the roadway).

SIGNALS

Question: Curb ramps are being installed at a signalized intersection as part of a roadway improvement project. Existing pedestrian signals are pedestrian actuated but the pushbuttons are not accessible or placed in accessible locations. Must accessible pedestrian signals be installed at the existing pedestrian signals?
Answer: If work on pedestrian pushbuttons is not planned as part of this project, there is no need to expand its scope to include APS.

Question: The pedestrian signals in a corridor are being replaced with new combined count-down signals. Must APS be included in the new system?
Answer: Yes. The installation of a new system is an alteration that requires compliance with the new construction guidelines to the maximum extent feasible. However, the addition of a new feature, such as a countdown face or larger display, to an existing installed system does not require that the scope of work be expanded to include other features.

Question: Count-down signal displays are being added to the existing pedestrian signal heads at an intersection, but the software and signal controller are not being altered. Must APS be installed?
Answer: No, simply adding a display to the existing WALK/DON'T WALK signal would not involve the system changes needed to implement APS.

Question: An intersection is being signalized and will include APS. The installation of stub poles on the existing sidewalks to mount the new pedbuttons will not involve disturbing the roadway or sidewalk. Must curb ramps be installed if none existed?
Answer: No. This is a project to install pedbuttons; it is not an alteration to the sidewalk or street that would require the installation of curb ramps, as required by 28 CFR 35.151(e).

Question: The pushbutton on an existing pedestrian signal is being replaced with a sturdier model. Must APS be installed?
Answer: No, but the new pushbutton must meet applicable requirements (i.e., location, height, operable parts).

Question: An intersection with sidewalks and pedestrian signals is being widened to include a right turn lane. Must APS be installed as a consequence of the widening project?

Answer: No, installing APS is not within scope of the project. Any new pedestrian pushbuttons installed in the course of the work must meet applicable requirements. Note that this project is an alteration to the street and sidewalk and thus must provide compliant curb ramps.

GENERAL

Question: The local public transit agency has designated a bus stop by placing a sign in the ground along a roadway with no sidewalk. Must a concrete or other improved surface be installed?

Answer: No, the placement of a bus stop sign alone does not require other site improvements. When other site improvements are provided they should meet the applicable access requirements.

CHAPTER R1: APPLICATION AND ADMINISTRATION

R101 Purpose

R101.1 General. This document contains scoping and technical requirements for accessibility to facilities for pedestrian circulation and use located in the public right-of-way. Advisory notes are for informational purposes only. These requirements are to be applied during the design, construction, additions to, and alterations of facilities in the public right-of-way to the extent required by regulations issued by Federal agencies.

Advisory R101.1 General. Access requirements are also addressed in the Manual on Uniform Traffic Control Devices (MUTCD), FHWA/US DOT, 2003 (http://mutcd.fhwa.dot.gov). MUTCD is a reference standard in this guideline.

Key transportation industry guidance documents also address accessibility in the public right-of-way and can provide useful information on design and construction. They include 'Guide for the Planning, Design, and Operation of Pedestrian Facilities', American Association of State Highway and Transportation Officials, July 2004 (www.aashto.org) and 'Designing Sidewalks and Trails for Access', FHWA/US DOT September 2001 (http://www.fhwa.dot.gov/environment/sidewalk2/index.htm).

R101.2 Effect on Existing Facilities. This document does not address existing facilities unless they are included in the scope of an alteration undertaken at the discretion of a covered entity. The U.S. Department of Justice and U.S. Department of Transportation have issued and enforce separate regulations for existing facilities subject to their requirements for program accessibility under the Americans with Disabilities Act.

Advisory R101.2 Effect on Existing Facilities. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).

Federal agencies and entities receiving federal funds may also have an obligation for program accessibility under section 504 of the Rehabilitation Act of 1973 as amended. For example, state departments of transportation that receive Federal-aid Highway funds must comply with program accessibility requirements issued by the U.S. Department of Transportation at 49 CFR part 27.

R102 Equivalent Facilitation

Nothing in these requirements prevents the use of designs, products, or technologies as alternatives to those prescribed, provided they result in substantially equivalent or greater accessibility and usability.

R103 Conventions

R103.1 Dimensions. Dimensions that are not stated as "maximum" or "minimum" are absolute.

> **R103.1.1 Construction and Manufacturing Tolerances.** All dimensions are subject to conventional industry tolerances except where the requirement is stated as a range with specific minimum and maximum end points.

Advisory R103.1.1 Construction and Manufacturing Tolerances. Conventional industry tolerances recognized by this provision include those for field conditions and those that may be a necessary consequence of a particular manufacturing process. Recognized tolerances are not intended to apply to design work.

Information on specific tolerances may be available from industry or trade organizations, code groups and building officials, and published references.

R103.2 Calculation of Percentages. Where the required number of elements or facilities to be provided is determined by calculations of ratios or percentages and remainders or fractions result, the next greater whole number of such elements or facilities shall be provided. Where the determination of the required size or dimension of an element or facility involves ratios or percentages, rounding down for values less than one half shall be permitted.

R103.3 Figures. Unless specifically stated otherwise, figures are provided for informational purposes only.

R103.4 Units of Measurement. Measurements are presented in this document in both metric and U.S. customary units and were developed independently within each system. The relationship between the metric and U.S. customary values is neither an exact (soft) conversion nor a completely rationalized (hard) conversion. The metric values are those that would have been used had the requirements been presented exclusively in metric units; the U.S. customary values are those that would have been used had the requirements been presented exclusively in U.S. customary units. Therefore, the user is advised to work entirely in one system and not attempt to convert directly between the two.

R104 Referenced Guidelines and Standards

R104.1 General. The guidelines and standards listed in R104.2 are incorporated by reference in this document and are part of the requirements to the prescribed extent of each such reference. The Director of the Federal Register has approved these guidelines and standards for incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of the referenced guidelines and standards may be inspected at the Architectural and Transportation Barriers Compliance Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004; at the Department of Justice, Civil Rights Division,

Disability Rights Section, 1425 New York Avenue, NW, Washington, DC; at the Department of Transportation, 400 Seventh Street, SW, Room 10424, Washington DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: **http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html**.

R104.2 Referenced Guidelines and Standards. The specific edition of the guidelines and standards listed below are referenced in this document. Where differences occur between this document and the reference, this document applies.

R104.2.1 MUTCD. Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2003 edition. Copies of the referenced standard may be obtained on-line from the Federal Highway Administration at **http://mutcd.fhwa.dot.gov**. (see R205 and R302.4).

R104.2.2 ANSI/BHMA. Copies of the referenced standards may be obtained from the Builders Hardware Manufacturers Association, 355 Lexington Avenue, 17th floor, New York, NY 10017 (http://www.buildershardware.com).

ANSI/BHMA A156.10-1999 American National Standard for Power Operated Pedestrian Doors (see R411.3).

ANSI/BHMA A156.19-1997 American National Standard for Power Assist and Low Energy Power Operated Doors (see R411.3).

ANSI/BHMA A156.19-2002 American National Standard for Power Assist and Low Energy Power Operated Doors (see R411.3).

R104.2.3 ASME. Copies of the referenced standard may be obtained from the American Society of Mechanical Engineers, Three Park Avenue, New York, NY 10016 (http://www.asme.org).

ASME A17.1-2000 Safety Code for Elevators and Escalators, including ASME A17.1a-2002 Addenda and ASME A17.1b-2003 Addenda (see R220; R305.5.5).

R105 Definitions

R105.1 General. For the purpose of this document, the terms defined in R105.5 have the indicated meaning.

R105.2 Terms Defined in Referenced Guidelines and Standards. Terms not defined in R105.5 or in regulations issued by Federal agencies, but specifically defined in a referenced guideline or standard, shall have the specified meaning from the referenced guideline or standard unless otherwise stated.

R105.3 Undefined Terms. The meaning of terms not specifically defined in R105.5 or in regulations issued by Federal agencies or in referenced guidelines and standards shall be as defined by collegiate dictionaries in the sense that the context implies.

R105.4 Interchangeability. Words, terms and phrases used in the singular include the plural and those used in the plural include the singular.

R105.5 Defined Terms.

Accessible. Describes a facility in the public right-of-way that complies with this part.

Accessible Pedestrian Signal. A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration. A change to a facility in the public right-of-way that affects or could affect access, circulation, or use.

Blended Transition. A connection with a grade of 5 percent or less between the level of the pedestrian walkway and the level of the crosswalk.

Channelization. The separation or regulation of conflicting traffic movements into definite paths of travel by devices such as cones, tubular markers, vertical panels, drums, barricades, temporary raised islands and barriers, to facilitate the orderly movements of traffic, to separate vehicles and pedestrians, and to protect them from construction or hazardous areas.

Channelized Intersection. An at-grade intersection in which traffic is directed into definite paths by islands.

Crosswalk. (Shall have the meaning in MUTCD Section 1A13.18).

Cross Slope. The grade that is perpendicular to the direction of accessible pedestrian travel. On a sidewalk, shoulder, or blended transition, it is measured perpendicular to the curb line or edge of the street or highway; on a curb ramp, it is measured perpendicular to the running grade.

Curb Line. A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

Curb Ramp. A perpendicular or parallel ramp and its landing that cuts through or is built up to the curb.

Detectable Warning. A surface feature of truncated dome material built in or applied to the walking surface to advise of an upcoming change from pedestrian to vehicular way.

Element. An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

Facility. All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in a public right-of-way.

Grade Break. The meeting line of two adjacent surface planes of different grade.

Highway. (Shall have the meaning in MUTCD Section 1A13.32).

Intersection. (Shall have the meaning in MUTCD Section 1A13.39).

Island. (Shall have the meaning in MUTCD Section 1A13.40).

Median. (Shall have the meaning in MUTCD Section 1A13.48).

Operable Part. A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

Pedestrian. (Shall have the meaning in MUTCD Section 1A13.55).

Pedestrian Access Route. A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Path. A prepared exterior or interior way of passage provided for pedestrian travel.

Pushbutton Locator Tone. A repeating sound that identifies the pushbutton location and indicates the need to actuate pedestrian timing.

Public Right-of-Way. Public land or property, usually in interconnected corridors, that is acquired for or devoted to transportation purposes.

Roundabout Intersection. (Shall have the meaning in MUTCD Section 1A13.68).

Running Slope. The grade that is parallel to the direction of travel, expressed as a ratio of rise to run or as a percent.

Sidewalk. (Shall have the meaning in MUTCD Section 1A13.73).

Splitter Island. A flush or raised island that separates entering and exiting traffic in a roundabout intersection.

Street. (Shall have the meaning in MUTCD Section 1A13.84).

Street Furniture. Sidewalk equipment or furnishings.

Vibrotactile. A vibrating surface, located on the accessible pedestrian signal button, that communicates information through touch.

Walk Interval. That phase of a traffic signal cycle during which the pedestrian is to begin crossing, typically indicated by a WALK message or the walking person symbol and its audible equivalent.

Walkway. The continuous portion of the pedestrian access route that is connected to street crossings by curb ramps or blended transitions.

CHAPTER R2: SCOPING REQUIREMENTS

R201 Application

R201.1 Scope. All newly designed and newly constructed facilities located in the public right-of-way shall comply with these requirements. All altered portions of existing facilities located in the public right-of-way shall comply with these requirements to the maximum extent feasible.

Advisory R201.1 Scope. This document (see R101.1General) covers facilities for pedestrian circulation and use in the right-of-way. Examples of facilities include, but are not limited to, walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians. Examples of facilities not included are manholes and utility vaults.

These requirements are to be applied to all areas of a facility within the scope or limits of the planned project unless expressly exempted or limited with respect to the number of multiple elements required to be accessible. For example, not all benches are required to be accessible; those that are not required to be accessible are not required to comply with these requirements or to be served by a pedestrian access route.

R201.2 Temporary and Permanent Facilities. These requirements shall apply to temporary and permanent facilities.

Advisory R201.2 Temporary and Permanent Facilities. Temporary facilities covered by these requirements include, but are not limited to, temporary routes around work zones, portable toilets in the public right-of-way, sidewalk vending facilities, street fair booths, performance stages and reviewing stands, and the pedestrian access routes that serve them. As permitted in R203.1.1, structures and equipment directly associated with the actual processes of construction are not required to be accessible.

Elements are often placed on a sidewalk without coordination by different agencies or entities. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).

R201.3 Requirements for Buildings and Structures. Buildings, structures, and similar facilities constructed in the public right-of-way but not specified in this document shall comply with the applicable requirements in 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R201.3.1 Buildings and Structures Covered by the Americans with Disabilities Act. Buildings, structures, and similar facilities covered by the Americans with Disabilities Act (ADA) shall comply with Appendices B and D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R201.3.2 Buildings and Structures Covered by the Architectural Barriers Act. Buildings, structures, and similar facilities covered by the Architectural Barriers Act (ABA) shall comply with Appendices C and D to 36 CFR part 1191.

R202 Alterations and Additions to Existing Facilities

R202.1 General. Additions and alterations to existing facilities shall comply with R202.

Advisory R202.1 General. Alterations include, but are not limited to, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, or changes or rearrangement of structural parts or elements of a facility.

The U.S. Department of Justice Title II regulation at 28 CFR 35.151(e) requires that curb ramps be installed whenever pedestrian walkways on sidewalks and across streets are newly constructed or altered. A 1993 case, Kinney v. Yerusalim, 9 F.3d 1067 (3d Cir. 1993), cert. denied, 511 U.S. 1033 (1994), held that resurfacing of a street constitutes an alteration that requires the installation of curb ramps (for text see http://www.ada.gov/deldot.htm).

Pavement patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations.

R202.1.1 Transitional Segments. Transitional segments connecting to existing unaltered segments shall comply with R301 to the maximum extent feasible.

Advisory R202.1.1 Transitional Segments. It is often possible to construct transitional segments that blend between existing undisturbed facilities and newly-altered elements. This may permit the work of the alteration to more nearly meet the new construction standards. At a later time, when other walkway segments are altered, the non-complying transitional segments can be removed and replaced with complying work.

R202.1.2 Added Elements. Where elements are added and the circulation path is not altered, a pedestrian access route is not required.

Advisory R202.1.2 Added Elements. This provision does not eliminate the requirements specified for a particular element. For example, a bench that is installed on an existing sidewalk must have the necessary clearances and clear floor space specified in section 307. Where possible added elements should connect to an existing pedestrian access route.

R202.2 Additions. Each addition to an existing facility shall comply with the requirements for new construction. Where an existing pedestrian circulation path is extended, the extension shall contain a pedestrian access route complying with R301.

R202.3 Alterations. Where existing elements or spaces are altered, each altered element or space within the limits or scope of the project shall comply with the applicable requirements for new construction to the maximum extent feasible.

Advisory R202.3 Alterations. From the U.S. Department of Justice title III regulation at 28 CFR 36.402 Alterations: "The phrase 'to the maximum extent feasible,' ... applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply fully with applicable accessibility standards through a planned alteration. In these circumstances, the alteration shall provide the maximum physical accessibility feasible. Any altered features of the facility that can be made accessible shall be made accessible. If providing accessibility in conformance with this section to individuals with certain disabilities (e.g., those who use wheelchairs) would not be feasible, the facility shall be made accessible to persons with other types of disabilities (e.g., those who use crutches, those who have impaired vision or hearing, or those who have other impairments)."

Existing conditions (e.g., underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, the presence of a notable natural or historic feature) may limit choices in an alterations project. In determining the maximum feasible accessibility that can be achieved for pedestrians with disabilities within a given alterations project, covered entities may consider constructability limits commensurate with those of the project as a whole.

There is no 'path-of-travel' obligation in these guidelines; covered entities shall apply the guidelines to achieve the maximum feasible accessibility within the limits of the planned project boundary or scope. However, the alteration of multiple elements or spaces within a facility may provide a cost-effective opportunity to make the entire facility, or a significant portion of it, accessible. When undertaking right-of-way alterations, jurisdictions should consult their transition plans to determine if related work has been identified as needed to achieve program accessibility in existing facilities at the same location.

Most rights-of-way work occurs as an alteration in a complex environment also regulated for vehicle operation and safety and subject to the well-established industry practice of applying 'engineering judgment'. These techniques can also be used to evaluate the feasibility of accessibility solutions.

R202.3.1 Prohibited Reduction in Required Access. An alteration shall not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration.

Advisory R202.3.1 Prohibited Reduction in Access. Sidewalk improvements that correct existing excessive cross slope should be carefully planned to avoid the imposition of barriers elsewhere, as, for example, creating excessive slope in a curb ramp or adding a step at an existing building entrance. Solutions that have been successfully implemented include:

1)split sidewalks that serve entrances and roadway at separate levels;
2)sidewalk widths of greater cross slope at street edge, with a pedestrian access route at lesser cross slope along building entrances;
3)a pedestrian access route along the curb, with ramped entrances along the shop fronts.

Where facilities are newly-constructed or altered along an existing sidewalk, it may not always be possible to provide the required level landing at an entrance or other feature required to be accessible without altering the sidewalk. Often, the jurisdiction will require the developer of a new or altered facility on a site served by the sidewalk to redesign and replace the public sidewalk as a part of the permit for construction. Careful coordination between public and private planning is the usual practice.

R202.3.2 Extent of Application. An alteration of an existing element, space, or area of a facility shall not impose a requirement for accessibility greater than required for new construction.

R202.3.3 Alterations to Qualified Historic Facilities. Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with these requirements would threaten or destroy the historic significance of a qualified facility or element, compliance shall be required to the maximum extent that does not threaten or destroy the historic significance.

Advisory R202.3.3 Alterations to Qualified Historic Facilities. It is the element or facility subject to the alteration which must have historic significance. Furthermore, it must be determined that compliance with these requirements would threaten or destroy the historic significance, not merely alter the appearance.

R202.3.3.1 Historic District. Location of the facility or element within an historic district is not a sufficient condition for qualification as an historic facility.

Advisory R202.3.3.1 Historic District. Altered street crossings, sidewalks, and pedestrian facilities that are not historic but are merely located in historic areas must meet new construction requirements to the maximum extent feasible.

R202.3.3.2 Reproductions or Replications. Reproductions or replications of historic facilities shall not qualify as historic facilities.

R203 General Exceptions

R203.1 General. Facilities, sites, spaces, and elements are exempt from these requirements to the extent specified by R203.

R203.1.1 Construction Sites. Structures and sites directly associated with the actual processes of construction, including but not limited to, scaffolding, bridging, materials hoists, materials storage, portable toilet units provided for use exclusively by construction personnel, and construction trailers, shall not be required to comply with this part.

R203.1.2 Limited Access Spaces. Spaces accessed only by ladders, catwalks, crawl spaces, or very narrow passageways shall not be required to comply with this part.

R203.1.3 Machinery Spaces. Spaces or elements frequented only by service personnel for maintenance, repair, or occasional monitoring of equipment shall not be required to comply with this part. Machinery spaces include, but are not limited to, elevator pits or elevator penthouses; mechanical, electrical or communications equipment cabinets and vaults; electric substations and transformer vaults; and highway and tunnel utility facilities.

R203.1.4 Single Occupant Structures. Single occupant structures accessed only by passageways below grade or elevated above standard curb height, including but not limited to toll booths that are accessed only by underground tunnels, shall not be required to comply with this part.

R204 Pedestrian Access Route

Pedestrian circulation paths shall contain a pedestrian access route complying with R301 which connects to facilities, elements, and spaces required to be accessible by Chapter R2 and to accessible routes required to connect to public streets and sidewalks by section 206.2.1 of appendix B to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) or section F206.2.1 of appendix C of 36 CFR 1191 (the ADA and ABA Accessibility Guidelines). Where a pedestrian circulation path is provided in the street, along a highway, or within a shoulder, it shall contain a pedestrian access route.

Advisory R204 Pedestrian Access Route. The pedestrian access route is a portion of the general pedestrian circulation path, which may include walkways, sidewalks, street crossings and crosswalks, and overpasses and underpasses, courtyards, elevators, platform lifts, stairs, ramps and landings. Where sidewalks are not provided, pedestrian circulation paths maybe provided in the street, highway, or shoulder unless pedestrian use is prohibited. This provision does not require a pedestrian access route if a pedestrian circulation path is not provided. -

R205 Alternate Pedestrian Access Route

When an existing pedestrian access route is blocked by construction, alteration, maintenance, or other temporary conditions, an alternate pedestrian access route complying to the maximum extent feasible with R301, R302, and Section 6D.01 and 6D.02 of the MUTCD (incorporated by reference; see R104.2.1) shall be provided.

Advisory R205 Alternate Pedestrian Access Route. Same-side travel is preferred because it does not increase pedestrian exposure and risk of accident consequent upon added street crossings. A route that uses vehicle lane width may be shorter, safer, and more usable than one that requires two street crossings, even if the roadway surface is imperfect. Part 6D.01 of the MUTCD requires alternate routes to provide the best elements of accessibility provided in the pedestrian circulation route before its disruption.

R206 Pedestrian Crossings

Where a pedestrian street or rail track crossing is provided, it shall contain a pedestrian access route complying with R301 and the applicable provisions of R305. Where a pedestrian rail crossing is not contained within a street or highway, a detectable warning shall be provided in compliance with R304.

Advisory R206 Pedestrian Crossings. When tracks are located in a street or highway that has a pedestrian route, the detectable warnings at the curb ramps make a second set of detectable warnings at the rail unnecessary in most applications. When rail tracks are not associated with a street or highway, they must have detectable warnings across the pedestrian access route on either side.

R207 Curb Ramps and Blended Transitions

A curb ramp or blended transition complying with R303, or a combination of curb ramps and blended transitions, shall connect the pedestrian access route to each pedestrian street crossing within the width of each crosswalk.

R208 Accessible Pedestrian Signals (APS)

Where pedestrian signals are provided at pedestrian street crossings, they shall comply with R306.

R209 Protruding Objects

Protruding objects along or overhanging any portion of a pedestrian circulation path shall comply with R401 and shall not reduce the clear width required for pedestrian access routes.

Advisory R209 Protruding Objects. Banners, awnings, tree branches, and temporary street or highway signs may also be hazards if not placed or maintained properly.

R210 Pedestrian Signs

R210.1 General. Signs designed primarily for pedestrian use shall comply with R210.

R210.2 Bus Route Identification. Bus route identification signs shall comply with R409.5.1 through R409.5.4, and R409.5.7 and R409.5.8. In addition, to the maximum extent practicable, bus route identification signs shall comply with R409.5.5. Bus route identification signs located at bus shelters shall provide raised and braille characters complying with R409.2, and shall have rounded corners. Signs shall not be required to comply with R409.2 where audible signs are user- or proximity-actuated or are remotely transmitted to a portable receiver carried by an individual. Bus schedules, timetables and maps that are posted at the bus stop or bus shelter are not required to comply.

R210.3 Directional, Informational, and Warning Signs. Directional, informational, and warning signs shall comply with R409.5.

Advisory R210.3 Directional, Informational, and Warning Signs. This provision applies legibility criteria to text signs. Examples of covered signs include, but are not limited to, sidewalk closure and pedestrian detour signing required by MUTCD, tourist information signing, and pedestrian route signing along an historic trail. Standard highway street-name signage is not covered by this part.

Braille identification of street names is a required feature where APS are provided (see R306).

A proximity-,-user-, or button-activated audible sign can provide this information in audible formats for pedestrians who don't read print. Such devices are now being manufactured for rights-of-way applications.

R211 Street Furniture

Street furniture intended for use by pedestrians and installed on or adjacent to a pedestrian circulation path shall comply with R307.

Advisory R211 Street Furniture. This scoping applies usability and operability criteria to certain items intended for pedestrian use in the public right-of-way. Where multiple items of a single type are provided at a single location, only a proportion may be required to be accessible and to be located on a pedestrian access route. Types of street furniture for which usability and operational criteria are provided include elements such as drinking fountains; public telephones; public toilet facilities; and tables, counters, and benches in R211; parking meters in R308.6; bus stops and shelters in R212; and signage, including bus stop signage, in R210. Where applicable, usability and operability provisions shall be satisfied in the design and construction of other items installed on or along a public right-of-way for pedestrian use (see sections R307, R401, and R405).

Some items intended for pedestrian use are installed on private property bounded by a public right-of-way and are intended for use from the right-of-way. Such items include wall-mounted ATMs, overnight mail kiosks, and walk-up service windows. Other items may be placed within a public sidewalk under the terms of a public space permit, such as the tables, chairs, and enclosures used by sidewalk cafes and restaurants or sidewalk vending carts and machines. The ADA and ABA Accessibility Guidelines cover these street furniture items, which should not be permitted to intrude on the required pedestrian access route or to violate protruding objects provisions.

Some street furniture, such as fire hydrants, signal control boxes, signal and sign poles, and overhead awnings and signs, is not intended for pedestrian operation. These and similar items shall not intrude on the required pedestrian access route or violate protruding objects provisions (see sections R301 and R401).

The location of bicycle racks on a public sidewalk should consider their footprint in use, since a bicycle carelessly fixed to a rack can become a barrier to accessible travel along a pedestrian access route or a protruding object along it.

Careful coordination is required between agencies and divisions authorized to install items on and along sidewalks in order to avoid inadvertent conditions that may constitute barriers. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).

R212 Bus Stops

Where provided, bus boarding and alighting areas shall comply with R410. Where provided, bus shelters shall comply with R410.2.

Advisory R212 Bus Stops. Where bus stops are marked along existing streets by the placement of signage, benches, or shelters, other features necessary to accessibility, such as surface improvements and curb ramps, will be subject to the program access requirements of the U.S. Department of Justice title II regulation at 28 CFR 35.151 or the U.S. Department of Transportation 504 regulation at 49 CFR Part 27. Transportation, public works, and transit agencies should consider including needed improvements in their transition plans and other program accessibility planning.

Furthermore, the placement of such items is subject to usability and protruding objects provisions that apply to street furniture. Bus stop benches and shelters shall not intrude into an existing pedestrian access route.

Signage required at bus stops is scoped at R210.2 Bus Route Identification.

R213 Stairways
Where provided on a pedestrian circulation path, stairways shall comply with R407. Stairways shall not be part of a pedestrian access route.

R214 Handrails
Where provided, handrails shall comply with R408.

Advisory R214 Handrails. It may not be feasible to install handrails with fully complying features on existing developed rights-of-way if the full horizontal handrail extension would narrow a required pedestrian access route or be a hazard to cross traffic. Handrail design should not constitute a protruding object (see R401).

R215 Vertical Access
Where provided, elevators, limited-use/limited-application elevators, and platform lifts shall comply with the applicable requirements in section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) and shall provide for independent operation. Vertical access shall remain unlocked during the operating hours of the facility served.

Advisory R215 Vertical Access. Elevators in public and private buildings accessible from the public right-of-way have been successfully used to provide low-effort routes between sidewalk levels in hilly terrain.

R216 On-Street Parking
Where on-street parking is marked or metered, accessible parking spaces complying with R308 shall be provided on the block perimeter in accordance with Table R216.

Advisory R216 On-Street Parking. Accessible on-street parking spaces are best located where the street has the least crown and grade and close to key destinations. Adjacent sidewalk space should be free of obstructions (including curb ramps) to permit deployment of a van side-lift.-

Table R216 Accessible Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2

51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

R217 Passenger Loading Zones
Where passenger loading zones are provided, a minimum of one passenger loading zone complying with R412 shall be provided in every continuous 30 m (100 ft) of loading zone space or fraction thereof.

R218 Call Boxes
Where provided, roadside call boxes shall comply with R309.

R219 Transit Platforms
Where provided, transit platforms shall comply with R414.

R220 Escalators
Where provided, escalators shall comply with sections 6.1.3.5.6 and 6.1.3.6.5 of ASME A17.1 (incorporated by reference; see 104.2.2).

R221 Detectable Warning Surfaces
Detectable warning surfaces shall comply with R304.

Advisory R221 Detectable Warning Surfaces. Detectable warning surfaces are required where curb ramps, blended transitions, or landings provide a flush pedestrian connection to the street. Sidewalk crossings of residential driveways should not generally be provided with detectable warnings, since the pedestrian right-of-way continues across most driveway aprons and overuse of detectable warning surfaces should be avoided in the interests of message clarity. However, where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street.

R222 Doors, Doorways, and Gates
Where provided, doors, doorways, and gates shall comply with R411.

CHAPTER R3: TECHNICAL PROVISIONS

R301 Pedestrian Access Route

R301.1 General. Pedestrian access routes shall comply with R301 and shall connect pedestrian elements and facilities required to be accessible.

R301.2 Components. Pedestrian access routes shall consist of one or more of the following components: walkways, ramps, curb ramps (excluding flared sides) and landings, blended transitions, crosswalks, and pedestrian overpasses and underpasses, elevators, and platform lifts. Stairways and escalators shall not be part of a pedestrian access route. All components of a pedestrian access route shall comply with the applicable portions of this document.

R301.3 Width.

R301.3.1 Continuous Width. The minimum continuous and unobstructed clear width of a pedestrian access route shall be 1.2 m (4.0 ft), exclusive of the width of the curb.

Advisory R301.3.1 Continuous Width. The pedestrian access route provides a minimum accessible route of passage within a sidewalk or other walkway that may not comprise the full width of the pedestrian circulation route, particularly in urban areas. Industry-recommended sidewalk widths can be found in 'Guide for the Planning, Design, and Operation of Pedestrian Facilities', American Association of State Highway and Transportation Officials, July 2004 (www.aashto.org). The minimum width must be maintained without obstruction.

Where a pedestrian access route turns or changes direction, it should accommodate the continuous passage of a wheelchair or scooter. As with street or highway design for vehicles, additional maneuvering width or length may be needed at recesses and alcoves, doorways and entrances, and along curved or angled routings, particularly where the grade exceeds 5%. Individual segments of pedestrian access routes should have a minimum straight length of 1.2 m (4.0 ft).

Street furniture, including fixed or movable elements such as newspaper and sales racks, cafe seating and tables, bus shelters, vender carts, sidewalk sculptures, and bicycle racks, shall not reduce the required width of the pedestrian access route.

Provisions for protruding objects apply across the entire width of the pedestrian circulation path, not just the pedestrian access route.

R301.3.2 Width at Passing Spaces. Walkways in pedestrian access routes that are less than 1.5 m (5.0 ft) in clear width shall provide passing spaces at intervals of 61 m (200 ft) maximum. Pedestrian access routes at passing spaces shall be 1.5 m (5.0 ft) wide for a distance of 1.5m (5.0 ft).

R301.3.3 Width at Elevators and Lifts. The pedestrian access route at elevators and platform lifts shall be permitted to comply with the applicable requirements of section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R301.3.4 Width at Doors, Doorways, and Gates. The pedestrian access route through doors, doorways, and gates shall be permitted to comply with R411.2.3.

R301.4 Walkway Grade and Cross Slope.

R301.4.1 Cross Slope. The cross slope of the walkway of a pedestrian access route shall be 2 percent maximum.

R301.4.2 Street or Highway Grade. Where the walkway of a pedestrian access route is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.

R301.4.3 Supported Slope. Where the walkway of a pedestrian access route is supported by a structure, it shall comply with R305.5.

Advisory R301.4.3 Supported Slope. This provision covers pedestrian access routes on bridges, overpasses, underpasses and similar facilities.

R301.5 Surface. The surface of the pedestrian access route shall be firm, stable and slip resistant.

Advisory R301.5 Surface. The U.S. Department of Justice ADA regulations require that the usability of accessible features be maintained (28 CFR §35.133 and §36.211).-

R301.5.1 Vertical Alignment. Vertical alignment shall be planar within curb ramp runs, blended transitions, landings, and gutter areas within the pedestrian access route, and within clear spaces required for accessible pedestrian signals, street furniture, and operable parts. Grade breaks shall be flush. Where the pedestrian access route crosses rail tracks at grade, the surface of the pedestrian access route shall be level and flush with the top of the rail at the outer edges of the rail. The surface between the rails shall be aligned with the top of the rail.

R301.5.2 Surface Discontinuities. Surface discontinuities shall not exceed 13 mm (0.50 in) maximum. Vertical discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) maximum shall be beveled at 1:2 minimum. The bevel shall be applied across the entire level change.

Advisory R301.5.2 Surface Discontinuities. Surfaces with individual units laid out of plane and those that are heavily textured, rough, or chamfered, will greatly increase rolling resistance and will subject pedestrians who use wheelchairs, scooters, and rolling walkers to the stressful (and often painful) effects of vibration. It is highly desirable to minimize surface discontinuities; when discontinuities on the pedestrian access route are unavoidable, they should be widely separated.

R301.7 Horizontal Openings.

R301.7.1 Walkway Joints and Gratings. Openings shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

R301.7.2 Clearances at Elevator and Platform Lift Sills. Clearances between elevator car platform sills and associated hoistways and between a platform lift sill and any landing shall comply with the applicable requirements in sections 407.4.3, 408.4.3, and 410.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R301.7.3 Flangeway Gaps at Non-Freight Rail Crossings. Openings for wheel flanges at pedestrian crossings of non-freight rail track shall be 64 mm (2.5 in) maximum.

R301.7.4 Flangeway Gaps at Freight Rail Crossings. Openings for wheel flanges at pedestrian crossings of freight rail track shall be 75 mm (3 in) maximum.

R302 Alternate Circulation Path

R302.1 General. Alternate circulation paths shall comply with R302 and shall contain a pedestrian access route complying with R301.

Advisory R302.1 General. Temporary routes are alterations to an existing developed pedestrian environment and are required to achieve the maximum accessibility feasible under existing conditions.

R302.2 Location. To the maximum extent feasible, the alternate circulation path shall be provided on the same side of the street as the disrupted route.

Advisory R302.2 Location. Where it is not feasible to provide a same-side alternate circulation path and pedestrians will be detoured, section 6D.02 of the MUTCD specifies that the alternate path provide a similar level of accessibility to that of the existing disrupted route. This may include the incorporation of accessible pedestrian signals (APS), curb ramps, or other accessibility features.

R302.3 Protection. Where the alternate circulation path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards, it shall be protected with a pedestrian barricade or channelizing device complying with R302.4.

Advisory R302.3 Protection. When it is necessary to block travel at the departure curb to close a crosswalk that is disrupted by excavation, construction, or construction activity, care must be taken to preserve curb ramp access to the perpendicular crosswalk. This may require additional pedestrian channelization if only a single diagonal curb ramp

serves the corner.

Figures 6H-28 and 6H-29 of the MUTCD specify notification signage for pedestrian closings and detours. Audible signage triggered by proximity switches can provide information to pedestrians who do not use print signs.

R302.4 Pedestrian Barricades and Channelizing Devices. Pedestrian barricades and channelizing devices shall be continuous, stable, and non-flexible and shall consist of a wall, fence, or enclosures specified in section 6F-58, 6F-63, and 6F-66 of the MUTCD (incorporated by reference; see R104.2.4).

R302.4.1 Detectable Base. A continuous bottom edge shall be provided 150 mm (6 in) maximum above the ground or walkway surface.

R302.4.2 Height. Devices shall provide a continuous surface or upper rail at 0.9 m (3.0 ft) minimum above the ground or walkway surface. Support members shall not protrude into the alternate circulation path.

R303 Curb Ramps and Blended Transitions

R303.1 General. Curb ramps and blended transitions shall comply with R303.

Advisory R303.1 General. Curb ramps can be a key source of wayfinding information for pedestrians who travel without vision cues if they are installed in-line with the direction of pedestrian travel at crossings. This is most easily accomplished by locating the ramp at the tangent point of the curb return, using either a small curb radius in an attached sidewalk or, in larger radii, a border or setback from the street edge. The Institute of Transportation Engineers (www.ite.org) has undertaken an industry-wide effort to develop and standardize intersection plans that optimize wayfinding. The challenge for practitioners is to provide usability for pedestrians in wheelchairs and scooters with a rectangular ramp plan that can also be directional.

R303.2 Types. Perpendicular curb ramps shall comply with R303.2.1 and R303.3; parallel curb ramps shall comply with R303.2.2 and R303.3; blended transitions shall comply with R303.2.3 and R303.3.

Advisory R303.2 Types. This provision permits a combination of ramps and blended transitions.

It will sometimes be necessary to limit the run of a parallel or perpendicular ramp in order to avoid 'chasing grade' indefinitely. In new construction at standard curb heights, required level landings can provide a datum for measuring most curb ramp slopes.

Limiting new ramps to an 8.3% slope on steep routes will result in a slight increase in grade on the balance of the route, but will facilitate street crossing and a timely and manageable ascent to the sidewalk, particularly important when crossing in traffic.

R303.2.1 Perpendicular Curb Ramps. Perpendicular curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles.

R303.2.1.1 Running Slope. The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft).

R303.2.1.2 Cross Slope. The cross slope at intersections shall be 2 percent maximum. The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R303.2.1.3 Landing. A landing 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space. Running and cross slopes at intersections shall be 2 percent maximum. Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R303.2.1.4 Flares. Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp.

Advisory R303.2.1.4 Flares. Sides of ramps may be returned, providing useful directional cues, if protected from cross travel by landscaping, street furniture, poles, or equipment.

R303.2.2 Parallel Curb Ramps. Parallel curb ramps shall comply with R303.2.2, and shall have a running slope that is in-line with the direction of sidewalk travel.

R303.2.2.1 Running Slope. The running slope shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft).

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R303.2.2.2 Cross Slope. The cross slope shall be 2 percent maximum.

R303.2.2.3 Landing. A landing 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the bottom of the ramp run and shall be permitted to overlap other landings and clear floor or ground space. Running slope and cross slopes at intersections shall be 2 percent maximum. Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R303.2.2.4 Diverging Sidewalks. Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected.

R303.2.3 Blended Transitions. Blended transitions shall comply with R303.3. Running slope shall be 5 percent maximum and cross slope shall be 2 percent maximum.

R303.3 Common Elements. Curb ramps and blended transitions shall comply with R303.3.

R303.3.1 Width. The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 1.2 m (4.0 ft) minimum.

R303.3.2 Detectable Warnings. Detectable warning surfaces complying with R304 shall be provided, where a curb ramp, landing, or blended transition connects to a street.

R303.3.3 Surfaces. Surfaces of curb ramps, blended transitions, and landings shall comply with R301. Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.

R303.3.4 Grade Breaks. Grade breaks at the top and bottom of perpendicular curb ramps shall be perpendicular to the direction of ramp run. At least one end of the bottom grade break shall be at the back of curb. Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.

R303.3.5 Counter Slopes. The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transition shall be 5 percent maximum.

R303.3.6 Clear Space. Beyond the curb face, a clear space of 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided within the width of the crosswalk and wholly outside the parallel vehicle travel lane.

R304 Detectable Warning Surfaces

R304.1 General. Detectable warnings shall consist of a surface of truncated domes aligned in a square or radial grid pattern and shall comply with R304.

R304.1.1 Dome Size. Truncated domes in a detectable warning surface shall have a base diameter of 23 mm (0.9 in) minimum to 36 mm (1.4 in) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and a height of 5 mm (0.2 in).

Advisory R304.1.1 Dome Size. Where domes are arrayed radially, they may differ in diameter within the ranges specified.

R304.1.2 Dome Spacing. Truncated domes in a detectable warning surface shall have a center-to-center spacing of 41 mm (1.6 in) minimum and 61 mm (2.4 in) maximum, and a base-to-base spacing of 17 mm (0.65 in) minimum, measured between the most adjacent domes.

Advisory R304.1.2 Dome Spacing. Where domes are arrayed radially, they may differ in center-to-center spacing within the range specified.

R304.1.3 Contrast. Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surface, either light-on-dark or dark-on-light.

Advisory R304.1.3 Contrast. Contrast may be provided on the full ramp surface but should not extend to the flared sides. Many pedestrians use the visual contrast at the toe of the ramp to locate the curb ramp opening from the other side of the street.

R304.1.4 Size. Detectable warning surfaces shall extend 610 mm (24 in) minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

R304.2 Location and Alignment.

R304.2.1 Perpendicular Curb Ramps. Where both ends of the bottom grade break complying with R303.3.4 are 1.5 m (5.0 ft) or less from the back of curb, the detectable warning shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 1.5 m (5.0 ft) from the back of curb, the detectable warning shall be located on the lower landing.

Advisory R304.2.1 Perpendicular Curb Ramps. Detectable warnings are intended to provide a tactile equivalent underfoot of the visible curbline; those placed too far from the street edge because of a large curb radius may compromise effective crossing analysis.

R304.2.2 Landings and Blended Transitions. The detectable warning shall be located on the landing or blended transition at the back of curb.

R304.2.3 Alignment. The rows of truncated domes in a detectable warning surface shall be aligned to be perpendicular or radial to the grade break between the ramp, landing, or blended transition and the street.

Advisory R304.2.3 Alignment. Where a ramp, landing, or blended transition provides access to the street continuously around a corner, the vertical rows of truncated domes in a detectable warning surface should be aligned to be perpendicular or radial to the grade break between the ramp and the street for a 1.2 meter-wide (4.0 ft) width for each crosswalk served.

R304.2.3 Rail Crossings. The detectable warning surface shall be located so that the edge nearest the rail crossing is 1.8 m (6 ft) minimum and 4.6 m (15 ft) maximum from the centerline of the nearest rail. The rows of truncated domes in a detectable warning surface shall be aligned to be parallel with the direction of wheelchair travel.

R305 Pedestrian Crossings

R305.1 General. Pedestrian crossings shall comply with R305.

R305.2 Crosswalks. Crosswalks shall comply with R305.2 and shall contain a pedestrian access route that connects to departure and arrival walkways through any median or pedestrian refuge island.

R305.2.1 Width. Marked crosswalks shall be 1.8 m (6 ft) wide minimum.

R305.2.2 Cross Slope.

R305.2.2.1 Crossings with Stop Control. The cross slope shall be 2 percent maximum.

R305.2.2.2 Crossings without Stop Control. The cross slope shall be 5 percent maximum.

R305. 2.2.3 Midblock Crossings. The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.

R305.2.3 Running Slope. The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crosswalk.

R305.3 Pedestrian Signal Phase Timing. All pedestrian signal phase timing shall be calculated using a pedestrian walk speed of 1.1 m/s (3.5 ft/s) maximum. The crosswalk distance used in calculating pedestrian signal phase timing shall include the entire length of the crosswalk.

R305.4 Medians and Pedestrian Refuge Islands. Medians and pedestrian refuge islands in crosswalks shall comply with R305.4 and shall contain a pedestrian access route, including passing space, complying with R301 and connecting to each crosswalk.

R305.4.1 Length. Medians and pedestrian refuge islands shall be 1.8 m (6.0 ft) minimum in length in the direction of pedestrian travel.

Advisory R305.4.1 Length. The edges of cut-throughs and curb ramps are useful as cues to the direction of a crossing. This should be considered when planning an angled route through a median or island. Curb ramps in medians and islands can add difficulty to the crossing for some users. There are many factors to consider when deciding whether to ramp or cut-through a median or island. Those factors may include slope and cross slope of road, drainage, and width of median or island.

R305.4.2 Detectable Warnings. Medians and pedestrian refuge islands shall have detectable warnings complying with R304 at curb ramps and blended transitions. Detectable warnings at cut-through islands shall be located at the curbline in-line with the face of curb and shall be separated by a 61 cm (2.0 ft) minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway.

R305.5 Pedestrian Overpasses and Underpasses. Pedestrian overpasses and underpasses shall comply with R305.5.

R305.5.1 Pedestrian Access Route. Pedestrian overpasses and underpasses shall contain a pedestrian access route complying with R301.

R305.5.2 Approach. Where the approach slope exceeds 5 percent, the approach shall be a ramp 1.2 m (4.0 ft) minimum in width complying with R406 or an elevator, a limited use/limited application elevator, or platform lift complying with the applicable requirements in section 407, 408, and 410 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) and providing for independent operation.

Advisory R305.5.2 Approach. This provision leaves the decision of type of accessible vertical access up to the jurisdiction. Long ramps can present difficulties for some persons with disabilities and may require snow clearance. Elevators or lifts entail a maintenance obligation.

R305.5.3 Stairs. Stairs shall comply with R407.

R305.5.4 Escalators. Escalators shall comply with sections 6.1.3.5.6 and 6.1.3.6.5 of ASME A17.1 (incorporated by reference; see R104.2.3) and shall have a clear width of 82 cm (32 in) minimum.

R305.6 Roundabout Intersections. Where pedestrian facilities are provided at roundabout intersections, they shall comply with R305.6 and shall contain a pedestrian access route complying with R301.

R305.6.1 Separation. If walkways are curb-attached, there shall be a continuous and detectable edge treatment along the street side of the walkway wherever pedestrian crossing is not intended. Where chains, fencing, or railings are used, they shall have a bottom element 38 cm (15 in) maximum above the pedestrian access route.

Advisory R305.6.1 Separation. Because the pedestrian crossings are located off to the side of the pedestrian route around the street or highway and noise from continuously circulating traffic may mask useful audible cues. Carefully delineated crosswalk approaches with plantings, low enclosures, curbs, or other defined edges can be effective in identifying the crossing location(s). European and Australian roundabout intersections extend a 6- cm (24-inch) width of tactile surface treatment from the centerline of the ramp or blended transition across the full width of the sidewalk to provide an underfoot cue. Several manufacturers make a surface of raised bars for this use. The detectable warning surface should not be used, since it indicates the edge of a street or highway.

Schemes that remove cyclists from the circulating street or highway by means of a ramp that angles from the curb lane to the sidewalk and then provide re-entry by means of a similar ramp beyond the pedestrian crossing may provide false cues about the location of a crossing to pedestrians who are using the edge of the sidewalk for wayfinding. Designers should consider ways to mitigate this hazard.

R305.6.2 Signals. At roundabouts with multi-lane crossings, a pedestrian activated signal complying with R306 shall be provided for each segment of each crosswalk, including the splitter island. Signals shall clearly identify which crosswalk segment the signal serves.

Advisory R305.6.2 Signals. There are many suitable demand signals for this application. Crossings at some roundabout intersections in Australia and the United Kingdom

incorporate such systems, in which the driver first sees a flashing amber signal upon pedestrian activation and then a solid red while the pedestrian crosses to the splitter island (there is no green). These types of signals are also used in some U.S. cities at pedestrian crossings of arterial street or highways. The pedestrian pushbutton should be identifiable by a locator tone, and an accessible pedestrian signal incorporated to provide audible and vibrotactile notice of the gap created by the red signal. If properly signed, it need only be used occasionally by those who do not wish to rely solely on visual gap selection.

Roundabout intersections with single-lane approach and exit legs are not required to provide signals.

R305.7 Channelized Turn Lanes at Intersections. Where pedestrian crosswalks are provided at multi-lane right or left channelized turn lanes at intersections with pedestrian signal indications, a pedestrian activated signal complying with R306 shall be provided.

Advisory R305.7 Channelized Turn Lanes at Intersections. Accessible pedestrian signal devices installed at splitter and 'pork chop' islands must be carefully located and separated so that signal spillover does not give conflicting information about which crossing has the WALK indication displayed.

Additional guidance on signal types is provided in Advisory R305.6.2.

R306 Accessible Pedestrian Signals (APS)

R306.1 General. Pedestrian signals shall comply with R306.

R306.2 Pedestrian Signals. Each crosswalk with pedestrian signal indication shall have an accessible pedestrian signal which includes audible and vibrotactile indications of the WALK interval. Where a pedestrian pushbutton is provided, it shall be integrated into the accessible pedestrian signal and shall comply with R306.2.

Advisory R306.2 Pedestrian Signals. Signals should generally sound and vibrate throughout the WALK interval. Where signals rest in WALK, audible operation may be limited to a repetition at short intervals rather than continuous sounding for several minutes.

R306.2.1 Location. Accessible pedestrian signals shall be located so that the vibrotactile feature can be contacted from the level landing serving a curb ramp, if provided, or from a clear floor or ground space that is in line with the crosswalk line adjacent to the vehicle stop line.

R306.2.1.1 Crossings. Accessible pedestrian signal devices shall be 3.0 m (10.0 ft) minimum from other accessible pedestrian signals at a crossing. The control face of the accessible pedestrian signal shall be

installed to face the intersection and be parallel to the direction of the crosswalk it serves.

R306.2.1.2 Medians and Islands. Accessible pedestrian signals located in medians and islands shall be 1.5 m (5.0 ft) minimum from other accessible pedestrian signals.

R306.2.2 Reach and Clear Floor or Ground Space. Accessible pedestrian pushbuttons shall be located within a reach range complying with R404. A clear floor or ground space complying with R402 shall be provided at the pushbutton and shall connect to or overlap the pedestrian access route.

R306.2.3 Audible Walk Indication. The audible indication of the WALK interval shall be by tone or speech message.

R306.2.3.1 Tones. Tones shall consist of multiple frequencies with a dominant component at 880 Hz. The duration of the tone shall be 0.15 s and shall repeat at intervals of 0.15 s.

Advisory R306.2.3.1 Tones. Many new accessible pedestrian signal installations in the US use speech messages, which are perceived as being more user-friendly than tones. However, such messages may not be intelligible under high-ambient-noise conditions or to non-English speakers. Electronic tones are more universal and unambiguous. Section 4E.06 of the MUTCD specifies content of speech messages.

R306.2.3.2 Volume. Tone or voice volume measured at 92 cm (3.0 ft) from the pedestrian signal device shall be 2 dB minimum and 5 dB maximum above ambient noise level in standard operation and shall be responsive to ambient noise level changes.

Advisory R306.2.3.2 Volume. Where additional volume or beaconing features are available on pedestrian activation, they will momentarily exceed volume limits.

R306.3 Pedestrian Pushbuttons. Pedestrian pushbuttons shall comply with R306.3.

R306.3.1 Operation. Pedestrian pushbuttons shall comply with R405.4.

R306.3.2 Pushbutton Locator Tone. Pedestrian pushbuttons shall incorporate a locator tone at the pushbutton. Pushbutton locator tone volume measured at 92 cm (3.0 ft) from the pushbutton shall be 2 dB minimum and 5 dB maximum above ambient noise level and shall be responsive to ambient noise level changes. The duration of the locator tone shall be 0.15 s maximum and shall repeat at intervals of one second. The locator tone shall operate during the DON'T WALK and flashing DON'T WALK intervals only and shall be deactivated when the pedestrian signal is not operative.

R306.3.3 Size and Contrast. Pedestrian pushbuttons shall be a minimum of 0.5 cm (2 in) across in one dimension and shall contrast visually with their housing or mounting.

R306.3.4 Optional Features. An extended button press shall be permitted to activate additional features. Buttons that provide additional features shall be marked with three braille dots forming an equilateral triangle in the center of the pushbutton.

R306.4 Directional Information and Signs. Pedestrian signal devices shall provide tactile and visual signs complying with 306.4 on the face of the device or its housing or mounting to indicate crosswalk direction and the name of the street containing the crosswalk served by the pedestrian signal.

R306.4.1 Arrow. Signs shall include a tactile arrow aligned parallel to the crosswalk direction. The arrow shall be raised 0.8 mm (.03 inch) minimum and shall be 4 mm (1.5 in) minimum in length. The arrowhead shall be open at 45 degrees to the shaft and shall be 33 percent of the length of the shaft. Stroke width shall be 10 percent minimum and 15 percent maximum of arrow length. The arrow shall contrast with the background.

R306.4.2 Street Name. Accessible pedestrian signals (APS) shall include street name information aligned parallel to the crosswalk direction and shall comply with R409.3 or shall provide street name information in audible format.

R306.4.3 Crosswalk Configuration. Where provided, graphic indication of crosswalk configuration shall be tactile.

R307 Street Furniture

R307.1 General. Street furniture shall comply with R307.

Advisory R307.1 General. Elements are often placed on a sidewalk without coordination by different agencies or entities. Covered entities must ensure that the usability of the pedestrian access route is maintained.

Where items are added to an existing developed streetscape and the pedestrian walkway is not being replaced or altered within the scope of the project, locations should be carefully selected for minimum slope and cross slope and adequate width and maneuvering space to optimize usability.

R307.2 Clear Floor or Ground Space. Street furniture shall have clear space complying with R402 and shall be connected to the pedestrian access route.

R307.3 Drinking Fountains. Where drinking fountains are provided, they shall comply with R413.

R307.4 Public Telephones. Where public telephones are provided, they shall comply with R307.4.

R307.4.1 Single Telephone. Where a single public telephone is provided, it shall comply with sections 704.2 and 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.4.2 Multiple Telephones. Where a bank of public telephones is provided, at least one telephone shall comply with section 704.2 of Appendix D to 36 CFR part 1191, and at least one additional telephone shall comply with section 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.4.3 Volume Controls. All public telephones shall provide volume controls complying with section 704.3 of Appendix D to 36 CFR 1191.

R307.5 Public Toilet Facilities. Permanent or portable public toilet facilities shall comply with section 603 of Appendix D to 36 CFR part 1191. At least one fixture of each type provided shall comply with sections 604 through 610 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines). Operable parts, dispensers, receptacles, or other equipment shall comply with R405. Where multiple single-user toilet facilities are clustered at a single location, at least 5 percent, but no fewer than one single-user toilet at each cluster shall comply with section 603 of Appendix D to 36 CFR part 1191 and shall be identified by the International Symbol of Accessibility complying with R409.7.2.1.

R307.6 Tables, Counters, and Benches. Tables, counters, and benches shall comply with R307.6.

R307.6.1 Tables. Where tables are provided in a single location, at least 5 percent but no fewer than one, shall comply with section 902 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.6.2 Counters. Where provided, counters shall comply with section 904 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

R307.6.3 Benches.

R307.6.3.1 Clear Space for Wheelchairs at Benches. Where benches without tables are provided at a single location, at least 50 percent, but no fewer than one, shall provide clear space complying with R402 positioned at the end of the bench seat and located for shoulder-to-shoulder seating.

R307.6.3.2 Benches. Where benches without tables are provided at a single location, at least 50 percent, but no fewer than one, shall have a seat

height at the front edge of 43 cm (17 in) minimum and 49 cm (19 in) maximum above the ground or floor space.

Advisory R307.6.3.2 Benches. Benches will be most useful if they have full back support and armrests to assist in sitting and standing.

R308 On-Street Parking

R308.1 General. On-street parking spaces shall comply with R308.

R308.2 Parallel Parking Spaces.

R308.2.1 Wide Walkways. Where the width of the adjacent walkway exceeds 4.3 m (14 ft), an access aisle at least 1.5 m (5.0 ft) wide shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. The access aisle shall not encroach on the vehicular travel lane.

Advisory R308.2.1 Wide Walkways. The walkway adjacent to an accessible parallel parking space should be free of obstructions such as signage, plantings, or equipment that would preclude deployment of a vehicle side-lift onto the access aisle or walkway.

A vehicle may park at the curb or at the parking lane boundary in order to locate the access aisle for individual use.

R308.2.2 Narrow Walkways. An access aisle is not required where the width of the adjacent walkway is less than or equal to 4.3 m (14 ft). When an access aisle is not provided, the parking space shall be located at either end of the block face.

Advisory R308.2.2 Narrow Walkways. An end-of-block space can be served by the curb ramps at the street crossing.

R308.3 Perpendicular or Angled Parking Spaces. Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. Access aisles shall be marked so as to discourage parking in them.

Advisory R308.3 Perpendicular or Angled Parking Spaces. All accessible angled and perpendicular on-street parking is treated as van parking with wide access aisles. In many cases, two spaces on either side of a single access aisle will satisfy scoping requirements. Where backing into the space (to locate the access aisle on the side needed) is not permitted, an access aisle for each accessible space should be provided.

R308.4 Curb Ramps or Blended Transitions. A curb ramp or blended transition complying with R303 shall connect the access aisle to the pedestrian access route.

R308.5 Signs. Parking space identification signs shall include the International Symbol of Accessibility complying with R409.5.10. Signs shall be located at the head or foot of the parking space so as not to interfere with the operation of a side lift or a passenger side transfer.

Advisory R308.5 Signs. Accessible parallel parking spaces located at the foot of a block can serve vans that have rear lifts or cars with scooter platforms.

R308.6 Parking Meters. Where parking meters are provided, they shall comply with R308.6. Operable parts shall comply with R405.

R308.6.1 Meters at Parking Spaces. A parking meter shall be located at the head or foot of a parallel parking space so as not to interfere with the operation of a side lift or a passenger side transfer.

R308.6.2 Remote Meters. Where payment for parking in a space is included in a centralized collection box or paying station, the space shall be connected to the centralized collection point with a pedestrian access route.

R308.6.3 Displays and Information. Displays and information shall be visible from a point located 1.0 m (3.3 ft) maximum above the center of the clear floor space in front of the meter.

R309 Call Boxes

R309.1 General. Call boxes shall comply with R309. Where provided, labeling shall comply with R409.2 and R409.3.

Advisory R309.1 General. These provisions may be helpful in making other types of emergency communication devices accessible such as on street security phone systems.

R309.2 Operable Parts.

R309.2.1 Electronic Operation. Operable parts shall comply with R405.

R309.2.2 Mechanical Operation. Operable parts shall comply with R404 and R405.2. Mechanically operated systems in which the signal is initiated by a lever pull shall be permitted to have an activating force of 53.4 N (12 lbs) maximum.

R309.3 Edge Protection. Edge protection complying with R406.8 shall be provided where the use area at the call box is adjacent to an abrupt level change.

R309.4 Motor Vehicle Turnouts. Where provided, a motor vehicle turnout shall have a minimum paved area of 4.9 m (16 ft) wide minimum and 7.0 m (23 ft) long minimum and shall connect to the clear space at the call box with a pedestrian access route complying with R301. Where shoulder texturing is used, it shall be discontinued at the turnout.

R309.5 Two-Way Communication. Where provided, two-way voice communication shall comply with R309.5, and with sections 708.2 and 708.3 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines).

> **R309.5.1 Volume Controls.** Volume controls complying with section 704.3 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) shall be provided.
>
> **R309.5.2 TTY.** A TTY complying with section 704.4 of Appendix D to 36 CFR part 1191 (the ADA and ABA Accessibility Guidelines) shall be provided.

CHAPTER R4: SUPPLEMENTARY TECHNICAL PROVISIONS

R401 Protruding Objects

R401.1 General. Protruding objects on sidewalks and other pedestrian circulation paths shall comply with R401 and shall not reduce the clear width required for pedestrian access routes.

Advisory R401.1 General. Banners, awnings, tree branches, sidewalk sculpture, and temporary street or highway signs can become protruding objects if not placed or maintained properly.

R401.2 Protrusion Limits. Objects with leading edges more than 685 mm (27 in) and not more than 2 m (80 in) above the finish surface or ground shall protrude 100 mm (4 in) maximum horizontally into the pedestrian circulation path.

R401.3 Post-Mounted Objects. Objects mounted on free-standing posts or pylons, 685 mm (27 inches) minimum and 2030 mm (80 inches) maximum above the finish surface or ground, shall overhang circulation paths 100 mm (4 inches) maximum beyond the post or pylon base measured 150 mm (6 inches) minimum above the finish surface or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 305 mm (12 in), the lowest edge of such sign or obstruction shall be 685 mm (27 in) maximum or 2 m (80 in) minimum above the finish surface.

R401.4 Reduced Vertical Clearance. Guardrails or other barriers shall be provided where the vertical clearance is less than 2 m (80 in) high. The leading edge of such

guardrail or barrier shall be located 685 mm (27 in) maximum above the finish surface or ground.

R402 Clear Space

R402.1 General. Clear space at accessible pedestrian signals (APS), street furniture, and operable parts shall comply with R402.

R402.2 Surface Characteristics. Surfaces of clear spaces shall comply with R301.5 and shall have a slope and cross slope of 2 percent maximum.

R402.3 Size. The clear space shall be 760 mm (30 in) minimum by 1220 mm (48 in) minimum.

R402.4 Knee and Toe Clearance. Unless otherwise specified, clear space shall be permitted to include knee and toe clearance complying with R403.

R402.5.Position. Unless otherwise specified, clear space shall be positioned for either forward or parallel approach to an element.

R402.6 Approach. One full unobstructed side of the clear space shall adjoin a pedestrian access route or adjoin another clear space.

R402.7 Maneuvering Space. Where a clear space is located in an alcove or otherwise confined on all or part of three sides, additional maneuvering space shall be provided in accordance with R402.7.1 and R402.7.2.

> **R402.7.1 Forward Approach.** Alcoves shall be 915 mm (36 in) wide minimum where the depth exceeds 610 mm (24 in).
>
> **R402.7.2 Parallel Approach.** Alcoves shall be 1525 mm (60 in) wide minimum where the depth exceeds 380 mm (15 in).

R403 Knee and Toe Clearance

R403.1 General. Where space beneath an element is included as part of clear space, the space shall comply with R403. Additional space shall not be prohibited beneath an element but shall not be considered as part of the clear space.

Advisory R403.1 General. Clearances are measured in relation to the usable clear space, not necessarily to the vertical support for an element. When determining clearance under an object for required maneuvering space, care should be taken to ensure the space is clear of any obstructions.

R403.2 Toe Clearance.

R403.2.1 General. Space under an element between the finish surface and 230 mm (9 in) above the finish surface shall be considered toe clearance and shall comply with R403.2.

R403.2.2 Maximum Depth. Toe clearance shall extend 635 mm (25 in) maximum under an element.

R403.2.3 Minimum Required Depth. Where toe clearance is required at an element as part of a clear space, the toe clearance shall extend 430 mm (17 in) minimum under the element.

R403.2.4 Additional Clearance. Space extending more than 150 mm (6 in) beyond the available knee clearance at 230 mm (9 in) above the finish surface shall not be considered toe clearance.

R403.2.5 Width. Toe clearance shall be 760 mm (30 in) wide minimum.

R403.3 Knee Clearance.

R403.3.1 General. Space under an element between 230 mm (9 in) and 685 mm (27 in) above the finish surface shall be considered knee clearance and shall comply with R403.3.

R403.3.2 Maximum Depth. Knee clearance shall extend 635 mm (25 in) maximum under an element at 230 mm (9 in) above the finish surface.

R403.3.3 Minimum Required Depth. Where knee clearance is required under an element as part of a clear space, the knee clearance shall be 280 mm (11 in) deep minimum at 230 mm (9 in) above the finish surface, and 205 mm (8 in) deep minimum at 685 mm (27 in) above the finish surface.

R403.3.4 Clearance Reduction. Between 230 mm (9 in) and 685 mm (27 in) above the finish surface, the knee clearance shall be permitted to reduce at a rate of 25 mm (one inch) in depth for each 150 mm (6 in) in height.

R403.3.5 Width. Knee clearance shall be 760 mm (30 in) wide minimum.

R404 Reach Ranges

R404.1 General. Reach ranges shall comply with R404.

R404.2 Forward Reach.

R404.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (48 in) maximum and the low forward reach shall be 380 mm (15 in) minimum above the finish surface.

R404.2.2 Obstructed High Reach. Where a high forward reach is over an obstruction, the clear space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 1220 mm (48 in) maximum where the reach depth is 510 mm (20 in) maximum. Where the reach depth exceeds 510 mm (20 in), the high forward reach shall be 1120 mm (44 in) maximum and the reach depth shall be 635 mm (25 in) maximum.

R404.3 Side Reach.

R404.3.1 Unobstructed. Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 1220 mm (48 in) maximum and the low side reach shall be 380 mm (15 in) minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 255 mm (10 in) maximum.

R404.3.2 Obstructed High Reach. Where a clear space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 865 mm (34 in) maximum and the depth of the obstruction shall be 610 mm (24 in) maximum. The high side reach shall be 1220 mm (48 in) maximum for a reach depth of 255 mm (10 in) maximum. Where the reach depth exceeds 266 mm (10 in), the high side reach shall be 1170 mm (46 in) maximum for a reach depth of 610 mm (24 in) maximum.

R405 Operable Parts

R405.1 General. Operable parts shall comply with R405.

R405.2 Clear Space. A clear space complying with R402 shall be provided.

R405.3 Height. Operable parts shall be placed within one or more of the reach ranges specified in R404.

R405.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 22 N (5 lbs) maximum.

R406 Ramps

R406.1 General. Ramps shall comply with R406.

R406.2 Slope. Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum.

Advisory R406.2 Slope. To accommodate the widest range of users, provide ramps with

the least possible running slope and, wherever possible, accompany ramps with stairs for use by those individuals for whom distance presents a greater barrier than steps, for example, people with heart disease or limited stamina.

R406.3 Cross Slope. Cross slope of ramp runs shall be 2 percent maximum.

R406.4 Surfaces. Ramp run surfaces shall comply with R301.5.

R406.5 Rise. The rise for any ramp run shall be 76 cm (30 in) maximum.

R406.6 Landings. Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with R406.6.

R406.6.1 Slope. Perpendicular and parallel ramp landing slopes shall be 2 percent maximum.

R406.6.2 Width. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.

R406.6.3 Length. The landing clear length shall be 1.5 m (5.0 ft) long minimum.

R406.6.4 Change in Direction. Ramps that change direction between runs at landings shall have a clear landing 1.5 m (5.0 ft) minimum by 1.5 m (5.0 ft) minimum.

R406.7 Handrails. Ramp runs with a rise greater than 15 cm (6 in) shall have handrails complying with R408.

R406.8 Edge Protection. Edge protection complying with R406.8.1 or R406.8.2 shall be provided on each side of ramp runs. Edge protection shall not be required on curb ramps and their landings.

R406.8.1 Extended Ramp Surface. The surface of the ramp run or landing shall extend 31 cm (12 in) minimum beyond the inside face of a handrail complying with R408.

Advisory R406.8.1 Extended Ramp Surface. The extended surface prevents wheelchair casters and crutch tips from slipping off the ramp surface.

R406.8.2 Curb or Barrier. A curb or barrier shall be provided that prevents the passage of a 100 mm (4 in) diameter sphere, where any portion of the sphere is within 100 mm (4 in) of the ramp surface.

R407 Stairways

R407.1 General. Stairways shall comply with R407.

R407.2 Treads and Risers. All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 100 mm (4 in) high minimum and 180 mm (7 in) high maximum. Treads shall be 28 cm (11 in) deep minimum.

R407.3 Open Risers. Open risers are not permitted.

R407.4 Tread Surface. Stairway treads shall comply with R301.5. Stairway treads shall have a 51 mm (2 in) minimum wide strip that contrasts visually with the tread and riser. The strip shall be located at the front of each tread and run the full width of the tread.

R407.5 Nosings. The radius of curvature at the leading edge of the tread shall be 13 mm (0.5 inch) maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 38 mm (1.5 in) maximum over the tread below.

R407.6 Handrails. Stairs shall have handrails complying with R408.

R408 Handrails

R408.1 General. Handrails provided along walking surfaces complying with R301, required at ramps complying with R406, and required at stairs complying with R407 shall comply with R408.

Advisory R408.1 General. Handrails are required on ramp runs with a rise greater than 150 mm (6 in) and on certain stairways. Handrails are not required on walking surfaces with running slopes less than 5 percent. However, if handrails are provided on walking surfaces with running slopes less than 5 percent, they must comply with R408. Sections R408.2, R408.3, and R408.10 do not apply to handrails provided on walking surfaces with running slopes less than 5 percent as those sections only reference requirements for ramps and stairs.

R408.2 Where Required. Handrails shall be provided on both sides of stairs and ramps.

R408.3 Continuity. Handrails shall be continuous within the full length of each stair flight or ramp run. Inside handrails on switchback or dogleg stairs and ramps shall be continuous between flights or runs.

R408.4 Height. Top of gripping surfaces of handrails shall be 87 cm mm (34 in) minimum and 97 cm (38 in) maximum vertically above walking surfaces, stair nosings, and ramp surfaces. Handrails shall be at a consistent height above walking surfaces, stair nosings, and ramp surfaces.

R408.5 Clearance. Clearance between handrail gripping surfaces and adjacent surfaces shall be 38 mm (1.5 in) minimum.

R408.6 Gripping Surface. Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 38 mm (1.5 in) minimum below the bottom of the handrail gripping surface.

Advisory R408.6 Gripping Surface. People with disabilities, older people, and others benefit from continuous gripping surfaces that permit users to reach the fingers outward or downward to grasp the handrail.

R408.7 Cross Section. Handrail gripping surfaces shall have a cross section complying with R408.7.1 or R408.7.2.

R408.7.1 Circular Cross Section. Handrail gripping surfaces with a circular cross section shall have an outside diameter of 32 mm (1.25 in) minimum and 51 mm (2 in) maximum.

R408.7.2 Non-Circular Cross Sections. Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 100 mm (4 in) minimum and 160 mm (6.25 in) maximum, and a cross-section dimension of 57 mm (2.25 in) maximum.

R408.8 Surfaces. Handrail gripping surfaces and any surfaces adjacent to them shall be free of sharp or abrasive elements and shall have rounded edges.

R408.9 Fittings. Handrails shall not rotate within their fittings.

R408.10 Handrail Extensions. Handrail gripping surfaces shall extend beyond and in the same direction of stair flights and ramp runs in accordance with R408.10. Extensions shall not be required for continuous handrails at the inside turn of switchback or dogleg stairs and ramps.

R408.10.1 Top and Bottom Extension at Ramps. Ramp handrails shall extend horizontally above the landing for 31 cm (12 in) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.

R408.10.2 Top Extension at Stairways. At the top of a stair flight, handrails shall extend horizontally above the landing for 31 cm (12 in) minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

R408.10.3 Bottom Extension at Stairways. At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extension shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

R409 Signs

R409.1 General. Signs shall comply with R409. Where both visual and tactile characters are required, either one sign with both visual and tactile characters, or two separate signs, one with visual, and one with tactile characters, shall be provided.

R409.2 Raised Characters. Raised characters shall comply with R409.2 and shall be duplicated in braille complying with R409.3. Raised characters shall be installed in accordance with R409.4.

Advisory R409.2 Raised Characters. Signs that are designed to be read by touch should not have sharp or abrasive edges.

R409.2.1 Depth. Raised characters shall be 0.8 mm (.03 in) minimum above their background.

R409.2.2 Case. Characters shall be uppercase.

R409.2.3 Style. Characters shall be sans serif. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

R409.2.4 Character Proportions. Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

R409.2.5 Character Height. Character height measured vertically from the baseline of the character shall be 16 mm (0.625 in) minimum and 51 mm (2 in) maximum based on the height of the uppercase letter "I". Where separate raised and visual characters with the same information are provided, raised character height shall be permitted to be 13 mm (0.5 in) minimum.

R409.2.6 Stroke Thickness. Stroke thickness of the uppercase letter "I" shall be 15 percent maximum of the height of the character.

R409.2.7 Character Spacing. Character spacing shall be measured between the two closest points of adjacent raised characters within a message, excluding word spaces. Where characters have rectangular cross sections, spacing between individual raised characters shall be 3.2 mm (0.125 in) minimum and 4 times the raised character stroke width maximum. Where characters have other cross sections, spacing between individual raised characters shall be 1.6 mm (.625 in)

minimum and 4 times the raised character stroke width maximum at the base of the cross sections, and 3.2 mm (0.125 in) minimum and 4 times the raised character stroke width maximum at the top of the cross sections. Characters shall be separated from raised borders and decorative elements 9.5 mm (.375 in) minimum.

R409.2.8 Line Spacing. Spacing between the baselines of separate lines of raised characters within a message shall be 135 percent minimum and 170 percent maximum of the raised character height.

R409.3 Braille. Braille shall be contracted (Grade 2) and shall comply with R409.3 and R409.4.

R409.3.1 Dimensions and Capitalization. Braille dots shall have a domed or rounded shape and shall comply with Table R409.3.1. The indication of an uppercase letter or letters shall only be used before the first word of sentences, proper nouns and names, individual letters of the alphabet, initials, and acronyms.

R409.3.1 Braille Dimensions

Measurement Range	Minimum in Millimeters Maximum in Millimeters
Dot base diameter	1.5 mm (0.059 in) to 1.6 mm (0.063 in)
Distance between two dots in the same cell[1]	2.3 mm (0.090 in) to 2.5 mm (0.100 in)
Distance between corresponding dots in adjacent cells[1]	6.1 mm (0.241 in) to 7.6 mm (0.300 in)
Dot height	0.6 mm (0.025 in) to 0.9 mm (0.037 in)
Distance between corresponding dots from one cell directly below[1]	10 mm (0.395 in) 10.2 mm to (0.400 in)

1. Measured center to center.

R409.3.2 Position. Braille shall be positioned below the corresponding text. If text is multi-lined, braille shall be placed below the entire text. Braille shall be separated 9.5 mm (.375 in) minimum from any other tactile characters and 9.5 mm (.375 in) minimum from raised borders and decorative elements. Braille provided on elevator car controls shall be separated 4.8 mm (.1875 in) minimum and shall be located either directly below or adjacent to the corresponding raised characters or symbols.

R409.4 Installation Height and Location. Signs with tactile characters shall comply with R409.4.

R409.4.1 Height Above Finish Floor or Ground. Tactile characters on signs shall be located 1.2 m (4.0 ft) minimum above the finish floor or ground surface, measured from the baseline of the lowest tactile character and 1.5 m (5.0 ft) maximum above the finish floor or ground surface, measured from the baseline of the highest tactile character. Tactile characters for elevator car controls shall not be required to comply with R409.4.1.

R409.5 Visual Characters. Visual characters shall comply with R409.5. Where visual characters comply with R409.2 and are accompanied by braille complying with R409.3, they shall not be required to comply with R409.5.2 through R409.5.9.

R409.5.1 Finish and Contrast. Characters and their background shall have a non-glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background.

Advisory R409.5.1 Finish and Contrast. Signs are more legible for persons with low vision when characters contrast as much as possible with their background. Additional factors affecting the ease with which the text can be distinguished from its background include shadows cast by lighting sources, surface glare, and the uniformity of the text and its background colors and textures.

R409.5.2 Case. Characters shall be uppercase or lowercase or a combination of both.

R409.5.3 Style. Characters shall be conventional in form. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

R409.5.4 Character Proportions. Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

R409.5.5 Character Height. Minimum character height shall comply with Table R409.5.5. Viewing distance shall be measured as the horizontal distance between the character and an obstruction preventing further approach towards the sign. Character height shall be based on the uppercase letter "I".

R409.5.5 Visual Character Height

Height to Finish Floor or Ground From Baseline of Character	Horizontal Viewing Distance	Minimum Character Height
1.0 m (3.3 ft) to less than or equal to 1.8 m	less than 1.8 m (6 ft)	16 mm (0.625 in)
	1.8 m (6 ft) and	16 mm (0.625 in), plus 3.2 mm (0.125

(5.8 ft)	greater	in) per 0.3 m (one ft) of viewing distance above 1.8 m (6 ft)
Greater than 1.8 m (5.8 ft) to less than or equal to 3.0 m (10 ft)	less than 4.6 m (15 ft)	51 mm (2 in)
	4.6 m (15 ft) and greater	51 mm (2 in), plus 3.2 mm (0.125 in) per 0.3 m (12 in) of viewing distance above 4.6 m (15 ft)
greater than 3.0 m (10 ft)	less than 6.4 m (21 ft)	75 mm (3 in)
	6.4 m (21 ft) and greater	75 mm (3 in), plus 3.2 mm (0.125 in) per 0.3 m (12 in) of viewing distance above 6.4 m (21 ft)

R409.5.6 Height from Finish Floor or Ground. Visual characters shall be 1.0 m (3.25 ft) minimum above the finish floor or ground. Visual characters indicating elevator car controls shall not be required to comply with R409.5.6.

R409.5.7 Stroke Thickness. Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 30 percent maximum of the height of the character.

R409.5.8 Character Spacing. Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height.

R409.5.9 Line Spacing. Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height.

R409.5.10 The International Symbol of Accessibility. The International Symbols of Accessibility shall comply with Figure 409.5.10.



Figure R409.5.10
International Symbol of Accessibility

R410 Bus Stops

R410.1 Bus Boarding and Alighting Areas. Bus boarding and alighting areas shall comply with R410.

Advisory R410.1 Bus Boarding and Alighting Areas. At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.

R410.1.1 Surface. Bus stop boarding and alighting areas shall have a firm, stable, and slip resistant surface.

R410.1.2 Dimensions. Bus stop boarding and alighting areas shall provide a clear length of 2.4 m (8.0 ft) minimum, measured perpendicular to the curb or vehicle street or highway edge, and a clear width of 1.5 m (5.0 ft) minimum, measured parallel to the vehicle street or highway.

R410.1.3 Connection. Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by a pedestrian access route complying with R301.

R410.1.4 Grade. Parallel to the street or highway, the grade of the bus stop boarding and alighting area shall be the same as the street or highway, to the maximum extent practicable. Perpendicular to the street or highway, the grade of the bus stop boarding and alighting area shall not be steeper than 2 percent.

R410.2 Bus Shelters. Bus shelters shall provide a minimum clear space complying with R402 entirely within the shelter. Bus shelters shall be connected by pedestrian access route complying with R301 to a boarding and alighting area complying with R410.1.

R411 Doors, Doorways, and Gates

R411.1 General. Doors, doorways, and gates that are part of a pedestrian access route shall comply with R411.

Advisory R411.1 General. This section provides information on minimum width and maneuvering space requirements for doors, doorways, and gates. For additional requirements for accessible doors, doorways, and gates, see 36 CFR part 1191 Appendix D Section 404 (the ADA and ABA Accessibility Guidelines).

R411.2 Manual Doors, Doorways, and Manual Gates. Manual doors and doorways and manual gates intended for user passage shall comply with R411.2.

R411.2.1 Revolving Doors, Gates, and Turnstiles. Revolving doors, revolving gates, and turnstiles shall not be part of a pedestrian access route.

R411.2.2 Double-Leaf Doors and Gates. At least one of the active leaves of doorways with two leaves shall comply with R411.2.3 and R411.2.4.

R411.2.3 Clear Width. Door openings shall provide a clear width of 82 cm (32 in) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 61 cm (24 in) deep shall provide a clear opening of 92 cm (36 in) minimum. There shall be no projections into the required clear opening width lower than 87 cm (34 in) above the finish floor or ground. Projections into the clear opening width between 87 cm (34 in) and 2 m (6.7 ft) above the finish floor or ground shall not exceed 100 mm (4 in).

R411.2.4 Maneuvering Clearances. Minimum maneuvering clearances at doors and gates shall comply with R411.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

R411.2.4.1 Swinging Doors and Gates. Swinging doors and gates shall have maneuvering clearances complying with Table R411.2.4.1.

R411.2.4.1 Maneuvering Clearances at Manual Swinging Doors and Gates

Type of Use		Minimum Maneuvering Clearance	
Approach Direction	**Door or Gate Side**	**Perpendicular to Doorway**	**Parallel to Doorway (beyond latch side unless noted)**
From front	Pull	153 cm (60 in)	46 cm (18 in)
From front	Push	122 cm (48 in)	0 mm (0 in)[1]
From hinge side	Pull	153 cm (60 in)	92 cm (36 in)
From hinge side	Pull	137 cm (54 in)	107 cm (42 in)
From hinge side	Push	107 cm (42 in)[2]	56 cm (22 in)[3]
From latch side	Pull	122 cm (48 in)[4]	61 cm (24 in)
From latch side	Push	107 cm (42 in)[4]	61 cm (24 in)

1. Add 305 cm (12 in) if closer and latch are provided.
2. Add 150 mm (6 in) if closer and latch are provided.
3. Beyond hinge side.
4. Add 150 mm (6 in) if closer is provided.

R411.2.4.2 Doorways without Doors or Gates, Sliding Doors, and Folding Doors. Doorways less than 92 cm (36 in) wide without doors or gates, sliding doors, or folding doors shall have maneuvering clearances complying with Table R411.2.4.2.

R411.2.4.2 Maneuvering Clearances at Doorways without Doors or Gates, Manual Sliding Doors, and Manual Folding Doors

	Minimum Maneuvering Clearance	
Approach Direction	**Perpendicular to Doorway**	**Parallel to Doorway (beyond stop/latch side unless noted)**
From Front	122 cm (48 in)	0 mm (0 in)

From side[1]	107 cm (42 in)	0 mm (0 in)
From pocket/hinge side	107 cm (42 in)	56 cm (22 in)[2]
From stop/latch side	107 cm (42 in)	61 cm (24 in)

1. Doorway with no door only.
2. Beyond pocket/hinge side.

R411.2.4.3 Recessed Doors and Gates. Maneuvering clearances for forward approach shall be provided when any obstruction within 46 cm (18 in) of the latch side of a doorway projects more than 205 mm (8 in) beyond the face of the door, measured perpendicular to the face of the door or gate.

Advisory R411.2.4.3 Recessed Doors and Gates. A door can be recessed due to wall thickness or because of the placement of casework and other fixed elements adjacent to the doorway. This provision must be applied wherever doors are recessed.

R411.2.4.4 Floor or Ground Surface. Floor or ground surface within required maneuvering clearances shall comply with R301.5.

R411.2.5 Doors in Series and Gates in Series. The distance between two hinged or pivoted doors in series and gates in series shall be 1.2 m (48 in) minimum plus the width of doors or gates swinging into the space.

R411.2.6 Door and Gate Hardware. Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with R405. Operable parts of such hardware shall be 87 cm (34 in) minimum and 122 cm (48 in) maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

R412 Passenger Loading Zones

R412.1 General. Passenger loading zones shall comply with R412.

R412.2 Vehicle Pull-Up Space. Passenger loading zones shall provide a vehicular pull-up space 2.4 m (8 ft) wide minimum and 6.1 m (20 ft) long minimum.

R412.3 Access Aisle. Passenger loading zones shall provide access aisles complying with R412 adjacent to the vehicle pull-up space. Access aisles shall adjoin a pedestrian access route and shall not overlap the vehicular way.

R412.3.1 Width. Access aisles serving vehicle pull-up spaces shall be 1.5 m (5.0 ft) wide minimum.

R412.3.2 Length. Access aisles shall extend the full length of the vehicle pull-up spaces they serve.

R412.3.3 Marking. Access aisles shall be marked so as to discourage parking in them.

R412.4 Floor and Ground Surfaces. Access aisles serving vehicle pull-up spaces shall comply with R301.5. Access aisles shall be at the same level as the vehicle pull-up space they serve.

R412.5 Vertical Clearance. Vehicle pull-up spaces, access aisles serving them, and a vehicular route to and from the passenger loading zone shall provide a vertical clearance of 3 m (9.5 ft) minimum.

R413 Drinking Fountains

R413.1 General. Drinking fountains shall comply with R401 and R413.

R413.2 Clear Floor Space. Units shall have a clear space complying with R402 positioned for a forward approach and centered on the unit. Knee and toe clearance complying with R403 shall be provided.

R413.3 Operable Parts. Operable parts shall comply with R405.

R413.4 Spout Height. Spout outlets shall be 92 cm (36 in) maximum above the finish floor or ground.

R413.5 Spout Location. The spout shall be located 38 cm (15 in) minimum from the vertical support and 125 mm (5 in) maximum from the front edge of the unit, including bumpers.

R413.6 Water Flow. The spout shall provide a flow of water 100 mm (4 in) high minimum and shall be located 125 mm (5 in) maximum from the front of the unit. The angle of the water stream shall be measured horizontally relative to the front face of the unit. Where spouts are located less than 75 mm (3 in) of the front of the unit, the angle of the water stream shall be 30 degrees maximum. Where spouts are located between 75 mm (3 in) and 125 mm (5 in) maximum from the front of the unit, the angle of the water stream shall be 15 degrees maximum.

Advisory R413.6 Water Flow. The purpose of requiring the drinking fountain spout to produce a flow of water 4 inches (100 mm) high minimum is so that a cup can be inserted under the flow of water to provide a drink of water for an individual who, because of a disability, would otherwise be incapable of using the drinking fountain.

R413.7 Drinking Fountains for Standing Persons. Spout outlets of drinking fountains for standing persons shall be 97 cm (38 in) minimum and 109 cm (43 in) maximum above the finish floor or ground.

R414 Rail Platforms

R414.1 General. Rail platforms shall comply with R414. In light rail, commuter rail, and intercity rail systems, platforms shall provide level-entry boarding where structurally and operationally practicable.

R414.2 Slope. Rail platforms shall not exceed a slope of 2 percent in all directions. Where platforms serve vehicles operating on existing track or track laid in existing street or highway, the slope of the platform parallel to the track shall be permitted to be equal to the slope (grade) of the street or highway or existing track.

R414.3 Detectable Warnings. Platform boarding edges not protected by platform screens or guards shall have detectable warnings complying with R304 along the full length of the public use area of the platform.

R414.4 Platform and Vehicle Floor Coordination. Station platforms shall be positioned to coordinate with vehicles in accordance with the applicable requirements of 36 CFR part 1192 (ADA Accessibility Guidelines for Transportation Vehicles). Low-level platforms shall be 205 mm (8 in) minimum above top of rail. Where vehicles are boarded from sidewalks or street-level, low-level platforms shall be permitted to be less than 205 mm (8 in).

*Advisory R414.4 Platform and Vehicle Floor Coordination. The height and position of a platform must be coordinated with the floor of the vehicles it serves to minimize the vertical and horizontal gaps, in accordance with the ADA Accessibility Guidelines for Transportation Vehicles (36 CFR part 1192). The vehicle guidelines, divided by bus, van, light rail, rapid rail, commuter rail, intercity rail, are available at **www.access-board.gov**. The preferred alignment is a high platform, level with the vehicle floor. In some cases, the vehicle guidelines permit use of a low platform in conjunction with a lift or ramp. Most such low platforms must have a minimum height of eight inches above the top of the rail. Some vehicles are designed to be boarded from a street or the sidewalk along the street. The exception permits those boarding areas to be less than eight inches high.*

R415 Rail Station Signs

R415.1 General. Rail station signs shall comply with R415.

Advisory R415.1 General. Emerging technologies such as audible sign systems using infrared transmitters and receivers may provide greater accessibility in the transit environment than traditional braille and raised letter signs. The transmitters are placed

on or next to print signs and transmit their information to an infrared receiver that is held by a person. By scanning an area, the person will hear the sign. This means that signs can be placed well out of reach of pedestrians, even on parapet walls and on walls beyond barriers. Additionally, such signs can be used to provide wayfinding information that cannot be efficiently conveyed on braille signs.

R415.2 Entrances. Where signs identify a station or its entrance, at least one sign at each entrance shall comply with R409.2 and shall be placed in uniform locations to the maximum extent practicable. Where signs identify a station that has no defined entrance, at least one sign shall comply with R409.2 and shall be placed in a central location. Tactile signs shall not be required where audible signs are remotely transmitted to hand-held receivers, or are user- or proximity-actuated.

R415.3 Routes and Destinations. Lists of stations, routes and destinations served by the station which are located on boarding areas, platforms, or mezzanines shall comply with R409.5. Signs covered by this requirement shall, to the maximum extent practicable, be placed in uniform locations within the system. Where sign space is limited, characters shall not be required to exceed 75 mm (3 in). At least one tactile sign identifying the specific station and complying with R409.2 shall be provided on each platform or boarding area. Tactile signs shall not be required where audible signs are remotely transmitted to hand-held receivers, or are user- or proximity-actuated. Route maps are not required to comply.

R415.4 Station Names. Stations covered by this section shall have identification signs complying with R409.5. Signs shall be clearly visible and within the sight lines of standing and sitting passengers from within the vehicle on both sides when not obstructed by another vehicle.

Appendix G – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

Public Works Committee **6. 2.**

Meeting Date: 07/17/2018

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

Attached is a calendar of future topics for review and discussion by the Public Works Committee. The list includes topics drawn from Committee requests received during meetings and/or topics previously discussed by the Committee that are not yet resolved. All dates shown are estimated based on availability of information, staff workload, and competing objectives and are therefore subject to change.

Timeframe:

Staff estimates 5 minutes will be necessary to review the future topics calendar and address Committee questions.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

No formal action required. For Committee review and discussion purposes only.

Attachments

PWC Calendar July2018

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	07/12/2018 03:42 PM
Kurt Ulrich	Kurt Ulrich	07/12/2018 04:08 PM
Form Started By: Bruce Westby		Started On: 07/05/2018 02:55 PM
Final Approval Date: 07/12/2018		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
August 2018	Sunfish Lake Sedimentation Basin Improvements *(Westby)*
September 2018	Gibbon Street Basement Flooding Funding Options *(Westby)*
October 2018	Well Siting Study - Well #9 *(Westby)*
Future/TBD	Sunwood Drive Roundabout Landscaping *(Riemer)*
Future/TBD	County Ditch Maintenance / Buffer Law *(Westby)*
Date	**Topics for Discussion – Regulatory**
Future/TBD	Sunfish Lake Boulevard Speed Zone Study Results *(Westby)*
October 2018	Wellhead Protection Plan Update *(Westby)*
Date	**Topics for Discussion – Policy**
Future	Landscaped Median Maintenance Policy *(Riemer)*
November 2018	Draft Trail Maintenance Policy *(Westby)*
November 2018	Draft Stormwater Pond Maintenance Policy *(Westby)*
July 2018	ADA Transition Plan *(Westby)*
Date	**Topics for Discussion – Planning and Budget**
October 2018	Municipal State Aid System (MSAS) Revisions *(Westby)*
September 2018	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies *(Westby)*
Future	Public Works Facility Review/Update *(Riemer)*
February 2019	Long-Term Water Supply Plan *(Westby)*
Date	**Topics for Discussion – Staff Updates**
February 2019	Water Conservation Opportunities / Incentives *(Westby)*
January 2019	Asset Management Program *(Westby)*

* Dates are estimated and are subject to change based on availability of information, staff workload, and competing objectives.

Public Works Committee **6. 3.**

Meeting Date: 07/17/2018

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

Purpose/Background:

The purpose of this case is to update the Public Works Committee on current and proposed improvement projects within the City, and on other items of interest to the Committee.

City Improvement Projects

- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd. (#16-20)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **River's Bend Street Reconstructions (#17-02)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **Puma Street Utilities Extensions (#17-10)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **Stanhope Terrace Street Reconstructions (#18-00)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **2018 Street Overlay Improvements (#18-03)**
  - Construction substantially complete
  - Final payment 2019
- **2018 Crackseal and Sealcoat Improvements (#18-04)**
  - Cracksealing nearly complete
  - Sealcoating scheduled for week of July 16
- **The COR Regional Infiltration Basin (#18-09)**
  - Plans & Specifications nearly complete
  - Excess fill to be placed throughout The COR
  - Anticipate City Council approval to authorize bids August 6th
  - Construction proposed to start this fall
  - Final completion proposed in 2019
- **Bunker Lake Boulevard and Puma Street Improvements (#18-05)**
  - Construction anticipated to begin late August
  - Substantial completion anticipated mid-October
  - Final completion 2019

Anoka County Improvement Projects

- **Foley Boulevard/CSAH 11 Grade Separation @ BNSF Railway Crossing**

- Project is currently unfunded

MnDOT Improvement Projects

- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Railway Crossing (2017)**
  - Preliminary design on hold
  - Exploring realignment of Highway 47 to remove S-curve at fair grounds
  - Ramsey Staff will continue tracking this project
  - Combine with other Highway 10 improvement projects?

Items of Interest

- **Ground Penetrating Radar versus Pavement Cores**
  - Staff requests Committee input on using GPR vs. pavement cores to verify constructed pavement sections

Timeframe:

Staff estimates 5 minutes will be needed for updates and discussion.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

No formal action required. For Committee review and discussion purposes only.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	07/12/2018 03:42 PM
Kurt Ulrich	Kurt Ulrich	07/12/2018 04:07 PM
Form Started By: Bruce Westby		Started On: 07/05/2018 02:55 PM
Final Approval Date: 07/12/2018		

Public Works Committee **5. 1.**

Meeting Date: 08/21/2018

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Consider Roundabout Landscape Improvements—Sunwood Drive

Purpose/Background:

The purpose of this case is to receive Committee input on the landscaping desired for the Sunwood Drive roundabout. This project in part, has been on hold waiting for a more comprehensive streetscape and wayfinding signage plan to be finalized. At present the area is turf grass, and has a basic irrigation system and mowed weekly. What staff is proposing may be considered an interim landscaping plan, until the larger landscape plan for the roundabout may be developed (E.g. wayfinding and retail signage/monuments).

Timeframe:

15 minutes

Observations/Alternatives:

Staff's proposal would involve developing a RFP for design and installation services from local landscape companies—and setting three, not-to-exceed price ranges for those services. Staffs initial thought on the prices ranges was $2,000, $5,000, and $10,000.00, though these ranges can be adjusted based on discussion. The RFP would specify a illustrative design and planning plan, installation of the landscape, a basic one year warranty, and an alternative quote for annualized maintainanace.

Note: Depending on the landscape proposals received, modifications to the irrigation system may be required. The estimated range of this cost by a contractor may be between $2,000 and $4,000. Additionally, it is recommended that the RFP be issued late Fall or Early Winter 2018 to achieve the best pricing/proposals with landscape installation to be completed in April 2019 (subject to City Council approval).

Funding Source:

Public Improvement Revolving Fund (PIR)

Recommendation:

Staff's recommendation is to issue an RFP for landscape design and installation of the Sunwood Drive roundabout at various price points. The recommended design and plan(s) will be brought back to the PW Committee for review and approval before recommendation to Council.

Action:

Motion to accept staff recommendation or reject staff recommendation, and approve new recommendation based on Committee discussion.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM

Form Started By: Grant Riemer
Started On: 08/14/2018 12:58 PM
Final Approval Date: 08/16/2018

Public Works Committee **5. 2.**

Meeting Date: 08/21/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider City Council Recommendation to Review Feasibility Report and Order Public Input Meeting for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to consider a recommendation to the City Council to review the Feasibility Report and order a Public Input Meeting for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.

Background:

City Improvement Project No. 18-02 proposes to reconstruct streets within the HY-10 Ramsey neighborhood including 146th Avenue, 147th Avenue, and Ferret Street. The streets total approximately 1,400 linear feet (0.27 miles) in length. A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A*** of the attached Draft Feasibility Report.

The streets were constructed in 1988 with bituminous curb to a width of 40 feet from face-of-curb to face-of-curb, and are generally centered within a 66-foot wide right-of-way. However, during the Highway 10/Armstrong Interchange project the west end of 146 th Avenue was reconstructed and a temporary cul-de-sac was constructed.

The storm sewer system consists of openings in the bituminous curb at the north end of the Ferret Street cul-de-sac and the east end of the 146th Avenue cul-de-sac. Utility easements exist north of Ferret Street and along the northern boundary of the eastern Ferret Street cul-de-sac which has shallow ditches leading towards Armstrong Boulevard. Storm runoff from 147th Avenue is collected in catch basins placed as part of the 2012 Sunwood Drive re-alignment project, and is carried under Armstrong Boulevard to existing regional ponds.

The existing bituminous pavement section ranges from 1.6 to 6.1 inches thick, with an average thickness of 2.9 inches, and the aggregate base ranges from 4.3 to 15.5 inches thick, with an average thickness of 9.7 inches. This was determined from Ground Penetrating Radar (GPR) analysis performed by Braun Intertec in 2017, as well as from field observations and record plan documents. Copies of Braun Intertec's GPR results are included in ***Appendix C*** of the attached Draft Feasibility Report. The pavement section was built on sandy subgrade material generally considered suitable for pavement support.

City staff evaluates and rates the condition of pavement sections on all City streets on an annual basis using the Pavement Surface Evaluation and Rating (PASER) system. In the summer of 2017, the pavement section of the above referenced street segments were rated with a PASER rating of 2 which indicates these streets require complete reconstruction. City staff patch the streets at least once per year, particularly before winter so the street can be plowed without further damaging the pavement in the process. Pictures of the street are located in ***Appendix A*** of the attached Draft Feasibility Report.

On July 11, 2017, the City Council adopted Resolution #17-07-170 authorizing the preparation of a Feasibility Report for the reconstruction of HY-10 Ramsey. These streets were originally included in the City's CIP as proposed 2015 overlay improvements. However, the overlay work was delayed when construction of the Highway 10 & Armstrong Boulevard Interchange was funded. Then following completion of the Interchange, the pavement was re-evaluated and Staff determined it would be best to reconstruct these streets in the future. This project is now listed in the current 10-year CIP as a total reconstruction.

Staff has not yet discussed the proposed improvements with local property owners. However, staff is proposing to schedule a public information meeting on September 13, 2018 for the purpose of explaining the proposed improvements and assessments in more detail, and to gather public input on the project, including any information which should be explored in more detail during development of plans and specifications. Staff will present the public input to Council during the public hearing.

Proposed improvements include reconstructing the existing bituminous pavement section using the Full Depth Reclamation (FDR) process. This process generally involves reclaiming the entire existing bituminous pavement section, along with an inch or two of the existing aggregate base material. A portion of this reclaimed (ground and mixed) material would then be spread and compacted on top of the reshaped and compacted existing subgrade and/or aggregate base. Three and one-half inches of bituminous pavement would be installed on top of a minimum of 6 inches of aggregate base composed of existing aggregate base and FDR reclaim material. This pavement section would meet the City of Ramsey's standard pavement design. Though the design strength of this pavement design is less than a typical industrial park pavement design, it should provide a useful life of at least 30 years based on the life achieved by the existing pavement section. Staff also believes this development will re-develop within the next 10 to 20 years, and that new streets will be required as a result of re-development.

This proposed project was brought to the Development Review Committee on May 22, 2018 for Staff comment on design alternatives based on potential future development of the HY-10 Ramsey subdivision. Based on the uncertainty of future development, staff felt it would be most cost effective to bring the bituminous pavement up to usable standards, extend utilities and concrete curb and gutter along 147 th Avenue only, and not to connect the streets to adjacent developments at this time.

The engineer's opinion of probable costs including streets, drainage, and public water utilities is $ 290,000. Estimated costs include 10-percent contingency costs plus 23-percent indirect costs for administrative, engineering, finance and legal costs. A summary of the engineer's opinion of probable costs is included in ***Appendix B*** of the attached Draft Feasibility Report.

The project is proposed to be funded using a combination of special assessments to benefitting properties, street reconstruction bond proceeds, and stormwater utility funds. Sewer and Water Utility Funds would be used to pay for any public utility improvements.

Nine (9) parcels have been identified as receiving special benefit from the improvements. Four of the parcels have permanent structures, and the other five are undeveloped. Several of these parcels are currently listed for sale, including two City-owned parcels. These parcels are identified in the preliminary Assessment Map and Roll which are attached in***Appendix C*** of the attached Draft Feasibility Report.

Assessments were calculated using the area method, which is typically used for commercial applications. Staff recommends ordering a special benefit consultation report for this project to verify the proposed assessment amount will not exceed the benefit to the properties. If the report concludes the benefit to the properties is less than the proposed preliminary assessment rate, Staff will then propose to lower the assessment rate accordingly during the Assessment Hearing, which is proposed for October 8, 2019. If the report verifies the assessment rate as proposed is justified, Staff will propose to adopt the final assessment roll using the rate as preliminarily proposed.

This project would best be constructed as a stand-alone project and is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

Timeframe:

Staff anticipates approximately 15 minutes will be required to present and discuss this case.

Observations/Alternatives:

Observations:
Staff originally intended to conduct a public information meeting with benefiting property owners of HY-10 Ramsey while preparing the Feasibility Report to explain the purpose and need for the proposed improvements, the scope of the improvements, estimated costs, the proposed funding program, and proposed schedule. However, due to growing uncertainties surrounding the future use of adjacent parcels, Staff determined it would be better to complete a draft Feasibility Report before scheduling and conducting the public input meeting to help keep discussions focused.

On August 28th Staff plans to review the Feasibility Report with Council, then ask Council to order a public input meeting for 9 AM on September 13th. This will allow Staff to gather feedback on the project from benefiting property owners, which will then be presented to Council at their September 25th regular meeting, after which Council will be asked to accept the Feasibility Report and order a Public (Improvement) Hearing for October 9th.

Public Works Committee comments and recommendations will be included in the Staff reports to Council.

Alternatives:
Alternative #1– Motion approving a recommendation to City Council to review the Draft Feasibility Report and order a Public Input Meeting for 9 AM on Thursday, September 13, 2018, for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:
See funding program in attached Feasibility Report.

Recommendation:
Staff recommends alternative #1.

Action:
Motion approving a recommendation to City Council to review the Draft Feasibility Report and order a Public Input Meeting for 9 AM on Thursday, September 13, 2018, for Improvement Project #18-02, HY-10 Ramsey Street Reconstructions.

Attachments

Draft Feasibility Report IP1802

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/16/2018 02:06 PM
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:22 AM
Final Approval Date: 08/16/2018		

FEASIBILITY REPORT

HY-10 RAMSEY
STREET RECONSTRUCTIONS

CITY IMPROVEMENT PROJECT NO. 18-02

DRAFT

August 20, 2018

Prepared By:

City of Ramsey
Engineering Department
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9839
763-433-9848 (Fax)

August 20, 2018

Honorable Mayor and City Council
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Feasibility Report - City of Ramsey Improvement Project #18-02
HY-10 Ramsey Street Reconstructions

Dear Mayor and City Council Members:

Transmitted herewith is a Feasibility Report for the proposed HY-10 Ramsey Street Reconstructions project including; 146th Avenue from Ferret Street to its termini cul-de-sac, 147th Avenue from Ferret Street to 380 feet west of Armstrong Boulevard, and Ferret Street from 146th Avenue to its termini cul-de-sac. The report examines the feasibility of reconstructing the bituminous street section and completing other appurtenant improvements.

This Feasibility Report examines the scope of the proposed improvements, explores estimated costs and available funding sources, defines a preliminary project schedule, and determines the necessity, feasibility and general cost-effectiveness of the proposed improvements, including any alternate designs, as well as whether the improvements would best be completed separately or in conjunction with another project.

I would be happy to discuss this report with you at your convenience. Please feel free to contact me at 763-433-9825 or bwestby@cityoframsey.com with any questions.

Sincerely,
City of Ramsey

Bruce Westby, PE
City Engineer

Enclosure

C: Kurt Ulrich, City Administrator
Leonard Linton, Civil Engineer IV

DRAFT

CERTIFICATION

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

Bruce Westby, PE

Date: August 20, 2018 License No. 40116

I hereby certify that this plan, specification or report was reviewed for Quality Control and Quality Assurance purposes and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Leonard Linton, PE

Date: August 20, 2018 License No. 21112

DRAFT

TITLE SHEET
LETTER OF TRANSMITTAL
CERTIFICATION SHEET
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Appendix A

Figure 1 – Project Scope
Figure 2 – Typical Section
Project Site Pictures

Appendix B

Opinion of Probable Costs
Preliminary Assessment Map
Preliminary Assessment Roll

Appendix C

Ground Penetrating Radar Summary

DRAFT

1. EXECUTIVE SUMMARY

City Improvement Project No. 18-02 proposes to reconstruct streets within the HY-10 Ramsey neighborhood including 146th Avenue, 147th Avenue, and Ferret Street. The streets total approximately 1,400 linear feet (0.27 miles) in length. A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A.***

The streets were constructed in 1988 with bituminous curb to a width of 40 feet from face-of-curb to face-of-curb, and are generally centered within a 66-foot wide right-of-way. However, during the Highway 10/Armstrong Interchange project the west end of 146th Avenue was reconstructed and a temporary cul-de-sac was constructed.

The storm sewer system consists of openings in the bituminous curb at the north end of the Ferret Street cul-de-sac and the east end of the 146th Avenue cul-de-sac. Utility easements exist north of Ferret Street and along the northern boundary of the eastern Ferret Street cul-de-sac which has shallow ditches leading towards Armstrong Boulevard. Storm runoff from 147th Avenue is collected in catch basins placed as part of the 2012 Sunwood Drive re-alignment project, and is carried under Armstrong Boulevard to existing regional ponds.

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Staff has not yet discussed the proposed improvements with local property owners. However, staff is proposing to schedule a public information meeting on September 13, 2018 for the purpose of explaining the proposed improvements and assessments in more detail, and to gather public input on the project, including any information which should be explored in more detail during development of plans and specifications. Staff will present the public input to Council during the public hearing.

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Proposed improvements include reconstructing the existing bituminous pavement section using the Full Depth Reclamation (FDR) process. This process generally involves reclaiming the entire existing bituminous pavement section, along with an inch or two of the existing aggregate base material. A portion of this reclaimed (ground and mixed) material would then be spread and compacted on top of the reshaped and compacted existing subgrade and/or aggregate base. Three and one-half inches of bituminous pavement would be installed on top of a minimum of 6 inches of aggregate base composed of existing aggregate base and FDR reclaim material. This pavement section would meet the City of Ramsey's standard pavement design. Though the design strength of this pavement design is less than a typical industrial park pavement design, it should provide a useful life of at least 30 years based on the life achieved by the existing pavement section. Staff also believes this development will re-develop within the next 10 to 20 years, and that new streets will be required as a result of re-development.

This proposed project was brought to the Development Review Committee on May 22, 2018 for Staff comment on design alternatives based on potential future development of the HY-10 Ramsey subdivision. Based on the uncertainty of future development, staff felt it would be most cost effective to bring the bituminous pavement up to usable standards, extend utilities and concrete curb and gutter along 147th Avenue only, and not to connect the streets to adjacent developments at this time.

The engineer's opinion of probable costs including streets, drainage, and public water utilities is $ 290,000. Estimated costs include 10-percent contingency costs plus 23-percent indirect costs for administrative, engineering, finance and legal costs. A summary of the engineer's opinion of probable costs is included in ***Appendix B.***

The project is proposed to be funded using a combination of special assessments to benefitting properties, street reconstruction bond proceeds, and stormwater utility funds. Sewer and Water Utility Funds would be used to pay for any public utility improvements.

Nine (9) parcels have been identified as receiving special benefit from the improvements. Four of the parcels have permanent structures, and the other five are undeveloped. Several of these parcels are currently listed for sale, including two City-owned parcels. These parcels are identified in the preliminary Assessment Map and Roll which are attached in ***Appendix C***. Assessments were calculated using the area method, which is typically used for commercial applications. Staff recommends ordering a special benefit consultation report for this project to verify the proposed assessment amount will not exceed the benefit to the properties. If the report concludes the benefit to the properties is less than the proposed preliminary assessment rate, Staff will then propose to lower the assessment rate accordingly during the Assessment Hearing, which is proposed for October 8, 2019. If the report verifies the assessment rate as proposed is justified, Staff will propose to adopt the final assessment roll using the rate as preliminarily proposed.

This project would best be constructed as a stand-alone project and is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

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2. INTRODUCTION

2.1 Authorization

The preparation of this report was authorized by the Ramsey City Council on July 11, 2017. This project has been designated as City Improvement Project No. 18-02

2.2 Program Overview

In support of the City's long-term Street Maintenance Program, the entire existing bituminous pavement section will be reconstructed using a full-depth reclamation (FDR) process. The existing bituminous curb is proposed to be replaced by this project.

The City's pavement evaluation process involves a visual evaluation of each street's pavement surface based on the type, extent and severity of each pavement distress observed. Numerous types of pavement distresses may exist within a pavement section including, but not limited to, alligator cracking, block cracking, longitudinal cracking, transverse cracking, rutting, raveling, shoving, potholes and patches. This field data is then used to rate the pavement condition.

The City uses the Pavement Surface Evaluation and Rating (PASER) system to rate pavement condition. A PASER rating is a numerical index between 1 and 10 indicating the condition of a pavement based on the various pavement distresses recorded during visual observations. A PASER rating of 10 represents brand new pavement, while a PASER rating of 1 represents a pavement section that has fallen into complete disrepair requiring full reconstruction.

In the summer of 2017, City staff evaluated and rated the condition of the pavement along the HY-10 Ramsey street segments. A PASER rating of 2 was determined for 147th Avenue and Ferret Street. A PASER rating of 7 was determined for 146th Avenue, however, as previously noted a portion of this street segment was reconstructed with a temporary bituminous pavement section as part of the Armstrong Interchange project.

2.3 Scope

City of Ramsey Improvement Project 18-02 proposes to reconstruct the existing bituminous pavement using the FDR process, and to complete other appurtenant work on 146th Avenue from Ferret Street to its termini cul-de-sac, 147th Avenue from 380 feet west of Armstrong Boulevard to Ferret Street, and Ferret Street from 146th Avenue to its termini cul-de-sac which totals approximately 1,400 feet (0.27 miles) in length.

A map showing the location and scope of the proposed improvements is included as ***Figure 1*** in ***Appendix A.***

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3. EXISTING CONDITIONS

3.1 Existing Pavement and Soil Conditions

All streets proposed to be improved were constructed in 1988 with bituminous pavement, class 5 aggregate base, bituminous curb, and bituminous curb cuts for storm runoff. The streets were constructed to a width of 40-feet from face-of-curb to face-of-curb. The streets are generally centered within a 66-foot wide right-of-way.

The only pavement maintenance treatments applied to the street segments included crack sealing and seal coating in 1994 and 2001. Spot patching has been performed on an as-needed basis, and has been a yearly treatment recently. In 2017, Staff observed a PASER rating of 2 on 147th Avenue and Ferret Street, and a PASER rating of 7 on 146th Avenue.

In June 2018 traffic counts were taken on 147th Avenue, a traffic volume of 147 average annual daily traffic (AADT) was recorded. Ferret Street and 146th Avenue would be expected to have similar traffic volumes. The only access to these street segments is Armstrong Boulevard. Five of the parcels have active uses. The speed limit is 30 mph for these street segments.

Based on extensive geotechnical exploration of adjacent projects and staff knowledge of the general area, groundwater is not anticipated to be a significant issue for work completed with this proposed project.

In 2017, Braun Intertec was employed to complete a ground penetrating radar (GPR) analysis for the project area, which included driving a GPR equipped vehicle throughout all street segments within the project area. A summary table and charts of the GPR Analysis are attached in ***Appendix C***. The GPR data determined an average bituminous pavement thickness of 2.9 inches, and an average aggregate base thickness of 9.7 inches. The average street pavement and base section thickness is therefore 12.6 inches, with a minimum section of 7.5 inches located on 147th Avenue, 160 feet east of Ferret Street.

3.2 Watermain

Watermain was installed along 147th Avenue up to the beginning of the proposed improvements in 2012 as part of the Sunwood Drive re-alignment project. The existing watermain is believed to be in good condition and no repairs are anticipated to be required as part of this project. However, Staff plans to leak test the watermain during development of plans and specifications.

3.3 Sanitary Sewer

Sanitary sewer was installed under Armstrong Boulevard in City-owned right-of-way east of the 146th Avenue temporary cul-de-sac as part of the Armstrong Boulevard Interchange project in 2015. The existing sanitary sewer is believed to be in good condition and no repairs are anticipated to be required as part of this project. However, Staff plans to televise the sewer during development of plans and specifications.

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3.4 Storm Sewer/Drainage

Storm sewer was installed along 147th Avenue up to the beginning of the proposed improvements in 2012 as part of the Sunwood Drive re-alignment project. Currently storm water runoff drains off of the two existing cul-de-sacs to low areas. This storm sewer is believed to be in good condition and no repairs are anticipated to be required as part of this project. However, Staff plans to televise the sewer during development of plans and specifications.

3.5 Streets

3.5.1 Existing Typical Sections

The width of 146th Avenue, 147th Avenue, and Ferret Street is 40-feet from face-of-curb to face-of-curb. The cul-de-sac on Ferret Street has a 50-foot radius to the back of curb. The streets are generally centered within a 66-foot wide City-owned right-of-way, with a 130-foot wide diameter right-of-way around the cul-de-sac on Ferret Street. The project is proposed to end at the throat of the 46-foot radius temporary cul-de-sac on 146th Avenue.

3.5.2 Maintenance History

HY-10 Ramsey was originally constructed in 1988. 146th Avenue, 147th Avenue, and Ferret Street received crack seal and seal coat in 1994 and 2001. The street segments have regularly received spot patching on an as-needed basis.

3.6 Land Use

The parcels within the construction area are zoned the COR.

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4. PROPOSED IMPROVEMENTS

4.1 Street and Stormwater Improvements

4.1.1 Street Improvements

146th Avenue and Ferret Street are proposed to be reconstructed with bituminous pavement and bituminous curb. 147th Avenue is proposed to be reconstructed with bituminous pavement and concrete curb and gutter, which will better facilitate drainage over time.

The proposed surface improvements are shown on ***Figure 1 in Appendix A.***

Street Design:
146th Avenue, 147th Avenue, and Ferret Street are currently urban commercial streets with bituminous curb and pavement, 40 feet wide from face-of-curb to face-of-curb. The cul-de-sac on Ferret Street is 100-feet in diameter from back-of-curb to back-of-curb. Existing and proposed traffic counts are low for typical commercial streets.

All street segments are proposed to be reconstructed at their current width. A typical section for the proposed pavement reconstruction improvements is shown in ***Figure 2*** in ***Appendix A.***

City staff is proposing a pavement section design of 1.5 inches bituminous wear course, 2 inches bituminous base course, and a minimum of 6 inches of aggregate base composed of existing aggregate base and FDR reclaim material. This pavement section would be constructed over the existing subgrade and/or aggregate base after it is reshaped and compacted.

4.1.2 Storm Sewer Improvements

The existing storm sewer system does not include storm sewer pipe. Storm sewer pipe will be extended west along 147th Avenue for future connection to the existing system. No stormwater treatment improvements are required for this project since the streets are proposed to be reconstructed at their current widths.

4.1.3 Geotechnical Considerations

Braun Intertec was employed to complete a ground penetrating radar (GPR) analysis for the project area. This determined an average street pavement and base section thickness of 12.6 inches. Based on staff knowledge of the area and several soil borings taken for adjacent projects, City staff proposes completing a full-depth reclamation of the existing pavement resulting in a minimum of 6 inches of aggregate base composed of existing aggregate base and FDR reclaim material, and 3.5-inches of new bituminous pavement. The proposed improvements should have a service life of at least 30-years, assuming maintenance such as overlays, crack sealing and seal coating is routinely performed.

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4.1.4 Other Considerations

Future Development:
Several parcels within the improvement area are currently listed for sale, including two City-owned parcels. The Development Review Committee reviewed this project to consider several design alternatives, which included possible roadway and utility extensions. Based on the uncertainty of future development, Staff felt it would be most cost-effective to reconstruct the bituminous pavement to minimum standards and to not extend utilities or upgrade concrete curb and gutter beyond 147th Avenue. Staff also believes it would not be cost-effective to realign streets or connect to other streets in the area at this time considering that several parcels are for sale and redevelopment is likely to occur within the next 10 to 20 years.

Driveways:
Existing driveway aprons may need to be reconstructed to varying degrees. The limits of construction will vary with each driveway apron based on the elevation of the street abutting the driveway and the driveway pavement type. During design, Staff will evaluate the construction limits for each driveway and will incorporate this into the plans, but as with all street reconstruction projects, the exact limits of construction will be determined in the field during construction. Right-of-entry forms will be obtained from private property owners where work is required outside City right-of-ways and easements.

Irrigation Systems:
Developed properties along the project corridor may have private irrigation systems. Staff will notify property owners of pending construction as far in advance as practical to allow them time to move their irrigation systems out of harm's way before work begins.

Parking Restrictions:
Parking is currently provided along both sides of the streets and is not currently restricted except for overnight parking per City code. During this project, parking will be restricted during allowable working hours.

Pavement Corings:
Existing pavement thicknesses have been found to be inconsistent throughout the City. It is now standard practice to have City Staff on-site during pavement installation to insure the proper quantities are being placed. As further conformation, Staff is proposing to collect GPR data or to have pavement corings taken at the conclusion of all reconstruction projects. This is already a requirement on all State Aid projects, and will leave more data on the pavement section for future street maintenance projects.

4.2 Stormwater Treatment

No stormwater retention and/or treatment improvements will be required with this project since the project will not result in the addition of new impervious areas.

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4.3 Water Main Improvements

Trunk watermain is proposed to be extended from mid-block 147th Avenue, through the intersection of 147th Avenue and Ferret Street. This segment of 147th Avenue is being constructed with concrete curb and gutter, and extending the watermain with this improvement will than not require 147th Avenue to be disturbed with future development. A hydrant will be added at the west end of 147th Avenue for flushing purposes.

4.4 Sanitary Sewer Improvements

No sanitary sewer improvements are proposed with this project.

4.5 Construction Methods

The existing bituminous pavement section will be reconstructed using the FDR process previously outlined within this report.

4.6 Private Utilities

Staff has not yet met with the telephone, gas, power and cable utilities regarding this project. During preparation of plans and specifications, Staff will meet with the private utility companies to discuss the proposed improvements as noted in the project schedule within this report. The alignment and footprint of the streets will be considered to minimize impacts to private utilities. No impacts to power poles or street lights are anticipated with this project.

Should any utility company indicate they wish to upgrade, replace and/or otherwise modify their services during this project, any such upgrades, replacements and/or modifications will be at the sole discretion and cost of the utility company.

4.7 Permits

Permits that are anticipated to be required as part of the proposed improvements include:

- MPCA General Stormwater Permit (NPDES)..... Grading and Storm Water

A stormwater permit from the Lower Rum River Watershed Management Organization will not be required with this project.

4.8 Right-of-Ways/Easements

It is anticipated all improvements will occur within existing City right-of-ways and/or easements, with the possible exception of tying into private driveways and green areas. It is therefore not anticipated that the City will need to acquire additional permanent right-of-way or easements for this project. As such, costs for right-of-way or easement acquisitions are not included in the probable project costs.

City Staff will work with private property owners as needed to obtain any required right of entries.

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5. FINANCING

5.1 Opinion of Cost

A detailed opinion of probable costs for the proposed improvements can be found in ***Appendix B*** of this report. The opinion of probable costs incorporates anticipated 2019 construction costs for the proposed improvements with 10-percent contingency costs, plus 23-percent indirect costs for administrative, engineering, financing and legal costs.

City staff prepared the Feasibility Report in-house as part of staff's normal duties.

5.2 Funding

5.2.1 Assessments

The City's adopted Special Assessments Policy allows special assessments to be levied against all benefitting properties in an amount not to exceed 25% of eligible street reconstruction costs. Eligible costs include costs required to reconstruct the street at its current width, and to reconstruct the pavement without increasing its structural capacity. Benefitting properties are considered to be any developable parcel that has, or has the ability to create, one or more direct accesses onto the segment of 146th Avenue, 147th Avenue or Ferret Street being reconstructed. A total of 9 benefitting properties have been identified for this project. The Preliminary Assessment Map and Roll are included in ***Appendix B***.

The engineer's opinion of probable costs for eligible assessment costs totals $225,737.92. Assessable industrial parcels are preliminarily proposed to be assessed for up to 25 percent of eligible project costs, which totals $56,434.48. Assessment terms are proposed at ten years. Interest rates are proposed at two percent above the bond interest rate.

The "area" method of assessment as identified in the City of Ramsey's Special Assessments Policy was applied to assign preliminary assessment amounts for this project. State Statute and the City Charter do not allow for assessments to exceed benefit to the property. Therefore, Staff wants to ensure all assessments applied with this project will not exceed the benefit to assessed properties. Staff therefore recommends ordering a benefit appraisal consultation report for this project in accordance with the City's Special Assessments Policy at the time a construction contract is awarded.

5.2.2 City Contribution

The City contribution to the project would include all funding in excess of the amount collected through special assessments to benefiting properties. No funds have been budgeted for this project. The City's share of eligible project costs related to surface (street) improvements is proposed to come from the previously encumbered 5-year Street Reconstruction and Overlay Program bonds. Water and Stormwater Utility Funds are proposed to pay for all utility improvements.

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Table 1 illustrates the proposed project funding based on the design proposed within this report. This funding program assumes construction will occur in 2019.

TABLE 1
Proposed Project Funding

	ASSESSMENTS	CITY FUNDS	TOTAL
Surface	**$ 56,434.48**	**$ 175,493.40**	**$ 231,927.88**
Storm Sewer	**--**	**$ 24,956.76**	**$ 24,956.76**
Water Main	**--**	**$ 30,761.81**	**$ 30,761.81**
TOTALS	**$ 56,434.48**	**$ 231,211.97**	**$ 287,646.45**

Total Project Cost		**$ 287,646.45**
Less Special Assessments	-	$ 56,434.48
Subtotal	=	**$ 231,211.97**
Less City Bonding Funds	-	$ 175,493.40
Subtotal	=	**$ 55,718.57**
Less Stormwater Utility Funds	-	$ 24,956.76
Subtotal	=	**$30,761.81**
Less Water Main Utility Funds	-	$30,761.81
TOTAL Remaining Cost	=	**$0**

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6. PROJECT SCHEDULE

The proposed project schedule is as follows:

Council Orders Feasibility Report ..... July 11, 2017

Council Reviews Feasibility Report/Orders Public Informational Meeting ..... August 28, 2018

Staff Conducts Public Information Meeting ..... September 13, 2018

Council Accepts Feasibility Report/Orders Public Hearing ..... September 25, 2018

Council Conducts Public Hearing/Orders Plans and Specifications ..... October 9, 2018

Staff Conducts Private Utility Coordination Meeting ..... November, 2018

Council Approves Plans and Specifications / Authorizes Ad for Bids ..... January 22, 2019

Staff Receives Bids ..... February 20, 2019

Council Awards Contract ..... February 26, 2019

Contractor Begins Construction ..... May, 2019

Contractor Completes Construction ..... August 30, 2019

Council Orders Assessment Hearing ..... September 10, 2019

Council Conducts Assessment Hearing ..... October 8, 2019

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7. CONCLUSIONS AND RECOMMENDATIONS

City of Ramsey Improvement Project No. 18-02 proposes to reconstruct the bituminous pavement section, to remove the existing bituminous curb and replace it with a combination of B618 concrete curb and gutter and bituminous curb, and to complete miscellaneous appurtenant work on the following street segments within the HY-10 Ramsey commercial subdivision:

1. 146th Avenue (approx. 230 linear feet) – Ferret Street to bulb of east cul-de-sac.
2. 147th Avenue (approx. 190 linear feet) – Ferret Street to 180 feet west of Armstrong Boulevard.
3. Ferret Street (approx. 900 linear feet) – 146th Avenue to north cul-de-sac.

It is the recommendation of City staff that City Project No. 18-02 is feasible, necessary, and cost-effective from an engineering standpoint, and this project would best be constructed as a stand-alone project as proposed herein.

The following Staff recommendations related to the proposed project are presented for Council consideration and concurrence:

1. Remove existing bituminous curb. 147th Avenue will receive B618 concrete curb and gutter. 146th Avenue and Ferret Street will receive new bituminous curb. The existing bituminous curb would likely not hold up to the full-depth reclamation process.
2. Reconstruct existing bituminous pavement using full-depth reclamation process, meeting the City's standard pavement section. Staff proposes 1½-inches new bituminous wear course, 2-inches new bituminous base course, and 6-inches aggregate base class 5 or (reclaim).
3. Extend watermain and storm sewer west along 147th Avenue for future development.
4. Staff recommends excluding private irrigation system work from this project. Instead, staff will notify property owners of pending construction as far in advance as possible, and instruct them to relocate their irrigation system(s) away from the construction area during construction, then allow replacement in or near the original location after construction is complete.
5. Staff recommends holding a neighborhood information meeting on September 13, 2018 to inform property owners of the proposed improvements and to gather their input prior to completing plans and specifications and requesting Council approval to advertise for bids as outlined in the project schedule.
6. Staff recommends assessing special benefitting properties for these improvements per the area method. If assessments are adopted by council action, order an assessment appraisal consultation to ensure special assessments do not exceed the benefit received as a result of the improvements.

The City Council is asked to act on the following items related to the proposed project:

1. Adopt Resolution #18-XXX accepting this Feasibility Report and ordering a Public Hearing for October 9, 2018.

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APPENDIX A

Figure 1 – Project Scope
Figure 2 – Typical Section
Project Site Pictures

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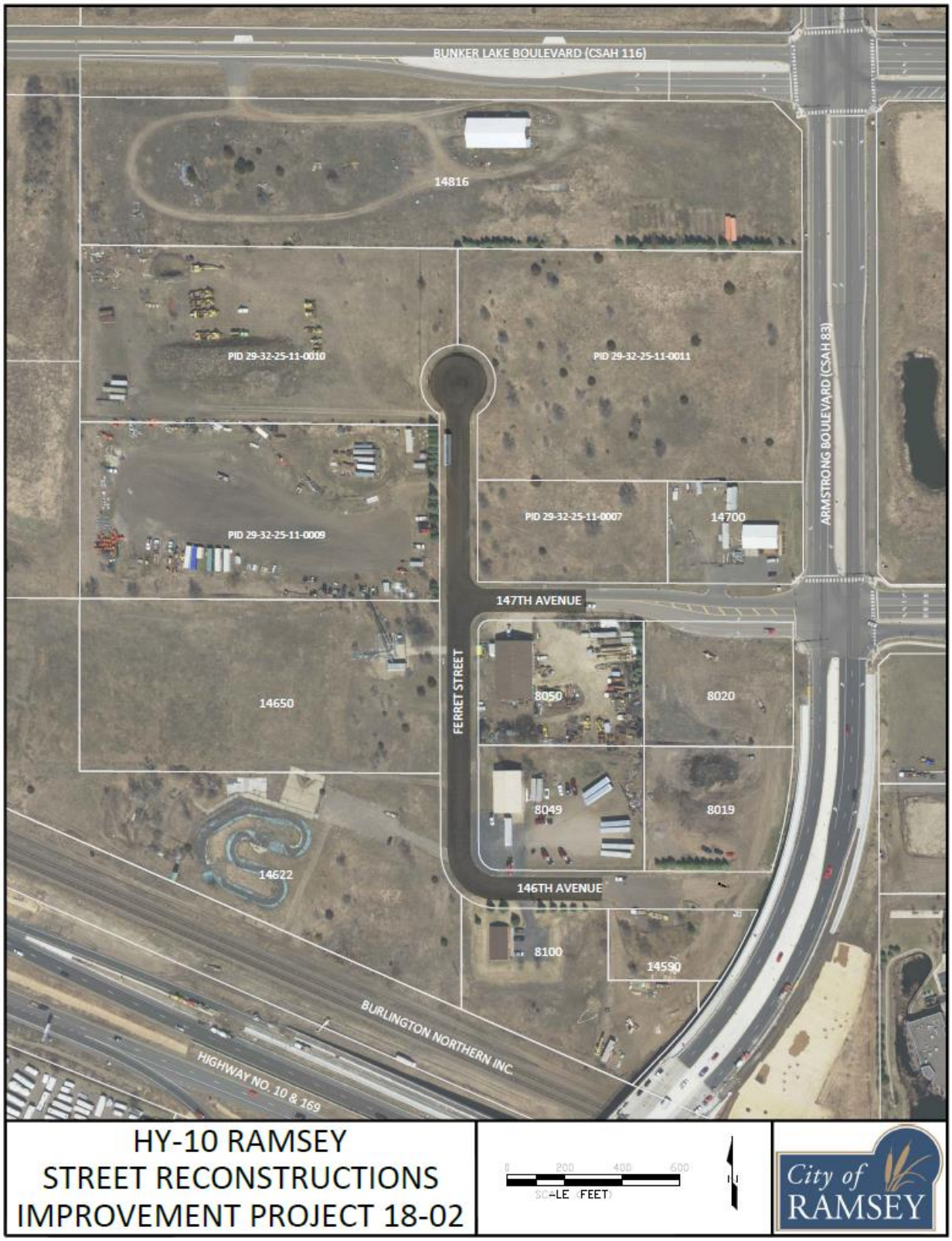


FIGURE 1
PROJECT SCOPE

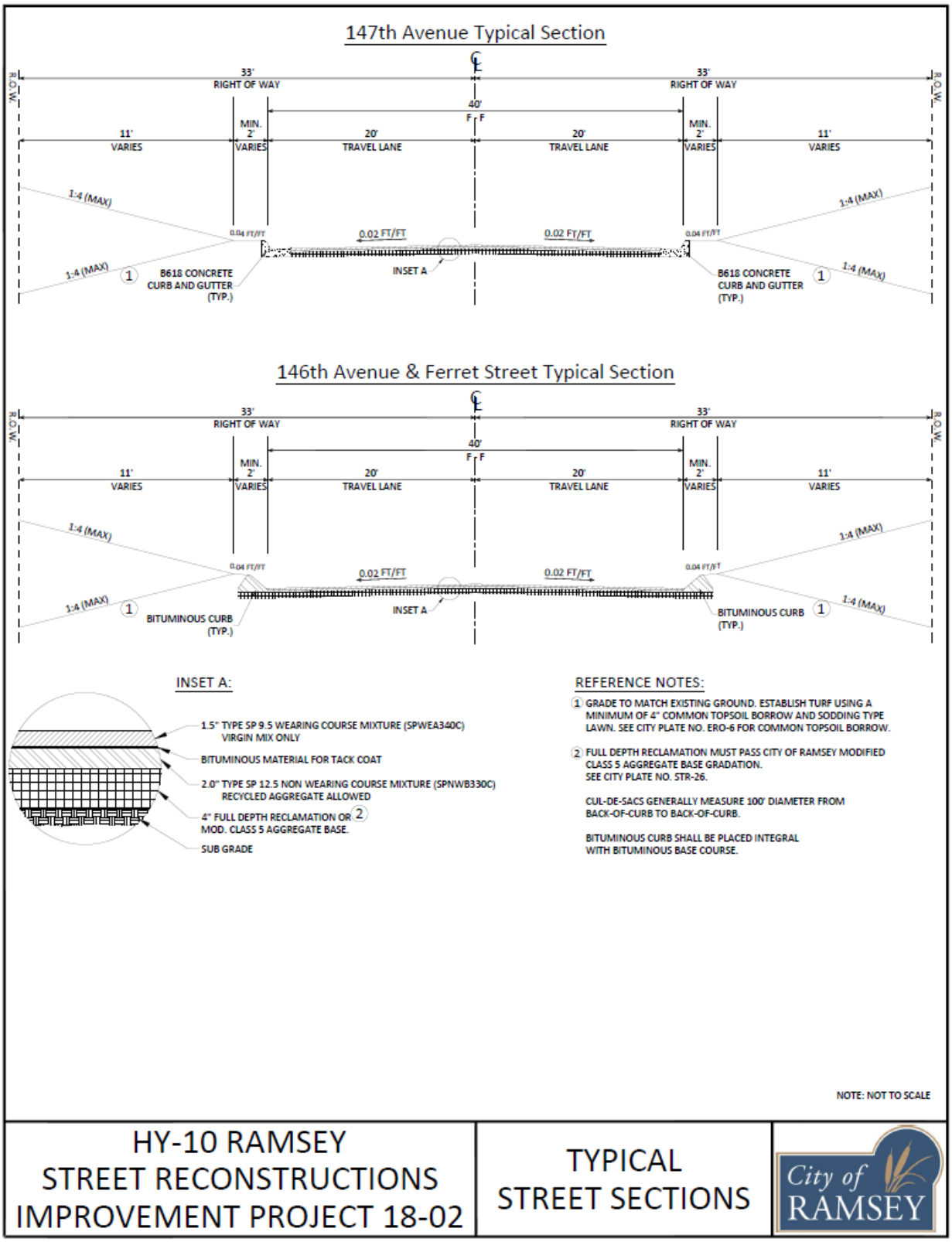


FIGURE 2
TYPICAL SECTIONS – PROPOSED IMPROVEMENTS

PROJECT SITE PICTURES

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1: 146th Avenue from Ferret Street

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2: Ferret Street from 146th Avenue

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3**: Ferret Street from north cul-de-sac**



4: **147th Avenue from Ferret Street**

APPENDIX B

Opinion of Probable Costs
Preliminary Assessment Map
Preliminary Assessment Roll

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18-02 HY-10 RAMSEY STREET RECONSTRUCTIONS					
Preliminary Engineer's Estimate 6/11/2018					
STREET CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
1	Mobilization	LS	1	$ 8,000.00	$ 8,000.00
2	Sawing Bituminous Pavement – Full Depth	LF	200	$ 4.00	$ 800.00
3	Common Excavation (EV)	CY	30	$ 30.00	$ 900.00
4	Salvage Topsoil (LV)	CY	100	$ 15.00	$ 1,500.00
5	Subgrade Preparation	RDST	14	$ 225.00	$ 3,150.00
6	Water	MGAL	30	$ 30.00	$ 900.00
7	Aggregate Base Class 5	CY	210	$ 20.00	$ 4,200.00
8	Bituminous Pavement Reclamation – Full Depth	SY	6,505	$ 1.50	$ 9,757.50
9	Haul Bit Pavement Reclamation (LV)	CY	760	$ 9.00	$ 6,840.00
10	Mill Bituminous Pavement (1.5" Depth)	SY	245	$ 3.00	$ 735.00
11	Bituminous Material for Tack Coat	GAL	450	$ 2.50	$ 1,125.00
12	Type SP 9.5 Wearing Course Mixture (SPWEA340C) (1.5")	TON	550	$ 75.00	$ 41,250.00
13	Type SP 12.5 Non Wearing Course Mixture (SPNWB330C) (2.0")	TON	700	$ 66.00	$ 46,200.00
14	Type SP 9.5 Wearing Course Mixture (SPWEA340C) for Driveways	TON	57	$ 75.00	$ 4,275.00
15	Adjust Valve Box	EA	2	$ 250.00	$ 500.00
16	Adjust Frame and Ring Casting	EA	3	$550.00	$ 1,650.00
17	Concrete Curb & Gutter Design B618	LF	430	$ 22.00	$ 9,460.00
18	Bituminous Curb	LF	2,700	$ 8.00	$ 21,600.00
19	Traffic Control	LS	1	$ 2,500.00	$ 2,500.00
20	Silt Fence, Type MS	LF	50	$ 2.50	$ 125.00
21	Storm Drain Inlet Protection	EA	5	$ 150.00	$ 750.00
22	Common Topsoil Borrow (LV)	CY	35	$ 50.00	$ 1,750.00
23	Seeding	ACRE	0.25	$ 5,000.00	$ 1,250.00
24	Erosion Control Blankets Category III	SY	1,100	$ 2.00	$ 2,200.00
				Total Street Construction Cost	*$ 171,417.50*
				10% Contingency Cost	*$ 17,141.75*
				23% Indirect Cost	*$ 43,368.68*
				Total Street Project Cost	*$ 231,927.88*
WATERMAIN CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
25	6" Gate Valve & Box	EA	1	$ 1,300.00	$ 1,300.00
26	12" Gate Valve & Box	EA	1	$ 2,000.00	$ 2,000.00
27	F&I Hydrant	EA	1	$ 5,000.00	$ 5,000.00
28	Connect to Existing Watermain	EA	1	$ 1,500.00	$ 1,500.00
29	6" Watermain Ductile Iron Class 53	LF	35	$ 40.00	$ 1,400.00
30	12" Watermain Ductile Iron Class 52	LF	210	$ 50.00	$ 10,500.00
31	Ductile Iron Fittings	LBS	148	$ 7.00	$ 1,036.00
				Total Watermain Construction Cost	*$ 22,736.00*
				10% Contingency Cost	*$ 2,273.60*
				23% Indirect Cost	*$ 5,752.21*
				Total Watermain Project Cost	*$ 30,763.81*
STORM SEWER CONSTRUCTION					
Item No.	**Description**	**Unit**	**Estimated Quantity**	**Unit Cost**	**Cost Extension**
32	Geotextile Fabric Type IV	SY	63	$ 3.50	$ 220.50
33	Concrete Flume	EA	2	$ 200.00	$ 400.00
34	15" RC Pipe Apron with Trash Guard	EA	2	$ 800.00	$ 1,600.00
35	15" RC Pipe Sewer, Design 3006 Class III	LF	340	$ 35.00	$ 11,900.00
35	Construct Drainage Structure Design 48-4020	EA	1	$ 2,125.00	$ 2,125.00
36	F&I Casting Assembly	EA	1	$ 800.00	$ 800.00
37	Random Rip Rap Class III	CY	14	$ 100.00	$ 1,400.00
				Total Storm Sewer Construction Cost	*$ 18,445.50*
				10% Contingency Cost	*$ 1,844.55*
				23% Indirect Cost	*$ 4,666.71*
				Total Storm Sewer Project Cost	*$ 24,956.76*
				TOTAL ESTIMATED PROJECT COST	**$ 287,646.45**

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BUNKER LAKE BOULEVARD (CSAH 116)
14816
ARMSTRONG BOULEVARD (CSAH 83)
PID 29-32-25-11-0010
PID 29-32-25-11-0011
PID 29-32-25-11-0009
PID 29-32-25-11-0007
14700
147TH AVENUE
FERRET STREET
14650
8050
8020
8049
8019
14622
146TH AVENUE
8100
14590
BURLINGTON NORTHERN INC
HIGHWAY NO. 10 & 169
HY-10 RAMSEY
ASSESSABLE PROPERTIES
0 300 600 900
SCALE (FEET)
City of RAMSEY

PRELIMINARY ASSESSMENT ROLL - IP #18-02										
PID No.	Property Owner	Property Area (Sq Ft)	Benefitting Area (Sq Ft)	Benefitting Area (%)	Special Assessment ($ / Sq Ft)	Property Address	City	Sate	Zip	Property Area Assessment
293225110007	NATIONAL GROWTH LLC	58,574.92	58,574.92	100	$ 0.0390499054					$ 2,287.35
293225110009	FALLS DON & NYHUSMOEN SIDNEY	191,350.66	191,350.66	100	$ 0.0391564311					$ 7,492.61
293225110010	STANTON TRUSTEE JAMES	194,538.18	194,538.18	100	$ 0.0391564311					$ 7,617.42
293225110011	NATIONAL GROWTH LLC	233,844.74	233,844.74	100	$ 0.0391564311					$ 9,156.53
293225140005	KRH LAND LLC	187,962.50	187,962.50	100	$ 0.0391564311	14650 FERRET ST NW	RAMSEY	MN	55303	$ 7,359.94
293225140008	LEUKAM JOHN	62,496.16	62,496.16	100	$ 0.0391564311	8050 147TH AVE NW	RAMSEY	MN	55303	$ 2,447.13
293225140011	CHALICH PETER	62,341.55	62,341.55	100	$ 0.0391564311	8049 146TH AVE NW	RAMSEY	MN	55303	$ 2,441.07
293225140012	CHALICH PETER	80,718.46	80,718.46	100	$ 0.0391564311	8100 146TH AVE NW	RAMSEY	MN	55303	$ 3,160.65
293225140015	KRH LAND LLC	373,361.48	373,361.48	100	$ 0.0391564311	14622 FERRET ST NW	RAMSEY	MN	55303	$ 14,619.50
	TOTALS	**1,445,188.65**	**1,445,188.65**							**$ 56,434.48**

NOTES:
1) Area method of assessment applied per City of Ramsey Special Assessments Policy.
2) Properties abutting project streets with access only onto project streets assessed for 100% of property area.

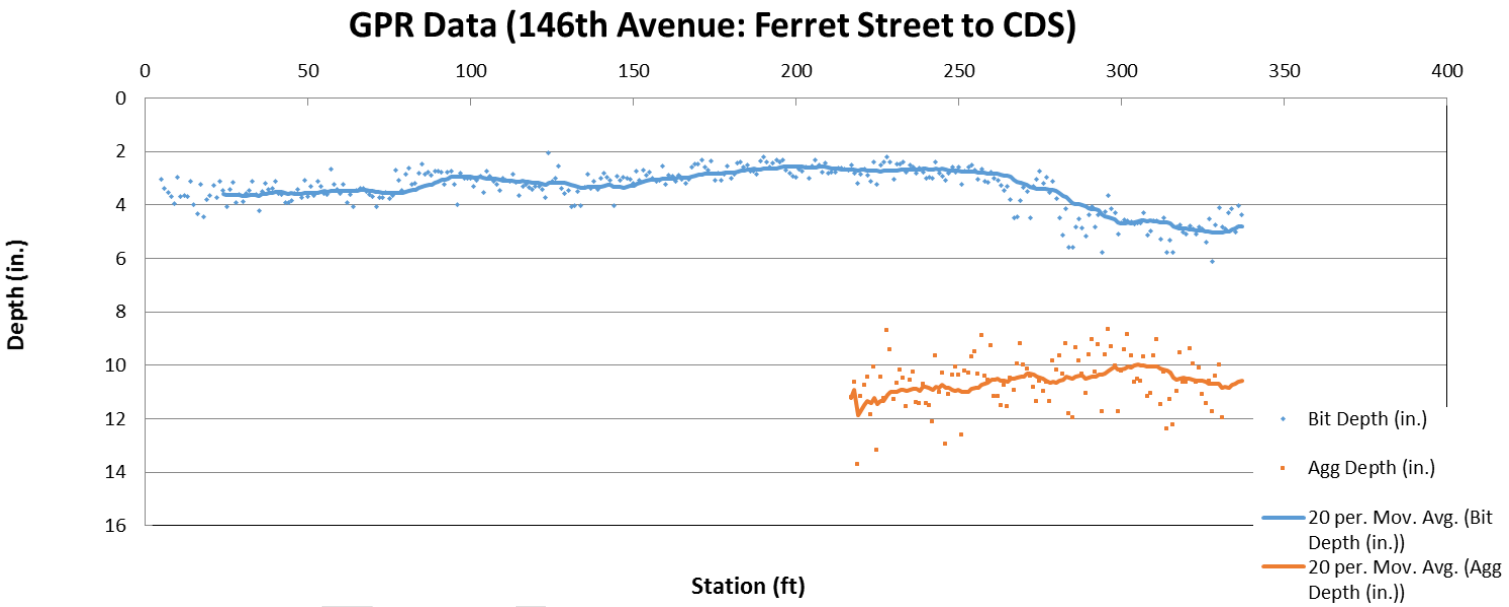
DRAFT

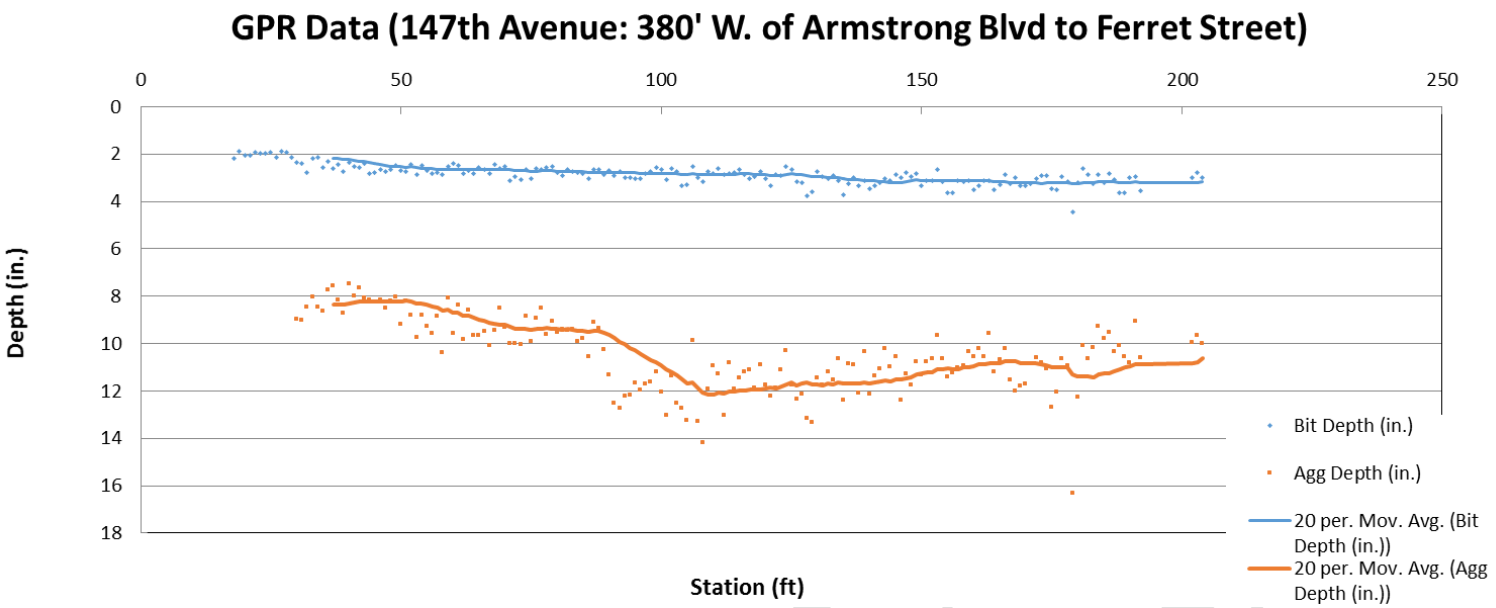
APPENDIX C

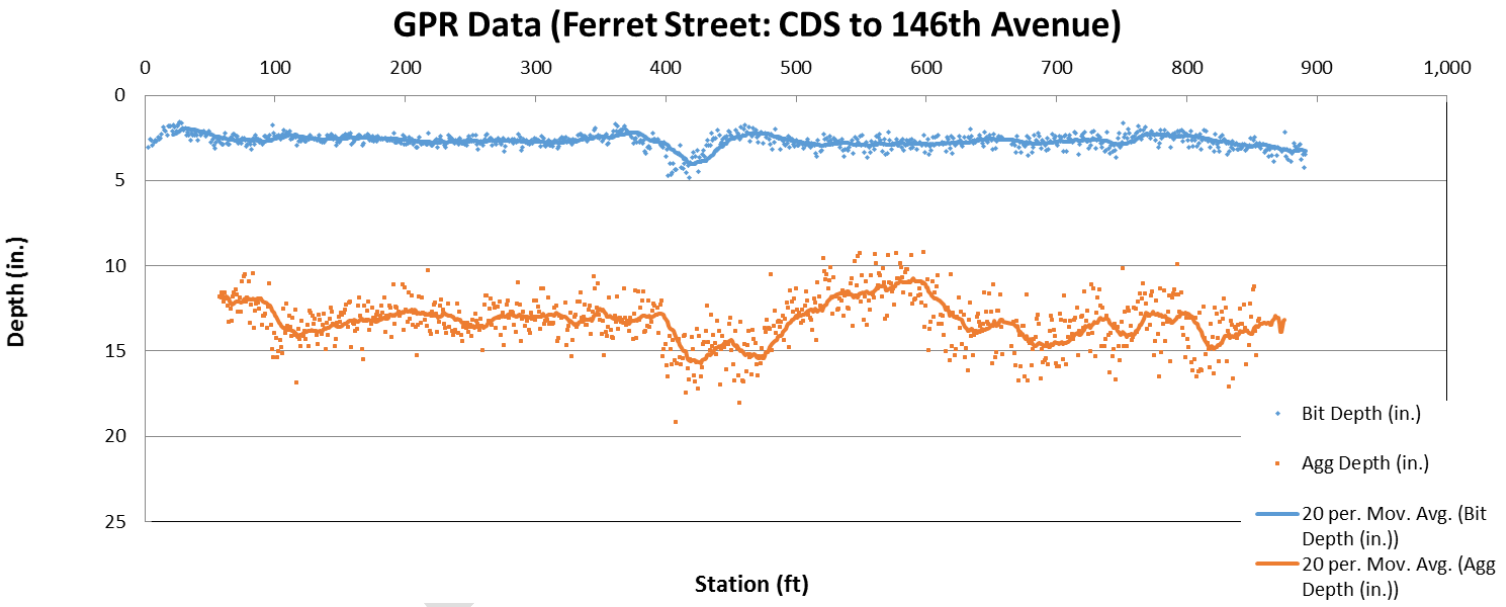
Ground Penetrating Radar (GPR) Results

DRAFT

HY-10 Ramsey GPR Summary										
Project Segment		**Pavement**			**Aggregate**			**Section**		
Street	**Segment Description**	**Min**	**Max**	**Avg**	**Min**	**Max**	**Avg**	**Min**	**Avg**	**Location**
146th Avenue	Ferret Street / CDS	2.0	6.1	3.4	4.3	10.5	6.8	8.6	10.6	296' east of Ferret Street.
147th Avenue	380' west of Armstrong Blvd. / Ferret Street	1.9	4.5	2.9	5.0	11.9	7.6	7.5	10.5	160' east of Ferret Street.
Ferret Street	CDS / 146th Avenue	1.6	4.9	2.7	6.6	15.5	10.6	9.3	13.3	250' north of 146th Avenue
Project Summary		*1.6*	*6.1*	*2.9*	*4.3*	*15.5*	*9.7*	*7.5*	*12.6*	*147th Avenue 160' east of Ferret Street.*




GPR Data (147th Avenue: 380' W. of Armstrong Blvd to Ferret Street)
0
50
100
150
200
250
0
2
4
6
8
10
12
14
16
18
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)
20 per. Mov. Avg. (Bit Depth (in.))
20 per. Mov. Avg. (Agg Depth (in.))


GPR Data (Ferret Street: CDS to 146th Avenue)
0
100
200
300
400
500
600
700
800
900
1,000
0
5
10
15
20
25
Depth (in.)
Station (ft)
Bit Depth (in.)
Agg Depth (in.)
20 per. Mov. Avg. (Bit Depth (in.))
20 per. Mov. Avg. (Agg Depth (in.))

Public Works Committee **5. 3.**

Meeting Date: 08/21/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to consider approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

Background:

The City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. Page 220 from the CIP is attached which shows the streets in Ford Brook Estates were proposed to be reconstructed in 2019.

Staff recommends that these streets be reconstructed in 2019 to allow bonds to be used to pay for the improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP). Attached is a copy of the 2015 - 2019 SROP for reference.

Figure 1 (attached) shows the general location of the Ford Brooks Estates development within the City.

Figure 2 (attached) shows the overall scope of the project.

Timeframe:

Staff estimates 5 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

Observations:

If these streets are not reconstructed in 2019, they can be added to the next 5-year SROP to allow reconstruction between 2020 and 2024 instead. However, this would reduce the amount of pavement maintenance work that can be completed in the current 5-year SROP since no new streets can be added to the 5-year SROP.

Alternatives:

Alternative #1 – Motion approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:

The Feasibility Report will be completed in-house as part of Staff's normal duties.

Staff proposes to fund the proposed street reconstruction improvements using a combination of special assessments to benefiting properties, street reconstruction bond funds, and stormwater utility funds (if needed).

Recommendation:

Staff recommends alternative #1.

Action:

Motion approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

Attachments

Figure 1

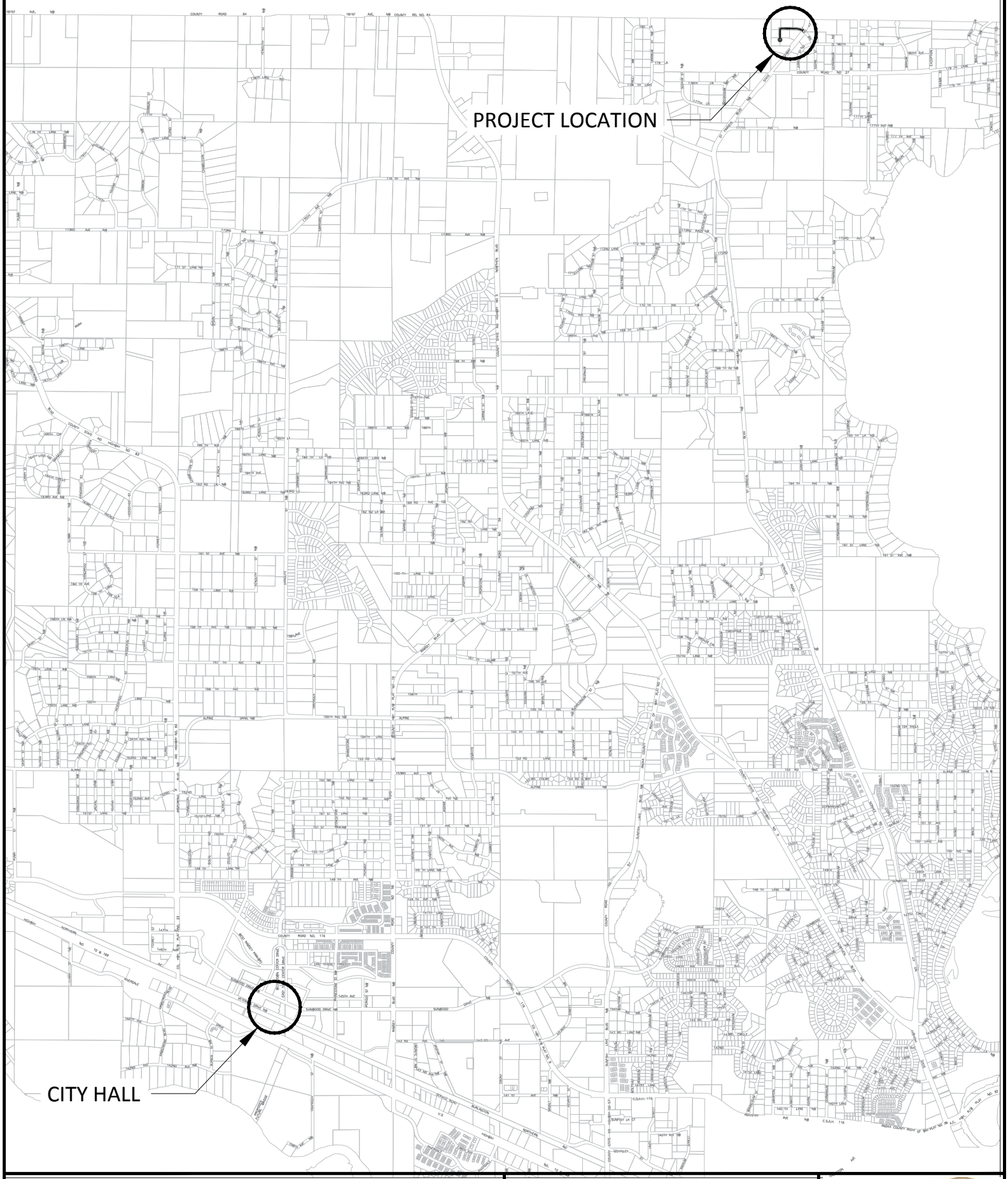
Figure 2

5 year SROP

CIP Pg220

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/16/2018 03:09 PM
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM
Bruce Westby (Originator)	Bruce Westby	08/17/2018 01:51 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:24 AM
Final Approval Date: 08/17/2018		



FORD BROOK ESTATES
PROJECT LOCATION

0 3000 6000 9000

SCALE (FEET)

N

City of RAMSEY



FORD BROOK ESTATES
PROJECT SCOPE

0 150 300 450
SCALE (FEET)

N

City of RAMSEY

2015 through 2019

Five-Year Street Reconstruction Overlay Plan for the

City of Ramsey, Minnesota

March 10, 2015

Prepared by:

Ehlers & Associates, Inc.
3060 Centre Pointe Drive
Roseville, MN 55113

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City of Ramsey, MN

Five-Year Street Reconstruction and Overlay Plan

2015 through 2019

I. INTRODUCTION

In 2002, the Minnesota State Legislature passed into law a bill which generally exempts city bonds issued under a street reconstruction program from the referendum requirements usually required for bonding expenditures. In 2013 the Legislature amended the law to allow bituminous overlays to be included in the street reconstruction program.

II. PURPOSE

Street reconstruction or bituminous overlay is a major expenditure of city funds for the reconstruction or overlay of streets. Street reconstruction and bituminous overlay may include utility replacement and relocation and other incidental costs, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction and Overlay Plan (SROP) is a document designed to anticipate street reconstruction and overlay expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. A SROP allows the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Ramsey, Minnesota (the "City") believes the street reconstruction and overlay process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical assets and sound fiscal management. In these financially difficult times good planning is essential for the wise use of limited financial resources.

The Street Reconstruction and Overlay Plan is designed to be updated on an annual basis. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS

The street reconstruction and overlay planning process is as follows; the City Council authorizes the preparation of the SROP. The City staff is instructed to assemble the capital expenditures to be undertaken within the next five years. The City Council then reviews the expenditures according to their priority, fiscal impact, and available funding. From this information, a preliminary street reconstruction and overlay plan is prepared. A public hearing is held to solicit input from citizens and other governmental units. Changes are made based on that input, and a final project list is established.

The City Council then prepares a plan based on the available funding sources. If general obligation bonding is necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. Over the life of the SROP, once the funding, including proceeds from the bond sales becomes available, the individual capital expenditures can be made.

In subsequent years, the process is repeated as expenditures are completed as new needs arise. Street reconstruction planning looks five years into the future.

For a city to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. Specifically, the city council must approve the sale of street reconstruction bonds by a unanimous vote of its membership present. In addition, it must hold a public hearing for public input. Notice of such hearing must be published in the official newspaper of the city at least 10, but not more than 28 days prior to the date of the public hearing. The city council approves the SROP unanimously following the public hearing.

Although a referendum is not required, a reverse referendum is allowable. If a petition bearing the signatures of at least 5 percent of the votes cast in the last general election requesting a vote on the issuance of bonds is received by the municipal clerk within 30 days after the public hearing, a referendum vote on the issuance of the bonds shall be called (if a vote is taken and the referendum passes, the taxes would be levied on market value rather than tax capacity).

IV. PROJECT SUMMARY

The expenditures to be undertaken with this Street Reconstruction and Overlay Plan (SROP) are limited to those listed in Appendix A. All other foreseeable capital expenditures within the City government will come through other means. The following expenditures have been submitted for inclusion in this SROP:

2015 Expenditures

- Garnet Street & 168th Avenue Reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green.

2016 Expenditures

- Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive.

2017 Expenditures

- Reconstruction of Alpine Drive and overlay of streets in Rivers Bend.

2018 Expenditures

- Reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores.

2019 Expenditures

- Reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge.

V. FINANCING THE STREET RECONSTRUCTION PLAN

The total amount of requested expenditures under the Street Reconstruction and Overlay Plan is approximately $9 million. If these expenditures are to be funded, that amount of money is anticipated to be generated through the tax levy and the sale of approximately $10,000,000 in bonds over the five-year period.

In the financing of the Street Reconstruction Plan, one statutory limitation applies. Under Chapter 475, with few exceptions, cities cannot incur debt in excess of 3% of the assessor's estimated market value for the city. In the City the pay 2014 EMV is $1,795,975,400. Therefore, the total amount of outstanding debt cannot exceed $53,879,262. As of February 10, 2015 the City had $20,050,000 subject to the legal debt limit.

Under the Street Reconstruction Plan, the City will secure $1,775,000 in general obligation bonds in the year 2015 to finance Garnet Street & 168th Avenue reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green. In the year 2016, general obligation bonds in the amount of $2,865,000 will be secured for the Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive. In 2017, general obligation bonds in the amount of $995,000 will be used to finance reconstruction of Alpine Drive and overlay of streets in Rivers Bend. In 2018, general obligation bonds in the amount of $2,435,000 will be used to finance reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores. Finally in the year 2019, $1,440,000 in general obligation bonds will be secured for the financing of reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge. All five general obligation bond issues will be repaid over a 10 - year period. The only exception is the road reconstruction portion of the 2016 bonds will be repaid over a 15-year period due to the size of the project (approximately $2.325 million). The par amount of each issue is based on the amounts listed in Appendix A plus estimated issuance costs. The proposed general obligation street reconstruction bonds (including issuance costs) are shown in Appendix B.

Continuation of the Street Reconstruction and Overlay Plan

This Street Reconstruction and Overlay Plan should be reviewed annually by the City Council using the process outlined in this Plan. It should review proposed expenditures, make priority decisions, and seek funding for those expenditures it deems necessary for the City. If deemed appropriate, the Council should prepare an update to this Plan.

APPENDIX A

PROJECT COSTS

(Capital Expenditures to be funded with Bond Proceeds)

The 2015 capital expenditure of approximately $1,680,100 for the City's portion of reconstruction of Garnet Street & 168th Avenue and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green is to be funded with $1,775,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2015 | Delivered 05/01/2015

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,095,000.00	$680,000.00	$1,775,000.00
Total Sources	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	13,140.00	8,160.00	21,300.00
Costs of Issuance	24,059.15	14,940.85	39,000.00
Deposit to Capitalized Interest (CIF) Fund	19,857.50	12,333.75	32,191.25
Deposit to Project Construction Fund	1,036,000.00	644,100.00	1,680,100.00
Rounding Amount	1,943.35	465.40	2,408.75
Total Uses	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**

PROJECT COSTS

The 2016 capital expenditure of approximately $2,719,710 for the City's portion of Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive is to be funded with $2,865,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2016 | Delivered 05/01/2016

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$2,325,000.00	$540,000.00	$2,865,000.00
Total Sources	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	27,900.00	6,480.00	34,380.00
Costs of Issuance	35,706.80	8,293.20	44,000.00
Deposit to Capitalized Interest (CIF) Fund	52,715.00	9,820.42	62,535.42
Deposit to Project Construction Fund	2,205,105.00	514,605.00	2,719,710.00
Rounding Amount	3,573.20	801.38	4,374.58
Total Uses	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**

PROJECT COSTS

The 2017 capital expenditure of approximately $919,065 for the reconstruction of Alpine Drive and overlay of streets in Rivers Bend is to be funded with $995,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2017 | Delivered 05/01/2017

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$810,000.00	$185,000.00	$995,000.00
Total Sources	**$810,000.00**	**$185,000.00**	**$995,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.500%)	12,150.00	2,775.00	14,925.00
Costs of Issuance	32,562.82	7,437.18	40,000.00
Deposit to Capitalized Interest (CIF) Fund	14,695.42	3,396.25	18,091.67
Deposit to Project Construction Fund	747,180.00	171,885.00	919,065.00
Rounding Amount	3,411.76	(493.43)	2,918.33
Total Uses	**$810,000.00**	**$185,000.00**	**$995,000.00**

PROJECT COSTS

The 2018 capital expenditure of approximately $2,316,050 for the reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores is to be funded with $2,435,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2018 | Delivered 05/01/2018

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,565,000.00	$870,000.00	$2,435,000.00
Total Sources	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	18,780.00	10,440.00	29,220.00
Costs of Issuance	28,279.26	15,720.74	44,000.00
Deposit to Capitalized Interest (CIF) Fund	28,426.67	15,805.83	44,232.50
Deposit to Project Construction Fund	1,486,980.00	829,070.00	2,316,050.00
Rounding Amount	2,534.07	(1,036.57)	1,497.50
Total Uses	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**

PROJECT COSTS

The 2019 capital expenditure of approximately $1,353,990 for the reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge is to be funded with $1,440,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2019 | Delivered 05/01/2019

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$725,000.00	$715,000.00	$1,440,000.00
Total Sources	**$725,000.00**	**$715,000.00**	**$1,440,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	8,700.00	8,580.00	17,280.00
Costs of Issuance	19,131.95	18,868.05	38,000.00
Deposit to Capitalized Interest (CIF) Fund	13,102.92	12,943.13	26,046.05
Deposit to Project Construction Fund	680,570.00	673,420.00	1,353,990.00
Rounding Amount	3,495.13	1,188.82	4,683.95
Total Uses	**$725,000.00**	**$715,000.00**	**$1,440,000.00**

APPENDIX B

PROPOSED 2015 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,775,000 General Obligation Bonds, Series 2015
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2015	-	-	17,333.75	17,333.75	(17,333.75)	-	-
12/01/2016	180,000.00	0.850%	29,715.00	209,715.00	(14,857.50)	194,857.50	204,600.38
12/01/2017	170,000.00	1.050%	28,185.00	198,185.00	-	198,185.00	208,094.25
12/01/2018	170,000.00	1.250%	26,400.00	196,400.00	-	196,400.00	206,220.00
12/01/2019	170,000.00	1.400%	24,275.00	194,275.00	-	194,275.00	203,988.75
12/01/2020	170,000.00	1.650%	21,895.00	191,895.00	-	191,895.00	201,489.75
12/01/2021	175,000.00	1.750%	19,090.00	194,090.00	-	194,090.00	203,794.50
12/01/2022	180,000.00	1.900%	16,027.50	196,027.50	-	196,027.50	205,828.88
12/01/2023	185,000.00	2.050%	12,607.50	197,607.50	-	197,607.50	207,487.88
12/01/2024	185,000.00	2.300%	8,815.00	193,815.00	-	193,815.00	203,505.75
12/01/2025	190,000.00	2.400%	4,560.00	194,560.00	-	194,560.00	204,288.00
Total	**$1,775,000.00**	**-**	**$208,903.75**	**$1,983,903.75**	**(32,191.25)**	**$1,951,712.50**	**$2,049,298.13**

PROPOSED 2016 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,865,000 General Obligation Bonds, Series 2016
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2016	-	-	33,672.92	33,672.92	(33,672.92)	-	-
12/01/2017	215,000.00	0.850%	57,725.00	272,725.00	(28,862.50)	243,862.50	256,055.63
12/01/2018	185,000.00	1.050%	55,897.50	240,897.50	-	240,897.50	252,942.38
12/01/2019	190,000.00	1.250%	53,955.00	243,955.00	-	243,955.00	256,152.75
12/01/2020	190,000.00	1.400%	51,580.00	241,580.00	-	241,580.00	253,659.00
12/01/2021	200,000.00	1.650%	48,920.00	248,920.00	-	248,920.00	261,366.00
12/01/2022	200,000.00	1.750%	45,620.00	245,620.00	-	245,620.00	257,901.00
12/01/2023	205,000.00	1.900%	42,120.00	247,120.00	-	247,120.00	259,476.00
12/01/2024	205,000.00	2.050%	38,225.00	243,225.00	-	243,225.00	255,386.25
12/01/2025	210,000.00	2.300%	34,022.50	244,022.50	-	244,022.50	256,223.63
12/01/2026	215,000.00	2.400%	29,192.50	244,192.50	-	244,192.50	256,402.13
12/01/2027	160,000.00	2.550%	24,032.50	184,032.50	-	184,032.50	193,234.13
12/01/2028	165,000.00	2.700%	19,952.50	184,952.50	-	184,952.50	194,200.13
12/01/2029	170,000.00	2.850%	15,497.50	185,497.50	-	185,497.50	194,772.38
12/01/2030	175,000.00	2.950%	10,652.50	185,652.50	-	185,652.50	194,935.13
12/01/2031	180,000.00	3.050%	5,490.00	185,490.00	-	185,490.00	194,764.50
Total	**$2,865,000.00**	**-**	**$566,555.42**	**$3,431,555.42**	**(62,535.42)**	**$3,369,020.00**	**$3,537,471.00**

PROPOSED 2017 SROP BOND ISSUE

City of Ramsey, Minnesota

$995,000 General Obligation Bonds, Series 2017
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2017	-	-	9,741.67	9,741.67	(9,741.67)	-	-
12/01/2018	100,000.00	0.850%	16,700.00	116,700.00	(8,350.00)	108,350.00	113,767.50
12/01/2019	90,000.00	1.050%	15,850.00	105,850.00	-	105,850.00	111,142.50
12/01/2020	95,000.00	1.250%	14,905.00	109,905.00	-	109,905.00	115,400.25
12/01/2021	95,000.00	1.400%	13,717.50	108,717.50	-	108,717.50	114,153.38
12/01/2022	100,000.00	1.650%	12,387.50	112,387.50	-	112,387.50	118,006.88
12/01/2023	100,000.00	1.750%	10,737.50	110,737.50	-	110,737.50	116,274.38
12/01/2024	100,000.00	1.900%	8,987.50	108,987.50	-	108,987.50	114,436.88
12/01/2025	105,000.00	2.050%	7,087.50	112,087.50	-	112,087.50	117,691.88
12/01/2026	105,000.00	2.300%	4,935.00	109,935.00	-	109,935.00	115,431.75
12/01/2027	105,000.00	2.400%	2,520.00	107,520.00	-	107,520.00	112,896.00
Total	**$995,000.00**	**-**	**$117,569.17**	**$1,112,569.17**	**(18,091.67)**	**$1,094,477.50**	**$1,149,201.38**

PROPOSED 2018 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,435,000 General Obligation Bonds, Series 2018
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2018	-	-	23,817.50	23,817.50	(23,817.50)	-	-
12/01/2019	250,000.00	0.850%	40,830.00	290,830.00	(20,415.00)	270,415.00	283,935.75
12/01/2020	225,000.00	1.050%	38,705.00	263,705.00	-	263,705.00	276,890.25
12/01/2021	230,000.00	1.250%	36,342.50	266,342.50	-	266,342.50	279,659.63
12/01/2022	235,000.00	1.400%	33,467.50	268,467.50	-	268,467.50	281,890.88
12/01/2023	235,000.00	1.650%	30,177.50	265,177.50	-	265,177.50	278,436.38
12/01/2024	240,000.00	1.750%	26,300.00	266,300.00	-	266,300.00	279,615.00
12/01/2025	250,000.00	1.900%	22,100.00	272,100.00	-	272,100.00	285,705.00
12/01/2026	250,000.00	2.050%	17,350.00	267,350.00	-	267,350.00	280,717.50
12/01/2027	255,000.00	2.300%	12,225.00	267,225.00	-	267,225.00	280,586.25
12/01/2028	265,000.00	2.400%	6,360.00	271,360.00	-	271,360.00	284,928.00
Total	**$2,435,000.00**	**-**	**$287,675.00**	**$2,722,675.00**	**(44,232.50)**	**$2,678,442.50**	**$2,812,364.63**

PROPOSED 2019 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,440,000 General Obligation Bonds, Series 2019
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2019	-	-	14,024.80	14,024.80	(14,024.80)	-	-
12/01/2020	150,000.00	0.850%	24,042.50	174,042.50	(12,021.25)	162,021.25	170,122.31
12/01/2021	135,000.00	1.050%	22,767.50	157,767.50	-	157,767.50	165,655.88
12/01/2022	140,000.00	1.250%	21,350.00	161,350.00	-	161,350.00	169,417.50
12/01/2023	140,000.00	1.400%	19,600.00	159,600.00	-	159,600.00	167,580.00
12/01/2024	140,000.00	1.650%	17,640.00	157,640.00	-	157,640.00	165,522.00
12/01/2025	140,000.00	1.750%	15,330.00	155,330.00	-	155,330.00	163,096.50
12/01/2026	145,000.00	1.900%	12,880.00	157,880.00	-	157,880.00	165,774.00
12/01/2027	150,000.00	2.050%	10,125.00	160,125.00	-	160,125.00	168,131.25
12/01/2028	150,000.00	2.300%	7,050.00	157,050.00	-	157,050.00	164,902.50
12/01/2029	150,000.00	2.400%	3,600.00	153,600.00	-	153,600.00	161,280.00
Total	**$1,440,000.00**	-	**$168,409.80**	**$1,608,409.80**	**(26,046.05)**	**$1,582,363.75**	**$1,661,481.94**

APPENDIX C

Pre-Sale Schedule dated March 10, 2015
5-Year City Street Reconstruction Plan Bond Issuance
City of Ramsey, Minnesota

The City Council must take the following actions before Bonds can be issued:

- City Council directs preparation of a 5-Year Street Reconstruction Plan.
- City Council conducts a Public Hearing on issuance of Bonds and Street Reconstruction Plan.
- City Council approves Bonds and Street Reconstruction Plan by unanimous vote.

The table below lists the steps in the issuing process:

February 10, 2015:	City Council adopts Resolution calling for Public Hearing on issuance of Bonds and on Street Reconstruction Plan.
February 16, 2105:	Close date to get Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan to official newspaper for publication.
February 20, 2015:	Publish Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan (publication no more than 28 days and no less than 10 days prior to hearing date).
March 10, 2015:	City Council holds Public Hearing at 7:00 p.m. on Bonds and on Street Reconstruction Plan and adopts Resolution giving preliminary approval for their issuance and approving Street Reconstruction Plan by unanimous vote of its membership present.
March 10, 2015:	City Council provides for sale of Bonds.
April 9, 2015:	Reverse referendum period ends (within 30 days of the public hearing).
April 14, 2015:	City Council accepts offer for Bonds and adopts Resolution-Approving sale of Bonds.
May 7, 2014:	Tentative closing/receipt of funds.

Net Debt Limit	
Assessor's Estimated Market Value	1,795,975,400
Multiply by 3%	0.03
Statutory Debt Limit	53,879,262
Less: Debt Paid Solely from Taxes	(20,050,000)
Unused Debt Limit	33,829,262

Project #	15-STR-006
Project Name	Reconstruction of Streets-Ford Brook Estates/Hy 10

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	60 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost $1,740,400

Description

Reconstruction of streets in Ford Brook Estates. & Hy 10 Ramsey, West of Highway 47/St. Francis Blvd.

Total Project Cost = $1,740,400
Street Improvements: $1,566,360
Storm Water Improvements: $174,040

20 lots for possible assessment

Justification

These streets are in poor condition and require reconstruction. The pavement has deteriorated beyond the point where an overlay could be applied. This project will install concrete curb and gutter and storm sewer.

Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost		1,740,400									1,740,400
Total		1,740,400									1,740,400

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Special Assessment - Bonded		391,590									391,590
Storm Water Utility Fund		174,040									174,040
GO Bonding (Road Funding)		1,174,770									1,174,770
Total		1,740,400									1,740,400

Public Works Committee **5. 4.**

Meeting Date: 08/21/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to consider approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

Background:

The City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. Page 223 from the CIP is attached which shows the streets in Brookview Estates were proposed to receive overlays in 2019.

In the spring of 2018 Staff re-evaluated the pavement condition of these streets and found the pavement has degraded past the point where an overlay should be applied, and that a total reconstruct is now required. Staff therefore recommends that these streets be reconstructed in 2019 to allow bonds to be used to pay for the improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP). Attached is a copy of the 2015 - 2019 SROP for reference.

Figure 1 (attached) shows the general location of the Brookview Estates development within the City.

Figure 2 (attached) shows the overall scope of the project.

Timeframe:

Staff estimates 5 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

Observations:

If these streets are not reconstructed in 2019, they can be added to the next 5-year SROP to allow reconstruction between 2020 and 2024 instead. However, this would reduce the amount of pavement maintenance work that can be completed in the current 5-year SROP since no new streets can be added to the 5-year SROP.

Alternatives:

Alternative #1 – Motion approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:

The Feasibility Report will be completed in-house as part of Staff's normal duties.

Staff proposes to fund the proposed street reconstruction improvements using a combination of special assessments to benefiting properties, street reconstruction bond funds, and stormwater utility funds (if needed).

Recommendation:

Staff recommends alternative #1.

Action:

Motion approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

Attachments

CIP Pg 223

Figure 1

Figure 2

5 year SROP

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/16/2018 03:11 PM
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM
Bruce Westby (Originator)	Bruce Westby	08/17/2018 01:51 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:25 AM
Final Approval Date: 08/17/2018		

Project #	15-STR-012
Project Name	2019 Overlay Projects

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	20 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost $612,200

Description

Each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life.

2019 Projects: Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills, Chestnut Ridge

There is a total of $2.2M designated to maintain streets annually.

Overlays will be assessed at 25% of cost

Justification

Regular scheduled maintenance safeguards the considerable investment the City has in its pavements by cost effectively maximizing pavement life and minimizing emergency repairs.

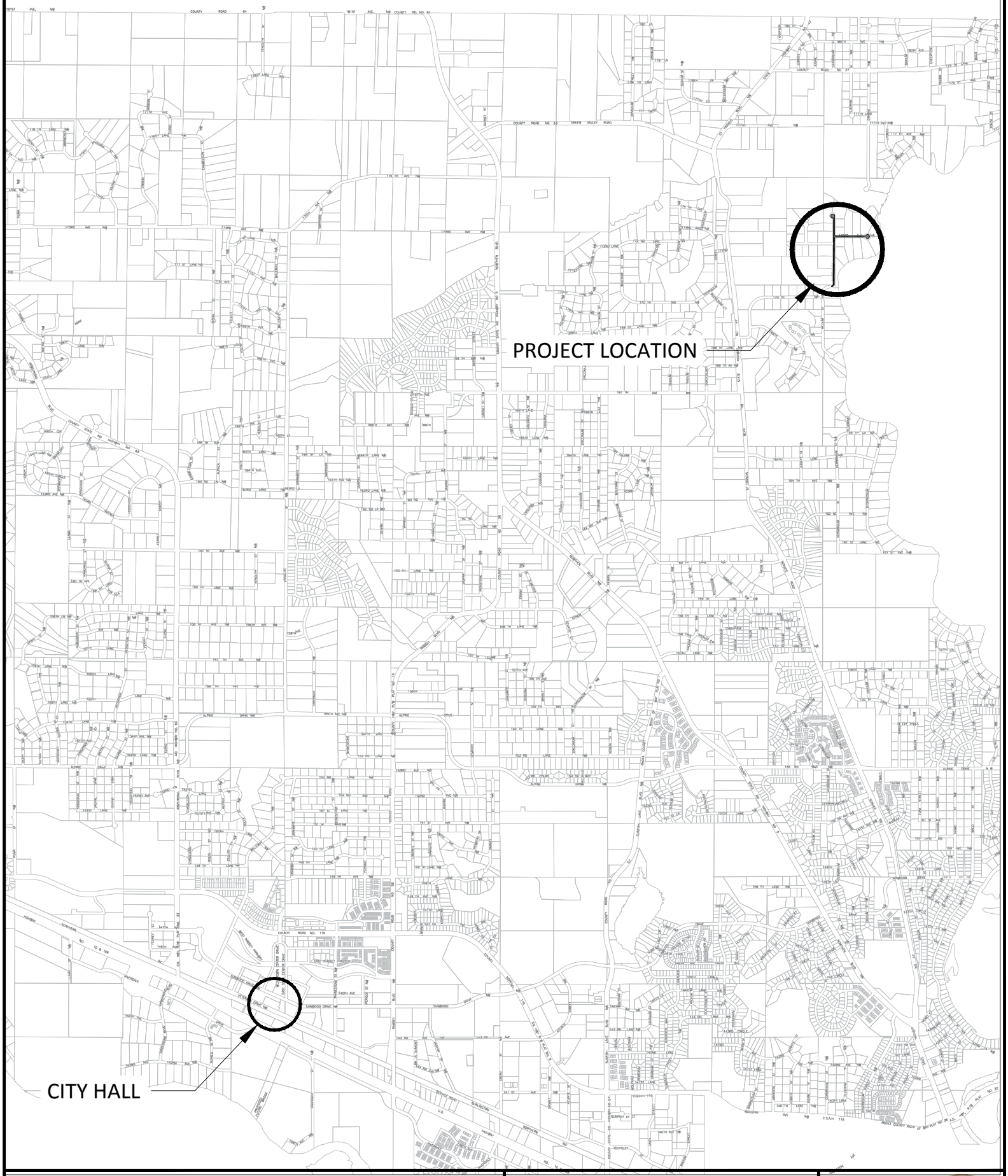
Overlaying streets provides additional pavement life. These streets were selected based on Paser rating and time since last pavement maintenance treatment.

Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding.

Revisit Program for 2020-2025

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost		612,200									612,200
Total		612,200									612,200

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Special Assessment - Bonded		153,050									153,050
GO Bonding (Road Funding)		459,150									459,150
Total		612,200									612,200



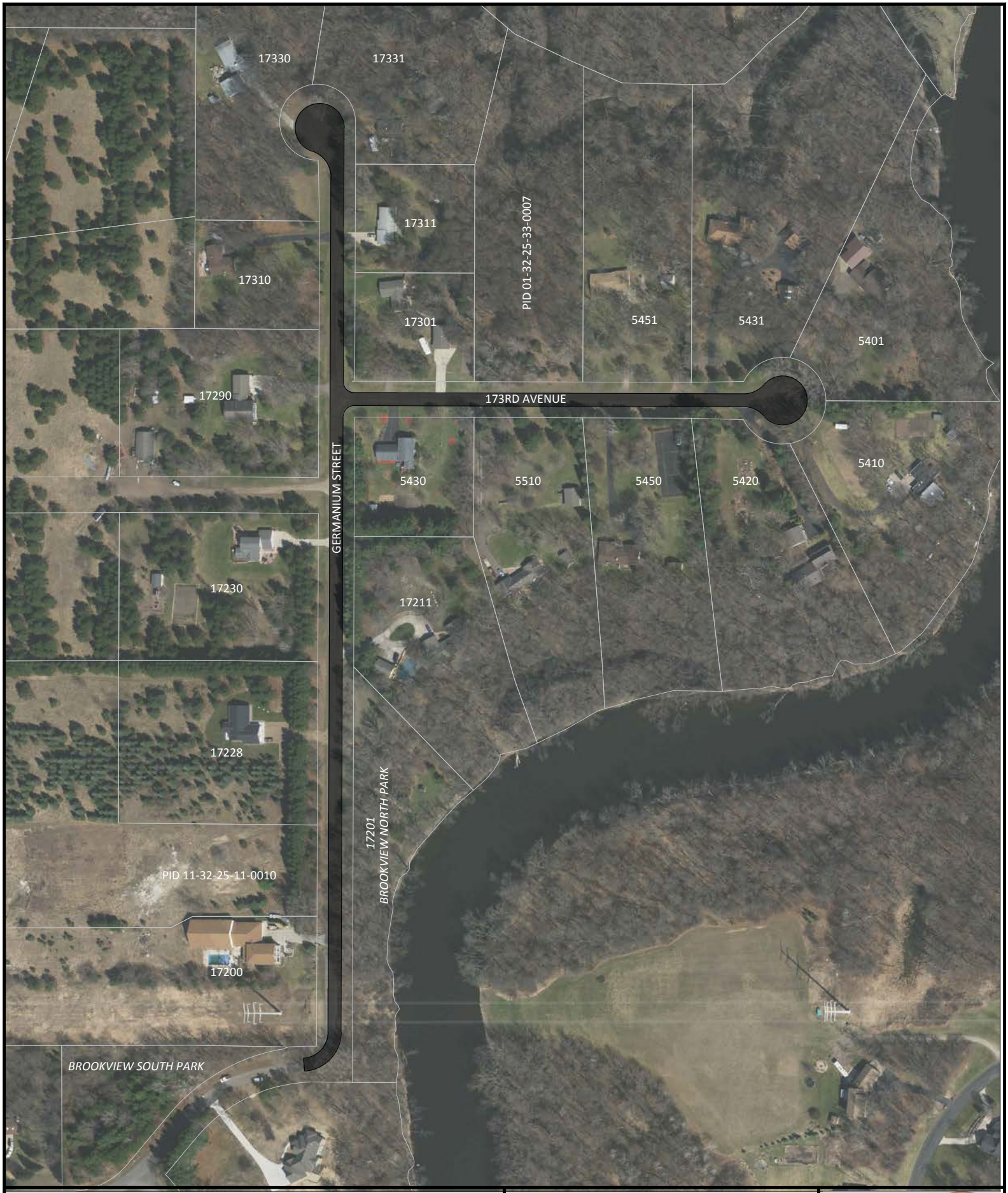
BROOKVIEW ESTATES
PROJECT LOCATION

0 3000 6000 9000

SCALE (FEET)

N

City of RAMSEY



BROOKVIEW ESTATES PROJECT SCOPE

0 225 450 675

SCALE (FEET)

N

City of RAMSEY

2015 through 2019

Five-Year Street Reconstruction Overlay Plan for the

City of Ramsey, Minnesota

March 10, 2015

Prepared by:

Ehlers & Associates, Inc.
3060 Centre Pointe Drive
Roseville, MN 55113

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City of Ramsey, MN

Five-Year Street Reconstruction and Overlay Plan

2015 through 2019

I. INTRODUCTION

In 2002, the Minnesota State Legislature passed into law a bill which generally exempts city bonds issued under a street reconstruction program from the referendum requirements usually required for bonding expenditures. In 2013 the Legislature amended the law to allow bituminous overlays to be included in the street reconstruction program.

II. PURPOSE

Street reconstruction or bituminous overlay is a major expenditure of city funds for the reconstruction or overlay of streets. Street reconstruction and bituminous overlay may include utility replacement and relocation and other incidental costs, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction and Overlay Plan (SROP) is a document designed to anticipate street reconstruction and overlay expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. A SROP allows the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Ramsey, Minnesota (the "City") believes the street reconstruction and overlay process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical assets and sound fiscal management. In these financially difficult times good planning is essential for the wise use of limited financial resources.

The Street Reconstruction and Overlay Plan is designed to be updated on an annual basis. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS

The street reconstruction and overlay planning process is as follows; the City Council authorizes the preparation of the SROP. The City staff is instructed to assemble the capital expenditures to be undertaken within the next five years. The City Council then reviews the expenditures according to their priority, fiscal impact, and available funding. From this information, a preliminary street reconstruction and overlay plan is prepared. A public hearing is held to solicit input from citizens and other governmental units. Changes are made based on that input, and a final project list is established.

The City Council then prepares a plan based on the available funding sources. If general obligation bonding is necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. Over the life of the SROP, once the funding, including proceeds from the bond sales becomes available, the individual capital expenditures can be made.

In subsequent years, the process is repeated as expenditures are completed as new needs arise. Street reconstruction planning looks five years into the future.

For a city to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. Specifically, the city council must approve the sale of street reconstruction bonds by a unanimous vote of its membership present. In addition, it must hold a public hearing for public input. Notice of such hearing must be published in the official newspaper of the city at least 10, but not more than 28 days prior to the date of the public hearing. The city council approves the SROP unanimously following the public hearing.

Although a referendum is not required, a reverse referendum is allowable. If a petition bearing the signatures of at least 5 percent of the votes cast in the last general election requesting a vote on the issuance of bonds is received by the municipal clerk within 30 days after the public hearing, a referendum vote on the issuance of the bonds shall be called (if a vote is taken and the referendum passes, the taxes would be levied on market value rather than tax capacity).

IV. PROJECT SUMMARY

The expenditures to be undertaken with this Street Reconstruction and Overlay Plan (SROP) are limited to those listed in Appendix A. All other foreseeable capital expenditures within the City government will come through other means. The following expenditures have been submitted for inclusion in this SROP:

2015 Expenditures

- Garnet Street & 168th Avenue Reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green.

2016 Expenditures

- Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive.

2017 Expenditures

- Reconstruction of Alpine Drive and overlay of streets in Rivers Bend.

2018 Expenditures

- Reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores.

2019 Expenditures

- Reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge.

V. FINANCING THE STREET RECONSTRUCTION PLAN

The total amount of requested expenditures under the Street Reconstruction and Overlay Plan is approximately $9 million. If these expenditures are to be funded, that amount of money is anticipated to be generated through the tax levy and the sale of approximately $10,000,000 in bonds over the five-year period.

In the financing of the Street Reconstruction Plan, one statutory limitation applies. Under Chapter 475, with few exceptions, cities cannot incur debt in excess of 3% of the assessor's estimated market value for the city. In the City the pay 2014 EMV is $1,795,975,400. Therefore, the total amount of outstanding debt cannot exceed $53,879,262. As of February 10, 2015 the City had $20,050,000 subject to the legal debt limit.

Under the Street Reconstruction Plan, the City will secure $1,775,000 in general obligation bonds in the year 2015 to finance Garnet Street & 168th Avenue reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green. In the year 2016, general obligation bonds in the amount of $2,865,000 will be secured for the Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive. In 2017, general obligation bonds in the amount of $995,000 will be used to finance reconstruction of Alpine Drive and overlay of streets in Rivers Bend. In 2018, general obligation bonds in the amount of $2,435,000 will be used to finance reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores. Finally in the year 2019, $1,440,000 in general obligation bonds will be secured for the financing of reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge. All five general obligation bond issues will be repaid over a 10 - year period. The only exception is the road reconstruction portion of the 2016 bonds will be repaid over a 15-year period due to the size of the project (approximately $2.325 million). The par amount of each issue is based on the amounts listed in Appendix A plus estimated issuance costs. The proposed general obligation street reconstruction bonds (including issuance costs) are shown in Appendix B.

Continuation of the Street Reconstruction and Overlay Plan

This Street Reconstruction and Overlay Plan should be reviewed annually by the City Council using the process outlined in this Plan. It should review proposed expenditures, make priority decisions, and seek funding for those expenditures it deems necessary for the City. If deemed appropriate, the Council should prepare an update to this Plan.

APPENDIX A

PROJECT COSTS

(Capital Expenditures to be funded with Bond Proceeds)

The 2015 capital expenditure of approximately $1,680,100 for the City's portion of reconstruction of Garnet Street & 168th Avenue and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green is to be funded with $1,775,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2015 | Delivered 05/01/2015

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,095,000.00	$680,000.00	$1,775,000.00
Total Sources	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	13,140.00	8,160.00	21,300.00
Costs of Issuance	24,059.15	14,940.85	39,000.00
Deposit to Capitalized Interest (CIF) Fund	19,857.50	12,333.75	32,191.25
Deposit to Project Construction Fund	1,036,000.00	644,100.00	1,680,100.00
Rounding Amount	1,943.35	465.40	2,408.75
Total Uses	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**

PROJECT COSTS

The 2016 capital expenditure of approximately $2,719,710 for the City's portion of Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive is to be funded with $2,865,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2016 | Delivered 05/01/2016

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$2,325,000.00	$540,000.00	$2,865,000.00
Total Sources	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	27,900.00	6,480.00	34,380.00
Costs of Issuance	35,706.80	8,293.20	44,000.00
Deposit to Capitalized Interest (CIF) Fund	52,715.00	9,820.42	62,535.42
Deposit to Project Construction Fund	2,205,105.00	514,605.00	2,719,710.00
Rounding Amount	3,573.20	801.38	4,374.58
Total Uses	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**

PROJECT COSTS

The 2017 capital expenditure of approximately $919,065 for the reconstruction of Alpine Drive and overlay of streets in Rivers Bend is to be funded with $995,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2017 | Delivered 05/01/2017

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$810,000.00	$185,000.00	$995,000.00
Total Sources	**$810,000.00**	**$185,000.00**	**$995,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.500%)	12,150.00	2,775.00	14,925.00
Costs of Issuance	32,562.82	7,437.18	40,000.00
Deposit to Capitalized Interest (CIF) Fund	14,695.42	3,396.25	18,091.67
Deposit to Project Construction Fund	747,180.00	171,885.00	919,065.00
Rounding Amount	3,411.76	(493.43)	2,918.33
Total Uses	**$810,000.00**	**$185,000.00**	**$995,000.00**

PROJECT COSTS

The 2018 capital expenditure of approximately $2,316,050 for the reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores is to be funded with $2,435,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2018 | Delivered 05/01/2018

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,565,000.00	$870,000.00	$2,435,000.00
Total Sources	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	18,780.00	10,440.00	29,220.00
Costs of Issuance	28,279.26	15,720.74	44,000.00
Deposit to Capitalized Interest (CIF) Fund	28,426.67	15,805.83	44,232.50
Deposit to Project Construction Fund	1,486,980.00	829,070.00	2,316,050.00
Rounding Amount	2,534.07	(1,036.57)	1,497.50
Total Uses	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**

PROJECT COSTS

The 2019 capital expenditure of approximately $1,353,990 for the reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge is to be funded with $1,440,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2019 | Delivered 05/01/2019

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$725,000.00	$715,000.00	$1,440,000.00
Total Sources	**$725,000.00**	**$715,000.00**	**$1,440,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	8,700.00	8,580.00	17,280.00
Costs of Issuance	19,131.95	18,868.05	38,000.00
Deposit to Capitalized Interest (CIF) Fund	13,102.92	12,943.13	26,046.05
Deposit to Project Construction Fund	680,570.00	673,420.00	1,353,990.00
Rounding Amount	3,495.13	1,188.82	4,683.95
Total Uses	**$725,000.00**	**$715,000.00**	**$1,440,000.00**

APPENDIX B

PROPOSED 2015 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,775,000 General Obligation Bonds, Series 2015
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2015	-	-	17,333.75	17,333.75	(17,333.75)	-	-
12/01/2016	180,000.00	0.850%	29,715.00	209,715.00	(14,857.50)	194,857.50	204,600.38
12/01/2017	170,000.00	1.050%	28,185.00	198,185.00	-	198,185.00	208,094.25
12/01/2018	170,000.00	1.250%	26,400.00	196,400.00	-	196,400.00	206,220.00
12/01/2019	170,000.00	1.400%	24,275.00	194,275.00	-	194,275.00	203,988.75
12/01/2020	170,000.00	1.650%	21,895.00	191,895.00	-	191,895.00	201,489.75
12/01/2021	175,000.00	1.750%	19,090.00	194,090.00	-	194,090.00	203,794.50
12/01/2022	180,000.00	1.900%	16,027.50	196,027.50	-	196,027.50	205,828.88
12/01/2023	185,000.00	2.050%	12,607.50	197,607.50	-	197,607.50	207,487.88
12/01/2024	185,000.00	2.300%	8,815.00	193,815.00	-	193,815.00	203,505.75
12/01/2025	190,000.00	2.400%	4,560.00	194,560.00	-	194,560.00	204,288.00
Total	**$1,775,000.00**	**-**	**$208,903.75**	**$1,983,903.75**	**(32,191.25)**	**$1,951,712.50**	**$2,049,298.13**

PROPOSED 2016 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,865,000 General Obligation Bonds, Series 2016
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2016	-	-	33,672.92	33,672.92	(33,672.92)	-	-
12/01/2017	215,000.00	0.850%	57,725.00	272,725.00	(28,862.50)	243,862.50	256,055.63
12/01/2018	185,000.00	1.050%	55,897.50	240,897.50	-	240,897.50	252,942.38
12/01/2019	190,000.00	1.250%	53,955.00	243,955.00	-	243,955.00	256,152.75
12/01/2020	190,000.00	1.400%	51,580.00	241,580.00	-	241,580.00	253,659.00
12/01/2021	200,000.00	1.650%	48,920.00	248,920.00	-	248,920.00	261,366.00
12/01/2022	200,000.00	1.750%	45,620.00	245,620.00	-	245,620.00	257,901.00
12/01/2023	205,000.00	1.900%	42,120.00	247,120.00	-	247,120.00	259,476.00
12/01/2024	205,000.00	2.050%	38,225.00	243,225.00	-	243,225.00	255,386.25
12/01/2025	210,000.00	2.300%	34,022.50	244,022.50	-	244,022.50	256,223.63
12/01/2026	215,000.00	2.400%	29,192.50	244,192.50	-	244,192.50	256,402.13
12/01/2027	160,000.00	2.550%	24,032.50	184,032.50	-	184,032.50	193,234.13
12/01/2028	165,000.00	2.700%	19,952.50	184,952.50	-	184,952.50	194,200.13
12/01/2029	170,000.00	2.850%	15,497.50	185,497.50	-	185,497.50	194,772.38
12/01/2030	175,000.00	2.950%	10,652.50	185,652.50	-	185,652.50	194,935.13
12/01/2031	180,000.00	3.050%	5,490.00	185,490.00	-	185,490.00	194,764.50
Total	**$2,865,000.00**	**-**	**$566,555.42**	**$3,431,555.42**	**(62,535.42)**	**$3,369,020.00**	**$3,537,471.00**

PROPOSED 2017 SROP BOND ISSUE

City of Ramsey, Minnesota

$995,000 General Obligation Bonds, Series 2017
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2017	-	-	9,741.67	9,741.67	(9,741.67)	-	-
12/01/2018	100,000.00	0.850%	16,700.00	116,700.00	(8,350.00)	108,350.00	113,767.50
12/01/2019	90,000.00	1.050%	15,850.00	105,850.00	-	105,850.00	111,142.50
12/01/2020	95,000.00	1.250%	14,905.00	109,905.00	-	109,905.00	115,400.25
12/01/2021	95,000.00	1.400%	13,717.50	108,717.50	-	108,717.50	114,153.38
12/01/2022	100,000.00	1.650%	12,387.50	112,387.50	-	112,387.50	118,006.88
12/01/2023	100,000.00	1.750%	10,737.50	110,737.50	-	110,737.50	116,274.38
12/01/2024	100,000.00	1.900%	8,987.50	108,987.50	-	108,987.50	114,436.88
12/01/2025	105,000.00	2.050%	7,087.50	112,087.50	-	112,087.50	117,691.88
12/01/2026	105,000.00	2.300%	4,935.00	109,935.00	-	109,935.00	115,431.75
12/01/2027	105,000.00	2.400%	2,520.00	107,520.00	-	107,520.00	112,896.00
Total	**$995,000.00**	**-**	**$117,569.17**	**$1,112,569.17**	**(18,091.67)**	**$1,094,477.50**	**$1,149,201.38**

PROPOSED 2018 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,435,000 General Obligation Bonds, Series 2018
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2018	-	-	23,817.50	23,817.50	(23,817.50)	-	-
12/01/2019	250,000.00	0.850%	40,830.00	290,830.00	(20,415.00)	270,415.00	283,935.75
12/01/2020	225,000.00	1.050%	38,705.00	263,705.00	-	263,705.00	276,890.25
12/01/2021	230,000.00	1.250%	36,342.50	266,342.50	-	266,342.50	279,659.63
12/01/2022	235,000.00	1.400%	33,467.50	268,467.50	-	268,467.50	281,890.88
12/01/2023	235,000.00	1.650%	30,177.50	265,177.50	-	265,177.50	278,436.38
12/01/2024	240,000.00	1.750%	26,300.00	266,300.00	-	266,300.00	279,615.00
12/01/2025	250,000.00	1.900%	22,100.00	272,100.00	-	272,100.00	285,705.00
12/01/2026	250,000.00	2.050%	17,350.00	267,350.00	-	267,350.00	280,717.50
12/01/2027	255,000.00	2.300%	12,225.00	267,225.00	-	267,225.00	280,586.25
12/01/2028	265,000.00	2.400%	6,360.00	271,360.00	-	271,360.00	284,928.00
Total	**$2,435,000.00**	**-**	**$287,675.00**	**$2,722,675.00**	**(44,232.50)**	**$2,678,442.50**	**$2,812,364.63**

PROPOSED 2019 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,440,000 General Obligation Bonds, Series 2019
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2019	-	-	14,024.80	14,024.80	(14,024.80)	-	-
12/01/2020	150,000.00	0.850%	24,042.50	174,042.50	(12,021.25)	162,021.25	170,122.31
12/01/2021	135,000.00	1.050%	22,767.50	157,767.50	-	157,767.50	165,655.88
12/01/2022	140,000.00	1.250%	21,350.00	161,350.00	-	161,350.00	169,417.50
12/01/2023	140,000.00	1.400%	19,600.00	159,600.00	-	159,600.00	167,580.00
12/01/2024	140,000.00	1.650%	17,640.00	157,640.00	-	157,640.00	165,522.00
12/01/2025	140,000.00	1.750%	15,330.00	155,330.00	-	155,330.00	163,096.50
12/01/2026	145,000.00	1.900%	12,880.00	157,880.00	-	157,880.00	165,774.00
12/01/2027	150,000.00	2.050%	10,125.00	160,125.00	-	160,125.00	168,131.25
12/01/2028	150,000.00	2.300%	7,050.00	157,050.00	-	157,050.00	164,902.50
12/01/2029	150,000.00	2.400%	3,600.00	153,600.00	-	153,600.00	161,280.00
Total	**$1,440,000.00**	-	**$168,409.80**	**$1,608,409.80**	**(26,046.05)**	**$1,582,363.75**	**$1,661,481.94**

APPENDIX C

Pre-Sale Schedule dated March 10, 2015
5-Year City Street Reconstruction Plan Bond Issuance
City of Ramsey, Minnesota

The City Council must take the following actions before Bonds can be issued:

- City Council directs preparation of a 5-Year Street Reconstruction Plan.
- City Council conducts a Public Hearing on issuance of Bonds and Street Reconstruction Plan.
- City Council approves Bonds and Street Reconstruction Plan by unanimous vote.

The table below lists the steps in the issuing process:

February 10, 2015:	City Council adopts Resolution calling for Public Hearing on issuance of Bonds and on Street Reconstruction Plan.
February 16, 2105:	Close date to get Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan to official newspaper for publication.
February 20, 2015:	Publish Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan (publication no more than 28 days and no less than 10 days prior to hearing date).
March 10, 2015:	City Council holds Public Hearing at 7:00 p.m. on Bonds and on Street Reconstruction Plan and adopts Resolution giving preliminary approval for their issuance and approving Street Reconstruction Plan by unanimous vote of its membership present.
March 10, 2015:	City Council provides for sale of Bonds.
April 9, 2015:	Reverse referendum period ends (within 30 days of the public hearing).
April 14, 2015:	City Council accepts offer for Bonds and adopts Resolution-Approving sale of Bonds.
May 7, 2014:	Tentative closing/receipt of funds.

Net Debt Limit	
Assessor's Estimated Market Value	1,795,975,400
Multiply by 3%	0.03
Statutory Debt Limit	53,879,262
Less: Debt Paid Solely from Taxes	(20,050,000)
Unused Debt Limit	33,829,262

Public Works Committee **5. 5.**

Meeting Date: 08/21/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider City Council Recommendation to Order Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions

Purpose/Background:

Purpose:

The purpose of this case is to consider approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions.

Background:

The City of Ramsey's current 10-year Capital Improvement Plan (CIP) covers calendar years 2018 to 2027. The plan identifies all public streets proposed to be reconstructed or to receive overlays in 2019 as part of the City's long-term Street Maintenance Program. Page 223 from the CIP is attached which shows the streets in Wood Pond Hills & Chestnut Ridge were proposed to receive overlays in 2019.

In the spring of 2018 Staff re-evaluated the pavement condition of these streets and found the pavement has degraded past the point where an overlay should be applied, and that a total reconstruct is now required. Staff therefore recommends that these streets be reconstructed in 2019 to allow bonds to be used to pay for the improvements per the City's 2015 - 2019 Street Reconstruction and Overlay Program (SROP). Attached is a copy of the 2015 - 2019 SROP for reference.

Figure 1 (attached) shows the general location of the Wood Pond Hills & Chestnut Ridge developments within the City.

Figure 2 (attached) shows the overall scope of the project.

Timeframe:

Staff estimates 5 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

Observations:

If these streets are not reconstructed in 2019, they can be added to the next 5-year SROP to allow reconstruction between 2020 and 2024 instead. However, this would reduce the amount of pavement maintenance work that can be completed in the current 5-year SROP since no new streets can be added to the 5-year SROP.

Alternatives:

Alternative #1 – Motion approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions.

Alternative #2 – Motion of other.

Funding Source:

The Feasibility Report will be completed in-house as part of Staff's normal duties.

Staff proposes to fund the proposed street reconstruction improvements using a combination of special assessments to benefiting properties, street reconstruction bond funds, and stormwater utility funds (if needed).

Recommendation:

Staff recommends alternative #1.

Action:

Motion approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions.

Attachments

CIP Pg223

Figure 1

Figure 2

5 year SROP

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/16/2018 03:13 PM
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM
Bruce Westby (Originator)	Bruce Westby	08/17/2018 01:51 PM
Form Started By: Bruce Westby		Started On: 08/13/2018 11:26 AM
Final Approval Date: 08/17/2018		

Project #	15-STR-012
Project Name	2019 Overlay Projects

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	20 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost $612,200

Description

Each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life.

2019 Projects: Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills, Chestnut Ridge

There is a total of $2.2M designated to maintain streets annually.

Overlays will be assessed at 25% of cost

Justification

Regular scheduled maintenance safeguards the considerable investment the City has in its pavements by cost effectively maximizing pavement life and minimizing emergency repairs.

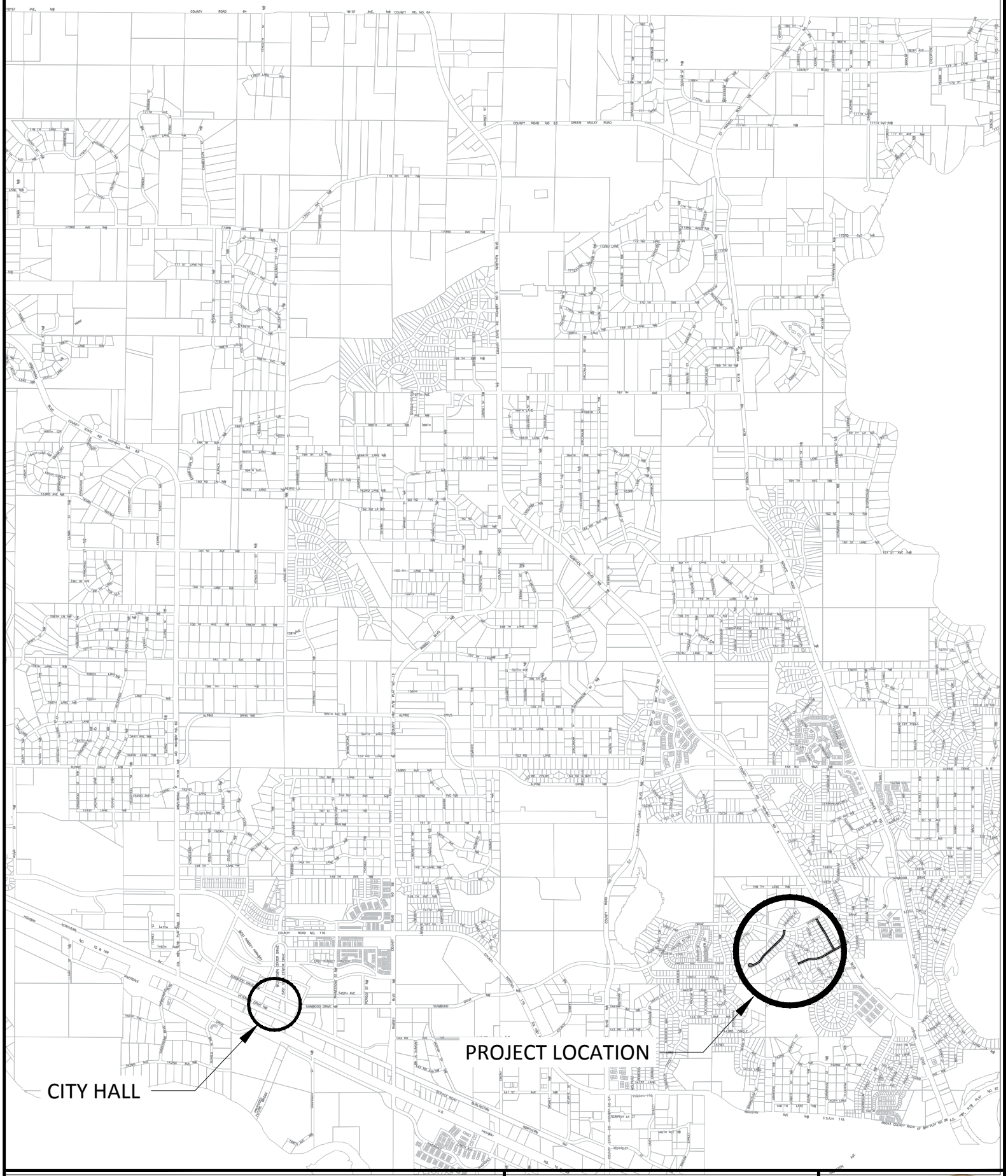
Overlaying streets provides additional pavement life. These streets were selected based on Paser rating and time since last pavement maintenance treatment.

Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding.

Revisit Program for 2020-2025

Expenditures	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Improvements Other than Building Cost		612,200									612,200
Total		612,200									612,200

Funding Sources	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Special Assessment - Bonded		153,050									153,050
GO Bonding (Road Funding)		459,150									459,150
Total		612,200									612,200



WOOD POND HILLS & CHESTNUT RIDGE PROJECT LOCATION

0 3000 6000 9000

SCALE (FEET)

N

City of RAMSEY



WOOD POND HILLS & CHESTNUT RIDGE PROJECT SCOPE

0 300 600 900

SCALE (FEET)

N

City of RAMSEY

2015 through 2019

Five-Year Street Reconstruction Overlay Plan for the

City of Ramsey, Minnesota

March 10, 2015

Prepared by:

Ehlers & Associates, Inc.
3060 Centre Pointe Drive
Roseville, MN 55113

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City of Ramsey, MN

Five-Year Street Reconstruction and Overlay Plan

2015 through 2019

I. INTRODUCTION

In 2002, the Minnesota State Legislature passed into law a bill which generally exempts city bonds issued under a street reconstruction program from the referendum requirements usually required for bonding expenditures. In 2013 the Legislature amended the law to allow bituminous overlays to be included in the street reconstruction program.

II. PURPOSE

Street reconstruction or bituminous overlay is a major expenditure of city funds for the reconstruction or overlay of streets. Street reconstruction and bituminous overlay may include utility replacement and relocation and other incidental costs, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and local share of state and county road projects, street reconstruction does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A Street Reconstruction and Overlay Plan (SROP) is a document designed to anticipate street reconstruction and overlay expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost effective method possible. A SROP allows the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Ramsey, Minnesota (the "City") believes the street reconstruction and overlay process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical assets and sound fiscal management. In these financially difficult times good planning is essential for the wise use of limited financial resources.

The Street Reconstruction and Overlay Plan is designed to be updated on an annual basis. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

III. THE STREET RECONSTRUCTION AND OVERLAY PLANNING PROCESS

The street reconstruction and overlay planning process is as follows; the City Council authorizes the preparation of the SROP. The City staff is instructed to assemble the capital expenditures to be undertaken within the next five years. The City Council then reviews the expenditures according to their priority, fiscal impact, and available funding. From this information, a preliminary street reconstruction and overlay plan is prepared. A public hearing is held to solicit input from citizens and other governmental units. Changes are made based on that input, and a final project list is established.

The City Council then prepares a plan based on the available funding sources. If general obligation bonding is necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. Over the life of the SROP, once the funding, including proceeds from the bond sales becomes available, the individual capital expenditures can be made.

In subsequent years, the process is repeated as expenditures are completed as new needs arise. Street reconstruction planning looks five years into the future.

For a city to use its authority to finance expenditures under Chapter 475.58, Subdivision 3b, it must meet the requirements provided therein. Specifically, the city council must approve the sale of street reconstruction bonds by a unanimous vote of its membership present. In addition, it must hold a public hearing for public input. Notice of such hearing must be published in the official newspaper of the city at least 10, but not more than 28 days prior to the date of the public hearing. The city council approves the SROP unanimously following the public hearing.

Although a referendum is not required, a reverse referendum is allowable. If a petition bearing the signatures of at least 5 percent of the votes cast in the last general election requesting a vote on the issuance of bonds is received by the municipal clerk within 30 days after the public hearing, a referendum vote on the issuance of the bonds shall be called (if a vote is taken and the referendum passes, the taxes would be levied on market value rather than tax capacity).

IV. PROJECT SUMMARY

The expenditures to be undertaken with this Street Reconstruction and Overlay Plan (SROP) are limited to those listed in Appendix A. All other foreseeable capital expenditures within the City government will come through other means. The following expenditures have been submitted for inclusion in this SROP:

2015 Expenditures

- Garnet Street & 168th Avenue Reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green.

2016 Expenditures

- Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive.

2017 Expenditures

- Reconstruction of Alpine Drive and overlay of streets in Rivers Bend.

2018 Expenditures

- Reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores.

2019 Expenditures

- Reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge.

V. FINANCING THE STREET RECONSTRUCTION PLAN

The total amount of requested expenditures under the Street Reconstruction and Overlay Plan is approximately $9 million. If these expenditures are to be funded, that amount of money is anticipated to be generated through the tax levy and the sale of approximately $10,000,000 in bonds over the five-year period.

In the financing of the Street Reconstruction Plan, one statutory limitation applies. Under Chapter 475, with few exceptions, cities cannot incur debt in excess of 3% of the assessor's estimated market value for the city. In the City the pay 2014 EMV is $1,795,975,400. Therefore, the total amount of outstanding debt cannot exceed $53,879,262. As of February 10, 2015 the City had $20,050,000 subject to the legal debt limit.

Under the Street Reconstruction Plan, the City will secure $1,775,000 in general obligation bonds in the year 2015 to finance Garnet Street & 168th Avenue reconstruction and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green. In the year 2016, general obligation bonds in the amount of $2,865,000 will be secured for the Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive. In 2017, general obligation bonds in the amount of $995,000 will be used to finance reconstruction of Alpine Drive and overlay of streets in Rivers Bend. In 2018, general obligation bonds in the amount of $2,435,000 will be used to finance reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores. Finally in the year 2019, $1,440,000 in general obligation bonds will be secured for the financing of reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge. All five general obligation bond issues will be repaid over a 10 - year period. The only exception is the road reconstruction portion of the 2016 bonds will be repaid over a 15-year period due to the size of the project (approximately $2.325 million). The par amount of each issue is based on the amounts listed in Appendix A plus estimated issuance costs. The proposed general obligation street reconstruction bonds (including issuance costs) are shown in Appendix B.

Continuation of the Street Reconstruction and Overlay Plan

This Street Reconstruction and Overlay Plan should be reviewed annually by the City Council using the process outlined in this Plan. It should review proposed expenditures, make priority decisions, and seek funding for those expenditures it deems necessary for the City. If deemed appropriate, the Council should prepare an update to this Plan.

APPENDIX A

PROJECT COSTS

(Capital Expenditures to be funded with Bond Proceeds)

The 2015 capital expenditure of approximately $1,680,100 for the City's portion of reconstruction of Garnet Street & 168th Avenue and overlay of streets in Hy-10 Ramsey, Northfork Highlands, Northfork Oaks, Northfork Point, Pondvale Estates, Pondvale Estates 2nd and Rolling Green is to be funded with $1,775,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2015 | Delivered 05/01/2015

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,095,000.00	$680,000.00	$1,775,000.00
Total Sources	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	13,140.00	8,160.00	21,300.00
Costs of Issuance	24,059.15	14,940.85	39,000.00
Deposit to Capitalized Interest (CIF) Fund	19,857.50	12,333.75	32,191.25
Deposit to Project Construction Fund	1,036,000.00	644,100.00	1,680,100.00
Rounding Amount	1,943.35	465.40	2,408.75
Total Uses	**$1,095,000.00**	**$680,000.00**	**$1,775,000.00**

PROJECT COSTS

The 2016 capital expenditure of approximately $2,719,710 for the City's portion of Andrie Street and 164th Lane reconstruction and overlay of streets in AEC, Woodland Green and Sunwood Drive is to be funded with $2,865,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2016 | Delivered 05/01/2016

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$2,325,000.00	$540,000.00	$2,865,000.00
Total Sources	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	27,900.00	6,480.00	34,380.00
Costs of Issuance	35,706.80	8,293.20	44,000.00
Deposit to Capitalized Interest (CIF) Fund	52,715.00	9,820.42	62,535.42
Deposit to Project Construction Fund	2,205,105.00	514,605.00	2,719,710.00
Rounding Amount	3,573.20	801.38	4,374.58
Total Uses	**$2,325,000.00**	**$540,000.00**	**$2,865,000.00**

PROJECT COSTS

The 2017 capital expenditure of approximately $919,065 for the reconstruction of Alpine Drive and overlay of streets in Rivers Bend is to be funded with $995,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2017 | Delivered 05/01/2017

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$810,000.00	$185,000.00	$995,000.00
Total Sources	**$810,000.00**	**$185,000.00**	**$995,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.500%)	12,150.00	2,775.00	14,925.00
Costs of Issuance	32,562.82	7,437.18	40,000.00
Deposit to Capitalized Interest (CIF) Fund	14,695.42	3,396.25	18,091.67
Deposit to Project Construction Fund	747,180.00	171,885.00	919,065.00
Rounding Amount	3,411.76	(493.43)	2,918.33
Total Uses	**$810,000.00**	**$185,000.00**	**$995,000.00**

PROJECT COSTS

The 2018 capital expenditure of approximately $2,316,050 for the reconstruction of streets in Stanhope Terrace and North Forty and overlay of streets in Woodland Green, North Forty 2nd, Forth Forty 3rd, Northfork Oaks, Northfork, Northfork 2nd, Northfork 3rd and Northfork Itasca Shores is to be funded with $2,435,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2018 | Delivered 05/01/2018

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$1,565,000.00	$870,000.00	$2,435,000.00
Total Sources	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	18,780.00	10,440.00	29,220.00
Costs of Issuance	28,279.26	15,720.74	44,000.00
Deposit to Capitalized Interest (CIF) Fund	28,426.67	15,805.83	44,232.50
Deposit to Project Construction Fund	1,486,980.00	829,070.00	2,316,050.00
Rounding Amount	2,534.07	(1,036.57)	1,497.50
Total Uses	**$1,565,000.00**	**$870,000.00**	**$2,435,000.00**

PROJECT COSTS

The 2019 capital expenditure of approximately $1,353,990 for the reconstruction of streets in Ford Brook Estates and overlay of streets in Brookview Estates, Meadow View, Flintwood Hills, Wood Pond Hills and Chestnut Ridge is to be funded with $1,440,000 in bond proceeds.

Total Issue Sources And Uses

Dated 05/01/2019 | Delivered 05/01/2019

	Street Reconstruction	Overlay	Issue Summary
Sources Of Funds			
Par Amount of Bonds	$725,000.00	$715,000.00	$1,440,000.00
Total Sources	**$725,000.00**	**$715,000.00**	**$1,440,000.00**
Uses Of Funds			
Total Underwriter's Discount (1.200%)	8,700.00	8,580.00	17,280.00
Costs of Issuance	19,131.95	18,868.05	38,000.00
Deposit to Capitalized Interest (CIF) Fund	13,102.92	12,943.13	26,046.05
Deposit to Project Construction Fund	680,570.00	673,420.00	1,353,990.00
Rounding Amount	3,495.13	1,188.82	4,683.95
Total Uses	**$725,000.00**	**$715,000.00**	**$1,440,000.00**

APPENDIX B

PROPOSED 2015 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,775,000 General Obligation Bonds, Series 2015
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2015	-	-	17,333.75	17,333.75	(17,333.75)	-	-
12/01/2016	180,000.00	0.850%	29,715.00	209,715.00	(14,857.50)	194,857.50	204,600.38
12/01/2017	170,000.00	1.050%	28,185.00	198,185.00	-	198,185.00	208,094.25
12/01/2018	170,000.00	1.250%	26,400.00	196,400.00	-	196,400.00	206,220.00
12/01/2019	170,000.00	1.400%	24,275.00	194,275.00	-	194,275.00	203,988.75
12/01/2020	170,000.00	1.650%	21,895.00	191,895.00	-	191,895.00	201,489.75
12/01/2021	175,000.00	1.750%	19,090.00	194,090.00	-	194,090.00	203,794.50
12/01/2022	180,000.00	1.900%	16,027.50	196,027.50	-	196,027.50	205,828.88
12/01/2023	185,000.00	2.050%	12,607.50	197,607.50	-	197,607.50	207,487.88
12/01/2024	185,000.00	2.300%	8,815.00	193,815.00	-	193,815.00	203,505.75
12/01/2025	190,000.00	2.400%	4,560.00	194,560.00	-	194,560.00	204,288.00
Total	**$1,775,000.00**	**-**	**$208,903.75**	**$1,983,903.75**	**(32,191.25)**	**$1,951,712.50**	**$2,049,298.13**

PROPOSED 2016 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,865,000 General Obligation Bonds, Series 2016
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2016	-	-	33,672.92	33,672.92	(33,672.92)	-	-
12/01/2017	215,000.00	0.850%	57,725.00	272,725.00	(28,862.50)	243,862.50	256,055.63
12/01/2018	185,000.00	1.050%	55,897.50	240,897.50	-	240,897.50	252,942.38
12/01/2019	190,000.00	1.250%	53,955.00	243,955.00	-	243,955.00	256,152.75
12/01/2020	190,000.00	1.400%	51,580.00	241,580.00	-	241,580.00	253,659.00
12/01/2021	200,000.00	1.650%	48,920.00	248,920.00	-	248,920.00	261,366.00
12/01/2022	200,000.00	1.750%	45,620.00	245,620.00	-	245,620.00	257,901.00
12/01/2023	205,000.00	1.900%	42,120.00	247,120.00	-	247,120.00	259,476.00
12/01/2024	205,000.00	2.050%	38,225.00	243,225.00	-	243,225.00	255,386.25
12/01/2025	210,000.00	2.300%	34,022.50	244,022.50	-	244,022.50	256,223.63
12/01/2026	215,000.00	2.400%	29,192.50	244,192.50	-	244,192.50	256,402.13
12/01/2027	160,000.00	2.550%	24,032.50	184,032.50	-	184,032.50	193,234.13
12/01/2028	165,000.00	2.700%	19,952.50	184,952.50	-	184,952.50	194,200.13
12/01/2029	170,000.00	2.850%	15,497.50	185,497.50	-	185,497.50	194,772.38
12/01/2030	175,000.00	2.950%	10,652.50	185,652.50	-	185,652.50	194,935.13
12/01/2031	180,000.00	3.050%	5,490.00	185,490.00	-	185,490.00	194,764.50
Total	**$2,865,000.00**	**-**	**$566,555.42**	**$3,431,555.42**	**(62,535.42)**	**$3,369,020.00**	**$3,537,471.00**

PROPOSED 2017 SROP BOND ISSUE

City of Ramsey, Minnesota

$995,000 General Obligation Bonds, Series 2017
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2017	-	-	9,741.67	9,741.67	(9,741.67)	-	-
12/01/2018	100,000.00	0.850%	16,700.00	116,700.00	(8,350.00)	108,350.00	113,767.50
12/01/2019	90,000.00	1.050%	15,850.00	105,850.00	-	105,850.00	111,142.50
12/01/2020	95,000.00	1.250%	14,905.00	109,905.00	-	109,905.00	115,400.25
12/01/2021	95,000.00	1.400%	13,717.50	108,717.50	-	108,717.50	114,153.38
12/01/2022	100,000.00	1.650%	12,387.50	112,387.50	-	112,387.50	118,006.88
12/01/2023	100,000.00	1.750%	10,737.50	110,737.50	-	110,737.50	116,274.38
12/01/2024	100,000.00	1.900%	8,987.50	108,987.50	-	108,987.50	114,436.88
12/01/2025	105,000.00	2.050%	7,087.50	112,087.50	-	112,087.50	117,691.88
12/01/2026	105,000.00	2.300%	4,935.00	109,935.00	-	109,935.00	115,431.75
12/01/2027	105,000.00	2.400%	2,520.00	107,520.00	-	107,520.00	112,896.00
Total	**$995,000.00**	**-**	**$117,569.17**	**$1,112,569.17**	**(18,091.67)**	**$1,094,477.50**	**$1,149,201.38**

PROPOSED 2018 SROP BOND ISSUE

City of Ramsey, Minnesota

$2,435,000 General Obligation Bonds, Series 2018
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2018	-	-	23,817.50	23,817.50	(23,817.50)	-	-
12/01/2019	250,000.00	0.850%	40,830.00	290,830.00	(20,415.00)	270,415.00	283,935.75
12/01/2020	225,000.00	1.050%	38,705.00	263,705.00	-	263,705.00	276,890.25
12/01/2021	230,000.00	1.250%	36,342.50	266,342.50	-	266,342.50	279,659.63
12/01/2022	235,000.00	1.400%	33,467.50	268,467.50	-	268,467.50	281,890.88
12/01/2023	235,000.00	1.650%	30,177.50	265,177.50	-	265,177.50	278,436.38
12/01/2024	240,000.00	1.750%	26,300.00	266,300.00	-	266,300.00	279,615.00
12/01/2025	250,000.00	1.900%	22,100.00	272,100.00	-	272,100.00	285,705.00
12/01/2026	250,000.00	2.050%	17,350.00	267,350.00	-	267,350.00	280,717.50
12/01/2027	255,000.00	2.300%	12,225.00	267,225.00	-	267,225.00	280,586.25
12/01/2028	265,000.00	2.400%	6,360.00	271,360.00	-	271,360.00	284,928.00
Total	**$2,435,000.00**	**-**	**$287,675.00**	**$2,722,675.00**	**(44,232.50)**	**$2,678,442.50**	**$2,812,364.63**

PROPOSED 2019 SROP BOND ISSUE

City of Ramsey, Minnesota

$1,440,000 General Obligation Bonds, Series 2019
Issue Summary

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S	105% of Total
12/01/2019	-	-	14,024.80	14,024.80	(14,024.80)	-	-
12/01/2020	150,000.00	0.850%	24,042.50	174,042.50	(12,021.25)	162,021.25	170,122.31
12/01/2021	135,000.00	1.050%	22,767.50	157,767.50	-	157,767.50	165,655.88
12/01/2022	140,000.00	1.250%	21,350.00	161,350.00	-	161,350.00	169,417.50
12/01/2023	140,000.00	1.400%	19,600.00	159,600.00	-	159,600.00	167,580.00
12/01/2024	140,000.00	1.650%	17,640.00	157,640.00	-	157,640.00	165,522.00
12/01/2025	140,000.00	1.750%	15,330.00	155,330.00	-	155,330.00	163,096.50
12/01/2026	145,000.00	1.900%	12,880.00	157,880.00	-	157,880.00	165,774.00
12/01/2027	150,000.00	2.050%	10,125.00	160,125.00	-	160,125.00	168,131.25
12/01/2028	150,000.00	2.300%	7,050.00	157,050.00	-	157,050.00	164,902.50
12/01/2029	150,000.00	2.400%	3,600.00	153,600.00	-	153,600.00	161,280.00
Total	**$1,440,000.00**	-	**$168,409.80**	**$1,608,409.80**	**(26,046.05)**	**$1,582,363.75**	**$1,661,481.94**

APPENDIX C

Pre-Sale Schedule dated March 10, 2015
5-Year City Street Reconstruction Plan Bond Issuance
City of Ramsey, Minnesota

The City Council must take the following actions before Bonds can be issued:

- City Council directs preparation of a 5-Year Street Reconstruction Plan.
- City Council conducts a Public Hearing on issuance of Bonds and Street Reconstruction Plan.
- City Council approves Bonds and Street Reconstruction Plan by unanimous vote.

The table below lists the steps in the issuing process:

February 10, 2015:	City Council adopts Resolution calling for Public Hearing on issuance of Bonds and on Street Reconstruction Plan.
February 16, 2105:	Close date to get Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan to official newspaper for publication.
February 20, 2015:	Publish Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan (publication no more than 28 days and no less than 10 days prior to hearing date).
March 10, 2015:	City Council holds Public Hearing at 7:00 p.m. on Bonds and on Street Reconstruction Plan and adopts Resolution giving preliminary approval for their issuance and approving Street Reconstruction Plan by unanimous vote of its membership present.
March 10, 2015:	City Council provides for sale of Bonds.
April 9, 2015:	Reverse referendum period ends (within 30 days of the public hearing).
April 14, 2015:	City Council accepts offer for Bonds and adopts Resolution-Approving sale of Bonds.
May 7, 2014:	Tentative closing/receipt of funds.

Net Debt Limit	
Assessor's Estimated Market Value	1,795,975,400
Multiply by 3%	0.03
Statutory Debt Limit	53,879,262
Less: Debt Paid Solely from Taxes	(20,050,000)
Unused Debt Limit	33,829,262

Public Works Committee **6. 1.**

Meeting Date: 08/21/2018

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

Purpose/Background:

The purpose of this case is to update the Public Works Committee on current and proposed improvement projects within the City, and on other items of interest to the Committee.

City Improvement Projects

- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd. (#16-20)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **River's Bend Street Reconstructions (#17-02)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **Puma Street Utilities Extensions (#17-10)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **Stanhope Terrace Street Reconstructions (#18-00)**
  - Construction complete
  - Only punch list items remain
  - Final payment in 2019
- **2018 Street Overlay Improvements (#18-03)**
  - Construction complete
  - Only punch list items remain
  - Final payment 2019
- **2018 Crackseal and Sealcoat Improvements (#18-04)**
  - Construction complete
  - Third sweeping, striping, and punch list items remain
  - Final payment 2018
- **Bunker Lake Boulevard and Puma Street Improvements (#18-05)**
  - Construction began August 15th
  - Substantial completion mid-October
  - Final completion 2019
- **The COR Regional Infiltration Basin (#18-09)**
  - Plans & Specifications nearing completion
  - Excess fill will be placed in The COR
  - Working with PSD, LLC to acquire property for west end of pond and road
  - Construction proposed for spring/summer 2019
  - Final payment 2020

Anoka County Improvement Projects

- **Foley Boulevard/CSAH 11 Grade Separation @ BNSF Railway Crossing**
  - Project is currently unfunded

MnDOT Improvement Projects

- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Railway Crossing (2017)**
  - Preliminary design on hold
  - Exploring realignment of Highway 47 to remove S-curve at fair grounds
  - Ramsey Staff will continue tracking this project
  - Combine with other Highway 10 improvement projects?

Items of Interest

- **Ground Penetrating Radar versus Pavement Cores**
  - Staff is following up on the Committee's direction to pursue the use of GPR vs. pavement cores to verify constructed pavement sections and will report on back on the cost difference.
- **Quicksilver Street Speed Concerns**
  - Staff is following up on the Committee's direction to monitor speeds on Quicksilver Street between 167th Avenue and Elmcrest Park, and to contact ARAA to request that parents slow down on Quicksilver and other Park entrance roads and will report on back on results.

Timeframe:

Staff estimates 5 minutes will be needed for updates and discussion.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

No formal action required. For Committee review and discussion purposes only.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/16/2018 08:10 AM
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM
Form Started By: Bruce Westby		Started On: 08/15/2018 12:49 PM
Final Approval Date: 08/16/2018		

Public Works Committee **6. 2.**

Meeting Date: 08/21/2018

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

Attached is a calendar of future topics for review and discussion by the Public Works Committee. The list includes topics drawn from Committee requests received during meetings and/or topics previously discussed by the Committee that are not yet resolved. All dates shown are estimated based on availability of information, staff workload, and competing objectives and are therefore subject to change.

Timeframe:

Staff estimates 5 minutes will be necessary to review the future topics calendar and address questions.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

No formal action required. For Committee review and discussion purposes only.

Attachments

PWC Calendar Aug2018

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	08/16/2018 08:10 AM
Kurt Ulrich	MaryJo Warner	08/16/2018 03:52 PM
Form Started By: Bruce Westby		Started On: 08/15/2018 12:50 PM
Final Approval Date: 08/16/2018		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
September 2018	Sunfish Lake Sedimentation Basin Improvements *(Westby)*
November 2018	Gibbon Street Basement Flooding Funding Options *(Westby)*
February 2019	Well Siting Study - Well #9 *(Westby)*
Future/TBD	Sunwood Drive Roundabout Landscaping *(Riemer)*
Future/TBD	County Ditch Maintenance / Buffer Law *(Westby)*
Date	**Topics for Discussion – Regulatory**
Future/TBD	Sunfish Lake Boulevard Speed Zone Study Results *(Westby)*
September 2018	Wellhead Protection Plan Update *(Westby)*
Date	**Topics for Discussion – Policy**
Future/TBD	Landscaped Median Maintenance Policy *(Riemer)*
November 2018	Draft Trail Maintenance Policy *(Westby)*
November 2018	Draft Stormwater Pond Maintenance Policy *(Westby)*
Date	**Topics for Discussion – Planning and Budget**
October 2018	Municipal State Aid System (MSAS) Revisions *(Westby)*
October 2018	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies *(Westby)*
Future	Public Works Facility Review/Update *(Riemer)*
February 2019	Long-Term Water Supply Plan *(Westby)*
Date	**Topics for Discussion – Staff Updates**
September 2018	Water Conservation Opportunities / Incentives *(Westby)*
January 2019	Asset Management Program *(Westby)*

* Dates are estimated and are subject to change based on availability of information, staff workload, and competing objectives.

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

CC Regular Session **7. 1.**

Meeting Date: 09/11/2018

By: Chloe McGuire Brigl, Community Development

Information

Title:

Approve Final Plat for Cottages at the COR (Case of Centra Homes, LLC)

Purpose/Background:

The purpose of this case is to review the final plat of a 40 lot townhome development proposed by Centra Homes, LLC (the "Applicant"), on PID #28-32-25-14-0094 (the "Subject Property"). The site is generally located southwest of Bunker Lake Boulevard and Ramsey Boulevard. The property is currently owned by the City of Ramsey and the applicant has a purchase agreement in place with the City. The purpose of this case is also to consider the request for the vacations of an existing drainage and utility easement on the subject property.

The Applicant has received previous approvals for this project from the City Council including preliminary plat approval on June 26, 2018. The Planning Commission conducted a public hearing for the preliminary plat and recommended approval of the preliminary plat on June 7th, 2018.

Notification:

The City Council will hold a public hearing on September 25, 2018 regarding the vacation of the drainage and utility easements. Staff notified the small utilities of the drainage and utility easement vacation request.

Observations/Alternatives:

The Final Plat submitted to the City is generally consistent with the approved Preliminary Plat, though specific changes related to landscaping, infiltration, and engineering requirements will need to be made before filing of the final plat. Additionally, there will need to be a shared access agreement between the Cottages at the COR Home Owner's Association and Symphony at Town Center Home Owner's Association signed before recording of the final plat. Generally speaking, the proposed development complies with the COR4 requirements..

Alternatives:
Alternative 1: Approve resolution 18-184 approving final plat for Cottages at the COR, with the listed conditions that the developer complies with staff memos and ProjectDox comments, enters into a development agreement, has final approval of construction plans by the City engineer, and signs a shared access agreement with Symphony at Town Center. This would allow the developer to purchase the land and move forward with site grading and building of townhomes.

Alternative 2: Deny resolution 18-184 approving final plat for Cottages at the COR. This would require the developer make changes to the proposed final plat before final approval by the City Council. However, the Final Plat is generally in compliance with the approved Preliminary Plat and thus, Staff is not supportive of this alternative.

Funding Source:

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

Recommendation:

Staff recommends adopption of Resolution 18-184: Approving Final Plat for Cottages at the COR, contingent upon the applicant entering into a Development Agreement with the City, compliance with the Staff Review Letter and ProjectDox comments, and a signed shared access agreement between Symphony at Town Center and Cottages at the COR.

Action:

Motion to approve Resolution 18-184 granting final plat approval for Cottages at the COR contingent upon:

- The applicant entering into a Development Agreement with the City
- Compliance with the Staff Review Letter and ProjectDox comments
- A signed shared access agreement etween Symphony at Town Center and Cottages at the COR

Attachments

Final Plat Cover Sheet

Site Location Map

ProjectDox Comments

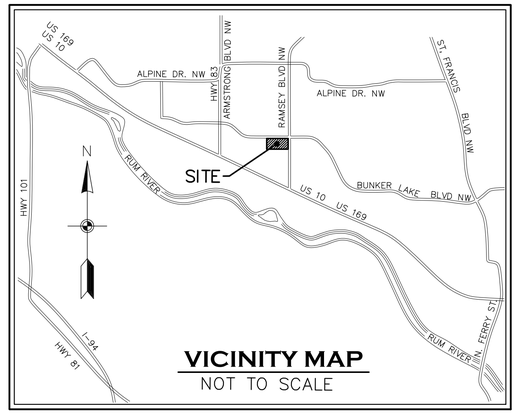
Ordinance 18-11

Resolution 18-184

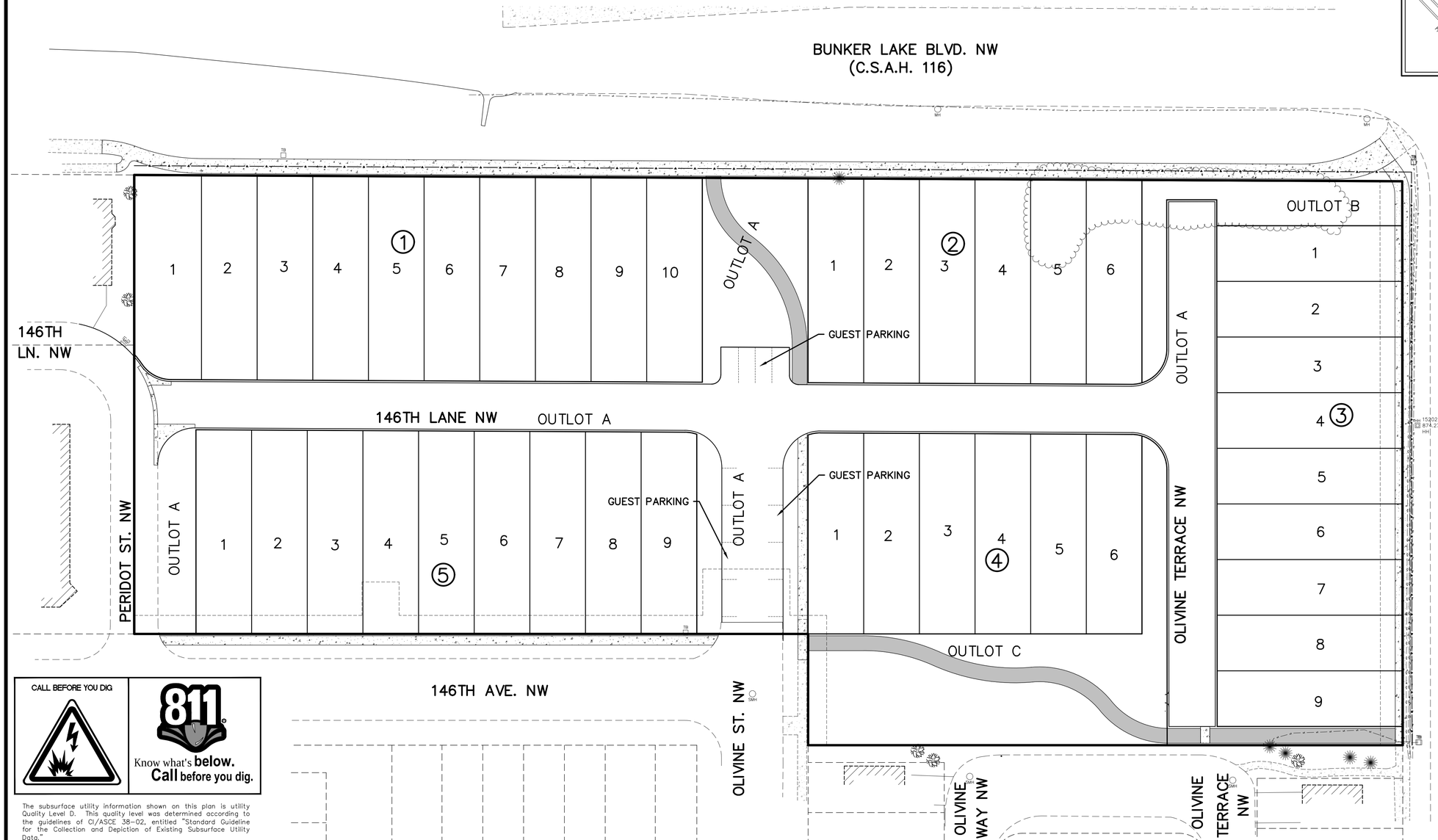
Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	09/06/2018 07:18 AM
Kurt Ulrich	Kurt Ulrich	09/06/2018 08:50 AM
Form Started By: Chloe McGuire Brigl		Started On: 08/29/2018 09:24 AM
Final Approval Date: 09/06/2018		

COTTAGES AT THE COR
SANITARY SEWER, WATER MAIN, STORM SEWER AND STREET CONSTRUCTION PLANS
RAMSEY, MINNESOTA



VICINITY MAP
NOT TO SCALE



SHEET INDEX

1. COVER
2. SANITARY SEWER INDEX
3. STORM SEWER INDEX
4–5. SANITARY SEWER & WATERMAIN
6. STORM SEWER
7. STREET CONSTRUCTION
   - OLIVINE STREET NW / OLIVINE TERRACE NW
8. STREET CONSTRUCTION
   - 146TH LANE NW
9. SIDEWALK PLAN
10–12. DETAILS

N

0 15 30 60
(IN FEET)

BENCHMARK

1. Minnesota Department of Transportation Geodetic Monument named 0202 B (OSID Station #93781). Elev.= 865.02 (NAVD 88)
2. Minnesota Department of Transportation Geodetic Monument named HYATT MNDT (OSID Station #808). Elev.= 878.97 (NAVD 88)

CALL BEFORE YOU DIG

811 Know what's **below.** **Call** before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

Carlson McCain
• environmental
• engineering
• surveying

3890 Pheasant Ridge DR. NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.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

Print Name: Brian F. Kallio, P.E.
Signature:
Date: 8/13/18 License #: 25817

Drawn: ADB
Designed: BFK
Date: 8/13/18

Revisions:
1.

CENTRA HOMES, LLC
11460 Robinson Drive N.W.
Minneapolis, MN 55433

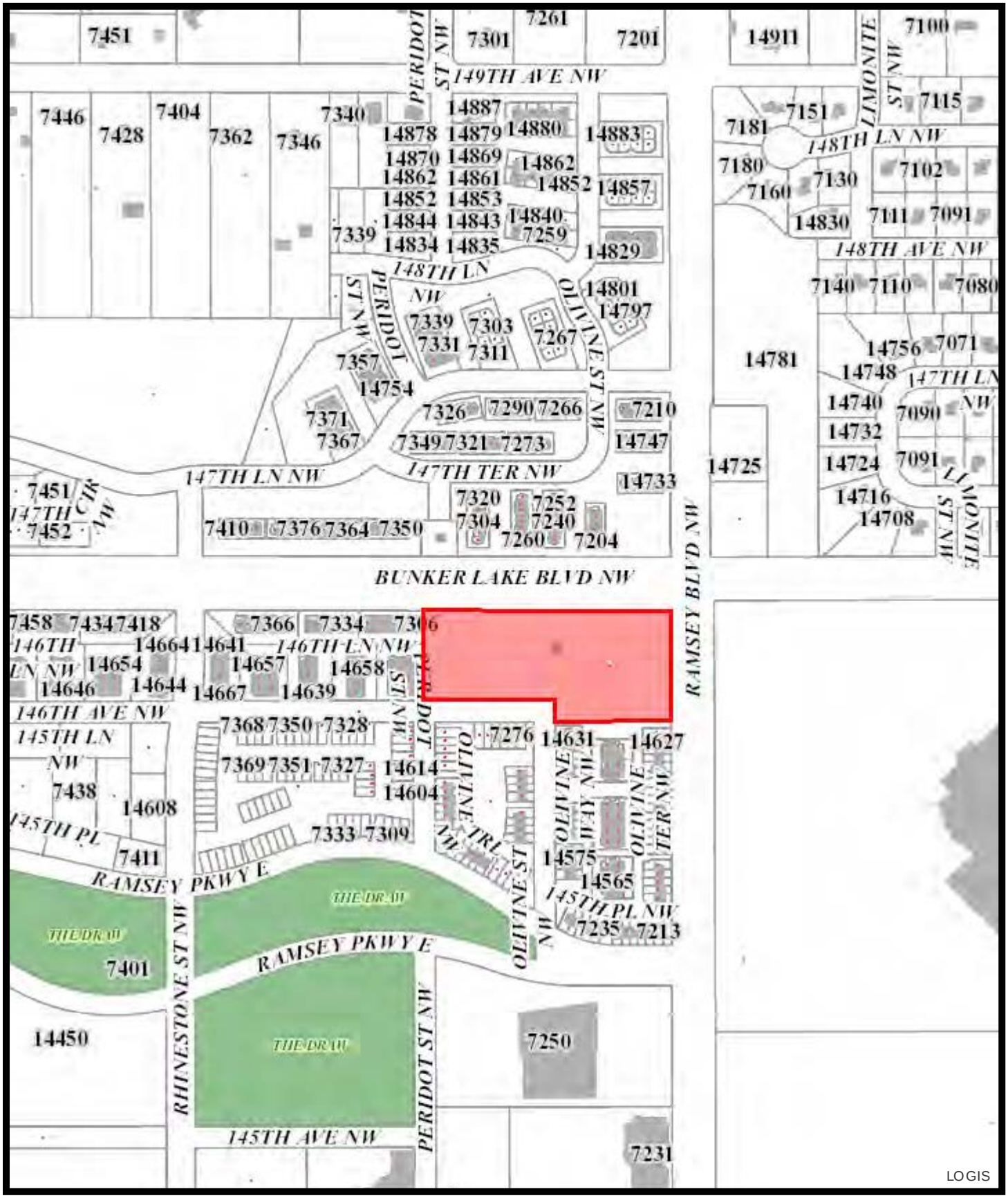
COTTAGES AT THE COR
Ramsey, Minnesota

COVER SHEET

1 of 12

Save Date: 08/09/18 F:\jobs\7341 - 7360\7351 - ramsey town square\cad c3d\engineering\final utility\7351_cover.dwg

Site Location Map



Feet
0 90180 360 540 720

Print Date: January 17, 2018

ProjectDox

Current Project - Project Markups Listing

17-162 Cottages at The COR

File Name	Markup Name	Markup Text	Markup Date	Created by
7 Tree Inventory.pdf	CA	There will be no infiltration occuring on site. Removal/replacement summary must be updated as it shows 275 inches being removed for streets and water filtration, which is not accurate and will impact the required reforestation numbers.	08/24/2018	Chris Anderson
7 Tree Inventory.pdf	CA	Since no ponding can occur on site, and there are no arterial or collector streets proposed, the ONLY potential exemptions to the removal threshold would be fortrees being removed for public trail. The inventory did NOT identify any invasive species being removed. Update table and calculations accordingly.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	Each proposed species requires a unique symbol so that city inspector and landscape contractor know what trees are going where.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	Specify the type of root stock (e.g. balled and burlap) that will be used.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	Add a planting schedule to plan sheet that specifies the the common and scientific name of each species proposed, the quantity, root stock, and symbol.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	Won't there be some sort of foundation plantings such as shrubs? Those should be added to this sheet too.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	City requires a two (2) year warranty on all plants. This CAN be overlapped with the Landscape Architect's guarantee period and does NOT need to extend out to a 3rd year.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	How will turf/vegetation be established within each individual lot? There is no symbol there indicating this.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	Add a scale to this sheet.	08/24/2018	Chris Anderson

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
8 Landscape Plan.pdf	CA	Blvd tree spacing shall be 35 feet on center but can be adjusted to account for driveways, street lights, hydrants, and the vision clearance triangle accordingly. Add this note to this sheet.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	Sidewalk width must be six (6) feet and shall be labeled on the plan. Sidewalks shall be finished with alternating brush strokes per panel.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	Any tree planted within a public blvd shall have branching begin no less than six (6) feet above finished grade.	08/24/2018	Chris Anderson
8 Landscape Plan.pdf	CA	In ground irrigation, if installed, is required to have a rain sensor AND some form of water efficient technology such as a smart controller, soil moisture sensors, ET sensor, etc.	08/24/2018	Chris Anderson
6 Details.pdf	JJF		08/24/2018	Joe Feriancek
6 Details.pdf	JJF	No infiltration is allowed on-site, there is no need for a rain gardian.	08/24/2018	Joe Feriancek
6 Details.pdf	JJF		08/24/2018	Joe Feriancek
6 Details.pdf	JJF		08/24/2018	Joe Feriancek
4-8 Street.pdf	JJF		08/24/2018	Joe Feriancek
4-8 Street.pdf	JJF	Ped Ramps not called out.	08/24/2018	Joe Feriancek
4-8 Street.pdf	JJF		08/24/2018	Joe Feriancek
4-8 Street.pdf	JJF	Add hatch to legend...typical	08/24/2018	Joe Feriancek
4-8 Street.pdf	JJF		08/24/2018	Joe Feriancek

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
4-8 Street.pdf	JJF	Must include an existing conditions and removals plan in the sheet set. Is there documented permision to remove bituminous on adjacent property?	08/24/2018	Joe Feriancek
4-8 Street.pdf	JJF		08/24/2018	Joe Feriancek
4-8 Street.pdf	JJF	Remove Breakaway Barricades at 146th and Peridot from plans.	08/24/2018	Joe Feriancek
6-10 Utility Detail.pdf	JJF	Remove all details which do not apply to this project.	08/24/2018	Joe Feriancek
6-11 Utility Detail.pdf	JJF		08/24/2018	Joe Feriancek
6-11 Utility Detail.pdf	JJF		08/24/2018	Joe Feriancek
4-4 San_WM.pdf	JJF		08/24/2018	Joe Feriancek
4-4 San_WM.pdf	JJF	Do not use 90 degree bend, use 2 x 45 degree bends.	08/24/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	0.5%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	1.0%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	1.8%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	1.6%	08/23/2018	Joe Feriancek

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	1.6%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	1.6%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	1.8%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	1.8%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	0.6%	08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF		08/23/2018	Joe Feriancek
5-1 Grade.pdf	JJF	More detail is required, as shown this is below minimum allowable slopes.	08/23/2018	Joe Feriancek
1-1 Cover.pdf	LL	The format of the SWPPP must be revised to match the new Construction Stormwater Permit which was issued August 1, 2018.	08/23/2018	Len Linton
1-1 Cover.pdf	LL		08/23/2018	Len Linton
1-1 Cover.pdf	LL	Add six sheet set of MNDOT details to set. Add custom detal for each pedestrian ramp in public right of way.	08/23/2018	Len Linton
1-1 Cover.pdf	LL	Remove details from plans that are not used on the project.	08/23/2018	Len Linton

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
4-6 STM.pdf	JJF		08/23/2018	Joe Feriancek
4-6 STM.pdf	JJF	Typo - Should be called out as sanitary crossing, not storm sewer	08/23/2018	Joe Feriancek
4-6 STM.pdf	JJF		08/23/2018	Joe Feriancek
4-6 STM.pdf	JJF	Verify pipe size, believe this is an existing 30" Pipe.	08/23/2018	Joe Feriancek
4-7 Street.pdf	JJF		08/23/2018	Joe Feriancek
4-7 Street.pdf	JJF	Don't see any pedestrian ramps called out.	08/23/2018	Joe Feriancek
4-7 Street.pdf	JJF		08/23/2018	Joe Feriancek
4-7 Street.pdf	JJF	Ped ramps not called out.	08/23/2018	Joe Feriancek
1-1 Cover.pdf	JJF		08/23/2018	Joe Feriancek
1-1 Cover.pdf	JJF	Mississippi River	08/23/2018	Joe Feriancek
1-1 Cover.pdf	JJF		08/23/2018	Joe Feriancek
1-1 Cover.pdf	JJF	Include Grading and Erosion Control Plan, Landscape Plan, Tree Plan.. Where is the SWPPP Plan for this project? Where is the Existing Conditions and Removals?	08/23/2018	Joe Feriancek
2018.05.01 Front Elevation Streetscape.pdf	Gladhill	Elevations need to be modified to meet minimum front porch requirements.	08/22/2018	Tim Gladhill
4 Site.pdf	Gladhill	This sheet conflicts with updated sheets. Please update as it relates to sidewalk/trail.	08/22/2018	Tim Gladhill
5 Grade.pdf	Gladhill	Update this sheet.	08/22/2018	Tim Gladhill
3 PRP.pdf	Gladhill	Need Final Plat Sheet in recordable format before bringing to City Council.	08/22/2018	Tim Gladhill

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
1 Cover.pdf	TF		08/21/2018	Tim Frankfurth
1 Cover.pdf	TF	Are there going to be breakaway baffles here in case of an emergency access/exit if 146th Lane is blocked?	08/21/2018	Tim Frankfurth
7351-SWMP_Rev0.pdf	LL	Report must be revised. Infiltration is not permitted on site. Ponding on site will be allowed if the pond has a clay liner. This area is part of a regional stormwater ponding system where all stormwater is routed to the nearest pond.	08/21/2018	Len Linton
4-6 STM.pdf	LL		08/21/2018	Len Linton
4-6 STM.pdf	LL	Remove curb cut from plan. Move CB 112 to this location to capture runoff.	08/21/2018	Len Linton
4-6 STM.pdf	LL		08/21/2018	Len Linton
4-6 STM.pdf	LL	Extend storm sewer to Olivine Terrace as noted above. Install catch basin in place of Rain Guardian	08/21/2018	Len Linton
6-2 Grading Details.pdf	LL		08/21/2018	Len Linton
6-2 Grading Details.pdf	LL		08/21/2018	Len Linton
6-2 Grading Details.pdf	LL		08/21/2018	Len Linton
6-2 Grading Details.pdf	LL	Remove detail from set.	08/21/2018	Len Linton
6-2 Grading Details.pdf	LL		08/21/2018	Len Linton
6-2 Grading Details.pdf	LL	Legend must be on each sheet showing only the lines and symbols that appear on that sheet.	08/21/2018	Len Linton
5-1 Grade.pdf	LL		08/21/2018	Len Linton

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
5-1 Grade.pdf	LL	Mid lot elevation 874.1, higher than 874 contour. West side is less than 1%.	08/21/2018	Len Linton
5-1 Grade.pdf	LL		08/21/2018	Len Linton
5-1 Grade.pdf	LL	An 872 contour is required on the outside of the trail.	08/21/2018	Len Linton
5-1 Grade.pdf	LL		08/21/2018	Len Linton
5-1 Grade.pdf	LL	Revise grading to achieve 2% minimum.	08/21/2018	Len Linton
5-1 Grade.pdf	LL	x	08/21/2018	Len Linton
5-1 Grade.pdf	LL	x	08/21/2018	Len Linton
5-1 Grade.pdf	LL	x	08/21/2018	Len Linton
5-1 Grade.pdf	LL	x	08/21/2018	Len Linton
5-1 Grade.pdf	LL	x	08/21/2018	Len Linton
5-1 Grade.pdf	LL	Add proposed spot elevation at each x.	08/21/2018	Len Linton
5-1 Grade.pdf	LL		08/21/2018	Len Linton
5-1 Grade.pdf	LL	These spot elevations do not match the existing contours	08/21/2018	Len Linton
5-1 Grade.pdf	LL		08/21/2018	Len Linton
5-1 Grade.pdf	LL	Grades between catch basins are less than 2%.	08/21/2018	Len Linton
5-1 Grade.pdf	LL	REM	08/21/2018	Len Linton
5-1 Grade.pdf	LL	Replace Rainguardian with Catchbasin	08/21/2018	Len Linton

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
5-1 Grade.pdf	LL		08/21/2018	Len Linton
5-1 Grade.pdf	LL	Sidewalk is 1.3% from west to east. Provide spot elevations to show how building will slope down to sidewalk.	08/21/2018	Len Linton
5-1 Grade.pdf	LL	x	08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL		08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL		08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL	Replace 8' sidewalk with 10 ft bituminous trail	08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL		08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL	Public Sidewalk shall be 6' wide.	08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL	Reference the detail sheet where each custom detail is found.	08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL	Provide ped ramp for access to trail	08/21/2018	Len Linton
4-9 Sidewalk.pdf	LL	Internal trails must be 10 feet wide if they will be maintained by the City.	08/21/2018	Len Linton
4-7 Street.pdf	LL		08/21/2018	Len Linton
4-7 Street.pdf	LL	Sidewalk shall be 6 ft wide	08/21/2018	Len Linton
4-7 Street.pdf	LL		08/21/2018	Len Linton
4-7 Street.pdf	LL	Install breakaway bollards at this location.	08/21/2018	Len Linton
4 Site.pdf	LL	No infiltration permitted on this site. If a rain garden is desired, it must be constructed over a lined basin with an underdrain connected to the storm sewer system.	06/25/2018	Len Linton

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
4 Site.pdf	LL	Calculations must demonstrate that taking storm water from County Right of Way will not overload existing system down stream of this site. The complete ROW drainage area must be mapped and included in the submittal.	06/25/2018	Len Linton
4 Site.pdf	LL	Final plans 90 degree bends must be replaced with two 45 degree bends. All bends and fittings must be labeled.	06/25/2018	Len Linton
4 Site.pdf	LL	Additional watermain valves shall be added per Utility Department directoin to provide for efficient flushing of the water system. All watermain and sanitary sewer shall be in a drainage and utility easement	06/25/2018	Len Linton
5 Grade.pdf	LL	See note on sheet 4.	06/25/2018	Len Linton
5 Grade.pdf	LL	Final plans require spot elevations at all lot corners. Minimum grade on site shall be 2% on non paved surfaces.	06/25/2018	Len Linton
5 Grade.pdf	LL	Work in the County ROW will require a permit. Provide copy of permit at pre-construction conference.	06/25/2018	Len Linton
5 Grade.pdf	JJF		06/22/2018	Joe Feriancek
5 Grade.pdf	JJF	The minimum grade is 2%. As shown this will infiltrate water, no infiltration is allowed on-site.	06/22/2018	Joe Feriancek
4 Site.pdf	JJF		06/22/2018	Joe Feriancek

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
4 Site.pdf	JJF	As shown this setup will infiltrate water, no infiltration is allowed on-site. Recommend replaing rain-gardian with Catch Basin and connecting to storm sewer.	06/22/2018	Joe Feriancek
4 Site.pdf	JJF		06/22/2018	Joe Feriancek
4 Site.pdf	JJF	Consider adding visitor parking stalls on south end of Olivine Terrace (into Outlot C). This would have the added benefit of allowing vehicle to turn around, in addition to the extra parking.	06/22/2018	Joe Feriancek
4 Site.pdf	JJF		06/22/2018	Joe Feriancek
4 Site.pdf	JJF	Add valve north of TEE.	06/22/2018	Joe Feriancek
2 EXCON.pdf	Chloe McGuire	Please add total site acreage.	05/25/2018	Chloe McGuire Brigl
4 Site.pdf	Chloe McGuire		05/25/2018	Chloe McGuire Brigl
4 Site.pdf	Chloe McGuire	Build to lines along Bunker and Ramsey are 30 feet. You can build to 20, but are allowed 30.	05/25/2018	Chloe McGuire Brigl
4 Site.pdf	Chloe McGuire		05/25/2018	Chloe McGuire Brigl
4 Site.pdf	Chloe McGuire	Build to line along Ramsey is 30 feet - you can build to 20 but are allowed up to 30.	05/25/2018	Chloe McGuire Brigl
4 Site.pdf	Chloe	If removing infiltration basin per engineering comments, show trail connection from Ramsey to Olivine through this area.	05/25/2018	Chloe McGuire Brigl
4 Site.pdf	LL	No Infiltration permitted on site. Developer must contribute to Infiltration Mitigation Fund administered by City.	05/22/2018	Len Linton
4 Site.pdf	LL	Submit calculation supporting picking up drainage from County Highway Ditch.	05/22/2018	Len Linton
4 Site.pdf	LL	Plan and profile sheets will be required for all utilities in the Final Plat submittal.	05/22/2018	Len Linton
5 Grade.pdf	LL	No Infiltration on site. See note on Utility plan for more information.	05/22/2018	Len Linton

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
5 Grade.pdf	LL	A legend is required on every sheet showing all linetypes and symbols used on that sheet.	05/22/2018	Len Linton
6 Details.pdf	LL		05/22/2018	Len Linton
6 Details.pdf	LL		05/22/2018	Len Linton
6 Details.pdf	LL	No Infiltration permitted on site. See notes on Utility Plan	05/22/2018	Len Linton
6 Details.pdf	LL	The MNDOT 6 sheet set of details must be included in the final plans. A custom detail is required for each pedestrian ramp with spot elevations ans slopes on all surfaces.	05/22/2018	Len Linton
7351-SWMP_Rev0.pdf	JJF		05/10/2018	Joe Feriancek
7351-SWMP_Rev0.pdf	JJF	Minor Typos.	05/10/2018	Joe Feriancek
7351-SWMP_Rev0.pdf	JJF		05/10/2018	Joe Feriancek
7351-SWMP_Rev0.pdf	JJF	This site is within the 10-year well capture zone, no infiltration is allowed on-site. Contact Engineering for further details.	05/10/2018	Joe Feriancek
4 Site.pdf	JJF		05/10/2018	Joe Feriancek
4 Site.pdf	JJF	Site is within 10-year well capture zone, no Infiltration on-site. Contact Engineering Department for more information.	05/10/2018	Joe Feriancek
4 Site.pdf	JJF		05/10/2018	Joe Feriancek
4 Site.pdf	JJF	No Infiltration on-site	05/10/2018	Joe Feriancek
4 Site.pdf	JJF		05/10/2018	Joe Feriancek
4 Site.pdf	JJF	Provide turnaround at south end of Olivine Terrace or connect to existing street.	05/10/2018	Joe Feriancek

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
5 Grade.pdf	JJF		05/10/2018	Joe Feriancek
5 Grade.pdf	JJF	No Infiltration on-site	05/10/2018	Joe Feriancek
5 Grade.pdf	JJF		05/10/2018	Joe Feriancek
5 Grade.pdf	JJF	County must grant permission to grade into County ROW.	05/10/2018	Joe Feriancek
5 Grade.pdf	JJF		05/10/2018	Joe Feriancek
5 Grade.pdf	JJF	County must grant permission for all work within County ROW. Provide proof to City of this approval.	05/10/2018	Joe Feriancek
5 Grade.pdf	JJF		05/10/2018	Joe Feriancek
5 Grade.pdf	JJF	the entire 100 Yr Storm elevation must be contained within drainage easement.	05/10/2018	Joe Feriancek
6 Details.pdf	JJF		05/10/2018	Joe Feriancek
6 Details.pdf	JJF	A Site Specific Street Typical Section is required.	05/10/2018	Joe Feriancek
4 Site.pdf	jnelson	add two valves one for the west main and one for the south main	05/10/2018	John Nelson
4 Site.pdf	jnelson	add three valves south,north and west main cluster in intersection	05/10/2018	John Nelson
1 Cover.pdf	Frankfurth		05/09/2018	Tim Frankfurth
1 Cover.pdf	Frankfurth	Is it possible to have these two sections of Olivine Terrace connect?	05/09/2018	Tim Frankfurth
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer	Construct Sidewalk/ Path along Ramsey Boulevard	02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer	Construct Public Sidewalk/ Path along Bunker Lake Blvd.	02/21/2018	Len Linton

ProjectDox

Current Project - Project Markups Listing

File Name	Markup Name	Markup Text	Markup Date	Created by
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer	Provide connection to Ramsey Boulevard	02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer	Construct sidewalk with pedestrian ramps along 146th Ave	02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer		02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer	Provide turn around at south end of private drive or connect to adjacent dirve.	02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer	All watermain and Sanitary sewer mains shall be in Drainage and Utility Easements.	02/21/2018	Len Linton
Ramsey Town Center Property.pdf	Civil Engineer	All private roads shall have" No Parking" signs. Raidii shall allow passage of emergency vehicles.	02/21/2018	Len Linton

ORDINANCE #18-11

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN ORDINANCE VACATING UNDERLYING DRAINAGE AND UTILITY EASEMENTS REALTED TO COTTAGES AT THE COR

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

The following described drainage and utility easements, as indicated in Exhibit A attached, are hereby vacated, to-wit:

> All of the drainage and utility easements, as created and dedicated over, under, and across, Outlot B, Ramsey Town Center 2nd Addition, according to recorded plat thereof, Anoka County, Minnesota, lying easterly of the easterly line of Block 1, Ramsey Town Center 7th Addition and its southerly extension thereof.

-and-

> Shown in Exhibit A

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 5.04.

PASSED by the City Council of the City of Ramsey, Minnesota the _____ of _____, 2018.

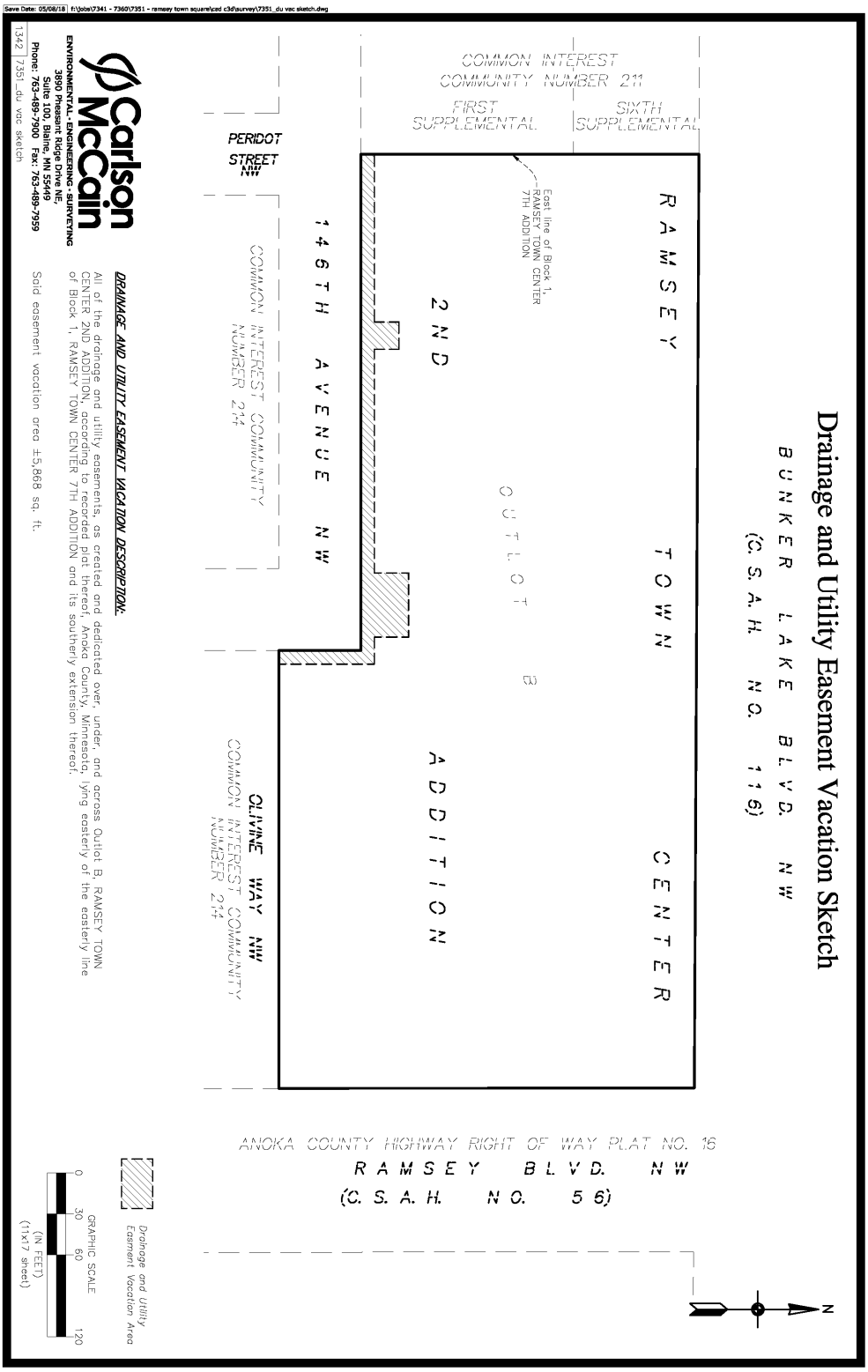
_____
Mayor

ATTEST:

City Clerk

Introduction date:
Posting dates:
Adoption date:
Publication date:
Effective date:

Exhibit A


Save Date: 05/08/18 | f:\jobs\7341 - 7360\7351 - ramsey town square\cad c3d\survey\7351_du vac sketch.dwg
Drainage and Utility Easement Vacation Sketch
BUNKER LAKE BLVD. NW
(C. S. A. H. NO. 116)
COMMON INTEREST COMMUNITY NUMBER 211
FIRST SUPPLEMENTAL
SIXTH SUPPLEMENTAL
PERIDOT STREET NW
East line of Block 1, RAMSEY TOWN CENTER 7TH ADDITION
RAMSEY TOWN CENTER
2ND ADDITION
OUTLOT B
146TH AVENUE NW
COMMON INTEREST COMMUNITY NUMBER 214
OLIVINE WAY NW
COMMON INTEREST COMMUNITY NUMBER 214
ANOKA COUNTY HIGHWAY RIGHT OF WAY PLAT NO. 16
RAMSEY BLVD. NW
(C. S. A. H. NO. 56)
N
Drainage and Utility Easement Vacation Area
GRAPHIC SCALE
0 30 60 120
(IN FEET)
(11x17 sheet)
DRAINAGE AND UTILITY EASEMENT VACATION DESCRIPTION:
All of the drainage and utility easements, as created and dedicated over, under, and across Outlot B, RAMSEY TOWN CENTER 2ND ADDITION according to recorded plat thereof, Anoka County, Minnesota, lying easterly of the easterly line of Block 1, RAMSEY TOWN CENTER 7TH ADDITION and its southerly extension thereof.
Said easement vacation area ±5,868 sq. ft.
Carlson McCain
ENVIRONMENTAL • ENGINEERING • SURVEYING
3890 Pheasant Ridge Drive NE,
Suite 100, Blaine, MN 55449
Phone: 763-489-7900 Fax: 763-489-7999
1342 | 7351_du vac sketch

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

RESOLUTION #18-184

RESOLUTION GRANTING FINAL PLAT APPROVAL OF COTTAGES AT THE COR

WHEREAS, Centra Homes, LLC, hereafter referred to as "Developer," properly applied for Final Plat approval of the following described property located in the City of Ramsey:

> That Part of Outlot B Ramsey Town Center 2nd Addition Lying Easterly of Following Description Line: Commencing at Northwest Corner of Said Outlot, Thence South 89 Degrees, 42 Minutes, 54 Seconds East, Assumed Bearing, Along Northerly Line of Said Outlot 607.10 Feet to POB of Said Line, Thence South 247.47 to Southerly Line of Said Outlot and Said Line There Terminating, Subject to Easement of Record, Anoka County, Minnesota.
>
> (the 'Subject Property');

WHEREAS, the City of Ramsey held a public workshop for the Cottages at the COR on February 1, 2018; and

WHEREAS, the City of Ramsey received a sketch plan for Cottages at the COR from the Developer on February 6, 2018; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) reviewed the sketch plan on February 26, 2018; and

WHEREAS, the Planning Commission reviewed the sketch plan on March 1, 2018, and;

WHEREAS, on June 7, 2018, the Ramsey Planning Commission conducted a public hearing regarding the proposed preliminary plat and recommended approval of the preliminary plat; and

WHEREAS, the City Council approved the preliminary plat for Cottages at the COR on June 26, 2018, and

WHEREAS, the Applicant submitted an application for Final Plat approval on August 21, 2018; and,

WHEREAS, the City Council considered the Final Plat request on September 11, 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 Cottages at the COR in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with the Staff Review Memos and ProjectDox comments.

b) The Developer entering into a Development Agreement with the City.
c) City Engineer approval of construction plans.
d) Shared access agreement between Symphony at Town Center and Cottages at the COR for the shared private road on Cottages at the COR property must be signed before final plat may be filed.

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:

Existing Vacancy

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 11th day of September, 2018

_____
Acting Mayor

ATTEST:

_____
City Clerk

CC Regular Session **7. 2.**

Meeting Date: 09/11/2018

By: Eric Maass, Community Development

Information

Title:

Adopt Resolution #18-185 Approving Final Plat and Site Plan for Bunker Lake Industrial Park Second Addition (Project #18-130); Case of PSD, LLC

Purpose/Background:

The purpose of this case is to review the proposed final plat and site plan for Bunker Lake Industiral Park Second Addition. The proposed project is located in the City's new business park located generally south of Bunker Lake Blvd and west of Armstrong Blvd. The proposed building is 60,800 sq ft and would be the third building in the City's new industrial park.

Notification:

City Staff attempted to notify all property owners within 700 feet of the Subject Property of the request via U.S. mail.

Observations/Alternatives:

The lot and proposed structure as proposed meet all dimensional standards of the E-3 Employment district.

Proposed Building: Lot 1 is proposed to be occupied by a 60,800 square foot and 31 foot 6 inch tall building that appears to be designed for light industrial or warehouse uses. Potential occupancy classifications listed on the plan set include B-Office, F-1, F-2 Manufacturing, M-Showroom, and S-1, S-2 Storage. The building has eight (8) loading dock doors measuring 9 feet wide by 10 feet tall, eight (8) roll-up doors measuring 14 feet tall and 12 feet wide, and eight (8) pedestrian doors facing south. These doors are spread out in eight groupings with one type of each door indicating that building could have up to eight different businesses within the single building. Each of the eight tenant spaces would be 7,600 square feet. The north side (facing Bunker Lake Blvd) of the building would indicate a design for five tenants within the single building based on the number of front entrance doors. The east and west elevation each have one (1) pedestrian door in the center of the building.

Parking: Per the city code, one parking stall is required for every 300 square feet of office space or one parking stall per 1,000 square feet of industrial space. The site plan shows a 60,800 square foot building with 125 parking stalls, six (6) of which are shown as handicapped stalls. 100% industrial uses would require a total of 60 spaces whereas 100% office use would require a total of 203 parking spaces. The 125 proposed spaces is more than is required for industrial but less than for office. Staff anticipates a mixture of office/warehouse space and as such it is Staff’s opinion that the proposed number of parking spaces is sufficient.

Alternatives

Alternative 1. Adopt Resolution #18-185 approving Final Plat and Site Plan of Bunker Lake Industrial Park Second Addition. The proposed site plan is largely consistent with the City's zoning ordinance with minor revisions as noted in the staff review memo. The proposed industrial space will be a benefit to the business community and city as a whole. Staff is supportive of Alternative 1.

Alternative 2. Deny Resolution #18-185 approving Final Plat and Site Plan of Bunker Lake Industrial Park Second Addition. The City Council should provide clear findings of fact for denial if it elects alternative 2. Staff does not support this alternative.

Funding Source:

The Applicant is responsible for all costs associated with this request.

Recommendation:

Staff recommends adoption of Resolution #18-185 Approving the requested Final Plat and Site Plan of Bunker Lake Industrial Park Second Addition, contingent upon compliance with the Staff Review, City Engineer approval, and that the developer enter into a development agreement with the City. Staff will provide a verbal update of the 9/6 Planning Commission Recommendation.

Action:

Motion to adopt Resolution #18-185 approving the Final Plat and Site Plan of Bunker Lake Industrial Park Second Addition contingent upon compliance with the Staff Review, City Engineer approval, and that the developer enter into a development agreement with the City.

Attachments

Site Location Map

Complete Plan Set

Tech Reports

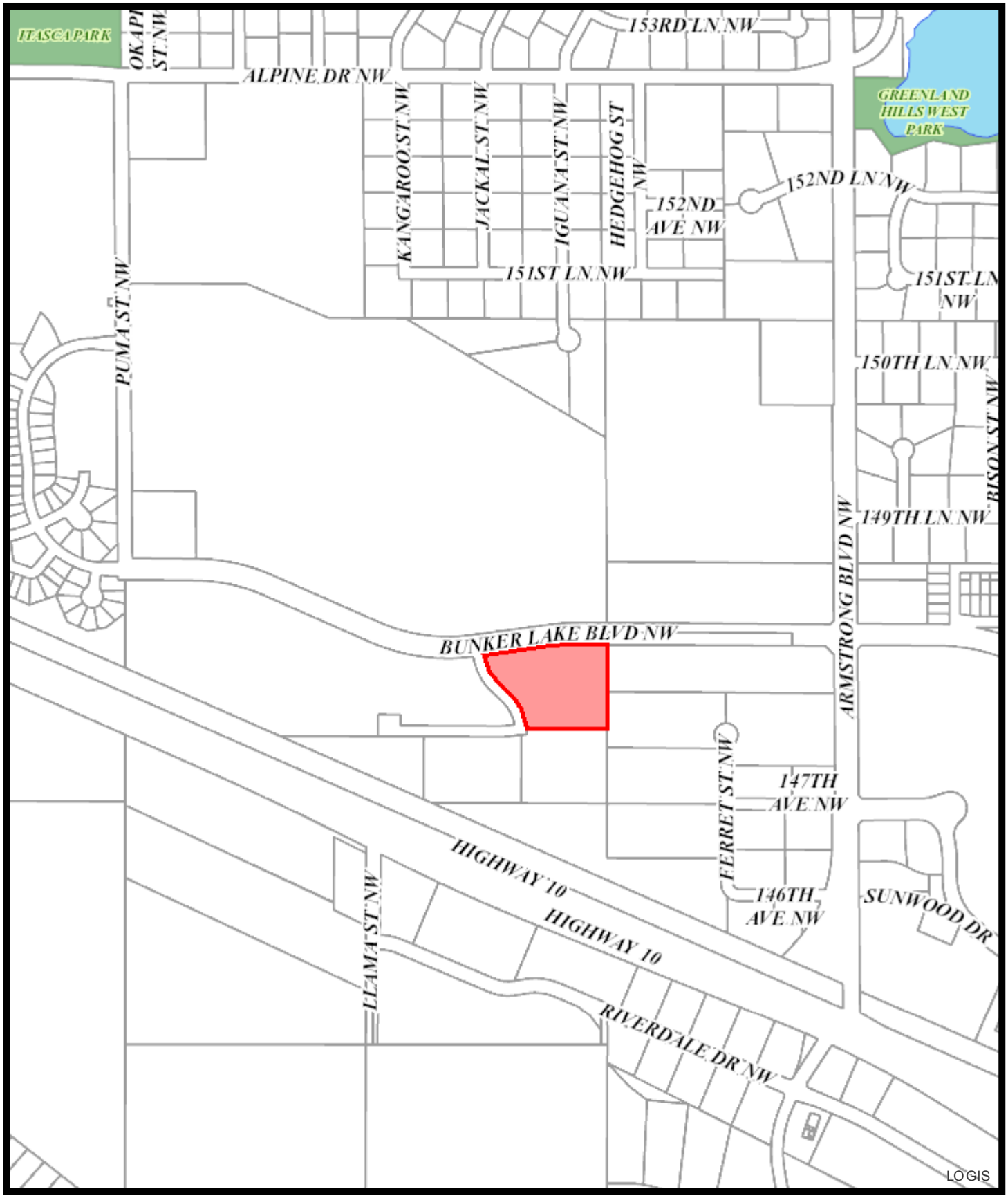
Resolution #18-185 Approving Final Plat and Site Plan of Bunker Lake Industrial Park Second Addition

Final Plat

Form Review

Inbox	Reviewed By	Date
Tim Gladhill (Originator)	Tim Gladhill	09/06/2018 07:50 AM
Kurt Ulrich	Kurt Ulrich	09/06/2018 09:05 AM
Tim Gladhill (Originator)	Tim Gladhill	09/06/2018 11:08 AM
Kurt Ulrich	Kurt Ulrich	09/06/2018 04:13 PM
Form Started By: Tim Gladhill		Started On: 09/06/2018 07:48 AM
Final Approval Date: 09/06/2018		

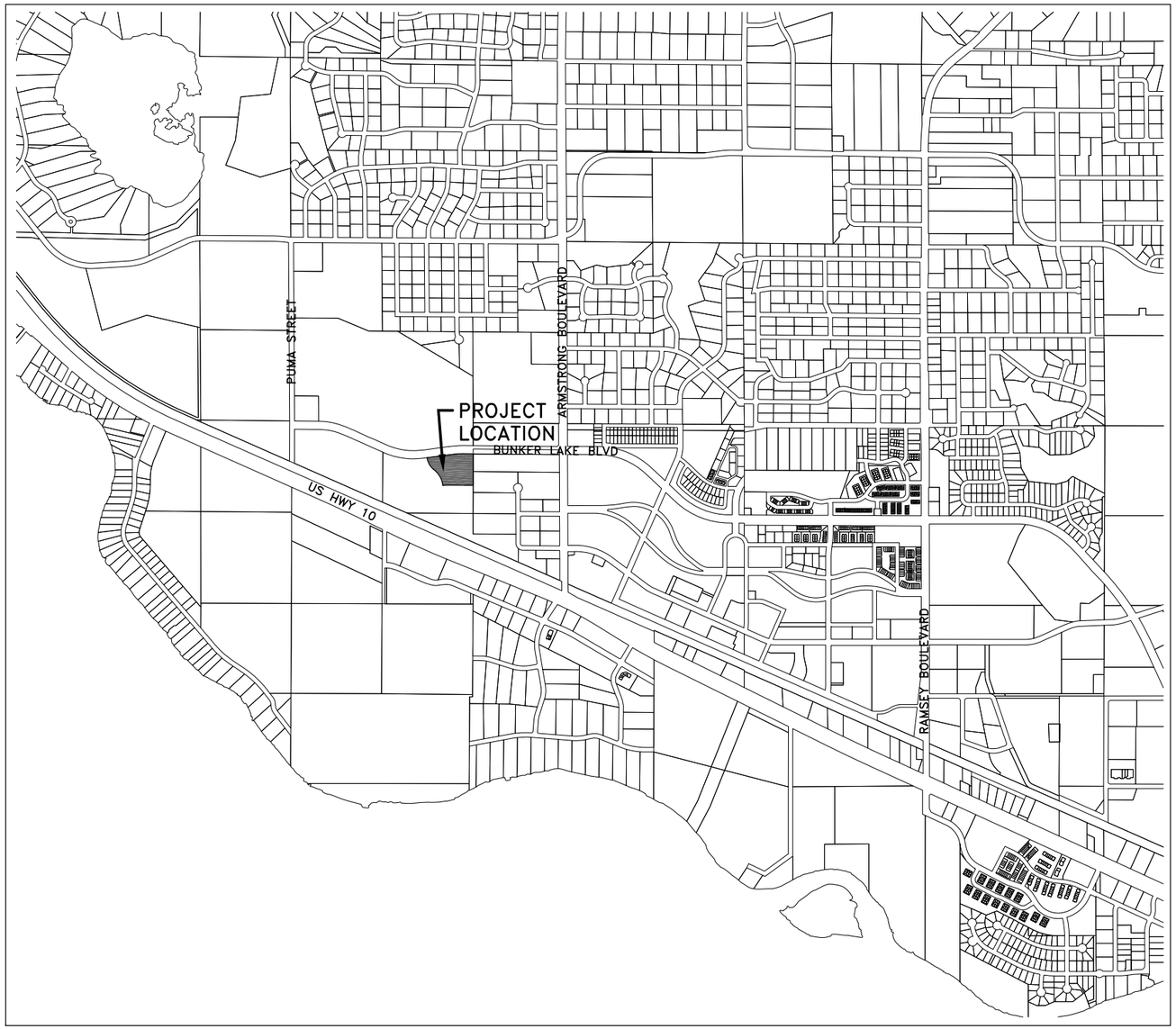
Site Location Map



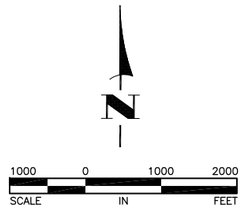
Feet
0 180 360 720 1,080 1,440

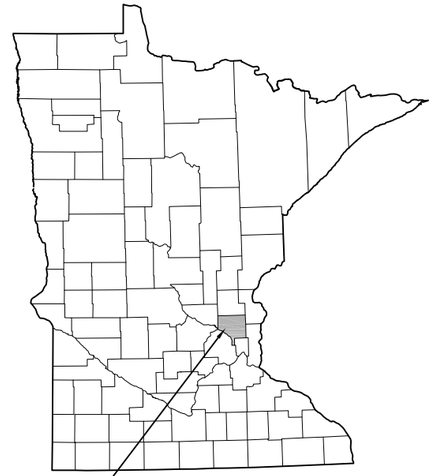
Print Date: August 16, 2018

BUNKER LAKE INDUSTRIAL PARK - LOT 3 SITE IMPROVEMENTS
CIVIL SITE CONSTRUCTION PLANS
RAMSEY, MINNESOTA



OWNER
PSD, LLC
CONTACT: MATT KUKER
7533 SUNWOOD DRIVE, SUITE 315
RAMSEY, MN 55303





CITY OF RAMSEY,
ANOKA COUNTY,
MINNESOTA

GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" 2013 EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD SPECIFICATIONS SHALL APPLY.

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

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

ALL REQUIREMENTS OF THE PROJECT MANUAL.

SHEET INDEX
THIS PLAN CONTAINS 8 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2–3	DETAILS
4	SITE PLAN
5	GRADING, DRAINAGE AND EROSION CONTROL PLAN
6	UTILITY PLAN
7	LANDSCAPE PLAN
8	LANDSCAPE SCHEDULE & DETAILS

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.

SHANE M. NELSON, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER

43381
LIC. NO.

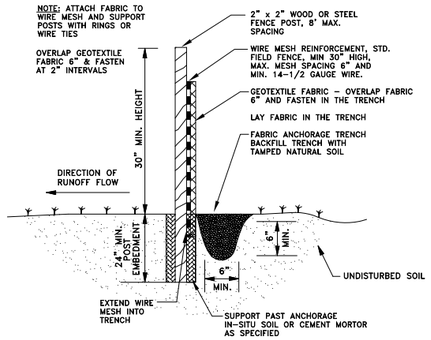
DATE 7/18/18

DATE	REVISION

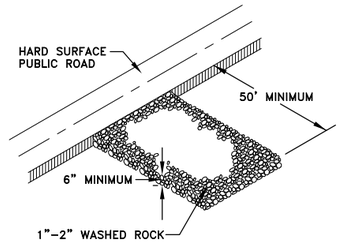
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38–2, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763–427–5860 FAX 763–427–0520

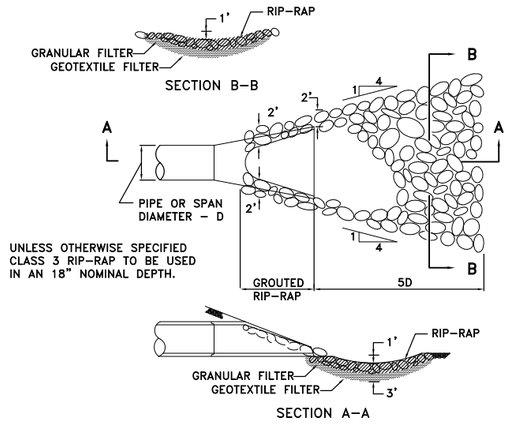
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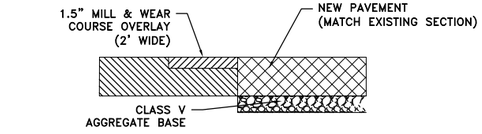
1/2 SILT FENCE DETAIL
NO SCALE



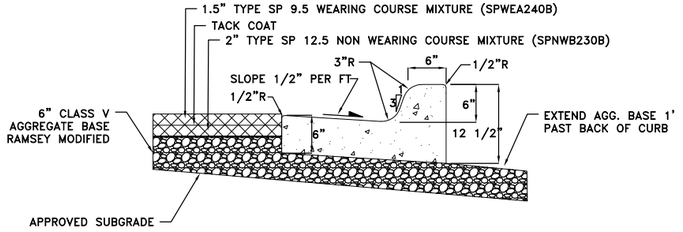
2/2 ROCK CONSTRUCTION ENTRANCE
NO SCALE



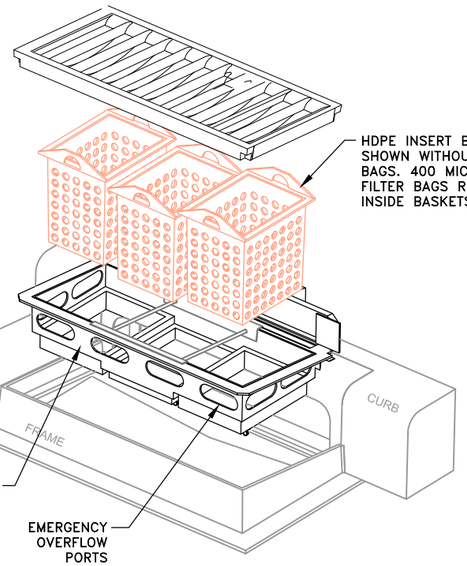
4/2 RIP-RAP AT FES OUTLET
NO SCALE



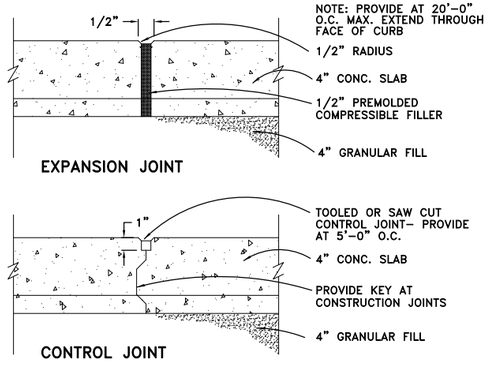
5/2 BITUMINOUS PATCH REPAIR SECTION
NO SCALE



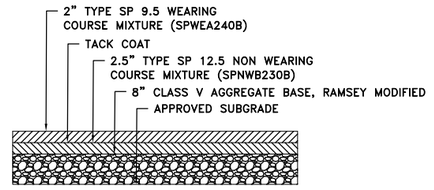
6/2 TYPICAL PAVEMENT/CURB SECTION
NO SCALE



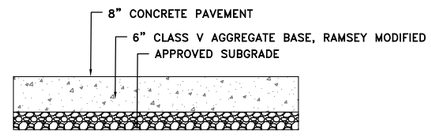
3/2 INLET PROTECTION
NO SCALE



9/2 SIDEWALK DETAILS
NO SCALE



7/2 HEAVY-DUTY PAVEMENT SECTION
NO SCALE



8/2 CONCRETE TRAILER SUPPORT PAD
NO SCALE

DATE	REVISION

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SHANE M. NELSON, P.E.
Date 7/18/18 Lic. No. 43381

DESIGNED BY: AMT
DRAWN BY: AMT
CHECKED BY: SMN

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

BUNKER LAKE INDUSTRIAL PARK
- LOT 3 SITE IMPROVEMENTS

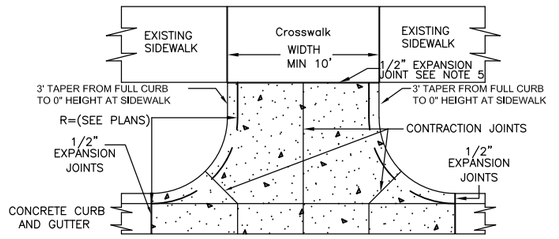
DETAILS

RAMSEY, MINNESOTA

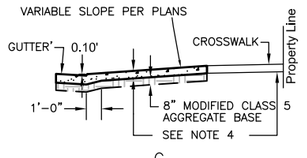
SHEET 2 OF 8 SHEETS

2325.06

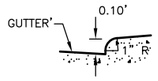
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PLAN



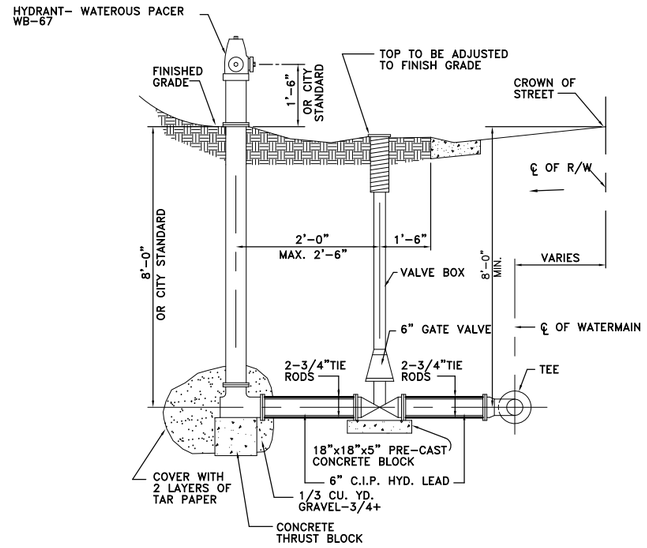
SECTION ON ℄ DRIVEWAY



DETAIL OF LIP

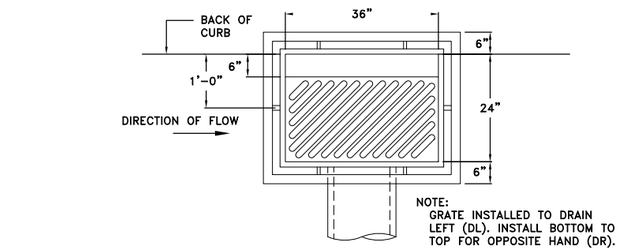
NOTES:
1. PANEL WIDTH SHALL NOT EXCEED 10 FT. WITHOUT A CENTERLINE CONSTRUCTION JOINT.
2. DRIVEWAY TO BE ONE COURSE CONCRETE PAVEMENT. (SEE SPECIAL PROVISIONS FOR CLASS OF CONCRETE.)
3. GUTTER TO BE PAVED INTEGRAL WITH DRIVEWAY.
4. 8" THICK FOR COMMERCIAL DRIVEWAYS.
5. 1/2" EXPANSION JOINT, 1/2" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2 CONCRETE AREAS ARE POURED SEPARATELY.)

1/3 COMMERICAL DRIVEWAY
NO SCALE

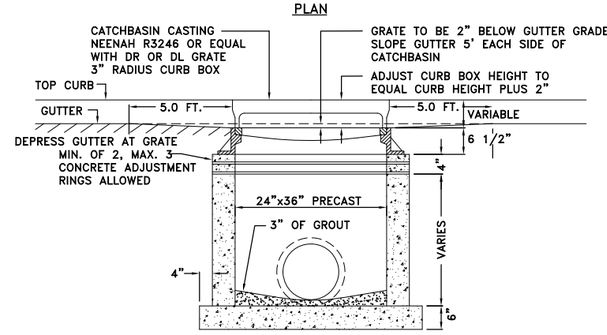


NOTE:
1.) RETAINER GLANDS MAY BE USED IN LIEU OF TIE RODS.
2.) HYDRANTS SET IN AREAS WHERE GROUND WATER LEVELS ARE WITHIN 2' OF THE BOTTOM OF THE HYDRANT OR LESS, MAY REQUIRE PLUGGED DRAIN HOLES PER SPECIFICATIONS OR CITY STANDARDS.

2/3 HYDRANT DETAIL
NO SCALE

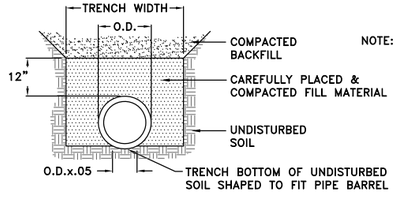


PLAN



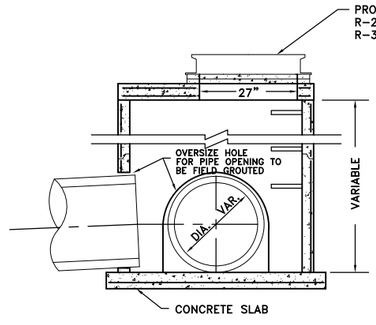
SECTION

3/3 STANDARD CURB INLET
NO SCALE



NOTE: WORKING SPACE ON EACH SIDE OF PIPE SHALL BE NOT LESS THAN 12", OR ONE THIRD (1/3) THE INSIDE DIAMETER OF THE PIPE, BUT NOT TO EXCEED 24" EACH SIDE OF THE PIPE. IF THE TRENCH WIDTH EXCEEDS THIS MAXIMUM, THE CONTRACTOR SHALL FURNISH & INSTALL A BETTER GRADE OF BEDDING MATERIAL OR A HIGHER CLASS OF PIPE AS REQUIRED FOR THE ACTUAL TRENCH WIDTH AT NO EXTRA COST TO OWNER. SEE SPECIFICATIONS.

4/3 PIPE BEDDING
NO SCALE



1. MANHOLES ARE MANUFACTURED IN ACCORDANCE WITH ASTM C–478 AND MnDOT PLATE 4000
2. PLASTIC STEPS COMPLY WITH ASTM C–478, MnDOT PLATE 4180 AND OSHA. STEPS SPACED 16" O.C.
3. MANHOLE WITH RUBBER GASKET JOINT.

STANDARD STORM MANHOLE 48" THRU 72" DIAMETER

5/3 STANDARD CATCH BASIN MANHOLE
NO SCALE

DATE	REVISION

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SHANE M. NELSON, P.E.
Date 7/18/18 Lic. No. 43381

DESIGNED BY: AMT
DRAWN BY: AMT
CHECKED BY: SMN

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763–427–5860 FAX 763–427–0520
www.hakanson–anderson.com

BUNKER LAKE INDUSTRIAL PARK – LOT 3 SITE IMPROVEMENTS

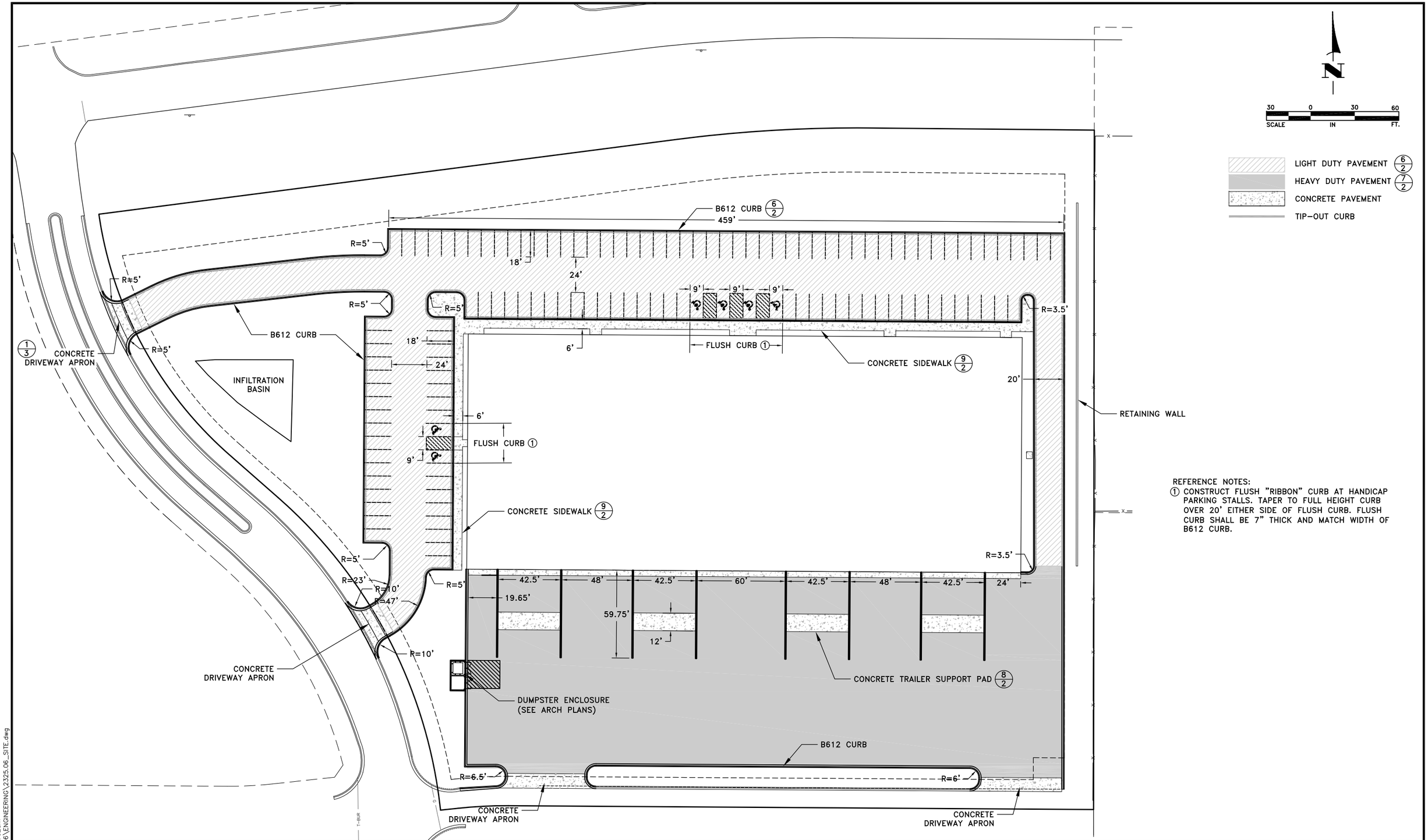
DETAILS

RAMSEY, MINNESOTA

SHEET 3 OF 8 SHEETS

2325.06

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REFERENCE NOTES:

(1) CONSTRUCT FLUSH "RIBBON" CURB AT HANDICAP PARKING STALLS. TAPER TO FULL HEIGHT CURB OVER 20' EITHER SIDE OF FLUSH CURB. FLUSH CURB SHALL BE 7" THICK AND MATCH WIDTH OF B612 CURB.

DATE	REVISION

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SHANE M. NELSON, P.E.
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BUNKER LAKE INDUSTRIAL PARK
– LOT 3 SITE IMPROVEMENTS

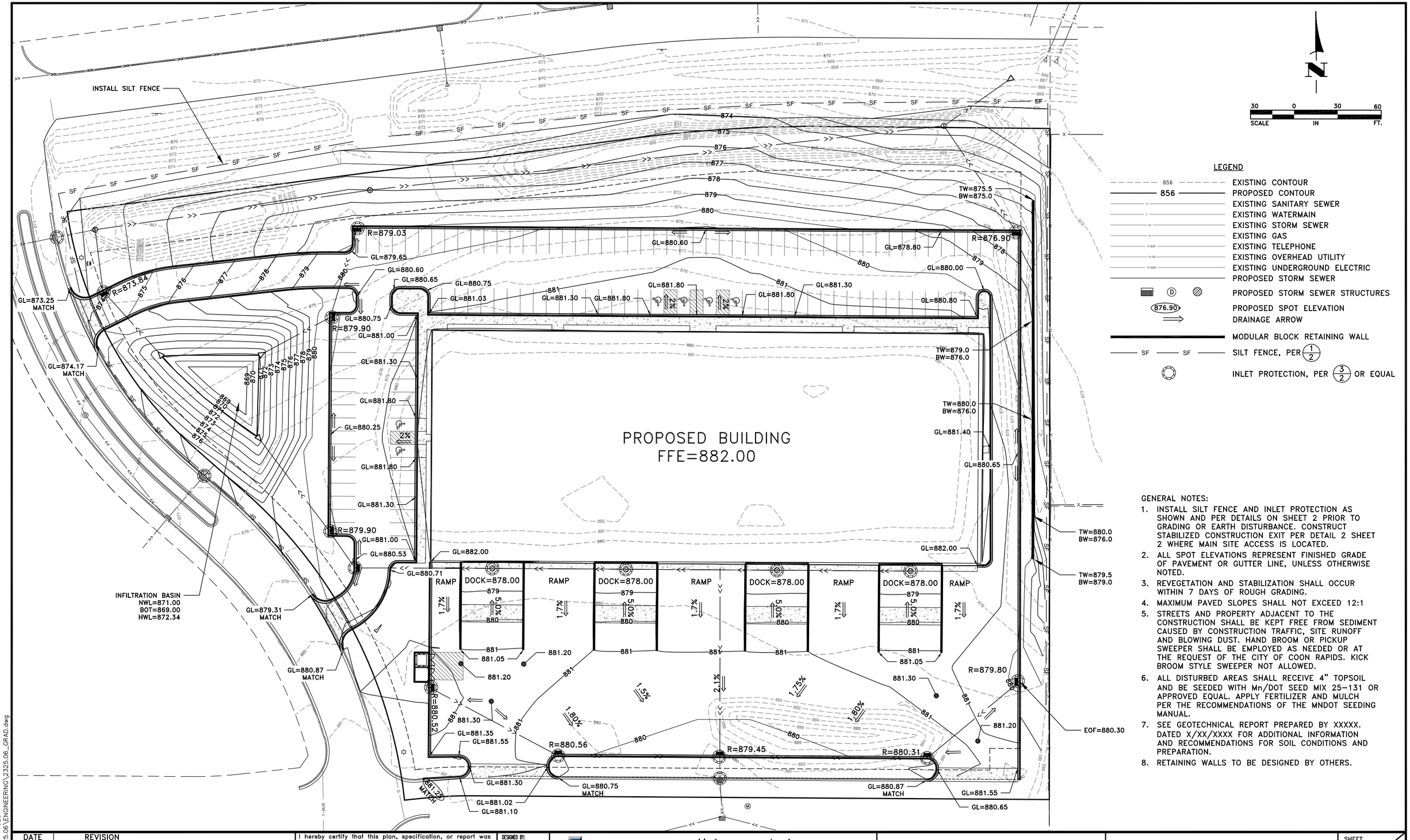
SITE PLAN

RAMSEY, MINNESOTA

SHEET 4 OF 8 SHEETS

2325.06

Jul 18, 2018 – 11:02am
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30 0 30 60
SCALE IN FT.

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING STORM SEWER
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING OVERHEAD UTILITY
- EXISTING UNDERGROUND ELECTRIC
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER STRUCTURES
- PROPOSED SPOT ELEVATION
- DRAINAGE ARROW
- MODULAR BLOCK RETAINING WALL
- SILT FENCE, PER (1/2)
- INLET PROTECTION, PER (3/2) OR EQUAL

GENERAL NOTES:

1. INSTALL SILT FENCE AND INLET PROTECTION AS SHOWN AND PER DETAILS ON SHEET 2 PRIOR TO GRADING OR EARTH DISTURBANCE. CONSTRUCT STABILIZED CONSTRUCTION EXIT PER DETAIL 2 SHEET 2 WHERE MAIN SITE ACCESS IS LOCATED.
2. ALL SPOT ELEVATIONS REPRESENT FINISHED GRADE OF PAVEMENT OR GUTTER LINE, UNLESS OTHERWISE NOTED.
3. REVEGETATION AND STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF ROUGH GRADING.
4. MAXIMUM PAVED SLOPES SHALL NOT EXCEED 12:1
5. STREETS AND PROPERTY ADJACENT TO THE CONSTRUCTION SHALL BE KEPT FREE FROM SEDIMENT CAUSED BY CONSTRUCTION TRAFFIC, SITE RUNOFF AND BLOWING DUST. HAND BROOM OR PICKUP SWEEPER SHALL BE EMPLOYED AS NEEDED OR AT THE REQUEST OF THE CITY OF COON RAPIDS. KICK BROOM STYLE SWEEPER NOT ALLOWED.
6. ALL DISTURBED AREAS SHALL RECEIVE 4" TOPSOIL AND BE SEEDED WITH Mn/DOT SEED MIX 25-131 OR APPROVED EQUAL. APPLY FERTILIZER AND MULCH PER THE RECOMMENDATIONS OF THE MNDOT SEEDING MANUAL.
7. SEE GEOTECHNICAL REPORT PREPARED BY XXXXX. DATED X/XX/XXXX FOR ADDITIONAL INFORMATION AND RECOMMENDATIONS FOR SOIL CONDITIONS AND PREPARATION.
8. RETAINING WALLS TO BE DESIGNED BY OTHERS.

DATE	REVISION

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.

SHANE M. NELSON, P.E.
Date 7/18/18 Lic. No. 43381

DESIGNED BY: AMT
DRAWN BY: AMT
CHECKED BY: SMN

Hakanson Anderson
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BUNKER LAKE INDUSTRIAL PARK
– LOT 3 SITE IMPROVEMENTS

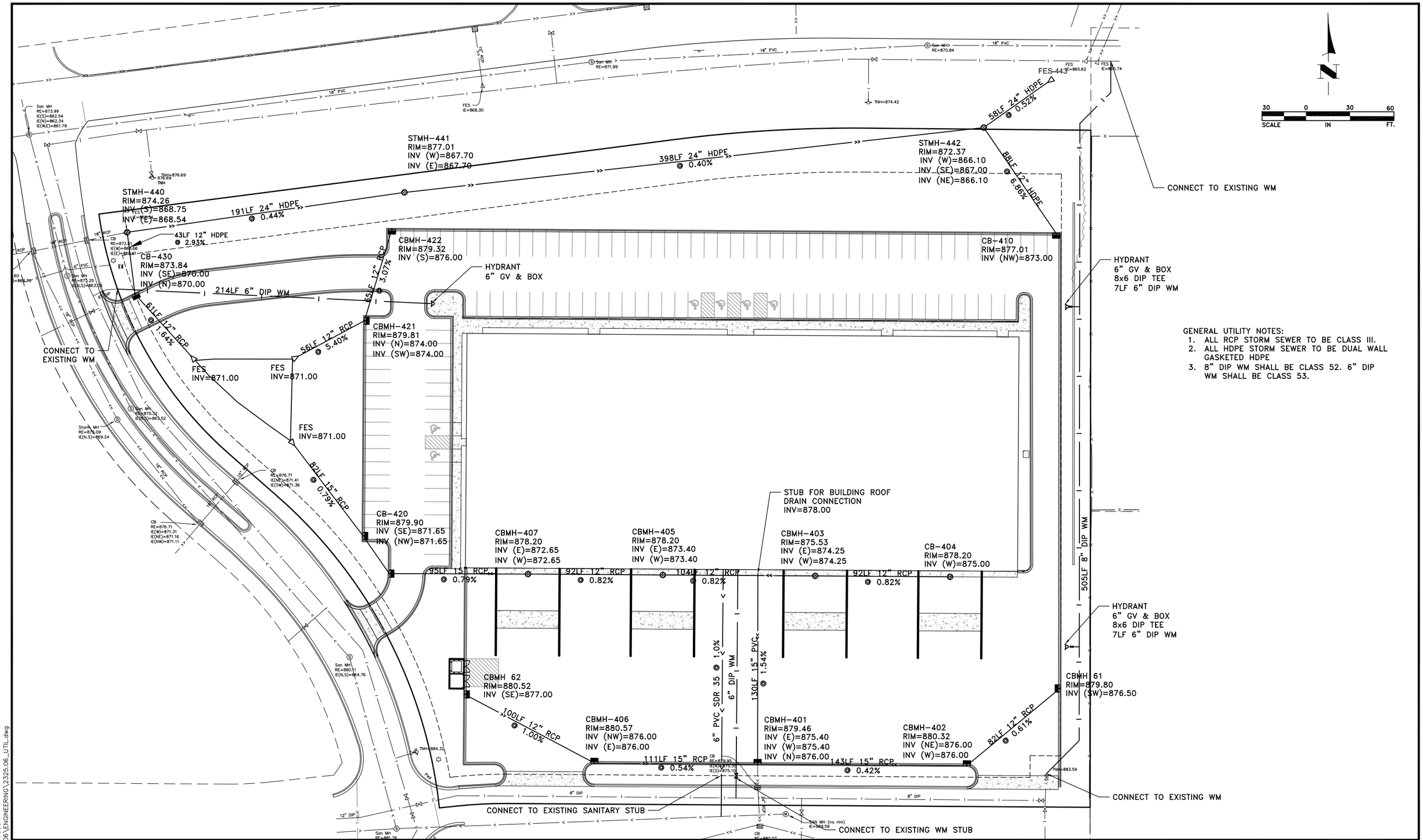
GRADING, DRAINAGE, & EROSION CONTROL

RAMSEY, MINNESOTA

SHEET 5 OF 8 SHEETS

2325.06

Jul 18, 2018 – 11:02am
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DATE	REVISION

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SHANE M. NELSON, P.E.
Date 7/18/18 Lic. No. 43381

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DRAWN BY: AMT
CHECKED BY: SMN

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BUNKER LAKE INDUSTRIAL PARK
– LOT 3 SITE IMPROVEMENTS

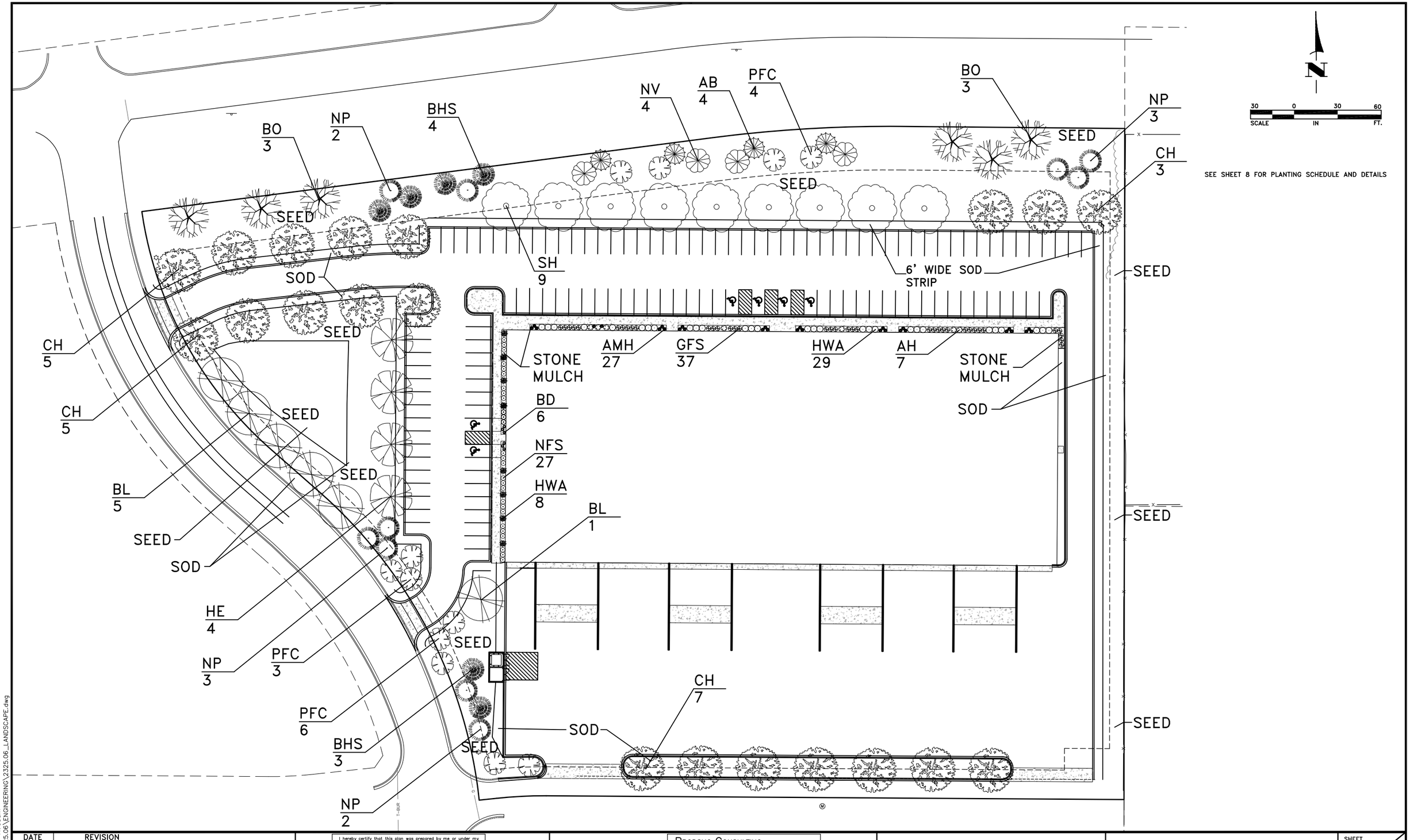
UTILITY PLAN

RAMSEY, MINNESOTA

SHEET 6 OF 8 SHEETS

2325.06

Jul 18, 2018 - 11:03am
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SEE SHEET 8 FOR PLANTING SCHEDULE AND DETAILS

DATE	REVISION

I hereby certify that this plan 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.

Debra Brodsho
Debra Brodsho

REG. NO. 23849 DATE 07-16-18

BRODSHO CONSULTING
Landscape Architecture Site Planning
698 NORTHBRIDGE COURT
EAGAN, MN 55123
PHONE: 651-688-8023
FAX: 651-456-5748

BUNKER LAKE INDUSTRIAL PARK
– LOT 3 SITE IMPROVEMENTS

LANDSCAPE PLAN

RAMSEY, MINNESOTA

SHEET 7 OF 8 SHEETS

2325.06

Jul 18, 2018 - 11:03am
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PLANT LIST: Site Plantings

QTY.	KEY	BOTANICAL NAME	COMMON NAME	SIZE/ROOT
TREES				
20	CH	Celtis occidentalis	Common Hackberry	2–1/2" B&B
9	SH	Gleditsia triacanthos inermis 'Skycole'	Skyline Honeylocust	2–1/2" B&B
6	BL	Tilia americana 'Boulevard'	Boulevard Linden	2–1/2" B&B
6	BO	Quercus macrocarpa	Bur Oak	2–1/2" B&B
4	HE	Ulmus 'Homestead'	Homestead Elm	2–1/2" B&B
7	BHS	Picea glauca densata	Black Hills Spruce	6'–0" B&B
10	NP	Pinus resinosa	Norway Pine	6'–0" B&B
4	AB	Amelanchier grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	7' Clump, Pot
13	PFC	Malus 'Prairie Fire'	Prairie Fire Crabapple	1–1/2" B&B
4	NV	Viburnum lentago 'Nannyberry'	Nannyberry Viburnum, tree form	1–1/2" B&B
SHRUBS				
7	AH	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	5 Gal. Pot
27	NFS	Spiraea japonica 'Neon Flash'	Neon Flash Spirea	2 Gal. Pot
37	GFS	Spiraea x bumalda 'Gold Flame'	Gold Flame Spirea	5 Gal. Pot
37	HWA	Thuja occidentalis 'Hetz Wintergreen'	Hetz Wintergreen Arborvitae	5 Gal. Pot
PERENNIALS & GRASSES				
6	BD	Hemerocallis 'Baja'	Baja Daylily	1 Gal. Pot
27	AMH	Hota fortunei 'Albomarginata'	Albomarginata Hosta	1 Gal. Pot

SOD & SEED

Sod, placed 6' behind all curbed areas.
Sod shall be seed grown and drought tolerant. Prior to installation, the Contractor shall supply a sample of the sod for approval by the Owner and the City. Check with the following vendors for availability.

Speciality Turf and Ag
Anoka Turf Farm
A & L Sod
Central Turf Farm

Seed Mixture: To be approved by Owner and City, Suggested mixture as follows or equivalent.
54% Little bluestem, 35% Side oats grama, 10% Blue grama, .5% Sand dropseed,
.5% Prairie dropseed.

PLANTING NOTES:

Contractor shall call and verify locations with all utilities prior to any digging or installation of plants.

Contractor shall provide a two year guarantee of all plant materials. The guarantee begins on the date of the Owner's written acceptance of the initial planting. Replacement plant materials shall have a one year guarantee commencing upon planting. Owner is responsible for maintenance after all is accepted by the Owner.

All plants to be northern–grown and hardy.

Plants to be installed as per standard AAN planting practices.

Use minimum 12" loam planting soil on trees and 6" on shrubs.

All landscaping and sod areas shall be irrigated with an in ground system.

Staking of trees optional; reposition if not plumb after one year.

Wrap all smooth–barked trees–fasten top and bottom. Remove by April 1.

Remove burlap, twine, rope, and wire from top of BB materials; remove pot on potted plants; split and break apart peat pots.

Prune only dead and damages branches on plants as necessary. All pruning shall be made just outside of branch collar area.

Plants shall be immediately planted upon arrival at site. Properly heel–in materials if necessary.

All disturbed areas to be sodded unless otherwise noted. Sod shall be drought tolerant.

Planting beds for shrubs shall have (4 oz. min.) weed barrier fabric, 4" – 5" of washed River Rock mulch and 4" vertical (commercial grade) black poly edging (where mulch is not contained by the building and sidewalk or curb. It is to be placed and staked in straight lines as shown on the plan.

Topsoil shall be a minimum of 6 inches deep. Existing soils may be used if amended to meet City requirements of 6 inch deep MnDOT premium topsoil or better.

Double shredded dark brown hardwood mulch 4" deep shall be provided around all installed trees.

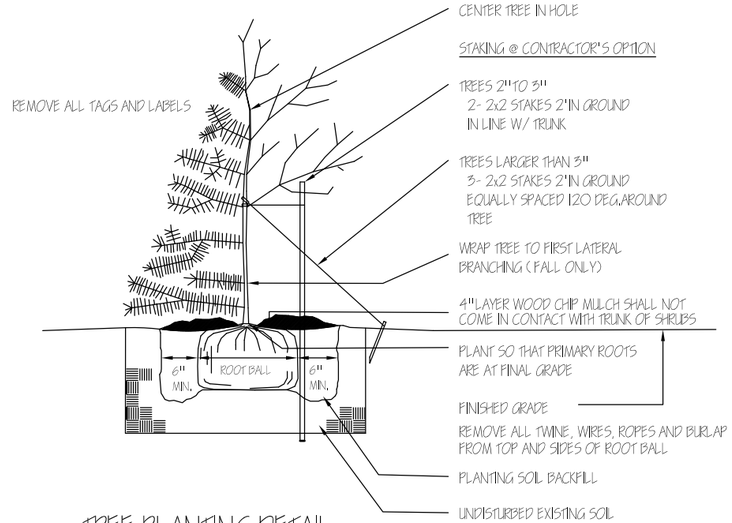
Retaining walls are not the responsibility of the Landscape Architect. Contact the Project Engineer for details, locations, materials, and specifications for all retaining walls.

Shrub sizes shall be a minimum of 24 inches in height or width at time of planting.

THE PLANTING BED ADJACENT TO THE BUILDING SHALL BE ADJUSTED IF NECESSARY TO FIT WITH THE BUILDING'S ARCHITECTURE SUCH AS WINDOW PATTERNS AND EXTERIOR WALL MATERIALS. IF THERE ARE ANY QUESTIONS OR CONCERNS, CONTACT THE OWNER PRIOR TO ANY PLANT INSTALLATION.

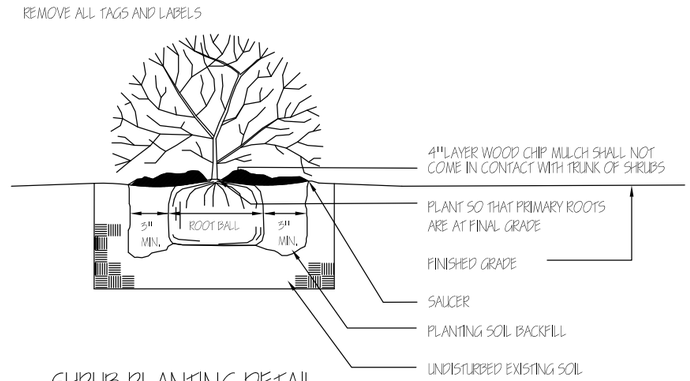
N

30 0 30 60
SCALE IN FT.



TREE PLANTING DETAIL

No Scale



SHRUB PLANTING DETAIL

No Scale

DATE	REVISION

I hereby certify that this plan 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.

Debra Brodsho

Debra Brodsho

REG. NO. 23849 DATE 07–16–18

BRODSHO CONSULTING
Landscape Architecture Site Planning
698 NORTHBRIDGE COURT
EAGAN, MN 55123
PHONE: 651–688–8023
FAX: 651–456–5748

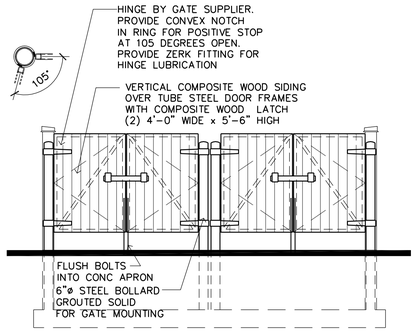
BUNKER LAKE INDUSTRIAL PARK – LOT 3 SITE IMPROVEMENTS

LANDSCAPE SCHEDULE & DETAILS
RAMSEY, MINNESOTA

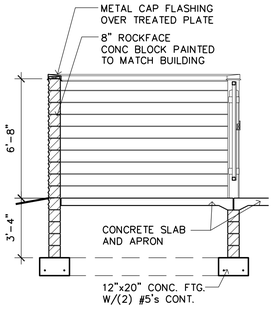
SHEET 8 OF 8 SHEETS

2325.06

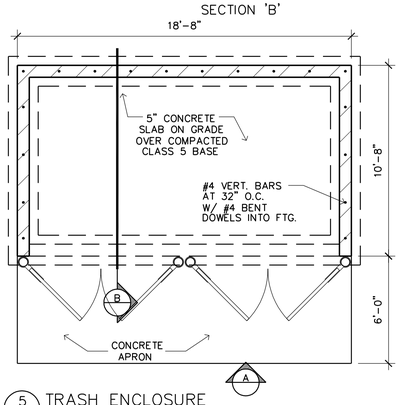
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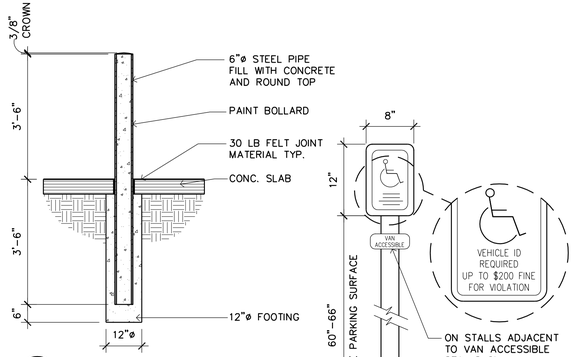
ELEVATION 'A'



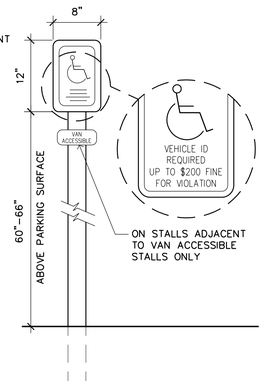
SECTION 'B'



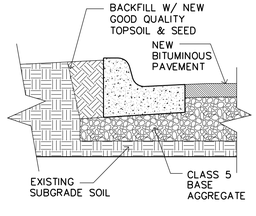
5 / A1 TRASH ENCLOSURE
SCALE: 1/4" = 1'-0"



3 / A1 CONCRETE BOLLARD
SCALE: 1/2" = 1'-0"



4 / A1 ACCESSIBLE PARKING SIGN
1" = 1'-0"

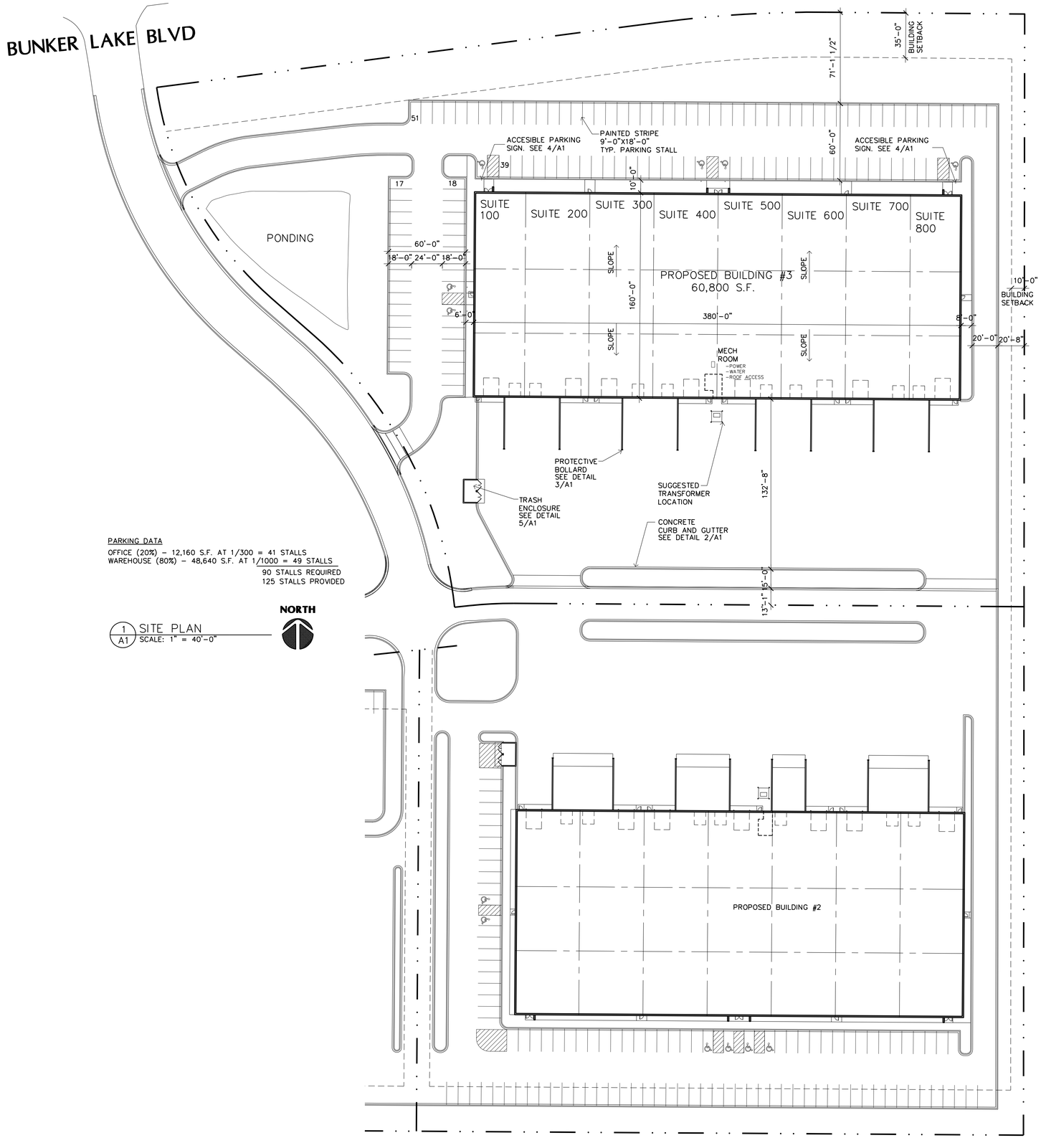


2 / A1 B6-12 CONCRETE CURB
SCALE: 1/2" = 1'-0"

PARKING DATA

OFFICE (20%) – 12,160 S.F. AT 1/300 = 41 STALLS
WAREHOUSE (80%) – 48,640 S.F. AT 1/1000 = 49 STALLS

90 STALLS REQUIRED
125 STALLS PROVIDED



1 / A1 SITE PLAN
SCALE: 1" = 40'-0"

NORTH

LAMPERT
ARCHITECTS
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St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
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SIGNATURE
LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
7/27/18
DATE

BUNKER LAKE INDUSTRIAL PARK
BUIDLING #3
Ramsey, Minnesota

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Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL

Revisions

7/13/18	PRELIMINARY
7/27/18	ISSUE FOR PERMIT

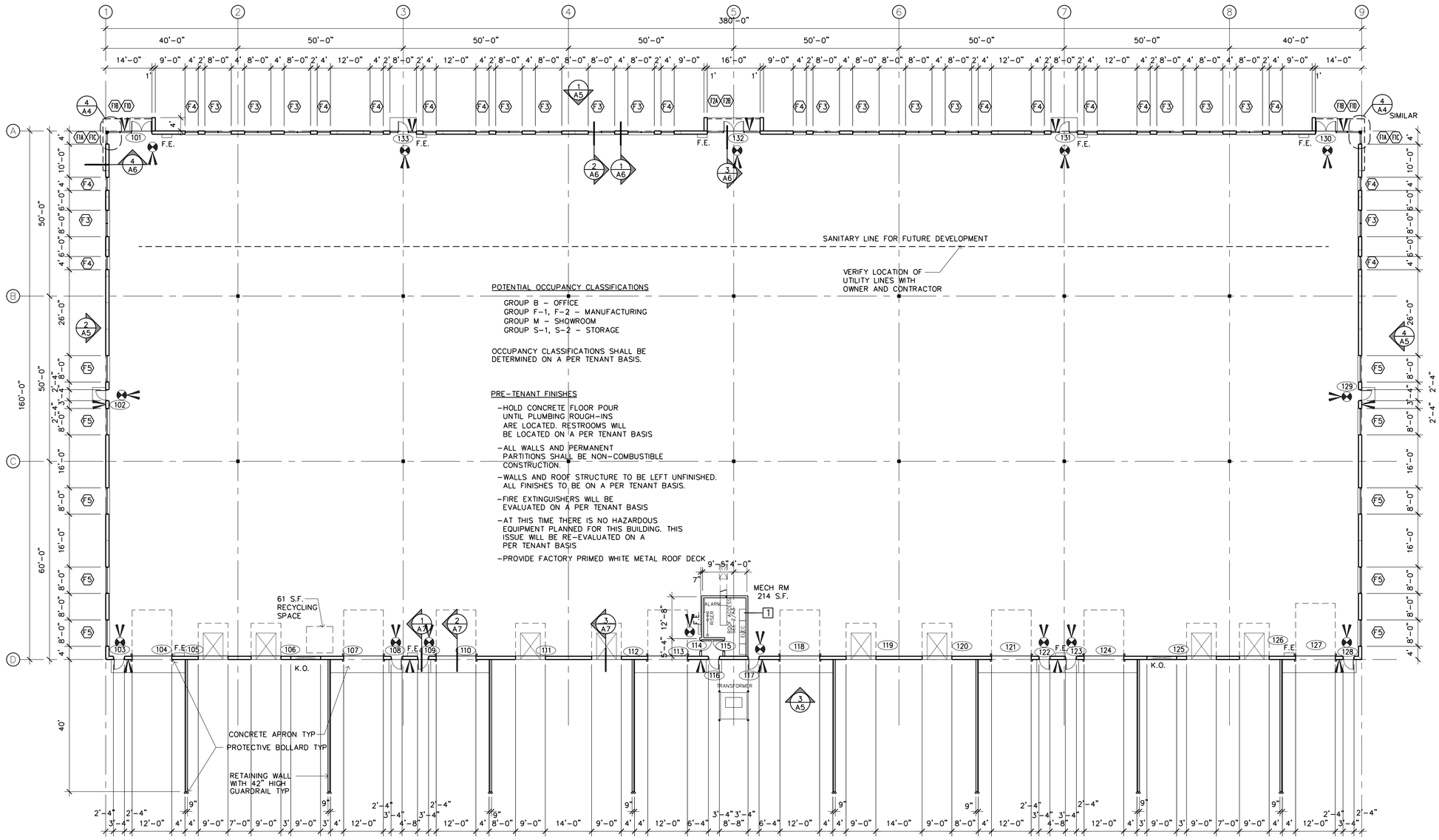
SITE PLAN

Sheet Number

A1

Project No. 180510-1

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-A1



POTENTIAL OCCUPANCY CLASSIFICATIONS

GROUP B – OFFICE
GROUP F-1, F-2 – MANUFACTURING
GROUP M – SHOWROOM
GROUP S-1, S-2 – STORAGE

OCCUPANCY CLASSIFICATIONS SHALL BE DETERMINED ON A PER TENANT BASIS.

PRE-TENANT FINISHES

- HOLD CONCRETE FLOOR POUR UNTIL PLUMBING ROUGH-INS ARE LOCATED. RESTROOMS WILL BE LOCATED ON A PER TENANT BASIS
- ALL WALLS AND PERMANENT PARTITIONS SHALL BE NON-COMBUSTIBLE CONSTRUCTION.
- WALLS AND ROOF STRUCTURE TO BE LEFT UNFINISHED. ALL FINISHES TO BE ON A PER TENANT BASIS.
- FIRE EXTINGUISHERS WILL BE EVALUATED ON A PER TENANT BASIS
- AT THIS TIME THERE IS NO HAZARDOUS EQUIPMENT PLANNED FOR THIS BUILDING. THIS ISSUE WILL BE RE-EVALUATED ON A PER TENANT BASIS
- PROVIDE FACTORY PRIMED WHITE METAL ROOF DECK

1 A2 FLOOR PLAN
SCALE: 1/16" = 1'-0"

NORTH

PLAN NOTES

1. ⊠ = EXIT SIGNAGE. PROVIDE EMERGENCY BACK-UP POWER
2. ⋖ = EMERGENCY LIGHTING. PROVIDE EMERGENCY BACK-UP POWER
3. ▭ F.E. = FIRE EXTINGUISHER. VERIFY SIZE AND SPACING WITH BUILDING OFFICIAL.

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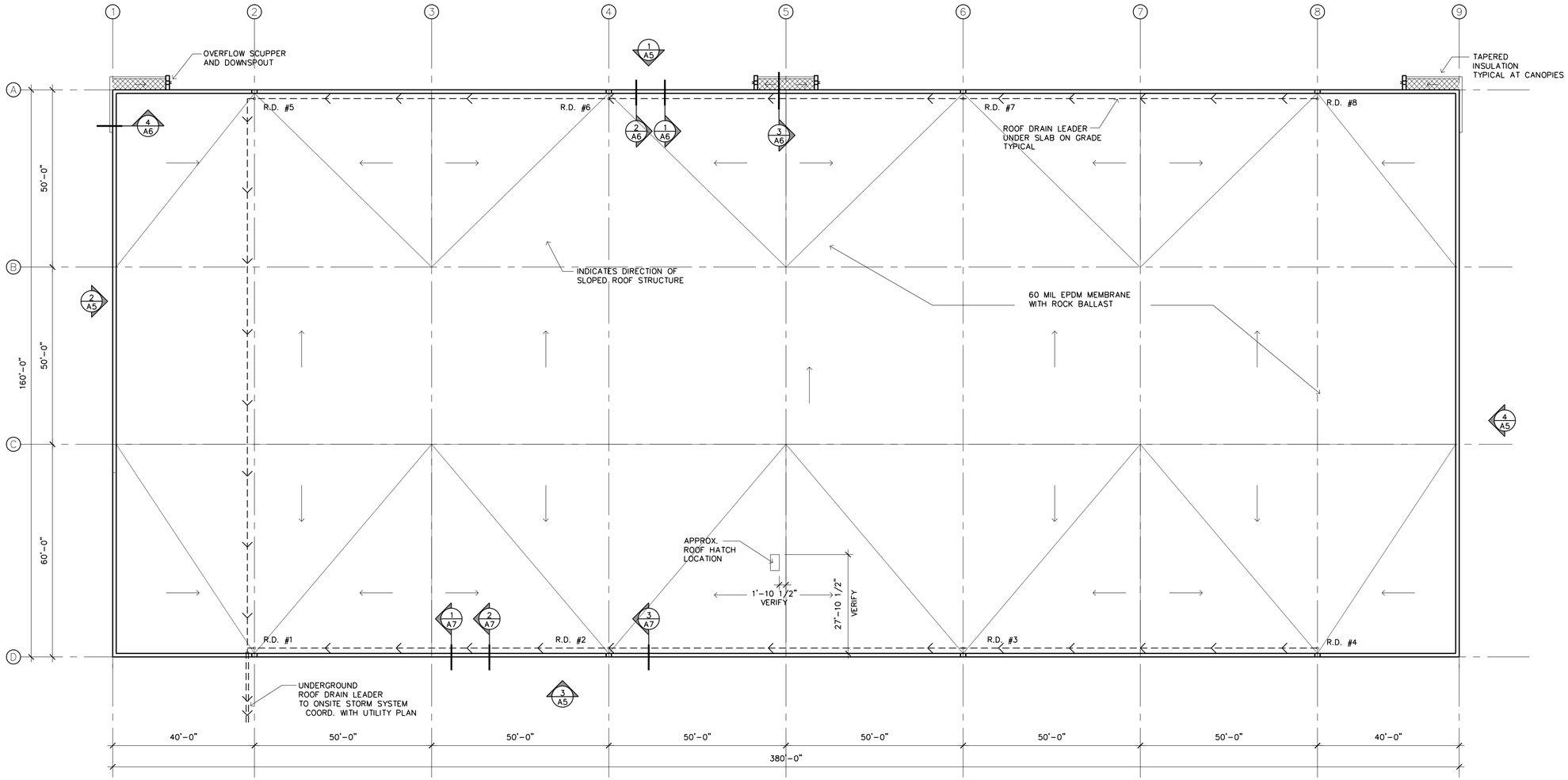
FLOOR PLAN

Sheet Number

A2

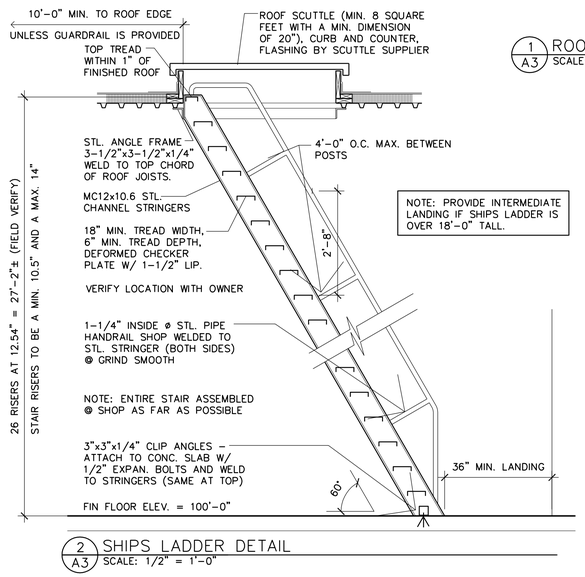
Project No. 180510-1

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-A2



1 A3 ROOF PLAN
SCALE: 1/16" = 1'-0"

NORTH



2 A3 SHIPS LADDER DETAIL
SCALE: 1/2" = 1'-0"

PLAN NOTES:

1. ROOF SLOPES 12" OVER 99'-0" (1.0%)
2. ROOF TOP UNIT LOCATIONS MUST BE CONFIRMED WITH MECHANICAL DRAWINGS (DESIGN BUILD) ROOF TOP UNITS TO BE LOCATED AWAY FROM THE PARAPET EDGE SO FAR AS POSSIBLE TO MINIMIZE THEIR APPEARANCE FROM THE GROUND.
3. ROOF DRAIN AND DRAIN LEADER DESIGN IS BY PLUMBING CONTRACTOR LEADERS TO BE TIED INTO ONSITE STORM DRAIN - SEE CIVIL PLAN FOR STUB LOCATION

AREA SERVED BY ROOF DRAIN

ROOF DRAIN #1 ± 5,251 S.F.	ROOF DRAIN #5 ± 8,811 S.F.
ROOF DRAIN #2 ± 5,900 S.F.	ROOF DRAIN #6 ± 9,900 S.F.
ROOF DRAIN #3 ± 5,900 S.F.	ROOF DRAIN #7 ± 9,900 S.F.
ROOF DRAIN #4 ± 5,251 S.F.	ROOF DRAIN #8 ± 8,811 S.F.

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Ramsey, Minnesota

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Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
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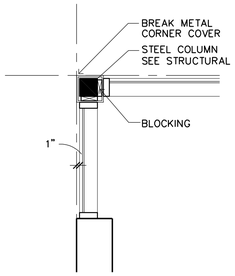
ROOF PLAN

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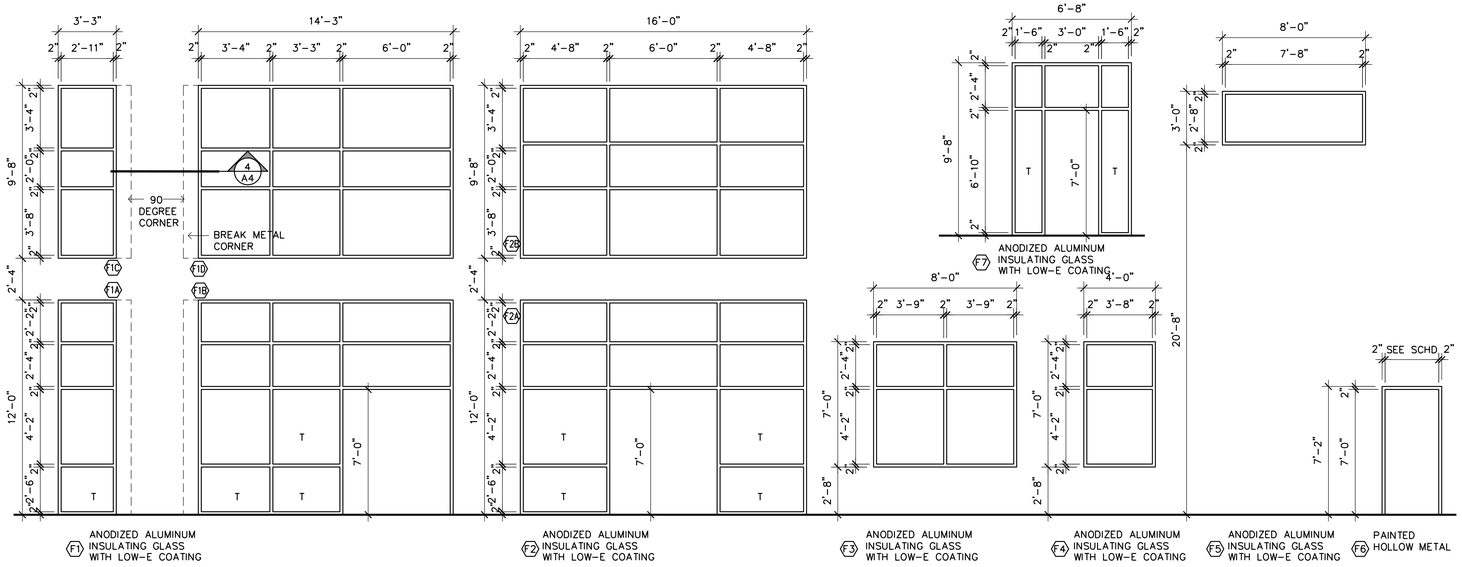
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Project No. 180510-1

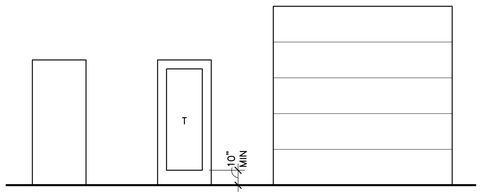
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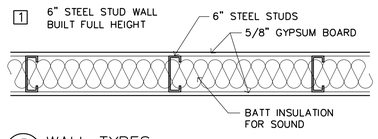
4 / A4 STOREFRONT CORNER DETAIL
SCALE: 1/2" = 1'-0"



1 / A4 DOOR FRAME TYPES
SCALE: 1/4" = 1'-0"
T = TEMPERED GLASS



2 / A4 DOOR TYPES
SCALE: 1/4" = 1'-0"
T = TEMPERED GLASS



3 / A4 WALL TYPES
SCALE: 1" = 1'-0"

DOOR & FRAME SCHEDULE

DR #	DOOR SIZE	THICK	DOOR	FRAME	REMARKS
101	(2) 3'-0"x7'-0"	1 3/4"	D2	F1B	INSULATING GLASS
102	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
103	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
104	12'-0"x14'-0"	2"	D3	---	INSULATED
105	9'-0"x10'-0"	2"	D3	---	INSULATED
106	9'-0"x10'-0"	2"	D3	---	INSULATED
107	12'-0"x14'-0"	2"	D3	---	INSULATED
108	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
109	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
110	12'-0"x14'-0"	2"	D3	---	INSULATED
111	9'-0"x10'-0"	2"	D3	---	INSULATED
112	9'-0"x10'-0"	2"	D3	---	INSULATED
113	12'-0"x14'-0"	2"	D3	---	INSULATED
114	3'-0"x7'-0"	1 3/4"	D1	F6	
115	3'-0"x7'-0"	1 3/4"	D1	F6	
116	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
117	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
118	12'-0"x14'-0"	2"	D3	---	INSULATED
119	9'-0"x10'-0"	2"	D3	---	INSULATED
120	9'-0"x10'-0"	2"	D3	---	INSULATED
121	12'-0"x14'-0"	2"	D3	---	INSULATED
122	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
123	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
124	12'-0"x14'-0"	2"	D3	---	INSULATED
125	9'-0"x10'-0"	2"	D3	---	INSULATED
126	9'-0"x10'-0"	2"	D3	---	INSULATED
127	12'-0"x16'-0"	2"	D3	---	INSULATED
128	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
129	3'-0"x7'-0"	1 3/4"	D1	F6	INSULATED
130	(2) 3'-0"x7'-0"	1 3/4"	D2	F1B	INSULATING GLASS
131	3'-0"x7'-0"	1 3/4"	D2	F7	INSULATING GLASS
132	(2) 3'-0"x7'-0"	1 3/4"	D2	F2A	INSULATING GLASS
133	3'-0"x7'-0"	1 3/4"	D2	F7	INSULATING GLASS

NOTES:

1. ALL DOOR HARDWARE TO BE SPECIFIED & PROVIDED BY CONTRACTOR
2. ALL EXIT HARDWARE SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. MOUNT HARDWARE BETWEEN 34"–48" (ANSI A117.1–404.2.6)
3. PROVIDE A KNOX BRAND FIRE DEPARTMENT KEY BOX AS SPECIFIED BY THE FIRE MARSHAL
4. THE MAIN EXIT IS ALLOWED TO HAVE A KEYED LOCK PROVIDED THAT THE LOCKING DEVICE IS READILY DISTINGUISHABLE AS LOCKED AND A SIGN WITH 1" CONTRASTING LETTERS IS POSTED ON THE EGRESS SIDE STATING: 'THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED'. (IBC 1008.1.9.3)

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lampert@lampert-arch.com

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BUILDING #3
Ramsey, Minnesota

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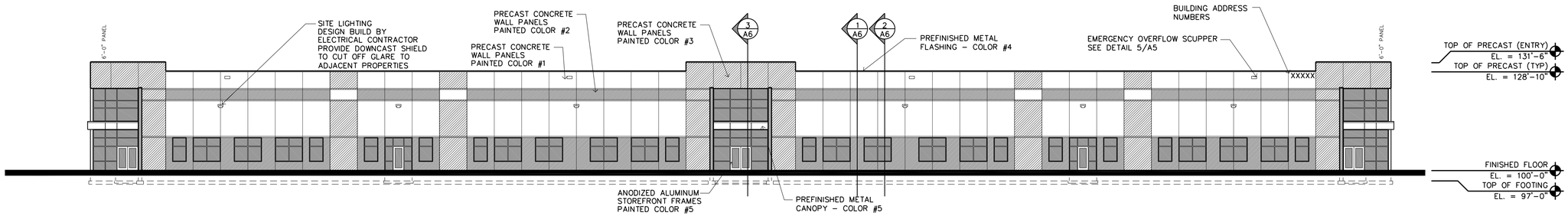
DOOR TYPES
WINDOW TYPES
WALL TYPES

Sheet Number

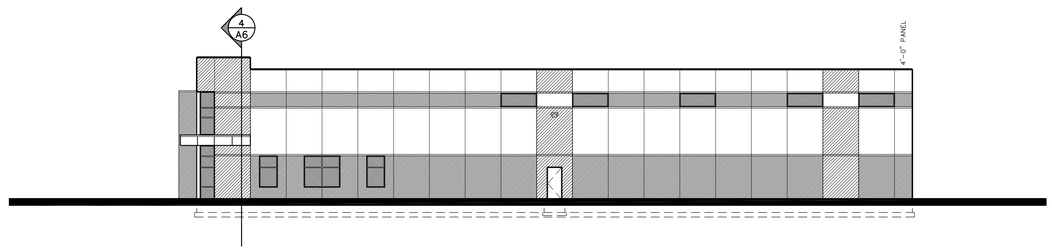
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Project No. 180510–01

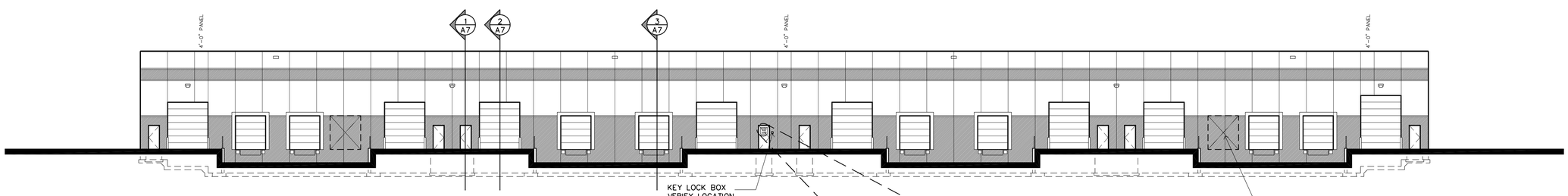
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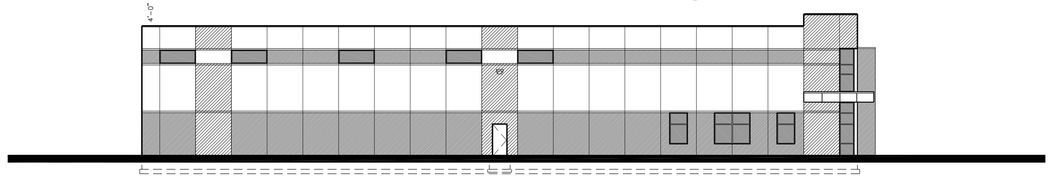
1/A5 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



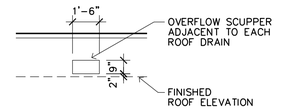
2/A5 WEST ELEVATION
SCALE: 1/16" = 1'-0"



3/A5 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



4/A5 EAST ELEVATION
SCALE: 1/16" = 1'-0"



NOTE: OVERFLOW SCUPPER IS SIZED TO BE
3X THE AREA OF THE MAXIMUM VERTICAL
LEADER SIZE ASSUMED TO BE 8" DIAMETER.
VERIFY WITH THE PLUMBING DESIGNER AND INT'L PLUMBING CODE

5/A5 OVERFLOW SCUPPER DETAIL
SCALE: 1/4" = 1'-0"

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-A5

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LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
7/27/18
DATE

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BUILDING #3
Ramsey, Minnesota

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Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions

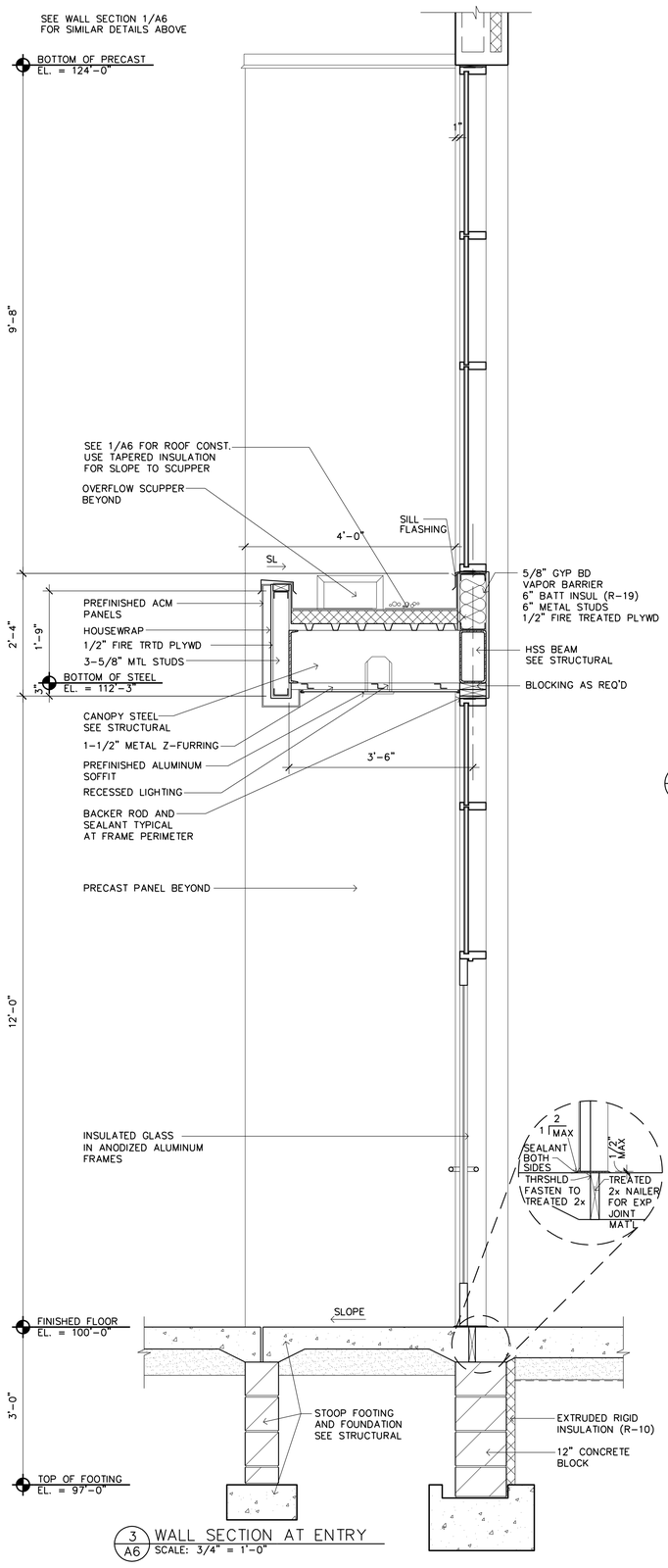
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BUILDING ELEVATIONS

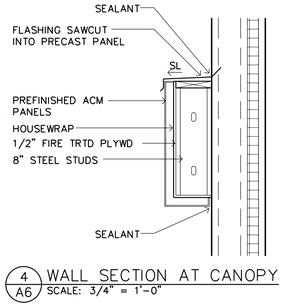
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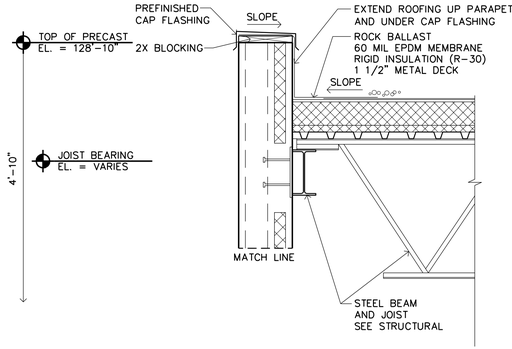
Project No. 180510-1

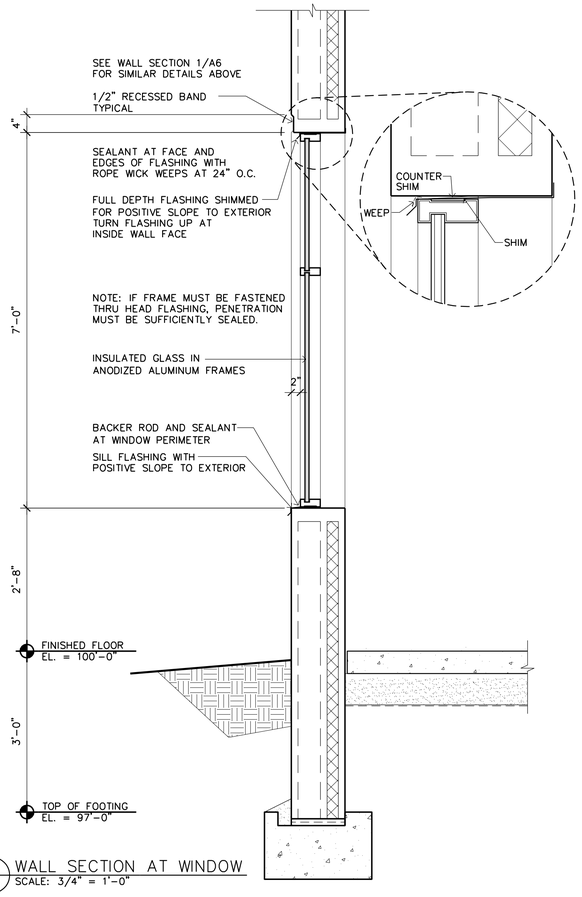


3 / A6 WALL SECTION AT ENTRY
SCALE: 3/4" = 1'-0"

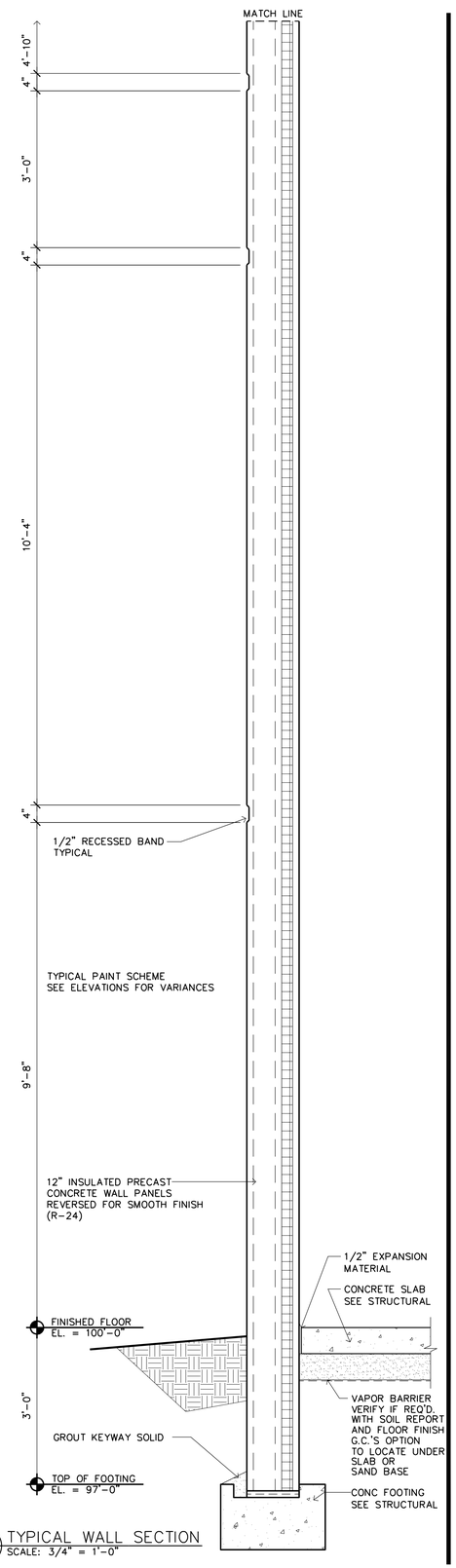


4 / A6 WALL SECTION AT CANOPY
SCALE: 3/4" = 1'-0"





2 / A6 WALL SECTION AT WINDOW
SCALE: 3/4" = 1'-0"



1 / A6 TYPICAL WALL SECTION
SCALE: 3/4" = 1'-0"

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Ramsey, Minnesota

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Project Designer: JAMES B
Drawn By: JRB
Checked By: LL
Revisions

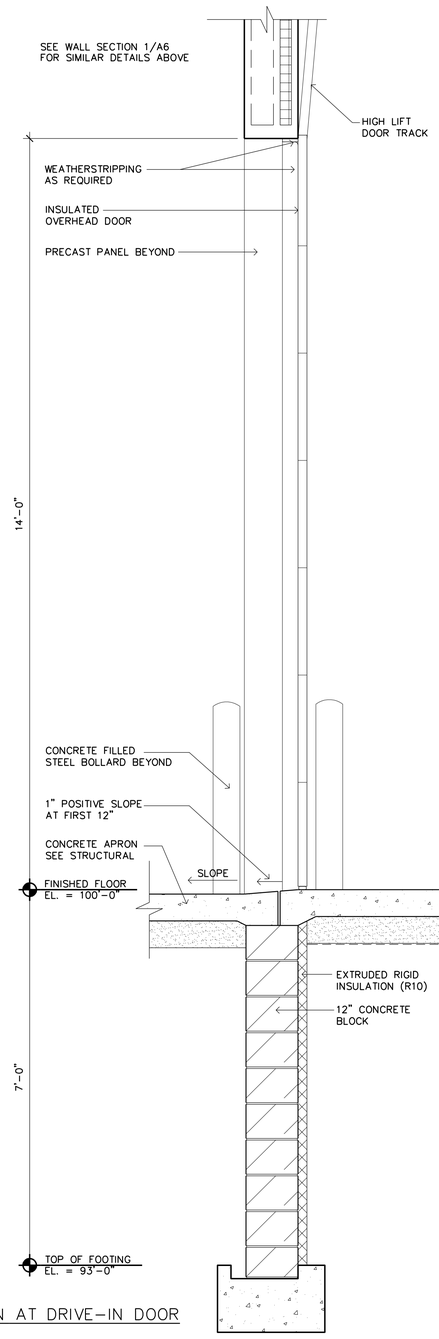
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WALL SECTIONS

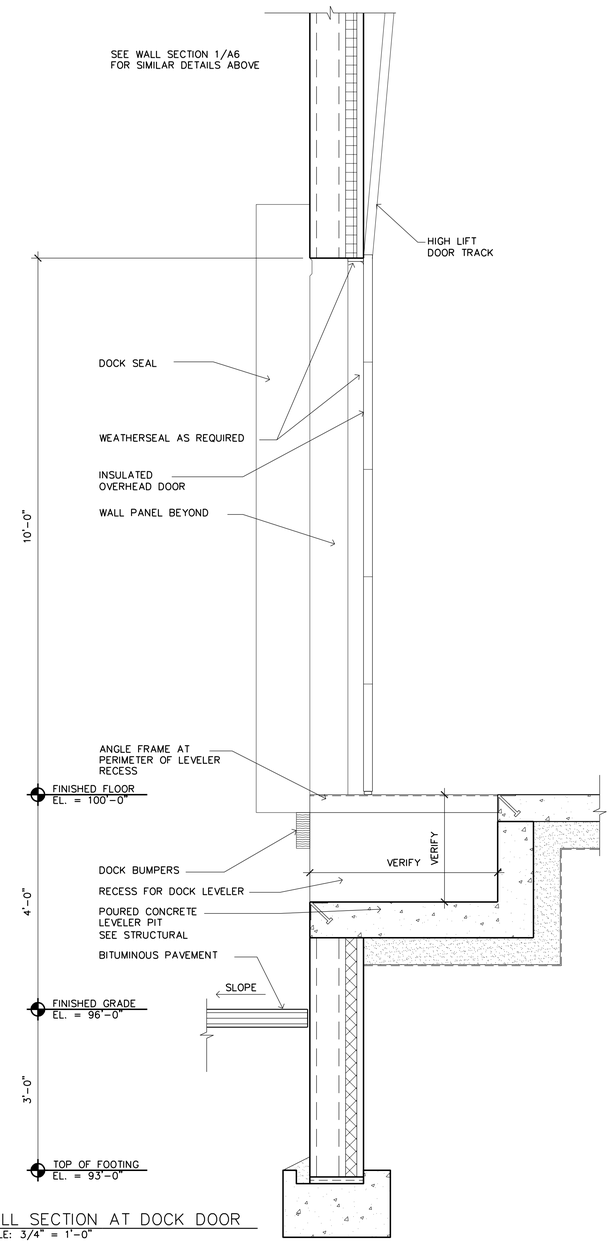
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Project No. 180510-1

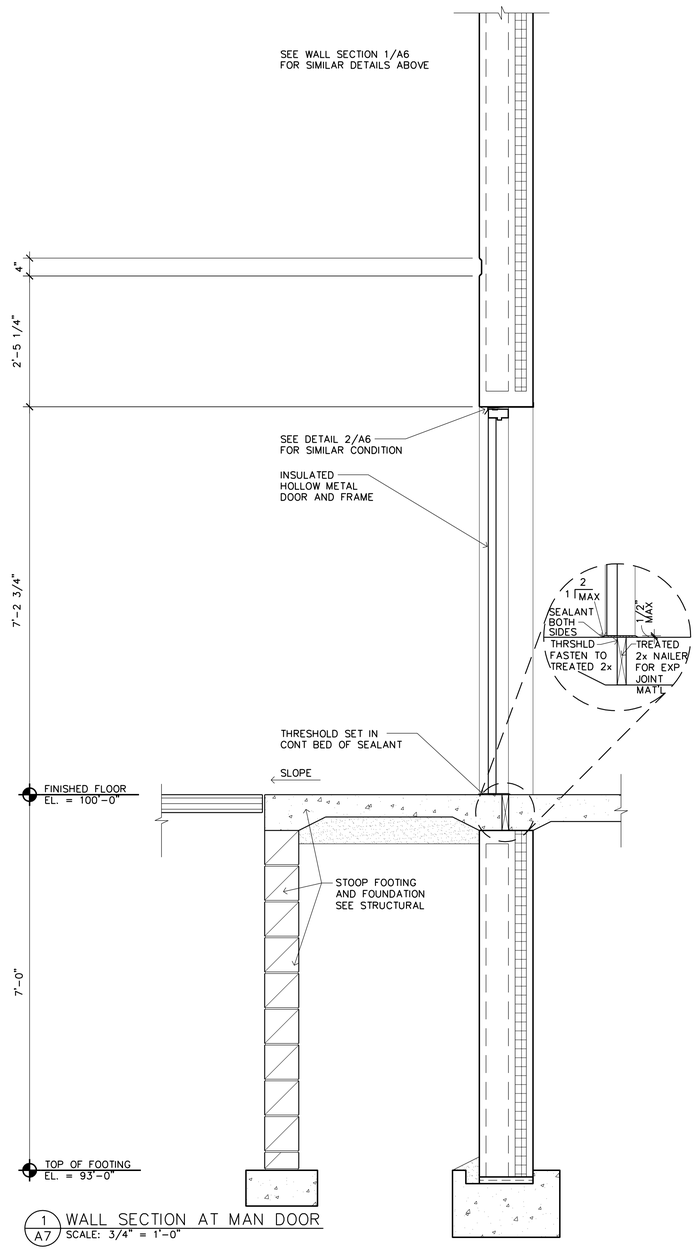
Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-A6



3 / A7 WALL SECTION AT DRIVE-IN DOOR
SCALE: 3/4" = 1'-0"



2 / A7 WALL SECTION AT DOCK DOOR
SCALE: 3/4" = 1'-0"



1 / A7 WALL SECTION AT MAN DOOR
SCALE: 3/4" = 1'-0"

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-A7

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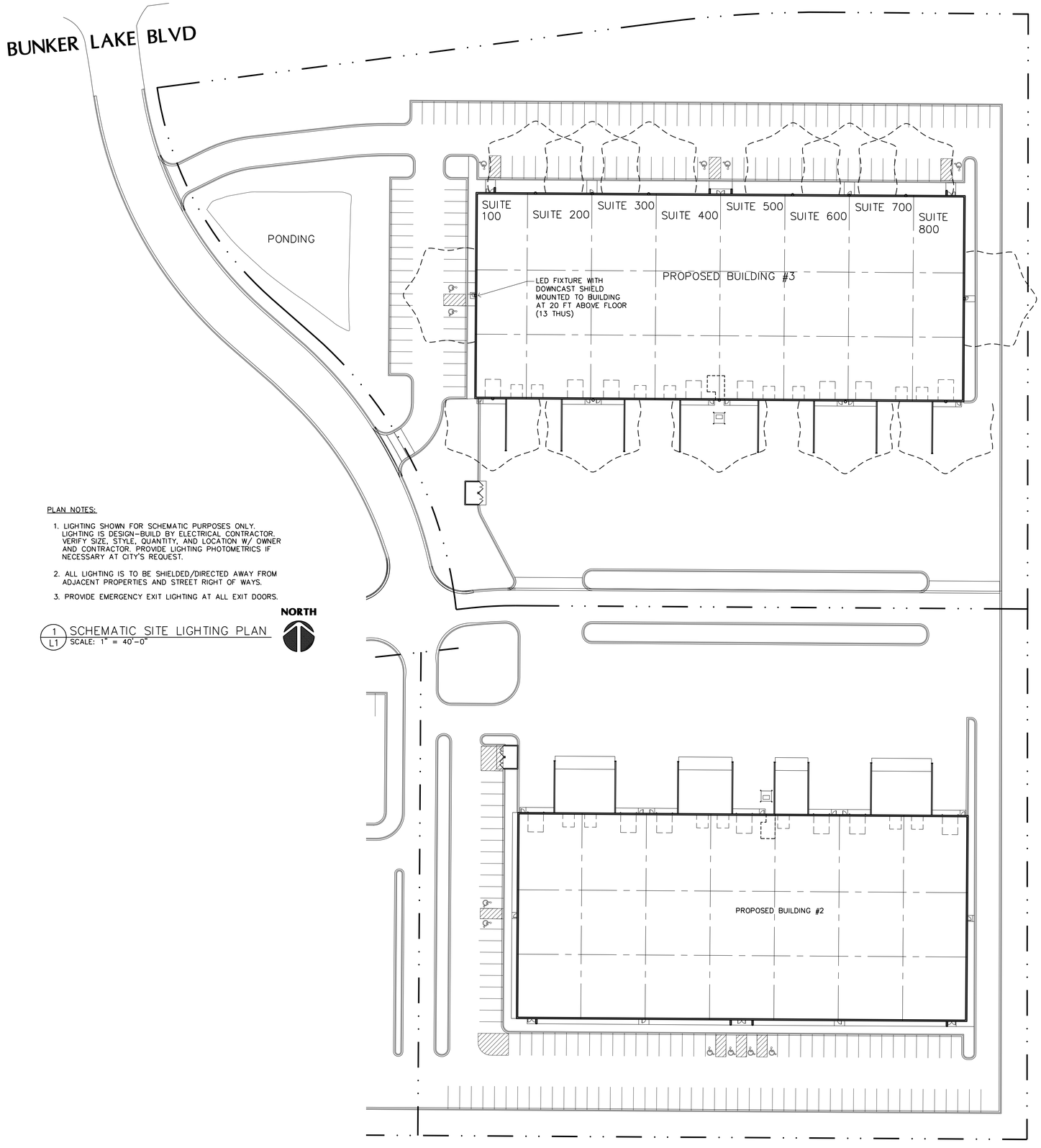
Project Designer: JAMES B
Drawn By: JRB
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WALL SECTIONS

Sheet Number
A7

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PLAN NOTES:

1. LIGHTING SHOWN FOR SCHEMATIC PURPOSES ONLY. LIGHTING IS DESIGN-BUILD BY ELECTRICAL CONTRACTOR. VERIFY SIZE, STYLE, QUANTITY, AND LOCATION W/ OWNER AND CONTRACTOR. PROVIDE LIGHTING PHOTOMETRICS IF NECESSARY AT CITY'S REQUEST.
2. ALL LIGHTING IS TO BE SHIELDED/DIRECTED AWAY FROM ADJACENT PROPERTIES AND STREET RIGHT OF WAYS.
3. PROVIDE EMERGENCY EXIT LIGHTING AT ALL EXIT DOORS.

NORTH

1 / L1 SCHEMATIC SITE LIGHTING PLAN
SCALE: 1" = 40'-0"

BUNKER LAKE INDUSTRIAL PARK
BUIDLING #3
Ramsey, Minnesota

Drawn By: JRB
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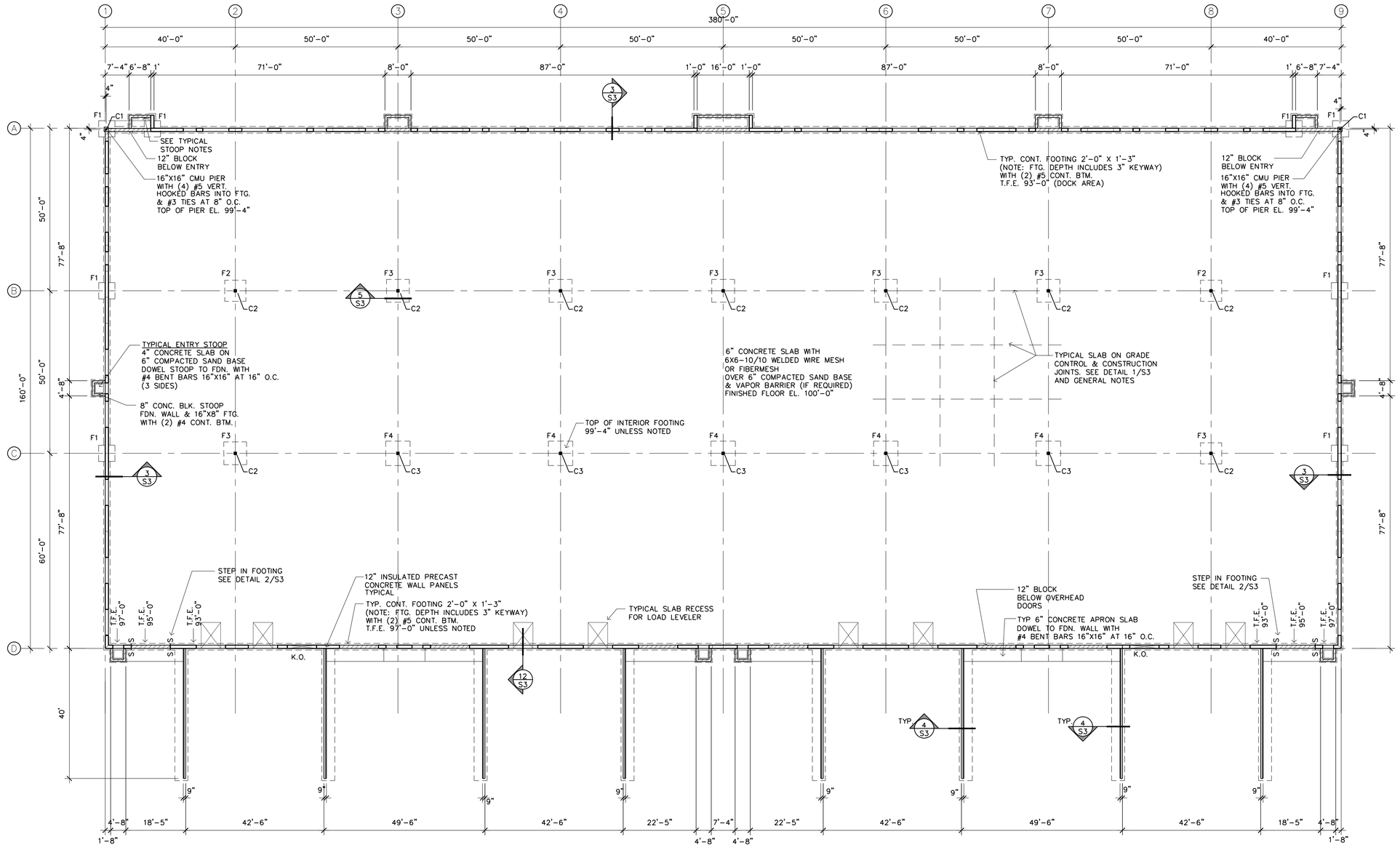
SCHEMATIC SITE LIGHTING PLAN

Sheet Number

L1

Project No. 180510-1

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-L1



1 S1 FOOTING AND FOUNDATION PLAN
SCALE: 1/16" = 1'-0"

NORTH

SPREAD FOOTING SCHEDULE		
MARK	SIZE	REINFORCING EACH WAY
F1	5'-0"X5'-0"X12"	(6) #5 EACH WAY BOTTOM
F2	6'-6"X6'-6"X17"	(6) #6 EACH WAY BOTTOM
F3	7'-0"X7'-0"X18"	(7) #6 EACH WAY BOTTOM
F4	7'-6"X7'-6"X19"	(8) #6 EACH WAY BOTTOM
FOOTINGS DESIGNED FOR SOIL BEARING PRESSURE OF 3500 PSF PER GEOTECHNICAL REPORT RECOMMENDATION		

STEEL COLUMN SCHEDULE			
MARK	SIZE	BASE PLATE	ANCHOR BOLT
C1	HSS 6X6X1/4	3/4"X14"X1'-2"	(4) 3/4" DIA BENT ANCHOR BOLTS
C2	HSS 10X10X1/4	1"X18"X1'-6"	(4) 3/4" DIA BENT ANCHOR BOLTS
C3	HSS 10X10X5/16	1"X18"X1'-6"	(4) 3/4" DIA BENT ANCHOR BOLTS

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-S1

Stroh ~ ENGINEERING
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PIA, IL 86-119
FAX/FAX: 608-633-4744

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BERNIE STROH
PRINT NAME

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Ramsey, Minnesota

Structural Engineer: B. STROH
Drawn By: JRB
Checked By: BS
Revisions

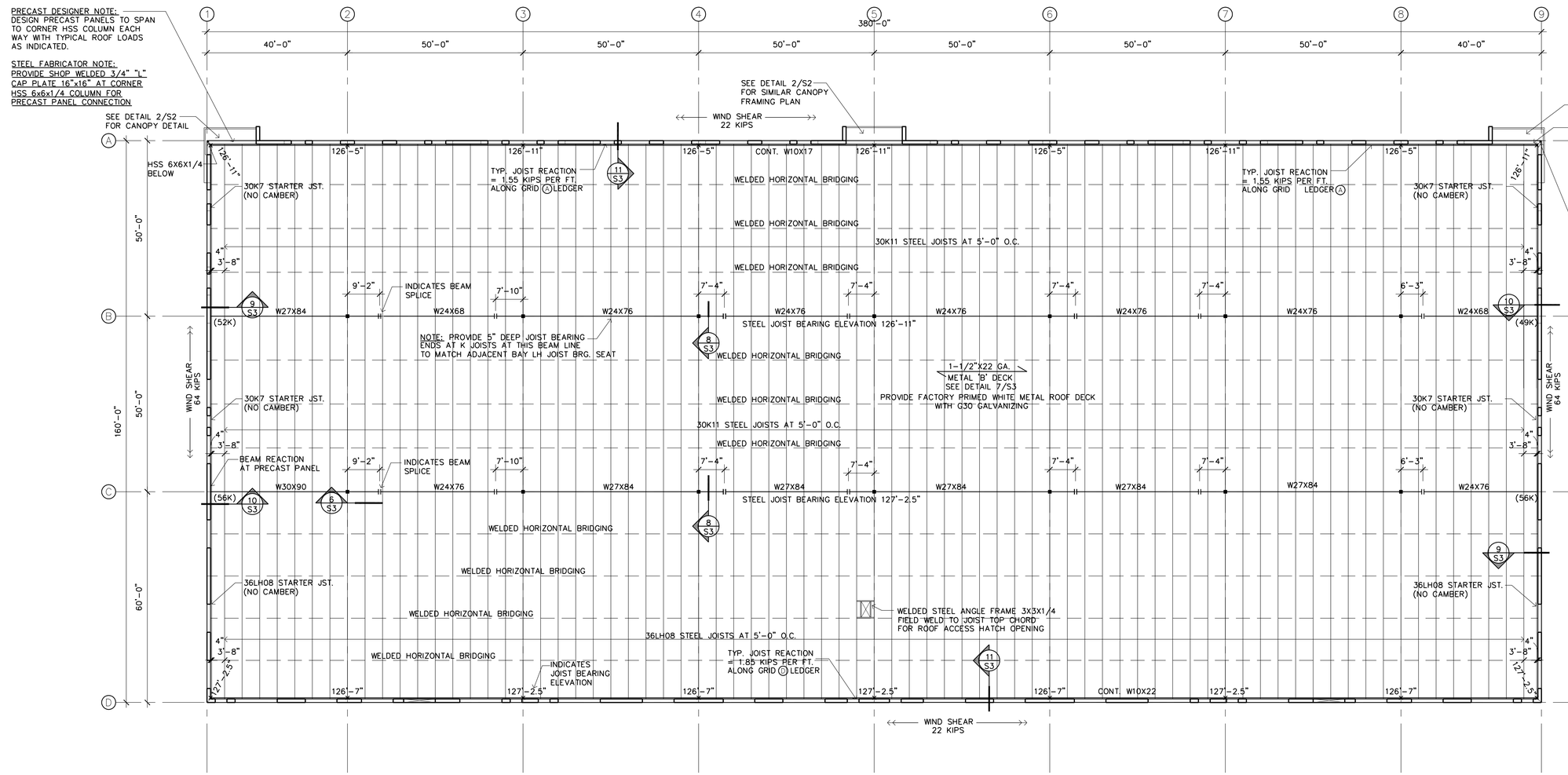
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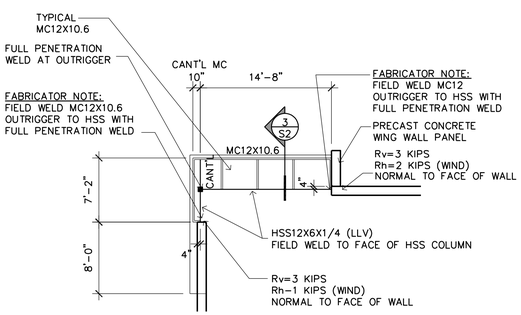
FOOTING AND FOUNDATION PLAN

Sheet Number

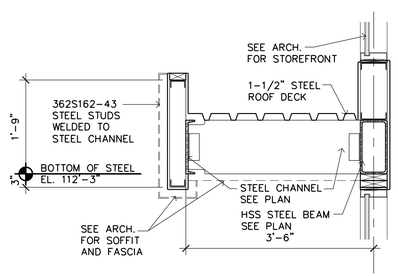
S1

Project No. 180510-1





2 S2 ROOF CANOPY FRAMING PLAN
SCALE: 1/8" = 1'-0"



3 S2 ROOF CANOPY SECTION
SCALE: 3/4" = 1'-0"

1 S2 ROOF FRAMING PLAN
SCALE: 1/16" = 1'-0"

NORTH

ROOF PLAN NOTES:

1. CANTILEVER BEAM SPLICES HAVE BEEN OPTIMIZED FOR STEEL SIZES, STOCK LENGTHS AND STRUCTURAL DESIGN LOADS. STEEL FABRICATOR MAY SUBMIT ALTERNATE SPLICE LOCATIONS FOR CONSIDERATION BY STRUCTURAL ENGINEER OF RECORD.

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-S2

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Ramsey, Minnesota

Structural Engineer: B. STROH
Drawn By: JRB
Checked By: BS
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ROOF FRAMING PLAN

Sheet Number

S2

Project No. 180510-1

GENERAL STRUCTURAL NOTES:

1. BUILDING CODE:
   STRUCTURAL DESIGN CONFORMS TO THE REQUIREMENTS OF THE 2012 INTERNATIONAL BUILDING CODE (IBC) & MINNESOTA STATE BLDG. CODE (MSBC 2015)

2. DESIGN LOADS:

WIND LOAD	
BASIC WIND SPEED (3 SECOND GUST)	90 MPH (115 MPH ULT.)
WIND IMPORTANCE FACTOR, I	1.0
EXPOSURE	B
INTERNAL PRESSURE COEFFICIENTS, GC	±0.18 pi
ROOF LOAD	
LIVE LOAD (L.L.)	35 PSF **
DEAD LOAD (DESIGN D.L.)	20 PSF

3. ROOF SNOW LOAD:

GROUND SNOW LOAD, Pg	50 PSF
FLAT ROOF SNOW LOAD, Pf	35 PSF
SNOW EXPOSURE FACTOR, Ce	1.0
SNOW LOAD IMPORTANCE FACTOR, I	1.0
THERMAL FACTOR, Ct	1.0

** PLUS SNOW ACCUMULATION AS REQUIRED BY IBC, CHAPTER 16, SECTION 1608.

COORDINATION:

1. STRUCTURAL MEMBERS INCLUDING SLABS, BEAMS, JOISTS, COLUMNS AND WALLS ARE DESIGNED FOR "IN PLACE LOADS" CONTRACTOR SHALL BE RESPONSIBLE FOR BRACING, WITHOUT OVERSTRESSING, ALL STRUCTURAL ELEMENTS (AS REQUIRED AT ANY STAGE OF CONSTRUCTION) UNTIL COMPLETION OF THIS PROJECT.

FOUNDATIONS:

1. FOOTINGS WERE DESIGNED FOR A MAXIMUM SOIL BEARING PRESSURE OF 3500 PSF PER GEOTECHNICAL REPORT. FIELD VERIFY PRIOR TO THE CONSTRUCTION OF THE FOOTINGS AND REPORT ANY DISCREPANCIES TO THE ENGINEER. LOWER THE EXISTING FOOTING ELEVATIONS SHOWN IF NECESSARY TO OBTAIN THE REQUIRED BEARING PRESSURE.

CONCRETE:

1. ALL CONCRETE SHALL BE NORMAL WEIGHT (150 PCF.) MINIMUM 28 DAY COMPRESSIVE STRENGTH, AS SPECIFIED BELOW:
   FOOTINGS AND FOUNDATION WALLS.....3000 PSI.
   SLAB ON GRADE.....4000 PSI.
2. PROVIDE 3" CLEAR COVER ON BOTTOM AND SIDES FOR FOOTING REINFORCING.
3. MAX. DISTANCE BETWEEN SLAB CONTROL OR CONSTRUCTION JOINTS SHALL NOT EXCEED 15'-0"
4. EXCEPT WHERE OTHERWISE SHOWN, SLABS ON GRADE SHALL BE REINFORCED WITH 6X6-10/10 WELDED WIRE MESH OR FIBERMESH.
5. EXCEPT WHERE OTHERWISE SHOWN, SLABS ON GRADE SHALL BE 6" THICK CONCRETE.
6. CONTRACTOR SHALL SUBMIT CONCRETE MIX DESIGNS. ALL SLAB CONCRETE SHALL BE 4000 PSI. W/ WATER CONTENT RATIO LESS THAN .50 AND PLASTERCIZER ADDED AT JOB SITE.

STRUCTURAL PRECAST CONCRETE:

1. STRUCTURAL PRECAST CONCRETE MEMBERS AND THEIR CONNECTIONS SHALL BE DESIGNED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE PCI HANDBOOK FOR PRECAST PRESTRESSED CONCRETE. PRESTRESSED UNITS SHALL BE DESIGNED TO SUPPORT THE DESIGN LOADS AS INDICATED
2. PRECAST CONCRETE FABRICATOR SHALL FURNISH ALL LOOSE CLIP ANGLES, INSERTS AND WELD PLATES IN PRECAST AS NECESSARY FOR THE PROPER INSTALLATION OF THE PRECAST MEMBERS.
3. ALL HEADERS AT OPENINGS IN PRECAST TO BE DESIGNED AND FURNISHED BY PRECAST SUPPLIER.

REINFORCING STEEL:

1. REINFORCING STEEL SHALL CONFORM TO ASTM (GRADE 60).
2. WELDED WIRE FABRIC SHALL BE NEW BILLET STEEL, COLD DRAWN AND CONFORMING TO ASTM A185 AND A82.
3. BAR SUPPORTS, DESIGN, DETAILING, FABRICATION AND PLACING OF REINFORCING BARS AND MESH SHALL BE IN ACCORDANCE WITH THE ACI CODE AND DETAILING MANUAL.
4. UNLESS NOTED OTHERWISE, ALL REINFORCING LAP SPLICES SHALL BE 40 BAR DIAMETERS OR 12", WHICHEVER IS GREATER.

STEEL JOISTS:

1. ALL JOISTS SHALL COMPLY WITH THE STEEL JOIST INSTITUTE RECOMMENDED "CODE OF STANDARD PRACTICE FOR STEEL JOISTS FOR FABRICATION AND ERECTION."
2. ALL K SERIES AND LH SERIES JOISTS SHALL HAVE HORIZONTAL WELDED BRIDGING AS SHOWN ON PLANS OR PER SJI RECOMMENDATIONS.
3. FOR DRAINAGE, STEEL JOISTS HAVE BEEN SIZED FOR PONDING CONSIDERATION PER IBC SEC. 1611

STEEL DECK:

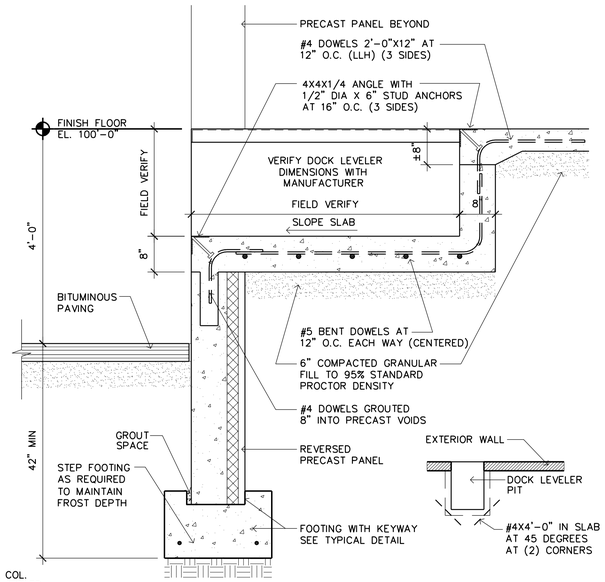
1. STEEL ROOF DECK SHALL BE 1-1/2" X 22 GA. "TYPE B-WIDE RIB DECK" MANUFACTURED AND ERECTED IN ACCORDANCE WITH THE STEEL DECK INSTITUTE.
2. STEEL DECK SHALL BE WELDED TO SUPPORTING MEMBERS WITH 5/8" DIA. PUDDLE WELDS AT 12" O.C. SIDELAP CONNECTIONS SHALL BE WELDED OR FASTENED WITH #12 TEKS SELF-DRILLING, SELF-TAPPING SCREWS (2 FASTENERS MINIMUM EQUALLY SPACED PER SIDELAP BETWEEN JOISTS).

MASONRY:

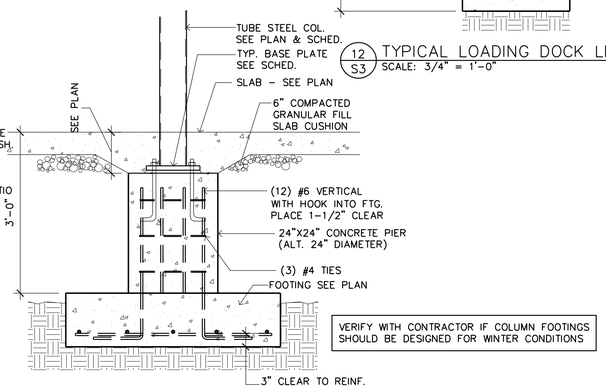
1. CONCRETE MASONRY UNITS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C90.
2. MINIMUM COMPRESSIVE STRENGTH OF MSY. UNITS F'm 1500 PSI.
3. GROUT FOR HOLLOW MASONRY UNITS SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI. AND SHALL BE NORMAL WEIGHT PEA GRAVEL CONCRETE.
4. ALL MASONRY WALLS SHALL HAVE HORIZONTAL REINFORCING FABRICATED WITH 9 GAUGE SIDE RODS. THIS REINFORCING SHALL BE LOCATED AT EVERY OTHER COURSE.
5. ALL VERTICAL REINFORCING SHALL BE CONTINUOUS WITH 40 BAR DIAMETER LAPS AT SPLICES UNLESS NOTED.

STRUCTURAL STEEL:

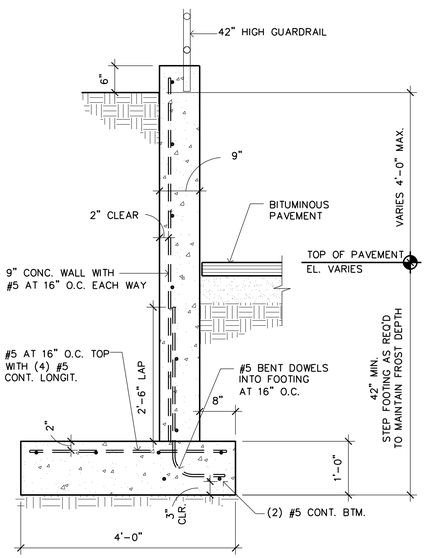
1. DESIGN, DETAILING, FABRICATION AND ERECTION OF STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH THE AISC "MANUAL OF STEEL CONSTRUCTION"
2. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A572 OR A992. STEEL PIPE SHALL CONFORM TO ASTM A501 OR ASTM A53. STEEL TUBES SHALL CONFORM TO ASTM A500 – GRADE B.
3. ALL WELDING SHALL BE DONE BY CERTIFIED WELDERS USING E70XX ELECTRODES AND SHALL CONFORM TO AWS STANDARDS.
4. ALL BOLTS SHALL BE 3/4" DIAMETER, ASTM A325.



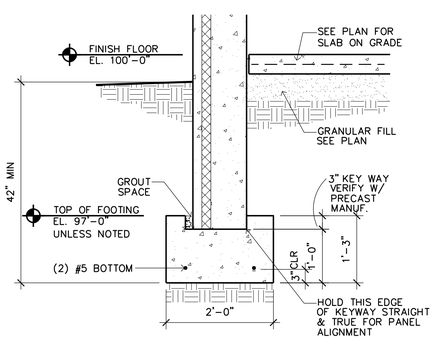
12 / S3 TYPICAL LOADING DOCK LEVELER SECTION
SCALE: 3/4" = 1'-0"



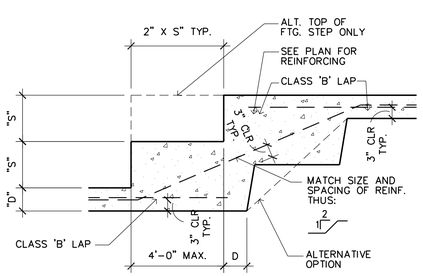
13 / S3 STEEL COLUMN FOOTING DETAIL FOR WINTER CONDITIONS
SCALE: 3/4" = 1'-0"



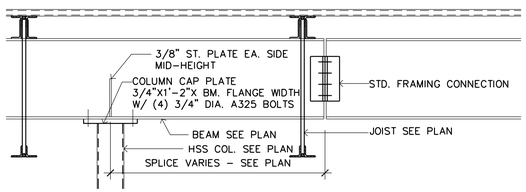
4 / S3 SECTION AT RETAINING WALL
SCALE: 3/4" = 1'-0"



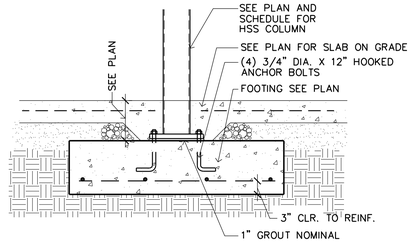
3 / S3 TYP. DETAIL AT PRECAST WALL FOOTING
SCALE: 3/4" = 1'-0"



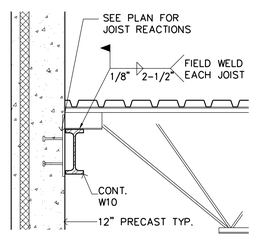
2 / S3 STEP FOOTING DETAIL
SCALE: 3/4" = 1'-0"



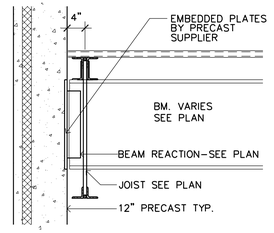
6 / S3 TYPICAL DETAIL AT BEAM SPLICE
SCALE: 3/4" = 1'-0"



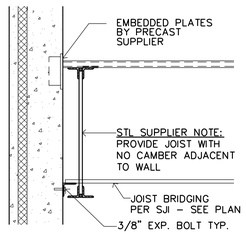
5 / S3 TYPICAL STEEL COLUMN FOOTING DETAIL
SCALE: 3/4" = 1'-0"



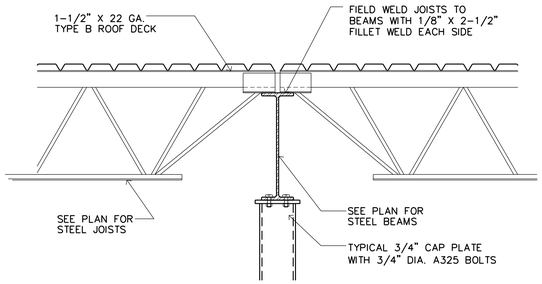
11 / S3 TYPICAL SECTION
SCALE: 3/4" = 1'-0"



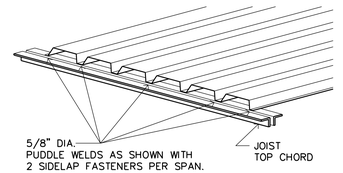
10 / S3 TYPICAL DETAIL
SCALE: 3/4" = 1'-0"



9 / S3 TYPICAL SECTION
SCALE: 3/4" = 1'-0"

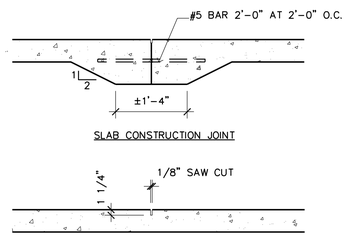


8 / S3 TYPICAL DETAIL AT ROOF JOIST BEARING
SCALE: 3/4" = 1'-0"



NOTE: MECHANICAL FASTENERS ARE ACCEPTABLE ALTERNATIVE TO DECK WELDING PER ENGINEERS' APPROVAL.

7 / S3 TYPICAL DECK FASTENING DETAIL
SCALE: NOT TO SCALE



NOTES:
1. 1-1/4" DEEP SAW CUT WITH WET BLADE IMMEDIATELY AFTER FINISHING FOR 4" OR 5" SLABS. 1-1/2" DEEP FOR 6" SLABS.
2. ALL CONTROL/CONSTRUCTION JOINTS MUST BE CONTINUOUS AND NOT STAGGERED.
3. USE EXPANSION JOINT MATERIAL OR BOND BREAKER AT ALL WALLS AND TRENCH DRAINS.

1 / S3 TYP. SLAB CONSTRUCTION/CONTROL JOINT DETAILS
SCALE: 3/4" = 1'-0"

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-S3

Stroh ~ ENGINEERING
P.O. BOX 76140
PHIA, HI 96779
PH/FAX: 808-633-4144

ENGINEER CERTIFICATION:
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE
BERNIE STROH
PRINT NAME

LICENSE NO.
7/27/18
DATE

BUNKER LAKE INDUSTRIAL PARK
BUILDING #3
Ramsey, Minnesota

Structural Engineer: B. STROH	
Drawn By: JRB	
Checked By: BS	
Revisions	
7/13/18	PRELIMINARY
7/27/18	ISSUE FOR PERMIT

STRUCTURAL DETAILS AND GENERAL NOTES

Sheet Number

S3

Project No. 180510-1

SUSTAINABLE PROJECT STRATEGIES

DISCLAIMER: ONE OR MORE ITEMS MAY NOT BE INCLUDED UNDER THESE HEADINGS DUE TO LIMITATIONS

1. SITE SELECTION

INCLUDED	N/A		ALTERNATE
X		**1.1 EROSION & SEDIMENTATION CONTROL**	
		silt fence	
X		**1.2 SITE SELECTION**	
		avoid wetlands & habitat preserves	
X		**1.3 DEVELOPMENT DENSITY**	
		conforms to City's general plan	
	X	**1.4 BROWNFIELD REDEVELOPMENT**	
		reuse of damaged site	
	X	**1.5 PUBLIC TRANSPORTATION**	
		within 1/4 mile public transportation	
	X	**1.6 BICYCLE TRANSPORTATION**	
		bicycle storage/changing room	
	X	**1.7 ALTERNATIVE FUEL VEHICLES**	
		owner-supplied alternative fuel vehicles	
X		**1.8 PREFERRED PARKING**	
	X	only ordinance required parking	
		preferred parking for vans and carpooling	
X		**1.9 PROTECT OR RESTORE HABITAT**	
	X	protect trees/wetlands/steep slopes	
		restore open space	
X		**1.10 MAXIMIZE OPEN SPACE**	
	X	meets or exceeds city's space requirement	
		shared access drives and parking areas	
X		**1.11 STORMWATER QUANTITY CONTROL**	
		(infiltration strategy versus conveyance)	
		reduce impervious cover	
	X	foundation plantings w/ infiltration plants	
		hybrid parking - crushed rock/pervious paving	
		retention pond as site amenity	
X		**1.12 STORMWATER QUALITY CONTROL**	
		limit disruption/pollution of natural water	
X		**1.13 HEAT ISLAND REDUCTION - NON-ROOF**	
	X	East/West building orientation when possible	
		separate parking from building w/ landscaping	
		trees located to reduce heat in parking/plazas	
		pedestrian walkways on vehicular pavement	
		sidewalks for direct access from parking to entry/exit doors	
		micro-climates around doors using building configuration/canopies/landscaping	
	X	**1.14 HEAT ISLAND REDUCTION - ROOF**	
		high albeda (reflective) or green roof	
		flat roof 78 Solar Reflectance Index (SRI)	
		sloped roof SRI 29 > 2/12 pitch	
X		**1.15 LIGHT POLLUTION REDUCTION**	
		meets city requirements - shield site-lighting	
	X	LED wall packs and/or canopy lights	
		Solar assisted site lighting	

2. WATER EFFICIENCY

INCLUDED	N/A		ALTERNATE
X		**2.1 LANDSCAPING - WATER USE REDUCTION**	
	X	high efficiency irrigation technology (zoned irrigation and water sensor)	
	X	native plant materials	
		use of captured rainwater	
		use of recycled wastewater	
	X	**2.2 LANDSCAPING - NO IRRIGATION**	
		use captured rainwater, recycled wastewater, recycled greywater	
X		**2.3 INNOVATIVE WASTEWATER TECHNOLOGY**	
	X	water conserving fixtures (water closets/urinals)	
		rooftop rainwater collection system channels water to indoor storage tanks for irrigation to front yard landscaping	
X		**2.4 BUILDING - WATER USE REDUCTION**	
	X	meet or exceed local codes	
		waterless urinals	
		sensor operated low-flow plumbing fixtures	
		timed infra/red water fixtures	
		water heater within 20' of point-of-use	
		tankless water heater	

3. ENERGY & ATMOSPHERE

INCLUDED	N/A		ALTERNATE
	X	**3.1 COMMISSION BUILDING ENERGY SYSTEMS** (consultant to verify building energy systems are installed, calibrated and performing)	
X		**3.2 MINIMUM ENERGY PERFORMANCE** building envelope, HVAC, lighting and other systems integrated for energy performance	
X		**3.3 REFRIGERANT MANAGEMENT** zero use of chloroflourocarbon (CFC) based refrigerants in HVAC systems	
	X	**3.4 OPTIMIZE ENERGY PERFORMANCE** computer simulation model used to assess energy performance & identify energy efficiency measures	
	X	**3.5 ON-SITE RENEWABLE ENERGY** (on-site energy self-supply to offset energy cost)	
		geothermal	
		solar	
		wind	
	X	**3.6 MEASUREMENT & VERIFICATION** owner established ongoing accountability of building energy over time	
	X	**3.7 GREEN POWER** owner engages in a multi-year renewable energy contract with the energy company	

4. MATERIALS & RESOURCES

INCLUDED	N/A		ALTERNATE
X		**4.1 RECYCLABLES** plan designates an area for recycling	
	X	**4.2 REUSE EXISTING BUILDING** reuse existing walls/floors/roof	
	X	**4.3 REUSE NON-STRUCTURAL INTERIOR** reuse interior walls/doors/floor coverings and ceiling systems	
	X	**4.4 WASTE DIVERT - FROM LANDFILL**	
		designate waste location at site & haulers	
		consider recycling concrete/bricks/clean wood	
		glass/gypsum wallboard/carpet/acoustical tile	
		donation of materials	
	X	**4.5 MATERIALS REUSE**	
		use salvaged/refurbished/reused materials	
X		**4.6 RECYCLED CONTENT**	
		use materials which can no longer be used for its intended purpose	
	X	Recycled Precast or Concrete Block Content	
X		**4.7 REGIONAL MATERIALS**	
		use materials that have been manufactured within 500 miles of the project site	
	X	**4.8 RAPIDLY RENEWABLE MATERIALS** (use products that are harvested from plants) agrifiber, linoleum, cork, wheatboard, strawboard, bamboo	
X		**4.9 CERTIFIED WOOD** Forest Stewardship's Council (FSC) Certification Structural framing/dimensional lumber/flooring/doors & trim	

5. INDOOR ENVIRONMENTAL AIR QUALITY (HVAC Engineering Items)

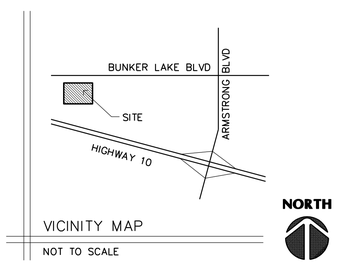
INCLUDED	N/A		ALTERNATE
X		**5.1 MINIMUM IAQ PERFORMANCE** HVAC engineer designed (IAQ) Indoor Air Quality to meet ASHRAE 62.1-2004 Sections 4-7	
X		**5.2 TOBACCO SMOKE CONTROL** floor plan designates smoking area	
	X	**5.3 OUTDOOR AIR DELIVERY MONITORING** HVAC engineer designed carbon dioxide and airflow measurement equipment	
	X	**5.4 INCREASED VENTILATION** HVAC engineer designed increased breathing air ventilation 30% to all occupied spaces per ASHRAE Standard 62.1-2004	
X		**5.5 IAQ MANAGEMENT PLAN DURING CONSTRUCTION**	
	X	contractor to protect HVAC system during construction	
	X	sequence installation of materials to avoid contamination	
		if permanent air handlers are used during construction, use filtration media (MERV) Minimum Efficiency Rating Value of 8 at each return air grille	
		replace all media immediately prior to occupancy	
	X	**5.6 IAQ MANAGEMENT PLAN BEFORE OCCUPANCY** HVAC engineer tested air contaminant levels	
X		**5.7 LOW-EMITTING MATERIALS - ADHESIVES/SEALANTS** see finish schedule chart for low VOC criteria	
X		**5.8 LOW-EMITTING MATERIALS - PAINTS/COATINGS** see finish schedule chart for low VOC criteria	
X		**5.9 LOW-EMITTING MATERIALS - CARPET SYSTEMS** see finish schedule chart for low VOC criteria	
X		**5.10 LOW-EMITTING MATERIALS - COMPOSITE WOOD** see finish schedule chart for low VOC criteria	
	X	**5.11 INDOOR CHEMICAL & POLLUTANT CONTROL** HVAC engineer designed isolated exhaust systems for contaminants & high-level infiltration systems in air-handling units processing both return & supply air	
X		**5.12 LIGHTING SYSTEM CONTROLS**	
		maximize use of individual lighting controls	
	X	motion detecting light switches	
		task lighting	
X	X	**5.13 THERMAL COMFORT DESIGN** HVAC engineer designed systems to perform to the comfort criteria of ASHRAE Standard 90.1, 2010	
	X	**5.14 THERMAL COMFORT VERIFICATION** owner to provide assessment of building's thermal comfort over time, & develop a plan for corrective action	
X		**5.15 DAYLIGHT & VIEWS: DAYLIGHT FROM SPACES**	
	X	daylight & views into the occupied areas of the building	
	X	skylights/clerestory glazing	
		exterior and interior shading devices	
		high performance glazing	
X		**5.16 DAYLIGHT & VIEWS: VIEWS OF SPACES** direct line of sight to the outdoors - glazing between 2'-6" and 7'-6" A.F.F. for all occupied spaces	

CONTRACTOR TO DIRECT HVAC ENGINEER TO MEET THE ABOVE CRITERIA

NOTE TO ALL DESIGN/BUILD CONTRACTORS AND THEIR SUB-CONTRACTORS:

THE DESIGN/BUILD CONTRACTOR IS RESPONSIBLE FOR REVIEWING ALL MECHANICAL, ELECTRICAL, PLUMBING, FIRE SPRINKLER, OR ANY OTHER DESIGN/BUILD SUB-CONTRACTOR'S DOCUMENTS AS PERTAINING TO THE WORK FOR THIS PROJECT. IT IS THE DESIGN/BUILD SUB-CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE DESIGN/BUILD CONTRACTOR OF ANY CONFLICTS WITH THE ARCHITECTURAL AND STRUCTURAL DOCUMENTS DUE TO SIZES, LOCATIONS, QUANTITIES, ROUGH-IN DIMENSIONS AND CODE INTERPRETATIONS. THE DESIGN/BUILD CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ARCHITECT IMMEDIATELY OF ANY ARCHITECTURAL REVISIONS REQUIRED DUE TO THE COORDINATION OF EACH DESIGN/BUILD SUB-CONTRACTOR'S DOCUMENTS.

VICINITY MAP



VICINITY MAP

NOT TO SCALE

BUNKER LAKE INDUSTRIAL PARK
BUILDING #3

COMMERCIAL BUILDING CODE COMPLIANCE

GENERAL INFORMATION

A. PROJECT NAME: Bunker Lake Industrial Park (Building #3)
B. PROJECT LOCATION: ---
Ramsey, Minnesota
C. ZONING AND LAND USE: B-2, Business District

APPLICABLE CODES:

A. RAMSEY ZONING ORDINANCE	Current Edition
B. MINNESOTA STATE BUILDING CODE (MSBC) - INCLUDING -	2015 Edition
C. INT'L BUILDING CODE (W/ AMENDMENTS)	2012 Edition
D. INT'L FIRE CODE (W/ AMENDMENTS)	2012 Edition
E. INT'L MECHANICAL CODE (W/ AMENDMENTS)	2012 Edition
F. MINNESOTA PLUMBING CODE	2015 Edition
G. NATIONAL ELECTRICAL CODE (NEC)	2014 Edition
H. MINNESOTA STATE ENERGY CODE	2015 Edition
J. MINNESOTA STATE ACCESSIBILITY CODE	2015 Edition
K. MINNESOTA CONSERVATION CODE /EX BLDGS	2015 Edition

BUILDING CLASSIFICATION

A. OCCUPANCY GROUPS/ TYPE OF CONST (IBC Chpt 3 & IBC Chpt 6)
1. Tenant - Group B, F, or S
- Type of Construction - II-B
- Area - 60,800 s.f.
- Proposed Height - 28'-10", 1 Story
2. Mixed Occupancy (IBC 508)
Occupancy Groups Intended To Be Non-Separated
3. Incidental Uses (IBC 509)
- None

B. FIRE-RESISTANCE-RATED CONSTRUCTION
1. Building Elements (IBC Tables 601 & 602)

Element	Rating
Structural Frame	0 Hours
Exterior Bearing Walls	0 Hours
Interior Bearing Walls	0 Hours
Exterior Non-Bearing Walls	0 Hours
Interior Non-Bearing Walls	0 Hours
Floor Construction	0 Hours
Roof Construction	0 Hours

2. Exterior Wall Openings (IBC Table 705.8)
- Separation Distance Greater Than 30 Feet

Classification	Area of Opening
Unprotected	Not Required
Protected	Not Required

3. Fire Walls (IBC 706)
- Not Required -
4. Fire Barriers (IBC 707)
- Not Required -
5. Fire Partitions (IBC 708)
- Not Required -

C. ROOF AND INTERIOR FINISH REQUIREMENTS
1. Minimum Wall And Ceiling Finish Requirement (IBC Table 803.9)

Building Component	Finish Class
Vertical Exits/ Exit Passageways	Class B - Group B Class C - Group F and S
Exit Access Corridors/ Other Exit ways	Class C
Rooms and Enclosed Spaces	Class C

2. Minimum Roof Covering Classification (IBC Table 1505.1) = Class C
- (Contractor To Provide Class A Roof Assembly)

AUTOMATIC SPRINKLER REQUIREMENTS

A. AN NFPA 13 AUTOMATIC SPRINKLER SYSTEM IS PROVIDED THROUGHOUT THE BUILDING (IBC 903.3.1.1)
- Throughout The Building When the Fire Area Containing Group F-1, S-1 Exceeds 12,000 s.f., Or Exceeds 3 Stories, Or The Combined Fire Area Exceeds 24,000 s.f.

ALLOWABLE HEIGHT, ALLOWABLE AREA

A. ALLOWABLE HEIGHT (IBC Table 503)
(Group F1 Is The Most Restrictive Occupancy Group)
1. Group M, Type II-B
- 55'-0", 2 Stories + Sprinkler Increase (IBC 504.2) = 75'-0", 3 Stories
2. Height Check
- 1 Story < 3 Stories
- 28'-10" < 75'-0"

B. ALLOWABLE AREA (IBC Table 503)
(Group M Is The Most Restrictive Occupancy Group)
1. Group F1, Type II-B
- Tabular Area = 15,500 s.f.
- Frontage Increase (IBC 506.2)
$15{,}500 \times 2 \left(\frac{(1{,}020 \text{ Feet})}{(1{,}020 \text{ Feet})} - .25 \right) \times \frac{(30')}{30'}$ = 11,625 s.f.
- Sprinkler Increase (IBC 506.3)
Tabular Area x 3 = 46,500 s.f.
Per Floor = 73,625 s.f.
2. Area Check
- Whole Building Area Check
60,800/73,625 = 82.6% < 100%

MEANS OF EGRESS

A. DESIGN OCCUPANT LOAD (IBC Table 1004.1.2)
1. Total Occupants = To Be Determined
B. EXITS
1. Number Required (IBC 1015/ 1021) = 2
2. Number Accessible Required (IBC 1007) = 2
3. Arrangement (IBC 1015.2)
- Not Less Than 1/3 Overall Diagonal (Sprinklered Building)
4. Travel Distance Maximums
- Exit Access (IBC 1016) = 250'/ 300'
- Common Path of Egress (IBC 1014.3) = 100'
- Dead Ends (IBC 1018.4) = 50'
5. Sizing (The Greater of Two Conflicting Widths Shall Be Used)
- Design Egress Sizing (IBC 1005.3)
Stairways (Occ Load x .3) = N/A
Other Components (Occ Load x .2) = To Be Determined
- Stairways (IBC 1009.4) = 44"
- Corridors (IBC 1018.2) = 44"
- Exit Passageways (IBC 1023.2) = 44"
- Exit Doors (IBC 1008.1.1) = 32" Min Clear 48" Max Nom
6. Doors
- Swing (IBC 1008.1.2)
Side Hinged Swinging Out At Occupant Load Of 50 Or More
- Landings (IBC 1008.1.6)
Width Not Less Than Width of Door Or Stairway
Length in Direction of Travel Not Less Than 44"
- Thresholds (IBC 1008.1.7)
Max Height = 1/2" - 1:2 Beveled Edge If 1/4"-1/2"
- Door Arrangement (IBC 1008.1.8) 48" + Door Width Apart
- Lock or Latch (IBC 1008.1.9)
Operable From Inside Without Use of Knowledge or Keys.
Manually Operated Flush Bolts Permitted With Sprinkler System.
- Panic/ Fire Exit Hardware (IBC 1008.1.10)
Not Required At Exit/Exit Access Doors

PLUMBING FIXTURES

A. NUMBER FIXTURES REQUIRED (IBC 2902.1)
1. To Be Determined
B. LOCATION OF FIXTURES (IBC 2902.3.2)
- Not More Than 1 Story Above Or Below Regular Working Area
- Travel Distance Less Than 500 ft
C. SIGNAGE (IBC 2902.4)
- A Legible Sign For Each Sex Shall Be Provided Near The Entrance To The Toilet Facility

OTHER

A. ACCESSIBILITY (MN State Accessibility Code)
1. Building is Accessible
B. GUARDS (IBC 101.3)
1. 42" High Minimum Guards Shall Be Installed Where A Change In Levels Drops 30" Or More.
C. ROOF ACCESS (IMC 306.5)
1. 60" Ships Ladder To 8 s.f. Roof Hatch (Min Dim 1'-8") Provided -Provide 42" Guard If Opening Is Within 10' Of Roof Edge.
D. CONCEALED SPACES
1. Floors (IBC 718.3)
- Draftstops Not Required in Sprinklered Building
2. Attics (IBC 718.4)
- Draftstops Not Required in Sprinklered Building
E. VENTILATION
1. Attics (IBC 1203.2)
- Not Required
2. Under-Floors (IBC 1203.3)
- Not Required
F. ATTIC ACCESS (IBC 1209.2)
- Not Required
G. SAFETY GLAZING (IBC 2406)
1. Safety Glazing Shall Be Installed In Hazardous Locations As Specified In IBC 2406.4
H. RECYCLING SPACE (MSBC 1303.1500)
1. .001 x 60,800 s.f. = 61 s.f. Required
J. FIRE ALARM AND DETECTION SYSTEMS
1. Fire Alarm And Detection System Not Required (IBC 907.2)
2. If Required Provide Audible And Visible Alarm Notification Devices (IBC 907.5, NFPA 72)
K. SMOKE AND HEAT VENTS (IBC 910)
1. Required For Group F-1 or S-1 Occupancies With 50,000 s.f. of Undivided Area Unless an ESFR Sprinkler System Is Provided
L. FIRE PROTECTION FOR HIGH-PILED COMB. STORAGE (IFC Chpt 32)
1. Material Storage Height Potential 24'-0" Per Client
2. Commodity Class I - IV
3. Total High-Piled Area - To Be Determined
4. General Fire Protection and Life Safety Requirements

DEVELOPMENT TEAM

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ENGINEER
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P.O. Box 792140
Paia, HI 96779
Phone: 808-633-4744
Contact: Bernie Stroh

SHEET SCHEDULE

Sheet	Description
T1	Title Sheet
A1	Site Plan
A2	Floor Plan
A3	Roof Plan
A4	Door Types, Window Types, Wall Types
A5	Building Elevations
A6	Wall Sections
A7	Wall Sections
S1	Footing & Foundation Plan
S2	Roof Framing Plan
S3	Structural Details

ENVELOPE COMPLIANCE

ANSI/ASHRAE STANDARD 90.1-2010

Note: Compliance Is For Building Envelope Only. The Design-Build HVAC and Electrical Designers Must Submit Documentation Proving Compliance Based On The Equipment Being Installed.

GENERAL

A. Space Conditioning Category (5.1.2)
1. Nonresidential Conditioned Space
B. Climate (5.1.4)
1. Zone 6 - Southern Minnesota

COMPLIANCE PATH

A. Prescriptive Building Envelope Option (5.2)

MANDATORY PROVISIONS

A. Components Of The Building Envelope Shall Comply With Section 5.4
1. Insulation (5.4.1) Shall Comply With Section 5.8.1.1 - 5.8.1.9
2. Fenestration/ Door Performance (5.4.2) Shall Comply With Section 5.8.2
3. Air Leakage (5.4.3)
The Building Envelope Shall Contain An Air Barrier And Be Sealed At The Following Areas:
- Joints Around Fenestration And Door Frames
- Junctions Between Walls and Floors, Walls At Building Corners, Walls and Roofs or Ceilings
- Penetrations Of Utility Services At Walls, Floors, and Roofs
- Building Assemblies Used As Ducts Or Plenums
- Joints, Seams, Conn. Between Planes Or Changes In Air Barrier Materials
Fenestration and Doors - According To 5.4.3.2
Loading Dock Weatherseals - Required According To 5.4.3.3
Vestibules - Required at Building Entrances According To 5.4.3.4

PRESCRIPTIVE REQUIREMENTS

Table 5.5-6 Building Component	Maximum Assembly	Minimum Insulation	Proposed
ROOF: Entirely Above Deck	U-0.048	R-20 (ci)	R-30 (ci)
WALLS: Mass	U-0.080	R-13.3 (ci)	R-24 (ci)
S. O. G. FLOORS: Unheated	F-0.540	R-10.0	R-24
OPAQUE DOORS: Swinging	U-0.700		U-0.20
OPAQUE DOORS: Non-Swinging	U-0.500		U-0.147
FENESTRATION: 0-40% Glazing	U-0.450 (0.40 SHGC)		U-0.340

SUBMITTALS

A. Contractor To Provide Product Submittals If Requested By The Building Official

PRODUCT INFORMATION AND INSTALL. REQ.

A. Building Components Must Identify R-Values Or U-Values Clearly Labeled On The Product In Accordance With Section 5.8

LAMPERT ARCHITECTS
420 Summit Avenue
St. Paul, MN 55102
Phone:763.755.1211 Fax:763.757.2849
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE
LEONARD LAMPERT
PRINT NAME
13669
LICENSE NO.
7/27/18
DATE

BUNKER LAKE INDUSTRIAL PARK
BUILDING #3
Ramsey, Minnesota

Copyright 2017
Leonard Lampert Architects, P.A.

Project Designer: JAMES B
Drawn By: JRB
Checked By: LL

Revisions

7/13/18	PRELIMINARY
7/27/18	ISSUE FOR PERMIT

TITLE SHEET

Sheet Number

T1

Project No. 180510-1

Filename: BUNKER LAKE INDUSTRIAL PARK\BUILDING #3\BUNKER LAKE #3-T1

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

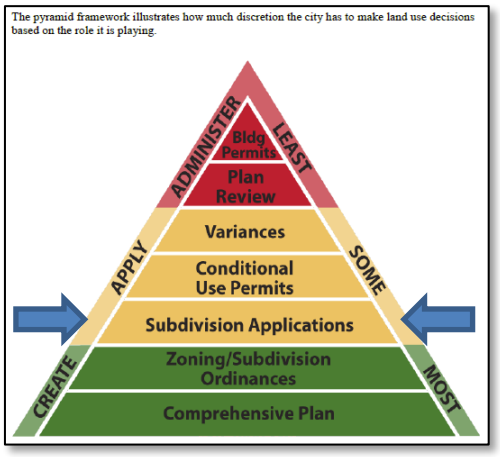
DATE	8/28/2018	**PROJECT ADDRESS**	SOUTHWEST CORNER OF BUNKER LAKE BLVD AND JACKEL STREET NW
PROJECT. TITLE	18-130: BUNKER LAKE SECOND ADDITION FINAL PLAT AND SITE PLAN REVIEW		
ESCROW #			
DEPARTMENT:	Community Development: Planning Division (Comprehensive Plan and Zoning Code)		
TECHNICAL REVIEWER:	Name: Eric Maass, Planning Consultant Email: EMaass@wsbeng.com		

Comments Requiring Plan Revisions:

1. Architectural plan sheets have been updated to indicate a 380 foot building width. Update all civil plan sheets accordingly.
2. Continuous sidewalk must be provided along south side of Bunker Lake Blvd within the site area as well as the western boundary along Jackel Street.
3. Color Building Elevations. Plan set indicated 5 different material colors.

General: The purpose of this file is to review a Final Plat and Site Plan for Bunker Lake Industrial Park Second Addition located in the Bunker Lake Industrial Park south of Bunker Lake Blvd and west of Armstrong Blvd. The Developer, PSD, LLC, has proposed to final plat one (1) lot which had previously been platted as Outlot A of Bunker Lake Industrial Park Addition. The Property has been formerly used as a gravel mine/borrow pit.

This case is being reviewed per Chapter 117, Article II entitled Zoning and Chapter 117, Article III entitled Subdivisions.



Comprehensive Plan/Zoning: The Comprehensive Plan guides the subject property for Business Park (BP) and is zoned E-3 Employment District. The proposed subdivision is consistent with the Business Park Comprehensive Plan guidance and the E-3: Employment zoning district.

Dimensional Standards for the E-3 Employment District: The following standards apply to subdivisions in the E-3 Employment District. Lot 1 has a lot size of 1.0 acres and a lot width of 200 feet. It appears that the subdivision meets all applicable dimensional standards.

Standard	Requirement
Minimum Lot Size	1.0 Acre
Minimum Lot Width	200 Feet
Minimum Front Yard Setback	35 Feet
Minimum Rear Yard Setback	25 Feet
Minimum Side Yard Setback	25 Feet
Building Height	65 Feet
Maximum Lot Coverage	45%

Lot 1 is proposed to be occupied by a 60,800 square foot and 31 foot 6 inch tall building that appears to be designed for light industrial or warehouse uses. Potential occupancy classifications listed on the plan set include B-Office, F-1, F-2 Manufacturing,

M-Showroom, and S-1, S-2 Storage. The building has eight (8) loading dock doors measuring 9 feet wide by 10 feet tall, eight (8) roll-up doors measuring 14 feet tall and 12 feet wide, and eight (8) pedestrian doors facing south. These doors are spread out in eight groupings with one type of each door indicating that building could have up to eight different businesses within the single building. Each of the eight tenant spaces would be 7,600 square feet. The north side (facing Bunker Lake Blvd) of the building would indicate a design for five tenants within the single building based on the number of front entrance doors. The east and west elevation each have one (1) pedestrian door in the center of the building.

Standard	Requirement	Lot 1
Minimum Lot Size	1.0 Acre	5.74 Acres
Minimum Lot Width	200 Feet	680.36 Feet
Minimum Front Yard Setback	35 Feet	67 Feet
Minimum Rear Yard Setback	25 Feet	140 Feet
Minimum Side Yard Setback	25 Feet	49 Feet
Building Height	65 Feet	31 Feet 6 Inches
Building Size	N/A	60,800 Square Feet
Maximum Lot Coverage	45%	24.3%

Streets/Access. Access to the front (north facing) of the site would be from two driveways stemming from Jackel Street. Access to the rear loading docks would be from one of two curb cuts off of a private roadway. The private roadway services the loading dock areas for the proposed building as well as a previously constructed.

Utilities/Wells. All new lots created by this subdivision will be served by city sewer and water, and plans have been submitted indicating the extensions. No well locations are shown as the property is proposed to be connected to city utilities. Building setbacks are shown on the site plan, and the drainage and utility easements are shown on Final Plat. Beyond the standard drainage and utility easement dedicated on Lot 1 of Bunker Lake Industrial Park Second Addition. Proposed fire hydrants are within the standard drainage and utility easements dedicated as part of the Final Plat request. Separately, stormwater easement may be required if the proposed infiltration basin is to be publicly maintained.

Development Fees. The Developer will be required to pay development fees consistent with the City's approved schedule of Rates and Charges. Provided below is an estimate of the applicable rates and charges. Actual rates and charges will be included in a future development agreement.

Fee	Amount	# of Acres	Total
Park Dedication	$4,300/acre	5.74	$24,682
Trail Development	$1,300/acre	5.74	$7,462
Water Trunk	$6,131/acre	5.74	$35,191
Water Lateral	$6,692/acre	5.74	$38,412
Sanitary Sewer Trunk	$3,391/acre	5.74	$19,464
Sanitary Sewer Lateral	$3,563/acre	5.74	$20,451
Stormwater Management	$4,855/acre	5.74	$27,867

Sidewalks/Trail. A sidewalk should be provided along the east side of Jackal Street and south side of Bunker Lake Blvd. There is currently a sidewalk located on the north side of Bunker Lake Blvd. No other sidewalks and/or trail or trails are planned for this area.

Natural Resource Inventory (NRI). The NRI indicates that the land included in this proposed development is not located in an area considered to be either an exceptional, high, moderate, or low area of natural quality. In addition, the area is not a part of the Anoka County Greenway Corridor or indicated by the National Wetland Inventory (NWI) to contain any wetlands.

Landscaping. Please refer to the landscaping review memo dated August 28, 2018.

Topsoil. Each individual lot shall have four (4) inches of topsoil meeting the City's topsoil specification applied to all disturbed areas not improved with impervious surfacing. It is strongly encouraged to limit land disturbance on each lot to limit the quantity of topsoil required. 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.

Lighting. Plans show Cobra-style street lighting and downcast lighting attached to the proposed building. This style of downcast lighting is consistent with zoning.

Building Elevations. Color building elevations have been requested as additional information. Generally speaking, the black and white elevations provided as part of the current submittal appear to meeting zoning district requirements.

Parking/loading areas. Per the city code, one parking stall is required for every 300 square feet of office space or one parking stall per 1,000 square feet of industrial space. The site plan shows a 60,800 square foot building with 125 parking stalls, six (6) of which are shown as handicapped stalls. 100% industrial uses would require a total of 60 spaces whereas 100% office use would require a total of 203 parking spaces. The 125 proposed spaces is more than is required for industrial but less than for office. Staff anticipates a mixture of office/warehouse space and as such it is Staff's opinion that the proposed number of parking spaces is sufficient.

Septic/Drainfield. The current plan proposes connection to city utility services as such, no septic systems or drainfields are proposed.

Trash Enclosure. Exterior trash enclosure to be constructed of 8" rockface concrete block to match principal structure. Block will be capped with a metal cap. Doors of enclosure are proposed to be vertical composite wood siding over tube steel door frames.

Other comments. None.

Recommendation. City Staff is recommending that the City Council approve the Final Plat for the Bunker Lake Industrial Park Addition as well as Site Plan approval, with the considerations listed in this staff report, contingent upon review and approval of the civil engineering plan by the City Engineer.

Next Steps. The developer will be required to enter into a Development Agreement with the City to ensure the timely construction of required improvements. The Development Agreement will also require a financial surety in the amount of 125% of the cost of required improvements. The financial surety shall be in the form of a Letter of Credit or cash escrow only. The Development Agreement will also require an Engineering Inspection Fee of 5% of the cost of required improvements. The escrow must be in the form of a cash escrow. The City will prepare a draft Development Agreement for your review once an engineer's estimate has been provided by the Applicant.

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	AUGUST 28, 2018	**PROJECT ADDRESS**	TBD
PROJECT. TITLE	BUNKER LAKE INDUSTRIAL PARK LOT 3		
ESCROW #	116486		
DEPARTMENT:	Community Development: Planning Division (Landscape Plan & Environmental Resources)		
TECHNICAL REVIEWER:	Name: Chris Anderson, City Planner Phone: 763-433-9817 Email: canderson@cityoframsey.com		

The proposed project is on what is presently Outlot A, Bunker Lake Industrial Park Addition and includes a plat to create a buildable lot. The property is in the E-3 Employment District and the standards from City Code Section 117-124 are applicable.

We offer the following comments regarding the Landscape Plan, prepared by Brodsho Consulting and dated July 16, 2018:

Sheet 7:

- One tree per fifty (50) lineal feet of site perimeter or one tree per 1,000 square feet of building footprint, whichever is greater, is required. One tree for every ten (10) parking stalls is also required. Based on the square footage of the building footprint and the number of parking stalls, a total of seventy-one (71) trees are required. However, as noted later in this review, reforestation is required and the additional proposed trees will help satisfy that requirement.
- One shrub per thirty (30) lineal feet of site perimeter or one shrub per 300 square feet of building footprint, whichever is greater, is required. The building footprint is 59,200, which requires 197 shrubs. Additional shrubs must be incorporated into the Landscape Plan to comply with this standard.
- Use of seed rather than sod internal to the site is acceptable but does require City Council approval. The proposed seed mix, which consists of several native prairie grasses, is acceptable to City Staff. All boulevard areas shall be finished with sod.

Sheet 8:

- Add Planting Note specifying that all areas, including boulevards, not otherwise improved with impervious surfaces shall receive four (4) inches of topsoil meeting the City's topsoil specification. This includes boulevard areas between property boundaries and streets. Copies of the load tickets shall be provided to the City and a topsoil inspection shall be completed prior to installation of any landscaping.
- Update the Tree Planting Detail to specify that the top 1/3 to 1/2 of the wire basket shall also be removed.

- Add note stating that any deviation from the approved Final Plant List shall require approval of the City prior to installation.
- In-ground irrigation system details must be provided. Note that the system must include some form of water efficient technology (above and beyond standard rain sensor). For example, this could be a smart controller with soil moisture sensors. This must be specified on the plan sheet.
- Update Plant List to specify that shrubs must be 24 inches in size at time of planting (this is in the Planting Notes but should be included in the Plant List too).
- Add tally of total number of new tree inches being planted. Reforestation was required for the overall Bunker Lake Industrial Park due to the amount of tree removal during initial mass grading. The tally will help track progress toward the reforestation requirements.

The Developer and City still need to memorialize an agreement as to how and when the required inches of reforestation will be addressed (due to the removal of all trees that were on the entire property during mass grading). As was discussed at a meeting on November 20, 2017, the preferred approach is to 'assign' a certain number of reforestation inches per acre of remaining land. Our City Attorney is working on drafting this Reforestation Agreement.

Based on the submitted plans, 2,528 inches of new trees are required to satisfy the reforestation standard (again, across the entire forty-five [45] acres). The base landscaping requirements are applied toward the reforestation calculation. Additionally, as was agreed upon, the 'salvaged and donated trees' to the Anoka Conservation District (ACD) are also being credited toward the reforestation requirements. The proposed landscaping for Lots 1 & 2, around the stormwater pond, and the streetscape equal 473 inches of new trees. A total of 532 diameter inches of existing evergreen trees were donated to the ACD for shoreline stabilization projects. Approximately 208 inches of new trees are proposed with this project. Thus, a total of 1,315 inches of reforestation are still required across the Business Park [2,528 existing inches – (473 proposed inches + 532 inches donated to ACD + 208 proposed inches for Building 3) = 1,315 inches]. Ultimately, this agreement requires approval by City Council and shall be recorded against all impacted lands. The remaining reforestation can be satisfied by additional plantings and/or a cash payment equal to $125 per inch or some combination thereof.

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

RESOLUTION #18-185

RESOLUTION GRANTING FINAL PLAT AND SITE PLAN APPROVAL OF BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION

WHEREAS, PSD, LLC, hereafter referred to as "Developer", properly applied for Final Plat and Site Plan approval of the following described property located in the City of Ramsey:

Outlot A, Bunker Lake Industrial Park Addition, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City of Ramsey received a final plat and site plan application for Bunker Lake Industrial Park Second Addition from PSD, LLC on July 31, 2018; and

WHEREAS, the Ramsey Environmental Policy Board (EPB) considered tree preservation and the proposed landscape plan pertaining to the site plan on August 20, 2018; and

WHEREAS, the Planning Commission reviewed the site plan portion of the application on September 6, 2018; and

WHEREAS, the City Council approved the final plat and site plan of Bunker Lake Industrial Park Second Addition on September 25, 2018; and

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

1) That the Ramsey City Council hereby grants final plat and site plan approval of Bunker Lake Industrial Park Second Addition in accordance with relevant City Codes, subject to the following conditions:

    a) Compliance with the Staff Review Letter dated August 28, 2018
    b) Approval by the City Engineer.
    c) The Developer entering into a Development Agreement with the City.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 25th day of September, 2018

_____
Mayor

ATTEST:

_____
City Clerk

BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 29, T. 32, R. 25

KNOW ALL PERSONS BY THESE PRESENTS: That PSD, LLC, a Minnesota limited liability company, owner of the following described property:

Outlot A, BUNKER LAKE INDUSTRIAL PARK ADDITION, according to the recorded plat thereof, Anoka County, Minnesota

Has caused the same to be surveyed and platted as BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION and does hereby dedicate to the public for public use the drainage and utility easements as created by this plat.

In witness whereof said PSD, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

SIGNED: PSD, LLC

By _____, Chief Manager
Pamela S. Deal

STATE OF MINNESOTA
COUNTY OF _____

This instrument was acknowledged before me this ____ day of _____, 20____ by Pamela S. Deal, Chief Manager of PSD, LLC, a Minnesota limited liability company.

_____ _____
Notary Public, _____ Notary Printed Name

My commission expires _____

SURVEYOR'S CERTIFICATE

I Brian R. Person 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___.

_____
Brian R. Person, Licensed Land Surveyor
Minnesota License No. 49138

STATE OF MINNESOTA
COUNTY OF ANOKA

This instrument was acknowledged before me this _____ day of _____, 20___ by Brian R. Person.

_____ _____
Notary Public, Minnesota. Notary Printed Name

My commission expires _____

CITY COUNCIL, CITY OF RAMSEY, MINNESOTA

This plat of BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION was approved and accepted by the City Council of the City of Ramsey, Minnesota at a regular meeting thereof held this _____ day of _____, 20____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Ramsey, Minnesota

By : _____, Mayor

By : _____, Clerk

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____.

_____
Charles F. Gitzen
Anoka County Surveyor

ANOKA COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20___ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20___.

_____
Property Tax Administrator

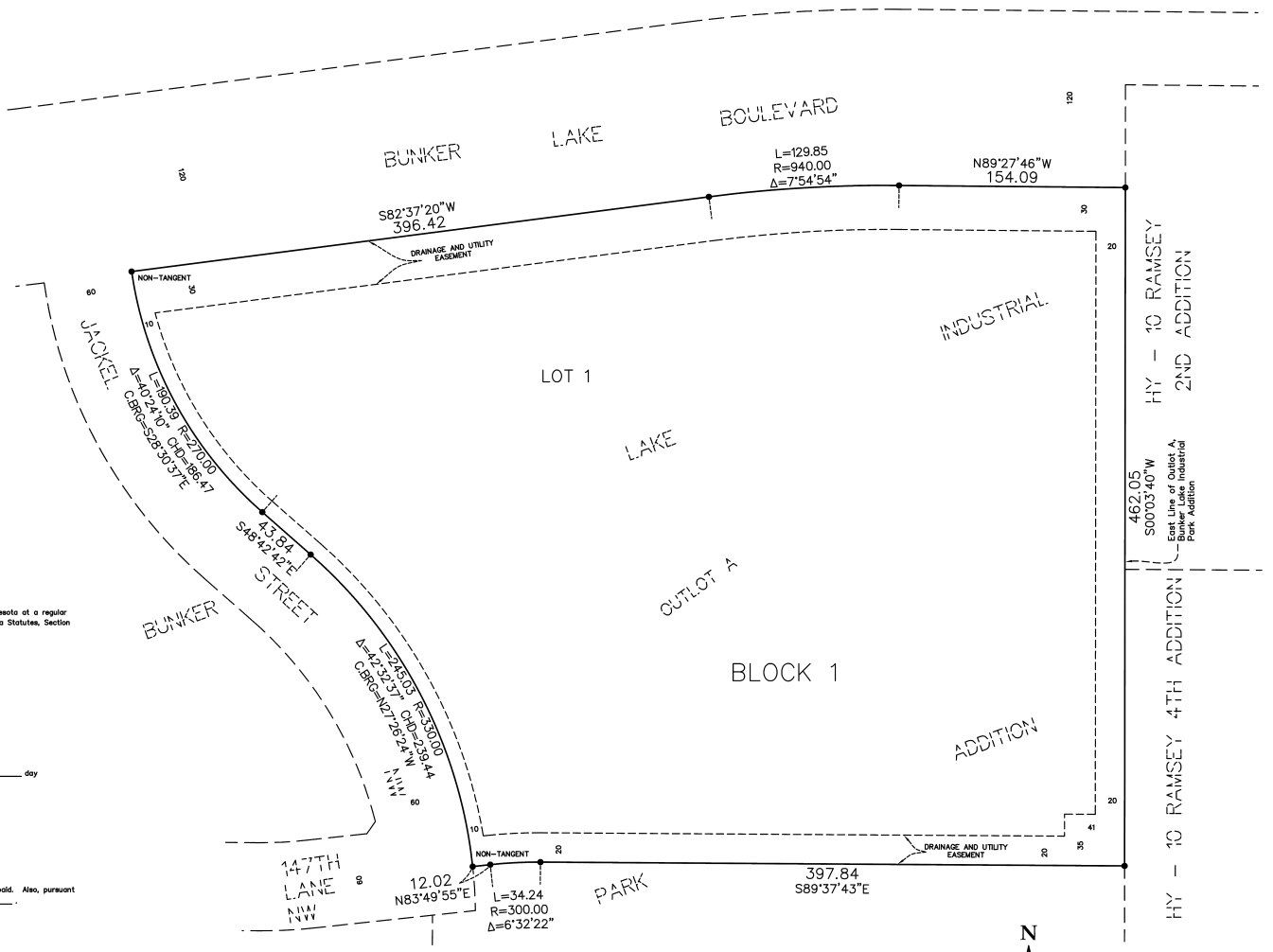
By_____, Deputy

ANOKA COUNTY RECORDER/REGISTRAR OF TITLES
County of Anoka, State of Minnesota

I hereby certify that this plat of BUNKER LAKE INDUSTRIAL PARK SECOND ADDITION was filed in the office of the County Recorder/Registrar of Titles for public record on this ____ day of _____, 20___, at_____o'clock___.M. and was duly recorded as Document Number _____.

_____
County Recorder/Registrar of Titles

By _____, Deputy



○ Denotes 1/2 inch by 14 inch iron monument set and marked with Minnesota License No. 49138.

● Denotes found iron monument

For the purposes of this plat the East line of OUTLOT A, BUNKER LAKE INDUSTRIAL PARK ADDITION is assumed to bear S00°03'40"W.

Hakanson Anderson

CC Regular Session **7. 3.**

Meeting Date: 09/11/2018

Information

Title:

Receive Update on Highway 10 Plan: Ramsey Gateway Project

Purpose/Background:

The purpose of this case is to receive an update on the planning and design process for future Highway 10 improvements. For more information on the project, please visit www.ramseygateway.com. Below is an update from Bolton and Menk, the City's consultant on this project.

Ramsey initiated the Ramsey Gateway Highway 10 Project to identify a singular vision for Highway 10 through the City of Ramsey that can be embraced by all agencies.

- Includes full extent of Highway 10 both on and surrounding corridor
- Project will build upon the 2015 Highway 10 Access Planning Study to package a unified vision in Ramsey that:
    - Can be built in components
    - Has a clear and strong need
    - Is reasonable and responsible

Ramsey working in collaboration with Anoka County, MnDOT, Metropolitan Council, Elk River and Anoka (will bring into discussion when needed)

- Technical Advisory Committee – first meeting of agencies held on 8/28
- Steering Committee – public & businesses invited to participate. First meeting anticipated in October/November
- Highway 10 Coalition – announced study is underway on 8/23

Study began in June 2018 and will take approximately one year.The end product will be a single vision that resolves uncertainty. With completion of this project the following will be known:

- Property impacts
- Highway access
- Railroad treatments
- Supporting roadway network
- Construction costs

By 2025 Highway 10/169 will be transitioned to freeways in Elk River and Anoka. Delay, congestion and safety issues on Highway 10 in Ramsey will worsen. Problems shift to Sunfish Lake Blvd signal and Jarvis/Alpine (west end).

- Regional gateway
- Growth will continue
- Important multi-modal corridor
- Need to resolve uncertainty for businesses

In addition to planning efforts along Highway 10 in Ramsey, below are several updates pertaining to Highway 10 improvements in the City of Anoka.

- $80M of $93M has been secured for Highway 10 improvements in Anoka. This includes converting at-grade, signalized intersections at Fairoak Street and Thurston Avenue to grade-separated interchanges (Thurston Avenue = full interchange; Fairoak Avenue = tunnel under Highway 10 with no direct access).
- MnDOT is planning on replacing the Highway 10 bridge over the Rum River, and is considering additional improvements at surrounding intersections (Saint Francis Boulevard/Ferry Street).

- Both combined projects are likely to commence in 2022.

Timeframe:
30 Minutes

Funding Source:
This case is being handled as part of normal Staff duties.

Responsible Party(ies):
Community Development Director

Outcome:
This case is for informational purposes only.

Attachments

Project Schedule
DRAFT Project Goals and Objectives
Background Presentation

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	09/06/2018 11:51 AM
Kurt Ulrich	Kurt Ulrich	09/06/2018 04:07 PM
Form Started By: Tim Gladhill		Started On: 09/06/2018 07:24 AM
Final Approval Date: 09/06/2018		

Ramsey Gateway Highway 10 Project Schedule

CITY OF RAMSEY GATEWAY

BOLTON & MENK
Real People. Real Solutions.

2018 | **2019**

May | June | July | August | September | October | November | December | January | February | March | April | May | June

Establish Unified Goals and Objectives | **Develop & Evaluate Alternatives** | **Recommendations**

Community Input

Public & Agency Involvement Plan

Project Website Release

TAC Meeting 1 Project Kickoff, Goals

PMT Meeting 1
- Project Kick-off
- Schedule
- P.I.Plan
- Data Requests
- Branding
- TAC Meeting 1 Prep

PMT Meeting 2
- Existing Conditions
- Key Issues
- Env. Screening
- Project Website
- TAC Meeting Outline

PMT Meeting 3
- Goals/Obj
- Purpose & Need
- 2040 No-Build
- Design Considerations
- TAC Meeting Prep

Steering Committee #1

Highway 10 Subcommittee Meeting #1

TAC Meeting 2 Eval Criteria, ID Concepts

Video #1 Purpose & Need

City Council Workshop

TAC Meeting 3 Concepts & Evaluations

PMT Meeting 4
- Eval Criteria
- Build Traffic Analysis
- Concept Development

PMT Meeting 5
- Concept Development & Evaluation
- OH #1 Prep
- TAC Meeting 3 Prep

Steering Committee #2

Highway 10 Working Group Meeting #1

TAC Meeting 4 Concepts & Evaluations

PMT Meeting 6
- Refine Concepts
- Evaluation
- TAC Meeting 4 Prep

Video #2 Improvements

Open House #1
- Purpose of Study
- Project Goals
- Solicit Public Input on Improvement Concepts

PMT Meeting 7
- Concept Refinements and Evaluation
- Cost Estimates

PMT Meeting 8
- OH Debrief
- Recommended Concept
- TAC Meeting 5 Prep

TAC Meeting 5 Recommendations

Steering Committee #3

Highway 10 Subcommittee Meeting #2

City Council Workshop

PMT Meeting 9
- Recommended Concept
- Council Prep

Website Updates /Digital Project Campaign

Property Owner/Stakeholder Meetings/Agency Coordination

Technical Input

Previous Work/ Data Collection

Existing Traffic Analysis/Forecasting (safety and performance analysis)

Future Traffic Analysis (alternative analysis/benefit -cost)

Existing Conditions

Purpose & Need

Goals and Objectives

Evaluation Criteria

Environmental Screening

Concept Renderings

Development and Evaluation of Conceptual Alternatives & Cost Estimates

Recommendations

QA/QC

★ **Ramsey Resident Newsletter Update**

Ramsey Gateway Highway 10 Project

Goals and Objectives - *DRAFT*

Purpose

The purpose of this document is to outline the goals and objectives for the Ramsey Gateway Highway 10 Project. The goals and objectives are intended to align with state and local transportation plans as much as possible. They build off the existing conditions, issues and needs outlined in the Existing Conditions Memorandum and define desired results or outcomes. Multiple objectives for each goal to provide additional details on how the goal can be achieved. The goals and objectives will be used as the framework to guide the identification and evaluation of improvement alternatives along Highway 10.

Corridor Goals and Objectives

A. Safely accommodate all users (vehicles, freight, rail, transit, pedestrians, bicycles)
   a. Improve safety by striving for crash and severity rates below statewide averages for comparable facilities
   b. Provide safe pedestrian and bicycle facilities and crossings of roads and rail
   c. Provide reasonable and responsible access

B. Provide efficient vehicle and freight mobility and access
   a. Provide acceptable mobility and system reliability on Highway 10
   b. Ensure acceptable vehicle delay and travel times for arterial highways (e.g., Highway 10, Sunfish Lake Blvd, Ramsey Blvd, and Armstrong Blvd)
   c. Serve the projected regional and local growth demands
   d. Minimize vehicle delay due to railroad operations
   e. Manage access to optimize mobility

C. Develop a financially responsible infrastructure implementation plan
   a. Develop projects and phasing that meet schedule and funding constraints
   b. Minimize right-of-way cost
   c. Minimize lifecycle costs
   d. Maximize benefit-cost of improvements

D. Support plans to build a connected and recognizable business corridor
   a. Accommodate existing and future land uses
   b. Seek consistency with state, regional and local plans
   c. Provide clarity to areas needed for future roadway improvements
   d. Promote business expansion
   e. Support connections of Ramsey assets to Highway 10
   f. Attract visitors and residents to the Highway 10 corridor by car, bike or foot
   g. Create a cohesive and inviting aesthetic

E. Provide infrastructure improvements compatible with the natural and built environment
   a. Avoid impacts to environmental resources
   b. Minimize impacts to the built environment

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Ramsey Gateway Highway 10 Project

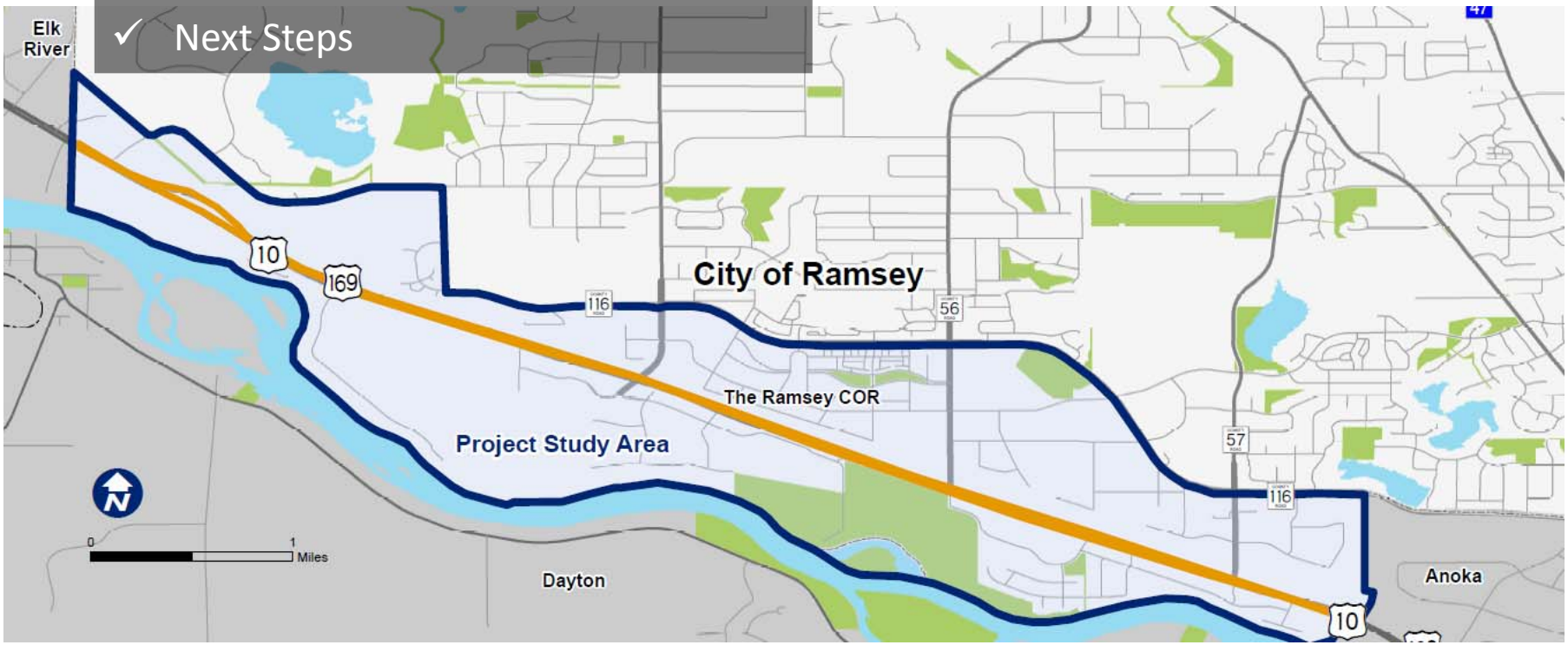
TAC Meeting #1

August 28, 2018

CITY OF RAMSEY
GATEWAY

Meeting Outline

- ✓ Project Overview
- ✓ Public Involvement Plan
- ✓ Existing Conditions
- ✓ Future Conditions
- ✓ Summary of Issues
- ✓ Draft Goals and Objectives
- ✓ Next Steps

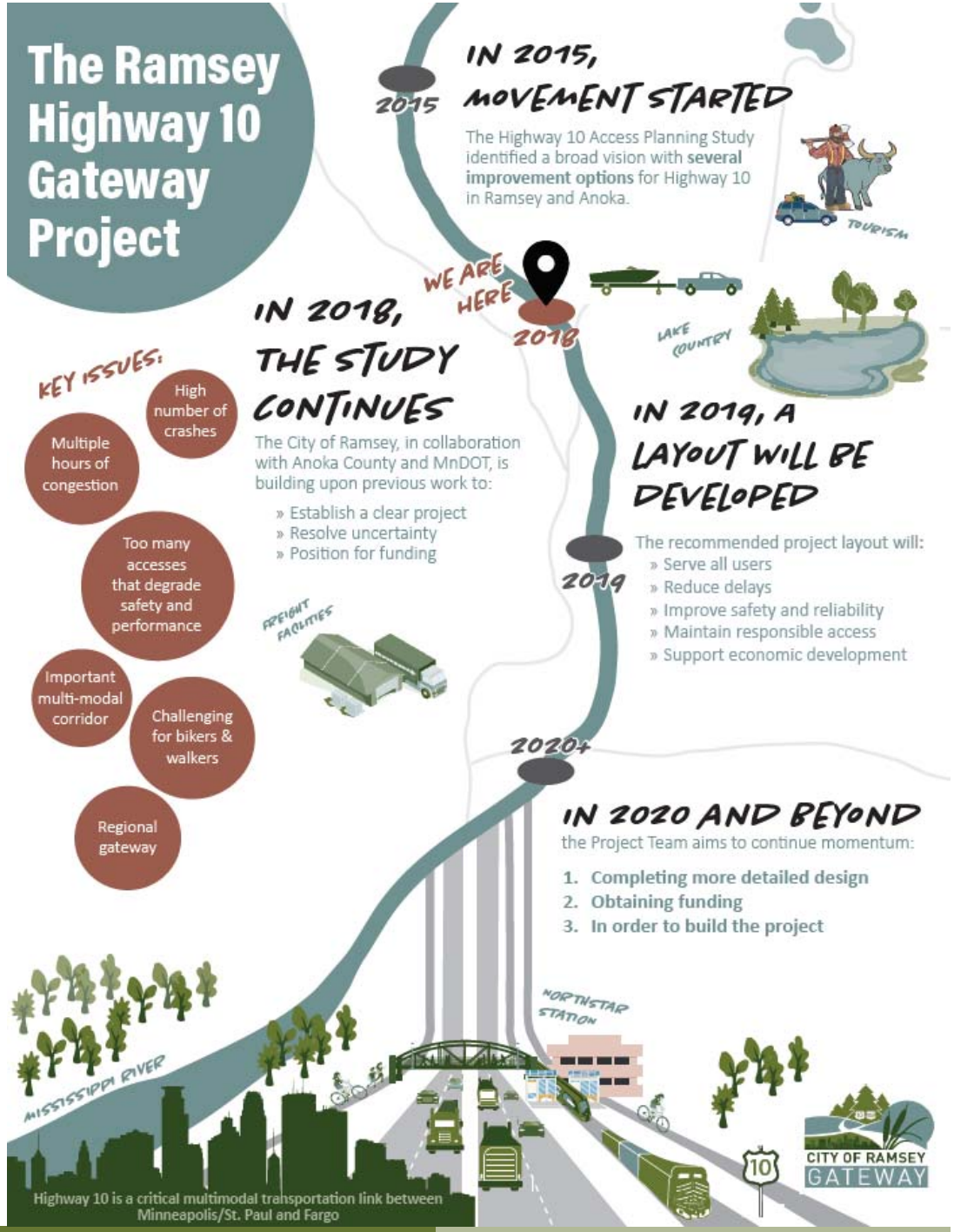


Project Overview

Project Overview

Study Goals

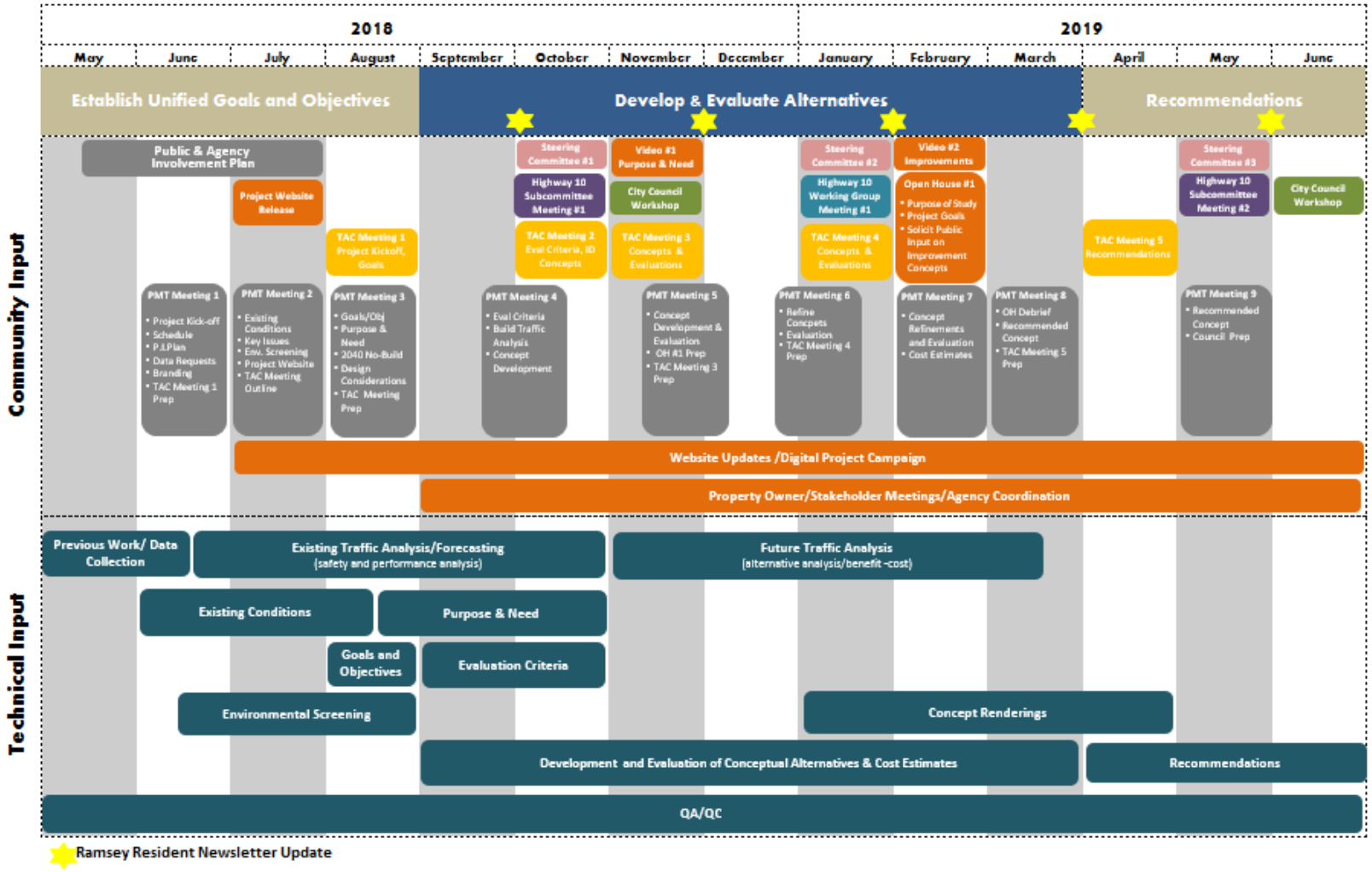
- Establish a clear single vision
- Resolve uncertainty
- Position for funding



Project Area & Upcoming Projects

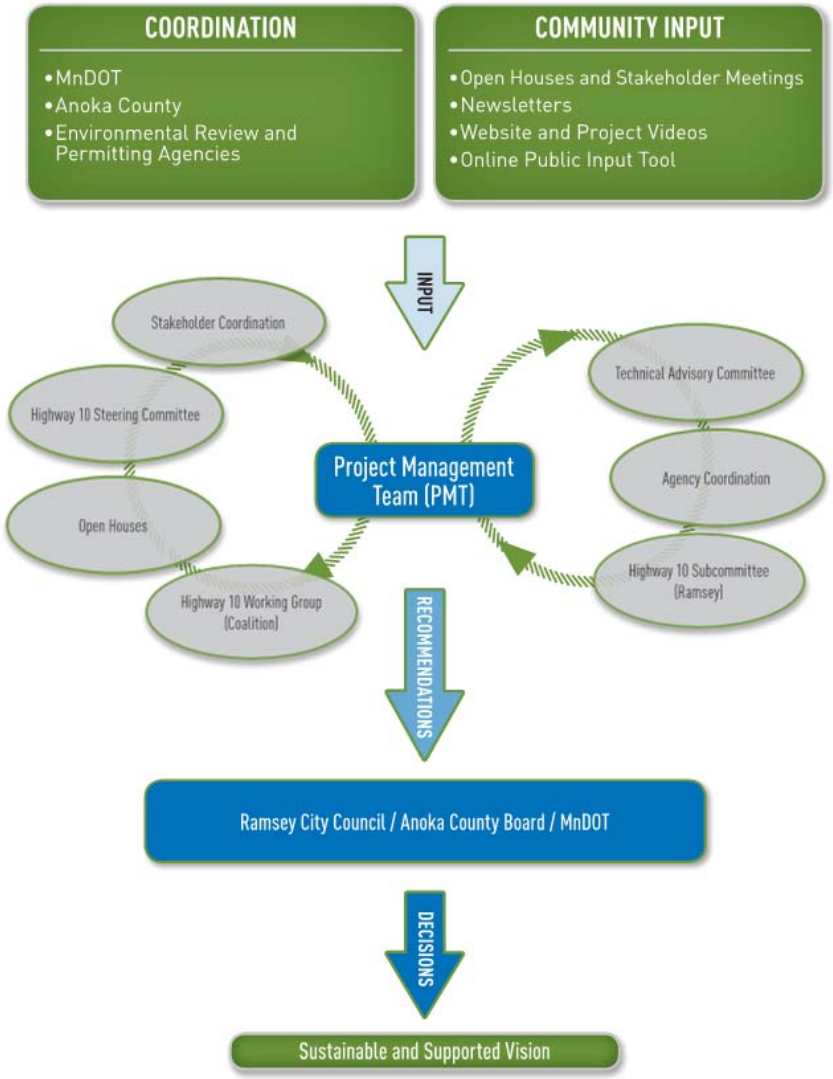


Scope & Schedule



Public Involvement Plan

Public Involvement

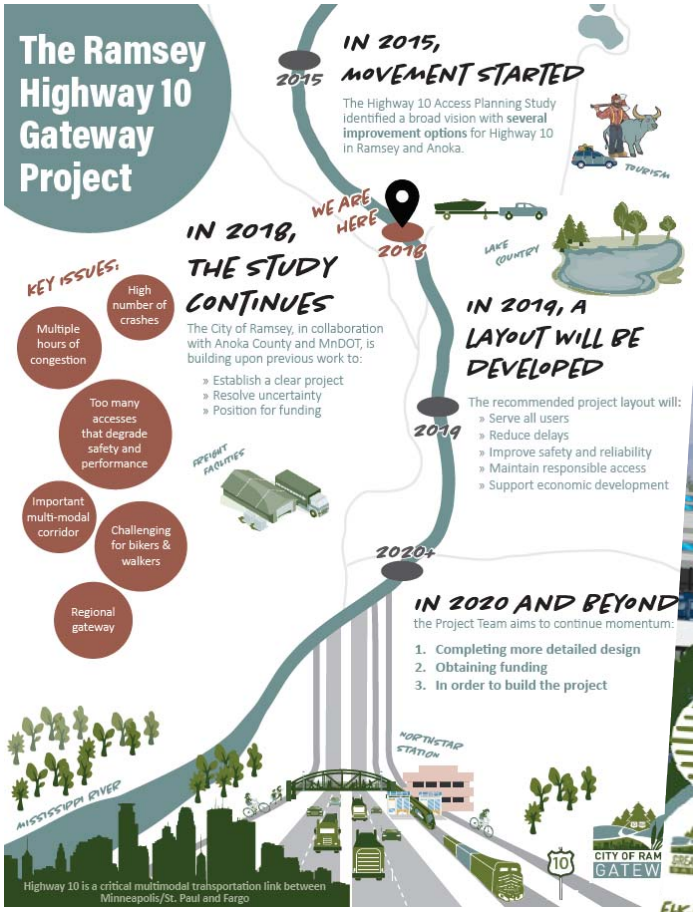


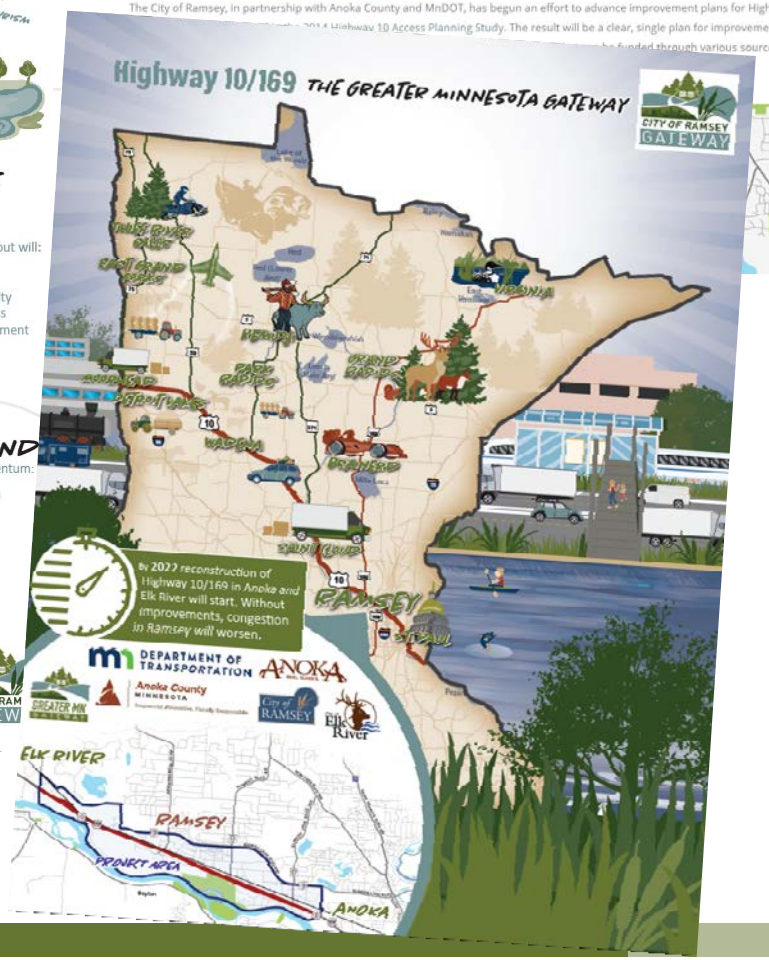
Outreach Efforts

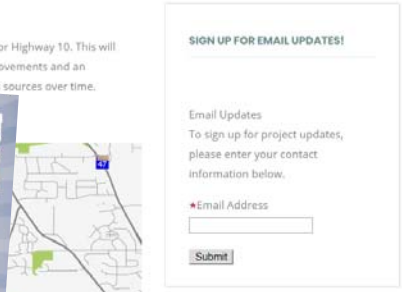
Project Website: ramseygateway.com



Infographics



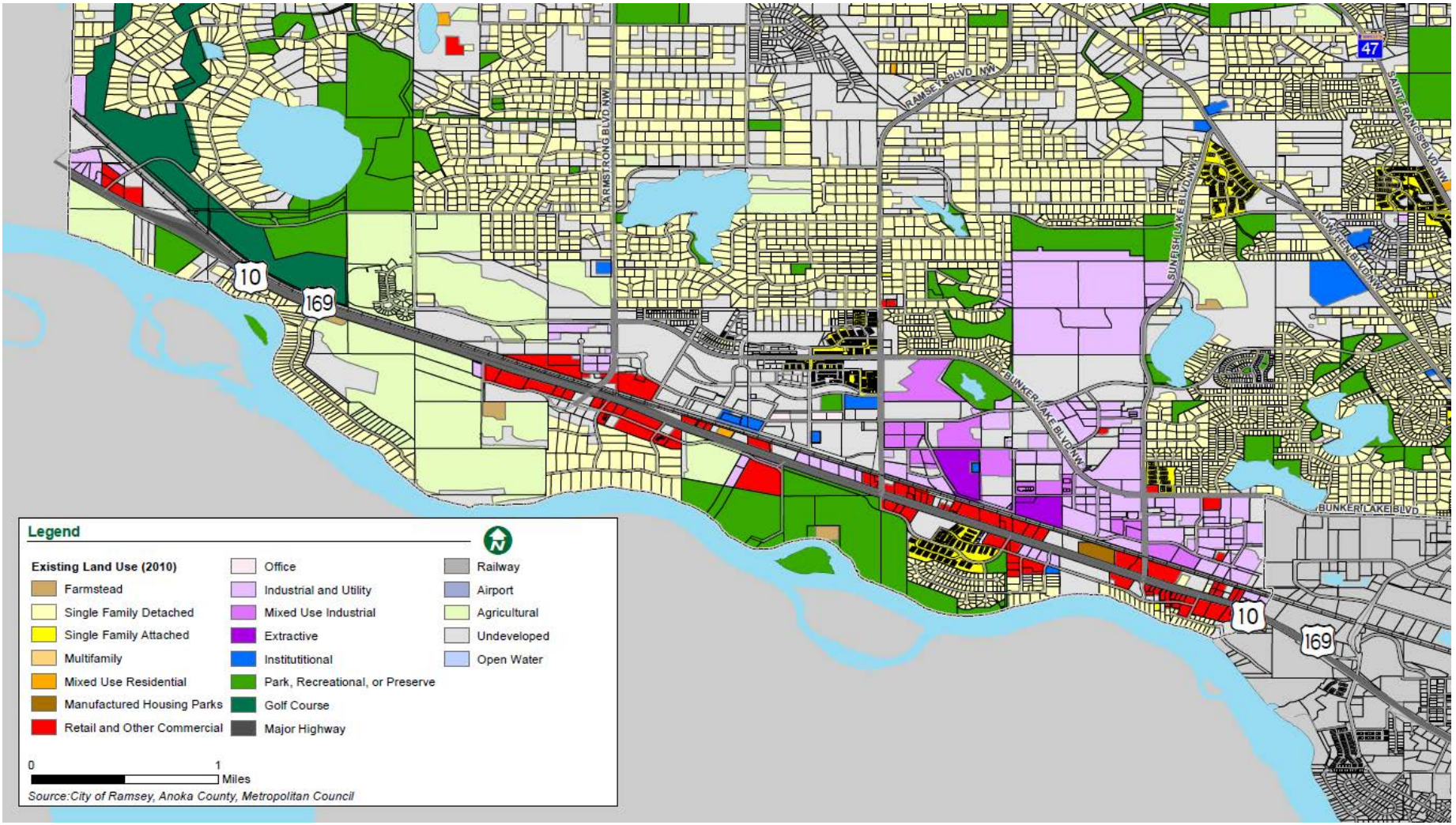




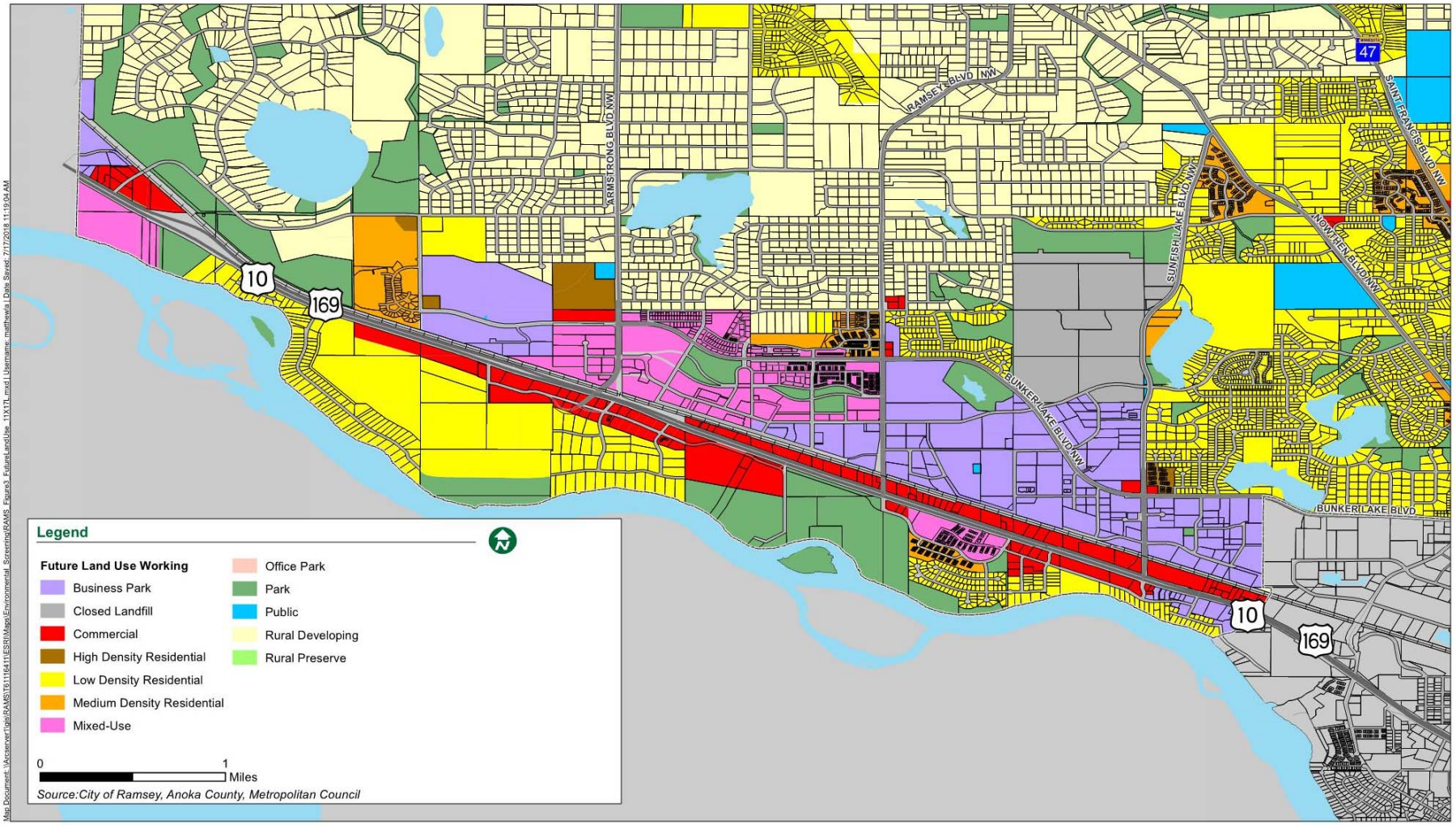
Existing Conditions

Existing Land Use

CITY OF RAMSEY
GATEWAY

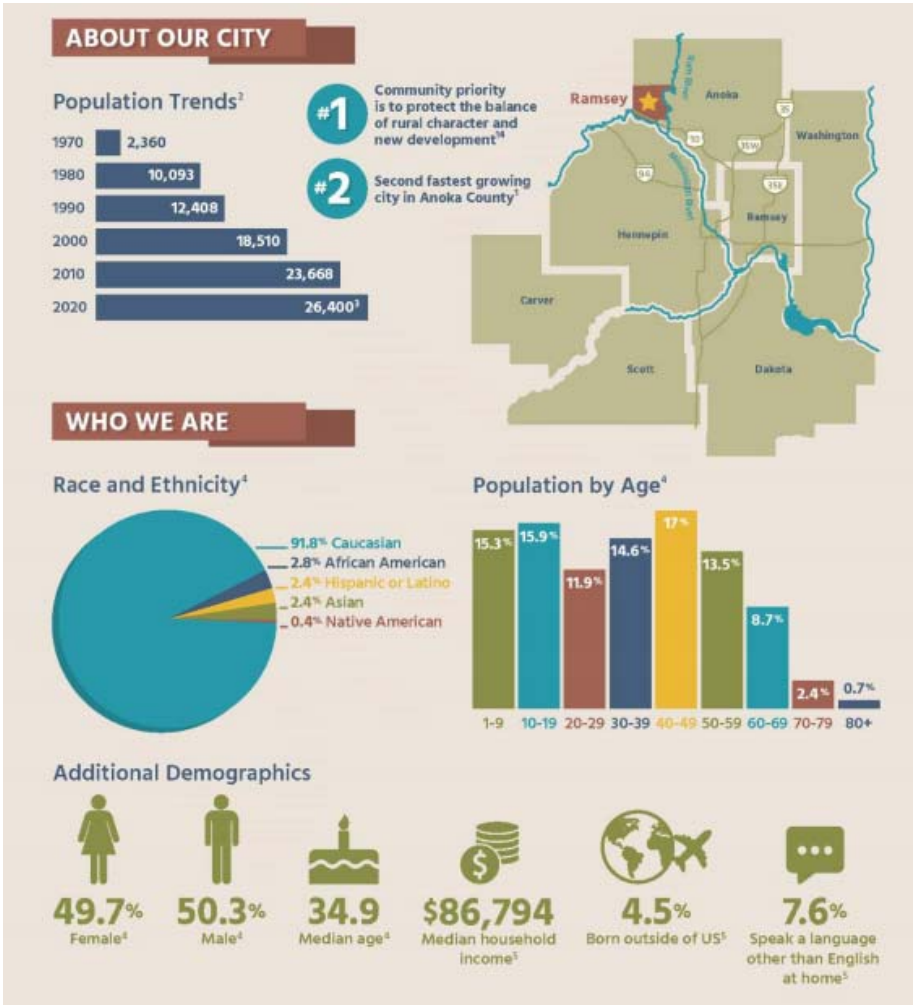


Future Land Use



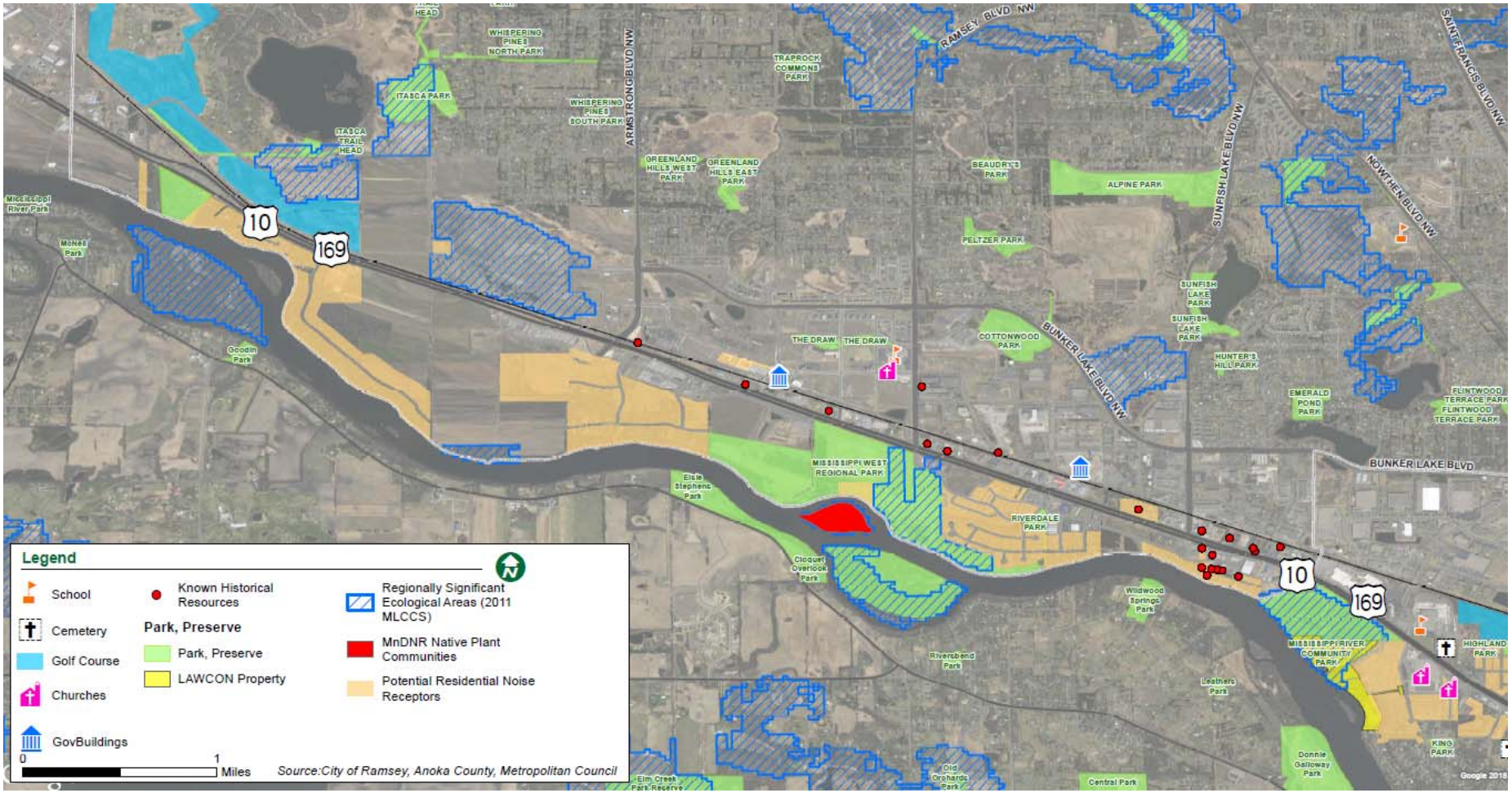
Ramsey Demographics

	2016	2020	2030	2040 Forecast	2040 Request
Population	26,251	27,550	33,350	34,700	39,150
Households	8,973	9,500	11,500	13,000	13,500
Employment	6,334	6,900	7,800	7,600	8,400

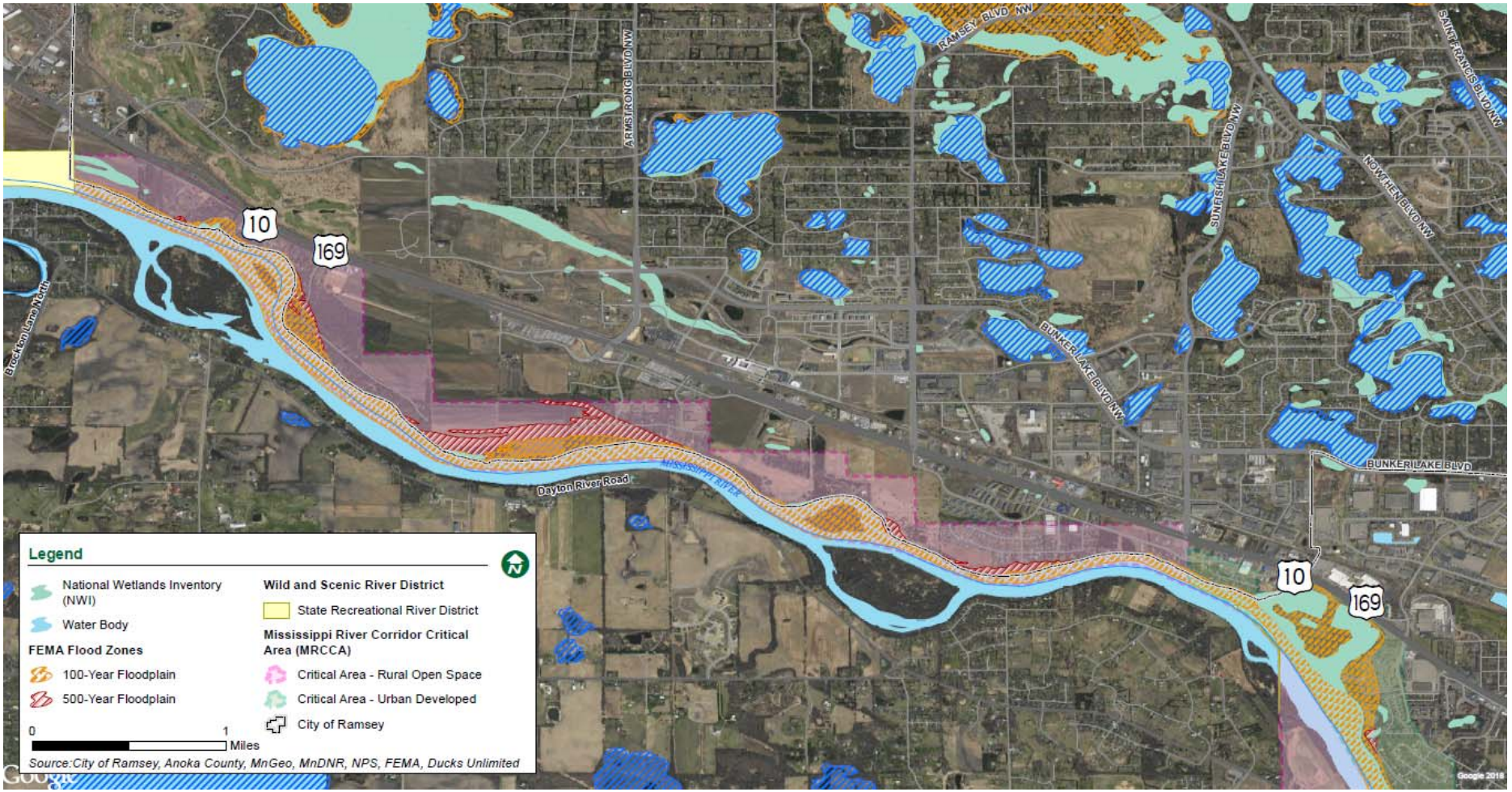




Environmental Resources



Environmental Resources



Bicycle/Pedestrian System

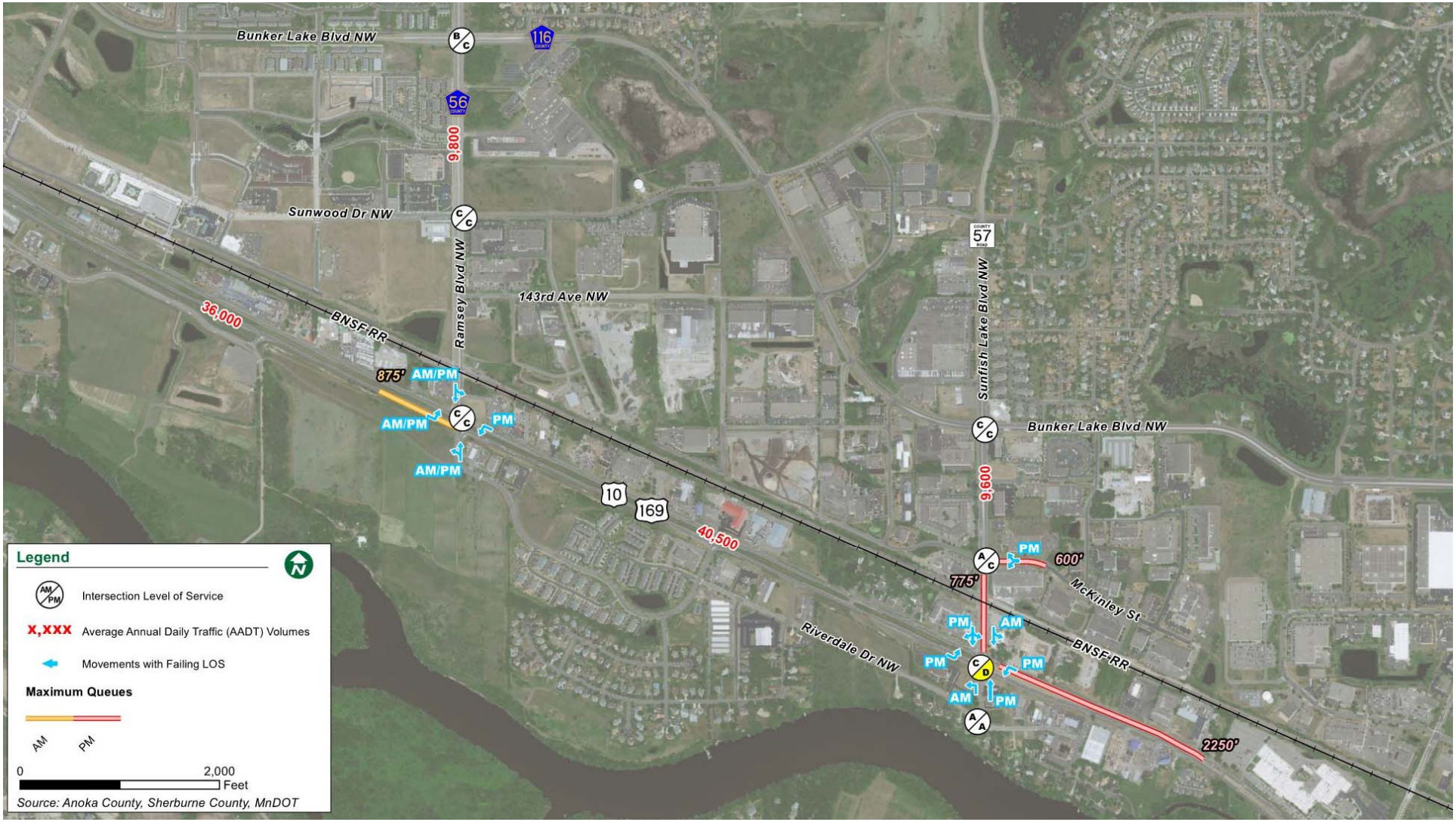




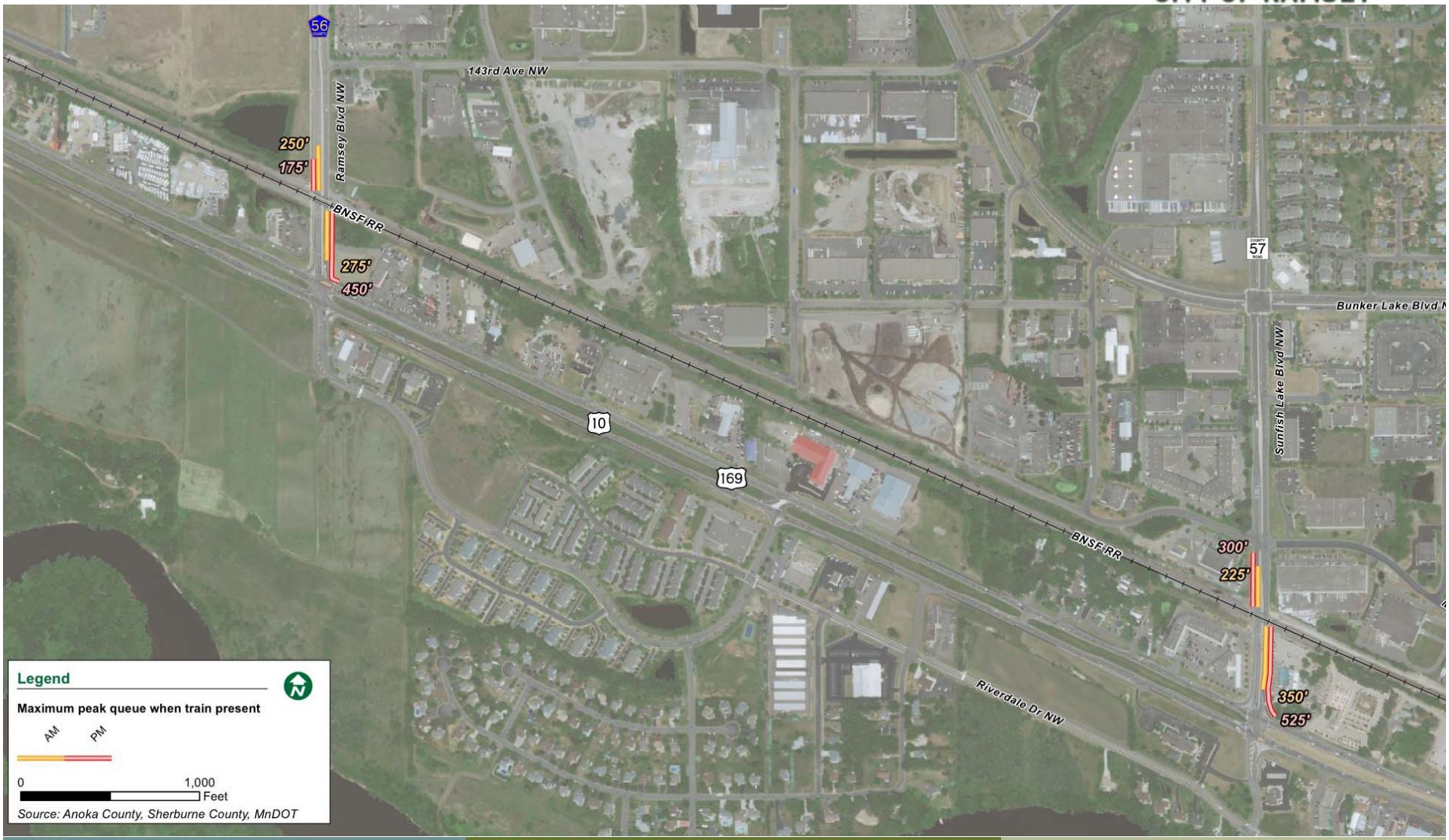
Existing Traffic Operations - West



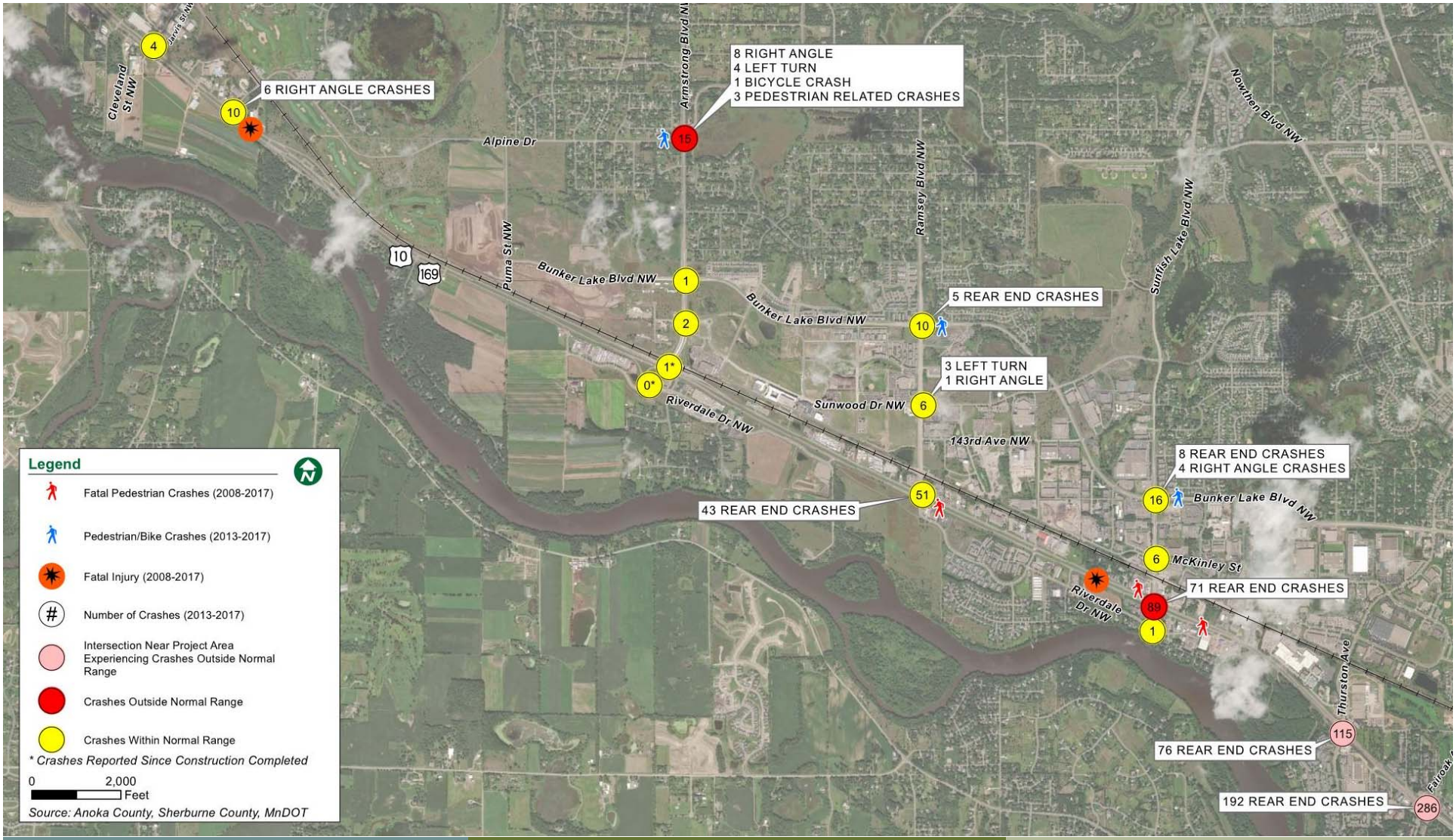
Existing Traffic Operations - East



Existing RR Xing Queues

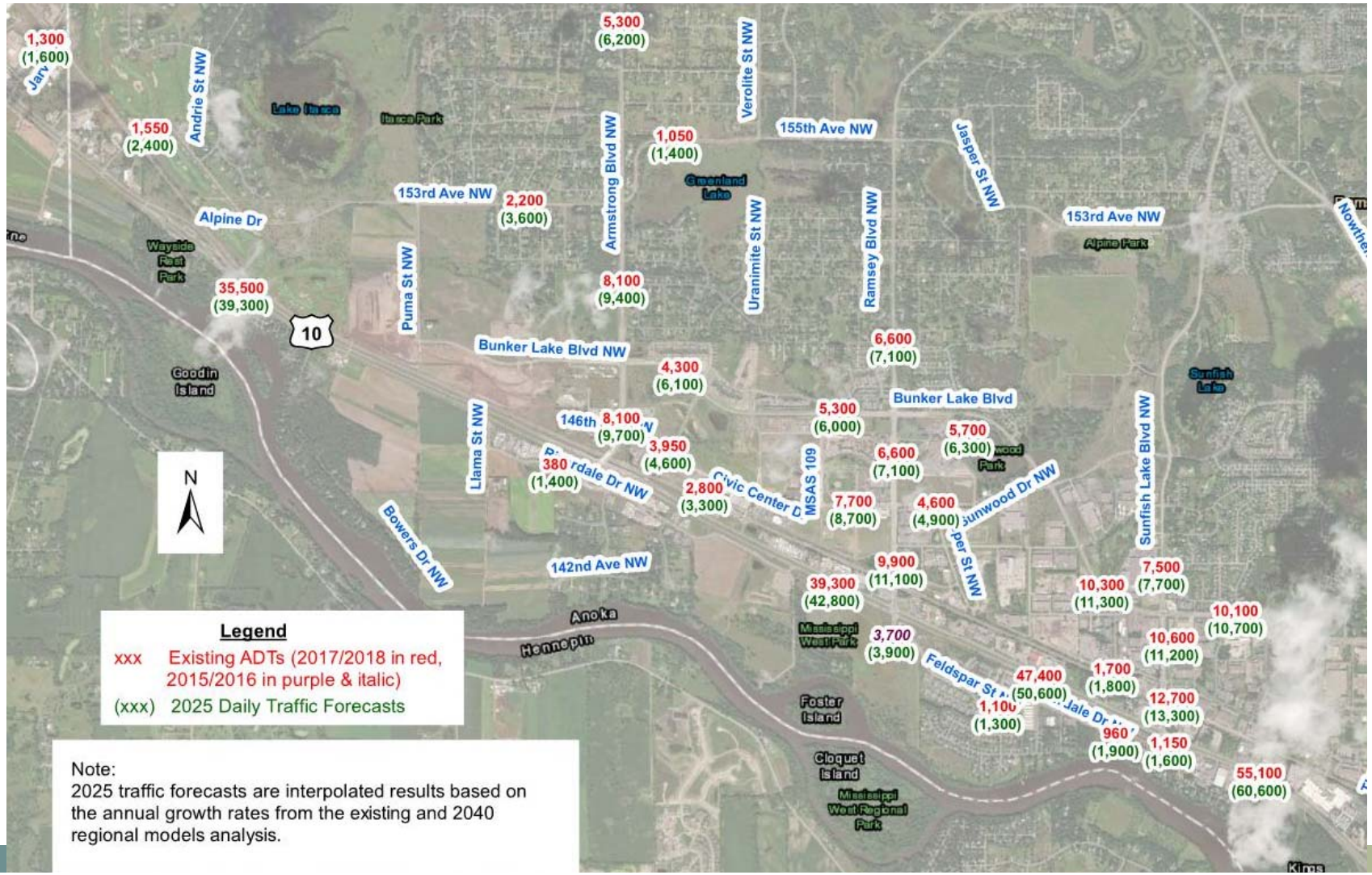


Safety Analysis



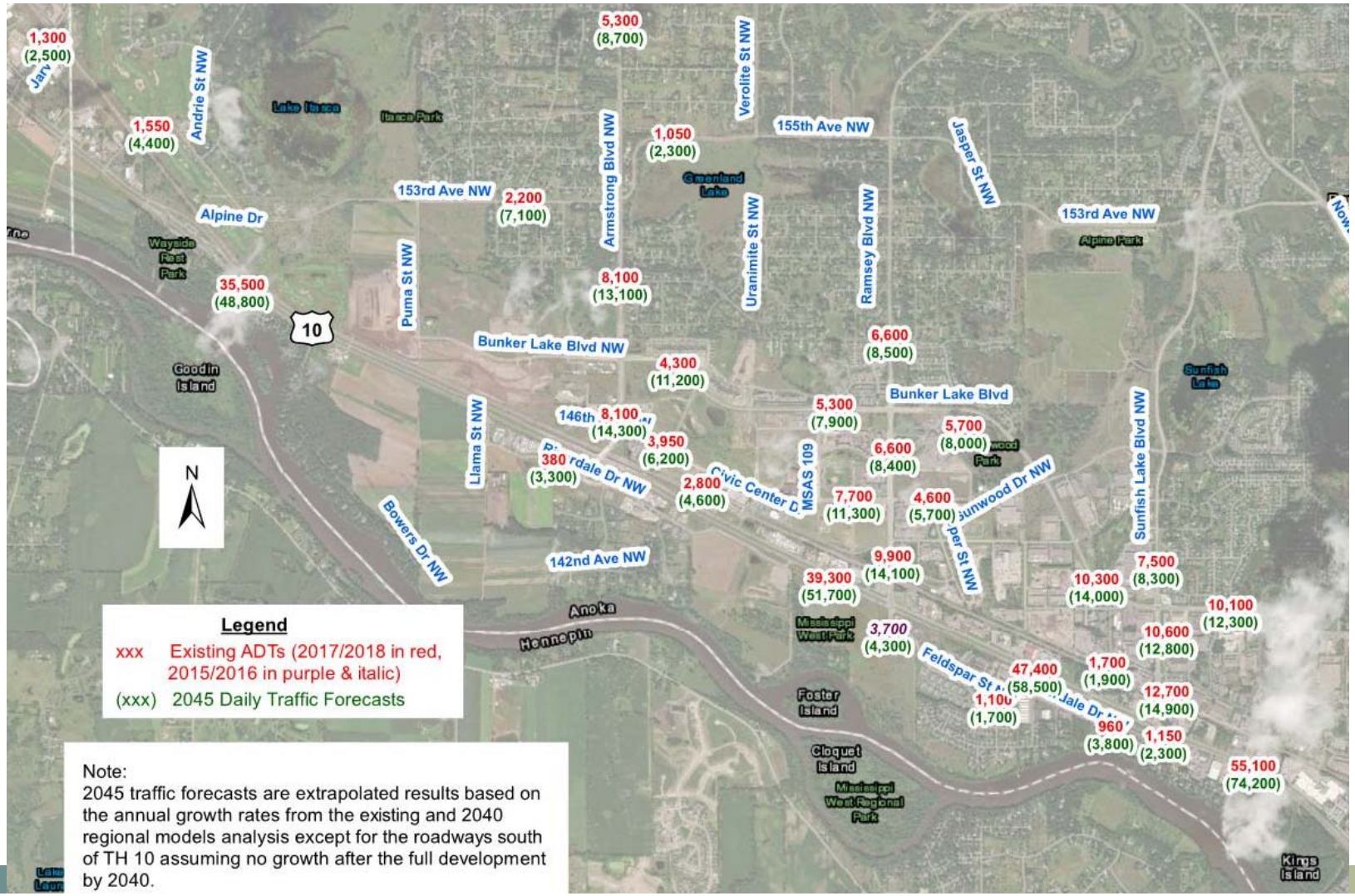
Future Conditions

2025 Traffic Forecasts



2045 Traffic Forecasts

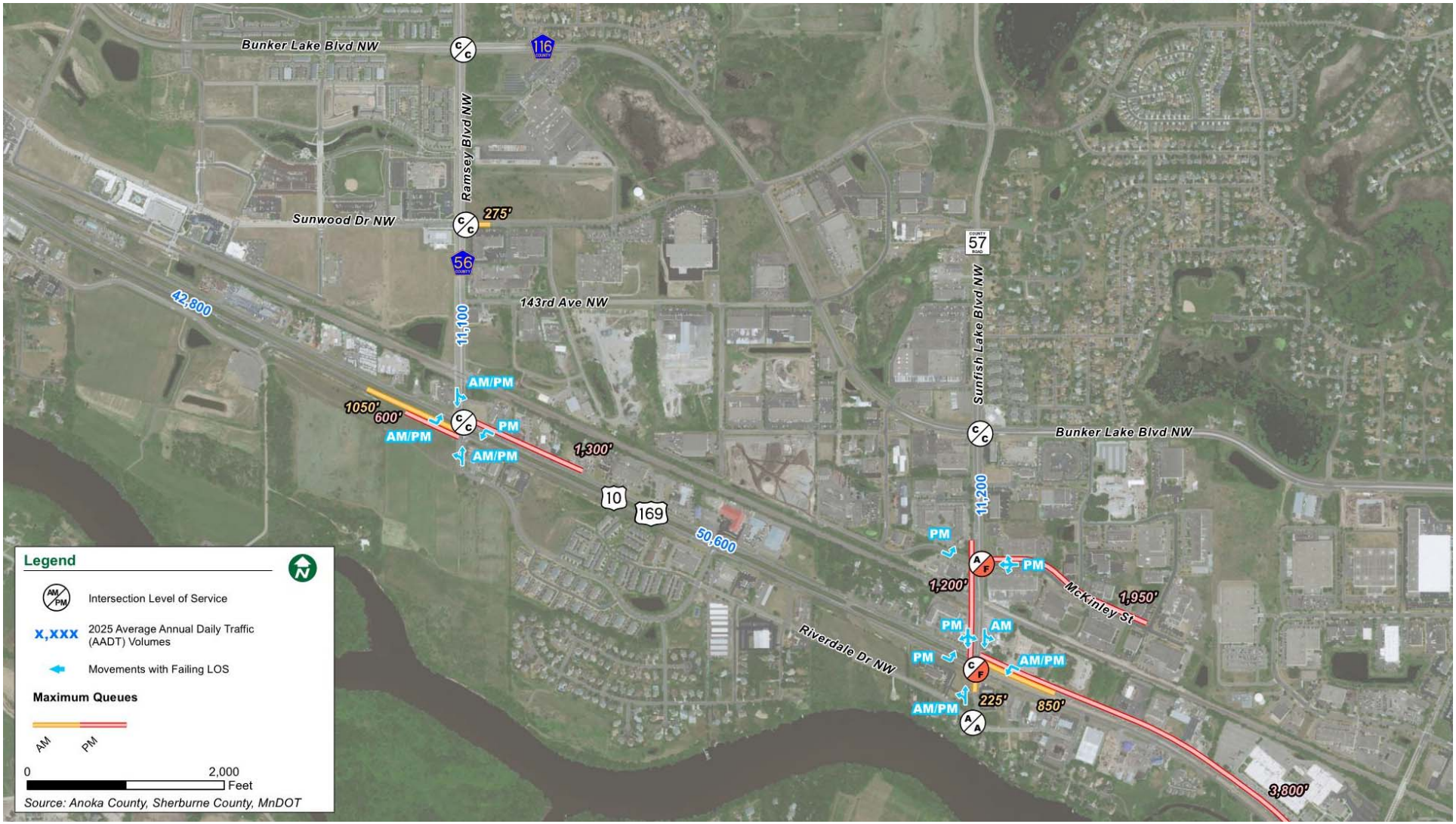
CITY OF RAMSEY
GATEWAY



2025 No Build Traffic Operations - West



2025 No Build Traffic Operations - East



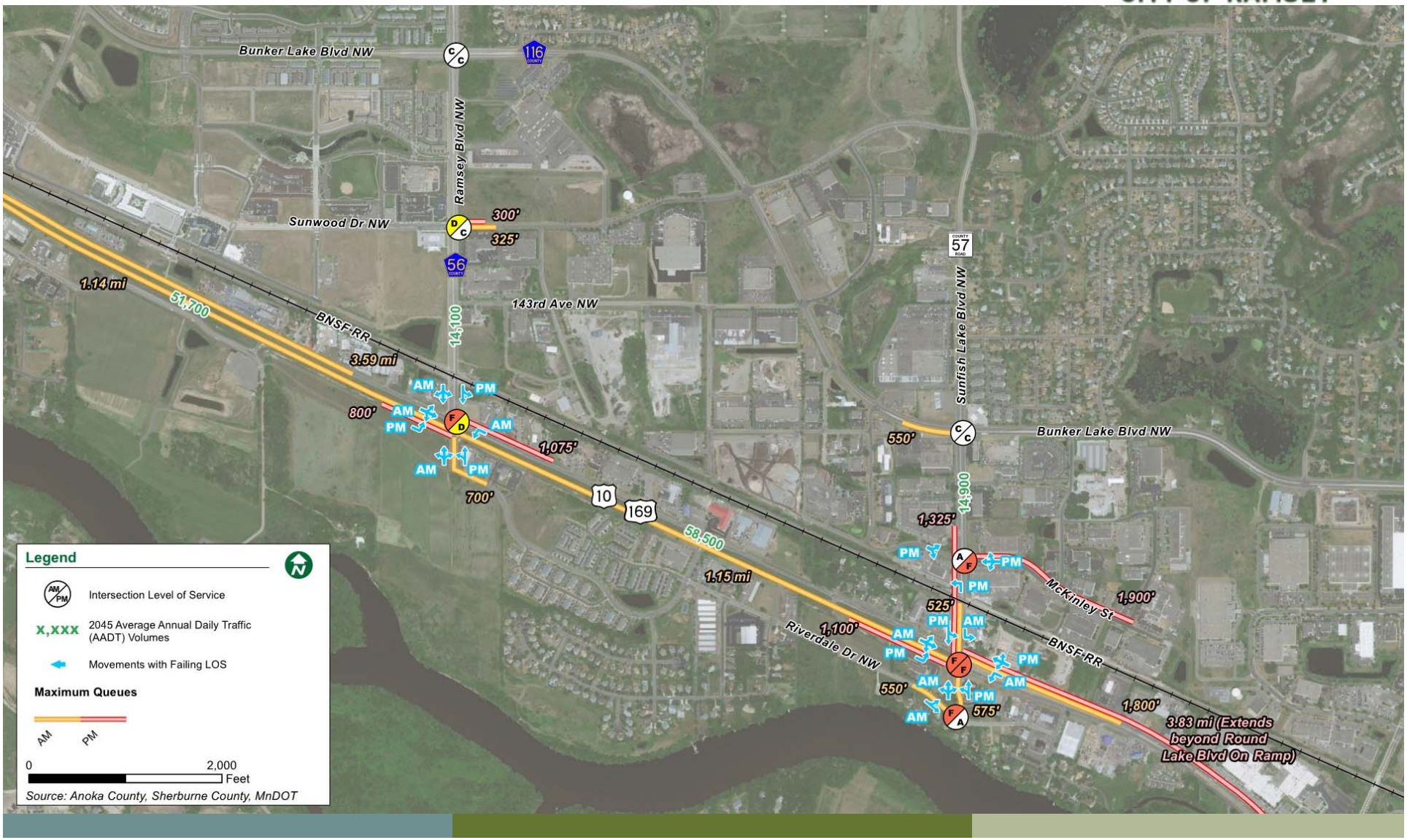
2025 No Build RR Xing Queues



2045 No Build Traffic Operations - West



2045 No Build Traffic Operations - East



2045 No Build RR Xing Queues



Summary of Issues



Route Importance

- Principal Arterial/Gateway
  - 35,500 to 55,000 vpd existing
  - 49,000 to 74,000 vpd forecast
  - 48-53% AM/PM through trips
- Underserved Mobility
  - TH 10 intersections with Ramsey Blvd and Sunfish Lake Blvd are failing today
    - NB railroad queues extend onto TH 10
    - By 2045, intersection and mainline delays are significant throughout

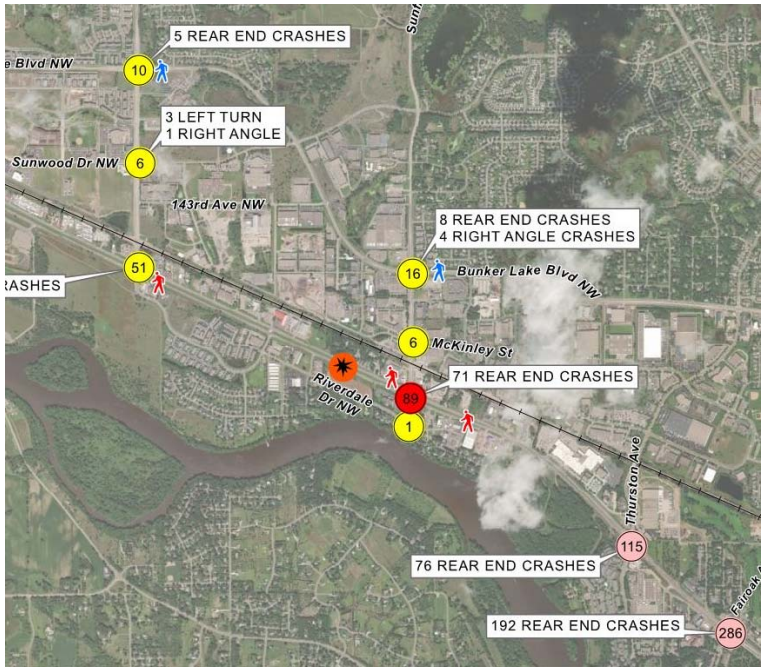




Sunfish Lake Blvd will be the first traffic signal encountered for westbound traffic after the Anoka Project is complete in 2023.

Safety

- Numerous access points
  - 73 access points
- High number of crashes
  - 90 crashes per year
  - 60% rear end
  - Sunfish Lake Blvd CI=1.41
  - 5 fatal crashes in 10 yrs







Multimodal

- Hwy 10 serves vehicular, freight, transit and trains
  - 58 freight trains/day (79 mph)
  - 2.6 miles average train length
  - 12 Northstar trains
  - 2 Amtrak trains
  - Gate arms down approx. 2-3 hours/day
- Challenging corridor for pedestrians and bicyclists

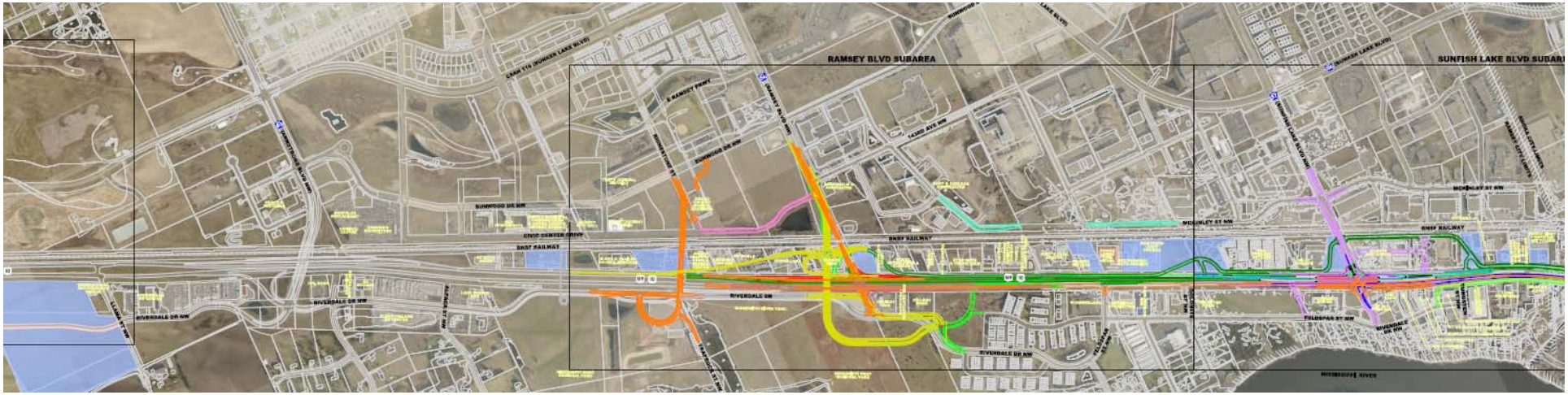


Economic Development

- Strategic growth will align land uses with the transportation network
- 50% of properties along Hwy 10 are City owned

	2016	2020	2030	2040 Forecast	2040 Request
Population	26,251	27,550	33,350	34,700	39,150
Households	8,973	9,500	11,500	13,000	13,500
Employment	6,334	6,900	7,800	7,600	8,400

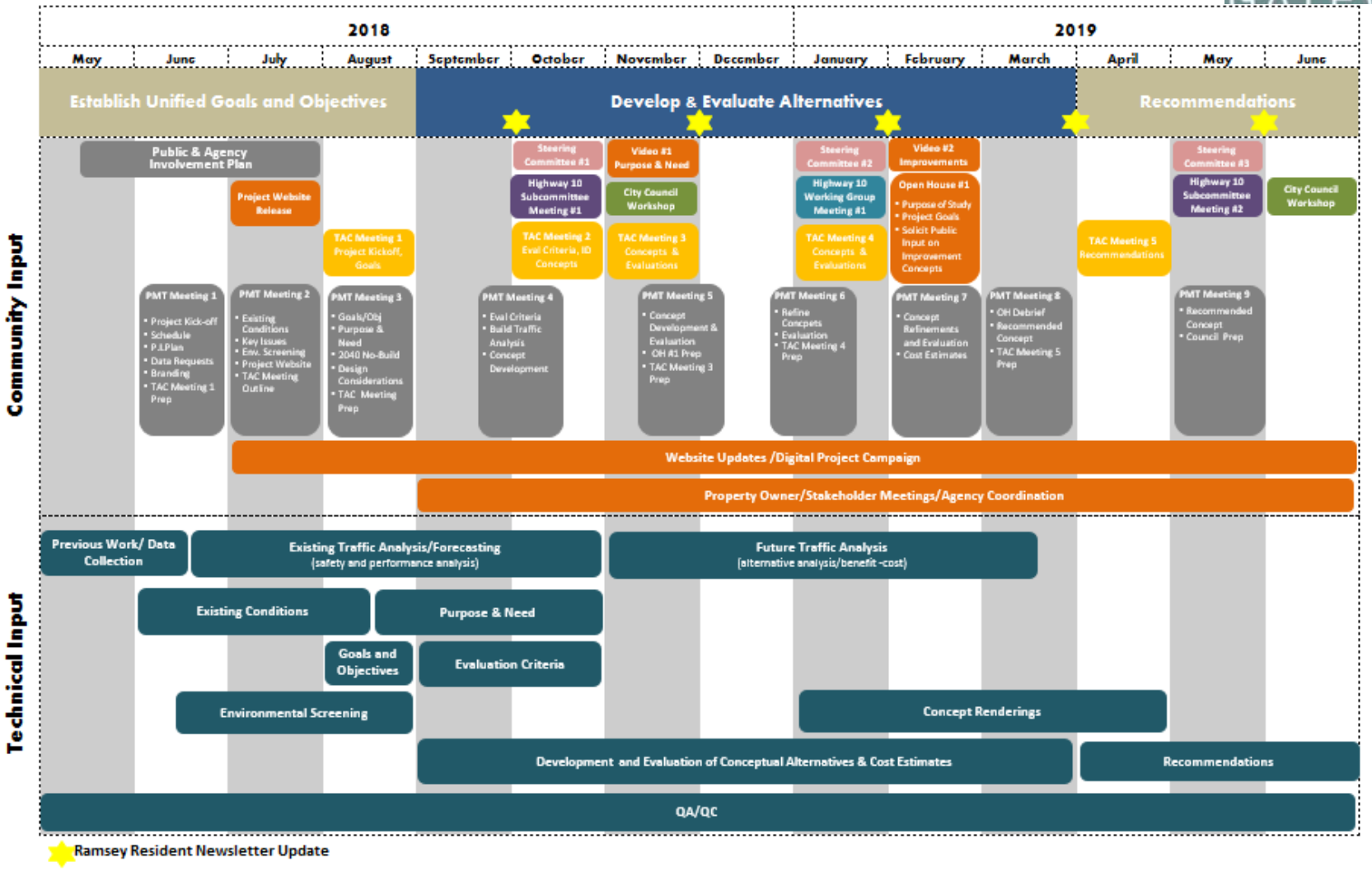
RALF PROPERTIES



Goals and Objectives

- Safely accommodate all users
- Provide efficient vehicle & freight mobility & access
- Develop financially responsible implementation plan
- Support plans to build a connected & recognizable business corridor
- Provide infrastructure improvements compatible with environment

What's Next?


2018
2019
May
June
July
August
September
October
November
December
January
February
March
April
May
June
Establish Unified Goals and Objectives
Develop & Evaluate Alternatives
Recommendations
Community Input
Public & Agency Involvement Plan
Project Website Release
TAC Meeting 1 Project Kickoff, Goals
Steering Committee #1
Highway 10 Subcommittee Meeting #1
TAC Meeting 2 Eval Criteria, ID Concepts
Video #1 Purpose & Need
City Council Workshop
TAC Meeting 3 Concepts & Evaluations
Steering Committee #2
Highway 10 Working Group Meeting #1
TAC Meeting 4 Concepts & Evaluations
Video #2 Improvements
Open House #1
• Purpose of Study
• Project Goals
• Solicit Public Input on Improvement Concepts
TAC Meeting 5 Recommendations
Steering Committee #3
Highway 10 Subcommittee Meeting #2
City Council Workshop
PMT Meeting 1
• Project Kick-off
• Schedule
• P.I.P.lan
• Data Requests
• Branding
• TAC Meeting 1 Prep
PMT Meeting 2
• Existing Conditions
• Key Issues
• Env. Screening
• Project Website
• TAC Meeting Outline
PMT Meeting 3
• Goals/Obj
• Purpose & Need
• 2040 No-Build
• Design Considerations
• TAC Meeting Prep
PMT Meeting 4
• Eval Criteria
• Build Traffic Analysis
• Concept Development
PMT Meeting 5
• Concept Development & Evaluation
• OH #1 Prep
• TAC Meeting 3 Prep
PMT Meeting 6
• Refine Concpets
• Evaluation
• TAC Meeting 4 Prep
PMT Meeting 7
• Concept Refinements and Evaluation
• Cost Estimates
PMT Meeting 8
• OH Debrief
• Recommended Concept
• TAC Meeting 5 Prep
PMT Meeting 9
• Recommended Concept
• Council Prep
Website Updates /Digital Project Campaign
Property Owner/Stakeholder Meetings/Agency Coordination
Technical Input
Previous Work/ Data Collection
Existing Traffic Analysis/Forecasting
(safety and performance analysis)
Future Traffic Analysis
(alternative analysis/benefit -cost)
Existing Conditions
Purpose & Need
Goals and Objectives
Evaluation Criteria
Environmental Screening
Concept Renderings
Development and Evaluation of Conceptual Alternatives & Cost Estimates
Recommendations
QA/QC
Ramsey Resident Newsletter Update