

City of Ramsey
Agenda
Public Works Committee
Tuesday, June 18, 2019
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 the following meeting minutes.
 1. Public Works Committee meeting dated May 21, 2019.
- 5. Committee Business**
 1. Review Plan to Spend Unencumbered Pavement Management Program Funds
 2. Update on Drainage Concern Findings at 17290 Germanium Street NW
- 6. Committee/Staff Input**
 1. Updates on Improvement Projects and Items of Interest
 2. Review Future Topics Calendar
- 7. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 06/18/2019

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Approve the following meeting minutes.

1. Public Works Committee meeting dated May 21, 2019.

Purpose/Background:

Purpose: To review and approve meeting minutes.

Background: Attached are the meeting minutes for review.

Timeframe:

5 minutes.

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

To review and approve meeting minutes dated May 21, 2019.

Action:

Motion to approve meeting minutes date May 21, 2019.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Bruce Westby	MaryJo Warner	06/13/2019 10:39 AM
Mary Jo Warner (Originator)	MaryJo Warner	06/13/2019 10:41 AM
Bruce Westby	Bruce Westby	06/13/2019 12:43 PM
Grant Riemer	Grant Riemer	06/13/2019 01:27 PM
Kurt Ulrich	Kurt Ulrich	06/13/2019 03:05 PM
Form Started By: MaryJo Warner		Started On: 06/11/2019 03:19 PM
Final Approval Date: 06/13/2019		

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

The Public Works Committee conducted a regular meeting on Tuesday, May 21, 2019, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Mark Kuzma
Councilmember Chris Riley

Members Absent: Councilmember Nadine Heinrich

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
City Administrator Kurt Ulrich
City Councilmember Debra Musgrove

1. CALL TO ORDER

Chairperson Kuzma 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 Riley, seconded by Chairperson Kuzma, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Kuzma and Councilmember Riley. Voting No: None.

4. APPROVE MINUTES

4.01: Approve April 16, 2019, Meeting Minutes

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

Regular Meeting Minutes dated April 16, 2019

Motion carried. Voting Yes: Chairperson Kuzma and Councilmember Riley. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Recommendation to City Council to Suspend Annual Sealcoating Program

City Engineer Westby stated that the purpose of this case is to consider a recommendation to the City Council to suspend the City's annual sealcoating program temporarily. The City of Ramsey has generally sealcoated between 13 and 23 miles of City streets each year for many years. The purpose of sealcoating is to protect existing bituminous pavement from damage caused by stormwater runoff, ultraviolet rays from the sun, and petroleum deposits left by vehicles using these streets. Over the last two or three years, City staff has received higher than normal numbers of complaints about loose rock along gutters and in the boulevards of properties fronting streets that were sealcoated.

City Engineer Westby stated that this spring, staff has observed damage to the underlying pavement of streets that were sealcoated within the last two to three years. Staff has also heard from numerous other cities throughout the Twin Cities metro area, including several northwest metro cities, about similar recent observations on their sealcoat projects. Locally, the City of Andover stopped sealcoating streets years ago, and the City of Coon Rapids is transitioning from sealcoating all streets to sealcoating only local residential streets and fog sealing higher-volume collector streets. They believe the higher traffic volumes leads to surface stripping and believe fog sealing will provide similar benefits to seal coating at reduced costs.

City Engineer Westby started to present pictures of the damage observed on numerous streets throughout the City this spring, but encountered a problem with his computer and asked that this case be delayed until he could fix the issue.

5.02: Request Authorization to Participate in the MnWARN Mutual Aid Agreement

Public Works Superintendent Riemer stated that MnWARN is a formal emergency response program in Minnesota. MnWARN is a mutual aid agreement to provide a program whereby water, wastewater, and storm water utilities sustaining physical damage from natural or man-made disasters in the state of Minnesota can obtain emergency assistance, in the form of personnel, equipment, and materials and other associated services necessary to protect the health and welfare of the utilities' customers.

Public Works Superintendent Riemer stated that MnWARN assists member's utilities with: emergency assessment, emergency response, and recovery; Mutual Aid Agreement for sharing emergency resources with members; resources to help recover from a disaster; emergency contact network; and voluntary participation. A Water and Wastewater Agency Response Network (WARN) is a network of utilities helping utilities respond to and recover from emergencies. Mutual Aid/Assistance is one agency helping another based on a written agreement. The assistance is provided across jurisdictional boundaries in the event of an emergency. Participation is voluntary.

Public Works Superintendent Riemer stated that there is no cost to participate. MnWARN provides a forum for establishing and maintained emergency contacts. MnWARN program provides a utility with access to specialized, certified, and knowledgeable utility personnel. If

the utility staff were to respond, the associated cost would come out of one of the utility operating budgets, depending on the type of emergency, water, sanitary sewer or storm sewer. Some of these costs are reimbursable from the City receiving emergency aid. Staff recommends entering into a Joint Powers Agreement with the MnWARN emergency response program.

Councilmember Riley commented that it appears this would be for short-term emergencies.

Public Works Superintendent Riemer confirmed that to be true and noted that the City would not be obligated to respond.

Motion by Councilmember Riley, seconded by Chairperson Kuzma, to recommend that the City Council direct staff to enter into a Joint Powers Agreement with the MnWARN Emergency Response Program.

Motion carried. Voting Yes: Chairperson Kuzma and Councilmember Riley. Voting No: None.

5.03: Discuss 6401 Highway 10 – Drainage Issues/Pavement Discussion

Public Works Superintendent Riemer stated that the City currently owns 6410 Highway 10 on the corner of Sunfish Lake Boulevard and Highway 10 by Aurelio's Pizza and Willy McCoy's. The site is currently gravel and dirt, with smaller pieces of pavement onsite. A neighboring tenant has requested the City pave or improve the site because the gravel is not maintained and the dust blows when it is windy. Also, the gravel is running into a storm drain onsite. The tenant has shared photos of this with the City, who is awaiting receipt of the photos from the tenant.

Public Works Superintendent Riemer stated that because of the prohibitive cost of paving the area temporarily, staff would suggest obtaining quotes for chemical dust control. Chemical treatment would likely be an annual expense, until construction began on the Sunfish Lake Boulevard interchange. He stated that he did receive an estimate from a contractor that stated the chemical spraying would have a cost of about \$1,600. He believed that this would be a good short-term solution.

Chairperson Kuzma stated that it seemed the business wanted additional parking and asked if there could be a possibility to lease some of that area for parking.

City Administrator Ulrich stated that the business is interested in removing a few parking stalls to construct a patio area. He noted that staff can talk with the business owner to determine if there would be interest in leasing additional parking area.

Councilmember Riley commented that the decision had previously been made not to improve that property by paving. He stated that this seems to be a good solution for the short-term to control the dust issue.

Public Works Superintendent Riemer confirmed the consensus that this item should be treated as maintenance so that it can move forward as soon as possible.

Councilmember Musgrove asked if planting grass would be an option.

Public Works Superintendent Riemer stated that the existing material would need to be dug out and even if grass was then planted, it would be very labor intensive.

City Engineer Westby stated that the City received bids in the past to install curb and gutter, concrete median improvements, paving and striping at a cost of about \$109,000. He stated that if improvements at the intersection of Sunfish Lake Boulevard and Highway 10 do not move forward in the next few years, the City could choose to do a lesser option to pave the area.

Chairperson Kuzma stated that the site currently looks better than the boarded-up gas station that previously existed.

Councilmember Riley stated that if that area was going to be improved, he would want to see that funded by the strip mall and businesses within.

5.01: Consider Recommendation to City Council to Suspend Annual Sealcoating Program (Continued)

City Engineer Westby displayed photographs from different streets that have had similar issues after sealcoating, which includes local streets as well as higher volume collector streets. He stated that the City annually budgets \$500,000 for crack sealing and sealcoating projects. Staff still recommends completing cracksealing projects in an estimated amount of \$200,000 annually. He stated that staff recommends that the Committee recommend that the City Council suspend the City's annual sealcoating program to allow for further observation of previously sealcoated City streets to make sure further degradation does not occur and to research the practices and findings of other cities that are trying alternative treatments to sealcoating.

Chairperson Kuzma asked if it would make sense to cut a strip out of the road that has the damage and replacing that segment.

City Engineer Westby replied that could be done and staff could investigate that option along with patching.

Public Works Superintendent Riemer explained that the paver is eight to ten feet in width and therefore a lesser width could not be completed.

City Engineer Westby explained that if the sealcoating program is suspended and only cracksealing is completed, the budgeted funds that would be saved from not sealcoating could be used to repair other roadways, such as Variolite Street.

Councilmember Riley stated that he is torn as sealcoating has been done for the past 60 years. He recognized that there clearly is an issue and it would not make sense to spend money to make roads worse. He asked if Ramsey should look into fog sealing.

City Engineer Westby replied that Staff would look into this as an option but Staff first wanted to see if Coon Rapids fog sealing program was successful.

City Administrator Ulrich asked if Ramsey has done fog sealing in the past.

City Engineer Westby confirmed that a few years ago the City fogsealed over sealcoating but noted that there did not seem to be long-term value to this approach. He advised that last year the City fogsealed a few cul-de-sacs but noted that staff is still evaluating the cul-de-sacs. He stated that Coon Rapids will be completing more fog sealing this year and the City could gain information from that without spending additional funds.

Councilmember Riley asked if the City would be ready for sealcoating this year if that is the desired outcome.

City Engineer Westby stated that streets have been identified and staff could put together plans within the necessary timeline to have the sealcoating completed, if desired. He confirmed that cracksealing continues to be the most cost effective pavement management improvement available.

Chairperson Kuzma stated that he is also torn on the decision. He suggested following the staff recommendation to hold off on sealcoating this year.

City Engineer Westby stated that it would be helpful to have at least this year to pull back and speak with other cities to gain additional information. He stated that St. Michael has been fog sealing for many years and he felt that he could gain valuable information from speaking with staff from that city on how their process has worked.

Councilmember Riley stated that he would support taking a break for one year, which would mean that the City is committed to finding a better option for next year.

City Engineer Westby agreed that the faster staff can figure this out, the better. He explained that staff does want to continue proactive maintenance but wants to take the time to figure out what is causing this problem and prevent it from continuing.

Councilmember Riley asked if improving Variolite Street would be the best use for the remaining maintenance dollars that would be saved from not sealcoating.

City Engineer Westby stated that the funds could be spent on additional overlays instead, but noted that staff is unsure if Variolite Street can make it to its projected reconstruction date in 2022, and noted that this project may not involve assessments.

Councilmember Riley asked for an update on pothole maintenance.

Public Works Superintendent Riemer confirmed that staff is continuing pothole maintenance and continues to work on it.

Motion by Councilmember Riley, seconded by Chairperson Kuzma, to recommend that the City Council suspend the City's annual sealcoating program for one year to allow for further observation of previously sealcoated City streets, and to research the practices and findings of other cities.

Motion carried. Voting Yes: Chairperson Kuzma and Councilmember Riley. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby provided an update on City improvement projects, Anoka County improvement projects, and MnDOT improvement projects, and other items of interest.

Chairperson Kuzma asked the City policy for sprinklers on roads with reconstruction projects.

City Engineer Westby stated that the City is not responsible for the sprinkler systems. He noted that staff will provide information to homeowners and work with them to determine where the sprinklers should be pulled back to.

Councilmember Riley asked for an update on the pond lining for RTC 9th Addition.

City Engineer Westby replied that there were two ponds as part of that development that were constructed and were intended for infiltration. He stated that the ponds are currently infiltrating and within the wellhead protection area. He stated that a new developer has picked up the project and this was identified during that review. He stated that because the plat was previously approved, staff believed that the City should take the initiative to design plans and fund the pond lining work. He estimated about \$50,000 for that work and noted that the improvement would be funded through the stormwater utility fund. He confirmed that filling in the ponds was discussed as an option to the developer but the cost to fill the ponds and complete the necessary stormwater improvements would be much higher than lining the ponds.

City Administrator Ulrich reported that the Highway 10 business owner meetings begin this week. He stated that the advisory letters for the manganese in the water should arrive in mailboxes tomorrow and advised of the upcoming open house with the Department of Health next week. He discussed the possibility of water testing for residents.

Councilmember Musgrove noted that a test completed would only be good for one day and the level could be higher or lower the next day.

Councilmember Riley suggested that the City complete testing periodically and share those results instead.

City Administrator Ulrich stated that perhaps samples could be taken from different points in the city.

Councilmember Riley stated that it would seem to make more sense and would be more cost efficient for the City to do sampling and share that information.

6.02: Review Future Topics Calendar

City Engineer Westby noted that an updated calendar was included in the case.

There was discussion on future well location and possibilities for water treatment.

Councilmember Riley asked for additional details on the increase in costs for road improvements and how that translates to the increase in an assessment.

City Engineer Westby stated that he will provide a detailed response to Councilmember Riley.

Councilmember Riley stated that he was surprised to hear that there are unexpended funds and asked why those have not been used.

City Engineer Westby replied that Finance Director Lund could provide a better response.

Councilmember Riley asked why a project has not yet been identified to use those funds.

City Engineer Westby stated that he would have to defer to Finance Director Lund. He noted that he was just made aware of the unexpended funds.

Councilmember Riley suggested that item be added as a case for the next month. He stated that if there are funds available, he would think it would make sense to complete a project with those funds.

City Engineer Westby explained that those funds are being used to fund the two improvement projects this year, rather than bonding for those projects. He confirmed that he would bring back additional details to the next meeting.

Councilmember Riley referenced the comment that the benefit appraisals will not be completed for the two road construction projects. He commented that it did not seem to make sense to apply that cost savings to the assessment amount.

City Engineer Westby stated that a benefit appraisal would only be done because projects are being assessed and therefore that cost is directly attributed to assessments.

Councilmember Riley agreed that these were good opportunities to not complete the benefit appraisals but noted that it did not make sense to apply that to the residents and it should instead just lessen the project cost.

Chairperson Kuzma agreed that the cost savings should just reduce the overall project cost.

City Administrator Ulrich stated that there would be a policy discussion as the engineer's estimate was lower than the construction costs so the decision would need to be made on whether the difference in cost would be passed to the residents or whether the City would provide some relief.

Chairperson Kuzma and Councilmember Riley confirmed their consensus that the construction cost is the cost and that should be passed to residents through assessments.

Councilmember Riley stated that perhaps Ford Brook Estates would make sense to complete a benefit analysis to determine the amount that could be assessed.

City Engineer Westby explained that because the City is not bonding for the two road projects this year, the minimum assessment amount of 20 percent could be relaxed as that is a requirement of bonding.

7. ADJOURNMENT

Motion by Councilmember Riley, seconded by Chairperson Kuzma, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:50 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: 06/18/2019

By: Bruce Westby, Engineering/Public Works

Title:

Review Plan to Spend Unencumbered Pavement Management Program Funds

Purpose/Background:

Purpose:

The purpose of this case is to review Staff's plan to spend unencumbered pavement management program funds.

Background:

During the Public Works Committee meeting on May 21, 2019, Staff was directed to present a case this month explaining the amount and sources of the unexpended pavement management program funds, why these funds were not spent earlier, and what Staff's plans are to spend the funds.

The current balance of the unencumbered funds is approximately \$901,000. This includes \$872,500 from 2013 budgeted pavement management project funds that went unspent (\$1,327,500 was budgeted, \$455,000 was spent), and \$28,500 from 5-years of bond premiums and interest earnings.

Staff chose not to expend the funds earlier because street reconstruction bonds cannot be used to fund improvements that did not previously exist. For example, if curb & gutter or sidewalk did not exist before a street was reconstructed, but was to be constructed as part of a street reconstruction project, street reconstruction bonds could not fund such improvements. In addition, when the City widens or strengthens (thicker pavement section) a street, the extra costs for widening or strengthening cannot come from street reconstruction bonds. The city therefore used some of the excess funds to cover such improvements on previous projects. Given the City's long-term pavement management plan and current funding policy, these funds were retained for 'un-bondable' costs that may have arisen.

Staff plans to expend the unencumbered funds using approximately \$698,000 to cover City Improvement Projects #19-01, Ford Brook Estates Street Reconstructions, and #19-03, Wood Pond Hills & Chestnut Ridge Street Reconstructions. In addition, since the City is currently considering the implementation of franchise fees, including potential rebates of these fees to offset special assessments on properties previously assessed for street reconstruction and overlay improvements, Staff did not want to add another year of debt to the tax levy if the franchise fee were to be implemented. This will leave a balance of roughly \$203,000 that could be used to fund franchise fee rebates if franchise fees are implemented, or it could be used to fund a portion of the 2020 street reconstruction or overlay improvement projects.

Timeframe:

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

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

Dependent on discussion.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Diana Lund	MaryJo Warner	06/13/2019 03:27 PM
Grant Riemer	Grant Riemer	06/13/2019 03:29 PM
Kurt Ulrich	Kurt Ulrich	06/13/2019 04:14 PM
Form Started By: Bruce Westby		Started On: 06/11/2019 05:58 PM
Final Approval Date: 06/13/2019		

Public Works Committee

5. 2.

Meeting Date: 06/18/2019

By: Bruce Westby, Engineering/Public Works

Title:

Update on Drainage Concern Findings at 17290 Germanium Street NW

Purpose/Background:

Purpose:

The purpose of this case is to update the Public Works Committee on Staff's findings related to drainage concerns previously expressed by the owner of real property at 17290 Germanium Street NW.

Background:

In 1992, the property owner built a home on the property, and then in 1998 a garage was built in the southwest corner of the property. A new garage was subsequently built in 2005 after the original garage was destroyed by fire. The home was constructed north of an existing depression that can hold slightly less than a foot of water during heavy rain events. The garage was constructed within a low area of the lot with the garage door facing toward a private property to the south which was used to access Germanium Street approximately 300-feet to the west.

In 2017, construction began on the Covenant Meadows residential development, which included construction of a new public street, 172nd Lane NW, which abuts the south property line of 17290 Germanium Street NW. During construction of this development, the property owner contacted City Staff and the developer on numerous occasions to request modifications to the new driveway installed between his garage and 172nd Lane NW. The property owner also requested some grading modifications around the garage to prevent drainage from entering the property from the north and west. On more than one occasion, the property owner stated there were existing standing water issues on this property.

On November 13, 2018, the property owner at 17290 Germanium Street NW, Mr. Rick Aberle, informed the City Council of his concerns that runoff from the Covenant Meadows development was flooding his property.

On December 18, 2018, Mr. Aberle attended the Public Works Committee meeting to again present his concerns that runoff from the Covenant Meadows development is flooding his property. Also in attendance were City Engineer Bruce Westby, Senior Engineering Technician Mike McDowall, Civil Engineer IV Leonard Linton, and the developer of Covenant Meadows, Mr. Eric Thomsen.

After much discussion, consensus was reached that Mr. Thomsen would complete the driveway improvements including grading and two eight-inch culverts, and Mr. Aberle provided his permission for Staff to enter his property to collect topographic data along his west property line and around and adjacent to his garage and driveway. A copy of the meeting minutes is attached, which includes detailed discussion from the meeting on pages 6 through 9.

Based on the consensus reached at the Public Works Committee meeting on December 18, 2018, Engineering Staff obtained survey grade topographic data along the west edge of Mr. Aberle's property in December 2018, and along the south edge of the property in April 2019. Staff then reviewed this data and arrived at the following findings.

- Before Covenant Meadows was developed (pre-development), 11.125 acres of land drained onto Mr. Aberle's property from the north and west, contributing 3.1 cubic feet per second of runoff from a 100-year storm event.
- After Covenant Meadows was developed (post-development), 1.306 acres of land drain onto Mr. Aberle's property from the north and west, contributing 0.75 cubic feet per second of runoff from a 100-year storm

event.

- The Covenant Meadows development did not alter drainage patterns along the west or south sides of Mr. Aberle's property.
- The low areas in the interior of Mr. Aberle's property existed before the Covenant Meadows development was constructed.
- Mr. Aberle's concerns with drainage in and around his garage resulted from the grading modifications Mr. Aberle completed during construction of the Covenant Meadows development.
- Lastly, Staff recommended filling the low area to allow stormwater runoff to drain to the south and east without ponding.

Attached is a copy of the letter with attachments summarizing these findings as mailed to Mr. Aberle on May 17, 2019.

Timeframe:

Approximately 15 minutes will be needed for presentation and discussion.

Observations/Alternatives:

Mr. Thomsen, Covenant Meadows developer, installed the two 8-inch culverts and regraded Mr. Aberle's driveway this spring as promised.

As stated in Staff's findings letter, Staff believes the property owners concerns as stated are unfounded. The property owner has not responded to the letter to date.

Funding Source:

NA

Recommendation:

Staff is seeking consensus from the Public Works Committee that this issue is closed, that no further contact with the property owner is required in regards to this matter, and that the property owner does not need to be invited back to address the Public Works Committee on this matter.

Action:

Dependent on discussion.

Attachments

121818 PWC Mtg Minutes

Staff Findings Letter

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/13/2019 02:56 PM
Kurt Ulrich	Kurt Ulrich	06/13/2019 03:10 PM
Form Started By: Bruce Westby		Started On: 06/13/2019 10:06 AM
Final Approval Date: 06/13/2019		

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

The Public Works Committee conducted a regular meeting on Tuesday December 18, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
 Councilmember Jill Johns
 Councilmember Mark Kuzma

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Civil Engineer IV Leonard Linton
 Senior Engineering Inspector Mike McDowall
 Councilmember Elect Nadine Heinrich

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:35 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Chairperson Riley noted changes to the agenda due to technical difficulties and members of the public present. It was noted that case 5.03 will be considered first, followed by case 5.01, 6.01, 5.02, and 6.02.

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

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

4. APPROVE MINUTES

4.01: Approve Meeting Minutes

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

Regular Meeting Minutes dated October 16, 2018
Regular Meeting Minutes dated November 20, 2018

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

5. COMMITTEE BUSINESS

5.03: Highway 47 Landscaping Project

Public Works Superintendent Riemer stated that the purpose of this project is to partner with MnDOT to improve the landscaping along Highway 47 from roughly Xkimo Street to the south and Barium Street to the north. The project falls under MnDOT's Community Roadside Landscape Partnership Program. MnDOT's Office of Environmental Stewardship provides technical and financial support to communities to install and maintain landscape plantings on eligible state highway rights of way. MnDOT would partner with the City of Ramsey by providing the service of their landscape architect to design the landscaping for the project and also provide financial assistance to buy plant materials. The City of Ramsey would provide the manpower to install the plantings and would also be responsible for ongoing maintenance, such as weeding of the plant beds and watering. MnDOT provided a design plan for the project that was included in the case. The next step in the process is to pass a resolution stating that the City of Ramsey is willing to enter into a Cooperative Agreement with MnDOT to execute the project.

Chairperson Riley stated that this sounds like a great idea.

Public Works Superintendent Riemer stated that they will also utilize volunteers to assist with the plantings.

Councilmember Johns stated that the previous plantings died, perhaps because of salt, and asked if different plants are being chosen.

Public Works Superintendent Riemer stated that MnDOT has chosen the types of plants based on their specifications so the plants should be more tolerant. He confirmed that public works staff will water the plants similar to what is done now.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the staff recommendation and forward Resolution #19-11 to the full Council for consideration.

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

5.01: Consider Recommendation to City Council to Accept Petition Opposing Improvement Project #19-02, Brookview Estates Street Reconstructions

City Engineer Westby stated that City Improvement Project No. 19-02 proposes to reconstruct streets within the Brookview Estates neighborhood including 173rd Avenue and Germanium Street. The streets total approximately 2,662 linear feet (0.50 miles) in length. The engineer's opinion of probable costs for completing the proposed improvements is \$502,555.46. Estimated costs include 5-percent contingency costs plus 23-percent indirect costs for administrative, engineering, finance and legal costs. Per the Feasibility Report, twenty-one (21) properties are considered to benefit from the improvements and Staff recommended applying 25-percent of eligible project costs equally across the 21 assessable properties using the "per lot" assessment method. Eligible project costs include everything except subgrade corrections and guardrail modification costs. This resulted in a proposed preliminary assessment rate of \$4,418.30 per assessable parcel.

City Engineer Westby stated that following the Public Hearing on November 13, the property owner at 17230 Germanium Street requested a petition template to use in gathering signatures in opposition to this Council initiated improvement project as provided by Section 8.4.5 of the City Charter. On November 15, Staff provided a copy of the petition template to the property owner with instructions to modify the top of the petition to define the project and to note what the petition specifically opposes. This property owner did attend the neighborhood information meeting held on November 8, 2018 where Staff explained the proposed improvements and assessments in detail and gathered public input on the project.

City Engineer Westby stated that on December 3, the property owner delivered a petition with fifteen signatures on it to City Staff but Staff rejected it noting that the top of the petition had no clarifying language on it leading to concerns that the petitioners might not have understood what they were signing. Based on comments Staff received from several property owners while the petition was being circulated, Staff had concerns that this might indeed be the case. City Staff then contacted the City Attorney to seek further direction on petition language and process requirements. On December 4, Staff provided clarifying comments to the property owner circulating the petition based on the City Attorney's comments. On December 10, the property owner submitted a revised petition to City Staff. This petition had a page attached to it with clarifying language noting that the property owners objected to the cost of the project. Staff has since verified that all property owners who signed the petition are indeed benefiting property owners per the preliminary assessment roll contained within the Feasibility Report.

City Engineer Westby stated that since that date, staff has spoken with property owners that may not have exactly understood what they were signing. He stated that the City Attorney stated that the Council could accept the petition if they believe the petitioners understood what they were signing, but if the Council believes that there was ambiguity and people may not have understood what they were signing, Council can direct staff to contact the property owners to gather additional information. He stated that based on the conversations with the City Council and the fact that at least one resident would like to retract their signature, staff would recommend mailing letters to all benefiting property owners, to clearly define that the petition can kill the project for one year or more if 60 percent or more of the benefiting properties sign the petition, and to inform them of the option to withdraw their signature from the petition per City Charter Section 8.4.6, including the deadline for doing so.

Councilmember Kuzma stated that although the language states that the project would be stopped for one year, it could be much longer than that. He noted a previous project that was petitioned, and it was eight years before that road was reconstructed. He noted that only two property owners are present tonight on this topic.

City Engineer Westby stated that notification of this meeting was not provided to all property owners as staff was unsure if the petition, as received, was valid. He stated that staff wanted to ensure that was clarified with the City Attorney prior to the discussion tonight and reaching out to the residents.

Councilmember Kuzma stated that he would want the residents to know that the petition would pause the project for more than one year. He stated that when the other project that was petitioned was stopped, the cost increased by more than \$5,000 when the road was actually reconstructed eight years later.

Rick Aberle, 17290 Germanium Street, stated that this project is expensive and would tear up his whole front yard. He stated that he would like additional information on the contours of the ditch as well. He did not believe the road needs to be reconstructed. He stated that if the proper maintenance would have been done in previous years, the road would not be in this condition. He stated that he is opposed to drainage improvements, as he believes that the properties drain fine now with the exception of spring thaw.

Sean Peterson, 5530 173rd Avenue NW, stated that he also brought the petition around the neighborhood. He believed that this is a high cost for the project. He acknowledged that he did have some misinformation in the beginning and when he went back to those properties, he did make those property owners aware that the project would stop. He stated that there was disappointment in the past when an overlay project was done but stopped at Germanium. He noted that overlay project would have had a much lesser cost. He echoed the comments about the lack of maintenance on the roadway and noted that the adjacent development used their roadways for their heavy truck traffic and should be responsible for the damage that was caused. He stated that he looked at how Elk River pays for their roads, with franchise fees, and believes that is a much better method for funding. He asked if the residents would still have a voice in projects if franchise fees are used for funding rather than assessments.

Councilmember Kuzma stated that because of assessments, residents have the opportunity to provide their input. He stated that if franchise fees are used for funding, engineering would develop the plans for the roadways.

Chairperson Riley stated that the engineering staff would propose the plans, along with alternatives, and that process would not change.

City Engineer Westby stated that the only thing that would change is that the City would not be required to hold a public hearing on projects. He stated that a public information meeting would still occur before the project moved to the City Council.

Mr. Peterson stated that his purpose of bringing the petition around was to show the neighbors what was going on and the cost for those improvements. He believed that the road could take another five years and there are worse roads in Ramsey.

Chairperson Riley stated that if it is the will of the people to not go forward on that, the Council will abide by that as this is a road that only impacts the twenty-one property owners. He stated that his intention would be simply to let the property owners know that if the petition goes through, this road would go to the end of the line.

Councilmember Johns stated that there are a lot of miles in roadway in Ramsey waiting for repair and wanted the homeowners to be aware of the length of time that it would be before the road is reviewed again. She explained that in five years, only eight miles of roadway have been reconstructed in the City.

Chairperson Riley explained the pavement rating system that is used by City staff to evaluate roadways.

Councilmember Kuzma stated that in the citizen survey the majority of responding residents have been opposed to the use of franchise fees. He stated that there are public meetings coming forward in 2019 that will explain the different methods of funding for roads, beginning on January 15 and stated that perhaps Mr. Peterson would be interested in attending that meeting.

City Engineer Westby stated that from the phone calls and meetings that he has had with residents it appears that there is a lot of ambiguity on what is proposed in the project and the ramifications of signing the petition.

Mr. Peterson stated that if the franchise fees begin in the next year, could the residents then petition for the road to be put back on the list.

City Engineer Westby stated that the City Charter petition process would no longer be applicable because there would no longer be an assessment.

Chairperson Riley stated that perhaps the process would be similar to residents petitioning for a stop sign.

Mr. Peterson stated that if the project assessment would be \$2,000 per property owner, there would not be objections.

Chairperson Riley acknowledged the cost but noted that this is an average cost as there have been several projects even higher than this proposed cost.

Motion by Chairperson Riley, seconded by Councilmember Kuzma, to accept the petition as valid and direct staff to mail letters to all benefiting property owners to clearly define the project, ramifications of signing the petition and options to withdraw their signature if desired.

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

6. COMMITTEE / STAFF INPUT

6.01: Review Drainage Concerns at 17290 Germanium Street NW

City Engineer Westby stated that the property owner at 17290 Germanium Street NW informed the City Council on November 13, 2018 that he was concerned that the runoff from the Covenant Meadows residential development was flooding his property. He also stated that the City Engineer has been unresponsive to his concerns and requests.

City Engineer Westby provided background information noting that the property owner at 17290 Germanium Street NW built their home in 1992. They built a garage in the southwest corner of the property in 1998, which was rebuilt in 2005 after the first garage burned down. The garage was constructed in a low area of the lot and was not elevated. The garage door faced a private property which was used to access Germanium Street approximately 300-feet to the east. In 2017, construction began on the Covenant Meadows residential development, which included construction of a new public street (172nd Lane NW) abutting the south property line of 17290 Germanium Street NW. During construction of this development, the property owner contacted City Staff and the developer on numerous occasions to request modifications to the new driveway installed between his garage and 172nd Lane NW. He also requested grading modifications to prevent drainage from entering his property from the north and west, noting he had issues with standing water on his property.

City Engineer Westby stated that before Covenant Meadows was developed (pre-development), 11.125 acres of land drained onto this property from the north and the west, contributing 3.1 cubic feet per second of runoff from a 100-year storm event. After Covenant Meadows was developed (post-development), 1.306 acres of land drain onto this property from the north and the west, contributing 0.75 cubic feet per second of runoff from a 100-year storm event. He reviewed the memorandum from the Engineering Department outlining pre and post-development drainage conditions and displayed maps showing the pre and post-drainage areas that contribute runoff onto this property.

City Engineer Westby reviewed the driveway modifications that have been made throughout this process which included a driveway constructed with a 15" driveway culvert but noted that the property owner was not satisfied as his work trailer bottomed out. He stated that two eight-inch culverts were then evaluated but during that process the property owner removed the culvert and regraded the driveway himself. The property owner objected to the use of any culverts. He stated that the property owner expanded the driveway using aggregate base provided by the developer, so there is now a 60-foot-wide driveway with no culvert. He stated that drainage is forced to flow over the driveway as constructed.

City Engineer Westby reviewed drainage modifications noting that the property owner requested a swale to drain the pad west of the garage. He stated that the developer was still discussing options with the property owner when the property owner addressed the City Council. He stated

that the driveway was designed to direct the flow of water into the culvert and drainage ditch but again that culvert was removed by the property owner after the road was paved. He stated that the ditch was regraded to help direct water that flows down the driveway, as the culvert and grading that was previously done is no longer directing water.

City Engineer Westby stated that staff believes that this property benefited from the Covenant Meadows development in terms of reducing the amount of drainage entering the property. Staff also believes it was very responsive to this resident during construction of the Covenant Meadows development. Staff had many phone conversations with the property owner and met with him onsite numerous times in attempt to address the numerous requests of the property owner. He stated that overflow drainage from the north infiltration pond will be forced to flow over the driveway as currently constructed as the culvert was removed.

Councilmember Kuzma asked the distance of the easement from the edge of the road onto the property. He asked and received confirmation that the culvert was within the City easement. He asked the expense that was spent on the driveway improvements thus far.

City Engineer Westby stated that he is unsure because of the amount of City staff and staff from the developer that has been spent on this issue.

Senior Engineering Inspector McDowall stated that he spent a considerable amount of time on this topic attempting to find a resolution with the property owner.

Eric Thompson, developer for Covenant Meadows, stated that there was dialogue with he and the property owner prior to the discussions with City staff, which included providing fill to the property at his request. He stated that Mr. Aberle is concerned with flooding and there have been four engineers reviewing this issue and he is confident in their design abilities. He stated that it is clear that there is less water draining to the property post-construction than there was pre-construction. He stated that without the culvert the property is more susceptible to flooding. He stated that he would be agreeable to furnishing and installing the two eight-inch culverts, which had been evaluated in the past. He additionally offered additional materials to assist the property owner in better grading his property to alleviate flooding concerns in the future. He acknowledged that it is tough to address the flooding concerns and concerns with the trailer.

Mr. Aberle stated that he did bring up the base of the garage and never once had an issue with water coming into the garage. He stated that the original culvert caused the wheels of his trailer to come off the ground. He stated that he has never heard of eight-inch culverts prior to tonight.

Mr. Aberle stated that pre-construction there was a bit of standing water for a few days but that was it. He noted that post-construction there is water standing in his garage during that spring melt. He stated that without the culvert there was discussion of graded ditches and hard surface swales, which did not occur. He stated that he has hired an engineer and attorney. He stated that following a storm event in September, there was seven inches of standing water in his yard.

Councilmember Kuzma asked if Mr. Aberle would be satisfied with the offer from the developer regarding the two eight-inch culverts.

Councilmember Johns asked if the street was previously paved.

Mr. Aberle noted that there was not a street in that location previously.

Chairperson Riley asked if the eight-inch culverts would be the recommended option.

Senior Engineering Inspector McDowall confirmed that the two eight-inch culverts were proposed to alleviate drainage and trailer concerns.

City Engineer Westby agreed that seems to be a reasonable solution.

Mr. Thompson stated that he would be agreeable to donating additional fill, if desired, to allow the property owner to better grade their property but would not want to be responsible for the grading of private property.

Chairperson Riley stated that seems to be a reasonable solution.

Mr. Aberle stated that he does not have the expertise or equipment to complete grading.

Chairperson Riley asked if the resident would be in agreement with the offer for the two eight-inch culverts for the driveway.

Councilmember Kuzma asked if the resident would be satisfied with two eight-inch culverts and grading to minimize the impact for trailers.

Mr. Aberle stated that would help with the area near the driveway but would not assist in the water problem in the other part of his yard.

Mr. Thomson identified the contours of the property and highlighted the holding pond that was constructed to catch runoff. He noted that the area that drains into the side of the yard that Mr. Aberle mentioned was not disturbed and therefore that issue is not an impact of this project.

Senior Engineering Inspector McDowall stated that perhaps a swale could be graded in the undisturbed area of the adjacent property.

Mr. Aberle stated that he would not want to see damage to the trees.

Mr. Thompson replied that he does not own that property any longer either.

Mr. Aberle suggested that the pond be extended to the west to provide additional volume and direct water from his yard into that pond.

City Engineer Westby stated that it would be difficult to continue discussions at this level. He stated that it would be beneficial to collect topographic data on the property to determine the proper improvement.

Mr. Aberle confirmed that he would be satisfied with the direction for the two eight-inch culverts in the driveway with additional grading of the driveway. He stated that he will also allow entry onto the property to complete the topography. He confirmed that he would provide permission for the grading of the driveway and topography to be completed.

It was noted that the driveway improvements may not occur until spring, pending frost and cold weather conditions. The Committee and Mr. Aberle reached consensus for Mr. Thompson to complete the driveway improvements including grading and two eight-inch culverts, and Mr. Aberle provided his permission for Staff to enter his property to collect topographic data along his west property line and around and adjacent to his garage and driveway.

City Engineer Westby noted that Staff will provide an update to the Committee in February since the January meeting is canceled.

5. COMMITTEE BUSINESS (Continued)

5.02: Consider Request to Modify Traffic Control at Bunker Lake Boulevard, Puma Street and Rabbit Street Intersection

City Engineer Westby stated that during the November 27, 2018 City Council meeting, a resident living at 14942 Quintana Street NW in the Riverstone residential development questioned the value of the all-way STOP intersection control recently installed at the intersection of Bunker Lake Boulevard, Puma Street and Rabbit Street, and requested that the City consider modifying the traffic control at this intersection. The resident told Council he feels the all-way STOP is unnecessary at this time and recommended that all of the STOP signs be removed and replaced with a YIELD sign on southbound Puma Street. He said he also felt that a flasher signal might be appropriate for the pedestrian crossing at the intersection. He stated that during the five-months he has lived in Riverstone he has never met another car at this intersection, nor has he ever seen a pedestrian or bicyclist use the crosswalk. He also stated he often sees Riverstone residents running the STOP signs and is concerned people will get used to running the STOP signs and will continue to do so once the area more fully develops, and the STOP signs are warranted.

City Engineer Westby provided historical crash data for the intersection and reviewed the posted/statutory speed limits on each leg of the intersection. He also reviewed the traffic volumes, which were most recently recorded on each leg of the intersection in 2015.

City Engineer Westby stated that staff discussed the property owners concerns with Bolton & Menk, the design engineer for Improvement Project #18-05 under which the STOP signs were installed. Bolton & Menk stated that the all-way STOP control was based on the best information available at the time related to intersection geometrics and traffic volumes in and around the intersection at the time it opened. Throughout the plan preparation process, Rabbit Street was still considered a future street and in order to obtain State Aid approvals, STOP signs were required on both Bunker Lake Boulevard and Puma Street. Development timing and the resultant traffic growth were unknown at the time plans were developed, and traffic forecasts

were aggressive. Growth in the area will dictate when an all-way STOP control is warranted.

City Engineer Westby stated that in summary, traffic control is designed before construction is complete and is therefore theoretical in nature, based on anticipated conditions. If changes are made to traffic control after construction, the changes must account for actual conditions, which requires further study. Bolton & Menk prepared the memo included in the case, which describes all this in more detail. The memo also recommends completing an updated traffic study to determine appropriate short and long-term traffic control options. Bolton & Menk can complete this study in January at a cost not-to-exceed \$3,000.

City Engineer Westby stated that the cost to remove a stop sign is approximately \$200 per sign. The cost for City Staff to fabricate and install a new sign is approximately \$300 per sign. Staff proposed to pay all costs to study and/or modify the traffic control at this intersection as part of City Improvement Project #18-05. He stated that staff recommends completing the traffic study proposed by Bolton and Menk in January of 2019, and to present the findings to the Public Works Committee in February of 2019 for further discussion and direction.

Chairperson Riley stated that what he heard is that the roads will continue to change, and the study could be outdated once completed.

Councilmember Kuzma stated that he would not support doing anything right now.

Chairperson Riley stated that the neighborhoods are quickly developing and if something is done now, it would be redone in a few years. He stated that it would be silly to remove the stop sign only to place it back in a few years.

Civil Engineer IV Leonard Linton stated that the study would include vehicles, pedestrians and bicycles and noted that January would not be the ideal month to capture all of that traffic. He agreed that delaying the decision may be the better choice.

It was the consensus of the Committee to leave the all-way STOP intersection controls as is.

6. COMMITTEE / STAFF INPUT (Continued)

6.02: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby provided an update on costs for the proposed Riverdale Drive Trunk Utility Improvements that will serve the new LazyDays RV maintenance facility. He noted that at the December 11, 2018 City Council meeting Staff presented the estimated construction cost at around \$450,000, but since then Staff has learned the estimated construction cost is actually closer to \$750,000. However, he confirmed there are sufficient funds available in the trunk sewer and water funds to fully fund the project. He also noted that LazyDays will pay all winter construction costs, and that additional development will reimburse the City for the cost of installing the trunk utilities.

City Engineer Westby noted that the January Public Works Committee meeting has been canceled due to a conflict with the road funding open house scheduled for January 15, 2019.

6.03: Review Future Topics Calendar

No comments made.

7. ADJOURNMENT

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to adjourn the Public Works Committee meeting.

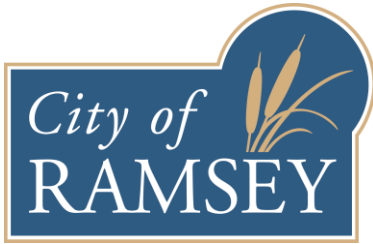
Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:24 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

May 17, 2019

Richard & Claudia Aberle
17290 Germanium Street NW
Ramsey, MN 55303

Re: City of Ramsey Engineering Department Findings on Expressed Drainage Concerns

The purpose of this letter is to summarize and convey the findings of City of Ramsey Engineering Staff pertaining to the concerns you expressed during the regular City Council meeting on November 13, 2018, and during the regular Public Works Committee meeting on December 18, 2018.

During these meetings, you expressed that your property has been negatively impacted by stormwater runoff resulting from the Covenant Meadows residential development, including the construction of 172nd Lane NW. During the Public Works Committee meeting, Staff presented information demonstrating that the overall drainage area contributing stormwater runoff to your property has been reduced from roughly 11.1 acres to 1.3 acres, and that the drainage patterns were generally unaltered because of the Covenant Meadows development. Enclosed are copies of the Engineering Technical Memorandum and the pre and post-development drainage area maps that were presented at the Public Works Committee meeting.

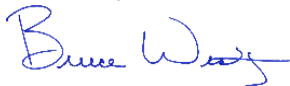
Also enclosed are two exhibits showing overall drainage patterns west of and across your property both pre and post-development. The pre-development exhibit, titled "2-foot Aerial Contours (2003)" includes surface elevation data from 2003 that is accurate to within 2 feet. The post-development exhibit, titled "Current Conditions (2019)", includes survey grade data obtained with survey equipment in December 2018 and April 2019. The red arrows depict stormwater drainage patterns on the ground. As can be seen, construction that occurred during the Covenant Meadows development did not alter drainage patterns along the west or south sides of your property. It can also be seen that the low area in the interior of your property near your house has been in existence for many years, well before the Covenant Meadows development occurred. We therefore believe that your assertion that the City and/or the developer are to blame for water ponding in this area of your property is unfounded. To resolve this issue, we recommend filling this low area so stormwater runoff will continue to drain to the south and the east without ponding on your property.

Engineering Staff believe your concerns with drainage in the vicinity of your work garage in the southwest corner of your property actually resulted from the numerous grading modifications you completed on the driveway surrounding your work garage during construction of the Covenant Meadows development, including any water that may have entered your garage this winter.

Lastly, Staff has been communicating with Eric Thomsen, the developer of Covenant Meadows, and understand that he will continue to work with you to install the two 8-inch PVC culverts under your driveway to convey any overflow from the infiltration basin west of your property through the ditch north of 172nd Lane, as well as to re-grade your driveway, all of which was discussed at the Public Works Committee meeting. We also understand that Mr. Thomsen and yourself will work together to complete this work, and any other work upon your property that you might agree upon.

As always, I can be contacted at 763-433-9825 or bwestby@cityoframsey.com if you have questions regarding this letter or our findings.

Sincerely,



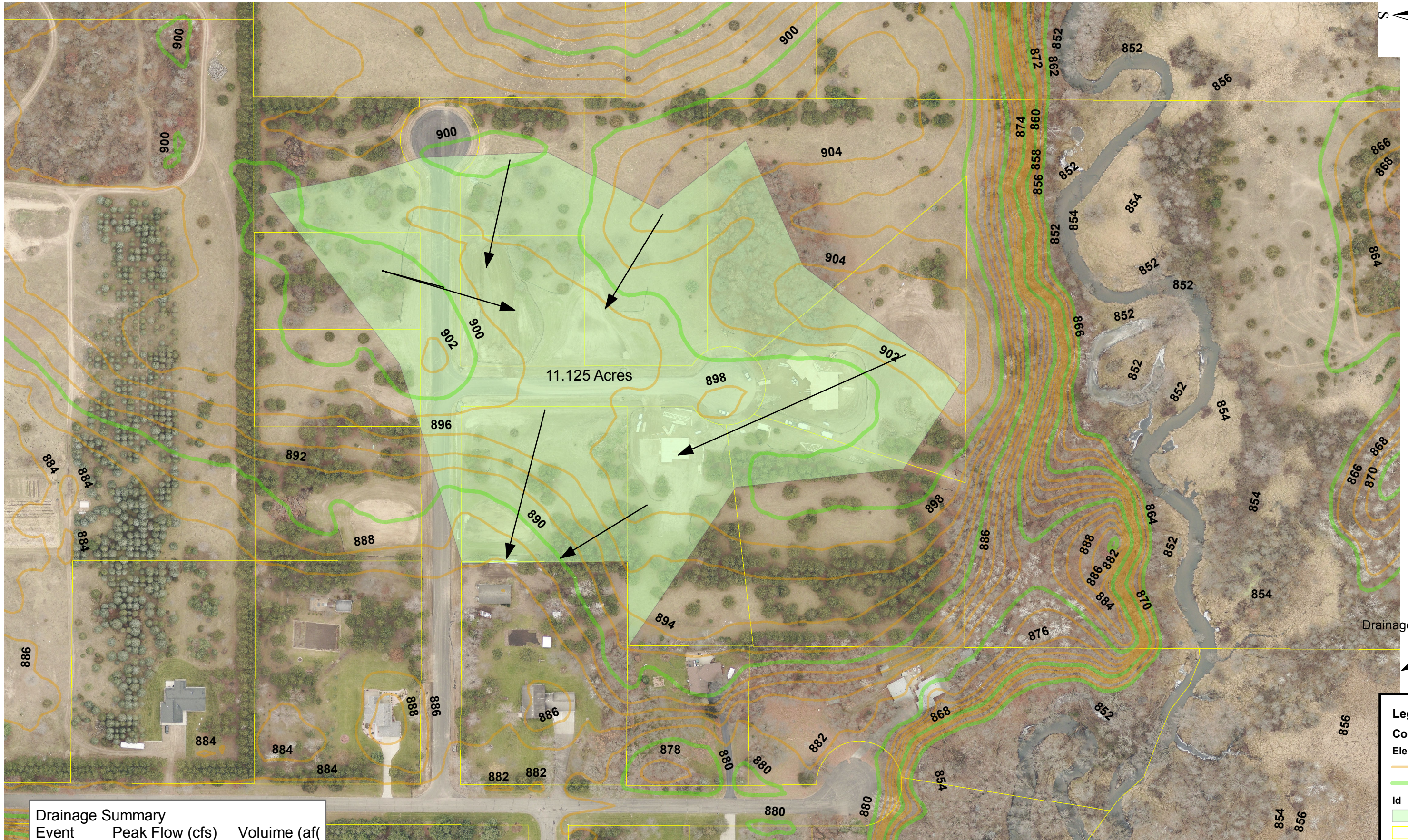
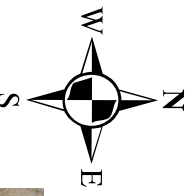
Bruce Westby
City Engineer

Enclosures:

- Pre-Development Drainage Map
- Post-Development Drainage Area Map
- Engineering Technical Memorandum, December 12, 2018
- 2-foot Aerial Contours (2003) Exhibit
- Current Conditions (2019) Exhibit

C: Kurtis Ulrich, City Administrator
Leonard Linton, Civil Engineer IV
Eric Thomsen, Thomsen Industries

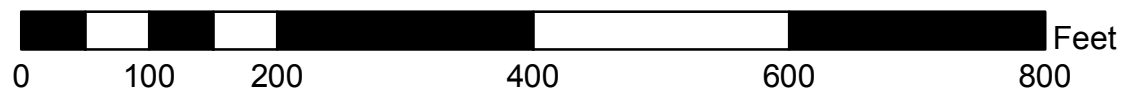
Covenant Meadows Pre-Development Drainage Map



11.125 Acres

Drainage Direction

Drainage Summary		
Event	Peak Flow (cfs)	Volume (af)
2 yr	0.0	0.0
10 yr	0.1	0.07
100 yr	3.1	0.7



Legend

Contours

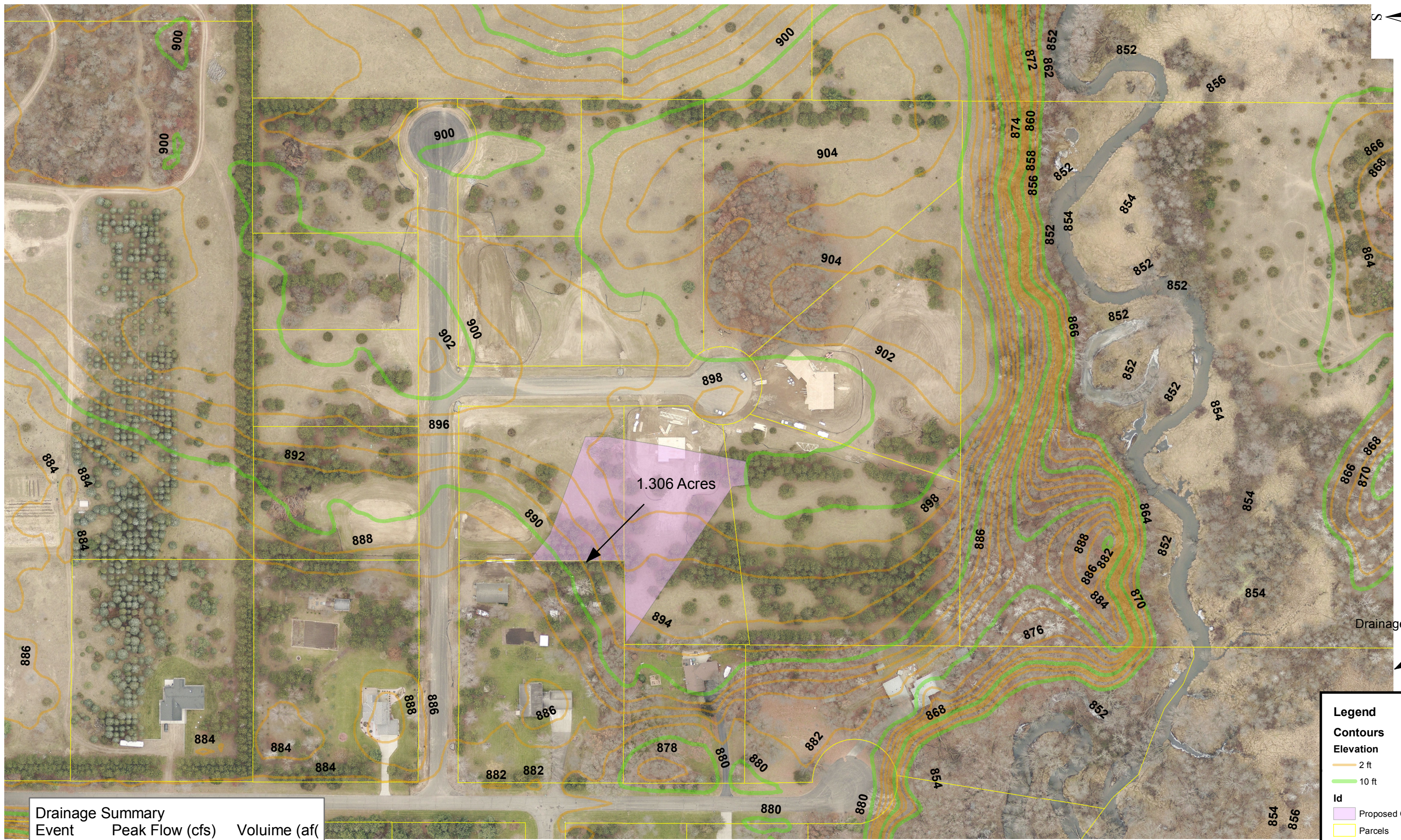
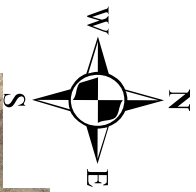
Elevation

- 2 ft
- 10 ft

Id

- Existing
- Parcels

Covenant Meadows Post-Development Drainage Map



Drainage Direction

Drainage Summary		
Event	Peak Flow (cfs)	Volume (af)
2 yr	0.0	0.0
10 yr	0.02	0.008
100 yr	0.75	0.09

Legend

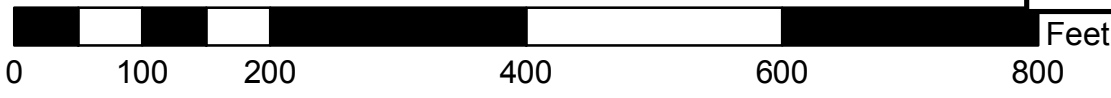
Contours

Elevation

- 2 ft
- 10 ft

Id

- Proposed Conditions
- Parcels



**CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE**

DATE	DECEMBER 12, 2018	PROJECT ADDRESS	WEST OF GERMANIUM STREET, NORTH OF 172 ND LANE (NEW)
PROJECT. TITLE	COVENANT MEADOWS		
ESCROW #			
DEPARTMENT:	Engineering		
TECHNICAL REVIEWER:	Name: Leonard Linton Phone: 763 433-9834 Email: llinton@ci.ramsey.mn.us		

Covenant Meadows subdivision was approved and constructed in 2017. The Engineering Department reviewed and approved the plans for the project and provided inspection services during construction.

An adjacent resident was not happy about the project going in. Staff worked with him to try to address his concerns. The Developer also performed extra work to address his concerns.

Staff brought forward plans for reconstruction of Germanium Street which serves this area at the November 13, 2018 City Council meeting in a public hearing to consider approving the feasibility study for reconstruction of the streets in this area. The resident made statements that the drainage for Covenant Meadows was wrong and should not have been approved.

Review of Drainage

Staff has analyzed the pre-development and post development conditions related to the resident's lot. Two exhibits were prepared showing these conditions.

The pre-development conditions were 11.125 acres draining towards this property. The runoff for the 2, 10 and 100 year storms is 0, 0.1 and 3.1 cfs respectively.

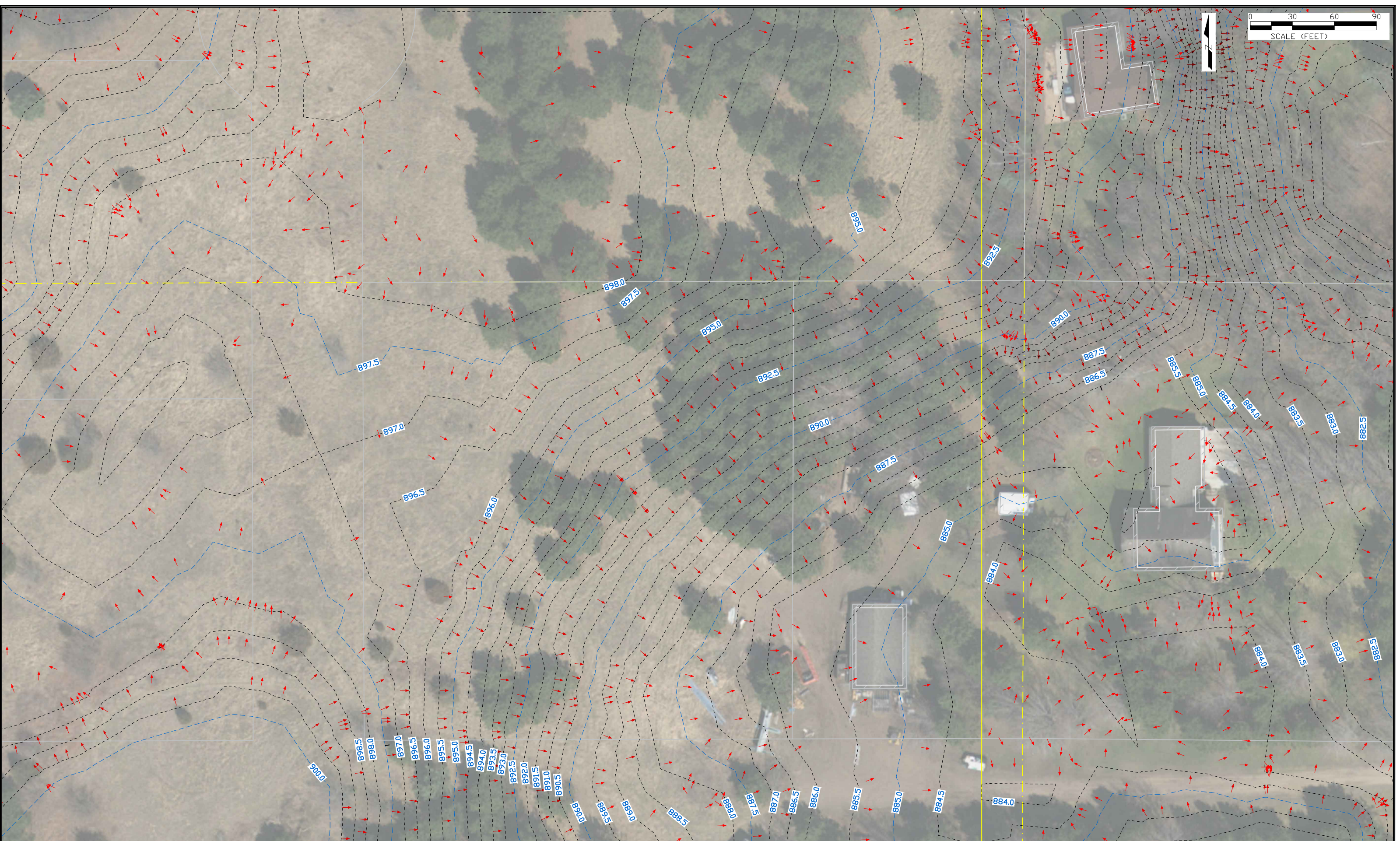
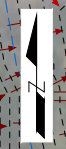
The post-development conditions are 1.306 acres draining towards this property. The runoff for the 2, 10 and 100 year storms is 0, 0.02 and 0.75 cfs respectively.

The Covenant Meadows project intercepted 9.819 acres of runoff and directed it to two stormwater ponds constructed on the site. The ponds were designed to hold back to back 100 year storms, with the net effect that there would not be runoff from the site for the 100 year storm.

*Review File: Covenant Meadows
Resident Drainage Concerns
Engineering Review
December 11, 2018
Page 2 of 2*

Staff also prepared an Existing Residence Detail Map. The backyard is extremely flat and was not modified by the new project. A permit was not obtained for constructing the garage at the back of the property. The access road for the garage was dedicated right-of-way, it was not paved so water would infiltrate after a rain event. The road was most likely lower than the adjacent property so water would pool there rather than on the lot.

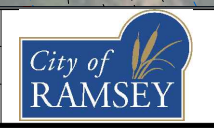
The new road was designed to drain from the new development to Germanium Street. Grades were raised to meet the minimum slope required by City Code for new streets. The outer edges of the ditches were probably raised above the existing grades. It may be possible to check the capacity of the ditches and lower the outside edge to provide drainage from the lot to the ditch.



DATE	REVISION

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

DESIGNED BY:
JJF
DATE: _____
DRAWN BY:
JJF
FILE No. _____
CHECKED BY:
BRW
19-02



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

**2-foot Aerial Contours
(2003)**

17290 GERMANIUM STREET DRAINAGE
CITY OF RAMSEY, MINNESOTA

SHEET
OF
SHEETS

Mar 08, 2019 - 8:58am
G:\Engineering\2016 Projects\2016 Plan Review\Covenant Meadows\17290 Germanium Street Surface Drawing\17290 Germanium Existing Data.dwg
Lic. No. _____

Public Works Committee

6. 1.

Meeting Date: 06/18/2019

By: Bruce Westby, Engineering/Public
Works

Title:

Updates on Improvement Projects and Items of Interest

Purpose/Background:

Purpose/Background:

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

City Improvement Projects

- **River's Bend Street Reconstructions (#17-02)**
 - Process final payment July 2019
- **Stanhope Terrace Street Reconstructions (#18-00)**
 - Process final payment July 2019
- **2018 Street Overlay Improvements (#18-03)**
 - Process final payment July 2019
- **Bunker Lake Boulevard and Puma Street Improvements (#18-05)**
 - Complete punch list items, final payment fall of 2019
- **The COR Regional Infiltration Basin (#18-09)**
 - LRRWMO Permit requires completion by September 30, 2019
- **Riverdale Drive Trunk Utility Improvements (#18-14)**
 - Complete punch list items, final payment late 2019/early 2020
- **2019 Crackseal Improvements (#19-00)**
 - Out for bids
 - Final completion September 2019
- **Ford Brook Estates Street Reconstructions (#19-01)**
 - Work began June 12, 2019
 - Substantial completion scheduled for late June 2019
- **Wood Pond Hills and Chestnut Ridge Street Reconstructions (#19-03)**
 - Executing contract
 - Substantial completion in 2019
- **RTC 9th Addition Pond Lining Improvements (#19-06)**
 - Developer to construct w/ reimbursement by City using Stormwater Funds
- **Wetland 114P Outlet Control Improvements (#19-07)**
 - Engineering Staff developing plans
 - Final completion fall 2019
- **Ferret Street and 147th Avenue Intersection Improvements (#19-08)**
 - Engineering Staff developing plans
 - Public Works Staff completing work in 2019
- **Germanium Street Drainage Improvements (#19-09)**
 - Engineering Staff developing plans
 - Final completion summer 2019
- **Hedgehog Street Drainage Improvements (#19-10)**
 - Engineering Staff developing plans
 - Final completion summer 2019
- **Misc. Drainage Improvements**

- Other drainage improvements are under consideration

Anoka County Improvement Projects

- **Roundabout at Armstrong Boulevard/CSAH 83 and Alpine Drive**
 - Anoka County received \$1.35M in HSIP funds (est. project cost = \$1.5M)
 - Local cost share (Anoka County, City of Ramsey) = \$150,000
 - City of Ramsey costs set per Anoka County Cost Share Policy
 - Anoka County to begin project design efforts in 2019/2020
 - Construction planned for 2022/2023 pending City and County approvals

MnDOT Improvement Projects

- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing**
 - Preliminary design on hold - MnDOT exploring realignment of Highway 47 to remove S-curve at Anoka County fair grounds
 - Staff communicated that Ramsey wants to be involved with traffic studies due to obvious impacts to City of Ramsey businesses, residents and roads
 - MnDOT may combine project with Anoka Solution improvements

Items of Interest

- **Northwest Metro Surface Water Supply Feasibility Study**
 - Member cities include Corcoran, Dayton, Ramsey and Rogers
 - MCES is funding 100% using Clean Water Funds
 - Completion is scheduled for late 2019/early 2020
- **JPA for Signal System at CSAH 5/Nowthen Boulevard and 170th Avenue**
 - Anoka County, City of Ramsey, and Anoka-Hennepin Independent School District #11 are parties to the JPA
 - JPA to be presented to City Council for approval on June 25, 2019

Signal system construction scheduled for summer 2019

Update on Manganese Issue and Municipal Water Supply

Timeframe:

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

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

No file(s) attached.

Form Review

Inbox

Grant Riemer

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 06/13/2019

Reviewed By

Grant Riemer

Kurt Ulrich

Date

06/13/2019 11:45 AM

06/13/2019 03:07 PM

Started On: 06/11/2019 06:01 PM

Public Works Committee

6. 2.

Meeting Date: 06/18/2019

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 calendar includes topics drawn from Committee requests received during meetings and/or unresolved topics previously discussed by the Committee. Calendar dates are estimated based on availability of information, staff workload and competing interests and objectives. Dates are therefore subject to change.

Timeframe:

Staff estimates less than 5 minutes will be necessary to review the future topics calendar and address questions.

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

PWC Calendar June2019

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/13/2019 11:43 AM
Kurt Ulrich	Kurt Ulrich	06/13/2019 03:08 PM
Form Started By: Bruce Westby		Started On: 06/11/2019 06:03 PM
Final Approval Date: 06/13/2019		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
August 2019	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
September 2019	Gibbon Street Basement Flooding Funding Options (<i>Westby</i>)
Future/TBD	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>)
Ongoing (2019)	Wellhead Protection Plan Update (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy (<i>Riemer</i>)
October 2019	Draft Trail Maintenance Policy (<i>Westby</i>)
November 2019	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
August 2019	Municipal State Aid System (MSAS) Revisions (<i>Westby</i>)
September 2019	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies (<i>Westby</i>)
Future/TBD	Public Works Facility Review/Update (<i>Riemer</i>)
Future/TBD	Long-Term Water Supply Plan (<i>Westby</i>)
Date	Topics for Discussion – Staff Updates
Future/TBD	Water Conservation Opportunities / Incentives (<i>Westby</i>)
Future/TBD	Asset Management Program (<i>Westby</i>)
June 2019	17290 Germanium St Drainage Concern Findings (<i>Westby</i>)
Ongoing (2019)	NW Metro Area Regional Surface Water Supply Study

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