

City of Ramsey
Agenda
Public Works Committee
Tuesday, October 16, 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 Recommendation to City Council Supporting Metropolitan Council Study for Northwest Metropolitan Area Regional Surface Water Supply Facility
- 6. Committee/Staff Input**
 1. Update on Status of Feasibility Reports for 2019 Street Reconstruction Projects
 2. Staff Updates on Improvement Projects and Items of Interest
 3. Review Future Topics Calendar
- 7. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 10/16/2018

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 Public Works Committee meeting minutes.

Timeframe:

5 minutes

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

Staff recommends review and approval of the attached Public Works Committee meeting minutes dated August 21, 2018.

Action:

Motion to approve Public Works Committee meeting minutes dated August 21, 2018.

Attachments

Agenda

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	10/11/2018 03:43 PM
Grant Riemer	Grant Riemer	10/11/2018 03:48 PM
Kurt Ulrich	Kurt Ulrich	10/11/2018 04:18 PM
Form Started By: MaryJo Warner		Started On: 10/11/2018 08:55 AM
Final Approval Date: 10/11/2018		

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

The Public Works Committee conducted a regular meeting on Wednesday, August 21, 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
 Parks and Assistant Public Works Superintendent Mark Riverblood

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

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

4. APPROVE MINUTES

4.01: Approve July 17, 2018, Meeting Minutes

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

Regular Meeting Minutes dated July 17, 2018

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

5. COMMITTEE BUSINESS

5.01: 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).

Parks and Assistant Public Works Superintendent Riverblood stated that staff's proposal would involve developing an RFP for design and installation services from local landscape companies—and setting three, not-to-exceed price ranges for those services. Staff's initial thought on the price ranges was \$2,000, \$5,000, and \$10,000.00, though these ranges can be adjusted based on discussion. The RFP would specify an illustrative design and planning plan, installation of the landscape, a basic one-year warranty, and an alternative quote for annualized maintenance. He noted that 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).

Parks and Assistant Public Works Superintendent Riverblood recommended 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.

Councilmember Johns stated that she does not want to have to do things twice and wants to ensure that things will tie in with the eventual design. She stated that it does look a lot better with the irrigation and mowing that has occurred. She asked if the process would provide the full plan or just the interim plan.

Public Works Superintendent Riemer stated that it would simply be an interim plan until the ultimate desire is known.

Parks and Assistant Public Works Superintendent Riverblood stated that language would be specified that preference would be given to a planting plan proposal that would be conducive for future development within and an eye to architecture and scheme of the streetscape. He noted that the benefit to providing a blank slate for landscapers is that they may have materials on hand that they can use for a lower cost and may see this as an opportunity for future landscaping work with the City.

Councilmember Kuzma stated that his first thought was that this was going to be more than the City should spend but after talking with staff he does understand the process and associated cost and agrees that this could be a good idea.

Chairperson Riley echoed the comments of Councilmember Johns that it looks better with the grass irrigated and mowed. He stated that he would hate to be in the situation where the City pays for something only to tear it out in the near future.

Councilmember Johns stated that she does not mind doing things in phases but would be fine waiting until the ultimate plan is known for the landscaping and streetscape.

Chairperson Riley stated that he would prefer to hold off until the sign plan is created, and additional development occurs in The COR. He agreed that this will need to be done eventually but did not think the City was ready yet.

Councilmember Kuzma stated that he would not mind seeing some bushes or something to add some color.

Councilmember Johns was unsure that the City would get the desired result for \$2,000.

Parks and Assistant Public Works Superintendent Riverblood stated that if there is a significant monument with footing ultimately desired, there could be damage to existing landscaping or it might be better to take out any existing landscaping in order to support that monument rather than trying to protect it.

Councilmember Johns stated that it does seem a little early to attempt to add landscaping until the ultimate desire is known. She agreed that it could be nice to have a little color.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to defer landscaping within the Sunwood Drive roundabout until the sign/streetscape plan is completed.

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

Parks and Assistant Public Works Superintendent Riverblood stated that when the City is ready, it would be more cost efficient to follow the RFP process, which puts the burden of plans on the bidder rather than the City paying a consultant to develop the plans.

5.02: Consider City Council Recommendation to Review Feasibility Report and Order Public Input Meeting for Improvement Project #18-02, HY-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. He stated that City Improvement Project No. 18-02 proposes to construct streets within the HY-10 Ramsey neighborhood including 146th Avenue, 147th Avenue, and Ferret Street. The streets total approximately 1,400 linear feet in length. 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.

City Engineer Westby stated that 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. The pavement section was built on sandy subgrade material generally considered suitable for pavement support.

City Engineer Westby stated that 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 sections 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 the 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.

City Engineer Westby stated that 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.

City Engineer Westby stated that 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.

City Engineer Westby stated that 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 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 development 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

City Engineer Westby stated that 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 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 in the Draft Feasibility Report.

City Engineer Westby stated that 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.

City Engineer Westby stated that staff originally intended to conduct a public information meeting with benefitting 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.

City Engineer Westby stated that 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. He recommended 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.

Councilmember Kuzma asked if the project will justify the assessment amounts.

City Engineer Westby replied that will be known once the Feasibility Report is fully completed.

Chairperson Riley asked the logic of not assessing the two City owned parcels as the two parcels do have access from one of the roads being improved.

City Engineer Westby noted that those parcels would have additional access options and believed that to be consistent with the City policy.

Chairperson Riley stated that he likes that staff has done its best to not overbuild this as the future is still unknown in terms of redevelopment.

Councilmember Johns stated that she appreciates that money will be put into 147th to make that consistent.

Chairperson Riley also liked extending the utilities to provide additional opportunity.

City Engineer Westby stated that this is a middle of the road design that should provide 30 years of lifespan while keeping the cost as low as possible. He noted that if redevelopment occurs, there would be opportunity to add improvement in the future that perhaps would not be assessed.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, 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.

Further discussion: City Engineer Westby stated that there have not been any discussions with property owner thus far and therefore before bringing this to the City Council staff would like to meet with the property owners.

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

5.03: Consider City Council Recommendation to Order Feasibility 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.

City Engineer Westby stated that 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). 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.

City Engineer Westby recommended approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions. Staff proposed 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).

Councilmember Kuzma asked for information on the proposed cost.

City Engineer Westby stated that the costs would be updated once the Feasibility Reports are completed for the projects and provided a general cost estimate.

Chairperson Riley asked why it seems that all the streets need to be reconstructed and cannot be overlaid.

City Engineer Westby stated that even though the roads were proposed for overlays, the pavement has degraded to such a condition over the past five years that they need to be reconstructed.

Chairperson Riley asked if there would be unanimous agreement that the roads need to be reconstructed from an engineer standpoint.

Public Works Superintendent Riemer agreed that the roads are in very poor condition, even from a visual standpoint.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-01, Ford Brook Estates Street Reconstructions.

Further discussion: City Engineer Westby stated that the work would be done in-house but funds would be expended to conduct the soil borings.

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

5.04: 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 in 2019.

City Engineer Westby stated that in the spring of 2018, staff re-evaluates 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).

City Engineer Westby stated that if the 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.

City Engineer Westby recommended approving a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions. He noted that 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.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve a recommendation to the City Council to order a Feasibility Report for Improvement Project #19-02, Brookview Estates Street Reconstructions.

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

5.05: Consider City Council Recommendation to Order Feasibility 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.

City Engineer Westby stated that in the spring of 2018, staff re-evaluates 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).

City Engineer Westby stated that if the 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.

City Engineer Westby recommended 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 noted that 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.

Public Works Superintendent Riemer stated that of the patching that occurs, staff spends two to three weeks in these two neighborhoods.

Councilmember Kuzma asked if soil borings had been completed.

City Engineer Westby stated that soil borings would be completed as part of the Feasibility Report project.

Chairperson Riley stated that it seems that these roads failed very early for some reason and therefore it appears something was not done right.

Public Works Superintendent Riemer stated that these roads may have been constructed in the 1990's when the bad asphalt was an issue.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, 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.

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

Chairperson Riley asked if there is a reason that the City cannot include projects in the five-year plan that may be needed within ten years, so that if there are available funds or time additional projects could be completed.

City Engineer Westby stated that could be done, it would just create a large bottom line. He recognized that all the projects could be included with the intent that not all the projects would be done.

Councilmember Kuzma stated that might not be a bad strategy.

Councilmember Johns agreed that would be a good strategy as projects jump to the top of the list because of poor condition or residents object to projects.

Chairperson Riley agreed that it would be nice to have additional flexibility, noting that it would not necessarily need to be ten years of projects but perhaps seven years.

Councilmember Kuzma asked if there is warranty language included to guarantee the lifespan of the road.

City Engineer Westby replied that you can only have a one-year warranty. He stated that staff is doing thorough inspections after construction.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby stated that a list of updates on improvement projects were included in the packet for the group to review and provided a brief summary of activity. He stated that staff will be asking for an extension from the Lower Rum River Water Management Organization for the COR Infiltration Basin as the timeline for obtaining the control panel for the lift station is about five to six months and without that element it would not be functional.

Chairperson Riley stated that it seems like a surprise that the timeline would be that long and asked if all other planning has been done to eliminate other unknowns for the infiltration basin.

City Engineer Westby confirmed that there would not be other unknowns with the project.

6.02: Review Future Topics Calendar

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 6:40 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: 10/16/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommendation to City Council Supporting Metropolitan Council Study for Northwest Metropolitan Area Regional Surface Water Supply Facility

Purpose/Background:

Purpose:

The purpose of this case is to consider a recommendation to the City Council to adopt a resolution supporting a Metropolitan Council study for a Northwest Metropolitan area regional surface water supply facility..

Background:

Metropolitan Council Staff have long been aware that the City of Ramsey has explored the use of surface water to augment, or even possibly replace, our groundwater supply sources for our municipal water supply. More than a year ago, Staff from the Metropolitan Council informed City Staff that funds were available to conduct a study to explore the feasibility of constructing a regional surface water supply facility in the northwest metro area, and asked if Staff was aware of any other cities that might be interested in partnering with us to explore the feasibility of a regional surface water supply facility.

Since then, Staff contacted their counterparts in neighboring cities in Anoka County to discuss the possibility of partnering with us on a regional surface water supply facility. Those discussions were not fruitful. Then recently, Staff was informed that the cities of Dayton and Rogers might be interested in partnering in such a study. Staff was later informed that the City of Corcoran might also be interested.

Staff has since informed Metropolitan Council Staff that three other cities have expressed an interest in partnering with us, at which time Metropolitan Council Staff asked is each City would be able to adopt supporting resolutions, which Metropolitan Council Staff would then use to request funding for the study on their end.

Staff from each partnering City plans to request City Council adoption of a supporting resolution at their earliest opportunity. For the City of Ramsey, Staff proposes to request adoption of a supporting resolution at the October 23rd Council meeting.

Timeframe:

Staff anticipates approximately 15 minutes will be required to present and discuss this case.

Observations/Alternatives:

Observations:

The primary objective of the study will be to understand the relative costs and implementation considerations of different surface water use approaches to long-term water sustainability within the study area. The study will support future planning of local area water supplies and water sustainability practices. As cities face increased demands on their water supplies in the future, this study will provide concept/planning level options for consideration.

Alternatives:

Alternative #1– Motion approving a recommendation to City Council to adopt a resolution supporting a Metropolitan Council study for a Northwest Metropolitan area regional surface water supply facility.

Alternative #2 – Motion of other.

Funding Source:

No local match is required. Met Council will cover estimated study costs. Local staff will act as technical advisory team members for the study.

Recommendation:

Staff recommends alternative #1.

Action:

Motion approving a recommendation to City Council to adopt a supporting resolution allowing the Metropolitan Council to complete a study for a Northwest Metropolitan area regional surface water supply facility.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	10/11/2018 01:04 PM
Kurt Ulrich	Kurt Ulrich	10/11/2018 04:18 PM
Form Started By: Bruce Westby		Started On: 10/11/2018 07:11 AM
Final Approval Date: 10/11/2018		

Public Works Committee

6. 1.

Meeting Date: 10/16/2018

By: Bruce Westby, Engineering/Public Works

Title:

Update on Status of Feasibility Reports for 2019 Street Reconstruction Projects

Purpose/Background:

Purpose:

The purpose of this case is to update the Public Works Committee on the status of the Feasibility Reports for the proposed 2019 Street Reconstruction Projects, Improvement Project #'s 18-02, 19-01, 19-02, and 19-03.

Background:

As directed by City Council, Staff is preparing Feasibility Reports for four proposed 2019 Street Reconstruction Projects, Improvement Project #'s 18-02, 19-01, 19-02, and 19-03.

The Feasibility Reports explore numerous aspects of the proposed improvements including whether they are feasible and necessary, whether they are cost-effective, and whether they should be completed alone or in conjunction with other improvements. Estimated costs will be explored in greater detail than was used to estimate costs for the CIP. A more detailed project funding program will also be explored, including a description of the methodology used to calculate individual special assessments for benefiting parcels. A preliminary project schedule will also be developed.

While preparing the Feasibility Reports, Staff is conducting public input meetings with affected residents and businesses to explain the need for the proposed improvements, the scope of the improvements, estimated costs, proposed funding programs, and proposed project schedules.

Staff anticipates requesting Council acceptance of draft Feasibility Reports on October 23, 2018, which will allow the projects to be bid over the winter so construction can begin in the spring of 2019. This schedule will also provide for compliance with all applicable provisions of the City Charter, the City's Special Assessments Policy, and Minnesota Statute Chapter 429.

If any of all of these streets are not reconstructed in 2019, they can instead be added to the next 5-year SROP to allow reconstruction between 2020 and 2024. However, this would reduce the amount of pavement maintenance work that can be completed in 2019 since no new streets can be added to the current 5-year SROP, which is attached for reference.

Improvement Project #18-02, HY-10 Ramsey Street Reconstructions

City Improvement Project No. 18-02 proposes to reconstruct public street segments within the HY-10 Ramsey development including 146th Avenue, 147th Avenue, and Ferret Street. The length of the street segments proposed to be reconstructed total approximately 1,400 linear feet (0.27 miles). A map showing the scope of the proposed improvements is included as *Figure 1* in *Appendix A* of the attached Draft Feasibility Report.

These streets were constructed in 1988 with bituminous curb and pavement at 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, in 2015, the west end of 146th Avenue was reconstructed as a cul-de-sac during the Highway 10/Armstrong Interchange project, and in 2012, the east end of 147th Avenue was reconstructed during the reconstruction of the intersection of Armstrong Boulevard/Sunwood Drive/147th Avenue.

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. Stormwater runoff from 147th Avenue is collected in catch basins installed with the 2012 Sunwood Drive re-alignment project, and is directed under Armstrong Boulevard via storm sewer to existing regional ponds east of Armstrong Boulevard.

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. Pavement section thicknesses were determined using data collected by Braun Intertec in 2017 via Ground Penetrating Radar (GPR), 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 annually evaluates and rates the condition of pavement sections on all City streets 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, indicating these streets require complete reconstruction. City staff patch these streets at least once per year, particularly before winter so the streets can be plowed without further damaging the pavement. Pictures of the streets are located in *Appendix A* of the attached Draft Feasibility Report.

On July 11, 2017, the City Council adopted Resolution #17-07-170 ordering preparation of a Feasibility Report for the reconstruction of streets in 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. Following completion of the Interchange, the pavement was re-evaluated and Staff determined the pavement was no longer viable for overlay improvements and instead required reconstruction. This project is now included in the current 10-year CIP as a reconstruction project.

When the City Council ordered the Feasibility Report, Staff was directed to review the existing streets in HY-10 Ramsey and explore whether the streets should be reconstructed in the same locations, or whether it might make sense to realign or extend one or more of the streets to better serve existing properties and/or to connect to Bunker Lake Industrial Park. Minutes from the July 11, 2017 City Council meeting are attached for reference.

Staff explored numerous alternative street alignments and/or extensions. In May of 2018, the Development Review Committee (DRC), which consists of Staff from various departments, reviewed several design alternatives and recommended the following. Reconstruct all streets in their current footprints using pavement sections similar to the existing sections. Also, replace all existing bituminous curb on 146th Avenue and Ferret Street. Lastly, since 147th Avenue will likely not be modified during redevelopment, the existing watermain should be extended to the west end of 147th Avenue, and concrete curb and gutter should be constructed along both sides of 147th Avenue to Ferret Street. Due to the uncertainty of future development/redevelopment scenarios, Staff determined there are too many unknowns to justify the expense of realigning or extending streets at this time.

The Feasibility Report proposes to reconstruct the existing bituminous pavement section using the Full Depth Reclamation (FDR) process which involves reclaiming (grinding and mixing) the existing bituminous pavement with an inch or more of existing aggregate base material. A portion of this reclaimed material is proposed to be spread and compacted on top of the reshaped and compacted existing subgrade/aggregate base. Three and one-half inches of bituminous pavement is then proposed to be installed on top of a minimum of 6 inches of aggregate base (existing aggregate base/reclaim material). This pavement section would generally match the existing pavement section on these streets, and would meet the City of Ramsey's minimum standard pavement design.

Though the design strength of the proposed pavement section may be slightly less than a typical industrial park pavement section, Staff believes it will provide a useful life of at least 30 years based on the life achieved by the existing pavement section. Staff also believes there is a potential for this development to redevelop within the next 10 to 20 years, resulting in the potential realignment of streets.

Attached is a figure showing the properties currently for sale in HY-10 Ramsey (to the best of Staff's knowledge) which indicates the potential for redevelopment may exist in the not too distant future. However, at this time Staff is proposing to reconstruct the streets in the same locations as they exist today using similar pavement sections as the existing sections, which should provide a design life of at least 30 years.

On September 13, 2018, Staff held a public information meeting for the purpose of explaining the proposed improvements, estimated costs, and funding program, including the use of special assessments. Meeting notices were mailed to all owners of benefiting properties, which include any property having access onto a street segment that is proposed to be improved. None of the benefiting property owners attended the meeting, or called in advance to discuss the project. However, since the meeting Staff has been contacted by two of the property owners, and both stated they would be opposed to reconstructing the streets at this time.

The engineer's opinion of probable costs for the proposed improvements, including streets, drainage, and public utilities, is \$287,646.65. 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. Water Utility Funds are proposed to pay for all public water utility improvements.

Nine (9) parcels have been identified as receiving special benefit from the improvements and are proposed to be assessed a total of \$61,496.39. Four of the parcels have permanent structures and the other five are undeveloped. These parcels are identified in the preliminary Assessment Map and Roll in Appendix C of the attached draft Feasibility Report. As previously noted, several of these parcels are currently listed for sale.

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 properties. If the report concludes the benefit to any of the properties is less than the proposed preliminary assessment rate, Staff may then propose to lower the assessment rate accordingly for 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 preliminarily approved rates.

Improvement Project #19-01, Ford Brook Estates Street Reconstructions

Attached are Figures showing the general location of the Ford Brook Estates development in the northeast corner of the City, as well as the overall scope of the proposed improvements.

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 are proposed to be reconstructed in 2019.

The streets proposed for reconstruction in 2019 within the Ford Brook Estates residential development include about 864 linear feet (0.16 miles) of streets including:

- 180th Lane – Krypton Street to Saint Francis Boulevard/TH 47
- Krypton Street – South of 180th Lane

Attached is a street summary sheet including year of original construction, historical maintenance operations, PASER rating(s), and existing pavement section data based on the Ground Penetrating Radar analysis completed by Braun Intertec in 2017. In general, these streets are 37 years old and have reached the end of their useful life requiring complete reconstruction.

The subgrade soils in this area of the City are known to include areas of clay, which may require subgrade corrections. Staff therefore ordered soil borings while developing the Feasibility Report. The results of the borings were only recently submitted so Staff was still evaluating the project impacts at the time this case was prepared. More information will be presented to the Committee during the meeting.

Preliminary project costs were previously estimated at \$240,000. Based on the results of the soil borings analysis, this estimate could change. Staff will address this in more detail at the meeting.

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

Improvement Project #19-02, Brookview Estates Street Reconstructions

Attached are Figures showing the general location of the Brookview Estates development in the northeast corner of the City, as well as the overall scope of the proposed improvements.

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).

The streets proposed for reconstruction in 2019 within the Brookview Estates residential development include about 2662 linear feet (0.50 miles) of streets including:

- 173rd Avenue – Germanium Street to east CDS
- Germanium Street – 170th Lane to north CDS

Attached is a street summary sheet including year of original construction, historical maintenance operations, PASER rating(s), and existing pavement section data based on the Ground Penetrating Radar analysis completed by Braun Intertec in 2017. In general, these streets are 39 years old and have reached the end of their useful life requiring complete reconstruction.

The subgrade soils in this area of the City are known to include areas of clay, which may require subgrade corrections. Staff therefore ordered soil borings while developing the Feasibility Report. The results of the borings were only recently submitted so Staff was still evaluating the project impacts at the time this case was prepared. More information will be presented to the Committee during the meeting.

Preliminary project costs were previously estimated at \$407,000. Based on the results of the soil borings analysis, this estimate may change. Staff will address this in more detail at the meeting.

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

Improvement Project #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions

Attached are Figures showing the general location of the Wood Pond Hills & Chestnut Ridge developments, as well as the overall scope of the proposed improvements.

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).

The streets proposed for reconstruction in 2019 within the Wood Pond Hills & Chestnut Ridge residential development include about 3,310 linear feet (0.63 miles) of streets including:

- Krypton Street – Sunwood Drive to West plat line
- Krypton Street – East plat line to West CDS
- 146th Avenue – Nowthen Blvd/CSAH 5 to West plat line
- 146th Avenue – East plat line to Junkite Street
- Helium Street – Sunwood Drive to 146th Avenue

Attached is a street summary sheet including year of original construction, historical maintenance operations, PASER rating(s), and existing pavement section data based on the Ground Penetrating Radar analysis completed by Braun Intertec in 2017. In general, these streets are 24 - 26 years old and have reached the end of their useful life requiring complete reconstruction.

Staff ordered soil borings while completing the Feasibility Report. The results of the borings were only recently submitted so Staff was still evaluating the project impacts at the time this case was prepared. More information will be presented to the Committee during the meeting.

Preliminary project costs were previously estimated to be \$315,000. Based on the results of the soil borings analysis, this estimate may change. Staff will address this in more detail at the meeting.

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

Timeframe:

Staff anticipates 20 minutes will be required to present this case and address questions.

Observations/Alternatives:

Staff proposes to conduct public information meetings with benefiting property owners for Improvement Project #'s 19-01, 19-02, and 19-03 sometime between October 23rd, the date Staff proposes to request Council approval to order Public Hearings, and November 13th, the date the Public Hearings are proposed to be conducted. All applicable input received at these public information meetings would be presented to Council during the Public Hearings for each project on November 13th.

Funding Source:

Costs and funding sources are addressed in the background section of this case.

Recommendation:

N/A

Action:

N/A

2015-2019 SROP

IP 18-02 Draft Feas Report

CIP Pg 220

CIP Pg 223

IP 18-02 Lots for Sale

IP 19-01 Location Map

IP 19-01 Scope Map

IP 19-01 Street Summary

IP 19-02 Location Map

IP 19-02 Scope Map

IP 19-02 Street Summary

IP 19-03 Location Map

IP 19-03 Scope Map

IP 19-03 Street Summary

Form Review

Inbox

Grant Riemer

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 10/11/2018

Reviewed By

Grant Riemer

Kurt Ulrich

Date

10/11/2018 03:47 PM

10/11/2018 04:13 PM

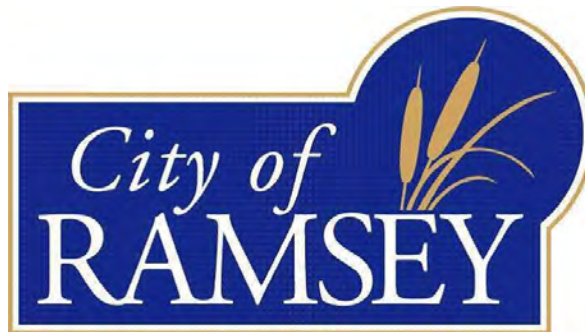
Started On: 10/11/2018 06:57 AM

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
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EHLERS
& ASSOCIATES INC

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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, North 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, North 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.

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, North 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

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:

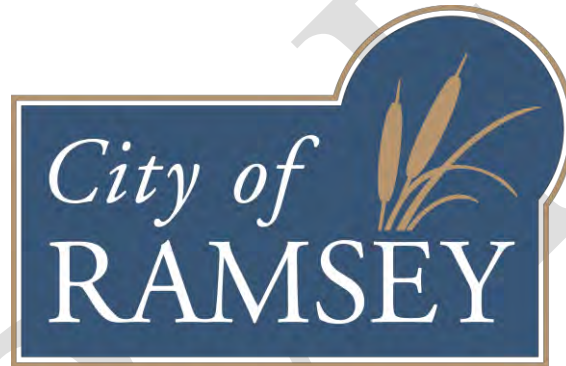
February 10, 2015: City Council adopts Resolution calling for Public Hearing on issuance of Bonds and on Street Reconstruction Plan.
February 16, 2015: Close date to get Notice of Public Hearing on issuance of Bonds and on Street Reconstruction Plan to official newspaper for publication.
February 20, 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

FEASIBILITY REPORT

HY-10 RAMSEY STREET RECONSTRUCTIONS

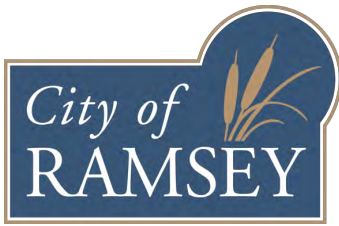
CITY IMPROVEMENT PROJECT NO. 18-02



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

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

**TITLE SHEET
 LETTER OF TRANSMITTAL
 CERTIFICATION SHEET
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Appendix A

Figure 1 – Project Scope
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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.

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 attached in *Appendix C*. 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*.

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 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.

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**.

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.

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.

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.

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.

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.

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 \$245,985.56. Assessable industrial parcels are preliminarily proposed to be assessed for up to 25 percent of eligible project costs, which totals \$61,496.39. 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 benefitting 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.

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	\$ 61,496.39	\$ 175,493.40	\$ 236,989.79
Storm Sewer	--	\$ 19,894.85	\$ 19,894.85
Water Main	--	\$ 30,761.81	\$ 30,761.81
TOTALS	\$ 61,496.39	\$ 226,150.06	\$ 287,646.45

Total Project Cost		\$ 287,646.45
Less Special Assessments	-	<u>\$ 61,496.39</u>
Subtotal	=	\$ 226,150.06
Less City Bonding Funds	-	<u>\$ 175,493.40</u>
Subtotal	=	\$ 50,656.66
Less Stormwater Utility Funds	-	<u>\$ 19,894.85</u>
Subtotal	=	\$30,761.81
Less Water Main Utility Funds	-	<u>\$30,761.81</u>
TOTAL Remaining Cost	=	\$0

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

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.

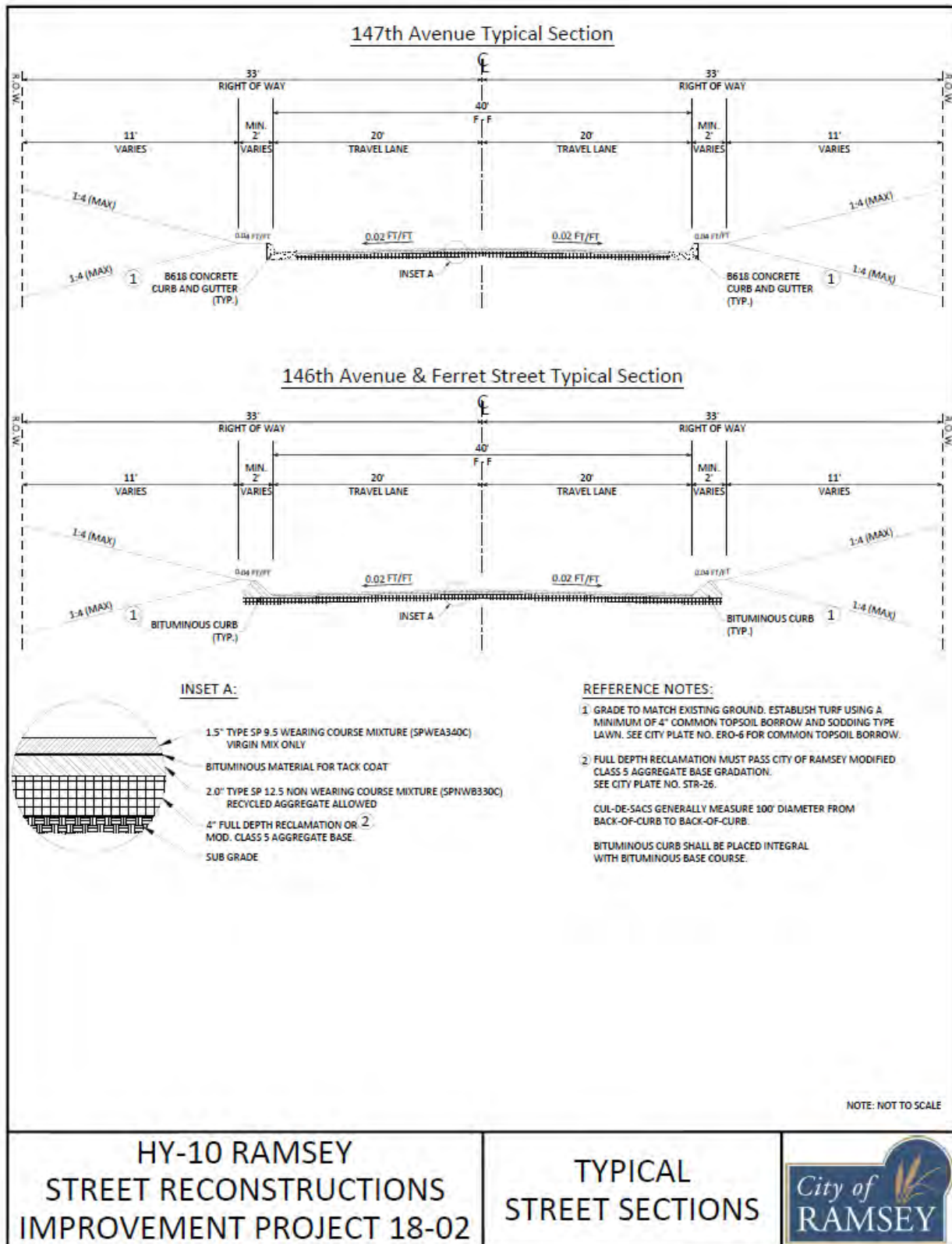
APPENDIX A

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

DRAFT



**FIGURE 1
PROJECT SCOPE**



**FIGURE 2
TYPICAL SECTIONS – PROPOSED IMPROVEMENTS**

PROJECT SITE PICTURES

DRAFT



1: 146th Avenue from Ferret Street



2: Ferret Street from 146th Avenue



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**

DRAFT

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

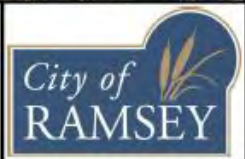
23% Indirect Cost \$ 4,666.71

Total Storm Sewer Project Cost \$ 24,956.76

TOTAL ESTIMATED PROJECT COST \$ 287,646.45



**HY-10 RAMSEY
ASSESSABLE PROPERTIES**



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	\$ 0.0425525000					\$ 2,492.51
293225110009	FALLS DON & NYHUSMOEN SIDNEY	191,350.66	191,350.66	100	\$ 0.0425525000					\$ 8,142.45
293225110010	STANTON TRUSTEE JAMES	194,538.18	194,538.18	100	\$ 0.0425525000					\$ 8,278.09
293225110011	NATIONAL GROWTH LLC	233,844.74	233,844.74	100	\$ 0.0425525000					\$ 9,950.68
293225140005	KRH LAND LLC	187,962.50	187,962.50	100	\$ 0.0425525000	14650 FERRET ST NW	RAMSEY	MN	55303	\$ 7,998.27
293225140008	LEUKAM JOHN	62,496.16	62,496.16	100	\$ 0.0425525000	8050 147TH AVE NW	RAMSEY	MN	55303	\$ 2,659.37
293225140011	CHALICH PETER	62,341.55	62,341.55	100	\$ 0.0425525000	8049 146TH AVE NW	RAMSEY	MN	55303	\$ 2,652.79
293225140012	CHALICH PETER	80,718.46	80,718.46	100	\$ 0.0425525000	8100 146TH AVE NW	RAMSEY	MN	55303	\$ 3,434.77
293225140015	KRH LAND LLC	373,361.48	373,361.48	100	\$ 0.0425525000	14622 FERRET ST NW	RAMSEY	MN	55303	\$ 15,887.46
	TOTALS	1,445,188.65	1,445,188.65							\$ 61,496.39
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.										

APPENDIX C

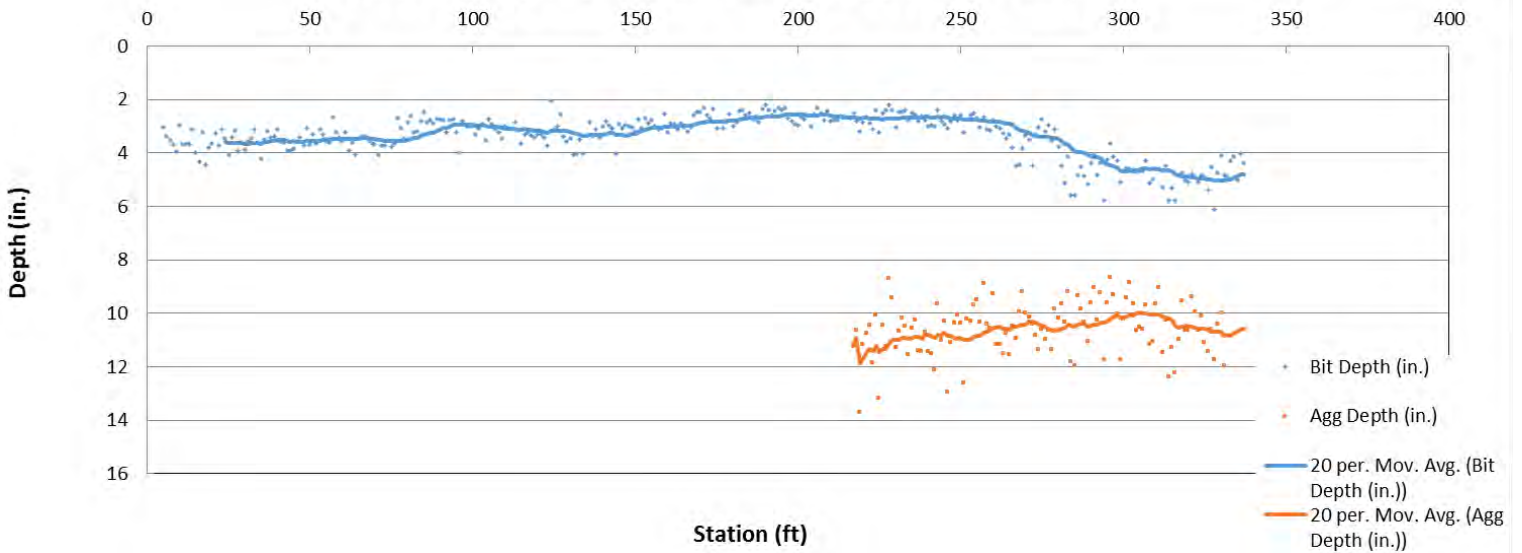
Ground Penetrating Radar (GPR) Results

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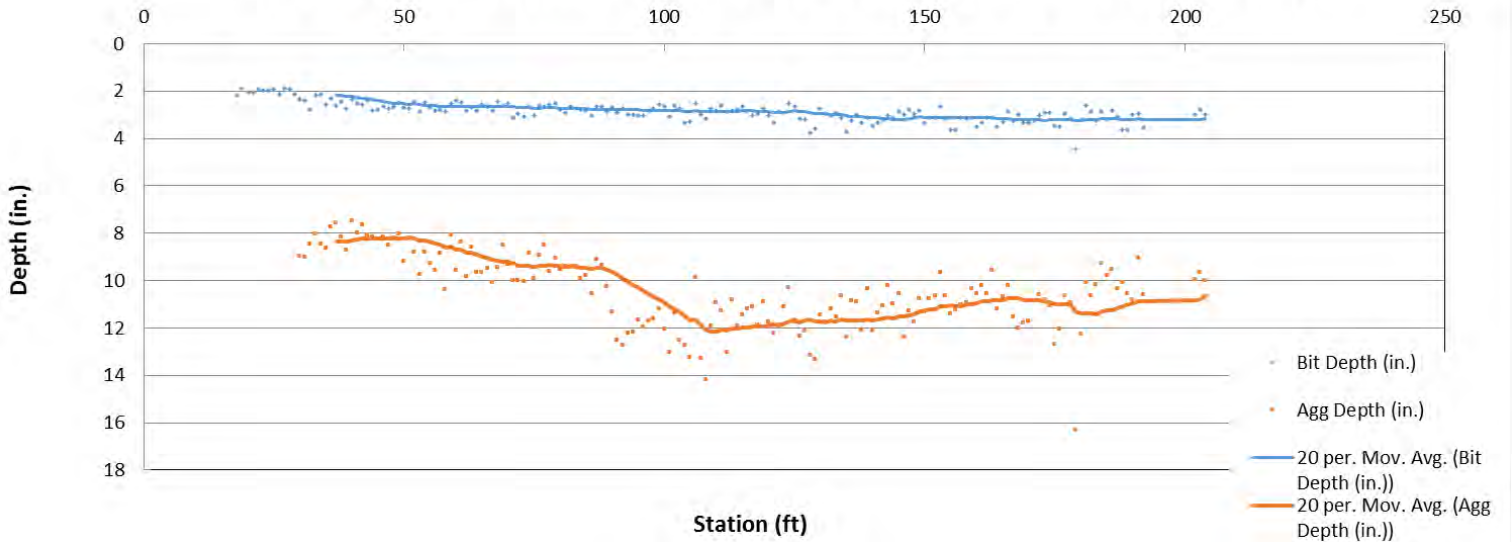
HY-10 Ramsey GPR Summary

Project Segment		Pavement			Aggregate			Section		
Street	Segment Description	Min	Max	Avg	Min	Max	Avg	Min	Avg	Location
146 th 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.
147 th 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 / 146 th Avenue	1.6	4.9	2.7	6.6	15.5	10.6	9.3	13.3	250' north of 146 th Avenue
<i>Project Summary</i>		<i>1.6</i>	<i>6.1</i>	<i>2.9</i>	<i>4.3</i>	<i>15.5</i>	<i>9.7</i>	<i>7.5</i>	<i>12.6</i>	<i>147th Avenue 160' east of Ferret Street.</i>

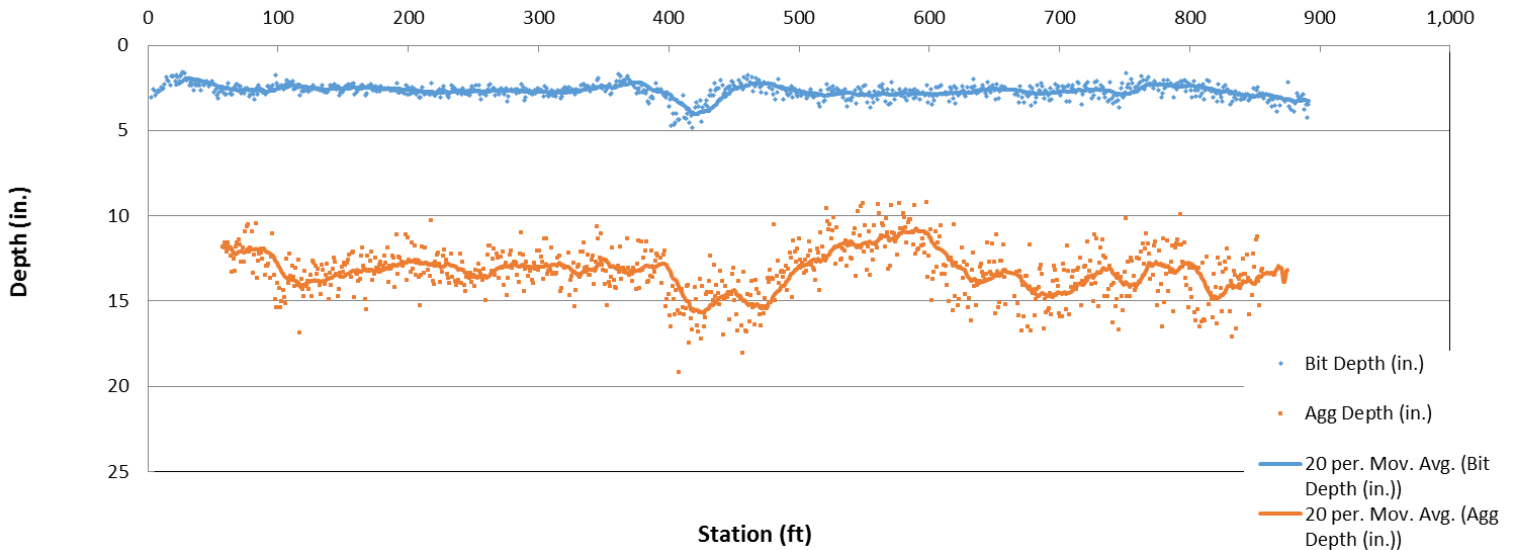
GPR Data (146th Avenue: Ferret Street to CDS)



GPR Data (147th Avenue: 380' W. of Armstrong Blvd to Ferret Street)



GPR Data (Ferret Street: CDS to 146th Avenue)



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

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.

Overlying 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

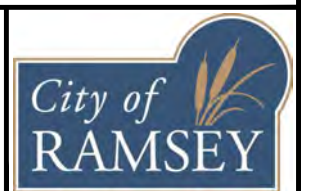
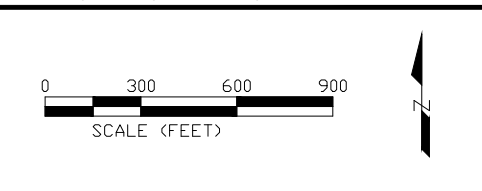


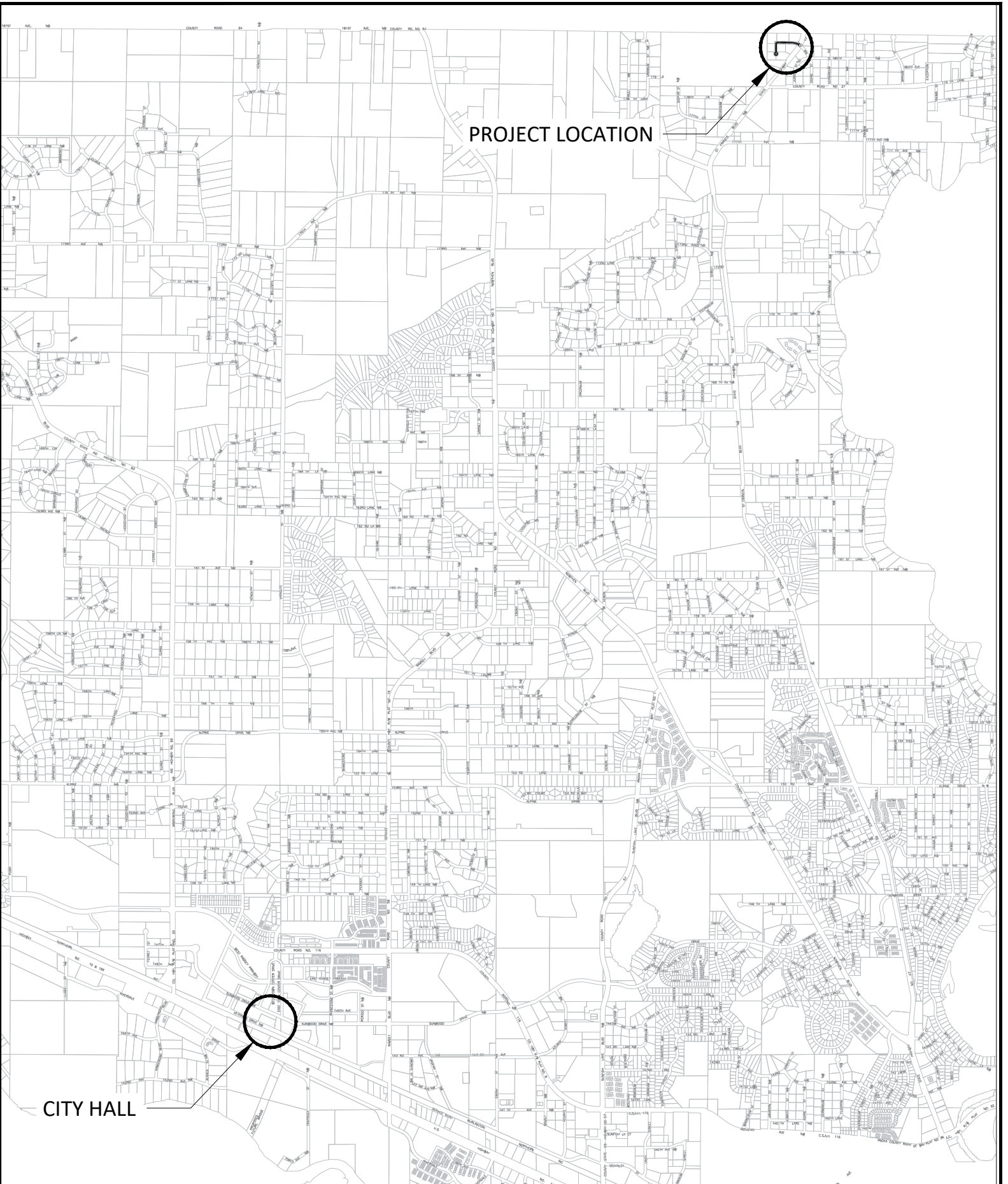
LEGEND

- PRIVATE PROPERTY FOR SALE
- CITY PROPERTY FOR SALE
- CITY PROPERTY

UPDATED 8/21/18 <http://cityoframsey.com/173/Site-Selection-Available-Sites>

HY-10 RAMSEY PROPERTIES FOR SALE

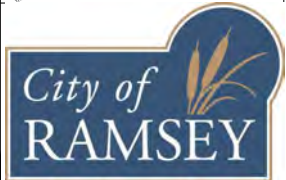
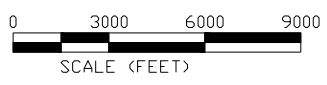




PROJECT LOCATION

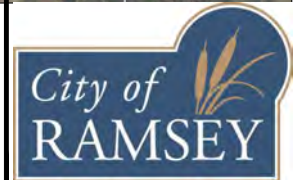
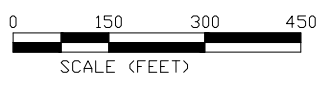
CITY HALL

FORD BROOK ESTATES PROJECT LOCATION





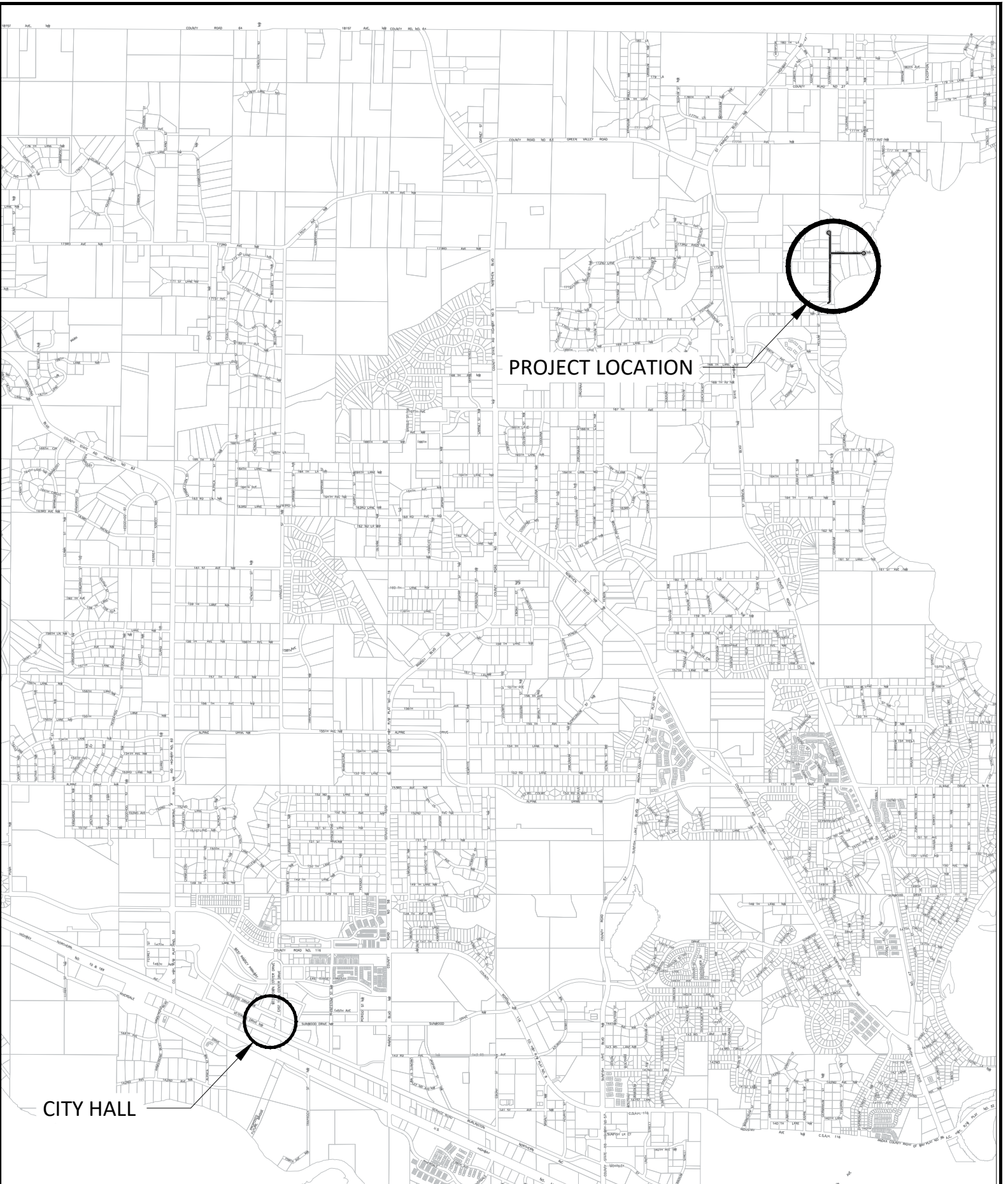
FORD BROOK ESTATES PROJECT SCOPE



19-01 FORD BROOK ESTATES

STREET SEGMENT SUMMARIES AND GROUND PENETRATING RADAR (GPR) RESULTS

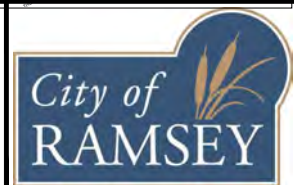
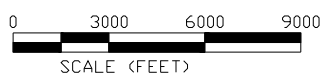
STREET SEGMENT SUMMARY											GPR Results							
Street	Segment Description	Length	Width	Curb	2017 Rating	Year Built	Maintenance 1	Maintenance 2	Maintenance 3	Maintenance 4	Pavement			Aggregate			Section	
											Min	Max	Average	Min	Max	Average	Min	Location
180th Lane	TH 47 / Krypton St	556	24	n/a	4	1981	SC 1 - 1987	OL - 1997	SC 2 - 2002	SC 3 - 2012	2.7	6.4	4.2	2.4	6.8	4.1	6.1	111 feet west of TH 47.
Krypton Street	180th Ln / CDS	308	24	n/a	4	1981	SC 1 - 1987	OL - 1997	SC 2 - 2002	SC 3 - 2012	1.2	8.0*	4.9*	*	*	*	1.2*	197 feet south of 180th Lane.
* GPR was unable to determine between the aggregate base and subbase material for this section of road.																		
<i>Project Summary</i>											1.2	6.4	4.2	2.4	6.8	4.1	6.1	111 feet west of TH 47.



PROJECT LOCATION

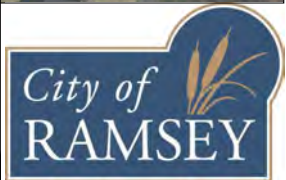
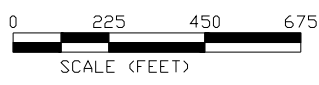
CITY HALL

BROOKVIEW ESTATES PROJECT LOCATION





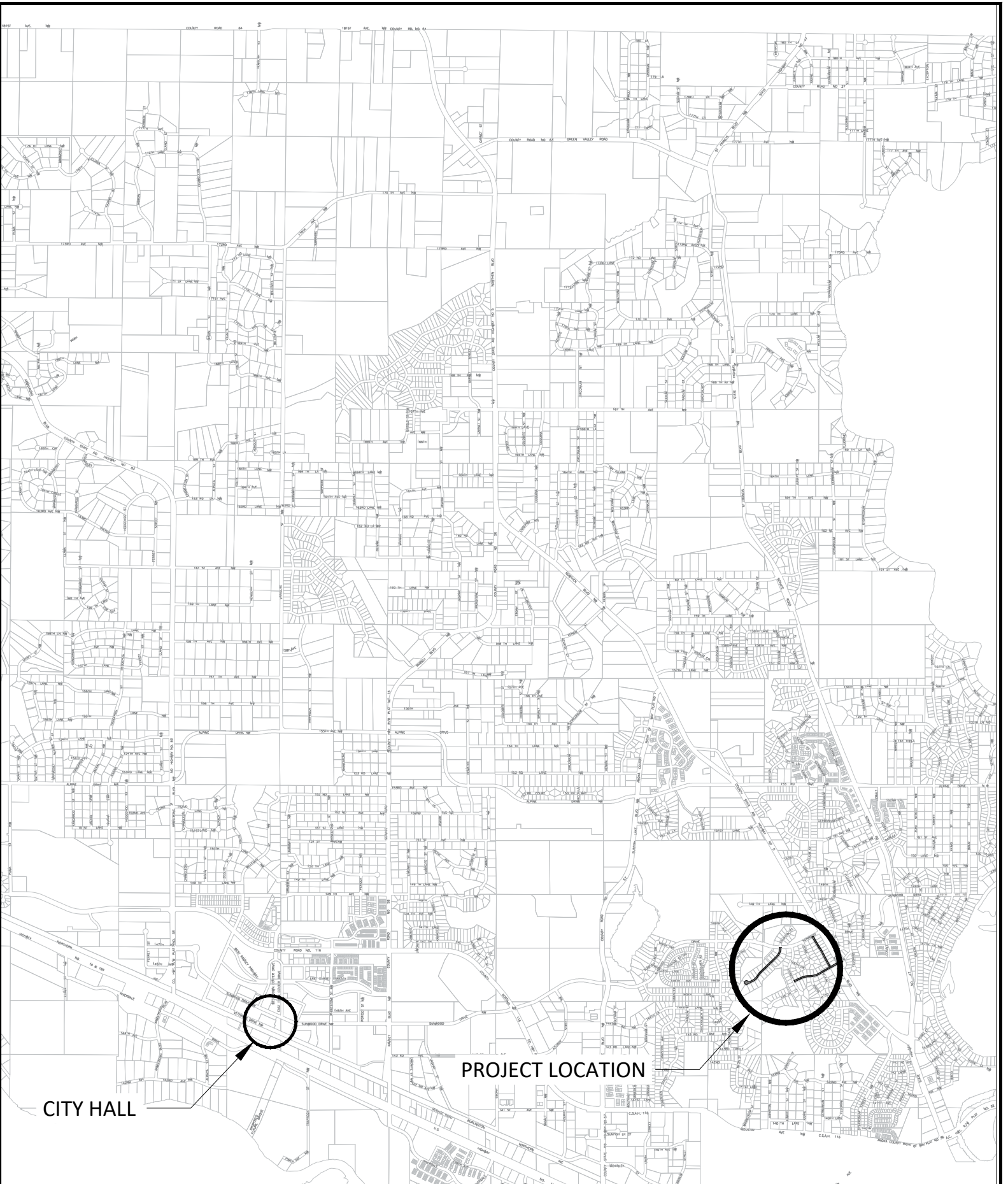
BROOKVIEW ESTATES PROJECT SCOPE



19-02 BROOKVIEW ESTATES

STREET SEGMENT SUMMARIES AND GROUND PENETRATING RADAR (GPR) RESULTS

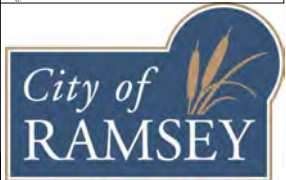
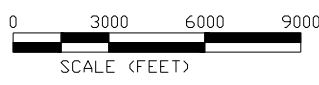
STREET SEGMENT SUMMARY											GPR Results								
Street	Segment Description	Length	Width	Curb	2017 Rating	Year Built	Maintenance 1	Maintenance 2	Maintenance 3	Maintenance 4	Pavement			Aggregate			Section		
											Min	Max	Average	Min	Max	Average	Min	Location	
173rd Avenue	Germanium St / CDS	853	24	n/a	4	1979	OL - 1993	SC 1 - 2001			*								
Germanium Street	170th Ln / CDS	1809	24	n/a	4	1979	OL - 1993	SC 1 - 2001			2.0	6.0	3.6	0.8	5.0	2.7	3.7	310 feet north of 173rd Avenue.	
* GPR data was not obtained for this street section.																			
<i>Project Summary</i>											2.0	6.0	3.6	0.8	5.0	2.7	3.7	310 feet north of 173rd Avenue.	



CITY HALL

PROJECT LOCATION

WOOD POND HILLS & CHESTNUT RIDGE PROJECT LOCATION



19-03 WOOD POND HILLS & CHESTNUT RIDGE
STREET SEGMENT SUMMARIES AND GROUND PENETRATING RADAR (GPR) RESULTS

STREET SEGMENT SUMMARY											GPR Results									
Street	Segment Description	Length	Width	Curb	2017 Rating	Year Built	Maintenance 1	Maintenance 2	Maintenance 3	Maintenance 4	Pavement			Aggregate			Section			
											Min	Max	Average	Min	Max	Average	Min	Location		
Krypton Street	Sunwood Dr / W EOP	705	31	conc.	3	1992	SC 1 - 1998	SC 2 - 2005				1.6	5.0	2.5	3.8	8.4	5.6	6.03	1121 feet south of Sunwood Drive.	
Krypton Street	E EOP / CDS	592	31	conc.	5	1994	SC 1 - 1998	SC 2 - 2005												
146th Avenue	CR 5 / W EOP	355	31	conc.	4	1992	SC 1 - 1998	SC 2 - 2005				*								
146th Avenue	E EOP / Junkite Street	803	31	conc.	4	1993	SC 1 - 1998	SC 2 - 2005												
Helium Street	Sunwood Dr / 146th Ave	855	31	conc.	4	1992	SC 1 - 1998	SC 2 - 2005				1.7	4.2	2.5	1.3	4.4	2.6	3.63	403 feet south of	
* GPR Data not available																				
<i>Project Summary</i>											1.6	5.0	2.5	1.3	8.4	4.1	3.63	403 feet south of Sunwood Drive.		

Public Works Committee

6. 2.

Meeting Date: 10/16/2018

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 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
 - Only punch list items remain
 - Final payment 2018
- **Bunker Lake Boulevard and Puma Street Improvements (#18-05)**
 - Construction began August 15th
 - Substantially complete
 - Final completion 2019
- **The COR Regional Infiltration Basin (#18-09)**
 - Plans & Specifications nearing completion
 - Excess fill to be placed in The COR
 - Working to acquire property for west end pond/road extension
 - LRRWMO Board approved permit extension to September 30, 2019
 - Construction proposed for spring/summer 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
 - MnDOT considering combining with other Highway 10 improvements

Items of Interest

- **Ground Penetrating Radar vs. 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 back on the cost difference at the next meeting. Work will occur in 2019.
- **Quicksilver Street Speed Concerns**
 - Staff continues to follow 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. Additional updates to follow.

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	10/11/2018 12:09 PM
Kurt Ulrich	Kurt Ulrich	10/11/2018 04:14 PM
Form Started By: Bruce Westby		Started On: 10/11/2018 07:03 AM
Final Approval Date: 10/11/2018		

Public Works Committee

6.3.

Meeting Date: 10/16/2018

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 Oct2018

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	10/11/2018 12:09 PM
Kurt Ulrich	Kurt Ulrich	10/11/2018 04:15 PM
Form Started By: Bruce Westby		Started On: 10/11/2018 07:04 AM
Final Approval Date: 10/11/2018		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
November 2018	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
November 2018	Gibbon Street Basement Flooding Funding Options (<i>Westby</i>)
April 2019	Well Siting Study - Well #9 (<i>Westby</i>)
Future/TBD	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>)
November 2018	Wellhead Protection Plan Update (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy (<i>Riemer</i>)
January 2019	Draft Trail Maintenance Policy (<i>Westby</i>)
February 2019	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
March 2019	Municipal State Aid System (MSAS) Revisions (<i>Westby</i>)
February 2019	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies (<i>Westby</i>)
Future/TBD	Public Works Facility Review/Update (<i>Riemer</i>)
April 2019	Long-Term Water Supply Plan (<i>Westby</i>)
Date	Topics for Discussion – Staff Updates
April 2019	Water Conservation Opportunities / Incentives (<i>Westby</i>)
March 2019	Asset Management Program (<i>Westby</i>)

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