

City of Ramsey
Agenda
Public Works Committee
Wednesday, April 18, 2018
5:45 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. **Call to Order**
2. **Citizen Input**
3. **Approve Agenda**
4. **Approve Minutes**
 1. Approve March 20, 2018 Meeting Minutes.
5. **Committee Business**
 1. Consider Using Soil from COR Infiltration Basin Project as fill in Other Areas of the COR
 2. Consider Recommendation to City Council Authorizing Speed Study on Bunker Lake Boulevard
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: 04/18/2018

Submitted For: Grant Riemer, Engineering/Public Works

By: Marsha Weidner, Engineering/Public Works

Title:

Approve March 20, 2018 Meeting Minutes.

Purpose/Background:

N/A

Timeframe:

N/A

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

Action:

Attachments

PWC March 20, 2018

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/12/2018 10:26 AM
Kurt Ulrich	Kurt Ulrich	04/12/2018 04:35 PM
Form Started By: Marsha Weidner		Started On: 04/12/2018 10:08 AM
Final Approval Date: 04/12/2018		

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

The Public Works Committee conducted a regular meeting on Tuesday, March 20, 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
 Civil Engineer IV Leonard Linton
 City Administrator Kurt Ulrich
 Police Chief Jeff Katers

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 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 February 20, 2018, Meeting Minutes

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

Regular Meeting Minutes dated February 20, 2018

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Nominate Chair and Vice-Chair of the Public Works Committee

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to appoint Chris Riley as Chairperson of the Public Works Committee for the term April 1, 2018 through March 31, 2019.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

Motion by Councilmember Johns, seconded by Councilmember Riley, to appoint Mark Kuzma, as the Vice Chairperson of the Public Works Committee for the term April 1, 2018 through March 31, 2019.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5.02: Provide City Council Recommendation for COR Infiltration Basin Improvements, Improvement Project #18-09

Civil Engineer IV Linton reviewed the staff report and stated that the City made the decision to place its municipal wells in the western part of the City, where development was expected to happen in the mid 1990's. He explained that the area around the wells was selected as the site of Ramsey Town Center (RTC) in the early 2000s and development began. He stated that the State required development of a wellhead protection plan for the wells in the mid 2000's. He noted that the City acquired the foreclosed RTC properties in 2009 and began marketing the properties as The COR.

Civil Engineer IV Linton explained that the City is part of the Lower Rum River Watershed Management Organization (LRRWMO), which is tasked with maintaining water quality through regulating stormwater discharges. He stated that the LRRWMO Third Generation Plan was adopted in 2012 and must be updated every 10 years, similar to the City's Comprehensive Plan. He stated that the Third Generation Plan required infiltration of the first one inch of runoff from all impervious surfaces on new projects. He noted that the infiltration guidelines discourage or prohibit infiltration in wellhead protection areas but noted that the Third Generation Plan has a provision in which projects can pay into an infiltration mitigation fund if they cannot infiltrate on site.

Civil Engineer IV Linton explained that most of The COR area to be developed is in the area where infiltration is not permitted, and all projects developed in The COR since 2015 have paid into the infiltration mitigation fund. He stated that the LRRWMO permits were approved for these projects with the condition that the City develop an infiltration basin in an area where infiltration is permitted. He noted that the City is required to have the infiltration basin in place by July 1, 2018.

Civil Engineer IV Linton explained that construction of the infiltration basin is necessary to fulfill the City obligations incurred with LRRWMO approval of project in The COR since 2015 and to provide capacity for future development to occur. He stated that the City has collected infiltration mitigation funds from all developments in The COR since 2015 and those funds will pay approximately ¼ of the cost of the project. He noted that the City will pay for the remainder of the project now and will be reimbursed as future development occurs. He recommended that the Committee recommend that the City Council authorize preparation of a Feasibility Study for The COR Infiltration Basin Improvement, Improvement Project #18-09.

Councilmember Kuzma referenced the remaining balance that would be owed, apart from the funds that have been paid from developers and asked where those remaining funds would come from.

City Engineer Westby replied that the funds would come from the storm water fund and confirmed there are sufficient funds.

Councilmember Johns asked for details on future development and how those funds would be paid to the City.

Civil Engineer IV Linton replied that The COR is unique because of the wellhead protection area and therefore most of the future developers will pay into the infiltration mitigation fund. He noted that a certain area of The COR (outside of the wellhead protection area) would provide developers with the choice of whether to do their own stormwater management or to pay into the infiltration mitigation fund.

Chairperson Riley asked for details on how this basin will look.

Civil Engineer IV Linton stated that the basin will be about four feet deep. He stated that a requirement of the basin is that all water must infiltrate within 48 hours. He noted that selected plantings must be resistant to short-term flooding.

Councilmember Johns asked if there would be landscaping.

City Engineer Westby stated that a landscaping plan has not been developed yet but costs for vegetation are included in the estimate, including minimal landscaping. He replied that it will likely look more like a natural prairie area.

Chairperson Riley asked if staff is being smart with the calculations for future developers to ensure that the cost would cover long-term maintenance duties.

City Engineer Westby replied that the long-term maintenance would be covered through the storm water maintenance program. He stated that staff will work with PSD on the acquisition of easements and/or land, as needed. He stated that thus far, PSD has stated they would prefer to deed the triangular piece of their property to the City. He noted that if this progresses forward, staff would bring back an agreement with PSD with the plans.

Councilmember Johns asked if the estimated cost included acquisition of the land.

City Engineer Westby replied that acquisition costs would be separate from construction costs.

Chairperson Riley suggested that staff look at alternatives such as donation of the land or a land swap, outside of a traditional purchase.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend that the City Council authorize preparation of a Feasibility Study for The COR Infiltration Basin Improvement, IP #18-09.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.03: Consider Recommendation to City Council Approving Bituminous Patching with 2018 Street Overlay Improvements, Improvement Project #18-03

City Engineer Westby reviewed the staff report noting that the purpose of the case is to consider a recommendation to City Council approving bituminous patching with the 2018 Street Overlay Improvements, Improvement Project #18-03. He stated that while preparing plans and specifications, staff reviewed existing pavement conditions of impacted street segments in the field again and noted various areas of pavement that are in extremely poor condition. He suggested that these areas of severely damaged pavement should be removed and replaced with new pavement before receiving an overlay to prevent the overlay improvements from prematurely deteriorating before the end of its design life, which is roughly 20 years. He stated that staff is therefore preparing plans and specifications to include removal and replacement of the areas of damaged bituminous pavement prior to overlaying. He noted that this work as proposed will increase project costs in impacted areas and unfortunately, this will also increase special assessment amounts in these areas, unless these costs were to be paid 100 percent by the City and not assessed to property owners. He noted that per previous Council approvals, 25 percent of the eligible project costs are to be assessed against benefiting properties. He highlighted the plan sheets showing the areas proposed to receive bituminous patching prior to overlay and presented information on the financial impacts to each of the projects areas. He reviewed the options for addressing the project costs and noted that staff recommends overlaying damaged areas after patching with new pavement as this will help achieve the design life of the overlay improvements.

City Engineer Westby recommended that the Committee recommend that the City Council approve of the bituminous patching with the 2018 Street Overlay Improvements, Improvement Project #18-03, with all costs for the bituminous patching to be paid by the City. He noted that the work was not identified in the Feasibility Report and therefore was not addressed with the public or the City Council prior to the public hearing for the project.

Chairperson Riley stated that he is generally in agreement.

Councilmember Johns asked if there is a history of the City funding this type of cost because of the faulty subgrade.

City Engineer Westby confirmed that with reconstruction projects the City funds all subgrade correction costs. He stated that this will be the first time the City is conducting spot patching with an overlay project, which is assumed to be needed due to poor subgrade soils, making it a similar practice to the reconstruction projects.

Councilmember Kuzma agreed that this seems to make sense to expand the life of the roadways until the next reconstruction occurs.

Chairperson Riley asked the typical lifespan of an overlay.

City Engineer Westby replied that typically the lifespan of an overlay would be about 15 to 20 years, depending on the underlying pavement section.

Councilmember Johns asked if the City has this funding available or whether this cost would prohibit the City from completing another project.

City Engineer Westby confirmed that there is sufficient funding for this action and this will not prevent the City from completing other scheduled projects.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend that the City Council approve the bituminous patching with the 2018 Street Overlay Improvements, Improvement Project #18-03, with all costs for the bituminous patching to be paid by the City.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

5.04: Consider Alternate Street Names in The COR

City Engineer Westby reviewed the staff report noting that the purpose of this case is to discuss whether three street segments within The COR (Xenolith, Yolite, and Zeolite) should be renamed, and if so, to what. He noted that the Public Works Committee has discussed concerns with one or more names within The COR on multiple occasions and on February 20th, the Committee confirmed that these three names cause the most concern; directing staff to report back with alternate name suggestions. He stated that The COR is generally bounded by Armstrong Boulevard/CR 83 on the west, Bunker Lake Boulevard/CR 116 on the north, Ramsey Boulevard/CR 57 on the east and the BNSF railroad right-of-way on the south. He stated that the majority of existing street names within The COR are based on the Anoka County street grid naming convention, with the exception of Veteran's Drive, Center Street, and Ramsey Parkway. He noted that the street grid naming convention within Ramsey includes football greats, mammals, rocks, elements, and Indian tribes. He stated that deviating from the County street grid naming convention was recently discussed with the platting of the Riverstone development in 2017 and at that time, the City Council approved naming two street segments with names not included in the Anoka County grid, revising Quagga to Quintana and Sloth to Snowy Owl.

City Engineer Westby stated that staff from various departments recently met to discuss potential alternatives for re-naming three street in The COR per the direction of the Public Works Committee. He stated that the public safety staff would be most impacted by the renaming and objects to the renaming (whether in The COR or other areas of the City) due to concerns with the confusion this could create for emergency responders attempting to quickly located an address, especially for responders coming from outside the City. He explained that street names are an important component of public safety response, which can have a significant impact on response times and outcomes. He stated that public safety staff also noted that during emergencies, electronic navigation might not be available, so responders must rely on their knowledge of the City's street naming convention to locate addresses. He stated that for those reasons, public safety staff recommend that the City follow the County's street naming grid system or come up with its own street naming convention that is consistent throughout the City.

City Engineer Westby stated that the options staff discussed were to select new street names common to a theme related to The COR. He stated that because Veteran's Drive exists within The COR, perhaps a patriotic theme could be chosen. He noted that staff was unable to come up with names using those themes for X or Z, but noted that Yankee could be used for Y. He noted that another option was to consider names outside of the alpha order and consider using place context names such as "City Hall", "Municipal", "Lake Ramsey", "Plaza Park", "Northstar", "Railroad", or "Station" for street names. He provided examples of historic names that could be considered. He reminded the Committee again that public safety staff recommends that the City should continue to follow the County street grid system or come up with its own street naming convention that is consistent throughout the City.

Councilmember Kuzma stated that this subject has been the focus of many discussions and the City is spending too much time on this. He suggested that the City stay with the County naming grid to prevent public safety problems.

Chairperson Riley stated that the problem is the bad names for the X, Y, and Z streets. He stated that this will be the fourth Z street in Ramsey. He noted that looking across the County, many cities have chosen other names that deviate from the grid. He believed that the reasonable answer would be to change the names just within The COR for the X, Y and Z streets. He stated that he likes some of the examples given in the staff report that focus on elements of The COR such as Itasca, Northstar, or Stonebrook.

Councilmember Kuzma stated that he believes that the City is spending too much time discussing the street names and this could continue to open up future road name discussions. He stated that if he found a home he likes, he is not choosing it based upon the street name.

Councilmember Johns stated that while she does not like the street names, her concern is with public safety. She noted that because the public safety department does not support these changes, she would hesitate to approve changes. She stated that if the changes are made for the X, Y and Z roads, she would support the name suggestions mentioned by Chairperson Riley.

Police Chief Katers provided input on how the police department is trained to learn their way around Ramsey and respond to calls. He noted that within Ramsey there are a lot of dead-end streets. He stated that while the naming grid may not present the best options for names, there is a logical reason behind the grid and the grid provides assistance to officers that are responding to calls. He stated that public works does not have an opinion on naming of the streets, as long as there is a logical system. He stated that Ramsey has not stayed with one theme throughout the City and acknowledged that it not the fault of this Committee or Council. He stated that his concern is that if the variances continue to occur, there will not be a logical system for the public safety department to use for response.

City Engineer Westby stated that streets that are being discussed are located such that future developments could be addressed off the cross streets, which are Sunwood Drive or Ramsey Parkway.

Chairperson Riley stated that while that would make it better, he does not believe that people will want to live or have their businesses on Yolite or Zeolite. He stated that he would like to have the X, Y and Z streets within The COR renamed.

City Administrator Ulrich referenced the idea of using Town Center in different variations such as Town Center Drive, Town Center Lane, or Town Center Drive and asked if that would be helpful as it is the center of the town.

Police Chief Katers replied that would make things more complicated.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to not change the street names.

Further discussion: Chairperson Riley stated that both Councilmembers voted in favor of this discussion the previous month. He stated that he believes that this should continue to be discussed because he does not like the names.

Motion carried. Voting Yes: Councilmembers Johns and Kuzma. Voting No: Chairperson Riley.

5.05: Discuss Maintenance Options for Highway 47 Corridor

Public Works Superintendent Riemer reviewed the staff report noting the tactic within the Strategic Plan to improve the image of residential neighborhoods, business districts and key corridors. He stated that the public works department is looking for direction from the Committee on what it would like to see the department undertake to improve the appearance of the Highway 47 corridor. He explained that maintenance responsibilities are shared along the corridor between the City, MnDOT, and private property owners. He reviewed the maintenance activities of the City's portion of the corridor, which is the east side of Highway 47 from the intersection of CR 5 to Alpine Drive, and includes ROW mowing, litter pick-up, and landscaping activities. He stated that MnDOT controls the mowing of the center median and the west ROW and is also responsible for the maintenance and repair of the sound wall on the west side of

Highway 47. He noted that the sound walls along the west side of the corridor appear to be the maintenance responsibility of the adjacent developments.

Public Works Superintendent Riemer noted that several of the improvements that the public works department has scheduled for the corridor and include painting the signal systems at Alpine Dr/Hwy 47 and Sunwood Dr/Hwy 47 and conversion of the luminaries above the signal system at Alpine Dr to LED. He stated that additional plantings could be added to the ROW on the east side of Highway 47 near the sound wall. He stated that any improvements to the corridor would come from the General Fund.

Councilmember Johns suggested additional tree planting. She stated that it's a bit odd because the City cannot control plantings on both sides of the road or in the median, and only has control over one side.

Chairperson Riley asked if the plantings could be refreshed.

Councilmember Johns noted that she would prefer trees when possible.

Public Works Superintendent Riemer replied that he is unsure that MnDOT would approve trees within the center median. He confirmed that the damaged fence is going to be repaired. He stated that the lumber is green treat lumber and therefore if you paint over the material it defeats the purpose of the green treat.

Councilmember Johns stated that any type of softening near the fence would help, whether its plantings or trees.

Public Works Superintendent Riemer stated that he would attempt to find small trees that could be suitable or plantings that would be chloride resistant.

6. COMMITTEE / STAFF INPUT

No additional comments.

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 6:32 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: 04/18/2018

Submitted For: Len Linton, Engineering/Public Works

By: Len Linton, Engineering/Public Works

Title:

Consider Using Soil from COR Infiltration Basin Project as fill in Other Areas of the COR

Purpose/Background:

Preparation of plans for the COR Infiltration Basin Improvement was approved by City Council on April 9, 2018. This project will generate approximately 35,000 cubic yards of soil that needs to be exported. A question was raised about what to do with this soil. This case explores possible uses for the soil.

Timeframe:

This case is expected to take 15 minutes.

Observations/Alternatives:

Observations:

The COR was master planned as Ramsey Town Center. The developer completed grading on the sites generally east of Rhinestone street and north of East Ramsey Parkway before going out of business and walking away from the project. There have been several analyses of the site to determine the amount of fill required to bring the site to grade, ready for construction. The general number is 200,000 cubic yards of fill will be required to bring the pads up to grade, ready for building.

It would be feasible to issue a contract for the following work on selected sites to use the excess fill from the COR Infiltration Basin Improvement Project:

1. Install silt fence,
2. Strip and stockpile the existing topsoil.
3. Spread the fill material in uniform lifts and compact.
4. Have a geotechnical engineer perform compaction tests and document the location and results of the tests.
5. Replace the topsoil.
6. Establish vegetation.

The area south of Sunwood Drive and east of Zeolite Street was identified as a potential site for the excess fill. This site will take approximately 6,000 cubic yards. Bringing this site to grade will accomplish two things. It will address a concern raised by the Minnesota Department of Health about the area around the municipal well being depressed and holding water. It will also make the site more marketable.

The remainder of the fill will be placed in in another area of the COR that needs fill using the same steps. Such areas could include the property between Casey's and the infiltration Basin, the future park site (Municipal Plaza), and the regional pond site (The Waterfront). Staff will explore these areas and others in detail before the Public Works Committee meeting, and will present our findings during the meeting, including the estimated costs for completing such work.

It would be feasible to add this work to the COR Infiltration Basin Improvement project, the funding sources for each line item would be provided to finance in advance so each pay estimate would draw from the correct fund.

Alternatives:

Alternative #1: Motion to recommend City Council orders amending the plans for the COR Infiltration Basin Improvements, Improvement Project # 18-09, to include placing the excess fill in a controlled manner on selected

sites in The COR.

Alternative #2: Motion to not recommend City Council orders amending the plans for the COR Infiltration Basin Improvements, Improvement Project # 18-09, to include placing the excess fill in a controlled manner on selected sites in The COR.

Funding Source:

The funding source for this work would be TIF 14 funds.

Recommendation:

Staff recommends amending the plans for the COR Infiltration Basin Improvements, Improvement Project # 18-09, to include placing the excess fill in a controlled and documented manner on selected sites in the COR.

Action:

Motion to recommend City Council orders amending the plans for the COR Infiltration Basin Improvements, Improvement Project # 18-09, to include placing the excess fill in a controlled manner on selected sites in The COR.

Alternate: Motion to not recommend City Council orders amending the plans for the COR Infiltration Basin Improvements, Improvement Project # 18-09, to include placing the excess fill in a controlled manner on selected sites in The COR.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	04/12/2018 11:20 AM
Grant Riemer	Grant Riemer	04/12/2018 11:25 AM
Kurt Ulrich	Kurt Ulrich	04/12/2018 04:31 PM
Form Started By: Len Linton		Started On: 04/11/2018 08:51 AM
Final Approval Date: 04/12/2018		

Public Works Committee

5. 2.

Meeting Date: 04/18/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommendation to City Council Authorizing Speed Study on Bunker Lake Boulevard

Purpose/Background:

Purpose:

The purpose of this case is to consider providing a recommendation to the City Council to authorize a Speed Study on Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57.

Background:

Staff received a request from a developer to reduce the speed limit on Bunker Lake Boulevard/CASH 116 from 55 mph to 45 mph, on the north side of The COR. Recent development of the “triangle” and “U-shape” parcels in Ramsey Town Center 8th Addition added 26 new single-family homes immediately north of this segment of Bunker Lake Boulevard. The developer of the “U-shape” parcel, which includes 12 of the 26 single-family lots, feels the posted speed of 55 mph presents an immediate danger to current and future residents of these homes.

The City of Ramsey owns and operates Bunker Lake Boulevard west of Armstrong Boulevard/CSAH 83. Anoka County owns and operates Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and the east City limits.

Posted speeds are currently 40 mph west of Armstrong Boulevard, 55 mph between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57, and 50 mph east of Sunfish Lake Boulevard.

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

If speed limits are not posted, these are to be 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. Based upon the study results, which often take in excess of one-year to receive, MnDOT may then 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.

Additional information regarding speed limits is available on MnDOT's web site at <http://www.dot.state.mn.us/speed/index.html>.

Timeframe:

Staff anticipates approximately 10 minutes will be required to present and discuss this case.

Observations/Alternatives:

Observations:

Staff from various departments discussed the developer's request on April 10th. Staff's opinion is that there is no harm in requesting the speed study since the posted speed limit is 55 mph, which is considered the maximum speed limit for this type of road. However, Staff commented that it would be best from a driver expectation point of view to keep speed limits as uniform as possible on Bunker Lake Boulevard throughout the City limits. Staff therefore recommends specifying the scope of the speed study from Armstrong Boulevard/ CSAH 83 to Sunfish Lake Boulevard/CSAH 57 where the speed limit is a consistent 55 mph.

Because Anoka County owns and operates this segment of Bunker Lake Boulevard, the City would request Anoka County to submit a formal speed study request to MnDOT. Anoka County (and MnDOT) would then ultimately make the decision on whether this request moves forward.

Alternatives:

Alternative #1 – Motion recommending City Council authorization to request a Speed Study on Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57.

Alternative #2 – Motion of other.

Funding Source:

No costs are anticipated as a result of this request. If the study reveals a new speed limit is warranted, Anoka County would install the new speed limit signs.

Recommendation:

Staff recommends that the Public Works Committee recommend City Council authorization to request a Speed Study on Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57. The City's request will be submitted to Anoka County, who will then consider forwarding the request to the MnDOT Commissioner.

Action:

Motion recommending City Council authorization to request a Speed Study on Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57.

Attachments

MnDOT Speed Limit Brochure

Anoka County Speed Limits Map

Aerial Map of Bunker Lk Blvd in The COR

Form Review

Inbox

Patrick Brama

Jeff Katers

Grant Riemer

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 04/12/2018

Reviewed By

Kathy Schmitz

Jeff Katers

Grant Riemer

Kurt Ulrich

Date

04/12/2018 03:01 PM

04/12/2018 03:07 PM

04/12/2018 03:09 PM

04/12/2018 04:33 PM

Started On: 04/11/2018 11:24 AM

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.

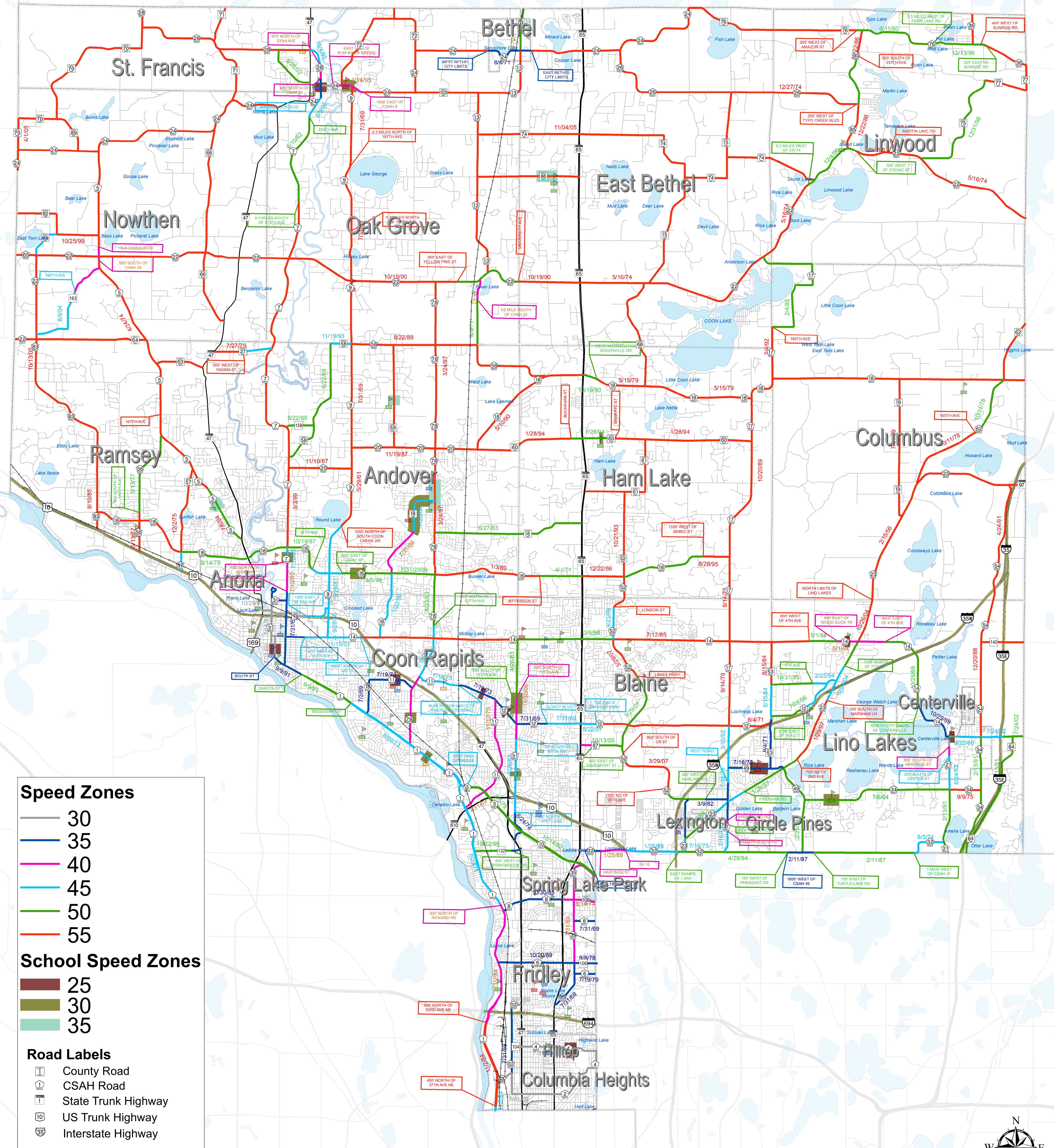
An analysis is done on the results to determine the 85th percentile, which is the value indicating the speed at which most (85%) drivers are traveling. The posted speed limit near the 85th percentile is the maximum safe and reasonable speed. Studies show that traveling faster or slower than this value 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.



Current Speed Zones

Anoka County Highway Department



Speed Zones

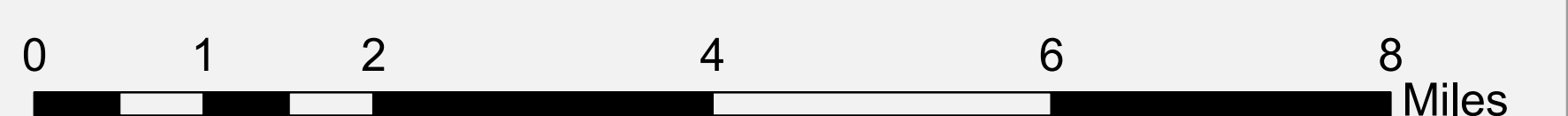
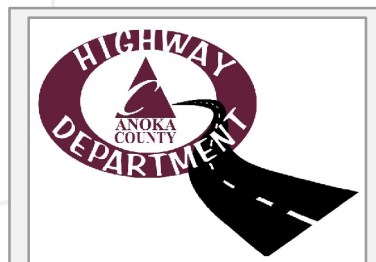
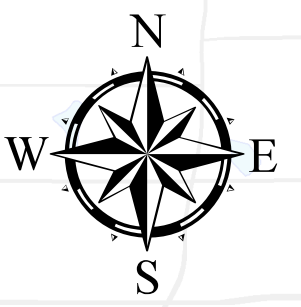
- 30
- 35
- 40
- 45
- 50
- 55

School Speed Zones

- 25
- 30
- 35

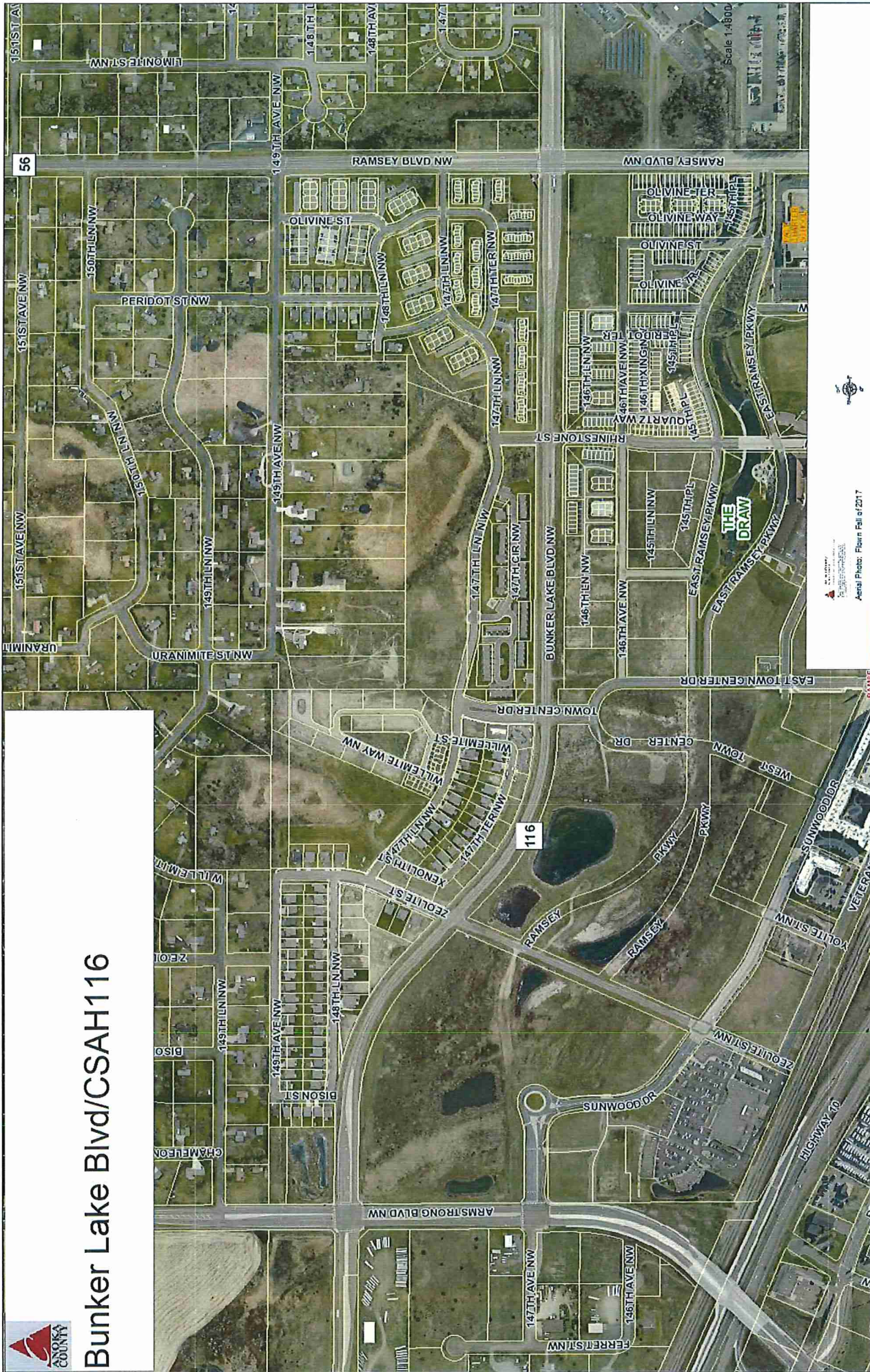
Road Labels

- County Road
- CSAH Road
- State Trunk Highway
- US Trunk Highway
- Interstate Highway





Bunker Lake Blvd/CSAH116



56

116

Scale 1:4800



Aerial Photo: Fall of 2017

Public Works Committee

6. 1.

Meeting Date: 04/18/2018

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

The purpose of this case is to update the Public Works Committee on current and proposed improvement projects within the City, and on other items of interest to the Committee.

City Improvement Projects

- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd. (#16-20)**
 - Construction is substantially complete
 - Final completion will occur in 2018
- **Puma Street Utilities Extensions (#17-10)**
 - Construction is substantially complete
 - Final completion will occur in 2018
- **The COR Regional Infiltration Basin (#18-09)**
 - Staff is preparing Plans & Specifications
 - Soil borings have been ordered
 - Considering placement of fill throughout The COR
 - Construction will occur in 2018
- **Bunker Lake Boulevard and Puma Street Improvements (#18-05)**
 - Bolton & Menk is preparing final Plans & Specifications
 - State Aid reviewed Plans & Specifications
 - Council to consider approving plans and authorizing bids in May
 - Construction anticipated to begin late June
 - Final completion anticipated late August

Anoka County Improvement Projects

- **Hanson Boulevard/CSAH 78 Reconstruction (2018)**
 - Expand CSAH 78 / Hanson Blvd between 139th Ave and CSAH 18 / Crosstown Blvd to 4-lane divided section
- **Foley Boulevard/CSAH 11 Grade Separation @ BNSF Railway Crossing**
 - This project is currently unscheduled and unfunded

MnDOT Improvement Projects

- **Trunk Highway 10 Cable Median Barrier Installation (2018)**
 - Install cable median barrier along Highway 10 between Thurston Avenue and Highway 101
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Railway Crossing (2017)**
 - Preliminary design on hold
 - Exploring realignment of Highway 47 to remove S-curve at fair grounds
 - Ramsey Staff will continue tracking this project

Items of Interest

?

Timeframe:

Staff estimates that 5 minutes will be needed for updates and discussion.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

No formal action is required. For Committee review and discussion purposes only.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/12/2018 11:51 AM
Kurt Ulrich	Kurt Ulrich	04/12/2018 04:34 PM
Form Started By: Bruce Westby		Started On: 04/11/2018 02:59 PM
Final Approval Date: 04/12/2018		

Public Works Committee

6. 2.

Meeting Date: 04/18/2018

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

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	04/12/2018 10:27 AM
Kurt Ulrich	Kurt Ulrich	04/12/2018 04:35 PM
Form Started By: Bruce Westby		Started On: 04/11/2018 02:59 PM
Final Approval Date: 04/12/2018		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
June 2018	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
May 2018	Gibbon Street & 173 rd Avenue Drainage Improvements (<i>Westby</i>)
November 2018	Well Siting Study - Well #9 (<i>Westby</i>)
June 2018	Sunwood Drive Roundabout Landscaping (<i>Riemer</i>)
Future/TBD	County Ditch Maintenance / Buffer Law (<i>Westby</i>)
Date	Topics for Discussion – Regulatory
Future/TBD	Sunfish Lake Boulevard Speed Zone Study Results (<i>Westby</i>)
May 2018	Wellhead Protection Plan Update (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future	Landscaped Median Maintenance Policy (<i>Riemer</i>)
July 2018	Draft Trail Maintenance Policy (<i>Westby</i>)
July 2018	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
May 2018	Municipal State Aid System (MSAS) Revisions (<i>Westby</i>)
September 2018	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies (<i>Westby</i>)
Future	Public Works Facility Review/Update (<i>Riemer/Brama</i>)
Future	Comprehensive Plan for Long-Term Water Supply (<i>Westby</i>)
Date	Topics for Discussion – Staff Updates
August 2018	Water Conservation Opportunities / Incentives (<i>Westby</i>)

* Dates are estimated and are subject to change based on availability of information, staff workload, and competing objectives.