City of Ramsey
Agenda
Revised
Regular City Council
Monday, February 24, 2020
7:00 pm
Council Chambers, 7550 Sunwood Drive NW

1. Call to Order

2. Presentation

1. State of the City Address

3. Citizen Input

4. Approve Agenda

5. Consent Agenda

1. Note the Following Boards and Commissions Meeting Minutes:
   - Planning Commission Meeting Minutes Dated January 2, 2020
   - Economic Development Authority Meeting Minutes Dated January 9, 2020
   - Park and Recreation Commission Meeting Minutes Dated January 9, 2020
   - Environmental Policy Board Meeting Minutes Dated January 13, 2020

2. Consider Approval of a Revised Connect Anoka County Fiber Network Connectivity Services Agreement

3. Approve the Following Meeting Minutes:

   1. Joint City Council and Planning Commission Work Session dated 2/11/2020
   2. City Council Work Session dated 2/11/2020

4. Approve Business Licenses

5. Approve Request to Declare Surplus Property

6. Adopt Resolution #20-035 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of February 6, 2020 through February 19, 2020

7. Adopt Resolution #20-015 Ordering a Feasibility Report and Calling a Public Hearing for the Development Initiated Puma Street Extension Improvements, Improvement Project #20-04

8. Adopt Resolution #20-028 Approving Revised Preliminary Plat for Riverstone (Project 17-106, 19-149); Case of Capstone Homes, Inc.

9. Adopt Resolution #20-029 Approving an Easement Encroachment Agreement for Name Brand Self Storage Ramsey LLC to Install and Maintain a Pylon Sign in a Drainage and Utility Easement at Lot 1, Block 1 Name Brand First Addition (Project No. 19-120)

10. Adopt Resolution #20-033 Approving Extension to Commercial Real Estate Brokerage Services with CBRE

11. ~~Adopt Resolution #20-040 Approving Listing of Northern Seven (7) Acres of Lot 1, Block 1, Bury and Carlson Addition~~ **Please Note: This case has been moved from the Consent Agenda to the Regular Agenda as item 7.7.**

6. Public Hearing

7. Council Business

1. Adopt Resolution #20-036 Accepting Feasibility Report for 2020 Overlay Improvements, Improvement Project #20-02

2. Adopt Resolution #20-037 Ordering Feasibility Report for Amended 2020 Mill and Overlay Improvements, Improvement Project #20-02A

3. Adopt Resolution #20-038 Indefinitely Suspending Annual Sealcoat Program and Reallocating Budgeted 2020 Sealcoat Funds

4. Adopt Resolution #20-039 Approving Preliminary Cost Share Framework for Improvement Project #20-04: Development Initiated Puma Street Extension Project

5. Adopt Resolution #20-034 Approving the 2020 Ford Brook Playground Capital Improvement Project

6. Review Adopt-a-flag Project Concept

7. Adopt Resolution #20-040 Approving Listing of Northern Seven (7) Acres of Lot 1, Block 1, Bury and Carlson Addition **Please Note: This case was moved from the Consent Agenda (5.11) to the Regular Agenda as item 7.7.**

8. Mayor/Council/Staff Input

9. Adjournment

CC Regular Session **2. 1.**

Meeting Date: 02/24/2020

Information

Title:

State of the City Address

Purpose/Background:

State of the City Mayor's Address

Annually, the Mayor provides a 'State of the City' presentation to Ramsey residents, property owners and businesses during a regular City Council meeting. The purpose of this presentation is to provide a recap of City operations, updates and news from the past year, as well as a look ahead at what is to come in the new year.

Attachments

State of the City 2020

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:10 PM
Form Started By: Colleen Lasher		Started On: 02/18/2020 02:59 PM
Final Approval Date: 02/20/2020		

City of Ramsey

2020 State of the City Address

VISION AND MISSION

- “Ramsey will be a secure, citizen-driven, collaborative community that respects the balance and connectivity between its unique urban, rural and natural environments.”

- “It is our mission to work together to responsibly grow our community and to provide quality, cost-effective and efficient government services.”

Goals/Imperatives

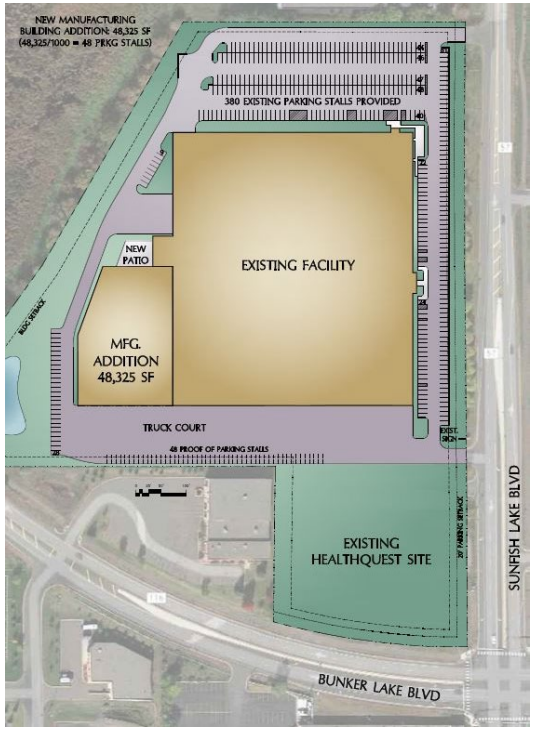
- Financial Stability
- A Balance of Rural Character and Urban Growth
- An Active and Connected Community
- Smart, Citizen-focused Government
- An Effective Organization

FINANCIAL STABILITY











City of RAMSEY

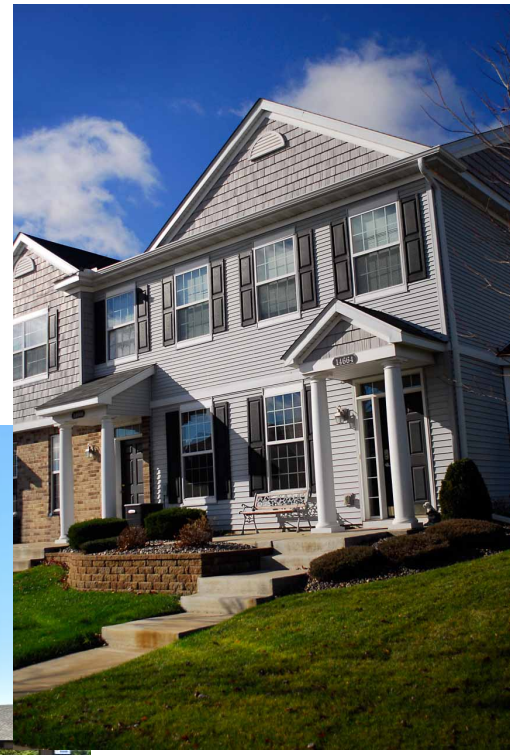
FINANCIAL STABILITY

- **Strong Tax Base**: added over $100M in private investment for second year in a row
- **Job growth**: expected to add nearly 2,000 over next 20 years
- **Fiscal Responsibility**: tax Capacity Rate has dropped for the last three years.

BALANCING RURAL CHARACTER & URBAN GROWTH











City of RAMSEY



Ramsey's Historic Town Hall once served as a one room schoolhouse



Ramsey's Brookside Elementary opened to students in the fall of 2019.

Honoring our history and preserving our rural character, while planning and preparing for the future.

City of RAMSEY

BALANCING RURAL CHARACTER & URBAN GROWTH

- **Housing Growth:** 300 new households in 2019

- **Commercial & Industrial Expansion**: 15,000 square feet of new retail underway, industrial park expansion adding to the 541 Businesses that call Ramsey home, employing nearly 7,000 people

- **Preserve city's rural character**:
  - Access to natural resources: rivers and wetlands (canoe and kayak rental, parks, trail access)
  - Connecting with residents: community gardens, pollinator, tree preservation, water conservation and storm water management programs
  - Historic places: Preserve and protect historic places like the one-room school on Highway 47

City of RAMSEY

AN ACTIVE AND CONNECTED COMMUNITY











City of RAMSEY

AN ACTIVE AND CONNECTED COMMUNITY

- **The Ramsey Gateway Project**: Hwy 10 improvements at Sunfish Lake and Ramsey Blvd., and a study of future river crossing to Hennepin County commenced

- **Maintain and improve local roads and trails:** worked on 25 miles of local roads in 2019, worked with Anoka County to design Bunker Lake Blvd./Highway 47 and Alpine Drive/Armstrong Blvd. intersection improvements, City-wide greenway ("Circle of Ramsey") now nearly 80 percent complete

- **Parks & Recreation Programming:** Estimated 7,800 participants in local recreation programs and weekly summer concerts in the park

City of RAMSEY

The Ramsey Gateway Project

will provide grade separations of US Highway 10/169 and the BNSF Railway to address major crash and congestion issues that are greatly impacting the movement of goods and people between the Minneapolis/Saint Paul metro area and greater northern Minnesota.

Anoka County MINNESOTA
Respectful, Innovative, Fiscally Responsible

GREATER MN PARTNERSHIP

DEPARTMENT OF TRANSPORTATION

Investment Results:

- 42% Crash Reduction
- Reliable movement of regional railroad and highway freight and commuter traffic
- 1 + Benefit-cost Ratio
- 94% Average Delay Reduction
- Accommodates 74,000 Vehicles Per Day



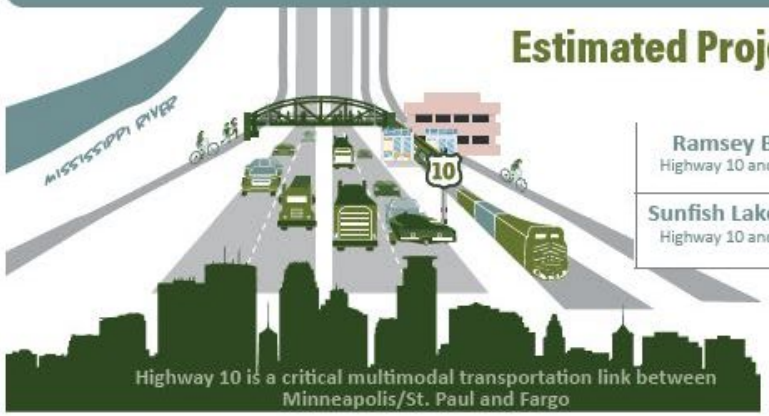
NOTES:
- Green shading denotes potential grading areas.
- Frontage road alignments are preliminary.
- Right-in/right-out locations on Highway 10 are preliminary.
- Intersection controls to be determined in preliminary design.

US Highway 10/169 Importance

» A principal arterial carrying up to 55,000 vehicles per day (1,650 trucks)
» Significant commuter and freight corridor between Minneapolis – St Paul, northwestern Minnesota, and into North Dakota
» Busiest BNSF rail line in MN with 57-81 freight trains and 14 transit trains per day
» Connection to northern Minnesota lakes and outdoor tourism industry

Project Need

» 218 crashes in the last 5 years, 4 fatal crashes in the last 10 years
» Crash rate 2x the state average
» Traffic backups approaching 1 mile by 2025 and almost 4 miles in 2045
» Fully funded Anoka and Elk River 2023/24 projects will result in Ramsey having the only two remaining at-grade traffic signals on the US Highway 10/169 freeway system from Minneapolis/St Paul to Elk River.



Highway 10 is a critical multimodal transportation link between Minneapolis/St. Paul and Fargo

Estimated Project Costs:

	Preliminary Engineering & Environmental Documentation		Final Design		Right-of Way Acquisition		Construction		Construction Engineering/ Administration		Total Estimated Costs
	G.O.	T.H.	G.O.	T.H.	G.O.	T.H.	G.O.	T.H.	G.O.	T.H.	
Ramsey Blvd (CSAH 56) Highway 10 and RR Grade Separation	$1,500,000		$2,000,000		$22,000,000		$38,000,000		$2,500,000		$66,000,000
	$1,500,000	NA	$2,000,000	NA	$11,000,000	$11,000,000	$19,000,000	$19,000,000	$1,250,000	$1,250,000	
Sunfish Lake Blvd (CSAH 57) Highway 10 and RR Grade Separation	$2,500,000		$3,000,000		$15,000,000		$48,000,000		$3,500,000		$72,000,000
	$2,500,000	NA	$3,000,000	NA	$7,500,000	$7,500,000	$24,000,000	$24,000,000	$1,750,000	$1,750,000	

Cost Breakdown Notes:
- Costs in red are already funded
- ROW costs include funds for Right-of-Way Acquisition Loan Funds (RALF) payback
- Costs for the frontage road between Ramsey Blvd and Sunfish Lake Blvd are split between the two interchange projects

Total Investment Needed: $138M
Inflated to 2025 dollars

SMART, CITIZEN-FOCUSED GOVERNMENT









City of RAMSEY

SMART, CITIZEN-FOCUSED GOVERNMENT

- **Clean and safe neighborhoods:** Granted $900,000 to clean up the construction debris dump site along the Mississippi River; new code compliance initiatives

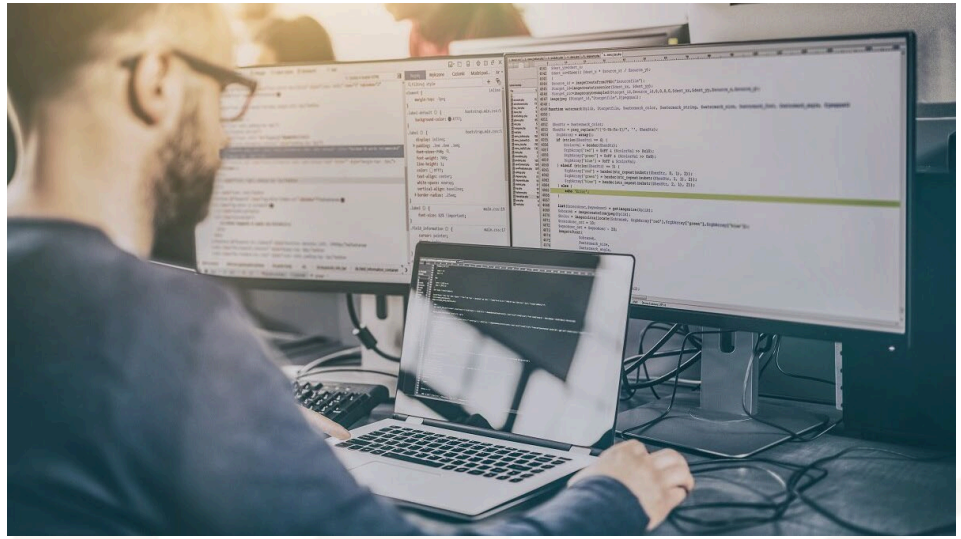
- **Community Events:**

  Coffee with a Cop events, Pet Clinics, Car Seat & Bike Helmet Fitting clinics, Special Olympics Support, Polar Plunge, Salvation Army Bell Ringing, Coborn's Kids Day, 4th annual Citizen's Academy, Fire Prevention Week school visits, 18th Annual Safety Camp, Night-to-Unite, annual Happy Days festival and Public Safety Open House

- **Community Engagement:** Enhanced web site and social media presence, 4th bi-annual citizen-wide survey in 2020, plus a variety of open houses to discuss neighborhood issues and Ramsey's future

City of RAMSEY

EFFECTIVE ORGANIZATION











City of RAMSEY

Meet the Council



City of RAMSEY

EFFECTIVE ORGANIZATION

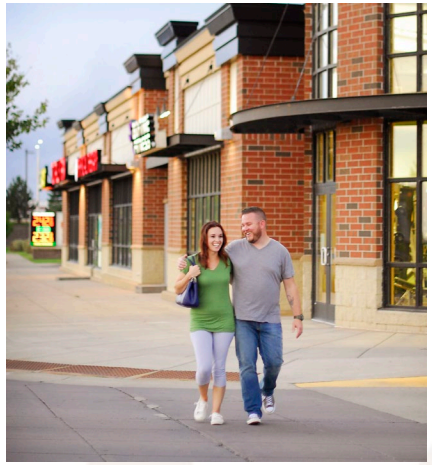
- **Staffing:** Recent additions include a part-time Park and Recreation Specialist, two full-time police officers, full-time street maintenance worker, full-time Firefighter/Fire Inspector and a full-time Engineering Administrative Assistant

- **Process Improvement:** Continued investment in technology, equipment, and process improvements have allowed staff to do more with less. E.g., Community Development review times have been cut in half, staff seeks the “Path to Yes”

- **Improved Facilities:** Anticipated construction of a new public works garage starting in 2020. Study of water treatment plant is ongoing

City of RAMSEY

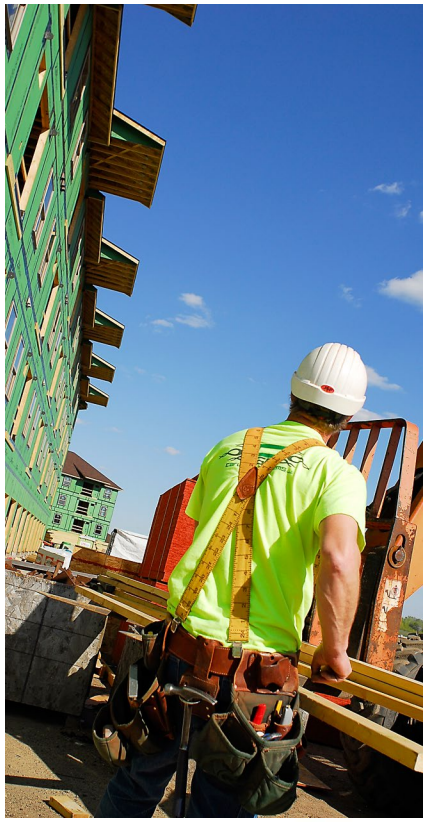
2020 – THE FUTURE LOOKS BRIGHT!











City of RAMSEY

CC Regular Session **5. 1.**

Meeting Date: 02/24/2020

By: JoAnn Shaw, Community Development

Information

Title

Note the Following Boards and Commissions Meeting Minutes:

- Planning Commission Meeting Minutes Dated January 2, 2020
- Economic Development Authority Meeting Minutes Dated January 9, 2020
- Park and Recreation Commission Meeting Minutes Dated January 9, 2020
- Environmental Policy Board Meeting Minutes Dated January 13, 2020

Purpose/Background:

N/A

Recommendation:

N/A

Action:

N/A

Attachments

Planning Minutes Dated 01 02 20

EDA Minutes Dated 01 09 20

Park Minutes Dated 01 09 20

EPB Minutes Dated 01 13 20

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/13/2020 12:59 PM
Form Started By: JoAnn Shaw		Started On: 01/31/2020 02:07 PM
Final Approval Date: 02/13/2020		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, February 6, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Torrey Johnson Commissioner Eric Peters Commissioner Gary VanScoy Commissioner Matt Woestehoff
Members Absent:	None
Also Present:	Senior Planner Chloe McGuire Brigl City Planner Chris Anderson City Council Liaison Debra Musgrove

1. CALL TO ORDER

Chairperson Bauer called the regular meeting to order at 7:00 p.m.

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Motion by Commissioner VanScoy, seconded by Commissioner Johnson, to approve the agenda as presented.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Johnson, Anderson, Gengler, Peters, and Woestehoff. Voting No: None. Absent: None.

4. CONSENT AGENDA

4.01: Approve the January 2, 2020 Planning Commission Meeting Minutes

Motion by Commissioner Anderson, seconded by Commissioner Johnson, to approve the consent agenda as presented.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Johnson, Gengler, Peters, VanScoy, and Woestehoff. Voting No: None. Absent: None.

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Review Resolution #20-028 Revised Preliminary Plat for Riverstone (Project #17-106, #19-149); Case of Capstone Homes, Inc.

Public Hearing

Chairperson Bauer called the public hearing to order at 7:03 p.m.

Presentation

Senior Planner McGuire Brigl presented the staff report stating that staff recommends adoption of Resolution #20-028 approving the Preliminary Plat with minor contingencies.

Chairperson Bauer disclosed that he lives within the Capstone development.

Citizen Input

Heather Lorch, Capstone, stated that she is available to address any questions.

Commissioner Johnson referenced the mention of a road that could possibly connect this development to the adjacent Northfork parcel

Ms. Lorch replied that the City brought forward that request to consider the previous month.

Senior Planner McGuire Brigl commented that a few members of the City Council mentioned that it may be beneficial to have a road connecting the two properties but both developers were opposed to that suggestion. She noted that this point in the Capstone project the addition of a road would be a significant change.

Chairperson Bauer noted that the Planning Commission suggested a path that would allow pedestrian connection between the two developments and asked if that is an option.

Ms. Lorch confirmed that Capstone is willing to provide a sidewalk connection within the neighborhood that would connect at the utility extension location. She confirmed that there would be a trail along Alpine as well, as required in the conditions of Preliminary Plat.

Motion by Commissioner VanScoy, seconded by Commissioner Anderson, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Gengler, Johnson, Peters, and Woestehoff. Voting No: None. Absent: None.

Chairperson Bauer closed the public hearing closed at 7:09 p.m.

Commission Business

Motion by Commissioner Johnson, seconded by Commissioner Peters, to recommend that City Council adopt Resolution #20-028 Approving Amended Preliminary Plat of Riverstone Addition.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Johnson, Peters, Anderson, Gengler, VanScoy, and Woestehoff. Voting No: None. Absent: None.

5.02: Public Hearing: Review Preliminary Plat for Garden View Villas (DC Townhomes); Project #19-136

Public Hearing

Chairperson Bauer called the public hearing to order at 7:10 p.m.

Presentation

Senior Planner McGuire Brigl presented the staff report stating staff recommends adoption of Resolution #20-002 approving Preliminary Plat for Garden View Villas with the following contingencies: updated Landscaping Plan, approval by City Attorney and City Engineer, and staff approval of Architectural Plans.

Commissioner Anderson asked if the front of the home would face to the north towards the R-1 PUD area.

Senior Planner McGuire Brigl replied that the homes will be built as standard homes with the front of the home facing the driveway.

Councilmember Musgrove asked if the homes are built offsite in Minnesota.

Senior Planner McGuire Brigl commented that she believed the applicant has chosen a builder in Wisconsin but noted that there are similar builders in Minnesota.

Commissioner VanScoy asked if additional landscaping is being requested because of the smaller buffer zone.

Senior Planner McGuire Brigl stated that the City Code requires base landscaping and in addition this would require density transitioning. She noted that additional landscaping is often chosen to provide the density transitioning.

City Planner Anderson explained that when the sketch plan came forward there was a question to the Commission on whether there could be a reduced width to the buffer area, but the question was not asked as to whether the Commission would then support a lesser requirement for landscaping to match that reduced width. He stated that as proposed the applicant is tasked with providing the landscaping required for the wider buffer and noted that staff would like direction on that item.

Citizen Input

Erin Carlson, applicant, stated that the goal is to provide single-family homes at an attainable price point. She stated that they have resolved all the engineering comments and is confident that they will be able to address the comments remaining. She provided details on the volumetric construction process. She believed that this would be a great addition to the community.

Commissioner Anderson referenced the size of the front porch, which appears to be 6 x 8, and asked if that could be bigger.

Ms. Carlson replied that she believed the front porch size to be 15 x 6.

Commissioner Anderson stated that he has a concern with the transition in the back of the homes that faces R-1 and asked if there are enough trees in that area.

City Planner Anderson stated that as proposed the applicant is deficient in the number of landscaping items. He stated that an updated landscaping plan has been submitted but has not yet been reviewed.

Sarah Wolf, Landform, stated that the landscape plan on the screen is the second revision, which provides additional plantings. She stated that they also did a mockup using the 45-foot standards but noted that most of the trees would be unhealthy because of the spacing. She believed that the landscaping proposed would be sufficient to the live/work community.

City Planner Anderson stated that he was unaware that the plan on the screen was the revised version but was unsure yet if that meets the Code requirements.

Commissioner Anderson asked if the homes would be inspected by the Ramsey Building Inspector.

Ms. Carlson stated that the homes are inspected at the plant by a third-party inspector. She stated that before the first home is set in Ramsey, they would plan to meet with the Ramsey Building Inspector and would invite him to the building location as well.

Chairperson Bauer asked if the Wisconsin builder is comparable to Dynamic Homes in Detroit Lakes. He noted that he is very familiar with Dynamic Homes and commented that they are top quality.

Ms. Carlson confirmed that they are very comparable and noted that they chose the Wisconsin builder because they have a relationship with that company.

Noah __, 75201 49th Avenue NW, stated that he and his wife look forward to the development of this area. He stated that his primary concern is with the transition plan between the subject property and their property. He commented that even though there is a home business, that is not a traditional commercial use. He stated that a larger transition zone would ensure harmonious interaction between the properties. He stated that he also has concerns with how the transition will be defined as the area has sandy soils and would not support plantings without adjustments to the soil and irrigation. He asked how the buffer would be maintained after construction. He suggested hardscape such as a berm or fencing. He expressed concerns to the wetland and the impact this development may have on the wetland. He asked how the lights pollution would be mitigated. He did not believe it would be appropriate to approve the proposal tonight and asked that the additional elements be addressed prior to approval.

Commissioner Anderson asked how the resident feels about the comments made by the developer about additional trees.

Mr. __ commented that currently there is a very minimal transition, noting that there would not be a barrier between the two properties. He stated that even if there are extensive landscaping plans condensed to the buffer, it would be difficult to ensure that the plantings and landscaping continues to be maintained.

City Planner Anderson reviewed the basic landscaping requirements of the City including the requirement for topsoil. He stated that the Development Agreement would stipulate that the plantings are there permanently and therefore would need to be replaced when needed. He stated that while irrigation systems are no longer required, there were plans that included an irrigation system. He stated that the stormwater management plan was approved by engineering and the Lower Rum River Water Management Organization and described the treatment that would be provided.

Commissioner VanScoy referenced the area designated as PUD, which the resident commented is generally used for residential. He stated that it appears the residential is far to the north with business activity to occur to the south and closer to this development parcel.

Mr. __ confirmed that the homes are located on the northern parcel of the property with the bottom third intended for commercial use. He stated that when there was commercial activity, there was a conflict between the two uses. He stated that even though the property is zoned in that method, the ultimate goal is to create an orderly and harmonious development and therefore the issue with the transition is the same.

Senior Planner McGuire Brigl stated that the northern properties feel as common residential uses when you are onsite, even though commercial activity is allowed.

Commissioner Gengler asked what the dotted line north of the development identifies.

Darren Lazan, DC Holdings, replied that the dotted rectangle is a symbol identifies that area is available in another plan. He noted that area is the buffer area and is shown, enlarged, in another plan in their submission.

Commissioner Anderson asked for details on the crosshatched pattern to the north.

Mr. Lazan stated that they share in the concern for the plantings. He stated that it is a challenge to meet the ultimate plantings for a larger buffer within a smaller buffer area. He noted that landscaping is the largest budget item in the development. He stated that the number of the plantings required by Code, for this application, is in violation of another area of the Code which calls for sensible and responsible planting. He stated that any additional plantings would not result in greater canopy but would instead result in poor health for the trees and plantings. He stated that this revised plan adds boulevard trees, trees in the northwest corner, and adds the maximum responsible density to the northern property line. He stated that from the beginning they objected to provide the buffer, as the responsibility in the buffer falls to the more intense use. He stated that the adjacent property is zoned commercial and therefore that would be the more intensive use and when developed, that commercial property should provide additional buffering. He recognized the existing single-family homes to the north and noted that is why they are agreeing to provide the buffering proposed. He displayed the grading of the site which identifies the berm along the western and eastern property lines. He asked that the Commission consider the buffering as a whole.

City Planner Anderson stated that in a perfect world they would have 35 feet on center between trees, but the intention of the density transitioning is to create separation between uses and planting the trees in that manner would not provide adequate screening.

Commissioner VanScoy asked if a commercial use would need to provide additional screening.

Senior Planner McGuire Brigl clarified that would not be required because of the PUD.

Commissioner VanScoy stated that it appears that part of the issue is that there is more space behind the homes to the south compared to the north.

Mr. Lazan stated that there is a larger drainage easement along the south. He stated that the development could potentially be moved a few feet south to create a little more separation. He stated that because the homes to the north are 300 feet from the property line, they did not expect this concern. He was unsure that another ten feet would provide more balance.

Commissioner VanScoy stated that an additional ten feet would be more standard for transitioning.

Mr. Lazan confirmed that he could look to determine if that could be done. He commented that this is a very tight site layout.

Chairperson Bauer asked if the lots in question would still meet the front yard setback if moved ten feet.

Mr. Lazan stated that the homes to the south would need to be moved in order to create that ten feet.

Senior Planner McGuire Brigl asked if the Commission is comfortable moving this forward with direction to work with the applicant on the contingencies prior to the City Council review. She noted that staff could also speak with the residents that expressed concern in attempt to gain additional input.

Commissioner Woestehoff referenced the driveway width of 25 feet and asked if there is a reason for the extra five feet of width.

Mr. Lazan noted that the driveway may have just been dropped in matching the frontage of the home. He noted that they would not want to provide more driveway than needed, as that takes away from greenspace, and would review that to ensure it is correct.

Senior Planner McGuire Brigl commented that staff received a letter that has been added to the agenda and is available in the agenda and in the packet. She stated that it is a letter of opposition from an adjacent property owner and will become a part of the record.

Chad Lindgrun, 5561 145th Circle, referenced the topic of inspections. He suggested that it could be challenging for a third-party to inspect rather than the Ramsey Building Inspector.

Commissioner VanScoy asked who would issue a certificate of occupancy.

Senior Planner McGuire Brigl stated that the City issues the certificate of occupancy. She noted that the City has experience with residents moving homes from another city and placed on foundations in Ramsey and therefore there is a process and path to figuring out those details.

Mr. Lazan stated that it is a very common practice and concern as to how inspections are handled in volumetric building. He commented that the inspector used for this product is certified in Minnesota. He noted that once the building is set on the foundation, the Ramsey inspectors would be inspecting components as well.

Katelyn Brock, 7528 149th Avenue NW, expressed concern with the buffer. She appreciated the consideration of extending another ten feet. She stated that perhaps a fence would create a better barrier. She stated that they use their property strictly as residential and therefore placing additional landscaping on her property would simply be the burden of her household.

Motion by Commissioner VanScoy, seconded by Commissioner Peters, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Peters, Anderson, Gengler, Johnson, and Woestehoff. Voting No: None. Absent: None.

Chairperson Bauer closed the public hearing closed at 8:04 p.m.

Commission Business

Commissioner Anderson expressed concern with City staff not having time to review the revised landscaping plan. He stated that he also has concerns with the buffer.

Commissioner Woestehoff stated that he is comfortable with a 30-foot buffer, 20-foot driveways, and the landscaping plan shown tonight pending approval by City staff.

Commissioner Gengler stated that she also feels comfortable with the Preliminary Plat but has concerns with the buffering and concerns from the neighbors. She stated that she would feel comfortable moving forward with those items as contingencies. She confirmed that she would be comfortable with a 30-foot buffer.

Senior Planner McGuire Brigl asked if the whole 30-foot buffer would need to be planted or just the 20-foot area planted with an additional ten feet.

Commissioner VanScoy commented that he believes additional plantings could be added that would not impact the health of the proposed landscaping.

Councilmember Musgrove stated that she heard comments about a desire for a fence and asked if the Commission would like City staff to consider that element, or simply work with plantings.

Commissioner VanScoy stated that part of the work would be for the developer and residents to meet with City staff to find a solution that the parties can agree to.

Chairperson Bauer stated that he favors natural buffers rather than artificial structures.

Commissioner Woestehoff stated that the role of the Commission is to ensure that Code is followed. He stated that residents can apply for a fence permit if they desire a fence.

Motion by Commissioner VanScoy, seconded by Commissioner Anderson, to recommend that City Council adopt Resolution #20-002 Granting Preliminary Plat Approval of Garden View Villas, with the following contingencies: updated landscaping plan, approval by City Attorney and Engineer, staff approval of architectural plans, to rework the plan to provide a 30 foot buffer in the rear of the northern homes, the plan include 20 foot wide driveways, and recommend that the developer and residents discuss acceptable plantings for the 30 foot buffer.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Gengler, Johnson, Peters, and Woestehoff. Voting No: None. Absent: None.

5.03: Public Hearing: Consider Request for Conditional Use Permit for Oversized Ground Signs at 14590 Armstrong Blvd NW (Project No. 20-101); Case of RGH Ramsey LLC

Public Hearing

Chairperson Bauer called the public hearing to order at 8:10 p.m.

Presentation

City Planner Anderson presented the staff report stating that while a request for an oversized ground sign is not necessarily unusual, the square footage proposed with his request is larger than contemplated in previous discussions. As a result, staff is in need of some policy direction from the Planning Commission before any specific recommendation can be provided. While staff understands the Planning Commission desires to broaden the scope of administrative approvals for signs, the size is larger than what had been discussed in the past, and larger than staff is comfortable with approving administratively at this time. Staff is understanding of the desire for visibility from Highway 10 for businesses and does believe that signage could help attract businesses to the area. He noted that two letters of opposition from adjacent landowners were received and included in the case.

Chairperson Bauer asked the typical size of a billboard sign.

City Planner Anderson replied billboard signs are typically between 600 and 700 square feet. He confirmed that as proposed the original sign request exceeded that size.

Chairperson Bauer asked if the City has ever approved placing a private sign on City property.

City Planner Anderson stated that he is not aware of a private sign on City property but noted that there are City signs that promote local business through tenant spaces.

Chairperson Bauer asked the visibility concerns raised from businesses in The COR to attract additional drivers from Highway 10.

City Planner Anderson replied that is a common consider from businesses. He stated that typically there are blue MnDOT signs that alert drivers to upcoming businesses but noted that those signs are not an option in Ramsey. He confirmed that prospective businesses have expressed the need to have visibility from Highway 10.

Chairperson Bauer commented that the entire sign ordinance should be reviewed, as the ordinance is too restrictive in many ways.

Commissioner VanScoy referenced the existing community signs and asked if those are on City owned property.

City Planner Anderson confirmed that those signs are on City owned property.

Commissioner VanScoy stated that while he understands the need and desire, he is appalled at the magnitude of the sign proposed. He stated that this request has multiple conflicts with the ordinance. He stated that the City has an opportunity to address the issue of visibility but did not think it appropriate to do that with a private sign on City property. He stated that perhaps a third community sign would solve this problem.

Citizen Input

Rob Hardy, applicant, provided background information on himself, experience, and his local connection to Ramsey. He stated that when he looked at Ramsey, he could not figure out why the City was not attracting retailers. He stated that he attempted to purchase land on Highway 10 and was quickly educated on why that property would not work for development because of the Highway 10 improvement proposed to occur. He stated that retailers were interested in being on Highway 10, but there is not available land. He stated that he then spent time working on the parcel in The COR that he holds a Purchase Agreement on. He stated that the retailers that have declined interest have stated that it is because they would not have visibility on Highway 10. He advised of a sign that he recently saw along a highway advertising businesses, which caused him to pull off the highway to visit those businesses. He explained that the reason Ramsey does not have the retailers that other communities have is because it lacks exposure for those businesses on Highway 10. He explained that the sign he proposed would cost over $500,000 and explained how those costs would be recovered from the tenants. He noted that the original sign proposal included a City branding area and a digital reader board, which could be used by smaller businesses that perhaps could not afford a tenant space. He noted that after receiving the feedback from staff, he removed those sections. He stated that he also reduced the height to match the U.S. Bank sign. He explained why the proposed location was chosen. He stated that Ramsey has a unique challenge in that The COR properties in that the businesses will want visibility from Highway 10. He believed that the time has come for the City to consider putting a larger sign on the City property, suggesting a modern digital sign which could be used to advertise local businesses, local events, and other civic announcements. He stated that without visibility from Highway 10, Ramsey will not be able to attract retailers.

Senior Planner McGuire Brigl stated that the issue of private signage on City owned property will be a policy discussion for the Commission to consider.

Matt Kooker, PSD and Armstrong West Retail, stated that he is the adjoining property owner. He stated that if the City wants to do something with the property, it should consult the adjacent property owners to determine if they are interested in purchasing the lot. He stated that he has invested a significant amount of money into his site and to allow the applicant to put a sign closer to Highway 10 than his sign, and of this size, would be appalling. He stated that he is doing a fully electronic sign. He stated that he was asked to work with the applicant but does not have experience with the applicant and would prefer to own his sign and allow his space for his tenants. He stated that if the applicant wants property along Highway 10, he could have sold him property where Diamond's was. He stated that the City has never offered an off-premise sign to

his knowledge. He stated that he would have liked to increase the size of his sign but followed City ordinance. He stated that if the Commission grants this, he will sell portions of his land along Highway 10 to be used for signs. He stated that allowing this action would open Ramsey to becoming signville. He stated that he has spoken with the adjacent property owner about buying his land to continue retail use and this sign would fall directly in the center. He stated that PSD is a business of the community that has invested in the community and does not feel that approving this for future retailers would be the right move.

Mr. Hardy agreed that he does not have anything invested in the community as of yet but does have a Purchase Agreement with the City. He stated that he has the financial wherewithal to complete this project. He stated that if there is available land, he is unsure why there are not buildings going up on those properties. He stated that in his discussions with staff, the proposed Highway 10 improvements show tremendous impacts to the properties along Highway 10, with most of those properties no longer having access. He stated that if he goes away, the next developer will come in and want the same thing, exposure from Highway 10. He stated that this issue will need to be addressed.

Motion by Commissioner Woestehoff, seconded by Commissioner Johnson, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Woestehoff, Johnson, Anderson, Gengler, Peters, and VanScoy. Voting No: None. Absent: None.

Chairperson Bauer closed the public hearing closed at 8:56 p.m.

Commission Business

Chairperson Bauer stated that it seems the developer is willing to delay this to March to allow time to review additional options.

Commissioner Woestehoff stated that he would suggest determining the square footage of a billboard. He stated that he would much rather see another sign of 330 square feet at 75 feet. He stated that he likes the idea of having combined signs for multiple tenants.

Commissioner VanScoy stated that if this is going to be delayed to March, there could be the same discussion if nothing is done between now and then.

Commissioner Woestehoff stated that he would like to see the sign on land owned by the applicant and not City owned land.

Commissioner VanScoy recognized that the visibility issue is a huge policy issue that needs to be dealt with.

Chairperson Bauer agreed that the sign ordinance needs to be reviewed, as visibility will continue to be a huge issue for The COR.

City Planner Anderson provided additional details on the different types of signage allowed. He stated that the Council has talked about going away from The COR branding and focusing on the City of Ramsey.

Councilmember Musgrove provided additional input on recent Council discussions related to uniform City of Ramsey branding and signage.

Chairperson Bauer asked if this topic could be added to the joint meeting with the City Council the following week.

Senior Planner McGuire Brigl replied that she did not believe that agenda would have space for an additional topic. She asked for input from the Commission on whether it would support an off-premise sign.

Commissioner Johnson stated that he would not support an off-premise sign for the applicant specifically but would support a community sign for multiple tenants/projects.

Commissioner VanScoy stated that he would like the Commission/City to consider a community sign, looking at the long-term needs for The COR. He stated that perhaps a partnership could be done to support that action. He stated that he would like to see more signage for the businesses but also wants to see the City have control.

Commissioner Woestehoff stated that he would appreciate a community sign but believes that the Ramsey overpass would need to be completed prior to that sign being added because of future visibility issues.

Commissioner VanScoy stated that the Armstrong interchange has caused a significant negative impact on visibility for businesses even though it was a positive for transportation.

Commissioner Peters stated that he has an issue with the size of the sign. He stated that the population of Ramsey will support the businesses and not the traffic that pulls off the highway by chance.

Commissioner Woestehoff asked if a decision would need to be made in March, if tabled tonight.

Chairperson Bauer stated that if the issue is still not resolved in March, the Commission can recommend it not be approved. He stated that tabling does not require the request to come back in March.

City Planner Anderson replied that the City has a 60-day timeframe for review but can issue a 60-day extension if needed. He noted that anything beyond one extension would require consent of the applicant.

Commissioner Johnson asked what would change between now and the next review.

Commissioner Anderson suggested that there be a worksession before the next meeting to allow additional discussion.

Senior Planner McGuire Brigl stated that she can schedule a worksession for signage. She noted that the applicant has some urgency because of potential tenants.

Chairperson Bauer stated that it seems the consensus would be a community sign on City property or a comparable sign (to Armstrong Retail) on private property.

Motion by Commissioner Anderson, seconded by Commissioner VanScoy, to table the request and allow the applicant time to revise the proposal for consideration at a future meeting.

Further discussion

Commissioner Johnson requested that the worksession occur at least one week prior to the regular Planning Commission meeting. He thanked Mr. Hardy for his input tonight.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, VanScoy, Gengler, Johnson, Peters, and Woestehoff. Voting No: None. Absent: None.

Mr. Kooker stated that he also owns the land at Armstrong and Bunker, and if off-premise signs are allowed, he could potentially make that retail and post signage along Highway 10. He just wanted to ensure the Commission thinks about precedent that could be set.

6. COMMISSION BUSINESS

6.01: Consider Amended Sketch Plan for Odyssey Homes; Case of Odyssey Homes (Project No. 19-140)

Presentation

Senior Planner McGuire Brigl presented the Staff Report stating that staff recommends that the applicant proceed to the Preliminary Plat phase with revisions outlined in the staff review files. She stated that a letter of opposition was included in the case.

Commission Business

Commissioner Gengler asked the cul-de-sac standards.

Senior Planner McGuire Brigl commented that the standard would be 600 feet for cul-de-sac length.

Commissioner VanScoy stated that he does not recall a 900-foot cul-de-sac length for this type of density, although there are R-1 developments with longer cul-de-sacs.

Senior Planner McGuire Brigl provided input from the County comments related to Nowthen and emergency access.

Commissioner Anderson stated that he does not believe he would support a 900-foot cul-de-sac.

Councilmember Musgrove stated that recently there was a requirement for a certain size for a bus to turn around and asked that size.

City Planner Anderson explained that within the rural area a 65-foot radius is required and in the urban area a 60-foot radius is required.

Senior Planner McGuire Brigl stated that she spoke with Public Safety and the comment was that the cul-de-sac would need to be full-sized in order to accommodate larger vehicles (plows, garbage trucks, etc.).

Commissioner VanScoy commented that the right-in/right-out option seems like it would be a good compromise but would require a divider because people would attempt to turn in. He assumed that most of the traffic leaving would be heading towards Highway 47.

Senior Planner McGuire Brigl stated that the applicant is going to propose a right exit only, which has not yet been vetted by Anoka County.

Commissioner Woestehoff asked if the County concern would be the connection to 146th and that traffic would cut through.

Senior Planner McGuire Brigl believed that the issue was with the spacing.

Commissioner Woestehoff suggested removing the connection to 146th which would eliminate the cut through ability, making the access on Nowthen with the cul-de-sac at the other side of the development.

Commissioner Anderson asked if the development checks all the boxes for R-2 and this type of development.

Senior Planner McGuire Brigl confirmed that in general all the bulk standards are met through sketch plan. She stated that traffic would need to be addressed and noted the additional items that would be addressed with Preliminary Plat.

Jason Bebo, 15363 Radium St NW, stated that as the developer his goal would be to have a right on only onto CR 5, with no entrance into the development from CR 5.

Craig Jochum, Hakanson Anderson, referenced a City comment of at least 25 feet, noting that 50 feet is included. He stated that they would ensure that emergency vehicles have access.

Commissioner VanScoy referenced the plan to have a right-out only and no entrance and asked for input from the engineer.

Mr. Jochum stated that the County stated that they would consider a right-in/right-out with a turn lane. He stated that they have not yet proposed the right-out only option to the County.

Alena Hunter, 14628 Helium St, thanked everyone for the opportunity to have the open house. She described the path traffic takes from Highway 47 onto and along CR 5. She stated that if the only entrance into the development is from 146th that will cause a bigger traffic problem on CR 5. She believed a right-in/right-out may be a good solution. She believed that the intersection of CR 5 and 146th is already a dangerous intersection and should be addressed before this development could be added. She stated that the existing trail stops before this development property and does not continue until Sunwood, although there is a full trail on the other side of CR 5. She stated that there are arborvitaes that are very dense and could solve the problem of screening. She stated that drainage is a huge issue as the property sits in a low spot. She stated that she was happy to hear that the homes would be priced around $250,000 to $300,000. She stated that she will look at the development the developer completed in Isanti. She commented that she wants to see a high-quality development and wants this to be reviewed from a holistic perspective. She asked the Commission to think this through as this development will be right off a major City roadway that already has traffic/safety issues.

Chad Lindgrun, 5561 145th Circle, stated that traffic is a big issue for this area. He stated that many residents that attended the open house were concerned with tree density. He understands that the developer meets all the requirements for the development. He liked that the developer has stated that they will try to save the trees that can be saved. He agreed that arborvitaes would be a great addition as they grow quickly and provide great transition. He appreciated the time of the Commission and developer to listen to the residents earlier at the open house.

Patrick Hampton, 15551 Potassium St NW, stated that he is the owner of the northern parcel of land and thanked the Commission for providing him an opportunity to speak. He stated that the Commission seems to be honest and fair and attempts to look at the issue from all sides. He stated that he has been on both sides of the issue and provided background on an issue that occurred 15 years ago when a development was proposed across from his parcel which would cause him to lose land and be assessed. He stated that he spent three years and $20,000 fighting against the City. He stated that now he is on the other side and has welcomed the input from the residents. He stated that in this case the residents are not going to lose land or be assessed. He agreed that as many trees should be saved as possible, but also commented that it is his land and they are his trees. He stated that he wants to sell his land to help with his ongoing medical issues. He stated that the neighbors have enjoyed the benefits of his property being undeveloped for many years without paying any of the associated costs. He commented that its frustrating that this process is moving slowly and appreciated if this could continue to move forward. He thanked the Commission for listening to concerns and being fair in its consideration. He stated that he has lived in his home for over 60 years and would hate to lose the home that he and his elderly mother live in because of the medical expenses and issues he has, when the sale of this

property would resolve that issue. He recognized that there are issues with traffic because Ramsey is becoming a City rather than a little rural township.

Chairperson Bauer explained the intent of a sketch plan, which allows the Commission and residents to provide input to the developer before additional expense is incurred developing the Preliminary Plat elements.

Commissioner Anderson commented that the developer should proceed to Preliminary Plat but work with staff to address the questions raised tonight at the meeting and through the open house.

Commissioner Peters asked what is keeping CR 5 from having the speed limit lowered, noting that there are now two elementary schools along that roadway.

Commissioner Woestehoff stated that he had the same concern with Alpine and learned that a speed study could result in a higher speed limit posted, as the County will adjust to what drivers are driving.

Senior Planner McGuire Brigl stated that she would speak with Public Works, as the City could send in a request to have the speed limit reviewed.

Commissioner Gengler stated that this is a viable option for this site, and she likes the density, but the CR 5 piece is the problematic piece for her.

Commissioner VanScoy stated that he is comfortable as long as there could be some type of access on the southern end, noting that he would prefer the right-in/right-out. He acknowledged that would be a decision of the County. He stated that the traffic on CR 5 is what it is and adding a few more vehicles will not significantly change the conditions.

Ms. Hunter stated that there was discussion at the open house related to a left-hand turn lane northbound on CR 5 at 146th and asked if the City could ask the County about that option. She noted that this may be an opportunity for the developer to fund that improvement.

Mr. Hampton thanked the Commission for providing him the opportunity to vent and for agreeing to allow the project to move forward. He stated that he has been trying to sell the land since May and the developer began this process with the City in September, so it can just be frustrating with the length of time needed for these types of projects to move ahead.

Mr. Bebo stated that he agrees that the left turn lane would be beneficial but did not believe that is an expense that the developer should pay for, as that would require widening CR 5. He recognized that the turn lane would benefit the hundreds of other homes in that area, rather than the additional 26 homes. He noted that type of expense would most likely kill this project.

Chairperson Bauer stated that he would not think that expense would be of the developer.

Senior Planner McGuire Brigl commented that it is her understanding that if a development warrants a change to a major road, the developer is responsible to making the improvement. She explained that if the County required that improvement, the developer would be responsible.

Chairperson Bauer commented that the issue already exists without this development present.

Senior Planner McGuire Brigl explained that if the traffic levels are changing because of this development and the improvement is required to support the development, the developer would be responsible.

Mr. Bebo stated that he does not believe that the County would require the left turn lane. He recognized that if the right-in/right-out is approved/selected, he would be responsible for constructing the right turn lane.

Commissioner VanScoy stated that the County traffic report has no discussion requiring left turn lanes and did not address the 146th intersection at all.

Chairperson Bauer stated that the property is zoned R-2 and this is on the low end of the density that would be allowed. He agreed that the County should have input as to what is considered safe and what could/should be done.

It was the consensus of the Commission that the applicant moves forward to the Preliminary Plat phase, addressing the concerns raised.

7. COMMISSION / STAFF INPUT

7.01: Receive Staff Update

The Staff Update was noted.

8. ADJOURNMENT

Motion by Commissioner Anderson, seconded by Commissioner Peters, to adjourn the meeting.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Peters, Gengler, Johnson, VanScoy, and Woestehoff. Voting No: None. Absent: None.

The regular meeting of the Planning Commission adjourned at 10:07 p.m.

Respectfully submitted,

_____

Chloe McGuire Brigl
Senior Planner

ATTEST:

_____

JoAnn Shaw
Planning Division Secretary

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

ECONOMIC DEVELOPMENT AUTHORITY
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The City of Ramsey Economic Development Authority (EDA) conducted a regular meeting on Thursday, January 9, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Jim Steffen
Member Brian Burandt
Member Scott Cords
Member Mark Kuzma
Member Chris Riley

Members Absent: Member Glen Hardin

Also Present: Sean Sullivan, Economic Development Manager
Tim Gladhill, Deputy City Administrator

1. CALL TO ORDER

Chairperson Steffen called the Economic Development Authority meeting to order at 7:30 a.m.

2. APPROVE AGENDA

Motion by Member Kuzma, seconded by Member Burandt, to approve the agenda.

Motion carried. Voting Yes: Chairperson Steffen, Members Kuzma, Burandt, Cords, and Riley. Voting No: None. Absent: Member Hardin.

3. APPROVE MINUTES

3.01: Approve Meeting Minutes Dated November 14, 2019

Motion by Member Riley, seconded by Member Kuzma, to approve the November 14, 2019, minutes as presented.

Motion carried. Voting Yes: Chairperson Steffen, Members Riley, Kuzma, Burandt, and Cords. Voting No: None. Absent: Member Hardin.

4. EDA BUSINESS

4.01: Consider Purchase Agreement and Preliminary Tax Increment Financing (TIF) Agreement Structure for Part of Outlot A, COR Stone Brook Academy; Case of Cobblestone Hotel Development, LLC (Portions may be closed to the public)

Economic Development Manager Sullivan presented the staff report.

Member Kuzma asked if the funds recouped through TIF for the purchase of the land would be restricted.

Economic Development Manager Sullivan explained that the funds recouped for the purchase price would go back into the City's fund used to originally purchase the land within The COR.

Jason Aarsvold, Ehlers, stated that Ehlers reviewed the proposal including development costs, operating costs and returns on investment, noting that all the numbers fall within the expected range. He stated that the land write down would still provide a return on investment below what would be expected for a hotel in this market. He stated that a recommendation in his memorandum would include a lookback period to ensure that project costs were as presented and that the actual rate of return still fell within industry standards. He stated that the hotel would generate about $45,000 annually into the TIF District.

Chairperson Steffen asked for additional input on the lookback period.

Mr. Aarsvold provided additional details relating to a possible lookback provision for project costs and stabilized performance. He stated that once the project is completed and up and running, you could look back to ensure that the project cost as much as projected to develop. He stated that another way would be to review the returns on investment once stabilized. He stated that the lookback provision could then include adjustments. He stated that the projected returns are well below the market.

Member Burandt asked how common it is to use TIF to assist in hotel financing.

Mr. Aarsvold stated that Ehlers has participated in several TIF deals with hotels, especially further outside of main cities such as Minneapolis.

Economic Development Manager Sullivan stated that staff is looking to find the comfort level of the EDA related to the proposed deal. He explained that the TIF agreement will come back to the EDA for final approval, which will then include the negotiated agreement that could include a lookback provision.

Chairperson Steffen asked if 60 percent occupancy is a general goal for hotels when starting out.

Mr. Aarsvold stated that they would generally like to see that above 68 percent but believed that to be in line with the market.

Economic Development Manager Sullivan explained that the land cost write down through TIF is only a small part of the owner equity, as the developer is bringing an additional $2.6M cash to the deal.

Brian Wogernese, Cobblestone Hotel, provided additional details on the Cobblestone Hotel brand including hotels that some are owned and managed by the company and others that are franchised. He stated that the proposed hotel in Ramsey would not be a franchised, Cobblestone would remain the owner and operator. He noted that the restaurant component would be Wissota Chophouse.

Chairperson Steffen asked why Ramsey was selected and what was special about this site.

Mr. Wogernese stated that his brand is not looking to enter into a market like Minneapolis. He stated that Cobblestone is a smaller hotel, which serves as a mini full-service hotel. He noted that this would provide an opportunity for people from out of town to stay in Ramsey when visiting local businesses. He stated that they constructed this exact hotel five times already, so with the exception of land/utilities/earth work they are confident in the construction costs.

Chairperson Steffen asked how the decision is made as to whether the company keeps the hotel or franchises it.

Mr. Wogernese stated that as long as the restaurants are a component, Cobblestone remains a controller of the site, even if they sell a majority of the shares. He stated that they currently have five of the Wissota Chophouse restaurants.

Member Riley asked for additional description of the photographs provided and the restaurant component, as the restaurant is a desired amenity in Ramsey.

Mr. Wogernese provided additional input on the ala cart steakhouse style restaurant which would also have a shareables component. He stated that would allow a fine dining component but would also service happy hour visitors with a patio and firepit. He stated that the restaurant would only be open for dinner and the hotel would provide a complimentary breakfast to guests.

Chairperson Steffen asked for details on the quasi-public pool amenity.

Deputy City Administrator Gladhill stated that it would be an amenity of the hotel but would not be for general public use.

Chairperson Steffen asked if the land write down is a typical tool used by the hotel.

Mr. Wogernese confirmed they have used that tool in the past. He stated that they are required to bring 40 percent equity to the deal in order to obtain the desired financing and the land write-down helps get them to that number.

Chairperson Steffen asked if the rate of return figures stated by Ehlers meet the benchmarks of the developer.

Mr. Wogernese confirmed that he worked with Mr. Aarsvold on those.

Member Riley stated that on the past few TIF deals the City received payment from the development and then released funds back to the developer over time, whereas this would seem to be the reverse.

Economic Development Manager Sullivan confirmed that some of the past projects issued a TIF note to the developer, where the developer obtains payment over time. In the proposed deal with Cobblestone, the City would in effect receive a note in the form of a TIF Agreement which would allow the city to receive full payment for the land over time. He estimated that it would take 9-10 years of tax increment revenue to pay for the land. A Minimum Assessment Agreement would be executed as part of the TIF agreement assuring a minimum value to have a controlled revenue stream.

Member Cords stated that the City already owns this land and therefore there would not be a cost to the City, the City would just receive payment for the land over time.

Economic Development Manager Sullivan confirmed that the City already made the purchase of the land in 2009 and therefore no additional funds would be spent on the land.

Chairperson Steffen stated that he likes the project as there has been a desire for this type of hotel and restaurant product within The COR.

Member Kuzma stated that the location next to the train station will also be convenient for customers of the hotel.

Member Burandt stated that this meets the goals of selling land, adding lodging and bringing a restaurant to The COR.

Motion by Member Brandt, seconded by Member Kuzma, to recommend to City Council to approve the Purchase Agreement and Preliminary TIF Agreement Structure for part of Outlot A, COR Stone Brook Academy, subject to City Attorney approval as to legal form.

Further discussion: Member Riley echoed the comments that this project meets multiple goals of the City. Member Cords stated that he also likes the idea and the addition to The COR. He asked the projected timeline for breaking ground. Economic Development Manager Sullivan stated that in discussions with the developer, they would anticipate breaking ground in 2020, perhaps in June or July. Mr. Wogernese estimated a ten-month construction period once they break ground.

Motion carried. Voting Yes: Chairperson Steffen, Members Burandt, Kuzma, Cords, and Riley. Voting No: None. Absent: Member Hardin.

4.02: Authorize 2020 Annual Ramsey EDA Business Expo Budget

Economic Development Manager Sullivan presented the staff report.

Chairperson Steffen asked if the City contribution should be lowered rather than lowering the price from $60 to $50 for Ramsey businesses to participate.

Economic Development Manager Sullivan explained that could be done but the thought that the cost savings should be shared with Ramsey businesses.

Chairperson Steffen referenced the cost of the balloon artist and asked if that is necessary.

Economic Development Manager Sullivan explained that activity was very popular for children and recommended keeping it.

Member Riley confirmed that the balloon artist activity was very popular the previous year. He stated that he also likes that the EDA contribution was reduced and does not have a problem with the business fee being lowered as well.

Member Cords asked if the waiting list from the previous year fills the amount of available space.

Economic Development Manager Sullivan stated that by moving to Adrenaline Sports they were able to increase from 45 to 61 stalls. He stated that this year's layout will be reduced by one booth in order to make the City booth more effective and increase the flow.

Motion by Member Kuzma, seconded by Member Cords, to authorize the proposed budget for the 2020 Ramsey EDA Business Expo.

Motion carried. Voting Yes: Chairperson Steffen, Members Kuzma, Cords, Burandt, and Riley. Voting No: None. Absent: Member Hardin.

4.03: Receive 2019 Business Retention and Expansion Presentation

Economic Development Manager Sullivan presented the staff report and the 2019 Business Retention and Expansion Report.

Chairperson Steffen suggested that staff send out a schedule of upcoming visits which could allow interested EDA Members to attend business visits, if desired.

Chairperson Steffen noted that it seems that the majority of the areas proposed for improvement in the BR&E report are out of City control. He asked if there are instances where a concern is brought forward that staff can address.

Economic Development Manager Sullivan confirmed that there are some items or questions that staff can be addressed after a business visit. He noted that other areas of follow up include possible assistance the City can provide.

Member Cords stated that he enjoyed the visit that he attended. He stated that this seems to be a good method to gain input that is normally not shared with the City or staff and to build relationships with Ramsey businesses.

Economic Development Manager Sullivan agreed. He stated that he encourages businesses to share any concerns and thoughts they may have, whether positive or negative.

Member Riley stated that business visits are important and are a part of the City's strategic plan and EDA's workplan.

Economic Development Manager Sullivan reviewed the proposed 2020 business visit list.

Member Cords asked how many companies reported that they would be closing, as the statistic was eight percent. He also asked the reason the company/companies would be closing.

Economic Development Manager Sullivan stated that he would not share the business that would be closing but noted that the company he spoke with has issues with competition for workforce and competition within its own market. He reported that the statistic of eight percent represented one company out of those visited in 2019.

5. MEMBER / STAFF UPDATE

The EDA reviewed the Staff Update.

Economic Development Manager Sullivan indicated that after the meeting staff will be meeting with someone from the United States Post Office I Minneapolis in attempt to obtain a Ramsey zip code.

Deputy City Administrator Gladhill advised of a joint worksession on February 11th between the City Council and Planning Commission related to proposed residential development projects.

Chairperson Steffen commented on the self-storage project under construction, which is a substantial building and asked for input.

Deputy City Administrator Gladhill noted that is one of two self-storage projects under construction at this time. He noted that project is more visible near Bunker Lake and Ramsey Boulevard. He stated that this project is a climate controlled indoor self-storage facility. He stated that self-storage facilities are more in demand throughout nearby communities as well.

6. ADJOURNMENT

Motion by Chairperson Steffen, seconded by Member Burandt, to adjourn the meeting.

Motion carried. Voting Yes: Chairperson Steffen, Members Burandt, Cords, Kuzma, and Riley. Voting No: None. Absent: Member Hardin.

The regular meeting of the Economic Development Authority adjourned at 8:39 a.m.

Respectfully submitted,

_____
Sean Sullivan
Economic Development Manager

ATTEST:

_____
Wendy Schlueter
Economic Development Administrative Assistant

Draft by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

PARK AND RECREATION COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Park and Recreation Commission conducted a regular meeting on January 9, 2020, at Ramsey City Council Chambers, 7550 Sunwood Drive NW.

Commission Members Present: Chair Shane Bennett
Vice Chair Brandon Sis
Commissioner Trixy Barnes
Commissioner Nathan Barten
Commissioner Russell Bayer
Commissioner Jennifer Leistico

Commission Members Absent: None

Also Present: Parks & Assistant Public Works Superintendent Mark Riverblood
Recreation Specialist Abby Proulx

1. CALL TO ORDER

Chair Bennett called the Park and Recreation Commission meeting to order at 6:30 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Commissioner Barnes, seconded by Commissioner Sis, to approve the Park and Recreation Commission meeting agenda as presented.

Motion carried. Voting Yes: Chair Bennett; Commissioners Barnes, Sis, Barten, Bayer, Leistico. Voting No: None. Absent: None.

4. APPROVE MINUTES

4.01: Approve Park and Recreation Commission Meeting Minutes

Motion by Commissioner Leistico, seconded by Commissioner Barten, to approve the November 14, 2019, Park and Rec Commission meeting minutes as presented.

Motion carried. Voting Yes: Chair Bennett; Commissioners Leistico, Barten, Barnes, Bayer, Sis. Voting No: None. Absent: None.

5. COMMISSION BUSINESS

5.01: Draft Recreation Policy Plan

Parks & Assistant Public Works Superintendent Riverblood introduced the draft recreation policy plan by recalling this work is a continuation of the Park Systems Plan revision. At the November meeting, the Commission reviewed the Recreation Programming and Partnerships chapter. Since then, Recreation Specialist Proulx has continued working on the policy plan, and tonight's focus will be on the first three sections, which are about 90% completed at this time.

Parks & Assistant Public Works Superintendent Riverblood noted that the goal is to have the final draft of the Recreation Programming and Partnerships chapter available as soon as the February meeting for the Commission's input.

Parks & Assistant Public Works Superintendent Riverblood continued by highlighting the elements of the portions under consideration, including: the context of the plan, the recreation districts, vision and essential elements, existing facilities and infrastructure, capital improvements, and future implementation.

Recreation Specialist Proulx then introduced the three sections she will cover tonight: Introduction, Trends, and Program Impact. She recalled the already-stated purpose, mission and core values, history of recreation in Ramsey, and reasons for providing recreation. She discussed trends, specifically changing demographics, and how to appropriately provide programming for those demographics, as well as highlighted overall economic trends and the necessity of fee assistance going forward. The most recent resident survey showed about 50% satisfaction with current programming, which demonstrates an opportunity for improvement. She also commented on the overall national and local trend that people spend less time in nature-based activities, and children today spend less time outdoors than their parents and grandparents. Internal research has found Ramsey had previously a void of recreation offerings, with many residents driving to neighboring communities to participate in recreation programming, which further establishes the need to increase recreation programming in Ramsey. Recreational programming partnerships with neighboring communities will continue to be a priority for Ramsey.

Recreation Specialist Proulx then discussed the necessity of physical activity in relation to physical health and the current statistics on obesity and heart health. Also, of concern is mental health, specifically anxiety and depression; outdoor physical activity has been shown to enhance good coping mechanisms. Another trend worth noting is people increasingly identify themselves by their activities rather than their work, e.g., "I am a runner."

Commissioner Barnes suggested including a section on the many benefits of child development, specifically the many advantages of children being outdoors and playing in natural spaces. She recommended the book *The Last Child in the Woods*.

Parks & Assistant Public Works Superintendent Riverblood noted he has a dog-eared copy of *The Last Child in the Woods* and concurred with the importance of highlighting the aspects of child development in the recreation plan.

Commissioner Barnes also suggested offering nature hikes and night hikes in the woods for children with their parents, to help children learn not to be afraid outdoors and to observe wildlife.

Parks & Assistant Public Works Superintendent Riverblood concurred with this sentiment, highlighting the importance of creating opportunities locally for both structured and unstructured outdoor play.

Chair Bennett thanked Recreation Specialist Proulx for the tremendous amount of detail and hard work.

Parks & Assistant Public Works Superintendent Riverblood added that Recreation Specialist Proulx worked hard to synthesize a lot of material and data to make just the first three sections.

Recreation Specialist Proulx then introduced the next three sections she will be working on: State of Programs, Vision [programs and policy], Plan/Goals & Strategies. She discussed the factors in setting programming fees: Access, Responsibility, Anticipated Impacts, Social Value, and Benefit.

Parks & Assistant Public Works Superintendent Riverblood discussed the complexities of cost recovery, and provided several examples of Ramsey events, the cost of the event, per participant charge, and the amount actually collected. Examples included the concert in the park series, starwatch party, movie in the park, art in the park, yoga, bingo, and Zumba.

Recreation Specialist Proulx indicated she is currently researching a Ramsey recreation pass, which will be a great way to balance accessibility and cost. She discussed possible options and benefits for residents and non-residents. The first and foremost goal is to serve residents but also to serve neighboring communities. She noted that fee setting and cost recovery is necessary to remove barriers for residents to participate.

Commissioner Barnes commented on the necessity of making sure some fee assistance is available for those who cannot afford it.

Chair Bennett noted that some residents are unaware of the many existing programs available by the City. Affordable and well-advertised programs will be used by the residents. He expressed support for the idea of a recreation pass.

Commissioner Sis suggested looking at areas of collaboration with nearby communities; perhaps some reciprocal arrangement could be made.

Parks & Assistant Public Works Superintendent Riverblood thanked the Commission for the feedback.

6. COMMISSION/STAFF INPUT

Parks & Assistant Public Works Superintendent Riverblood highlighted the Minnesota Master Naturalist Program which is the featured item in the *Ramsey Resident* this month. He encouraged anyone interested in conservation stewardship and Minnesota's ecology and geology to attend the open house to discuss details. He also mentioned the letter on Emerald Ash Borer and the corresponding presentation to be given next week on this topic by the Minnesota Department of Agriculture.

Parks & Assistant Public Works Superintendent Riverblood then highlighted the proposed items for the February agenda: the 2019 photo contest winners, continued review of Chapter 3 of the Park Systems Plan, updating a resolution from 1991 that this Commission developed that deals with public facility naming, and more detailed recreation program update.

7. ADJOURNMENT

Motion by Commissioner Bayer, seconded by Commissioner Leistico, to adjourn the meeting.

Motion carried. Voting Yes: Chair Bennett; Commissioners Bayer, Leistico, Barnes, Barten, Sis. Voting No: None. Absent: None.

The Park and Recreation Commission meeting adjourned at 7:20 p.m.

Respectfully submitted,

_____

Mark Riverblood
Parks & Assistant Public Works Superintendent

Drafted by Allison Burr
TimeSaver off Site Secretarial, Inc.

ENVIRONMENTAL POLICY BOARD
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

On Monday, January 13, 2020, the Environmental Policy Board (EPB) met in the Council Chambers at the Ramsey Municipal Center, 7550 Sunwood Drive N.W., Ramsey, Minnesota.

Members Present: Chairperson Michael Valentine
Board Member Reid Bernard
Board Member Jane Covart
Board Member Melissa Fetterley
Board Member Michael Hiatt
Board Member Laura Moore

Members Absent: None

Also Present: City Planner Chris Anderson
City Engineer Bruce Westby
City Council Liaison Debra Musgrove (arrived 6:39 p.m.)

1. CALL TO ORDER

Chairperson Valentine called the meeting to order at 6:30 p.m.

2. CITIZEN INPUT

None.

3. APPROVE AGENDA

Motion by Board Member Hiatt and seconded by Board Member Bernard to approve the agenda as submitted.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Hiatt, Bernard, Covart, Fetterley, and Moore. Voting No: None. Absent: None.

4. APPROVE MINUTES

4.01: Approve Meeting Minutes Dated December 16, 2019

Motion by Board Member Covart and seconded by Board Member Hiatt to approve the regular meeting minutes dated December 16, 2019.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Covart, Hiatt, Bernard, Fetterley, and Moore. Voting No: None. Absent: None.

City Planner Anderson stated that in reference to the November, 2019 meeting, Councilmember Musgrove had let him know that she would not be able to attend because of a conflict with a City Council budget worksession. He stated that he had failed to alert the Board at the November meeting and wanted the minutes to reflect the reason for her absence.

5. POLICY BOARD BUSINESS

5.01: Update on Multiple Water Treatment Studies

City Planner Anderson presented the staff report. He stated that in November of 2019, City staff provided a brief update to the EPB that there were multiple water supply system studies underway. Staff noted that in the coming months, the City Engineer offered to attend an EPB meeting to provide further updates and answer any questions the Board may have. He noted that a high-level update on the two water system supply studies currently in progress was provided in the Board packet.

City Engineer Westby stated that staff has been working on two water supply studies, one looking at treatment of surface water and the other treating groundwater. He stated that unfortunately staff is not as far along as he hoped they would be but would still be providing a brief presentation. He noted that he would be happy to come back in June or July when the studies are completed to provide more definitive conclusions.

Chairperson Valentine commented that he would be happy to have City Engineer Westby back when the studies are completed.

City Engineer Westby reviewed the timeline for the City's current water supply system including construction of the system, participation in the regional surface water supply study, recent levels of manganese, and centralized water treatment facility preliminary design study. He noted that future plans in the CIP include construction of a groundwater treatment facility. He provided an update on the status of the regional surface water supply study, noting that the Metropolitan Council is funding the study while the cities involved are leading the study. He stated that they are hoping to have results available next month to further review. He provided an update on the status of the centralized water treatment facility preliminary design study, noting that the study will provide three deliverables to the City. He stated that staff is hoping to have the results from this study around June or July. He confirmed that he would be willing to come back to the Board with the final study results later this summer.

Chairperson Valentine stated that it will become increasingly difficult to obtain permits for wells for this purpose as so much water is being drawn from the aquafers. He also commented on the Joint Powers Agreement that would be needed for a multiple municipality treatment facility. He asked for input on the City's relationship with the DNR, as that agency could have an impact on the City's ability to draw additional water from the aquafer.

City Engineer Westby commented that the City has a good relationship with the DNR. He stated that with ongoing discussions and the City working with the DNR on various studies, he believes that the DNR would allow additional wells to be drilled if necessary. He believed that the DNR recognizes that the costs are significant to convert a municipal water supply to a surface water

treatment system. He did not believe that the DNR would require an additional pilot study or deny the request of Ramsey to drill another well.

Board Member Hiatt asked how many cities are currently drawing surface water from the Mississippi, other than Minneapolis and St. Cloud.

City Engineer Westby stated that there are additional cities utilizing surface water treatment but was unsure if there were any located between St. Cloud and Minneapolis.

Board Member Hiatt asked if there is a model of other cities along the Mississippi that work together on a regional surface water treatment system. He noted that the City could use that information for its study.

City Engineer Westby stated that the consultant is reviewing governance models used by others that share a water treatment facility and noted that he would remind the consultant of those examples.

Board Member Hiatt asked if there is potential to perhaps drill in the northern part of the City.

City Engineer Westby explained that the aquafer disappears as you move north and west in the City. He stated that a well siting study will need to be done each time the City needs to drill a well.

Board Member Fetterley asked if there are concerns that the surface water study would show favorable and that the DNR could then deny the City's ability to drill another well in 2023.

City Engineer Westby stated that he does not have any concerns that the DNR would use the study results to pressure the City to switch to surface water but would instead show that the City has researched that option. He stated that he anticipates that the cost to change to surface water treatment would be prohibitive and therefore the DNR would not/could not force the City to take that route. He stated that the City has been collecting and saving funds for a groundwater treatment facility and therefore there are funds available in the water utility fund for that purpose.

Board Member Covart stated that it appears the life of a water treatment facility is about 50 years and asked the lifespan of a well.

City Engineer Westby stated that the City is getting good use of its wells. He noted that there are some maintenance items such as pump replacement, but the well itself lasts a long time. He stated that the City began punching wells in 1984 and they have served the City well and continue to do so.

Board Member Moore stated that it appears the City is also looking for future potential contaminates in these studies and asked if the issue of manganese is also included as an issue, specifically how the City can treat that to open the other wells.

City Engineer Westby confirmed that is a part of the second study the City is completing on its own. He noted that the City is attempting to identify as much as it can in terms of possible future contaminates to be prepared for the future.

Councilmember Musgrove stated that she does have questions but will wait until the studies are completed, as that information will most likely answer her questions. She asked if the City is looking to drill one additional well, or two, based on the City's rate of growth.

City Engineer Westby stated that in the latest update of the City's Comprehensive Water Systems Study, two wells are identified; one in 2023 and a second in 2028 or 2030. He stated that staff will talk with the consultant that completes the well siting study for the 2023 well to determine if additional work could be done in advance for the second well.

Chairperson Valentine expressed appreciation to City Engineer Westby for attending the meeting and provided an update tonight.

5.02: Overview of Framework for Water Efficiency Grant Program

City Planner Anderson presented the staff report. He stated that the City of Ramsey has been awarded $28,000 in grant funds through the Metropolitan Council's 2019-2022 Water Efficiency Grant Program for use in a rebate program. As the name of the program implies, the purpose of the grant is to implement water efficient technologies to reduce the demand on water supply.

City Planner Anderson stated that there are two primary financial requirements of the program. First, the municipality must contribute 25 percent of the grant award, which equates to $9,340. Second, that rebate recipients must also have a financial contribution. Other important eligibility requirements include the rebate recipient being a municipal water customer, only applicable to replacement devices, and the rebate is only applicable for the cost of the device and its installation, excluding any owner labor costs.

Councilmember Musgrove asked if there would be a provision in the application that would require a 30-day waiting period once opened to the public. She stated that in searching smart devices, there is a wide range of pricing available. She stated that requiring residents to only pay tax is not a big commitment and asked if it would make more sense to require residents to pay an additional amount (such as $20 or $25) to ensure that they are being smart with their purchases, rather than the resident choosing higher priced items simply because this program is paying the cost.

Chairperson Valentine stated that it is an interesting question as there is a science to figuring out how big the rebate should be in order to attract participants. He stated that his concern would be that if the rebate is not enough, residents may not choose to participate.

Board Member Hiatt stated that he thought he read that there is a maximum rebate per device, which is $200.

City Planner Anderson agreed that there is a wide range of prices and staff attempted to make the program as attractive as possible but also wanted to create the opportunity for as many residents to participate as possible. He used the example of toilets, noting that there is a wide variety available for $200 or less, while there is a wide variety available above $200. He stated that there would be a device maximum of $200, with a household maximum of $500. He stated that this could also be used as a pilot for the City to implement its own program in the future, if desired.

Board Member Hiatt stated that this money will greatly help with the cost for the devices, but the homeowner would also be responsible for labor costs to install the new devices. He commented that the $500 maximum per household would help to serve the intent desired by Councilmember Musgrove. He noted that half of the City would not be eligible for the program as they are not connected to municipal water services. He hoped that the City could also investigate options for those residents that are not connected to City services in the future.

Board Member Fetterley stated that she would suspect that the majority of devices purchased will be irrigation upgrades, which will cost significantly more than $200. She stated that this information will all be distributed to the public and did not see the purpose of a waiting period as it will already take time for residents to complete research and find the appropriate devices and contractors.

Councilmember Musgrove stated that Councilmembers, Commissioners, Board Members, and City staff have a head start on the availability of grant funds from the program, which would put them at advantage so to speak. She explained that her thinking was perhaps to provide the same amount of notice to residents.

City Planner Anderson stated that as the structure of the rebate program is finalized there will be a number of public promotions completed to notify the public. He stated that staff could incorporate a start date for applications if desired.

Chairperson Valentine agreed that it would be fair to have public notice. He noted that there would also be a seasonal concern with irrigation uses.

Board Member Covart asked if a public notice stating that the grant funds would be available in 30 days from the publication would suffice the intent of Councilmember Musgrove. She referenced audit services, which would not be covered under this grant, but noted that service would be available to those on private wells as well and is something the City could look at for a future program.

Motion by Board Member Hiatt and seconded by Board Member Bernard to recommend that the City Council adopt Resolution #20-018 to enter into the Clean Water Fund Grant Agreement with the Metropolitan Council and to accept the $28,000 grant to implement a water efficiency rebate program.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Hiatt, Bernard, Covart, Fetterley, and Moore. Voting No: None. Absent: None.

5.03: Minnesota Department of Agriculture Presentation on Emerald Ash Borer (EAB)

City Planner Anderson presented the staff report. He stated that in response to an inquiry from a concerned Ramsey resident, City staff went out to inspect an ash tree in the resident's front yard. There was a gallery visible on one of the lower limbs. City staff sent photos of the gallery to the Minnesota Department of Agriculture's Arrest the Pest site for review. A follow up inspection by City staff and MDA occurred on December 11, 2019, which ultimately confirmed the presence of Emerald Ash Borer (EAB). EAB is an invasive insect that attacks all native variety of ash trees.

Jonathan Osthus, Minnesota Department of Agriculture, stated that EAB was first found in Minnesota in 2009 and since that time has continued to spread throughout the State. He provided background information and reviewed the life cycle of the EAB. He provided information on host trees and displayed photographs of what residents should look for, specifically the "S" shaped galleries and EAB larva. He stated that adult EAB leave a "D" shaped exit hole but can be harder to find. He displayed a photograph of look alike insects that the Department of Agriculture often receives calls on. He reviewed the symptom progression that occurs during the different years of infestation and provided photographs as well. He also provided photograph examples of native damage to trees. He provided a national perspective of how EAB has spread, explaining that people have moved EAB much faster than it would have spread on its own. He reported that EAB is currently in 22 counties in Minnesota and is spreading up the 94 corridor, which is still spreading slower than the national average. He reviewed some of the regulations within Minnesota that help to regulate the spread of EAB and also provided information on tree removal and treatments available for EAB. He noted that it can sometimes be less costly to treat an EAB tree compared to removal of the tree. He stated that the best place to start would be to complete a tree inventory, or at least an Ash tree inventory. He encouraged residents to report infested trees, so that information can be added to the database.

Board Member Moore stated that she would assume that information will be included in the next City newsletter. She asked if there would be information on how residents should dispose of wood from a tree that they have removed themselves.

City Planner Anderson stated that there is information on the City website but noted that he would verify that information is still up to date and conduct any needed refreshing. He stated that information on proper management for removed trees as well as available treatment would be available on the website. He explained that EAB was identified in Anoka County (Ham Lake) about five years ago and therefore the quarantine on the County went into effect at that time. He stated that winter is a great time to look for signs and symptoms of infected trees. He noted that concerned residents can contact City staff to verify whether EAB is present.

Board Member Fetterley asked if the City needs to be concerned, as the City has not completed its own inventory. She asked if additional funds should be committed in the budget for possible tree removal and/or treatment.

Mr. Osthus stated that the best place to start would be to complete an inventory, which can then be used to plan for possible future costs.

City Planner Anderson stated that the City attempted to complete a tree inventory. He explained that through the Resilient Communities Program (RCP), the City, in conjunction with University of Minnesota Urban Forestry students, trained volunteers in species identification. Unfortunately, we were not able to obtain a large enough group of volunteers to complete the inventory. He stated that the City's tree population is fairly young and from a public perspective, the designed and planted right of way trees do not include significant mature Ash trees. He stated that from a budget perspective, as of right now, if boulevard trees become infested the City would lean towards removal and replanting rather than considering treatments. He stated that there may be valuable larger Ash trees in some parks that may warrant consideration for treatment. He noted in terms of private trees, the City can act as an educational resource, but the decision and responsibility would ultimately be the homeowners.

5.04: Review Landscape Plan for Amended Preliminary Plat of Riverstone Addition

City Planner Anderson presented the staff report. He stated that Riverstone LLC has applied for a revised Preliminary Plat for the subdivision known as Riverstone, which is located south of Alpine Drive, north of the railroad tracks, and on the west side of Puma St NW. The proposed revision is in the northern portion of the site and would eliminate the previously approved attached townhomes and replace with more detached villas, which is the primary product offered in Riverstone. The proposed amendment to the Preliminary Plat does have a minor impact on the approved Landscape Plan for the subdivision.

Motion by Board Member Fetterley and seconded by Board Member Covart to recommend approval of the revised Landscape Plan for Riverstone.

Motion carried. Voting Yes: Chairperson Valentine, Board Member Fetterley, Covart, Bernard, Hiatt, and Moore. Voting No: None. Absent: None.

6. BOARD / STAFF INPUT

No additional comments.

7. ADJOURNMENT

Motion by Board Member Hiatt and seconded by Board Member Bernard to adjourn the meeting.

The meeting adjourned at 8:19 p.m.

Respectfully submitted,

_____

Chris Anderson
City Planner

ATTEST:

_____

JoAnn Shaw
Community Development Secretary
Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

CC Regular Session **5. 2.**

Meeting Date: 02/24/2020

Submitted For: Kurt Ulrich, Administrative Services

By: Colleen Lasher, Administrative Services

Information

Title

Consider Approval of a Revised Connect Anoka County Fiber Network Connectivity Services Agreement

Purpose/Background:

Attached is the revised Connectivity Services Agreement between the City, Zayo, and Anoka County. The original agreement was approved in 2011. The agreement comes before Council to approve the removal of Fire Station #3 from the City's agreement. The City had been splitting the cost of connectivity with the City of Nowthen since implementation. However, the City of Nowthen, as of January 1, 2020, has taken full ownership of the site's connectivity status. This is one less site the City is responsible for, and about a $37/month savings.

The Agreement also states the City's intention to remain a part of the Connect Anoka County network. This is the second of three five-year renewal options given to the connected entities.

Funding Source:

There is no additional funding required to approve the revised connectivity services agreement.

Recommendation:

Staff recommends renewing the agreement, exercising the next 5-year option, as the only change is the number of sites.

Action:

Motion to approved the revised connectivity services agreement.

Attachments

Nowthen Letter - Fire Station 3

Revised Ramsey Connectivity Services Agreement

Form Review

Inbox	Reviewed By	Date
Colleen Lasher (Originator)	Colleen Lasher	02/19/2020 11:56 AM
Matt Kohner	Matt Kohner	02/19/2020 02:37 PM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:32 AM
Form Started By: Colleen Lasher		Started On: 02/05/2020 04:41 PM
Final Approval Date: 02/20/2020		

Anoka County
COUNTY ADMINISTRATION
Information Technology

connect AnokaCounty

February 3, 2020

Lori Streich
City of Nowthen
8188 199th Ave. N.W.
Nowthen, MN 55330

Re: **Connect Anoka County Site 124 – Nowthen Fire Station #3**
Customer Accounts: 130876 - City of Nowthen / 130878 - City of Ramsey

Dear Ms. Streich,

Per your recent phone conversation with Susan Vreeland, the City of Nowthen has given approval for Anoka County to bill the City of Nowthen for the above referenced site $75.00 per month for 100Mb fiber service. Effective January 1, 2020, invoices will be directly billed to the City of Nowthen for site 124 starting with the January 2020 invoice. A revised invoice is enclosed.

Should you have any questions, please contact me at 763-324-4112 or at connectanokacounty@co.anoka.mn.us.

Thank you and we appreciate your continued partnership with the Connect Anoka County project.

Sincerely,

Roxann Wardarski

Roxann Wardarski
Administrative Services Assistant

Attachment

Cc: Susan Vreeland, Director of Information Technology
Kurt Ulrich, City of Ramsey Administrator
Fire Chief Matt Kohner

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Customer/Division Code: BRBD

CITY OF RAMSEY
7550 SUNWOOD DR NW
RAMSEY, MN 55303

Customer Invoice

As of:	2/5/2020	Customer:	130878
Amount Due:	$984.00	**Due By:**	3/6/2020
Questions?	Please	Contact:	763-324-1700

Date	Transaction		Amount	Balance
		Prior Balance for BRBD as of 1/21/2020:		**$0.00**
Invoice: B20012101M				
01/21/2020	SITE 124 FEB 2020 CAC FIBER		$37.50	
01/21/2020	SITE 132 FEB 2020 CAC FIBER		$75.00	
01/21/2020	SITE 133 FEB 2020 CAC FIBER		$75.00	
01/21/2020	SITE 134 FEB 2020 CAC FIBER		$75.00	
01/21/2020	SITE 137 FEB 2020 CAC FIBER		$267.00	
02/04/2020	SITE 124 TO NOWTHEN		($37.50)	
		Invoice: B20012101M Total:	**$492.00**	$492.00
Invoice: B202120M				
01/21/2020	SITE 124 JAN 2020 CAC FIBER		$37.50	
01/21/2020	SITE 132 JAN 2020 CAC FIBER		$75.00	
01/21/2020	SITE 133 JAN 2020 CAC FIBER		$75.00	
01/21/2020	SITE 134 JAN 2020 CAC FIBER		$75.00	
01/21/2020	SITE 137 JAN 2020 CAC FIBER		$267.00	
02/04/2020	SITE 124 TO NOWTHEN		($37.50)	
		Invoice: B202120M Total:	**$492.00**	$984.00

Current	31 - 60 days	61 - 90 days	over 90 days	Total Due
$984.00	$0.00	$0.00	$0.00	$984.00

Amount Due By: 3/6/2020

Customer: **130878** Balance: **$984.00** Due By: **3/6/2020** Payment Amount: $_____.____

Make Checks Payable To:

Anoka County Treasury Office
2100 3rd Ave Suite 300
Anoka, MN 55303-5029

Anoka County
COUNTY ADMINISTRATION
Information Technology

connect AnokaCounty

December 18, 2019

Kurt Ulrich
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

Re: Connectivity Services Agreement with Community Anchor Institution(s) for Broadband Services at Co-Location Site(s) (CSA)

Dear Mr. Ulrich:

As you may recall, the City of Ramsey has executed an Agreement with the County of Anoka to participate in the Connect Anoka County (CAC) Network. (Anoka County Contract # 2011-0106/C0000600 and Amendment 1.) The current term of this Agreement expires on August 16, 2020 with two remaining 5-year renewal terms upon written notice from both parties. The formal written notice needs to be made no less than 180 days prior to expiration (February 17, 2020). The Agreement does not specify the form of the notification, but the County prefers a letter of intent followed by a formal amendment. While the signed formal amendment is not required until February 17, 2020, the County would appreciate receiving the signed documents in the enclosed addressed envelope by February 1, 2020.

The County has received informal communications that the City of Ramsey wishes to continue participating in the CAC network, but with changes to the location of Equipment placement and service levels. An updated Attachment A is attached to this letter. Please confirm the service level and Equipment location changes. Any location that is spliced out of the network will become permanently discontinued. In anticipation of renewal, the County has drafted a contract Amendment to be executed if the City of Ramsey concurs with renewing the Agreement. The draft Amendment is attached.

If you have any questions, please do not hesitate to contact me at 763-324-5389.

Sincerely,

Kathryn M. Timm
Assistant Anoka County Attorney
Kathryn.Timm@co.anoka.mn.us

KMT:gla

Attachments

cc: Scott Schulte, Chair, Anoka County Board of Commissioners
Rhonda Sivarajah, Anoka County Administrator
Susan Vreeland, Chief Information Officer
Dan Lekatz, Deputy Director

Anoka County Contract No. 2011-0106/C0000600B

AMENDMENT NO. 2
TO
Connectivity Services Agreement
With Community Anchor Institution(s)
For Broadband Services
At Co-Location Service Site(s)

THIS AMENDMENT is made this 17th day of August, 2020, the date of the signature of the parties notwithstanding, by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as the "County," and the City of Ramsey, 7550 Sunwood Dr NW, Ramsey, MN 55303, hereinafter referred to as the "Entity."

WITNESSETH:

WHEREAS, the County wishes to amend its Agreement with the Entity for Connectivity Services on the Connect Anoka County Network which was effective upon the completion of build and go live of the ZAYO System in 2013; and

WHEREAS, the Agreement was previously amended on August 16, 2015 to provide for continued services until August 16, 2020; and

WHEREAS, the Agreement provides for two additional renewal amendments; and

WHEREAS, Paragraph XII. MODIFICATIONS of said Agreement provides that any material alterations, modifications or variations of the terms of this Agreement shall be valid and enforceable only when they have been reduced to writing as an amendment and signed by the parties.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter stated or contained in the Agreement, the parties do hereby agree as follows:

1. The parties agree to change Paragraph VI. TERM, as follows:

A. This Agreement will be for a period commencing on the date of signing by both parties, and continuing until August 16, 2015 (Initial Term), with up to a total of three (3) renewal periods of additional five (5) years terms (Renewal Terms) upon written amendment. Both parties shall provide written notice of intent to renew this agreement not less than one hundred eighty days (180) before the end of the Initial Term or Renewal Term. For purposes of this agreement, written notices shall be sent to the addresses of each of the Parties as indicated above. Upon the termination or expiration of this Agreement, Anoka County shall have no further obligation to provide Services and no further liability to Entity. Upon termination or expiration of this agreement, ZAYO shall be provided a reasonable opportunity to retrieve its equipment from the co-location service site(s). At the request of the entity, ZAYO will remove equipment from individual

terminated co-location sites within a mutually agreed time not to exceed 180 days. Upon termination of Entity's connectivity service from a co-location site, without terminating this entire agreement, ZAYO, at the request of the entity, shall remove its equipment from said co-location site within a mutually agreed time not to exceed 180 days and any underlying rights for that co-location site shall terminate with the removal without further action or notice by any party. Any underlying rights granted by the Entity under this Agreement shall terminate or expire with the Agreement without need for further action or notice by any party.

B. *Pursuant to the above paragraph, both parties have sent written notice to each other one hundred eighty (180) days or more in advance of August 16, 2015 indicating the desire to renew the agreement for the next five (5) years. The commencement date of the new term is August 17, 2015 and the new expiration date is August 16, 2020.*[1] ~~The Agreement may be renewed under these same terms, conditions and procedures for an additional two (2) terms.~~

C. Pursuant to paragraph A., both parties have sent written notice to each other more than one hundred eighty (180) days in advance of August 20, 2020 indicating the desire to renew the agreement for the next five (5) years. The commencement date of the new term is August 17, 2020 and the new expiration date is August 16, 2025. The Agreement may be renewed under these same terms, conditions and procedures for one (1) additional term.

D. If there have been any changes in service levels at the time of this Amendment, the parties will execute and attach updated Attachment A.

2. This Amendment is hereby made a part of and shall be amended to the Agreement of the parties.

3. All other terms and conditions of the original Agreement shall remain in full force and effect.

SIGNATURE PAGE TO FOLLOW

1 This language will become obsolete after August 16, 2020.

IN WITNESS WHEREOF, the parties have signed this Amendment on the dates written below.

COUNTY OF ANOKA

By: _____
Scott Schulte, Chair
Anoka County Board of Commissioners

Dated: _____

By: _____
Rhonda Sivarajah
County Administrator

Dated: _____

ENTITY

By: _____

Its: _____

Dated: _____

By: _____

Its: _____

Dated: _____

APPROVED AS TO FORM

By: _____
Kathryn Timm
Assistant County Attorney

Dated: _____

ATTACHMENT A

Capacity and Costs for Co-location Sites

1. **Entity Name: City of Ramsey, MINNESOTA**

2. **Entity Contact Information:**

Principal Contact:

Name: _____

Position: _____

Office Phone: _____

Cell Phone: _____

Mail Address: _____

Email: _____

3. **Following are the site locations included for equipment co-location:**

Site #	Location	Address	City	Service Capacity	Monthly Costs
132	Ramsey Public Works	14100 Jasper Street	Ramsey	100M	$ 75.00
133	Ramsey Fire Station #1	15050 Armstrong Blvd	Ramsey	100M	$ 75.00
134	Ramsey Fire Station #2	15153 Nowthen Blvd NW	Ramsey	100M	$ 75.00
137	Ramsey City Hall / Police / Anoka County License Center	7550 Sunwood Dr NW	Ramsey	1GB	$ 267.00

TOTAL **$ 492.00**

Anoka County
COUNTY ADMINISTRATION
Information Technology

connect AnokaCounty

Entity Contact Information Form

Site 132 - Ramsey Public Works

Billing Contact:

Name: _____
Position: _____
Company Name: _____
Mailing Address: _____
_____
Office Phone: _____
Email: _____

Technical Contact:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Building Access Contacts - Entity shall provide 24-hour, 7-day a week access for the purposes of maintenance, service, and upgrades of the equipment and system.

List contacts in the order you would wish them to be called.

Business Hours - Contact #1:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Business Hours - Contact #2:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Non-Business Hour Contacts – These contacts should be available after hours and have building access to the equipment location. They may be called in case of such emergencies as equipment failures, fiber hits, storm damage, emergency locates, etc.

List contacts in the order you would wish them to be called.

After Hours - Contact #1:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

After Hours - Contact #2:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

Anoka County
COUNTY ADMINISTRATION
Information Technology

connect AnokaCounty

Entity Contact Information Form

Site 133 - Ramsey Fire Station #1

Billing Contact:

Name: _____
Position: _____
Company Name: _____
Mailing Address: _____
_____
Office Phone: _____
Email: _____

Technical Contact:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Building Access Contacts - Entity shall provide 24-hour, 7-day a week access for the purposes of maintenance, service, and upgrades of the equipment and system.

List contacts in the order you would wish them to be called.

Business Hours - Contact #1:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Business Hours - Contact #2:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Non-Business Hour Contacts – These contacts should be available after hours and have building access to the equipment location. They may be called in case of such emergencies as equipment failures, fiber hits, storm damage, emergency locates, etc.

List contacts in the order you would wish them to be called.

After Hours - Contact #1:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

After Hours - Contact #2:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

Anoka County
COUNTY ADMINISTRATION
Information Technology

connect AnokaCounty

Entity Contact Information Form

Site 134 - Ramsey Fire Station #2

Billing Contact:

Name: _____
Position: _____
Company Name: _____
Mailing Address: _____
_____
Office Phone: _____
Email: _____

Technical Contact:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Building Access Contacts - Entity shall provide 24-hour, 7-day a week access for the purposes of maintenance, service, and upgrades of the equipment and system.

List contacts in the order you would wish them to be called.

Business Hours - Contact #1:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Business Hours - Contact #2:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Non-Business Hour Contacts – These contacts should be available after hours and have building access to the equipment location. They may be called in case of such emergencies as equipment failures, fiber hits, storm damage, emergency locates, etc.

List contacts in the order you would wish them to be called.

After Hours - Contact #1:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

After Hours - Contact #2:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

Anoka County
COUNTY ADMINISTRATION
Information Technology

connect AnokaCounty

Entity Contact Information Form

Site 137 - Ramsey City Hall / Police / Anoka County License Center

Billing Contact:

Name: _____
Position: _____
Company Name: _____
Mailing Address: _____
_____
Office Phone: _____
Email: _____

Technical Contact:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Building Access Contacts - Entity shall provide 24-hour, 7-day a week access for the purposes of maintenance, service, and upgrades of the equipment and system.

List contacts in the order you would wish them to be called.

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Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Business Hours - Contact #2:

Name: _____
Position: _____
Office Phone: _____
Cell Phone: _____
Email: _____

Non-Business Hour Contacts – These contacts should be available after hours and have building access to the equipment location. They may be called in case of such emergencies as equipment failures, fiber hits, storm damage, emergency locates, etc.

List contacts in the order you would wish them to be called.

After Hours - Contact #1:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

After Hours - Contact #2:

Name: _____
Position: _____
Cell Phone: _____
Home Phone: _____
Email: _____

CC Regular Session **5. 3.**

Meeting Date: 02/24/2020

By: Katie Schmidt, Administrative Services

Information

Title

Approve the Following Meeting Minutes:

1. Joint City Council and Planning Commission Work Session dated 2/11/2020
2. City Council Work Session dated 2/11/2020

Purpose/Background:

Purpose: The purpose of this case is for Council review and approval of meeting minutes.

Background: Attached are the meeting minutes referenced above.

Recommendation:

Approve the meeting minutes.

Action:

Motion to approve the following Council meeting minutes:

1. Joint City Council and Planning Commission Work Session dated 2/11/2020
2. City Council Work Session dated 2/11/2020

Attachments

2-11-2020 CCWS Minutes

2-11-2020 CC Minutes

Form Review

Inbox	Reviewed By	Date
Colleen Lasher	Colleen Lasher	02/18/2020 03:01 PM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:46 AM
Form Started By: Katie Schmidt		Started On: 02/18/2020 10:04 AM
Final Approval Date: 02/20/2020		

JOINT CITY COUNCIL AND PLANNING COMMISSION WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, February 11, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor John LeTourneau (attending remotely)
Acting Mayor Chris Riley
Councilmember Nadine Heinrich
Councilmember Mark Kuzma
Councilmember Jeff Menth
Councilmember Debra Musgrove
Councilmember Dan Specht

Planning Commission
Members Present: Chairperson Randy Bauer
Commissioner Bruce Anderson (attending remotely)
Commissioner Cheri Gengler
Commissioner Torrey Johnson
Commissioner Gary VanScoy
Commissioner Matt Woestehoff

Also Present: City Administrator Kurtis Ulrich
Fire Marshal Carey Schiferli
Police Captain Brad Bluml
Public Works Superintendent Grant Riemer
Administrative Services Director Colleen Lasher
Deputy City Administrator Timothy Gladhill
City Engineer Bruce Westby
Senior Planner Chloe McGuire Brigl

1. CALL TO ORDER

Acting Mayor Riley called the City Council Work Session to order at 5:30 p.m.

2. TOPICS FOR DISCUSSION

2.01: Receive Update on Riverstone Preliminary Plat (Master Plan) and Discuss Puma Street Reconstruction Options

Deputy City Administrator Gladhill provided a broad overview of the purpose of the discussion tonight.

Senior Planner McGuire Brigl reviewed the staff report and details related to the proposed land use changes to the plat.

Acting Mayor Riley asked the number and location of 40-foot lots.

Heather Lorch, Capstone, identified 38 proposed detached townhomes, which would replace the 48 proposed quad homes, and pointed out the location for those homes.

Councilmember Kuzma asked the price range and size of the homes.

Ms. Lorch replied that the price range would be between $265,000 and $295,000 with square footage ranging between 1,800 and 2,400 square feet.

Acting Mayor Riley asked for details on the discussion that occurred related to the potential connector street between this development and the neighboring development.

Ms. Lorch replied that they did receive the suggestion from the comments but both developers believed that it would be better to have standalone developments. She stated that Capstone is willing to provide a pedestrian connection that could connect the two developments.

Councilmember Kuzma asked for input related to the sewer and water connection to the adjacent development that was previously discussed.

Stephen Bona, Capstone, replied that Capstone came to an agreement with AKM following the last discussion, that has since expired, and they are awaiting a new agreement to be signed.

Councilmember Musgrove stated that she likes that Capstone heard the comments from the residents to eliminate the quad homes and adjust the plan in this manner. She commented that she also does not like the idea of a connecting the road between the developments and appreciated the willingness of Capstone to put in the pedestrian connection between neighborhoods.

Planning Commissioner Chair Bauer disclosed that he lives in the Riverstone development and does not believe that a connecting road with the adjacent parcel would provide a benefit.

Deputy City Administrator Gladhill reviewed the remainder of the staff report related to the Puma Street reconstruction. He noted that Paxmar submitted an email in opposition of the proposed assessment.

Acting Mayor Riley asked if there is a reason that the roadway would not be improved to the City's street standards.

Mayor LeTourneau asked how the new alignment would lay with the density of the housing.

Deputy City Administrator Gladhill identified the proposed realignment, which has always been contemplated following the Preliminary Plat approval of Paxmar.

Planning Commission Chair Bauer stated that Puma Street might be utilized by more than just the residents, with the industrial park in that area. He stated that the employees and possibly trucks accessing the industrial park will increase traffic on Puma Street and therefore believed the City should contribute to the project.

Councilmember Kuzma asked if this is an MSA street.

Deputy City Administrator Gladhill stated that this roadway is included in the MSA system, and would be eligible for MSA funds, but the City would need to decide if this is the correct project to use MSA funds on, as there is a large demand on the limited MSA funding. He noted that the Public Works Committee will continue that discussion.

Councilmember Specht agreed that the City should financially contribute towards the project.

Councilmember Musgrove asked for background information on the temporary construction of Puma Street.

Deputy City Administrator Gladhill provided background information on the creation of Puma Street.

Councilmember Heinrich asked if there have been similar projects in years past.

Deputy City Administrator Gladhill replied that there have been a variety of similar projects. He stated that some projects in The COR have been funded by the City at a rate of 60 percent that could be reimbursed through TIF.

Councilmember Specht asked if the cost-share is lesser in this case because these are residential developments rather than commercial.

Deputy City Administrator Gladhill stated that looking holistically at the City's transportation needs; this is not the same setup as the Bunker Lake industrial park scenario. He noted that the Bunker Lake industrial park scenario was more linked through economically development and the City funded its portion through the County HRA funds.

Councilmember Specht asked for details on the position of Paxmar in its email.

Deputy City Administrator Gladhill stated that Paxmar stated that he is unsure of the exact amount Paxmar feels would be fair but believes that one third is too much for their development to be assessed. He noted that the Paxmar parcel is still awaiting rezoning to support its proposed development.

Mayor LeTourneau asked if the City is still the owner of the parcel east of Puma Street.

Deputy City Administrator Gladhill stated that the City largely owns the four-acre parcel where the road alignment would occur.

Councilmember Kuzma suggested that the City proceed with the benefit analysis study to support any potential assessment.

Deputy City Administrator Gladhill stated that Capstone does have an aggressive schedule for the next phase of development, and they would not be able to build on those lots within the realignment area until the Puma Street agreement is finalized.

Planning Commissioner Anderson asked what would happen in the case that the third party does not move forward, specifically whether the City and Capstone would be then stuck with a 50/50 split.

Deputy City Administrator Gladhill stated that as long as the City follows the proper metrics, appraisals show the increase in value is equal to the assessment amount; the City would be fully protected.

Councilmember Heinrich asked for input from Capstone or their thoughts on the potential cost-share split.

Ms. Lorch stated that Capstone was aware that there was a need for an assessment on this part of the parcel and was under the impression that it would be a similar cost-share to the previous. She stated that they hoped that the cost-share would be less with another developer. She stated that Capstone did fund 18 percent of the improvement cost for Bunker Lake Boulevard because it felt that improvement would provide a benefit to its residents. She stated that Capstone would agree to the third split, with the caveat that the City and other developer equally contribute.

Planning Commissioner Woestehoff asked if there are safety concerns with Alpine in that area.

Police Captain Bluml stated that this would correct the safety concern with the Alpine walking trail that previously existed.

Planning Commissioner Woestehoff suggested that the City take a larger share in this from a safety standpoint and contribute at a rate of 50/25/25.

Deputy City Administrator Gladhill noted that the Public Works Committee can discuss that option.

Councilmember Menth asked if Paxmar is on board with this proposal.

Deputy City Administrator Gladhill confirmed that Paxmar does not agree with this proposal. He noted that Paxmar was invited to attend tonight but chose not to be a part of the discussion.

Councilmember Musgrove asked if Paxmar would perhaps accept the cost-share of 50/25/25 in order to allow this project to proceed at a quicker pace and without the need for the additional study.

Councilmember Heinrich stated that while she supports the safety aspect, she does support the third split scenario and would support moving forward on that.

Councilmember Kuzma stated that it would be difficult to determine what would be assessed until the benefit analysis study is completed. He stated that if supported, he would support the third split scenario.

Deputy City Administrator Gladhill stated that staff can bring forward the two cost-share scenarios (the third scenario and 50/25/25) to the Public Works Committee for further discussion.

Mr. Bona stated that the schedule is moving fast, and they would like to begin grading in March, with roads paved by June. He appreciated any assistance the City could provide in the Puma Street agreement moving forward to allow their schedule to continue to move at that pace.

2.02: Discuss Policy Direction on Pearson South/Riverstone South Subdivision; Case of Capstone Homes

Deputy City Administrator Gladhill reviewed the staff report related to land use.

Acting Mayor Riley commented that he would like to see less 40-foot wide lots.

Planning Commissioner Woestehoff asked if this property is zoned R-1 MUSA.

Deputy City Administrator Gladhill confirmed that to be true and noted that a Comprehensive Plan amendment and zoning amendment would be needed.

Councilmember Menth referenced the surrounding area and asked how that land is planned to be developed.

Deputy City Administrator Gladhill identified the landowners and land use guiding of the surrounding properties.

Councilmember Menth stated that in the past he has heard discussion of connecting Bowers Drive to another roadway.

Deputy City Administrator Gladhill noted that would be a separate discussion that would involve the development of a different parcel.

Councilmember Kuzma asked the reasoning for the smaller lots.

Tom Bakritges, Capstone, stated that their goal is to have spring construction in 2021. He stated that this is a good opportunity to move to the south with development. He stated that this piece of ground is contained and is unique as they will be faced with challenges from the adjacent uses (solar farm, industrial/commercial, and residential). He stated that they would like to mirror what they have done to the north, noting that they attempt to provide housing to all the different

markets. He stated that the smaller lots would be bordered by the future commercial/industrial area and the solar farm, he noted that the site would transition as you move south in order to match the existing residential development.

Mr. Bakritges stated that the solar farm and commercial/industrial is not very attractive to be adjacent to residential and therefore that is why they are proposing a lesser price point residential product in that area.

Councilmember Specht commented that he believes that this is a good mix of housing products and supports the plan moving forward. He stated that residents on Bowers Drive have commented that it would be nice to have another method to connect rather than only having access onto Highway 10.

Mayor LeTourneau stated that the plan as presented is a great place to start. He stated that as a resident of Bowers Drive, there has been a discussion by those residents. He stated he is appreciative of the 50-foot buffer and prefers this use to additional commercial/industrial. He appreciated that this product would mirror the existing residential that it would border.

Planning Commissioner VanScoy stated that he supports the suggestion of staff to connect this to Bowers Drive. He commented that from a safety perspective he would imagine that this would be an issue.

Police Captain Bluml stated that the Police would like access to Bowers Drive as it would provide additional opportunity in emergencies.

Fire Marshal Schiferli commented that it is important to have two accesses for many reasons. He stated that this is the longest cul-de-sac in the City, and this is a non-hydrant area, therefore the Fire Department needs to bring in water. He commented that if a tree goes down, or a power line, that could block the only entrance to Bowers Drive as it currently exists. He noted that the new development would also be connected to City water and therefore would have hydrants and the road connection would only improve the element of safety.

Deputy City Administrator Gladhill advised that an Environmental Assessment Worksheet (EAW) would be required as this moves forward and would include a traffic study.

Public Works Superintendent Riemer stated that if a connection is going to be made, Public Works would like to have a full road connection.

Mayor LeTourneau stated that as a homeowner on Bowers Drive, he can comment that the resistance that the City would have to the homes is less resistant now but there would be quite a bit of resistance in regards to a second access point.

Councilmember Heinrich appreciated the input from Mayor LeTourneau. She commented that while residents enjoy their privacy, public safety is of utmost importance for the residents and therefore supports a full road connection.

Councilmember Menth asked if the Bowers Drive connection would occur through this design proposal or whether it would connect across Armstrong.

Deputy City Administrator Gladhill stated that currently the plan includes an oversized road connection with breakaway barriers for Public Safety, but Public Safety would like that to be a full road connection at that point. He stated that conceptually it is not difficult to add that road at this step in the plan and noted that is the purpose of tonight's discussion.

Councilmember Musgrove commented that she would support the full road connection.

Mayor LeTourneau stated that the residents are all in favor of having the access to Highway 10 changed and would support the connection to Riverdale Drive.

Acting Mayor Riley confirmed the consensus of the Council to provide direction for a full road connection.

Deputy City Administrator Gladhill reviewed the Riverdale Drive extension element and potential cost-share elements. He noted that the City could attempt to compete for MnDOT funds. He noted that staff could bring forward the discussion to the Public Works Committee.

Councilmember Specht stated that because the roadway is part of the Highway 10 plan, he would support the City having a higher share of the cost.

Deputy City Administrator Gladhill confirmed that staff would prioritize Riverdale over Puma Street and that is why the third/third/third cost-share scenario was proposed on Puma Street.

2.03: Discuss Policy Direction on Outlot C, Northfork Development Proposal; Case of BK Land Development

Deputy City Administrator Gladhill provided a broad overview of the purpose of the discussion tonight.

Senior Planner McGuire Brigl reviewed the staff report.

Councilmember Heinrich asked if a gate or fence would be around the entire development.

Luke Konewko, BK Land Development, commented that would go along Alpine as a form of a buffer. He stated that they would be open to suggestions from the City and noted that the fence could also be berming or landscaping.

Deputy City Administrator Gladhill asked for input on the appropriate/desired mix between the housing products.

Councilmember Kuzma stated that he supported this plan when it was previously presented, primarily because the demand for the smaller product is high and those homes sell quickly. He stated that he continues to support the plan as presented.

Councilmember Menth asked public safety to comment on the road width.

Fire Marshal Schiferli stated that the parking would need to be restricted on one side. He noted that the aerial truck would take up the entire road width. He stated that the narrow roads can work but would need to be posted for no parking on one side. He commented that he would like to see wider roads.

Police Captain Bluml stated that he would defer to fire, as fire trucks are much larger than police vehicles. He stated that a narrower road provides less time for driver reaction for pedestrians. He noted that parking could occur on one side during the day, but overnight parking is not allowed on any City road.

Councilmember Kuzma commented that the neighboring development already has roads of this width.

Public Works Superintendent commented that Public Works can live with the 29-foot road, but no parking has to be enforced in order to support snowplows.

Councilmember Musgrove asked, and received confirmation that the road would be signed and designated as no parking on one side.

Acting Mayor Riley stated that this would match the adjacent development and therefore would be a good use. He commented that he would like to see the overall number of the smaller lots reduced.

Planning Commissioner Woestehoff stated that he has received resident comments that the housing prices are too expensive, noting that the smaller homes have a lesser cost and therefore he will support this proposal.

Councilmember Specht commented that he will also support the plan as proposed.

Councilmember Musgrove asked if the villa product would be part of an HOA.

Mr. Konewko confirmed that the villas would have a full HOA, while the single-family product would have an HOA that only maintains common areas.

Councilmember Musgrove commented that she supports this proposal.

Planning Commission Chair Bauer commented that he lives in a villa in Riverstone and there is a high demand for that product. He commented that he and his neighbors are very satisfied, noting that the villa is a great product for snowbirds. He believed that it would not make sense to increase the number of single-family lots, as there is high demand for the villa product.

Mayor LeTourneau commented that he would welcome the mix of house styles and has a greater concern with the tax base that will be generated through this project. He noted that the growth in

the housing community will also support the desire of the overall community to attract additional retailers.

Councilmember Menth stated that during the previous review he expressed a desire for less villas and more single-family homes. He stated that he has since driven through the adjacent development and has no problem with the mix proposed. He stated that he spoke with residents that live in the villas and are very satisfied with the product.

Councilmember Heinrich stated that she originally had concern with the number of smaller lots but noted that she could support the smaller lots if the road width were increased.

Mr. Konewko stated that they could look into increasing the road width but would want to ensure that the mix of products would not be impacted and the separation between products could continue to be provided.

Deputy City Administrator Gladhill noted that the input has been received by the developer and it will be their choice whether to move forward on the project.

2.04: Note Additional Policy Projects and Development Proposals of Interest

No discussion.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

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

Respectfully submitted,

_____

Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Katie M. Schmidt
Administrative Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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CITY COUNCIL
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a regular meeting on Tuesday, February 11, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Acting Mayor Chris Riley
Councilmember Nadine Heinrich
Councilmember Mark Kuzma
Councilmember Jeff Menth
Councilmember Debra Musgrove
Councilmember Dan Specht

Members Absent: Mayor John LeTourneau

Also Present: City Administrator Kurtis Ulrich
Police Captain Brad Bluml
Public Works Superintendent Grant Riemer
Administrative Services Director Colleen Lasher
Deputy City Administrator Timothy Gladhill
City Engineer Bruce Westby

1. CALL TO ORDER

Acting Mayor Riley called the regular meeting of the Ramsey City Council to order at 7:05 p.m., followed by the Pledge of Allegiance led by Acting Mayor Riley.

2. PRESENTATION

None.

3. CITIZEN INPUT

Police Captain Bluml thanked all the residents for their support at the recent Tip a Cop event at Acapulco, noting that the funds raised are donated to the Special Olympics. He stated that a Police Department team will also be participating in the Polar Plunge event at Crooked Lake.

4. APPROVE AGENDA

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

Further discussion: Councilmember Specht requested to remove Item 5.08 (1) for further discussion.

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

Motion carried. Voting Yes: Acting Mayor Riley, Councilmembers Kuzma, Menth, Heinrich, Musgrove, and Specht. Voting No: None. Absent: Mayor LeTourneau.

5. CONSENT AGENDA

Motion by Councilmember Kuzma, seconded by Councilmember Menth, to approve the following items on the Consent Agenda removing Item 5.08 (1):

5.01: Receive December 2019 Financial Reports – General Fund and Enterprise Funds
5.02: Receive Cash and Investments for Period Ending January 31, 2020
5.03: Approve the following Meeting Minutes:
  1) City Council Work Session dated January 28, 2020
  2) City Council Regular dated January 28, 2020
5.04: Approve Business Licenses
5.05: Approve Rental Licenses
5.06: Adopt Resolution #20-032 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of January 23, 2020 through February 5, 2020
5.07: Adopt Resolution #20-031 to Hire a Part-Time Community Service Officer Backfilling a Vacant Position
5.08: Report from the Public Works Committee Meeting dated January 21, 2020:
  1) ~~Receive Overview of Framework for Water Efficiency Grant Program and Consider Recommending Adoption of Resolution #20-018 to Enter into Clean Water Fund Grant Agreement with Metropolitan Council to Receive Grant Funds – *Ratify the recommendation of the Public Works Committee to adopt Resolution #20-018 to Enter into the Clean Water Fund Grant Agreement with the Metropolitan Council and to accept the $28,000 grant to implement a water efficiency rebate program.*~~ *This item was removed from the Consent Agenda and considered as Item 7.03*
  2) Consider City Council Recommendation to Indefinitely Suspend Pavement Sealcoating Program– *Ratify the recommendation of the Public Works Committee to table the recommendation related to the City's annual sealcoating program to the February meeting.*
  3) Consider City Council Recommendation to Accept Feasibility Report for 2020 Pavement Overlay Improvements, Improvement Project No. 20-02 – *Ratify the recommendation of the Public Works Committee to direct staff to bring back additional information to the Committee at the next meeting related to both options one and option three.*

Motion carried. Voting Yes: Acting Mayor Riley, Councilmembers Kuzma, Menth, Heinrich, Musgrove, and Specht. Voting No: None. Absent: Mayor LeTourneau.

6. PUBLIC HEARING

None.

7. COUNCIL BUSINESS

7.01: Receive Update on Highway 10/169 Planning Efforts (Ramsey Gateway)

Deputy City Administrator Gladhill reviewed the staff report and recommendation to provide authorization to explore two additional refinements to the Sunfish Lake Boulevard Interchange Layout.

Councilmember Musgrove asked where the church exit would be on the side road.

Deputy City Administrator Gladhill explained that the access would need to come from Riverdale Drive.

Lisa Hamilton, 6528 Riverdale Drive NW, stated that she resides at the home with Laura Hamilton. She stated that they would like to work with Connections Church and feel that the church provides a value to the community at this location. She stated that they are not against the proposed access. She stated that she consistently has people that pass her on the side and asked how the on/off ramp would work and still allow her to access her home safely. She stated that her family supports the tight diamond option as a more preferred option but will continue to work with the City as they support the value the church will bring to the community. She simply requested additional time for the parties to work together.

Deputy City Administrator Gladhill noted that the preliminary design does not delve into the detail of intersection control but advised that leaving both options open would provide flexibility.

Councilmember Specht thanked the Hamiltons for their willingness to work with the City and Connections Church. He stated that he supports continuing to work with both parties.

Councilmember Heinrich asked for input on the public safety element and how that could come forward in future conversations.

Deputy City Administrator Gladhill explained that detail, and other detailed elements, would come out through the preliminary design phase and additional traffic studies. He commented that public safety would remain a high priority and staff would ensure that the family can safely make those turn movements.

Acting Mayor Riley asked if the tight diamond option was removed because it was not supported by the City's partners.

Deputy City Administrator Gladhill stated that the tight diamond on both sides was eliminated as the cost-benefit did not support that option as it would add $10,000 to $30,000. He stated that the tight diamond on the north side was the element that caused most of the cost increase.

Acting Mayor Riley stated that the tight diamond option removes the most problems without creating additional problems and would be preferred if the cost could be supported.

Motion by Councilmember Heinrich, seconded by Councilmember Specht, to authorize staff to explore two additional refinements to the Sunfish Lake Boulevard Interchange Layout.

Motion carried. Voting Yes: Acting Mayor Riley, Councilmembers Heinrich, Specht, Kuzma, Menth, and Musgrove. Voting No: None. Absent: Mayor LeTourneau.

7.02: Authorization to Enter into a Contract for Architectural and Engineering Services for a New Public Works Facility

Public Works Superintendent Riemer reviewed the staff report and recommendation to authorize staff to enter into a contract with Oertel Architects for architectural/engineering services for the new Public Works Facility, in an amount not to exceed $585,491.20, subject to the review and approval of the contract by the City Attorney.

Councilmember Heinrich stated that she has visited the existing Public Works facility and asked staff to provide input on the current deficiencies.

Public Works Superintendent Riemer described the deficiencies with the wash bay and storage. He stated that it is very time consuming to move equipment in order to access the needed equipment, along with having storage in multiple locations. He stated that one building also lacks floor drains, which is not good.

Acting Mayor Riley asked when the Public Works office facility was “constructed”.

Public Works Superintendent Riemer commented that the current Public Works office is a doublewide construction trailer, which was obtained in 2005. He noted that currently the floor is half tile and half subgrade. He provided background on when the current Public Works buildings were acquired.

Acting Mayor Riley commented that as it exists, the City has not constructed any Public Works buildings and has simply acquired buildings to use up to this point.

Councilmember Menth recognized that there is a lot of lost time in having to move vehicles and equipment to access other vehicles and equipment.

Councilmember Musgrove asked for input on the cold storage that will be provided by the existing Public Works buildings.

Public Works Superintendent commented on the storage that would be made available for Parks, Police, and potentially recycling.

Andrew Cooper, Oertel Architects, stated that Oertel works almost exclusively with public works facilities, noting those facilities make up 95 percent of their work. He commented that the experience of Oertel has elevated the safety and design standards, in not only the Twin Cities area, but neighboring states as well. He stated that the experience of Oertel will help to provide Ramsey with its desired result.

Motion by Councilmember Kuzma, seconded by Councilmember Heinrich, to authorize staff to enter into a contract with Oertel Architects for architectural/engineering services for the new Public Works Facility, in an amount not to exceed $585,491.20, subject to the review and approval of the contract by the City Attorney.

Motion carried. Voting Yes: Acting Mayor Riley, Councilmembers Kuzma, Heinrich, Menth, Musgrove, and Specht. Voting No: None. Absent: Mayor LeTourneau.

7.03: Report from the Public Works Committee Meeting dated January 21, 2020:

1) **Receive Overview of Framework for Water Efficiency Grant Program and Consider Recommending Adoption of Resolution #20-018 to Enter into Clean Water Fund Grant Agreement with Metropolitan Council to Receive Grant Funds**

Councilmember Specht asked for clarification on the action requested tonight.

City Engineer Westby reviewed the staff report and recommendation from the Public Works Committee to adopt Resolution #20-018 to enter into the Clean Water Fund Grant Agreement with the Metropolitan Council to Receive Grant Funds.

Councilmember Specht asked if accepting the grant funds would come with any additional regulations or "strings attached".

City Engineer Westby confirmed that the grant funds would not require any additional regulations.

Councilmember Specht asked if the funds are awarded on a first come first serve basis. He also asked what would happen if the City was not to receive requests from residents in the amount of $28,000.

City Engineer Westby confirmed that the funds are available on a first come, first serve basis. He stated that if the City does not use the entire $28,000, the remaining funds would need to be returned to the Metropolitan Council. He stated that if the City receives additional requests, it can submit an additional request to the Metropolitan Council.

Councilmember Musgrove asked how many other cities were awarded funds. She also asked where residents can find information on how to apply.

City Engineer Westby believed that 40 other cities were awarded funds. He noted that once the information is ready, it will be posted online and in the City newsletter. He advised that this would be a two-year program.

Councilmember Musgrove encouraged residents to take part in this program.

Councilmember Kuzma asked if all residents are eligible to participate.

City Engineer Westby clarified that only residents connected to City water are eligible for this grant opportunity. He noted that the program is not eligible for new construction and is only available for replacement of a fixture.

Acting Mayor Riley noted that water efficiency also benefits the City in reducing the need for additional expenditures and infrastructure.

Motion by Councilmember Kuzma, seconded by Councilmember Heinrich, to Adopt Resolution #20-018 to Enter into the Clean Water Fund Grant Agreement with the Metropolitan Council and to Accept the $28,000 Grant to Implement a Water Efficiency Rebate Program.

Motion carried. Voting Yes: Acting Mayor Riley, Councilmembers Kuzma, Heinrich, Menth, Musgrove, and Specht. Voting No: None. Absent: Mayor LeTourneau.

8. MAYOR, COUNCIL AND STAFF INPUT

City Administrator Ulrich announced upcoming meetings and events.

Councilmember Specht thanked everyone that attended the informational discussion related to the townhome proposal for Nowthen Boulevard. He commended PACT Charter School Dance Team for making it to State.

Acting Mayor Riley noted that the Anoka High School Dance team also made it to State.

9. ADJOURNMENT

Motion by Councilmember Kuzma, seconded by Councilmember Musgrove, to adjourn the meeting.

Motion carried.

The regular meeting of the City Council adjourned at 7:49 p.m.

Respectfully submitted,

_____

Kurtis G. Ulrich
City Administrator

ATTEST:

_____
Katie M. Schmidt
Administrative Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

A recording of this meeting is available for viewing online at www.qctv.org <http://www.qctv.org>. Recordings are available for 36 months after the date of the meeting.

CC Regular Session **5. 4.**

Meeting Date: 02/24/2020

By: Wendy Schlueter, Community Development

Information

Title

Approve Business Licenses

Purpose/Background:

Purpose:
To obtain City Council approval of various license requests.

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

Recommendation:

Staff recommends approval of business license applications contingent upon completion of background checks.

Action:

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

Attachments

Business License Applications

Form Review

Inbox	Reviewed By	Date
Sean Sullivan	Sean Sullivan	02/19/2020 11:54 AM
Tim Gladhill	Tim Gladhill	02/20/2020 08:27 AM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:33 AM
Form Started By: Wendy Schlueter		Started On: 02/10/2020 11:57 AM
Final Approval Date: 02/20/2020		

Report Name: License Report - License Types
Council Dates: 2/24/2020 to 2/25/2020
Status: Active, Inactive
License Type(s): 3.2 Beer Off-Sale, 3.2 Beer On-Sale Temporary, Liquor 2 A.M. Closing, Liquor Off-Sale, Liquor On-Sale, Liquor On-Sale Sunday, Temporary Intoxicating, Wine On-Sale, Amusement Center, Amusement Devices/Billiard Tables, Business License-1st Year, Business License-Renewal, Garbage Haulers, Pawnbroker, Second Hand Goods Dealer, Special Events, Temporary Amusement/Carnival/Circus, Therapeutic Massage Establishment, Therapeutic Massage Therapist, Tobacco, Transient Merchant/Peddler/Solicitor

City of Ramsey
License Report - License Types

Company	Location	Complex	Exp. Date	Council Date	Status
Temporary Intoxicating					
St. Katharine Drexel Church	7101 143rd Ave NW		3/15/2020	2/25/2020	A
			Temporary Intoxicating License Count: 1		
Therapeutic Massage Establishment					
Conchita Bodyworkz	15042 Limonite St NW		12/31/2020	2/24/2020	A
			Therapeutic Massage Establishment License Count: 1		
Therapeutic Massage Therapist					
Catherine Ann Porter	15042 Limonite St NW		12/31/2020	2/24/2020	A
			Therapeutic Massage Therapist License Count: 1		
Transient Merchant/Peddler/Solicitor					
Thai 1 On Limited			12/31/2020	2/25/2020	A
Renewal by Anderson - Knode			12/31/2020	2/24/2020	A
Renewal by Anderson - Kurtz			12/31/2020	2/24/2020	A
Renewal by Anderson - Romleski			12/31/2020	2/24/2020	A
Renewal by Anderson - Alm			12/31/2020	2/24/2020	A
Renewal by Anderson - Jarzynka			12/31/2020	2/24/2020	A
Renewal by Anderson - Figueroa			12/31/2020	2/24/2020	A
			Transient Merchant/Peddler/Solicitor License Count: 7		
			Total Licenses: 10		

CC Regular Session **5. 5.**

Meeting Date: 02/24/2020

By: Colleen Lasher, Administrative Services

Information

Title

Approve Request to Declare Surplus Property

Purpose/Background:

Staff is requesting Council declare the following property surplus and authorize sale/disposal of same:

2008 Ford Expedition – VIN#1FMFU16568LA63696 – 75,470 Miles - Vehicle has been used by both PD & Fire Department and has been replaced as part of the 2020 budget process and is no longer need by any other departments within the City.

And,

Eight red and five gray office desk chairs that have been replaced as part of 2019 budget process and have no other use in any other departments within the City.

Recommendation:

Staff recommends Council declare the above named vehicle and chairs as surplus and authorize sale/auction of same.

Action:

Motion to declare the following items as surplus and authorize sale/auction of same:

2008 Ford Expedition – VIN#1FMFU16568LA63696 – 75,470 Miles - Vehicle has been used by both PD & Fire Department and has been replaced as part of the 2020 budget process and is no longer need by any other departments within the City.

- and -

Eight red and five gray office desk chairs that have been replaced as part of 2019 budget process and have no other use in any other departments within the City.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/20/2020 02:58 PM

Form Started By: Colleen Lasher Started On: 02/20/2020 02:31 PM
Final Approval Date: 02/20/2020

CC Regular Session **5. 6.**

Meeting Date: 02/24/2020

By: Jackie Lipski, Finance

Information

Title

Adopt Resolution #20-035 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of February 6, 2020 through February 19, 2020

Purpose/Background:

Adopt Resolution #20-035 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of February 6, 2020 through February 19, 2020

Recommendation:

Staff Recommends to Adopt Resolution #20-035 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of February 6, 2020 through February 19, 2020

Action:

Motion to Adopt Resolution #20-035 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of February 6, 2020 through February 19, 2020.

Attachments

Bills List 02/25/2020

Resolution 02/25/2020

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	02/19/2020 01:55 PM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:50 AM
Form Started By: Jackie Lipski		Started On: 02/19/2020 01:32 PM
Final Approval Date: 02/20/2020		

CITY OF RAMSEY - FINANCE OFFICE Printed 2/19/2020

RAMSEY CITY COUNCIL MEETING

2/25/2020

BILLS LIST

DISBURSEMENTS TO BE APPROVED THIS MEETING:

DISBURSEMENT TYPE:	SUBMITTED FOR APPROVAL
Purchase Journal:	
Prepaids 2/6/20-2/19/20	327,592.59
Accounts Payable 2/6/20-2/19/20	669,933.65
Payroll 2/07/2020	177,963.83

TOTAL SUBMITTED FOR APPROVAL THIS MEETING
(Invoices Available for Reviewal) **$ 1,175,490.07**

	APPROVED PREV. MTG	2020 Y.T.D.
DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:		
NET PAYROLL TOTAL	$ 190,983.56	$ 364,436.17
- CORRECTION TO PAYROLL		
PREPAIDS	606,490.85	910,741.95
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE	398,097.50	398,097.50
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	240,384.54	667,509.05
ADD (DELETE) BILLS LIST SUBMITTED		
PAY ESTIMATE(S)		
- CHECKS VOIDED	0.00	0.00
TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED	**$ 1,435,956.45**	**$ 2,340,784.67**

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
110193	**2/6/2020**		**116636 AEON**						
		100,000.00	REL GUARANTY GREENWAY TER		100531	013120	9804.6433	00116058	REFUNDS
		100,000.00							
110194	**2/6/2020**		**100948 ANOKA COUNTY LICENSE CENTER**						
		35.00	REG TAX EXP PLATES 573/611		100533	020420	0220.6550		MOTOR VEHICLES
		1,159.77	REG TAX EXP PLATES 573/611		100533	020420	9601.1744		MOTOR VEHICLES
		1,159.76	REG TAX EXP PLATES 573/611		100533	020420	9602.1744		MOTOR VEHICLES
		2,354.53							
110195	**2/6/2020**		**100948 ANOKA COUNTY LICENSE CENTER**						
		1,116.50	VEH TABS TAX EXPT PLATES		100534	020420A	0311.6249		MISCELLANEOUS OPERA
		1,116.50							
110196	**2/6/2020**		**109927 APA MINNESOTA CHAPTER OF APA**						
		25.00	POST PLANNING TECH JOB		100546	JP200130	0130.6354		HELP WANTED ADVERTIS
		25.00							
110197	**2/6/2020**		**117422 CARPENTER, JETHRO**						
		5,000.00	REF LAND ESC 17910 UTE ST NW		100536	020620	9252.1155.1		MANUAL-ACCOUNTS REC
		5,000.00							
110198	**2/6/2020**		**100404 CENTURYLINK**						
		65.35	JAN 20 SERVICE		100537	763 422-1452 795 JAN 2020	0452.6321		TELEPHONE
		65.35							
110199	**2/6/2020**		**100112 COMMISSIONER OF TRANSPORTATION**						
		50.00	TRAIN G. TALBOT 2/20/20		100538	020420	0311.6335		TRAINING
		50.00							
110200	**2/6/2020**		**100116 CONNEXUS ENERGY**						
		7,446.14	WTR TWR/WELLS/LIFT STATIONS		100539	759126-303102 JAN 20	9601.6371		ELECTRIC UTILITIES
		765.71	WTR TWR/WELLS/LIFT STATIONS		100539	759126-303102 JAN 20	9602.6371		ELECTRIC UTILITIES
		9,933.59	STREET LIGHTS		100540	759126-303101 JAN 20	9603.6371		ELECTRIC UTILITIES
		943.97	TRAFFIC LIGHTS		100541	759126-303100 JAN 20	0260.6371		ELECTRIC UTILITIES
		1,990.38	MISC CITY ACCOUNTS		100542	759126-303107 JAN 20	0220.6371		ELECTRIC UTILITIES
		5,361.23	MISC CITY ACCOUNTS		100542	759126-303107 JAN 20	0194.6371		ELECTRIC UTILITIES
		134.67	MISC CITY ACCOUNTS		100542	759126-303107 JAN 20	0194.6371		ELECTRIC UTILITIES
		72.72	MISC CITY ACCOUNTS		100542	759126-303107 JAN 20	9230.6249		MISCELLANEOUS OPERA
		5,680.42	MISC CITY ACCOUNTS		100542	759126-303107 JAN 20	9240.6371		ELECTRIC UTILITIES
		30.97	MISC CITY ACCOUNTS		100542	759126-303107 JAN 20	9410.6371	00041018	ELECTRIC UTILITIES
		641.50	MISC CITY ACCOUNTS		100542	759126-303107 JAN 20	9410.6371	00041012	ELECTRIC UTILITIES
		760.30	MISC PW ACCOUNTS		100543	759126-303106 JAN 20	0311.6371		ELECTRIC UTILITIES

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
110200	2/6/2020		100116 CONNEXUS ENERGY						Continued.
		1,401.67	MISC PW ACCOUNTS		100543	759126-303106 JAN 20	0452.6371		ELECTRIC UTILITIES
		253.43	MISC PW ACCOUNTS		100543	759126-303106 JAN 20	9601.6371		ELECTRIC UTILITIES
		253.43	MISC PW ACCOUNTS		100543	759126-303106 JAN 20	9602.6371		ELECTRIC UTILITIES
		253.44	MISC PW ACCOUNTS		100543	759126-303106 JAN 20	9605.6371		ELECTRIC UTILITIES
		85.00	SIRENS		100544	759126-303095 JAN 20	0250.6371		ELECTRIC UTILITIES
		36,008.57							
110201	2/6/2020		112662 JULIAN M. JOHNSON CONSTRUCTION CORP.						
		1,500.00	REF ERO ESC 6588 141ST AVE		100545	020620	9804.6433	00114480	REFUNDS
		1,500.00							
110202	2/6/2020		110469 MN STATE PATROL						
		22.00	DOT INSPECT STICKERS 11		100549	020420	0311.6249		MISCELLANEOUS OPERA
		22.00							
110203	2/6/2020		107426 POWERPLAN						
		2,144.20	WORK ON GRADER 603		100555	W51671	0311.6382		MACHINERY & EQUIPMEI
		504.51	WORK ON GRADER 603		100555	W51671	0311.6257		OTHER VEHICLE PARTS
		2,648.71							
110204	2/6/2020		110473 VERNON COMPANY						
		1,870.83	PD MIGHTY MUGS		100529	2382991 R1	0280.6241		COMMUNITY POLICING S
		1,870.83							
110237	2/13/2020		100012 ACE SOLID WASTE INC						
		113.10	FEB 2020 FIRE STATIONS		100574	5615329	0220.6374		REFUSE/RECYCLING
		165.18	FEB 2020 PW MISC ACCTS		100575	5606431	0311.6374		REFUSE/RECYCLING
		397.08	FEB 2020 PW MISC ACCTS		100575	5606431	0452.6374		REFUSE/RECYCLING
		242.81	FEB 2020 PW MISC ACCTS		100575	5606431	0194.6374		REFUSE/RECYCLING
		55.06	FEB 2020 PW MISC ACCTS		100575	5606431	9601.6374		REFUSE/RECYCLING
		55.06	FEB 2020 PW MISC ACCTS		100575	5606431	9602.6374		REFUSE/RECYCLING
		874.58	FEB 2020 PW MISC ACCTS		100575	5606431	9604.6249		MISCELLANEOUS OPERA
		55.06	FEB 2020 PW MISC ACCTS		100575	5606431	9605.6374		REFUSE/RECYCLING
		1,957.93							
110238	2/13/2020		110734 CITY OF RAMSEY						
		.20	649695734		100577	021220	9601.4651		WATER REVENUE
		26.17	40323049		100577	021220	9601.4651		WATER REVENUE
		30.00	612206594		100577	021220	9601.4651		WATER REVENUE
		26.17	55994616		100577	021220	9601.4651		WATER REVENUE
		152.21	729276		100577	021220	9601.4651		WATER REVENUE
		152.21	724901		100577	021220	9601.4651		WATER REVENUE
		386.96							
110239	2/13/2020		117424 MUTUAL AID EXCHANGE						
		2,000.00	REFUND ESCROW 117037		100581	020720	9804.6433	00117037	REFUNDS
		2,000.00							
110240	2/13/2020		111525 OFFICE OF THE SECRETARY OF STATE						
		120.00	RENEW NOTARY- P MILLER		100582	021120	0130.6315		MISCELLANEOUS PROFE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
110240	2/13/2020		111525 OFFICE OF THE SECRETARY OF STATE						Continued.
		120.00							
110241	2/13/2020		100391 POSTMASTER						
		1,849.10	POSTAGE- MAR/APR 20 RAM RES		100583	021220	0195.6322		POSTAGE
		1,849.10							
110242	2/13/2020		115972 ROBINSON, SCOTT						
		1,335.50	2020 MAR/APR RAM RES ADS		100585	021220	9101.4609		OTHER MISCELLANEOUS
		1,335.50							
110243	2/13/2020		117426 SMITH, TAKEILA						
		300.00	DOUBLE PYMT - ONE REFUND		100586	021220	9601.4651		WATER REVENUE
		300.00							
1000961	2/7/2020		117418 ANDERSON, DEREK						
		13.96	REIMB TRAIN MEAL 1/2/20		100532	012920	0211.6331		TRAVEL & LODGING
		13.96							
1000962	2/7/2020		113929 BAGNE, JAMES						
		43.84	REIMB TRAIN MEALS/PARKING		100570	012420	0211.6331		TRAVEL & LODGING
		43.84							
1000963	2/7/2020		103119 ROSSUM, BEN						
		147.66	REIMB TRAIN/MEALS/HOTEL		100547	012920	0211.6331		TRAVEL & LODGING
		147.66							
1000964	2/7/2020		100683 STOLP, NICHOLAS						
		509.54	REIMB CONF JAN 23-25,20		100548	012920	0211.6331		TRAVEL & LODGING
		509.54							
1000965	2/7/2020		111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC						
		22.95	7650 SUNWOOD DR		100530	150-1681-4280 DEC 2019	9240.6315		MISCELLANEOUS PROFE
		27.95	7550 SUNWOOD DR POLICE		100550	150-1682-6501 JAN 2020	0211.6489		OTHER CONTRACTED SE
		27.95	6701 HWY 10 YOUTH FIRST		100552	150-1687-1105 JAN 2020	9410.6315	00041012	MISCELLANEOUS PROFE
		27.95	5650 ALPINE DR FIRE STATION		100553	150-1691-2206 JAN 2020	0220.6489		OTHER CONTRACTED SE
		35.90	7550 SUNWOOD DR NW		100554	150-1693-4968 JAN 2020	0194.6489		OTHER CONTRACTED SE
		27.95	7550 SUNWOOD DR NW		100571	150-1681-6340 DEC 2019	0194.6489		OTHER CONTRACTED SE
		170.65							
1001010	2/14/2020		100031 ANOKA COUNTY						
		20.00	NOTARY RENEW- S. SULLIVAN		100576	021020	9230.6451		MEMBERSHIP DUES
		20.00							
1001011	2/14/2020		116027 ELLIOTT, BRANDON						
		57.26	REIMB TRAINING LUNCHES		100578	021220	0211.6331		TRAVEL & LODGING
		57.26							
1001012	2/14/2020		115384 ERICKSON, ASHTON						
		30.00	REIMBURSE TRAINING LUNCHES		100579	021220	0211.6331		TRAVEL & LODGING

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
1001012	2/14/2020		115384 ERICKSON, ASHTON						Continued.
		30.00							
1001013	2/14/2020		100291 MET COUNCIL SAC						
		4,970.00	JAN 2020 SAC CHARGES		100580	021120	9602.2083		SAC CHARGES
		49.70-	JAN 2020 SAC CHARGES		100580	021120	9602.4356		SEWER AVAILABILITY CH
		4,920.30							
1001014	2/14/2020		115841 PULLAR, ROBERT						
		53.99	REIMB TRAIN FTO LUNCHES		100584	020720	0211.6331		TRAVEL & LODGING
		53.99							
1001015	2/14/2020		117421 WEIDNER, MARSHA						
		66.02	MILEAGE REIMB GRANT WRITING		100587	021120	0301.6331		TRAVEL & LODGING
		66.02							
90544336	2/7/2020		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		23,256.54			100564	0206201049254	9101.2174		PERA-EMPLOYEE
		31,267.98			100565	0206201049255	9101.2183		PERA-EMPLOYER
		54,524.52							
92811670	2/7/2020		101306 IRS						
		25,554.98			100567	0206201049257	9101.2171		FEDERAL WITHHOLDING
		13,896.52			100568	0206201049258	9101.2173		FICA & MEDICARE-EMPL(
		13,896.52			100569	0206201049259	9101.2182		FICA & MEDICARE-EMPL(
		53,348.02							
94143264	2/7/2020		100601 MN DEPT OF REV WH						
		11,504.87			100566	0206201049256	9101.2172		STATE WITHHOLDING
		11,504.87							
98020720	2/7/2020		115568 ALERUS FINANCIAL NA						
		3,557.49			100561	02062010492514	9101.2176		LIFE/HEALTH-EMPLOYEE
		3,557.49							
99020720	2/7/2020		107962 TOTAL ADMINISTRATIVE SERVICE CORP						
		1,778.52			100557	02062010492510	9101.2176		LIFE/HEALTH-EMPLOYEE
		1,778.52							
99021220	2/12/2020		100629 MN DEPT OF REV SALES TX						
		19.91	Jan Sales/Use Tax		100572	01312020	9101.2082		SALES/USE TAX PAYABLE
		10.19	Jan Sales/Use Tax		100572	01312020	9101.4305		RENTAL FEES
		6.34	Jan Sales/Use Tax		100572	01312020	9101.4328		ACCIDENT REPORTS
		.30	Jan Sales/Use Tax		100572	01312020	9101.4609		OTHER MISCELLANEOUS
		39.18	Jan Sales/Use Tax		100572	01312020	9601.2082		SALES/USE TAX PAYABLE
		2,574.92	Jan Sales/Use Tax		100572	01312020	9601.2082		SALES/USE TAX PAYABLE
		113.16	Jan Sales/Use Tax		100572	01312020	9601.2085		ANOKA COUNTY TRANSI
		2,764.00							
99021320	2/13/2020		107885 DEPARTMENT OF LABOR AND INDUSTRY						
		756.65	Jan Surcharges		100573	01312020	9101.2081		SURCHARGES-PERMITS
		25.00-	Jan Surcharges		100573	01312020	9101.4604		SURCHARGES
		731.65							
99021420	2/14/2020		108768 COMDATA NETWORK INC						
		55.20	TLO TRANSUNION		100588	DEC 19 PCARD	0211.6315		MISCELLANEOUS PROFE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		2,098.15	LIFE FITNESS		100588	COMDATA DEC 19 PCARD	0220.6281		SMALL TOOLS & MINOR E
		357.65	SUPERIOR / AMERICAN /		100588	COMDATA DEC 19 PCARD	0220.6249		MISCELLANEOUS OPERA
		225.00	U OF M CONTLEARNING		100589	COMDATA JAN 20 PCARD	0191.6335		TRAINING
		14.16	AMZN MKTP US*M02036O53		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		19.46	AMZN MKTP US*M02036O53		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		29.97	AMZN MKTP US*M02036O53		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		8.19	AMZN MKTP US*A09KY5VT3		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		13.98-	AMZN MKTP US		100589	COMDATA JAN 20 PCARD	0211.6275		OTHER EQUIPMENT PAR
		.99	AMZN MKTP US*8C1BS8IM3		100589	COMDATA JAN 20 PCARD	0211.6206		FILM, MICROFILM, TAPES
		11.89	AMZN MKTP US*WB6BC3K33		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		22.80	AMAZON.COM*E09XI3073		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		10.49	AMAZON.COM*E09XI3073		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		360.00	INT*IN *VISUAL IMPACT		100589	COMDATA JAN 20 PCARD	0211.6249		MISCELLANEOUS OPERA
		43.58	AMZN MKTP US*EV0AI2JO3		100589	COMDATA JAN 20 PCARD	0211.6206		FILM, MICROFILM, TAPES
		186.02	BROWNELLS INC		100589	COMDATA JAN 20 PCARD	0211.6281		SMALL TOOLS & MINOR E
		36.90	AMAZON.COM*2P1W72QH3		100589	COMDATA JAN 20 PCARD	0211.6204		STATIONERY, ENVELOPE
		33.15	AMZN MKTP US*7683B3203		100589	COMDATA JAN 20 PCARD	0211.6259		BUILDING MAINT/REPAIR
		19.59	AMZN MKTP US*9W4576AT3		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		194.94	BROWNELLS INC		100589	COMDATA JAN 20 PCARD	0211.6231		UNIFORMS & TURN-OUT
		86.97	AMZN MKTP US*CV2GQ9A23		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		75.00	BCA TRAINING EDUCATION		100589	COMDATA JAN 20 PCARD	0211.6335		TRAINING
		225.00	BCA TRAINING EDUCATION		100589	COMDATA JAN 20 PCARD	0211.6335		TRAINING
		8.99	AMZN MKTP US*4G2SO17B3		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		49.00	STERLING TROPHY		100589	COMDATA JAN 20 PCARD	0211.6204		STATIONERY, ENVELOPE
		24.00	COBORN'S SUPERSTORE		100589	COMDATA JAN 20 PCARD	0211.6331		TRAVEL & LODGING
		17.96	COBORN'S SUPERSTORE		100589	COMDATA JAN 20 PCARD	0211.6208		MISCELLANEOUS OFFICI
		128.00	COBORN'S SUPERSTORE		100589	COMDATA JAN 20	0211.6331		TRAVEL & LODGING

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
						PCARD			
		113.45	WEATHERTECH DIRECT LLC		100589	JAN 20 COMDATA PCARD	0211.6550		MOTOR VEHICLES
		36.12	WAL-MART #3209		100589	JAN 20 COMDATA PCARD	0194.6249		MISCELLANEOUS OPERA
		39.58	LITTLE DUKES RAMSEY		100589	JAN 20 COMDATA PCARD	0194.6225		DIESEL FUEL
		33.64	LITTLE DUKES RAMSEY		100589	JAN 20 COMDATA PCARD	0194.6225		DIESEL FUEL
		375.00	BCA TRAINING EDUCATION		100589	JAN 20 COMDATA PCARD	0211.6335		TRAINING
		120.64	AMAZON.COM*0M0AE5JD3		100589	JAN 20 COMDATA PCARD	0192.6249		MISCELLANEOUS OPERA
		38.99	NEWEGG B2B INC		100589	JAN 20 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		495.00	NEWEGG B2B INC		100589	JAN 20 COMDATA PCARD	0192.6281		SMALL TOOLS & MINOR E
		5.28	FREECONFERENCECALL.COM		100589	JAN 20 COMDATA PCARD	0191.6321		TELEPHONE
		50.00	AMERICAN PLANNING A		100589	JAN 20 COMDATA PCARD	0191.6451		MEMBERSHIP DUES
		12.00	IP JACKSON RAMP		100589	JAN 20 COMDATA PCARD	0191.6331		TRAVEL & LODGING
		7.00	ALLIED PARKING-NORDIC		100589	JAN 20 COMDATA PCARD	0191.6331		TRAVEL & LODGING
		110.00	FBI NATIONAL ACADEMY A		100589	JAN 20 COMDATA PCARD	0211.6451		MEMBERSHIP DUES
		75.00	HIGH TECHNOLOGY CRIME		100589	JAN 20 COMDATA PCARD	0211.6451		MEMBERSHIP DUES
		240.00	INT'L ASSOC OF FIRE CH		100589	JAN 20 COMDATA PCARD	0220.6451		MEMBERSHIP DUES
		28.94	FIREFIGHTERS BOOKSTRE		100589	JAN 20 COMDATA PCARD	0220.6471		BOOKS & PAMPHLETS
		38.00	MICHAELS STORES 2728		100589	JAN 20 COMDATA PCARD	0220.6249		MISCELLANEOUS OPERA
		46.81	COBORN'S SUPERSTORE		100589	JAN 20 COMDATA PCARD	0220.6249		MISCELLANEOUS OPERA
		155.79	AMZN MKTP US*5G6BC5SU3		100589	JAN 20 COMDATA PCARD	0220.6249		MISCELLANEOUS OPERA
		66.59	NNA SERVICES LLC		100589	JAN 20 COMDATA PCARD	0130.6451		MEMBERSHIP DUES
		58.94	COBORN'S SUPERSTORE		100589	JAN 20 COMDATA PCARD	0130.6249		MISCELLANEOUS OPERA
		70.65	SUBWAY 00374819		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		18.74	AMAZON.COM*IK86O63P3		100589	JAN 20 COMDATA PCARD	0311.6249		MISCELLANEOUS OPERA
		64.99	MENARDS ELK RIVER MN		100589	JAN 20 COMDATA PCARD	0311.6259		BUILDING MAINT/REPAIR
		12.95	MENARDS ELK RIVER MN		100589	JAN 20 COMDATA PCARD	0311.6259		BUILDING MAINT/REPAIR
		37.40-	MENARDS ELK RIVER MN		100589	JAN 20 COMDATA PCARD	0311.6259		BUILDING MAINT/REPAIR
		12.04-	MENARDS ELK RIVER MN		100589	JAN 20 COMDATA	0311.6259		BUILDING MAINT/REPAIR

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		89.00	JEFF STEIN SNAPON		100589	PCARD JAN 20 COMDATA PCARD	0311.6281		SMALL TOOLS & MINOR E
		100.00	MINNESOTA STATE COLLEG		100589	JAN 20 COMDATA PCARD	0311.6335		TRAINING
		29.99	AMZN MKTP US*CO85X6DV3		100589	JAN 20 COMDATA PCARD	0311.6249		MISCELLANEOUS OPERA
		55.95	LEADERSHIP MGMT INTL		100589	JAN 20 COMDATA PCARD	0452.6208		MISCELLANEOUS OFFICI
		58.00	SENSIBLE LAND USE COAL		100589	JAN 20 COMDATA PCARD	0452.6335		TRAINING
		13.92	AMAZON PRIME*ED2H88W33		100589	JAN 20 COMDATA PCARD	0220.6249		MISCELLANEOUS OPERA
		155.47	CONWAY SHIELD		100589	JAN 20 COMDATA PCARD	0220.6231		UNIFORMS & TURN-OUT
		74.25	AMZN MKTP US*N18WL5HD3		100589	JAN 20 COMDATA PCARD	0220.6471		BOOKS & PAMPHLETS
		74.99	AMZN MKTP US*N18WL5HD3		100589	JAN 20 COMDATA PCARD	0220.6471		BOOKS & PAMPHLETS
		411.85	W.S. DARLEY & CO		100589	JAN 20 COMDATA PCARD	0220.6281		SMALL TOOLS & MINOR E
		58.97	COBORN'S SUPERSTORE		100589	JAN 20 COMDATA PCARD	0220.6249		MISCELLANEOUS OPERA
		16.99	AMZN MKTP US*XI8NQ4CA3		100589	JAN 20 COMDATA PCARD	0130.6208		MISCELLANEOUS OFFICI
		21.90	AMZN MKTP US*XI8NQ4CA3		100589	JAN 20 COMDATA PCARD	0130.6208		MISCELLANEOUS OFFICI
		101.13	DOORDASH*AURELIOS PIZZ		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		94.59-	DOORDASH*RIVERSBEND BA		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		94.59	DOORDASH*RIVERSBEND BA		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		7.98	COBORN'S SUPERSTORE		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		15.99	COBORN'S SUPERSTORE		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		87.50	AMERICAN PLANNING A		100589	JAN 20 COMDATA PCARD	0191.6451		MEMBERSHIP DUES
		480.00	INT'L CODE COUNCIL INC		100589	JAN 20 COMDATA PCARD	0240.6335		TRAINING
		22.98	AMZN MKTP US*TT35N3S83		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		5.87	AMZN MKTP US*WM02H1IC3		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		35.10	AMZN MKTP US*WM02H1IC3		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		.01-	AMZN MKTP US*WM02H1IC3		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		7.00	DOLLAR TREE		100589	JAN 20 COMDATA PCARD	0111.6249		MISCELLANEOUS OPERA
		13.95	AMZN MKTP US*U02KS8993		100589	JAN 20 COMDATA PCARD	0211.6208		MISCELLANEOUS OFFICI
		10.99	AMZN MKTP US*U02KS8993		100589	JAN 20 COMDATA	0211.6208		MISCELLANEOUS OFFICI

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		300.00	MINNESOTA SHERIFFS ASS		100589	PCARD JAN 20 COMDATA PCARD	0211.6335		TRAINING
		12.99	WWW.SIMPLIV.COM		100589	JAN 20 COMDATA PCARD	0130.6335		TRAINING
		84.10	THE LOOP		100589	JAN 20 COMDATA PCARD	0130.6249		MISCELLANEOUS OPERA
		595.00	GRANTWRITIN		100589	JAN 20 COMDATA PCARD	0301.6335		TRAINING
		28.68	MENARDS COON RAPIDS MN		100589	JAN 20 COMDATA PCARD	0301.6257		OTHER VEHICLE PARTS
		3.61	MENARDS COON RAPIDS MN		100589	JAN 20 COMDATA PCARD	0301.6257		OTHER VEHICLE PARTS
		70.00	U OF M CONTLEARNING		100589	JAN 20 COMDATA PCARD	0301.6335		TRAINING
		335.00	ECONOMIC DEVELOPMENT A		100589	JAN 20 COMDATA PCARD	9230.6335		TRAINING
		75.00	INT*IN *DO ALL PRINTIN		100589	JAN 20 COMDATA PCARD	9230.6246		MARKETING & PROMOTI
		97.52	COBORN'S SUPERSTORE		100589	JAN 20 COMDATA PCARD	0237.6331		TRAVEL & LODGING
		.62	MN DVS ANOKA 038 729 F		100589	JAN 20 COMDATA PCARD	0243.6249		MISCELLANEOUS OPERA
		25.00	MN DVS ANOKA 038 729		100589	JAN 20 COMDATA PCARD	0243.6249		MISCELLANEOUS OPERA
		115.14	DOMINO'S 7360		100589	JAN 20 COMDATA PCARD	0237.6331		TRAVEL & LODGING
		350.00	PSN*MINNESOTA RWA MN		100589	JAN 20 COMDATA PCARD	9601.6335		TRAINING
		150.00	PSN*MINNESOTA RWA MN		100589	JAN 20 COMDATA PCARD	9601.6335		TRAINING
		423.00	DIVERSIFIEDPRODUCTS		100589	JAN 20 COMDATA PCARD	9602.6249		MISCELLANEOUS OPERA
		77.25	HARBOR FREIGHT TOOLS29		100589	JAN 20 COMDATA PCARD	9602.6249		MISCELLANEOUS OPERA
		52.24	CASEYS RAMSEY		100590	JAN 20 FUEL COMDATA	0311.6223		GASOLINE
		49.90	CASEYS RAMSEY		100590	JAN 20 FUEL COMDATA	0211.6223		GASOLINE
		8.89	CASEYS RAMSEY		100590	JAN 20 FUEL COMDATA	0211.6223		GASOLINE
		50.04	BP#1824473ROGERS BPQPS		100590	JAN 20 FUEL COMDATA	0311.6223		GASOLINE
		42.87	LITTLE DUKES RAMSEY		100590	JAN 20 FUEL COMDATA	0220.6225		DIESEL FUEL
		33.96	CASEYS RAMSEY		100590	JAN 20 FUEL COMDATA	0211.6223		GASOLINE
		54.70	HOLIDAY STATIONS		100590	JAN 20 FUEL COMDATA	0211.6223		GASOLINE
		33.93	CASEYS RAMSEY		100590	JAN 20 FUEL COMDATA	0211.6223		GASOLINE
		22.45	LITTLE DUKES RAMSEY		100590	JAN 20 FUEL COMDATA	0220.6223		GASOLINE
		14.01	CASEYS RAMSEY		100590	JAN 20 FUEL	0211.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		30.38	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		25.09	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0194.6223		GASOLINE
		24.04	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.20	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		29.54	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		20.16	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		53.33	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		33.00	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		25.29	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0194.6223		GASOLINE
		10.77	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.74	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0301.6223		GASOLINE
		16.96	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		20.94	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		12.29	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		12.37	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		48.51	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		41.00	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		23.38	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		29.62	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		21.30	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		55.13	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.24	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		38.28	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		39.16	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		47.85	SPEEDWAY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		33.51	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		44.29	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		80.22	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		31.63	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		54.34	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		47.39	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		34.47	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		70.29	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		54.49	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		14.50	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		15.75	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		19.96	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		38.48	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		35.68	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		36.66	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		38.74	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		36.73	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		18.07	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.19	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		35.23	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		26.06	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		17.95	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		33.33	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.17	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.93	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		18.77	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		30.59	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.09	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		21.54	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		22.48	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.22	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		33.88	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.42	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		27.61	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.00	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.45	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.50	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		33.50	SPEEDWAY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		33.41	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		32.34	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		38.33	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.77	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		38.30	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		16.97	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		16.48	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.40	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.62	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		25.66	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.17	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.09	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		33.45	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		15.99	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		34.22	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		14.61	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		25.08	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		19.76	CASEYS RAMSEY		100590	JAN 20 FUEL	0211.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		19.89	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.22	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		13.82	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.41	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		16.62	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		21.12	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		19.41	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		18.69	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.16	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		15.27	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		21.49	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.29	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.60	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		15.83	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		26.73	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		26.05	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.25	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		32.47	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.48	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		19.53	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.83	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		4.05	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		8.52	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		14.77	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		18.49	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.19	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		12.31	LITTLE DUKES RAMSEY		100590	JAN 20 FUEL	0211.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		20.23	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		17.73	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.01	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		18.88	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		21.36	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.29	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		32.04	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		24.99	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		11.86	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		25.00	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		21.77	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		51.31	KWIK TRIP		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		36.10	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		13.97	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.73	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		8.29	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		50.03	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		34.53	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.62	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		42.57	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		42.65	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		50.08	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		37.87	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.57	KWIK TRIP		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		29.86	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		18.74	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		34.05	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		29.45	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.58	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		30.48	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		30.03	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		32.85	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		29.45	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		20.64	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		27.29	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		32.52	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		26.82	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		23.10	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		19.05	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.78	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		19.08	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		47.73	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		30.63	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		24.06	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		46.16	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		46.84	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.18	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		27.35	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		49.11	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		47.96	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		49.28	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		41.07	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		37.18	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.22	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		20.75	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		29.43	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		14.44	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.75	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		17.27	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		20.69	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		30.49	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		31.46	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		20.08	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		39.49	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0194.6223		GASOLINE
		54.34	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0194.6223		GASOLINE
		43.85	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0301.6223		GASOLINE
		30.42	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0240.6223		GASOLINE
		25.67	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0240.6223		GASOLINE
		26.70	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0240.6223		GASOLINE
		28.30	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0240.6223		GASOLINE
		29.37	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0240.6223		GASOLINE
		50.84	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0301.6223		GASOLINE
		44.42	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0301.6223		GASOLINE
		47.98	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0301.6223		GASOLINE
		45.85	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6225		DIESEL FUEL
		33.84	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		34.46	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		34.93	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		37.50	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		24.20	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		23.84	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		31.29	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		26.55	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		23.05	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		14.60	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		18.77	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		25.44	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		24.39	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		43.00	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		42.83	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		44.66	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		37.02	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		36.32	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		38.92	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		48.49	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		30.00	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		30.27	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0220.6223		GASOLINE
		30.33	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		36.45	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		53.30	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		56.97	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		43.73	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		32.95	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		39.28	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		41.09	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		58.60	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		23.44	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		61.89	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE

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99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		48.19	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		61.93	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		27.55	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		31.41	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		19.22	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		42.58	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		77.78	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		35.36	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		37.83	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		39.21	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		50.64	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		57.10	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		47.46	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		59.17	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		44.55	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		44.17	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		34.55	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		41.50	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		35.64	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		29.62	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0311.6223		GASOLINE
		46.72	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		64.27	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		42.98	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		62.32	BILL'S SUPERETTE		100590	COMDATA JAN 20 FUEL	0452.6223		GASOLINE
		34.90	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		34.06	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		36.52	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		34.09	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		30.97	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		26.84	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		15.23	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.34	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		35.47	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		23.03	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		30.02	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		27.64	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		32.41	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		26.12	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		20.48	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.59	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		37.75	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.90	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		22.98	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		28.84	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		13.32	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	0211.6223		GASOLINE
		25.19	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		27.82	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		29.32	HOLIDAY STATIONS		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		33.97	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		31.18	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		34.39	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		36.50	LITTLE DUKES RAMSEY		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		40.49	CASEYS GEN STORE		100590	COMDATA JAN 20 FUEL	9601.6223		GASOLINE
		46.60	BILL'S SUPERETTE		100590	JAN 20 FUEL	9601.6223		GASOLINE

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99021420	2/14/2020		108768 COMDATA NETWORK INC						Continued.
		70.53	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	9602.6223		GASOLINE
		60.87	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	9602.6223		GASOLINE
		61.55	CASEYS RAMSEY		100590	COMDATA JAN 20 FUEL	9602.6223		GASOLINE
		38.00	SPEEDWAY 04508		100590	COMDATA JAN 20 FUEL	9602.6223		GASOLINE
		20,398.88				COMDATA			
99280455	2/7/2020		100223 ICMA RETIREMENT TRUST 457						
		2,168.41			100556	0206201049251	9101.2175		DEFERRED COMPENSAT
		2,168.41							
99684431	2/7/2020		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		8,996.01			100559	02062010492512	9101.2175		DEFERRED COMPENSAT
		8,996.01							
99686642	2/7/2020		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		3,176.02			100560	02062010492513	9101.2176		LIFE/HEALTH-EMPLOYEE
		3,176.02							
		327,592.59	Grand Total						

Payment Instrument Totals

Checks	158,610.98
EFT Payments	162,948.39
A/P ACH Payment	6,033.22
Total Payments	327,592.59

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CITY OF RAMSEY
Create Payment Control Groups

Payment Group Control Number	2998		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	Check Payment		
Pay Through Date	12/31/2020		

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100021	AMERICAN PUBLIC WORKS ASSN	RENEW G. RIEMER 5/20-4/21	PV	100681	001	09101	2/3/2020	020320	260.00
	AMERICAN PUBLIC WORKS ASSN 1200 MAIN STREET SUITE 1400 KANSAS CITY MO 64105-2100			Summary Total					260.00
				Payment Amount					260.00
100063	ASPEN MILLS	M. HAGER- VESTS	PV	100591	001	09101	1/31/2020	251650	1,076.90
	ASPEN MILLS			Summary Total					1,076.90
	8201 C CENTRAL AVE NE	C. SCHIFERLI- BRASS BUGLES	PV	100592	001	09101	1/31/2020	251652	48.00
	SPRING LAKE PARK MN 55432			Summary Total					48.00
		K. BROTKOWSKI BOOTS	PV	100593	001	09101	1/31/2020	251651	159.95
				Summary Total					159.95
		L. LOHSE MISC	PV	100636	001	09101	11/8/2019	246972	98.35
				Summary Total					98.35
		D. ANDERSON BODY ARMOR	PV	100649	001	09290	2/11/2020	252313	1,127.95
				Summary Total					1,127.95
		T. TRAN EXPLORER MISC	PV	100650	001	09101	2/6/2020	252023	8.85
				Summary Total					8.85
		D. ANDERSON NAME TAGS	PV	100651	001	09101	2/6/2020	252024	24.70
				Summary Total					24.70
				Payment Amount					2,544.70
100086	BLUE VELVET INC	FIRE WASHES FEB 2020	PV	100594	001	09101	2/3/2020	020320	149.75
	BLUE VELVET INC			Summary Total					149.75
	14101 ST FRANCIS BLVD NW	FEB 20 PD WASHES	PV	100595	001	09101	2/3/2020	020320 PD	329.45
	RAMSEY MN 55303			Summary Total					329.45
				Payment Amount					479.20
116439	CANTEEN VENDING	COFFEE	PV	100694	001	09101	2/11/2020	MSP7612	312.60
	CANTEEN VENDING P O BOX 91337 CHICAGO IL 60693-1337			Summary Total					312.60

Payment Group Control Number 2998
Bank Account 999.1010 CASH IN BANK 00002224
Version LOGIS004V
Originator JLIPSKI
Payment Instrument Check Payment
Pay Through Date 12/31/2020

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Payment Amount					312.60
100167	CORNERSTONE FORD	WHEEL COVER 363	PV	100597	001	09101	2/6/2020	15289140	12.52
	CORNERSTONE FORD			Summary Total					12.52
	17219 HIGHWAY 10 NW	WORK ON 372	PV	100684	001	09101	2/14/2020	16287803/1	160.63
	PO BOX 304	WORK ON 372	PV	100684	002	09101	2/14/2020	16287803/1	38.36
	ELK RIVER MN 55330	WORK ON 372	PV	100684	003	09101	2/14/2020	16287803/1	29.24
				Summary Total					228.23
				Payment Amount					240.75
111818	DEANO'S COLLISION SPECIALISTS INC	WORK ON 396	PV	100685	001	09101	2/13/2020	55221	4,116.24
	DEANO'S COLLISION SPECIALISTS INC	WORK ON 396	PV	100685	002	09101	2/13/2020	55221	1,925.20
	11063 173RD AVENUE	WORK ON 396	PV	100685	003	09101	2/13/2020	55221	5.00
	ELK RIVER MN 55330			Summary Total					6,046.44
		WORK ON 396	PV	100686	001	09101	2/13/2020	54958	1,242.80
		WORK ON 396	PV	100686	002	09101	2/13/2020	54958	477.69
				Summary Total					1,720.49
		WORK ON 396	PV	100687	001	09101	2/13/2020	54959	915.20
		WORK ON 396	PV	100687	002	09101	2/13/2020	54959	236.76
				Summary Total					1,151.96
				Payment Amount					8,918.89
104267	ELITE SANITATION	TOILET RENTAL JAN 2020	PV	100655	001	09101	2/3/2020	26407	162.00
	ELITE SANITATION			Summary Total					162.00
	PO BOX 526								
	ELK RIVER MN 55330			Payment Amount					162.00
104205	EXPRESS SIGNS INC	FIRE 1/2 RECRUIT SIGNS	PV	100712	001	09101	2/13/2020	4566	270.00
	EXPRESS SIGNS INC			Summary Total					270.00
	PO BOX 475								
	ANOKA MN 55303			Payment Amount					270.00
100143	FERGUSON WATERWORKS #	MISC WATER METER	PV	100609	001	09601	2/4/2020	0349570	1,578.16

CITY OF RAMSEY
Create Payment Control Groups

Payment Group Control Number	2998		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	Check Payment		
Pay Through Date	12/31/2020		

Payee Number	Payee Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	2516	SUPPLIES							
	FERGUSON WATERWORKS 2516			Summary Total					1,578.16
	P O BOX 802817	WATER METER MISC	PV	100610	001	09601	2/5/2020	0349425	128.48
	CHICAGO IL 60680-2817			Summary Total					128.48
				Payment Amount					1,706.64
110388	FRATTALLONE'S ACE HARDWARE STORES	ROPE/CLOCK/SHOVEL	PV	100657	001	09101	2/13/2020	038076/J	81.56
	FRATTALLONE'S ACE HARDWARE STORES 1203 COUNTY ROAD E WEST ARDEN HILLS MN 55112-3738			Summary Total					81.56
				Payment Amount					81.56
104268	FRONTIER PRECISION INC	TRIMBLE- CLEAN AND CAL	PV	100658	001	09101	1/23/2020	207785	810.00
	FRONTIER PRECISION INC 2020 FRONTIER DRIVE BISMARK ND 58504			Summary Total					810.00
				Payment Amount					810.00
112564	GROUP HEALTH INC WORKSITE	JAN 2020 EAP SERVICES	PV	100612	001	09101	1/28/2020	W816853	92.00
	GROUP HEALTH INC WORKSITE MAIL STOP # 21109A P O BOX 1309 MINNEAPOLIS MN 55440-1309			Summary Total					92.00
				Payment Amount					92.00
115501	HAWKINS AND BAUMGARTNER, P.A.	ATTORNEY SERVICES	PV	100614	001	09101	2/5/2020	RAMSEY2.02	255.00
	HAWKINS AND BAUMGARTNER, P.A. ATTORNEYS AT LAW 2140 FOURTH AVE NORTH ANOKA MN 55303			Summary Total					255.00
				Payment Amount					255.00
110386	HEALTHPARTNERS OCCUPATIONAL MEDICINE	PRE EMPLOY N. GOEBEL	PV	100615	001	09101	2/4/2020	020420	172.00

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CITY OF RAMSEY
Create Payment Control Groups

Payment Group Control Number	2998		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	Check Payment		
Pay Through Date	12/31/2020		

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	HEALTHPARTNERS OCCUPATIONAL MEDICINE P O BOX 856367 MINNEAPOLIS MN 55485-6367			Summary Total					172.00
				Payment Amount					172.00
112160	HOLIDAY COMPANIES	PD JAN 2020 WASHES	PV	100616	001	09101	2/1/2020	046801022000	39.00
	HOLIDAY COMPANIES 4567 AMERICAN BLVD W BLOOMINGTON MN 55437			Summary Total					39.00
				Payment Amount					39.00
100256	LANO EQUIPMENT INC	BOBCAT REPAIR	PV	100617	001	09101	1/31/2020	02-731475	187.50
	LANO EQUIPMENT INC	BOBCAT REPAIR	PV	100617	002	09101	1/31/2020	02-731475	187.50
	6140 HIGHWAY 10 NW	BOBCAT REPAIR	PV	100617	003	09101	1/31/2020	02-731475	690.55
	ANOKA MN 55303	BOBCAT REPAIR	PV	100617	004	09101	1/31/2020	02-731475	690.55
				Summary Total					1,756.10
				Payment Amount					1,756.10
100258	LEAGUE OF MINNESOTA CITIES	LEAD ACD. S HURD	PV	100659	001	09101	2/12/2020	317161	300.00
	LEAGUE OF MN CITIES			Summary Total					300.00
	FINANCE DEPT	2020 ELE OFF N. HEINRICH	PV	100660	001	09101	1/7/2020	313512	275.00
	145 UNIVERSITY AVE WEST ST PAUL MN 55103-2044			Summary Total					275.00
				Payment Amount					575.00
100259	LEAGUE OF MN CITIES INS TRUST	PROPERTY/CASU PREM 2020	PV	100661	001	09101	2/18/2020	40002716 2020	206,438.00
	LEAGUE OF MN CITIES INS TRUST	PROPERTY/CASU PREM 2020	PV	100661	002	09101	2/18/2020	40002716 2020	5,567.00
	C/O BERKLEY RISK SERVICES INC	PROPERTY/CASU PREM 2020	PV	100661	003	09101	2/18/2020	40002716 2020	541.00
	P O BOX 581517	PROPERTY/CASU PREM 2020	PV	100661	004	09101	2/18/2020	40002716 2020	19,883.00
	MINNEAPOLIS MN 55458-1517	PROPERTY/CASU PREM 2020	PV	100661	005	09101	2/18/2020	40002716 2020	4,223.00
		PROPERTY/CASU PREM 2020	PV	100661	006	09101	2/18/2020	40002716 2020	443.00
		PROPERTY/CASU PREM 2020	PV	100661	007	09101	2/18/2020	40002716 2020	4,225.00

Payment Group Control Number	2998		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	Check Payment		
Pay Through Date	12/31/2020		

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
		PROPERTY/CASU PREM 2020	PV	100661	008	09101	2/18/2020	40002716 2020	154.00
				Summary Total					241,474.00
				Payment Amount					241,474.00
		WORKERS COMP 2020	PV	100662	001	09101	2/12/2020	40002633 2020	269,681.00
				Summary Total					269,681.00
				Payment Amount					269,681.00
		FEB 2020 BILLING	PV	100663	001	09702	2/1/2020	02012020	3,722.80
				Summary Total					3,722.80
				Payment Amount					3,722.80
102954	LITTLE FALLS MACHINE INC	MISC PARTS	PV	100618	001	09101	1/25/2020	357623	819.44
	LITTLE FALLS MACHINE INC			Summary Total					819.44
	300 LINDBERGH DRIVE SOUTH	MISC PARTS	PV	100714	001	09101	2/5/2020	357935	142.22
	LITTLE FALLS MN 56345-1598			Summary Total					142.22
				Payment Amount					961.66
100270	MACQUEEN EQUIPMENT INC	MISC PARTS	PV	100619	001	09101	2/5/2020	P24925	1,668.23
	MACQUEEN EQUIPMENT INC			Summary Total					1,668.23
	1125 7TH STREET EAST	CARRIAGE BOLTS	PV	100715	001	09101	2/14/2020	P25129	96.40
	ST PAUL MN 55106			Summary Total					96.40
		WORK LIGHT	PV	100716	001	09101	2/17/2020	P25166	33.68
				Summary Total					33.68
				Payment Amount					1,798.31
117425	MAUER MAIN CHEVROLET	CABLE 664	PV	100665	001	09101	2/6/2020	350054	95.16
	MAUER MAIN CHEVROLET			Summary Total					95.16
	435 WEST MAIN STREET								
	ANOKA MN 55303								
				Payment Amount					95.16

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CITY OF RAMSEY
Create Payment Control Groups

Payment Group Control Number	2998		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	Check Payment		
Pay Through Date	12/31/2020		

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
107054	MCPA	2020 DUES SCHANTZEN/GARDNER	PV	100670	001	09101	2/12/2020	021220	100.00
	MCPA			Summary Total					100.00
				Payment Amount					100.00
101164	MILLER CHEVROLET	WORK ON 361	PV	100667	001	09101	2/11/2020	CTCS638095	392.00
	MILLER CHEVROLET	WORK ON 361	PV	100667	002	09101	2/11/2020	CTCS638095	99.98
	P O BOX 130 21150 JOHN MILLESS DRIVE ROGERS MN 55374			Summary Total					491.98
				Payment Amount					491.98
111815	MLEEA	2020 MEMBERSHIP	PV	100668	001	09101	2/12/2020	021220	100.00
	MLEEA			Summary Total					100.00
				Payment Amount					100.00
		2020 MN EXPLORER CONF 3	PV	100669	001	09101	2/11/2020	4727	1,185.00
				Summary Total					1,185.00
				Payment Amount					1,185.00
100328	MN DEPT OF HEALTH WATER	1ST QTR 2020 DRINKING WATER	PV	100700	001	09601	2/14/2020	1020035 1ST QTR 2020	11,324.00
	MN DEPT OF HEALTH DRINKING WATER PROTECTION SECTION P O BOX 64494 ST PAUL MN 55164-0494			Summary Total					11,324.00
				Payment Amount					11,324.00
100345	NAPA AUTO PARTS ELK RIVER	MISC HOSE 600	PV	100624	001	09101	2/6/2020	049738	16.29
	NAPA AUTO PARTS ELK RIVER			Summary Total					16.29
	17137 YALE STREET NW	CIRCUIT BREAKERS	PV	100625	001	09101	2/6/2020	049731	16.18
	P O BOX 1041			Summary Total					16.18
	ELK RIVER MN 55330	OIL FILTER 691	PV	100671	001	09101	2/11/2020	050279	15.74
				Summary Total					15.74
		2 REARVIEW MIRRORS	PV	100692	001	09101	2/13/2020	050675	11.38

Payment Group Control Number 2998
Bank Account 999.1010 CASH IN BANK 00002224
Version LOGIS004V
Originator JLIPSKI
Payment Instrument Check Payment
Pay Through Date 12/31/2020

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
				Summary Total					11.38
				Payment Amount					59.59
116221	NATIONAL LEAGUE OF CITIES	DUES MARCH 2020- FEB 2021	PV	100626	001	09101	1/10/2020	157888	1,953.00
	NATIONAL LEAGUE OF CITIES MEMBERSHIP LOCKBOX 4047 P O BOX 17425 BALTIMORE MD 21298-8240			Summary Total					1,953.00
				Payment Amount					1,953.00
113815	NEOPOST USA	INK CARTRIDGE	PV	100627	001	09101	1/23/2020	15968598	139.73
	NEOPOST USA DEPT 3689 P O BOX 123689 DALLAS TX 75312-3689			Summary Total					139.73
				Payment Amount					139.73
115167	NET TRANSCRIPTS INC	TRANSCRIPTION JAN 2020	PV	100672	001	09101	1/31/2020	0030101-IN	399.42
	NET TRANSCRIPTS INC 3707 N. 7TH STREET SUITE 320 PHOENIX AZ 85014			Summary Total					399.42
				Payment Amount					399.42
100360	NORTH STAR TOWING INC	TOW 681	PV	100628	001	09602	2/1/2020	71242	125.00
	NORTH STAR TOWING INC			Summary Total					125.00
	833 NORTH STREET	TOW PD 1/9/2020	PV	100673	001	09101	2/1/2020	70919	124.00
	ANOKA MN 55303			Summary Total					124.00
				Payment Amount					249.00
117427	PETERS AND ASSOCIATES	DOT ASSESSMENT	PV	100674	001	09101	2/5/2020	1054	395.00
	PETERS AND ASSOCIATES 570 ASBURY STREET SUITE 205 ST PAUL MN 55104			Summary Total					395.00
				Payment Amount					395.00

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CITY OF RAMSEY
Create Payment Control Groups

Payment Group Control Number	2998		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	Check Payment		
Pay Through Date	12/31/2020		

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
100391	POSTMASTER	PERMIT PI PERMIT # 131	PV	100676	001	09101	2/10/2020	021020	240.00
	POSTMASTER 2168 - 7TH AVENUE NORTH ANOKA MN 55303						Summary Total		240.00
							Payment Amount		240.00
111535	SPRING LAKE PARK LUMBER	MISC SUPPLIES	PV	100631	001	09601	2/10/2020	00166196-002	1,592.11
	SPRING LAKE PARK LUMBER 8329 CENTRAL AVENUE SPRING LAKE PARK MN 55432						Summary Total		1,592.11
							Payment Amount		1,592.11
114151	TASC (FEES)	JAN 2020 HRA/FSA FEES	PV	100632	001	09101	1/31/2020	IN1705705	370.50
	TASC CLIENT INVOICES P O BOX 88278 MILWAUKEE WI 53288-0001						Summary Total		370.50
							Payment Amount		370.50
106861	TIERNEY BROTHERS INC	RUM RIVER ROOM REPAIR	PV	100677	001	09234	2/3/2020	816710	289.80
	TIERNEY BROTHERS INC P O BOX 858255 MINNEAPOLIS MN 55485						Summary Total		289.80
							Payment Amount		289.80
							Total Amount to be Processed		555,297.50
							Total Number of Payments to be Processed		38

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CITY OF RAMSEY
Create Payment Control Groups

Payment Group Control Number	2999		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	T	A/P ACH Payment	
Pay Through Date	12/31/2020		

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
110402	ADVANCE AUTO PARTS	JAN 2020 PURCHASES	PV	100679	001	09101	1/31/2020	013120	201.77
	ADVANCE AUTO PARTS	JAN 2020 PURCHASES	PV	100679	002	09101	1/31/2020	013120	11.49
	AAP FINANCIAL SERVICES	JAN 2020 PURCHASES	PV	100679	003	09101	1/31/2020	013120	76.28
	P O BOX 742063	JAN 2020 PURCHASES	PV	100679	004	09101	1/31/2020	013120	22.47
	ATLANTA GA 30374-2063	JAN 2020 PURCHASES	PV	100679	005	09101	1/31/2020	013120	22.06
				Summary Total					334.07
				Payment Amount					334.07
100017	AIRGAS USA, LLC	MISC GASES	PV	100680	001	09101	1/31/2020	9967828612	31.24
	AIRGAS USA LLC			Summary Total					31.24
	P O BOX 802576								
	CHICAGO IL 60680-2576			Payment Amount					31.24
110553	ANCHOR PAPER COMPANY	COPIER PAPER	PV	100647	001	09101	2/6/2020	10614431-00	1,890.00
	ANCHOR PAPER COMPANY			Summary Total					1,890.00
	480 BROADWAY STREET								
	ST PAUL MN 55101			Payment Amount					1,890.00
100029	ANOKA AREA CHAMBER OF COMMERCE	FEB 2020 CHAMBER LUNCHES	PV	100693	001	09101	2/12/2020	26192	23.00
	ANOKA AREA CHAMBER OF COMMERCE	FEB 2020 CHAMBER LUNCHES	PV	100693	002	09101	2/12/2020	26192	48.00
	12 BRIDGE SQUARE	FEB 2020 CHAMBER LUNCHES	PV	100693	003	09101	2/12/2020	26192	23.00
	ANOKA MN 55303	FEB 2020 CHAMBER LUNCHES	PV	100693	004	09101	2/12/2020	26192	23.00
		FEB 2020 CHAMBER LUNCHES	PV	100693	005	09101	2/12/2020	26192	23.00
				Summary Total					140.00
				Payment Amount					140.00
107587	ANOKA COUNTY TREASURY DEPARTMENT	4TH QTR 2019 SIGNAL MAINT.	PV	100635	001	09101	2/6/2020	HWYSQ42019	973.84
	ANOKA COUNTY TREASURY DEPARTMENT			Summary Total					973.84
	2100 THIRD AVENUE	PW VSQG NON-SEWERED	PV	100707	001	09101	2/10/2020	ES-00004379	90.00
	ANOKA MN 55303			Summary Total					90.00
				Payment Amount					1,063.84

CITY OF RAMSEY
Create Payment Control Groups

Payment Group Control Number	2999		
Bank Account	999.1010	CASH IN BANK	00002224
Version	LOGIS004V		
Originator	JLIPSKI		
Payment Instrument	T A/P ACH Payment		
Pay Through Date	12/31/2020		

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
113508	APPRIZE TECHNOLOGY SOLUTIONS	FEB 2020 ENROLL FEE	PV	100648	001	09101	2/1/2020	19443	360.00
	APPRIZE TECHNOLOGY SOLUTIONS 10405 6TH AVENUE NORTH SUITE 100 PLYMOUTH MN 55441			Summary Total					360.00
				Payment Amount					360.00
100647	BOLTON AND MENK INC	NOV/DEC 19 COR INFIL	PV	100637	001	09605	1/21/2020	0245274	632.50
	BOLTON AND MENK INC			Summary Total					632.50
	1960 PREMIER DRIVE	NOV/DEC19 2040 SEWER/WATER	PV	100638	001	09101	1/21/2020	0245273	284.00
	MANKATO MN 56001-5900			Summary Total					284.00
				Payment Amount					916.50
103641	BOYER TRUCKS ROGERS	MISC PARTS	PV	100682	001	09101	2/13/2020	74840R	39.26
	BOYER TRUCKS			Summary Total					39.26
	P O BOX 18338	WORK ON 668	PV	100683	001	09101	2/4/2020	483130	715.59
	MINNEAPOLIS MN 55418	WORK ON 668	PV	100683	002	09101	2/4/2020	483130	3,344.99
				Summary Total					4,060.58
		SENSOR	PV	100708	001	09101	2/12/2020	74768R	110.65
				Summary Total					110.65
				Payment Amount					4,210.49
112019	CENTRAL HYDRAULICS INC	QUICK COUPLERS	PV	100598	001	09101	1/28/2020	63668	37.64
	CENTRAL HYDRAULICS INC			Summary Total					37.64
	21877 INDUSTRIAL COURT	MISC PARTS 603/SNOW BLOWER	PV	100652	001	09101	2/10/2020	63848	124.75
	ROGERS MN 55374			Summary Total					124.75
		MISC PIPE/HOSE	PV	100709	001	09101	1/27/2020	63629	57.95
				Summary Total					57.95
				Payment Amount					220.34
116197	CINTAS CORPORATION	UNIFORM CLEANING	PV	100596	001	09101	2/5/2020	4041898531	28.00
	CINTAS CORPORATION	UNIFORM CLEANING	PV	100596	002	09101	2/5/2020	4041898531	4.00
	CINTAS LOC #4K	UNIFORM CLEANING	PV	100596	003	09101	2/5/2020	4041898531	31.29
	P O BOX 650838	UNIFORM CLEANING	PV	100596	004	09101	2/5/2020	4041898531	31.29

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	DALLAS TX 75265-0838			Summary Total					94.58
		UNIFORM CLEANING	PV	100710	001	09101	2/12/2020	4042522920	28.00
		UNIFORM CLEANING	PV	100710	002	09101	2/12/2020	4042522920	4.00
		UNIFORM CLEANING	PV	100710	003	09101	2/12/2020	4042522920	32.46
		UNIFORM CLEANING	PV	100710	004	09101	2/12/2020	4042522920	32.46
				Summary Total					96.92
				Payment Amount					191.50
100120	CONTINENTAL RESEARCH CORP	MISTER FRESH	PV	100653	001	09101	2/3/2020	0011063	212.00
	CONTINENTAL RESEARCH CORP PO BOX 15204 ST LOUIS MO 63110			Summary Total					212.00
				Payment Amount					212.00
100134	CUTTER SALES INC	MISC PARTS	PV	100599	001	09101	2/10/2020	141307	28.37
	CUTTER SALES INC 8844 ZEALAND AVENUE NORTH BROOKLYN PARK MN 55445			Summary Total					28.37
				Payment Amount					28.37
100144	DEHN OIL COMPANY	DIESEL FUEL	PV	100600	001	09101	2/4/2020	68577	2,433.26
	DEHN OIL COMPANY			Summary Total					2,433.26
	6735 141ST AVENUE NW	DIESEL FUEL	PV	100601	001	09101	2/10/2020	71495	515.00
	RAMSEY MN 55303			Summary Total					515.00
		MV ATF BULK	PV	100688	001	09101	2/11/2020	25148542	332.90
				Summary Total					332.90
		BULK OIL 5W40	PV	100689	001	09101	2/11/2020	25148541	1,251.28
				Summary Total					1,251.28
				Payment Amount					4,532.44
101185	DO ALL PRINTING COM INC	VOTING SIGNS 2020	PV	100695	001	09101	2/7/2020	46610	43.50
	DO ALL PRINTING COM INC			Summary Total					43.50
	6360 HIGHWAY 10 NW	VOTING SIGNS 2020	PV	100696	001	09101	2/13/2020	46669	56.00
	RAMSEY MN 55303			Summary Total					56.00
				Payment Amount					99.50

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116175	ECKBERG LAMMERS ATTORNEYS AT LAW	JAN 2020 SERVICES	PV	100654	001	09101	1/31/2020	01 2020	6,070.25
	ECKBERG LAMMERS ATTORNEYS AT LAW 1809 NORTHWESTERN AVENUE STILLWATER MN 55082				Summary Total				6,070.25
					Payment Amount				6,070.25
100158	ECM PUBLISHERS INC	PROJECT 19-136	PV	100602	001	09804	1/24/2020	754521	91.38
	ECM PUBLISHERS INC				Summary Total				91.38
	4095 COON RAPIDS BLVD COON RAPIDS MN 55433	PROJECT 19-149	PV	100603	001	09804	1/24/2020	754522	75.25
					Summary Total				75.25
		PROJECT 20-101	PV	100604	001	09804	1/24/2020	754523	75.25
					Summary Total				75.25
		AD PARK SEASONAL	PV	100697	001	09101	2/9/2020	758297	217.00
					Summary Total				217.00
		AD PLANNING TECH	PV	100711	001	09101	1/31/2020	756377	186.00
					Summary Total				186.00
					Payment Amount				644.88
108737	EMERGENCY AUTOMOTIVE TECHNOLOGY INC	MISC LIGHTS	PV	100656	001	09101	2/6/2020	NV020320-26	581.16
	EMERGENCY AUTOMOTIVE TECHNOLOGY INC 2755 GENEVA AVE N OAKDALE MN 55128				Summary Total				581.16
					Payment Amount				581.16
113991	EMERGENCY RESPONSE SOLUTIONS	FIRE PANTS REPAIR	PV	100605	001	09101	1/23/2020	14532	362.01
	EMERGENCY RESPONSE SOLUTIONS 4817 VIKING BLVD SUITE 102 EAST BETHEL MN 55092				Summary Total				362.01
					Payment Amount				362.01
113321	FACTORY MOTOR PARTS CO	OIL FILTERS	PV	100606	001	09101	2/6/2020	6-1556041	29.88
	FACTORY MOTOR PARTS CO				Summary Total				29.88
	BIN 139107	RETURN- CONTROL ARM	PD	100607	001	09101	1/30/2020	6-1555544	29.14-
	P O BOX 9107				Summary Total				29.14-

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	MINNEAPOLIS MN 55480-9107	BACK PLATING	PV	100690	001	09101	2/12/2020	6-1556487	165.47
				Summary Total					165.47
		OIL FILTERS	PV	100691	001	09101	2/12/2020	6-1556444	29.88
				Summary Total					29.88
				Payment Amount					196.09
107099	FASTENAL	MISC PARTS	PV	100608	001	09101	2/6/2020	MNTC8184234	12.61
	FASTENAL COMPANY P O BOX 1286 WINONA MN 55987			Summary Total					12.61
				Payment Amount					12.61
100186	FRANKENSIGNS INC	NAMEPLATE J. BAGNE	PV	100698	001	09101	1/20/2020	275427	32.00
	FRANKENSIGNS 9991 GOODHUE STREET NE P O BOX 490301 BLAINE MN 55449			Summary Total					32.00
				Payment Amount					32.00
100200	GOPHER STATE ONE CALL INC	56 TICKETS JAN 2020	PV	100611	001	09601	1/31/2020	0010685	24.75
	GOPHER STATE ONE CALL 7223 PARKWAY DRIVE SUITE 210	56 TICKETS JAN 2020	PV	100611	002	09601	1/31/2020	0010685	24.75
		56 TICKETS JAN 2020	PV	100611	003	09601	1/31/2020	0010685	24.75
	HANOVER MD 21076-1317			Summary Total					74.25
				Payment Amount					74.25
100650	GRAINGER	DISPOSABLE RESPIRATORS	PV	100713	001	09101	2/14/2020	9444298294	58.43
	GRAINGER INC DEPT. 806511127 PALATINE IL 60038-0001			Summary Total					58.43
				Payment Amount					58.43
100211	HAWKINS INC	CHEMICALS	PV	100613	001	09601	2/4/2020	4658220	4,437.83
	HAWKINS INC P O BOX 860263 MINNEAPOLIS MN 55486-0263			Summary Total					4,437.83

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						Payment Amount			4,437.83
100273	MALLOY MONTAGUE KARNOWSKI RADOSEVIC	2019 AUDIT THROUGH 1/31/2020	PV	100699	001	09101	2/11/2020	47606	2,185.00
	MALLOY MONTAGUE KARNOWSKI RADOSEVIC 410 PARK NATIONAL BANK BLDG 5353 WAYZATA BLVD MINNEAPOLIS MN 55416					Summary Total			2,185.00
						Payment Amount			2,185.00
113658	MARCO	FEB 2020 BILLING	PV	100664	001	09101	2/3/2020	INV7271593	60.00
	MARCO NW 7128 PO BOX 1450 MINNEAPOLIS MN 55485-7128					Summary Total			60.00
						Payment Amount			60.00
100283	MENARDS COON RAPIDS	MISC SUPPLIES	PV	100620	001	09101	1/25/2020	19605	42.88
	MENARDS COON RAPIDS					Summary Total			42.88
	3045 MAIN STREET	LADDER	PV	100622	001	09101	1/26/2020	19670	97.00
	COON RAPIDS MN 55433					Summary Total			97.00
						Payment Amount			139.88
100284	MENARDS ELK RIVER	MISC SUPPLIES	PV	100621	001	09101	1/28/2020	4040	72.91
	MENARDS ELK RIVER					Summary Total			72.91
	19521 EVANS STREET NW	MISC SUPPLIES	PV	100666	001	09601	2/7/2020	4658	40.95
	ELK RIVER MN 55330-1077					Summary Total			40.95
						Payment Amount			113.86
100285	MET COUNCIL ENVIRONMENTAL SRV	MARCH 2020 WASTE WATER	PV	100623	001	09602	2/7/2020	0001106092	71,133.24
	MET COUNCIL ENVIRONMENTAL SRV P O BOX 856513 MINNEAPOLIS MN 55485-6513					Summary Total			71,133.24
						Payment Amount			71,133.24
100354	NEWMAN SIGNS INC	MISC SIGN MATERIAL	PV	100717	001	09101	2/12/2020	TRFINV018937	1,150.11
	NEWMAN SIGNS INC					Summary Total			1,150.11

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Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	PO BOX 1728 JAMESTOWN ND 58402-1728								
				Payment Amount					1,150.11
110480	OPUS 21 MANAGEMENT SOLUTIONS	DEC 2019 SERVICES	PV	100639	001	09601	1/27/2020	191265	23.54
	OPUS 21 MANAGEMENT SOLUTIONS	DEC 2019 SERVICES	PV	100639	002	09601	1/27/2020	191265	23.54
	680 COMMERCE DRIVE SUITE 160	DEC 2019 SERVICES	PV	100639	003	09601	1/27/2020	191265	23.54
	WOODBURY MN 55125	DEC 2019 SERVICES	PV	100639	004	09601	1/27/2020	191265	23.54
		DEC 2019 SERVICES	PV	100639	005	09601	1/27/2020	191265	23.50
				Summary Total					117.66
				Payment Amount					117.66
112421	PERRILL	ROWAY WEB APP FEB 2020	PV	100629	001	09101	2/1/2020	250479	200.00
	PERRIL 110 CHESHIRE LANE SUITE 105 MINNETONKA MN 55305								
				Summary Total					200.00
				Payment Amount					200.00
111488	POPP.COM INC	JAN 2020 SERVICE	PV	100675	001	09101	1/31/2020	992597643	84.28
	POPP.COM INC	JAN 2020 SERVICE	PV	100675	002	09101	1/31/2020	992597643	37.46
	620 MENDELSSOHN AVE NO SUITE 101	JAN 2020 SERVICE	PV	100675	003	09101	1/31/2020	992597643	46.82
	GOLDEN VALLEY MN 55427	JAN 2020 SERVICE	PV	100675	004	09101	1/31/2020	992597643	177.91
		JAN 2020 SERVICE	PV	100675	005	09101	1/31/2020	992597643	28.09
		JAN 2020 SERVICE	PV	100675	006	09101	1/31/2020	992597643	107.69
		JAN 2020 SERVICE	PV	100675	007	09101	1/31/2020	992597643	42.13
		JAN 2020 SERVICE	PV	100675	008	09101	1/31/2020	992597643	109.71
		JAN 2020 SERVICE	PV	100675	009	09101	1/31/2020	992597643	87.57
		JAN 2020 SERVICE	PV	100675	010	09101	1/31/2020	992597643	107.36
		JAN 2020 SERVICE	PV	100675	011	09101	1/31/2020	992597643	58.38
				Summary Total					887.40
				Payment Amount					887.40
107978	PREMIER COMMERCIAL PROPERTIES INC	JAN 2020 HIWAY 10 MANAG.	PV	100630	001	09410	1/31/2020	6783	200.00
	PREMIER COMMERCIAL PROPERTIES INC	JAN 2020 HIWAY 10 MANAG.	PV	100630	002	09410	1/31/2020	6783	200.00

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Payee Number	Name / Mailing Address	Stub Message	Ty	Document Number	Itm	Co	Due Date	Invoice Number	Payment Amount
	299 COON RAPIDS BLVD NW #200	JAN 2020 HIWAY 10 MANAG.	PV	100630	003	09410	1/31/2020	6783	200.00
	COON RAPIDS MN 55433	JAN 2020 HIWAY 10 MANAG.	PV	100630	004	09410	1/31/2020	6783	200.00
						Summary Total			800.00
						Payment Amount			800.00
113737	RATWIK ROSZAK AND MALONEY PA	DEC 2019 SERVICES	PV	100640	001	09101	1/1/2020	65862	164.00
	RATWIK ROSZAK AND MALONEY PA	DEC 2019 SERVICES	PV	100640	002	09101	1/1/2020	65862	74.00
	300 U.S. TRUST BUILDING	DEC 2019 SERVICES	PV	100640	003	09101	1/1/2020	65862	74.00
	730 SECOND AVENUE SOUTH					Summary Total			312.00
	MINNEAPOLIS MN 55402					Payment Amount			312.00
117396	RIHM KENWORTH	WORK LIGHT	PV	100718	001	09101	2/18/2020	3043427G	118.62
	RIHM KENWORTH					Summary Total			118.62
	425 CONCORD STREET S	BRACKET/MISC LIGHTS	PV	100719	001	09101	2/18/2020	3042797G	146.44
	SOUTH ST PAUL MN 55075					Summary Total			146.44
						Payment Amount			265.06
100469	STREICHER'S POLICE EQUIPMENT	BATTERY STICK	PV	100641	001	09101	12/10/2019	I1402064	24.98
	STREICHER'S POLICE EQUIPMENT					Summary Total			24.98
	10911 WEST HWY 55								
	MINNEAPOLIS MN 55441					Payment Amount			24.98
100485	TIMESAVER OFF SITE SECRETARIAL INC	JAN 2020 MEETINGS	PV	100678	001	09101	1/30/2020	M25423	1,322.75
	TIMESAVER OFF SITE SECRETARIAL INC					Summary Total			1,322.75
	5291 RIVER OAK DRIVE								
	SAVAGE MN 55378					Payment Amount			1,322.75
106351	WATER LABORATORIES, INC	JAN 2020 WATER TESTS	PV	100633	001	09601	2/4/2020	7830	615.00
	WATER LABORATORIES, INC					Summary Total			615.00

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	333 EAST MAIN STREET PO BOX 388 ELK RIVER MN 55330								
								Payment Amount	615.00
112318	WINTER EQUIPMENT COMPANY	MISC PARTS	PV	100634	001	09101	2/10/2020	IV44063	1,484.41
	WINTER EQUIPMENT COMPANY 1900 JOSEPH LLOYD PARKWAY WILLOUGHBY OH 44094							Summary Total	1,484.41
								Payment Amount	1,484.41
112515	WSB AND ASSOCIATES INC	DEC 2019 SERVICES	PV	100642	001	09101	1/22/2020	R-013321-000-12	7,125.00
	WSB AND ASSOCIATES INC 701 XENIA AVENUE SOUTH SUITE 300 MINNEAPOLIS MN 55416							Summary Total	7,125.00
								Payment Amount	7,125.00
								Total Amount to be Processed	114,636.15
								Total Number of Payments to be Processed	41

Councilmember introduced the following resolution and moved for its adoption:

RESOLUTION #20-035

RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF FEBRUARY 6, 2020 THROUGH FEBRUARY 19, 2020

WHEREAS, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of February 6, 2020, through February 19, 2020, in the amount of $ 1,175,490.07 and

WHEREAS, the City Council of the City of Ramsey is required to authorize payment for all disbursement transactions.

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

1) That the Ramsey City Council hereby approves the cash disbursements made and authorizes payment of the accounts payable invoices as detailed in the attached Bills List for the period February 6, 2020, through February 19, 2020, in the amount of $ 1,175,490.07.

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

Mayor
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 25th day of February, 2020.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **5. 7.**

Meeting Date: 02/24/2020

By: Bruce Westby, Engineering/Public Works

Information

Title

Adopt Resolution #20-015 Ordering a Feasibility Report and Calling a Public Hearing for the Development Initiated Puma Street Extension Improvements, Improvement Project #20-04

Purpose/Background:

Purpose:

The purpose of this case is to consider adopting Resolution #20-015 ordering a Feasibility Report and calling a Public Hearing for Improvement Project #20-04, Development Initiated Puma Street Extension Improvements.

Background:

The proposed improvements addressed in this case are the latest in a series of projects providing necessary street and utility improvements to serve commercial and residential developments in the immediate area. The Puma Street Extension Improvements are being driven by two residential development projects, one on each side of Puma Street south of Alpine Drive (Riverstone by Capstone Homes and Alpha Development by AKM Farm/Paxmar). Attached are draft layouts for both developments.

In the fall of 2017, municipal utility extension improvements were constructed along approximately 1,400-feet of Bunker Lake Boulevard, east of Puma Street. These utility extensions were required to serve portions of the Riverstone residential development west of Puma Street, as well as a portion of the Bunker Lake Industrial Park development south of Bunker Lake Boulevard and east of Puma Street.

In late 2017 and early 2018, municipal utility extension improvements were constructed along Puma Street, north of Bunker Lake Boulevard. These utility improvements support a majority of the Riverstone residential development, future commercial and residential development east of Puma Street, plus a small area of undeveloped land in the Northfork development, west of the Riverstone development. These areas are within the City's urban service areas (MUSA) thereby requiring service by City sewer and water.

During the summer and fall of 2018, permanent roadway improvements were completed on the sections of Bunker Lake Boulevard and Puma Street where the utility improvements were completed.

Capstone Homes plans to start developing the north half of the Riverstone residential development this spring as shown on the attached plat. This will require the northern half of Puma Street to be reconstructed to replace the existing temporary pavement section with a permanent pavement section, as well as the extension of municipal utilities (sanitary sewer and water).

Trunk watermain will be extended to Alpine Drive to allow for a looped watermain system to serve all properties in the immediate area from more than one direction. Alpine Drive is scheduled to be reconstructed in 2025 per the City's current Capital Improvement Program (CIP), at which time trunk watermain will be constructed from Armstrong Boulevard to Puma Street.

Capstone Homes has asked the City to assess them for their share of the costs for this work, which includes all costs benefitting the Riverstone development west of Puma Street. Staff has been working with Capstone Homes to finalize the assessment program, which the City Council is being asked to approve via a separate case on the regular agenda this evening.

Despite the clear benefit to their property and share of the demand created by their future development, the property owner east of Puma Street has previously objected to the proposed cost share. It is possible that they will agree to some cost share, but it is unclear if they support the revised proposal presented at the 2/18 Public Works Committee Meeting. Staff therefore proposes to follow the requirements of State Statute Chapter 429 to allow for the use of special assessments to pay for a portion of the project costs to construct the Puma Street Extension Improvements. Staff has discussed this alternative with the City Attorney. Staff believes this to be the appropriate mechanism to ensure a fair and equitable distribution of costs. Staff continues to discuss with this Property Owner. Based on this zoning classification and lot size, City Charter and Minnesota Statute Chapter 429 authorize this process and do not provide for a counter-petition process.

The first step in the Chapter 429 process is to order a Feasibility Report for the proposed improvements. Ordering the report tonight would allow the City Council to accept it on March 10th. The public improvement hearing can also be conducted on March 10th, allowing the project to move forward as quickly as possible. Both of these actions are reflected in alternative #1.

Notification:

Upon Council approval to call a public hearing, public hearing notices will be published twice in the City's official newspaper, the Anoka Union Herald. Publication dates will be Friday, February 28th, and Friday, March 6th.

Observations/Alternatives:

Observations:

Preparing a Feasibility Report for the proposed improvements will allow estimated project costs to be refined and further development of the funding program, including the use of special assessments which requires compliance with all applicable provisions of the City Charter, the City's Special Assessments Policy, and Minnesota Statute Chapter 429. Copies of these are attached to this case for reference. This does not order a project, it simply sets a process in motion. This does not obligate the City to the project.

The Feasibility Report will 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. A preliminary project schedule will also be developed.

Alternatives:

Alternative #1 – Motion to adopt Resolution #20-015 ordering a Feasibility Report and calling a Public Hearing for March 10, 2020, for Improvement Project #20-04, Puma Street Extension Improvements.

Alternative #2 – Motion denying adoption of Resolution #20-015 at this time.

Funding Source:

Upon Council authorization, the Feasibility Report will be completed in-house as part of Staff's normal duties.

Based on Bolton & Menk's previous involvement with improvements in this area, as well as Staff's existing workload, Staff will propose to utilize Bolton & Menk to assist with final design, preparation of plans and specifications, bidding and administering the project, and staking construction. Estimated costs for these work efforts are included in the attached draft memo from Bolton and Menk dated December 18, 2019. A revised memo with updated schedule will be prepared and presented at a later date. These costs can then be rolled into the assessment.

City staff proposes to inspect construction and assist with project administration.

Recommendation:

Staff recommends alternative #1 to support future development in the area.

Action:

Motion to adopt Resolution #20-015 ordering a Feasibility Report and calling a Public Hearing for March 10, 2020, for Improvement Project #20-04, Development Initiated Puma Street Extension Improvements.

Attachments

Resolution 20-015
Riverstone Plan
AKM Farm plan
BMI Proposal

Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	02/20/2020 11:26 AM
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:17 PM
Form Started By: Bruce Westby		Started On: 02/13/2020 05:08 AM
Final Approval Date: 02/20/2020		

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

RESOLUTION #20-015

RESOLUTION ORDERING FEASIBILITY REPORT AND CALLING PUBLIC HEARING FOR IMPROVEMENT PROJECT #20-04, PUMA STREET EXTENSION IMPROVEMENTS

WHEREAS, to support future development the City of Ramsey proposes to improve Puma Street generally between 150th Lane NW and Alpine Drive in 2020 by reconstructing the street and trail and extending municipal utilities; and

WHEREAS, benefiting properties are proposed to be assessed for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy.

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

1. That the proposed improvements, designated as Improvement Project No. 20-04, be referred to the City Engineer for study, and that the City Engineer is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are necessary, cost-effective, and feasible; whether they should best be made as proposed or in conjunction with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for benefitted properties.

2. A Public Hearing will be held on such improvements on the 10th day of March, 2020 in the Council Chambers of City Hall at 7:00 p.m., and the Clerk shall give mailed and published notice of such hearing and improvements as required by law.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 24th day of February, 2020.

_____
Mayor

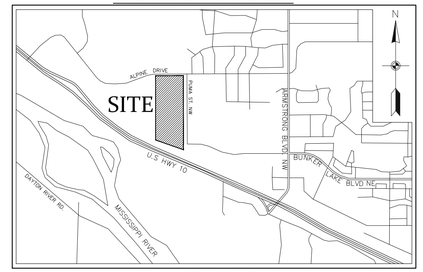
ATTEST:

_____
City Clerk

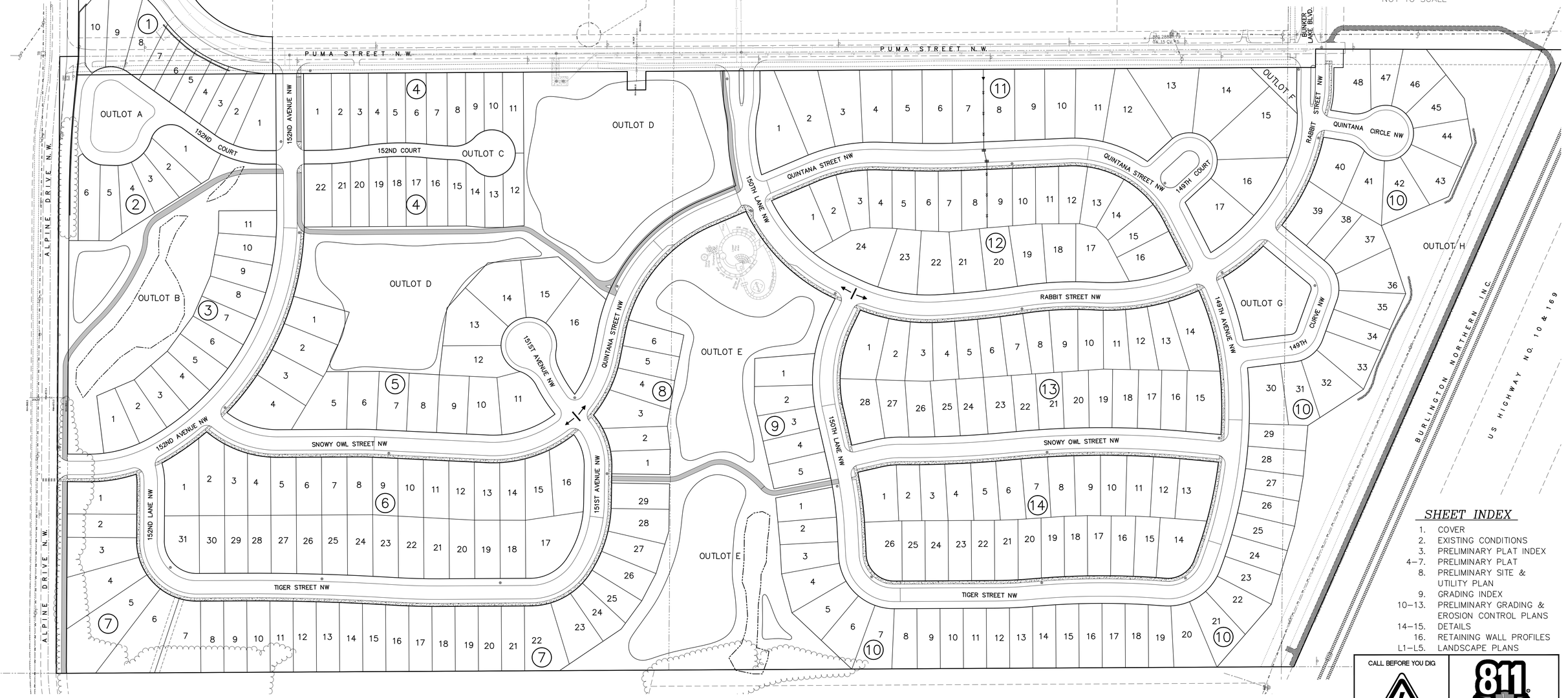
RIVERSTONE

RAMSEY, MINNESOTA

VICINITY MAP



NOT TO SCALE



SHEET INDEX

1. COVER
2. EXISTING CONDITIONS
3. PRELIMINARY PLAT INDEX
4–7. PRELIMINARY PLAT
8. PRELIMINARY SITE & UTILITY PLAN
9. GRADING INDEX
10–13. PRELIMINARY GRADING & EROSION CONTROL PLANS
14–15. DETAILS
16. RETAINING WALL PROFILES
L1–L5. LANDSCAPE PLANS

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200
(IN FEET)

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

Carlson McCain
• environmental
• engineering
• surveying

3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
4. 6/13/18 Per City Comments
5. 12/4/19 Revise Layout Per Owner

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

COVER SHEET

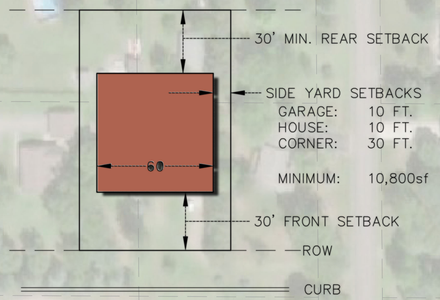
1 of 16

Save Date: 12/05/19 F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_cover.dwg

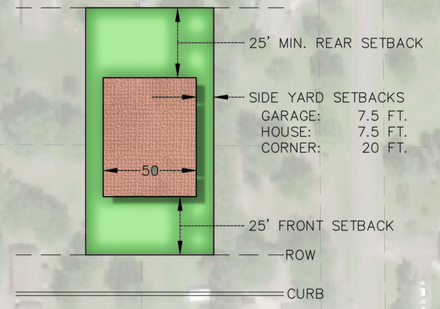
North Fork Meadows

PAXMAR©

80' SINGLE FAMILY - R1



65' SINGLE FAMILY - R2



NOTES

1) Subject property address – Southeast quadrant of Puma Street & Alpine Drive NW, Ramsey, MN 55303.

SITE DATA

TOTAL BOUNDARY AREA	±33.5 AC.
TOTAL NUMBER OF LOTS	89
65 FT. LOTS	48
80 FT. LOTS	41
NET DENSITY (EXCLUDES ROW AND WETLAND)	3.34 LOTS/AC



Carlson McCain
ENVIRONMENTAL · ENGINEERING · SURVEYING

BOLTON & MENK
Real People. Real Solutions.

7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303-5119

Ph: (763) 433-2851
Fax: (763) 427-0833
Bolton-Menk.com

December 18, 2019

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

RE: Proposal for Engineering Services
Puma Street Improvement Project

Dear Mr. Westby:

We appreciate the opportunity to present this scope of services for the Puma Street Improvement project. Our scope and fees were prepared based on our understanding of the project and our previous experience in delivering State Aid projects.

The following proposal is based on our December 13, 2019 discussion related to the project as well as the Future Business Park study and the recently constructed Bunker Lake Boulevard and Puma Street Improvements project.

SCOPE

The improvements will be generally as described in our December 3, 2015 report for the Future Business Park. The phasing will be as generally described in our March 2017 Update Report. The improvements will consist of the following items as presented in the above reports, depicted on the attached figures, and as constructed in 2018:

- Puma Street construction will include the Phase 2 area identified in the Business Park Study Update, which includes street and utility improvements from the Puma Street lift station to Alpine Drive.
- A 10-foot bituminous trail will be constructed along the west side of Puma Street.
- 10-inch sanitary sewer and 16-inch watermain will extend the entire length of the project.
- The Alpine Drive and Puma Street intersection will be relocated to line up with Okapi Street NW.

Project scope assumptions used in creating this fee proposal include the following:

- A full topographic survey was previously completed. Only verification survey is required.
- The Developer will design the storm pond and provide an easement to the City. We will coordinate discharge of the street stormwater into this pond.
- No additional turn lanes will be added to Alpine Drive at this time. Additional development and traffic may warrant turn lanes in the future.
- The Right-of-Way plat for the road realignment will be provided by the City.

- State Aid formatted plans, including plan review checklist and spread calculations are required.
- Street lighting will be completed separately by the City.
- Geotechnical borings will extend 5-feet below the anticipated sanitary sewer depth.
- The anticipated plan set will include the following 34 sheets:
    - Title (1 sheet)
    - Legend (1 sheet)
    - Details & MnDOT Standard Plan Sheets (10 sheets)
    - Tables & SEQ (3 sheets)
    - Existing Conditions & Removals (1 sheet)
    - Erosion Control Plan & SWPPP (5 sheets)
    - Traffic Control Plan (1 sheet)
    - Sanitary Sewer & Water Plan & Profiles (2 sheets)
    - Street & Storm Sewer Plan & Profiles (2 sheets)
    - Storm Sewer Leads (1 sheet)
    - Intersection Detail (1 sheet)
    - Signage & Striping (1 sheet)
    - Cross-Sections (5 sheets)

Construction costs associated with the improvements described above are estimated at approximately $990,000, which includes a 10 percent construction contingency. We will create a detailed engineer's estimate based on actual design quantities.

SCHEDULE

Schedule has changed and will be updated based on discussion.

The proposed schedule for these improvements is as follows:

Task	Date
City Council Action (Authorize Plans)	January 14, 2020
City Council Approves Plans and Orders Bids	February 25, 2020
Public Bid Opening	March 31, 2020
City Council Accepts Bids / Awards Contracts	April 14, 2020
Begin Construction	May 18, 2020
Substantial Completion	September 18, 2020
Final Completion	October 23, 2020

PERMITTING AND APPROVALS

The work associated with the roadway improvements will require the following permits:

- State Aid Approvals
- Lower Rum River Watershed Management Organization (Stormwater and Erosion Control)
- MPCA (NPDES – Construction Stormwater General Permit)
- MPCA (Sanitary Sewer Extension Permit)
- MDH (Watermain Installation Permit)

FEES

We have attached a fee spreadsheet depicting hours, rates, and total compensation on a per task basis. We are proposing to enlist Northern Technologies for geotechnical services.

Our proposed fees for the work are as follows:

Design Task	**Fees**
Design, Permitting, and Bidding	$ 47,625
Geotechnical Evaluation (NTI)	$ 5,500
Total Not-to-Exceed Fee	**$ 53,125**

Construction Task	**Fees**
Construction Staking & Administration	$ 8,930

If there are any questions related to the scope and/or fee portion of this submittal, please call me at (651) 968-7760.

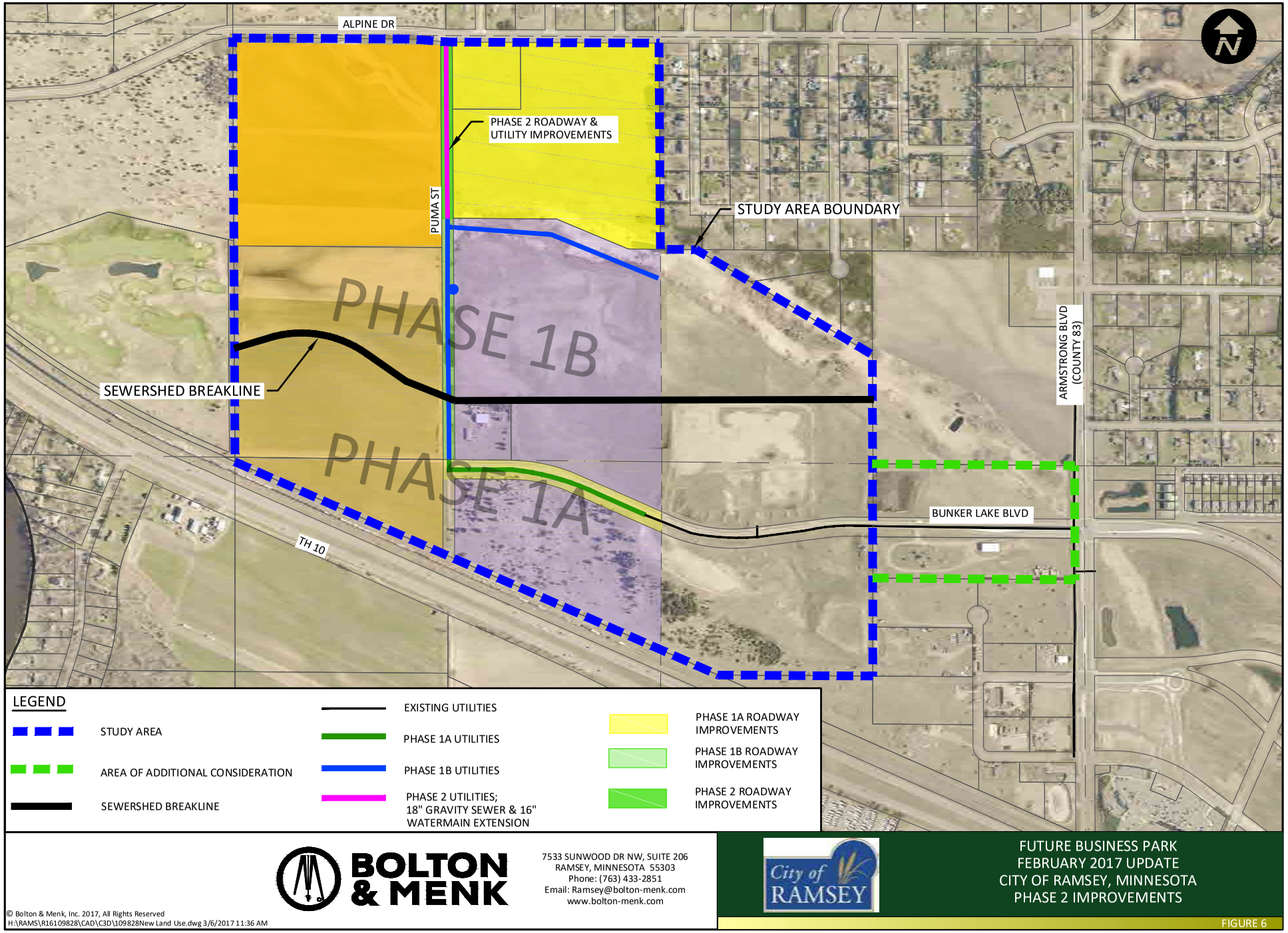
Sincerely,

Bolton & Menk, Inc.

Kevin P. Kielb, P.E.
Project Manager

ATTACHMENTS:

- Improvements Exhibits
- Detailed Fee Spreadsheet



BOLTON & MENK

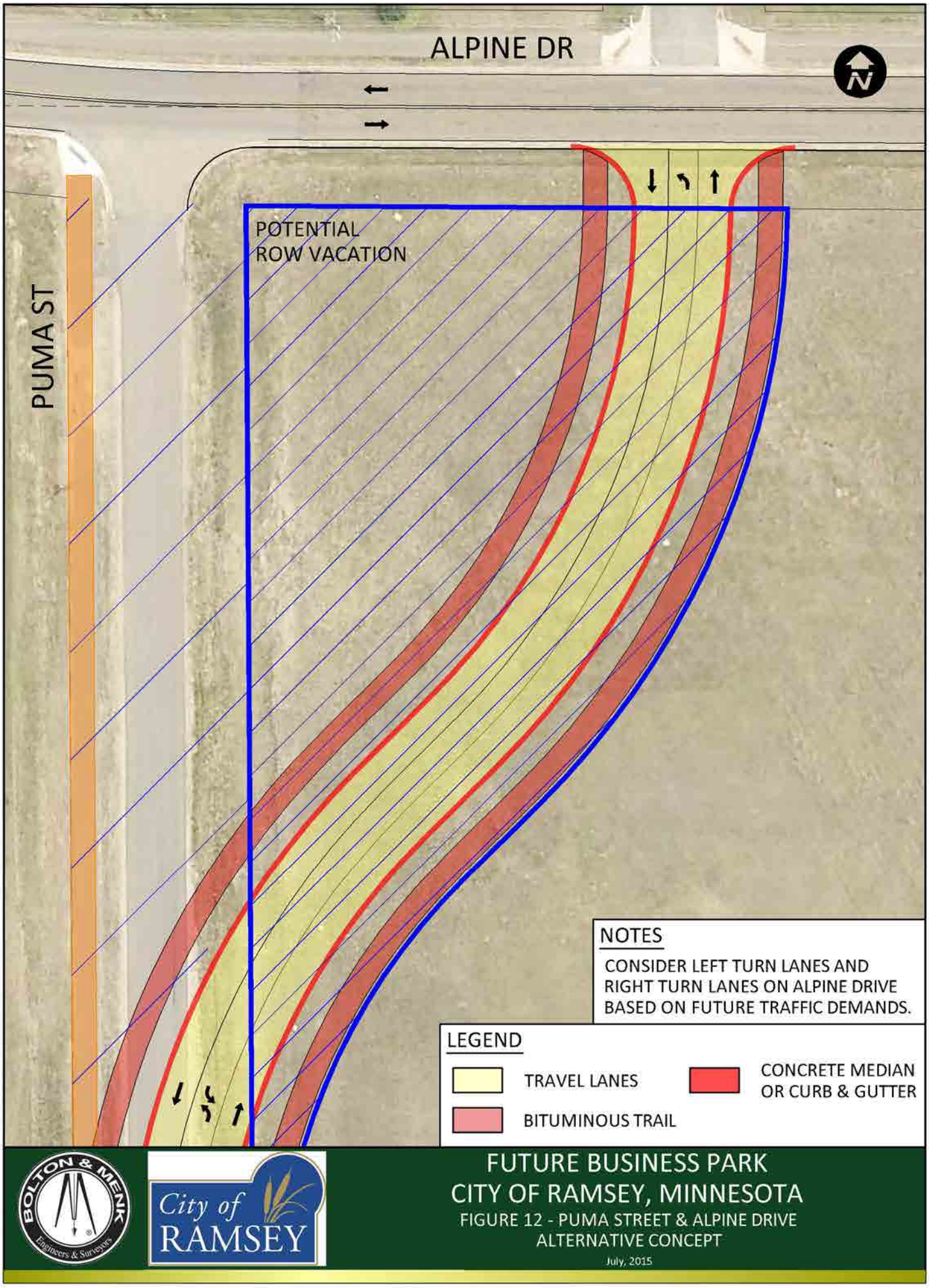
7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PHASE 2 IMPROVEMENTS

FIGURE 6

© Bolton & Menk, Inc. 2017, All Rights Reserved
H:\RAMS\R16109828\CAD\C3D\109828New Land Use.dwg 3/6/2017 11:36 AM



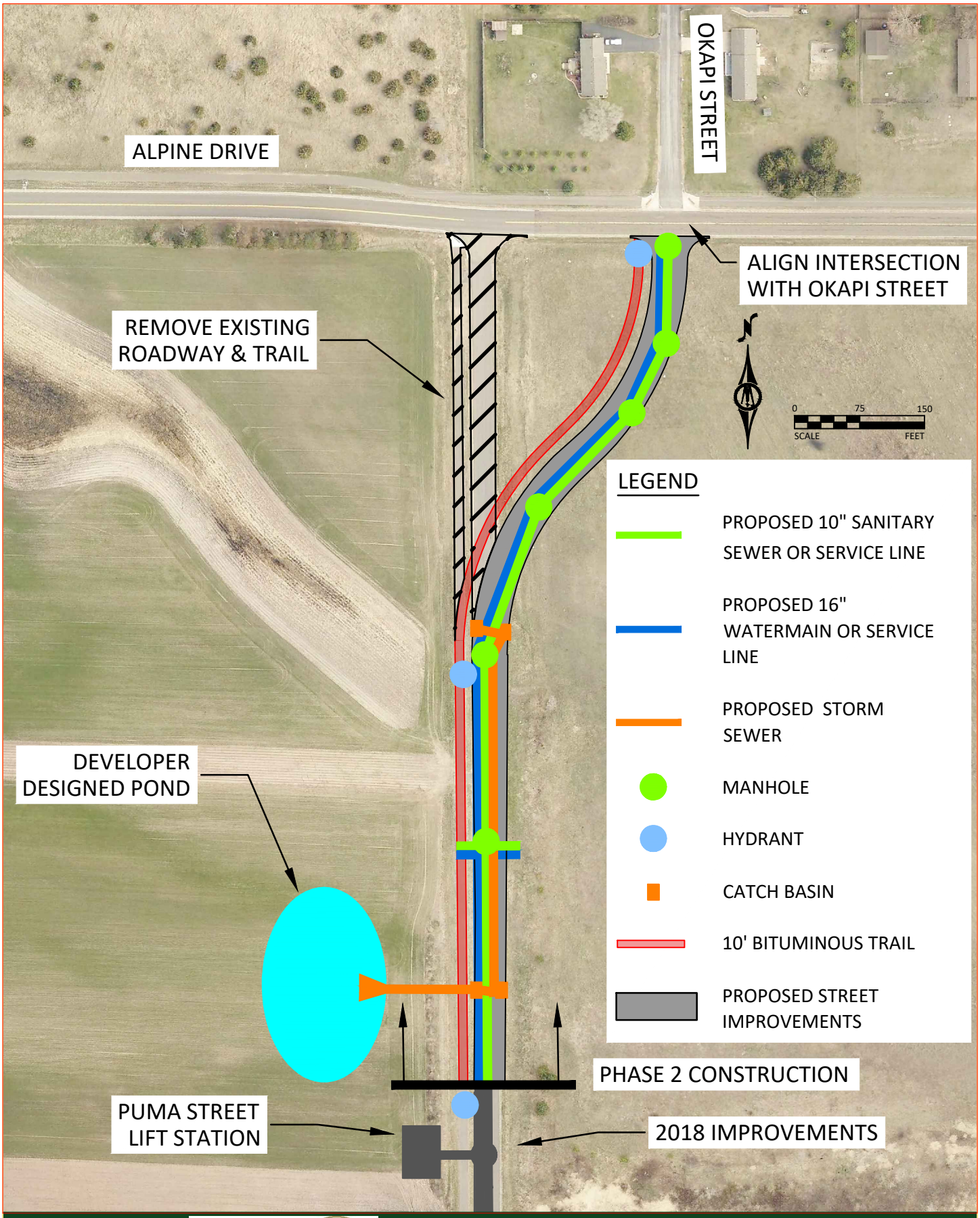
BOLTON & MENK
Engineers & Surveyors

City of RAMSEY

FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA

FIGURE 12 - PUMA STREET & ALPINE DRIVE
ALTERNATIVE CONCEPT

July, 2015



City of RAMSEY

PUMA STREET IMPROVEMENTS
CITY OF RAMSEY, MINNESOTA

FIGURE 1
DECEMBER 2019

Fee Proposal

CLIENT: City of Ramsey PROJECT: Puma Street Improvements	BOLTON & MENK, INC.						
WORK TASK DESCRIPTION	**Project Manager**	**Senior Designer**	**Designer**	**Surveyor**	**Clerical**	**Total Hours**	**Cost**
Topographic Survey, Final Design and Construction Staking							
1.0 Roadway Design (Includes Topo and State Aid Plan Developement)	4	45	98	10	2	**159**	$19,265
2.0 Trunk Utility Design (Sanitary Sewer and Water)	2	8	34	0	0	**44**	$5,220
4.0 Storm Water Management and Storm Sewer Design	2	24	36	0	0	**62**	$7,760
5.0 Reviews and Approvals	2	8	16	0	2	**28**	$3,410
6.0 Permitting	2	24	40	0	2	**68**	$8,370
7.0 Bidding Services (Questions & Addenda)	4	12	8	0	4	**28**	$3,600
Subtotal Bolton & Menk	**16**	**121**	**232**	**10**	**10**	**389**	$47,625
					SUBCONSULTANT - Northern Technologies		$5,500
					TOTAL for Design through Bidding		**$53,125**
Construction Services							
1.0 Construction Administration (Shop Drawings, Pay Requests, As Builts)	4	16	12	0	2	**34**	$4,450
2.0 Construction Staking	0	4	2	32	0	**38**	$4,480

CC Regular Session **5. 8.**

Meeting Date: 02/24/2020

By: Chloe McGuire Brigl, Community Development

Information

Title:

Adopt Resolution #20-028 Approving Revised Preliminary Plat for Riverstone (Project 17-106, 19-149); Case of Capstone Homes, Inc.

Purpose/Background:

The purpose of this case is to review proposed revisions to Riverstone Addition, a 267 lot residential subdivision (originally 293 lots) generally south of Alpine Drive NW and west of Puma/Okapi Street NW. Riverstone has completed three phases, generally completing the southern half of the site and Pearson Park. The proposed revisions are generally on the northern half of the plat. Please see the attached plan sheet that highlights the proposed changes on the preliminary plat.

Notification:

For the February 6, 2020 Public Hearing (Planning Commission), notifications of this proposal were sent via Standard US Mail to Property Owners within 350 feet of the Subject Property, as reflected by Anoka County Property Records. A notice was also published in the Anoka Union Herald, the City's Official newspaper.

The City also held a workshop on the proposed changes on December 5, 2019, before the regularly scheduled Planning Commission meeting.

Notifications are not required for this Council Case and have not been provided.

Observations/Alternatives:

Summary

Riverstone Addition is a Planned Unit Development (PUD) that was originally approved in 2017. The original approval included both attached and detached townhomes. The developer has proposed several changes to the approved preliminary plat, which does require formal action on the amended preliminary plat.

Proposed Changes

Lot Changes:

- Removal of townhome/quad units from approved unit type (change to PUD bulk standards)
    - Changes from quad (4-plex) units to detached townhome units in the NE corner (reduction)
    - Requires comprehensive plan amendment to medium density residential (from HDR)
    - Proposed Density of NE Corner: 5.14 lots per acre (within allowed density of PUD)

Utility Changes:

- Sanitary sewer and water depth changed to serve parcel directly to west between Block 6 and 8
- Sanitary sewer changes across Blocks 1, 2, 4, 6 & 7
- Watermain stubbed west to serve parcel directly to west through block 7

Please note that the utility changes were requested to serve the parcel to the west (currently under application for Sketch Plan from BK Land Development)

Discussion Topic

At the January 14, 2020 City Council meeting, the City Council reviewed a sketch plan proposal and rezoning

application for the property directly west of the Subject Property. The City Council requested that both developers include a roadway connection between the two developments. The Applicant has responded to this City Council request, please see the attached letter from the Applicant. The Planning Commission was supportive of the amended preliminary plat without the roadway connection based upon the down-zoning of the northeast corner which was supported by neighbors at the workshop.

City Code Sections

- Preliminary Plat: Section 117-588
- Planned Unit Development: 117-227

Funding Source:

The Applicant is responsible for all costs associated with review.

Recommendation:

Planning Commission recommends the City Council adopt Resolution #20-028 approving the attached preliminary plat with minor contingencies.

Action:

Motion to adopt Resolution #20-028 approving the Revised Preliminary Plat for Riverstone.

Attachments

DRAFT February 6, 2020 Planning Commission Minutes
Connection Letter from Capstone
Plans
Changes on Preliminary Plat
Planning Review
Resolution #20-028

Form Review

Inbox	Reviewed By	Date
Chris Anderson	Chris Anderson	02/10/2020 05:31 PM
Tim Gladhill	Tim Gladhill	02/20/2020 11:13 AM
Tim Gladhill	Tim Gladhill	02/20/2020 12:40 PM
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:14 PM
Form Started By: Chloe McGuire Brigl		Started On: 02/10/2020 12:36 PM
Final Approval Date: 02/20/2020		

PLANNING COMMISSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey Planning Commission conducted a regular meeting on Thursday, February 6, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Bauer Commissioner Bruce Anderson Commissioner Cheri Gengler Commissioner Torrey Johnson Commissioner Eric Peters Commissioner Gary VanScoy Commissioner Matt Woestehoff
Members Absent:	None
Also Present:	Senior Planner Chloe McGuire Brigl City Planner Chris Anderson City Council Liaison Debra Musgrove

1. CALL TO ORDER

Chairperson Bauer called the regular meeting to order at 7:00 p.m.

2. CITIZEN INPUT

None.

3. APPROVAL OF AGENDA

Motion by Commissioner VanScoy, seconded by Commissioner Johnson, to approve the agenda as presented.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Johnson, Anderson, Gengler, Peters, and Woestehoff. Voting No: None. Absent: None.

4. CONSENT AGENDA

4.01: Approve the January 2, 2020 Planning Commission Meeting Minutes

Motion by Commissioner Anderson, seconded by Commissioner Johnson, to approve the consent agenda as presented.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Johnson, Gengler, Peters, VanScoy, and Woestehoff. Voting No: None. Absent: None.

5. PUBLIC HEARINGS/COMMISSION BUSINESS

5.01: Public Hearing: Review Resolution #20-028 Revised Preliminary Plat for Riverstone (Project #17-106, #19-149); Case of Capstone Homes, Inc.

Public Hearing

Chairperson Bauer called the public hearing to order at 7:03 p.m.

Presentation

Senior Planner McGuire Brigl presented the staff report stating that staff recommends adoption of Resolution #20-028 approving the Preliminary Plat with minor contingencies.

Chairperson Bauer disclosed that he lives within the Capstone development.

Citizen Input

Heather Lorch, Capstone, stated that she is available to address any questions.

Commissioner Johnson referenced the mention of a road that could possibly connect this development to the adjacent Northfork parcel

Ms. Lorch replied that the City brought forward that request to consider the previous month.

Senior Planner McGuire Brigl commented that a few members of the City Council mentioned that it may be beneficial to have a road connecting the two properties but both developers were opposed to that suggestion. She noted that this point in the Capstone project the addition of a road would be a significant change.

Chairperson Bauer noted that the Planning Commission suggested a path that would allow pedestrian connection between the two developments and asked if that is an option.

Ms. Lorch confirmed that Capstone is willing to provide a sidewalk connection within the neighborhood that would connect at the utility extension location. She confirmed that there would be a trail along Alpine as well, as required in the conditions of Preliminary Plat.

Motion by Commissioner VanScoy, seconded by Commissioner Anderson, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Gengler, Johnson, Peters, and Woestehoff. Voting No: None. Absent: None.

Chairperson Bauer closed the public hearing closed at 7:09 p.m.

Commission Business

Motion by Commissioner Johnson, seconded by Commissioner Peters, to recommend that City Council adopt Resolution #20-028 Approving Amended Preliminary Plat of Riverstone Addition.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Johnson, Peters, Anderson, Gengler, VanScoy, and Woestehoff. Voting No: None. Absent: None.

5.02: Public Hearing: Review Preliminary Plat for Garden View Villas (DC Townhomes); Project #19-136

Public Hearing

Chairperson Bauer called the public hearing to order at 7:10 p.m.

Presentation

Senior Planner McGuire Brigl presented the staff report stating staff recommends adoption of Resolution #20-002 approving Preliminary Plat for Garden View Villas with the following contingencies: updated Landscaping Plan, approval by City Attorney and City Engineer, and staff approval of Architectural Plans.

Commissioner Anderson asked if the front of the home would face to the north towards the R-1 PUD area.

Senior Planner McGuire Brigl replied that the homes will be built as standard homes with the front of the home facing the driveway.

Councilmember Musgrove asked if the homes are built offsite in Minnesota.

Senior Planner McGuire Brigl commented that she believed the applicant has chosen a builder in Wisconsin but noted that there are similar builders in Minnesota.

Commissioner VanScoy asked if additional landscaping is being requested because of the smaller buffer zone.

Senior Planner McGuire Brigl stated that the City Code requires base landscaping and in addition this would require density transitioning. She noted that additional landscaping is often chosen to provide the density transitioning.

City Planner Anderson explained that when the sketch plan came forward there was a question to the Commission on whether there could be a reduced width to the buffer area, but the question was not asked as to whether the Commission would then support a lesser requirement for landscaping to match that reduced width. He stated that as proposed the applicant is tasked with providing the landscaping required for the wider buffer and noted that staff would like direction on that item.

Citizen Input

Erin Carlson, applicant, stated that the goal is to provide single-family homes at an attainable price point. She stated that they have resolved all the engineering comments and is confident that they will be able to address the comments remaining. She provided details on the volumetric construction process. She believed that this would be a great addition to the community.

Commissioner Anderson referenced the size of the front porch, which appears to be 6 x 8, and asked if that could be bigger.

Ms. Carlson replied that she believed the front porch size to be 15 x 6.

Commissioner Anderson stated that he has a concern with the transition in the back of the homes that faces R-1 and asked if there are enough trees in that area.

City Planner Anderson stated that as proposed the applicant is deficient in the number of landscaping items. He stated that an updated landscaping plan has been submitted but has not yet been reviewed.

Sarah Wolf, Landform, stated that the landscape plan on the screen is the second revision, which provides additional plantings. She stated that they also did a mockup using the 45-foot standards but noted that most of the trees would be unhealthy because of the spacing. She believed that the landscaping proposed would be sufficient to the live/work community.

City Planner Anderson stated that he was unaware that the plan on the screen was the revised version but was unsure yet if that meets the Code requirements.

Commissioner Anderson asked if the homes would be inspected by the Ramsey Building Inspector.

Ms. Carlson stated that the homes are inspected at the plant by a third-party inspector. She stated that before the first home is set in Ramsey, they would plan to meet with the Ramsey Building Inspector and would invite him to the building location as well.

Chairperson Bauer asked if the Wisconsin builder is comparable to Dynamic Homes in Detroit Lakes. He noted that he is very familiar with Dynamic Homes and commented that they are top quality.

Ms. Carlson confirmed that they are very comparable and noted that they chose the Wisconsin builder because they have a relationship with that company.

Noah __, 75201 49th Avenue NW, stated that he and his wife look forward to the development of this area. He stated that his primary concern is with the transition plan between the subject property and their property. He commented that even though there is a home business, that is not a traditional commercial use. He stated that a larger transition zone would ensure harmonious interaction between the properties. He stated that he also has concerns with how the transition will be defined as the area has sandy soils and would not support plantings without adjustments to the soil and irrigation. He asked how the buffer would be maintained after construction. He suggested hardscape such as a berm or fencing. He expressed concerns to the wetland and the impact this development may have on the wetland. He asked how the lights pollution would be mitigated. He did not believe it would be appropriate to approve the proposal tonight and asked that the additional elements be addressed prior to approval.

Commissioner Anderson asked how the resident feels about the comments made by the developer about additional trees.

Mr. __ commented that currently there is a very minimal transition, noting that there would not be a barrier between the two properties. He stated that even if there are extensive landscaping plans condensed to the buffer, it would be difficult to ensure that the plantings and landscaping continues to be maintained.

City Planner Anderson reviewed the basic landscaping requirements of the City including the requirement for topsoil. He stated that the Development Agreement would stipulate that the plantings are there permanently and therefore would need to be replaced when needed. He stated that while irrigation systems are no longer required, there were plans that included an irrigation system. He stated that the stormwater management plan was approved by engineering and the Lower Rum River Water Management Organization and described the treatment that would be provided.

Commissioner VanScoy referenced the area designated as PUD, which the resident commented is generally used for residential. He stated that it appears the residential is far to the north with business activity to occur to the south and closer to this development parcel.

Mr. __ confirmed that the homes are located on the northern parcel of the property with the bottom third intended for commercial use. He stated that when there was commercial activity, there was a conflict between the two uses. He stated that even though the property is zoned in that method, the ultimate goal is to create an orderly and harmonious development and therefore the issue with the transition is the same.

Senior Planner McGuire Brigl stated that the northern properties feel as common residential uses when you are onsite, even though commercial activity is allowed.

Commissioner Gengler asked what the dotted line north of the development identifies.

Darren Lazan, DC Holdings, replied that the dotted rectangle is a symbol identifies that area is available in another plan. He noted that area is the buffer area and is shown, enlarged, in another plan in their submission.

Commissioner Anderson asked for details on the crosshatched pattern to the north.

Mr. Lazan stated that they share in the concern for the plantings. He stated that it is a challenge to meet the ultimate plantings for a larger buffer within a smaller buffer area. He noted that landscaping is the largest budget item in the development. He stated that the number of the plantings required by Code, for this application, is in violation of another area of the Code which calls for sensible and responsible planting. He stated that any additional plantings would not result in greater canopy but would instead result in poor health for the trees and plantings. He stated that this revised plan adds boulevard trees, trees in the northwest corner, and adds the maximum responsible density to the northern property line. He stated that from the beginning they objected to provide the buffer, as the responsibility in the buffer falls to the more intense use. He stated that the adjacent property is zoned commercial and therefore that would be the more intensive use and when developed, that commercial property should provide additional buffering. He recognized the existing single-family homes to the north and noted that is why they are agreeing to provide the buffering proposed. He displayed the grading of the site which identifies the berm along the western and eastern property lines. He asked that the Commission consider the buffering as a whole.

City Planner Anderson stated that in a perfect world they would have 35 feet on center between trees, but the intention of the density transitioning is to create separation between uses and planting the trees in that manner would not provide adequate screening.

Commissioner VanScoy asked if a commercial use would need to provide additional screening.

Senior Planner McGuire Brigl clarified that would not be required because of the PUD.

Commissioner VanScoy stated that it appears that part of the issue is that there is more space behind the homes to the south compared to the north.

Mr. Lazan stated that there is a larger drainage easement along the south. He stated that the development could potentially be moved a few feet south to create a little more separation. He stated that because the homes to the north are 300 feet from the property line, they did not expect this concern. He was unsure that another ten feet would provide more balance.

Commissioner VanScoy stated that an additional ten feet would be more standard for transitioning.

Mr. Lazan confirmed that he could look to determine if that could be done. He commented that this is a very tight site layout.

Chairperson Bauer asked if the lots in question would still meet the front yard setback if moved ten feet.

Mr. Lazan stated that the homes to the south would need to be moved in order to create that ten feet.

Senior Planner McGuire Brigl asked if the Commission is comfortable moving this forward with direction to work with the applicant on the contingencies prior to the City Council review. She noted that staff could also speak with the residents that expressed concern in attempt to gain additional input.

Commissioner Woestehoff referenced the driveway width of 25 feet and asked if there is a reason for the extra five feet of width.

Mr. Lazan noted that the driveway may have just been dropped in matching the frontage of the home. He noted that they would not want to provide more driveway than needed, as that takes away from greenspace, and would review that to ensure it is correct.

Senior Planner McGuire Brigl commented that staff received a letter that has been added to the agenda and is available in the agenda and in the packet. She stated that it is a letter of opposition from an adjacent property owner and will become a part of the record.

Chad Lindgrun, 5561 145th Circle, referenced the topic of inspections. He suggested that it could be challenging for a third-party to inspect rather than the Ramsey Building Inspector.

Commissioner VanScoy asked who would issue a certificate of occupancy.

Senior Planner McGuire Brigl stated that the City issues the certificate of occupancy. She noted that the City has experience with residents moving homes from another city and placed on foundations in Ramsey and therefore there is a process and path to figuring out those details.

Mr. Lazan stated that it is a very common practice and concern as to how inspections are handled in volumetric building. He commented that the inspector used for this product is certified in Minnesota. He noted that once the building is set on the foundation, the Ramsey inspectors would be inspecting components as well.

Katelyn Brock, 7528 149th Avenue NW, expressed concern with the buffer. She appreciated the consideration of extending another ten feet. She stated that perhaps a fence would create a better barrier. She stated that they use their property strictly as residential and therefore placing additional landscaping on her property would simply be the burden of her household.

Motion by Commissioner VanScoy, seconded by Commissioner Peters, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Peters, Anderson, Gengler, Johnson, and Woestehoff. Voting No: None. Absent: None.

Chairperson Bauer closed the public hearing closed at 8:04 p.m.

Commission Business

Commissioner Anderson expressed concern with City staff not having time to review the revised landscaping plan. He stated that he also has concerns with the buffer.

Commissioner Woestehoff stated that he is comfortable with a 30-foot buffer, 20-foot driveways, and the landscaping plan shown tonight pending approval by City staff.

Commissioner Gengler stated that she also feels comfortable with the Preliminary Plat but has concerns with the buffering and concerns from the neighbors. She stated that she would feel comfortable moving forward with those items as contingencies. She confirmed that she would be comfortable with a 30-foot buffer.

Senior Planner McGuire Brigl asked if the whole 30-foot buffer would need to be planted or just the 20-foot area planted with an additional ten feet.

Commissioner VanScoy commented that he believes additional plantings could be added that would not impact the health of the proposed landscaping.

Councilmember Musgrove stated that she heard comments about a desire for a fence and asked if the Commission would like City staff to consider that element, or simply work with plantings.

Commissioner VanScoy stated that part of the work would be for the developer and residents to meet with City staff to find a solution that the parties can agree to.

Chairperson Bauer stated that he favors natural buffers rather than artificial structures.

Commissioner Woestehoff stated that the role of the Commission is to ensure that Code is followed. He stated that residents can apply for a fence permit if they desire a fence.

Motion by Commissioner VanScoy, seconded by Commissioner Anderson, to recommend that City Council adopt Resolution #20-002 Granting Preliminary Plat Approval of Garden View Villas, with the following contingencies: updated landscaping plan, approval by City Attorney and Engineer, staff approval of architectural plans, to rework the plan to provide a 30 foot buffer in the rear of the northern homes, the plan include 20 foot wide driveways, and recommend that the developer and residents discuss acceptable plantings for the 30 foot buffer.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners VanScoy, Anderson, Gengler, Johnson, Peters, and Woestehoff. Voting No: None. Absent: None.

5.03: Public Hearing: Consider Request for Conditional Use Permit for Oversized Ground Signs at 14590 Armstrong Blvd NW (Project No. 20-101); Case of RGH Ramsey LLC

Public Hearing

Chairperson Bauer called the public hearing to order at 8:10 p.m.

Presentation

City Planner Anderson presented the staff report stating that while a request for an oversized ground sign is not necessarily unusual, the square footage proposed with his request is larger than contemplated in previous discussions. As a result, staff is in need of some policy direction from the Planning Commission before any specific recommendation can be provided. While staff understands the Planning Commission desires to broaden the scope of administrative approvals for signs, the size is larger than what had been discussed in the past, and larger than staff is comfortable with approving administratively at this time. Staff is understanding of the desire for visibility from Highway 10 for businesses and does believe that signage could help attract businesses to the area. He noted that two letters of opposition from adjacent landowners were received and included in the case.

Chairperson Bauer asked the typical size of a billboard sign.

City Planner Anderson replied billboard signs are typically between 600 and 700 square feet. He confirmed that as proposed the original sign request exceeded that size.

Chairperson Bauer asked if the City has ever approved placing a private sign on City property.

City Planner Anderson stated that he is not aware of a private sign on City property but noted that there are City signs that promote local business through tenant spaces.

Chairperson Bauer asked the visibility concerns raised from businesses in The COR to attract additional drivers from Highway 10.

City Planner Anderson replied that is a common consider from businesses. He stated that typically there are blue MnDOT signs that alert drivers to upcoming businesses but noted that those signs are not an option in Ramsey. He confirmed that prospective businesses have expressed the need to have visibility from Highway 10.

Chairperson Bauer commented that the entire sign ordinance should be reviewed, as the ordinance is too restrictive in many ways.

Commissioner VanScoy referenced the existing community signs and asked if those are on City owned property.

City Planner Anderson confirmed that those signs are on City owned property.

Commissioner VanScoy stated that while he understands the need and desire, he is appalled at the magnitude of the sign proposed. He stated that this request has multiple conflicts with the ordinance. He stated that the City has an opportunity to address the issue of visibility but did not think it appropriate to do that with a private sign on City property. He stated that perhaps a third community sign would solve this problem.

Citizen Input

Rob Hardy, applicant, provided background information on himself, experience, and his local connection to Ramsey. He stated that when he looked at Ramsey, he could not figure out why the City was not attracting retailers. He stated that he attempted to purchase land on Highway 10 and was quickly educated on why that property would not work for development because of the Highway 10 improvement proposed to occur. He stated that retailers were interested in being on Highway 10, but there is not available land. He stated that he then spent time working on the parcel in The COR that he holds a Purchase Agreement on. He stated that the retailers that have declined interest have stated that it is because they would not have visibility on Highway 10. He advised of a sign that he recently saw along a highway advertising businesses, which caused him to pull off the highway to visit those businesses. He explained that the reason Ramsey does not have the retailers that other communities have is because it lacks exposure for those businesses on Highway 10. He explained that the sign he proposed would cost over $500,000 and explained how those costs would be recovered from the tenants. He noted that the original sign proposal included a City branding area and a digital reader board, which could be used by smaller businesses that perhaps could not afford a tenant space. He noted that after receiving the feedback from staff, he removed those sections. He stated that he also reduced the height to match the U.S. Bank sign. He explained why the proposed location was chosen. He stated that Ramsey has a unique challenge in that The COR properties in that the businesses will want visibility from Highway 10. He believed that the time has come for the City to consider putting a larger sign on the City property, suggesting a modern digital sign which could be used to advertise local businesses, local events, and other civic announcements. He stated that without visibility from Highway 10, Ramsey will not be able to attract retailers.

Senior Planner McGuire Brigl stated that the issue of private signage on City owned property will be a policy discussion for the Commission to consider.

Matt Kooker, PSD and Armstrong West Retail, stated that he is the adjoining property owner. He stated that if the City wants to do something with the property, it should consult the adjacent property owners to determine if they are interested in purchasing the lot. He stated that he has invested a significant amount of money into his site and to allow the applicant to put a sign closer to Highway 10 than his sign, and of this size, would be appalling. He stated that he is doing a fully electronic sign. He stated that he was asked to work with the applicant but does not have experience with the applicant and would prefer to own his sign and allow his space for his tenants. He stated that if the applicant wants property along Highway 10, he could have sold him property where Diamond's was. He stated that the City has never offered an off-premise sign to

his knowledge. He stated that he would have liked to increase the size of his sign but followed City ordinance. He stated that if the Commission grants this, he will sell portions of his land along Highway 10 to be used for signs. He stated that allowing this action would open Ramsey to becoming signville. He stated that he has spoken with the adjacent property owner about buying his land to continue retail use and this sign would fall directly in the center. He stated that PSD is a business of the community that has invested in the community and does not feel that approving this for future retailers would be the right move.

Mr. Hardy agreed that he does not have anything invested in the community as of yet but does have a Purchase Agreement with the City. He stated that he has the financial wherewithal to complete this project. He stated that if there is available land, he is unsure why there are not buildings going up on those properties. He stated that in his discussions with staff, the proposed Highway 10 improvements show tremendous impacts to the properties along Highway 10, with most of those properties no longer having access. He stated that if he goes away, the next developer will come in and want the same thing, exposure from Highway 10. He stated that this issue will need to be addressed.

Motion by Commissioner Woestehoff, seconded by Commissioner Johnson, to close the public hearing.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Woestehoff, Johnson, Anderson, Gengler, Peters, and VanScoy. Voting No: None. Absent: None.

Chairperson Bauer closed the public hearing closed at 8:56 p.m.

Commission Business

Chairperson Bauer stated that it seems the developer is willing to delay this to March to allow time to review additional options.

Commissioner Woestehoff stated that he would suggest determining the square footage of a billboard. He stated that he would much rather see another sign of 330 square feet at 75 feet. He stated that he likes the idea of having combined signs for multiple tenants.

Commissioner VanScoy stated that if this is going to be delayed to March, there could be the same discussion if nothing is done between now and then.

Commissioner Woestehoff stated that he would like to see the sign on land owned by the applicant and not City owned land.

Commissioner VanScoy recognized that the visibility issue is a huge policy issue that needs to be dealt with.

Chairperson Bauer agreed that the sign ordinance needs to be reviewed, as visibility will continue to be a huge issue for The COR.

City Planner Anderson provided additional details on the different types of signage allowed. He stated that the Council has talked about going away from The COR branding and focusing on the City of Ramsey.

Councilmember Musgrove provided additional input on recent Council discussions related to uniform City of Ramsey branding and signage.

Chairperson Bauer asked if this topic could be added to the joint meeting with the City Council the following week.

Senior Planner McGuire Brigl replied that she did not believe that agenda would have space for an additional topic. She asked for input from the Commission on whether it would support an off-premise sign.

Commissioner Johnson stated that he would not support an off-premise sign for the applicant specifically but would support a community sign for multiple tenants/projects.

Commissioner VanScoy stated that he would like the Commission/City to consider a community sign, looking at the long-term needs for The COR. He stated that perhaps a partnership could be done to support that action. He stated that he would like to see more signage for the businesses but also wants to see the City have control.

Commissioner Woestehoff stated that he would appreciate a community sign but believes that the Ramsey overpass would need to be completed prior to that sign being added because of future visibility issues.

Commissioner VanScoy stated that the Armstrong interchange has caused a significant negative impact on visibility for businesses even though it was a positive for transportation.

Commissioner Peters stated that he has an issue with the size of the sign. He stated that the population of Ramsey will support the businesses and not the traffic that pulls off the highway by chance.

Commissioner Woestehoff asked if a decision would need to be made in March, if tabled tonight.

Chairperson Bauer stated that if the issue is still not resolved in March, the Commission can recommend it not be approved. He stated that tabling does not require the request to come back in March.

City Planner Anderson replied that the City has a 60-day timeframe for review but can issue a 60-day extension if needed. He noted that anything beyond one extension would require consent of the applicant.

Commissioner Johnson asked what would change between now and the next review.

Commissioner Anderson suggested that there be a worksession before the next meeting to allow additional discussion.

Senior Planner McGuire Brigl stated that she can schedule a worksession for signage. She noted that the applicant has some urgency because of potential tenants.

Chairperson Bauer stated that it seems the consensus would be a community sign on City property or a comparable sign (to Armstrong Retail) on private property.

Motion by Commissioner Anderson, seconded by Commissioner VanScoy, to table the request and allow the applicant time to revise the proposal for consideration at a future meeting.

Further discussion

Commissioner Johnson requested that the worksession occur at least one week prior to the regular Planning Commission meeting. He thanked Mr. Hardy for his input tonight.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, VanScoy, Gengler, Johnson, Peters, and Woestehoff. Voting No: None. Absent: None.

Mr. Kooker stated that he also owns the land at Armstrong and Bunker, and if off-premise signs are allowed, he could potentially make that retail and post signage along Highway 10. He just wanted to ensure the Commission thinks about precedent that could be set.

6. COMMISSION BUSINESS

6.01: Consider Amended Sketch Plan for Odyssey Homes; Case of Odyssey Homes (Project No. 19-140)

Presentation

Senior Planner McGuire Brigl presented the Staff Report stating that staff recommends that the applicant proceed to the Preliminary Plat phase with revisions outlined in the staff review files. She stated that a letter of opposition was included in the case.

Commission Business

Commissioner Gengler asked the cul-de-sac standards.

Senior Planner McGuire Brigl commented that the standard would be 600 feet for cul-de-sac length.

Commissioner VanScoy stated that he does not recall a 900-foot cul-de-sac length for this type of density, although there are R-1 developments with longer cul-de-sacs.

Senior Planner McGuire Brigl provided input from the County comments related to Nowthen and emergency access.

Commissioner Anderson stated that he does not believe he would support a 900-foot cul-de-sac.

Councilmember Musgrove stated that recently there was a requirement for a certain size for a bus to turn around and asked that size.

City Planner Anderson explained that within the rural area a 65-foot radius is required and in the urban area a 60-foot radius is required.

Senior Planner McGuire Brigl stated that she spoke with Public Safety and the comment was that the cul-de-sac would need to be full-sized in order to accommodate larger vehicles (plows, garbage trucks, etc.).

Commissioner VanScoy commented that the right-in/right-out option seems like it would be a good compromise but would require a divider because people would attempt to turn in. He assumed that most of the traffic leaving would be heading towards Highway 47.

Senior Planner McGuire Brigl stated that the applicant is going to propose a right exit only, which has not yet been vetted by Anoka County.

Commissioner Woestehoff asked if the County concern would be the connection to 146th and that traffic would cut through.

Senior Planner McGuire Brigl believed that the issue was with the spacing.

Commissioner Woestehoff suggested removing the connection to 146th which would eliminate the cut through ability, making the access on Nowthen with the cul-de-sac at the other side of the development.

Commissioner Anderson asked if the development checks all the boxes for R-2 and this type of development.

Senior Planner McGuire Brigl confirmed that in general all the bulk standards are met through sketch plan. She stated that traffic would need to be addressed and noted the additional items that would be addressed with Preliminary Plat.

Jason Bebo, 15363 Radium St NW, stated that as the developer his goal would be to have a right on only onto CR 5, with no entrance into the development from CR 5.

Craig Jochum, Hakanson Anderson, referenced a City comment of at least 25 feet, noting that 50 feet is included. He stated that they would ensure that emergency vehicles have access.

Commissioner VanScoy referenced the plan to have a right-out only and no entrance and asked for input from the engineer.

Mr. Jochum stated that the County stated that they would consider a right-in/right-out with a turn lane. He stated that they have not yet proposed the right-out only option to the County.

Alena Hunter, 14628 Helium St, thanked everyone for the opportunity to have the open house. She described the path traffic takes from Highway 47 onto and along CR 5. She stated that if the only entrance into the development is from 146th that will cause a bigger traffic problem on CR 5. She believed a right-in/right-out may be a good solution. She believed that the intersection of CR 5 and 146th is already a dangerous intersection and should be addressed before this development could be added. She stated that the existing trail stops before this development property and does not continue until Sunwood, although there is a full trail on the other side of CR 5. She stated that there are arborvitaes that are very dense and could solve the problem of screening. She stated that drainage is a huge issue as the property sits in a low spot. She stated that she was happy to hear that the homes would be priced around $250,000 to $300,000. She stated that she will look at the development the developer completed in Isanti. She commented that she wants to see a high-quality development and wants this to be reviewed from a holistic perspective. She asked the Commission to think this through as this development will be right off a major City roadway that already has traffic/safety issues.

Chad Lindgrun, 5561 145th Circle, stated that traffic is a big issue for this area. He stated that many residents that attended the open house were concerned with tree density. He understands that the developer meets all the requirements for the development. He liked that the developer has stated that they will try to save the trees that can be saved. He agreed that arborvitaes would be a great addition as they grow quickly and provide great transition. He appreciated the time of the Commission and developer to listen to the residents earlier at the open house.

Patrick Hampton, 15551 Potassium St NW, stated that he is the owner of the northern parcel of land and thanked the Commission for providing him an opportunity to speak. He stated that the Commission seems to be honest and fair and attempts to look at the issue from all sides. He stated that he has been on both sides of the issue and provided background on an issue that occurred 15 years ago when a development was proposed across from his parcel which would cause him to lose land and be assessed. He stated that he spent three years and $20,000 fighting against the City. He stated that now he is on the other side and has welcomed the input from the residents. He stated that in this case the residents are not going to lose land or be assessed. He agreed that as many trees should be saved as possible, but also commented that it is his land and they are his trees. He stated that he wants to sell his land to help with his ongoing medical issues. He stated that the neighbors have enjoyed the benefits of his property being undeveloped for many years without paying any of the associated costs. He commented that its frustrating that this process is moving slowly and appreciated if this could continue to move forward. He thanked the Commission for listening to concerns and being fair in its consideration. He stated that he has lived in his home for over 60 years and would hate to lose the home that he and his elderly mother live in because of the medical expenses and issues he has, when the sale of this

property would resolve that issue. He recognized that there are issues with traffic because Ramsey is becoming a City rather than a little rural township.

Chairperson Bauer explained the intent of a sketch plan, which allows the Commission and residents to provide input to the developer before additional expense is incurred developing the Preliminary Plat elements.

Commissioner Anderson commented that the developer should proceed to Preliminary Plat but work with staff to address the questions raised tonight at the meeting and through the open house.

Commissioner Peters asked what is keeping CR 5 from having the speed limit lowered, noting that there are now two elementary schools along that roadway.

Commissioner Woestehoff stated that he had the same concern with Alpine and learned that a speed study could result in a higher speed limit posted, as the County will adjust to what drivers are driving.

Senior Planner McGuire Brigl stated that she would speak with Public Works, as the City could send in a request to have the speed limit reviewed.

Commissioner Gengler stated that this is a viable option for this site, and she likes the density, but the CR 5 piece is the problematic piece for her.

Commissioner VanScoy stated that he is comfortable as long as there could be some type of access on the southern end, noting that he would prefer the right-in/right-out. He acknowledged that would be a decision of the County. He stated that the traffic on CR 5 is what it is and adding a few more vehicles will not significantly change the conditions.

Ms. Hunter stated that there was discussion at the open house related to a left-hand turn lane northbound on CR 5 at 146th and asked if the City could ask the County about that option. She noted that this may be an opportunity for the developer to fund that improvement.

Mr. Hampton thanked the Commission for providing him the opportunity to vent and for agreeing to allow the project to move forward. He stated that he has been trying to sell the land since May and the developer began this process with the City in September, so it can just be frustrating with the length of time needed for these types of projects to move ahead.

Mr. Bebo stated that he agrees that the left turn lane would be beneficial but did not believe that is an expense that the developer should pay for, as that would require widening CR 5. He recognized that the turn lane would benefit the hundreds of other homes in that area, rather than the additional 26 homes. He noted that type of expense would most likely kill this project.

Chairperson Bauer stated that he would not think that expense would be of the developer.

Senior Planner McGuire Brigl commented that it is her understanding that if a development warrants a change to a major road, the developer is responsible to making the improvement. She explained that if the County required that improvement, the developer would be responsible.

Chairperson Bauer commented that the issue already exists without this development present.

Senior Planner McGuire Brigl explained that if the traffic levels are changing because of this development and the improvement is required to support the development, the developer would be responsible.

Mr. Bebo stated that he does not believe that the County would require the left turn lane. He recognized that if the right-in/right-out is approved/selected, he would be responsible for constructing the right turn lane.

Commissioner VanScoy stated that the County traffic report has no discussion requiring left turn lanes and did not address the 146th intersection at all.

Chairperson Bauer stated that the property is zoned R-2 and this is on the low end of the density that would be allowed. He agreed that the County should have input as to what is considered safe and what could/should be done.

It was the consensus of the Commission that the applicant moves forward to the Preliminary Plat phase, addressing the concerns raised.

7. COMMISSION / STAFF INPUT

7.01: Receive Staff Update

The Staff Update was noted.

8. ADJOURNMENT

Motion by Commissioner Anderson, seconded by Commissioner Peters, to adjourn the meeting.

Motion Carried. Voting Yes: Chairperson Bauer, Commissioners Anderson, Peters, Gengler, Johnson, VanScoy, and Woestehoff. Voting No: None. Absent: None.

The regular meeting of the Planning Commission adjourned at 10:07 p.m.

Respectfully submitted,

_____

Chloe McGuire Brigl
Senior Planner

ATTEST:

_____

JoAnn Shaw
Planning Division Secretary

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

CAPSTONE
— HOMES —

January 21, 2020

Tim Gladhill
Deputy City Administrator
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Road Connection to North Fork

Dear Tim –

Thank you for bringing to our attention last week that the City would like the developer to consider revising the Riverstone Preliminary Plat to include a through street to the proposed new North Fork neighborhood to the west.

After careful consideration, we do not feel the change would benefit Riverstone or North Fork for the following reasons:

- Both neighborhoods flow well without the connection.
- It would benefit very few homeowners in either neighborhood to provide access to Alpine.
- Both neighborhoods offer a unique setting, adding a connection would minimize that uniqueness.
- The Developer would be willing to provide a sidewalk connection in the location where the utilities will be extended as highlighted below. This will not significantly impact the current design of the neighborhood.
- Finally, the road layout was previously approved as it stands today. This consideration was not a contingency of the previously approved Riverstone Preliminary Plat.

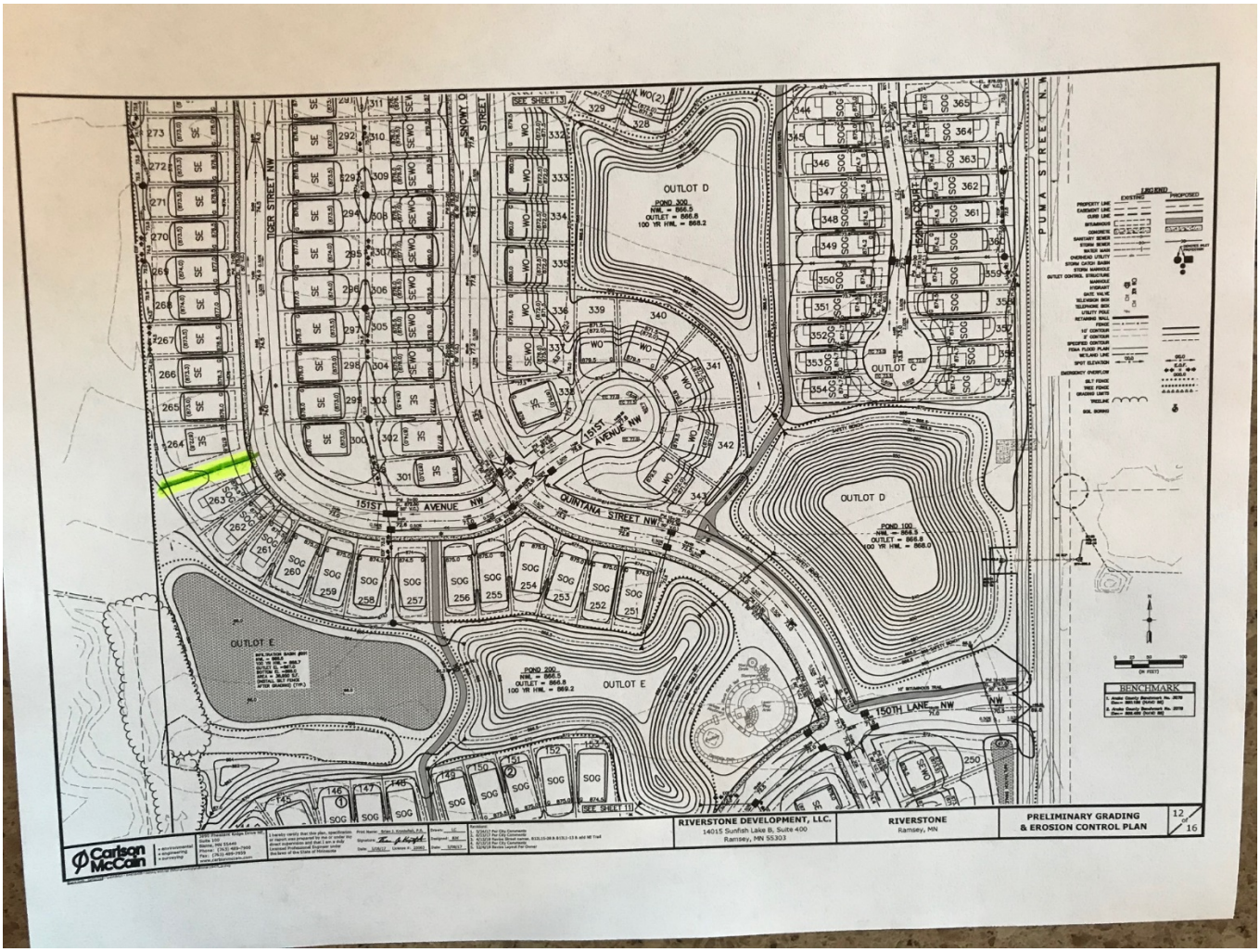
As we've mentioned previously, we are grateful to the City of Ramsey for its continued partnership with Capstone Homes to bring high quality housing to the residents for Ramsey.

Regards,

Heather Lorch

Heather Lorch
Land Manager

CAPSTONE HOMES, INC.
14015 SUNFISH LAKE BLVD, SUITE 400 | RAMSEY, MN 55303
O: 763-427-3090 | F: 763-712-9060


OUTLOT D
POND 300
NWL = 866.5
OUTLET = 866.8
100 YR HWL = 868.2
OUTLOT C
OUTLOT D
POND 100
NWL = 864.5
OUTLET = 865.8
100 YR HWL = 868.0
OUTLOT E
POND 200
NWL = 866.5
OUTLET = 866.8
100 YR HWL = 869.2
OUTLOT E
151ST AVENUE NW
QUINTANA STREET NW
151ST AVENUE NW
150TH LANE NW
TIGER STREET NW
SHORT O STREET
PUMA STREET N.W.
SEE SHEET 11
SEE SHEET 11
LEGEND
EXISTING
PROPOSED
BENCHMARK
RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303
RIVERSTONE
Ramsey, MN
PRELIMINARY GRADING
& EROSION CONTROL PLAN
12
16
Carlson McCain

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200

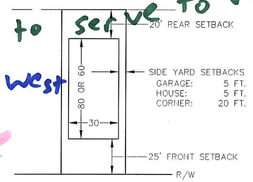
PEDESTRIAN CROSSING ADVANCED WARNING SIGNAL. (FINAL LOCATION/DESIGN TO BE SUBMITTED & REVISED W/FINAL PLANS PRIOR TO INSTALLATION.

Lot lines Moved
SSWR Depth to serve to West
WM STUB West
STM Change

STREET SECTION

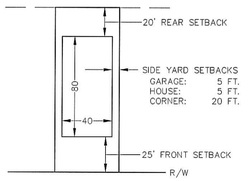
- 1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
- BITUMINOUS MATERIAL FOR TACK COAT
- 2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
- MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE
- PLACED ON PREPARED SUBGRADE

40' LOT DETAIL



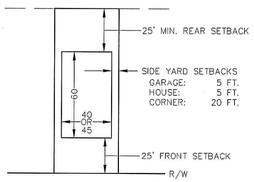
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' VILLA LOT DETAIL



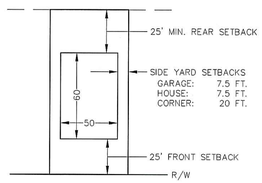
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50'/55' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE	☼	●
SANITARY MANHOLE	SMH	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	x0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT		
FLUSHING HYDRANT		
GATE VALVE	GV	GV
CLEANOUT	CO	CO
ELECTRIC BOX	EB	EB
GAS METER	GM	GM
CATCH BASIN	or	or
RAIN GUARDIAN		RG
ELECTRIC METER	EM	EM
TELEPHONE BOX	TB	TB
UTILITY POLE	UP	UP
FLARED END SECTION	FES	
STORM MANHOLE	SMH	
SERVICE		
SOIL BORING/TEST HOLE		

	MODULAR	ROCK
RETAINING WALL		
WATERMAIN	W	W
SANITARY SEWER	SAN	SAN
FORCEMAIN	FM	FM
STORM SEWER	STM	STM
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	ut
UNDERGROUND ELECTRIC	ue	ue
UNDERGROUND GAS	ug	ug
UNDERGROUND FIBEROPTIC	ufo	ufo
FENCE	x	x
OVERHEAD ELECTRIC	ohe	ohe
CONCRETE SURFACE		
BITUMINOUS SURFACE		

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Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
4. 6/13/18 Per City Comments
5. 12/4/19 Revise Layout Per Owner

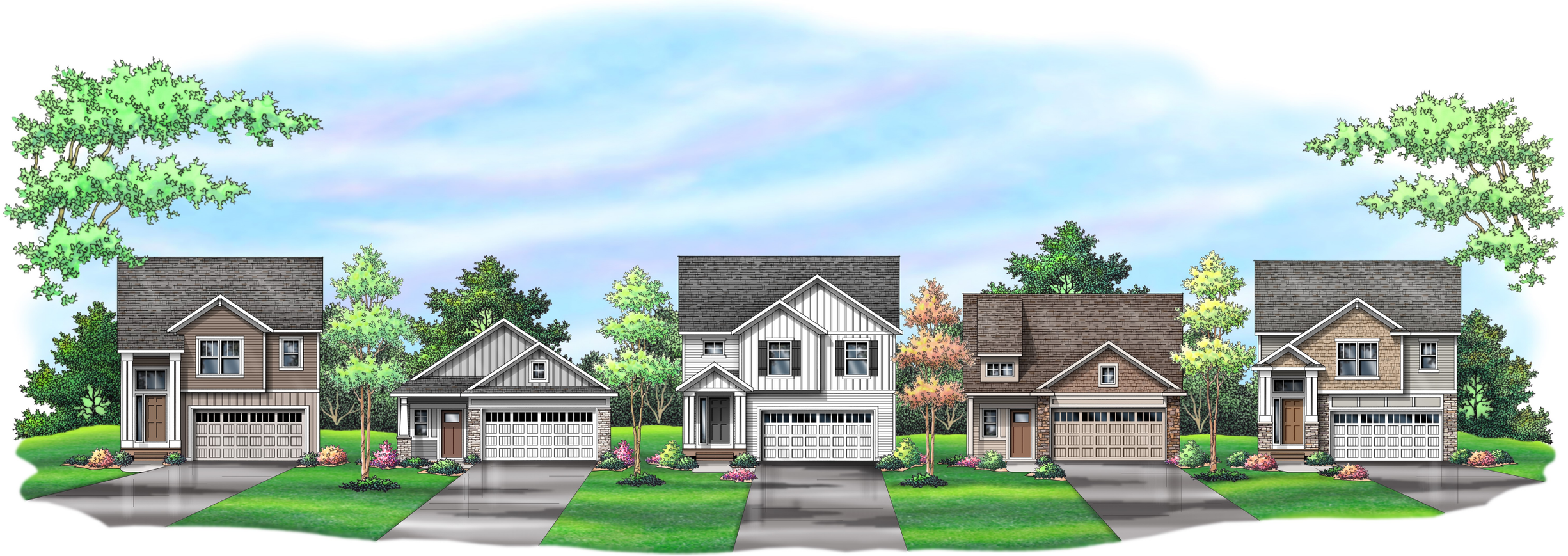
RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY SITE & UTILITY PLAN

8 of 16

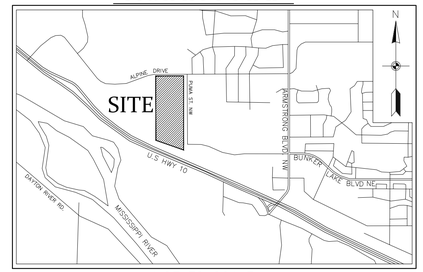
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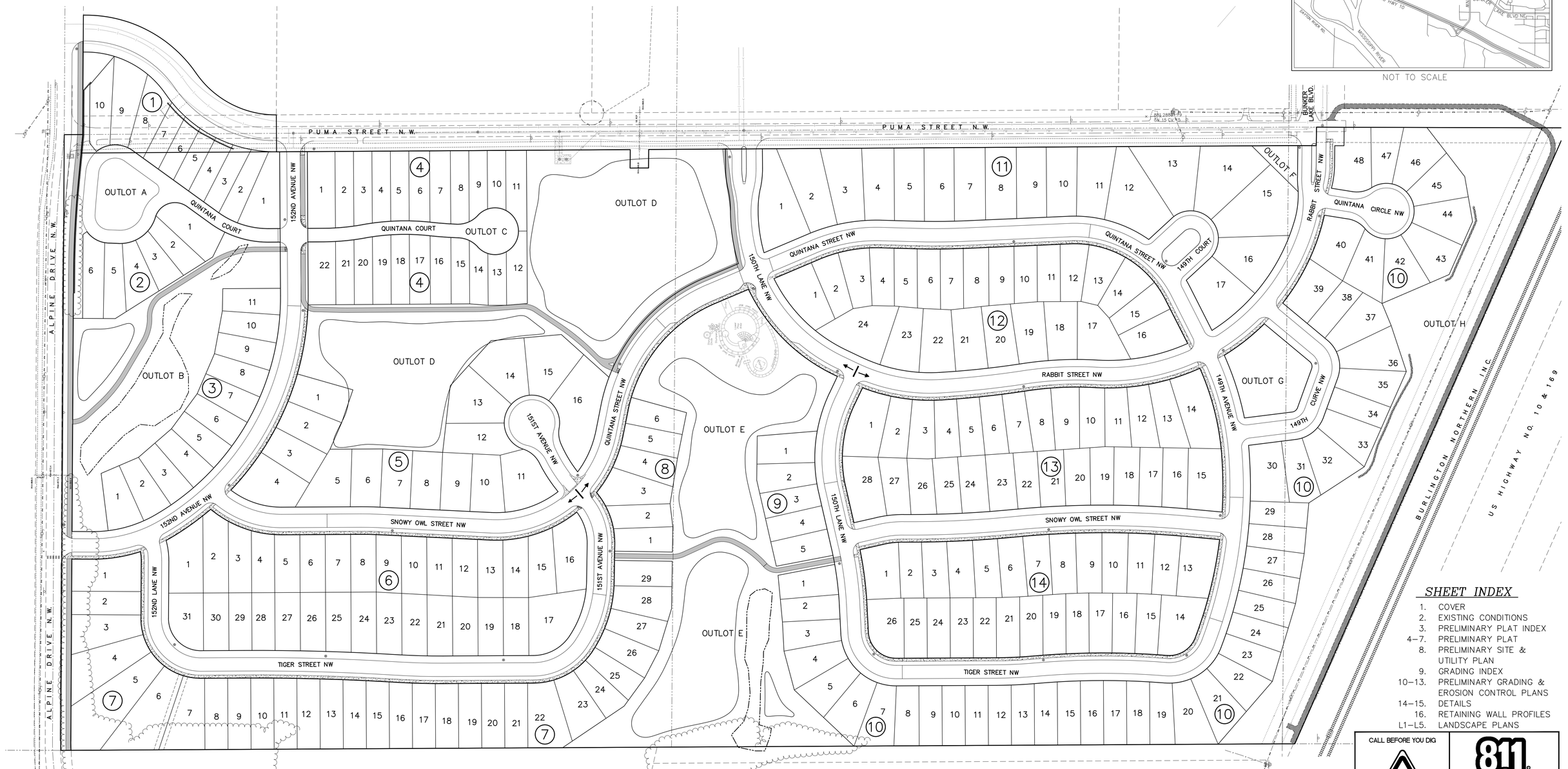
RIVERSTONE

RAMSEY, MINNESOTA

VICINITY MAP



NOT TO SCALE



SHEET INDEX

1.	COVER
2.	EXISTING CONDITIONS
3.	PRELIMINARY PLAT INDEX
4–7.	PRELIMINARY PLAT
8.	PRELIMINARY SITE & UTILITY PLAN
9.	GRADING INDEX
10–13.	PRELIMINARY GRADING & EROSION CONTROL PLANS
14–15.	DETAILS
16.	RETAINING WALL PROFILES
L1–L5.	LANDSCAPE PLANS

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200
(IN FEET)

CALL BEFORE YOU DIG

Know what's below. Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

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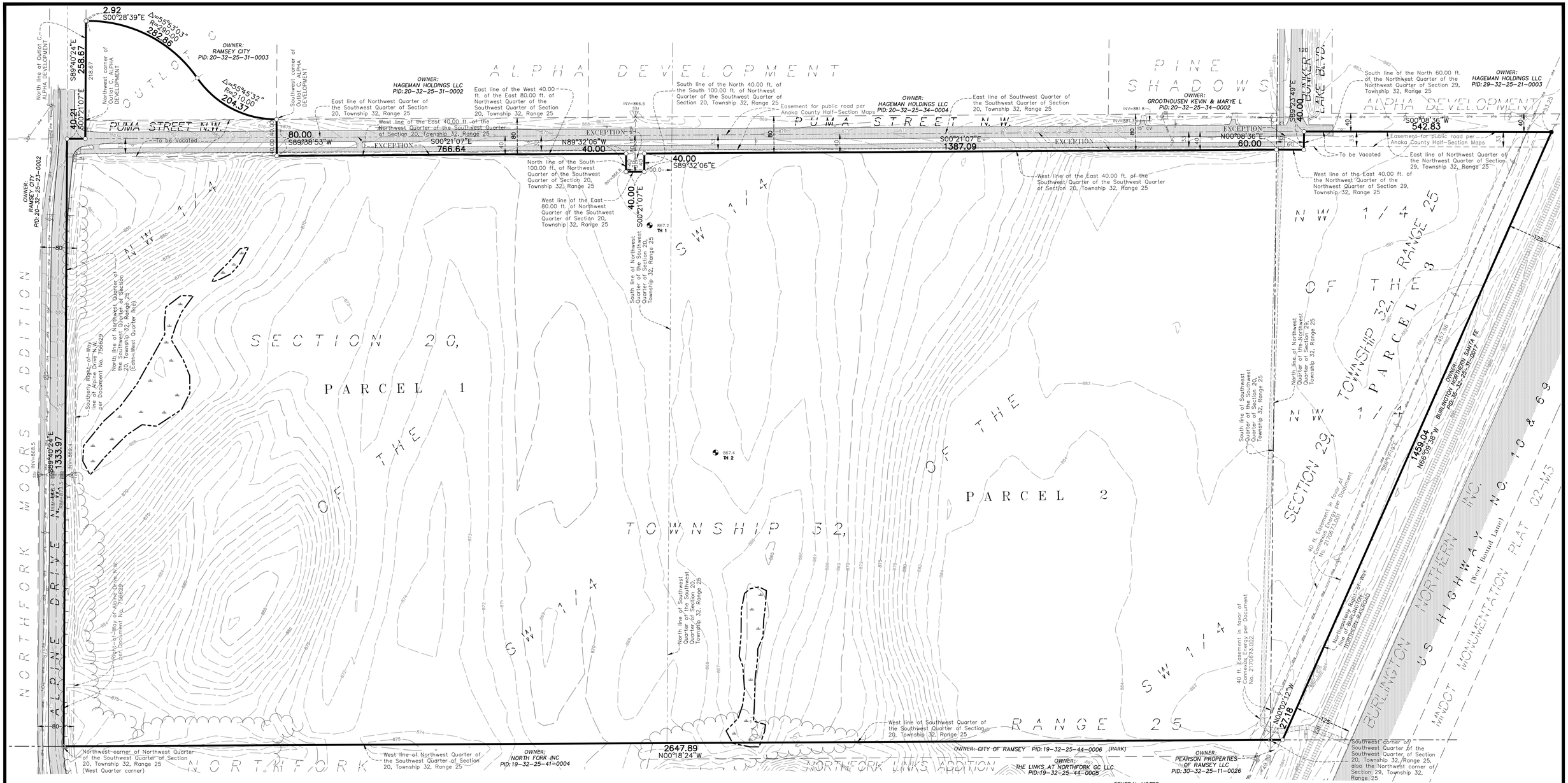
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6. 1/13/20 Per City Comments

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Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

COVER SHEET

[Save Date: 01/17/20] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_cover.dwg



Parcel Description:
(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

Parcel 1:
The Northwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet of said Northwest Quarter of Southwest Quarter lying southerly of the southerly right of way line of Alpine Drive as described in Document No. 756629.
AND ALSO EXCEPT the North 40.00 feet of the South 100.00 feet of the West 40.00 feet of the East 80.00 feet of said Northwest Quarter of Southwest Quarter.

Parcel 2:
The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet thereof.

Parcel 3:
The Northwest Quarter of Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying northeasterly of the northeasterly right of way line of Burlington Northern Railroad, EXCEPT the North 60.00 feet of the East 40.00 feet of said Northwest Quarter of Northwest Quarter.

(Proposed Legal Description, subject to City approved parcel subdivision)
That part of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota lying westerly and northwesterly of the following described line:

Commencing at the Northwest corner of said Outlot C; thence South 89 degrees 40 minutes 24 seconds East, assumed bearing, along the North line of said Outlot C, a distance of 218.67 feet to the point of beginning of the line to be described; thence South 00 degrees 28 minutes 39 seconds East, 2.92 feet; thence southwesterly 282.86 feet along a tangential curve concave to the northwest, having a radius of 290.00 feet and a central angle of 55 degrees 53 minutes 03 seconds to a point of reverse curvature; thence continuing southwesterly 204.37 feet along a reverse curve concave to the southeast, having a radius of 210.00 feet and a central angle of 55 degrees 45 minutes 32 seconds to the Southwest corner of said Outlot C and said line there terminating.

(Proposed Legal Description, subject to City approved Right-of-Way Vacation)
That part of Puma Street Northwest, as created and dedicated in the plat of ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, lying southerly of the westerly extension of the north line of Outlot C, said plat, and lying northerly of the following described line:

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LEGEND

- ◉ – Denotes Anoka County Cast Iron Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes Set Iron Pipe, Marked with RLS 40361
- –o– – Denotes Miscellaneous Sign
- E – Denotes Electric Box
- CB or CB – Denotes Catch Basin
- EM – Denotes Electric Meter
- T – Denotes Telephone Box
- UP – Denotes Utility Pole
- FES – Denotes Flared End Section
- HH – Denotes Hand Hole
- OHE – Denotes Overhead Electric
- ——>>—— – Denotes Storm Sewer
- —— x —— x —— – Denotes Existing Fence as noted
- – Denotes Wetland delineated by Kjolhaug Environmental Services Company in 2016
- – Denotes Gravel Surface
- – Denotes Bituminous Surface
- – Denotes Existing 1 Ft. Contour
- – Denotes Existing 5 Ft. Contour

N

0 50 100 200
(IN FEET)

GENERAL NOTES:

1. The field work for this survey was completed on November 28th, 2016.
2. Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.
3. BENCHMARK: Anoka County Benchmark No. 3076 Elevation= 890.186 (NAVD 88)
4. Surveyed property contains ±3,934,125 sq.ft. (±90.32 acres).
5. Wetlands shown hereon were delineated by Kjolhaug Environmental Services Company in 2016.
6. Above ground utilities have been field located as shown. Underground utilities shown hereon are those which were field marked by utility companies responding to Gopher State One Call, Ticket No. 162941258 and 162941314, dated 10/20/2016 or were taken from utility plans provided by the City of Ramsey. All underground locations shown hereon are APPROXIMATE. Prior to any excavations or digging, contact Gopher State One Call for an on-site location (651-454-0002).

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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 Land Surveyor under the laws of the State of Minnesota

Print Name: Thomas R. Balluff, L.S.
Signature: Thomas R. Balluff
Date: 3/8/2017 License #: 40361

DRAWN BY: JAB
ISSUE DATE: 3/8/2017
FILE NO: 1308

Revisions:
1. 5/24/2017-Per City Comments
2. 6/23/2017-Per City Comments

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, Minnesota

EXISTING CONDITIONS

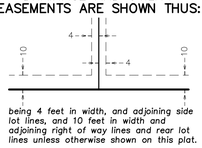
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RIVERSTONE

SITE DATA

TOTAL SITE AREA	±90.32 AC.	TOTAL LOT AREA	±51.31 AC.
TOTAL ROW AREA	±16.77 AC.	TOTAL NUMBER OF LOTS	279
TOTAL OUTLOT AREA	±22.24 AC.	SMALLEST LOT	±5,046 S.F.
OUTLOT A	±1.18 AC.	LARGEST LOT	±19,592 S.F.
OUTLOT B	±2.78 AC.	AVERAGE LOT	±8,161 S.F.
OUTLOT C	±0.44 AC.	EXISTING ZONING	R-1, R-2, R-3, B-2
OUTLOT D	±6.13 AC.	PROPOSED ZONING	PUD
OUTLOT E	±6.36 AC.	UTILITIES	AVAILABLE
OUTLOT F	±0.11 AC.	GROSS DENSITY	3.09 (LOTS/AC.)
OUTLOT G	±0.66 AC.		
OUTLOT H	±4.58 AC.		

PROPOSED DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

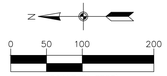
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1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
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LEGEND

- ◉ – Denotes Anoka County Monument
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LEGAL DESCRIPTION

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(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

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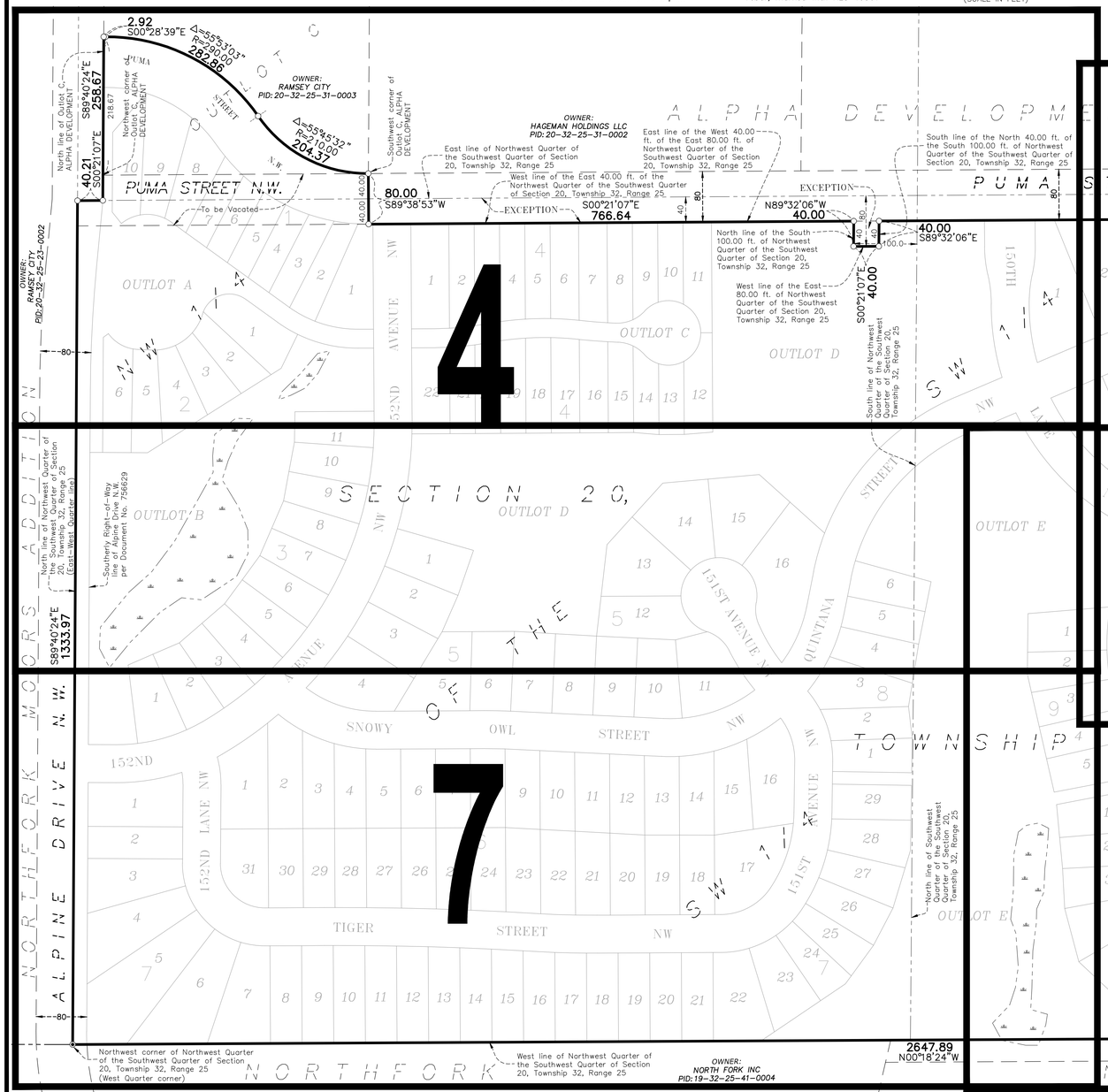
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Print Name: Thomas R. Balluff, L.S.
Signature:
Date: 03/08/2017 License #: 40361

DRAWN BY: JAB
ISSUE DATE: 03/08/2017
FILE NO: 1308

Revisions:
1. 5/24/2017-Per City Comments
2. 6/23/2017-Per City Comments
3. 3/26/2018-Layout Change
4. 4/13/2018-Revise Street Names
5. 12/04/2019-Revise Layout per Owner

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT INDEX

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LEGEND

- ◉ – Denotes Anoka County Monument
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N

0 25 50 100

(SCALE IN FEET)

ALPHA DEVELOPMENT

PUMA STREET N.W.

PUMA STREET N.W. (To be Vacated)

150TH LANE NW

152ND AVENUE NW

151ST AVENUE NW

150TH STREET NW

QUINTANA STREET NW

TOWNSHIP 32, RANGE 25

SECTION 20, TOWNSHIP 32, RANGE 25

THORK MOORS ADDITION

ALPINE DRIVE N.W.

OWNER: RAMSEY CITY PID: 20-32-25-31-0003

OWNER: HAGEMAN HOLDINGS LLC PID: 20-32-25-31-0002

OWNER: RAMSEY CITY PID: 20-32-25-23-0002

Northwest corner of Outlot C, ALPHA DEVELOPMENT

Southwest corner of Outlot C, ALPHA DEVELOPMENT

North line of Outlot C, ALPHA DEVELOPMENT

S89°40'24"E 238.67

S00°21'07"E 40.00

2.92 S00°28'39"E

Δ=55°53'03" R=290.00 282.86

243.8 R=250.00

Δ=55°45'32" R=210.00 204.37

243.3 R=250.00

S89°38'53"W 80.00

East line of Northwest Quarter of Section 20, Township 32, Range 25

West line of the East 40.00 ft. of the Southwest Quarter of Section 20, Township 32, Range 25

EXCEPTION

S00°21'07"E 766.64

East line of the West 40.00 ft. of the East 80.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

EXCEPTION 40.00 N89°32'06"W

S89°32'06"E 40.00

S00°21'07"E 40.00

North line of the South 100.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

West line of the East 80.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

South line of the North 40.00 ft. of the South 100.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

S89°40'24"E 1333.97

North line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (East–West Quarter line)

Southerly Right-of-Way line of Alpine Drive N.W. per Document No. 756629

OUTLOT A ±51,502 sq.ft. Drainage & Utility Easement (Over all of Outlot A)

OUTLOT B ±121,264 sq.ft. Drainage & Utility Easement (Over all of Outlot B)

OUTLOT C ±19,152 sq.ft. Drainage & Utility Easement (Over all of Outlot C)

OUTLOT D ±266,699 sq.ft. Drainage & Utility Easement (Over all of Outlot D)

OUTLOT D ±266,699 sq.ft. Drainage & Utility Easement (Over all of Outlot D)

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

SEE SHEET 7

SEE SHEET 5

Carlson McCain • environmental • engineering • surveying	3890 Pheasant Ridge Drive NE, Suite 100 Blaine, MN 55449 Phone: (763) 489-7900 Fax: (763) 489-7959 www.carlsonmccain.com	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota Print Name: Thomas R. Balluff, L.S. Signature: Date: 03/08/2017 License #: 40361	DRAWN BY: JAB ISSUE DATE: 03/08/2017 FILE NO: 1308	Revisions: 1. 5/24/2017-Per City Comments 2. 6/23/2017-Per City Comments 3. 3/26/2018-Layout Change 4. 4/13/2018-Revise Street Names 5. 12/04/2019-Revise Layout per Owner	**RIVERSTONE DEVELOPMENT, LLC** 14015 Sunfish Lake B, Suite 400 Ramsey, MN, 55303	**RIVERSTONE** Ramsey, MN	**PRELIMINARY PLAT**	4 of 16

[Save Date: 12/05/19] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

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0 25 50 100 (SCALE IN FEET)

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ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID: 20-32-25-34-0004

PUMA STREET N.W.
S00°21'07"E 1387.09
East line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
West line of the East 40.00 ft. of the Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
EXCEPTION

PINE SHADOWS
OWNER: GROOTHOUSEN KEVIN & MARYE L
PID: 20-32-25-34-0002

West line of the East 40.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
EXCEPTION
N00°08'36"E 60.00
40.00 S89°23'49"E
BUNKER LAKE BLVD.
120

ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID: 29-32-25-21-0003

PUMA STREET N.W.
South line of the North 60.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
S00°08'36"W 542.83
East line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
Easement for public road per Anoka County Half-Section Maps (To be Vacated)

QUINTANA STREET NW
QUINTANA CIRCLE NW
149TH COURT
149TH CURVE NW
RABBIT STREET NW
SNOWY OWL STREET NW
LANE NW
STREET NW
AVENUE NW
OUTLOT F ±4,941 sq.ft.
OUTLOT G ±28,544 sq.ft.
OUTLOT H ±199,714 sq.ft. Drainage & Utility Easement (Over all of Outlot H)
Drainage & Utility Easement
Utility Easement per Document No. 2170073.001
SEE SHEET 4
SEE SHEET 6

RANGE 25
TOWNSHIP 32
SECTION 29
SECTION 20
BURLINGTON NORTHERN SANTA FE
OWNER: BURLINGTON NORTHERN SANTA FE PID 35-32-25-31-0017
BURLINGTON NORTHERN INC.
BURLINGTON NORTHERN RAILROAD
BUS HIGHWAY 10
MNDOT MONUMENTATION PLAT 02-M5
1459.04 N66°39'38"W

Carlson McCain • environmental • engineering • surveying	3890 Pheasant Ridge Drive NE, Suite 100 Blaine, MN 55449 Phone: (763) 489-7900 Fax: (763) 489-7959 www.carlsonmccain.com	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota Print Name: Thomas R. Balluff, L.S. Signature: Date: 03/08/2017 License #: 40361	DRAWN BY: JAB ISSUE DATE: 03/08/2017 FILE NO: 1308	Revisions: 1. 5/24/2017-Per City Comments 2. 6/23/2017-Per City Comments 3. 3/26/2018-Layout Change 4. 4/13/2018-Revise Street Names 5. 12/04/2019-Revise Layout per Owner	**RIVERSTONE DEVELOPMENT, LLC** 14015 Sunfish Lake B, Suite 400 Ramsey, MN, 55303	**RIVERSTONE** Ramsey, MN	**PRELIMINARY PLAT**	5 of 16

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TOWNSHIP 32,

SEE SHEET 5

SEE SHEET 7

RABBIT STREET NW

SNOWY OWL STREET NW

TIGER STREET NW

149TH LANE NW

150TH LANE NW

149TH AVENUE NW

149TH CURVE NW

OUTLOT G
±28,544 sq.ft.

OUTLOT H
±199,714 sq.ft.
Drainage & Utility Easement
(Over all of Outlot H)

OUTLOT E
±276,979 sq.ft.
Drainage & Utility Easement
(Over all of Outlot E)

South line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

North line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

West line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

Southwest corner of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, also the Northwest corner of Section 29, Township 32, Range 25

Utility Easement per Document No. 2770617.0001

Utility Easement per Document No. 2770617.0002

Northeasterly Right-of-Way line of BURLINGTON NORTHERN RAILROAD

OWNER:
CITY OF RAMSEY
PID:19-32-25-44-0006
(PARK)

OWNER:
THE LINKS AT NORTHFORK GC LLC
PID:19-32-25-44-0005

OWNER:
PEARSON PROPERTIES OF RAMSEY, LLC
PID:20-32-25-11-0026

2647.89
N00°18'24"W

2718
N00°02'12"W

631.6

139.2

LEGEND

- ◉ – Denotes Anoka County Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

0 25 50 100
(SCALE IN FEET)

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.

NORTHFORK LINKS ADDITION

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RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

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NORTH FORK MOORS

ALPINE DRIVE N.W.

ALPINE DRIVE N.W.

North line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (East-West Quarter line)

S89°40'24"E 1333.97

889.6

461.8

Southerly Right-of-Way line of Alpine Drive N.W. per Document No. 7586629

SEE SHEET 4

OUTLOT B
±121,264 sq.ft.
Drainage & Utility Easement
(Over all of Outlot B)

OUTLOT D
±266,699 sq.ft.
Drainage & Utility Easement
(Over all of Outlot D)

OUTLOT E
±276,979 sq.ft.
Drainage & Utility Easement
(Over all of Outlot E)

152ND AVENUE NW

SNOWY OWL STREET NW

TIGER STREET NW

152ND LANE NW

151ST AVENUE NW

QUINTANA STREET

TOWNSHIP 32,

Northwest corner of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (West Quarter corner)

West line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

South line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

2647.89
N00°18'24"W

631.6

444.3

NORTH FORK

OWNER:
NORTH FORK INC
PID: 19-32-25-41-0004

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0 25 50 100
(SCALE IN FEET)

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SEE SHEET 6

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RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

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BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

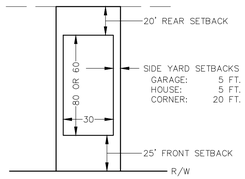
0 50 100 200

PEDESTRIAN CROSSING ADVANCED WARNING SIGNAL. (FINAL LOCATION/DESIGN TO BE SUBMITTED & REVISED W/FINAL PLANS PRIOR TO INSTALLATION.

STREET SECTION

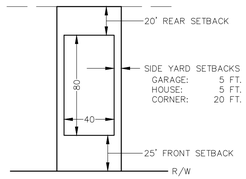
- 1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
- BITUMINOUS MATERIAL FOR TACK COAT
- 2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
- MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE
- PLACED ON PREPARED SUBGRADE

40' LOT DETAIL



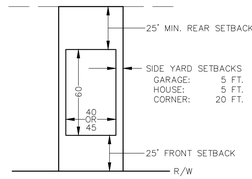
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' VILLA LOT DETAIL



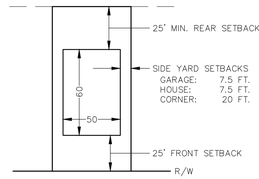
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50'/55' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE	☼	●
SANITARY MANHOLE	SAN	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	,0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT	FH	
FLUSHING HYDRANT		
GATE VALVE	GV	
CLEANOUT	CO	
ELECTRIC BOX	EB	
GAS METER	GM	
CATCH BASIN	or	or
RAIN GUARDIAN		RG
ELECTRIC METER	EM	
TELEPHONE BOX	TB	
UTILITY POLE	UP	
FLARED END SECTION	FES	▲
STORM MANHOLE	STMH	●
SERVICE	SW	
SOIL BORING/TEST HOLE		

	MODULAR	ROCK
RETAINING WALL		
WATERMAIN		
SANITARY SEWER		
FORCEMAIN	FM	FM
STORM SEWER		
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	ut
UNDERGROUND ELECTRIC	ue	ue
UNDERGROUND GAS	ug	ug
UNDERGROUND FIBEROPTIC	ufo	ufo
FENCE	x	x
OVERHEAD ELECTRIC	ohe	ohe
CONCRETE SURFACE		
BITUMINOUS SURFACE		

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Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
4. 6/13/18 Per City Comments
5. 12/4/19 Revise Layout Per Owner
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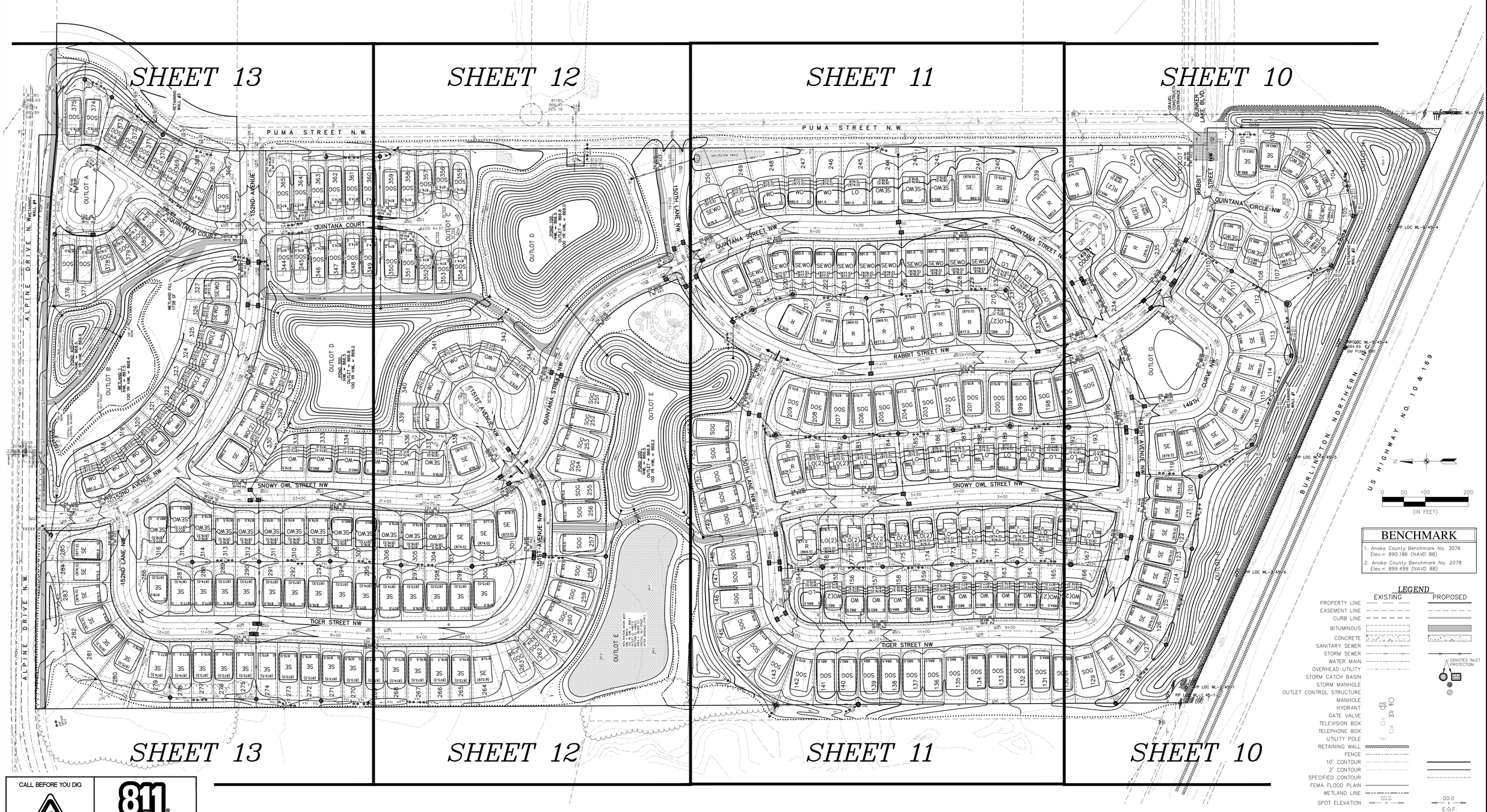
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Ramsey, MN

PRELIMINARY SITE & UTILITY PLAN

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SHEET 13 | SHEET 12 | SHEET 11 | SHEET 10



BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
OVERHEAD UTILITY		
STORM CATCH BASIN		DENOTES INLET PROTECTION
STORM MANHOLE		
OUTLET CONTROL STRUCTURE		
MANHOLE	SAN MH	
HYDRANT		
GATE VALVE	GV	
TELEVISION BOX	TV	
TELEPHONE BOX	TB	
UTILITY POLE		
RETAINING WALL		
FENCE		
10' CONTOUR		
2' CONTOUR		
SPECIFIED CONTOUR		
FEMA FLOOD PLAIN		
WETLAND LINE		
SPOT ELEVATION	00.0	00.0
EMERGENCY OVERFLOW		E.O.F. 000.0
SILT FENCE		
TREE FENCE		
GRADING LIMITS		
TREELINE		
SOIL BORING		TP

WETLAND SUMMARY

WETLAND FILL = 1738 SF

NOTE: WETLAND FILL TOTAL IS LESS THAN THE DEMINIMUS AMOUNT; NO WETLAND REPLACEMENT WILL BE REQUIRED

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

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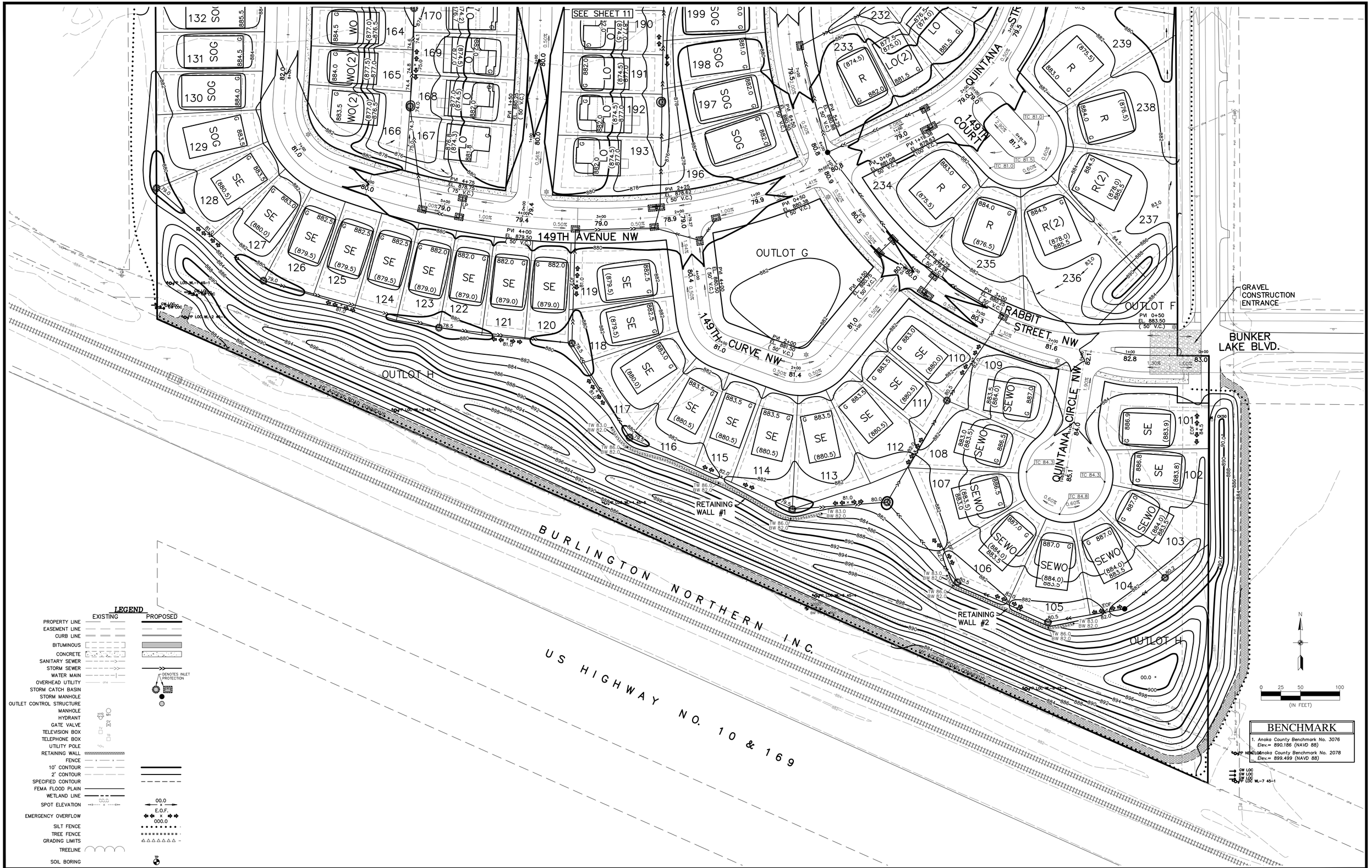
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Ramsey, MN

GRADING INDEX

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PRELIMINARY GRADING & EROSION CONTROL PLAN

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LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
OVERHEAD UTILITY		
STORM CATCH BASIN		
STORM MANHOLE		
OUTLET CONTROL STRUCTURE		
MANHOLE		
HYDRANT		
GATE VALVE		
TELEVISION BOX		
TELEPHONE BOX		
UTILITY POLE		
RETAINING WALL		
FENCE		
10' CONTOUR		
2' CONTOUR		
SPECIFIED CONTOUR		
FEMA FLOOD PLAIN		
WETLAND LINE		
SPOT ELEVATION		
EMERGENCY OVERFLOW		
SILT FENCE		
TREE FENCE		
GRADING LIMITS		
TREELINE		
SOIL BORING		

DENOTES INLET PROTECTION

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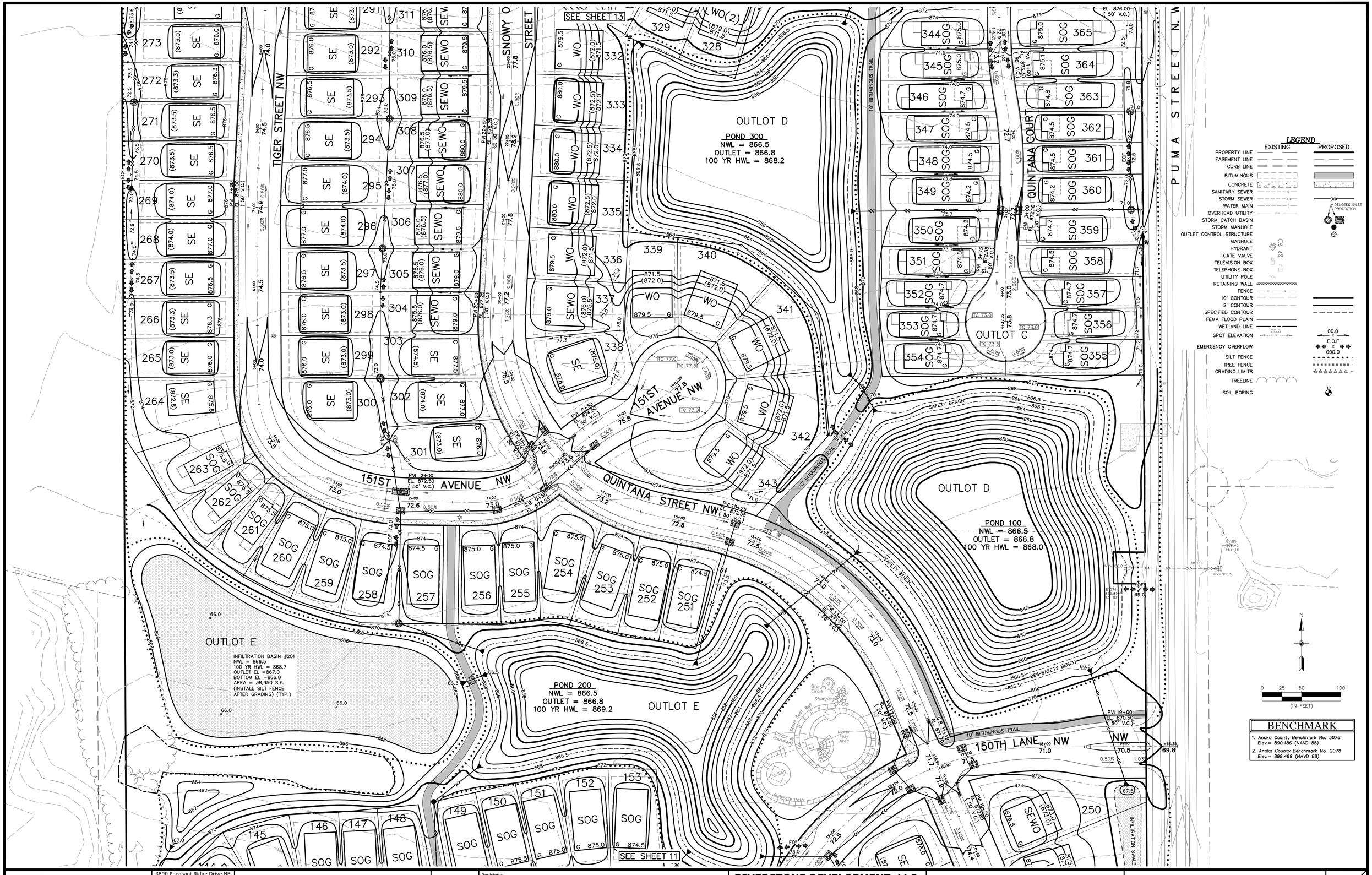
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PRELIMINARY GRADING & EROSION CONTROL PLAN

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PRELIMINARY GRADING & EROSION CONTROL PLAN

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ALPINE DRIVE N.W.

ALPINE DRIVE N. W.

RETAINING WALL #4

10' BITUMINOUS TRAIL

12' BITUMINOUS TRAIL

EOF OFFSITE 75.5

INSTALL EROSION CONTROL BLANKET

TOP OF BERM

INSTALL REDUNDANT SILT FENCE

POND 400
NWL = 868.5
100 YR HWL = 869.6

OUTLOT B

WETLAND 1
NWL = 867.5
100 YR HWL = 868.4

WETLAND FILL
1738 SF

OUTLOT A

RETAINING WALL #3

152ND LANE NW

152ND AVENUE NW

QUINTANA COURT

TIGER STREET NW

SNOWY OWL STREET NW

PUMA STREET N.W.

10' BITUMINOUS TRAIL

OUTLOT D

POND 300
NWL = 866.5
OUTLET = 866.8
100 YR HWL = 868.2

OUTLOT C

SEE SHEET 12

0 25 50 100
(IN FEET)

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EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
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STORM CATCH BASIN		
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FEMA FLOOD PLAIN		
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SPOT ELEVATION		
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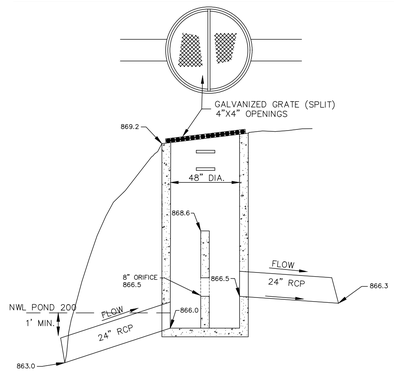
RIVERSTONE
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PRELIMINARY GRADING & EROSION CONTROL PLAN

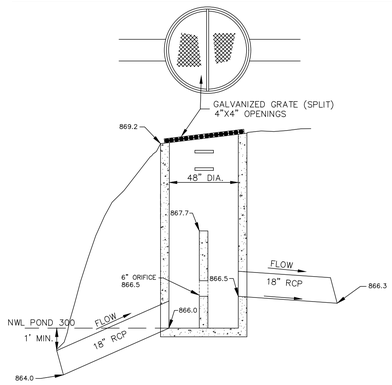
13 of 16

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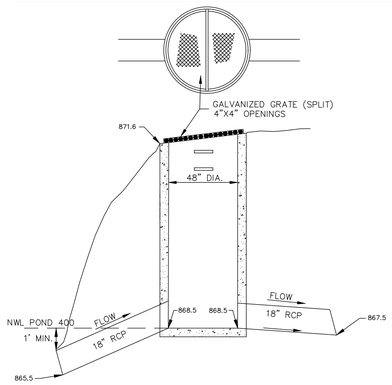
OUTLET CONTROL STRUCTURE POND 200



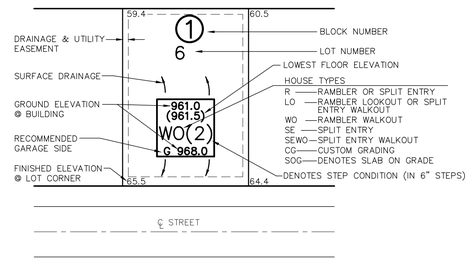
OUTLET CONTROL STRUCTURE POND 300



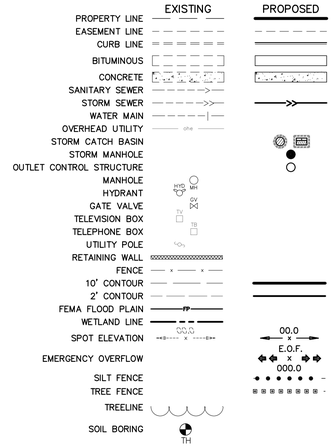
OUTLET CONTROL STRUCTURE POND 400



GRADING PLAN LOT KEY

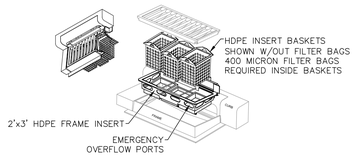


LEGEND



INFRASAFE – 2'x3' DEBRIS COLLECTION DEVICE

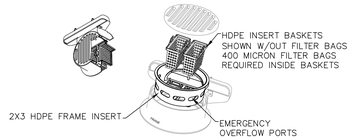
AS MANUFACTURED BY ROYAL ENVIRONMENTAL SYSTEMS



– MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
– DESIGNED FOR NEENAH R–3067 OR R–3290 SERIES

INFRASAFE – 27" DEBRIS COLLECTION DEVICE

AS MANUFACTURED BY ROYAL ENVIRONMENTAL SERVICES



– MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
– DESIGNED FOR NEENAH R–3250–A OR R–3250–1 (MNDOT 801) FRAME CASTING

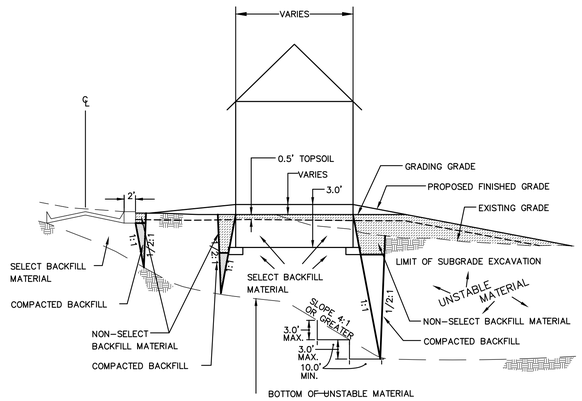
TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

% PASSING	
1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

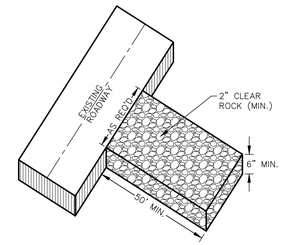
NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED: 2 – 2003	City of RAMSEY	STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATIONS
		CITY PLATE No. STR–26

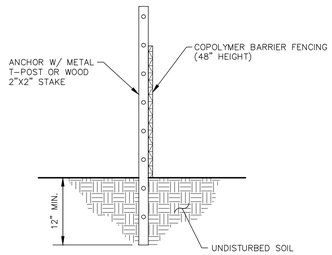
SUBGRADE CORRECTION



ROCK CONSTRUCTION ENTRANCE



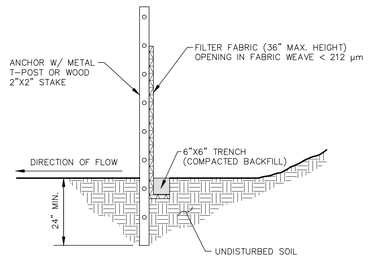
TREE FENCE



NOTES:

1. TREE FENCING SHALL BE PLACED A MINIMUM OF 1 FOOT PER CALIPER INCH OF TREE DIAMETER FROM TREE(S) THAT IS/ARE TO BE SAVED.
2. ANCHOR POST MAY BE SPACED UP TO 10 FEET APART.
3. SECURELY ATTACH TREE FENCE TO ANCHOR POSTS W/ MINIMUM OF TWO ATTACHMENTS PER POST.
4. SEE MNDOT SPECIFICATION 2572.

SILT FENCE



NOTES:

1. DIG A 6"X6" TRENCH ALONG THE INTENDED SILT FENCE LINE.
2. DRIVE ALL ANCHOR POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
3. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART.
4. LAY OUT SILT FENCE ALONG THE UPHILL SIDE OF THE ANCHOR POSTS AND BACK FILL 6"X6" TRENCH.
5. SECURELY ATTACH SILT FENCE TO ANCHOR POSTS W/ MINIMUM OF THREE ATTACHMENTS PER POST.
6. SEE MNDOT SPECIFICATIONS 2573 & 3886.

TURF ESTABLISHMENT

TURF ESTABLISHMENT SHALL APPLY TO ALL DISTURBED AREAS AND SHALL BE ACCORDING TO MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION) EXCEPT AS MODIFIED BELOW.

TURF ESTABLISHMENT SHALL OCCUR AS SOON AS POSSIBLE BUT IN NO CASE MORE THAN 7 DAYS.

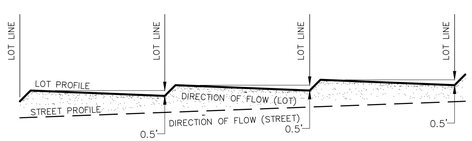
SEED: MnDOT MIXTURE 25–141 AT 60 POUNDS PER ACRE.

DORMANT SEED: SHALL BE APPLIED AT TWICE THE NORMAL RATE AFTER NOVEMBER 1ST.

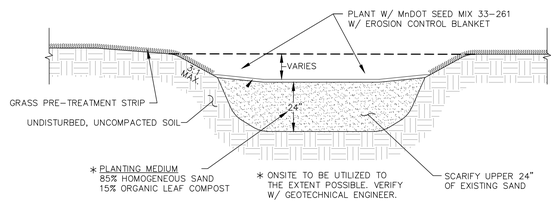
MULCH: TYPE 1 AT 2 TONS PER ACRE (DISK ANCHORED).

FERTILIZER: TYPE 1 10–10–10 AT 200 POUNDS PER ACRE.

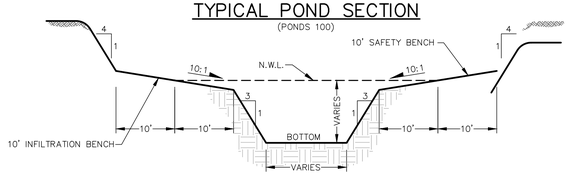
LOT BENCHING DETAIL



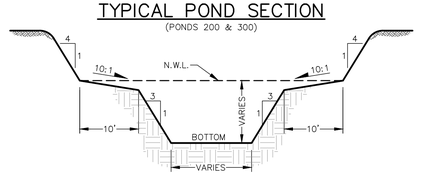
INFILTRATION BASIN



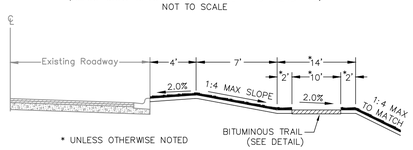
TYPICAL POND SECTION
(PONDS 100)



TYPICAL POND SECTION
(PONDS 200 & 300)



TYPICAL TRAIL SECTION
(ALPINE DRIVE BETWEEN PUMA STREET AND 152ND AVE)
NOT TO SCALE



* UNLESS OTHERWISE NOTED

Carlson McCain
• environmental
• engineering
• surveying

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Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

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2. 6/23/17 Per City Comments
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RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

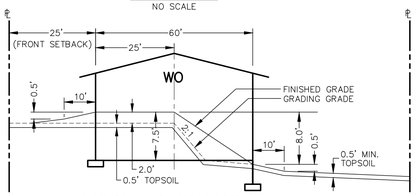
DETAILS

14 of 16

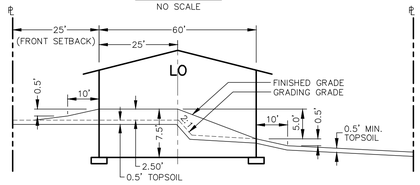
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65' LOTS

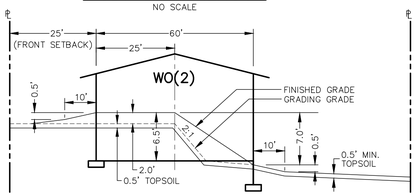
WALKOUT
NO SCALE



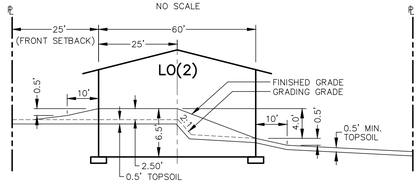
LOOKOUT
NO SCALE



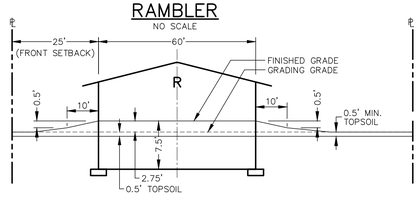
MODIFIED WALKOUT
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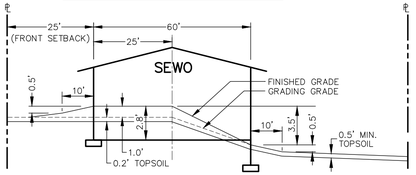
MODIFIED LOOKOUT
NO SCALE



RAMBLER
NO SCALE

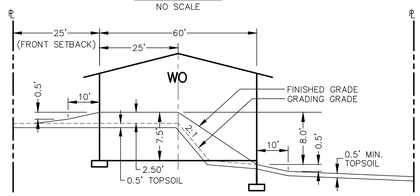


SPLIT ENTRY WALKOUT

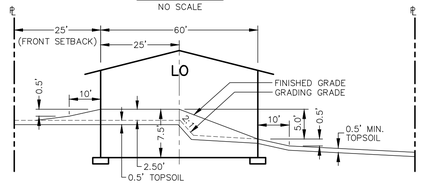


50' LOTS

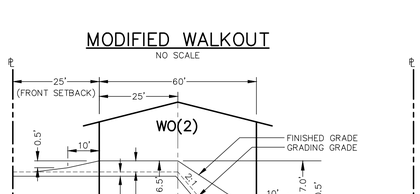
WALKOUT
NO SCALE



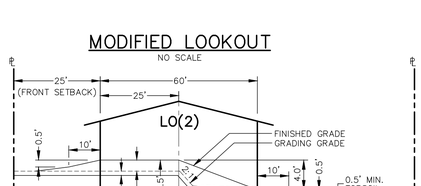
LOOKOUT
NO SCALE



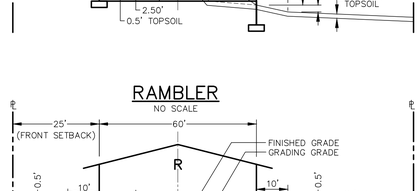
MODIFIED WALKOUT
NO SCALE



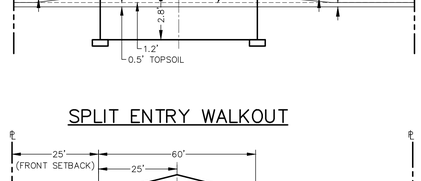
MODIFIED LOOKOUT
NO SCALE



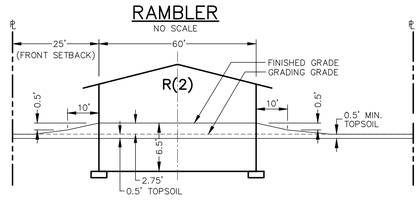
RAMBLER
NO SCALE



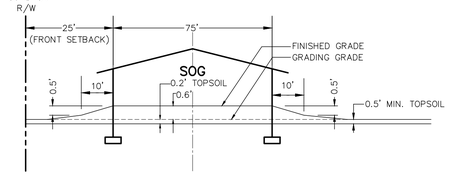
SPLIT ENTRY WALKOUT



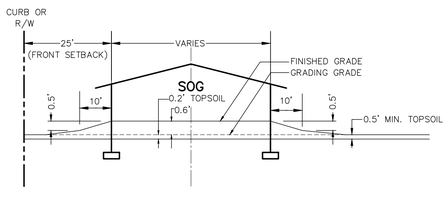
RAMBLER
NO SCALE



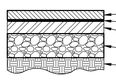
50' VILLAS
SINGLE FAMILY HOLDOWNS



40 'LOTS
DETACHED TOWNHOME HOLDDOWNS



INSERT A:

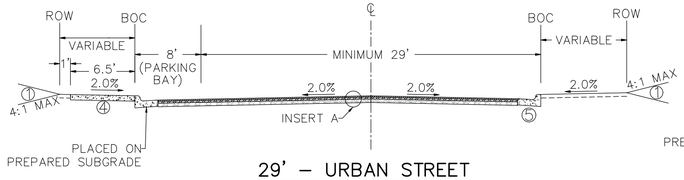


1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
BITUMINOUS MATERIAL FOR TACK COAT
2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE (2)
PLACED ON PREPARED SUBGRADE (3)

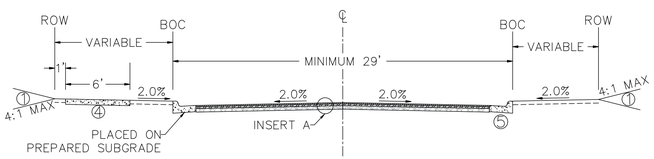
REFERENCE NOTES:

1. GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW IN BOULEVARDS. SEE CITY PLATE No. ERO-6
2. CLASS 5 GRADATION IS MODIFIED PER CITY PLATE No. STR-26
3. CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.
4. ALL SIDEWALKS SHALL BE 6" THICK, 6' WIDE, PLACED ON PREPARED SUBGRADE.
5. CONCRETE CURB AND GUTTER PER PLAN. SEE CITY PLATE No. STR-1.

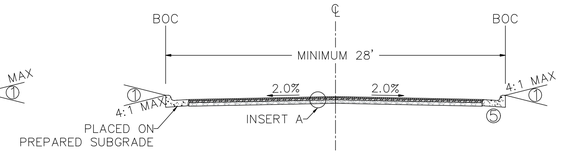
29' – URBAN STREET
W/ PARKING BAY
NOTE: NOT TO SCALE



29' – URBAN STREET
NOTE: NOT TO SCALE



28' – PRIVATE STREET
NOTE: NOT TO SCALE



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• environmental
• engineering
• surveying
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Blaine, MN 55449
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Fax: (763) 489-7959
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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

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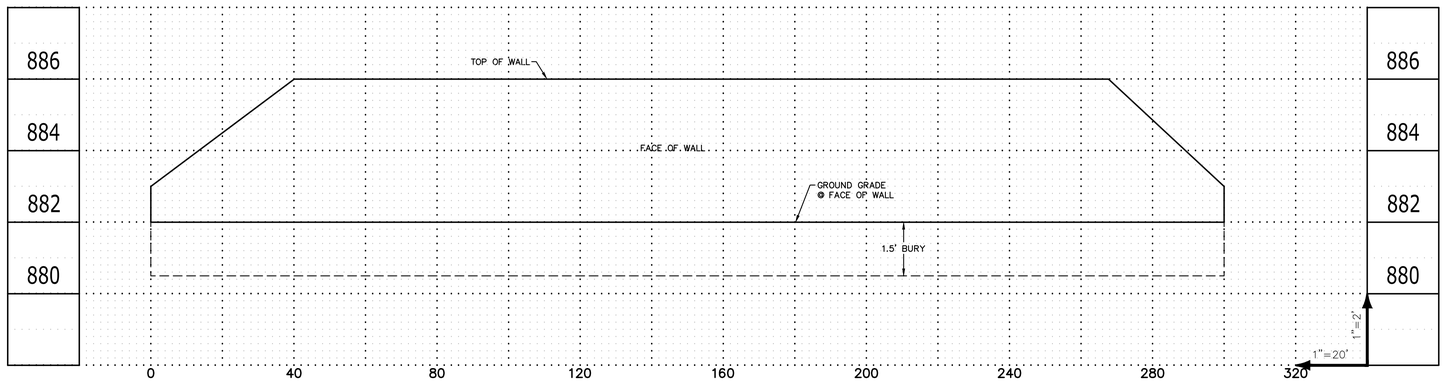
RIVERSTONE
Ramsey, MN

DETAILS

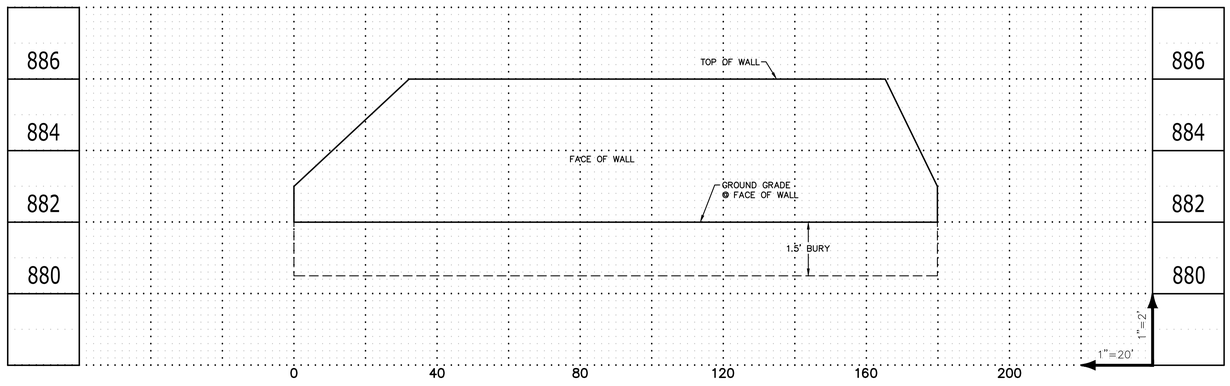
15 of 16

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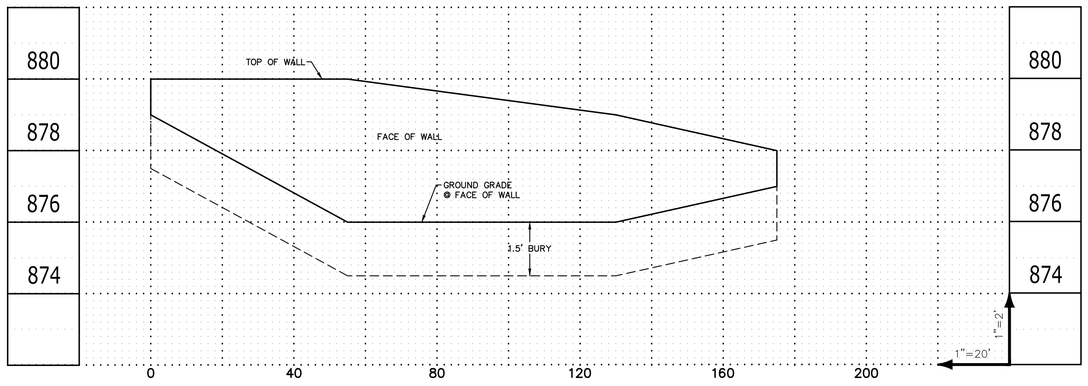
MODULAR RETAINING WALL #1
(1542 SF)



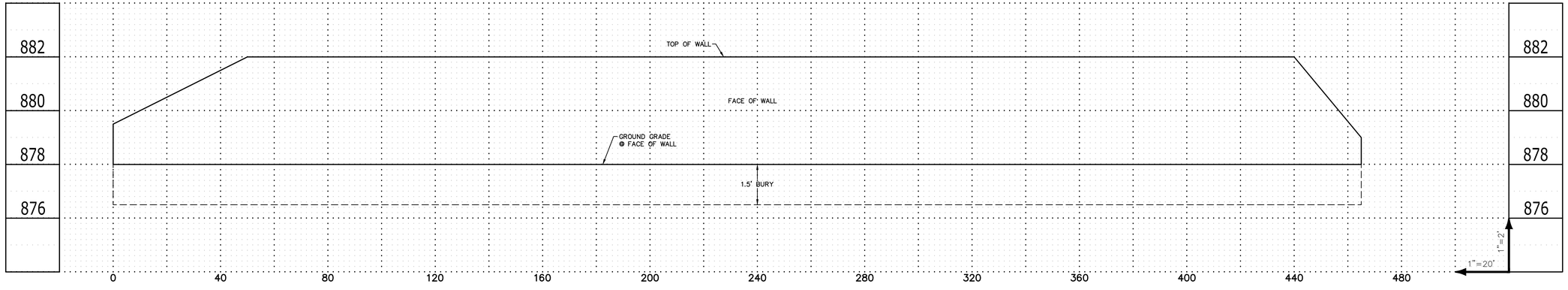
MODULAR RETAINING WALL #2
(919 SF)



MODULAR RETAINING WALL #3
(755 SF)



MODULAR RETAINING WALL #4
(2475 SF)



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• engineering
• surveying

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Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
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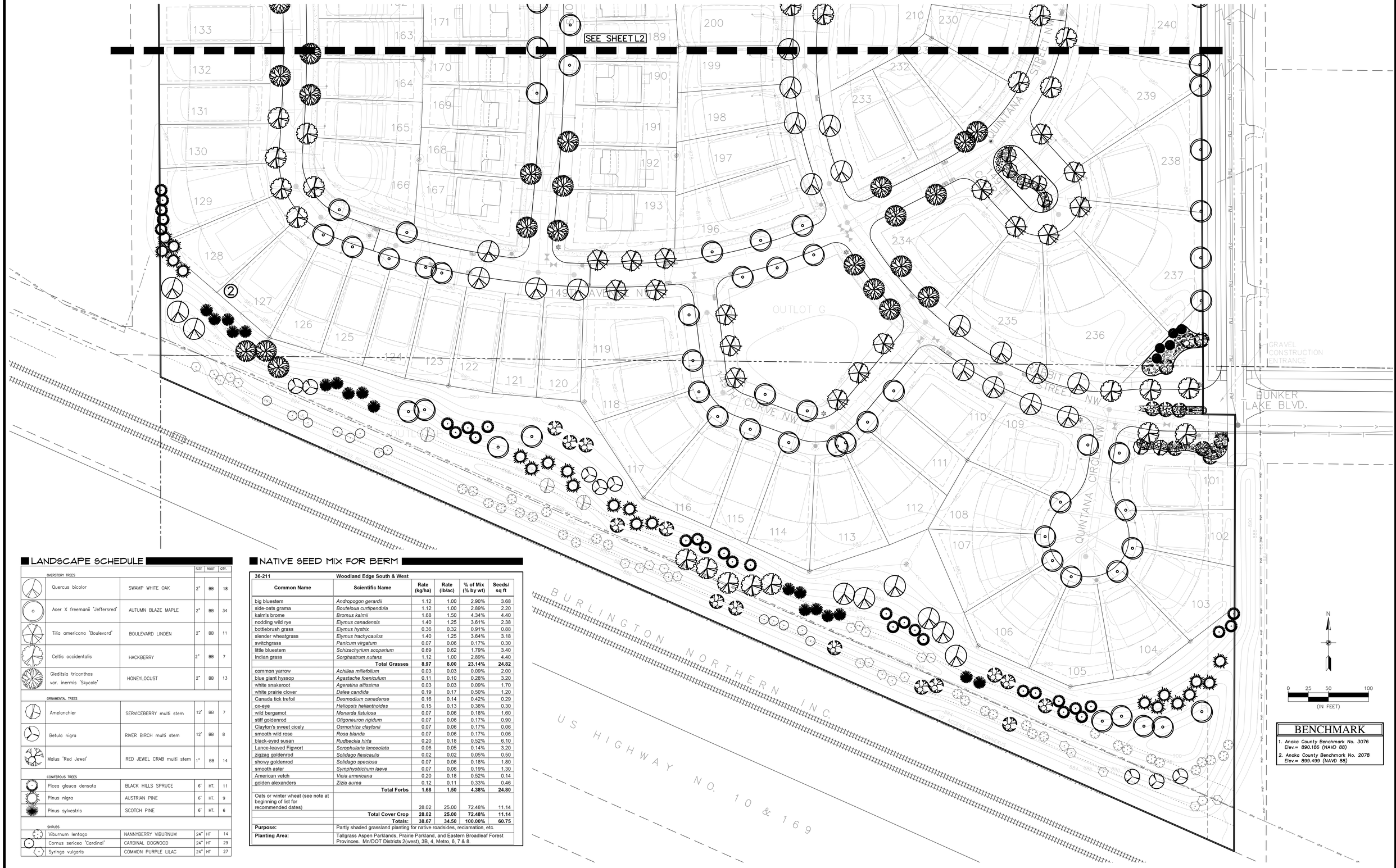
RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

RETAINING WALL PROFILES

16 of 16

[Save Date: 01/17/20] f:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_details.dwg



LANDSCAPE SCHEDULE

			SIZE	ROOT	QTY.
OVERSTORY TREES					
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	18
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	34
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	11
	Celtis occidentalis	HACKBERRY	2"	BB	7
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	13
ORNAMENTAL TREES					
	Amelanchier	SERVICEBERRY multi stem	12'	BB	7
	Betula nigra	RIVER BIRCH multi stem	12'	BB	8
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	14
CONFEROUS TREES					
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	11
	Pinus nigra	AUSTRIAN PINE	6'	HT.	9
	Pinus sylvestris	SCOTCH PINE	6'	HT.	6
SHRUBS					
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	14
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	29
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	27

NATIVE SEED MIX FOR BERM

36-211	Woodland Edge South & West				
Common Name	**Scientific Name**	**Rate (kg/ha)**	**Rate (lb/ac)**	**% of Mix (% by wt)**	**Seeds/ sq ft**
big bluestem	*Andropogon gerardii*	1.12	1.00	2.90%	3.68
side-oats grama	*Bouteloua curtipendula*	1.12	1.00	2.89%	2.20
kalm's brome	*Bromus kalmii*	1.68	1.50	4.34%	4.40
nodding wild rye	*Elymus canadensis*	1.40	1.25	3.61%	2.38
bottlebrush grass	*Elymus hystrix*	0.36	0.32	0.91%	0.88
slender wheatgrass	*Elymus trachycaulus*	1.40	1.25	3.64%	3.18
switchgrass	*Panicum virgatum*	0.07	0.06	0.17%	0.30
little bluestem	*Schizachyrium scoparium*	0.69	0.62	1.79%	3.40
Indian grass	*Sorghastrum nutans*	1.12	1.00	2.89%	4.40
	Total Grasses	**8.97**	**8.00**	**23.14%**	**24.82**
common yarrow	*Achillea millefolium*	0.03	0.03	0.09%	2.00
blue giant hyssop	*Agastache foeniculum*	0.11	0.10	0.28%	3.20
white snakeroot	*Ageratina altissima*	0.03	0.03	0.09%	1.70
white prairie clover	*Dalea candida*	0.19	0.17	0.50%	1.20
Canada tick trefoil	*Desmodium canadense*	0.16	0.14	0.42%	0.29
ox-eye	*Heliopsis helianthoides*	0.15	0.13	0.38%	0.30
wild bergamot	*Monarda fistulosa*	0.07	0.06	0.18%	1.60
stiff goldenrod	*Oligoneuron rigidum*	0.07	0.06	0.17%	0.90
Clayton's sweet cicely	*Osmorhiza claytonii*	0.07	0.06	0.17%	0.06
smooth wild rose	*Rosa blanda*	0.07	0.06	0.17%	0.06
black-eyed susan	*Rudbeckia hirta*	0.20	0.18	0.52%	6.10
Lance-leaved Figwort	*Scrophularia lanceolata*	0.06	0.05	0.14%	3.20
zigzag goldenrod	*Solidago flexicaulis*	0.02	0.02	0.05%	0.50
showy goldenrod	*Solidago speciosa*	0.07	0.06	0.18%	1.80
smooth aster	*Symphyotrichum laeve*	0.07	0.06	0.19%	1.30
American vetch	*Vicia americana*	0.20	0.18	0.52%	0.14
golden alexanders	*Zizia aurea*	0.12	0.11	0.33%	0.46
	Total Forbs	**1.68**	**1.50**	**4.38%**	**24.80**
Oats or winter wheat (see note at beginning of list for recommended dates)		28.02	25.00	72.48%	11.14
	Total Cover Crop	**28.02**	**25.00**	**72.48%**	**11.14**
	Totals:	**38.67**	**34.50**	**100.00%**	**60.75**
Purpose:	Partly shaded grassland planting for native roadsides, reclamation, etc.				
Planting Area:	Tallgrass Aspen Parklands, Prairie Parkland, and Eastern Broadleaf Forest Provinces. Mn/DOT Districts 2(west), 3B, 4, Metro, 6, 7 & 8.				

BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

Carlson McCain
• environmental
• engineering
• surveying

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www.carlsonmccain.com

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

Print Name: Ryan J. Ruttger
Signature:
Date: 12/04/19 License #: 56346

Drawn: SDB
Designed: SDB
Date: 04/13/18

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1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
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RIVERSTONE
Ramsey, MN

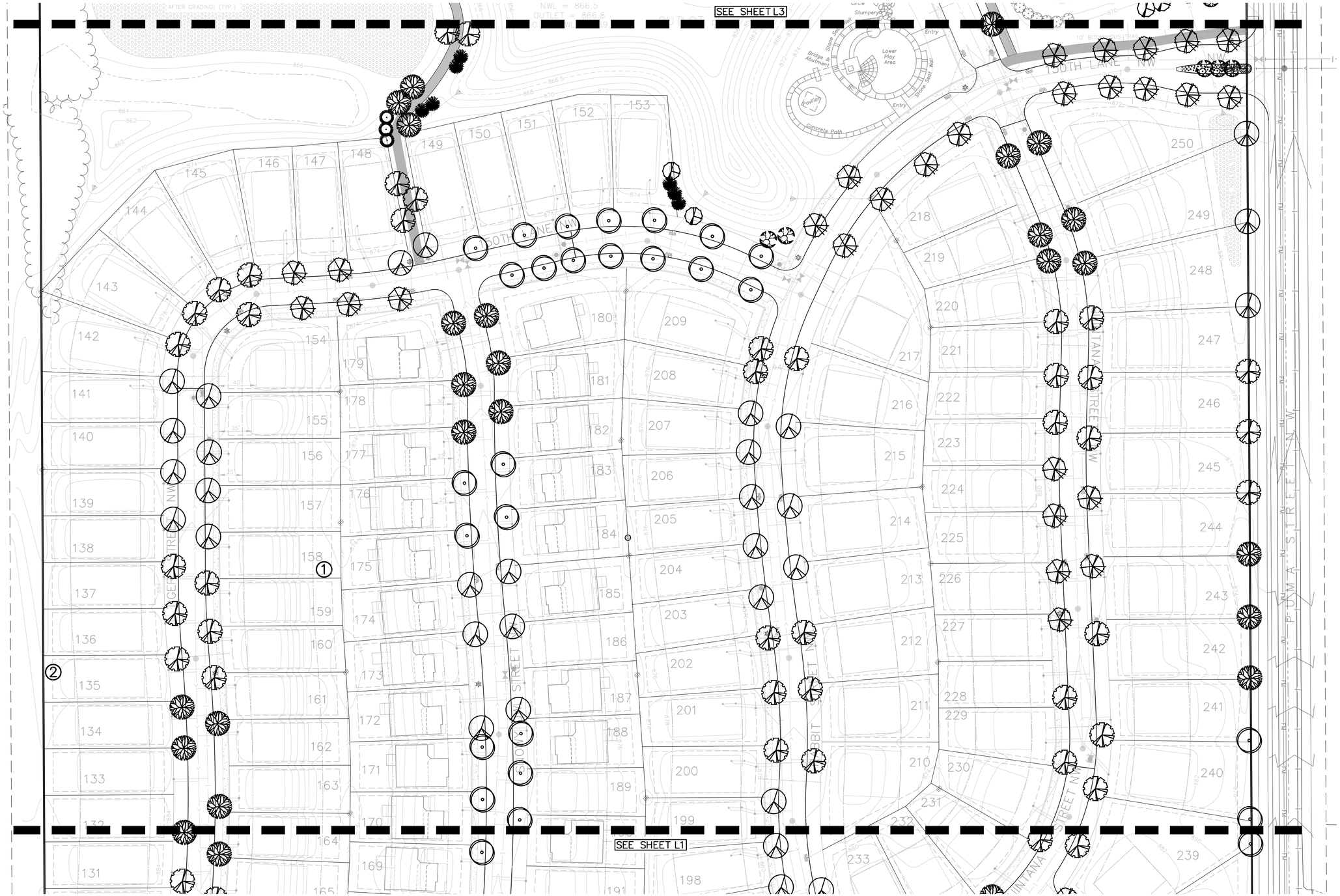
LANDSCAPE PLAN

L1 of 5

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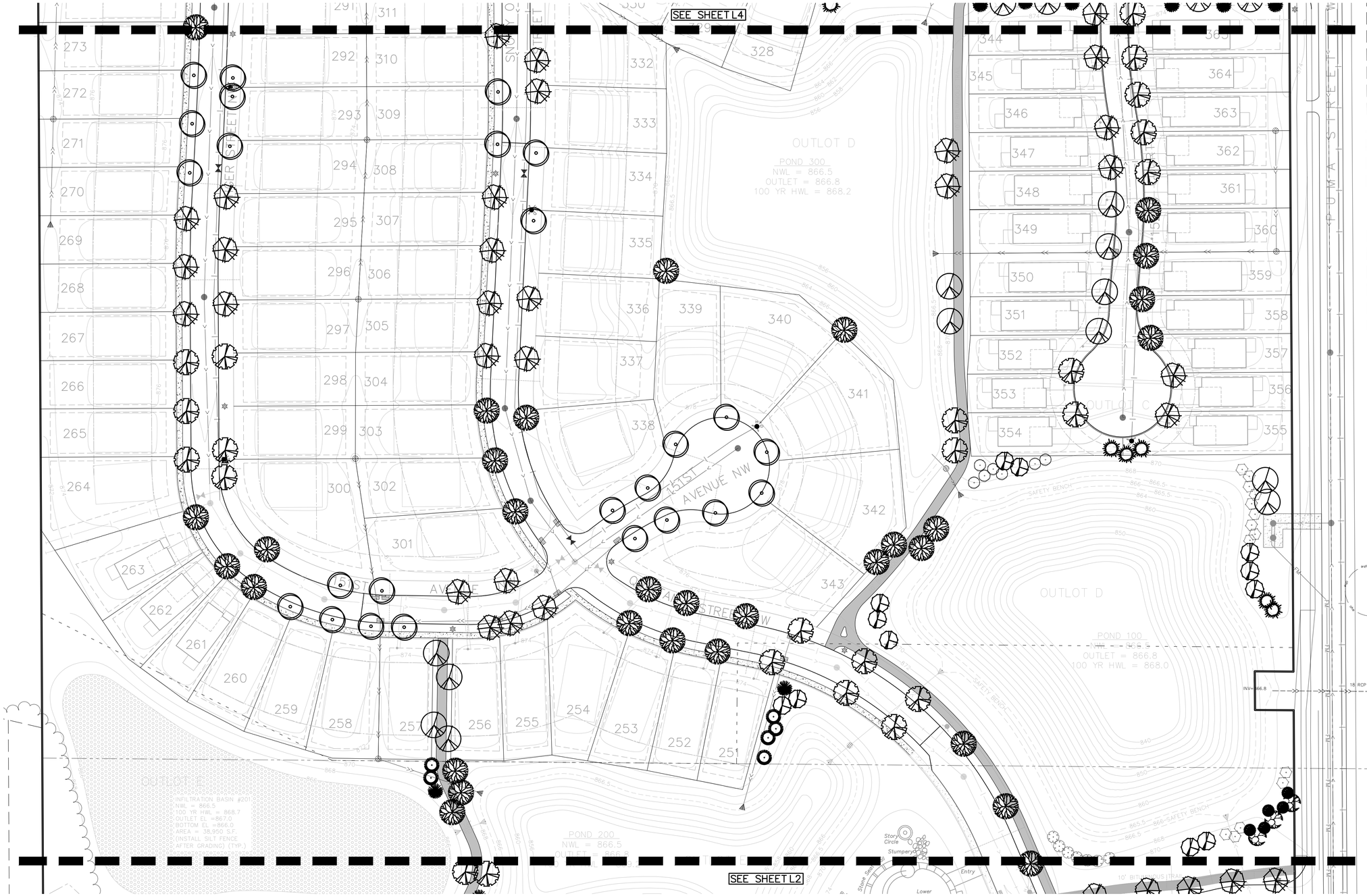
LANDSCAPE SCHEDULE

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	OVERSTORY TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	28
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	24
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	27
	Celtis occidentalis	HACKBERRY	2"	BB	39
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	22
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	2
	Betula nigra	RIVER BIRCH multi stem	12'	BB	–
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	5
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	3
	Pinus nigra	AUSTRIAN PINE	6'	HT.	–
	Pinus sylvestris	SCOTCH PINE	6'	HT.	7
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	–
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	–
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	–



LANDSCAPE SCHEDULE

			SIZE	ROOT	QTY.
	OVERSTORY TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	12
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	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	27
	Celtis occidentalis	HACKBERRY	2"	BB	20
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	30
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	12
	Betula nigra	RIVER BIRCH multi stem	12'	BB	–
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	3
	CONFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	6
	Pinus nigra	AUSTRIAN PINE	6'	HT.	5
	Pinus sylvestris	SCOTCH PINE	6'	HT.	2
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	7
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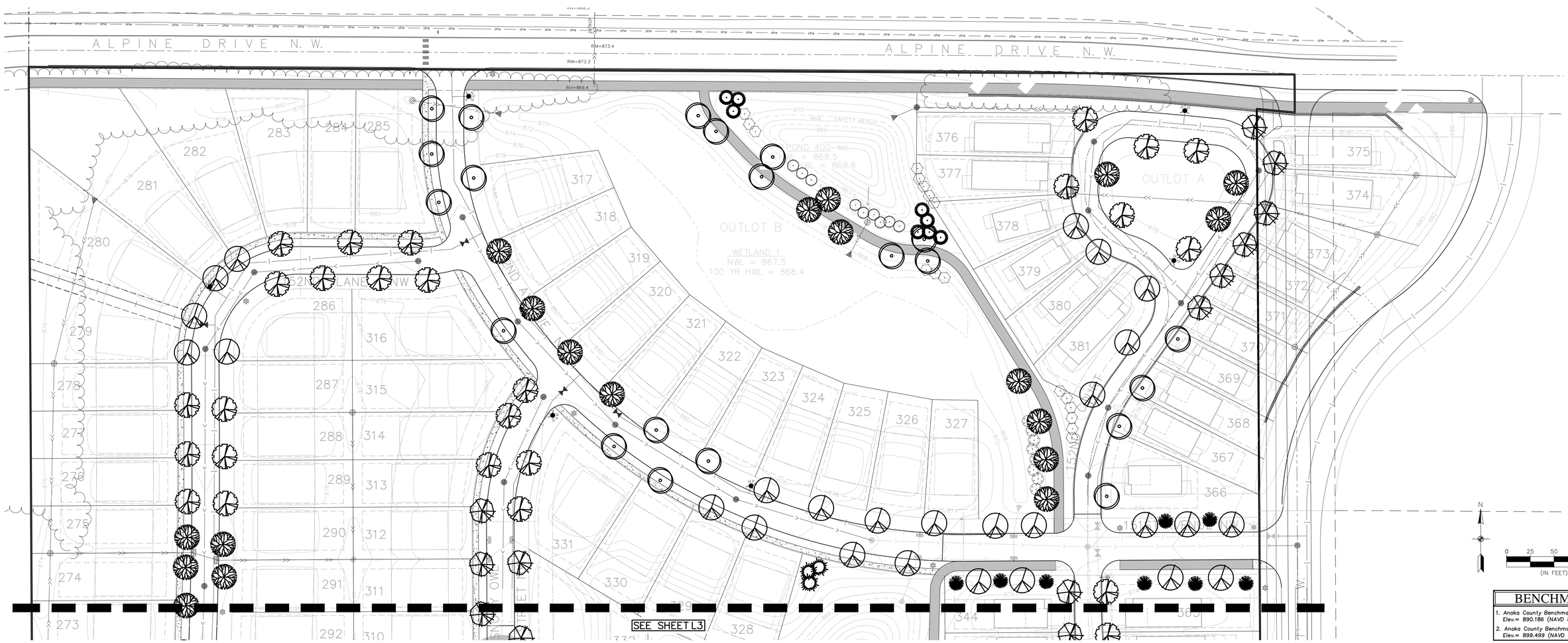
PRELIMINARY LANDSCAPE PLAN

L3 of 5

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LANDSCAPE SCHEDULE

			SIZE	ROOT	QTY.
	OVERSTORY TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	27
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	21
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	10
	Celtis occidentalis	HACKBERRY	2"	BB	25
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	19
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	–
	Betula nigra	RIVER BIRCH multi stem	12'	BB	–
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	–
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	8
	Pinus nigra	AUSTRIAN PINE	6'	HT.	3
	Pinus sylvestris	SCOTCH PINE	6'	HT.	8
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	–
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	17
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	17



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Ramsey, MN

PRELIMINARY LANDSCAPE PLAN

L4 of 5

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CITY OF RAMSEY REQUESTED NOTES:

1. CONTRACTOR SHALL GUARANTEE ALL NEW PLANT MATERIAL FOR TWO (2) FULL GROWING SEASONS AFTER THE DATE OF WRITTEN FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT. ANY PLANT MATERIAL THAT DIES, TURNS BROWN OR DEFOLIATES DURING THE GUARANTEE PERIOD SHALL BE IMMEDIATELY REPLACED AT NO ADDITIONAL COST TO THE OWNER AND SHALL BE COVERED BY THE SAME GUARANTEE.
2. TREES SHALL NOT BE PLANTED WITHIN THE VISION TRIANGLE AS DEFINED IN CITY CODE 117-348
3. ALL TREES IN ISLANDS/CENTER MEDIAN SHALL BE PRIVATELY MAINTAINED PER THE PER THE HOME OWNERS ASSOCIATION DOCTRINE
4. TOPSOIL MEETING THE CITY'S SPECIFICATION SHALL BE REQUIRED PER EACH LOT. COPIES OF THE LOAD TICKET SHALL BE PROVIDED AND CITY INSPECTION IS REQUIRED PRIOR TO INSTALLATION OF SOD.
5. NO TOPSOIL (OR OTHER FILL) SHALL BE PLACED WITHIN ANY WETLAND OR WETLAND SETBACK AREA.
6. IRRIGATION SYSTEM SHALL BE DESIGN BUILT BY THE CONTRACTOR AND SHALL UTILIZE MATCH PRECIPITATION HEADS, HEAD TO HEAD COVERAGE AND WEATHER COMPENSATING SMART CONTROLLER.

GENERAL NOTES:

1. LANDSCAPE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS ON THE PROPERTY WITH THE GENERAL CONTRACTOR AND BY GOPHER STATE ONE CALL PRIOR TO STAKING PLANT LOCATIONS.
2. COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON THE SITE.
3. WHERE EXISTING TREES AND/OR SIGNIFICANT SHRUB MASSINGS ARE FOUND ON THE SITE WHETHER SHOWN ON THE DRAWINGS OR NOT, THEY SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED AND/OR ARE WITHIN THE GRADING LIMITS. ANY QUESTION REGARDING WHETHER PLANT MATERIAL SHOULD OR SHOULD NOT REMAIN SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
4. ALL EXISTING TREES TO REMAIN SHALL BE FERTILIZED AND PRUNED TO REMOVE DEAD WOOD AND DAMAGED OR RUBBING BRANCHES.
5. BB TREES AND SHRUBS ARE BALLED AND BURLAPPED.
6. NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO SUBMISSION OF BID AND/OR QUOTATION.
7. ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST ADDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
8. THE CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
9. CONTRACTOR SHALL PROVIDE A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION.
10. TWO (2) YEAR WARRANTY FOR THE LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF WRITTEN FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT ONLY AFTER ALL PLANTING HAS BEEN COMPLETED. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

LANDSCAPE SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	DECIDUOUS TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	85
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	104
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	75
	Celtis occidentalis	HACKBERRY	2"	BB	91
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	84

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	21
	Betula nigra	RIVER BIRCH multi stem	12'	BB	8
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	8'	BB	22
KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	28
	Pinus nigra	AUSTRIAN PINE	6'	HT.	17
	Pinus sylvestris	SCOTCH PINE	6'	HT.	23

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	29
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	35
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	44

LANDSCAPE REQUIRMENTS

2 TREES PER LOT 2 X 279 = 558 TREES

TOTAL TREES TO BE PLANTED = 558 TREES

PLANTING SPECIFICATIONS:

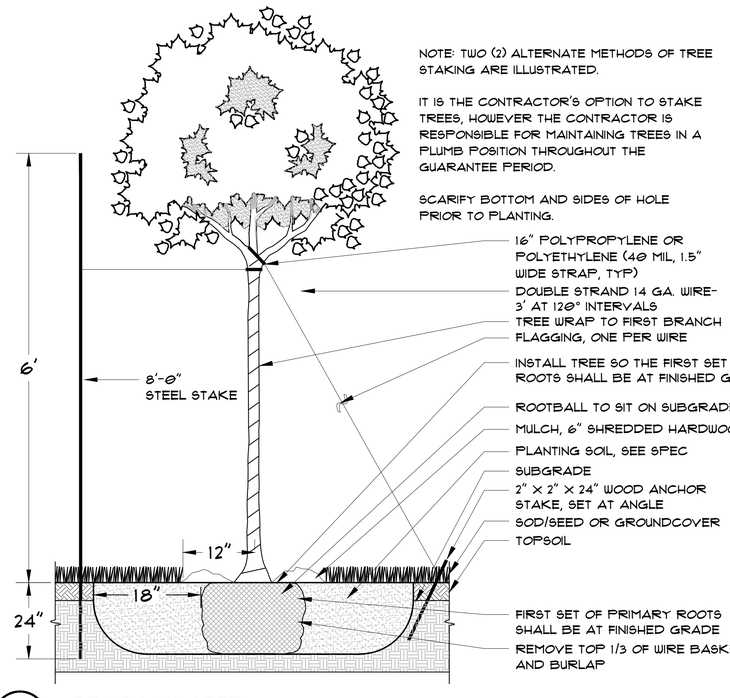
1. PLANTING BED PREPARATION: ALL MASS PLANTING BEDS SHALL BE TILLED TO A MINIMUM DEPTH OF 10". AMENDMENTS SHALL BE APPLIED AFTER CULTIVATION.
2. BACKFILL SOIL: USE SOIL EXCAVATED FROM PLANTING HOLES & PROVIDE AMENDMENTS. REMOVE ALL DEBRIS AND ROCKS LARGER THAN 3" IN DIA.
9. FERTILIZATION: IT IS RECOMMENDED THAT NEWLY PLANTED TREES AND SHRUBS SHOULD NOT BE FERTILIZED THE FIRST YEAR. IF NECESSARY, BEGIN FERTILIZING TREES AND SHRUBS THE SECOND YEAR AFTER ESTABLISHMENT AT A RATIO AND RATE BASED ON A SOIL TEST.
10. MULCH MATERIAL: AS SPECIFIED ON LANDSCAPE PLANS. MASS MULCH ALL PLANTING BEDS TO 3" DEPTH OVER FIBER MAT WEED BARRIER. ALL PERRENIAL PLANTING BEDS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH WITH NO FIBER WEED MAT BARRIER. ALL DECIDUOUS AND EVERGREEN TREES TO RECEIVE 6" DEEP SHREDDED HARDWOOD MULCH WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.
11. TREE STAKING: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO STAKE AND/OR GUY THE TREES ACCORDING TO THE DETAILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO TAKE EVERY STEP NECESSARY TO MAINTAIN THE TREES AND SHRUBS ON AN UPRIGHT AND PLUMB CONDITION AT ALL TIMES UNTIL THE END OF THE PLANT GUARANTEE PERIOD, ESPECIALLY WHERE VANDALISM, SOIL OR WIND CONDITIONS ARE A PROBLEM.
12. TREE WRAPPING: WRAPPING MATERIAL SHALL BE QUALITY, HEAVY WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING BY 5-1.
13. RODENT PROTECTION: PROVIDE ON ALL TREES, EXCEPT SPRUCE UNLESS OTHERWISE NOTED.
14. PLANTING PLAN: ALL PROPOSED PLANTS SHALL BE LOCATED CAREFULLY AS SHOWN ON THE PLANS. THE PLAN TAKES PRECEDENCE OVER THE NOTES. RESPECT STATED DIMENSIONS. DO NOT SCALE DRAWINGS.
15. EDGING: EDGING SHALL BE 4: P.V.C COMMERCIAL GRADE EDGING WITH THREE (3) METAL ANCHOR STAKES PER 20 FOOT SECTION, UNLESS OTHERWISE NOTED ON THE PLAN. ALL MASS PLANTING BEDS SHALL HAVE EDGING PLACED BETWEEN MULCH AND ANY ADJACENT TURF AREAS.

PLANTING NOTES:

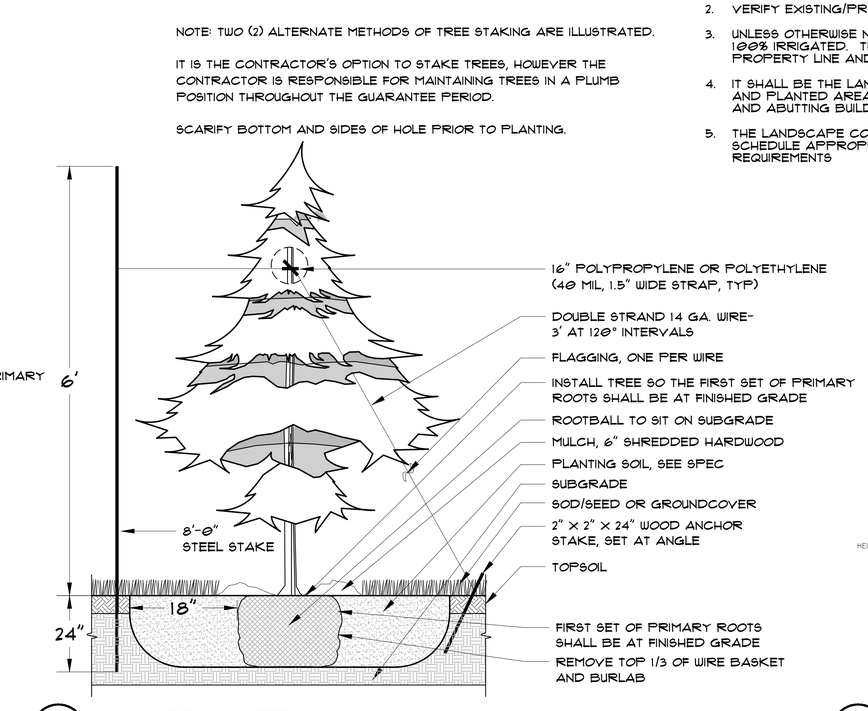
1. NO PLANTING TO BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
2. ALL PLANT MATERIAL LOCATIONS MUST BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY AND ALL DIGGING.
3. IF THE LANDSCAPE CONTRACTOR PERCEIVES AND DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS, OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT MATERIAL ESTABLISHMENT, SURVIVAL OR GUARANTEE, THEY SHALL BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. ADJUSTMENTS IN THE LOCATION OF PROPOSED PLANT MATERIAL MAY BE NEEDED IN THE FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.
5. ALL PLANTS TO BE INSTALLED PER PLANTING DETAILS.
6. ONE SHRUB PER TYPE AND SIZE IN EACH PLANTING BED AND EVERY TREE SHOULD BE CLEARLY IDENTIFIED (COMMON OR LATIN NOMENCLATURE) WITH A PLASTIC TAG WHICH SHALL NOT BE REMOVED PRIOR TO OWNER ACCEPTANCE.
7. WHERE SOD/SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SEED/SOD SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
8. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3 : 1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.
9. SEED ALL AREAS DISTURBED DUE TO GRADING OTHER THAN THOSE TO RECEIVE SOD.
10. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATORS AT NO COST TO THE OWNER.

IRRIGATION NOTES:

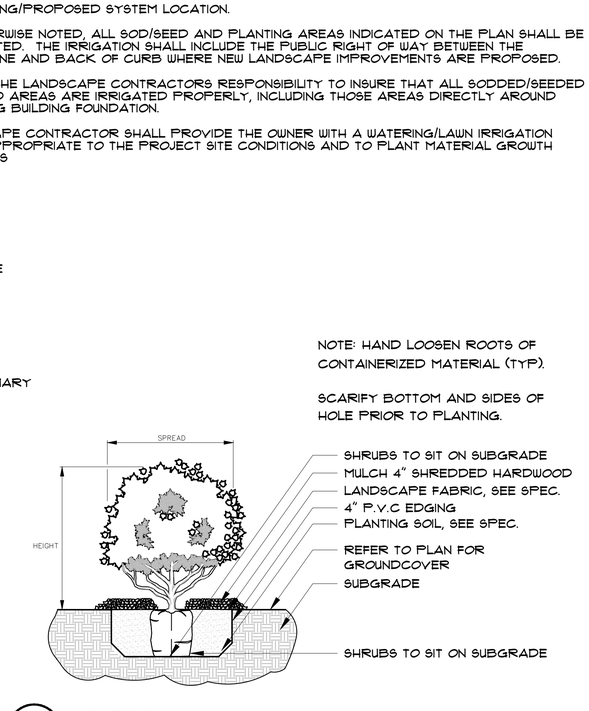
1. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SHOP DRAWINGS ILLUSTRATING IRRIGATION PLANS AND SPECIFICATIONS AS PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER.
2. VERIFY EXISTING/PROPOSED SYSTEM LOCATION.
3. UNLESS OTHERWISE NOTED, ALL SOD/SEED AND PLANTING AREAS INDICATED ON THE PLAN SHALL BE 100% IRRIGATED. THE IRRIGATION SHALL INCLUDE THE PUBLIC RIGHT OF WAY BETWEEN THE PROPERTY LINE AND BACK OF CURB WHERE NEW LANDSCAPE IMPROVEMENTS ARE PROPOSED.
4. IT SHALL BE THE LANDSCAPE CONTRACTORS RESPONSIBILITY TO INSURE THAT ALL SODDED/SEEDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.
5. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WATERING/LAWN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS



1 L2 DECIDUOUS TREE — LEVEL SITE



2 L2 CONIFEROUS TREE — LEVEL SITE



3 L2 SHRUB — LEVEL SITE

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5. 12/4/19 Revise Layout Per Owner
6. 1/13/20 Per City Comments

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY LANDSCAPE DETAILS

L5 of 5

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RIVERSTONE
TREE PRESERVATION PLAN
RAMSEY, MINNESOTA

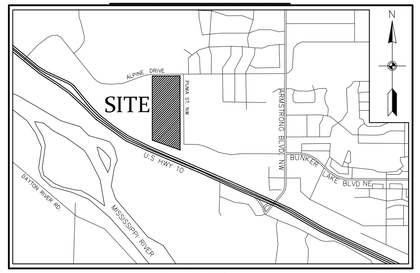


1 / TP1 TREE PRESERVATION PLAN

0 100 200 300

SCALE 1" = 100'

VICINITY MAP

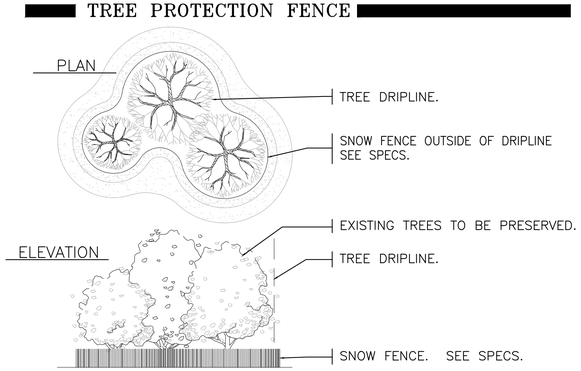


NOT TO SCALE

SHEET INDEX

1. COVER
2. TREE PRESERVATION PLAN & TREE TABLES

TREE PROTECTION FENCE



ERECT PROTECTIVE SNOW FENCE PRIOR TO ANY CONSTRUCTION ACTIVITY.
DO NOT STORE ANY EQUIPMENT OR MATERIALS WITHIN PROTECTIVE AREA.
REMOVE THE PROTECTIVE SNOW FENCE ONLY AFTER CONSTRUCTION OPERATIONS ARE COMPLETED.

TREE REMOVAL/REPLACEMENT SUMMARY

REMOVED/SAVED	REPLACEMENT/CREDIT
1. SIGNIFICANT TREES;	
1.1. OAK AND EVERGREEN OVER 4 DBH	
1.2. ALL TREES OVER 8 DBH	
2. REMOVAL THRESHOLD	
2.1. AT LEAST 40% OF THE EXISTING SIGNIFICANT TREE DBH SHALL BE RETAINED ON-SITE	
2.2. FOR EVERY SIGNIFICANT DBH REMOVED ABOVE THE 40%, REPLACE AT 1.25%	
SIGNIFICANT TREES (OAK / EVERGREEN)	374 dbh
SIGNIFICANT TREES (ALL OTHERS)	1884 dbh
TOTAL DBH ON SITE -	2258 dbh
TOTAL (2258 TOTAL- 882 EXEMPT TREES = 1376DBH)	1376 DBH
EXEMPT TREES	882 dbh
40% TO REMAIN ON-SITE	550 dbh
60% ALLOWABLE REMOVAL	826 dbh
TREES REMOVED FOR GRADING	939 dbh
TOTAL REPLACEMENT REQUIRED	113 dbh
REPLACE TREES @ 125%	141 dbh
REPLACEMENT TREES @ 2.5 DBH	57 ADDITIONAL TREES

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

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www.carlsonmccain.com

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

Print Name: James A. Kalkes
Signature: James A. Kalkes
Date: 06/19/18 License #: 45071

Drawn: JAK
Designed: JAK
Date: 06/19/18

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

COVER

TP1 of 2

[Save Date: 06/19/18] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\tree preservation\6435_tree.dwg



1 TP2 TREE PRESERVATION PLAN

SCALE 1" = 50'

2 TP2 TREE PRESERVATION PLAN

SCALE 1" = 50'

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
001	Boxelder	8	X		
002	Elm	16	X		
003	Boxelder	9	X		
004.01	Boxelder	15	X		
004.02	Boxelder	12	X		
005	Boxelder	15		X	Grading
006	Boxelder	13		X	Grading
007	Boxelder	10	Off Site		
008	Boxelder	10	Off Site		
009	Boxelder	14	X		
010	Boxelder	12	X		
011	Boxelder	12	X		
012	Elm	10	X		
013	Elm	9	X		
014	Boxelder	11	X		
015	Boxelder	12	X		
016	Boxelder	12		X	Exempt - Trail
017	Boxelder	13		X	Exempt - Trail
018	Boxelder	12		X	Exempt - Trail
019	Boxelder	13		X	Exempt - Trail
020	Boxelder	12	X		
021	Boxelder	10		X	Grading
022	Boxelder	8		X	Grading
023.01	Boxelder	9		X	Exempt - Trail
023.02	Boxelder	8		X	Exempt - Trail
024	Boxelder	8		X	Grading
025	Hackberry	18		X	Grading
026	35' Red Pine	9		X	Exempt - Trail
027	35' Red Pine	9		X	Exempt - Trail
028	Boxelder	8		X	Grading
029	Boxelder	8		X	Exempt - Trail
030.01	25' Red Pine	6		X	Exempt - Trail
030.02	25' Red Pine	6		X	Exempt - Trail
031	40' Red Pine	9		X	Exempt - Trail
032	Elm	9		X	Grading
033	Elm	9		X	Exempt - Trail
034	30' Red Pine	12		X	Grading
035	30' Red Pine	12		X	Grading
036	40' Pine	14		X	Exempt - Trail
037	40' Pine	14		X	Exempt - Trail
038.01	Boxelder	10		X	Exempt - Trail
038.02	Boxelder	8		X	Exempt - Trail
039	Elm	10		X	Exempt - Trail
040	Hack	10		X	Grading
041	Elm	10		X	Grading
042	Elm	15		X	Grading
043	Boxelder	11		X	Grading
044	Boxelder	12		X	Exempt - Trail
045	Boxelder	12		X	Exempt - Trail

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
046	Elm	9		X	Exempt - Trail
047	Elm	8		X	Exempt Road
048	Elm	8		X	Exempt Road
049	Elm	9		X	Exempt Road
050	Elm	8		X	Exempt Road
051	Elm	8		X	Exempt - Trail
052	Ash	10		X	Exempt Road
053.01	Elm	10		X	Exempt Road
053.02	Elm	11		X	Exempt Road
054	Elm	14		X	Exempt Road
055	Boxelder	13		X	Exempt Road
056	Elm	10		X	Exempt Road
057.01	Elm	15		X	Exempt - Trail
057.02	Elm	12		X	Exempt - Trail
057.03	Elm	10		X	Exempt - Trail
058	Elm	9		X	Grading
059	Elm	9		X	Exempt - Trail
060	Elm	10		X	Exempt - Trail
061	Elm	14		X	Exempt - Trail
062	Elm	15		X	Exempt - Trail
063	Elm	16	X		
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
082	Boxelder	8	X		
083	Boxelder	22		X	Grading
084	Boxelder	10		X	Grading
085	Elm	10		X	Exempt - Trail
086	Elm	10		X	Exempt - Trail
087	Elm	24		X	Grading
088	Elm	12	X		
089	Elm	10	X		
090	Elm	12	Off Site		
091	Boxelder	10	Off Site		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
092	Boxelder	12	Off Site		
093	Boxelder	24		X	Exempt - Trail
1668.01	Boxelder	20		X	
1668.02	Boxelder	15		X	
1668.03	Boxelder	12		X	
1668.04	Boxelder	13		X	
1668.05	Boxelder	17		X	
1669.01	Boxelder	13	X		
1669.02	Boxelder	12	X		
1669.03	Boxelder	17	X		
1670	Oak	25	X		
1671	Oak	12	X		
1672	Boxelder	30	X		
1673.01	Box - Broken	10	X		
1673.02	Box - Broken	12	X		
1673.03	Box - Broken	15	X		
1673.04	Box - Broken	10	X		
1674	Oak	20	X		
1675.01	Boxelder	20	X		
1675.02	Boxelder	20	X		
1675.03	Boxelder	24	X		
1676	Oak	13	X		
1677	Boxelder	10	X		
1678	Boxelder	10	X		
1679	Boxelder	12	X		
1680	Boxelder	10	X		
1681	Boxelder	10	X		
1682	Boxelder	8	X		
1683	Boxelder	12	X		
1684.01	Oak	20	X		
1684.02	Oak	19	X		
1685	Boxelder	11	X		
1686	Boxelder	8	Off Site		
1687	Boxelder	9	X		
1688.01	Boxelder	8	X		
1688.02	Boxelder	10	X		
1689	Boxelder	9	X		
1690	Boxelder	9	Off Site		
1691	Cottonwood	20	X		
1692	Poplar	9	X		
1692.02	Cottonwood	19	X		
1693	Poplar	8	X		
1694	Boxelder	10	X		
1695	Boxelder	14	X		
1696	Oak	41	X		
1697.01	Boxelder	10	Off Site		
1697.02	Boxelder	8	Off Site		
1698	Boxelder	14	Off Site		
1699	Boxelder	18	X		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
1700.01	Boxelder	12	X		
1700.02	Boxelder	10	X		
6386.01	Boxelder	14	X		
6386.02	Boxelder	12	X		
6386.03	Boxelder	12	X		
6387.01	Boxelder	19	X		
6387.02	Boxelder	17	X		
6389	Boxelder	8	X		
6390	Boxelder	8	X		
6391.01	Boxelder	11	X		
6391.02	Boxelder	8	X		
6391.03	Boxelder	8	X		
6392.01	Boxelder	9	X		
6392.02	Boxelder	8	X		
6393	Boxelder	8	X		
6394	25' Red Pine	8		X	Grading
6395	Elm	15		X	Grading
6396	Boxelder	10		X	Grading
6397	Elm	8		X	Grading
6398	Elm	8		X	Grading
6399	Elm	12		X	Grading
6400	Elm	16		X	Grading
8379	Elm	10		X	Grading
8380	Elm	15		X	Grading
8381	Elm	8		X	Grading
8382	Elm	12		X	Grading
8383	Elm	14		X	Grading
8384.01	Elm	26		X	Grading
8384.02	Elm	24		X	Grading
8385	Elm	8		X	Grading
8386	Elm	9	X		
8387.01	Elm	10		X	Grading
8387.02	Elm	8		X	Grading
8388	Elm	18		X	Grading
8389	Elm	12		X	Grading
8390	Elm	10		X	Grading
8391.01	Elm	10		X	Grading
8391.02	Elm	10		X	Grading
8391.03	Elm	10		X	Grading
8391.04	Elm	10		X	Grading
8391.05	Elm	10		X	Grading
8392	Elm	12		X	Grading
8393	Elm	16		X	Grading
8394	Elm	24	X		
8395.01	Elm	22	X		
8395.02	Elm	20	X		
8396	35' Red Pine	14		X	Grading
8397	Hackberry	14	X		
8398	Boxelder	12	Off Site		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
8399.01	Boxelder	14	Off Site		
8399.02	Boxelder	10	Off Site		
8400.01	Boxelder	20	Off Site		
8400.02	Boxelder	18	X		

TREE LEGEND

- EVERGREEN TREES TO REMAIN
- EVERGREEN TO BE REMOVED
- DECIDUOUS TO REMAIN
- DECIDUOUS TO BE REMOVED

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

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

Print Name: James A. Kalkes
Signature: James A. Kalkes
Date: 06/19/18 License #: 45071

Drawn: JAK
Designed: JAK
Date: 06/19/18

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

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0 50 100 200

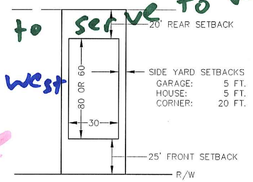
PEDESTRIAN CROSSING ADVANCED WARNING SIGNAL. (FINAL LOCATION/DESIGN TO BE SUBMITTED & REVISED W/FINAL PLANS PRIOR TO INSTALLATION.

Lot lines Moved
SSWR Depth to serve to West
WM STUB West
STM Change

STREET SECTION

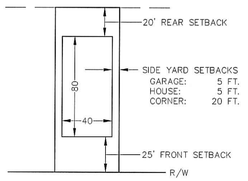
- 1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
- BITUMINOUS MATERIAL FOR TACK COAT
- 2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
- MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE
- PLACED ON PREPARED SUBGRADE

40' LOT DETAIL



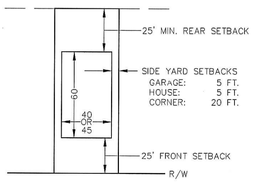
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' VILLA LOT DETAIL



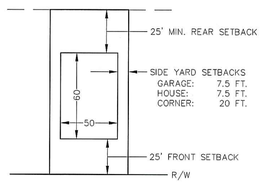
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50'/55' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE	☼	●
SANITARY MANHOLE	SMH	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	x0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT		
FLUSHING HYDRANT		
GATE VALVE	GV	GV
CLEANOUT	CO	CO
ELECTRIC BOX	EB	EB
GAS METER	GM	GM
CATCH BASIN	or	or
RAIN GUARDIAN		RG
ELECTRIC METER	EM	EM
TELEPHONE BOX	TB	TB
UTILITY POLE	UP	UP
FLARED END SECTION	FES	
STORM MANHOLE	SMH	
SERVICE		
SOIL BORING/TEST HOLE		

	MODULAR	ROCK
RETAINING WALL		
WATERMAIN	W	W
SANITARY SEWER	SAN	SAN
FORCEMAIN	FM	FM
STORM SEWER	STM	STM
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	ut
UNDERGROUND ELECTRIC	ue	ue
UNDERGROUND GAS	ug	ug
UNDERGROUND FIBEROPTIC	ufo	ufo
FENCE	x	x
OVERHEAD ELECTRIC	ohe	ohe
CONCRETE SURFACE		
BITUMINOUS SURFACE		

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1. 5/24/17 Per City Comments
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3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
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5. 12/4/19 Revise Layout Per Owner

RIVERSTONE DEVELOPMENT, LLC.
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RIVERSTONE
Ramsey, MN

PRELIMINARY SITE & UTILITY PLAN

8 of 16

[Save Date: 12/02/19] F:\Jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_site.dwg

CITY OF RAMSEY LAND USE APPLICATION
TECHNICAL REVIEW FILE

DATE	2/20/20	**PROJECT ADDRESS**	RIVERSTONE DEVELOPMENT
PROJECT. TITLE	RIVERSTONE ADDITION (PRELIMINARY PLAT REVISION)		
PROJECT #	17-106		
DEPARTMENT:	Community Development – Planning Division		
TECHNICAL REVIEWER:	Name: Chloe McGuire, Senior Planner Phone: 763-433-9821		

This preliminary plat phase is the most significant approval step in the overall process. Preliminary Plat gives entitlement to the project, in which the City cannot reverse overall layout. The last step in the phase, Final Plat, simply approves construction documents and the Final Plat Sheet for recording and legal subdivision. **Please see last page for list of contingencies of approval.**

Changes from the originally approved preliminary plat include:

Lot Changes:

- Changes from quad units to detached townhome units in the NE corner
    - Requested change = 7.4 acres, Block 1, 2, 4, Outlots A & C; 38 total lots
    - Density of NE Corner: 5.14 lots per acre
    - Requires comprehensive plan amendment to medium density residential (from HDR)
- Lot line changes on northwestern portion of site (Blocks 6 and 7)

Utility Changes:

- SSWR depth changed to serve parcel directly to west between Block 6 and 8
- STM changes across Blocks 1, 2, 4, 6 & 7
- WM stubbed west to serve parcel directly to west through block 7

The proposed changes to the preliminary plat entirely remove the 4-unit townhome buildings and 40 foot wide lots in the NE and NW sections of the plat. The PUD would now include:

1. 65-foot-wide traditional single-family lot (Traditional Single-Family/Small-Lot Single Family Lots)
2. 50-foot-wide traditional single-family lot (Traditional Single-Family/Small-Lot Single Family Lots)
3. 50-foot-wide 'villa' lot (association maintained lawn care and snow removal) (Detached Townhomes)

4. ~~4-unit townhome building~~ 40 foot-wide 'villa' lot (association maintained lawn care) (Detached Townhomes)

Please note: Previous approval in 2017 required that the lots meet the 50 foot wide requirement set forth by City Code for medium density residential units. (Capstone had proposed 45 foot wide units in 2017.) According to Capstone, the demand for these narrow lots has increased.

Architectural Standards

Attached are proposed architectural renderings of the different models. Please note that with approval of the Preliminary Plat, the City is approving the following models as 'master plans'. So long as the models are in substantial compliance with the approved models. The Community Development Department will make a final determination on 'substantial compliance'. Models that are not in substantial compliance shall require the approval of the Planning Commission.













Development Fees

Standard Development Fees are due on the plat at time of recording of the Final Plat. The fees will be collected at the rate in effect at time of recording of the plat for buildable lots.

- Park Dedication
- Trail Development
- Water Trunk/Connection
- Sanitary Sewer Trunk/Connection
- Stormwater Management

Park Dedication Credit was provided as outlined in the Resolution approving the Preliminary Plat.

Contingencies

1. City Council must approve reduction to 40 foot wide lots.
2. Comprehensive Plan Amendment required for change from HDR (quads) to detached townhomes (40 foot wide lots) in NE corner.
3. Architectural renderings need to be approved by City Council for 40 foot wide lots.

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

RESOLUTION #20-028

RESOLUTION APPROVING AMENDED PRELIMINARY PLAT OF RIVERSTONE ADDITION

WHEREAS, Riverstone Development LLC, hereafter referred to as "Developer," properly applied for a revision to their Preliminary Plat approval of the following described property located in the City of Ramsey generally described as Riverstone Addition and legally described as:

Lots 1-10, Block 1 (inclusive),
Lots 1-6, Block 2 (inclusive),
Lots 1-11, Block 3 (inclusive),
Lots 1-22, Block 4 (inclusive),
Lots 1-16, Block 5 (inclusive),
Lots 1-31, Block 6 (inclusive),
Lots 1-29, Block 7 (inclusive),
Lots 1-6, Block 8 (inclusive),
Lots 1-5, Block 9 (inclusive),
Lots 1-48, Block 10 (inclusive),
Lots 1-17, Block 11 (inclusive),
Lots 1-24, Block 12 (inclusive),
Lots 1-28, Block 13 (inclusive),
Lots 1-14, Block 14 (inclusive),
and Outlots A-H (inclusive), Riverstone Addition, Anoka County, Minnesota

(the 'Subject Property');

WHEREAS, the City approved Riverstone Addition in 2017 via Resolution 17-06-144; and

WHEREAS, the Subject Property is zoned Planned Unit Development (PUD) and the proposed amended bulk standards are shown in Exhibit A; and

WHEREAS, the City has received an Application for a Revised Preliminary Plat for Riverstone Addition, which includes up to 267 detached units; and

WHEREAS, the City held a public workshop on January 2, 2020 regarding the proposed changes to the preliminary plat and the neighbors were generally supportive of the proposed changes; and

WHEREAS, the Planning Commission reviewed the preliminary plat plan on February 6, 2020; and

WHEREAS, the City Council reviewed the preliminary plat on February 25, 2020.

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

1. That the Ramsey City Council hereby grants preliminary plat approval of Riverstone Addition in accordance with relevant City Codes, subject to the following conditions:
    a. Compliance with City Staff Review Letter and ProjectDox comments.

b. The Developer entering into a Development Agreement with the City.

c. Metropolitan Council approving the request for a Comprehensive Plan Amendment for northeast project area.

d. Streetscape/Architectural Plans as seen in Exhibit B are proposed architectural renderings of the different models. Please note that with approval of the Preliminary Plat, the City is approving the following models as 'master plans.' So long as the models are in substantial compliance with the approved models. The Community Development Department will make a final determination on 'substantial compliance.' Models that are not in substantial compliance shall require the approval of the Planning Commission.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this _____ day of _____, 2020.

_____
Mayor

ATTEST:

_____
City Clerk

Exhibit A: Bulk Standards

Traditional Single-Family/Small Lot Single-Family and Villa Lots

Standards	**Requirement**
Lot size	None
Minimum density (net)	3.0
Maximum density (net)	7.0
Lot width	None
Building setback from public street right-of-way	25 feet
Building setback from private street measured from back of curb	25 feet
Building setback from exterior development boundary line	25 feet (detached)
Minimum separation between buildings, including any appurtenances thereto (i.e., patios, decks)	10 feet (detached)*
Parking node setback from exterior development boundary line	30 feet
Parking node setback from structure	15 feet
Maximum lot coverage	35%
Maximum building height (measured from mean ground level to mean gable)	35 feet
Accessory structure setback (measured from the development boundary line)	30 feet
Maximum number of units per structure	81 (detached)
Open space required	40% general open space 10% of which must be identifiable community space

Note: The only changes to the bulk standards from the original PUD approval include the removal of townhome/quad unit bulk standards.

Exhibit B: Allowed Architectural Plans













Continued on next page



CC Regular Session **5. 9.**

Meeting Date: 02/24/2020

By: Chris Anderson, Community Development

Information

Title

Adopt Resolution #20-029 Approving an Easement Encroachment Agreement for Name Brand Self Storage Ramsey LLC to Install and Maintain a Pylon Sign in a Drainage and Utility Easement at Lot 1, Block 1 Name Brand First Addition (Project No. 19-120)

Purpose/Background:

Name Brand Self Storage Ramsey LLC (the "Applicant") received Final Plat and Site Plan approval in 2019 for the construction of a new self storage facility on Lot 1, Block 1 Name Brand First Addition (the "Subject Property"). Due to the location and size of drainage and utility easements (the "Easements") on the Subject Property, there is no reasonable area to locate a pylon sign without encroaching into the Easements. The Applicant has requested an Easement Encroachment Agreement to allow a pylon sign to be installed and maintained in the southwest corner of the Subject Property.

Notification:

Notification is not required.

Observations/Alternatives:

The Applicant is proposing to construct and maintain a pylon sign that is twenty-five foot (25') tall and ninety-nine (99) square feet in size (the "Sign"). Both height and square footage of the Sign comply with the sign standards for the E-1 Employment District. The Sign would be located in the southwest corner of the Subject Property, approximately ten (10) feet from the western and southern lot lines. The Easement in this area is much larger than the typical width of ten (10) feet due to a regional storm water pond in the vicinity. However, the Engineering Department has reviewed the proposed location of the Sign and determined that, as proposed, it would not impact the designed function of the storm water pond.

Funding Source:

This request is being handled as part of Staff's regular duties. However, if the Easement Encroachment Agreement is approved, the Applicant will be responsible for recording the document against the Subject Property, including the applicable recording fee.

Recommendation:

Staff recommends approval of the Easement Encroachment Agreement.

Action:

Motion to adopt Resolution #20-029 approving an Easement Encroachment Agreement to allow the construction and maintenance of a pylon sign within a drainage and utility easement on the Subject Property.

Attachments

Site Location Map

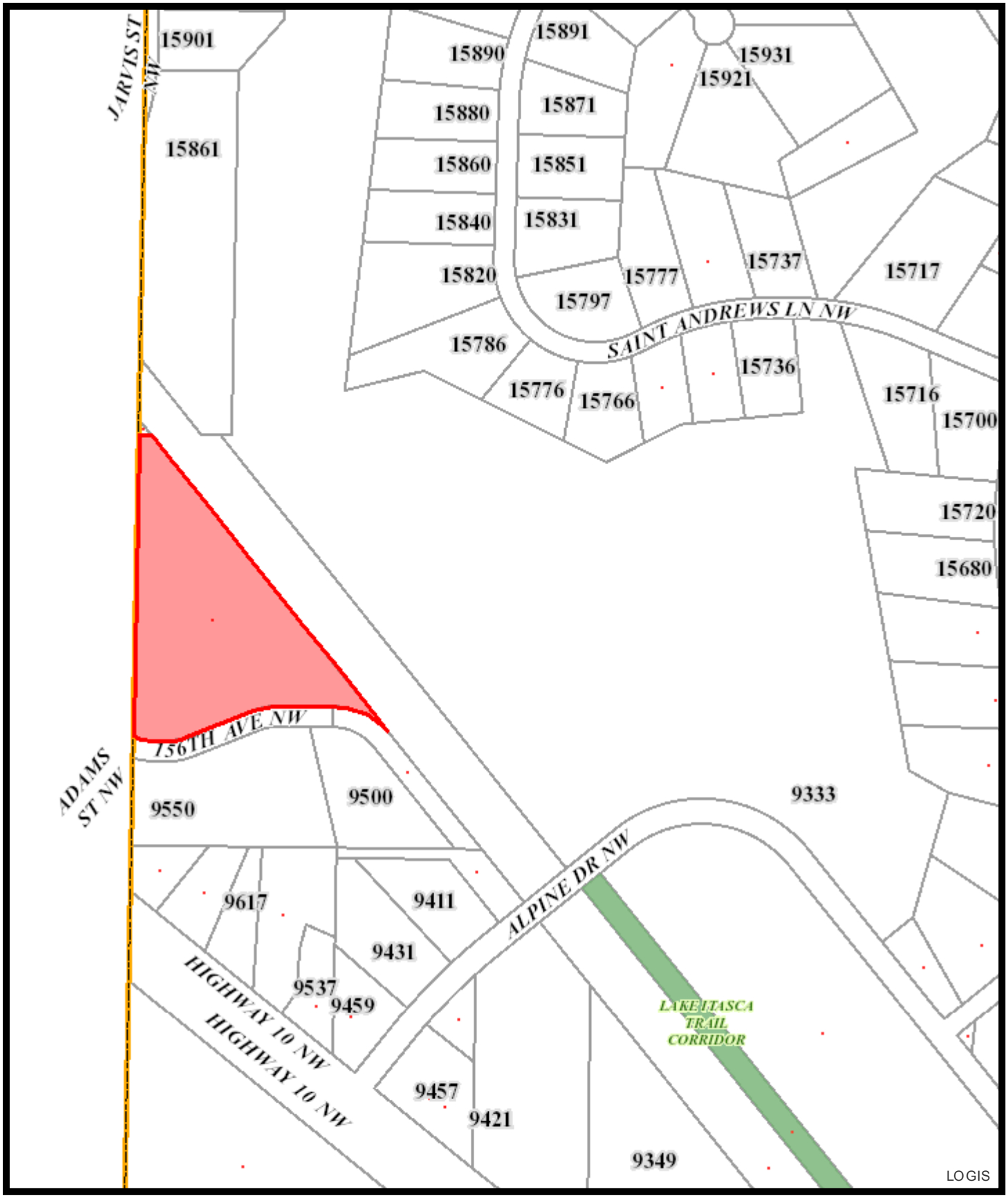
Sign Details

Easement Encroachment Agreement
Resolution #20-029

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	02/20/2020 02:18 PM
Tim Gladhill	Tim Gladhill	02/20/2020 02:52 PM
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:15 PM
Form Started By: Chris Anderson		Started On: 02/11/2020 08:51 AM
Final Approval Date: 02/20/2020		

Site Location Map



Print Date: June 10, 2019

NAME

BRAND

SELF STORAGE

7775 MAIN STREET NE, FRIDLEY, MN 55432 I P 763.754.2899 I F 763.767.7316 I WWW.ALBRECHTSIGNCOMPANY.COM

Message Schedule

Sign Type	Quantity	Sign Identity
e01	1	D/F Pylon



Property Line.

10' Setback Line.



N

ALBRECHT SIGNS

DESIGN | FABRICATION | INSTALLATION | SERVICE

7775 Main St. N.E.,
Fridley, MN 55432
P: 763.754.2899 | F: 763.767.7316
www.albrechtsigncompany.com

Client Name:
Name Brand Storage

Client Address:
Ramsey, MN

Start Date: 6/24/19
Last Revision Date: 1/16/20
Job Number: N/A
Drawing Revision: 1
Sales Representative: DM
Designer: RD

Revision	Update
01	
02	
03	
04	
05	
06	
07	
08	
09	

Customer Signature of Approval

LED Module	Power Supply
Type	Type
Units	Units

UL LISTED

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Day View

Scale: 1/4” = 1’



Night View

Scale: 1/4” = 1’

ALBRECHT SIGNS

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Drawing Revision: 1
Sales Representative: DM
Designer: RD

Revision	Update
01	
02	
03	
04	
05	
06	
07	
08	
09	

Customer Signature of Approval

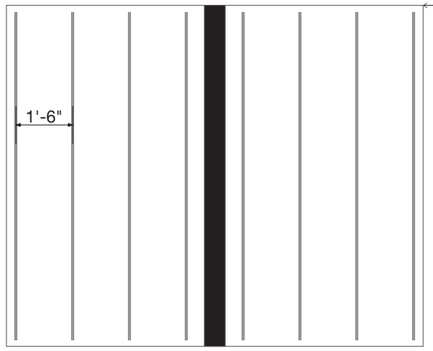
LED Module	Power Supply
Type	Type
Units	Units

LISTED

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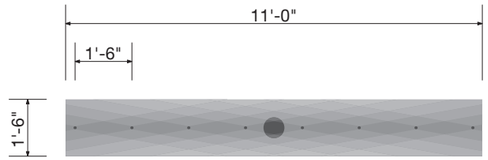
T-12	Actual Length	Lumens per Stik	No. of Mods	Watts	Max. Units (60W)	Max. Units (120W)	Whips	Part Number*
96"	93.91"	4,500	36	47.52	1	2	1-6 ft.	PL-OP2-TO3-P/ST-OS-96-TW (8-TO-D36-09670)



(8) Double sided tap out stiks.
47.25 watts per stik.
378 watts in use.

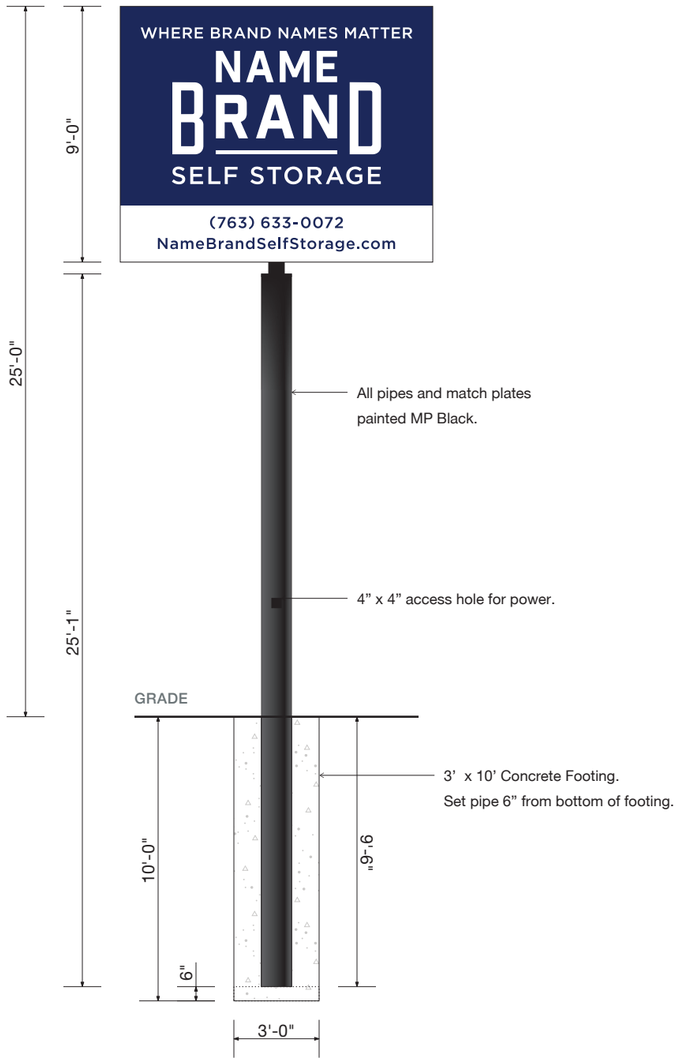
LED Layout

Scale: 1/4" = 1'



LED Coverage - Plan View

Scale: 1/4" = 1'



All pipes and match plates painted MP Black.

4" x 4" access hole for power.

3' x 10' Concrete Footing.
Set pipe 6" from bottom of footing.

Face View

Scale: 3/16" = 1'

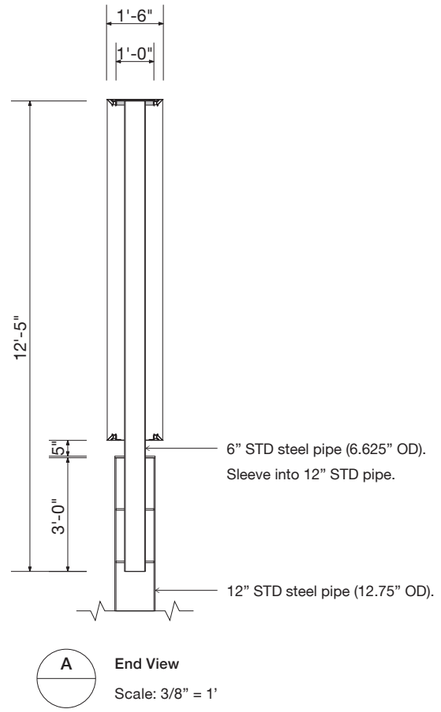
A



1 1/2" x 1 1/2" x 3/16" Aluminum angle frame - 12" Deep.
Retro Frame (2104) and Cover (2121) to sleeve over frame - painted black.
1/8" Aluminum skin painted black to flush out retainer.
Digitally printed flex face.
Light w/ double sided tap out stiks.

Face View

Scale: 1/4" = 1'



6" STD steel pipe (6.625" OD).
Sleeve into 12" STD pipe.

12" STD steel pipe (12.75" OD).

A

End View

Scale: 3/8" = 1'

Color:		Blue		Black		N/A		N/A		N/A		N/A		N/A	E01			
Paint Finish:		N/A		MP Black		N/A		N/A		N/A		N/A		N/A	Pylon			
Vinyl:		N/A		N/A		N/A		N/A		N/A		N/A		N/A	Quantity:	1	Square Feet:	99
Digital Print:		2752C		N/A		N/A		N/A		N/A		N/A		N/A	Single Face:	☐	Illuminated:	■
Other:		N/A		N/A		N/A		N/A		N/A		N/A		N/A	Double Face:	■	Non-Illuminated:	☐

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DESIGN | FABRICATION | INSTALLATION | SERVICE

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P: 763.754.2899 | F: 763.767.7316
www.albrechtsigncompany.com

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Name Brand Storage

Client Address:
Ramsey, MN

Start Date: 6/24/19
Last Revision Date: 1/16/20
Job Number: N/A
Drawing Revision: 1
Sales Representative: DM
Designer: RD

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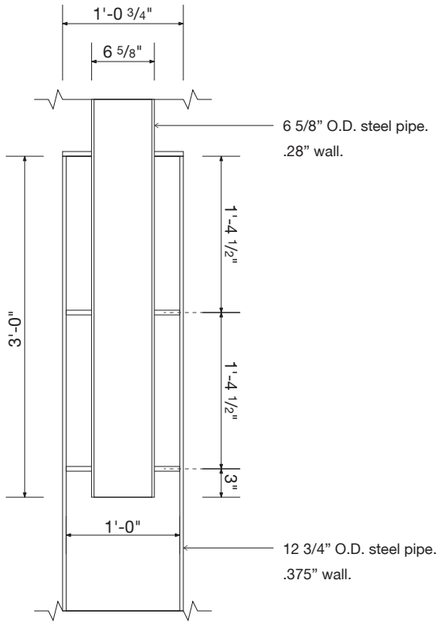
Customer Signature of Approval

LED Module	Power Supply
Type	Type
Units	Units

UL LISTED

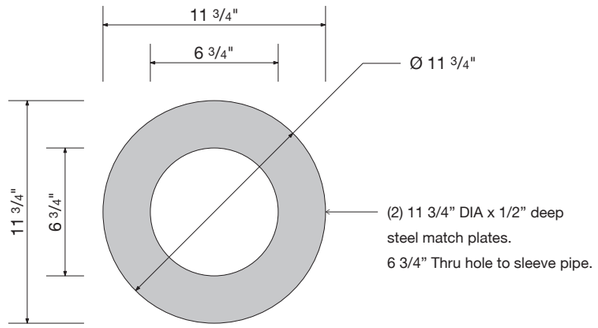
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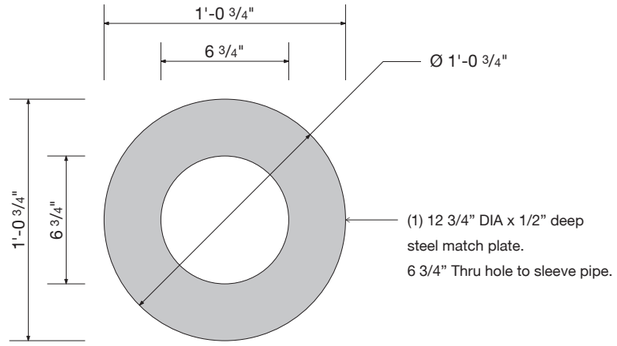
Pole/Plate Detail

Scale: 3/4" = 1'



Inner Rings

Scale: 1 1/2" = 1'



Upper Ring

Scale: 1 1/2" = 1'

Color:	Blue	Black	N/A	N/A	N/A	N/A	N/A	E01
Paint Finish:	N/A	MP Black	N/A	N/A	N/A	N/A	N/A	Pylon
Vinyl:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Quantity: 1 / Square Feet: 99
Digital Print:	2752C	N/A	N/A	N/A	N/A	N/A	N/A	Single Face: ☐ / Illuminated: ■
Other:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Double Face: ■ / Non-Illuminated: ☐

ALBRECHT SIGNS

DESIGN | FABRICATION | INSTALLATION | SERVICE

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Customer Signature of Approval

LED Module	Power Supply
Type	Type
Units	Units

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ENCROACHMENT AGREEMENT

THIS AGREEMENT ("Agreement") is made this _____ day of _____, 2020, by and between the **CITY OF RAMSEY**, a municipal corporation under the laws of the State of Minnesota ("City"), and **Name Brand Self Storage Ramsey LLC,** and their successors and assigns ("Landowner").

RECITALS:

WHEREAS, Landowner is the fee owner of the real property generally located at the northeast corner of the intersection of Bunker Lake Blvd and Town Center Dr NW and the northwest corner of the intersection of Bunker Lake Blvd and Rhinestone St NW, Ramsey, Minnesota and legally described as follows:

Lot 1, Block 1, Name Brand First Addition, according to the recorded plat thereof, Anoka County, Minnesota.

(the "Property"); and

WHEREAS, the City currently has Drainage and Utility Easements over, under and across a portion of the Property, as dedicated to the public pursuant to the Plat known as "Name Brand First Addition" recorded in the Office of the County Recorder, Anoka County, Minnesota, which easements are shown on Exhibit "A" attached hereto and made a part hereof.

WHEREAS, Landowner seeks permission from the City to encroach upon the Drainage and Utility Easements (the "Easements") to install and maintain a pylon sign that is ninety-nine (99) square feet in area and twenty-five (25) feet in height (the "Sign").

WHEREAS, the Sign would be located in the southwest corner of the Property approximately ten (10) feet from both the west and south boundary lines of the Property as shown on Exhibit "B".

NOW, THEREFORE, in consideration of the mutual covenants contained herein and other good and valuable consideration, the parties agree as follows:

1. The City hereby approves an encroachment on and over the Easements by Landowner for the purposes of installing and maintaining the Sign as shown on Exhibit "B" over that part of the Easements as shown in Exhibit "C" subject to the terms of this Agreement. Landowner shall not expand the Sign in size or height unless approved in writing by the City and no change in the existing grade by Landowner is allowed under this Agreement.

2. Nothing in this Agreement shall be deemed a waiver or abandonment of the City's rights under the Easements.

3. The Landowner shall be responsible for all costs relating to use, maintenance and repair of the Sign.

4. Landowner agrees that if the City, during its normal construction, reconstruction, maintenance and/or repair of the public utilities of the City located within the Easements including, but not limited to, watermain, sanitary sewer and/or storm sewer systems, deems it necessary and expedient to excavate within the Easements, Landowner shall be responsible for removing, reconstructing and/or repairing the Sign and the City's only obligation shall be to fill the excavated area and level the same to the grade that it was prior to the City's excavation. Not withstanding the above, in the event the City finds it is necessary to completely and totally restore easement area, the landowner agrees to remove the Sign that has been placed in the Easements. Landowner will promptly comply with said removal request at their expense and will remove the Sign within sixty (60) days of the written request by the City.

5. In the event that Landowner fails to take any action required in this Agreement and the City is required to repair, reconstruct or take other actions to maintain the City's utilities, as a result of the Landowner's use and maintenance of the Sign, the City may take any and all actions permitted by law to collect the costs of those repairs and the City may further levy an assessment against the Property for all costs incurred by the City. Landowner waives any and all rights to challenge or appeal the assessment.

6. Landowner and their successors and assigns do hereby agree to defend, indemnify, and hold the City harmless from any and all costs and expenses, all claims and liability, including attorney's fees, relating to or arising from granting the Landowner permission to encroach on the Easements for the maintenance, use, and operation of the Sign.

7. All notices, requests, demands and other communications hereunder shall be in writing and shall be deemed given if personally delivered or mailed, certified mail, return receipt requested, to the following:

TO CITY: Colleen Lasher, City Clerk
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

TO LANDOWNER: Name Brand Self Storage Ramsey LLC
901 West Main Street, Ste 102
Anoka, MN 55303

or to any successors or assigns of the Landowner or City, or any future address of the Landowner or City, if Landowner or City gives the other party notice of said change of address as provided pursuant to the provision for notice herein.

8. This Agreement shall be recorded against the title to the Property and shall be enforceable against Landowner's successors and assigns.

CITY OF RAMSEY

By: _____ By: _____
John LeTourneau, Mayor Kurtis G. Ulrich, City Administrator

STATE OF MINNESOTA)
)ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this ____ day of _____, 2020, by John LeTourneau and Kurtis G. Ulrich, respectively the Mayor and City Administrator of the City of Ramsey, a Minnesota municipal corporation, on behalf of the corporation and pursuant to the authority granted by its City Council.

_____
Notary Public

LANDOWNER:

Name Brand Self Storage Ramsey LLC

By: _____

Its: Managing Member _____

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 20__, by Josh Peterson, the Managing Member of Name Brand Self Storage Ramsey LLC, a Limited Liability Company (Domestic) under the laws of Minnesota, on behalf of the LLC.

_____
Notary Public

Drafted by:
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

EXHIBIT "A"
Name Brand First Addition Plat

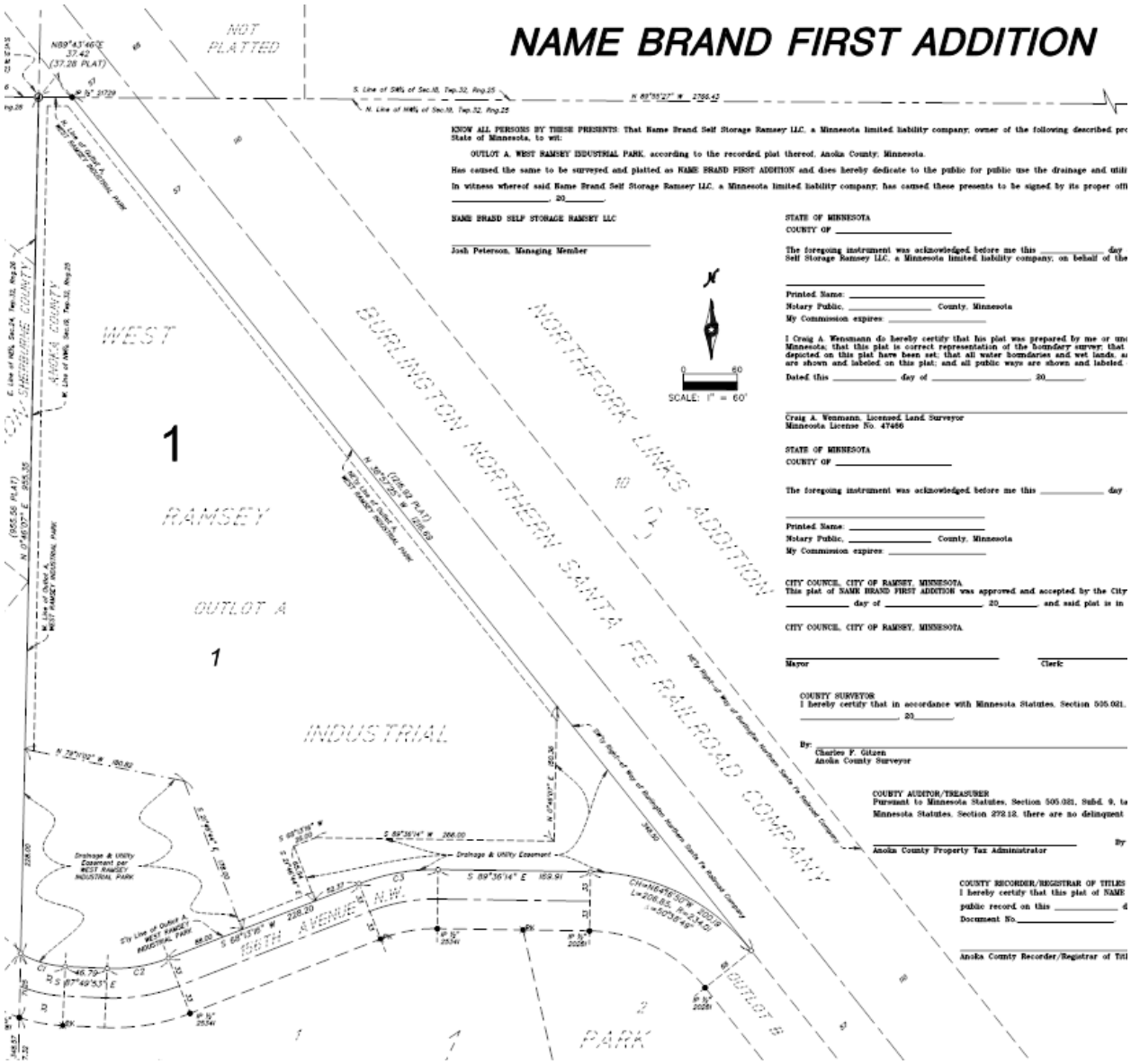
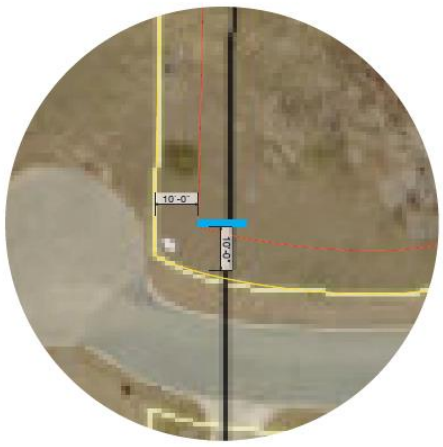


EXHIBIT "B"
Sign Design





EXHIBIT "C"
Sign Location





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

RESOLUTION #20-029

RESOLUTION APPROVING AN EASEMENT ENCROACHMENT AGREEMENT FOR A PYLON SIGN TO BE INSTALLED IN A DRAINAGE AND UTILITY EASEMENT ON LOT 1, BLOCK 1 NAME BRAND FIRST ADDITION AND DECLARING TERMS OF SAME

WHEREAS, Name Brand Self Storage Ramsey LLC, hereinafter referred to as the "Applicant", has requested an Encroachment Agreement to facilitate the installation of a pylon sign (the "Sign") within a drainage and utility easement (the "Easement") on the property legally described as follows:

Lot 1, Block 1 Name Brand First Addition

("Subject Property")

WHEREAS, the Applicant still needs to apply for and receive a Permanent Sign Permit to install the Sign on the Subject Property; and

WHEREAS, the Engineering Department has reviewed the request and has determined that the Easement can still function as designed with the encroachment of the Sign; and

WHEREAS, the City Council reviewed the request on February 24, 2020.

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

1. That, contingent upon the **Applicant** entering into an Easement Encroachment Agreement with the **City** and recording said agreement against the **Subject Property**, the **Applicant** may install and maintain the **Sign** in accordance with the terms and conditions contained within the Easement Encroachment Agreement.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this

the 24th day of February, 2020.

CITY OF RAMSEY

By:_____ By:_____
Mayor City Clerk

STATE OF MINNESOTA)
) SS.
COUNTY OF _____)

On this _____day of _____, 2020, before me a Notary Public personally appeared John LeTourneau and Colleen Lasher, to me personally known, who, being each by me duly sworn, did say that they are respectively the Mayor and City Clerk of the City of Ramsey, the Municipal Corporation named in the foregoing instrument, and seal affixed to said instrument is the corporate seal of said Municipal corporation, and the said instrument was signed and sealed on behalf of said Municipal Corporation by authority of its City Council, and said John LeTourneau and Colleen Lasher acknowledge said instrument to be the free act and deed of said Municipal Corporation.

_____
Notary Public

This document drafted by:
The City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

CC Regular Session **5. 10.**

Meeting Date: 02/24/2020

Submitted For: Sean Sullivan, Community Development

By: Sean Sullivan, Community Development

Information

Title:

Adopt Resolution #20-033 Approving Extension to Commercial Real Estate Brokerage Services with CBRE

Purpose/Background:

Purpose:

The purpose of this case is to review the City's strategy for real estate management for city-owned parcels listed by CBRE and to consider an extension to the listing agreement.

Background:

City staff has been working with CBRE to sell city owned parcels. At this time, the Listing Agreement is limited to listings within The COR. The City self-lists properties outside of The COR. The Listing Agreement expired on February 1, 2020. Over the course of the last six months the City has closed on Parcel 45 (West Armstrong Retail project), and entered into purchase agreements with GiGi's Salon and Cobblestone Hotel. CBRE has brought multiple leads to the city for multiple sites that include housing developers and other commercial users during the past 6 months. CBRE has worked on the City behalf for the GiGi's Salon PA and has continued to market city parcels online and with their contacts.

City staff has been satisfied with the work done by CBRE to this point and would recommend to continue to utilize their services until August 1, 2020 and to continue to evaluate. The proposed Amendment to Listing Agreement does not add or reduce the amount of parcels that are listed and the terms remain the same. A registration letter for expired users has been provided in the event that the contract is not extended. These users are subject to the 180 day term in paragraph 10 of the attached listing agreement.

In late 2018, Anoka County added a regional economic development presence to Anoka County as presented to the EDA in the past. The City of Ramsey is included in this partnership and has the opportunity to list its properties on the Minnesota Commercial Association of Realtors (MNCAR) listing service at a nominal cost and is taking advantage of that service.

Notification:

Notification is not required.

Observations/Alternatives:

Alternatives include, but are not limited to the following:

1. Recommend approval of Amendment to Listing Agreement as presented..
2. Amend Amendment to Listing Agreement on the number of properties listed for specific properties, commission, look-back period, or other standards.
3. Seek proposals from other real estate brokers.
4. List and market properties utilizing City Staff.
5. Something else.

Funding Source:

There is no immediate or initial up front costs. CBRE is only paid at time of sale, and a commission is deducted from the gross sales price rather than an hourly rate.

Recommendation:

The EDA reviewed this item at its February 13th meeting and passed a motion to recommend approval of the attached draft Amendment to Listing agreement, extending the contract with CBRE to August 1, 2020

Action:

Motion to adopt Resolution #20-033 approving extension to Commercial Real Estate Brokerage Services with CBRE.

Attachments

Resolution #20-033
PID for Listing Map
Recent CBRE Land Transaction Summary
Draft CBRE Listing Amendment
Current CBRE Listing Agreement
Registration Letter 180 days

Form Review

Inbox	Reviewed By	Date
Sean Sullivan (Originator)	Sean Sullivan	02/19/2020 11:54 AM
Tim Gladhill	Tim Gladhill	02/20/2020 08:31 AM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:39 AM
Form Started By: Sean Sullivan		Started On: 02/14/2020 02:26 PM
Final Approval Date: 02/20/2020		

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

RESOLUTION #20-033

RESOLUTION APPROVING AN EXTENSION TO THE COMMERCIAL REAL ESTATE BROKERAGE SERVICES WITH CBRE

WHEREAS, since 2014, the City has contracted with CBRE for commercial real estate brokerage services to sell available City Owned Land; and

WHEREAS, the current contract expired January 31, 2020; and

WHEREAS, the proposed contract only includes listings inside the COR; and

WHEREAS, the proposed contract maintains previous terms from the prior contract and does not add additional properties..

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

1) That the Ramsey City Council hereby approves an extension to the amended contract with CBRE until August 1, 2020.

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

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 24th day of February, 2020.

_____

Mayor

ATTEST:

_____

City Clerk

Parcels Included in Map

Map ID	PID Numbers (s)		
11	113225430004		
13	203225310003		
28	273225440003		
37a	273225330006		
37b	273225330009	273225330017	
40	343225130005		
45	293225140009	293225140013	
55	273225340009		
42a	283225230012		
42b	283225230011		
42c	283225230013		
46	283225220058		
47c	283225310023		
47e	283225230018		
48a	283225240017		
48c	283225310025		
50a	283225410020		
52b	283225130092		
52c	283225130034	283225240005	

Closed Deals - CBRE

Project	Parcel	Listing Price	Sales Price	Lead Source	Commission Paid
Muni Center - Meadow Creek	6b	$ 260,000	$ 180,000	CBRE	$ 9,000
Muni Center - NIK	6a	$ 600,000	$ 616,690	CBRE	$ 30,834
AEON - Phase 1	52a	$ 185,000	$ 183,000	CBRE	$ 9,150
Centra Homes	51	$ 350,000	$ 295,000	CBRE	$ 14,750
Common Bond	47b	$ 400,000	$ 435,000	CBRE	$ 21,750
Inland / Affinity	48b	$ 585,446	$ 584,840	CBRE	$ 29,242
PSD, LLC	49	$ 2,350,000	$ 1,897,090	CITY	$ 94,854
Coastal Living / Morning Sun	53b	$ 105,000	$ 170,000	CBRE	$ 8,500
Stone Brook Academy	47d	$ 200,000	$ 121,852	CBRE	$ 6,091
Purmort Homes	54	$ 400,000	$ 5,000	CITY	$ 3,500
PSD LLC - W Armstrong (SWAP)	45	$ 960,000	$ 621,019	CITY	$ -
		$ 6,395,446	$ 5,109,491		$ 227,671

Pending PA's

Project	Parcel	Listing Price	Sales Price	Lead Source	Commission Paid
Capstone Homes - ROW	13a	$ 45,000	$ 27,750	CBRE	5%
Rob Hardy - RGH Ramsey	42a, b, c	$ 2,059,517	$ 1,383,464	CITY	5%
Cobblestone	Part 47e	$ 428,630	$ 326,700	CITY	3% gross
GiGi's Salon	Part 47e	$ 392,040	$ 261,360	CITY	3%,3%
		$ 2,925,187	$ 1,999,274		

AMENDMENT TO LISTING AGREEMENT

CBRE, INC.
BROKERAGE AND MANAGEMENT
LICENSED REAL ESTATE BROKER

February 1, 2020

This is an Amendment to the Exclusive Sales Listing Agreement ("Listing") dated July 10, 2019 between City of Ramsey ("Owner") and CBRE, INC. ("Broker") for the real property described as Multiple Land Parcels, City of Ramsey, Minnesota.

1. Parcel 50a - 28-32-25-41-0020
2. Parcel 52b - 28-32-25-13-0092
3. Parcel 47c - 28-32-25-31-0023
4. Parcel 47e - 28-32-25-23-0018
5. Parcel 46 - 28-32-25-22-0058
6. Parcel 42a -7994 Sunwood Drive - 28-32-25-23-0012
7. Parcel 42b - 7990 Sunwood Drive - 28-32-25-23-0011
8. Parcel 42c - 7992 Sunwood Drive- 28-32-25-23-0013
9. Parcel 48a - 28-32-25-24-0017
10. Parcel 48c - 28-32-25-31-0025

Owner and Broker hereby agree to amend the Listing as follows:

1. That the Listing Term be extended for another period commencing February 1, 2020 and ending midnight July 31, 2020.

2. All other terms and conditions remain the same.

As used herein the term "Owner" shall be deemed to include a tenant wishing to affect a sublease, lease assignment or lease cancellation.

Except as expressly set forth in this Amendment, the Listing shall remain in full force and effect.

BROKER:

CBRE, Inc.
Licensed Real Estate Broker

By: _____
Jeffrey V. Giovanazzo
Title: Managing Director

Address: 800 LaSalle Avenue
Suite 1900
Minneapolis, MN 55402

Telephone: (952) 924-4600

Date: February 4, 2020

OWNER:

City of Ramsey

By: _____

Title: _____

Address: _____

Telephone: ( )

Date: _____

#333635

Minnesota Sale/Lease Disclosures

Property: Multiple Land Parcels, City of Ramsey, Minnesota

Seller/Landlord Disclosure of Material Facts, Delivery of Reports, and Compliance with Laws. Sellers/landlords are hereby requested to disclose directly to buyers/tenants all facts known to sellers/landlords that materially affect the value or desirability of the Property and are not readily observable nor known to the buyer/tenant, including, but not limited to, facts regarding hazardous materials, zoning, construction, design, engineering, soils, title, survey, fire/life safety, proneness to natural hazards such as earthquakes, and other matters, and to provide buyers/tenants with copies of all reports in the possession of or accessible to sellers/landlords regarding the Property. Sellers/landlords and buyers/tenants must comply with all applicable federal, state and local laws, regulations, codes, ordinances and orders, including, but not limited to, the 1964 Civil Rights Act and all amendments thereto, the Foreign Investment in Real Property Tax Act, the Comprehensive Environmental Response Compensation and Liability Act, and The Americans With Disabilities Act.

Americans with Disabilities Act (ADA). The Americans With Disabilities Act (42 United States Code §12101 et seq.) and other federal, state and local requirements may require changes to the Property. Have your experts investigate and evaluate these matters.

Taxes. Sales, leases and other real estate transactions can have federal, state and local tax consequences. In sales transactions, Internal Revenue Code §1445 requires buyers to withhold and pay to the IRS 15% of the gross sales price within 20 days of the date of a sale unless the buyers can establish that the sellers are not foreigners, generally by having the sellers sign a Non-Foreign Seller Affidavit. Depending on the structure of the transaction, the tax withholding liability can exceed the net cash proceeds to be paid to sellers at closing. Have your experts investigate and evaluate these matters.

Flood Zones. Many lenders require flood insurance for properties located in flood zones, and government authorities may regulate development and construction in flood zones. Whether or not located in a flood zone, properties can be subject to flooding and moisture problems, especially properties on a slope or in low-lying areas. Buyers/tenants should have their experts confirm whether the Property is in a flood zone and otherwise investigate and evaluate these matters.

Fires. Properties, whether or not located in a fire hazard zone, are subject to fire/life safety risks and may be subject to state and local fire/life safety-related requirements, including retrofit requirements. Have your experts investigate and evaluate these matters.

Hazardous Materials and Underground Storage Tanks. Due to prior or current uses of the Property or in the areas or the construction materials used, the Property may have hazardous or undesirable metals (including but not limited to lead-based paint), minerals (including but not limited to asbestos), chemicals, hydrocarbons, petroleum-related compounds, or biological or radioactive/emissive items (including but not limited to electrical and magnetic fields) in soils, water, building components, above or below-ground tanks/containers or elsewhere in areas that may or may not be accessible or noticeable. Such items may leak or otherwise be released. If the Property was built before 1978 and has a residential unit, sellers/landlords must disclose all reports, surveys and other information known to them regarding lead-based paint to buyers/tenants and allow for inspections (42 United States Code §4851 et seq.). Have your experts investigate and evaluate these matters.

Property Inspections and Evaluations. Buyers/tenants should have the Property thoroughly inspected and all parties should have the transaction thoroughly evaluated by the experts of their choice. Ask your experts what investigations and evaluations may be appropriate as well as the risks of not performing any such investigations or evaluations. Information regarding the Property supplied by the real estate brokers has been received from third party sources and has not been independently verified by the brokers. Have your experts verify all information regarding the Property, including any linear or area measurements, the availability of all utilities, applicable zoning, and entitlements for the intended use. All work should be inspected and evaluated by your experts, as they deem appropriate. Any projections or estimates are for example only, are based on assumptions that may not occur, and do not represent the current or future performance of the property. Real estate brokers are not experts concerning, nor can they determine if any expert is qualified to provide advice on, legal, tax, design, ADA, engineering, construction, soils, title, survey, fire/life safety, insurance, hazardous materials, or other such matters. Such areas require special education and, generally, special licenses not possessed by real estate brokers. Consult with the experts of your choice regarding these matters.

CONSULT YOUR ADVISORS – This document has legal consequences. No representation or recommendation is made by Broker as to the legal or tax consequences of this Agreement or the transaction(s) which it contemplates. This form is not intended to substitute for any disclosures the law requires that the parties make to each other. These are questions for your attorney and financial advisors.

1900 LaSalle Plaza
800 LaSalle Avenue
Minneapolis; MN 55402
+1 952 924 4600

July 10, 2019

BY ELECTRONIC MAIL
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Attention: Sean Sullivan and Kurt Ulrich

Re: ***Exclusive Sales Listing Agreement***
Multiple Land Parcels, City of Ramsey, Minnesota ("Property")
Vacant Land Exhibit B

Dear Sean and Kurt,

Thank you for selecting CBRE, Inc. ("CBRE") to represent you. The terms of our engagement are contained in this agreement ("Agreement").

1. This Agreement shall terminate six months from August 1, 2019 ("Term").

2. During the Term, you appoint us your exclusive agent with the right to list and market the Property for sale and to negotiate agreements for the sale of the Property (which includes portions thereof). If, during the Term, the Property is removed from the market because escrow is opened or an offer to purchase the Property is accepted, and if the sale is not consummated for any reason, then the Term will be extended by the longer of the number of days that (i) escrow was open or (ii) the Property was removed from the market, but in no event more than 180 calendar days in the aggregate.

3. We will commit the appropriate number of qualified and licensed professionals to this engagement. Your "Listing Team" is comprised of Brian Pankratz. We will have the right to change members of the Listing Team as necessary and appropriate. The Listing Team shall owe you duties of trust, confidence and loyalty.

4. We will offer the Property at an initial listing price that is per separate agreement and Acceptable to Owner, although the Property may be sold upon such other terms as you may agree. However, it is your right to: (a) approve, modify, reject or disapprove any and all proposals and offers as well as any prospective purchasers for the Property and (b) adjust the terms and conditions of any offer made, including but not limited to, adjusting the Property's listing price.

5. We will work with you to create and implement a sales strategy for the Property, including preparation of appropriate and customary marketing materials (such as an offering brochure). In developing the strategy, we will rely on (without requirement to verify) any information provided to us by you, your agents, affiliates and/or any of the Property's managers. However, we will not issue any written marketing materials without your prior written approval. Further, you authorize us to place one or more signs on the Property as we deem appropriate.

6. The success of this engagement relies, in part, on cooperation and communication between City of Ramsey and CBRE Listing Team. Therefore, you agree to: (i) provide us with all available information to assist us in marketing the Property; (ii) make CBRE Listing Team aware of all inquiries regarding CBRE listed properties; and (iii) work with CBRE Listing Team to conduct

negotiations with prospective purchasers as needed. If a prospective buyer is a City generated lead that has not had prior discussions with CBRE Listing Team, and CBRE services are not required, CBRE commissions will be reduced from 5% to 3%..

7. You represent that you either are the fee owner of or otherwise have control over the Property. You further represent that you have full authority to enter into this Agreement without violating anyone else's rights, or any other agreements or contractual obligations.

8. We will present all offers to you and assist you in developing and negotiating counteroffers until a PSA is signed and all contingencies are satisfied or waived. You agree that you and/or your legal counsel are solely responsible for determining the legal sufficiency of the documents related to this engagement and the tax consequences of any transaction. You are also responsible for evaluating any offers and determining with whom you will negotiate or enter into a transaction. While we may assist you in gathering reasonably available information, we cannot represent or warrant the creditworthiness of any prospect and/or their ability to satisfy their obligations under a purchase agreement. All final business and legal decisions shall be made solely by you. Notwithstanding any designation of us as "agent" in this Agreement, we will have no right, power, or authority to enter into any agreement with any prospective purchaser, real estate broker, or any other person in the name of, on behalf of, or otherwise binding upon you.

9. **NOTICE: THE COMPENSATION FOR THE SALE, LEASE, RENTAL, OR MANAGEMENT OF REAL PROPERTY SHALL BE DETERMINED BETWEEN EACH INDIVIDUAL BROKER AND THE BROKER'S CLIENT.**

10. We will earn (and you agree to pay) a commission in accordance with this Agreement and the attached Commission Schedule (Exhibit "A") if either of the following occur:

    (a) during the Term, you sell the Property to a purchaser, whether procured by us, you or anyone else; or

    (b) within one hundred eighty (180) days after the expiration of the Term or after the Agreement otherwise terminates (the "Override Period"), the Property is sold to, or negotiations continue, resume or commence and thereafter continue leading to a sale of the Property to any person or entity (including his/her/its successors, assigns or affiliates) with whom, during the Term, CBRE either negotiated (either directly or through another broker or agent) or to whom the Property was submitted during the Term ("Existing Prospect"). You agree that CBRE is authorized to continue negotiations with Existing Prospects. We will submit to you a list of such Existing Prospects in a "Protective List" within seventy-two (72) hours following the expiration or termination of the Term as required by M.S.A. §82.66(1); provided, however, that if a written offer has been submitted prior to said expiration or termination date, then it shall not be necessary to include the offeror's name on the list. The protective list may include only persons who have, during the Term, either made an affirmative showing of interest in the property by responding to an advertisement, or by contacting the Broker or having been physically shown the property by the Broker.

NOTICE: IF YOU RELIST WITH ANOTHER BROKER WITHIN THE OVERRIDE PERIOD AND THEN SELL YOUR PROPERTY TO ANYONE WHOSE NAME APPEARS ON THIS LIST, YOU COULD BE LIABLE FOR FULL COMMISSIONS TO BOTH BROKERS. IF THIS NOTICE IS NOT FULLY UNDERSTOOD, SEEK COMPETENT ADVICE.

11. You agree that we are authorized to cooperate with and, if appropriate, share our commission with "Cooperating Brokers" (such as a broker representing a purchaser). We will be responsible for paying the fee or commission due to the Cooperating Broker (if any) provided the Cooperating Broker: (i) represents the prospective purchaser pursuant to a written agreement, a copy of which is furnished to us prior to the execution of the transaction; (ii) is properly licensed; and (iii) executes and delivers to us an acceptable cooperating brokerage agreement. Market conditions may exist whereby the Cooperating Broker receives an above-standard fee and/or broker bonus. If so, our commission shall be increased by (and you agree to pay) an amount such that we receive no less than 50% of the total fee in accordance with the Commission Schedule.

12. If you lease the Property to anyone during the Term or Post-Term, you agree to pay CBRE a lease commission in accordance with Exhibit A.

13. The Listing Team are your designated agents to the exclusion of all of CBRE's other licensees. All other CBRE licensees shall be referred to as "Non-Listing Team Agents" and shall be considered Cooperating Brokers. You acknowledge that we are an international brokerage firm and that we may represent prospective purchasers. You consent to the representation of such prospective purchasers by Non-Listing Team Agents and consent to any dual agency created by such representation. You acknowledge that Non-Listing Team Agents owe duties of trust, confidence and loyalty exclusively to their clients. The Listing Team and Non-Listing Team Agents shall not disclose the confidential information of one principal to the other.

14. Questions regarding environmental and zoning issues may arise during the course of our representation. CBRE is not obligated to perform, and has not made any investigation of the physical conditions or zoning issues relating to the Property. You agree to disclose to us and allow us to disclose to prospective purchasers everything you know (after reasonable inquiry by you) regarding present and future property issues including, but not limited to, structural, mechanical, hazardous materials, zoning and environmental matters affecting the Property and/or the Property's condition.

15. If the Property becomes the subject of foreclosure proceedings before the expiration of the Term, then in our sole and absolute discretion we may: (a) suspend this Agreement until we may elect to reinstate it or (b) terminate this Agreement and enter into a listing agreement with any receiver, party initiating foreclosure, party purchasing the Property at a foreclosure sale, or any other third party.

16. While we are confident that our relationship will be mutually satisfactory, if there is a dispute between us, then we agree to resolve it subject to the following:

    (a) if either party institutes a legal proceeding against the other party relating to this Agreement, the prevailing party shall recover from the non-prevailing party all of its (i) reasonable attorneys' fees and costs, (ii) expert-related fees and costs and (iii) other related expenses. All past due amounts shall bear interest at twelve percent (12%) per annum or the maximum rate permitted in the state in which the Property is located. No party will be entitled to punitive, special and/or consequential damages, and we each waive all rights to and claims for relief other than for compensatory damages; and

    (b) **WHERE PERMITTED BY LAW, WE EACH KNOWINGLY AGREE TO WAIVE ANY AND ALL RIGHTS TO HAVE A DISPUTE ON ANY MATTER RELATING TO, OR ARISING FROM THIS AGREEMENT DETERMINED BY A JURY.**

17. You and CBRE agree to comply with all applicable laws, regulations, codes, ordinances and administrative orders. Further, we both acknowledge that: (a) it is illegal to refuse to display or lease or sell to or from any person because of one's membership in a protected class, *e.g.*: race, color, religion, national origin, sex, ancestry, age, marital status, physical or mental handicap, familial status or any other class protected by applicable law and (b) the Property will be offered in compliance with all applicable anti-discrimination laws.

18. This Agreement is our entire agreement and supersedes all prior understandings between us regarding this engagement and is governed by the laws of the state where the Property is located, without regard to its conflict of laws principles. This Agreement will be binding and inure to the benefit of our lawful representatives, heirs, successors, designees and assignees. It may not be altered or terminated except in a writing signed by both you and CBRE. Neither party's failure to exercise any of its rights under this Agreement will relieve the other party of its obligations hereunder. Nothing herein is or may be deemed a waiver or full statement of any of our rights or remedies, whether at law or in equity, all of which are expressly reserved. If any provision of this Agreement is unenforceable or void under applicable law, the remaining provisions will continue to be binding. This Agreement and the rights, interests or obligations created hereunder will not be assigned by either of the parties without the prior written consent of the other party. We each agree that we have both participated in the negotiation and drafting of this Agreement. You acknowledge that the person signing this Agreement on your behalf has your full authority to execute it. This

Agreement will be binding whether signatures are exchanged electronically or by hand, by mail, by fax, by electronic transfer or image, by photocopy or in counterparts.

19. Either party can cancel the Listing Agreement after 6 months with 30 day written notice.

Thank you again for this opportunity. We look forward to working with you.

Very truly yours,

CBRE, Inc.
Licensed Real Estate Broker

By: _____
Name: Jeff Giovanazzo
Title: Managing Director

Date: July 18, 2019

AGREED:

City of Ramsey

By: _____
Name: Kurtis G. Ulrich
Title: City Administrator

Date: 7-29-19

EXHIBIT A – Commission Schedule

A. *Sale.* As to sales of real property, CBRE's commission shall be five percent (5%) of the gross sales price. If a cooperating broker or salesperson procures the sale, the commission will be seven percent (7%) of the gross sales price. Gross sales price shall include any and all consideration received or receivable, in whatever form, including but not limited to assumption or release of existing liabilities. In the event this sale is in connection with a "build to suit" transaction, the commission shall be calculated on the gross sales price plus the gross construction cost of the building to be constructed on the Property. The commission shall be earned and paid on the date title to the Property is transferred to the purchaser; provided, however, that if the transaction involves an installment contract, then payment shall be made upon execution of such contract. In the event you contribute or convey the Property or any interest therein to a corporation, joint venture, partnership, or other business entity, the commission shall be calculated on the fair market value of the Property or the portion thereof that is so transferred, and shall be earned and paid at the time of the contribution or transfer. If you are a partnership, corporation, or other business entity, and an interest in the partnership, corporation or other business entity is transferred, whether by merger, outright purchase or otherwise, in lieu of a sale of the Property, and applicable law does not prohibit the payment of a commission in connection with such sale or transfer, the commission shall be calculated on the fair market value of the Property, rather than the gross sales price, multiplied by the percentage of interest so transferred, and shall be paid at the time of the transfer.

1. *Definitions.* Under this Agreement the terms "sell," "sale" or "sold" shall mean: (a) an exchange of the Property; (b) the granting of an option to purchase the Property; or (c) any other transfer, conveyance or contribution of a controlling interest in the Property or in the entity which owns the Property, including, but not limited to, situations where you are a corporation, partnership or other business entity and a controlling interest in such corporation, partnership or other business entity is transferred, whether by merger, outright purchase or otherwise, in lieu of a sale of the Property.

2. *Option to Purchase.* If you grant an option to purchase the Property, you agree to pay us a commission in accordance with this Commission Schedule, on the price paid for the option and for any extensions when you receive payment for any such option and/or extensions. If the option is exercised, whether during the Term or after, we will earn a further commission in accordance with this Agreement. Notwithstanding the foregoing, to the extent that all or part of the price paid for the option or any extension thereof is applied to the sales price of the Property, then any commission previously paid by you to us on account of the option payments will be credited against the commission payable to us on account of the exercise of the option.

3. Broker (CBRE) shall receive a minimum fee based on a sales price of $1.50 per gross SF for the sale of any industrial or office land and a minimum fee of $5,000.00 for the sale of any residential parcel of land $5,000.00 for the sale of any residential parcel of land greater than $45,000; and, a minimum fee of $3,500.00 for the sale of any residential parcel of land less than or equal to $45,000.

4. If a potential prospect/buyer is generated by the City of Ramsey with no prior contact or discussions with/from CBRE than the commission will be reduced to 3% of the gross sales price to calculate commissions. If potential buyer generated by City of Ramsey has a cooperative broker the CBRE Listing Team commission will be equal to the cooperative broker and in no event will be no higher than 3.5%.

EXHIBIT B – Subject Parcels

1. Parcel 50a - 28-32-25-41-0020
2. Parcel 52b - AEON 2 Parcel-28-32-25-13-0092
3. Parcel 47c - 28-32-25-31-0023
4. Parcel 47e - 28-32-25-23-0018
5. Parcel 46 - 28-32-25-22-0058
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9. Parcel 48a -28-32-25-24-0017
10. Parcel 48c - 28-32-25-31-0025

Owner Marketing Approval

Property Name:	City of Ramsey Land Parcels
Property Address:	**Ramsey, MN**
Broker(s):	Brian Pankratz

I hereby authorize CBRE to actively market the above-referenced property for signage, spec sheets, brochures, postcards, company web page, campaign logic, MNCAR, Co-Star & Loopnet:

TOTAL BUILDING SQUARE FOOTAGE:	
AVAILABLE SQUARE FOOTAGE:	
OFFICE SQUARE FOOTAGE:	
WAREHOUSE SQUARE FOOTAGE:	
LOT AREA:	***66.27***
CLEAR HEIGHT:	
LOADING:	
CONSTRUCTION:	
YEAR BUILT:	
SPRINKLERED:	
POWER:	
COLUMN SPACING:	
PARKING:	
LEASE RATES/SALE PRICE:	
EST. 2019 REAL ESTATE TAXES: ***EST. 2019 CAM:*** ***EST. 2019 TOTAL:***	
COMMENTS:	

APPROVED this 29th **day of** July **, 2019**

City of Ramsey

Owner

By: _____

Title: City Administrator

© 2018 CBRE, Inc. The information about this property has been obtained from sources believed reliable. While we do not doubt its accuracy, we have not verified it and make no guarantee, warranty or representation about it. It is your responsibility to independently confirm its accuracy and completeness. Any projections, opinions, assumptions or estimates used are for example only and do not represent the current or future performance of the property. The value of this transaction to you depends on tax and other factors which should be evaluated by your tax, financial and legal advisors. You and your advisors should conduct a careful, independent investigation of the property to determine to your satisfaction the suitability of the property for your needs.

CBRE

Minnesota Sale/Lease Disclosures

Property: City of Ramsey Land

Seller/Landlord Disclosure of Material Facts, Delivery of Reports, and Compliance with Laws. Sellers/landlords are hereby requested to disclose directly to buyers/tenants all facts known to sellers/landlords that materially affect the value or desirability of the Property and are not readily observable nor known to the buyer/tenant, including, but not limited to, facts regarding hazardous materials, zoning, construction, design, engineering, soils, title, survey, fire/life safety, proneness to natural hazards such as earthquakes, and other matters, and to provide buyers/tenants with copies of all reports in the possession of or accessible to sellers/landlords regarding the Property. Sellers/landlords and buyers/tenants must comply with all applicable federal, state and local laws, regulations, codes, ordinances and orders, including, but not limited to, the 1964 Civil Rights Act and all amendments thereto, the Foreign Investment in Real Property Tax Act, the Comprehensive Environmental Response Compensation and Liability Act, and The Americans With Disabilities Act.

Americans with Disabilities Act (ADA). The Americans With Disabilities Act (42 United States Code §12101 et seq.) and other federal, state and local requirements may require changes to the Property. Have your experts investigate and evaluate these matters.

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COMMERCIAL REAL ESTATE SERVICES

Brian Pankratz
Vice President

CBRE, Inc.
Land Services Group

4400 West 78th Street
Suite 200
Bloomington, MN 55435

952 924 4665 Tel
952 831 8023 Fax
612 296 6178 Cell

Brian.pankratz@cbre.com

January 31, 2020

City of Ramsey
c/o Sean Sullivan
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: REGISTRATION LETTER FOR EXPIRED LISTING - CITY OF RAMSEY, MN

Dear Sean:

Thank you very much for the continued opportunity to work with you over the term of our Listing Agreement and we wish to continue working with you towards a successful sale. Below you will find our list of registered clients per the Section 10 of the Listing Agreement should you decide to not extend the current Listing Agreement.

Please let me know if you have any questions or comments. We appreciate the opportunity and hope to continue to market the property and secure a viable buyer on your behalf.

List of Registered Clients including any associated affiliates:

1. M/I Homes-Hans Hagen Homes
2. Centra Homes
3. Pulte Homes
4. DR Horton
5. Lennar Homes
6. Excelsior Group
7. Capstone Homes
8. Purmort Homes
9. Hy-Vee
10. Fourteen Foods
11. Oppidan Development
12. Inland Development
13. PSD Development
14. Paxmar Development
15. Kwik Trip
16. Ryan Companies
17. Opus Development
18. Platinum Development
19. Sharp Associates

20. Coastal Living-Bill Gleason
21. AEON
22. CommonBond
23. Dominium
24. GS Land
25. Kraus Anderson
26. Shingobee Builders
27. Aldi
28. Border Foods
29. YMCA
30. Lifetime Fitness
31. Flagship Fitness-Fitness User
32. Overland Development
33. Casey's C-Store
34. Duffy Development
35. My Place Hotels
36. David Weekley Homes
37. New Horizon
38. KinderCare
39. Cobblestone Hotels
40. Christian Brothers Automotive
41. ABRA/Caliber Collision
42. Dental User/Ted Gonsior-Colliers

Existing Purchase Agreement's

1. RGH Ramsey LLC/Rob Hardy
2. Gigi's Salon

If you would like to further discuss, please call me at 952-924-4665.

Sincerely,



Brian Pankratz

CC Regular Session **5. 11.**

Meeting Date: 02/24/2020

By: Sean Sullivan, Community Development

Information

Title:

~~Adopt Resolution #20-040 Approving Listing of Northern Seven (7) Acres of Lot 1, Block 1, Bury and Carlson Addition~~ **Please Note: This case has been moved from the Consent Agenda to the Regular Agenda as item 7.7.**

Purpose/Background:

Purpose:
To provide an update relating to Anderson Dahlen Purchase Agreement and to obtain approval for the listing of the the north seven (7) acres of Lot 1, Block 1, Bury and Carlson Addition

Background:
The City did not receive a "Notice to Proceed" from Knoll Properties to move forward with their expansion on the North 9.3 acres of the Bury and Carlson site. Failure to give a "Notice to Proceed" by January 31, 2020 (end of "Inspection Period") terminates the Purchase Agreement. As a result, the City will refund the $67,500 Earnest Money according to the terms and conditions outlined in Paragraph 4(c) and 9(b). This is the third project proposed on this site that has not moved forward (previously Platinum Properties/Adrenaline Sports Center and Sharp Construction). Additionally, this scenario was conceived prior to execution of the Bunker Lake Industrial Park when developable industrial land was in scarce supply. The immediate urgency is not as strong as in previous years, but marketing this property does provide a number of economic development benefits.

The property is currently listed on MNCAR and Costar. Staff has received interest from two potential buyers and other brokers
while the property was under contract with Anderson Dahlen. Staff has obtained shovel ready certification for this site for the purposes of marketing and selling the site to the private sector for development. Staff believes that this site has the potential to develop by the private sector in the near future.

Staff is aware that that southern half of the site has been designated for the future Public Works Campus. The City did complete a Space Needs Analysis as it relates to the Future Public Works Campus that identified the northern 9 acres as potential for industrial development. Previous direction from the City Council has guided this property for private industrial development. The final planning and feasibility for the future Public Works Campus is now underway. As the final planning stages are underway for the Future Public Works Campus Site, the Public Works Department has requested that the City at least consider pausing listing a portion of this property until final plans and specifications are complete to ensure additional land is not necessary for public works use. An architect has been selected to prepare final plans and specification. As part of that process, it has been discussed re-evaluating the reuse of existing buildings on site, which may impact the space needs on this parcel. The Public Works Committee met on February 18, 2020 and recommended that 1.9 acres be removed from the listing to allow for time to determine if this land would be needed for the Public Works Campus.

Notification:
N/A

Observations/Alternatives:

The City Council could consider the following actions, subject to City Council approval.

1. Reduce the listing area to the northern seven (7) acres to allow time for the final plans and specifications for the Future Public Works Campus to be completed and to reconsider listing the additional 1.9 acres if it is not needed for the Public Works Campus.
2. Continue to list the full nine (9) acres for economic development purposes.
3. Pause listing all together until plans and specifications are complete for the Public Works Campus.

Funding Source:

This action is being handled under normal staff duties.

Recommendation:

The EDA and Public Works Committee recommend reducing the listing area to the northern 7 acres to allow time for the final plans and specifications for the Future Public Works Campus to be completed. The Public Works Committee asked to re-evaluate the listing once preliminary plans are completed for the Public Works Campus and consider adding back in the additional 1.9 acres.

Action:

Motion to adopt Resolution #20-040 approving Amended Listing for Lot 1, Block 1, Bury and Carlson Addition.

Attachments

Resolution #20-040

Site Location Map and Proposed Listing Area

Original Purchase Agreement

Current Purchase Agreement Extension

Form Review

Inbox	Reviewed By	Date
Sean Sullivan (Originator)	Sean Sullivan	02/19/2020 11:54 AM
Tim Gladhill	Tim Gladhill	02/20/2020 08:37 AM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:41 AM
Form Started By: Sean Sullivan		Started On: 02/18/2020 08:33 AM
Final Approval Date: 02/20/2020		

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

RESOLUTION #20-040

RESOLUTION APPROVING LISTING F NORTHERN SEVEN (7) ACRES OF LOT 1, BLOCK 1, BURY AND CARLSON ADDITION

WHEREAS, the City lists the Northern 9.3 Acres of Lot 1, Block 1, Bury and Carlson Addition for economic development purposes; and

WHEREAS, the City of Ramsey is in the process of designing the future Public Works Facility and it is possible that some additional land (1.9 acres) could be needed to complete the project efficiently; and

WHEREAS, the design process for the Public Works Campus should be complete in a few months.

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

1) That the Ramsey City Council hereby approves the listing of the Northern Seven (7) Acres for economic development purposes.
2) In the event that it is determined that the 1.9 acres is not needed for the Public Works Campus The Ramsey City Council approves the listing of the 1.9 acres for economic development purposes.

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

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

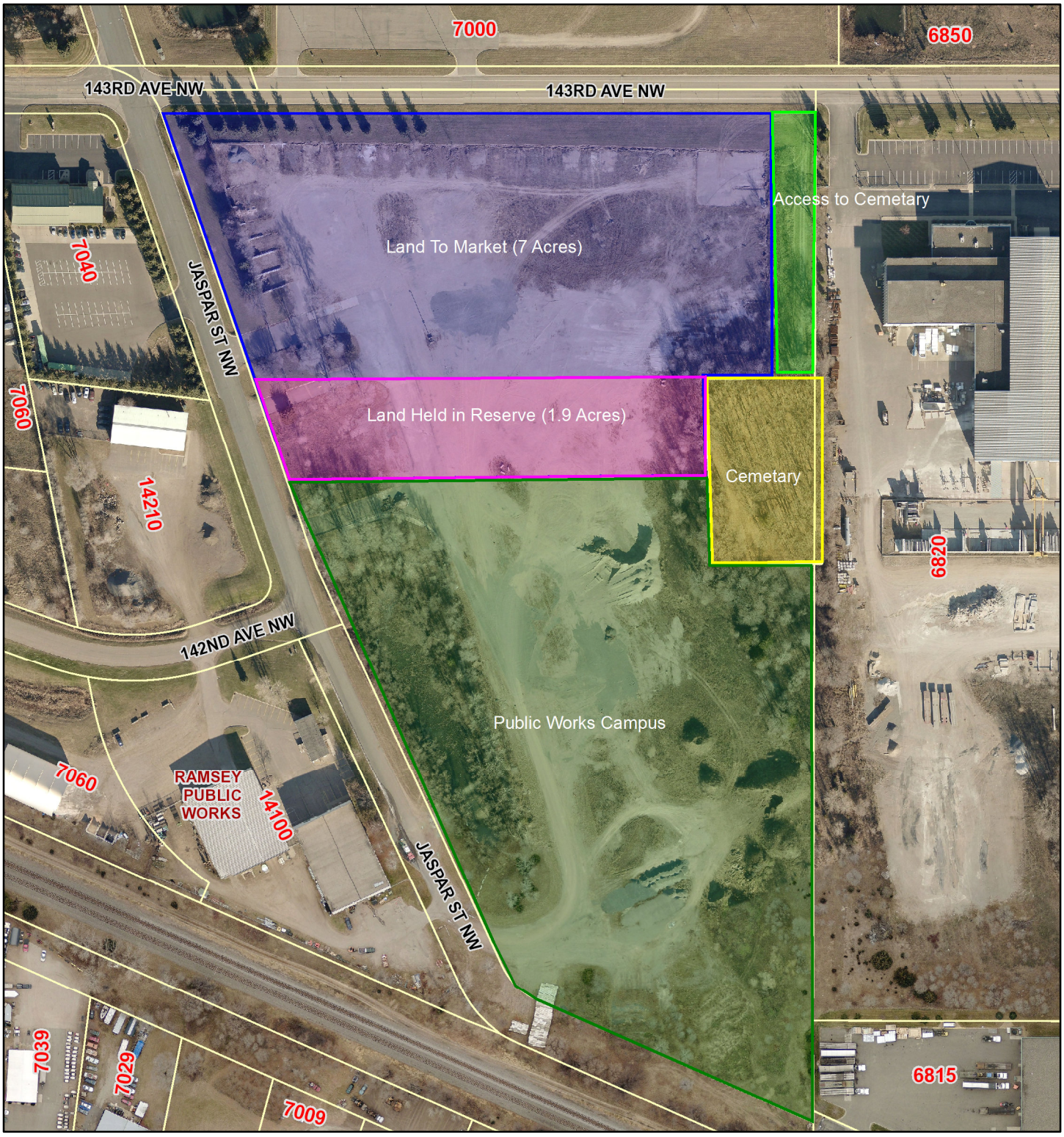
whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 24th day of February 2020.

_____
Mayor

ATTEST:

_____
City Clerk

Bury and Carlson Site Diagram



February 12, 2020

1:2,400

0 112.5 225 450 ft

0 30 60 120 m

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search,appraisal, survey, or for zoning verification.

PURCHASE AGREEMENT

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

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

1. **EFFECTIVE DATE.** The effective date of this Agreement is **April 23, 2019** (the "Effective Date").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller 9.3 acres of vacant land, legally described as follows:

   The North 9.3 acres of Lot 1, Block 1, Bury and Carlson Addition, Anoka County, Minnesota. (the "Property")

   Addresses: 7XXX 143rd Avenue Northwest, Ramsey, MN 55303

   Anoka County Property Identification: The North 9.3 acres of 27-32-25-34-0009;

3. **PURCHASE PRICE.** The purchase price for the Property is $675,000.00 (the "Purchase Price").

4. **EARNEST MONEY AND ADDITIONAL EARNEST MONEY.** Within (5) business days after the Effective Date, Buyer must deposit the sum of $67,500.000 (the "Earnest Money") with Commercial Partners Title Company, 200 South 6th Street, #1300, Minneapolis, MN 55402 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

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

b. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 22 as a result of a default by Seller).

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

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

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

6. **TITLE COMMITMENT.**

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

b. Buyer shall have until the date thirty (30) days after the receipt of the Title Commitment and the Survey (collectively, "**Title/Survey**") to review Title/Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception**." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of

Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

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

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

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

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

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

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

limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.

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

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

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

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

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

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

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

9. **INSPECTION PERIOD.**

   a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to **June 23, 2019** (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of

Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

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

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

10. DEFINITIONS. As used in this Agreement:

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

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

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

11. RELEASE. By accepting the deed to the Property, Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known

and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

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

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

Buyer: Knoll Properties , LLC
David Knoll
6850 Sunwood Drive NW
Ramsey, MN 55303
Email: knod@andersondahlen.com

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

13. **CLOSING.** This transaction shall close within 30 days after Buyer delivers a Notice to Proceed to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement; provided, however, Buyer may extend the Closing a total of two (2) times, each time for a period of thirty (60) days at a cost of Five Thousand and 00/100's Dollars ($5,000.00). Each $5,000.00 extension payment to the City shall be non-refundable, but applicable to the Purchase Price. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent to avoid the necessity for a Closing at which the Parties are present.

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

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

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

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

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

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

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

c. **Closing Costs.**

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

1. Seller's portion of the prorated property taxes.
2. Seller's own attorney's fees.
3. One-half the cost of any closing fees.
4. The cost of real estate broker commission fees as prescribed in Section 15.

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

1. Buyer's portion of prorated property taxes.

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

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

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction. To the extent allowed by law, Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party.

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

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

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

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

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

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

22. REMEDIES.

a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

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

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

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

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

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

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

28. **CONSTRUCTION DEADLINE.** Buyer shall obtain a certificate of occupancy from the City of Ramsey for the construction of a minimum of 60,000 SF manufacturing facility

on the Property by July 31, 2020. At Closing, a "Right of Re-Entry Agreement" must be executed and recorded to the Property providing that, in the event the above deadline is not met, Seller has the right to reclaim title to the parcel(s) for which a certificate of occupancy was not obtained or in the alternative, and at Seller's sole discretion, Buyer shall pay Seller a $150,000 penalty. In the event the penalty is not paid within 30 days of receipt of notice, Seller may certify the penalty to Anoka County as an assessment against the Property.

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

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

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: 4-26-2019, 2019
John LeTourneau, Mayor

By: _____ Dated: 4/26, 2019
Kurt Ulrich, City Administrator

BUYER: KNOLL PROPERTIES, LLC, a Minnesota Limited Liability Company.

By: _____ Dated: APRIL 25, 2019
David J. Knoll, Chief Manager

PURCHASE AGREEMENT

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

RECITALS

A. WHEREAS, Buyer and Seller previously entered into that certain Purchase Agreement dated effective April 23, 2019 (the "**Prior Agreement**"), wherein Buyer agreed to purchase the Property (as defined below).

B. WHEREAS, prior to the transaction closing, the Prior Agreement automatically terminated pursuant to its terms and is null and void and of no effect.

C. WHEREAS, Seller desires to sell the Property to Buyer, and Buyer desires to purchase the Property from Seller, pursuant to the terms and conditions set forth in this Agreement.

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

1. **EFFECTIVE DATE.** The effective date of this Agreement is **November 26, 2019** (the "**Effective Date**").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller 9.3 acres of vacant land, legally described as follows:

   The North 9.3 acres of Lot 1, Block 1, Bury and Carlson Addition, Anoka County, Minnesota.

   To be platted as Lot 1, Block 1, Anderson Dahlen South Addition, Anoka County Minnesota (the "**Property**")

   Addresses: 7XXX 143rd Avenue Northwest, Ramsey, MN 55303

   Anoka County Property Identification: The North 9.3 acres of 27-32-25-34-0009;

3. **PURCHASE PRICE.** The purchase price for the Property is $675,000.00 (the "**Purchase Price**").

4. **EARNEST MONEY AND ADDITIONAL EARNEST MONEY.** The parties agree that Buyer has deposited $67,500.000 (the "**Earnest Money**") with Commercial Partners Title Company, 200 South 6th Street, #1300, Minneapolis, MN 55402 ("**Escrow Agent**").

   a. Intentionally deleted.

   b. Upon Seller's receipt of a Notice to Proceed (as defined in Section 9(b) below) from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 22 as a result of a default by Seller).

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

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

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

6. **TITLE COMMITMENT.**

   a. Seller makes no representations or warranties with respect to the status of title to the Property; provided, however, Buyer shall have the rights described in subsection 6(b) below to satisfy itself as to the unconditional marketability of title to the Property. Within thirty (30) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "**Title Commitment**") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.

   b. Buyer shall have until December 31, 2019 to review the Title Commitment and the Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception.**" Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the

Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer and neither Party will have any further obligations under this Agreement ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, then Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

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

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

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

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

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

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

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

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

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

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

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

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

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

9. **INSPECTION PERIOD.**

a. Except as otherwise provided in Section 6, Buyer shall have through **January 31, 2020** (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use and the purchase and development of the Property is economically feasible; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-

plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

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

c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must immediately disburse to Buyer any Earnest Money Escrow Agent holds and neither Party will have any further obligations under this Agreement.

10. DEFINITIONS. As used in this Agreement:

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

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

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

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

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

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

Buyer: Knoll Properties , LLC
David Knoll
6850 Sunwood Drive NW
Ramsey, MN 55303
Email: knod@andersondahlen.com

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

13. **CLOSING.** This transaction shall close within 45 days after Buyer delivers a Notice to Proceed to Seller or on such other date as Seller and Buyer may establish by mutual, written agreement. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited

with the Escrow Agent and disbursed by the Escrow Agent to avoid the necessity for a Closing at which the Parties are present.

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

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

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

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

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

   i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted for to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay or will receive pursuant to Section 13(c), to Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and

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

c. **Closing Costs.**

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

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

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

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

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

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction. To the extent allowed by law, Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party.

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

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

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

19. ENTIRE AGREEMENT / MODIFICATION. The Recitals set forth above shall be considered a substantive part of this Agreement and are hereby incorporated by this reference. This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property, including the Prior Agreement. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties.

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

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

22. REMEDIES.

a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

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

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

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

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

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

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

28. **CONSTRUCTION DEADLINE.** Buyer shall obtain a certificate of occupancy from the City of Ramsey for the construction of a minimum of 60,000 SF manufacturing facility on the Property by December 31, 2020. At Closing, a "**Right of Re-Entry Agreement**" must be executed and recorded to the Property providing that, in the event the above deadline is not met, Seller has the right to reclaim title to the parcel(s) for which a certificate of occupancy was not obtained or in the alternative, and at Seller's sole discretion, Buyer shall pay Seller a $150,000 penalty. In the event the penalty is not paid within 30 days of receipt of notice, Seller may certify the penalty to Anoka County as an assessment against the Property.

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

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

[***Remainder intentionally left blank***]

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: 12/3/2019, 2019
John LeTourneau, Mayor

By: _____ Dated: 12/3/19 ~~, 2019~~
Kurt Ulrich, City Administrator

BUYER: KNOLL PROPERTIES, LLC, a Minnesota Limited Liability Company.

By: _____ Dated: 11/29/19, 2019
David J. Knoll, Chief Manager

CC Regular Session **7. 1.**

Meeting Date: 02/24/2020

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #20-036 Accepting Feasibility Report for 2020 Overlay Improvements, Improvement Project #20-02

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #20-036 accepting the Feasibility Report for 2020 Overlay Improvements, Improvement Project #20-02.

Background:

The street segments proposed to receive overlay improvements in 2020 per the 2020 – 2029 Capital Improvement Program (CIP) are located in the following residential developments:

- Klemish and Flores
- Sunfish Square
- Sunfish Square 2nd Addition
- Windemere Woods
- Windemere Woods 2nd Addition

On December 10, 2019, the City Council ordered Staff to prepare a Feasibility Report to explore the proposed improvements including whether they are feasible, necessary and cost-effective, whether they should be completed alone or in conjunction with other improvements, and to explore design options, if necessary. Estimated project costs and funding sources were also explored in more detail than was done to develop the Capital Improvement Program (CIP). A preliminary project schedule was also considered within the Feasibility Report. A copy of the final Feasibility Report is attached.

In general, the conclusions reached within the Feasibility Report are that the pavement sections of the streets proposed to receive overlays in 2020 per the current CIP are too thin and are not in good enough condition to support standard mill and overlay improvements. Therefore, the proposed improvements are not feasible or cost-effective from an engineering standpoint, and Staff does not support construction of the 2020 bituminous pavement overlays as identified within the current CIP. These streets would be most cost-effectively maintained by reconstructing them with a full-depth reclamation project after their PASER ratings fall to a rating of 3 or below. Instead, Staff recommends preparing an amended Feasibility Report for proposed 2020 mill and overlay improvements under City Improvement Project No. 20-02A including mill and overlay improvements on the streets within Business Park 95 and Regency Pond 1st, 2nd and 3rd Additions.

The streets in Business Park 95 are currently proposed for mill and overlay improvements in 2024 per the 2020 - 2029 CIP. However, they are exhibiting significant pavement stripping issues and will therefore require extensive patching in 2020 and beyond if mill and overlay improvements are not completed in 2020. See attached pictures. The estimated costs for these improvements total $500,000 which could be funded using $250,000 reallocated from the 2020 sealcoat funds, and $250,000 from funds previously identified for 2020 overlay improvements.

The Regency Pond 1st, 2nd and 3rd Additions are currently proposed for mill and overlay improvements in 2022 per the 2020 - 2029 CIP. These streets were constructed between 1996 and 1998, have PASER ratings of 6 and 7, and are excellent candidates for mill and overlay improvements. Estimated costs for these improvements total $525,000.

Staff therefore requests Council approval of the attached Feasibility Report. Another case will request authorization to prepare a new Feasibility Report to explore the feasibility of mill and overlay improvements on the streets within Business Park 95 and Regency Pond 1st, 2nd and 3rd Additions. These actions are necessary to follow the Chapter 429 process allowing for the use of Special Assessments to pay a portion of the costs.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Observations:

A copy of the meeting minutes from the February Public Works Committee meeting is attached.

Alternatives:

Alternative #1 – Motion to adopt Resolution #20-036 accepting the Feasibility Report for 2020 Overlay Improvements, Improvement Project #20-02.

Alternative #2 – Motion of other.

Funding Source:

The draft Feasibility Report was prepared in-house as part of Staff's normal duties, as would the new Feasibility Report.

The 2020 pavement mill and overlay improvements are proposed to be funded through the Road Reconstruction/Overlay Fund, which has a current balance of $811,000. However, the 2019 street reconstruction projects are also utilizing this funding source and have approximately $35,000 in outstanding obligations so the amount available to fund 2020 pavement mill and overlay improvements is approximately $775,000.

Recommendation:

Staff recommends alternative #1.

Action:

Motion to adopt Resolution #20-036 accepting the Feasibility Report for 2020 Overlay Improvements, Improvement Project #20-02.

Attachments

Resolution 20-036
Feas Report IP2002
CIP Pg210
Feb PWC Mtg minutes

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:12 PM
Form Started By: Bruce Westby		Started On: 01/21/2020 08:08 AM
Final Approval Date: 02/20/2020		

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

RESOLUTION #20-036

RESOLUTION ACCEPTING FEASIBILITY REPORT FOR IMPROVEMENT PROJECT #20-02, 2020 OVERLAY IMPROVEMENTS

WHEREAS, pursuant to a resolution of the City Council adopted December 10, 2019, a Feasibility Report has been prepared by the City Engineer with reference to proposed 2020 pavement overlay improvements within the residential developments of Klemish and Flores, Sunfish Square, Sunfish Square 2nd Addition, Windemere Woods, and Windemere Woods 2nd Addition as identified in the City's current capital improvement program (CIP); and

WHEREAS, benefiting properties are proposed to be assessed for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy; and

WHEREAS, the City Council received the Feasibility Report on February 24, 2020; and

WHEREAS, the Feasibility Report provides information regarding whether the proposed project is necessary, cost-effective and feasible; whether the improvements should be made as proposed or in conjunction with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for benefitted properties.

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

1) Upon considering the proposed improvements for said streets in accordance with the Feasibility Report, the City Council accepts the City Engineer's conclusion that the 2020 mill and overlay improvements as proposed in the current CIP are not generally feasible or cost-effective from an engineering standpoint, and concurs with the City Engineer's recommendation that the improvements should not be completed in 2020 as proposed in the CIP.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 24th day of February, 2020.

_____
Mayor

ATTEST:

_____
City Clerk

FEASIBILITY REPORT

2020 PAVEMENT OVERLAY IMPROVEMENTS

CITY IMPROVEMENT PROJECT NO. 20-02

February 20, 2020

Prepared By:

City of Ramsey
Engineering Department
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9839
763-433-9848 (Fax)

February 20, 2020

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

Re: Feasibility Report – City of Ramsey Improvement Project #20-02
2020 Pavement Overlay Improvements

Dear Mayor and City Council Members:

Transmitted herewith is a Feasibility Report for the proposed 2020 Pavement Overlay Improvements, Improvement Project No. 20-02.

The report examines the feasibility of completing 2-inch bituminous pavement mill and overlay improvements on approximately 19,612 square yards of bituminous pavement on 1.51 miles of public streets in three residential neighborhoods within the City, and necessary appurtenant improvements.

This Feasibility Report examines the scope of the proposed improvements, explores estimated costs and available funding sources, defines a preliminary project schedule, 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
Joe Feriancek, Civil Engineer II

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: February 20, 2020 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.

Joe Feriancek, PE

Date: February 20, 2020 License No. 57095

TITLE SHEET
LETTER OF TRANSMITTAL
CERTIFICATION SHEET
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WSB Pavement Forensics Report

1. EXECUTIVE SUMMARY

City Improvement Project 20-02 proposed to complete 2-inch bituminous pavement mill and overlay improvements to numerous public street segments within the City of Ramsey, including other associated appurtenant improvements as outlined in this report. Approximately 19,612 square yards of bituminous pavement on 1.51 miles of public streets in the City were proposed to receive bituminous pavement overlay improvements in 2020 per the City's 10-Year Capital Improvement Program (CIP). The street segments are located in the residential neighborhoods of Klemish, Klemish & Flores, Sunfish Square, Sunfish Square 2nd, Windemere Woods, and Windemere Woods 2nd.

Appendix A includes exhibits showing the proposed project areas.

City Staff typically rates the pavement sections of all city streets on an annual basis using the Pavement Surface Evaluation and Rating (PASER) system. The last three years of PASER rating for each street segment proposed to receive an overlay with this project is included in the street segments summary found in ***Appendix B***.

On December 10, 2019, the Ramsey City Council ordered this feasibility report which explores the necessity, feasibility and cost-effectiveness of the proposed improvements by examining the scope of the improvements, exploring estimated costs and available funding sources, and determining whether the improvements should be completed as proposed or in connection with other improvements.

After determining a standard 2" mill and overlay project would not be feasible, City Staff explored a 3.5" full-depth mill and new pavement as well as a full-depth reclamation (FDR) project for the proposed street segments.

City Staff hired WSB to perform pavement forensics for the proposed project areas, these findings are discussed in section 3 of this report, and is found in ***Appendix D***. Based on those findings Staff investigated completing a 3.5" full-depth mill and overlay, and a FDR of the proposed areas. Both improvements are more involved than a 2" mill and overlay, but would be necessary since the existing pavement is, in general, beyond a standard mill and overlay, and the City would not get a maximum benefit out of such a project in this situation.

The engineer's opinion of probable costs for the 3.5" full-depth mill and overlay is $834,850.50. The engineer's opinion of probable costs for the FDR is $811,221.59. Estimated costs include 10% contingency costs, plus 14% indirect costs for administrative, engineering, finance and legal costs.

The improvements proposed with this project are identified in the City's current 10-year Capital Improvement Program, and can be funded using a combination of Road Reconstruction Funds,

special assessments to benefitting properties, and Stormwater Funds. ***Appendix C*** includes a detailed opinion of probable costs.

The proposed improvements were not found to be feasible and cost-effective from an engineering standpoint, and Staff does not support construction of the 2020 bituminous overlays as proposed herein. The proposed street segments would be most cost-effectively reconstructed after such time as their PASER ratings fall to a 3 or below. Instead, Staff recommends reviewing the current CIP to identify other street segments for 2020 mill and overlay improvements based on available funding, and authorizing Staff to prepare a new Feasibility Report for proposed 2020 mill and overlay improvements under City Improvement Project No. 20-02.

2. INTRODUCTION

2.1 Authorization

Preparation of this feasibility report was authorized by the Ramsey City Council on December 10, 2019

2.2 Program Overview

This project is designated as 2020 Pavement Overlay Improvements, Improvement Project No. 20-02.

This feasibility report explores proposed bituminous pavement mill and overlay improvements to approximately 19,612 square yards of public streets within several residential neighborhoods of the City. The street segments were proposed to receive 2-inch bituminous mill and overlay improvements. Associated appurtenant improvements were also proposed to be completed as necessary and as outlined in this report.

Maps showing the scope of the proposed improvements are included in ***Appendix A***.

2.3 Scope

The scope of this report addresses proposed mill and overlay improvements to approximately 19,612 square yards of public streets within several residential neighborhoods of the City as shown in ***Appendix A***.

After determining a standard 2" mill and overlay project would not be feasible, City Staff explored a full-depth 3.5" mill and new pavement, as well as a FDR project for the proposed street segments.

3. EXISTING CONDITIONS

3.1 Existing Streets

3.1.a Klemish, Klemish & Flores neighborhood

The existing right-of-ways along the street segments proposed in the 10-year CIP to receive overlays as part of this project generally are 66-feet in width. The paved street width is 24-feet as measured from the edge of bituminous. All streets in this project were constructed as a rural section, with bituminous pavement and ditches.

The streets segments proposed to receive overlays in 2020 have 2018 PASER ratings of 5, with the exception of Sodium Street which had one section of pavement with a 2018 PASER rating of 8. In 2019 these PASER ratings fell to 3, with the exception of Sodium Street which half the street was rated a 4 and the other half 5. Staff determined this neighborhood was structurally beyond an overlay improvement, with the exception of Sodium Street.

WSB was employed to complete a pavement forensics, which included pavement corings of the proposed overlay street segments. This included 2 corings on Sodium Street; both cores were in poor condition, which showed degradation and deterioration. The WSB pavement forensics report is included in ***Appendix D*** of this report.

Based on the manner in which the existing pavement is deteriorating, Staff does not support completing an overlay improvement for the Klemish and Klemish & Flores neighborhood. The existing streets are still serviceable with moderate maintenance patching. Staff recommends not completing a more involved full-depth reclamation (FDR) or reconstruction project at this time.

3.1.b Sunfish Square, Sunfish Square 2nd neighborhood

The existing right-of-ways along the street segments proposed in the 10-year CIP to receive overlays as part of this project generally are 60-feet in width. The paved street width is 31-feet as measured from the back-of-curb. All streets in this project were constructed with bituminous pavement and concrete curbing, and many of the street segments contain storm sewer.

The street segments proposed to receive overlays in 2020 in the Sunfish Square and Sunfish Square 2nd subdivisions had 2017 PASER ratings of 7, and 2018 PASER ratings of 5. Staff did not rate these street segments in 2019. When visually inspecting the street segments in December, Staff felt there would be several areas which would require full-depth patching, and the overlay would likely have high amounts of reflective cracking.

WSB was employed to complete a pavement forensics, which included 6 pavement corings spread out among the street segments. Of the 6 corings, 4 were in good condition, 1 was starting to show signs of deterioration, and 1 was in poor condition showing deterioration. The bituminous depth ranged from 2 to 3-inches thick, with 3.5 to 4.5-inches of aggregate below.

The WSB pavement forensics report is included in ***Appendix D*** of this report.

The street segments were all constructed in 1994 through 1995, and in their 25 to 26-year lifespan have received 3 sealcoats and no overlays. Most of the streets within this neighborhood would still be a candidate for an overlay, in conjunction with full-depth patching, but not all. Staff does not recommend selectively completing overlay improvements on street segments within the same neighborhood, and does not support completing an overlay improvement on the Sunfish Square and Sunfish Square 2nd neighborhoods at this time. With the limited financial resources of the City, Staff recommends maintaining the existing streets until such time as they have degraded to a level requiring reconstruction.

3.1.c Windemere Woods, Windemere Woods 2nd neighborhood

The existing right-of-ways along the street segments proposed in the 10-year CIP to receive overlays as part of this project generally are 60-feet in width. The paved street width is 31-feet as measured from the back-of-curb. All streets in this project were constructed with bituminous pavement and concrete curbing, and many of the street segments contain storm sewer.

The street segments proposed to receive overlays in 2020 in the Windemere Woods and Windemere Woods 2nd subdivisions had 2017 PASER ratings of 8, 2018 PASER ratings varied from 5 to 8, and 2019 ratings varied from 3 to 7. When visually inspecting the street segments in December, Staff felt there were large areas which would require full-depth patching, particularly Magnesium Street, which would require several hundred feet of full-depth patching and full curb and gutter replacement.

WSB was employed to complete a pavement forensics, which included 4 pavement corings spread out among the street segments. Of the 4 corings, 2 were in good condition, 1 was in poor condition showing deterioration, and 1 was in very poor condition being severely deteriorated. The bituminous depth ranged from 2 to 3.25-inches thick, with 4 to 4.5-inches of aggregate below. The WSB pavement forensics report is included in ***Appendix D*** of this report.

The street segments were all constructed in 1992, and in their 28-year lifespan have received 3 sealcoats and no overlays. Half of the streets are well beyond overlay improvements, while the other half could still be overlaid with bituminous patching. Staff does not recommend selectively completing overlay improvements on street segments within the same neighborhood, and does not support completing overlay improvements on the Sunfish Square and Sunfish Square 2nd neighborhoods at this time. With the limited financial resources of the City, Staff recommends maintaining the existing streets until such time as they have degraded to a level requiring reconstruction.

3.2 Utilities

3.2.a Watermain

Watermain exists under all streets within the Sunfish Square, Sunfish Square 2nd, Windemere Woods, and Windemere Woods 2nd neighborhoods. No improvements to the watermain is proposed in conjunction with this project. Watermain does not exist under any of the streets within the Klemish, and Klemish & Flores neighborhoods.

3.2.b Sanitary Sewer

Sanitary Sewer exists under all the streets within the Sunfish Square, Sunfish Square 2nd, Windemere Woods, and Windemere Woods 2nd neighborhoods. No improvements to the sanitary sewer is proposed in conjunction with this project. Sanitary Sewer does not exist under any of the streets within the Klemish, and Klemish & Flores neighborhoods.

3.2.c Storm Sewer/Drainage

Storm sewer exists under several of the streets within the Sunfish Square, Sunfish Square 2nd, Windemere Woods, and Windemere Woods 2nd neighborhoods, but it is not proposed to complete any significant repairs or storm sewer construction as part of this project. Drainage within the Klemish, and Klemish & Flores neighborhood is handled with ditching, and is not proposed to be improved as part of this project.

4. CONSIDERED IMPROVEMENTS

4.1 Project Area Selection

The City's 10-year Capital Improvement Program calls for proposed 2020 overlay improvements on several street segments in the Klemish, Klemish & Flores, Sunfish Square, Sunfish Square 2nd, Windemere Woods, and Windemere Woods 2nd residential neighborhoods. In total, approximately 19,612 square yards of pavement was proposed to receive overlay improvements in 2020. The scope of these proposed improvements is included in ***Appendix A*** of this report.

4.2 Pavement Condition Evaluations/Ratings

City Staff generally evaluates and rates the pavement conditions of all city streets on an annual basis using the Pavement Surface Evaluation and Rating (PASER) system. This system requires a visual evaluation of each pavement surface, which is reflected by a 0 to 10 scale, with 10 being a new street. The PASER Ratings of the streets proposed for 2020 overlays fell significantly from 2017 when they were originally placed in the CIP to 2019. Ratings were generally 5 for Klemish/Klemish & Flores, 7 for Sunfish Square/Sunfish Square 2nd, and 8 for Windemere Woods/Windemere Woods 2nd in 2017. By 2019 these ratings fell to a range of 3 to 7, with rating point drops by as many as 5 on some street segments. A PASER rating summary of the proposed street segments is included in ***Appendix B*** of this report.

4.3 Bituminous Overlay Review

Staff reviewed this project from the traditional overlay procedure. The rural sections in the Klemish, and Klemish & Flores neighborhood, has previously received an overlay. Staff proposed to complete a 6 to 7-foot edge mill of the pavement, down to 2-inches along the outside edge of the pavement, followed by a 2-inch bituminous overlay. This allows the edge of the pavement to match existing driveways, and builds up the crown of the road. The urban sections in the Sunfish Square, and Windemere Woods neighborhoods proposed to receive a 2-inch mill, followed by a 2-inch bituminous overlay. While reviewing the proposed streets, Staff discovered the pavement has deteriorated in several areas, beyond the point where a bituminous overlay is feasible.

Staff felt this was not a cost-effective solution, given the poor condition of the streets, which in general are distressed beyond a typical bituminous overlay treatment.

4.4 3.5" Full-Depth Mill and Overlay

Staff has spoken with consultants and contractors to help determine possible routes for dealing with variable depth bituminous section. One option would be to complete a 3.5" full-depth mill and overlay. This process would include removing all existing bituminous pavement, and where the pavement is less than 3.5" thick, remove class 5 as necessary, and pavement with our current standard of 3.5". In general this would leave the street with less class 5 than is standard today, but we would be able to do a standard 2" mill & overlay treatment in the future, and we would expect to have an anticipated life of 20 to 40 years. The advantage to removing the bituminous pavement versus milling, is it gives the contractor flexibility in the process. They may choose to mill what they can and get credit for the millings at the plant, however, this market can go up and down, and currently our understanding is millings credits are not high currently. In general, the streets are still at the stage where with maintenance, Staff feels they can be useful for 5 to 10 years to come, and the City's limited funds can be spent on streets which are better candidates for overlays, or are ready for reconstruction.

An engineer's estimate was completed for the proposed project areas, with the exception of all of Klemish outside of Sodium Street. To complete the 3.5" full-depth mill and overlay as described above, the project costs are estimated to be $834,850.50.

Staff felt this was not a cost-effective solution, and given the limited founding available there are other City streets which are at the proper condition for overlay treatments.

4.5 Full-Depth Reclamation

In the recent past, including the 2017 and 2018 reconstruction programs, streets with similar conditions received full-depth reclamation treatments. This included grinding up the existing bituminous pavement and underlying aggregate base, after which 3.5-inches of the reclaimed material is removed with the remaining used as new aggregate base. Then 3.5-inches of new bituminous pavement is placed on top. In general, the streets are still at the stage where with

maintenance, Staff feels they can be useful for 5 to 10 years to come, and the City's limited funds can be spent on streets which are better candidates for overlays, or are ready for reconstruction.

An engineer's estimate was completed for the proposed project areas, with the exception of all of Klemish outside of Sodium Street. To complete the full-depth reclamation as described above, the project costs are estimated to be $811,221.59.

Staff felt this was not a cost-effective solution, and given the limited founding available there are other City streets which are at the proper condition for overlay treatments.

5. CONCLUSIONS AND RECOMMENDATIONS

This feasibility report explores proposed bituminous pavement overlay improvements to approximately 19,612 square yards of public streets in 2020. The street segments were proposed to receive 2-inch bituminous overlays, in conjunction with milling and full-depth patching as needed. When this was found to not be feasible, Staff explored a 3.5" full-depth mill and overlay, FDR options were also looked at for the proposed street segments as a possible alternative to the poor conditions found during Staff review of the streets.

It is the recommendation of City Staff that the 2020 mill and overlay improvements as proposed in the current CIP not be completed under City Improvement Project No. 20-02 since these improvements are not generally feasible or cost-effective from an engineering standpoint.

Staff reviewed the current CIP and identified other street segments as the best candidates for 2020 mill and overlay improvements based on available funding sources. At the February 18, 2020 Public Works Committee meeting Staff brought forward a case to consider the streets within Business Park 95, which are currently proposed for mill and overlay improvements in 2024 per the 2020 – 2029 CIP, but are exhibiting severe pavement stripping, and would require extensive patching in the years to come, possibly deteriorating the pavement beyond the scope of a mill and overlay if left alone. Additionally Staff has identified Regency Pond 1st, 2nd, and 3rd Additions which are currently proposed for mill and overlay improvements in 2022 per the 2020 – 2029 CIP. The Public Works Committee motioned to recommend City Council acceptance of the Feasibility Report for the 2020 Pavement Overlay Improvements, Improvement Project No. 20-02, and to recommend that a new Feasibility Report be ordered including the streets in Business Park 95 and Regency Ponds 1st, 2nd and 3rd Additions.

APPENDIX A

Project Scope – Klemish, Klemish & Flores
Project Scope – Sunfish Square, Sunfish Square 2nd
Project Scope – Windemere Woods, Windemere Woods 2nd



KLEMISH / KLEMISH & FLORES PROJECT SCOPE

0 250 500 750
SCALE (FEET)

N

City of RAMSEY



SUNFISH SQUARE 1ST & 2ND PROJECT SCOPE

City of RAMSEY



WINDEMERE WOODS 1ST & 2ND PROJECT SCOPE

0 250 500 750

SCALE (FEET)

N

City of RAMSEY

APPENDIX B

Street Segment History

PLAT	STREET	DESCRIPTION	LENGTH (MILES)	YEAR CONST.	SC 1	SC 2	OL	SC 3	SC4	RATING 2017	RATING 2018	RATING 2019
Klemish												
	Quicksilver Street	167th Ave / 168th Ave	0.12	1977	1983	1991	1998	2004	2012	5	5	3
	168th Lane	Radium St / TH 47 Frontage Rd	0.15	1977	1983	1991	1998	2004	2012	5	5	3
	Radium Street	167th Ave / 168th Ln	0.24	1977	1983	1991	1998	2004	2012	5	5	3
	168th Avenue	Quicksilver St / TH 47 Frontage Rd	0.14	1977	1983	1991	1998	2004	2012	5	5	3
	Sodium Street	167th Ave / Eyebrow 168th	0.19	1977	1983	1991	1999	2004	2012	5	5	4
	TH 47 Frontage Road	168th Ave / 168th Ln	0.09	1977	1983	1991	1996	2004	2012	5	5	3
Klemish & Flores												
	Sodium Street	Eyebrow 168th / 169th Ln	0.2	1977	1983	1991	1999	2004	2012	8	5	5
Sunfish Square												
	141st Lane	Wolfram St / Uranium St	0.09	1994	1998	2005		2013		7	5	n/a
	Uranium Street	141st Ln / 142nd Ln	0.14	1994	1998	2005		2013		7	5	n/a
	Uranium Street	142nd Ln / CDS	0.04	1994	1998	2005		2013		7	5	n/a
	142nd Lane	Uranium St / E EOP	0.03	1994	1998	2005		2013		7	5	n/a
	Wolfram Street	CR 116 / 141st Ln	0.05	1994	1998	2005		2013		7	5	n/a
	142nd Lane	Uranium St / W EOP	0.03	1994	1998	2005		2013		7	5	n/a

PLAT	STREET	DESCRIPTION	LENGTH (MILES)	YEAR CONST.	SC 1	SC 2	OL	SC 3	SC4	RATING 2017	RATING 2018	RATING 2019
Sunfish Square 2nd												
	142nd Lane	Xenon St / Wolfram St	0.07	1995	1998	2005		2013		7	5	n/a
	Wolfram Street	142nd Ln / CDS	0.04	1995	1998	2005		2013		7	5	n/a
	Vanadium Street	S EOP / CDS	0.08	1995	1998	2005		2013		7	5	n/a
	Xenon Street	142nd Ln / CDS	0.04	1995	1998	2005		2013		7	5	n/a
	142nd Lane	Sunfish Lk Blvd / Xenon St	0.05	1995	1998	2005		2013		7	5	n/a
	142nd Lane	Wolfram St / E EOP	0.07	1995	1998	2005		2013		7	5	n/a
Windemere Woods												
	141st Lane	Magnesium St / W EOP	0.08	1992	1998	2005		2013		8	8	7
	142nd Ave	E EOP / Magnesium St	0.02	1992	1998	2005		2013		8	6	6
	142nd Ave	Magnesium St / Neon St	0.1	1992	1998	2005		2013		8	5	5
	Neon Street	142nd Ave / N EOP	0.04	1992	1998	2005		2013		8	8	n/a
	Magnesium Street	E CDS / 141st Ln	0.06	1992	1998	2005		2013		8	6	3
	Magnesium Street	141st Ln / 142nd Ave	0.06	1992	1998	2005		2013		8	6	5
Windemere Woods 2nd												
	142nd Avenue	Neon St / W EOP	0.14	1992	1998	2005		2013		8	5	n/a
	Neon Street	S EOP / 142nd Ave	0.1	1992	1998	2005		2013		8	8	7
		Project Total Miles	**2.46**									

APPENDIX C

Engineer's Estimate

20-02 2020 Street Overlay Improvements

Engineer's Estimate - Assuming full-depth mill & overlay (3.5")

All Areas

ITEM No.	MNDOT No.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	COST EXTENSION
1	2021.501	MOBILIZATION (5%)	LS	1	$ 31,200.00	$ 31,200.00
2	2112.519	SUBGRADE CORRECTIONS	SY	2,470	$ 25.00	$ 61,750.00
3	2104.505	REMOVE BITUMINOUS PAVEMENT	SY	25,130	$ 3.00	$ 75,390.00
4	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GAL	1,760	$ 3.00	$ 5,280.00
5	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C) (1.5")	TON	2,080	$ 90.00	$ 187,200.00
6	2360.502	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330C) (2.0")	TON	2,770	$ 85.00	$ 235,450.00
7	2506.602	RESET CATCH BASIN / MANHOLE CASTING	EA	14	$ 1,000.00	$ 14,000.00
8	2531.501	REMOVE & REPLACE CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	LF	840	$ 50.00	$ 42,000.00
9	2531.604	REMOVE & REPLACE 7" CONCRETE VALLEY GUTTER	SY	131	$ 80.00	$ 10,480.00
10	2563.601	TRAFFIC CONTROL	LS	1	$ 3,000.00	$ 3,000.00

Non-Assessable Construction Cost	*$ 61,750.00*
Street Construciton Cost	*$ 590,000.00*
Storm Sewer Construction Cost	*$ 14,000.00*
2020 Overlay Program Construction Cost	*$ 665,750.00*
10% Contingency Cost	*$ 66,575.00*
2020 Overlay Program Project Cost (14% Indirect Cost)	**$ 834,850.50**

20-02 2020 Street Overlay Improvements

Engineer's Estimate - Assuming Full Depth Reclamation (FDR)

All Areas

ITEM No.	MNDOT No.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	COST EXTENSION
1	2021.501	MOBILIZATION (5%)	LS	1	$ 25,000.00	$ 25,000.00
2	2215.501	BITUMINOUS PAVEMENT RECLAMATION (FULL DEPTH)	SY	25,130	$ 1.25	$ 31,412.50
3	2331.607	HAUL AND DISPOSE BIT PAVEMENT RECLAMATION (LV)	CY	3,050	$ 15.00	$ 45,750.00
4	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GAL	1,760	$ 3.00	$ 5,280.00
5	2360.502	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330C) (2.0")	TON	2,770	$ 85.00	$ 235,450.00
6	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C) (1.5")	TON	2,080	$ 90.00	$ 187,200.00
7	2506.602	RESET CATCH BASIN / MANHOLE CASTING	EA	14	$ 1,000.00	$ 14,000.00
8	2531.501	REMOVE & REPLACE CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	LF	840	$ 50.00	$ 42,000.00
9	2531.604	REMOVE & REPLACE 7" CONCRETE VALLEY GUTTER	SY	131	$ 80.00	$ 10,480.00
10	2563.601	TRAFFIC CONTROL	LS	1	$ 3,000.00	$ 3,000.00

Street Construciton Cost	*$ 585,572.50*
Storm Sewer Construction Cost	*$ 14,000.00*
2020 Overlay Program Construction Cost	*$ 599,572.50*
10% Contingency Cost	*$ 59,957.25*
2020 Overlay Program Project Cost (23% Indirect Cost)	**$ 811,221.59**

APPENDIX D

WSB Pavement Forensics Report

Memorandum

To: Joe Feriancek, PE

From: Andrea Blanchette, PE
Tom Wood
Sheue Torng Lee

Date: January 10, 2020

Re: Pavement Coring Forensic Report
City of Ramsey
WSB Project No. 015367-000

Introduction

WSB is pleased to submit this pavement forensics report detailing the results of the pavement coring which was completed on January 9, 2020 in the City of Ramsey. The various characteristics of the pavement cores were summarized to provide information to the City to assist in determining the appropriate pavement maintenance or rehabilitation method for the roadways.

A total of 13 pavement cores were obtained in the Sunfish Square/Windemere Woods neighborhood and the Klemish & Flores neighborhood. The locations of the pavement cores are summarized in **Figure 1** and **Figure 2**. A summary of the pavement depths and conditions for the streets are shown in **Table 1**. Pictures of the cores obtained can be found in the **Appendix**.

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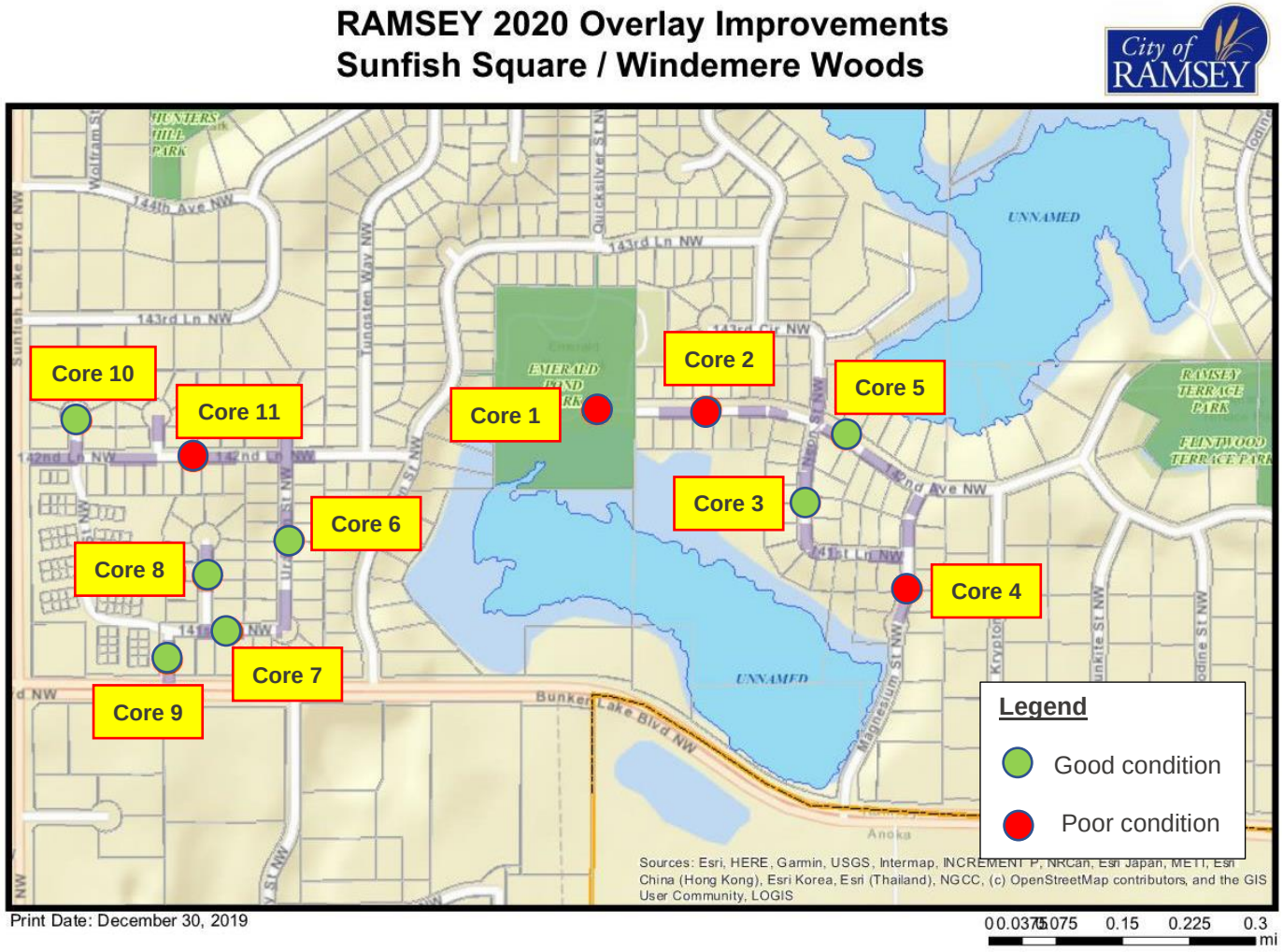


Figure 1. Pavement core locations in Sunfish Square/Windemere Woods neighborhood.

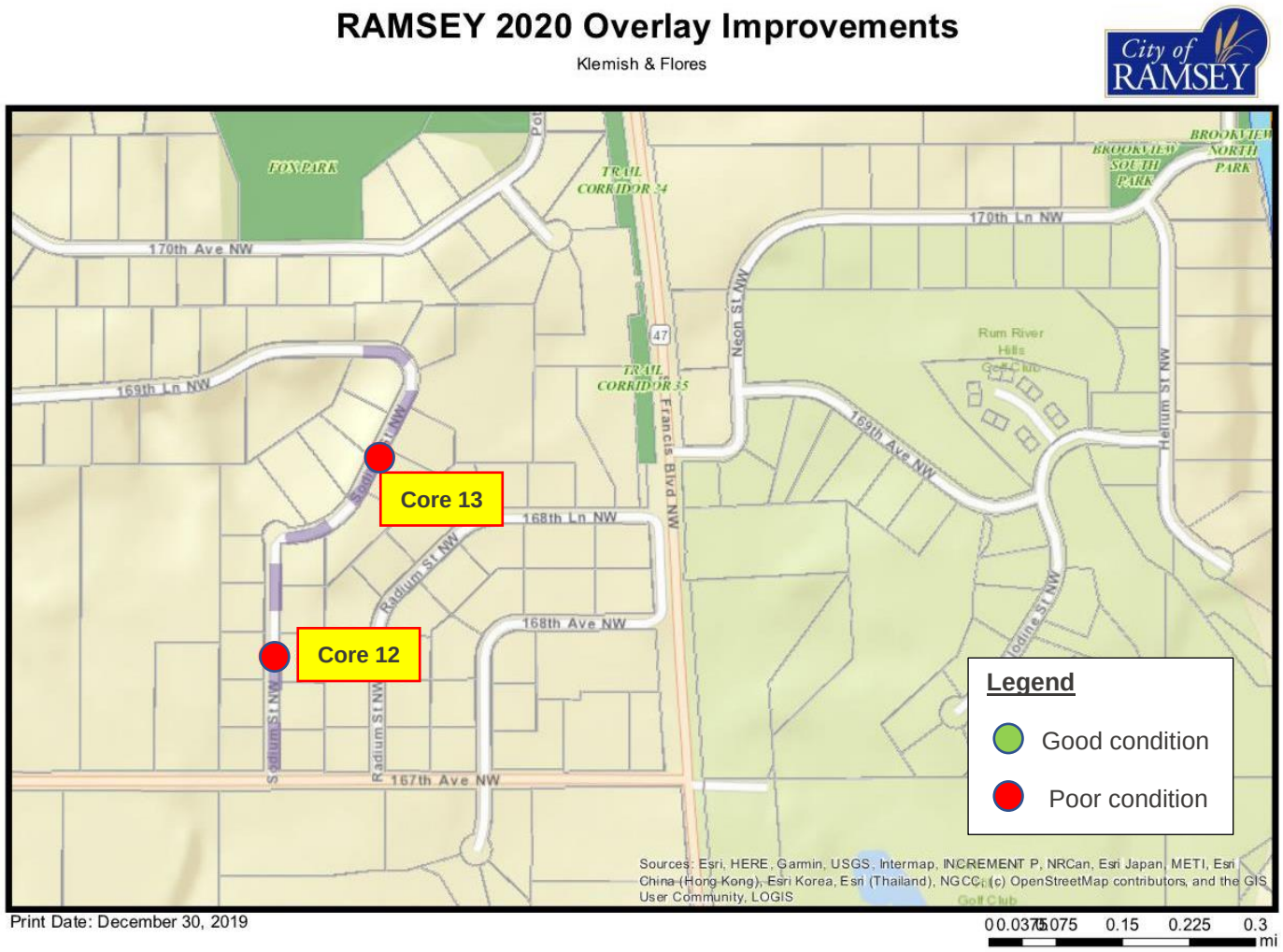


Figure 2. Pavement core locations in Klemish & Flores neighborhood.

Table 1. Pavement core location and information.

Core ID	Location	Bituminous Depth (inches)	Aggregate Depth [1] (inches)	Notes
1	Emerald Pond Park	3.25	4	Top lift was 2 inches. Core was in poor condition showing deterioration, losing fines and binder.
2	142nd Avenue NW	3.25	4	Top lift was 2 inches. Core was in very poor condition and it had severely deteriorated.
3	Neon Street NW	3.25	4.5	Top lift was 1.5 inches. Core was in good condition.
4	Magnesium Street NW	3.25	4	Top lift was 1.5 inches. Core was in poor condition showing deterioration, losing fines and binder.
5	142nd Avenue NW	2	4	Core was in good condition.
6	Uranium Street NW	2.75	3.5	Top lift was 1.75 inches. Core was in good condition.
7	141st Lane NW	3	3.5	Top lift was 2 inches. Core was in good condition.
8	Vanadium Street NW	2.5	4	Top lift was 1.5 inches. Core was in good condition.
9	Wolfram Street NW	2.5	4	Top lift was 1.5 inches. Core was in moderately good condition, started to exhibit signs of deterioration.
10	Xenon Street NW	2	4	Core was in good condition.
11	142nd Lane NW	2.5	4.5	Top lift was 1.5 inches. Core was in poor condition showing deterioration, losing fines and binder.
12	Sodium Street NW	2.75	2.5	Top lift was 1.5 inches. Core was in very poor condition and it had severely deteriorated.
13		3	2.5	Top lift was 1.5 inches. Core was in poor condition showing deterioration, losing fines and binder.

[1] Subgrade material was observed to be select granular material on all core locations.

Summary of Findings

One core obtained at the parking lot in Emerald Pond Park had a bituminous thickness of 3.25 inches. There was 4 inches of aggregate base and the core was in poor condition exhibiting deterioration.

A total of 10 cores were obtained along the residential streets in Sunfish Square/Windemere Woods neighborhood as shown in Figure 1. The bituminous depths were ranging from 2 inches to 3.25 inches, with at least 3.5 inches of underlying aggregate base. Half of the cores obtained along the streets east of Emerald Pond Park were in good condition, while the other half were deteriorated. Most of the cores obtained along the streets west of Emerald Pond Park were in good condition, except for the core obtained along 142nd Lane NW (Core 11) had deterioration, losing fines and binder.

Two cores obtained along Sodium Street NW had bituminous depths of 2.75 inches and 3 inches, with 2.5 inches of aggregate underneath. Both cores were in poor condition, which showed degradation and deterioration.

Appendix

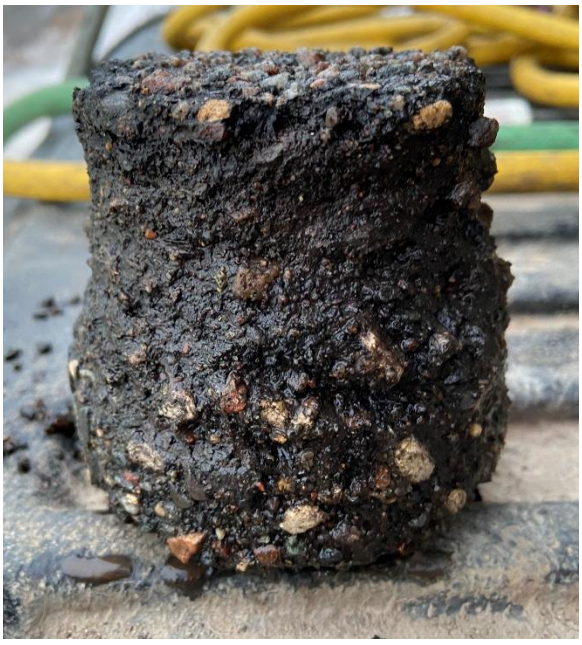
City of Ramsey

Coring Pictures

Core 1 (Emerald Pond Park)



Core 2 (5951 142nd Avenue NW)



Core 3 (14177 Neon Street NW)



Core 4 (14150 Magnesium Street NW)



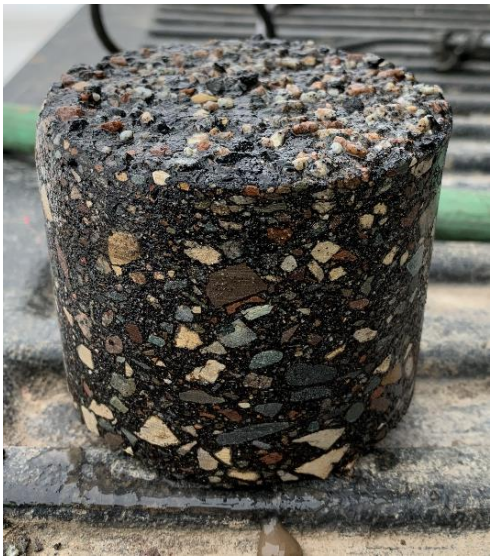


Core 5 (5859 142nd Ave NW)





Core 6 (14211 Uranium Street NW)



Core 7 (6260 141st Lane NW)



Core 8 (14191 Vanadium Street NW)



Core 9 (Wolfram Street NW)





Core 10 (14260 Xenon Street NW)





Core 11 (6280 142nd Lane NW)





Core 12 (16742 Sodium Street NW)



Core 13 (16863 Sodium Street NW)



Capital Improvement Program

2020 *thru* **2029**

City of Ramsey, Minnesota

Project # **19-STR-003**

Project Name **2020 Overlay Projects**

Department Street Improvements
Contact
Type Improvement
Useful Life 20
Category Street Improvement
Priority 1-Existing Obligation (High)
Status Active

Total Cost **$495,120**

Description

Overlaying of Streets in: Sunfish Square, Sunfish Square 2nd, Windemere Woods, Windemere Woods 2nd, Klemish, Kelmeish and Flores

Justification

These streets are in such condition that they require an overlay to most cost-effectively maintain the pavement.

Expenditures	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Improvements Other than Building Cost	495,120										495,120
Total	**495,120**										**495,120**

Funding Sources	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Special Assessment - Bonded	117,630										117,630
Storm Water Utility Fund	24,600										24,600
Tax Increment Fund #8	200,000										200,000
Road Recon/Overlay Fund	152,890										152,890
Total	**495,120**										**495,120**

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, February 18, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Mark Kuzma
Councilmember Jeff Menth
Councilmember Chris Riley

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Deputy City Administrator Tim Gladhill
City Administrator Kurt Ulrich

5.05: Consider Recommendation to City Council to Accept Feasibility Report for 2020 Pavement Overlay Improvements, Improvement Project No. 20-02

City Engineer Westby reviewed the staff report.

Councilmember Menth asked the amount of funding that was available when the Committee first reviewed this case.

City Engineer Westby replied that there is currently $811,000 in the fund but after the unpaid project costs for the two 2019 street reconstruction projects are taken from that account, the available balance would be about $775,000.

Councilmember Menth commented that it was his belief that one of the three project areas would be selected, as the Feasibility Reports have already been completed, rather than selecting a different road without a Feasibility Report.

City Engineer Westby stated that his understanding of the Committee's motion from January was for Staff to present updated cost estimates at this meeting. He noted that the motion also included staff bringing back alternative options identified in the current CIP that could be completed with the available funding.

Chairperson Kuzma asked if letters were already sent to property owners on the streets identified to receive overlays in 2020 per the current CIP stating that the project would be completed.

City Engineer Westby replied that such letters had been mailed but that a second letter was also sent noting that the pavement conditions would not support a standard mill and overlay so more extensive repairs would be required and that it would be most cost-effective to complete those repairs in the future. He also noted that the letter stated the property owners would receive another letter if improvements were ultimately proposed on their streets in 2020.

Chairperson Kuzma asked for funding information.

City Engineer Westby stated that in the next case it is recommended to reallocate $250,000 from the 2020 sealcoat budget towards this project for option three. He confirmed that could also be sufficient funding to complete options one or two.

Councilmember Menth asked why one of the roads from the originally proposed project would not be selected.

City Engineer Westby stated that option one, which proposes removing 3.5-inches of pavement and underlying aggregate base and repaving with 3.5-inches of new pavement at an estimated cost of $835,000, and option two, which proposes completing a full-depth reclamation at an estimated cost of $811,000 to 1.5 miles of streets would provide less than the standard pavement base section and therefore staff would not be confident that the expected lifespan of the improvements would be reached. He stated that staff would be more confident that option three, which proposes standard 2-inch mill and overlay improvements on streets in the Business Park 95 and Regency Ponds Additions, would provide pavement sections closer to today's standards to allow standard pavement management practices to be applied in the future. Staff is therefore more confident in achieving the expected lifespan on these 2.8 miles of streets so in Staff's opinion option three is the most cost-effective.

Chairperson Kuzma asked the condition of the roads within Business Park 95 and Regency Ponds.

Councilmember Menth asked the paser rating of Business Park compared to the other roadways originally included in the project.

City Engineer Westby confirmed that the roads in Business Park 95 are in poor condition and provided photographs. He provided the different paser ratings. He explained that option three would be most cost effective with the limited funds the City has.

Councilmember Riley stated that the City previously identified what it thought was the best idea, but it was found that the pavement was not conducive to the proposed improvement. He stated that it also appears that the priority has changed, and the recommendation better fits the change in priority because of the limited funding available.

Chairperson Kuzma agreed that repairing 2.8 miles would be a better choice than 1.5 miles.

Councilmember Menth stated that his concern would be that the Feasibility Report is not completed on the recommended roads and therefore it could be unknown as to the pavement thickness.

City Engineer Westby explained that the roads in Business Park 95 should have been built to a higher standard, and that the roads in Regency Ponds have good PASER ratings and were more recently constructed and therefore should have a sufficient pavement section to allow for a 2-

inch mill and overlay. However, he noted pavement coring's would be needed to verify this as part of the Feasibility Study process.

City Administrator Ulrich asked how the cost could be impacted by the change in the schedule.

City Engineer Westby stated that overlay plans do not take as long to prepare as reconstruction plans and reviewed the proposed schedule and how that would be impacted by changing roadways proposed for improvement. He stated that there would be a two to three week increase in schedule if the streets are changed.

Chairperson Kuzma stated that he would support the staff recommendation.

Motion by Councilmember Menth, seconded by Councilmember Riley, to recommend City Council acceptance of the Feasibility Report for the 2020 Pavement Overlay Improvements, Improvement Project No. 20-02, and to recommend that a new Feasibility Report be ordered including the streets of Business Park 95 and Regency Ponds 1st, 2nd and 3rd Additions.

Further discussion: Councilmember Riley asked if the other roadways would continue to be maintained. City Engineer Westby stated that staff understands that the other roads were included in the CIP for this year and are not in good condition. He confirmed that continued maintenance would occur. He stated that the collection of additional GPR data will allow staff to take a deep dive into the CIP this fall to create a CIP that can be followed more closely in the future, rather than having to make these changes year after year.

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

DRAFT

CC Regular Session **7. 2.**

Meeting Date: 02/24/2020

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #20-037 Ordering Feasibility Report for Amended 2020 Mill and Overlay Improvements, Improvement Project #20-02A

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #20-037 Ordering Feasibility Report for Amended 2020 Mill and Overlay Improvements, Improvement Project #20-02A.

Background:

As discussed in a separate case, the 2020 pavement overlay improvements as proposed in the 2020 – 2029 Capital Improvement Program (CIP) are not feasible or cost-effective.

At the December Public Works Committee meeting, Staff proposed completing different 2020 mill and overlay improvements on streets within the Business Park 95 commercial development, and in Regency Pond 1st, 2nd and 3rd Additions. These proposed improvements would be designated as City Improvement Project #20-02A, Amended 2020 Overlay Improvements.

Based on the current CIP, streets within Business Park 95 are proposed to receive overlay improvements in 2024, and Regency Pond streets are currently proposed to receive overlay improvements in 2022.

A copy of the February Public Works Committee meeting minutes are attached.

Notification:

Notifications are not required for this case.

Observations/Alternatives:

Observations:

Feasibility Reports explore numerous aspects of proposed improvements including whether they are feasible, necessary and cost-effective, whether they should be completed alone or in conjunction with other improvements, and to explore design options, if necessary. Estimated project costs and funding sources will also be explored in more detail than was done to develop the Capital Improvement Program (CIP). A preliminary project schedule will also be developed.

Special assessments can be used to fund all or a portion of eligible project costs, regardless of whether bonds are used as a funding source. Cities may use Municipal State Aid (MSA) or General Funds to fund road improvement projects and still assess a portion of the costs based on applicable local assessment policies and state statutes. For City of Ramsey projects this includes the applicable provisions of Chapter 8 of the City Charter, the City's Special Assessments Policy, and Minnesota Statute Chapter 429. Per the City of Ramsey's adopted special assessments policy, special assessments of up to 25-percent of eligible project costs are intended to fund a portion of all overlay improvement projects.

On March 10th, Staff plans to request Council approval of the Feasibility Report and authorization to call a public hearing for March 24th. Staff proposes to conduct a public engagement workshop before the public hearing to

gather public input. Owners of property accessing the street segments proposed to receive overlay improvements will be invited. The purpose of the meeting will be to explain the need for and scope of the improvements, anticipated construction impacts, estimated costs, proposed funding program, and preliminary project schedule.

No ground penetrating radar or pavement coring data exists for these streets. Staff does propose to complete pavement cores while preparing the Feasibility Report. This work will cost less than $3,000 and will help verify existing pavement thicknesses and conditions to ensure the work can be completed as proposed.

Alternatives:
Alternative #1 – Motion to adopt Resolution #20-037 Ordering Feasibility Report for Amended 2020 Mill and Overlay Improvements, Improvement Project #20-02A.

Alternative #2 – Motion to deny adoption of Resolution #19-264 at this time.

Funding Source:
The Feasibility Report will be prepared in-house as part of Staff's normal duties.

Staff currently estimates project costs at $500,000. Preparing the Feasibility Report will allow Staff to refine the estimated project scope and costs before requesting authorization to prepare plans and specifications.

The 2020 pavement mill and overlay improvements are proposed to be funded through the Road Reconstruction/Overlay Fund, which has a current balance of $811,000. However, the 2019 street reconstruction projects are also utilizing this funding source and have approximately $35,000 in outstanding obligations so the amount available to fund 2020 pavement mill and overlay improvements is approximately $775,000.

Up to $250,000 of project costs to mill and overlay streets in Business Park 95 are proposed to be paid from funds reallocated from the unspent 2020 sealcoat budget.

Recommendation:
Staff recommends alternative #1, as does the Public Works Committee.

Action:
Motion to adopt Resolution #20-037 Ordering Feasibility Report for Amended 2020 Mill and Overlay Improvements, Improvement Project #20-02A.

Attachments

Resolution 20-037
Feb PWC Mtg minutes

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:27 PM
Form Started By: Bruce Westby		Started On: 02/18/2020 09:30 AM
Final Approval Date: 02/20/2020		

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

RESOLUTION #20-037

RESOLUTION ORDERING FEASIBILITY REPORT FOR IMPROVEMENT PROJECT #20-02A, AMENDED 2020 OVERLAY IMPROVEMENTS

WHEREAS, pursuant to a resolution of the City Council adopted December 10, 2019, a Feasibility Report was prepared by the City Engineer with reference to proposed 2020 pavement overlay improvements within the residential developments of Klemish and Flores, Sunfish Square, Sunfish Square 2nd Addition, Windemere Woods, and Windemere Woods 2nd Addition as identified in the City's current capital improvement program (CIP); and

WHEREAS, the Feasibility Report concluded that the proposed 2020 mill and overlay improvements per the CIP are not generally feasible or cost-effective from an engineering standpoint, and the report recommended that the improvements not be completed in 2020; and

WHEREAS, on February 18, 2020, the City of Ramsey Public Works Committee recommended City Council approval to prepare a Feasibility Report exploring an amended 2020 Overlay Improvements project for streets within the Business Park 95 commercial development and the Regency Pond 1st, 2nd and 3rd Additions, and to assess benefitted properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy.

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

1. That the proposed improvements, designated as Improvement Project No. 20-02A, be referred to the City Engineer for study, and that the City Engineer is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are necessary, cost-effective, and feasible; whether they should best be made as proposed or in conjunction with some other improvement; the estimated cost of the improvements as recommended; and a description of the methodology used to calculate individual assessments for benefitted properties.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 24th day of February, 2020.

_____
Mayor

ATTEST:

_____
City Clerk

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, February 18, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Mark Kuzma
Councilmember Jeff Menth
Councilmember Chris Riley

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Deputy City Administrator Tim Gladhill
City Administrator Kurt Ulrich

5.05: Consider Recommendation to City Council to Accept Feasibility Report for 2020 Pavement Overlay Improvements, Improvement Project No. 20-02

City Engineer Westby reviewed the staff report.

Councilmember Menth asked the amount of funding that was available when the Committee first reviewed this case.

City Engineer Westby replied that there is currently $811,000 in the fund but after the unpaid project costs for the two 2019 street reconstruction projects are taken from that account, the available balance would be about $775,000.

Councilmember Menth commented that it was his belief that one of the three project areas would be selected, as the Feasibility Reports have already been completed, rather than selecting a different road without a Feasibility Report.

City Engineer Westby stated that his understanding of the Committee's motion from January was for Staff to present updated cost estimates at this meeting. He noted that the motion also included staff bringing back alternative options identified in the current CIP that could be completed with the available funding.

Chairperson Kuzma asked if letters were already sent to property owners on the streets identified to receive overlays in 2020 per the current CIP stating that the project would be completed.

City Engineer Westby replied that such letters had been mailed but that a second letter was also sent noting that the pavement conditions would not support a standard mill and overlay so more extensive repairs would be required and that it would be most cost-effective to complete those repairs in the future. He also noted that the letter stated the property owners would receive another letter if improvements were ultimately proposed on their streets in 2020.

Chairperson Kuzma asked for funding information.

City Engineer Westby stated that in the next case it is recommended to reallocate $250,000 from the 2020 sealcoat budget towards this project for option three. He confirmed that could also be sufficient funding to complete options one or two.

Councilmember Menth asked why one of the roads from the originally proposed project would not be selected.

City Engineer Westby stated that option one, which proposes removing 3.5-inches of pavement and underlying aggregate base and repaving with 3.5-inches of new pavement at an estimated cost of $835,000, and option two, which proposes completing a full-depth reclamation at an estimated cost of $811,000 to 1.5 miles of streets would provide less than the standard pavement base section and therefore staff would not be confident that the expected lifespan of the improvements would be reached. He stated that staff would be more confident that option three, which proposes standard 2-inch mill and overlay improvements on streets in the Business Park 95 and Regency Ponds Additions, would provide pavement sections closer to today's standards to allow standard pavement management practices to be applied in the future. Staff is therefore more confident in achieving the expected lifespan on these 2.8 miles of streets so in Staff's opinion option three is the most cost-effective.

Chairperson Kuzma asked the condition of the roads within Business Park 95 and Regency Ponds.

Councilmember Menth asked the paser rating of Business Park compared to the other roadways originally included in the project.

City Engineer Westby confirmed that the roads in Business Park 95 are in poor condition and provided photographs. He provided the different paser ratings. He explained that option three would be most cost effective with the limited funds the City has.

Councilmember Riley stated that the City previously identified what it thought was the best idea, but it was found that the pavement was not conducive to the proposed improvement. He stated that it also appears that the priority has changed, and the recommendation better fits the change in priority because of the limited funding available.

Chairperson Kuzma agreed that repairing 2.8 miles would be a better choice than 1.5 miles.

Councilmember Menth stated that his concern would be that the Feasibility Report is not completed on the recommended roads and therefore it could be unknown as to the pavement thickness.

City Engineer Westby explained that the roads in Business Park 95 should have been built to a higher standard, and that the roads in Regency Ponds have good PASER ratings and were more recently constructed and therefore should have a sufficient pavement section to allow for a 2-

inch mill and overlay. However, he noted pavement coring's would be needed to verify this as part of the Feasibility Study process.

City Administrator Ulrich asked how the cost could be impacted by the change in the schedule.

City Engineer Westby stated that overlay plans do not take as long to prepare as reconstruction plans and reviewed the proposed schedule and how that would be impacted by changing roadways proposed for improvement. He stated that there would be a two to three week increase in schedule if the streets are changed.

Chairperson Kuzma stated that he would support the staff recommendation.

Motion by Councilmember Menth, seconded by Councilmember Riley, to recommend City Council acceptance of the Feasibility Report for the 2020 Pavement Overlay Improvements, Improvement Project No. 20-02, and to recommend that a new Feasibility Report be ordered including the streets of Business Park 95 and Regency Ponds 1st, 2nd and 3rd Additions.

Further discussion: Councilmember Riley asked if the other roadways would continue to be maintained. City Engineer Westby stated that staff understands that the other roads were included in the CIP for this year and are not in good condition. He confirmed that continued maintenance would occur. He stated that the collection of additional GPR data will allow staff to take a deep dive into the CIP this fall to create a CIP that can be followed more closely in the future, rather than having to make these changes year after year.

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

DRAFT

CC Regular Session **7. 3.**

Meeting Date: 02/24/2020

By: Bruce Westby, Engineering/Public Works

Information

Title:

Adopt Resolution #20-038 Indefinitely Suspending Annual Sealcoat Program and Reallocating Budgeted 2020 Sealcoat Funds

Purpose/Background:

Purpose:

The purpose of this case is to adopt Resolution #20-038 indefinitely suspending the City of Ramsey's annual sealcoat program and reallocating budgeted 2020 sealcoat funds.

Background:

Since 2015, the City of Ramsey has budgeted $500,000 annually for cracksealing and sealcoating between 13 and 23 miles of City streets. Prior to 2015, cracksealing and sealcoating was completed less frequently based on availability of funding.

The purpose of sealcoating was to protect existing bituminous pavement from damage due to stormwater runoff, ultraviolet rays from the sun, and petroleum deposits left by vehicles using the streets. In addition, a small amount of oil in the sealcoat emulsion is absorbed by the underlying pavement, helping to rejuvenate up to the top quarter-inch of pavement.

In the spring of 2019, Staff began observing significant damage to the underlying pavement on several streets sealcoated since 2015. Staff has since been monitoring streets sealcoated since 2015 and documenting the scope and severity of observed pavement stripping issues in hopes of better understanding the root cause(s) of pavement stripping observed in Ramsey. Pictures of damage caused by pavement stripping under sealcoats on several streets in Ramsey are attached.

Numerous cities across the Twin Cities metro area have experienced pavement stripping under sealcoats over the last decade or more, including several cities in the northwest metro. Since last spring, Staff has discussed the pavement stripping issues experienced by various metro area cities, including those that have been experiencing this issue the longest. Staff's goal is to better understand the cause(s) of pavement stripping, how to cost-effectively repair damaged pavements, and if reasonable alternatives to sealcoating exist.

Attached to this case is a summary of Staff's research into pavement stripping, which includes findings and practices of other metro area cities, general comments and/or observations received from other cities and from sealcoat practitioners and experts, as well as conclusions and recommendations reached by pavement stripping research reports completed by the Minnesota Local Road Research Board (LRRB). The LRRB was established in 1959 through state legislation with the goal of improving the quality of Minnesota's transportation systems through grassroots research efforts. Copies of LRRB Technical Reports #2013-08 and #2017-35 are attached for reference.

In summary, Staff is concerned that continuing the sealcoat program will continue to cause unnecessary damage to our public streets. Staff therefore recommends indefinitely suspending the City's sealcoating program, which will allow Staff to further study the causes of pavement stripping in Ramsey and in other northern tier cities, to determine if reasonable alternatives to sealcoating exist, and to verify how to most cost-effectively repair pavement sections damaged by pavement stripping.

Notification:

Not required for this case.

Observations/Alternatives:

Observations:

The City budgets $500,000 for annual crack seal and sealcoat improvements, of which $175,000 is typically spent on crack sealing, and $325,000 is spent on sealcoating. After reviewing our current crack seal needs, Staff recommends allocating **$150,000** for crack seal improvements in 2020 and recommends allocating the unspent $350,000 as follows in 2020.

Business Park 95 Pavement Mill and Overlay

The streets in Business Park 95 were sealcoated in 2015 and are exhibiting the most signs of damage as a result of stripping under sealcoats of any streets in the City. If these streets do not receive a mill and overlay this year, extensive patching will be required. This carries significant cost and takes time away from patching other streets across the City. Staff therefore recommends completing a 2-inch mill and overlay on all streets in Business Park 95 in 2020, which are currently included in the CIP as a mill and overlay project in 2024. Staff recommends allocating **$250,000** towards this work. The estimated cost for this work is $500,000. The remaining $250,000 would best be allocated from the 2020 overlay improvements funding source.

Collect Ground Penetrating Radar Data

Staff recommends contracting with Braun Intertec to collect ground penetrating radar data on all street segments for which pavement section data is not available. This data will assist Staff in completing a comprehensive review and making the necessary revisions to all pavement management program improvement projects in the 10-year Capital Improvement Program (CIP) this fall. This will help ensure that all pavement overlay and reconstruction improvement projects identified within the CIP are able to be completed as proposed, and that the scope, cost and schedule of all proposed street improvement projects are accurate. The estimated cost for this work is**$75,000**.

Increase Spray Patching Program

Staff recommends increasing the spray patching program to allow Staff to rent additional spray patching equipment and purchase additional patching materials. This will allow Staff to spray patch more streets in 2020 to help hold the streets together until they receive their scheduled pavement mill and overlay and/or reclamation/reconstruction improvements. Staff budgeted $60,000 for Spray patching in 2020 and recommends allocating an additional **$25,000** This should allow Staff to continue spray patching streets through September and into October, weather permitting.

Alternatives:

Alternative #1 – Motion to adopt Resolution #20-038 indefinitely suspending the City of Ramsey's annual sealcoat program, and reallocating budgeted 2020 sealcoat funds to include $150,000 for 2020 crackseal improvements, $250,000 for Business Park 95 mill and overlay improvements, $75,000 for ground penetrating radar data, and $25,000 for additional spray patching in 2020.

Alternative #2 – Motion of other.

Funding Source:

The City annually budgets $500,000 for crack seal and sealcoat projects. Staff recommends that the City continue to complete crack seal projects at an estimated cost of $150,000 in 2020. The remaining $350,000 is recommended to be allocated as follows;

- $250,000 for 2020 mill and overlay improvements in Business Park 95
- $ 75,000 for collection of ground penetrating radar data on numerous City streets
- $ 25,000 for additional spray patching in 2020

Recommendation:

Staff recommends that the City's sealcoat program be indefinitely suspended to allow Staff to further study the causes of pavement stripping in Ramsey and in other northern tier cities, to determine if reasonable alternatives to sealcoating exist, and to verify how to most cost-effectively repair pavement sections damaged by pavement stripping.

Staff also recommends that the 2020 sealcoat budget be reallocated as follows;

- $250,000 for 2020 mill and overlay improvements in Business Park 95
- $ 75,000 for collection of ground penetrating radar data on numerous City streets
- $ 25,000 for additional spray patching in 2020

Action:

Motion to adopt Resolution #20-038 indefinitely suspending the City of Ramsey's annual sealcoat program, and reallocating budgeted 2020 sealcoat funds to include $150,000 for 2020 crackseal improvements, $250,000 for Business Park 95 mill and overlay improvements, $75,000 for ground penetrating radar data, and $25,000 for additional spray patching in 2020.

Attachments

Resolution 20-038
Seal Coat Year Map
Stripping Rating Map
LRRB Report 2013-08
LRRB Report 2017-35
Staff Research Summary
Feb PWC Mtg minutes
Bus Park 95 picture

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:30 PM
Form Started By: Bruce Westby		Started On: 02/18/2020 09:37 AM
Final Approval Date: 02/20/2020		

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

RESOLUTION #20-038

RESOLUTION INDEFINITELY SUSPENDING ANNUAL SEALCOAT PROGRAM AND REALLOCATING BUDGETED 2020 SEALCOAT FUNDS

WHEREAS, the City of Ramsey budgeted $500,000 to perform crackseal and seal coat improvements on public streets in 2020; and

WHEREAS, numerous street segments sealcoated between 2015 and 2018 are exhibiting accelerated loss of pavement in the wear course which is believed to be caused by a phenomenon known as "stripping under sealcoats"; and

WHEREAS, City Staff have been exploring possible causes for this damage over the last year, including reviewing available pavement data, Local Road Research Board studies on stripping under sealcoats, and meeting with other cities experiencing the same stripping issues; and

WHEREAS, City Staff recommends indefinitely suspending the City of Ramsey's sealcoat program to allow more time to explore the causes of this issue, and to determine the most cost-effective means to repair damages caused by stripping under sealcoats; and

WHEREAS, City Staff recommends reallocating the $500,000 budgeted for crackseal and seal coat improvements in 2020 as follows;

- $150,000 for 2020 crackseal improvements
- $250,000 for 2020 mill and overlay improvements in Business Park 95
- $ 75,000 for collecting ground penetrating radar data on streets identified as needing repairs per the CIP but that do not have as-built record plans
- $ 25,000 for additional spray patching in 2020

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

1. The City Council hereby orders an indefiinite suspension of the City of Ramsey's annual sealcoat program.

2. The City Administrator is hereby authorized and directed to reallocate the $500,000 budgeted for 2020 crackseal and seal coat improvements as outlined herein.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 24th day of February, 2020.

_____
Mayor

ATTEST:

_____
City Clerk

Seal Coat Year

2015 - 2018
Seal Coat Program Review

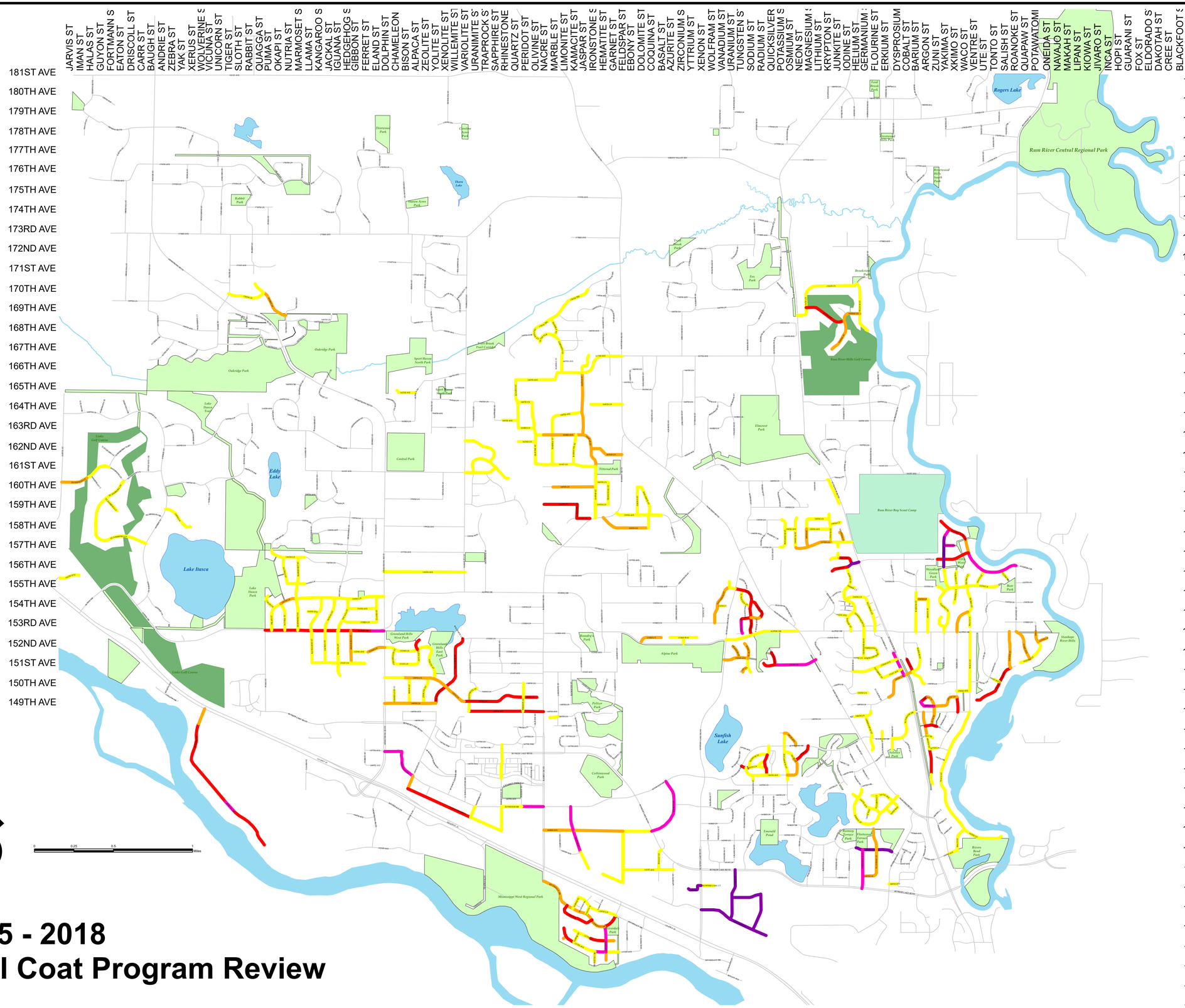
Legend

SC_YR

- 0
- 2015
- 2016
- 2017
- 2018
- Road_Centerlines
- ScoutCamp
- Golf_Courses
- Parks
- Rivers
- Lakes_Ponds
- Creeks

0 0.25 0.5 1 Miles

Stripping Ratings



Legend

Stripping, SC_YR

- 0, 2015
- 0, 0
- 0, 2018
- 0, 2016
- 0, 2017
- 1, 2018
- 1, 2017
- 1, 2016
- 1, 2015
- 2, 2015
- 2, 2016
- 2, 2017
- 2, 2018
- 3, 2015
- 3, 2017
- 3, 2016
- 3, 2018
- 4, 2016
- 4, 2017
- 4, 2015

- Road_Centerlines
- ScoutCamp
- Golf_Courses
- Parks
- Rivers
- Lakes_Ponds
- Creeks

2015 - 2018
Seal Coat Program Review

Stripping of Hot-Mix Asphalt Pavements under Chip Seals

Thomas J. Wood, Primary Author
Office of Materials and Road Research
Minnesota Department fo Transportation

April 2013

Research Project
Final Report 2013-08

Minnesota Department of Transportation

RESEARCH SERVICES

Office of Policy Analysis, Research & Innovation

LRRB
LOCAL ROAD RESEARCH BOARD

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(Please request at least one week in advance).

Technical Report Documentation Page

1. Report No.	2.	3. Recipients Accession No.	
MN/RC 2013-08			
4. Title and Subtitle Stripping of Hot-Mix Asphalt Pavements under Chip Seals		5. Report Date April 2013 6.	
7. Author(s) Thomas J. Wood and Melissa K. Cole		8. Performing Organization Report No.	
9. Performing Organization Name and Address Office of Materials and Road Research Minnesota Department of Transportation 395 John Ireland Boulevard, MS 330 St. Paul, MN 55155		10. Project/Task/Work Unit No. 11. Contract (C) or Grant (G) No. (C) LAB904	
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16. Abstract (Limit: 250 words)

The higher costs of hot-mix asphalt pavement are causing more agencies to choose pavement preservation techniques to maintain their pavements. Some agencies have experienced stripping of the asphalt surface under chip seals, this distress appears to occur mostly in urban areas on curb and gutter streets. The main objective of the study was to determine what causes the stripping and to develop test methods to determine if the street will strip prior to placement of the chip seal. Both field and lab methods were used. Research focused on determining air voids, permeability, and density of the samples. Once these were determined, correlations were developed to determine the conclusions.

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Stripping of Hot-Mix Asphalt Pavements under Chip Seals

Final Report

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Executive Summary

Stripping of hot-mix asphalt (HMA) under chip seals on urban streets has been an issue for years. This project studied the issue to determine what causes the stripping and how to deal with the stripping. Low density or high air voids appear to be the main cause of the stripping. Lab testing validated the theory that HMA mixes not prone to stripping will strip if not properly compacted. Better construction methods are recommended.

Chapter 1. Introduction

Objectives of Research and Methodology

This report represents task 6 – Draft Final Report of Local Road Research Board (LRRB) project number 904, Minnesota State Planning and Research project number MPR 10-(042) study entitled, "Stripping of Hot-Mix Asphalt Pavements under Chip Seals".

The objectives of this research project were to determine why some streets suffer from stripping of the hot-mix asphalt (HMA) pavement after placement of asphalt chip seal. Using this data we will recommend how to determine if streets will suffer from stripping prior to chip sealing. Also recommendations will be made on how to improve performance of streets starting with paving of the asphalt pavement.

The research efforts where made up of the following tasks:

- Task 1 Survey Cities and Counties to determine the extent of the stripping under chip seals.
- Task 2 Develop and modify existing test methods to determine is the HMA in place on streets is prone to stripping.
- Task 3 Core and test the cores from City streets.
- Task 4 Review past and present construction methods of cities for asphalt paving streets.
- Task 5 Analyzed the test results from cores.
- Task 6 Draft final report
- Task 7 Final Report
- Task 8 Implementation Plan

Background: Stripping Under Chip Seal Distress

For more than twenty years, Cities have experienced pavement deterioration of the upper 0.5 to 1.0 inch of HMA pavements under chip seals. The distress causing this is stripping of the asphalt layer directly beneath the chip seal (Figures 1 and 2). This distress starts as a small blister and becomes enlarged to the size of a small pothole; at which time the chip seal delaminates off of the asphalt pavement.

With the high cost of asphalt, the use of pavement preservation treatments has grown rapidly as agencies preserve their roadway system. Most of the incidents of this distress have been located on urban curb and gutter streets. If the distress is localized small patch will restore the street. However, as the area of deterioration expands a thin mill and overlay may be required to restore the street. This distress may lead to an expensive maintenance problem.



Figure 1: Stripping of asphalt pavement under chip seal.



Figure 2: Asphalt deterioration under chip seal.

Chapter 2. Research Methodology

Task 1

In this task surveys were sent to Cities and Counties using the Survey Monkey™ tool to determine the extent of the stripping under chip seals in Minnesota. See Appendix A for a copy of the Interim Report for Task 1 submitted in November 2010. This report includes all the questions asked and results of the survey. Sixty-six responses were received.

More than 60 percent of the respondents stated their agency was experiencing stripping under chip seal. Based on these findings and interviews with select cities the next step was to determine the cause of the stripping problems. One observation made was that streets suffering from stripping issues had density variability. Areas close to the stripped areas had high air voids. When coring, complete cores in the areas with low density and high air voids were not able to be obtained as they fell apart. Based on preliminary field sampling the following hypothesis was developed: **Low density may cause asphalt paving mixes to stripping to strip because of this low density and high air voids.**

Task 2

This task looked at stripping test methods and selected tests to determine if stripping can be determined. To test the laboratory methods selected, a level 3 super pave mix that has been proven to not be prone to stripping was selected. The HMA samples were compacted at three (3) levels of air voids (density), 7, 10, and 14 percent air voids. Based on these tests the higher the air voids or lower density the HMA suffered more stripping tendencies. This finding supports the hypothesis that low density and air voids may cause stripping.

Task 3

In Task 3 we cored and tested the cores from city streets experiencing stripping. A group of streets where selected to be sampled for lab testing to validate findings from Task 2 and determine what causes stripping of the chip seals on streets.

Efforts were made to develop field test requirements that could be performed to determine if the street is a good candidate for a chip seal, i.e. will not strip 2-4 years after placement. The Nuclear Density Tester (NDT) and NCAT Field Permeameter were used on streets without a chip seal. Lab testing on the cores taken from both streets with and without a chip seal included the following; air voids (ASTM T269, T166 & T209) and lab permeability (ASTM PS 129-1).

The data from the city's streets correlates with the finding in Task 2. As air voids increased and density decreased the chance of stripping also increased. The best method to check for variability in density in the pavement is NDT. A second hypothesis that was brought forward was the one could fog seal the street with light application of asphalt emulsion and that it would stop water infiltration into the mat but would allow water vapors to escape similar to TYVEK® house wrap does for homes.

Using cores from a two (2) year old fog seal and the lab permeability (ASTM PS 129-1) test method it was demonstrated that fog seal did not allow water in liquid state to infiltrate the HMA but allowed water in a vapor state to escape. (See Appendix C).



Figure 3: Nuclear density tester.

Task 4

In Task 4 current methods used by cities to construct their streets was reviewed. These methods were compared to MnDOT's standard specifications for paving. During discussion with agency personnel one fact that relates to density became apparent. Most cities were using ordinary compaction to obtain density. Ordinary compaction, when executed properly should yield good density of the pavement. However, one issue with ordinary compaction is that contractor and agency personnel must ensure that all areas of the pavement receive proper number of rolling passes at proper temperature of asphalt mixture. When streets have variable widths and curves are present it is more difficult to ensure the rolling pattern is consistent throughout asphalt pavement placement. MnDOT recommends using specified density methods. With specified density the agency will take cores randomly from pavement to verify that proper density has been achieved (see Appendix D).

Task 5

Analysis of the data collected in Task 3 was discussed and presented in Task 5. Using the different methods outline above, it was shown that all the test methods correlated. The data showed that streets had high variability in density from 7 to 12 percent air voids in areas close stripped areas. In the areas with severe stripping cores were not able to be retained for testing. This was due to the cores breaking into many pieces after pulling the core from the pavement. Nuclear density testing showed great amount of variability in the mix weight per cubic foot from

areas of not stripping to areas suffering from stripping. One street had weight from 145 lbs. per cubic foot in areas of the street with no issues to a low of 117.3 lbs. per cubic foot in areas suffering from stripping.. For field evaluation of streets the nuclear density tester is the fastest and easiest to use of method tested. After discuss with experts from around the country it is recommend to not chip seal a street if the variability in density varies more than 6 lbs. per cubic foot as measured with nuclear density tester. (See appendix E)

Task 6 and 7

Task 6 and 7 was developing the draft final report and a final report of the findings from Tasks 1-5.

Task 8

Task 8 will develop a draft implementation outline for the Research Implementation Committee (RIC) to use. Three (3) main recommendations for the outline are:

1. Present finding of study at many conferences.
2. Include data about variability of density into bituminous training classes offered by MnDOT to help insure better constructions methods are followed.
3. Develop a handout to inform agencies about the stripping under chip seal issues and recommendation on preventing this distress.

Chapter 3. Conclusions and Recommendations

Conclusions

The stripping of the HMA pavement after application of chip seal is caused by areas of high air voids or low density. The lack of proper compaction allows water to permeate into the HMA and cause pavement to strip. This also occurs in HMA that are not prone to stripping. A cause for lack of uniform density is the use of the ordinary compaction method. For ordinary compaction to work, inspections must ensure all areas of the pavement receive proper compaction efforts at the correct temperature for the mat.

Recommendations

It is recommended that agencies use specified density methods to ensure proper uniform compaction of the HMA paving. An observation by a city's personnel was when the city switched to specified density the same Contractor brought two 20- to 25-ton steel rollers and a 20- to 25-ton pneumatic roller instead of one 6- to 8-ton steel roller they used in the past when ordinary compaction was specified. The cost of the HMA was the same per ton. Areas that need more research into are what effects recycled asphalt (RAP) now used in wear course have on stripping.

There are currently three options for existing streets with low density and high air voids variability. These options are as follows:

1. Do nothing and allow the street to fail prematurely.
2. Chip seal earlier in pavement life to try to keep pavement structure as dry as possible to limit moisture damage. From the surveys in Task 1, it appears that chip sealing the pavement within the first 1-4 years of life helped to limit the stripping issues.
3. Fog seal pavement with a CSS-1h diluted to one part water and one part emulsion.

Appendix A: Task 1 Report

Minnesota Local Road Research Board (LRRB)
Investigation No. 010-042

Stripping of Hot Mix Asphalt Pavements under Chip Seals

Interim Report

Submitted to the LRRB technical advisory panel in fulfillment of:
Task 1 on November 9, 2010

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Introduction: In recent years, Mn/DOT has received reports of stripping, or deterioration, of the upper ½ to 1 inch of hot mixed asphalt (HMA) pavements under chip seal surface treatments. This distress (Figure 4) usually starts out as a small blister and develops to small potholes, at which point the chip seal delaminates from the pavement. These distresses can become an expensive maintenance problem. These distresses could also impede the deployment of cost saving preventive maintenance (PM) treatments if the treatments are viewed as the cause of the distresses.



Figure 1. Early stage of HMA deterioration under a chip seal (251 Reid).

This report represents task 1 of the Minnesota Local Road Research Board (LRRB) project number 2010-042, entitled, "Stripping of Hot Mixed Asphalt Pavements under Chip Seals". The overall goal of this research project is to determine the underlying cause of the stripping distresses, identifying which pavements are at greatest risk and implement risk mitigation strategies that include improved specifications and practices. The main purpose of this task report was to identify the extent of the problem among local government entities.

Minnesota cities and counties were asked to complete an online survey, using the Survey Monkey ™ tool, describing their experience with the stripping under chip seal distress. Appendix A is a draft of the survey that was used to populate Survey Monkey™. The survey opened for response in early September and received 66 responses.

Findings and Observations: The survey responses show that the problem of stripping of the HMA under a chip seal happens in over 60% of the agencies that responded. The first chip seals were applied when the streets were between four (4) and eight (8) years of age. The distress seems to appear between two (2) to four (4) years after chip seal application. Note that 60 percent of respondents reported that they did not have un-chip sealed roadways the same age as the chip sealed roadways. The ninth question asked for comments. Appendix A lists all the comments received. Below are a few selected comments.

"As a rule of thumb, we will seal coat a street twice over a 15 to 20 year period prior to mill and overlay. Stripping more common after second seal coat."
"We have one road we sealed when it was only a year old and the stripping has not occurred on that road yet."
"So far this has only shown up in our first recycled asphalt wear courses installed from 1996 to 1998. We have heard that there was a problem with the Mn/DOT formula that hopefully has been corrected."
"We think this is occurring in pavements put down in the early 1990's where they first started to use RAP in the mix."

Recommendations for next task: Based on the information from the survey, the research should to study the types of HMA mixes used to determine if some types, or blends, of HMA and recycled asphalt pavement (RAP) are more prone to stripping. Density may also be a contributing factor.

Appendix A: Survey Results

Question 1: **asked the name of the Agency fill out survey**.

Question 2: **Does your city use chip sealing as a Preventive Maintenance treatment?** 60 responded Yes, and 6 responded No.

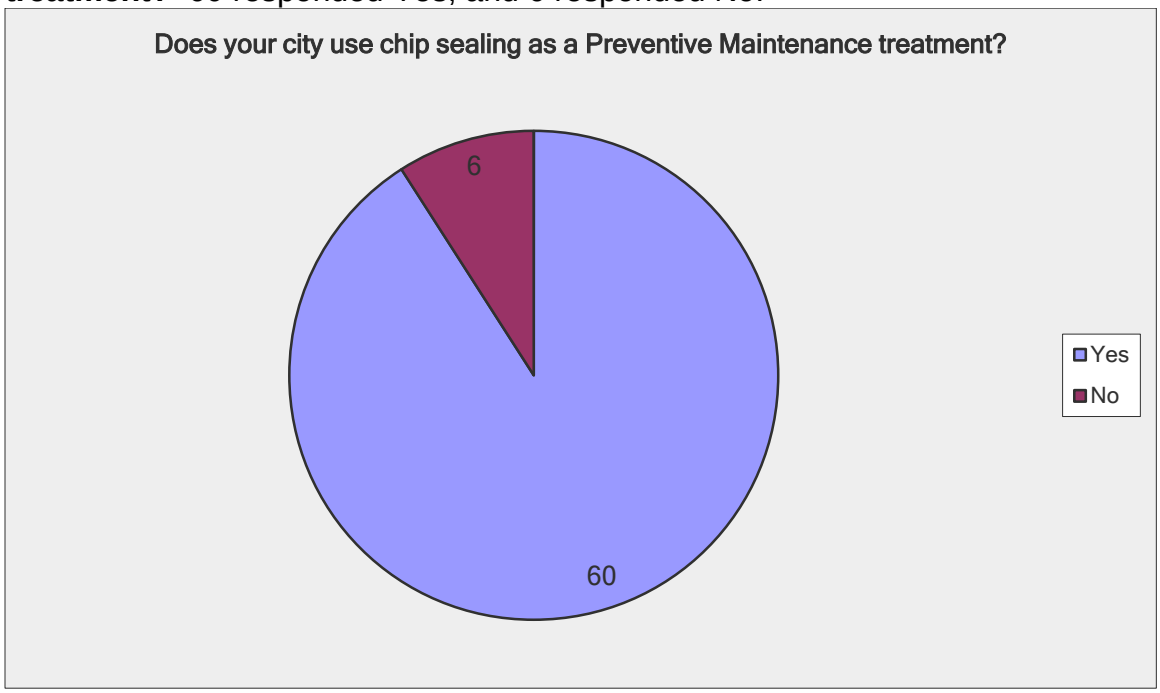


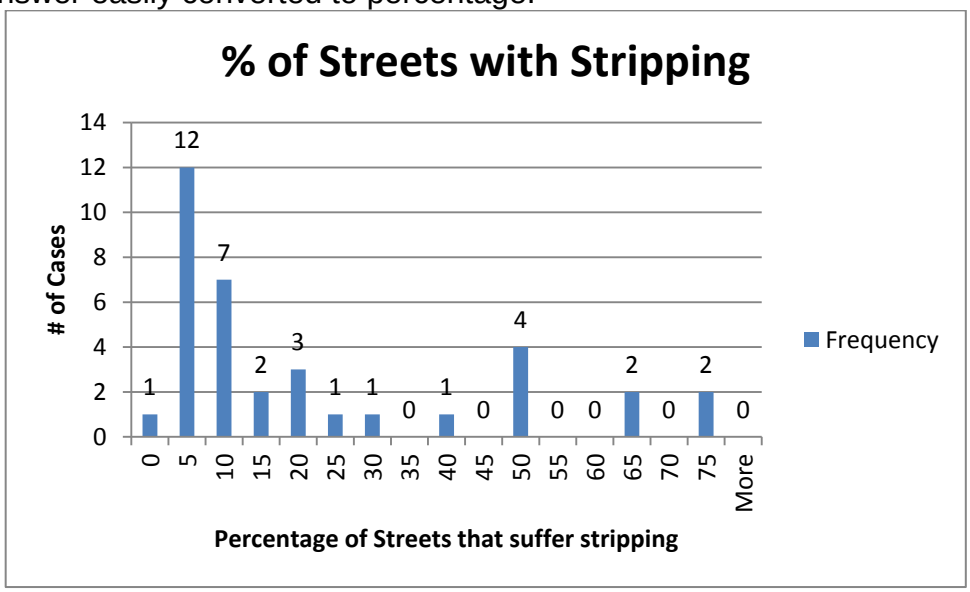


Figure 2 Picture used in survey

Question 3: **Using the pictures (Figure 2) above as guidance, do any of your streets suffer from stripping under chip seals?** 42 agencies reported yes and 24 reported No

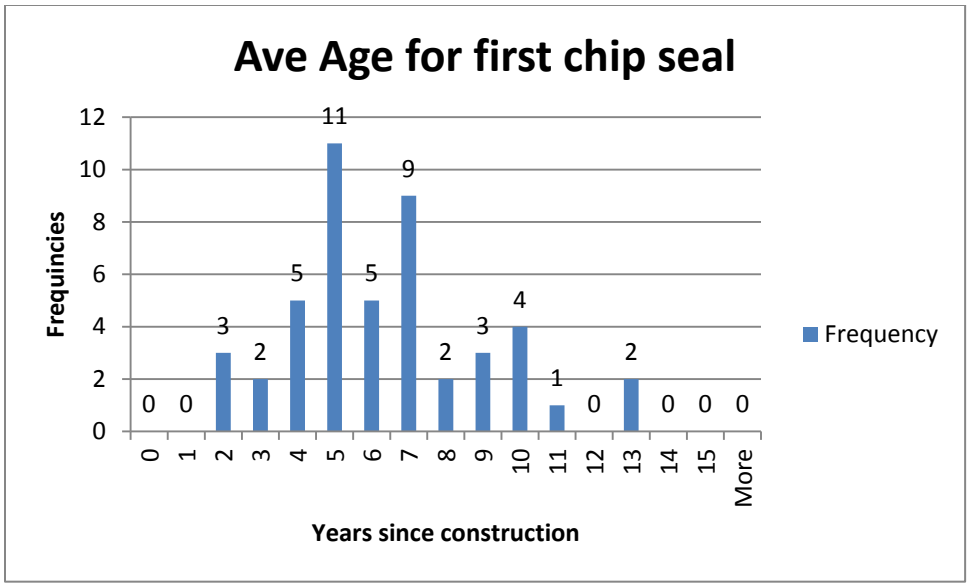


Question 4: **What percentage of streets does it happen on?** 40 out of 66 supplied answer to this question. See below histogram for breakdown of data. Most of the agencies reported a percentage but four (4) reported in format that did not give an answer easily converted to percentage.

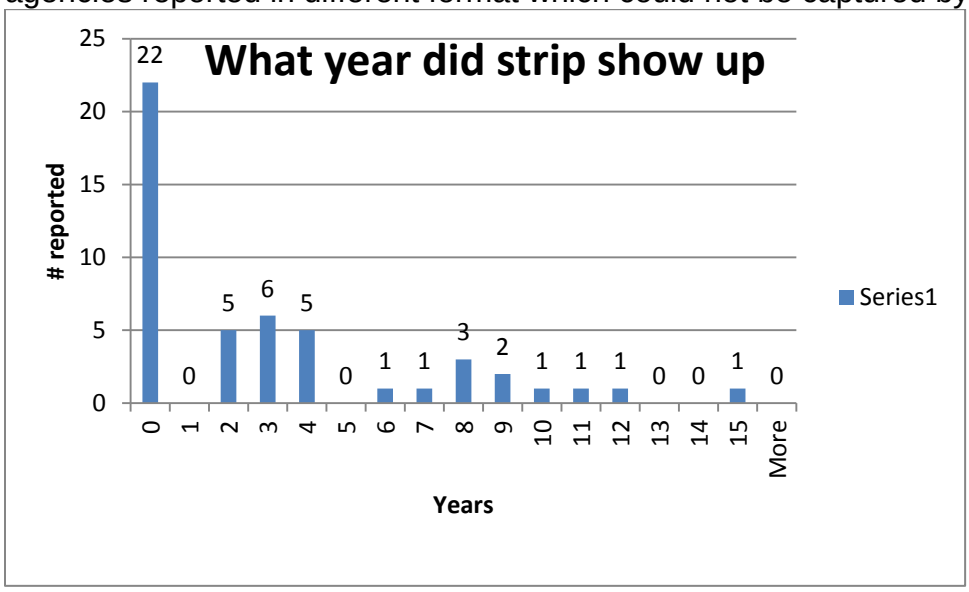


.

Question 5: **On average, what is the age of the street when the first chip seal is placed?** 52 responded to question see histogram for data below. Five (5) agencies reported in a different format which could not be captured by the histogram.

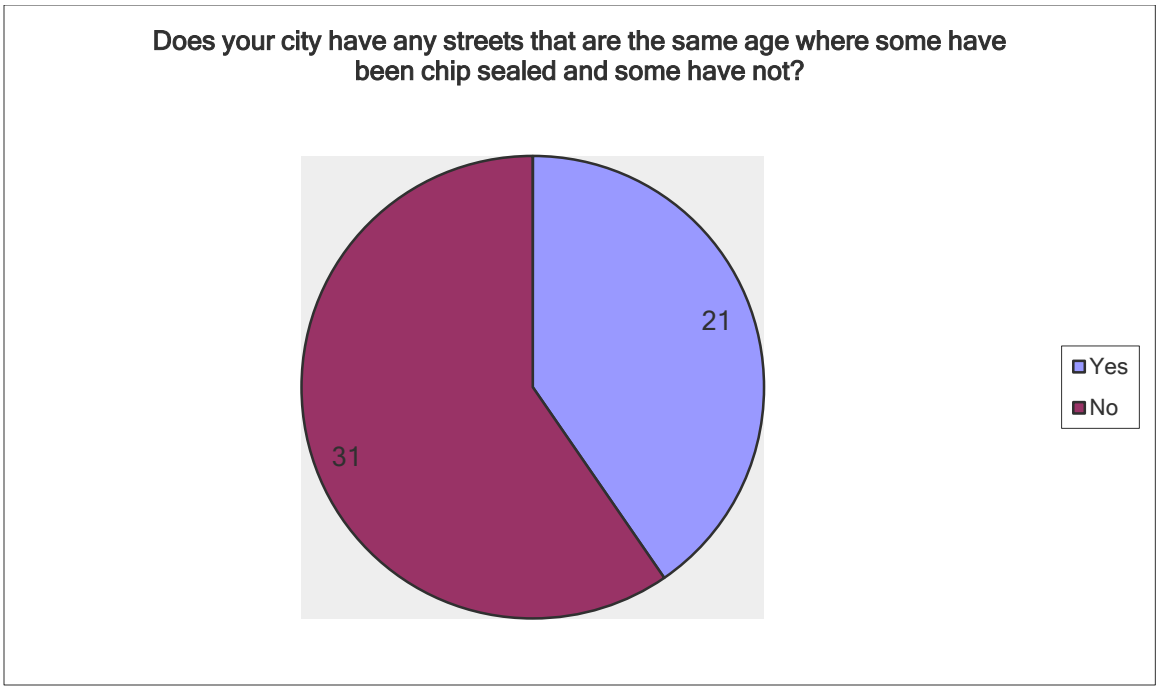


Question 6: **How long after the chip seal is placed does the stripping problem show up?** 52 responded to this question, see histogram below for data. Three (3) agencies reported in different format which could not be captured by the histogram.

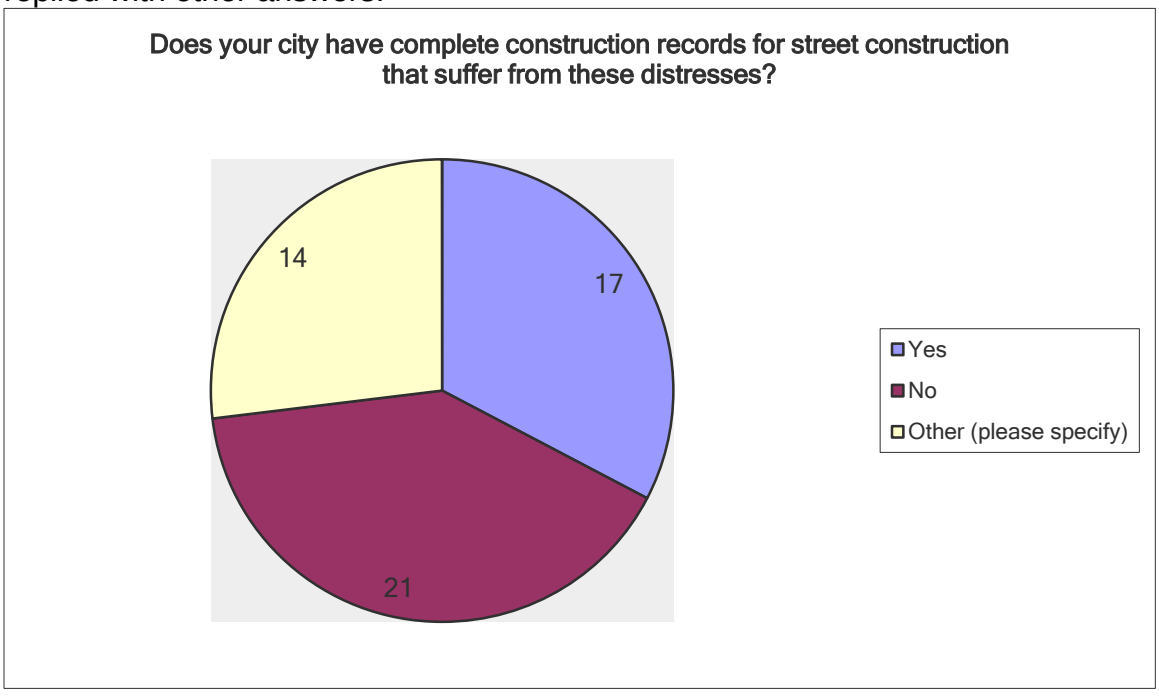


The responders that listed year zero have not seen any damage to their streets.

Question 7: **Does your city have any streets that are the same age where some have been chip sealed and some have not?** 52 responded. 21 replied yes and 31 replied no.



Question 8: **Does your city have complete construction records for street construction that suffer from these distresses?** 17 replied yes, 21 said no, and 14 replied with other answers.



Question 9: **Are there any comments or additional information that you need or would like to share?** 16 responded with additional comments or information. See comments below.

- *I'm going to pass this on to my Public Works guys, as they have noticed this problem for several years. I will have them reply too, as they can offer more*

details. I would encourage everyone that this study include street maintenace personnel (field people) in addtion to City engineers/Public Works Directors (office people).

- *As a rule of thumb, we will seal coat a street twice over a 15 to 20 year period prior to mill and overlay. Stripping more common after second seal coat.*
- *We have one road we sealed when it was only a year old and the stripping has not occured on that road yet*
-
- *You know all our comments about the chip seal material on sticking to our truck engines and tranny's...*
-
- *The City has been very consistent over the last 10 years or more about seal coating and keeping up with the 5 year timing. To date we have not noticed any problems with the surface coat below the chip seal.*
- *We use MC oil and no emulsifiers which helps prevent this from happening.*
- *Our experience is limited to stripping on 61 wear course roads, we haven't seen other significant stripping issues on other roads.*
- *We have attributed the problem more to the wear course being chip sealed then the chip seal itself*
- *Maplewood, like other metro cities is dealing with this issue and there are a number of state aid roadways with this problem.*
- *We are currently formulating an approach to fix these streets since it is very difficult to patch the great number of thin failures areas.*
- *According to our Street Superintendent the issue could be a result of using trap rock which is left for only 2-3 days before being swept up.*
- *Streets with pea rock left down for 2-3 weeks such as North Saint Paul and Lake Elmo don't seem to be having the failures.*
- *We have not seen this problem in Faribault County.*
- *Marshall County has not completed a chip seal.*
- *So far this has only shown up in our first recycled asphalt wear courses installed from 1996 to 1998. We have heard that there was a problem with the Mn/DOT formula that hopefully has been corrected.*

- *In response to the question seven, we have not determined the ages for all occurrences of this type of stripping. We have however, noted that the stripping occurs in certain areas, where presumably the pavement is of approximately same age and sealing is also conducted at the same time (sealing is performed on an area basis). We seal streets on an 8-year cycle, and do not perform "early sealing" on new pavement after 2-3 years as some cities do. This program was initiated in the early 80s. We have started to examine the practice of early sealing, and would like to determine whether this would be more effective for our City.*

- *We think this is occurring in pavements put down in the early 1990's where they first started to use RAP in the mix.*

- *Just a quick glance revealed two areas with most noticeable stripping were built around 1994- 1999 and mostly likely had two seal coat applications to date. Also these are areas of clay soils.*

- *Most problems appear where there are just thin overlays.*

- *One of the segments is approximately 15 years and the problem is pretty much continuous for the 10 mile segment. The problem is occurring in the center of lane and appears as a stripping problem created in the original mix placement. Possibly a segregation problem created by the paver during placement.*

Appendix B: Task 2 Report

Stripping of Hot-Mix Asphalt Pavements under Chip Seals

Development of a Methodology to Asses Potential at Risk Streets

LRRB 10-0142, 2010-042 Interim (Task 2) Report

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April 2011

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views or policies of the Minnesota Department of Transportation at the time of publication. This report does not constitute a standard, specification, or regulation.

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This report represents task 2 of the Minnesota Local Road Research Board (LRRB) project number (Investigation) 2010-042, entitled, "Stripping of Hot Mixed Asphalt Pavements (HMA) under Chip Seals". The goal of this specific task report is to identify, or develop a methodology that can be used to asses potential at-risk streets before they are treated with a surface treatment. The preliminary methodology being investigated by the research team involves testing the in-place pavement for air void content, or permeability (either in-situ or laboratory). If the pavement is found to have excessive permeability and/or air void content, then caution should be exercised before placing a chip seal surface treatment; a fog seal surface treatment may be more appropriate. These recommendations are preliminary and need to be validated with more testing of laboratory and plant produced (in-place) pavement mixtures in accordance with the work plan.

Based on previously completed forensic investigations, and survey responses the research team has hypothesized that low density (high-interconnected air voids) are a contributing factor to the observed stripping distresses. Thus, the experimental plan investigated the influence of various air void contents (7, 10 and 14%) on a mixture's susceptibility to moisture induced damage. The mixtures susceptibility was tested with: permeability tests, Mn/DOT modified Lottman, Asphalt Pavement Analyzer (APA) tested under wet and dry conditions, and a modified Iowa Boiling Test.

Permeability testing indicated that the mixtures became significantly more permeable when the air void content was near 14%. The Lottman test did not show any visual evidence of stripping and all tensile strength ratios (TSR) were above 70%. However, the mixtures with the highest air void content had the lowest TSR at 74% and the mixture with the lowest air void content had the highest TSR at 84%. The change in air void content had the most dramatic influence on tensile strength values; a doubling of the air voids from 7% to 14% corresponded with a reduction of 52% and 58% in the dry and wet tensile strengths respectively. APA test results were mixed as the greatest difference in rutting rates between 'wet' and 'dry' testing conditions were at the 10% and 7% air void contents; the mixture with 14% air void content showed little difference. None of the mixtures showed signs of visual stripping. In the modified Iowa boiling test, the specimens with 14% air voids lost an average of 12.2% of their initial weight and the specimens with 7% air voids lost an average of 3.4% of their initial weight. In addition, empirical observations after the test showed that the specimen with the higher air voids (14%) was much less intact than the comparable specimens with lower air voids (7%).

There was no test that explicitly showed asphalt stripping away from mixtures with higher air voids; however, the results of the laboratory testing did indicate that the higher voids do contribute to reduced pavement durability through reduced strength, increased susceptibility to rutting and increased permeability. The permeability and the modified Iowa Boiling test results indicate that pavements with higher air void contents may be more susceptible to moisture induced damage than pavements constructed with the proper amount. These factors will also reduce the life of a chip seal that's placed on top of a compromised pavement. Future testing within this project will entail conducting the same tests (permeability, Mn/DOT modified Lottman, wet and dry APA, and modified Iowa Boiling) but on sealed specimens of varying density to more closely simulate field conditions. In addition, to the research team intends to modify the laboratory Permeameter to examine whether or not moisture (from the bottom) can penetrate a chip seal or a fog seal surface treatment.

Chapter 1. Introduction

Objectives of Report and Research

This report represents task 2 of the Minnesota Local Road Research Board (LRRB) project number (Investigation) 2010-042, entitled, "Stripping of Hot Mixed Asphalt Pavements (HMA) under Chip Seals". The overall goal of this research project is to determine why stripping distresses are observed in the underlying HMA pavements of some streets and not others. Identify which pavements are at greatest risk and implement risk mitigation strategies that include improved specifications and practices. The goal of this specific task report is to identify, or develop a methodology that can be used to asses potential at-risk streets before they are treated with a surface treatment. This methodology (in the form of a laboratory test) is designed to provide guidance on the susceptibility of the proposed pavement section to the stripping under chip seal distress, which would allow agencies to make informed decisions on the application of preventive maintenance (PM) treatments.

Stripping Under Chip Seal Distress

This problem has been observed for more than twenty years; however recently, Mn/DOT has received increased reports of stripping of the upper ½ to 1 inch of hot mixed asphalt (HMA) pavements under chip seal surface treatments. This stripping distress (Figure 1.1) usually starts out as a small blister and develops to small potholes, at which point the chip seal delaminates from the pavement. These stripping distresses can become an expensive maintenance problem.



Figure 1.1. Early stage of HMA deterioration under a chip seal (251 Reid).

The distress appears to be limited to local, low speed roads (30 - 40 miles/hour) with curb and gutter and Task 1 of this research project (1) surveyed local agencies and found that (60% of 66 respondents) have this problem. Due to the relative widespread nature of the phenomenon the study will not focus on material specific causes of the stripping, such as aggregate/asphalt incompatibility. The focus of the study will be on the stripping phenomenon as it relates to the pavement structure as a whole, specifically, it is theorized that pavements with poor drainage, low density and traffic action are at an increased risk of stripping when a chip seal is applied. The basis for this theory is that many observed cases have been local streets (with presumably higher density) and curb and gutter (no edge drains for water to escape).

Review of Published Literature

The vast majority of the literature found focused on a "microscopic" investigation of the problem, namely the properties/performance of the asphalt and aggregate, or the mixture as a whole. The following paragraph is an excerpt from Kiggundu and Roberts (2), "Hubbard states

that stripping effects have been observed since the advent of paving with bituminous. Since this phenomenon has been detected, there have been numerous technical papers, articles, and presentations. Stripping is a complex problem to which there is no definitive, qualitative and quantitative solution towards understanding and predicting the stripping potential of HMA. There currently are a number of hypothesized mechanisms, including: detachment, displacement, spontaneous emulsification, film rupture, pore pressure, and hydraulic scouring. There are a number of postulated theories, which include: mechanical interlock, chemical reaction, molecular orientation, or Interracial phenomenon, none of which are universally accepted."

Aschenbrener (3) reported on several pavements in Colorado which required complete rehabilitation at less than two years old and often less than one year old. The pavements designed to be a rut resistant composite pavement that used a plant mixed seal coat placed over an HMA layer; however the underlying HMA layer experienced severe moisture damage as shown below.

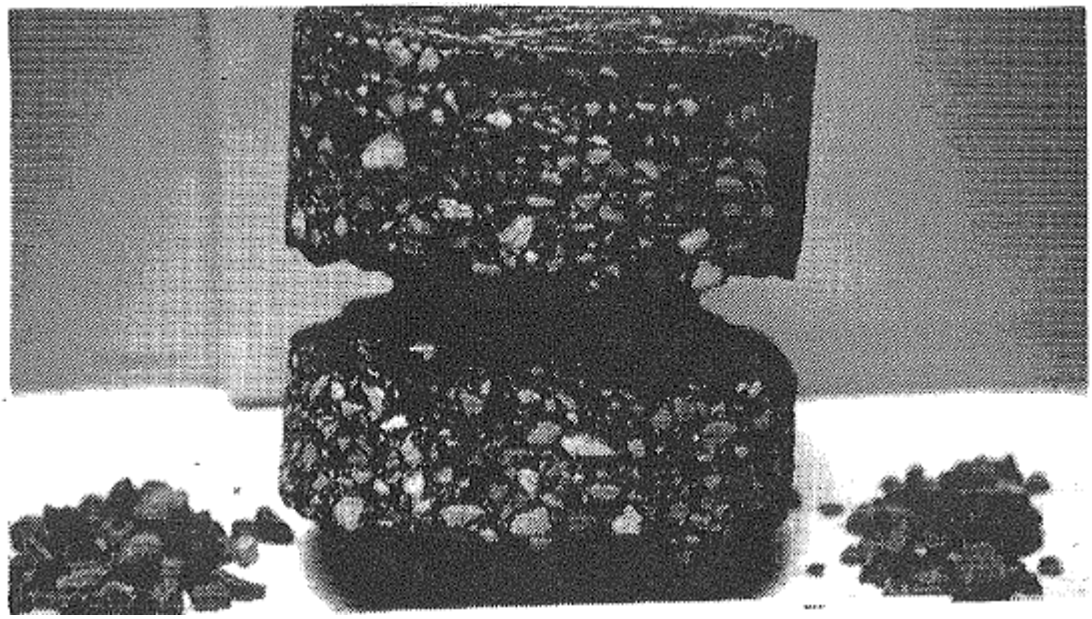


Figure 1.2. A Core showing Stripping below the surface (3)

Although the plant mixed seal coat was reported a contributing factor, the HMA mixtures were also deemed to be susceptible to moisture induced damage (the only reason to explain the rapid failures), and it was observed, through analysis of weather conditions, that the failures occurred during high levels of precipitation during the hottest part of the summer. The severe moisture damage did not correspond to freezing conditions. The failures were attributed to high temperatures, high moisture and high traffic.

Kandhal and Rickards (3) was another reference that discussed the stripping problem in context of the pavement system and not in isolation. The researchers presented case histories of premature stripping of asphalt overlays due to stripping. The researchers observed that, "In each of the observed cases, saturation was the cause of the problem; stripping was the outcome." They also noted that, "If subsurface drainage of the pavement is inadequate, moisture and/or moisture vapor can move upwards due to capillary action and saturate the asphalt courses." The researchers hypothesized that, "In addition to high air void content, there are three essential ingredients to promote stripping: the presence of water, high stress and high temperature." Furthermore, the researchers argued that if the concept of mat "breathing" (ingress of moisture

balanced by the egress of moisture in the form of water vapor) wasn't true, there would be substantially more stripping problems.

The current investigation is concerned with stripping of generally older pavements with chip seals applied 'late' (>7 years) in the pavement's service life. So, it is interesting to note that stripping almost universally occurs from the bottom up, or at the interface of two layers outward, so, based on this, it is logical to be concerned with the application of a chip seal over an HMA pavement, as the new pavement is now a "lower layer". In addition, section 7 (surface treatments) of the Texas DOT Pavement Design Guide (5) recommends testing HMA mixtures for susceptibility to stripping before the application of a chip seal because, "A surface treatment will generally seal off the vertical escape of moisture migrating upward out of a pavement which can set up accelerated stripping in the existing HMA layer beneath the seal". The sealing off of the vertical escape of moisture will not increase the pavement's stripping susceptibility if there isn't moisture, in other words if the moisture can escape through the sides (edge drains), or if the moisture is intercepted with a permeable base layer. Thus this implies that the stripping mechanisms of the pavement were already in-place, merely accelerated by the presence of the chip seal surface treatment.

Texas currently, as of 2011, has two standard methods for testing moisture susceptibility of HMA mixtures:

1. Placing a 200g sample of prepared HMA, no more than one aggregate thick in a beaker which is immersed in boiling oil
2. Modified Lottman Test which involves comparing the Tensile Strength Ration of moisture conditioned specimens with that of non-conditioned specimens.

Aschenbrener and McGennis () reported on using the boiling water test and seven versions of the modified Lottman test (AASHTO T 283) to predict the stripping of materials extracted from twenty sites of known field (stripping) performance. They reported that two levels of severity for conditioning laboratory samples correlated well with what was observed in the field; the most severe conditioning cycle included a 30-minute vacuum (610 mm HG) saturation a 15 hour freeze, followed by a 16 hour soak in a high temperature water bath, the milder conditioning consisted of: 55-80% saturation and no freeze, followed by a 16 hour soak in a high temperature water bath. They recommended the severe conditioning for mixtures placed under high traffic, high temperature, high moisture and possibly freeze conditions and milder laboratory conditioning for mixtures placed on low traffic sites. They went further, stating that it is critical that the conditioning in the laboratory (vacuum saturation, freeze, hot-water soak) be equal, or greater than the severity expected in the field. The authors did not recommend the boiling test as it is a very severe test that does not consider important factors of: gradation, void structure, or permeability, all of which influence field performance related to moisture susceptibility.

Chapter 2. Laboratory Testing and Evaluation

Introduction

There is no one test that is universally accepted as an indicator of stripping potential, some tests worked well on some materials and not on others. One of the goals of this project is to provide a test(s) that can be performed relatively inexpensively and provide results quickly and accurately. With this in mind, excessive conditioning, such as multiple freeze-thaw cycles in the Lottman test, is not being considered. Preference was given to accepted tests and methodologies which could be implemented/performed with little investment.

In addition, an experimental plan was formulated based upon recent data findings from forensic investigations of local streets. These forensic investigations revealed that pavements with stripping problems also seemed to have high in-place air voids. All of them had in-place voids greater than 10%, up to as high as 14%, other samples were unable to be tested due to disintegration of the core during the coring operation. This led the researchers to hypothesize that reduced density would lead to an increased susceptibility of the pavement to experience moisture induced damage.

The hypothesis was tested by utilizing the current standard employed by Mn/DOT (Lottman test with Mn/DOT modified conditioning), experimenting with the Asphalt Pavement Analyzer (APA), or rutting test conducted on saturated and dry specimens as well as a new method proposed by the researchers that involves immersing a sample into boiling water for a pre-determined period of time (referred to as the modified boiling test)".

Laboratory Procedure and Test Results

Laboratory Permeameter (Karol-Warner flexible wall Permeameter)

The laboratory testing was conducted on a level 3 SuperPave mixture, derived from a relatively common Minnesota job mix formula. This mixture has not been observed to be susceptible to striping problems. The samples were sampled from the field and prepared in the laboratory by trained Mn/DOT personnel using a SuperPave gyratory compactor. The mixture had 30% RAP content, with 4.8% new asphalt binder and it conformed to Mn/DOT's gradation requirements.

Permeability testing was accomplished using the laboratory Permeameter (Figure 2.1), also known as the Karol-Warner flexible wall permeameter. The coefficient of water permeability, k was found using the relationship described in Figure 2.1.

The coefficient of permeability provides an indication of the ease with which water can pass through the specimen, higher values indicate that it's easier for water to flow through the specimen and lower values indicate that it's more difficult for water to flow through the specimen. According to the Mn/DOT pavement design manual, permeability for class 5 aggregate base is approximately 4.8 inches per day (in/day) and drainable bases have permeability values between 3,600 to 12,000 in/day.



$$k = \frac{al}{At}\ln\left(\frac{h_1}{h_2}\right).$$

Where:

k	coefficient of permeability, cm/sec
a	inside cross-sectional area of standpipe, cm^2
l	thickness of test specimen, cm
A	cross-sectional area of specimen, cm^2
h_1	hydraulic head on specimen at time, t_1
h_2	hydraulic head on specimen at time, t_2

Figure 2.1. Laboratory Permeameter (Left) and Permeability Calculation (Right)

Figure 2.2 shows the graphical relationship between permeability and air voids. As the air voids are increased greater than 9.6%, the permeability increases dramatically. Although the permeability of the mixture with 13% air voids is still much lower than that of permeable bases, it is still approximately six times more permeable than class 5 aggregate base. This relationship was also found by Cooley, Brown and Maghsoodloo (2001) who reported that coarse, dense graded SuperPave mixtures with a nominal maximum aggregate size of 3/4" (19.0 mm) became excessively permeable at approximately 5.5% in-place air voids, which corresponded to a field permeability value of 40.82 in/day. They also observed that permeability appeared to increase exponentially with in-place voids (Figure 2.3).

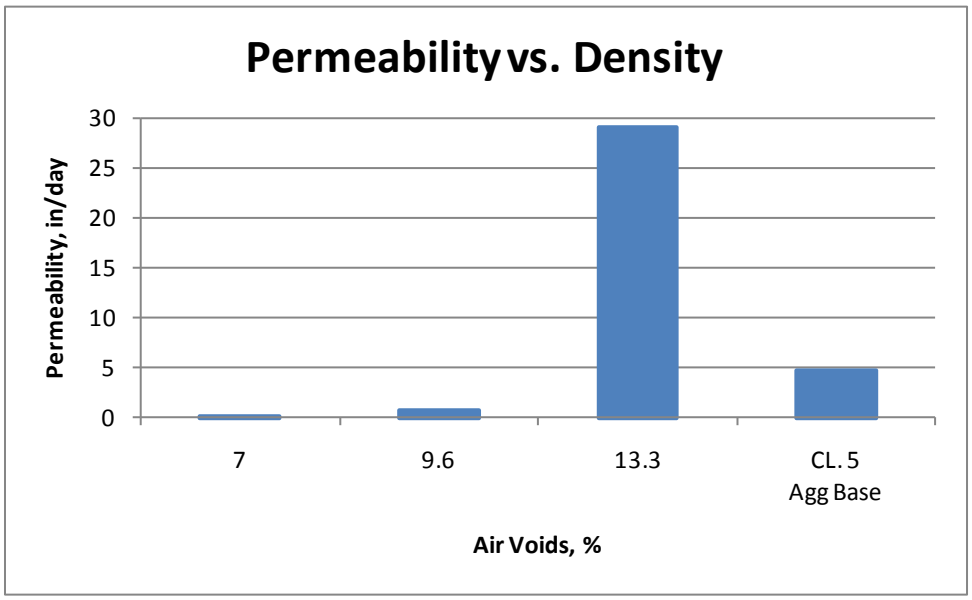


Figure 2.2. Permeability vs. Air Voids

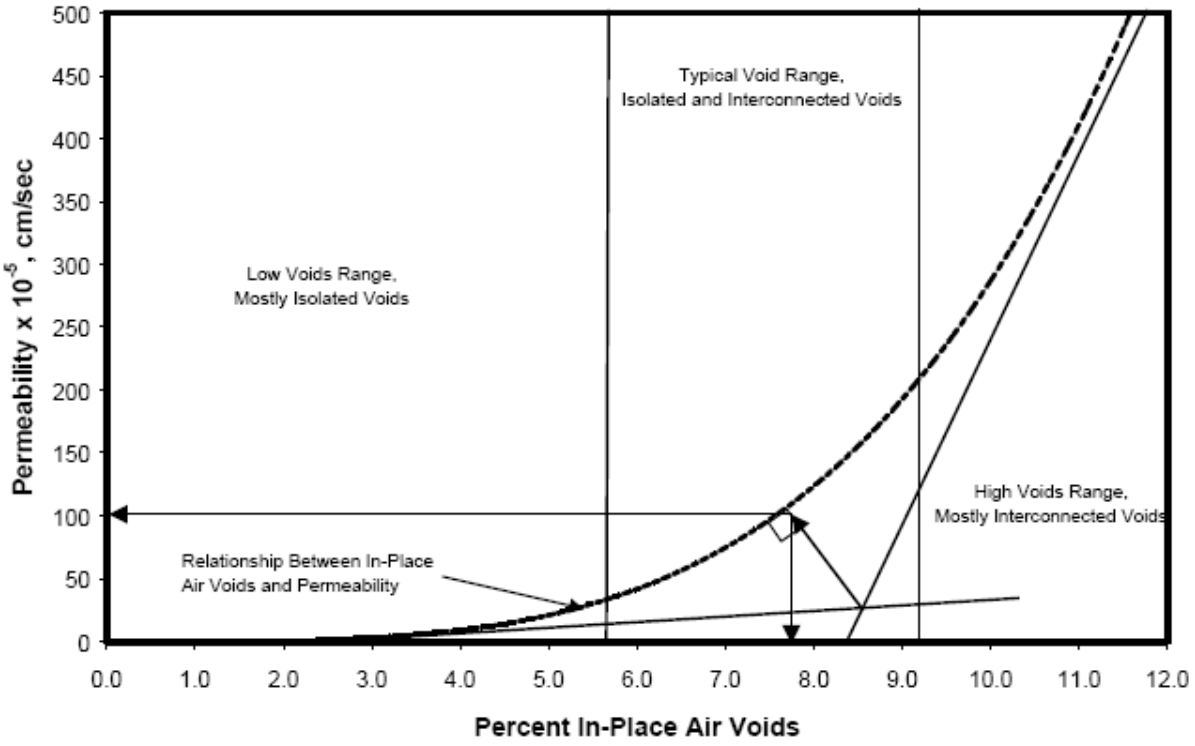


Figure 2.3. Permeability vs. In-Place Air Voids (Cooley Jr., Brown and Maghsoodloo, 2001).

Lottman Test (Mn/DOT Modified)

The moisture sensitivity was ascertained by performing modified Lottman tests in accordance with ASTM D 4867, Mn/DOT modified (See Appendix A). The moisture sensitivity was gauged by comparing splitting tensile test (Figure 2.4) results of control, or non-moisture conditioned specimens (dry strength) against those of moisture conditioned specimens (wet strength). The ratio of the wet strength to the dry strength represents the tensile strength ratio, or TSR. The generally accepted minimum threshold value for TSR is 70%.

Figure 2.5 shows the TSR values vs. the air void content of the mix. All three TSR values are above the 70% criterion; however, the increase in air voids appears to correspond with a decrease in the TSR, which suggests reduced resistance to moisture induced damage. In addition, the apparent relationship appears to suggest that a mixture with 17% air voids, would have a TSR value of 70%. Figure 2.5 compares the visual appearance of the 'wet' and 'dry' specimens after testing. From this figure, there does not appear to be a relationship between air void content and stripping potential as all three sets appear to be relatively the same.

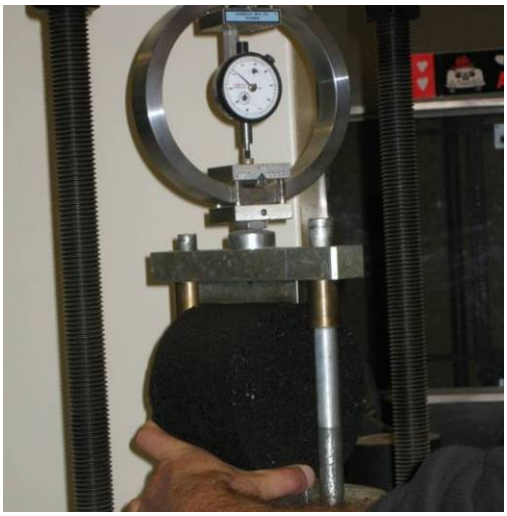


Figure 2.4. Lottman Testing

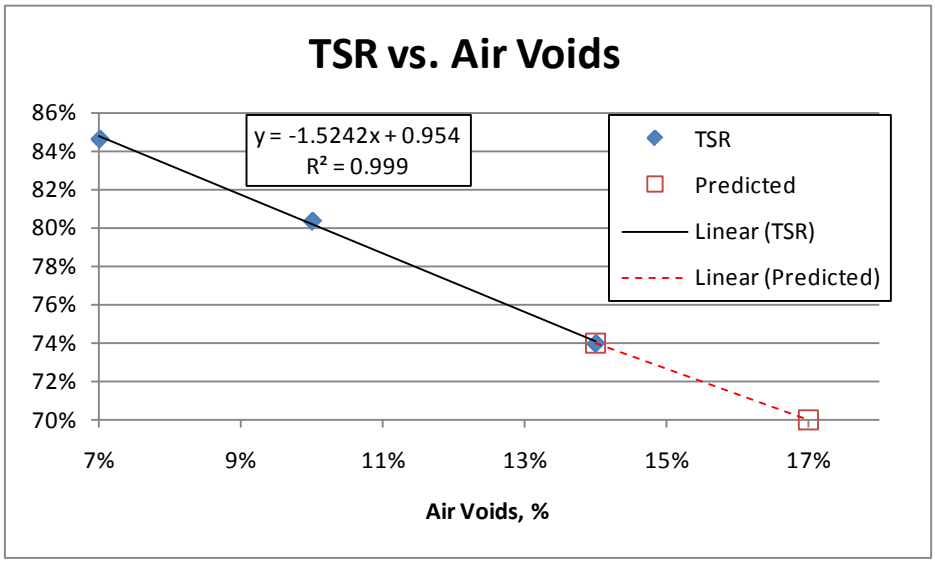


Figure 2.5. Tensile Strength Results (TSR) vs. Air Voids

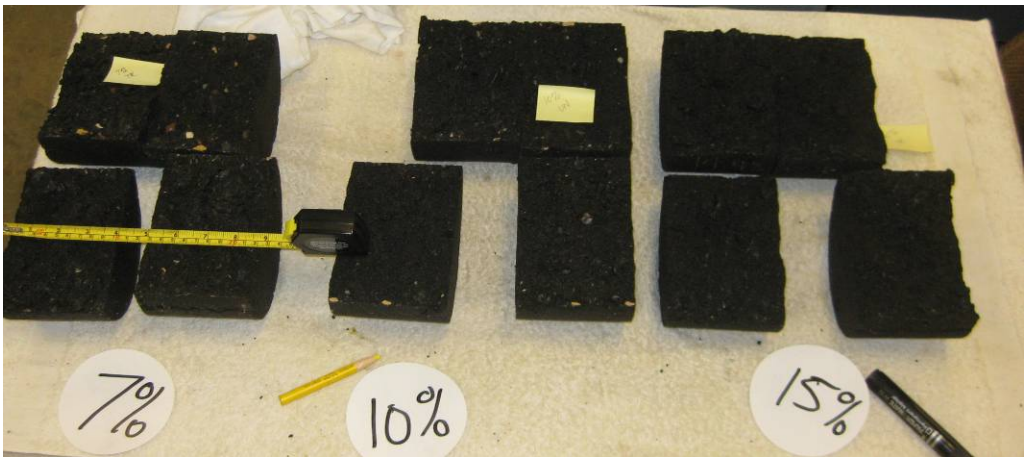


Figure 2.6. Visual Examination of TSR specimens

Figure 2.7 shows the dry and wet tensile strength values of the three mixtures. There is a much more noticeable impact on these strength values due to the increase of air voids than there was on the TSR. Generally speaking, a doubling of the air voids from 7 to 14 corresponds with a reduction of 52% and 58% in the dry and wet tensile strengths respectively. These reduced strength values could be expected to contribute to a less durable pavement. It should also be considered that the tests were conducted on newly prepared mixtures; pavements in the field degrade and loose strength and durability over time. A pavement that has initial TSR value near the borderline, will most likely reach a compromised state sooner than one that has a higher initial TSR value.

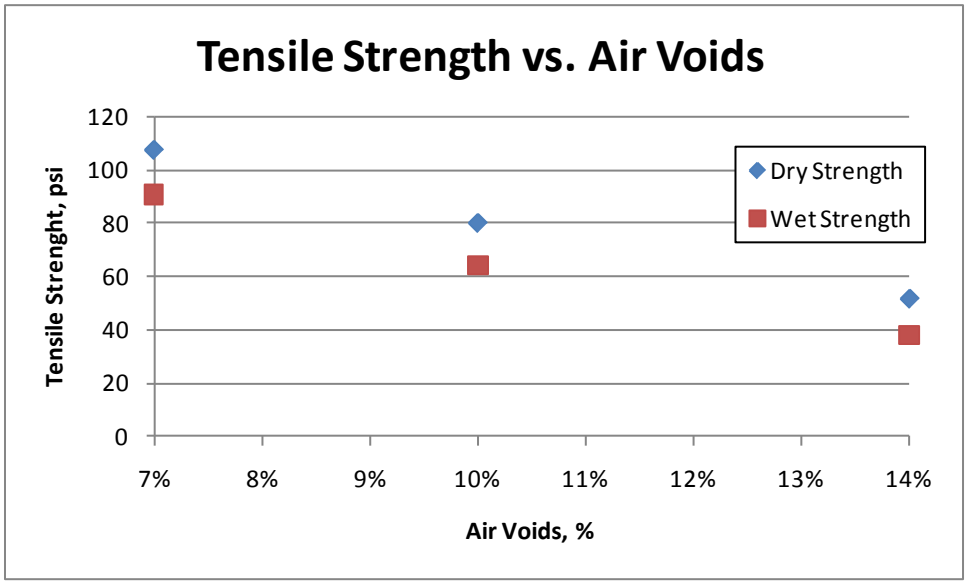
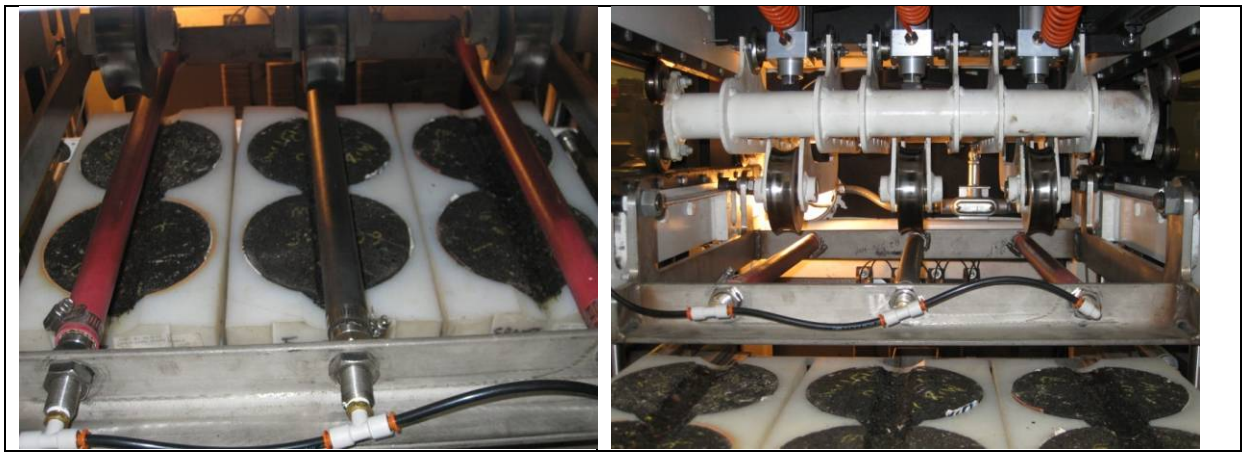


Figure 2.7. Tensile Strength vs. Air Voids

Asphalt Pavement Analyzer (APA) Test "Wet" (Mn/DOT Modified).

The asphalt pavement analyzer (APA) device, as shown in Figure 2.8, was used to experimentally evaluate the mixture's susceptibility to rutting. The "dry" test consisted of applying 8,000 cycles of 100 lbf strokes to the lab-compacted gyratory specimens at 137 ºF (58ºC), which is approximately equivalent to 1,000,000 ESALS. The "wet" test consisted of applying a number of cycles until the mixture reached a set rutting value while immersed in water. A mixture's susceptibility to rutting is typically dependant upon the binder (content and stiffness) as well as the gradation of the mixture and air void content. Higher rut depths indicate a softer mixture where lower rut depths indicate a stiffer mixture; typical level three mixtures evaluated by Mn/DOT have rut depths between 6 – 10mm.


Figure 2.8. Asphalt Pavement Analyzer (APA), or Rut Tester

This test was performed under dry and wet (submerged) conditions. The wet APA was intended to simulate the three factors identified in the literature search as contributing to the stripping phenomenon: presence of water (saturation), high stress and high temperatures. Figure 2.9 and Figure 2.10 show the rut depth vs. the number of applied cycles for the wet and dry tests respectively. Table 2.1 shows the average rutting rate in mm per hour (mm/hr) for the three air void contents in the two different testing conditions (wet and dry). For consistency purposes the average rutting rate (measured rutting/number of cycles) was computed based upon the same number of cycles for both testing conditions, the test conditioned that governed the number of cycles appears as bold in the table.

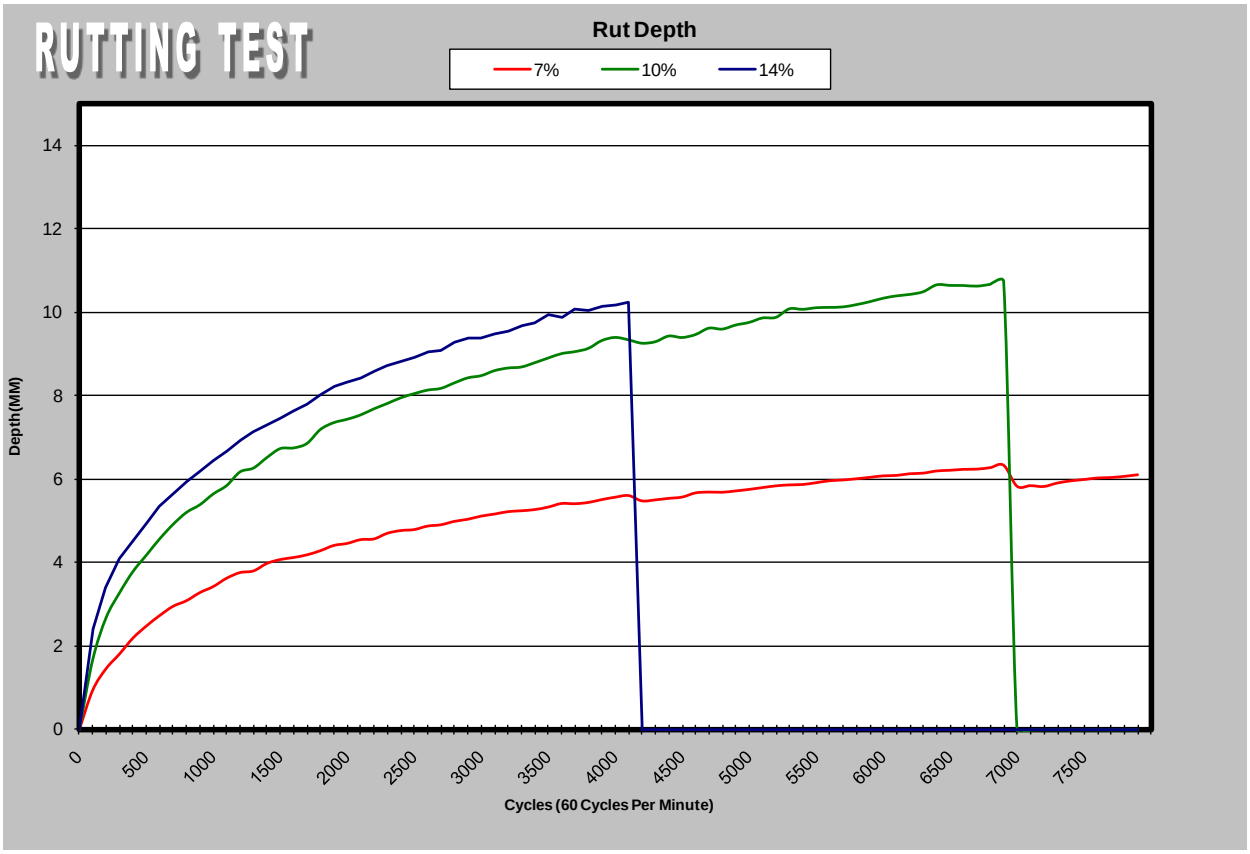


Figure 2.9. Asphalt Pavement Analyzer (APA) Test Results of Dry Test

Table 2.1. Average Rutting Rates (mm/hr)

AV	Test	Cycles	Rutting (mm)	Avg. Rate (mm/hr)	% Difference
7	wet	8,000	7.275	3.27	16.5
	dry	8,000	6.164	2.77	
10	wet	6,965	8.92	4.61	19.3
	dry	6,965	10.822	5.59	
14	**wet**	3,404	9.799	10.36	0.2
	dry	3,404	9.781	10.34	

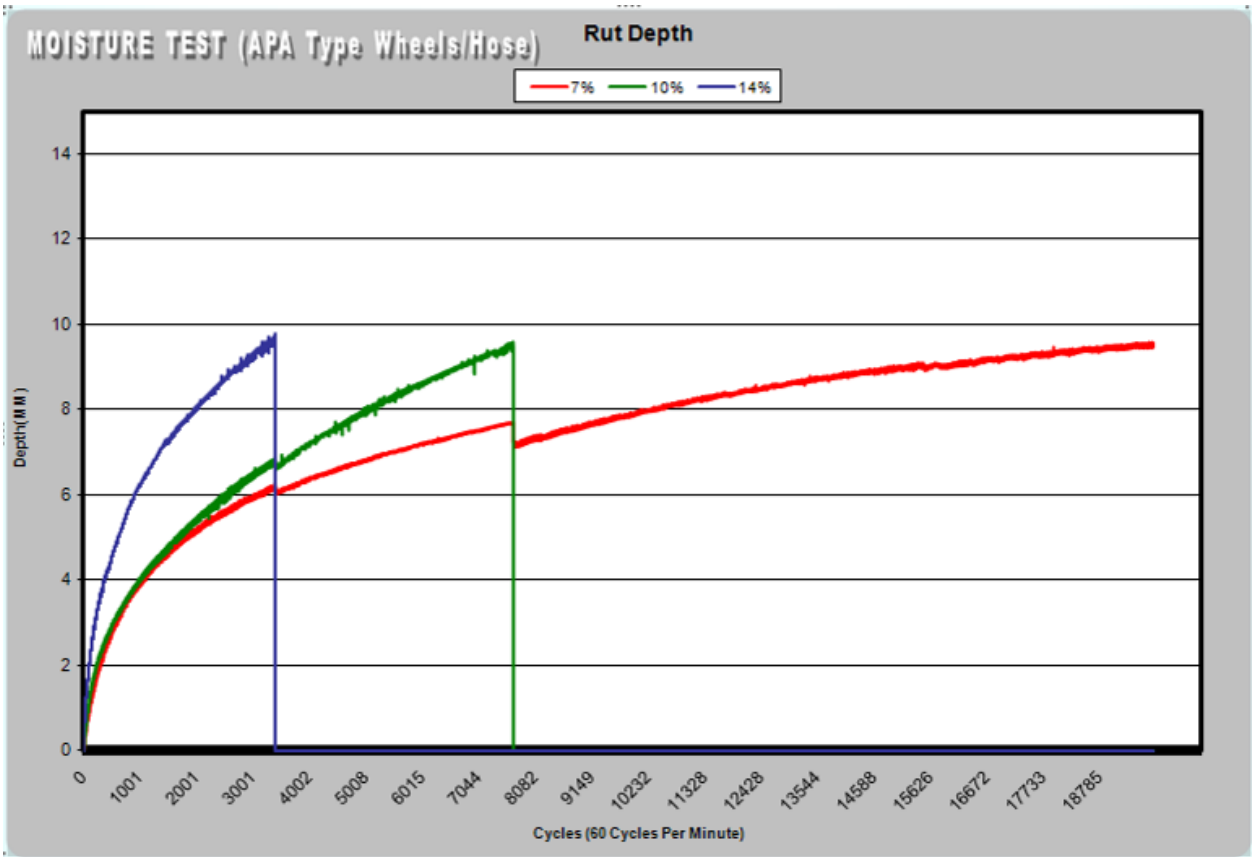


Figure 2.10. Asphalt Pavement Analyzer (APA) Test Results of Wet Test

The mixtures with the higher air void contents rutted at a faster rate than those with smaller air void contents. The greatest difference in rutting rates between 'wet' and 'dry' testing conditions were at the 10% and 7% air void contents; the mixture with 14% air void content showed little difference. After testing in the wet condition the specimens were broken opened and examined for any visual evidence of stripping (Figure 2.11); there was no visual evidence of stripping among any of the test specimens, although there did appear to be some evidence of stripping where the hose interfaced with the mixture surface.


Figure 2.11. Visual Examination of APA 'wet' specimens

Modified Boiling Test (Proposed by Research Team)

One half of the sample left over from the dry indirect tensile strength tests was used in the modified Iowa boiling test. A total of four samples were tested, two that had the highest air voids (14%) and two that had the lowest air voids (7%). These samples were weighed, placed in a pot of boiling water for 6 minutes, allowed to cool and reach an air dried state and the final weight was measured. Neither of the specimens showed any visual cues of stripping (asphalt removed from aggregate particles) as the before test condition (Figure 2.12) looked similar to the after test condition (Figure 2.13).

However, the specimens with 14% air voids lost an average of 12.2% of their initial weight and the specimens with 7% air voids lost an average of 3.4% of their initial weight. In addition, empirical observations after the test showed that the specimen with higher air voids was much less intact than the comparable specimens with lower air voids (Note the distorted shape in Figure 2.13). The 14% air void specimens crumbled after the test and had to be handled very delicately and the 7% air void specimens were still intact and could be handled 'normally'.



Figure 2.12. 7% and 14% Air Void Specimens (left and Right) *before* Modified Boiling Test



Figure 2.13. 7% and 14% Air Void Specimens (left and Right) *after* Modified Boiling Test

Chapter 3. Conclusions

This report represents task 2 of the Minnesota Local Road Research Board (LRRB) project number (Investigation) 2010-042, entitled, "Stripping of Hot Mixed Asphalt Pavements (HMA) under Chip Seals". The goal of this specific task report is to identify, or develop a methodology that can be used to asses potential at-risk streets before they are treated with a surface treatment. Based on previously completed forensic investigations, and survey responses the research team has hypothesized that low density (high-interconnected air voids) are a contributing factor to the observed stripping distresses. Thus, the experimental plan investigated the influence of various air void contents (7, 10 and 14%) on a mixture's susceptibility to moisture induced damage. The mixtures susceptibility was tested with: permeability tests, Mn/DOT modified Lottman, Asphalt Pavement Analyzer (APA) tested under wet and dry conditions, and a modified Iowa Boiling Test.

Permeability testing indicated that the mixtures became significantly more permeable when the air void content was near 14%. The Lottman test did not show any visual evidence of stripping and all tensile strength ratios (TSR) were above 70%. However, the mixtures with the highest air void content had the lowest TSR at 74% and the mixture with the lowest air void content had the highest TSR at 84%. The change in air void content had the most dramatic influence on tensile strength values; a doubling of the air voids from 7% to 14% corresponded with a reduction of 52% and 58% in the dry and wet tensile strengths respectively. APA test results were mixed as the greatest difference in rutting rates between 'wet' and 'dry' testing conditions were at the 10% and 7% air void contents; the mixture with 14% air void content showed little difference. None of the mixtures showed signs of visual stripping. In the modified Iowa boiling test, the specimens with 14% air voids lost an average of 12.2% of their initial weight and the specimens with 7% air voids lost an average of 3.4% of their initial weight. In addition, empirical observations after the test showed that the specimen with the higher air voids (14%) was much less intact than the comparable specimens with lower air voids (7%).

There was no test that explicitly showed asphalt stripping away from mixtures with higher densities; however, the results of the laboratory testing did indicate that the higher air voids do contribute to reduced pavement durability through reduced strength, increased susceptibility to rutting and increased permeability. The permeability and the modified Iowa Boiling test results indicate that pavements with higher air void contents may be more susceptible to moisture induced damage than pavements constructed with the proper amount. These factors will also reduce the life of a chip seal that's placed on top of a compromised pavement. Future testing within this project will entail conducting the same tests (permeability, Mn/DOT modified Lottman, wet and dry APA, and modified Iowa Boiling) but on sealed specimens of varying density to more closely simulate field conditions. In addition, to the research team intends to modify the laboratory Permeameter to examine whether or not moisture (from the bottom) can penetrate a chip seal or a fog seal surface treatment.

References

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2. . Kiggundu, Badru M and Roberts, F. *Stripping in HMA Mixtures: State-of-the-Art and Critical Review Of Test Methods*. National Center for Asphalt Technology of Auburn University, Auburn, AL, September, 1988.
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5. Texas Department of Transportation, "*Pavement Design Manual, Section 7: Surface Treatments*". Texas Department of Transportation, November 2008. <http://onlinemanuals.txdot.gov/txdotmanuals/pdm/surface_treatments.htm>, accessed on December 13, 2010.

Appendix C: Task 3 Report

Chapter 2. Minnesota Department of Transportation

Chapter 3. Memo

Office of Materials
1400 Gervais Avenue, Mail Stop 645
Maplewood, MN 55109

Office Tel: 651/366-5573
Fax: 651/366-5461

TO: **Tom Tesch**

DATE: **July 17, 2012**

SUBJECT: **Task 3 memo for LRRB 904 Stripping Under Chip Seal Study**

This memo will document what was completed in Task 3 of the LRRB Research Project INV. 904 *Stripping of Hot-Mix Asphalt Pavements under Chip Seals.* Task 3 was to test cores from city streets to test the hypothesis developed in Task 2. The hypothesis states that areas of low density or high air voids in the asphalt pavements are the major contributing factor to stripping of the Hot Mix Asphalt (HMA) after a chip seal has been placed.

Numerous streets were reviewed and three (3) cities were picked for study, Brooklyn Center, Eden Prairie and Woodbury. These cities were selected based on a significant amount of streets having stripping issues. Selection of streets to evaluate and the evaluation procedures are described below.

First a visual review with City Street Department personnel was conducted. Based on this review, areas were selected for further evaluation. On the streets that had previously received a chip seal, the following methods were used for evaluation. A nuclear density gauge was used to perform a nuclear density test (NDT). The gauge was place on pavement close to the area of stripping ensuring uniform contact from gauge and the street. Two (2) reading were taken at 90° to each other (Figure 1). Then the gauge was placed as close to the stripped area as possible that showed no sign of damage. Two (2) more tests were performed similarly as previously described. This process continued until the complete paving pass had been tested. Then cores were cut at same location as the NDT readings (Figure 2)



Figure 14 Nuclear Density Gauge



Figure 15 Coring at NI location

The cores were then taken to the MnDOT Materials Lab. The chip seal was sliced off the samples, then air voids (ASTM T269, T166 & T209) and permeability were measured using the Flexible Wall Permeameter ASTM PS 129-01.

The streets that did not have a current chip seal were evaluated using the nuclear density gauge to measure density, then field permeability with NCAT Field Permeameter tester, sample coring, lab permeability ASTM PS 129-1 and in place air voids same as chip sealed streets.

Non chip sealed streets were evaluated in hopes of determining a method to predict the possibility of stripping of the street after it was chip sealed. Task 5 will analyze the data collected develop recommendations on how to evaluate existing streets for a chip seal.



$$k = \frac{al}{At} \ln\left(\frac{h_1}{h_2}\right).$$

Where:

k	coefficient of permeability, cm/sec
a	inside cross-sectional area of standpipe, cm^2
l	thickness of test specimen, cm
A	cross-sectional area of specimen, cm^2
h_1	hydraulic head on specimen at time, t_1
h_2	hydraulic head on specimen at time, t_2

Figure 16 Lab Permeameter

Conclusions:

Field testing: Based on ease of use and quick results, the nuclear density gauge is the best test method to used test and evaluates a large number of locations. The negative to this method of evaluation is the gauge requires a trained and licensed operator and has special storage requirements. The NCAT Field Permeameter tester is a slow test taking over 20 minutes to complete on test location in field. The result can vary from operator to operator. Some pavement surfaces are more difficult to seal the tester to which can give false readings. One interesting observation was that in areas of stripping under chip seal, we had difficulty in obtaining cores. The action of the core barrel and water in many cases completely destroyed the remaining pavement. Areas close to site of destroyed cores had air voids up to 11% this leads us to believe that areas with worst stripping have even higher voids. See figure 4 & 5 below.



Figure 17 Destroyed cores



Figure 18 Pavement in area of stripping

Figure 6 is graph of some of the data obtained for field samples. Base on the information gathered both NDI and Lab permeability correlate and are acceptable tools to determine variability in density.

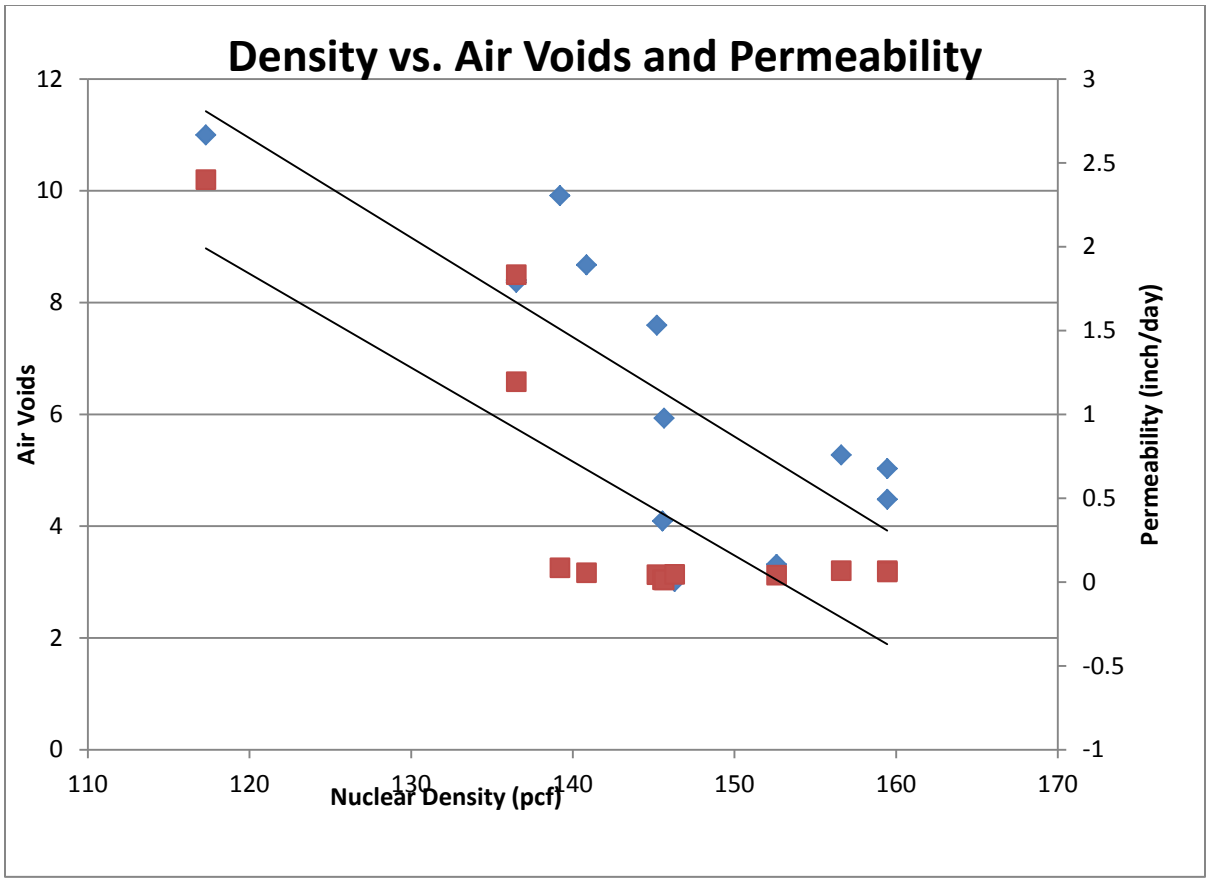


Figure 19 Graph comparing Density vs. Air Voids & Permeability

The results from different test methods will be discussed in-depth in Task 5.

Appendix D: Task 4 Report

Chapter 5. Memo

Office of Materials
1400 Gervais Avenue, Mail Stop 645
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Office Tel: 651/366-5573
Fax: 651/366-5461

TO: **Tom Tesch T.L.**

DATE:

SUBJECT: Task 4 for LRRB 904 Stripping Under Chip Seals

In Task 4 we will discuss the different construction practices used for streets among many Cities. Some of the areas discussed are the following: history of the MnDOT HMA specification, type of mixes used, construction methods.

Hot Mix Asphalt (HMA) Mixtures History in Minnesota

Please see below for a brief history of the HMA specifications:

- Specification 2331 (Pre 1988)
- Specification 2340 (1988)
- Specification 2340 Modified (1997)
- Specification 2350 (1998)
- Specification 2360 (1998)
- Combined 2350/2360 (2003)

2331

MnDOT Specification 2331 was the standard HMA specification prior to 1988. In this specification the MnDOT designed the mixes for the contractor, process control and acceptance testing was performed by MnDOT. The Contractor's only role was to produce and place the HMA mix.

2340

MnDOT Specification 2340 was implemented as a quality management specification in 1988 and modified in 1997. This specification addressed problems with rutting, flushing, and raveling. In this specification, the Contractor was responsible for the mix design and the Quality Control (QC) testing. Air voids was used as the primary acceptance criteria.

2340 was modified in 1997 to include new mixture quality measurements. These were Voids in Mineral Aggregate (VMA) and Tensile Strength Ratio (TSR) testing. TSR testing is a measure of moisture susceptibility in the HMA.

2350/2360

The Minnesota Department of Transportation (MnDOT) adopted Super-Pave mix designs (MnDOT Specification 2360) in 1998. Some cities continue to use older mix methods such as MnDOT Specification 2331, 2340, and 2350. The table below gives a brief comparison between old specification 2340 and the newer Super Pave 2360 mixes:

2340 Mixes	**2360 Super Pave**
Crushing	
Type 31 No crushing requirement	Level 2 30% + 4
Volumetric	
Air Voids	Air Voids
	4%
	VMA*
	AFT **
No TSR***	TSR Required
Compaction	
Ordinary Compaction	Max Density
Modified specified	Higher Requirements

* Void in mineral aggregate

**Asphalt Film Thickness

*** Tensile Strength Ration (TSR) - Stripping Test

Crushing:

Requiring minimum amount of crushed aggregates increases the structural stability of the HMA. This allows resistance to the traffic loadings without rutting occurring. During the 1980's rutting in HMA pavements was common due to the lack of crushed aggregates.

Air Voids

Air voids requirement for Super Pave mixes (2360) are stricter than the older 2340 mixes. Some of the volumetric for 2360 deal with voids in mineral aggregate which insures proper density and amount of asphalt without issues of rutting and flushing that 2340 mixes had.

Asphalt Film Thickness (AFT)

In late 1980's, to help reduce the rutting in the HMA the asphalt binder content was decreased, creating drier HMA mixes. The theory was that the drier mix would be more stable. However, the drier mixes were more susceptible to stripping, cracking, and other forms of water damage. These problems did not occur as frequently in the 1970's and the early 80's as it did later in the 80's.

AFT is a requirement to help insure proper amount of asphalt in the HMA to deal with durability issues. AFT came about to make sure that high Recycled Asphalt Pavement (RAP) used in new HMA have enough new asphalt to perform properly.

TSR

TSR is tested to determine how likely the HMA is to suffer water damage. Since this study is looking at stripping i.e. water damage. It is recommended that TSR be tested on all new HMA projects.

General Discussion

In discussion with some of the HMA Contractors and mix Suppliers, normally they see little to no cost differences between 2340 mixes and 2360 level 2. This can be explained because suppliers are do the quality control (QC) testing for 2360 mixes daily as it is the current specification. QC testing for 2340 mixes is not, thus some extra time is needed from the supplier to review the older specification. Suppliers are also producing 2360 Level 2 & 3 mixes on most other jobs throughout their area, i.e. county and state occurring at the same time and using the similar mix designs, increases the plant production rates.

Based on finding from samples and testing in Task 3, it is apparent that variability in density is a major factor in stripping under chip seal. Air voids ranged from 5% in great performing streets to over 11% on streets that are showing severe stripping.

In Task 2 it was demonstrated that an asphalt mixture that has not had issues with stripping when properly constructed would strip when the air voids were greater than 8%. This shows that a better job of compaction during construction the asphalt pavement is needed. Ordinary compaction when done properly would not have had these issues. If the test strip was properly constructed and represented the true condition of the paving job then uniform density would have been achieved. The main issue with the ordinary compaction method is lack of enforcement of the established rolling pattern. The inspector needs to be present at all times to ensure that the pavement receives proper number of passes with the roller and to make sure the temperature of the mix is with in the specified requirements during compaction. The benefit of maximum density is the ability of the agency to test density in areas that may not meet minimum requirements.

Many of the projects that were looked at as part of this study were originally constructed in the 1990's. At this time the 2340 specification was the current specification and required ordinary compaction methods. See Appendix A for bituminous specifications from the City of Brooklyn Center from the time the streets studied were constructed and also the cities current bituminous specification.

One city that switched from ordinary compaction to maximum density stated that the asphalt pavement was the same price. The contractor used two 20 to 25 ton double drum steel roller and a pneumatic roller when maximum density was specified. Prior to specification using the maximum density contractor on an ordinary compaction job had only one 6 to 8 ton roller on the job**.**

Recommendations

1. Switch from 2340 mixture requirements to 2360 level 2 or 3 as need for traffic.
2. Use specified density for compaction
    a. The use of the MnDOT's incentive program is optional.
3. Pay close attention to areas that are difficult to pave and compact.
    a. Sharp radius, skewed intersections, cross streets etc...
4. Spend more time and effort on inspection of paving
5. If doing a mill and over lay then the existing street should be cored to determine quality of base course before designing project.
6. Chip seal earlier in pavement life.

Additional Needs for Research

1. Bond strength of tack coat bond strength
    a. In coring many streets as part of this project, the lack of bonding of base course to wear course of HMA is very apparent.
    b. It is hypothesized that the lack of strong bond reduces the durability of the wear course because it is independent of the underlying layers, causing movement between layers. This movement could increase the stripping effect.
2. Study priming granular base materials before paving to waterproof bottom of the asphalt pavements.
3. Develop quick setting fog sealing product.
    a. Lab testing done as part of this study shows that a fog seal will keep water out but still all water vapors to migrate out of the HMA.
4. Study using lower air voids design mixes
    a. Maybe as low as 1 to 2%
5. Use softer based asphalt binder
    a. PG -34

Appendix E: Task 5 Report

Chapter 6. Minnesota Department of Transportation

Chapter 7. Memo

Office of Materials
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Office Tel: 651/366-5573
Fax: 651/366-5461

TO: **Tom Tesch T.L.**

DATE: September 20, 2012

SUBJECT: Task 5 for LRRB 904 Stripping Under Chip Seals

Background

Analysis of the data collected in Task 3 will be discussed and presented in Task 5. It was shown in task 3 that all the tests, permeability, air voids, and density, correlated. The data showed that streets had high variability in density from 7 to 12 percent air voids in areas close to the stripped areas.

In the areas with severe stripping cores were not able to be retained for testing. This was due to the cores disintegrating into many pieces after pulling the core from the pavement. Nuclear density testing showed great amount of variability in the mix density from areas of not stripping to areas suffering from stripping. One street had the density varied from 145 lbs/ft^3 in areas of the street with no issues to a low of 117.3 lbs/ft^3 in areas experiencing stripping. For field evaluation of streets the nuclear density tester is the fastest and easiest to use of method tested. After discuss with experts from around the country it is recommend to not chip seal a street if the variability in density varies more than 6 lbs. per cubic foot as measured with nuclear density tester.

Data

Figure 1 shows that that when comparing the density to either air voids or lab permeability, the correlation is similar. This indicates density, air voids, and lab permeability are correlated to each other. As density increased and lab permeability and air voids decreased, less stripping was observed.

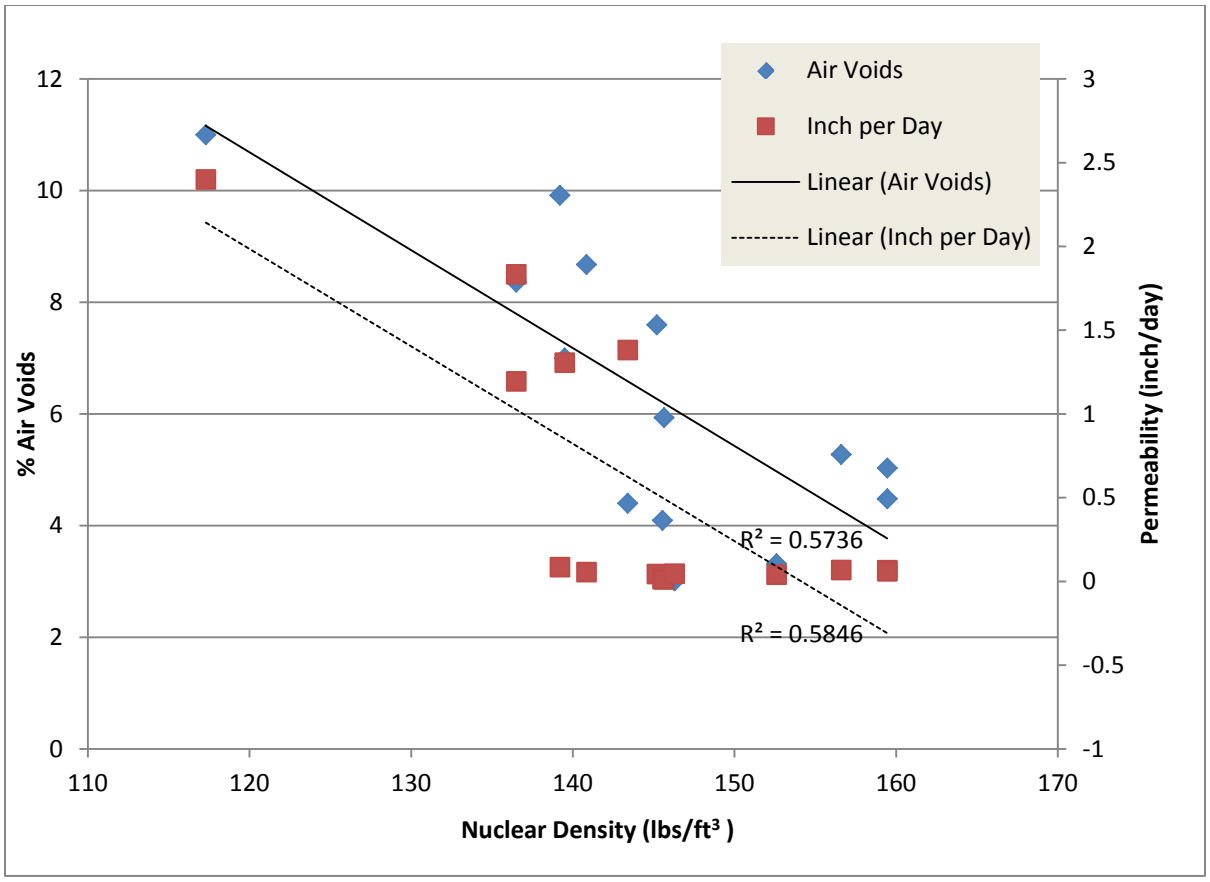


Figure 20 Air Voids and Permeability vs. Density

Figure 2 was made to compare it to the results found in a report from Cooley Jr., Brown and Maghsoodloo, "Development of Critical Field Permeability and Pavement Density Values for Coarse Graded Super Pave Pavements." In this report the authors compared lab permeability to air voids. We saw similar results, it is important to note in this study the mixes tested are dense graded. Our results show a similar curve but less permeability.

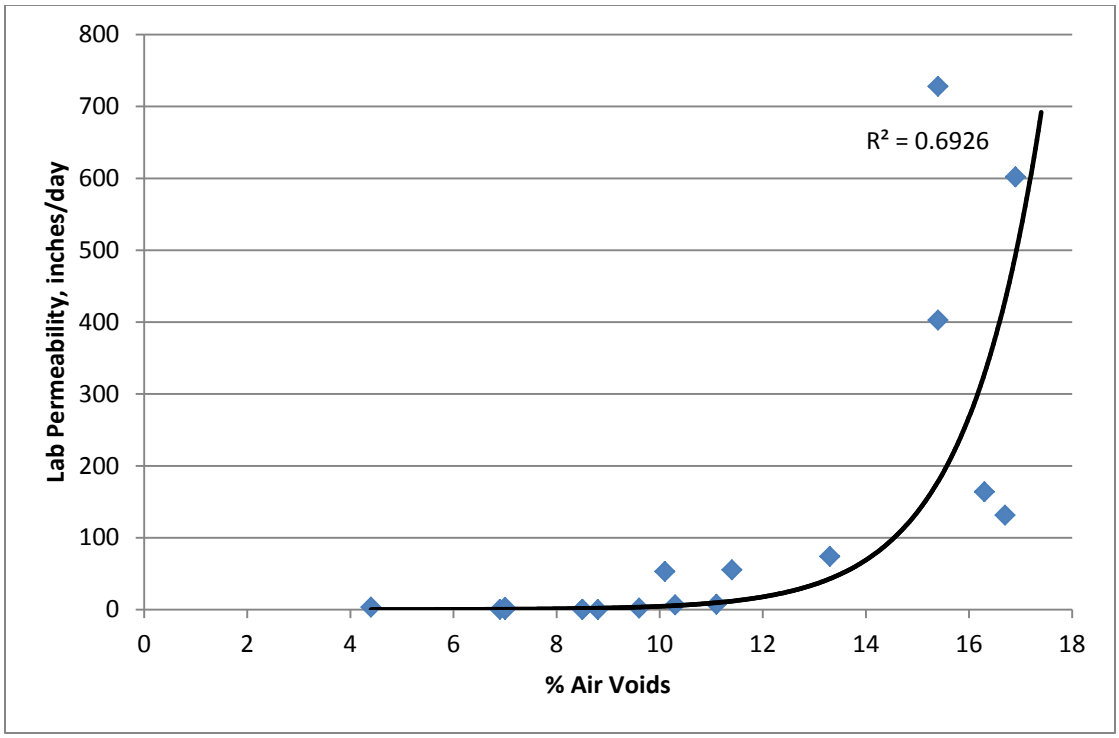


Figure 21 Air Voids vs. Lab Permeability

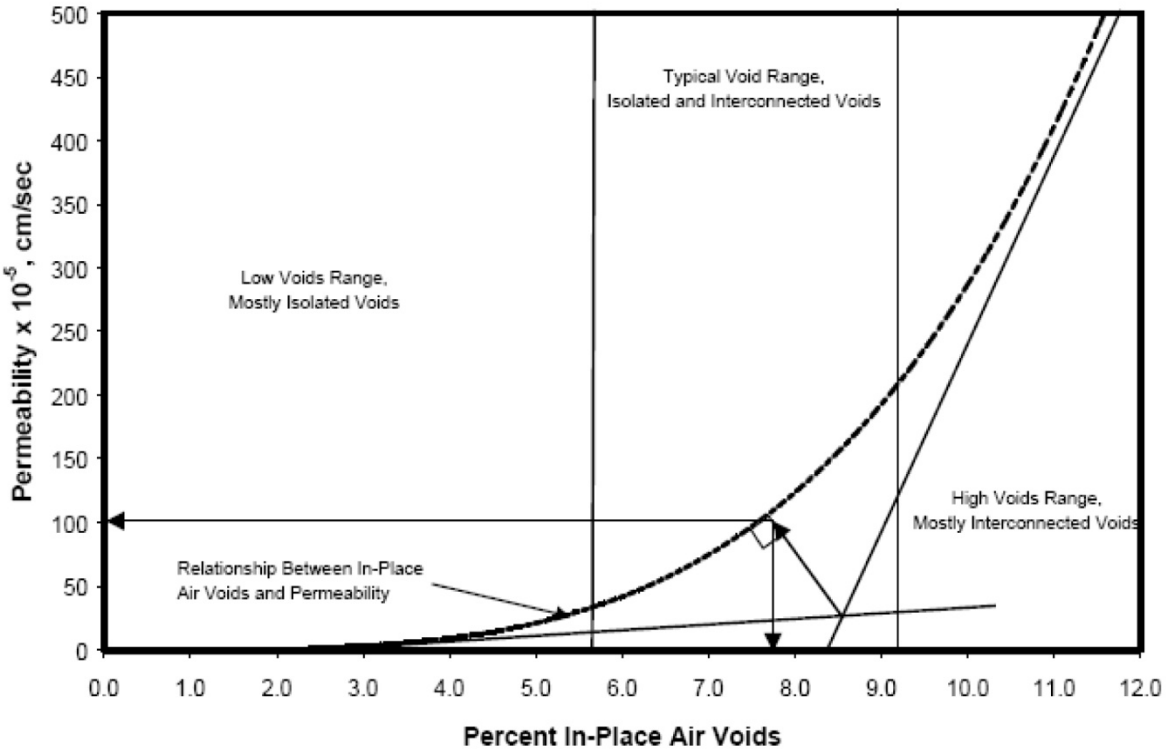


Figure 22 Permeability vs. In-Place Air Voids (Cooley Jr., Brown and Maghsoodloo, 2001).

Conclusions / Recommendations

Based on the field testing from this research project, it was determined that all three field test evaluated in this task are valid tests to perform to help predict if streets may strip after placement of a chip seal. All three evaluations correlated to each other and to stripping.

The easiest and least invasive test for agencies to perform to predict if the streets will strip is a nuclear density test. The air voids and lab permeability test require cores to be taken from the pavements and brought back to a lab for evaluations. After discuss with experts from around the country it is recommended to not chip seal a street if the variability in density varies more than 6 lbs/ft^3 as measured with nuclear density gauge.

DEPARTMENT OF TRANSPORTATION

Prevention of Stripping Under Chip Seals

David L. Rettner, Principal Investigator
American Engineering Testing, Inc.

October 2017

Research Project
Final Report 2017-35

LRRB
LOCAL ROAD RESEARCH BOARD

To request this document in an alternative format, such as braille or large print, call 651-366-4718 or 1-800-657-3774 (Greater Minnesota) or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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16. Abstract (Limit: 250 words)

Eighteen chip-sealed roadways in eight cities and counties in Minnesota were evaluated both in the field (for condition surveys and density tests) and in the laboratory (for permeability, stripping, tensile-strength ratio, asphalt film thickness, and mix properties) to evaluate factors associated with stripping in asphalt pavements under chip-seal treatments. Analysis of the test data did not support an earlier MnDOT finding that high air voids were a cause of stripping under chip seals. For those locations that did exhibit stripping, the test data did not support a direct relationship between asphalt pavement density and stripping. In addition, the research did not determine a direct relationship between incidence of stripping and site/supplier data (e.g., bituminous mixture, contractor, geographic location, or year of construction). This observation agreed with observations made by Minnesota city/county engineers. An additional outcome of the research is the large amount of testing data developed, which is documented fully in appendices to the final report.

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FINAL REPORT

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- Tim Becker, Sibley County, county engineer
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- Tony Kutzke, city of Woodbury, principal engineer
- Jennifer Levitt, city of Cottage Grove, city engineer
- Aaron Nelson, city of Eagan, assistant city engineer
- Jill Thomas, Minnesota Asphalt Pavement Association, executive director

The authors are also grateful to municipal engineers who provided data in support of the project activities.

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EXECUTIVE SUMMARY

The Minnesota Department of Transportation (MnDOT) recently conducted a study that identified less dense areas, or high air voids, in underlying asphalt pavements as the main cause of stripping under chip seals (Wood & Cole, 2013). This research project follows the work of MnDOT with extensive testing and analysis of low-volume roads in Minnesota that have experienced stripping under chip seal surface treatments.

The project focus was on 18 chip-sealed roadways in eight cities and counties in Minnesota. The research team evaluated the *in-situ* roads and collected pavement samples for laboratory tests. The research conducted included field studies of pavement distress and density (using ground-penetrating radar and nuclear gauge tests) and laboratory tests for permeability, stripping, tensile strength ratio, asphalt film thickness, and mix properties.

A major outcome of the research is that the research was unable to verify the earlier finding that high air voids were a cause of stripping under chip seals. For those locations that did exhibit stripping, the test data did not support a direct relationship between asphalt pavement density and stripping. In addition, the research did not determine a direct relationship between incidence of stripping and site/supplier data (e.g., bituminous mixture, contractor, geographic location, or year of construction). This observation agreed with observations made by Minnesota city/county engineers.

Other observations from 129 municipal engineers in Minnesota were obtained through an eight-question survey. The survey found that 64 percent of the respondents used chip-seal treatments on a regular basis. Of that fraction, 26 percent reported stripping in chip-sealed pavements as a major issue, 39 percent reported observing stripping but did not perceive it as a major issue, and 35 percent reported that they did not observe stripping in their chip seals. Given the survey and field data results, it is clear that not all roads with chip seals exhibit stripping.

Finally, an additional outcome of the research is the large amount of testing data developed under the project work. This data, which is documented fully in appendices to the final report, will help support and improve future research on stripping in chip seals in Minnesota and chip seal performance in general.

CHAPTER 1: INTRODUCTION

1.1 BACKGROUND

Preventative maintenance ensures that roadways at all agency levels provide a maximum return on investment. Effective maintenance efforts rely on an understanding of pavement loads (environment and traffic) and proper construction and materials. A critical variable that relies on engineer experience and awareness is timing, or when to initiate maintenance on a given roadway. Unfortunately, the timing of maintenance events, such as chip sealing, can be complicated by unforeseen distresses that reduce the life span for a treatment.

Identifying the factors that contribute to chip seal, or seal coat, performance has been a pavement engineering research concern for many decades, with studies on surface treatments dating back to 1928 (Gransberg & James, 2005). In addition, recent major studies have attempted to isolate factors (such as materials, design, and construction practices) that contribute to better performing chip seals (Gransberg & James, 2005). These major studies provide sound, general advice on the use of chip sealing as preventative maintenance; however, ultimately chip seal performance is a local issue given that (1) the treatment itself is thin and short-lived, (2) small variations in materials or construction, which are known to vary by source/location, can have large effects on performance, and (3) overall performance can depend heavily on the environment.

At the 2014 City Engineers Association of Minnesota, a discussion on asphalt paving mixes included the topic of stripping under chip seals, which was emerging as a major concern for over one-half of city engineers (Garrity, 2014). Stripping is understood to be the loss of asphalt concrete material near the asphalt surface (at the bottom of the chip seal), due to a break-down in the bond between the binder and aggregate in the asphalt. This phenomenon is illustrated in Figure 1 using a sample taken from a Minnesota road during the research. Figure 1b shows how material from the stripped asphalt remains bonded to the chip.



(a) **(b)**

Figure 1. (a) Surface and (b) underside of chip seal that has "flaked" with stripped material from underlying asphalt pavement

Surveys conducted in a Minnesota Local Road Research Board (LRRB) and Minnesota Department of Transportation (MnDOT) study found that 40 of 66 local Minnesota agency engineers observed stripping under chip seals (Wood & Cole, 2013). This concern is particularly important in terms of asphalt pavements constructed in the mid- to late-1990s, which have been found to experience premature aging and thus given to stripping. Given Minnesota's experience with stripping and chip seals, the MnDOT study of chip seals attempted to identify causes of stripping in chip-sealed pavements (Wood & Cole, 2013). The primary hypothesis of this study was that low density (i.e., high air voids) makes asphalt paving mixes more prone to stripping.

Wood and Cole (2013) conducted a study of three locations in Minnesota, from which they collected specimens for air void and permeability analysis in the laboratory. In addition to laboratory testing of 16 field specimens, the authors conducted a laboratory trial of SuperPave mixes common to Minnesota with three levels of air voids (7%, 10%, and 14%). The laboratory trials found that there "was no test that explicitly showed asphalt stripping away from mixtures with higher air voids" (p. B-5). However, on the basis of the 16 field specimens, the authors concluded that less dense areas, or high air voids, were the main cause of stripping in Minnesota chip-sealed pavements.

1.2 RESEARCH SCOPE AND OBJECTIVES

This research project originated from a MnDOT research needs statement that used Wood and Cole (2013) as a starting point for additional investigation of an important issue for local pavement maintenance practices. Thus, the main research objective for this project was to investigate stripping in chip-sealed pavements using testing and analysis of local Minnesota roads.

The research team was provided access to eight municipalities, which provided a total of 18 locations for study. The project scope included the use of these locations for field observation and pavement samples for laboratory examination. The first phase of the project work utilized field surveys, specimen collection, laboratory testing, and analysis to:

1. Verify the finding of Wood and Cole (2013) that high air voids is the primary cause of stripping
2. Investigate why high air voids occurred for locations where observed
3. Identify mix design or construction practices that may have led to observed stripping.

Upon completion of the first phase work, the project objectives were to develop and/or suggest practices to address stripping. Possible practices discussed with LRRB prior to the project work included maintenance techniques to extend the life of chip seals that have failed in stripping; best practices to prevent stripping in Minnesota pavements; and specification, mix design, and construction guidelines for low-volume residential streets if current mix designs are susceptible to failure in stripping

1.3 OVERVIEW OF REPORT

This report documents the full research effort (including data), which included field testing/evaluation and material collection at 18 locations in eight Minnesota municipalities and laboratory testing of collected materials. The report discusses (A) the results of field and laboratory tests and (B) an analysis of collected data. Finally, the report provides recommendations based on testing and analysis.

CHAPTER 2: EVALUATION OF CHIP SEALS IN MINNESOTA

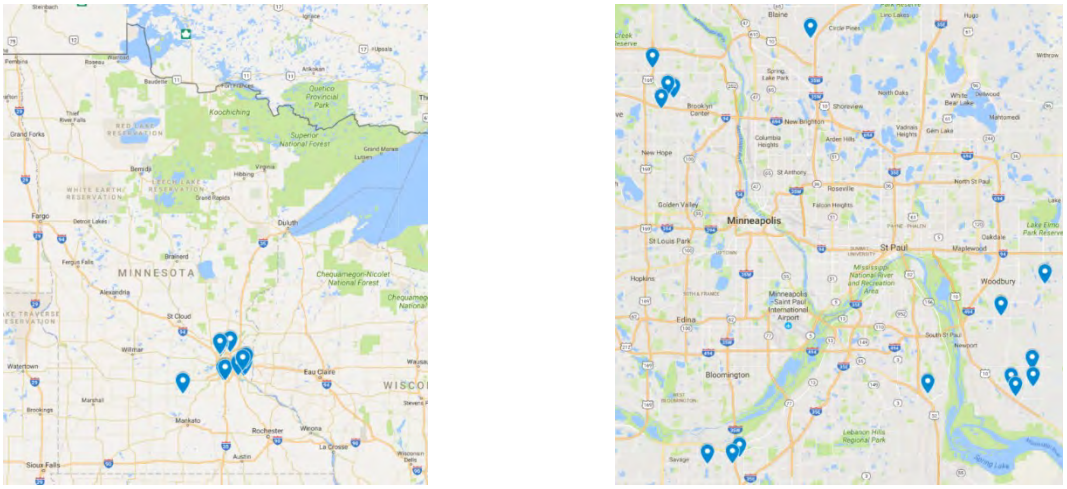
City and county engineers collaborated with the research team to identify 18 locations for the study of chip seal performance, most notably stripping. These locations were used for field testing (i.e., distress condition surveys and density testing) and pavement samples (to be used for further laboratory studies). The following sections describe the locations visited and tests conducted as a part of the project work.

2.1 FIELD LOCATIONS

In the early stages of the project work, during October 2014, members of the research team visited 31 locations in Minnesota as potential sites of stripping in chip seals that could provide data for research. The original 31 sites considered for study are summarized in Table 1. Of the sites considered, 18 were selected for inclusion based on a combination of factors, including the ability to obtain intact cores, the possibility of stripping, and proximity to the Minneapolis-St. Paul metropolitan area to limit travel costs.

The primary 18 sections, located in seven municipalities and one county, consulted for the project work are indicated in the subsections below and shown in Figure 2. Appendix A to this report provides survey condition and core identification information for each location, and Appendix H provides all section information provided to the research team by city/county engineers during the project work.

In addition to the primary sections, additional pavement sections were assessed for the project work. Those additional sections will be noted where applicable (e.g. nuclear gauge testing included extra test locations in six municipalities).



(a) **(b)**

Figure 2. (a) State view and (b) Minneapolis-St. Paul metropolitan area view of locations of pavements surveyed for field and laboratory work

Table 1. Initial sites considered for study under project work

#	City	Street	Condition	Year Constr.	Year Seal Coat	Year last sealed	Last year seal rock	Mix Design	Street Section
1	Woodbury	Lochaven Drive	Stripping in various stages	1989			1/8" Trap Rock	1.5" 2341 Wear; 1.5" Type 2331 Base	8" CL5, 12" Sand
2	Woodbury	Newbury Alcove	Stripping in various stages	1989			1/8" Trap Rock	1.5" 2341 Wear; 1.5" Type 2331 Base	8" CL5, 12" Sand
3	Woodbury	Newbury Alcove	Non-sealed cul-de-sac	1989	n/a	N/A	N/A	1.5" 2341 Wear; 1.5" Type 2331 Base	8" CL5, 12" Sand
4	Woodbury	Torrey Drive	Stripping in various stages	1989			1/8" Trap Rock	1.5" Type 41B Wear; 1.5" Type 31 Base	8" CL5, 12" Sand
5	Woodbury	Bridgewater Parkway	Stripping in various stages	1998			1/8" Trap Rock	1.5" Type 41B Wear; 1.5" Type 31 Base	8" CL5, 12" Sand
6	Woodbury	Salem Drive	Stripping in various stages	1980			Buckshot	2" 2341 Wear	6" CL5, 4" Sand
7	Cottage Grove	Inberg Tr. So.	Stripping in Various stages	reconstructed in 1995	2000?	2007	1/8" Granite	1.5" 2341 Wear; 1.5" 2331 Base	6"-7" reclaimed gravel base
8	Cottage Grove	Islay Ave.	No signs of stripping	1980	2003	2010	1/8" Granite	1.5" 2341 Wear; 1.5" 2331 Base	4" CL 5 gravel base
9	Cottage Grove	Jergen	Stripping invarious stages	1991	2003	2010	1/8" Granite	1.5" 2341 Wear; 1.5" 2331 Base	6" CL 5 gravel base
10	Cottage Grove	Jensen	No signs of stripping	1986	2003	2010	1/8" Granite	1.5" 2341 Wear; 1.5" 2331 Base	6" CL 5 gravel base

11	Cottage Grove	Hyde	No signs of stripping	1996	2000?	2007	1/8" Granite	1.5" Type 41B Wear; 1.5" Type 31B Base	5-9" reclaimed base
12	Brooklyn Park	Louisiana Ave	Stripping invarious stages	1995	1999, 2006	2014		1.5" Type 41A Wear; 2.5" Type 31B Base	4.5" Class 5 100% crushed Quarry
13	Brooklyn Park	Boone Avenue	Stripping invarious stages	1994	1999, 2006	2014		1.5" Type 41A Wear; 1.5" Type 41 Binder 7" Type 31 Base	6" Class 5 100% Crushed Quarry 16" Select Gran.
14	Brooklyn Park	63rd Avenue	Stripping invarious stages	1993/1994 (wear)	1999, 2006	2014		1.5" Type 41 Wear; 2.5" Type 41 Binder; 3.5" Type 31 Base	6" Class 5 (RAP), 18" Sel Gran/Gran
15	Brooklyn Park	Winnetka	Stripping invarious stages	1995	1999, 2006	2014		1.5" Type 41 Wear; 2.5" Type 31 Base	4.5" Class 5 100% crushed Quarry
16	Brooklyn Park	73rd Avenue	unsure	1998	2000	2007		1.5" Type 41 Wear; 2.5" Type 31 Base	4.5" Class 5 100% crushed Quarry
17	Brooklyn Park	Hampshire	unsure	1999	2000	2007		1.5" Type 41 Wear; 2.5" Type 31 Base	4.5" Class 5 100% crushed Quarry
18	Moundsview	Program Avenue	moderate to severe stripping in wheelpaths in both wear and non-wear	1994		records still being searched		1.5" Type 41 Wear; 1.5" Type 41 Binder; 2.0" Type 31 Base	
19	Blaine	93rd Avenue	moderate to severe in wheelpaths	1995		2004	FA-2 Granite	3.0" Type 41 Wear	4" Class 5
20	Blaine	93rd Avenue	moderate to severe in wheelpaths	1994		2004	FA-2 Granite	3.0" Type 41 Wear	4" Class 5
21	Burnsville	1990 Street Recon	moderate throughout project locations	8/1990 base, 7/91 wear	2001	2006		Type 41 Wear, Type 31 Base	
22	Burnsville	1991 Street Recon	moderate to severe throughout project locations	8-9/91 Base, 6-7/92 Wear	1999	2008		Type 41 Wear, Type 31 Base	

23	Burnsville	1992 Street Recon	Light (Frontier Lane) to Severe (Harold Drive)	8-9/92 Base, 6-7/93 Wear	1999/2000	None/2010		Type 41 Wear, Type 31 Base	
24	Burnsville	1993 Street Recon	Severe Throughout	8-9/93 Base, 6-7/94 Wear	1999	2010		Type 41 Wear, Type 31 Base	
25	Burnsville	1995 Street Recon	Light to Moderate Scattered	8-9/95 Base, 6-7/96 Wear		2002		Type 41 Wear, Type 31 Base	
26	Burnsville	2005 Street Recon	Light Along Joint (possible joint density problem)	8/31/2005		2011		2" Mill and Overlay; 2" MV3 (B)	
27	Inver Grove Heights	Cahill Avenue/Brooks Blvd	none	2009 (Mill and Overlay)		2011		2" Mill and Overlay; 2" MV3 (B)	previously stripped roadway
28	Sibley County	CSAH 9	Mostly Severe	1996				1.5" 31B Wear, 1.0" 31B Level	Existing Roadway
29	Sibley County	CSAH 9	Moderate to Severe	1997				1.5"31B Wear, 1.0" 31B Level	Existing Roadway
30	Sibley County	CSAH 9	Moderate to Severe	1997				1.5"31B Wear, 1.0" 31B Level	Existing Roadway
31	Osseo	City Wide	Moderate to Severe	1992				Depends on Roadway	

2.1.1 Blaine

Two locations in Blaine, MN, were examined for the project work. Separate ends (west and east) of a stretch of 93rd Avenue were surveyed and cored on December 1, 2014.

2.1.2 Brooklyn Park

Three locations in Brooklyn Park, MN, were examined for the project work. Sections of 73rd Avenue, Louisiana Avenue, and Winnetka Avenue were surveyed and cored on December 2, 2014, and December 3, 2014.

2.1.3 Burnsville

Three locations in Burnsville, MN, were examined for the project work. Sections of 134th Street, Heritage Circle, and Knob Hill were surveyed and cored on November 24, 2014, and November 25, 2014.

2.1.4 Cottage Grove

Four locations in Cottage Grove, MN, were examined for the project work. Sections of Hyde Avenue, Ingberg Trail, Jensen Avenue, and Jergen Avenue were surveyed and cored on November 18, 2014, and November 19, 2014. The cores from Jergen Avenue could not be extracted intact and therefore were not included in the study.

2.1.5 Inver Grove Heights

One location in Inver Grove Heights, MN, was examined for the project work. A section of Brooks Boulevard was surveyed and cored on November 21, 2014.

2.1.6 Osseo

One location in Osseo, MN, was examined for the project work. A section of 8th Avenue was surveyed and cored on December 5, 2014.

2.1.7 Sibley County

Two locations in Sibley County, MN, were examined for the project work. Separate ends (north and south) of a stretch of County State Aid Highway (CSAH) 9 were surveyed and cored on December 4, 2014.

2.1.8 Woodbury

Three locations in Woodbury, MN, were examined for the project work. Sections of Bridgewater Parkway and Newbury Alcove (the cul-de-sac and a straight portion) were surveyed and cored on November 19, 2014, and November 20, 2014. The Newbury Alcove cul-de-sac portion was unsealed and included for a comparison of the chip-sealed and unsealed portions of the road.

2.2 FIELD WORK CONDUCTED

The project research included surveys and extraction of cores from field locations indicated in Section 2.1. A total of 280 cores were collected for testing. The subsections below detail survey and testing procedures and core extraction operation; data and results are presented in Chapter 3.

2.2.1 Condition surveys

Members of the research team noted the general condition of all sections used for the project research. Condition surveys included observations and notes on localized distresses. The process of coring allowed the technician to assess the presence of stripping; this information was recorded with other general information on the pavement condition. In addition, ground penetrating radar (GPR) tests, detailed below, included supporting video surveys that could be used to examine the pavement condition.

2.2.2 Coring for laboratory testing

Coring operations for the project research involved the use of a coring rig mounted to the rear of a truck. The rig is shown in Figure 3. Six-inch diameter cores were obtained by drilling through the asphalt course to the top of the base layer. In addition to providing an intact specimen for testing, it allowed for the measurement of the in-situ pavement thickness.



Figure 3. Truck-mounted rig used to obtain cores on-site

2.2.3 Permeability testing

Field permeability tests using the NCAT Permeameter were investigated for the Cottage Grove, Inver Grove Heights, and Blaine sections. An illustration of one test is shown in Figure 4. Depending on surface roughness, obtaining a good seal was difficult, which complicated both the test and the usefulness of results from the test. Future permeability tests for this project were ruled out, given that the field permeability test has too many variables to confidently measure the permeability of an in-situ pavement with uncertain design.



Figure 4. Configuration of the NCAT Permeameter in attempts at field permeability testing

2.2.4 Evaluation using ground penetrating radar

Field work in support of the project research included ground penetrating radar (GPR) testing of pavement sections. GPR data was continuously collected at residential roadway speeds (20-40 miles per hour) using equipment mounted with 400 MHz and 2 GHz antennas and a SIR-20 control and data acquisition processor. The GPR configuration used for the study met or exceeded the ASTM D4748 and ASTM D6087 standards. Multiple passes were conducted to ensure that sufficient data was collected at 13 locations across five municipalities. The truck-mounted antenna is shown in Figure 5. All GPR data was coupled with precise GPS location data in support of more sophisticated analysis, which is presented in Chapter 3.



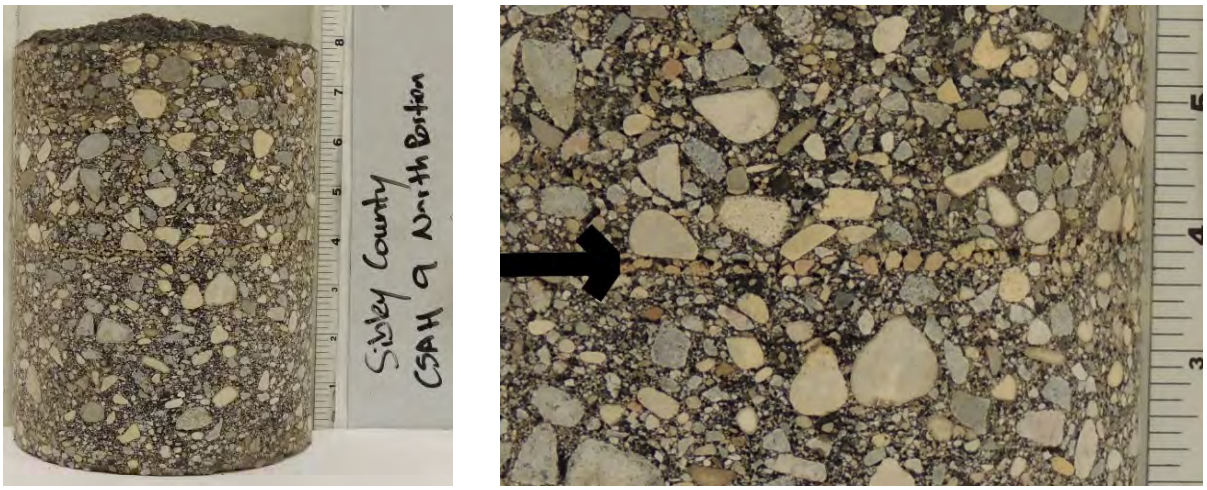
Figure 5. Vehicle-mounted GPR used for site evaluation

2.2.5 Nuclear density gauge testing

A nuclear gauge was used to assess the density of pavements on site. Backscatter testing was applied in accordance with ASTM D2950 to quickly assess both properties. Initially, nuclear gauge testing was conducted in six municipalities at 37 separate locations to compare asphalt densities. Of these 37 locations, mix data was available for 29 locations assessed. Extensive nuclear gauge testing was later conducted in these six municipalities to be coupled with the results of GPR testing. More details on these locations are included in the Chapter 3 analysis of test results.

2.3 LABORATORY WORK CONDUCTED

The research team conducted extensive laboratory testing to understand the behavior of chip sealed pavements. The laboratory testing relied upon the collection of a minimum of 12 cores from each of the locations; an example of a collected core is shown in Figure 6.



(a) (b)

Figure 6. (a) Example of core extracted from pavement for study and (b) close-up of core shows evidence of past chip seal treatments

The subsections below detail the laboratory test procedures applied in this study; data and results from these tests are presented in Chapter 3.

2.3.1 Testing to determine volumetric properties of asphalt samples

Six samples from each of each of the 18 locations were used for volumetric analysis of the underlying asphalt. Specimens were compacted according to AASHTO T 312 for:

- Maximum theoretical specific density (G_{mm}) testing according to AASHTO T 209 and ASTM D 2401 and
- Bulk specific gravity (G_{mb}) testing according to AASHTO T 166.

In preparing cores for G_{mm} testing under AASHTO T 209, the cores were trimmed to remove cut aggregate, and testing was conducted with between 2000 and 2050 grams of material from the center of the core, which is briefly heated to 230°F to dry moisture from the core sample.

Given the results of the G_{mm} and G_{mb} tests, properties such as the percent air voids and the effective specific gravity were calculated. These properties in turn were used to determine the percent voids in mineral aggregate (VMA) and the percent voids filled with asphalt (VFA). Finally, given surface area characteristics for the sieve sizes of the aggregate, the average film thickness (AFT) was calculated.

2.3.2 Hamburg wheel tracker testing

Circular specimens were tested using a Hamburg wheel tracking (HWT) device. AASHTO T 324 procedures were followed for all tests on a total of 18 specimens from 18 locations. The laboratory equipment used for the tests is shown in Figure 7a. The tests were conducted using paired specimens: the first of the pair was compacted with the chip seal, the second of the pair was compacted without the chip seal.

2.3.3 Fracture energy testing

Disk-shaped compact tension (DCT) tests were conducted on specimens to evaluate the fracture energy of asphalt mixes and field specimens. DCT tests were conducted on a total of seven specimens, and all tests were conducted in accordance with ASTM D7313. The laboratory equipment used for the tests is shown in Figure 7b.



(a) **(b)**

Figure 7. (a) Hamburg wheel tracker test machine and (b) DCT test machine used for the project research

2.3.4 Permeability testing

Falling head permeability tests were conducted and coefficients of permeability were calculated according to the standard outlined in ASTM PS 129-01. Laboratory permeability tests were conducted on a total of 68 samples from 18 locations. The laboratory equipment used for the tests is shown in Figure 8a.

2.3.5 Tensile strength ratio testing

The tensile strength ratio (TSR) test measures tensile strength loss due to damage under accelerated water conditioning in the laboratory. The modified Lottman tensile strength ratio (TSR) test was conducted according to AASHTO T 283. TSR tests were applied to a total of 18 specimens. The laboratory equipment used for the tests is shown in Figure 8b.



(a) **(b)**

Figure 8. (a) Asphalt permeability test and (b) TSR test rig used for the project research

2.4 SURVEY OF MUNICIPAL ENGINEERS

An eight-question survey of Minnesota city and county engineers on their chip sealing practices was performed during Fall 2015. One-hundred twenty nine engineers responded to the survey, which was coordinated online by engineers at the City of Woodbury. The questions are indicated in Table 2. A summary of responses is provided in the results of Chapter 3. Full responses are provided in Appendix K.

Table 2. Questionnaire for survey of Minnesota local engineer chip sealing practices

Item	Question
Q1	Are you currently using chipseals as part of your pavement maintenance program?
Q2	Has your organization used chipseals in the past?
Q3	On roads where chipseals have been used, have you experienced any problems with stripping or or delamination of the chipseal with the underlying layer of asphalt? Stripping is defined as a loss in the asphalt/aggregate bond resulting in raveling, a shallow surface pothole, or delamination of the chipseal surface.
Q4	Do you use a polymer modified emulsion with your chipseals?
Q5	When did you start specifying the polymer modified emulsion?
Q6	Have you noticed any difference in the incidence of stripping/delamination on roads with polymer modified emulsion?
Q7	Do you have any pavements which are not chipsealed that are experiencing stripping failures? Stripping is defined as a loss in the asphalt/aggregate bond resulting in raveling, a shallow surface pothole, or delamination of the chipsealed surface.
Q8	Is there anything else you'd like to share about your use or non-use of chipseals?

CHAPTER 3: RESULTS AND DISCUSSION

The results of field testing, laboratory testing, and surveys of municipal engineers are summarized and discussed in this chapter. Additional information on testing or survey data can be found in the appendices to the final report.

3.1 SUMMARY OF FIELD DATA AND SPECIMENS COLLECTED

Given the extent of the data, it is summarized in this chapter rather than being presented in full. The full field data are recorded in Appendix A (Condition surveys and core collection information) and Appendix F (GPR and nuclear density). In addition, while example photographs of core collection are provided in Appendix I, a full record of all core photographs, including cores used for Hamburg Wheel and permeability tests, is hosted online by MnDOT at:

ftp://ftp2.dot.state.mn.us/pub/outbound/researchservices/Chip%20Seal%20Research/

Table 3 records locations and nomenclature used to identify field specimens collected and used for laboratory testing.

Table 3. Identification nomenclature for core and field assessments

Core ID Designation	City/County	Road Location
B-93E	Blaine	93rd Ave, East
B-93W	Blaine	93rd Ave, West
BP-L	Brooklyn Park	Louisiana Ave
BP-73	Brooklyn Park	73rd Ave
BP-W	Brooklyn Park	Winnetka Ave
B-134	Burnsville	134th St
B-H	Burnsville	Heritage Circle Area
B-K	Burnsville	Knob Hill Area
CG-H	Cottage Grove	Hyde Ave
CG-I	Cottage Grove	Ingberg Trail
CG-J	Cottage Grove	Jensen Ave
IGH-B	Inver Grove Heights	Brooks Blvd
O-8	Osseo	8th Ave
SC-9N	Sibley County	CSAH 9, North
SC-9S	Sibley County	CSAH 9, South
W-B	Woodbury	Bridgewater
W-NA-C	Woodbury	Newbury Alcove, Cul de sac (Unsealed)
W-NA-S	Woodbury	Newbury Alcove, Straight section

3.1.1 Condition of pavement sections

The level of stripping varied from site to site. In the collection of core specimens, field observations were made on the extent of stripping in the vicinity of coring, in addition to general notes on the core itself. A comparison of core condition is shown in Figure 9 using cores collected for the study from a location in Shoreview, MN, that was not included in the final database. Figure 9b shows not only stripping behavior under the chip seal, but also stripping in asphalt lifts. An intact core from a nearby location is shown in Figure 9a to illustrate the extent of stripping through the core depth.



(a) **(b)**

Figure 9. (a) Intact core and (b) core stripped under chip seal and between asphalt lifts, recovered from city of Shoreview, MN

A rough assessment of stripping for all cores on a given site location is recorded in Table 4, based on the extent of condition notes. As a rule, sites with more cores with notes on stripping were considered to have higher levels of stripping than sites with cores with fewer notes. Given its dependency on the observer, this measure is not comprehensive nor objective, and levels of stripping are referred to only in a general sense in the discussion and conclusions. Individual condition surveys and core collection notes are recorded in Appendix A.

Table 4. General observed levels of stripping in field

City/County	Road Location	Observed levels of stripping
Blaine	93rd Ave, East	Moderate to High
Blaine	93rd Ave, West	Moderate to High
Brooklyn Park	Louisiana Ave	Moderate
Brooklyn Park	73rd Ave	Moderate
Brooklyn Park	Winnetka Ave	Moderate
Burnsville	134th St	Low
Burnsville	Heritage Circle Area	High
Burnsville	Knob Hill Area	Low to Moderate
Cottage Grove	Hyde Ave	Low
Cottage Grove	Ingberg Trail	Moderate
Cottage Grove	Jensen Ave	Low
Inver Grove Heights	Brooks Blvd	Low
Osseo	8th Ave	Moderate to High
Sibley County	CSAH 9, North	High
Sibley County	CSAH 9, South	High
Woodbury	Bridgewater	Moderate
Woodbury	Newbury Alcove, Cul de sac (Unsealed)	n/a
Woodbury	Newbury Alcove, Straight section	Moderate

3.1.2 Overview of GPR and nuclear gauge testing

The GPR testing included constant GIS information to provide exact locations of measurements. Likewise, the exact location of all nuclear density testing was recorded. This information has been presented in tandem to potentially allow for correlations between nuclear density and GPR dielectric readings. The reporting of this information results in “heat maps” for all sites surveyed. An example of such a map is shown in Figure 10. All maps for all locations are presented in Appendix F. Given the

limitations of the GPR antenna used for the testing, which is a longer-wave antenna, correlating the dielectric with density data does not provide reliable maps of density in the asphalt.

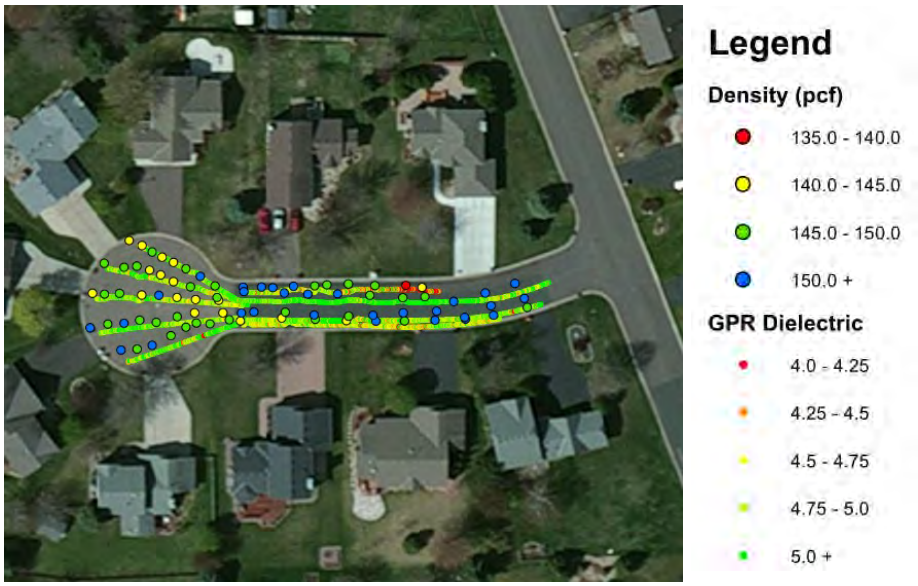


Figure 10. Map of dielectric and density data collected at Newbury Alcove site in Woodbury, MN

However, the nuclear gauge density data can provide useful feedback when viewed alongside other information, such as the results of core testing data from the laboratory. In this study, two rounds of nuclear gauge density testing at a total of 37 locations were conducted in two stages.

Results of the initial testing stage are shown in Table 5. For those initial tests at 9 of the 18 test sites, it was observed that densities did not match the cores, as average field densities were observed to range between 85.3 and 97.2 percent of the maximum core density (i.e. all air voids removed) obtained from volumetric testing. Furthermore, the average densities for some locations were unreasonably low. This raised concerns about compaction on municipal roads.

To address more general concerns about asphalt compaction – rather than issues specific to chip seal treatments – a second round of nuclear gauge testing was conducted on roads with and without chip seals. The results of the second round of tests are shown in Table 6.

The observed densities in the second round of tests were more reasonable. The second round of testing showed that municipal roads had adequate densities in most cases: of the 28 locations in the second round, only two had an average density below 91 percent, and the average maximum density across all locations was 93.3 percent. The second round of testing also indicated that “ordinary” compaction practices in the field produce adequate results. Thus, the cause of stripping is not necessarily related to density if 92 percent field density, as indicated in the MnDOT specification for asphalt compaction, is

considered adequate (MnDOT, 2016). Additional volumetric lab testing is discussed in Section 3.2 to elaborate on density in asphalt under chip sealed pavements.

Table 5. First round of nuclear gauge density tests for locations with available mix design information

Location	Mix	Year Paved	Maximum density (pcf)	Statistics (% of max density)	
				Standard Deviation	Average
Woodbury - Newbury Alcove	41 Wear	1989	154.8*	2.7%	97.2%
Woodbury - Newbury Alcove (CDS)	41 Wear	1989	155.7*	1.9%	94.3%
Blaine - 93rd Ave East End	41A Wear	1994	154.1*	1.4%	90.5%
Blaine - 93rd Ave West End	41A Wear	1995	153.8*	1.7%	85.3%
Brooklyn Park - Louisiana Ave	41A Wear	1995	152.9*	1.9%	91.5%
Brooklyn Park - Winnetka Ave	41A Wear	1995	153.6*	1.1%	93.7%
Brooklyn Park - 73rd Ave	41A Wear	1998	155.3*	1.6%	90.0%
Woodbury - Bridgewater Pkwy	41B Wear	1998	155.9*	2.3%	90.4%
Inver Grove Heights - Brooks Blvd	MVWE35035B	2009	154.6	1.3%	89.9%

**Obtained from lab-batched mix design and not volumetric testing of field core*

Table 6. Second round of nuclear gauge density tests

Location	Mix	Year Paved	Maximum density (pcf)	Statistics (% of max density)	
				Standard Deviation	Average
Woodbury - Dunmore Rd	LVWE35030B	2005	153.4	1.5%	92.9%
Woodbury - Evergreen Dr	LVWE35035B	2006	152.9	1.6%	96.7%

Cottage Grove - Hedgecroft Ave	LVWE35030B	2007	153.4	2.3%	95.4%
Cottage Grove - 77th Street S	LVWE35030B	2008	153.4	2.1%	92.2%
Woodbury - Paul Rd	MVWE35035B	2008	154.6	1.7%	92.1%
Woodbury - Hillcrest Dr	MVWE35035B	2009	154.2	1.6%	95.2%
Cottage Grove - 63rd Street S	LVWE35030C	2010	154.1	1.2%	96.1%
Woodbury - Crackleberry Tr	SPWEB240B	2010	156	0.9%	92.5%
Cottage Grove - Lock Ridge Ave S	SPWEB240B	2011	155.8	1.4%	88.4%
Inver Grove Heights - Addisen Path	SPWEB240C(R)	2011	156	1.4%	91.5%
Inver Grove Heights - 68th Street SE	SPWEB240C(R)	2012	156	1.6%	91.6%
Inver Grove Heights - Borden Way	SPWEB240C(R)	2012	156	1.0%	91.5%
Cottage Grove - Jeffery Lane S	SPWEB340C	2013	159.3	1.3%	95.9%
Inver Grove Heights - Conroy Way	SPWEB240C(R)	2013	156	1.1%	90.6%
Cottage Grove - Jasmine Ave S	SPWEA330C	2014	152.7	1.5%	94.4%
Inver Grove Heights - Bower Path	SPWEB240C(R)	2014	156	1.2%	94.2%
Woodbury - Somerset Rd	SPWEA330C	2014	155.1	1.5%	96.1%
Osseo - 1.5 St NE	SPWEA240(R)	2015	152.8	0.9%	93.5%
Osseo - 1st Ave	SPWEA240(R)	2015	152.8	1.6%	96.0%
Osseo - 1st St. NE	SPWEA240(R)	2015	152.8	1.1%	91.9%

Osseo - 1st St. SE	SPWEA240(R)	2015	152.8	1.3%	93.0%
Osseo - 3rd Ave. NE	SPWEA240(R)	2015	152.8	1.4%	92.0%
Osseo - 3rd St. NE	SPWEA240(R)	2015	152.8	1.3%	91.3%
Osseo - 4th St. NE	SPWEA240(R)	2015	152.8	1.1%	97.1%
Osseo - 5th Ave. NE	SPWEA240(R)	2015	152.8	0.9%	92.8%
Osseo - 6th Ave. NE	SPWEA240(R)	2015	152.8	1.2%	92.9%
Osseo - 7th St. NE	SPWEA240(R)	2015	152.8	1.1%	92.6%
Osseo - E. Broadway	SPWEA240(R)	2015	152.8	1.2%	92.6%

**Obtained from lab-batched mix design and not volumetric testing of field core*

3.2 SUMMARY OF LABORATORY DATA

As with the field data, laboratory data is summarized in the body of the final report. The following appendices record the laboratory data in full:

- Appendix B, Volumetric testing and summary properties
- Appendix C, Fracture energy testing
- Appendix D, Lab permeability testing
- Appendix E, Hamburg wheel tracking testing
- Appendix G, Tensile strength ratio testing
- Appendix J, Hamburg test photographs

3.2.1 Volumetric testing of asphalt samples

Table 7 summarizes the results of volumetric tests conducted on samples collected from 18 locations considered in the study. Six samples were tested for each location. Chapter 3 details the testing and calculations involved in the development of Table 7. The average air void content across all samples was 5.5 percent, and over 60 percent of tested samples had air void contents between 5 and 8 percent.

Table 7. Summary averages of volumetric testing of asphalt samples from 18 locations

Location	Air Voids (%)	VMA (%)	AFT (microns)	VFA (%)	Extracted asphalt content (%)	Max Density (pcf)
Blaine - 93rd Ave East End	3.0	15.3	9	80.5	5.3	154.1
Blaine - 93rd Ave West End	6.7	17.4	7.3	61.3	4.8	153.8
Brooklyn Park 73rd Ave	8.4	17.7	9.2	52.6	4.2	155.3
Brooklyn Park - Louisiana Ave	4.8	17.2	8.2	72.1	5.5	152.9
Brooklyn Park - Winnetka Ave	2.5	16.0	10.9	84.3	5.8	153.6
Burnsville - 134th St	7.0	18.0	9.1	61.1	4.9	155.9
Burnsville - Heritage Cir Area	7.2	18.4	9.7	60.5	5.0	153.9
Burnsville - Knob Hill Area	8.0	19.3	8.7	58.5	5.1	154.5
Cottage Grove - Hyde Ave S	6.3	16.6	8.9	62.3	4.6	155.2
Cottage Grove - Ingberg Trl S	7.5	18.4	7.1	59.2	4.9	155.9
Cottage Grove - Jensen Ave	7.7	17.6	7	56.4	4.4	156.9
Inver Grove Heights - Brooks Blvd	4.5	15.1	7.9	70.0	4.6	155.1
Osseo 8th Ave SE	7.2	17.9	8.7	59.6	4.8	155.2
Sibley County CSAH 9 North Portion	5.7	17.6	9.7	67.6	5.4	151.0
Sibley County CSAH 9 South Portion	3.9	16.4	8.2	76.3	5.6	150.6
Woodbury - Bridgewater	4.8	16.1	7.3	70.0	4.9	155.9
Woodbury - Newbury Alcove Cul-de-sac	1.4	13.2	11	89.7	5.0	155.7
Woodbury - Newbury Alcove Straight Portion	2.1	13.2	8.5	84.1	4.7	154.8

3.2.2 Summary of Hamburg wheel tracking tests

The results of Hamburg wheel tracking tests (tested samples shown in Figure 11) are used to directly assess the susceptibility of asphalt mixes to moisture and the likelihood of stripping due to moisture damage. These results are presented in Appendix E. The general result of Hamburg testing was that the majority of mixes performed well in stripping resistance; the only clear outlier was the performance of

the Woodbury Newbury Alcove Straight Section sample, which showed signs of stripping after only 521 passes. An additional observation from the data is that mixes from older pavements performed better than those of newer pavements due to higher stiffness values for the aged binders.

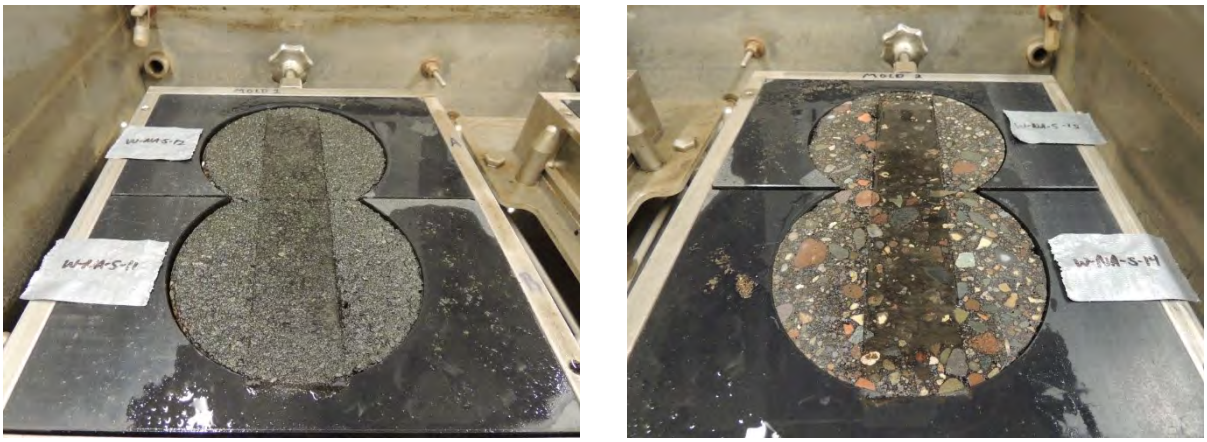


Figure 11. Specimens for stripping study undergoing Hamburg wheel testing

3.2.3 Fracture energy testing

The results of DCT tests are reported in Appendix C. As the tests provided no useful information about stripping behavior in chip-sealed asphalt, DCT testing was discontinued after seven tests.

3.2.4 Laboratory permeability tests

The majority of locations yielded four samples for permeability tests, the exceptions being the west end of 93rd Avenue in Blaine (2 samples) and the cul-de-sac of Newbury Alcove in Woodbury (2 samples). The average permeability results (K and K_{20}, the permeability at 20 deg Celsius) are reported in Table 8. Full data from all 68 samples tested are presented in Appendix D. As noted in Table 8, the specimens collected were relatively impermeable, with the highest measured permeability from a single test no higher than 23.7×10^{-5} cm/sec across all samples.

Table 8. Average calculated coefficients of permeability from laboratory permeability testing according to ASTM PS 129-01

Location	Permeability, K (10^{-5} cm/sec)	Permeability, K_{20} (10^{-5} cm/sec)
Blaine - 93rd Ave East End	0.8	0.6
Blaine - 93rd Ave West End	1	0.8
Brooklyn Park 73rd Ave	10.7	7.8
Brooklyn Park - Louisiana Ave	0	0
Brooklyn Park - Winnetka Ave	0	0
Burnsville - 134th St	3.1	2.3
Burnsville - Heritage Cir Area	0.4	0.3
Burnsville - Knob Hill Area	0.4	0.3
Cottage Grove - Hyde Ave S	0.2	0.2
Cottage Grove - Ingberg Trl S	3.5	2.5
Cottage Grove - Jensen Ave	6.9	5
Inver Grove Heights - Brooks Blvd	0	0
Osseo 8th Ave SE	4	2.9
Sibley County CSAH 9 North Portion	0	0
Sibley County CSAH 9 South Portion	0	0
Woodbury - Bridgewater	0.3	0.2
Woodbury - Newbury Alcove Cul de sac (Unsealed)	0	0
Woodbury - Newbury Alcove Straight Portion	0	0

3.2.5 Overview of tensile strength ratio testing

As the results of TSR tests are sometimes used to infer long-term behavior of asphalt in terms of stripping, the results of these tests are relevant to this study. For this project material obtained from the roadway cores was heated and re-compacted at 7% and 11% air voids and TSR tests were performed on

these specimens. Further analysis using the laboratory data aggregated TSR data with condition surveys from field site visits. Results are summarized in Table 9 and Table 10.

Table 9. Summary of tensile strength ratios on mixtures re-compacted at 7% air voids and 11% air voids by location and extent of stripping observed in field

Location	Amount of Stripping Observed	TSR (7% voids)	TSR (11% voids)	Extracted asphalt content (%)
Burnsville - 134th St	Low	0.79	0.7	4.9
Cottage Grove - Hyde Ave S	Low	0.77	0.7	4.6
Cottage Grove - Jensen Ave	Low	0.65	0.51	4.4
Inver Grove Heights - Brooks Blvd	Low	0.76	0.63	4.6
Burnsville - Knob Hill Area	Low to Moderate	0.7	0.65	5.1
Brooklyn Park - 73rd Ave	Moderate	0.7	0.65	4.2
Brooklyn Park - Louisiana Ave	Moderate	0.77	0.74	5.5
Brooklyn Park - Winnetka Ave	Moderate	0.93	0.87	5.8
Cottage Grove - Ingberg Trl S	Moderate	0.73	0.66	4.9
Woodbury - Bridgewater	Moderate	0.91	0.69	4.9
Woodbury - Newbury Alcove Straight Portion	Moderate	0.76	0.65	4.7
Blaine - 93rd Ave East End	Moderate to High	0.76	0.67	5.3
Blaine - 93rd Ave West End	Moderate to High	0.69	0.61	4.8
Osseo - 8th Ave SE	Moderate to High	0.81	0.76	4.8
Burnsville - Heritage Cir Area	High	0.75	0.66	5
Sibley County - CSAH 9 North Portion	High	0.78	0.69	5.4
Sibley County - CSAH 9 South Portion	High	0.84	0.78	5.6

Table 10. Correlating TSR and observed stripping for field sections visited

Amount of Stripping Observed	Count	Average TSR (7% voids)	Average TSR (11% voids)	Average extracted asphalt content (%)
Low	4	0.74	0.64	4.63
Low to Moderate	1	0.77	0.70	4.60
Moderate	6	0.80	0.71	5.00
Moderate to High	3	0.75	0.68	4.97
High	3	0.79	0.71	5.33

3.3 SURVEY RESULTS

As noted in Section 2.4, 129 municipal engineers responded to the survey on local experience with chip seal treatments. Responses are summarized in Table 11, and full responses are provided in Appendix K.

Of the engineers surveyed, 64 percent “regularly” used chip seals, 17 percent “sometimes” used chip seals, and 19 percent “never” used chip seals. Of the respondents who use chip seals, 35 percent reported that they do not observe stripping in pavements treated with chip seals. 39 percent reported observing some stripping in chip-sealed pavements, yet did not consider it a major issue. The remaining 26 percent reported stripping as a major issue for their chip-sealed pavements.

Finally, only four percent of respondents reported significant stripping in roads that were not treated with chip seals (unsealed). Twenty-one percent of respondents reported stripping in unsealed roads as a minor issue, and 75 percent did not observe stripping in unsealed roads and did not consider it a significant issue.

Table 11 Questionnaire for survey of Minnesota local engineer chip sealing practices

Item	Question	Answered	Skipped	Responses	
Q1	Are you currently using chipseals as part of your pavement maintenance program?	129	0	83	Yes, regularly based on a schedule for most roadways
				22	Yes, occasionally depending on pavement and traffic conditions
				24	No
Q2	Has your organization used chipseals in the past?	25	104	9	Yes, but not in the last approximately 5 years
				6	Yes, but not in the last approximately 10 years
				3	Yes, but not in the last approximately 20 years
				7	No
Q3	On roads where chipseals have been used, have you experienced any problems with stripping or delamination of the chipseal with the underlying layer of asphalt? Stripping is defined as a loss in the asphalt/aggregate bond resulting in raveling, a shallow surface pothole, or delamination of the chipseal surface.	112	17	39	No, we have not experienced this issue
				44	Yes, but this is not a major issue on our roadway network
				29	Yes, this is a major issue on our roadway network

Q4	Do you use a polymer modified emulsion with your chipseals?	112	17	40 27 14 31	Yes, on all chipsealed roadways Yes, on some chipsealed roadways No Unknown
Q5	When did you start specifying the polymer modified emulsion?	51	78		*See Appendix K*
Q6	Have you noticed any difference in the incidence of stripping/delamination on roads with polymer modified emulsion?	65	64	10 24 31	Yes No Unknown
Q7	Do you have any pavements which are not chipsealed that are experiencing stripping failures? Stripping is defined as a loss in the asphalt/aggregate bond resulting in raveling, a shallow surface pothole, or delamination of the chipsealed surface.	113	16	4 24 85	Yes, this is a significant issue Yes, this is a minor issue No, we have not experienced stripping on non-chipsealed surfaces
Q8	Is there anything else you'd like to share about your use or non-use of chipseals?	34	95		*See Appendix K*

3.4 DISCUSSION AND OBSERVATIONS

3.4.1 Lab and field data

Given the extent of the field and laboratory testing, there is sufficient data to support general observations that would be unsubstantiated in smaller studies. First, based on the condition surveys

from field testing, not all roads with chip seals exhibited stripping. Information provided by city engineers for field sites locations identified less than Moderate levels of stripping in 6 of the 18 primary field sites. Condition information relative to volumetric core data (percent air voids and maximum density) is described in Figure 12.

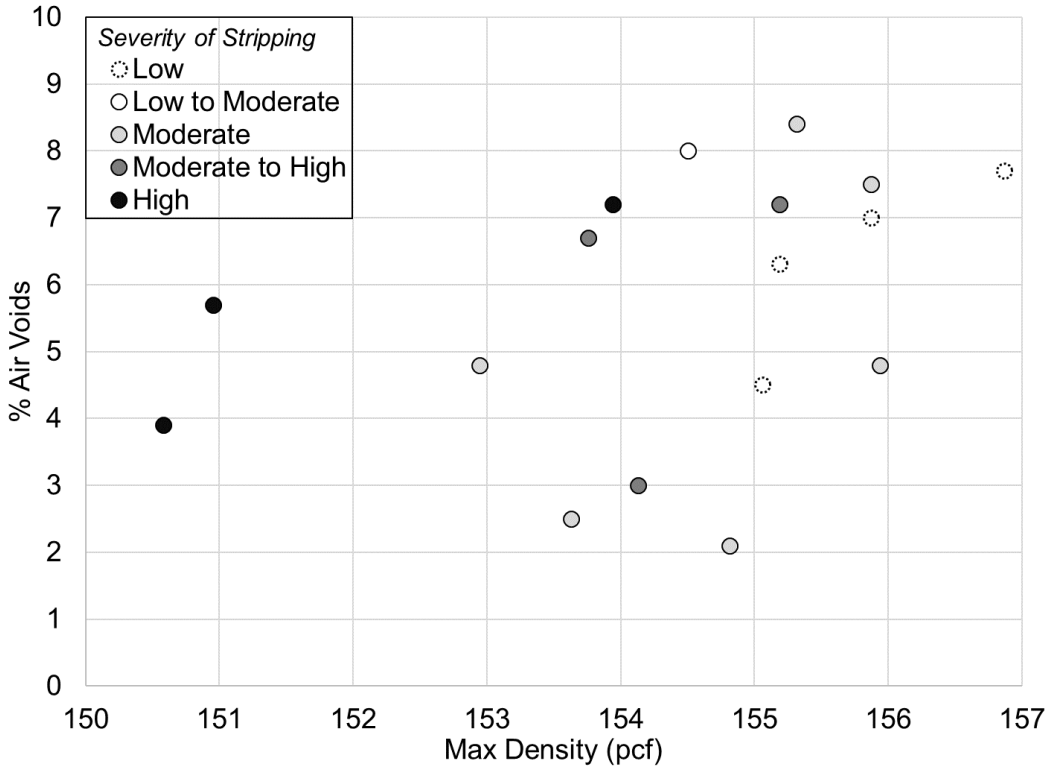


Figure 12. Severity of stripping in chip-sealed pavements in 18 locations with maximum theoretical density and percent air voids

Figure 12 does not describe an observable trend relating the extent of stripping to air void content. As the air void content for all sections examined is 8.5 percent or lower, no sections with excessive air voids were considered in the study. Thus, it is difficult to correlate stripping behavior directly with excessive air voids or air void content in general.

In addition, previous to the MnDOT study published in 2013 (Wood & Cole, 2013), many state and city/county engineers supposed that there may exist a relationship between (A) a specific bituminous mixture, contractor, geographic location, or year of construction and (B) the likelihood and extent of stripping. Table 12 summarizes data addressing this hypothesis. One limitation of the project was the lack of pavement information from municipalities on the sections considered; much of the information provided lacked specific detail on the mix design, for instance. However, based on the data available to this project, a correlation is not apparent between stripping in chip-sealed pavements and a specific mix, contractor, or paving year.

Table 12. Summary of level of stripping and pavement information by section

Location	Amount of Stripping Observed	HMA Design	Year Paved
Burnsville - 134th St	Low	41A Wear	2005
Cottage Grove - Hyde Ave S	Low	LVWE35030B	1996
Cottage Grove - Jensen Ave	Low	SPWEB340C	1986
Inver Grove Heights - Brooks Blvd	Low	MVWE35035B	2009
Burnsville - Knob Hill Area	Low to Moderate	41A Wear	1996
Brooklyn Park - 73rd Ave	Moderate	41A Wear	1998
Brooklyn Park - Louisiana Ave	Moderate	41A Wear	1995
Brooklyn Park - Winnetka Ave	Moderate	41A Wear	1995
Cottage Grove - Ingberg Trl S	Moderate	LVWE35030B	1995
Woodbury - Bridgewater	Moderate	SPWEA240(R)	1998
Woodbury - Newbury Alcove Straight Portion	Moderate	41 Wear	1995
Blaine - 93rd Ave East End	Moderate to High	41A Wear	1994
Blaine - 93rd Ave West End	Moderate to High	41A Wear	1995
Osseo - 8th Ave SE	Moderate to High	SPWEA240(R)	1992
Burnsville - Heritage Cir Area	High	41A Wear	1994
Sibley County - CSAH 9 North Portion	High	SPWEA240(R)	1996
Sibley County - CSAH 9 South Portion	High	SPWEA240(R)	1997

Other questions were proposed to the research team through the course of the study, and these questions were addressed based on limited information available to the study. Those questions include:

- *Is there a relationship between the use of a granular subbase and stripping in chip-sealed pavements?*
  No relationship was apparent based on the performance of qualified sections in the study. This can be observed in Table 1.
- *Does the use of polymer-modified emulsions for chip seals lead to stripping?*
  A large percentage of municipalities surveyed were unable to identify dates or years for polymer-modified emulsion adoption for their chip seal treatments. Therefore, a relationship between the presence of polymers and stripping could not be determined.

3.4.2 Field behaviors associated with stripping

One important outcome of the study was the project survey, which identified important information in the understanding of stripping. First, the stripping behavior observed under chip-sealed pavements is not typically seen on roadways that were unsealed (four percent of engineers reported significant stripping and 21 percent of respondents reported minor stripping in unsealed roads). In this regard, the survey suggests that the presence of the chip seal treatment itself, and not properties of the underlying asphalt, may contribute to stripping.

While not as thorough as the lab and field studies, the project research included surveys of field sections in cities and counties to study how a chip seal may encourage stripping. Municipal engineers have observed that often in roads featuring neighboring chip-sealed and unsealed portions, the chip-sealed roadway will exhibit stripping behaviors, while the unsealed portion experiences only surface raveling. One type of road that was useful for such a survey was a road ending in a cul-de-sac, as these roads are often chip-sealed on their straight portions while the cul-de-sacs are unsealed.

The project included one such road, Newbury Alcove in Woodbury, MN. The relative material lost due to stripping can be seen in comparing Figure 13b and Figure 13d. One confounding factor in this observation, however, is the fact that the Hamburg Wheel test found that the straight portion mix was the only mix susceptible to stripping due to moisture damage.



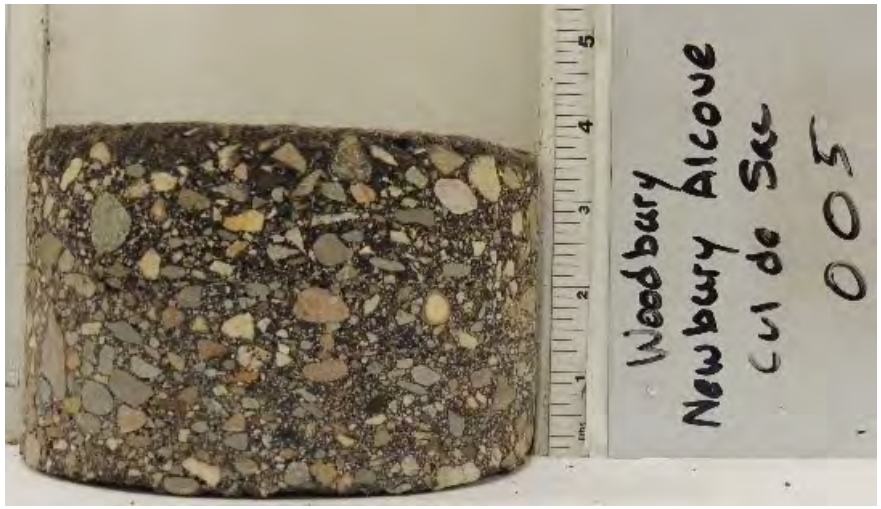
(a)



(c)



(b)



(d)

Figure 13. Comparison of stripping of cores collected from (a-b) straight portion (with chip seal) and (c-d) cul-de-sac (unsealed) of Newbury Alcove in Woodbury, MN

In addition, it has been observed that the presence of the chip seal can exacerbate distresses, as illustrated from a survey of Blue Heron Road in Woodbury, MN, in Figure 14. In other words, a road with sealed and unsealed sections may experience more block cracking in areas with the chip seal (Figure 14b) than in areas without the chip seal (Figure 14a).



(a) **(b)**

Figure 14. Possible contribution of chip seal to advanced cracking in (a) unsealed and (b) chip-sealed pavement on Blue Heron Road in Woodbury, MN

These observations raise questions about how a chip seal may create conditions that (A) contribute to the incidence of stripping and (B) exacerbate other distress in the asphalt pavement. While the project research was extensive, the scope did not include the complex phenomena that govern this problem. It is possible that the chip seal may "trap" moisture/vapor in the asphalt layer immediately beneath the seal. Freeze-thaw cycling may break down the asphalt at an accelerated rate due to the presence of trapped moisture. This is an issue for future research.

CHAPTER 4: CONCLUSIONS AND RECOMMENDATIONS

4.1 CONCLUSIONS

The field and laboratory work conducted in this project represents an extensive study of chip-sealed pavement performance in Minnesota. In spite of this effort, many concerns surrounding the behavior chip-sealed pavements remain unresolved.

First, the study was not able to verify the conclusion of earlier MnDOT research that high air voids is the primary cause of stripping (Wood & Cole, 2013). High air voids were not observed in the locations used for the study; furthermore, not all chip-sealed pavements considered in the study exhibited signs of stripping. The latter observation agrees with municipal experience: survey data indicated that 74 percent of city engineers did not identify stripping in chip seals as a major issue.

The study was also unable to identify mix design or construction practices that correlated with the incidence of stripping. That is, based on the results of this study:

- There does not appear to be direct relationship between pavement density and stripping under chip seals.
- There does not appear to be a direct relationship between any specific bituminous mixture, contractor, geographic location, or year of construction and this distress.

The main conclusion of the study is that while stripping under chip seals is a concern, it is not a concern that can be addressed with a simple mix design or paving rule of thumb.

Finally, the distress was observed to be a complex phenomenon that may be caused by the presence of the chip seal as much as it is the composition of the underlying asphalt. Perhaps the matrix of binder and densely packed, angular chip creates too tight of a “seal” on the pavement, thereby trapping moisture and vapor and creating conditions that become damaging under freeze-thaw action. It is hoped that the field and laboratory data collected in this study will be of value to future work that examines this phenomenon in detail.

4.2 RECOMMENDATIONS

Based on field observations and discussions with state, city, and county engineers, the following recommendations and observations are provided on the use of chip-seal treatments and the incidence of stripping under chip seals. As the study was unable to point to an overwhelming cause for the stripping behavior, the recommendations are intended to be a starting point for future discussions and studies of important issues in the use of chip seals.

First, it was observed that stripping behavior under chip seals may be due to trapped moisture and water vapor between the chip seal and the asphalt pavement. This phenomenon would be similar to

stripping behavior observed in conventional overlays of asphalt (Kandhal & Rickards, 2001). Thus, appropriate drainage is important in chip-sealed pavements. The utilization of subsurface drainage will reduce the probability of saturated subbase and base layers, which will reduce the amount of moisture that would be moving through the pavement.

Another factor is to minimize trapped water vapor between the chip seal and the underlying asphalt. If the first lift of pavement is damaged due to insufficient structural capacity to withstand heavy loads (which often occur immediately after the initial lift of bituminous is placed during the construction of a housing development), the pavement may already have significant microscopic sized cracking that allows water vapor to be transmitted from the subgrade soils into the pavement layer and be trapped. Causes of this cracking can include staggered construction of bituminous pavement layers across multiple construction seasons, which subjects the pavement to heavy loads while it is not at full strength.

Many of the cities surveyed during this project have explored the use of thin bituminous overlays, approximately five-eighths inches in thickness, as an alternative to chip seal treatments. In Texas, these fine-mix overlays have shown promise as a surface treatment on oxidized pavement and as a surface treatment to extend the life of roadways exhibiting signs of stripping. Studies have shown these thin overlays can extend the service life by an additional three to five years before a mill-and-overlay is required (Newcomb et al., 2013).

MnDOT has taken steps toward providing guidance on alternatives to chip-seal treatments. Modifications to Sections 2360 and 3139 of the 2016 MnDOT Standard Specifications for Construction account for the use of an overlay, or “thinlay,” using aggregate passing the three-eighths inch sieve as a surface treatment (MnDOT, 2016). As noted, the state of Texas has similar experience and the Texas Department of Transportation has also developed a specification for its fine-mix overlay, detailed in Newcomb et al. (2013). Either of these resources serve as a starting point for municipal efforts in Minnesota.

Finally, one observation of this study was a need for better municipal records on both the paving contractor and the paving materials. While many city and county engineers were able to provide valuable detail on their chip-sealed roads for this study, the results and conclusions were limited by a lack of information (as noted in Section 3.4). More detailed records of the contractor and materials would benefit both future research efforts and municipal efforts to maintain roads.

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APPENDIX A

FIELD CORE IDENTIFICATION AND OBSERVATIONS

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
B-93E-1	86	2666	45.13897	-93.19541	3.5		Moderate	
B-93E-2	87	2667	45.13894	-93.19551	3.5	Chipped Top	Moderate	
B-93E-3	146	2668	45.13894	-93.19579	3			Perm
B-93E-4	150	2669	45.13894	-93.1958	3			
B-93E-5	89	2670	45.13894	-93.19602	3.25	Chipped Top		Ham - Chip Seal Removed
B-93E-6	89	2671	45.13896	-93.19606	3.25			Perm
B-93E-7	143	2672	45.13895	-93.19621	3.25	Chipped Top		
B-93E-8	143	2673	45.13895	-93.19611	3.25	Chipped Top		
B-93E-9	132	2674	45.13894	-93.1962	3.5			Ham
B-93E-10	132	2675	45.13894	-93.19618	3.5			
B-93E-11	98	2676	45.13892	-93.19595	3.5			Ham - Chip Seal Removed
B-93E-12	98	2677	45.13891	-93.19595	3.75			Ham
B-93E-13	146	2678	45.13897	-93.19575	3.5			Perm
B-93E-14	154	2679	45.13895	-93.19583	3.5	Rounded Top		Perm - Chip Seal Removed
B-93E-15	141	2680	45.13893	-93.1955	2.75	Chipped Top		
B-93E-16	141	2681	45.13896	-93.19571	2.75	Chipped Top		
B-93W-1	159	2682	45.13901	-93.2012	3.5	Chipped Top	Moderate	
B-93W-2	159	2683	45.139	-93.2012	3.5	No Good		
B-93W-3	94	2684	45.13899	-93.20131	3.25			Perm - Chip Seal Removed
B-93W-4	94	2685	45.13902	-93.20133	3.25			Ham
B-93W-5	151	2686	45.13905	-93.20158	4			
B-93W-6	151	2687	45.13906	-93.20157	4		Top 1.5" Moderate Ravel	
B-93W-7	144	2688	45.139	-93.20202	4		Top 1.5" Moderate Ravel	Ham - Chip Seal Removed
B-93W-8	144	2689	45.139	-93.20204	4.25		Top 1.5" Moderate Ravel	Ham - Chip Seal Removed
B-93W-9	94	2690	45.139	-93.20229	3.75	No Good		
B-93W-10	96	2691	45.139	-93.20232	3.25	Chipped Top	Top 2" Moderate Ravel	
B-93W-11	108	2692	45.13901	-93.20217	3.5		Top 2.5" Moderate Ravel	
B-93W-12	108	2693	45.13901	-93.20205	3.5	No Good		
B-93W-13	94	2694	45.139	-93.20171	4		Top 2" Moderate Ravel	
B-93W-14	94	2695	45.13899	-93.20164	4	Chipped Top	Top 2" Moderate Ravel	
B-93W-15	100	2696	45.13899	-93.20151	3.5			Ham
B-93W-16	100	2697	45.13898	-93.20165	3.5			Perm
BP-73-1	147	2717	45.08731	-93.37563	4.5	Core Barrel Marking		
BP-73-2	144	2718	45.08734	-93.37559	4.5			Perm - Chip Seal Removed

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
BP-73-3	66	2719	45.08723	-93.37544	5	Broke off @ 5 inches	Top 1.5" Moderate Ravel	
BP-73-4	67	2720	45.08728	-93.37553	5	Broke off @ 5 inches, Chipped Top		
BP-73-5	95	2721	45.08724	-93.37529	4.75		Top 2" Moderate Ravel	
BP-73-6	100	2722	45.08724	-93.37528	4.75	Chipped Top	Top 2" Moderate Ravel	
BP-73-7	65	2723	45.08724	-93.33752	5.5			Ham
BP-73-8	72	2724	45.08724	-93.375	5		Top 2" Moderate Ravel	Ham
BP-73-9	73	2725	45.08726	-93.37497	5.25			Ham - Chip Seal Removed
BP-73-10	104	2726	45.08727	-93.37494	5.25	Slight - moderate Ravel	Top 2" Moderate Ravel	
BP-73-11	65	2727	45.08731	-93.37468	5	Chipped Top		Ham - Chip Seal Removed
BP-73-12	62	2728	45.08732	-93.37473	5	No Good		Perm
BP-73-13	114	2729	45.08731	-93.37521	4.5	No Good		
BP-73-14	110	2730	45.0873	-93.37522	4.5	Moderate - Servere Ravel		
BP-73-15	56	2731	45.0873	-93.37529	5	Slight - moderate Ravel	Top 2" Moderate Ravel	Perm
BP-73-16	58	2732	45.08731	-93.3753	5.25	Chipped Top	Top 2" Moderate Ravel	Perm - Chip Seal Removed
BP-L-1	79	2733	45.0689	-93.37054	4.5	Chipped Top		Perm - Chip Seal Removed
BP-L-2	78	2734	45.06887	-93.37055	4.5	Chipped Top		
BP-L-3	98	2735	45.06854	-93.3705	4.5			Perm - Chip Seal Removed
BP-L-4	83	2736	45.06854	-93.37048	4.75			Perm
BP-L-5	124	2737	45.06829	-93.37048	4.5			Ham
BP-L-6	134	2738	45.06827	-93.3705	4.5			Ham - Chip Seal Removed
BP-L-7	135	2739	45.06813	-93.37042	4.75			Ham
BP-L-8	123	2740	45.06812	-93.37042	5			Ham - Chip Seal Removed
BP-L-9	75	2741	45.06804	-93.37046	5	Slight - Moderate Ravel	Top 2" Moderate Ravel	
BP-L-10	78	2742	45.06802	-93.37044	5			Perm
BP-L-11	70	2743	45.06792	-93.37044	6			
BP-L-12	68	2744	45.06796	-93.37045	5.5			
BP-L-13	124	2745	45.06808	-93.37044	4.75		Top 2.5" Moderate Ravel	
BP-L-14	122	2746	45.06811	-93.37045	Broke Off	No Good		
BP-L-15	66	2747	45.06842	-93.37041	5.5		Top 2.5" Moderate Ravel	
BP-L-16	72	2748	45.06842	-93.37044	5.25		Top 2" Moderate Ravel	
BP-W-1	98	2700	45.07529	-93.38113	4.25			
BP-W-2	105	2701	45.07533	-93.38116	4.5			

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
BP-W-3	55	2702	45.07533	-93.3811	6	No Good Top Raveled		
BP-W-4	144	2703/4	45.07534	-93.38115	5	Crack on Side		
BP-W-5	138	2705	45.07536	-93.38115	6		Moderate	
BP-W-6	88	2706	45.07537	-93.38112	4.75			
BP-W-7	86	2707	45.07543	-93.38112	4.75			Perm
BP-W-8	100	2708	45.07545	-93.38112	broken	No Good		
BP-W-9	89	2709	45.07543	-93.38109	4			
BP-W-10	138	2710	45.07553	-93.3811	4			
BP-W-11	135	2711	45.07554	-93.38111	4.5			Perm - Chip Seal Removed
BP-W-12	76	2712	45.07565	-93.38113	5.25			
BP-W-13	80	2713	45.07565	-93.38112	5			Perm
BP-W-14	98	2714	45.07574	-93.38114	4.5	Chipped Top		
BP-W-15	100	2715	45.07575	-93.38113	4.75			Perm - Chip Seal Removed
BP-W-16	96	2716	45.07579	-93.38116	4.5			
B-134-1	183	2650	44.76126	-93.2654	5.5		Top 1.5" Moderate Ravel	Ham
B-134-2	183	2651	10 feet away		5		Top 1.5" Moderate Ravel	Ham
B-134-3	173	2652	44.76124	-93.26577	5.5	Chipped Top	Top 1.5" Moderate Ravel	Perm - Chip Seal Removed
B-134-4	168	2653	10 feet away		5.25		Top 1" High - Moderate Ravel	
B-134-5	142	2654	44.76131	-93.26618	6.5		Moderate, High @ 2"	
B-134-6	142	2655	10 feet away		6		High Ravel @ 2.5"	
B-134-7	208	2656	44.76111	-93.26701	5.25	Core Barrel Marking on Top	Top 1.5" Moderate Ravel	Perm
B-134-8	208	2657	10 feet away		5.25		Top 1.5" Moderate Ravel	
B-134-9	130	2658	44.76098	-93.26761	6	No Good		
B-134-10	154	2659	10 feet away		6.5		High	
B-134-11	168	2660	44.76082	-93.26806	6		Top 1" Moderate Ravel	Perm - Chip Seal Removed
B-134-12	168	2661	10 feet away		6.75	severe raveling bottom 2/3, Chipped Top		Perm
B-134-13	205	2662	44.76073	-93.26856	6		Top 1.5" Moderate Ravel	

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
B-134-14	205	2663	10 feet away		6		Top 1.5" Moderate Ravel	
B-134-15	160	2664	44.76096	-93.26978	4.25	Possible Different Construction		Ham
B-134-16	160	2665	10 feet away		4	Possible Different Construction		Ham
B-H-1	Abor Ln 78		44.76486	-93.27869	3	Chipped Top	Moderate - High	
B-H-2	Mayo Dr 110		44.76518	-93.2803	3.5	Lift Line	Moderate	
B-H-3	Northern Dr 138		44.76423	-93.28109	2.5	Lift Line, Chipped Top	Moderate	Perm
B-H-4	Abor Ln 92		44.76486	-93.28234	3.5	Chipped Top	Moderate	
B-H-5	Donegal Dr center of sac		44.76547	-93.28194	3.5	No Good		
B-H-6	Pleasant Dr 115		44.7656	-93.28356	3.25		Top 1.5" High, Moderate Rest	
B-H-7	Grand 100		44.76534	-93.28476	3		Moderate	Perm - Chip Seal Removed
B-H-8	Grand 138		44.76627	-93.28479	2.5	Core Barrel Marking on Top	Moderate	
B-H-9	Grand 100		44.76714	-93.28475	2.75	Rounded Top	Moderate	
B-H-10	Herit Cir S Center of sac	2643	44.76633	-93.27958	4.25/4	A: Cracked B: ok	Moderate	
B-H-11	Herit Cir S 106	2644	44.76658	-93.2803	3		Top 1.5" High, Moderate Rest	
B-H-12	Herit Cir S 126	2645	44.76659	-93.28212	3	Chipped Top	Moderate	Perm
B-H-13	Herit Cir N 64	2646	44.76757	-93.28385	4	No Good		
B-H-14	Herit Cir N 77	2647	44.76756	-93.28137	3.5	No Good		

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
B-H-15	Herit Cir N 107	2648	44.7675	-93.28015	3		Top 1.5" High, Moderate Rest	
B-H-16	Herit Cir 92	2649	44.76712	-93.27862	3.25		Moderate	
B-H-17	Herit Cir 92	2649	4 feet away from 16		3		Moderate	Perm - Chip Seal Removed
B-K-1	Bryant Ave 110		44.75992	-93.29125	3.5		Top 0.5" High, Moderate Rest	Perm
B-K-2	Bryant Ave 123		44.75891	-93.2913	3.4	Chipped Top	Top 0.5" High, Moderate Rest	Perm - Chip Seal Removed
B-K-3	Bryant Ave 101		44.75788	-93.29139	3.25		Moderate	
B-K-4	Colfax 104		44.75774	-93.29266	3	Chipped Top	Moderate	
B-K-5	Colfax 78		44.75892	-93.29265	3	Chipped Top	High	
B-K-6	Colfax 48		44.75993	-93.2925	3.5		Moderate	Perm
B-K-7	Emerson 112		44.76019	-93.29412	3.5		Moderate	
B-K-8	Emerson 53		44.75954	-93.29377	3.25	Chipped Top	Moderate	
B-K-9	Fremont 77		44.75933	-93.29339	3.5	Chipped Top	Moderate	
B-K-10	Fremont 120		44.75878	-93.29481	3.25	Chipped Top	Moderate	
B-K-11	Knob Hill Ln 109		44.75994	-93.29603	2.75	Chipped Top	Moderate	
B-K-12	Knob Hill Ln 116		44.76014	-93.29677	3.25	Chipped Top	Moderate	Perm - Chip Seal Removed
B-K-13	Knob Hill Ln 112		44.76012	-93.29755	3.5	No Good		
B-K-14	Holly Ln 75		44.75829	-93.29541	3.5		Moderate	
B-K-15	Holly Ln 86		44.75829	-93.29443	3.25	Chipped Top	Moderate	

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
B-K-16	Holly Ln 74		44.75829	-93.29342	4.25	Chipped Top	Moderate	
CG-H-1	101	2536	44.82561	-92.94412	3		Moderate	
CG-H-2	93	2537	44.82587	-92.94413	3.5		Moderate	
CG-H-3	110	2538	44.82605	-92.94406	3		Moderate	Perm
CG-H-4	101	2539	44.82628	-92.9441	2.75		Moderate	
CG-H-5	59	2540	44.82649	-92.94407	3	Chipped Top	Moderate - High	
CG-H-6	120	2541	44.82665	-92.94411	3	Core barrel Markings on Top	Moderate	
CG-H-7	130	2542	44.82668	-92.94409	3	Core barrel Markings on Top	Moderate	
CG-H-8	93	2543	44.82705	-92.94408	3.75	Core barrel Markings on Top	Moderate - High	
CG-H-9	110	2544	44.82715	-92.94412	2.75	Chipped Top	Moderate	Perm - Chip Seal Removed
CG-H-10	72	2545	44.8269	-92.94417	3.25	Lift Line	Moderate	
CG-H-11	95	2546	44.82687	-92.94418	3.25	Rounded Top		
CG-H-12	78	2547	44.82646	-92.9442	3			Perm
CG-H-13	134	2548	44.82619	-92.94416	3	Core barrel Markings on Top		Perm - Chip Seal Removed
CG-I-1	160	2521	44.82075	-92.93758	2.75	No Good		
CG-I-2	142	2522	44.82073	-92.93755	2.75		Top 1" High, Moderate Rest	Perm
CG-I-3	82	2523	44.82078	-92.93761	3		Low	Perm - Chip Seal Removed
CG-I-4	84	2524	44.82079	-92.93761	3.25		Low	
CG-I-5	90	2519/2520	44.82086	-92.93775	3.5	Cracked on one side (HAM sample)	Top 0.25" High, Moderate Rest	
CG-I-6	118	2525	44.82101	-92.93814	3.25		Low	
CG-I-7	140	2526	44.82112	-92.93827	3.5		Top 1.5" High, Moderate Rest	
CG-I-8	50	2527	44.82122	-92.93843	4		Top 1.5" High, Moderate Rest	
CG-I-9	112	2528	44.82137	-92.93872	3.5		Top 0.25" High, Moderate Rest	
CG-I-10	88	2529	44.82152	-92.93897	3.5	Core Barrel Markings on Top	Top 0.25" High, Moderate Rest	
CG-I-11	80	2530	44.82128	-92.93864	4.25	No Good		
CG-I-12	55	2531	44.82116	-92.93843	3.75	Almost debonded	Low	

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
CG-I-13	88	2532	44.82107	-92.93822	3	Core Barrel Markings on Top		Perm
CG-I-14	93	2533	44.82092	-92.93806	3.75	Rounded Top	Top 0.5" Moderate, Low Rest	
CG-I-15	134	2534	44.82076	-92.93768	3.75	Rounded Top	Top 1/8" Moderate, Low Rest	
CG-I-16	112	2535	44.82068	-92.93753	3.75	Rounded Top	Low	Perm - Chip Seal Removed
CG-J-1	72	2626	44.82964	-92.91728	3.5		High	
CG-J-2	117	2627	44.82983	-92.91727	3.25		High	
CG-J-3	71	2628	44.83004	-92.91725	5.5		Top 1" High	
CG-J-4	117	2629/30	44.83018	-92.91727	3.25		High	
CG-J-5	116	2631	44.83034	-92.91724	3.75		High Ravel @ 1"	
CG-J-6	82	2632	44.83049	-92.91724	3.75		High Ravel @ 1"	Perm - Chip Seal Removed
CG-J-7	103	2633	44.83088	-92.91724	3.5	Rounded Top, Possible different mix		
CG-J-8	100	2635	44.83104	-92.91723	4		High	Perm
CG-J-9	112	2636	44.83137	-92.91727	4			
CG-J-10	80	2637	44.83143	-92.91724	4.25	Rounded Top	High Ravel @ 1"	
CG-J-11	110	2638	44.8316	-92.91723	3.5	Chipped Top		Perm - Chip Seal Removed
CG-J-12	78	2639	44.83175	-92.91721	3.5			
CG-J-13	98	2640	44.83176	-92.91737	3.5			Perm
CG-J-14	103	2641	44.83159	-92.91733	3.5		High Ravel @ 1-2"	
CG-JE-1	172		44.82842	-92.91596	3.75	8" extremely raveled		
IGH-B-1	75	2610	44.82507	-93.04418	4.25	Chipped Top	Low	
IGH-B-2	126	2611	44.82491	-93.0448	5.25	Rounded Top	Low	
IGH-B-3	60	2612	44.82484	-93.0453	5		Low	
IGH-B-4	107	2613	44.82478	-93.04596	5.5		Low	Perm - Chip Seal Removed
IGH-B-5	59	2614	44.82465	93.04664	4.5		Low	Ham - Chip Seal Removed
IGH-B-6	128	2615	44.82448	-93.04708	4.25	Chipped Top	Low	
IGH-B-7	96	2616	44.82426	-93.04741	5.25	Rounded Top	Low	Perm - Chip Seal Removed
IGH-B-8	70	2617	44.82396	-93.04767	5		Low	
IGH-B-9	118	2618	44.82349	-93.04776	4.5	Rounded Top	Low	Ham
IGH-B-10	58	2619	44.82327	-93.04777	5.5	Chipped & Rounded Top	Low	Ham
IGH-B-11	136	2620	44.82311	-93.04774	5	Chipped & Rounded Top	Low	
IGH-B-12	78	2621	44.82274	-93.04776	5.25	Chipped Top	Low	Perm
IGH-B-13	114	2622	44.82243	-93.04782	5.5	Chipped & Rounded Top	Low	Perm

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
IGH-B-14	68	2623	44.82227	-93.04788	6		Low	
IGH-B-15	124	2624	44.82211	-93.04791	5	Chipped & Rounded Top	Low	
IGH-B-16	52	2625	44.82198	-93.04798	3.75	Chipped Top	Low	Ham - Chip Seal Removed
O-1	120	2777	45.11086	-93.39199	4.75	Rounded Top		Ham - Chip Seal Removed
O-2	93	2778	45.11093	-93.39205	4.5	No Good		
O-3	56	2780	45.11119	-93.39204	5			
O-4	56	2781	45.1112	-93.39204	5			Perm
O-5	62	2782	45.11136	-93.39204	5.5	Chipped Top		
O-6	67	2783	45.11138	-93.39203	5.5		Top 1.5" Moderate Ravel	
O-7	100	2784	45.11155	-93.39208	4			
O-8	100	2785	45.11157	-93.39205	3.75			
O-9	52	2786	45.11163	-93.39206	5.25			Ham
O-10	53	2787	45.11163	-93.39206	5.25			Perm
O-11	102	2788	45.11175	-93.39207	4			
O-12	104	2789	45.11178	-93.39205	4.25			Perm - Chip Seal Removed
O-13	58	2790	45.11179	-93.39205	5.25			Ham
O-14	54	2791	45.11177	-93.39205	5			Ham - Chip Seal Removed
O-15	116	2792	45.11194	-93.39202	4			
O-16	118	2793	45.11189	-93.39202	4.5			Perm - Chip Seal Removed
SC-9N-1	43	2763	44.65232	-94.09159	8			
SC-9N-2	43	2764	44.65234	-94.09158	6			
SC-9N-3	58	2765	44.6524	-94.09161	8			
SC-9N-4	60	2766	44.65242	-94.09162	8		Moderate Ravel @ 2"	Perm - Chip Seal Removed
SC-9N-5	26	2767	44.6525	-94.09158	8.5			
SC-9N-6	26	2768	44.65254	-94.09159	8.5		Moderate Ravel @ 2"	Perm
SC-9N-7	48	2769	44.65262	-94.09158	8.5	Chip @ top		
SC-9N-8	52	2770	44.65266	-94.0916	9		Moderate Ravel @ 2.5"	
SC-9N-9	33	2771	44.65275	-94.09158	9.5			Perm
SC-9N-10	36	2772	44.65276	-94.09158	9			Perm - Chip Seal Removed
SC-9N-11	90	2773	44.65284	-94.0916	8			
SC-9N-12	87	2774	44.65289	-94.09159	8	Lift Line		
SC-9N-13	22	2775	44.65297	-94.09158	7.5			
SC-9N-14	19	2776	44.65301	-94.09158	7.5	Core Barrel Marking		
SC-9S-1	36	2749	44.6018	-94.0921	9.25		Low	Perm

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
SC-9S-2	30	2750	44.60182	-94.0921	10		Low	
SC-9S-3	46	2751	44.60195	-94.09214	9	No Good Top Broke Off		
SC-9S-4	85	2752	44.60199	-94.09213	9		Low	
SC-9S-5	23	2753	44.60221	-94.09209	8.5		Low	
SC-9S-6	23	2754	44.60223	-94.09209	10		Low	
SC-9S-7	68	2755	44.60231	-94.09211	8.25	Chipped Top	Low	
SC-9S-8	70	2756	44.60235	-94.09213	9	Chipped Top	Low	Perm - Chip Seal Removed
SC-9S-9	96	2757	44.60242	-94.09214	9.5		Low	
SC-9S-10	98	2758	44.60245	-94.09212	9.25	Chipped Top	Low	
SC-9S-11	23	2759/60	44.60259	-94.09213	6.75		Low	Perm
SC-9S-12	23	2761	44.60257	-94.09209	8.5		Low	Perm - Chip Seal Removed
SC-9S-13	18	2762	44.60265	-94.09211	8		Low	
W-B-1	116	2562	44.92165	-92.90073	3.25	Small crack on top (HAM Sample) Chipped on Top	Low	Ham
W-B-2	122	2563	44.92155	-92.90065	3.5	Chipped on Top	Low	Perm
W-B-3	114	2564	44.92151	-92.90055	3.5		Low	
W-B-4	88	2565	44.92149	-92.90059	3.5		Low	Perm - Chip Seal Removed
W-B-5	104	2566	44.92144	-92.90052	3.5	Chipped on Top	Low	Ham
W-B-6	98	2567	44.92139	-92.90045	3	Chipped & Rounded on Top	Low	
W-B-7	105	2568	44.92136	-92.90038	3.25		Low	Ham - Chip Seal Removed
W-B-8	78	2569	44.92131	-92.90029	3.5		Low	Ham - Chip Seal Removed
W-B-9	92	2570	44.92125	-92.90021	3.75		Low	Perm - Chip Seal Removed
W-B-10	67	2571	44.92127	-92.90017	3.5	Chipped on Top	Low	
W-B-11	85	2572	44.9214	-92.90035	3.75	Chipped on Top	Top 1" moderate Rest Low	
W-B-12	63	2573	44.92145	-92.90044	3.75		Low	
W-B-13	64	2574	44.9215	-92.90048	4		Low	
W-B-14	79	2575	44.92154	-92.90054	4		Low	Perm
W-B-15	74	2576	44.92166	-92.90065	3.75		Low	
W-B-16	70	2577	44.92171	-92.90071	3.5	Chipped & Rounded on Top	Top 1.5" moderate Rest Low	
W-NA-C-1	Middle of Circle	2578	44.89251	-92.95605	3.25		Low	
W-NA-C-2	185	2579	44.8926	-92.95605	3.25	Chipped Top	Low	

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
W-NA-C-3	360	2580	44.89255	-92.95609	2.5	Chipped Top	Low	
W-NA-C-4	105	2581	44.89252	-92.95612	4		Low	Perm Tested(12/5), No water level movement @ 20 min
W-NA-C-5	158	2582	44.89251	-92.95616	3.5	Core Barrel Moved creating a ring on top	Low	Perm Tested(12/5), No water level movement @ 20 min
W-NA-C-6	173	2583	44.89248	-92.95617	4		Low	
W-NA-C-7	200	2584	44.89248	-92.95621	3.5		Low	
W-NA-C-8	287	2585	44.89246	-92.95616	3		Low	
W-NA-C-9	312	2586	44.89245	-92.95615	3		Low	
W-NA-C-10	208	2587	44.89242	-92.95613	3		Low	
W-NA-C-11	336	2588	44.89242	-92.95609	3		Low	
W-NA-C-12	336	2589	44.89244	-92.95602	4		Low	Hamburg Sample
W-NA-C-13	270	2590	44.89244	-92.95603	3.25		Low	
W-NA-C-14	251	2591	44.89249	-92.95598	4		Low	Hamburg Sample
W-NA-C-15	190	2592	44.89255	-92.95604	3		Low	
W-NA-C-16	120	2593	44.89256	-92.95602	3.5		Low	
W-NA-S-1	92	2594	44.89271	-92.95601	3.5		Low	Chip seal removed by saw, Perm Tested(12/5), No water level movement @ 20 min
W-NA-S-2	94	2595	44.89272	-92.95603	3.25	Rounded Top Edges	Low	
W-NA-S-3	88	2596	44.89277	-92.95604	3.25		Low	
W-NA-S-4	70	2597	44.89287	-92.95602	3	Chipped Top	Low	
W-NA-S-5	62	2598	44.8929	-92.95599	3.25	Chipped Top, Bit Marking on Top	Low	

CORE ID	DISTANCE FROM CURB (inch)	PHOTO ID	LAT.	LONG.	CORE THICKNESS (in)	Other details	Ravel Level	Lab Notes
W-NA-S-6	63	2599	44.89293	-92.95602	3.5	Chipped Top	Low	
W-NA-S-7	86	2600	44.89304	-92.95605	3	Chipped Top	Low	
W-NA-S-8	93	2601	44.89303	-92.95605	3.25	Rounded Top Edges, Bit Markings on Surface	Low	
W-NA-S-9	70	2602	44.89315	-92.95607	4.5	Chipped Top	Low	Chip seal removed by saw, Perm Tested(12/5), No water level movement @ 20 min
W-NA-S-10	147	2603	44.89305	-92.95608	3.5	Rounded Top Edges	Low	Perm Tested(12/5), No water level movement @ 20 min
W-NA-S-11	168	2604	44.89277	-92.95607	4		Low	Hamburg Sample
W-NA-S-12	132	2605	44.89275	-92.95605	3.5	Chipped & Rounded Top	Low	Hamburg Sample
W-NA-S-13	124	2606	44.8927	-92.95609	3.5		Low	Perm Tested(12/5), No water level movement @ 20 min
W-NA-S-14	180	2607	44.89265	-92.95606	3.5		Low	Hamburg Sample Chip seal removed with saw
W-NA-S-15	130	2608	44.8926	-92.95607	3.5	Chipped & Rounded Top	Low	Hamburg Sample Chip seal removed with saw
W-NA-S-16	91	2609	44.89257	-92.95611	3.25	Chipped & Rounded Top	Low	

APPENDIX B

MIX TESTING AND PROPERTIES

Project Road	Year	Mix	Extracted A/C	Gradation Sieves											
				3/4"	1/2"	3/8"	#4	#8	#10	#16	#30	#40	#50	#100	#200
Blaine - 93rd Ave East End	1994	2340/41A wear	5.3	100	99	91	70	56		46	34		17	8	4.4
Blaine - 93rd Ave West End	1995	2340/41A wear	4.8	100	99	95	81	69		56	39		19	9	5.0
Brooklyn Park - 73rd Ave	1998	2340/41 wear	4.2	100	98	93	71	57		48	32		12	3	1.9
Brooklyn Park - Louisiana Ave	1995	2340/41 wear	5.5	100	100	97	79	66		53	38		21	10	5.6
Brooklyn Park - Winnetka Ave	1995	2340/41 Wear	5.8	100	100	969	73	58		45	29		14	6	3.8
Burnsville - 134th St	2005	2350 MV3-B	4.9	100	95	88	69	56		44	29		12	6	4.1
Burnsville - Heritage Cir Area	1994	2331-31/41	5.0	100	100	97	72	56		43	27		13	6	3.8
Burnsville - Knob Hill Area	1996	2331-31/41	5.1	100	100	98	77	62		48	31		14	7	5.1
Cottage Grove - Hyde Ave S	1996	2340/41B wear	4.6	100	93	83	67	54		40	24		11	6	4.4
Cottage Grove - Ingberg Trail	1995	2341	4.9	100	91	83	72	63		56	45		25	10	5.2
Cottage Grove - Jensen Ave	1986	2340/41B wear	4.4	100	93	85	68	54		45	34		19	9	5.4
Inver Grove Heights - Brooks Blvd	2009	MVWE3503 5B R	4.6	100	97	90	74	59		47	34		18	8	3.8
Osseo - 8th Ave	1992		4.8	100	99	96	78	61		46	30		14	7	3.6
Sibley County - CSAH 9 North Portion	1996	31B Wear	5.4	100	97	93	77	60		46	32		13	6	4.1
Sibley County - CSAH 9 South Portion	1997	31B Wear	5.6	100	96	92	74	57		43	30		14	11	8.5
Woodbury - Bridgewater	1998	41 Wear	4.9	100	93	86	74	64		54	41		22	10	5.2
Woodbury - Newbury Alcove Cul de sac	1998	41B Wear	5.0	100	91	83	62	47		35	24		11	6	2.9
Woodbury - Newbury Alcove Striaght Portion	1995	41B Wear	4.7	100	94	90	70	54		42	29		14	7	4.3

Project Road	SpG	SpG -#4	Core Gmm	Core Gmb	Core Air Voids	Core VMA	Core AFT	Core VFA	TSR 7% Air Voids	TSR 11% Air Voids	Perm Test
Blaine - 93rd Ave East End	2.684	2.684	2.474	154.1	2.400	3.0	15.3	9.0	80.5	76.0	67.0
Blaine - 93rd Ave West End	2.652	2.652	2.468	153.8	2.302	6.7	17.4	7.3	61.3	69.0	61.0
Brooklyn Park - 73rd Ave	2.658	2.658	2.493	155.3	2.284	8.4	17.7	9.2	52.6	70.0	65.0
Brooklyn Park - Louisiana Ave	2.668	2.668	2.455	152.9	2.337	4.8	17.2	8.2	72.1	77.0	74.0
Brooklyn Park - Winnetka Ave	2.697	2.697	2.466	153.6	2.404	2.5	16.0	10.9	84.3	93.0	87.0
Burnsville - 134th St	2.698	2.698	2.502	155.9	2.327	7.0	18.0	9.1	61.1	79.0	70.0
Burnsville - Heritage Cir Area	2.667	2.667	2.471	153.9	2.292	7.2	18.4	9.7	60.5	75.0	66.0
Burnsville - Knob Hill Area	2.683	2.683	2.480	154.5	2.281	8.0	19.3	8.7	58.5	70.0	65.0
Cottage Grove - Hyde Ave S	2.672	2.672	2.491	155.2	2.335	6.3	16.6	8.9	62.3	77.0	70.0
Cottage Grove - Ingberg Trail	2.698	2.698	2.502	155.9	2.314	7.5	18.4	7.1	59.2	73.0	66.0
Cottage Grove - Jensen Ave	2.697	2.697	2.518	156.9	2.325	7.7	17.6	7.0	56.4	65.0	51.0
Inver Grove Heights - Brooks Blvd	2.671	2.671	2.489	155.1	2.376	4.5	15.1	7.9	70.0	76.0	63.0
Osseo - 8th Ave	2.679	2.679	2.491	155.2	2.311	7.2	17.9	8.7	59.6	81.0	76.0
Sibley County - CSAH 9 North Portion	2.622	2.622	2.423	151.0	2.285	5.7	17.6	9.7	67.6	78.0	69.0
Sibley County - CSAH 9 South Portion	2.623	2.623	2.417	150.6	2.323	3.9	16.4	8.2	76.3	84.0	78.0
Woodbury - Bridgewater	2.700	2.700	2.503	155.9	2.382	4.8	16.1	7.3	70.0	91.0	69.0
Woodbury - Newbury Alcove Cul de sac	2.699	2.699	2.499	155.7	2.465	1.4	13.2	11.0	89.7	97.0	78.0
Woodbury - Newbury Alcove Striaght Portion	2.671	2.671	2.485	154.8	2.433	2.1	13.2	8.5	84.1	76.0	65.0

APPENDIX C

FRACTURE ENERGY TESTING

AMERICAN ENGINEERING TESTING, INC.

American Engineering Testing, Inc.
Saint Paul
550 Cleveland Ave N
St. Paul, MN 55114
Toll Free: (800)972-6364
www.amengtest.com

Disk-Shaped Compact Tension Test Report

Client: LRRB **CC:**

Project: 27-00006
LRRB Asphalt Stripping Study

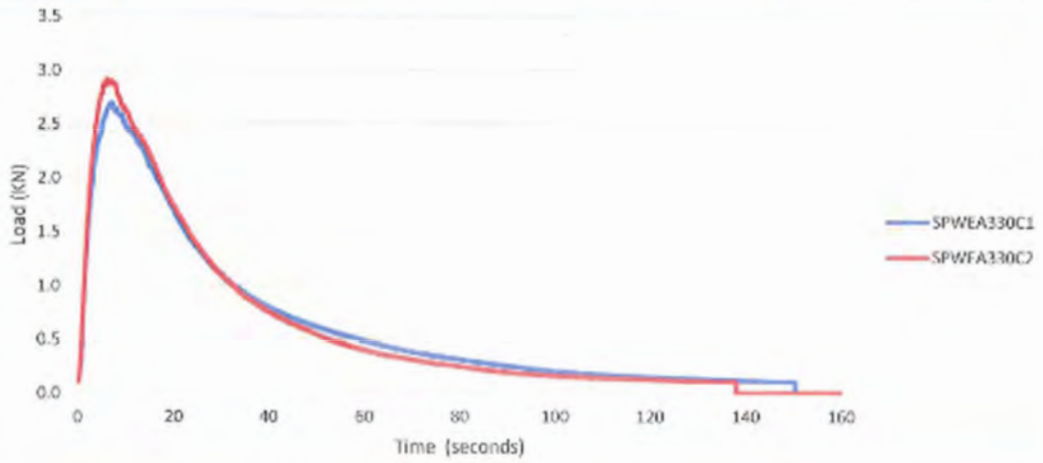
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Date of
Reviewed By:

Sample Information

Asphalt Mixture Type: SPWEA330C Testing Temperature: -24.0 C

Time vs. Load



Specimen Information

ID	Air Voids	Thickness	Ligament	Peak Load	Actual Slope	Fracture Energy	Area Under the Curve	Length of Test
	%	mm	mm	kN	mm/s	J/m²	Nmm	s
SPWEA330 C1		49.88	80.10	2.70	0.017	412.53	1648.21	150.40
SPWEA330 C2		49.75	80.78	2.92	0.017	394.79	1586.60	138.16

Average Fracture Energy: 403.66 J/m² †
Standard Deviation: 12.54 J/m²

Tested By	Remarks

American Engineering Testing, Inc.
Saint Paul
550 Cleveland Ave N
St. Paul, MN 55114
TOLL Free: (800)972-6364
www.aeengtest.com

Disk-Shaped Compact Tension Test Report

Client: LRRB CC:

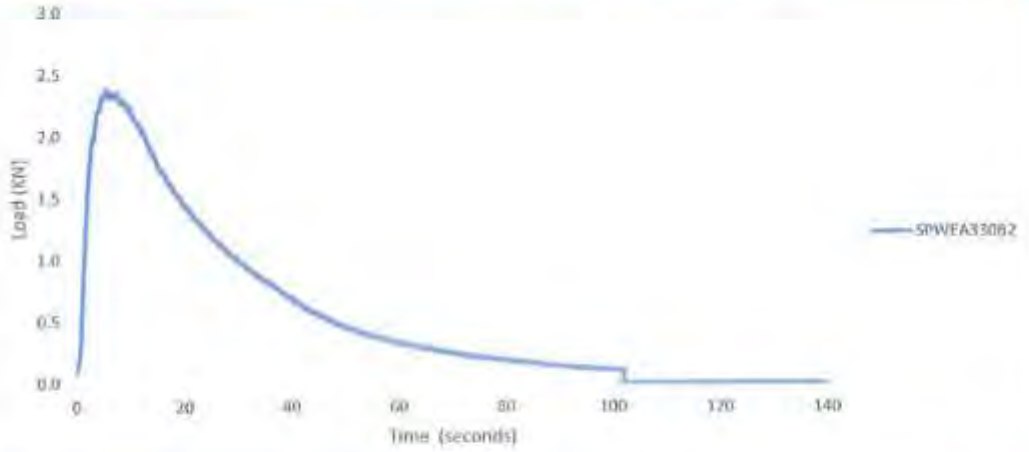
Project: 27-00006
LRRB Asphalt Stripping Study

Date of
Reviewed By

Sample Information

Asphalt Mixture Type: SPWEA330B Testing Temperature: -18.0 C

Time vs. Load



Specimen Information

ID	Air Voids	Thickness	Ligament	Peak Load	Actual Slope	Fracture Energy	Area Under the Curve	Length of Test
	%	mm	mm	kN	mm/s	J/m²	Nmm	s
SPWEA330B2		49.91	79.28	2.39	0.017	322.30	1275.31	102.20

Average Fracture Energy: 322.30 J/m² †
Standard Deviation: N/A J/m²

Tested By	Remarks

American Engineering Testing, Inc.
Saint Paul
550 Cleveland Ave N
St. Paul, MN 55114
Toll Free: (800)972-6364
www.amengtest.com

Disk-Shaped Compact Tension Test Report

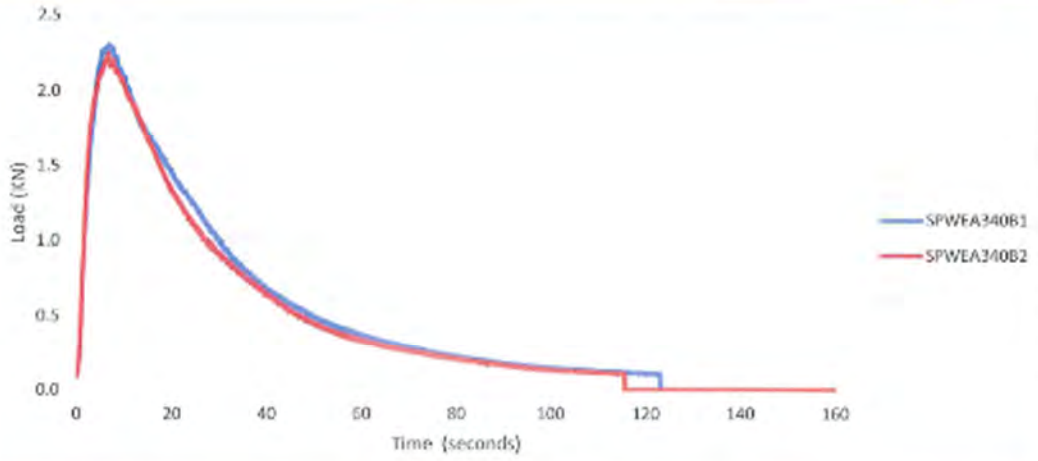
Client: LRRB CC:
Project: 27-00006
LRRB Asphalt Stripping Study

Date of
Reviewed By:

Sample Information

Asphalt Mixture Type: SPWEA340B Testing Temperature: -18.0 C

Time vs. Load



Specimen Information

ID	Air Voids	Thickness	Ligament	Peak Load	Actual Slope	Fracture Energy	Area Under the Curve	Length of Test
	%	mm	mm	kN	mm/s	J/m²	Nmm	s
SPWEA340 B1		49.72	79.24	2.31	0.017	335.30	1321.02	123.28
SPWEA340 B2		50.00	78.88	2.25	0.017	314.06	1238.65	115.76

Average Fracture Energy: 324.68 J/m²
Standard Deviation: 15.02 J/m²

Tested By	Remarks

American Engineering Testing, Inc.
Saint Paul
550 Cleveland Ave N
St. Paul, MN 55114
Toll Free: (800)972-6364
www.aetgtest.com

Disk-Shaped Compact Tension Test Report

Client: LRRB CC:

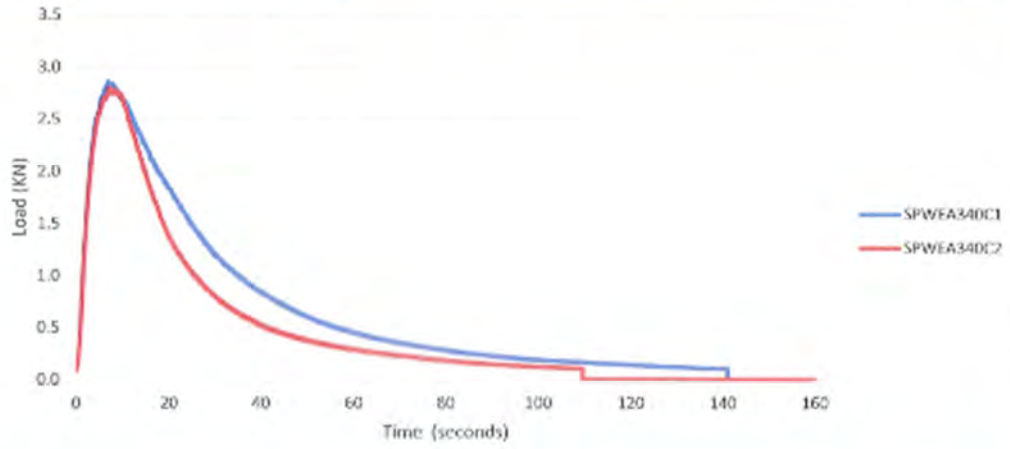
Project: 27-00006
LRRB Asphalt Stripping Study

Date of
Reviewed By:

Sample Information

Asphalt Mixture Type: SPWEA340C Testing Temperature: -24.0 C

Time vs. Load



Specimen Information

ID	Air Voids	Thickness	Ligament	Peak Load	Actual Slope	Fracture Energy	Area Under the Curve	Length of Test
	%	mm	mm	kN	mm/s	J/m²	Nmm	s
SPWEA340 C1		49.88	80.22	2.86	0.017	420.32	1681.86	141.18
SPWEA340 C2		49.88	79.59	2.80	0.017	318.88	1265.93	109.68

Average Fracture Energy: 369.60 J/m²
Standard Deviation: 71.73 J/m²

Tested By	Remarks

APPENDIX D

LAB PERMEABILITY TESTING

Location	Permeability (10-5 cm/sec)	Sample 1	Sample 2	Sample 3	Sample 4	Average
Blaine - 93rd Ave East End	K=	0.9	0.0	2.3	0.1	0.8
	K20=	0.6	0.0	1.7	0.0	0.6
Blaine - 93rd Ave West End	K=	1.5	0.5	-	-	1.0
	K20=	1.1	0.4	-	-	0.8
Brooklyn Park 73rd Ave	K=	1.0	9.4	12.5	19.9	10.7
	K20=	0.7	6.8	9.1	14.4	7.8
Brooklyn Park - Louisiana Ave	K=	0.0	0.0	0.0	0.0	0.0
	K20=	0.0	0.0	0.0	0.0	0.0
Brooklyn Park - Winnetka Ave	K=	0.0	0.0	0.1	0.0	0.0
	K20=	0.0	0.0	0.0	0.0	0.0
Burnsville - 134th St	K=	9.8	1.2	1.5	0.1	3.1
	K20=	7.1	0.9	1.1	0.1	2.3
Burnsville - Heritage Cir Area	K=	0.1	0.1	1.2	0.3	0.4
	K20=	0.0	0.1	0.9	0.2	0.3
Burnsville - Knob Hill Area	K=	0.0	0.9	0.3	0.3	0.4
	K20=	0.0	0.7	0.2	0.2	0.3
Cottage Grove - Hyde Ave S	K=	0.0	0.5	0.1	0.5	0.2
	K20=	0.0	0.3	0.0	0.3	0.2
Cottage Grove - Ingberg Trl S	K=	12.7	0.1	1.3	0.0	3.5
	K20=	9.2	0.0	1.0	0.0	2.5
Cottage Grove - Jensen Ave	K=	3.7	0.0	0.1	23.7	6.9
	K20=	2.7	0.0	0.1	17.2	5.0
Inver Grove Heights - Brooks Blvd	K=	0.0	0.0	0.0	0.0	0.0
	K20=	0.0	0.0	0.0	0.0	0.0
Osseo 8th Ave SE	K=	0.0	4.2	11.9	0.0	4.0
	K20=	0.0	3.1	8.6	0.0	2.9
Sibley County CSAH 9 North Portion	K=	0.0	0.0	0.2	0.0	0.0
	K20=	0.0	0.0	0.1	0.0	0.0
Sibley County CSAH 9 South Portion	K=	0.0	0.0	0.1	0.0	0.0
	K20=	0.0	0.0	0.0	0.0	0.0
Woodbury - Bridgewater	K=	1.0	0.0	0.0	0.0	0.3
	K20=	0.8	0.0	0.0	0.0	0.2
Woodbury - Newbury Alcove Cul de sac	K=	0.0	0.0	-	-	0.0
	K20=	0.0	0.0	-	-	0.0
Woodbury - Newbury Alcove Straight Portion	K=	0.0	0.0	0.0	0.0	0.0
	K20=	0.0	0.0	0.0	0.0	0.0

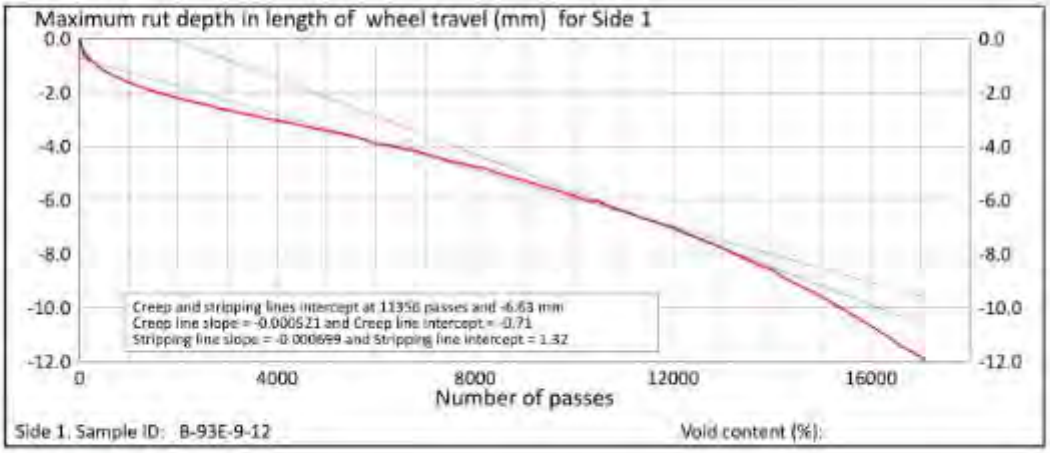
APPENDIX E

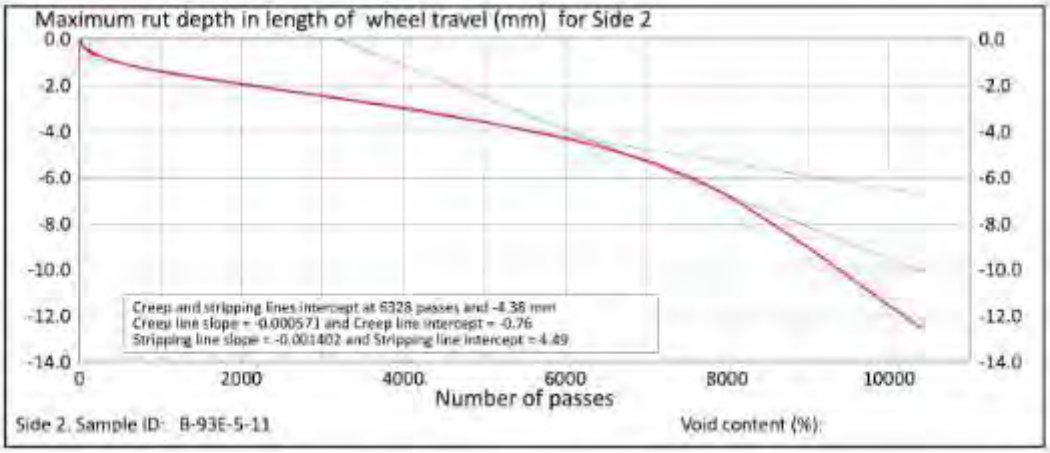
HAMBURG TEST DATA

Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/29/2014 6:56 AM
Lab. No.: B-93E
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:





Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-3.42	-3.57
10000	-5.83	-11.54
15000	-9.55	
10384		-12.51
17102	-11.98	

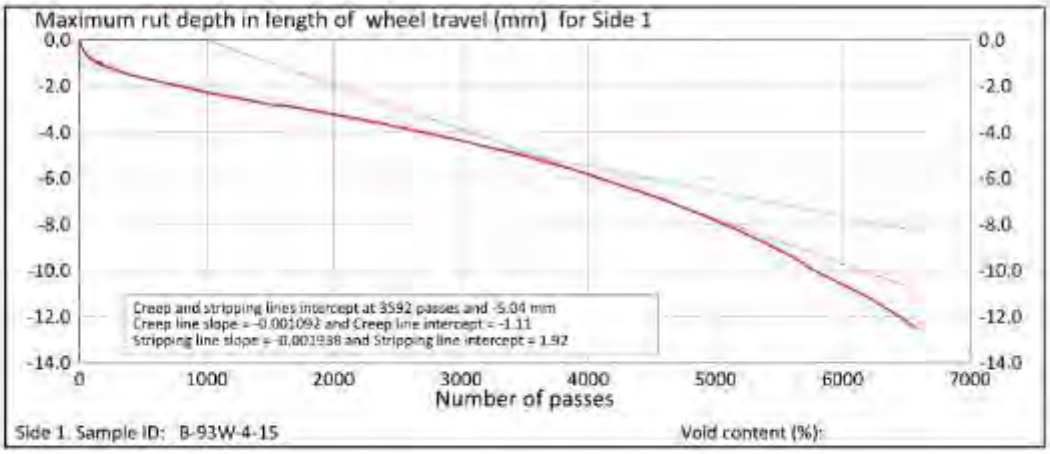
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

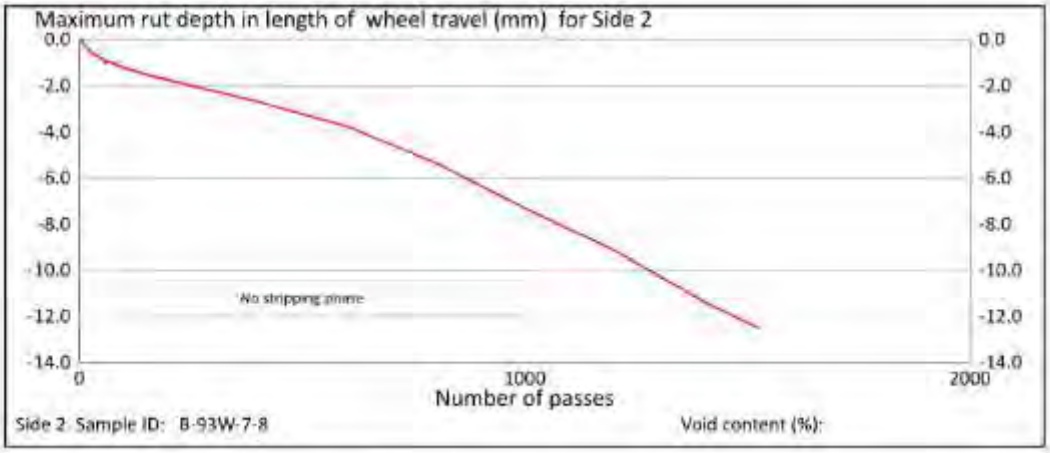
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/23/2014 7:10 AM
Lab. No.: B-93W
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: B-93W-4-15 Void content (%):



Side 2 Sample ID: B-93W-7-8 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-7.82	
1526		-12.53
6586	-12.52	

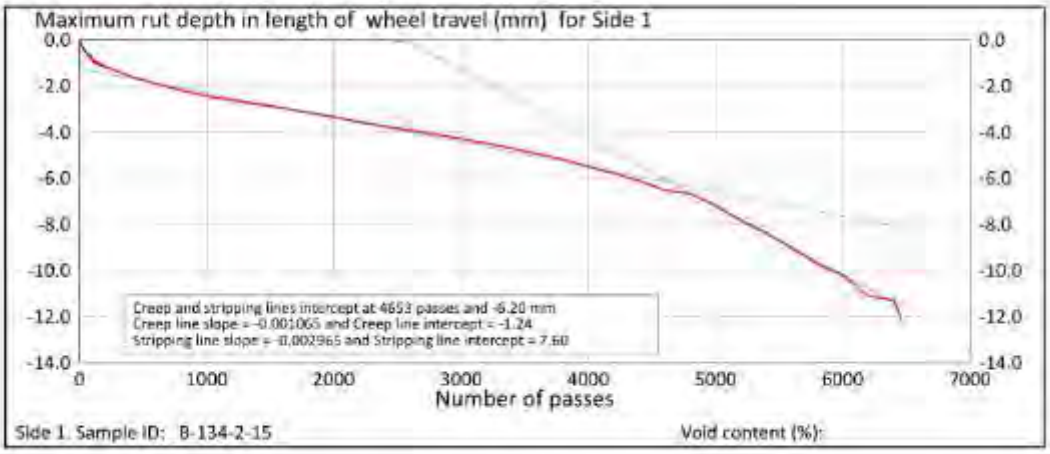
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

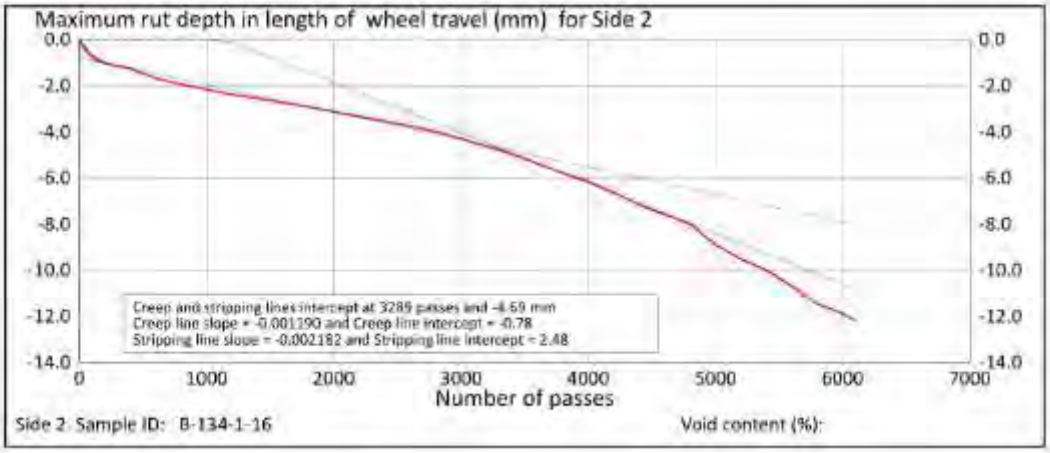
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/22/2014 7:27 AM
Lab. No.: B-134
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: B-134-2-15 Void content (%):



Side 2 Sample ID: B-134-1-16 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-7.17	-8.9
6090		-12.18
6460	-12.11	

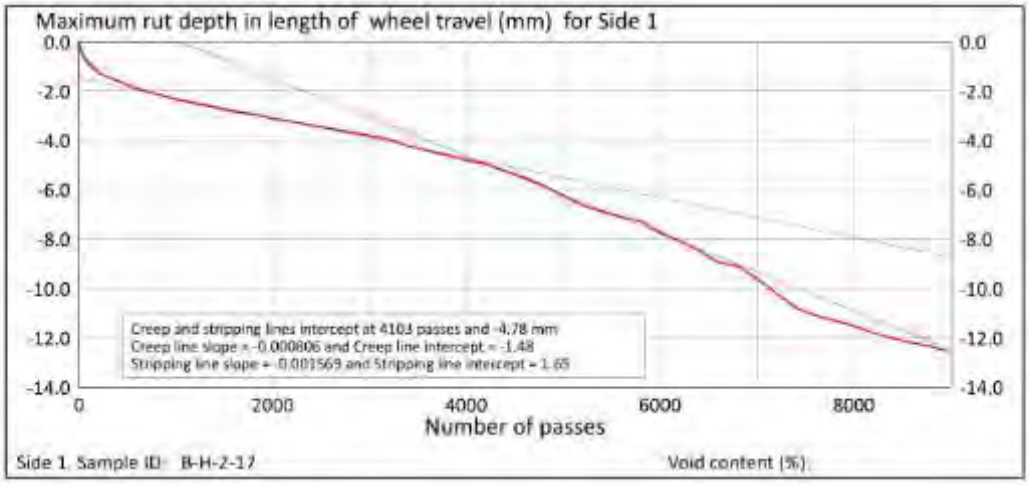
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

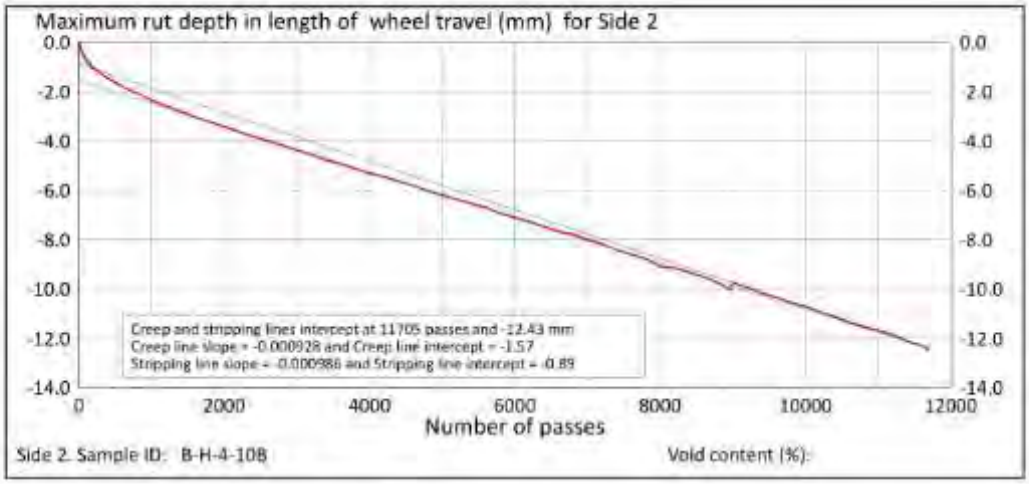
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 1/7/2015 6:39 AM
Lab. No.: B-H
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer:



Side 1. Sample ID: B-H-2-17 Void content (%):



Side 2. Sample ID: B-H-4-10B Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-6.25	-6.2
10000		-10.72
8968	-12.53	
11696		-12.51

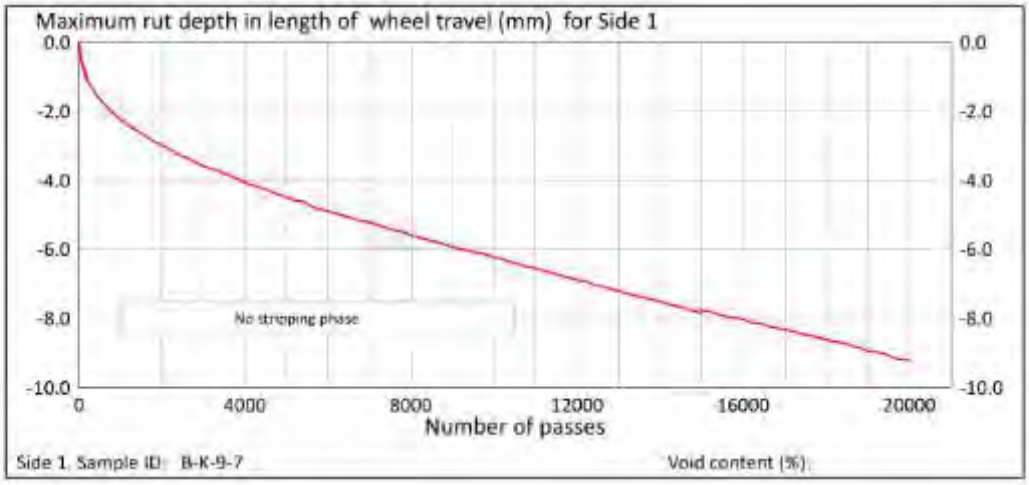
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

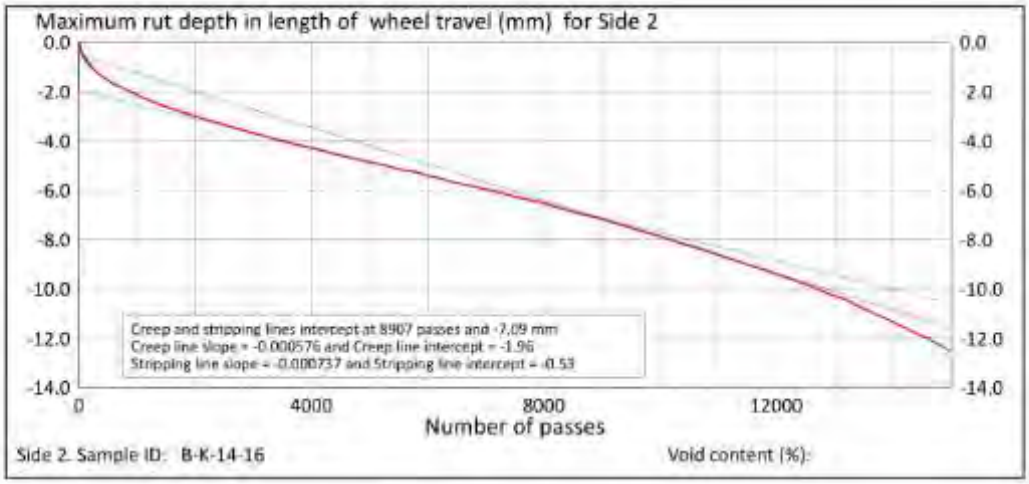
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 1/6/2015 9:12 AM
Lab. No.: B-K
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer:



Side 1. Sample ID: B-K-9-7 Void content (%):



Side 2. Sample ID: B-K-14-16 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-4.5	-4.87
10000	-6.25	-7.87
15000	-7.76	
20000	-9.22	
14976		-12.56

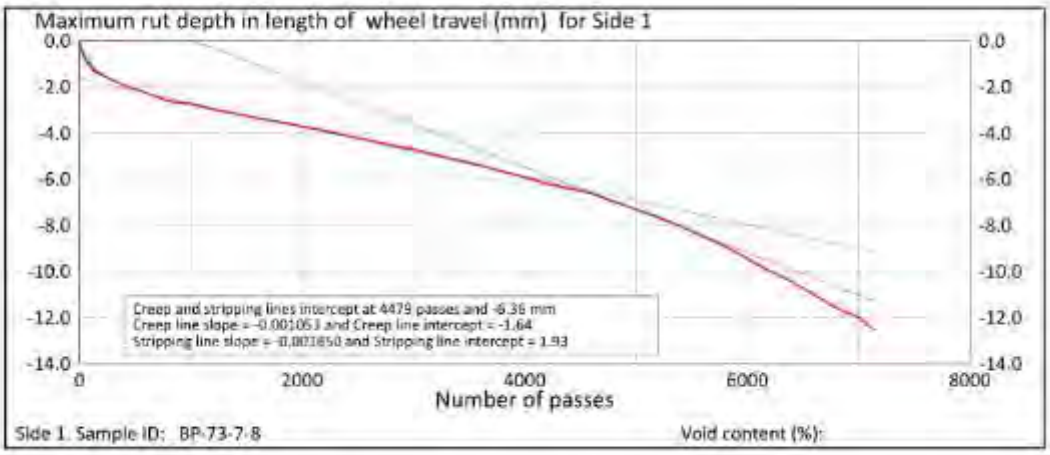
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

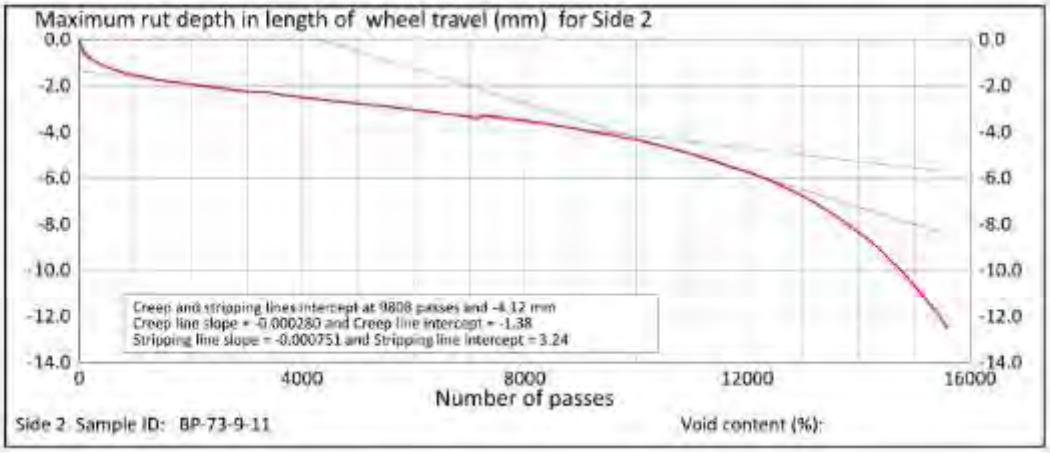
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/22/2014 12:15 Pf
Lab. No.: BP-73
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: BP-73-7-8 Void content (%):



Side 2 Sample ID: BP-73-9-11 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-7.31	-2.79
10000		-4.36
15000		-10.69
7134	-12.51	
15590		-12.5

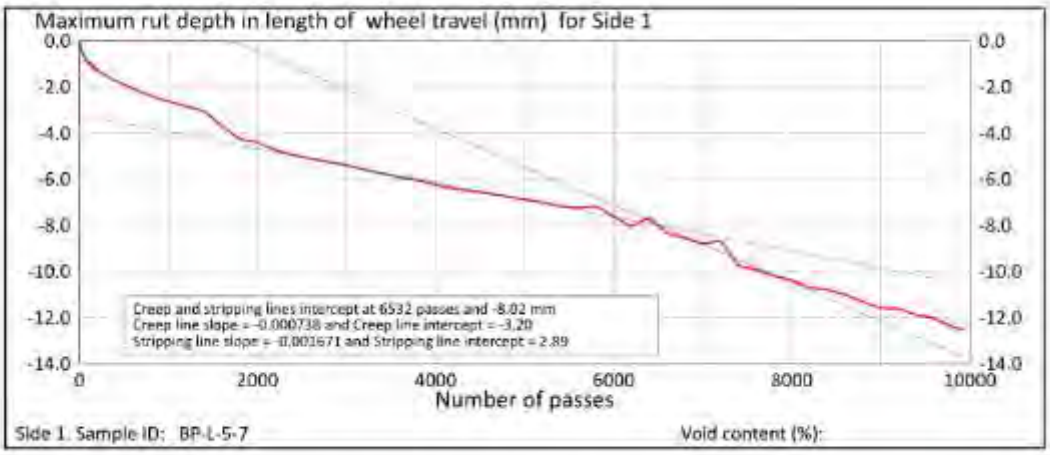
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

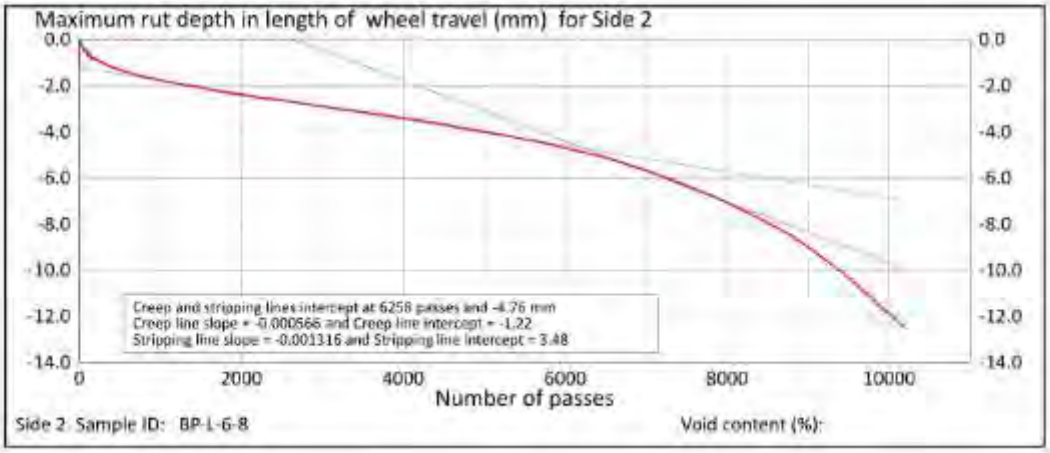
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/17/2014 4:25 PM
Lab. No.: BP-L
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: BP-L-5-7 Void content (%):



Side 2 Sample ID: BP-L-6-8 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-6.87	-4.01
10000		-11.86
9936	-12.5	
10194		-12.51

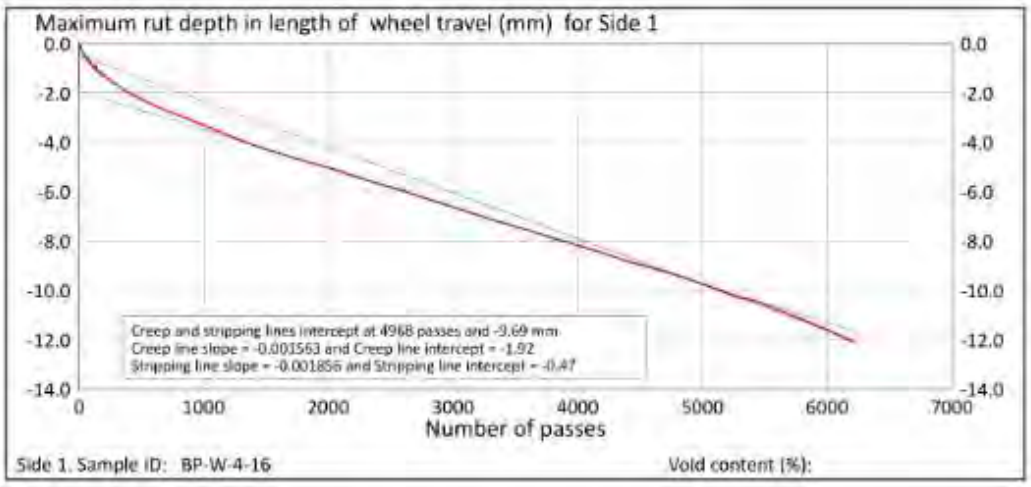
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

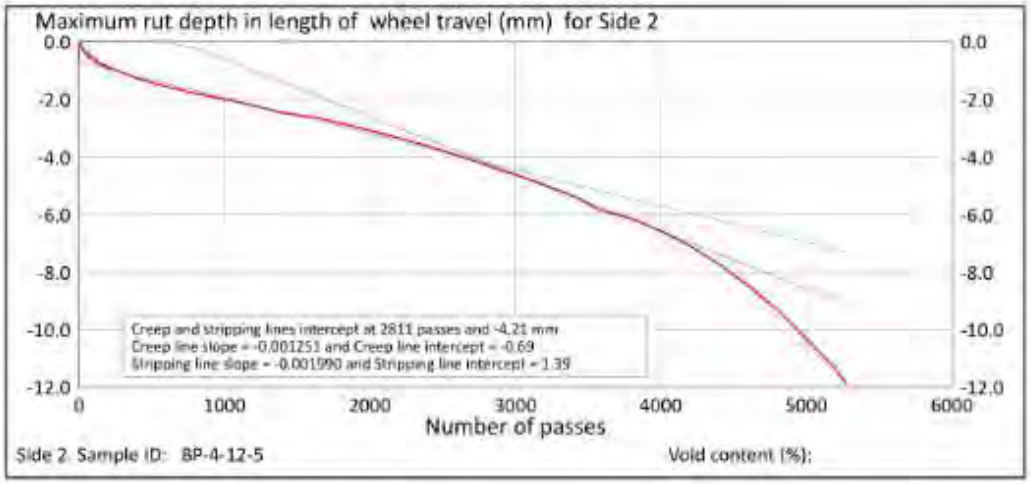
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 1/7/2015 1:05 PM
Lab. No.: BP-W
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1. Sample ID: BP-W-4-16 Void content (%):



Side 2. Sample ID: BP-4-12-5 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-9.74	-10.32
5272		-11.85
6220	-12.11	

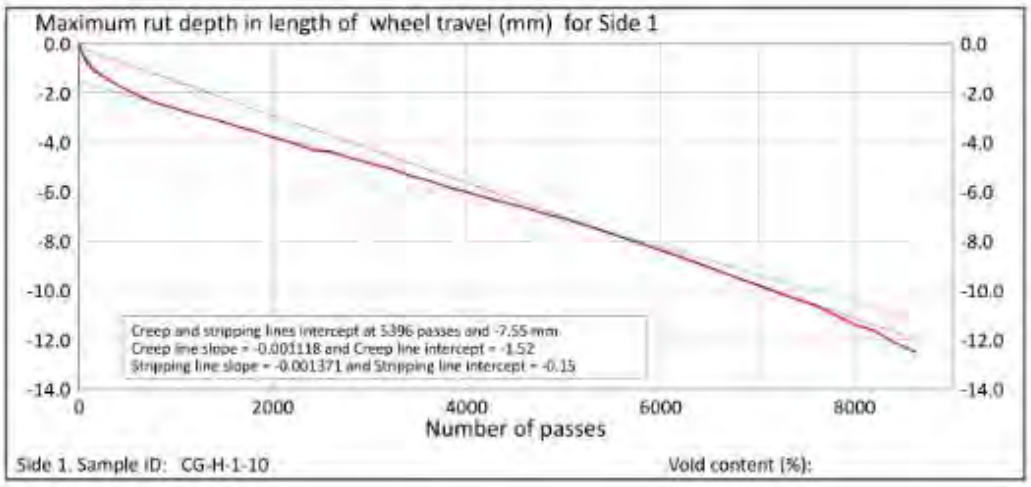
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

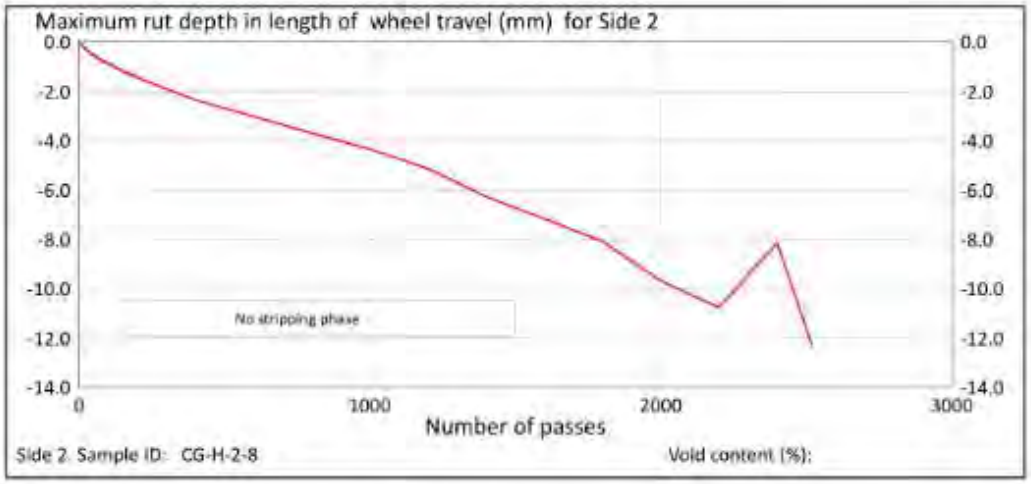
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 1/5/2015 1:56 PM
Lab. No.: CG-H
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1. Sample ID: CG-H-1-10 Void content (%):



Side 2. Sample ID: CG-H-2-8 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-7.09	
2518		-12.25
8626	-12.5	

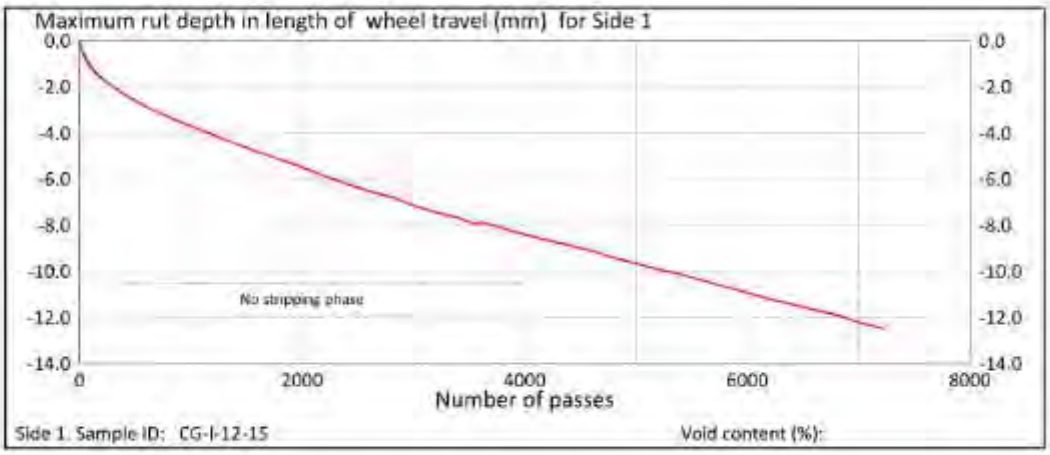
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

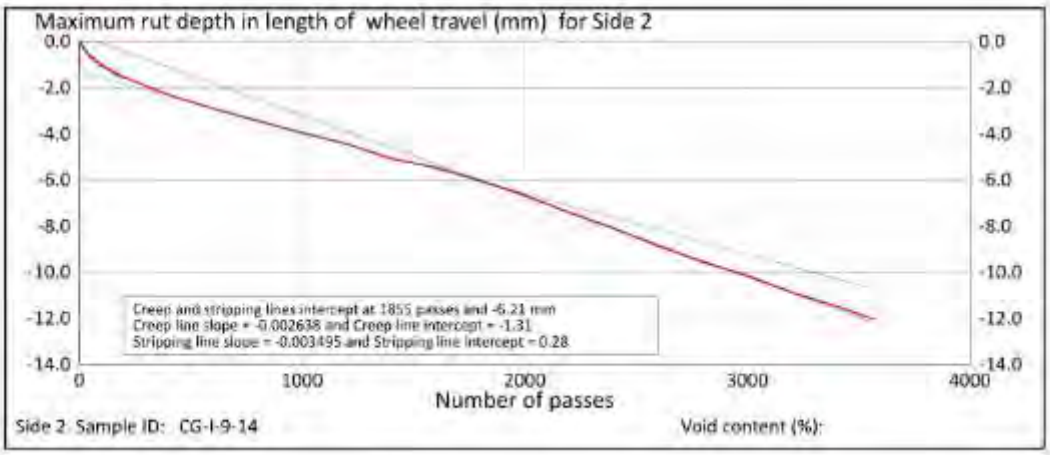
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/30/2014 7:02 Af
Lab. No.: CG-I
Project name: LRRB Study
Submitted by

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: CG-I-12-15 Void content (%):



Side 2 Sample ID: CG-I-9-14 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-9.65	
3564		-12.04
7224	-12.53	

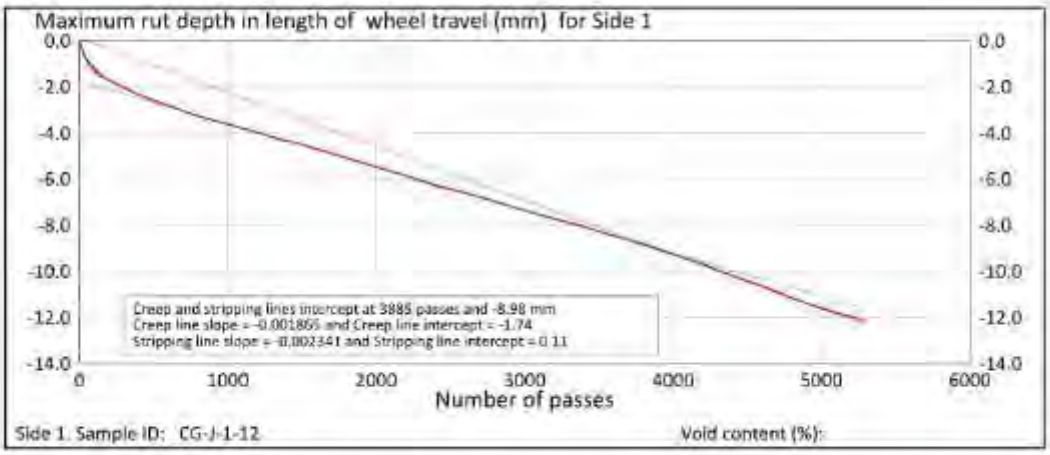
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

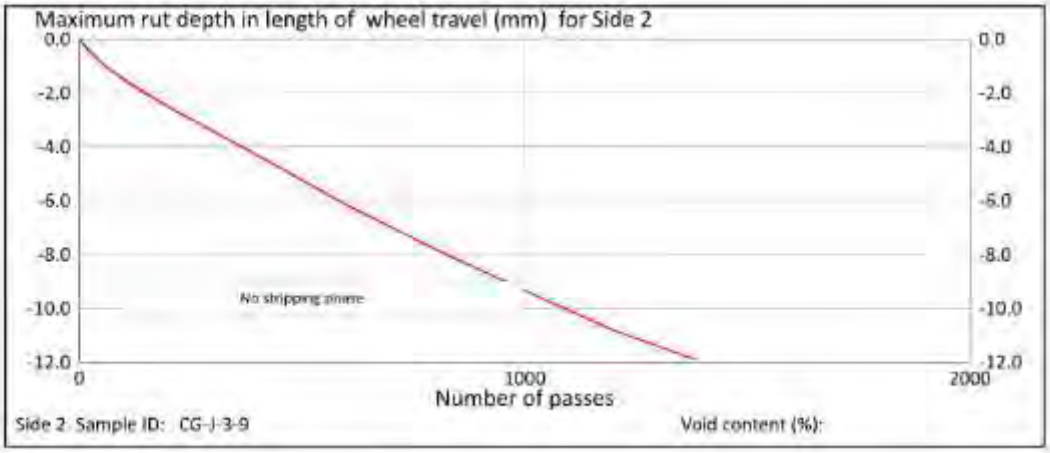
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/31/2014 6:58 Af
Lab. No.: CG-J
Project name: LRRB Study
Submitted by

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: CG-J-1-12 Void content (%):



Side 2 Sample ID: CG-J-3-9 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-11.6	
1382		-11.89
5288	-12.15	

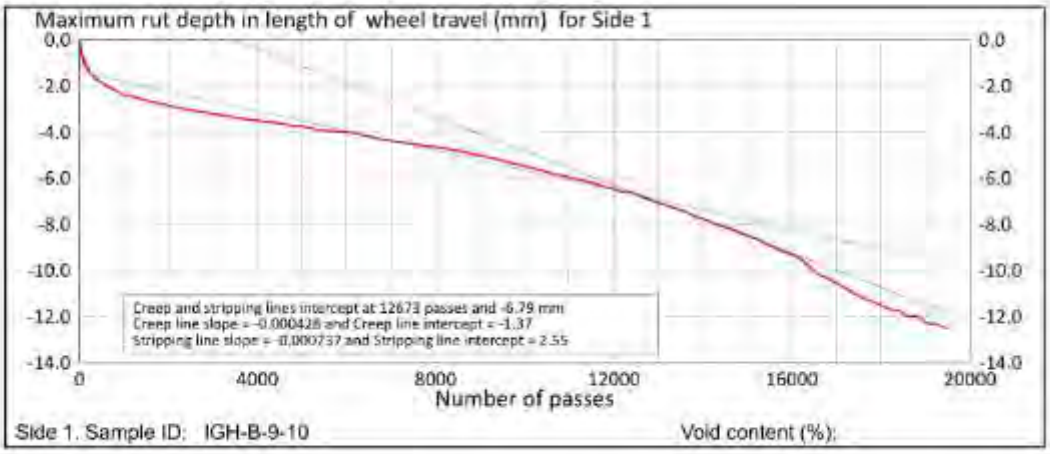
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

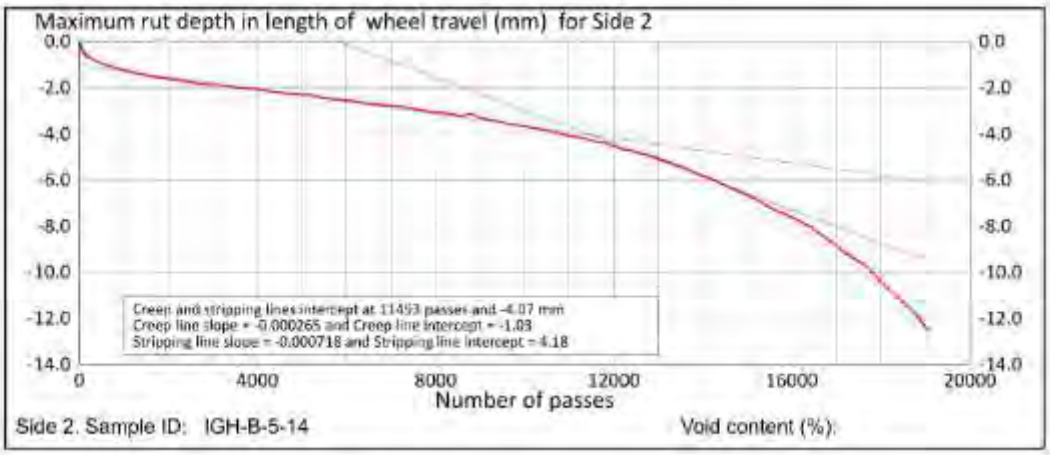
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/17/2014 8:13 AM
Lab. No.: IGH-B
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1. Sample ID: IGH-B-9-10 Void content (%):



Side 2. Sample ID: IGH-B-5-14 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-3.75	-2.31
10000	-5.47	-3.68
15000	-8.48	-6.68
19078		-12.51
19472	-12.51	

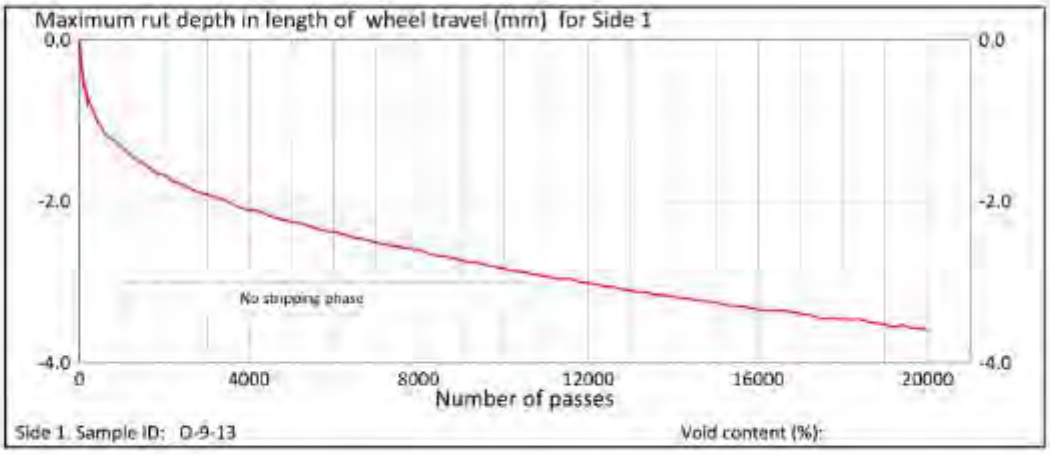
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 45.0
Mix depth (mm): 60.0

Signature .....

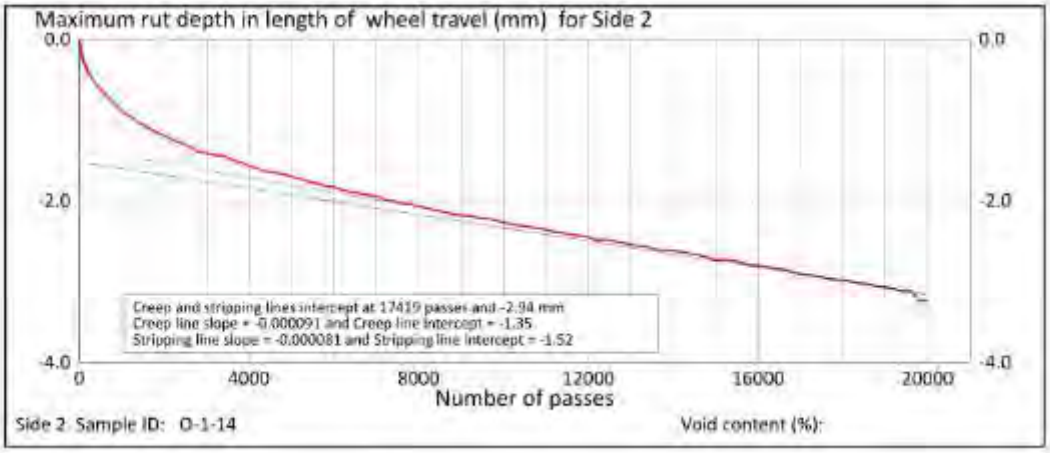
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/19/2014 7:05 Af
Lab. No.: O
Project name: LRRB Study
Submitted by

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: O-9-13 Void content (%):



Side 2 Sample ID: O-1-14 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-2.25	-1.7
10000	-2.83	-2.27
15000	-3.25	-2.74
20000	-3.59	-3.24

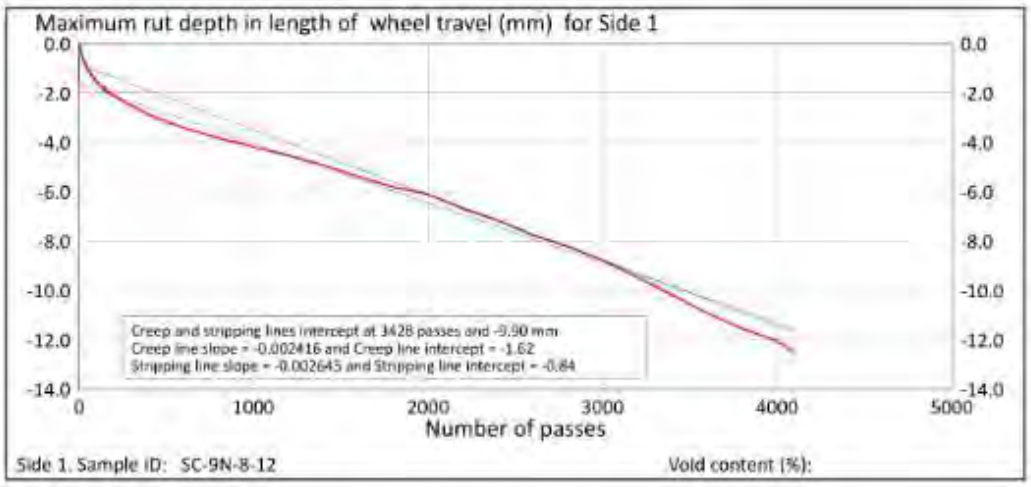
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

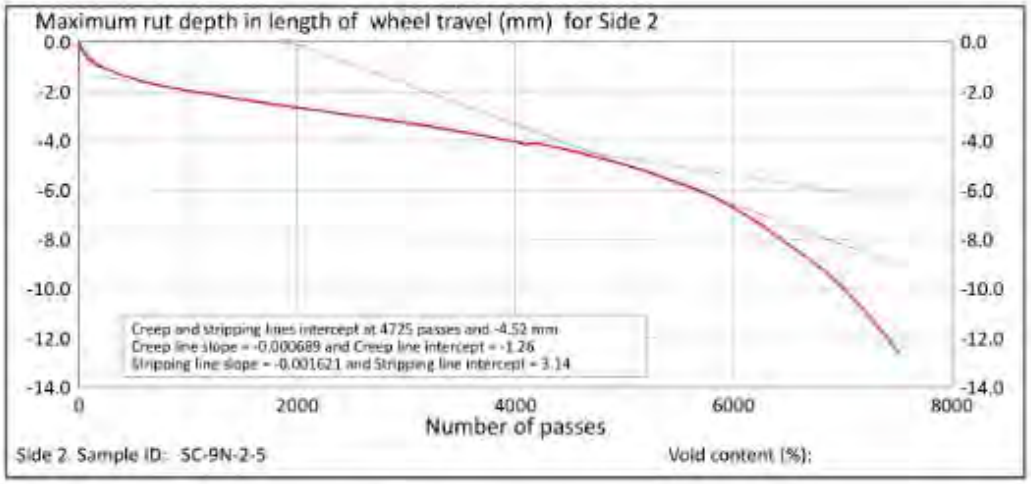
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 1/5/2015 8:01 AM
Lab. No.: SC-9N
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1. Sample ID: SC-9N-8-12 Void content (%):



Side 2. Sample ID: SC-9N-2-5 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000		-4.98
4102	12.53	
7506		-12.59

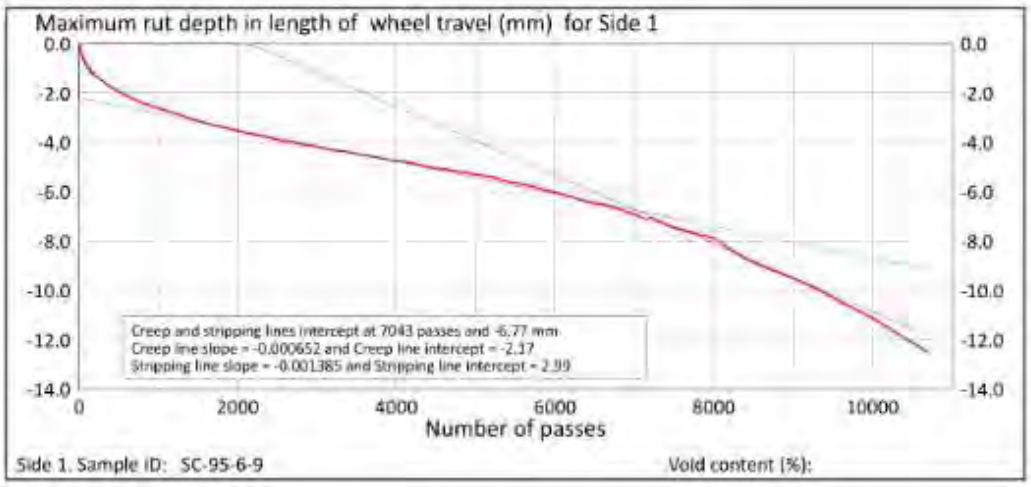
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

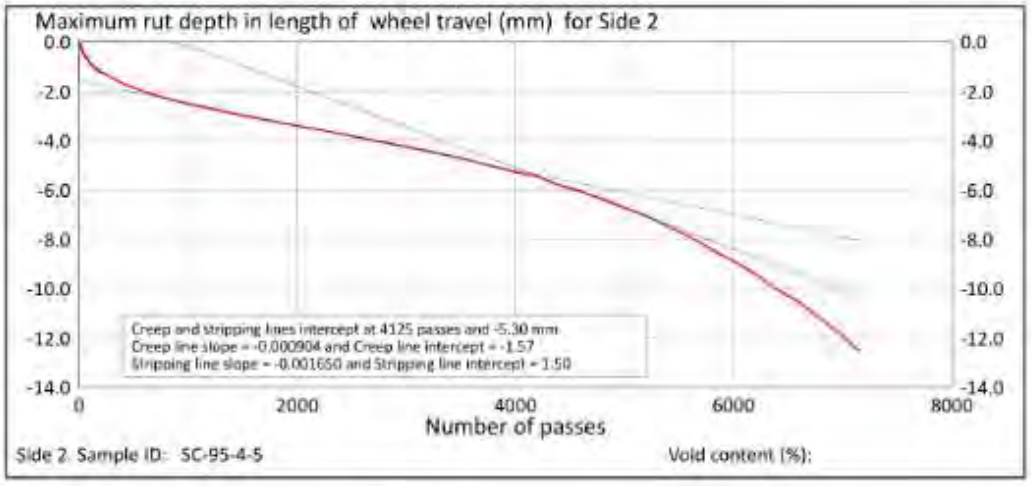
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/31/2014 11:23 AM
Lab. No.: SC-95
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1. Sample ID: SC-95-6-9 Void content (%):



Side 2. Sample ID: SC-95-4-5 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-5.3	-6.72
10000	-11.12	
7150		-12.53
10702	-12.51	

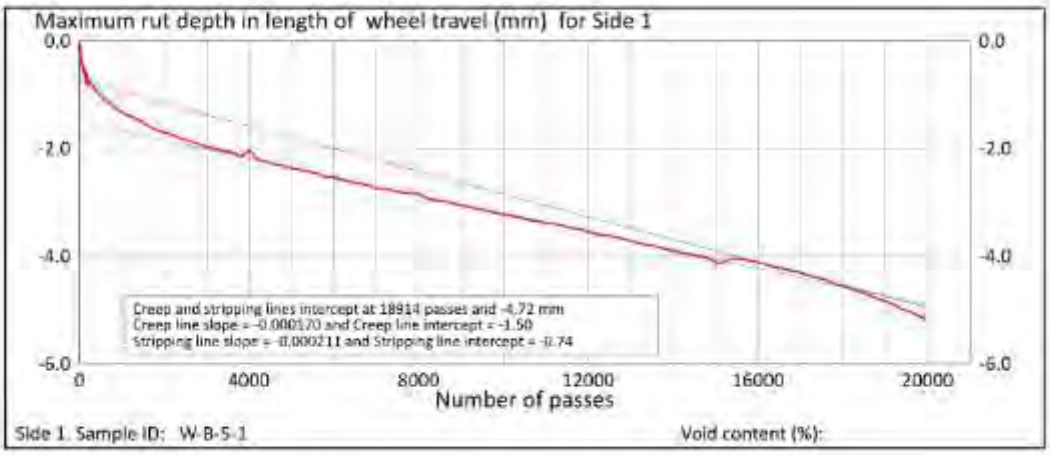
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

Signature .....

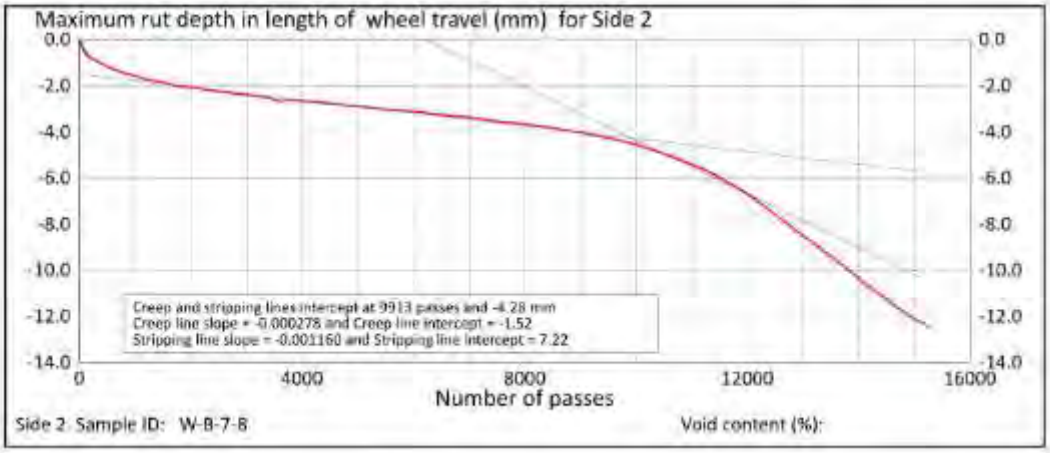
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/18/2014 7:09 Af
Lab. No.: W-B
Project name: LRRB Study
Submitted by:

Date sampled:
Job No.:
Project No.:
Project Engineer.:



Side 1 Sample ID: W-B-5-1 Void content (%):



Side 2 Sample ID: W-B-7-8 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-2.37	-2.91
10000	-3.23	-4.56
15000	-4.11	-12.14
20000	-5.19	
15254		-12.53

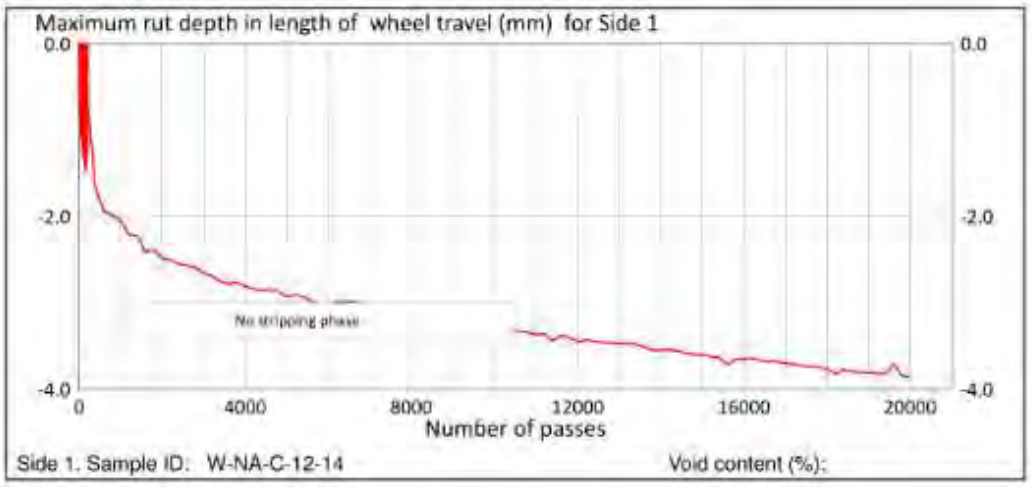
Mix type:
Asphalt grade:
Mix source:
Test temperature (°C): 50.0
Mix depth (mm): 60.0

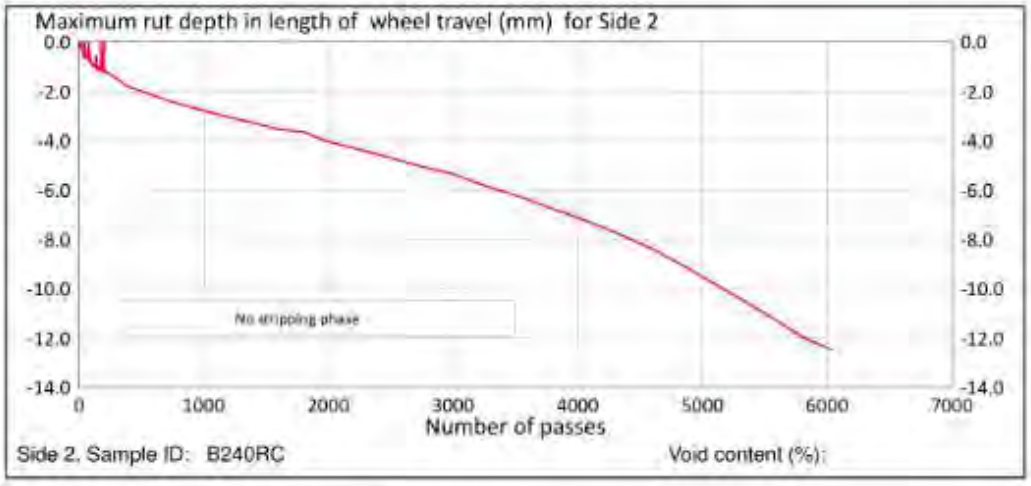
Signature .....

Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/15/2014 9:45 AM
Lab. No.:
Project name:
Submitted by:

Date sampled:
Job No.:
Project No.: 27-00006
Project Engineer.:





Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-2.93	-9.51
10000	-3.29	
15000	-3.6	
20000	-3.86	
6036		-12.5

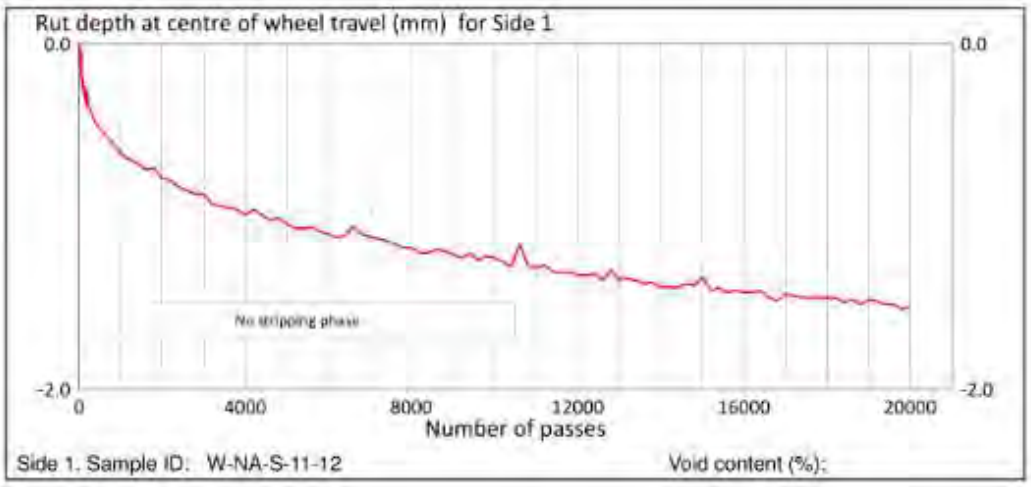
Mix type:
Asphalt grade:
HMA Production: Field
Compaction method: SGC
Mix source:
Test temperature (°C): 45.0
Mix depth (mm): 60.0

Signature .....

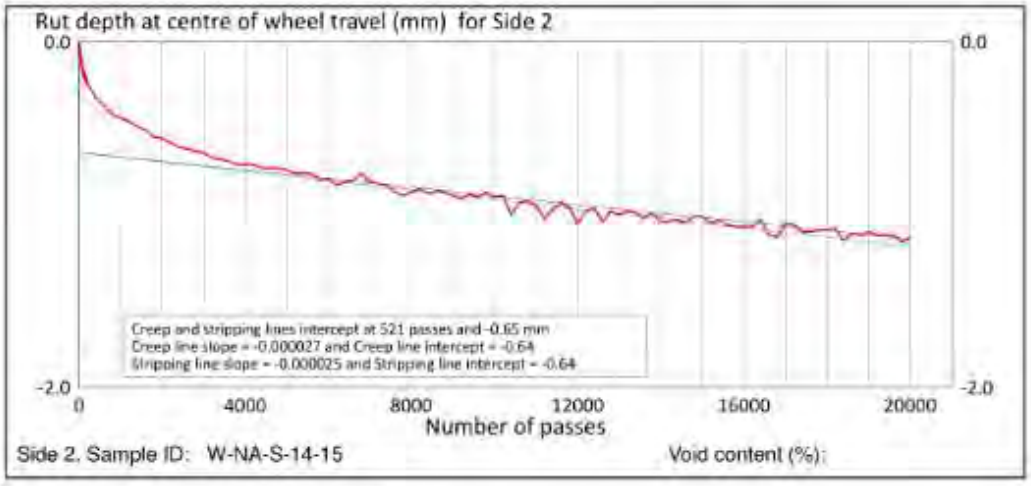
Hamburg Wheel-Tracker Test Results

AASHTO 324 (Modified)
Date/time of test: 12/16/2014 8:14 AM
Lab. No.:
Project name:
Submitted by:

Date sampled:
Job No.:
Project No.: 27-00006
Project Engineer.:



Side 1. Sample ID: W-NA-S-11-12 Void content (%):



Side 2. Sample ID: W-NA-S-14-15 Void content (%):

Rut depths (mm)		
Pass No.	Side 1	Side 2
5000	-1.04	-.74
10000	-1.24	-.9
15000	-1.35	-1.01
20000	-1.52	-1.13

Mix type:
Asphalt grade:
HMA Production: Not selected
Compaction method: Not selected
Mix source:
Test temperature (°C): 45.0
Mix depth (mm): 60.0

Signature .....

APPENDIX F

GROUND PENETRATING RADAR AND NUCLEAR DENSITY DATA


Legend
Density (pcf)
135.0 - 140.0
140.0 - 145.0
145.0 - 150.0
150.0 +
GPR Dielectric
4.0 - 4.25
4.25 - 4.5
4.5 - 4.75
4.75 - 5.0
5.0 +
American Engineering Testing, Inc
N
Figure No 2.3
Newbury Alcove
Density (pcf) - Dielectric
Woodbury, Minnesota


Legend
Density (pcf)
133.0 - 135.0
135.0 - 137.5
137.5 - 140.0
140.0 +
GPR Dielectric
4.4 - 4.75
4.75 - 5.25
5.0 - 5.25
5.25 - 5.5
5.5 +
American Engineering Testing, Inc
N
Figure No 3.3
Hyde
Density (pcf) - Dielectric
Cottage Grove, Minnesota


Legend
Density (pcf)
135.0 - 140.0
140.0 - 145.0
145.0 - 150.0
150.0 +
GPR Dielectric
4.0 - 4.75
4.75 - 5.25
5.25 - 5.75
5.75 - 6.25
6.25 +
American Engineering Testing, Inc
N
Figure No 4.3
Eagle Ridge
Density (pcf) - Dielectric
Woodbury, Minnesota

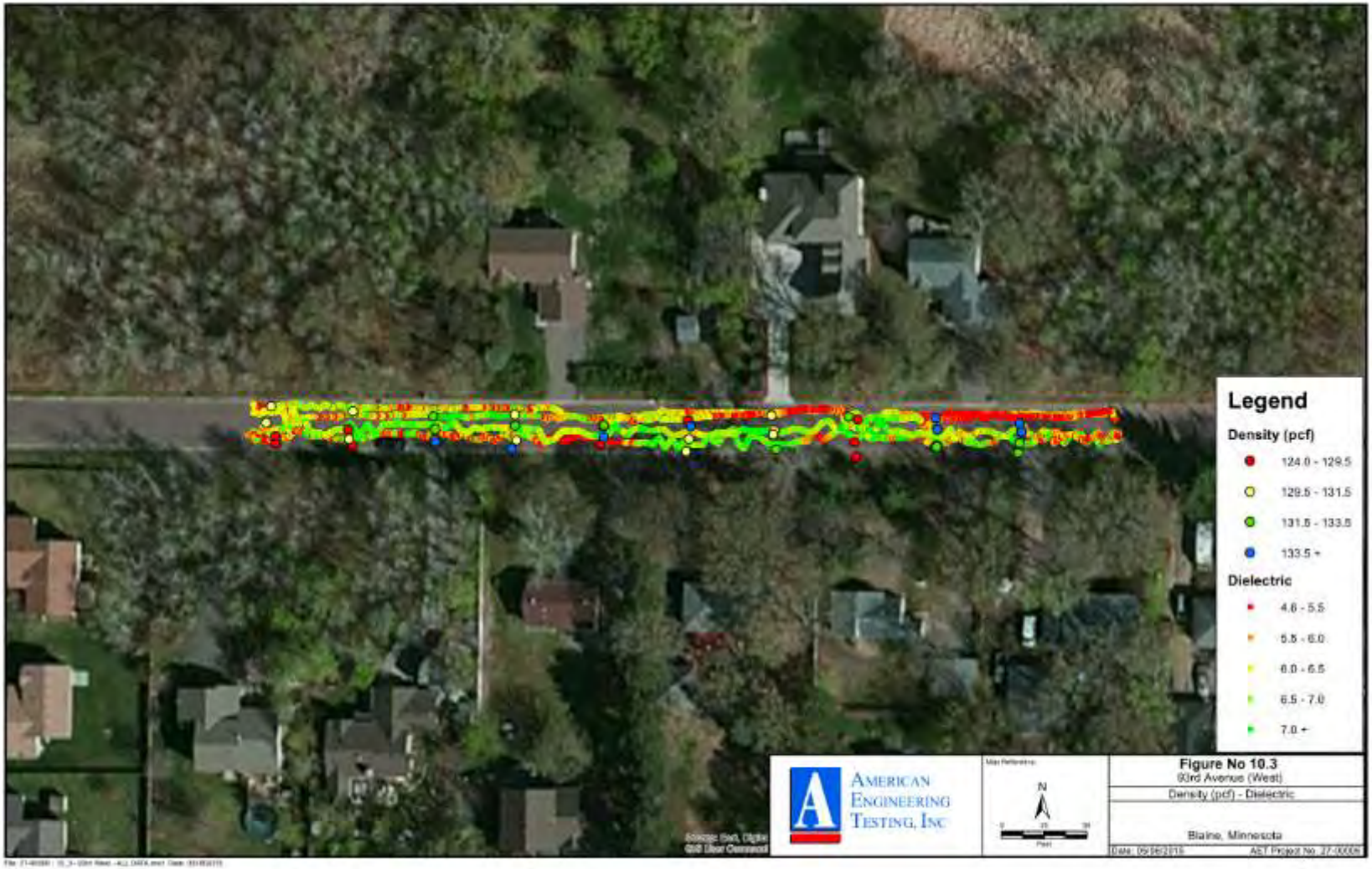

Legend
Density (pcf)
135.0 - 140.0
140.0 - 145.0
145.0 - 150.0
150.0 +
GPR Dielectric
4.0 - 5.5
5.5 - 6.3
6.3 - 7.1
7.1 - 8.7
8.7+
AMERICAN ENGINEERING TESTING, INC
N
Figure No 5.3
Bridgewater
Density (pcf) - Dielectric
Woodbury, Minnesota


Legend
Density (pcf)
131.0 - 133.0
133.0 - 135.5
135.5 - 137.5
137.5 +
GPR Dielectric
3.5 - 4.1
4.1 - 4.6
4.6 - 5.1
5.1 - 5.7
5.7 +
AMERICAN ENGINEERING TESTING, INC
N
Figure No 6.3
Jensen
Density (pcf) - Dielectric
Cottage Grove, Minnesota


Legend
Density (pcf)
135.3 - 140.0
140.0 - 142.5
142.5 - 145.0
145.0 +
Dielectric
5.0 - 5.5
5.5 - 6.5
6.5 - 7.5
7.5 +
AMERICAN ENGINEERING TESTING, INC
N
Figure No 7.3
Jergen
Density (pcf) - Dielectric
Cottage Grove, Minnesota


Legend
Density (pcf)
130.3 - 139.0
139.0 - 141.5
141.5 - 144.0
144.0 +
Dielectric
4.0 - 4.75
4.75 - 5.0
5.0 - 5.5
5.5 - 6.0
6.0 +
AMERICAN ENGINEERING TESTING, INC
N
Figure No 8,3
Inberg
Density (pcf) - Dielectric
Cottage Grove, Minnesota


Legend
Density (pcf)
133.8 - 137.0
137.0 - 138.5
138.5 - 140.0
140.0 +
Dielectric
4.60 - 5.40
5.40 - 5.55
5.55 - 5.75
5.75 - 5.90
5.90 +
American Engineering Testing, Inc
N
Figure No 9.3
93rd Avenue (East)
Density (pcf) - Dielectric
Blaine, Minnesota


Legend
Density (pcf)
124.0 - 129.5
129.5 - 131.5
131.5 - 133.5
133.5 +
Dielectric
4.6 - 5.5
5.5 - 6.0
6.0 - 6.5
6.5 - 7.0
7.0 +
American Engineering Testing, Inc
N
Figure No 10.3
93rd Avenue (West)
Density (pcf) - Dielectric
Blaine, Minnesota


Legend
Density (pcf)
135.4 - 137.0
137.0 - 140.0
140.0 - 142.0
142.0 - 144.0
144.0 +
Dielectric
4.25 - 5.50
5.50 - 5.75
5.75 - 6.00
6.00 - 6.50
6.50 +
N
American Engineering Testing, Inc
Figure No 11.3
Brooks
Density (pcf) - Dielectric
Inver Grove Heights, Minnesota


Legend
Density (pcf)
135.0 - 137.0
137.0 - 139.0
139.0 - 141.0
141.0 - 143.0
143.0 +
Dielectric
4.60 - 5.40
5.40 - 5.55
5.55 - 5.75
5.75 - 5.90
5.90 +
American Engineering Testing, Inc
N
Figure No 12.3
Louisiana Ave
Density (pcf) - Dielectric
Brooklyn Park, Minnesota


Legend
Density (pcf)
140.0 - 141.5
141.5 - 143.0
143.0 - 144.5
144.5 - 145.5
145.5 +
Dielectric
4.65 - 5.0
5.0 - 5.3
5.3 - 5.5
5.5 - 5.7
5.7 +
American Engineering Testing, Inc
N
Figure No 13.3
Winnetka
Density (pcf) - Dielectric
Brooklyn Park, Minnesota


Legend
Density (pcf)
134.5 - 136.5
136.5 - 138.5
138.5 - 141.0
141.0 - 143.0
143.0 +
Dielectric
4.5 - 6.0
6.0 - 6.5
6.5 - 7.0
7.0 - 7.5
7.5 +
American Engineering Testing, Inc
N
Figure No 14.3
73rd Avenue
Density (pcf) - Dielectric
Brooklyn Park, Minnesota

APPENDIX G

TENSILE STRENGTH RATIO DATA

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA330B 7% DATE 5/7/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	2		3		1		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3760.7		3759.6		3726.0		3762.5	
SSD WT.	3773.7		3766.3		3743.2		3770.1	
WT. IN H20	2114.3		2109.1		2100.0		2111.6	
VOLUME	1659.4		1657.2		1643.2		1658.5	
BULK Sp. Gr.	2.266		2.269	2.267	2.268		2.269	2.268
MAX Sp. Gr.	2.438		2.438	2.438	2.438		2.438	2.438
% AIR VOIDS	7.0		6.9	7.0	7.0		6.9	7.0
VOLUME AIR VOIDS	116.87		115.12	115.99				
LOAD, POUNDS					2110		2225	2168

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3837.0		3835.0	
WT. IN H20	2177.0		2176.9	
VOLUME	1660.0		1658.1	
VOL. OF ABS. H20	76.3		75.4	
% SATURATION	65.3		65.5	65.4
% SWELL	0.04		0.05	0.0

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.82		149.96					
THICKNESS	95.050		95.030					
SSD WT.	3822.4		3823.3					
WT. IN H2O.	2162.1		2164.5					
VOLUME	1660.3		1658.8					
VOL. OF ABS. H2O	61.7		63.7					
% SATERATION	52.8		55.3					
% SWELL	0.05		0.10	0.08				
LOAD IN POUNDS	1994		1970	1982				
DRY STRENGTH					60.8		64.1	62.5
WET STRENGTH	57.5		56.8	57.1				
TSR	92.1		90.9	91.5				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: CW
Date: 5/8/15

Reviewed By: AH
Date: 5/12/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340C 7% DATE 5/28/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		4		2		3	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3754.7		3753.5		3756.8		3756.9	
SSD WT.	3763.3		3758.9		3764.5		3764.4	
WT. IN H20	2113.0		2108.7		2114.3		2110.8	
VOLUME	1650.3		1650.2		1650.2		1653.6	
BULK Sp. Gr.	2.275		2.275	2.275	2.277		2.272	2.274
MAX Sp. Gr.	2.451		2.451	2.451	2.451		2.451	2.451
% AIR VOIDS	7.2		7.2	7.2	7.1		7.3	7.2
VOLUME AIR VOIDS	118.39		118.78	118.59				
LOAD, POUNDS					2040		2040	2040

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3828.5		3829.0	
WT. IN H20	2174.8		2178.2	
VOLUME	1653.7		1650.8	
VOL. OF ABS. H20	73.8		75.5	
% SATURATION	62.3		63.6	62.9
% SWELL	0.21		0.04	0.1

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.65		150.2					
THICKNESS	94.950		95.020					
SSD WT.	3820.8		3824.1					
WT. IN H2O.	2162.3		2165.6					
VOLUME	1658.5		1658.5					
VOL. OF ABS. H2O	66.1		70.6					
% SATERATION	55.8		59.4					
% SWELL	0.50		0.50	0.50				
LOAD IN POUNDS	1645		1645	1645				
DRY STRENGTH					58.8		58.8	58.8
WET STRENGTH	47.5		47.3	47.4				
TSR	80.9		80.5	80.7				
% VIS. STRIPPING	<10	---------->			<10	---------->		
% BROKEN AGG.	<10	---------->			<10	---------->		

Tested By: CW
Date: 5/8/15

Reviewed By: AH
Date: 5/12/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340B 7% DATE 5/7/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	2		3		1		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3786.8		3780.7		3746.0		3782.0	
SSD WT.	3794.3		3786.9		3759.3		3790.4	
WT. IN H20	2141.2		2135.2		2106.1		2144.4	
VOLUME	1653.1		1651.7		1653.2		1646.0	
BULK Sp. Gr.	2.291		2.289	2.290	2.266		2.298	2.282
MAX Sp. Gr.	2.451		2.451	2.451	2.451		2.451	2.451
% AIR VOIDS	6.5		6.6	6.6	7.6		6.3	6.9
VOLUME AIR VOIDS	108.10		109.19	108.64				
LOAD, POUNDS					2295		2133	2214

SATURATED FOR ____ MIN. @ ____ mm.Hg

SSD WT.	3858.1		3851.9	
WT. IN H20	2204.1		2193.5	
VOLUME	1654.0		1658.4	
VOL. OF ABS. H20	71.3		71.2	
% SATURATION	66.0		65.2	65.6
% SWELL	0.05		0.41	0.2

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.95		150.09					
THICKNESS	94.920		94.930					
SSD WT.	3788.1		3779.7					
WT. IN H2O.	2192.6		2184.3					
VOLUME	1595.5		1595.4					
VOL. OF ABS. H2O	1.3		-1.0					
% SATERATION	1.2		-0.9					
% SWELL	-3.48		-3.41	-3.45				
LOAD IN POUNDS	1994		1970	1982				
DRY STRENGTH					66.1		61.5	63.8
WET STRENGTH	57.5		56.8	57.2				
TSR	90.2		89.0	89.6				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: CW
Date: 5/8/15

Reviewed By: AH
Date: 5/12/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340C 11% DATE 5/28/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3564.4		3561.1		3564.5		3561.6	
SSD WT.	3586.0		3576.0		3578.5		3576.2	
WT. IN H20	1935.9		1941.2		1934.8		1919.5	
VOLUME	1650.1		1634.8		1643.7		1656.7	
BULK Sp. Gr.	2.160		2.178	2.169	2.169		2.150	2.159
MAX Sp. Gr.	2.438		2.438	2.438	2.438		2.438	2.438
% AIR VOIDS	11.4		10.7	11.0	11.1		11.8	11.4
VOLUME AIR VOIDS	188.08		174.14	181.11				
LOAD, POUNDS					1367		1413	1390

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3688.0		3675.0	
WT. IN H20	2013.0		2038.6	
VOLUME	1675.0		1636.4	
VOL. OF ABS. H20	123.6		113.9	
% SATURATION	65.7		65.4	65.6
% SWELL	1.51		0.10	0.8

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.74		149.58					
THICKNESS	94.280		94.720					
SSD WT.	3647.6		3644.9					
WT. IN H2O.	2005.7		2016.8					
VOLUME	1641.9		1628.1					
VOL. OF ABS. H2O	83.2		83.8					
% SATERATION	44.2		48.1					
% SWELL	-0.50		-0.41	-0.45				
LOAD IN POUNDS	1062		1086	1074				
DRY STRENGTH					39.4		40.7	40.1
WET STRENGTH	30.9		31.5	31.2				
TSR	77.1		78.6	77.9				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: DK
Date: 6/2/15

Reviewed By: AH
Date: 6/2/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340C 7% DATE 5/28/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		4		2		3	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3754.7		3753.5		3756.8		3756.9	
SSD WT.	3763.3		3758.9		3764.5		3764.4	
WT. IN H20	2113.0		2108.7		2114.3		2110.8	
VOLUME	1650.3		1650.2		1650.2		1653.6	
BULK Sp. Gr.	2.275		2.275	2.275	2.277		2.272	2.274
MAX Sp. Gr.	2.451		2.451	2.451	2.451		2.451	2.451
% AIR VOIDS	7.2		7.2	7.2	7.1		7.3	7.2
VOLUME AIR VOIDS	118.39		118.78	118.59				
LOAD, POUNDS					2040		2040	2040

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3828.5		3829.0	
WT. IN H20	2174.8		2178.2	
VOLUME	1653.7		1650.8	
VOL. OF ABS. H20	73.8		75.5	
% SATURATION	62.3		63.6	62.9
% SWELL	0.21		0.04	0.1

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.65		150.2					
THICKNESS	94.950		95.020					
SSD WT.	3820.8		3824.1					
WT. IN H2O.	2162.3		2165.6					
VOLUME	1658.5		1658.5					
VOL. OF ABS. H2O	66.1		70.6					
% SATERATION	55.8		59.4					
% SWELL	0.50		0.50	0.50				
LOAD IN POUNDS	1645		1645	1645				
DRY STRENGTH					58.8		58.8	58.8
WET STRENGTH	47.5		47.3	47.4				
TSR	80.9		80.5	80.7				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: CW
Date: 5/8/15

Reviewed By: AH
Date: 5/12/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340B 11% DATE 5/7/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		3		2		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3587.7		3591.1		3588.7		3592.0	
SSD WT.	3597.0		3602.0		3600.1		3604.3	
WT. IN H20	1950.9		1958.0		1961.0		1960.2	
VOLUME	1646.1		1644.0		1639.1		1644.1	
BULK Sp. Gr.	2.180		2.184	2.182	2.189		2.185	2.187
MAX Sp. Gr.	2.451		2.451	2.451	2.451		2.451	2.451
% AIR VOIDS	11.1		10.9	11.0	10.7		10.9	10.8
VOLUME AIR VOIDS	182.33		178.84	180.59				
LOAD, POUNDS					2249		2296	2273

SATURATED FOR ____ MIN. @ ____ mm.Hg

SSD WT.	3706.4		3707.5	
WT. IN H20	2052.2		2051.5	
VOLUME	1654.2		1656.0	
VOL. OF ABS. H20	118.7		116.4	
% SATURATION	65.1		65.1	65.1
% SWELL	0.49		0.73	0.6

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	150.1		149.95					
THICKNESS	94.780		94.500					
SSD WT.	3672.2		3676.8					
WT. IN H2O.	2029.5		2029.2					
VOLUME	1642.7		1647.6					
VOL. OF ABS. H2O	84.5		85.7					
% SATERATION	46.3		47.9					
% SWELL	-0.21		0.22	0.01				
LOAD IN POUNDS	1529		1529	1529				
DRY STRENGTH					64.8		66.2	65.5
WET STRENGTH	44.1		44.3	44.2				
TSR	67.4		67.7	67.5				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: CW
Date: 5/8/15

Reviewed By: AH
Date: 5/12/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340C 11% DATE 5/28/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3564.4		3561.1		3564.5		3561.6	
SSD WT.	3586.0		3576.0		3578.5		3576.2	
WT. IN H20	1935.9		1941.2		1934.8		1919.5	
VOLUME	1650.1		1634.8		1643.7		1656.7	
BULK Sp. Gr.	2.160		2.178	2.169	2.169		2.150	2.159
MAX Sp. Gr.	2.438		2.438	2.438	2.438		2.438	2.438
% AIR VOIDS	11.4		10.7	11.0	11.1		11.8	11.4
VOLUME AIR VOIDS	188.08		174.14	181.11				
LOAD, POUNDS					1367		1413	1390

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3688.0		3675.0	
WT. IN H20	2013.0		2038.6	
VOLUME	1675.0		1636.4	
VOL. OF ABS. H20	123.6		113.9	
% SATURATION	65.7		65.4	65.6
% SWELL	1.51		0.10	0.8

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.74		149.58					
THICKNESS	94.280		94.720					
SSD WT.	3647.6		3644.9					
WT. IN H2O.	2005.7		2016.8					
VOLUME	1641.9		1628.1					
VOL. OF ABS. H2O	83.2		83.8					
% SATERATION	44.2		48.1					
% SWELL	-0.50		-0.41	-0.45				
LOAD IN POUNDS	1062		1086	1074				
DRY STRENGTH					39.4		40.7	40.1
WET STRENGTH	30.9		31.5	31.2				
TSR	77.1		78.6	77.9				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: DK
Date: 6/2/15

Reviewed By: AH
Date: 6/2/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340B 11% DATE 5/7/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3569.3		3576.9		3566.3		3570.7	
SSD WT.	3579.8		3586.9		3578.1		3582.2	
WT. IN H20	1930.5		1939.7		1924.6		1934.4	
VOLUME	1649.3		1647.2		1653.5		1647.8	
BULK Sp. Gr.	2.164		2.172	2.168	2.157		2.167	2.162
MAX Sp. Gr.	2.438		2.438	2.438	2.438		2.438	2.438
% AIR VOIDS	11.2		10.9	11.1	11.5		11.1	11.3
VOLUME AIR VOIDS	185.27		180.05	182.66				
LOAD, POUNDS					1947		1924	1936

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3691.0		3695.0	
WT. IN H20	2037.0		2041.1	
VOLUME	1654.0		1653.9	
VOL. OF ABS. H20	121.7		118.1	
% SATURATION	65.7		65.6	65.6
% SWELL	0.28		0.41	0.3

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.85		149.91					
THICKNESS	94.900		94.800					
SSD WT.	3664.9		3658.5					
WT. IN H2O.	2010.6		2018.2					
VOLUME	1654.3		1640.3					
VOL. OF ABS. H2O	95.6		81.6					
% SATERATION	51.6		45.3					
% SWELL	0.30		-0.42	-0.06				
LOAD IN POUNDS	1250		1297	1274				
DRY STRENGTH					56.1		55.5	55.8
WET STRENGTH	36.1		37.5	36.8				
TSR	64.7		67.2	66.0				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: CW
Date:5/8/15

Reviewed By: AH
Date: 5/12/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340C PM 11 DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3596.5		3583.9		3584.4		3584.5	
SSD WT.	3609.0		3592.9		3607.3		3607.3	
WT. IN H20	1965.5		1945.0		1962.4		1960.2	
VOLUME	1643.5		1647.9		1644.9		1647.1	
BULK Sp. Gr.	2.188		2.175	2.182	2.179		2.176	2.178
MAX Sp. Gr.	2.456		2.456	2.456	2.456		2.456	2.456
% AIR VOIDS	10.9		11.4	11.2	11.3		11.4	11.3
VOLUME AIR VOIDS	179.13		188.66	183.89				
LOAD, POUNDS					2272.3		2434	2353

SATURATED FOR ____ MIN. @ ____ mm.Hg

SSD WT.	3719.6		3707.1	
WT. IN H20	2078.6		2048.5	
VOLUME	1641.0		1658.6	
VOL. OF ABS. H20	123.1		123.2	
% SATURATION	68.7		65.3	67.0
% SWELL	-0.15		0.65	0.2

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	150.01		150.04					
THICKNESS	94.380		94.780					
SSD WT.	3709.0		3696.6					
WT. IN H2O.	2058.1		2041.1					
VOLUME	1650.9		1655.5					
VOL. OF ABS. H2O	112.5		112.7					
% SATERATION	62.8		59.7					
% SWELL	0.45		0.46	0.46				
LOAD IN POUNDS	1529		1413	1471				
DRY STRENGTH					65.5		70.2	67.8
WET STRENGTH	44.4		40.8	42.6				
TSR	65.4		60.2	62.8				
% VIS. STRIPPING	<10	---------->			<10	---------->		
% BROKEN AGG.	<10	---------->			<10	---------->		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340C PM 7% DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3755.8		3755.1		3756.8		3755.9	
SSD WT.	3763.2		3764.8		3766.7		3764.2	
WT. IN H20	2114.7		2113.6		2116.6		2116.7	
VOLUME	1648.5		1651.2		1650.1		1647.5	
BULK Sp. Gr.	2.278		2.274	2.276	2.277		2.280	2.278
MAX Sp. Gr.	2.456		2.456	2.456	2.456		2.456	2.456
% AIR VOIDS	7.2		7.4	7.3	7.3		7.2	7.2
VOLUME AIR VOIDS	119.27		122.25	120.76				
LOAD, POUNDS					3239		3216	3228

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3834.7		3836.7	
WT. IN H20	2185.3		2184.5	
VOLUME	1649.4		1652.2	
VOL. OF ABS. H20	78.9		81.6	
% SATURATION	66.2		66.7	66.5
% SWELL	0.05		0.06	0.1

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	150		150					
THICKNESS	94.680		94.680					
SSD WT.	3826.6		3824.2					
WT. IN H2O.	2164.3		2161.7					
VOLUME	1662.3		1662.5					
VOL. OF ABS. H2O	70.8		69.1					
% SATERATION	59.4		56.5					
% SWELL	0.84		0.68	0.76				
LOAD IN POUNDS	2411		2434	2423				
DRY STRENGTH					93.4		92.7	93.0
WET STRENGTH	69.7		70.4	70.1				
TSR	75.0		75.7	75.3				
% VIS. STRIPPING	<10	---------->			<10	---------->		
% BROKEN AGG.	<10	---------->			<10	---------->		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340B 7% DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3754.6		3751.8		3754.5		3755.9	
SSD WT.	3763.0		3758.6		3762.7		3764.2	
WT. IN H20	2113.3		2115.0		2112.5		2116.7	
VOLUME	1649.7		1643.6		1650.2		1647.5	
BULK Sp. Gr.	2.276		2.283	2.279	2.275		2.280	2.277
MAX Sp. Gr.	2.456		2.456	2.456	2.456		2.456	2.456
% AIR VOIDS	7.3		7.1	7.2	7.4		7.2	7.3
VOLUME AIR VOIDS	120.95		115.99	118.47				
LOAD, POUNDS					2710		2733	2722

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3833.7		3827.9	
WT. IN H20	2177.6		2183.1	
VOLUME	1656.1		1644.8	
VOL. OF ABS. H20	79.1		76.1	
% SATURATION	65.4		65.6	65.5
% SWELL	0.39		0.07	0.2

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.99		150.01					
THICKNESS	95.020		94.150					
SSD WT.	3829.1		3825.9					
WT. IN H2O.	2169.5		2175.7					
VOLUME	1659.6		1650.2					
VOL. OF ABS. H2O	74.5		74.1					
% SATERATION	61.6		63.9					
% SWELL	0.60		0.40	0.50				
LOAD IN POUNDS	2179		2272	2226				
DRY STRENGTH					78.1		78.8	78.4
WET STRENGTH	62.8		66.1	64.4				
TSR	80.1		84.2	82.1				
% VIS. STRIPPING	<10	----------			<10	----------		>
% BROKEN AGG.	<10	----------			<10	----------		>

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340B 11% DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3586.8		3589.9		3591.9		3591.8	
SSD WT.	3609.0		3593.5		3607.3		3606.2	
WT. IN H20	1962.5		1947.1		1964.0		1960.2	
VOLUME	1646.5		1646.4		1643.3		1646.0	
BULK Sp. Gr.	2.178		2.180	2.179	2.186		2.182	2.184
MAX Sp. Gr.	2.456		2.456	2.456	2.456		2.456	2.456
% AIR VOIDS	11.3		11.2	11.3	11.0		11.2	11.1
VOLUME AIR VOIDS	186.08		184.71	185.40				
LOAD, POUNDS					1900.7		1923.9	1912

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3712.6		3715.1	
WT. IN H20	2068.4		2071.0	
VOLUME	1644.2		1644.1	
VOL. OF ABS. H20	125.8		125.2	
% SATURATION	67.6		67.8	67.7
% SWELL	-0.14		-0.14	-0.1

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.83		150.03					
THICKNESS	94.370		94.600					
SSD WT.	3707.0		3700.1					
WT. IN H2O.	2060.7		2055.5					
VOLUME	1646.3		1644.6					
VOL. OF ABS. H2O	120.2		110.2					
% SATERATION	64.6		59.7					
% SWELL	-0.01		-0.11	-0.06				
LOAD IN POUNDS	1343		1390	1367				
DRY STRENGTH					54.8		55.5	55.1
WET STRENGTH	39.0		40.2	39.6				
TSR	70.8		73.0	71.9				
% VIS. STRIPPING	<10	---------->			<10	---------->		
% BROKEN AGG.	<10	---------->			<10	---------->		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA340B 7% DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3754.6		3751.8		3754.5		3755.9	
SSD WT.	3763.0		3758.6		3762.7		3764.2	
WT. IN H20	2113.3		2115.0		2112.5		2116.7	
VOLUME	1649.7		1643.6		1650.2		1647.5	
BULK Sp. Gr.	2.276		2.283	2.279	2.275		2.280	2.277
MAX Sp. Gr.	2.456		2.456	2.456	2.456		2.456	2.456
% AIR VOIDS	7.3		7.1	7.2	7.4		7.2	7.3
VOLUME AIR VOIDS	120.95		115.99	118.47				
LOAD, POUNDS					2710		2733	2722

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3833.7		3827.9	
WT. IN H20	2177.6		2183.1	
VOLUME	1656.1		1644.8	
VOL. OF ABS. H20	79.1		76.1	
% SATURATION	65.4		65.6	65.5
% SWELL	0.39		0.07	0.2

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	149.99		150.01					
THICKNESS	95.020		94.150					
SSD WT.	3829.1		3825.9					
WT. IN H2O.	2169.5		2175.7					
VOLUME	1659.6		1650.2					
VOL. OF ABS. H2O	74.5		74.1					
% SATERATION	61.6		63.9					
% SWELL	0.60		0.40	0.50				
LOAD IN POUNDS	2179		2272	2226				
DRY STRENGTH					78.1		78.8	78.4
WET STRENGTH	62.8		66.1	64.4				
TSR	80.1		84.2	82.1				
% VIS. STRIPPING	<10	---------->			<10	---------->		
% BROKEN AGG.	<10	---------->			<10	---------->		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA330C PM 7% DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	3		4		1		2	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3732.7		3730.5		3702.0		3711.2	
SSD WT.	3742.6		3742.0		3714.0		3720.1	
WT. IN H20	2096.5		2089.7		2067.0		2081.7	
VOLUME	1646.1		1652.3		1647.0		1638.4	
BULK Sp. Gr.	2.268		2.258	2.263	2.248		2.265	2.256
MAX Sp. Gr.	2.439		2.439	2.439	2.439		2.439	2.439
% AIR VOIDS	7.0		7.4	7.2	7.8		7.1	7.5
VOLUME AIR VOIDS	115.68		122.78	119.23				
LOAD, POUNDS					2917		2917	2917

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3811.1		3813.8	
WT. IN H20	2166.1		2163.6	
VOLUME	1645.0		1650.2	
VOL. OF ABS. H20	78.4		83.3	
% SATURATION	67.8		67.8	67.8
% SWELL	-0.07		-0.13	-0.1

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	150.35		150.48					
THICKNESS	94.600		94.760					
SSD WT.	3816.5		3819.1					
WT. IN H2O.	2165.4		2164.0					
VOLUME	1651.1		1655.1					
VOL. OF ABS. H2O	83.8		88.6					
% SATERATION	72.4		72.2					
% SWELL	0.30		0.17	0.24				
LOAD IN POUNDS	2318.7		2202.6	2261				
DRY STRENGTH					84.1		84.1	84.1
WET STRENGTH	67.0		63.4	65.2				
TSR	79.6		75.5	77.5				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA330C PM 11 DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3592.6		3596.4		3587.0		3586.9	
SSD WT.	3604.6		3608.9		3607.3		3597.3	
WT. IN H20	1952.2		1957.5		1962.4		1956.2	
VOLUME	1652.4		1651.4		1644.9		1641.1	
BULK Sp. Gr.	2.174		2.178	2.176	2.181		2.186	2.183
MAX Sp. Gr.	2.439		2.439	2.439	2.439		2.439	2.439
% AIR VOIDS	10.9		10.7	10.8	10.6		10.4	10.5
VOLUME AIR VOIDS	179.42		176.86	178.14				
LOAD, POUNDS					2480		2457	2469

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3710.5		3711.4	
WT. IN H20	2065.1		2075.9	
VOLUME	1645.4		1635.5	
VOL. OF ABS. H20	117.9		115.0	
% SATURATION	65.7		65.0	65.4
% SWELL	-0.42		-0.96	-0.7

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	150.15		150.08					
THICKNESS	94.840		94.440					
SSD WT.	3727.2		3722.4					
WT. IN H2O.	2069.1		2085.3					
VOLUME	1658.1		1637.1					
VOL. OF ABS. H2O	134.6		126.0					
% SATERATION	75.0		71.2					
% SWELL	0.34		-0.87	-0.26				
LOAD IN POUNDS	1622		1622	1622				
DRY STRENGTH					71.5		70.8	71.1
WET STRENGTH	46.8		47.0	46.9				
TSR	65.8		66.1	65.9				
% VIS. STRIPPING	<10	---------->			<10	---------->		
% BROKEN AGG.	<10	---------->			<10	---------->		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA330B 7% DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3729.4		3731.9		3723.9		3729.4	
SSD WT.	3739.3		3740.6		3736.6		3748.2	
WT. IN H20	2087.4		2088.3		2082.1		2091.1	
VOLUME	1651.9		1652.3		1654.5		1657.1	
BULK Sp. Gr.	2.258		2.259	2.258	2.251		2.251	2.251
MAX Sp. Gr.	2.439		2.439	2.439	2.439		2.439	2.439
% AIR VOIDS	7.4		7.4	7.4	7.7		7.7	7.7
VOLUME AIR VOIDS	122.83		122.21	122.52				
LOAD, POUNDS					2411		2457	2434

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3809.2		3812.0	
WT. IN H20	2159.1		2166.3	
VOLUME	1650.1		1645.7	
VOL. OF ABS. H20	79.8		80.1	
% SATURATION	65.0		65.5	65.3
% SWELL	-0.11		-0.40	-0.3

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	150.47		149.94					
THICKNESS	95.160		94.900					
SSD WT.	3822.2		3826.5					
WT. IN H2O.	2170.0		2175.9					
VOLUME	1652.2		1650.6					
VOL. OF ABS. H2O	92.8		94.6					
% SATERATION	75.6		77.4					
% SWELL	0.02		-0.10	-0.04				
LOAD IN POUNDS	2318.7		2434	2376				
DRY STRENGTH					69.5		70.8	70.2
WET STRENGTH	66.5		70.3	68.4				
TSR	94.8		100.1	97.5				
% VIS. STRIPPING	<10	---------->			<10	---------->		
% BROKEN AGG.	<10	---------->			<10	---------->		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

MODIFIED LOTTMAN

SPEC 2360 MIX TYPE SPWEA330B 11% DATE 4/27/2015

	TREATED SPECIMENS				*UNTREATED SPECIMENS*			
SAMPLE I.D.	1		2		3		4	
DIAMETER	150		150		150		150	
THICKNESS	95.00		95		95.00		95.00	
DRY WT. IN AIR	3588.5		3588.3		3587.0		3586.9	
SSD WT.	3599.6		3608.9		3607.3		3597.3	
WT. IN H20	1952.2		1948.5		1962.4		1956.2	
VOLUME	1647.4		1660.4		1644.9		1641.1	
BULK Sp. Gr.	2.178		2.161	2.170	2.181		2.186	2.183
MAX Sp. Gr.	2.439		2.439	2.439	2.439		2.439	2.439
% AIR VOIDS	10.7		11.4	11.0	10.6		10.4	10.5
VOLUME AIR VOIDS	176.10		189.18	182.64				
LOAD, POUNDS					1761.4		1993.6	1878

SATURATED FOR _____ MIN. @ _____ mm.Hg

SSD WT.	3705.4		3717.3	
WT. IN H20	2068.4		2061.9	
VOLUME	1637.0		1655.4	
VOL. OF ABS. H20	116.9		129.0	
% SATURATION	66.4		68.2	67.3
% SWELL	-0.63		-0.30	-0.5

BLOWS na

CONDITIONED 24 HOURS IN 140 DEGREE F. WATER

DIAMETER	150.55		150.85					
THICKNESS	94.350		94.180					
SSD WT.	3724.7		3740.1					
WT. IN H2O.	2083.1		2080.6					
VOLUME	1641.6		1659.5					
VOL. OF ABS. H2O	136.2		151.8					
% SATERATION	77.3		80.2					
% SWELL	-0.35		-0.05	-0.20				
LOAD IN POUNDS	1622		1459.5	1541				
DRY STRENGTH					50.8		57.5	54.1
WET STRENGTH	46.9		42.2	44.5				
TSR	86.7		78.0	82.3				
% VIS. STRIPPING	<10	----------			<10	----------		
% BROKEN AGG.	<10	----------			<10	----------		

Tested By: CW
Date: 4/27/15

Reviewed By: AH
Date: 4/27/15

APPENDIX H

FIELD SITE SECTION PLANS AND INFORMATION

CONSTRUCTION PLANS FOR : IMPROVEMENT PROJECT 94-06

SOUTH CENTRAL AREA IMPROVEMENTS

CONSTRUCTION OF : AGGREGATE BASE, BITUMINOUS SURFACING, TRUNK SANITARY SEWER, TRUNK WATERMAIN, STORM SEWER AND CURB & GUTTER.



LOCATION MAP

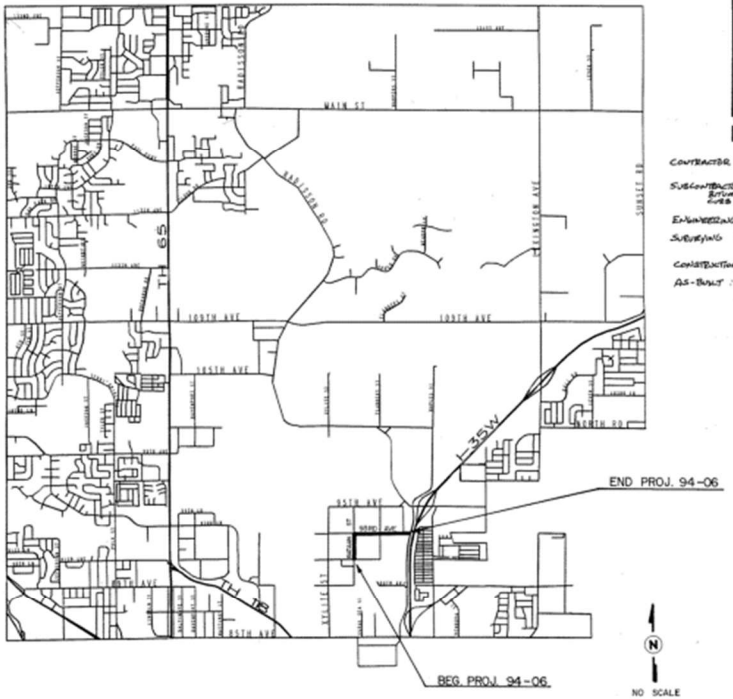
LEGEND

EXISTING

- STORM SEWER & MANHOLE
- SANITARY SEWER & MANHOLE
- WATERMAIN, HYDRANT VALVE & MANHOLE
- CULVERT
- CATCH BASIN
- BULKHEAD
- UNDERGROUND TELEPHONE CABLE OR CONDUIT
- TELEPHONE MANHOLE
- UNDERGROUND ELECTRIC CABLE OR CONDUIT
- ELECTRIC MANHOLE
- GAS MAIN & VALVE
- STREET LIGHT
- MAILBOX
- SIGN (HWY., PARK, STOP, ETC.)
- STREET SIGN
- POWER POLE W/GUY WIRE
- TREE (DECIDUOUS)
- TREE (CONIFEROUS)
- BUSH-SHRUB
- HEDGE
- WOODED AREA
- FENCE
- GUARD RAIL
- DITCH
- TRAFFIC SIGNAL
- HANDHOLE
- CONCRETE CURB & GUTTER
- BITUMINOUS CURB
- CONCRETE PAVEMENT
- BUILDING
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- RIGHT OF WAY LINE

PROPOSED

- SLOPE EASEMENT
- CONSTRUCTION CENTERLINE
- RIGHT OF WAY
- STORM SEWER & MANHOLE
- SANITARY SEWER & MANHOLE
- WATERMAIN, HYDRANT VALVE & MANHOLE
- CULVERT
- CATCH BASIN
- BULKHEAD
- CONCRETE CURB & GUTTER



CONTRACTOR : Bonine Excavating Excavation, Min.

SUBCONTRACTORS : Bituminous & Agg. Base - Midwest Asphalt Curb & Gutter - Halvorson Concrete

ENGINEERING : City of Blaine

SURVEYING : E. G. Rud & Sons Inc. Circle Pines, Min.

CONSTRUCTION : Aug. 1994 - Nov. 1994

AS-BUILT : E. G. Rud & Sons Inc. M.G.C. City of Blaine Nov. 1995

BLAINE

ENGINEERING DEPARTMENT
9150 Central Ave., N.E. Blaine, Minnesota 55434
Phone (612) 784-6700

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

Date 7 July 94 Minnesota Registration No. 20678

INDEX TO PLANS

SHEET	DRAWING NO.
TITLE SHEET	1
TYPICAL SECTION, SIGNING & NOTES	2
DETAILS	3-7
SANITARY SEWER & WATERMAIN	8-10
STREET & STORM SEWER	11-13
X-SECTIONS	14-21

PLAN SET NO.



GENERAL CONSTRUCTION NOTES

STREET & STREWORK

ALL WORK SHALL BE CONFINED TO WITHIN THE R/W

CONTRACTOR SHALL CLEAR & GRUB OUT TO THE R/W UNLESS OTHERWISE DIRECTED BY THE ENGINEER

SIGNING, PAVEMENT MARKINGS, TRAFFIC CONTROL DEVICES, AND PLAN DESIGN SHALL BE IN ACCORDANCE WITH THE 2011 MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING APPENDIX B, DATED NOVEMBER 2012

ALL ROAD APPROACHES SHALL BE CONSTRUCTED TO A WIDTH OF 30 FEET TO BACK OF CURB AND HAVING 30 RADII UNLESS OTHERWISE NOTED

AT ROAD APPROACHES, CONTRACTOR SHALL END BITUMINOUS AT END OF PAVE. CLASS 5 WILL BE PLACED WHEN MATCHING INTO EXISTING GRAVEL

CONTRACTOR SHALL INSTALL A 2' TAPER AT ENDS OF CURB AND GUTTER

CONTRACTOR SHALL SOD ALL DISTURBED AREAS ADJACENT TO EXISTING HOUSES AND SEED REMAINING AREAS LOCATIONS WILL BE DETERMINED IN FIELD. BID PRICE SHALL INCLUDE PLACING 4" TOPSOIL

CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS AND STREET NAME SIGNS. SIGNS SHALL BE DELIVERED TO BLAINE'S PUBLIC WORKS

DRIVEWAYS WILL BE PAVED TO R/W LINE WITH 2" TYPE 41A WEAR AND 4" CLASS 5 AGGREGATE UNLESS SHOWN OTHERWISE

CONTRACTOR SHALL DEPRESS BACK OF CURB AT ALL DRIVEWAYS

CONSTRUCTION LIMITS ARE DEFINED AS EXISTING R/W UNLESS SHOWN OTHERWISE

CONCRETE DRIVEWAYS SHALL BE PLACED 6" IN DEPTH

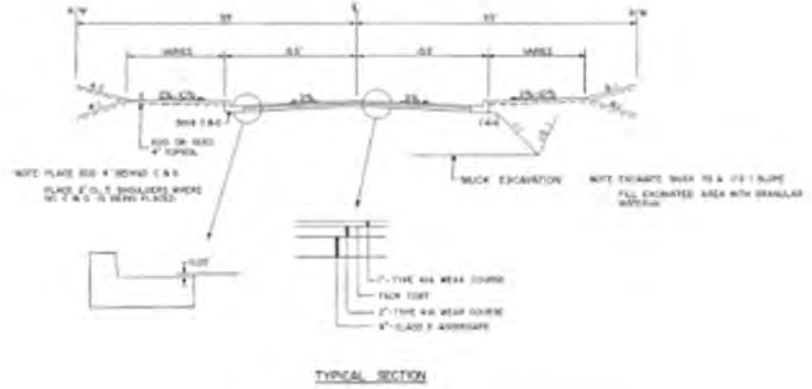
CLASS 5 FOR DRIVEWAYS = XXX TONS

SANITARY, WATERMAIN & STORM SEWER

ANY EXTENSIONS OR ADJUSTMENTS NEEDED TO PLACE HYDRANT AND GATE VALVE AT PROPER GRADE IS INCIDENTAL

ALL SANITARY AND WATERMAIN SERVICES SHALL END 5' FROM R/W, AND BE FIELD VERIFIED AS TO PRESERVE TREES

PLUGS FOR STORM SEWER ARE INCIDENTAL



TYPICAL SECTION

EARTHWORK SUMMARY

MUCK EXCAVATION = 674 CY (EV)

COMMON EXCAVATION = 4043 CY (EV)

GRANULAR EMBANKMENT = 2748 CY (CV)

NOTE: USE SHRINKAGE FACTOR OF (0.679) FOR NORMAL GRADING EV TO CV

ENGINEERING DEPARTMENT
9150 Central Ave. N.E. Blaine, Minnesota 55434
Phone (612) 784-6700

DATE | REVISION

PROJECT NO. 04-06
DESIGN BY: D. KNAPP | DRAWN BY: D. KNAPP
CHECKED BY: | APPROVED BY:
AS BUILT BY: | DATE:

SOUTH CENTRAL AREA IMPROVEMENTS
TYPICAL SECTION, SIGNING & NOTES

SHEET NO. 2 OF 2 SHEETS

CONSTRUCTION PLANS FOR: IMPROVEMENT PROJECTS 94-06 A,B & D

SOUTH CENTRAL AREA IMPROVEMENTS

CONSTRUCTION OF : AGGREGATE BASE, BITUMINOUS SURFACING, CONCRETE CURB AND GUTTER, SANITARY SEWER, WATERMAIN AND STORM SEWER



LOCATION MAP

LEGEND

EXISTING

- STORM SEWER & MANHOLE
- SANITARY SEWER & MANHOLE
- WATERMAIN, HYDRANT VALVE & MANHOLE
- CULVERT
- CATCH BASIN
- BULKHEAD
- UNDERGROUND TELEPHONE CABLE OR CONDUIT
- TELEPHONE MANHOLE
- UNDERGROUND ELECTRIC CABLE OR CONDUIT
- ELECTRIC MANHOLE
- GAS MAIN & VALVE
- STREET LIGHT
- MAILBOX
- SIGN (ONE-, TWO-, FOUR-FOOT)
- STREET SIGN
- POWER POLE, GUY WIRE
- TREE (DECIDUOUS)
- TREE (CONIFEROUS)
- BUSH, SHRUB
- HEDGE
- WOODED AREA
- FENCE
- GUARD RAIL
- DITCH
- TRAFFIC SIGNAL
- HANDHOLE
- CONCRETE CURB & GUTTER
- BITUMINOUS CURB
- CONCRETE PAVEMENT
- BUILDING
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- RIGHT OF WAY LINE
- OVERHEAD ELECTRIC

PROPOSED

- SLOPE EASEMENT
- CONSTRUCTION CENTERLINE
- RIGHT OF WAY
- STORM SEWER & MANHOLE
- SANITARY SEWER & MANHOLE
- WATERMAIN, HYDRANT VALVE & MANHOLE
- CULVERT
- CATCH BASIN
- BULKHEAD
- CONCRETE CURB & GUTTER
- SILT FENCE



NO SCALE

BLAINE

ENGINEERING DEPARTMENT
9150 Central Ave., N.E. Blaine, Minnesota 55434
Phone (612) 784-6700

INDEX TO PLANS

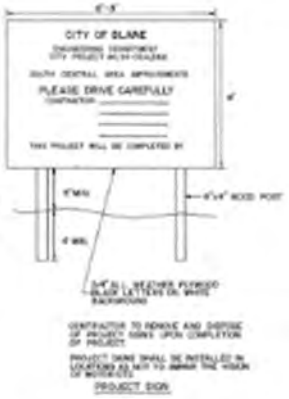
SHEET	DRAWING NO.
TITLE SHEET	1
TYPICAL SECTION, SIGNING, NOTES AND TEMPORARY MAILBOXES	2
DETAILS	3-7
SANITARY SEWER AND WATERMAIN	8-10
STREET AND STORM SEWER	11-13
DITCH CLEANING	14
X-SECTIONS	15-21

PLAN SET NO.



SIGNING / TEMPORARY MAILBOXES

NOTE: EXACT SIGN LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER



CONTRACTOR TO REMOVE AND DISPOSE OF PROJECT SIGNS UPON COMPLETION OF PROJECT

PROJECT SIGNS SHALL BE INSTALLED IN LOCATIONS AS MAY TO ANNOUNCE THE START OF WORK (2)

PROJECT SIGN

GENERAL CONSTRUCTION NOTES

STREET & SITEWORK

ALL WORK SHALL BE CONFINED TO WITHIN THE R/W.

CONTRACTOR SHALL CLEAR & GRUB OUT TO THE R/W UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

SIGNING, PAVEMENT MARKINGS, TRAFFIC CONTROL DEVICES, AND PLAN REVISION SHALL BE IN ACCORDANCE WITH THE 2001 MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING APPENDIX B, DATED NOVEMBER 2002.

EXISTING SIGNING SHALL REMAIN IN PLACE UNTIL NEW SIGNING IS INSTALLED.

THE CONTRACTOR SHALL PREPARE AND SUBMIT FOR APPROVAL A TRAFFIC CONTROL PLAN AND HAVE ALL CONTROL DEVICES INSTALLED PRIOR TO THE BEGINNING OF ANY WORK.

CONTRACTOR SHALL INSTALL A 2' TAPER AT ENDS OF CURB AND GUTTER.

CONTRACTOR SHALL SOD ALL DISTURBED AREAS ADJACENT TO EXISTING HOUSES AND TREES REMAINING AREAS LOCATIONS WILL BE DETERMINED IN FIELD.

CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS AND STREET NAME SIGNS. SIGNS SHALL BE DELIVERED TO BLAINES PUBLIC WORKS.

DRIVEWAYS WILL BE PAVED TO R/W LINE WITH 2" TYPE 41A WEAR AND 4" CLASS 5 AGGREGATE. BITUMINOUS SAW CUT SHALL BE INCIDENTAL.

CONTRACTOR SHALL DEPRESS BACK OF CURB AT ALL DRIVEWAYS.

CONSTRUCTION LIMITS ARE DEFINED AS EXISTING R/W UNLESS SHOWN OTHERWISE.

CLASS 5 FOR DRIVEWAYS = 100 TONS

TEMPORARY MAILBOXES SHALL BE INSTALLED PRIOR TO ANY EXCAVATION AND THEY SHALL MEET ALL U.S. POSTAL SERVICE REQUIREMENTS.

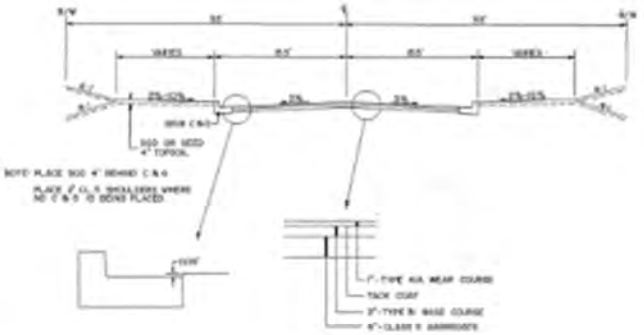
SANITARY, WATERMAIN & STORM SEWER

ANY EXTENSIONS OR ADJUSTMENTS NEEDED TO PLACE HYDRANT AND GATE VALVE AT FINISHED GRADE IS INCIDENTAL.

ALL SANITARY AND WATERMAIN SERVICES SHALL END 2' FROM R/W, AND BE FIELD VERIFIED AS TO PRESERVE TREES.

PLUGS FOR STORM SEWER ARE INCIDENTAL.

STORM SEWER LENGTHS SHOWN DO NOT INCLUDE APRON LENGTHS. APRONS TAKE SEPARATELY.



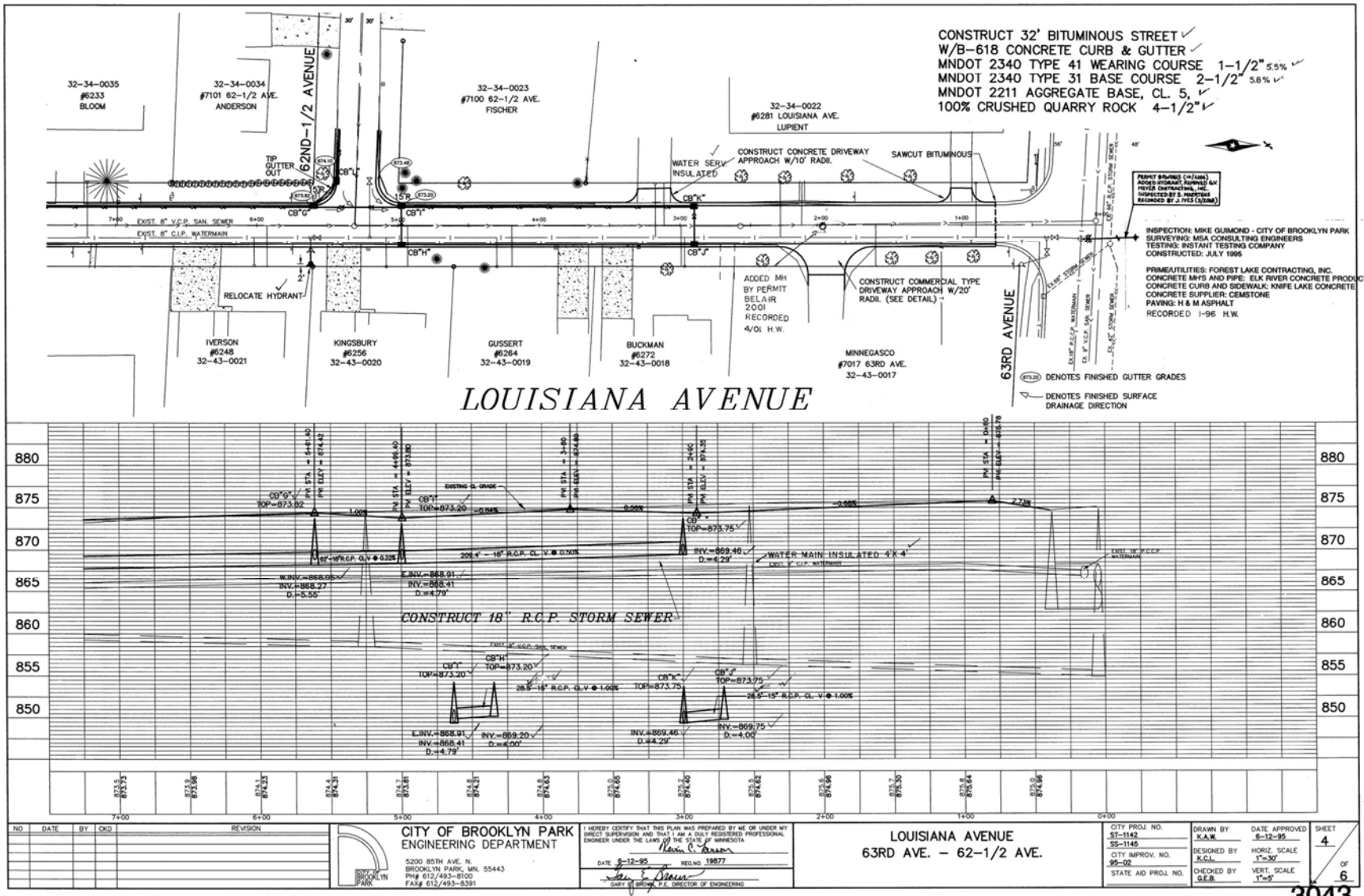
TYPICAL SECTION

EARTHWORK SUMMARY



NOTE: USE SHRINKAGE FACTOR OF 15% FOR NORMAL GRADING 1:1 TO CY

ENGINEERING DEPARTMENT 9150 Central Ave., N.E. Blaine, Minnesota 55434 Phone (612) 784-6700		DATE	REVISION	PROJECT NO. 94-06 DESIGN BY / DRAWN BY CHECKED BY / APPROVED BY AS BUILT BY / DATE	SOUTH CENTRAL AREA IMPROVEMENTS TYPICAL SECTION, SIGNING & NOTES SHEET NO. 2 OF 21 SHEETS



NO	DATE	BY	CKD	REVISION

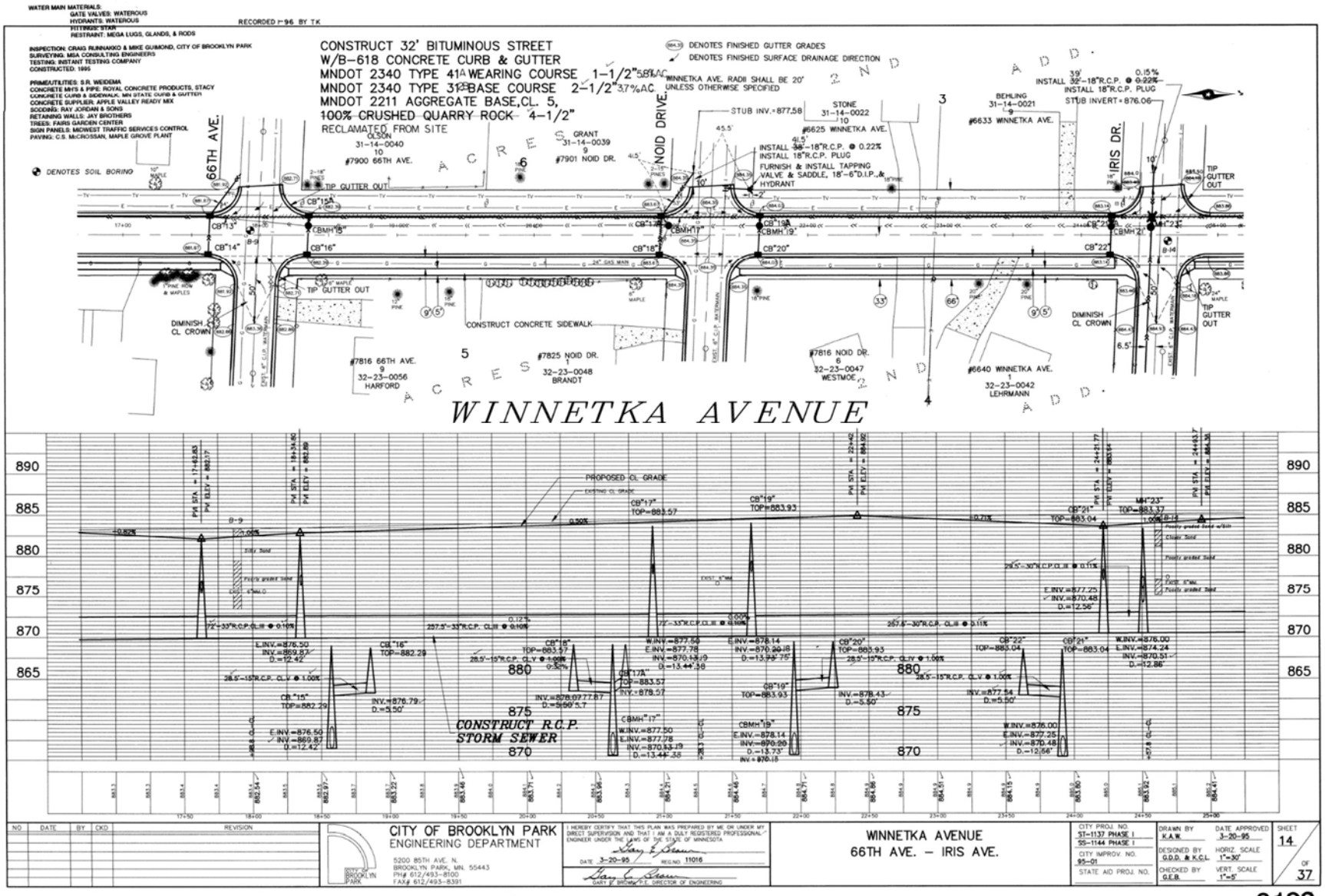
CITY OF BROOKLYN PARK
ENGINEERING DEPARTMENT
5200 85TH AVE. N.
BROOKLYN PARK, MN. 55443
PH# 612/493-8100
FAX# 612/493-8391

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DATE 6-12-95 REG.NO. 19877
GARY E. BROWN, P.E. DIRECTOR OF ENGINEERING

LOUISIANA AVENUE
63RD AVE. – 62-1/2 AVE.

CITY PROJ. NO. ST-1142 SS-1145	DRAWN BY K.A.W.	DATE APPROVED 6-12-95	SHEET 4 OF 6
CITY IMPROV. NO. 95-02	DESIGNED BY K.C.L.	HORIZ. SCALE 1"=30'	
STATE AID PROJ. NO.	CHECKED BY G.E.B.	VERT. SCALE 1"=5'	

3043



NO	DATE	BY	CKD	REVISION

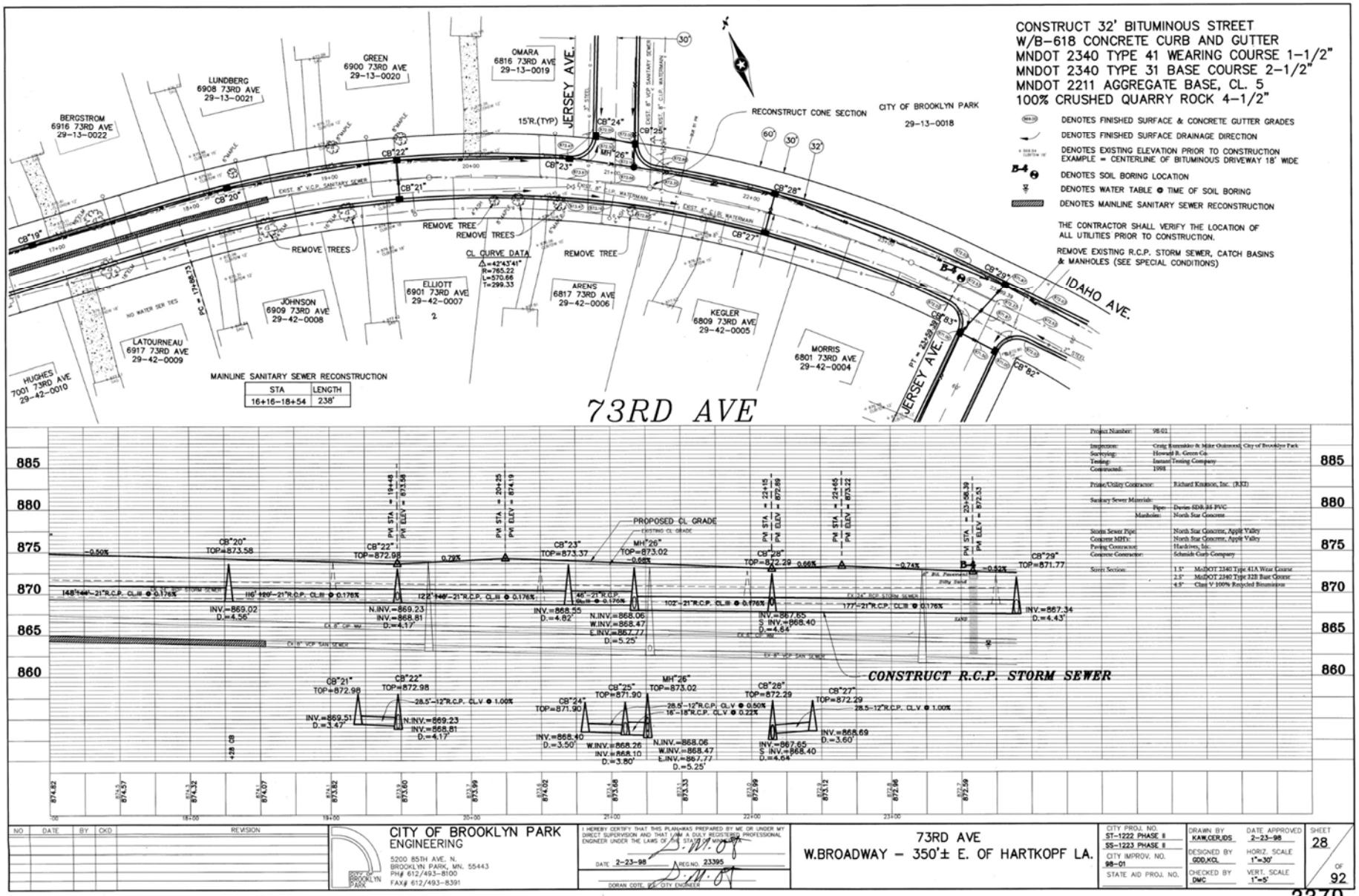
CITY OF BROOKLYN PARK
ENGINEERING DEPARTMENT
5200 85TH AVE. N.
BROOKLYN PARK, MN. 55443
PH# 612/493-8100
FAX# 612/493-8391

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
Gary E. Braun
DATE 3-20-95 REG.NO. 11016
Gary E. Braun
GARY E. BROWN, P.E. DIRECTOR OF ENGINEERING

WINNETKA AVENUE
66TH AVE. – IRIS AVE.

CITY PROJ. NO.	ST-1137 PHASE I SS-1144 PHASE I
CITY IMPROV. NO.	95-01
STATE AID PROJ. NO.	
DRAWN BY	K.A.K.
DESIGNED BY	G.D.D. & K.C.L.
CHECKED BY	G.E.B.
DATE APPROVED	3-20-95
HORIZ. SCALE	1"=30'
VERT. SCALE	1"=5'
SHEET	14 OF 37

3123


CONSTRUCT 32' BITUMINOUS STREET
W/B-618 CONCRETE CURB AND GUTTER
MNDOT 2340 TYPE 41 WEARING COURSE 1-1/2"
MNDOT 2340 TYPE 31 BASE COURSE 2-1/2"
MNDOT 2211 AGGREGATE BASE, CL. 5
100% CRUSHED QUARRY ROCK 4-1/2"
DENOTES FINISHED SURFACE & CONCRETE GUTTER GRADES
DENOTES FINISHED SURFACE DRAINAGE DIRECTION
DENOTES EXISTING ELEVATION PRIOR TO CONSTRUCTION
EXAMPLE = CENTERLINE OF BITUMINOUS DRIVEWAY 18' WIDE
DENOTES SOIL BORING LOCATION
DENOTES WATER TABLE @ TIME OF SOIL BORING
DENOTES MAINLINE SANITARY SEWER RECONSTRUCTION
THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
REMOVE EXISTING R.C.P. STORM SEWER, CATCH BASINS & MANHOLES (SEE SPECIAL CONDITIONS)
RECONSTRUCT CONE SECTION
CITY OF BROOKLYN PARK
29-13-0018
JERSEY AVE.
IDAHO AVE.
73RD AVE
BERGSTROM 6916 73RD AVE 29-13-0022
LUNDBERG 6908 73RD AVE 29-13-0021
GREEN 6900 73RD AVE 29-13-0020
OMARA 6816 73RD AVE 29-13-0019
JOHNSON 6909 73RD AVE 29-42-0008
ELLIOTT 6901 73RD AVE 29-42-0007
ARENS 6817 73RD AVE 29-42-0006
KEGLER 6809 73RD AVE 29-42-0005
MORRIS 6801 73RD AVE 29-42-0004
LATOURNEAU 6917 73RD AVE 29-42-0009
HUGHES 7001 73RD AVE 29-42-0010
REMOVE TREES
REMOVE TREE
CL CURVE DATA
Δ=42°43'41"
R=765.22
L=570.66
T=299.33
MAINLINE SANITARY SEWER RECONSTRUCTION
STA | LENGTH
16+16-18+54 | 238'
PROPOSED CL GRADE
EXISTING CL GRADE
CONSTRUCT R.C.P. STORM SEWER
Project Number: 98-01
Inspection: Craig Rasmussen & Mike Guimont, City of Brooklyn Park
Surveying: Howard R. Green Co.
Testing: Instant Testing Company
Constructed: 1998
Prime/Utility Contractor: Richard Knutson, Inc. (RKI)
Sanitary Sewer Materials:
Pipe: Davies SDR 35 PVC
Manholes: North Star Concrete
Storm Sewer Pipe: North Star Concrete, Apple Valley
Concrete MH's: North Star Concrete, Apple Valley
Paving Contractor: Hardrives, Inc.
Concrete Contractor: Schmidt Curb Company
Street Section:
1.5" MnDOT 2340 Type 41A Wear Course
2.5" MnDOT 2340 Type 32B Base Course
4.5" Class V 100% Recycled Bituminous
CITY OF BROOKLYN PARK
ENGINEERING
5200 85TH AVE. N.
BROOKLYN PARK, MN. 55443
PH# 612/493-8100
FAX# 612/493-8391
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DATE 2-23-98 REG NO. 23395
DORAN COTE, P.E. CITY ENGINEER
73RD AVE
W.BROADWAY – 350'± E. OF HARTKOPF LA.
CITY PROJ. NO. ST-1222 PHASE II SS-1223 PHASE II
CITY IMPROV. NO. 98-01
STATE AID PROJ. NO.
DRAWN BY KAW,CER,IDS
DESIGNED BY GDD,KCL
CHECKED BY DMC
DATE APPROVED 2-23-98
HORIZ. SCALE 1"=30'
VERT. SCALE 1"=5'
SHEET 28 OF 92
3370

City of Burnsville Stripping Under Seal Coat

Owner's Project Name	Owner's Project No.	General Contractor	Paving Contractor / Supplier	Spec	Paving Date	Stripping Observations
1950 Street, Recon	90 Recon - 1	Progressive Contractors Inc	Lola Asphalt / Alexander Sand Co	2331 + 2341	Base 8/01, Wear 8-/2027	Mod throughout project
1963 Street, Recon	91 Recon - 1	Valley Paving Inc	Valley Paving Inc	2331 Type 31 & 41	Base 8-9/02 /, Wear G-7/322/	Mod to Severe throughout project
1962 Street, Recon	92 Recon - 1	Ryan Contracting Inc	McNamara Contracting Inc	2331 Type 31 & 41	Base 8-9/02 /, Wear G-7/33 /	Erratic Area Severe / Frontier Light
1960 Street, Recon	90 Recon - 1	Richard Knutson Inc	No records - we think Valley	2331 Type 31 & 41	Base 8-9/957, Wear G-7/947	Severe throughout project
1965 Street, Recon	95-101	Valley Paving Inc	Valley Paving Inc	2331 Type 31 & 41	Base 8-9/957, Wear G-7/957	Light to Mod scattered
1965 Street, Rehab	95-101	McNamara Contracting Inc	McNamara Contracting Inc	2 (MnDOT 2350 MV-3 (B)	8/31/2005	Light along joint - long term severity?




City of
Inver Grove Heights
STREET CONDITION MAP
46th Neighborhood
47th Neighborhood
Cahill Brooks
College Trail
Pine Valley Estates
Alamedan Area
Pine Valley Estates 2nd

Listing of Historical Maintenance Projects

		Date	Project Type	Strategy
BROOKS BOULEVARD				
From	87TH STREET EAST			
To	BREWSTER AVENUE			
		6/1/1994	Global	Construction-AC
		9/17/2001	Local	Crack Seal
		6/5/2002	Global	Seal Coat
		9/30/2009	Global	Overlay 1
		6/15/2010	Local	Crack Seal
		6/30/2011	Local	Crack Seal
From	BAXTER WAY			
To	87TH STREET EAST			
		6/1/1994	Global	Construction-AC
		9/17/2001	Local	Crack Seal
		6/5/2002	Global	Seal Coat
		9/30/2009	Global	Overlay 1
From	BECHTEL AVENUE			
To	CAHILL AVENUE EAS			
		6/1/1994	Global	Construction-AC
		9/17/2001	Local	Crack Seal
		6/5/2002	Global	Seal Coat
		9/30/2009	Global	Overlay 1
		6/15/2010	Local	Crack Seal
		6/30/2011	Local	Crack Seal
From	BEVERLY WAY			
To	BECHTEL AVENUE			
		6/1/1994	Global	Construction-AC
		9/17/2001	Local	Crack Seal
		6/5/2002	Global	Seal Coat
		9/30/2009	Global	Overlay 1
		6/15/2010	Local	Crack Seal
		6/30/2011	Local	Crack Seal
From	BRANSON AVENUE			
To	BAXTER WAY			
		6/1/1994	Global	Construction-AC
		9/17/2001	Local	Crack Seal
		6/5/2002	Global	Seal Coat
		9/30/2009	Global	Overlay 1
		6/15/2010	Local	Crack Seal
		6/30/2011	Local	Crack Seal
From	BREWSTER AVENUE			
To	BEVERLY WAY			
		6/1/1994	Global	Construction-AC
		9/17/2001	Local	Crack Seal
		6/5/2002	Global	Seal Coat
		9/30/2009	Global	Overlay 1
		6/15/2010	Local	Crack Seal
From	BRODERICK BOULEV			
To	BRANSON AVENUE			
		6/1/1994	Global	Construction-AC
		9/17/2001	Local	Crack Seal
		6/5/2002	Global	Seal Coat
		9/30/2009	Global	Overlay 1
		6/15/2010	Local	Crack Seal

PLANS SYMBOLS

UTILITIES SYMBOLS

MINNESOTA DEPARTMENT OF TRANSPORTATION

SIBLEY COUNTY

CONSTRUCTION PLAN FOR GRADING

LOCATED ON USAH 5 BETWEEN 100 West SOUTH OF USAH 15 AND NORTH COUNTY LINE (Geographic Description)

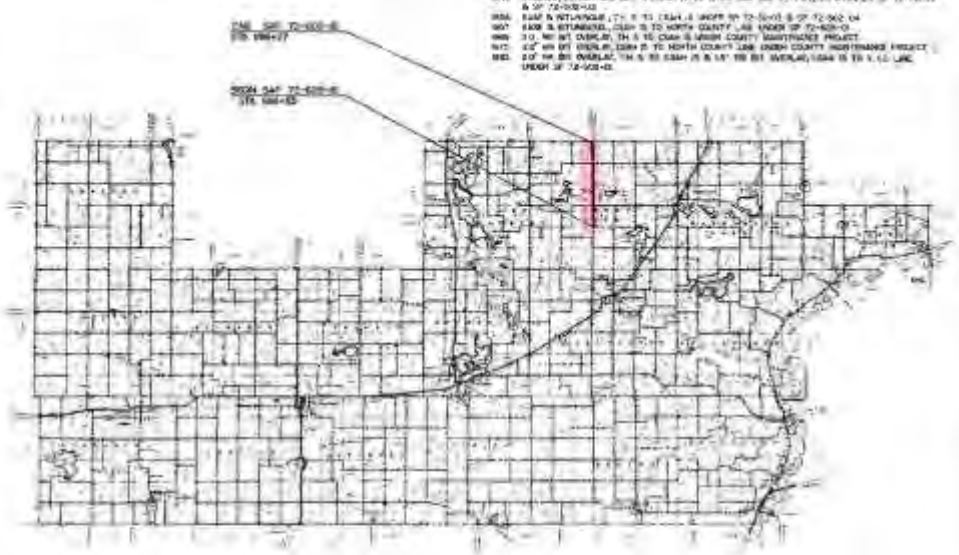
FROM S.W. COR. SEC. 28, T.114N., R27W TO NW. COR. SEC. 6, T.111N., R27W. (Legal Description)

STATE AID PROJ. NO. 72-020-18 STATE AID PROJ. NO.

GROSS LENGTH	2,072	FEET	.39	MILES	
BRIDGES LENGTH		FEET		MILES	
EXCEPTIONS LENGTH		FEET		MILES	
NET LENGTH	2,072	FEET	.39	MILES	

GROSS LENGTH		FEET	MILES
BRIDGES LENGTH		FEET	MILES
EXCEPTIONS LENGTH		FEET	MILES
NET LENGTH		FEET	MILES

NOTE



MNRR PROJ. NO.
MNRR PROJ. NO.

GOVERNING SPECIFICATIONS

THE 1988 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND AMENDMENTS THERETO, INCLUDING SPECIAL PROVISIONS AND SPECIAL PUBLICATIONS.

INDEX

SHEET NO. 1	TITLE SHEET
SHEET NO. 2	ESTIMATED QUANTITIES & TYPICAL SECTIONS
SHEET NO. 3-7	PLAN SHEETS
SHEET NO. 8	'C' CULVERTS
SHEET NO. 9-40	X-SECTION SHEETS

THIS PLAN CONTAINS 40 SHEETS

DESIGN DESIGNATION

ESAL$_{20}$
R Value
ADT (1995) = 1250
Proj. ADT (2015) = 1625
Proj. HCADT (2015) = 90
Soil Factor .80
9 Ton Design
Shoulder Width 6 FEET

OR

Functional Classification
No. of Traffic Lanes 2 No. of Parking Lanes 0

Design Speed 65 MPH
Based on Stopping Sight Distance
Height of eye 3.5 Height of object .05
Design Speed not achieved at:
STA. TO STA. MPH
STA. TO STA. MPH
STA. TO STA. MPH

I HEREBY CERTIFY THAT THIS PLAN, AND REPORT, WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 7-1-91 REG. NO. 3018 ENGR. Graeme A. Huffman

COUNTY SIBLEY

Recommended for Approval _____ 19__

Recommended for Approval Mel Hunter 4/26 1991

Recommended for Approval _____ 19__

Approved 5-9 1991

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
_____

STATE A/D PROJ. NO. 72-020-18
STATE PROJ. NO.

SHEET NO. 1 OF 40 SHEETS

DEPARTMENT OF TRANSPORTATION - STATE OF MINNESOTA 07/01/97 08:34:05

AGGREGATE TEST REPORT - BITUMINOUS AGGREGATE Lab Nos: D7-BA97057
Tested At: DISTRICT 7 Lab - Mankato, MN Submitted By: -57- EHLERS
Project Nos: SP 72-609-17 (G.ISAKSON) Bridge Nos: NA
-57- Geo-Code: 7211402533340 Pit: DUFFY
Sampled From: -57- REC 7-97014 "BELT" PRODUCTION
To Be Used For: -57- 3139-2331-31B-BA2 31LEVEL

Lab. No. BA 97	57	FIELD	REQ'D.
Date Sampled	05/30/97		3139
Date Received	06/30/97		TYPE
Field ID/Result #	31LV112	32LV112	31B
19.0 mm (3/4") SIEVE	100	100	100-100
16.0 mm (5/8") SIEVE	99	98	
12.5 mm (1/2") SIEVE	96	96	
9.5 mm (3/8") SIEVE	92	92	
4.75 mm (#4) SIEVE	72	73	40-85
2.00 mm (#10) SIEVE	57	50	
0.850 mm (#20) SIEVE	40		
0.425 mm (#40) SIEVE	23	19	
0.180 mm (#80) SIEVE	8		
0.075 mm (#200) SIEV	4.5	4	2-8

NO QUALITY TESTS PERFORMED

MEETS REQUIREMENTS

APPROVED BY

Copies: ~~PIT ENG~~
PROJ ENG (2)

MINNESOTA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLAN FOR 2009 BITUMINOUS SEAL COAT

LOCATED ON CSAH 9, 10, 21, CR 117 & ARLINGTON SHOP LOT

COUNTY PROJECT 1101

GOVERNING SPECIFICATIONS

THE 2005 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION", SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD), INCLUDING THE LATEST "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS."

CSAH 9 FROM TRUNK HIGHWAY 5 TO NORTH COUNTY LINE
CSAH 10 FROM CSAH 3 SOUTH TO TRUNK HIGHWAY 15
CSAH 21 FROM 13TH STREET EAST TO CSAH 12
CR 117 FROM TRUNK HIGHWAY 5 TO 0.5 MILES NORTH
SIBLEY COUNTY SHOP LOT AT ARLINGTON

SEE SHEETS 4-7 FOR LOCATION MAPS

INDEX

SHEET NO.	SHEET DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES/NOTES
3	TYPICAL SECTIONS
4-7	LOCATION MAPS
8-11	TRAFFIC CONTROL PLANS

THIS PLAN CONTAINS 11 SHEETS.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE

DATE 4/23/09 LIC. NO. 25434 PRINT NAME BRETT BENZKOFER



COUNTY: SIBLEY

DISTRICT: 7

SibleyCounty Public Works

SIBLEY COUNTY PUBLIC WORKS
111 8TH STREET
P.O. BOX 897
GAYLORD, MN 55334
P (507) 237.4092
F (507) 237.4356
www.co.sibley.mn.us

S.A.P.

COUNTY PROJECT 1101 SHEET NO. 1 OF 11 SHEETS

2:17:20 PM
4/23/2009
S:\PublicWorks\Projects\1101\Design\Sealcoat plan\SEALCOAT TITLE SHEET.dgn

APPENDIX I

FIELD CORES AND FIELD CORE OPERATION PHOTOGRAPHS

Full core photographs can be found online at:
ftp://ftp2.dot.state.mn.us/pub/outbound/researchservices/Chip%20Seal%20Research/





Figure I-1. Coring operations and sample core extracted from the east end of 93rd Avenue in Blaine, MN





Figure I-2. Coring operations and sample core extracted from the east end of 93rd Avenue in Blaine, MN





Figure I-3. Coring operations and sample core extracted from 73rd Avenue in Brooklyn Park, MN



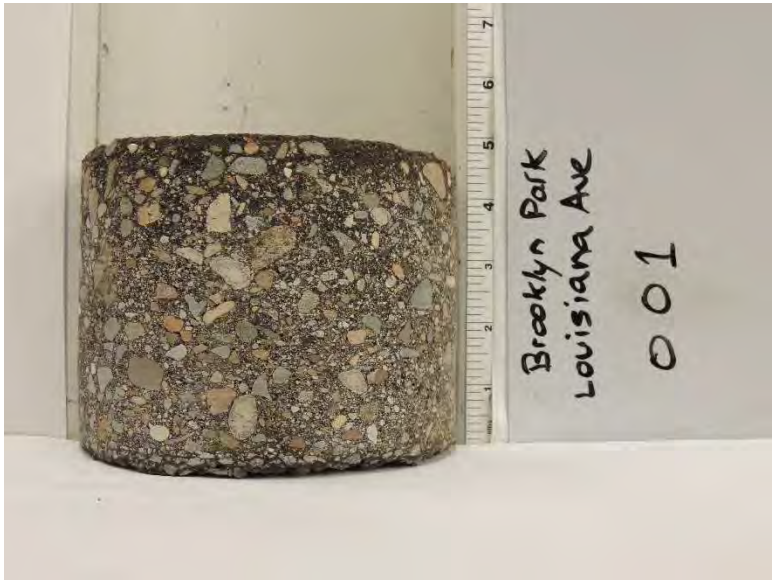


Figure I-4. Coring operations and sample core extracted from Louisiana Avenue in Brooklyn Park





Figure I-5. Coring operations and sample core extracted from Winnetka Avenue in Brooklyn Park, MN





Figure I-6. Coring operations and sample core extracted from 134th Street in Burnsville, MN





Figure I-7. Coring operations and sample core extracted from Heritage Circle in Burnsville, MN





Figure I-8. Coring operations and sample core extracted from Knob Hill in Burnsville, MN





Figure I-9. Coring operations and sample core extracted from Hyde Ave in Cottage Grove, MN





Figure I-10. Coring operations and sample core extracted from Ingberg Trail in Cottage Grove, MN





Figure I-11. Coring operations and sample core extracted from Jensen Ave in Cottage Grove, MN





Figure I-12. Coring operations and sample core extracted from Brooks Blvd. in Inver Grove Heights, MN





Figure I-13. Coring operations and sample core extracted from Osseo, MN





Figure I-14. Coring operations and sample core extracted from the north part of CSAH 9 in Sibley County, MN



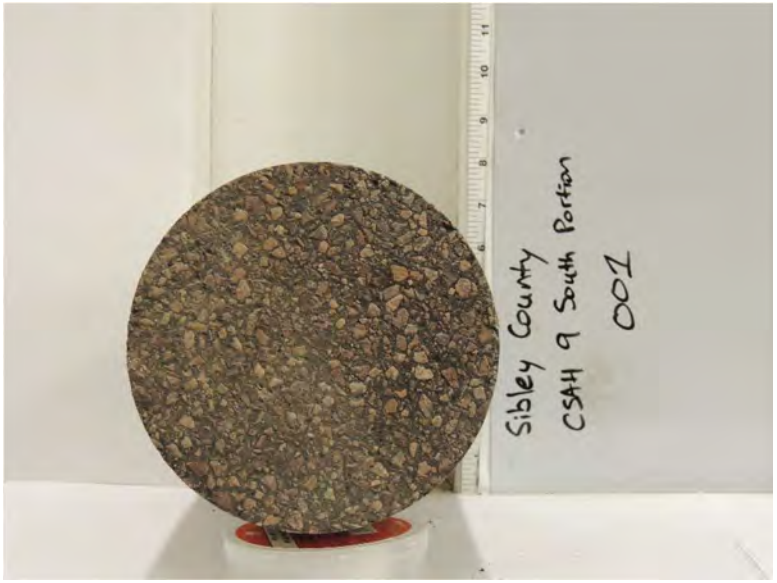


Figure I-15. Coring operations and sample core extracted from the south part of CSAH 9 in Sibley County, MN



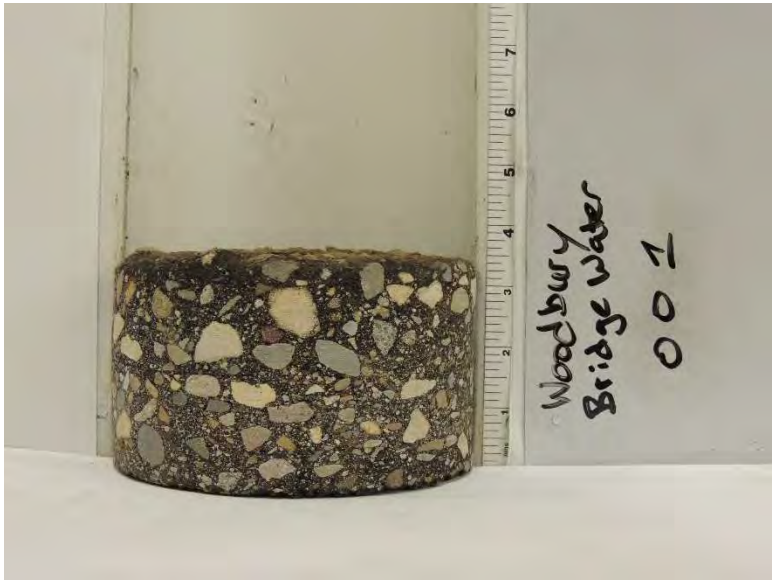


Figure I-16. Coring operations and sample core extracted from Bridgewater Road in Woodbury, MN





Figure I-17. Coring operations and sample core extracted from Newbury Alcove Cul de sac in Woodbury, MN





Figure I-18. Coring operations and sample core extracted from Newbury Alcove straight portion in Woodbury, MN

APPENDIX J

HAMBURG TEST PHOTOGRAPHS

Full core photographs can be found online at:
ftp://ftp2.dot.state.mn.us/pub/outbound/researchservices/Chip%20Seal%20Research/



Figure J-1. Paired specimen from the east end of 93rd Avenue in Blaine, MN, before Hamburg test

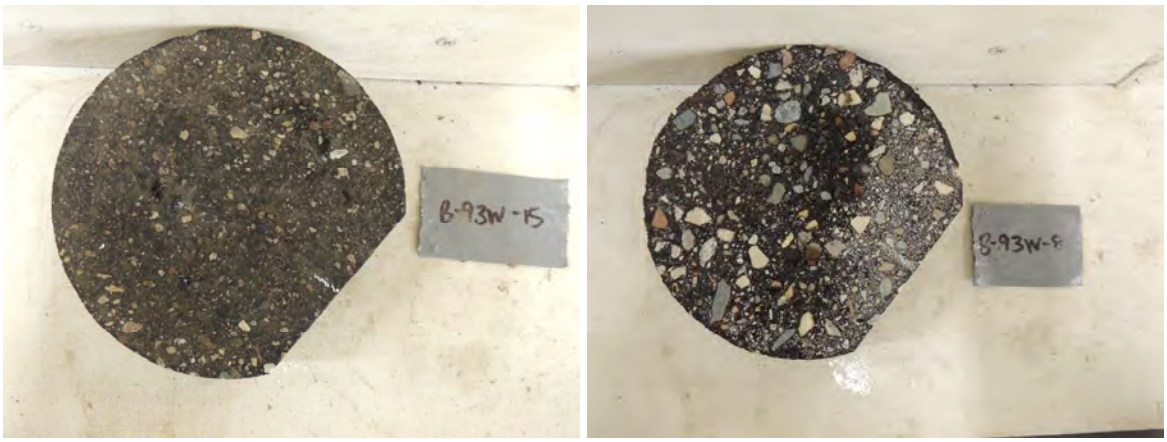


Figure J-2. Specimen from the west end of 93rd Avenue in Blaine, MN, before Hamburg test



Figure J-3. Specimen from 73rd Avenue in Brooklyn Park, MN, after Hamburg test

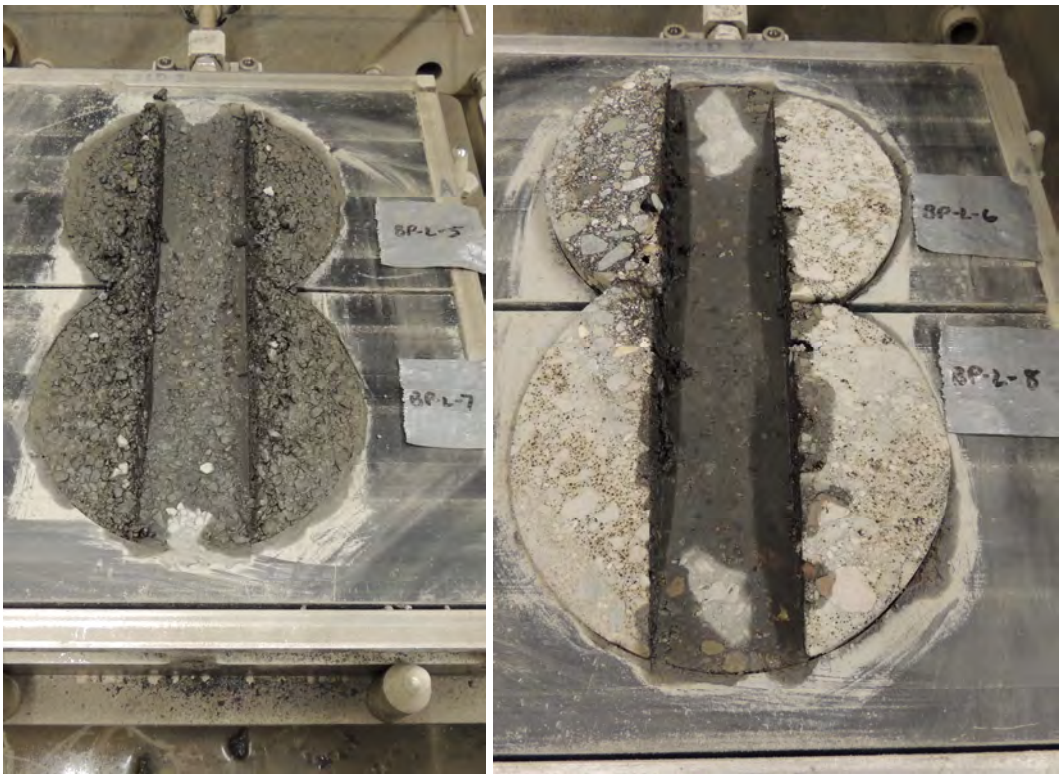


Figure J-4. Paired specimens from Louisiana Avenue in Brooklyn Park, MN, after Hamburg test



Figure J-5. Paired specimens from 134th Avenue in Burnsville, MN, before Hamburg test

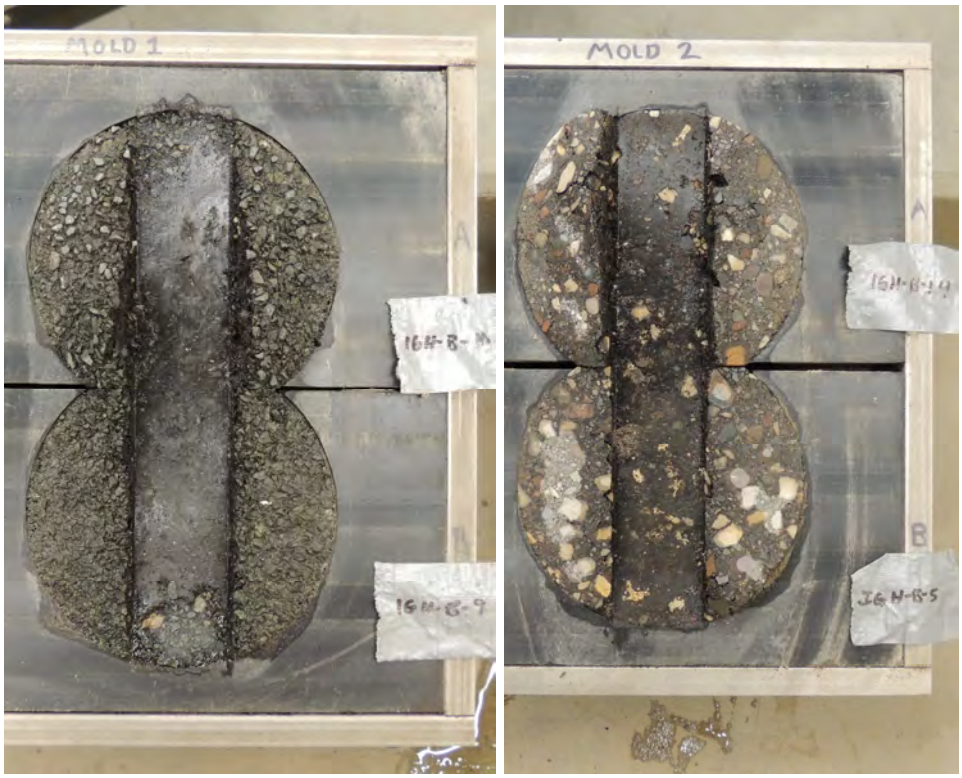


Figure J-6. Paired specimen from Brooks Blvd in Inver Grove Heights, MN, after Hamburg test

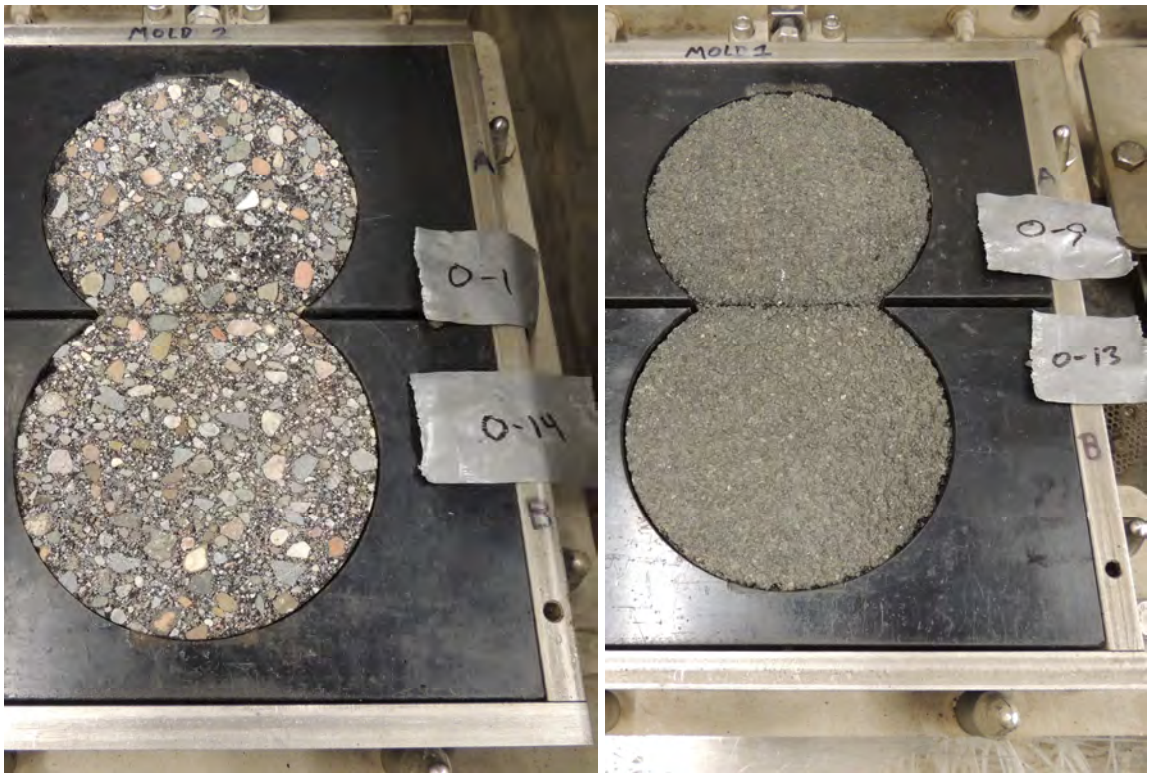


Figure J-7. Paired specimens from Osseo, MN, before Hamburg test

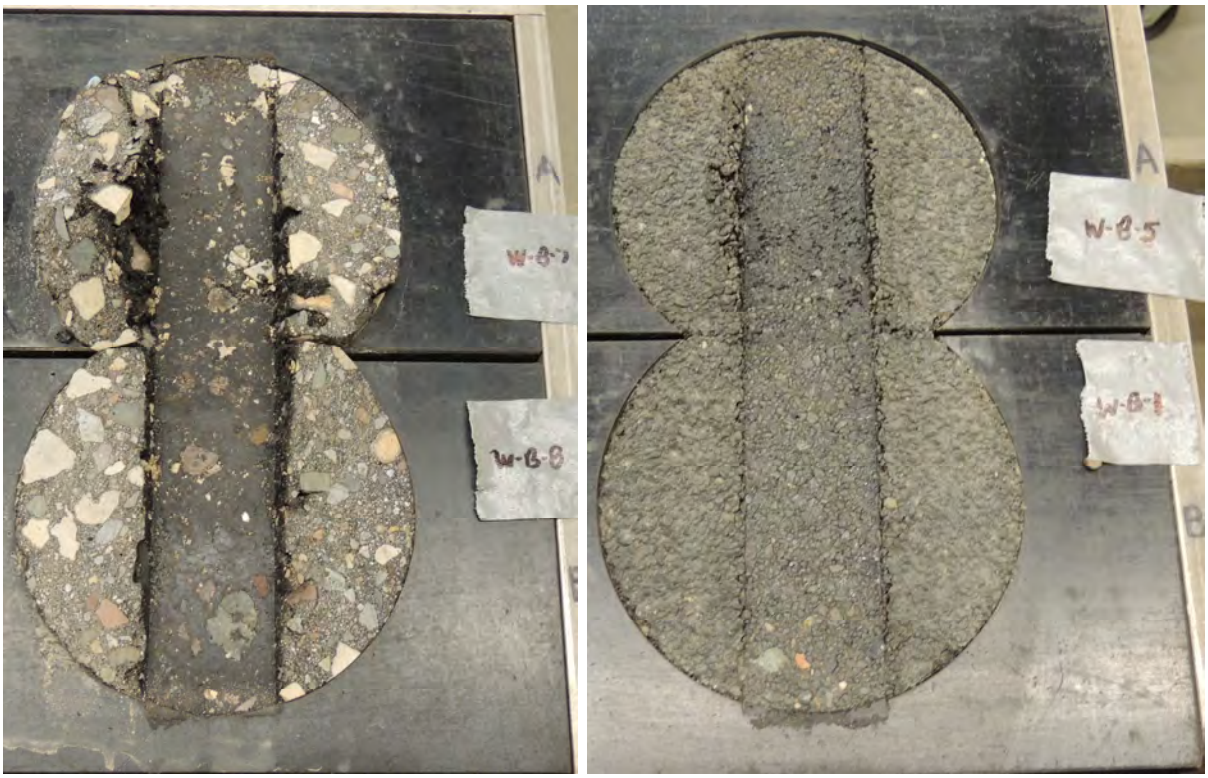


Figure J-8. Paired specimens from Bridgewater Road in Woodbury, MN, after Hamburg test

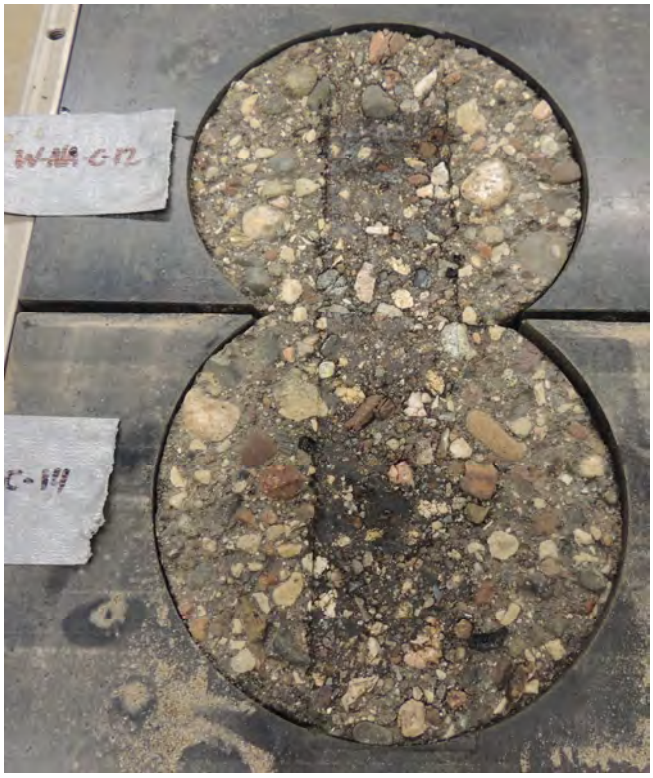


Figure J-9. Specimen without chip seal from Newbury Alcove Cul de Sac in Woodbury, MN, after Hamburg test

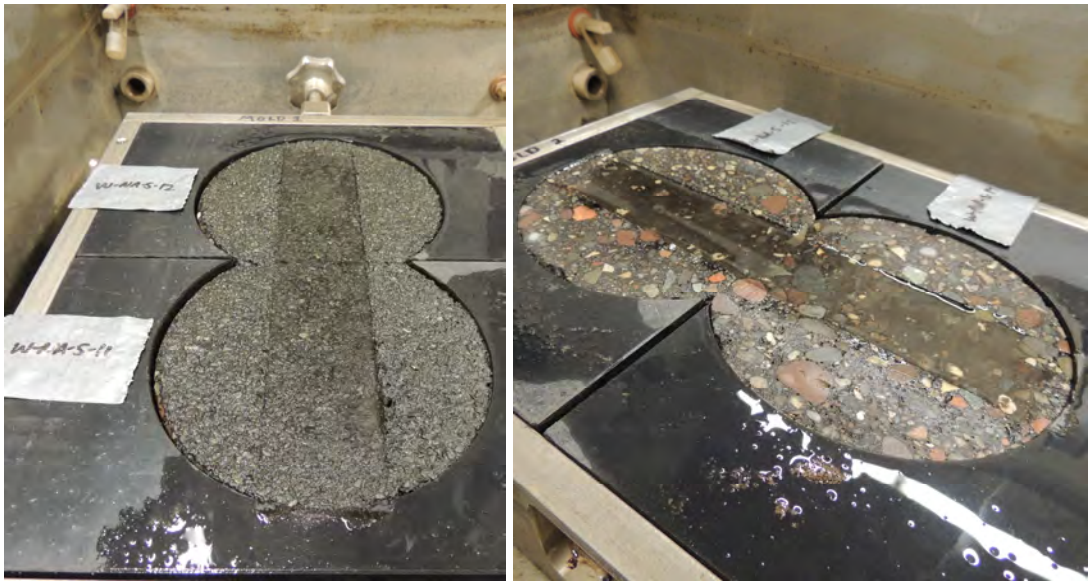


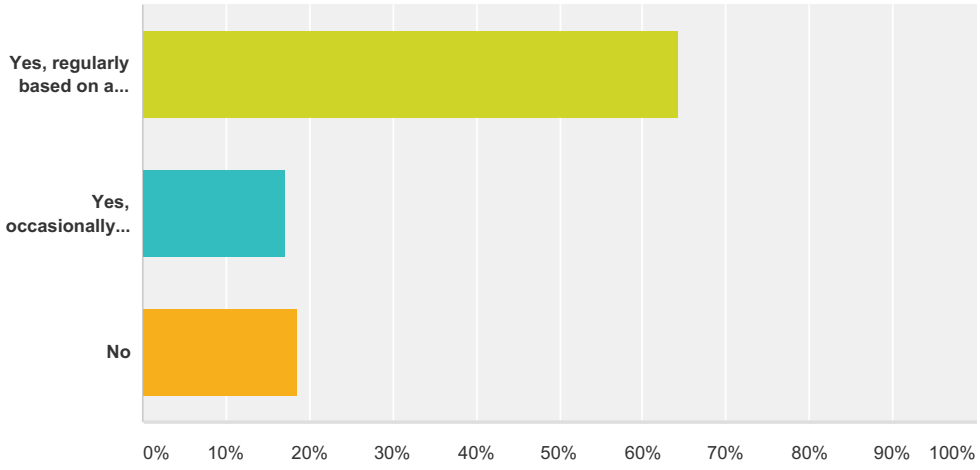
Figure J-10. Paired specimen from Newbury Alcove Straightaway in Woodbury, MN, after Hamburg test

APPENDIX K

CITY/COUNTY SURVEY AND RESPONSES

Q1 Are you currently using chipseals as part of your pavement maintenance program?

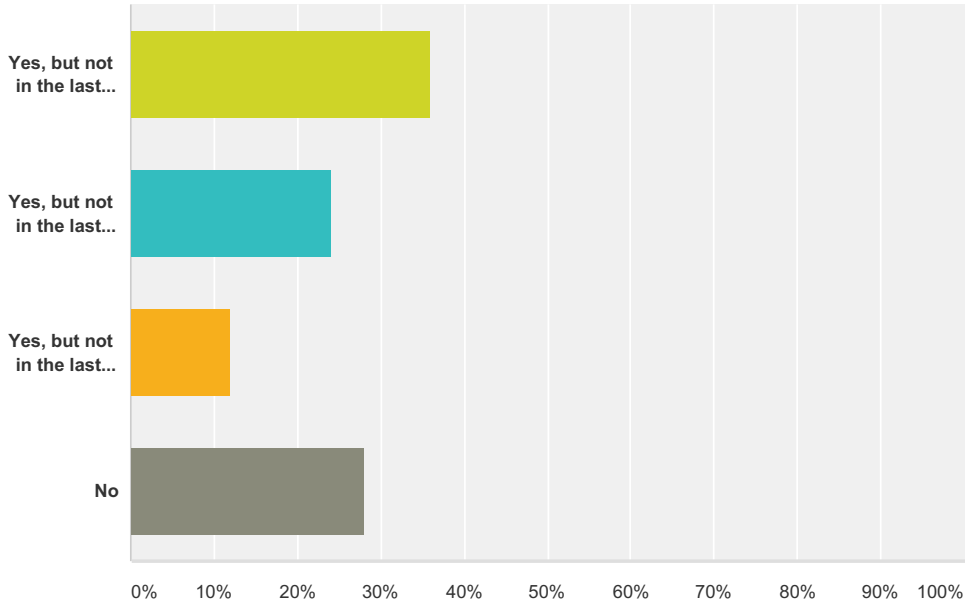
Answered: 129 Skipped: 0



Answer Choices	Responses	
Yes, regularly based on a schedule for most roadways	**64.34%**	83
Yes, occasionally depending on pavement and traffic conditions	**17.05%**	22
No	**18.60%**	24
Total		**129**

Q2 Has your organization used chipseals in the past?

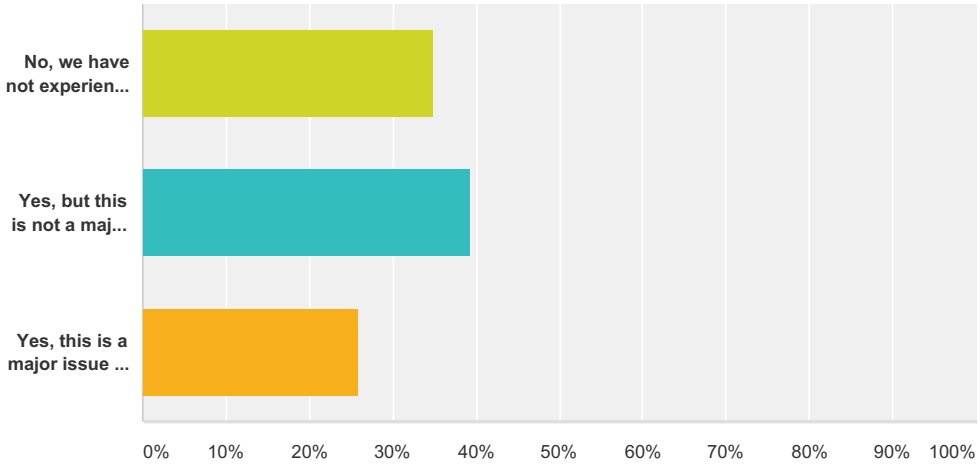
Answered: 25 Skipped: 104



Answer Choices	Responses	
Yes, but not in the last approximately 5 years	**36.00%**	9
Yes, but not in the last approximately 10 years	**24.00%**	6
Yes, but not in the last approximately 20 years	**12.00%**	3
No	**28.00%**	7
Total		**25**

Q3 On roads where chipseals have been used, have you experienced any problems with stripping or or delamination of the chipseal with the underlying layer of asphalt?Stripping is defined as a loss in the asphalt/aggregate bond resulting in raveling, a shallow surface pothole, or delamination of the chipseal surface.

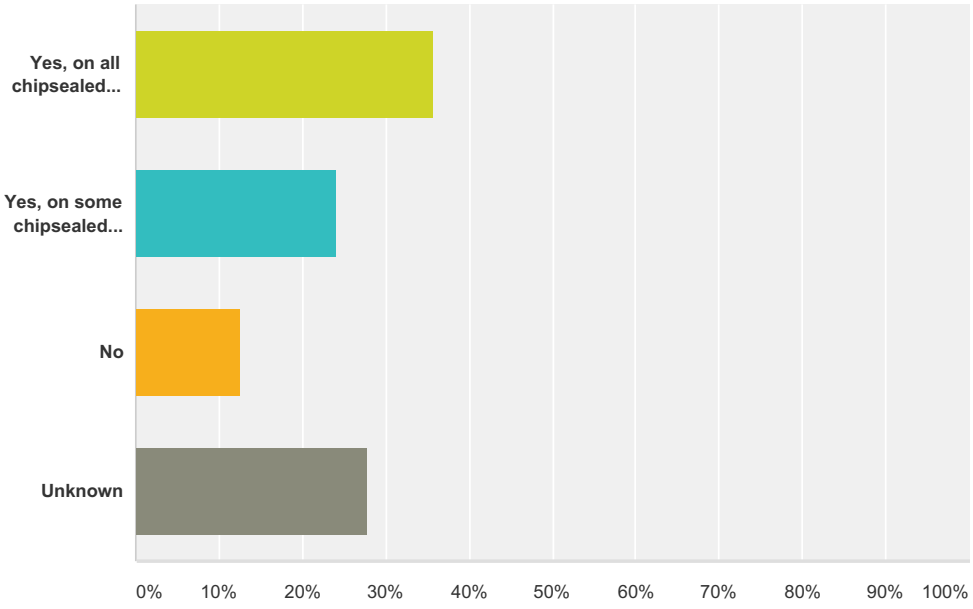
Answered: 112 Skipped: 17



Answer Choices	Responses	
No, we have not experienced this issue	34.82%	39
Yes, but this is not a major issue on our roadway network	39.29%	44
Yes, this is a major issue on our roadway network	25.89%	29
Total		112

Q4 Do you use a polymer modified emulsion with your chipseals?

Answered: 112 Skipped: 17



Answer Choices	Responses	
Yes, on all chipsealed roadways	**35.71%**	40
Yes, on some chipsealed roadways	**24.11%**	27
No	**12.50%**	14
Unknown	**27.68%**	31
Total		**112**

Q5 When did you start specifying the polymer modified emulsion?

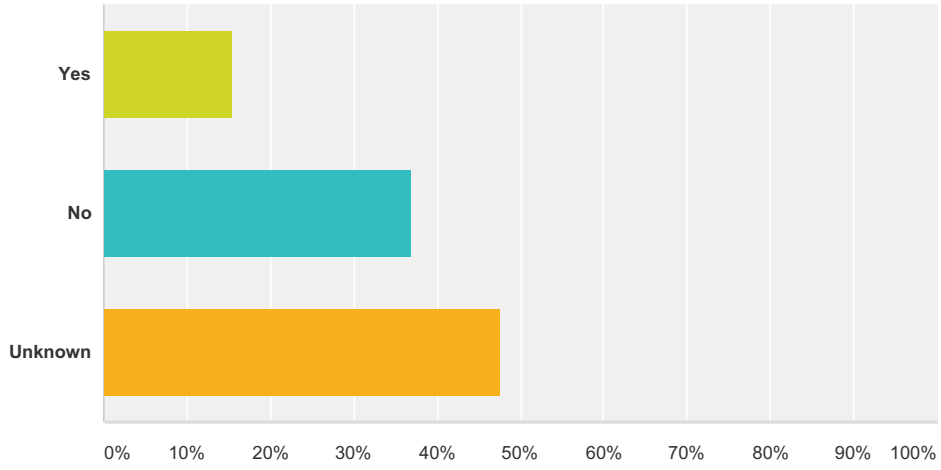
Answered: 51 Skipped: 78

#	Responses	Date
1	2005	10/28/2015 10:31 PM
2	Started doing cul-de-sacs a number of years ago. All streets this past year.	10/27/2015 12:41 PM
3	2000	10/26/2015 3:46 PM
4	?	10/24/2015 6:07 PM
5	unknown - at least 5 years	10/24/2015 10:06 AM
6	We reference MNDOT Spec 3151 & bid item is CRS-2. Not sure when MNDOT spec changed.	10/23/2015 2:26 PM
7	2008	10/22/2015 1:35 PM
8	2008	10/22/2015 10:46 AM
9	2008	10/22/2015 7:05 AM
10	2008	10/21/2015 10:26 PM
11	2014	10/21/2015 5:36 PM
12	2014	10/21/2015 4:38 PM
13	not known	10/21/2015 4:34 PM
14	5 to 10 years ago	10/21/2015 4:21 PM
15	2010	10/21/2015 2:51 PM
16	2010	10/21/2015 2:39 PM
17	2014	10/21/2015 12:01 PM
18	We have been using CRS2P for several years	10/21/2015 11:55 AM
19	2005	10/21/2015 11:35 AM
20	prior to my tenure	10/21/2015 11:30 AM
21	3 years ago	10/21/2015 11:25 AM
22	We use st. Louis County's Spec. They bid out our work	10/21/2015 11:05 AM
23	2005	10/21/2015 10:56 AM
24	2008	10/21/2015 10:53 AM
25	Not sure - likely more than 10 years ago. Used on cul-de-sac ends.	10/21/2015 10:51 AM
26	2014	10/21/2015 10:41 AM
27	2008	10/21/2015 10:30 AM
28	2010	10/21/2015 10:18 AM
29	2008	10/21/2015 10:14 AM
30	2004, for FA-3 chip seals only	10/21/2015 10:09 AM
31	Stopped chip sealing all together	10/21/2015 10:04 AM
32	On cul-de-sacs & High Volume Roads 2008	10/21/2015 10:02 AM
33	unknown	10/21/2015 9:36 AM
34	2012	10/21/2015 9:24 AM

35	2000	10/21/2015 9:22 AM
36	6 years ago.	10/21/2015 9:19 AM
37	we bid it every year, but typically don't use it because of the price difference. We use the cheaper oil with a cheaper chip. On a few occasions we've used a higher quality chip and have used the polymer emulsion. But not usually.	10/21/2015 9:14 AM
38	2012	10/21/2015 9:14 AM
39	2012	10/21/2015 9:12 AM
40	The City of Hastings has used CRS-2P oil since 2004.	10/21/2015 9:09 AM
41	2004	10/21/2015 9:08 AM
42	2014	10/21/2015 9:04 AM
43	2010	10/21/2015 9:03 AM
44	2009 or so	10/21/2015 9:02 AM
45	Don't know	10/21/2015 9:02 AM
46	over 10 years ago	10/21/2015 9:01 AM
47	yes, we used emulsion -but are not currently chip sealing	10/21/2015 9:00 AM
48	2014	10/21/2015 8:58 AM
49	2013	10/21/2015 8:57 AM
50	7-10 years ago maybe?	10/21/2015 8:55 AM
51	2015	10/21/2015 8:53 AM

Q6 Have you noticed any difference in the incidence of stripping/delamination on roads with polymer modified emulsion?

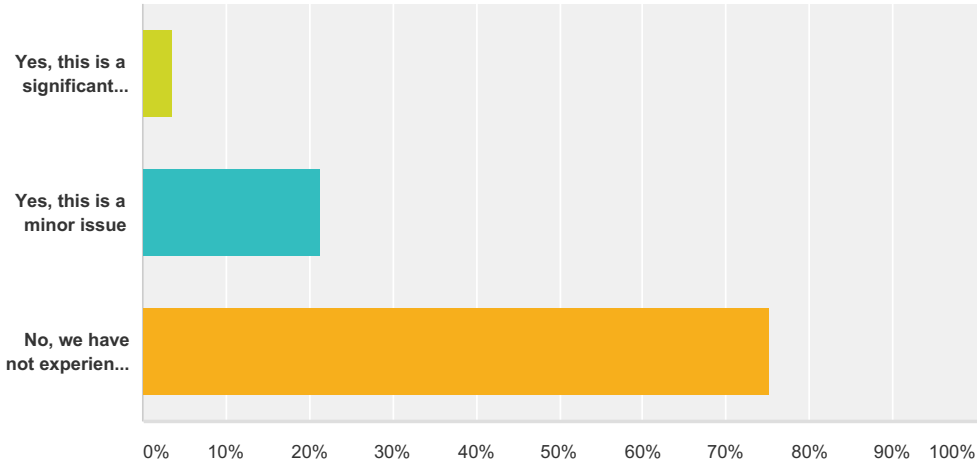
Answered: 65 Skipped: 64



Answer Choices	Responses	
Yes	**15.38%**	10
No	**36.92%**	24
Unknown	**47.69%**	31
Total		**65**

Q7 Do you have any pavements which are not chipsealed that are experiencing stripping failures? Stripping is defined as a loss in the asphalt/aggregate bond resulting in raveling, a shallow surface pothole, or delamination of the chipsealed surface.

Answered: 113 Skipped: 16



Answer Choices	Responses	
Yes, this is a significant issue	**3.54%**	4
Yes, this is a minor issue	**21.24%**	24
No, we have not experienced stripping on non-chipsealed surfaces.	**75.22%**	85
Total		**113**

Q8 Is there anything else you'd like to share about your use or non-use of chipseals?

Answered: 34 Skipped: 95

RespondentID	StartDate	Is there anything else you'd like to share about your use or non-use of chipseals?
4273372900	10/21/2015	Almost appears to be worse on roads with multiple chip seals. Maybe something to do with moisture getting trapped between the chip seal and the wear course.
4273395006	10/21/2015	Based on analysis done on our streets by Tom Wood @ MnDOT, the failure seems to be due to high air voids in the wearing course (possibly due to poor compaction).
4273399156	10/21/2015	Chip seal stripping, from our experience, has been late in the chip seal's life (year 5-7). Our specification on tack material is for a CRS-2P/CRS-2 (MnDOT Spec 3151) with an FA-2 Modified 1/8" aggregate. Not entirely sure if the CRS-2P/CRS-2 material is a polymer modified emulsion or not.
4278472353	10/23/2015	I have observed that the quantity of road salt that is placed on the road in the winter, affects the amount and area where stripping failure occurs. Please contact me if you would like to discuss. By Paul Pearson, PE, Sambatek, Inc. (ppearson@sambatek.com)
4274077158	10/21/2015	I have told our City Council for last 2 years that we no longer should do seal coating. No plans to start it up again.
4273391423	10/21/2015	I'm torn between answering number 6 as "unknown" instead of "no." Most of our roads built since the 90s have been chip sealed. The roads which haven't been chip sealed are really old roads built in the 80s (or earlier) that are now dilapidated in more ways than one.
4274626934	10/21/2015	In general, Albert Lea has not experienced a problem with this.
4273379811	10/21/2015	In regard to 6, we have limited number of non seal coated streets thus no answer. We have experienced striping below seal coat on streets paved around 1997 which is prior to us specifying anti strip additives in the bit pavement mix. The seal coats on those streets appeared to do little to prevent stripping in the mix.
4273428867	10/21/2015	Lakeville has gone away from the use of chip seals primarily because of the raveling issue, but also because we have we have started using c-oil with our bituminous mix designs, and have seen less thermal cracking, and therefore can better manage surface failures with crack filling alone.
4273512769	10/21/2015	Lots of info about non-use that I would love to share! However, the use of chip seals should all come down to a simple question: did the use extend the life of a street and safe money. In most cases and in my opinion, it cost cities millions more to use a chip seal vs. not using them. Even if there was just minor stripping and potholes, that cost still negates the benefits of using a chip seal. There are many cities that have not used chip seals and instead put the same money into crack filling and overlays. Their streets look great and they are not looking at spending millions to correct a problem that nobody can with 100% certainty tell us how to correct. If this answer to this question was known, Klayton would not have had to send this survey out.
4274195066	10/21/2015	Not finding chipseals indicated for the distresses associated with local roads. Our focus is on routing and sealing cracks and reserving resources for thin overlays to extend pavement life when patching/ride/visuals prompt complaints. There is discussion from time to time whether some sort of surface treatment is desired by the community for aesthetic purposes.
4276394004	10/22/2015	Only 3 projects done-2008, 2014 & 2015. These are thin sealcoats with a fine FA-2 trap rock.
4273380854	10/21/2015	Our focus is now on mill and overlay as we are dedicating more money to addressing the chip seal issue.
4273393443	10/21/2015	Past practice was to chipseal to the amount budgeted, which resulted in a 50 year rotation on bit streets. We now budget based on a goal of 7 year rotation, with a budget reality of about 12.
4273378017	10/21/2015	Since chip seals have not been used in over 20 years, streets that were sealed have since been overlaid or reconstructed. Not able to give condition related to stripping as a result.

RespondentID	StartDate	Is there anything else you'd like to share about your use or non-use of chipseals?
4273459913	10/21/2015	Spring Lake Park is considering using polymer modified emulsion with our future chipseals.
4273638348	10/21/2015	The answer to question 6 is because we seal coat all of our roads. On question 2, I characterized the problem as "not a major issue" only because we are seeing the failures on roads that were constructed in the 1990's (give or take). Older roads are not showing signs of this type of failure, nor are newer roads.
4273401330	10/21/2015	The City did not have a proactive Pavement Management program until 2002. As a result, we did not have many paving projects in the 1990s. Also, we used to perform sealcoats using our own crews until 2000.
4276855573	10/22/2015	There has not been any stripping issues on our new pavements where we chose not to chip seal.
4273482462	10/21/2015	This is not scientific - the correlation between stripping and seal coating seems to be more associated with pavements in the late 80's and 90's. Previous to that there seems to be less of an issue. Again - not carefully documented or analyzed.
4276693172	10/22/2015	Typically this is bid as part of the City's material bids in the spring and administered and managed by the public works director. I have little say in which roads get treated and the frequency. The public works director does this on an as needed basis as funds are available.
4274773816	10/21/2015	Using the underbelly plows seems to have an effect on removing chip seals on the high spots of the road. We started using the polymer based oil last year and have not had enough time to see if it is better.
4273395125	10/21/2015	Very minor amount of stripping observed. Seemed to be in a few isolated, heavily shaded, flat grad sections. These observations are from WI
4273383483	10/21/2015	we are actually exploring using chip seals again.
4274663236	10/21/2015	We chip seal all newly constructed roadway surfaces within one year of completion.
4273573011	10/21/2015	We continue to chipseal roads that have previously been chipseal but will no long chipseal new pavements due to major issues. Feel free to contact me for more discussion.
4274407207	10/21/2015	We have decided to forgo second round of sealcoat between overlays (or between construction and first overlay) as of 2015.
4291598661	10/29/2015	We have greatly reduced the amount of chip sealing in the last 7 years due to the issues associated with stripping of the chip seal.
4273380373	10/21/2015	We have had success extending the life of our roads by using seal coating.
4273847397	10/21/2015	we have not experienced any stripping problems with our chipseals
4275194344	10/22/2015	We have stopped chipsealing because of the stripping failures. Very frustrating.
4275713929	10/22/2015	We heard about the stripping issues and decided not to use it. We are concerned about all forms of sealcoating.
4273775103	10/21/2015	We just started chip seals this year, so we don't have much history of failures.
4273454365	10/21/2015	We quit chip sealing when the failures occurred on the chip sealed roads and there were no failures on non-chip sealed roads of the same age.

Bituminous Pavement Stripping Research Findings
City of Ramsey February 20, 2020

Findings and Practices of other Cities

- Andover
  - Moving away from sealcoating streets.
  - Collects funds for first crackseal of new streets from developers.
- Anoka
  - Sealcoat AND fog seal all streets.
  - Crackseal streets one year before applying sealcoat/fog seal.
- Brooklyn Park
  - Streets constructed before 1990's did not experience pavement stripping.
  - Mill and overlay improvements completed in mid-1990's to early-2000's. Pavement stripping was observed after.
  - Stripping often starts at intersections, but once it starts it will continue to progress.
  - Don't do spot repairs. Mill and overlay entire streets to repair.
  - Quit sealcoating streets 2 years ago.
  - Do not rejuvenate streets.
- Coon Rapids
  - Administers Northwest Metro Pavement Management Group (JPA).
  - Planning to try faster curing fog seal emulsion offered by FHR this year (CQS-1hd50).
  - Crack fill only applied to MSA streets.
  - Crack fill and fog seal only applied to local streets.
  - No sealcoating in 2020.
- Saint Michael
  - Stripping under sealcoats observed since early 2010's.
  - Stopped sealcoating streets in 2014.
  - Applying Reclamite to wear course (new and overlays) $\leq$ 3 years old since 2017.
- Woodbury
  - Stripping under sealcoats observed since late 2000's.
  - Stopped sealcoating streets around 2009.
  - Replaced around 85 miles of residential street pavement since 2014.
  - Adopted new mix design per MnDOT Tech Memo 17-sa-01.
  - Applying Reclamite to new wear course within 1 year.

General Comments and Observations

- Stripping issues observed more often after the second sealcoat.
- Once stripping is observed it continues to expand.
- Freeze thaw cycles accelerate stripping.
- Based on weather trends, northern climates should expect to experience increased;
  - Rain events each winter, resulting in greater saturation of pavements
  - Freeze-thaw events each winter
- Mill and infill effectively repairs stripping damage *if done before progressing into base course*.
- Pavement rejuvenators (Reclamite, Replay, Fahrner, etc.);
  - Penetrate into pavements roughly 3/8-inch
  - Replaces maltenes in oxidized pavements
  - Effectively seals pavement surfaces
  - Numerous U.S. cities have used for decades, including Chicago

Local Road Research Board (LRRB) Pavement Stripping Research Conclusions and Recommendations

- LRRB 2013-08 Stripping of Hot-Mix Asphalt Pavements under Chip Seals (Wood & Cole, MnDOT)
  - Conclusions: Stripping of HMA pavement after application of chip seal caused by areas of high air voids or low density.
  - Recommendations: Agencies should use specified density methods to ensure proper uniform compaction of HMA paving. Three options for addressing existing streets with low density and high air voids variability include:
    1. Do nothing and allow pavement to fail prematurely.
    2. Chip seal early in pavement life, preferably within first 4 years, to keep pavement structure as dry as possible to limit moisture damage.
    3. Fog seal pavement w/ CSS-1h diluted to one-part water and one-part emulsion.
- LRRB 2017-35 Prevention of Stripping Under Chip Seals (David L. Rettner, AET)
  - Conclusions:
    1. Study could not verify conclusions of 2013 LRRB research that high air voids is the primary cause of stripping (Wood & Cole, 2013).
    2. Study unable to identify mix designs or construction practices that correlated with incidence of stripping (e.g., bituminous mixture, contractor, geographic location, or year of construction).
    3. Primary conclusion of study is that while stripping under chip seals is a concern, it cannot be addressed with a simple mix design or paving rule of thumb.
  - Recommendations:
    1. Stripping under chip seals may be due to trapped moisture and water vapor between the chip seal and the asphalt pavement. This phenomenon would be similar to stripping behavior observed in conventional overlays of asphalt (Kandhal & Rickards, 2001).
    2. Ensure appropriate drainage in chip-sealed pavements. Utilization of subsurface drainage will reduce the probability of saturated subbase and base layers, which will reduce the amount of moisture moving through pavement.
    3. Minimize trapped water vapor between chip seal and the underlying asphalt. If first lift of pavement is damaged due to insufficient structural capacity to withstand heavy loads, the pavement may already have significant microscopic sized cracks that allow water vapor to be transmitted from subgrade soils into the pavement and be trapped. Causes of this cracking can include staggered construction of bituminous pavement layers across multiple construction seasons subjecting pavement to heavy loads while not at full strength.
    4. Explore use of thin bituminous overlays, approximately five-eighths inches in thickness, as an alternative to chip seal treatments. In Texas, these fine-mix overlays have shown promise as a surface treatment on oxidized pavement and as a surface treatment to extend the life of roadways exhibiting signs of stripping. Studies have shown these thin overlays can extend the service life by an additional three to five years before a mill-and-overlay is required.
    5. Maintain better municipal records on paving contractors and paving materials. While many city/county engineers were able to provide valuable detail on their chip-sealed roads for this study, the results and conclusions were limited by lack of information (see Section 3.4). Detailed records of contractor and materials would benefit future research efforts and municipal efforts to maintain roads.
- LRRB NS462 – Is Seal Coating Counterproductive or Not?
  - Study not yet complete.

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, February 18, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Mark Kuzma
Councilmember Jeff Menth
Councilmember Chris Riley

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Deputy City Administrator Tim Gladhill
City Administrator Kurt Ulrich

5.06: Consider Recommendation to City Council to Indefinitely Suspend Sealcoat Program and Reallocate Budgeted Funds

City Engineer Westby reviewed the staff report.

Councilmember Riley asked if the results from ground penetrating radar (GPR) are as good as pavement coring's.

City Engineer Westby explained that the radar provides a reading every one foot. He stated that the coring provides physical data on the pavement structure in isolated locations and therefore would continue to be a part of projects. He stated that the GPR provides data on pavement sections along an entire roadway, which is critical to planning future pavement management projects.

Councilmember Riley stated that he would agree with the plan as proposed. The Committee confirmed consensus.

Motion by Councilmember Riley, seconded by Councilmember Menth, to recommend that the City Council indefinitely suspend the City's annual sealcoat program and approve Staff's proposed sealcoat budget reallocations.

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


FOR LEASE

CC Regular Session **7. 4.**

Meeting Date: 02/24/2020

By: Tim Gladhill, Community Development

Information

Title:

Adopt Resolution #20-039 Approving Preliminary Cost Share Framework for Improvement Project #20-04: Development Initiated Puma Street Extension Project

Purpose/Background:

The purpose of this case is to approve a preliminary framework for acceptable funding alternatives for the Puma Street Development Initiated Expansion and Safety Improvement Project.

The need for this project is being driven by two development projects at the intersection of Puma Street and Alpine Drive.

- Riverstone by Capstone Homes
- Outlot A, Alpha Development by AKM Farm (Paxmar)

This topic was discussed at the February 11, 2020 Work Session with the City Council and Planning Commission. Consensus at that meeting was that this improvement was necessary and that a general cost-share model of an even split between Capstone, Paxmar and the City was desired. That model has since been updated based on discussions with the City Attorney to meet the requirements of Minnesota Statutes Chapter 429 (Local Improvements, Special Assessments).

As a sidebar, there was some discussion about the City paying 50% of the costs of the improvements and assessing the remaining balance to the development parcels. However, Staff does not believe there was enough support for this alternative, based on discussion. Therefore, Staff has not run this model. However, if the City Council directs, this additional analysis will be completed on this model.

Finally, process is governed by Minnesota Statutes Chapter 429 as well as City Charter Chapter 8. City Charter does not allow for a petition against this project due to size and zoning district (Section 8.4.3).

Timeframe:

20 minutes

Observations/Alternatives:

In 2016, the City began exploring infrastructure needs in the area generally north of Highway 10, west of Armstrong Boulevard and south of Alpine Drive. As that infrastructure analysis was being completed, the City received multiple development proposals.

- Bunker Lake Industrial Park by PSD, LLC and Hageman Holdings, LLC (approved, partially complete)
- Riverstone by Capstone - Single-Family Neighborhood (approved, partially complete)
- Northfork Meadows by Paxmar - Single-Family Neighborhood (denied)
- Villas at Northfork by Paxmar - Single-Family Neighborhood (withdrawn, now being reviewed as BK Land Development)

Assessment Method

In discussing this topic with the City Attorney, Staff is recommending that the City employ the 'Per Net-Developable Acreage' model of assessment. This allows the City to scale the assessment based on the true

impacts of new development as opposed to the 'Per Front Foot' model. The Per Front Foot model works great for reconstruction of existing residential roads in residential neighborhoods as each lot derives as similar benefit. In the case of development parcel, impacts are driven more by the overall size of the project as opposed to a road frontage calculation.

The City owns real property (Outlot C, Alpha Development) at the southeast corner of Alpine Drive and Puma Street. This parcel was acquired for park dedication purposes that could either be developed as a park OR any cash received for sale conveyed to the Park Dedication Fund. As owner of real property, the City will be responsible for a portion of the base assessment.

City Contribution to Collector Road

As noted above, the City will be responsible for a portion of the base assessment as real property owners of Outlot C, Alpha Development. The City should consider this assessment amount in land sale transactions to adjacent developers.

At the February 11, 2020 Joint Work Session with the Planning Commission, consensus was that a general City contribution (Municipal Contribution) was appropriate given the status as a collector road. Direction was given that an approximate 33% contribution was desired. This amount is the basis that was used to developed the attached cost share model.

Total Assessment Amount and Preliminary Assessment Amount

Attached to this case is a detailed breakdown of the proposed Project Proforma.

Future Discussions

This case is intended to serve as high-level policy direction. Next steps including, but not limited to Feasibility Report, Approving Plans, Awarding Contract and holding Assessment Hearing will provide additional levels of detail. The intent of this step is to limit the number of alternatives Staff should explore.

Alternatives

Alternative 1 - Approve the preliminary framework as proposed (Contribute $225,000 to the Collector Road and assess remaining balance using the per acre method).

Alternative 2 - Approve the preliminary framework as proposed, but with modifications.

1. Collector Road Contribution Amount
2. Assessment Method (linear frontage vs. net developable acreage)

Alternative 3 - Do not move forward with the project.

Funding Source:

The funding for this project is proposed to be a combination of City Contributions and Developer/Property Assessments as outlined below. As it pertains to the City's Cost Share (Municipal Contribution to Collector Road + Assessment Amount for Ownership of Real Property), several funding sources are available.

1. City's Public Improvement Revolving (PIR) Fund (generated from local property tax revenue)
2. Anoka County Redevelopment Authority (ACHRA)
3. State of Minnesota Municipal State Aid (MSA) Account

Cost Share Breakdown

Property/Party	Amount	Percentage
Paxmar/AKM Farm Outlot A, Alpha Development	$225,025	29.21%

City Outlot C, Alpha Development + Municipal Contribution to Collector Road	$254,960	33.55%
Capstone/Riverstone Outlot H, Riverstone	$283,015	37.24%
Total Project Cost minus Trunk Utilities	$760,000	100%

Recommendation:

The Public Works Committee recommends that the City Council approve the Preliminary Cost Share Framework for Improvement Project #20-04: Development Initiated Puma Street Extension Project.

Additionally, the Public Works Committee inquired if the two Developers would agree to pay for their share of the project costs up front rather than being assessed. Capstone has responded that they prefer to be assessed, but would further evaluate once final numbers are available. Paxmar has responded that they would not support an up front payment regardless of the amount. With that in mind, the assessment process will be required in order to move this project forward as presented.

Action:

Motion to adopt Resolution #20-039 approving the Preliminary Cost Share Framework for Improvement Project #20-04: Development Initiated Puma Street Extension Project.

Attachments

Riverstone Addition Preliminary Plat Plans

Concept Plan North Fork

Puma Street Project Background

Proposed Funding Plan

DRAFT Work Session Minutes dated February 11, 2020

Paxmar/AKM Farm Response

DRAFT Public Works Committee Minutes dated February 18, 2020

Resolution #20-039

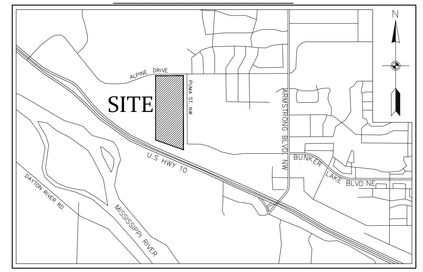
Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	02/20/2020 09:44 AM
Grant Riemer	Grant Riemer	02/20/2020 10:13 AM
Kurt Ulrich	Kurt Ulrich	02/20/2020 03:23 PM
Form Started By: Tim Gladhill		Started On: 02/18/2020 08:21 AM
Final Approval Date: 02/20/2020		

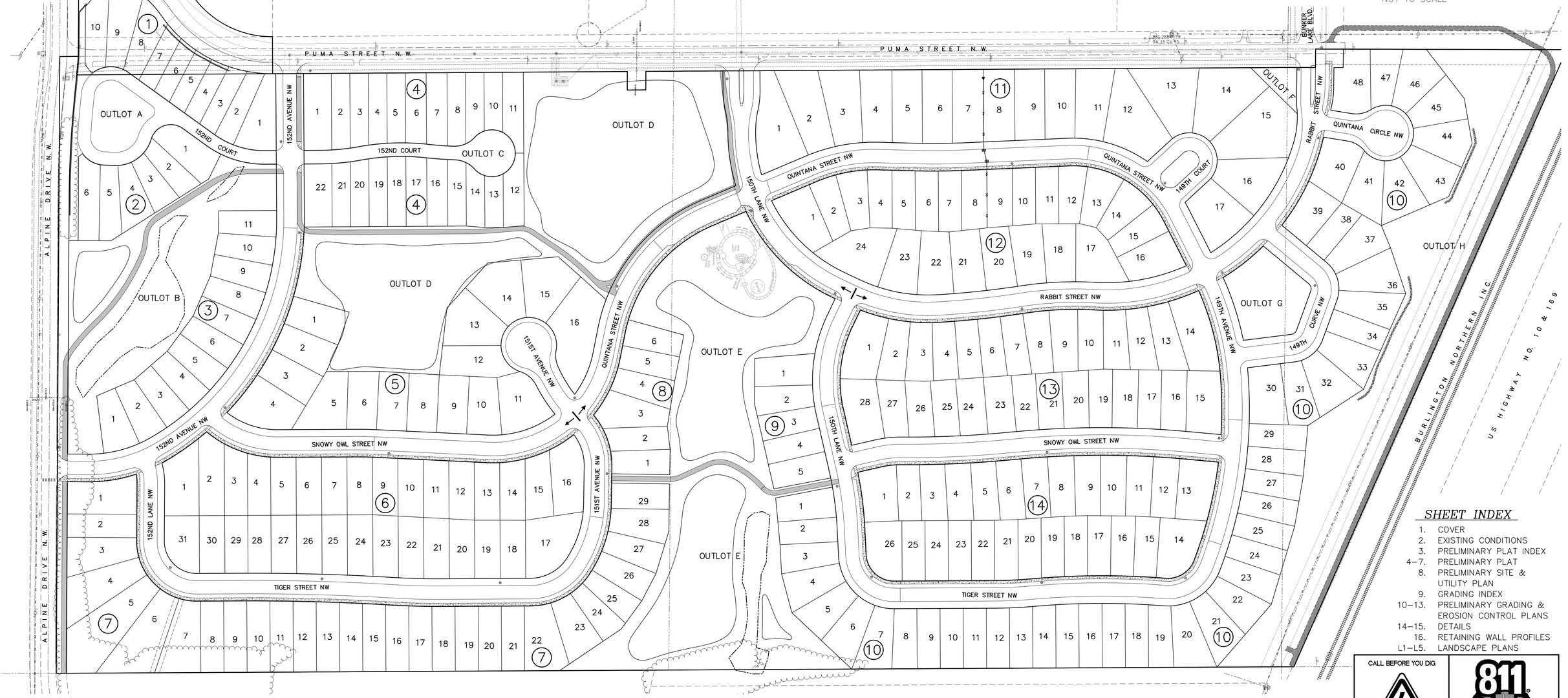
RIVERSTONE

RAMSEY, MINNESOTA

VICINITY MAP



NOT TO SCALE



SHEET INDEX

1. COVER
2. EXISTING CONDITIONS
3. PRELIMINARY PLAT INDEX
4–7. PRELIMINARY PLAT
8. PRELIMINARY SITE & UTILITY PLAN
9. GRADING INDEX
10–13. PRELIMINARY GRADING & EROSION CONTROL PLANS
14–15. DETAILS
16. RETAINING WALL PROFILES
L1–L5. LANDSCAPE PLANS

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200
(IN FEET)

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

Carlson McCain
• environmental
• engineering
• surveying

3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
4. 6/13/18 Per City Comments
5. 12/4/19 Revise Layout Per Owner

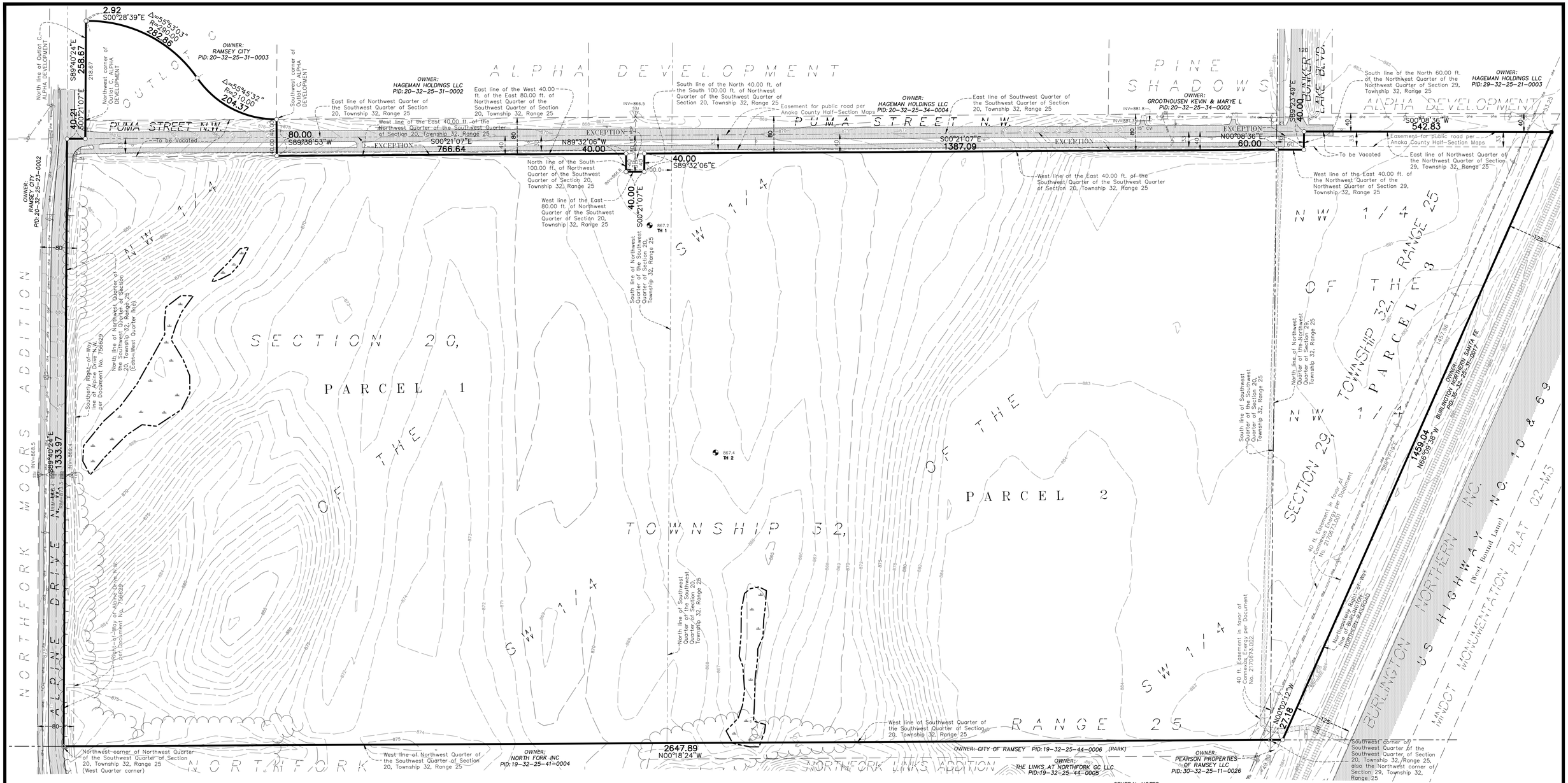
RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

COVER SHEET

1 of 16

Save Date: 12/05/19 F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_cover.dwg



Parcel Description:
(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

Parcel 1:
The Northwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet of said Northwest Quarter of Southwest Quarter lying southerly of the southerly right of way line of Alpine Drive as described in Document No. 756629.
AND ALSO EXCEPT the North 40.00 feet of the South 100.00 feet of the West 40.00 feet of the East 80.00 feet of said Northwest Quarter of Southwest Quarter.

Parcel 2:
The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet thereof.

Parcel 3:
The Northwest Quarter of Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying northeasterly of the northeasterly right of way line of Burlington Northern Railroad, EXCEPT the North 60.00 feet of the East 40.00 feet of said Northwest Quarter of Northwest Quarter.

(Proposed Legal Description, subject to City approved parcel subdivision)
That part of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota lying westerly and northwesterly of the following described line:

Commencing at the Northwest corner of said Outlot C; thence South 89 degrees 40 minutes 24 seconds East, assumed bearing, along the North line of said Outlot C, a distance of 218.67 feet to the point of beginning of the line to be described; thence South 00 degrees 28 minutes 39 seconds East, 2.92 feet; thence southwesterly 282.86 feet along a tangential curve concave to the northwest, having a radius of 290.00 feet and a central angle of 55 degrees 53 minutes 03 seconds to a point of reverse curvature; thence continuing southwesterly 204.37 feet along a reverse curve concave to the southeast, having a radius of 210.00 feet and a central angle of 55 degrees 45 minutes 32 seconds to the Southwest corner of said Outlot C and said line there terminating.

(Proposed Legal Description, subject to City approved Right-of-Way Vacation)
That part of Puma Street Northwest, as created and dedicated in the plat of ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, lying southerly of the westerly extension of the north line of Outlot C, said plat, and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

And

That part of the East 40.00 feet of the Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, lying southerly of the southerly right of way line of Alpine Drive NW as described in Doc. No. 756629 and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

LEGEND

- ◉ – Denotes Anoka County Cast Iron Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes Set Iron Pipe, Marked with RLS 40361
- –o– – Denotes Miscellaneous Sign
- E – Denotes Electric Box
- CB or CB – Denotes Catch Basin
- EM – Denotes Electric Meter
- T – Denotes Telephone Box
- UP – Denotes Utility Pole
- FES – Denotes Flared End Section
- HH – Denotes Hand Hole
- OHE – Denotes Overhead Electric
- ——>>—— – Denotes Storm Sewer
- —— x —— x —— – Denotes Existing Fence as noted
- – Denotes Wetland delineated by Kjolhaug Environmental Services Company in 2016
- – Denotes Gravel Surface
- – Denotes Bituminous Surface
- – Denotes Existing 1 Ft. Contour
- – Denotes Existing 5 Ft. Contour

N

0 50 100 200
(IN FEET)

GENERAL NOTES:

1. The field work for this survey was completed on November 28th, 2016.
2. Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.
3. BENCHMARK: Anoka County Benchmark No. 3076 Elevation= 890.186 (NAVD 88)
4. Surveyed property contains ±3,934,125 sq.ft. (±90.32 acres).
5. Wetlands shown hereon were delineated by Kjolhaug Environmental Services Company in 2016.
6. Above ground utilities have been field located as shown. Underground utilities shown hereon are those which were field marked by utility companies responding to Gopher State One Call, Ticket No. 162941258 and 162941314, dated 10/20/2016 or were taken from utility plans provided by the City of Ramsey. All underground locations shown hereon are APPROXIMATE. Prior to any excavations or digging, contact Gopher State One Call for an on-site location (651-454-0002).

Carlson McCain
• environmental
• engineering
• surveying
3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: Thomas R. Balluff, L.S.
Signature: Thomas R. Balluff
Date: 3/8/2017 License #: 40361

DRAWN BY: JAB
ISSUE DATE: 3/8/2017
FILE NO: 1308

Revisions:
1. 5/24/2017-Per City Comments
2. 6/23/2017-Per City Comments

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, Minnesota

EXISTING CONDITIONS

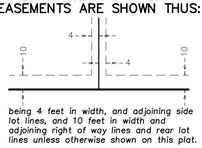
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RIVERSTONE

SITE DATA

TOTAL SITE AREA	±90.32 AC.	TOTAL LOT AREA	±51.31 AC.
TOTAL ROW AREA	±16.77 AC.	TOTAL NUMBER OF LOTS	279
TOTAL OUTLOT AREA	±22.24 AC.	SMALLEST LOT	±5,046 S.F.
OUTLOT A	±1.18 AC.	LARGEST LOT	±19,592 S.F.
OUTLOT B	±2.78 AC.	AVERAGE LOT	±8,161 S.F.
OUTLOT C	±0.44 AC.	EXISTING ZONING	R-1, R-2, R-3, B-2
OUTLOT D	±6.13 AC.	PROPOSED ZONING	PUD
OUTLOT E	±6.36 AC.	UTILITIES	AVAILABLE
OUTLOT F	±0.11 AC.	GROSS DENSITY	3.09 (LOTS/AC.)
OUTLOT G	±0.66 AC.		
OUTLOT H	±4.58 AC.		

PROPOSED DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 4 feet in width, and adjoining side lot lines, and 10 feet in width and adjoining right of way lines and rear lot lines unless otherwise shown on this plat.

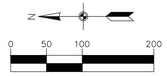
BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

LEGEND

- ◉ – Denotes Anoka County Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.



LEGAL DESCRIPTION

Parcel Description:
(Per Schedule A of Title Commitment No. 1273, with a commitment date of October 12th, 2016 at 7:30 A.M., prepared by Old Republic National Title Insurance Company)

Parcel 1:
The Northwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota. EXCEPT the East 40.00 feet of said Northwest Quarter of Southwest Quarter lying southerly of the southerly right of way line of Alpine Drive as described in Document No. 756629.
AND ALSO EXCEPT the North 40.00 feet of the South 100.00 feet of the West 40.00 feet of the East 80.00 feet of said Northwest Quarter of Southwest Quarter.

Parcel 2:
The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, EXCEPT the East 40.00 feet thereof.

Parcel 3:
The Northwest Quarter of Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying northeasterly of the northeasterly right of way line of Burlington Northern Railroad, EXCEPT the North 60.00 feet of the East 40.00 feet of said Northwest Quarter of Northwest Quarter.

(Proposed Legal Description, which may be subject to City approved parcel subdivision)
That part of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota lying westerly and northwesterly of the following described line:

Commencing at the Northwest corner of said Outlot C; thence South 89 degrees 40 minutes 24 seconds East, assumed bearing, along the North line of said Outlot C, a distance of 218.67 feet to the point of beginning of the line to be described; thence South 00 degrees 28 minutes 39 seconds East, 2.92 feet; thence southwesterly 282.86 feet along a tangential curve concave to the northwest, having a radius of 290.00 feet and a central angle of 55 degrees 53 minutes 03 seconds to a point of reverse curvature; thence continuing southwesterly 204.37 feet along a reverse curve concave to the southeast, having a radius of 210.00 feet and a central angle of 55 degrees 45 minutes 32 seconds to the Southwest corner of said Outlot C and said line there terminating.

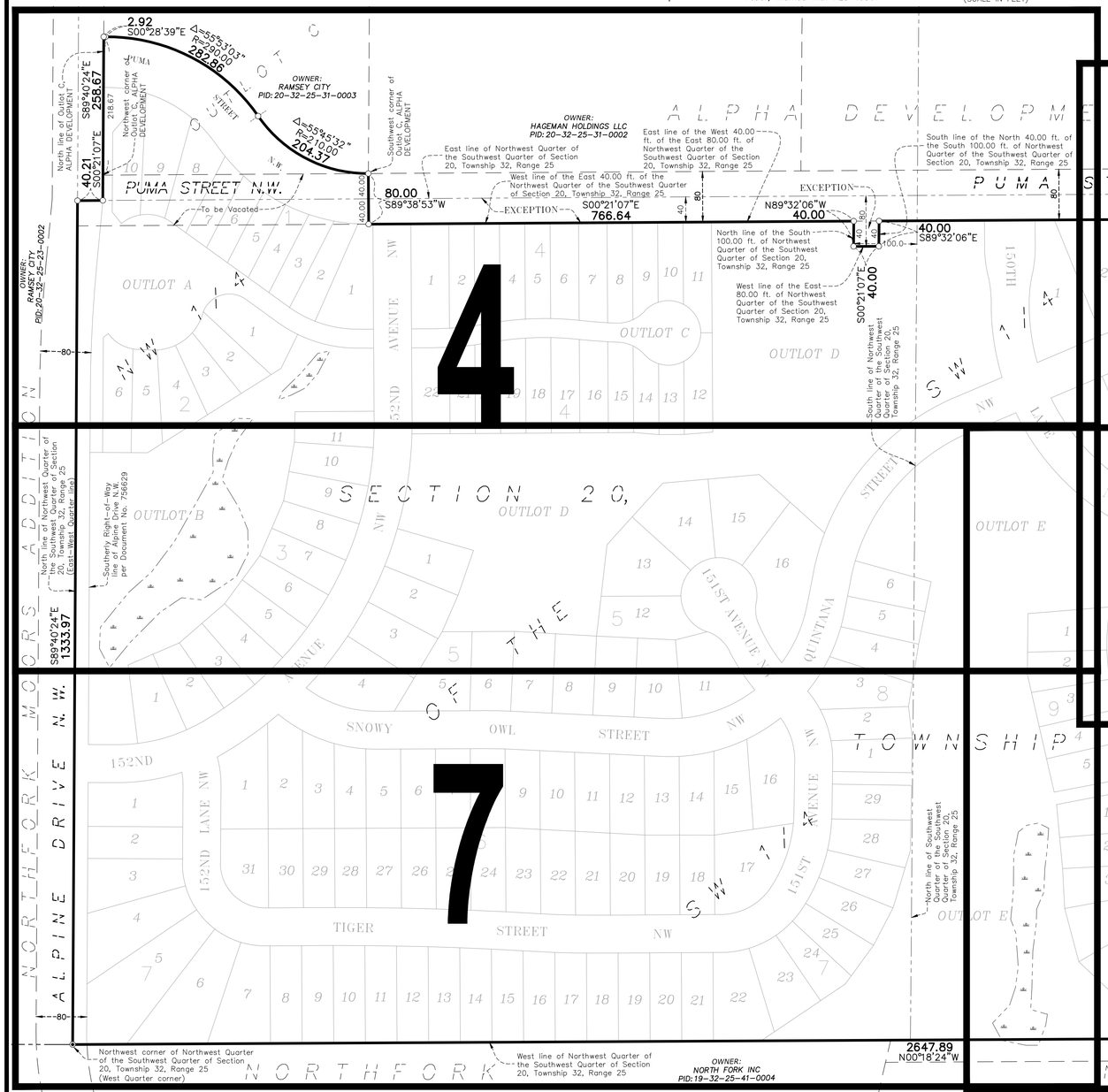
(Proposed Legal Description, which may be subject to City approved parcel subdivision)
That part of Puma Street Northwest, as created and dedicated in the plat of ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, lying southerly of the westerly extension of the north line of Outlot C, said plat, and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.

AND

That part of the East 40.00 feet of the Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, Anoka County, Minnesota, lying southerly of the southerly right of way line of Alpine Drive NW as described in Doc. No. 756629 and lying northerly of the following described line:

Beginning at the southwest corner of said Outlot C; thence South 89 degrees 38 minutes 53 seconds West, 80.00 feet, assuming the North line of said Outlot C has a bearing of South 89 degrees 40 minutes 24 seconds East, and said line there terminating.



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Print Name: Thomas R. Balluff, L.S.
Signature:
Date: 03/08/2017 License #: 40361

DRAWN BY: JAB
ISSUE DATE: 03/08/2017
FILE NO: 1308

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1. 5/24/2017-Per City Comments
2. 6/23/2017-Per City Comments
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4. 4/13/2018-Revise Street Names
5. 12/04/2019-Revise Layout per Owner

RIVERSTONE DEVELOPMENT, LLC
14015 Sunfish Lake B, Suite 400
Ramsey, MN, 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT INDEX

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LEGEND

- ◉ – Denotes Anoka County Monument
- ● – Denotes Found Iron Monument
- ○ – Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361

Bearings shown hereon are based on the North line of Outlot C, ALPHA DEVELOPMENT, according to the recorded plat thereof, Anoka County, Minnesota, which is assumed to bear South 89 degrees 40 minutes 24 seconds East.

N

0 25 50 100

(SCALE IN FEET)

ALPHA DEVELOPMENT

PUMA STREET N.W.

PUMA STREET N.W. (To be Vacated)

150TH LANE NW

152ND AVENUE NW

151ST AVENUE NW

150TH STREET NW

QUINTANA STREET NW

TOWNSHIP 32, RANGE 25

SECTION 20, TOWNSHIP 32, RANGE 25

THORK MOORS ADDITION

ALPINE DRIVE N.W.

OWNER: RAMSEY CITY PID: 20-32-25-31-0003

OWNER: HAGEMAN HOLDINGS LLC PID: 20-32-25-31-0002

OWNER: RAMSEY CITY PID: 20-32-25-23-0002

Northwest corner of Outlot C, ALPHA DEVELOPMENT

Southwest corner of Outlot C, ALPHA DEVELOPMENT

North line of Outlot C, ALPHA DEVELOPMENT

S89°40'24"E 238.67

S00°21'07"E 40.00

2.92 S00°28'39"E

Δ=55°53'03" R=290.00 282.86

243.8 R=250.00

Δ=55°45'32" R=210.00 204.37

243.3 R=250.00

S89°38'53"W 80.00

East line of Northwest Quarter of Section 20, Township 32, Range 25

West line of the East 40.00 ft. of the Southwest Quarter of Section 20, Township 32, Range 25

EXCEPTION

S00°21'07"E 766.64

East line of the West 40.00 ft. of the East 80.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

EXCEPTION 40.00 N89°32'06"W

S89°32'06"E 40.00

S00°21'07"E 40.00

North line of the South 100.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

West line of the East 80.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

South line of the North 40.00 ft. of the South 100.00 ft. of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

S89°40'24"E 1333.97

North line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (East–West Quarter line)

Southerly Right-of-Way line of Alpine Drive N.W. per Document No. 756629

OUTLOT A ±51,502 sq.ft. Drainage & Utility Easement (Over all of Outlot A)

OUTLOT B ±121,264 sq.ft. Drainage & Utility Easement (Over all of Outlot B)

OUTLOT C ±19,152 sq.ft. Drainage & Utility Easement (Over all of Outlot C)

OUTLOT D ±266,699 sq.ft. Drainage & Utility Easement (Over all of Outlot D)

OUTLOT D ±266,699 sq.ft. Drainage & Utility Easement (Over all of Outlot D)

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

Drainage & Utility Easement

SEE SHEET 7

SEE SHEET 5

Carlson McCain • environmental • engineering • surveying	3890 Pheasant Ridge Drive NE, Suite 100 Blaine, MN 55449 Phone: (763) 489-7900 Fax: (763) 489-7959 www.carlsonmccain.com	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota Print Name: Thomas R. Balluff, L.S. Signature: Date: 03/08/2017 License #: 40361	DRAWN BY: JAB ISSUE DATE: 03/08/2017 FILE NO: 1308	Revisions: 1. 5/24/2017-Per City Comments 2. 6/23/2017-Per City Comments 3. 3/26/2018-Layout Change 4. 4/13/2018-Revise Street Names 5. 12/04/2019-Revise Layout per Owner	**RIVERSTONE DEVELOPMENT, LLC** 14015 Sunfish Lake B, Suite 400 Ramsey, MN, 55303	**RIVERSTONE** Ramsey, MN	**PRELIMINARY PLAT**	4 of 16

[Save Date: 12/05/19] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

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0 25 50 100 (SCALE IN FEET)

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ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID: 20-32-25-34-0004

PUMA STREET N.W.
S00°21'07"E 1387.09
East line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
West line of the East 40.00 ft. of the Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25
EXCEPTION

PINE SHADOWS
OWNER: GROOTHOUSEN KEVIN & MARYE L
PID: 20-32-25-34-0002

West line of the East 40.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
EXCEPTION
N00°08'36"E 60.00
40.00 S89°23'49"E
BUNKER LAKE BLVD.
120

ALPHA DEVELOPMENT
OWNER: HAGEMAN HOLDINGS LLC
PID: 29-32-25-21-0003

PUMA STREET N.W.
South line of the North 60.00 ft. of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
S00°08'36"W 542.83
East line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25
Easement for public road per Anoka County Half-Section Maps (To be Vacated)

QUINTANA STREET NW
QUINTANA CIRCLE NW
149TH COURT
149TH CURVE NW
RABBIT STREET NW
SNOWY OWL STREET NW
LANE NW
AVENUE NW
STREET NW

Lots 1–15 (Block 11); Lots 1–28 (Block 12); Lots 1–15 (Block 13); Lots 1–14 (Block 14); Lots 1–48 (Block 10)

OUTLOT F ±4,941 sq.ft.
OUTLOT G ±28,544 sq.ft.
OUTLOT H ±199,714 sq.ft. Drainage & Utility Easement (Over all of Outlot H)

Utility Easement per Document No. 2170073.001

SEE SHEET 4
SEE SHEET 6

T32, R25, SECTION 29
TOWNSHIP 32 RANGE 25
NORTHERN PACIFIC R.R. CO.
BURLINGTON NORTHERN SANTA FE
OWNER: BURLINGTON NORTHERN SANTA FE PID 35-32-25-31-0017
BURLINGTON HIGHWAY NO. 10
MNDOT MONUMENTATION PLAT 02-M5
1459.04 N66°39'38"W

Carlson McCauley
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RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

5 of 16

[Save Date: 12/05/19] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

TOWNSHIP 32,

SEE SHEET 5

SEE SHEET 7

RABBIT STREET NW

SNOWY OWL STREET NW

TIGER STREET NW

149TH LANE NW

150TH LANE NW

149TH AVENUE NW

149TH CURVE NW

OUTLOT G
±28,544 sq.ft.

OUTLOT H
±199,714 sq.ft.
Drainage & Utility Easement
(Over all of Outlot H)

OUTLOT E
±276,979 sq.ft.
Drainage & Utility Easement
(Over all of Outlot E)

South line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

North line of Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

West line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

Southwest corner of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25, also the Northwest corner of Section 29, Township 32, Range 25

Utility Easement per Document No. 2770617.0001

Utility Easement per Document No. 2770617.0002

Northeasterly Right-of-Way line of BURLINGTON NORTHERN RAILROAD

OWNER:
CITY OF RAMSEY
PID:19-32-25-44-0006
(PARK)

OWNER:
THE LINKS AT NORTHFORK GC LLC
PID:19-32-25-44-0005

OWNER:
PEARSON PROPERTIES OF RAMSEY, LLC
PID:20-32-25-11-0026

2647.89
N00°18'24"W

2718
N00°02'12"W

631.6

139.2

LEGEND

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0 25 50 100
(SCALE IN FEET)

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NORTHFORK LINKS ADDITION

Carlson McCain
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• engineering
• surveying

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RIVERSTONE
Ramsey, MN

PRELIMINARY PLAT

6 of 16

[Save Date: 12/05/19] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

SEE SHEET 4

NORTHFORK MOORS

ALPINE DRIVE N.W.

ALPINE DRIVE N.W.

North line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (East-West Quarter line)

S89°40'24"E 1333.97

889.6

461.8

Southerly Right-of-Way line of Alpine Drive N.W. per Document No. 7586629

OUTLOT B
±121,264 sq.ft.
Drainage & Utility Easement
(Over all of Outlot B)

OUTLOT D
±266,699 sq.ft.
Drainage & Utility Easement
(Over all of Outlot D)

151ST AVENUE NW

151ND AVENUE NW

152ND LANE NW

SNOWY OWL STREET NW

TIGER STREET NW

QUINTANA STREET NW

TOWNSHIP 32,

OUTLOT E
±276,979 sq.ft.
Drainage & Utility Easement
(Over all of Outlot E)

SEE SHEET 6

NORTHFORK

OWNER:
NORTH FORK INC
PID: 19-32-25-41-0004

Northwest corner of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25 (West Quarter corner)

West line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

North line of Southwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

South line of Northwest Quarter of the Southwest Quarter of Section 20, Township 32, Range 25

2647.89
N00°18'24"W

631.6

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PRELIMINARY PLAT

7 of 16

Save Date: 12/05/19 | F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\survey\6435_prp.dwg

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

0 50 100 200

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE	☼	●
SANITARY MANHOLE	⊙ SAN	●
MISCELLANEOUS SIGN	⊣	⊣
EXISTING SPOT ELEVATION	ₓ0000.0	
EXISTING TREE		
TELEVISION BOX	▭ TV	
FIRE HYDRANT	⊙ FH	✳
FLUSHING HYDRANT		✳
GATE VALVE	⊙ GV	⋈
CLEANOUT	⊙ CO	◉
ELECTRIC BOX	▭ EB	
GAS METER	▭ GM	
CATCH BASIN	▽ or ◎	▽ or ◎
RAIN GUARDIAN		▬
ELECTRIC METER	▭ EM	RG
TELEPHONE BOX	▭ TB	
UTILITY POLE	⊙ UP	
FLARED END SECTION	⊙ FES	▲
STORM MANHOLE	⊙ STMH	●
SERVICE	⊙ SRV	
SOIL BORING/TEST HOLE	⊙	

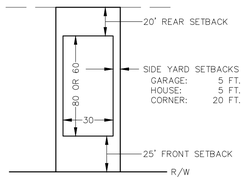
	MODULAR	ROCK
RETAINING WALL		
WATERMAIN		
SANITARY SEWER		
FORCEMAIN	FM	FM
STORM SEWER		
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut	ut
UNDERGROUND ELECTRIC	ue	ue
UNDERGROUND GAS	ug	ug
UNDERGROUND FIBEROPTIC	ufo	ufo
FENCE	x x x	
OVERHEAD ELECTRIC	ohe	ohe
CONCRETE SURFACE		
BITUMINOUS SURFACE		

PEDESTRIAN CROSSING ADVANCED WARNING SIGNAL. (FINAL LOCATION/DESIGN TO BE SUBMITTED & REVISED W/FINAL PLANS PRIOR TO INSTALLATION.

STREET SECTION

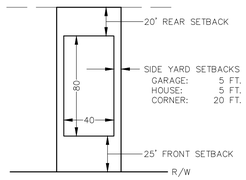
1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
BITUMINOUS MATERIAL FOR TACK COAT
2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE
PLACED ON PREPARED SUBGRADE

40' LOT DETAIL



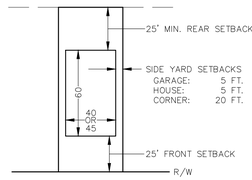
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50' VILLA LOT DETAIL



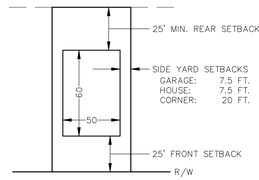
TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

50'/55' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

65' LOT DETAIL



TYPICAL SERVICES SHALL BE:
WATER: 1" COPPER TYPE K
SEWER: 4" PVC SDR 26
CURB STOP TO BE PLACED AT THE R/W

Carlson McCain
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• engineering
• surveying

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Blaine, MN 55449
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Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

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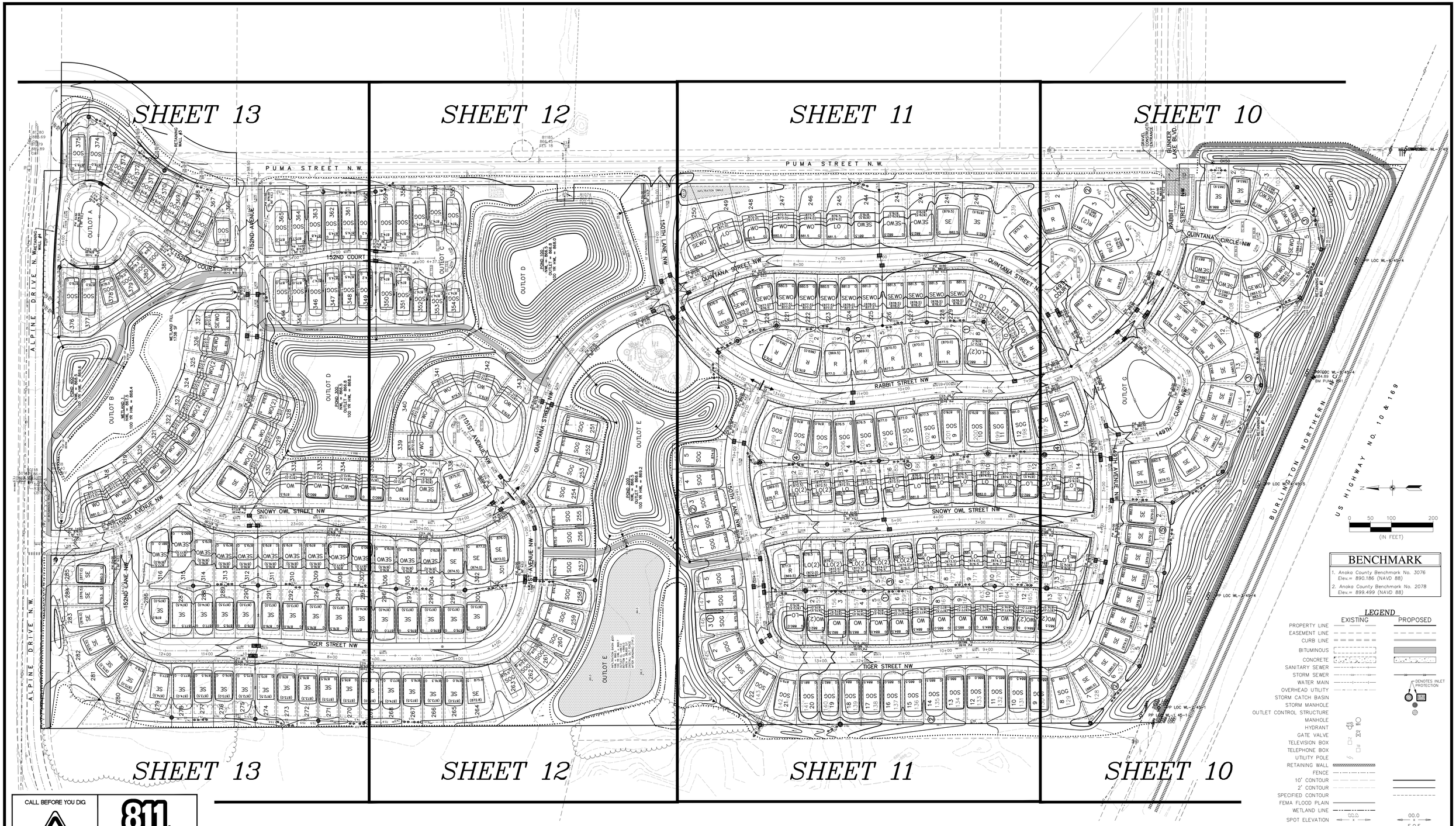
RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY SITE & UTILITY PLAN

8 of 16

Save Date: 12/02/19 | F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\preliminary\6435_site.dwg


SHEET 13
SHEET 12
SHEET 11
SHEET 10
PUMA STREET N.W.
ALPINE DRIVE N.W.
152ND AVENUE
152ND COURT
152ND LANE NW
151ST AVENUE NW
150TH LANE NW
QUINTANA STREET NW
RABBIT STREET NW
SNOWY OWL STREET NW
TIGER STREET NW
149TH AVENUE NW
149TH COURT
QUINTANA CIRCLE NW
RABBIT STREET NW
QUIRE NW
BUNKER LAKE BLVD.
BURLINGTON NORTHERN
US HIGHWAY NO. 10 & 169
OUTLOT A
OUTLOT B
OUTLOT C
OUTLOT D
OUTLOT E
OUTLOT F
OUTLOT G
RETAINING WALL #4
RETAINING WALL #5
RETAINING WALL #6
WETLAND FILL 1738 SF
WETLAND 1 100 YR H.W.L. = 866.4
POND 300 H.W.L. = 866.0 OUTLET = 865.8 100 YR H.W.L. = 868.2
POND 400 H.W.L. = 865.8 OUTLET = 865.6 100 YR H.W.L. = 868.6
POND 500 H.W.L. = 865.8 OUTLET = 865.6 100 YR H.W.L. = 868.0
INFILTRATION TABLE
GRAVEL CONSTRUCTION ENTRANCE
PP LOC WL-1 49-1
PP LOC WL-1 49-4
PP LOC WL-1 49-5
PP LOC WL-1 49-6
PP LOC WL-1 49-7
PP LOC WL-1 49-8
PP LOC WL-1 49-9
PP LOC WL-1 49-10
PP LOC WL-1 49-11
PP LOC WL-1 49-12
PP LOC WL-1 49-13
PP LOC WL-1

SEE SHEET 11

149TH AVENUE NW

149TH CURVE NW

149TH COURT

QUINTANA STREET NW

RABBIT STREET NW

QUINTANA CIRCLE NW

BUNKER LAKE BLVD.

GRAVEL CONSTRUCTION ENTRANCE

OUTLOT F

OUTLOT G

OUTLOT H

RETAINING WALL #1

RETAINING WALL #2

BURLINGTON NORTHERN INC.

US HIGHWAY NO. 10 & 169

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
OVERHEAD UTILITY		
STORM CATCH BASIN		DENOTES INLET PROTECTION
STORM MANHOLE		
OUTLET CONTROL STRUCTURE		
MANHOLE		
HYDRANT		
GATE VALVE		
TELEVISION BOX		
TELEPHONE BOX		
UTILITY POLE		
RETAINING WALL		
FENCE		
10' CONTOUR		
2' CONTOUR		
SPECIFIED CONTOUR		
FEMA FLOOD PLAIN		
WETLAND LINE		
SPOT ELEVATION	00.0	00.0
EMERGENCY OVERFLOW		E.O.F. 000.0
SILT FENCE		
TREE FENCE		
GRADING LIMITS		
TREELINE		
SOIL BORING		TB

0 25 50 100
(IN FEET)

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

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RIVERSTONE
Ramsey, MN

PRELIMINARY GRADING & EROSION CONTROL PLAN

10 of 16

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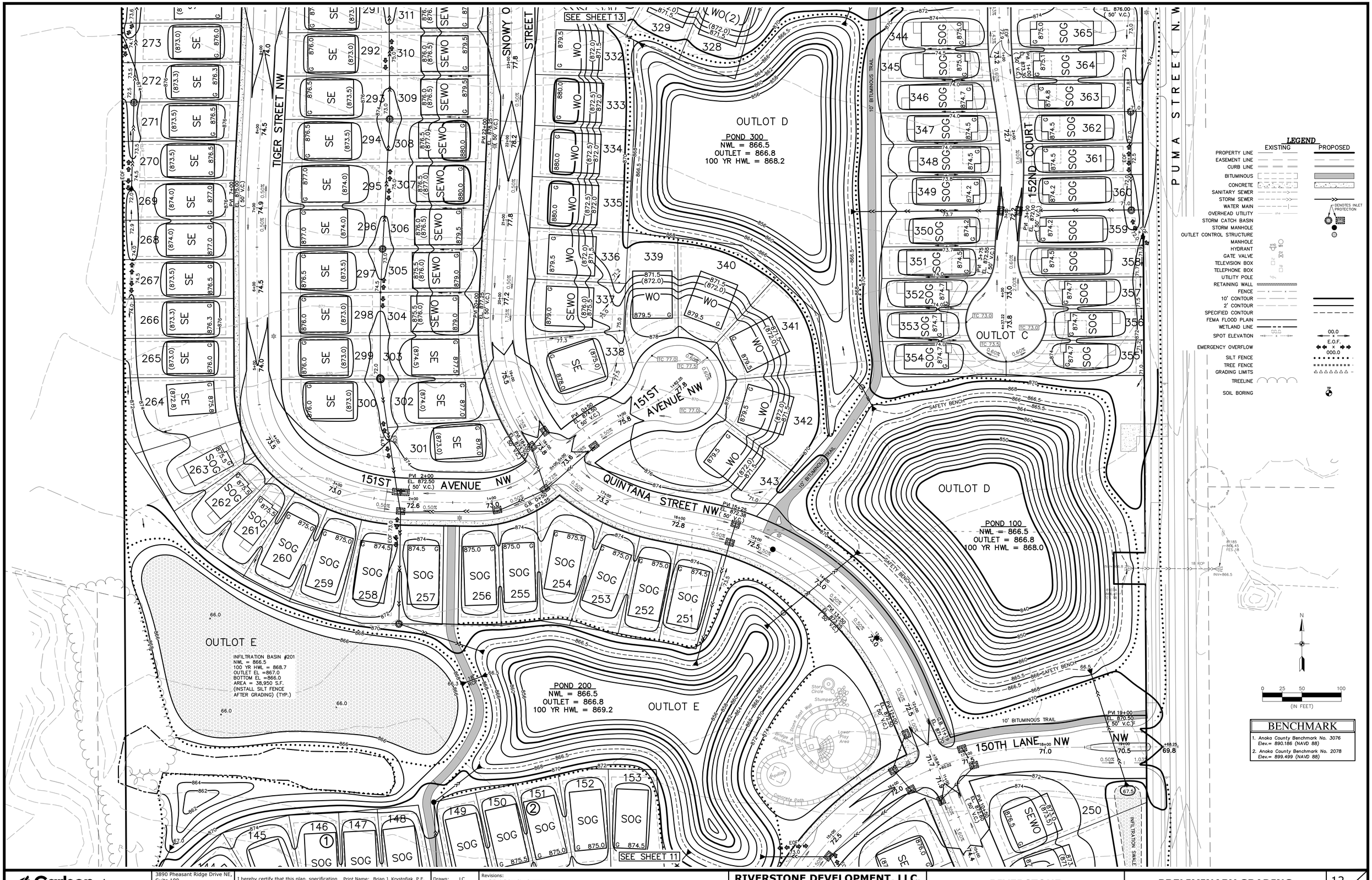
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PRELIMINARY GRADING & EROSION CONTROL PLAN

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ALPINE DRIVE N.W.

ALPINE DRIVE N. W.

RETAINING WALL #4

10' BITUMINOUS TRAIL

TOP OF BERM

POND 400
NWL = 868.5
100 YR HWL = 869.6

OUTLOT B

WETLAND 1
NWL = 867.5
100 YR HWL = 868.4

WETLAND FILL
1738 SF

OUTLOT A

RETAINING WALL #3

152ND LANE NW

152ND AVENUE NW

TIGER STREET NW

SNOWY OWL STREET NW

151ST AVENUE NW

152ND COURT

PUMA STREET N.W.

OUTLOT D

POND 300
NWL = 866.5
OUTLET = 866.8
100 YR HWL = 868.2

OUTLOT C

SEE SHEET 12

N

0 25 50 100
(IN FEET)

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
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LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
OVERHEAD UTILITY		
STORM CATCH BASIN		DENOTES INLET PROTECTION
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EMERGENCY OVERFLOW		E.O.F. 000.0
SILT FENCE		
TREE FENCE		
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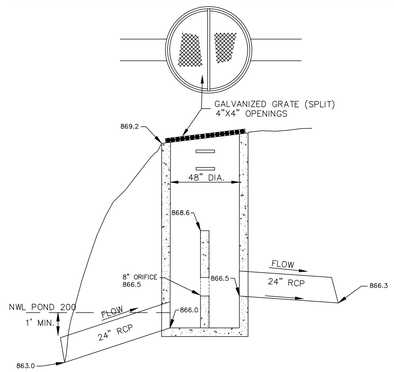
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PRELIMINARY GRADING & EROSION CONTROL PLAN

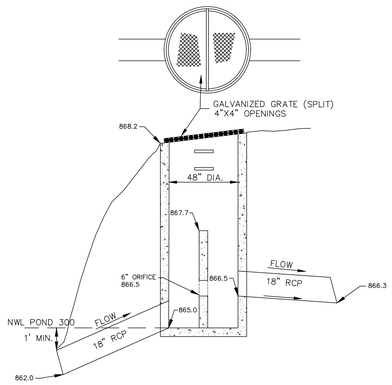
13 of 16

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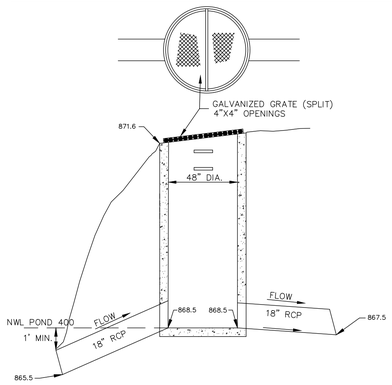
OUTLET CONTROL STRUCTURE POND 200



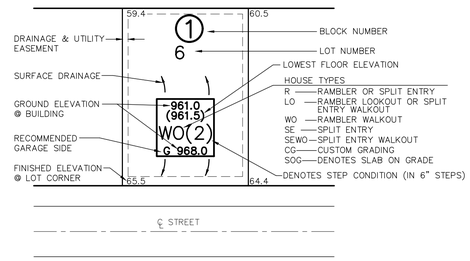
OUTLET CONTROL STRUCTURE POND 300



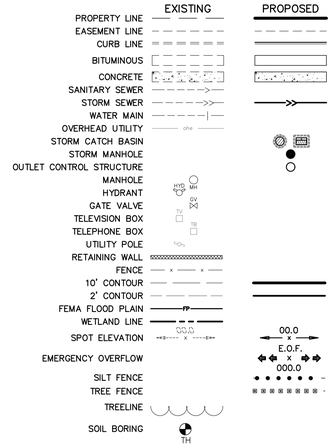
OUTLET CONTROL STRUCTURE POND 400



GRADING PLAN LOT KEY

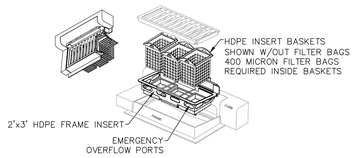


LEGEND



INFRASAFE – 2'x3' DEBRIS COLLECTION DEVICE

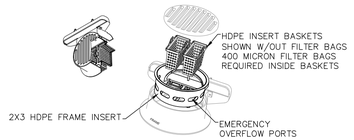
AS MANUFACTURED BY ROYAL ENVIRONMENTAL SYSTEMS



– MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
– DESIGNED FOR NEENAH R–3067 OR R–3290 SERIES

INFRASAFE – 27" DEBRIS COLLECTION DEVICE

AS MANUFACTURED BY ROYAL ENVIRONMENTAL SERVICES



– MEETS MN/DOT SPECIFICATION 3891.F
"STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
– DESIGNED FOR NEENAH R–3250–A OR R–3250–1 (MNDOT 801) FRAME CASTING

TABLE A
MODIFIED CLASS 5 SPECIFICATIONS

% PASSING

1"	100
3/4"	90 – 100
3/8"	50 – 80
No.4	35 – 70
No.10	20 – 60
No.40	10 – 35
No.200	5 – 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

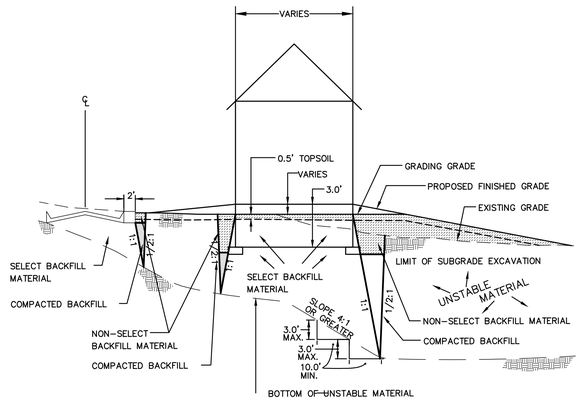
APPROVED: 2 – 2003

City of RAMSEY

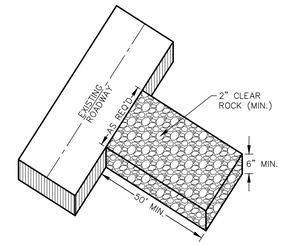
STANDARD DETAILS: MODIFIED CLASS 5 SPECIFICATIONS

CITY PLATE No. STR-26

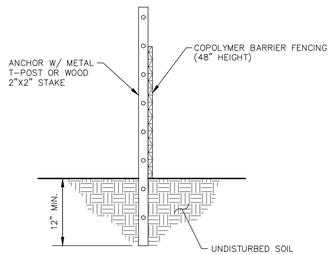
SUBGRADE CORRECTION



ROCK CONSTRUCTION ENTRANCE



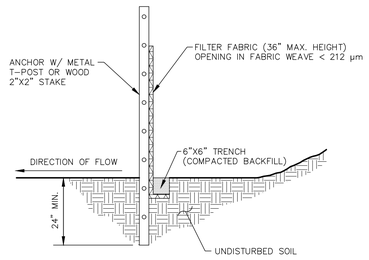
TREE FENCE



NOTES:

1. TREE FENCING SHALL BE PLACED A MINIMUM OF 1 FOOT PER CALIPER INCH OF TREE DIAMETER FROM TREE(S) THAT IS/ARE TO BE SAVED.
2. ANCHOR POST MAY BE SPACED UP TO 10 FEET APART.
3. SECURELY ATTACH TREE FENCE TO ANCHOR POSTS W/ MINIMUM OF TWO ATTACHMENTS PER POST.
4. SEE MNDOT SPECIFICATION 2572.

SILT FENCE



NOTES:

1. DIG A 6"X6" TRENCH ALONG THE INTENDED SILT FENCE LINE.
2. DRIVE ALL ANCHOR POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
3. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART.
4. LAY OUT SILT FENCE ALONG THE UPHILL SIDE OF THE ANCHOR POSTS AND BACK FILL 6"X6" TRENCH.
5. SECURELY ATTACH SILT FENCE TO ANCHOR POSTS W/ MINIMUM OF THREE ATTACHMENTS PER POST.
6. SEE MNDOT SPECIFICATIONS 2573 & 3886.

TURF ESTABLISHMENT

TURF ESTABLISHMENT SHALL APPLY TO ALL DISTURBED AREAS AND SHALL BE ACCORDING TO MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION) EXCEPT AS MODIFIED BELOW.

TURF ESTABLISHMENT SHALL OCCUR AS SOON AS POSSIBLE BUT IN NO CASE MORE THAN 7 DAYS.

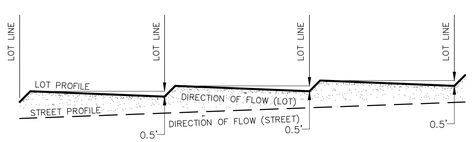
SEED: MnDOT MIXTURE 25–141 AT 60 POUNDS PER ACRE.

DORMANT SEED: SHALL BE APPLIED AT TWICE THE NORMAL RATE AFTER NOVEMBER 1ST.

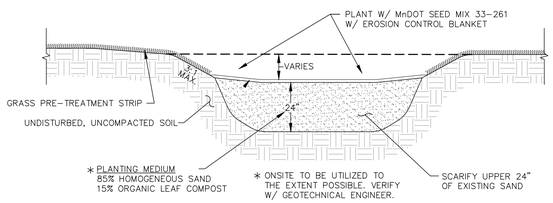
MULCH: TYPE 1 AT 2 TONS PER ACRE (DISK ANCHORED).

FERTILIZER: TYPE 1 10–10–10 AT 200 POUNDS PER ACRE.

LOT BENCHING DETAIL

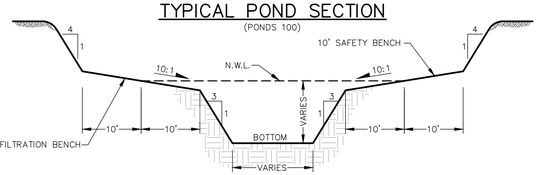


INFILTRATION BASIN



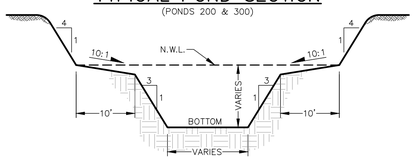
TYPICAL POND SECTION

(PONDS 100)



TYPICAL POND SECTION

(PONDS 200 & 300)



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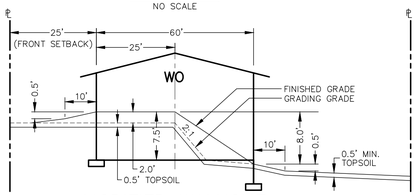
DETAILS

14 of 16

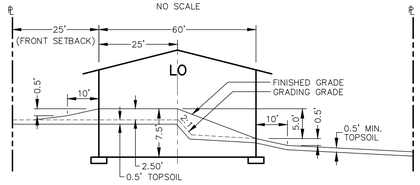
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65' LOTS

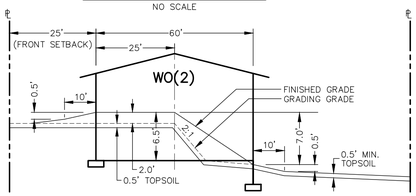
WALKOUT
NO SCALE



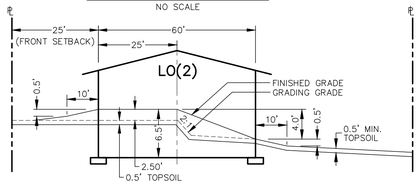
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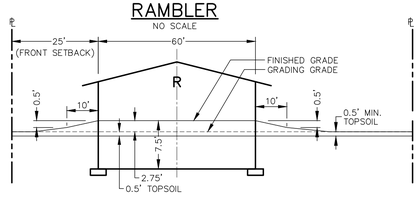
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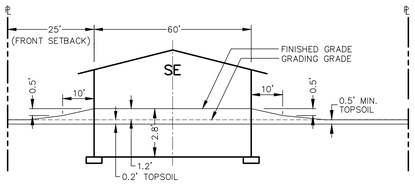
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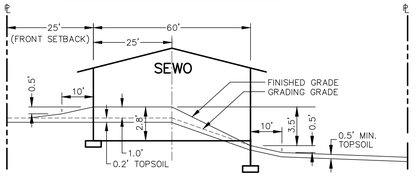
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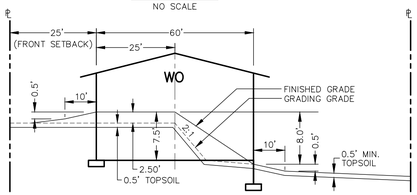


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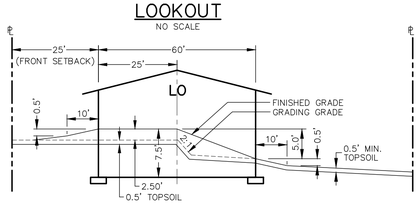


50' LOTS

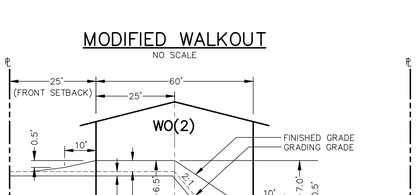
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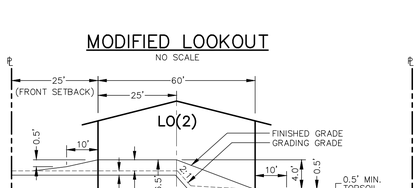
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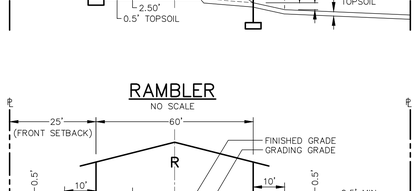
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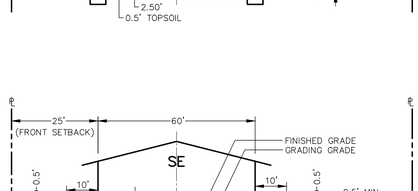
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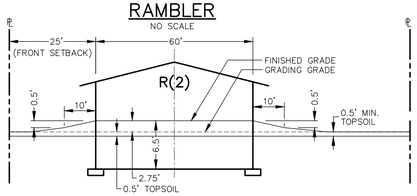
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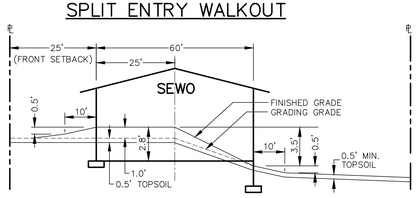
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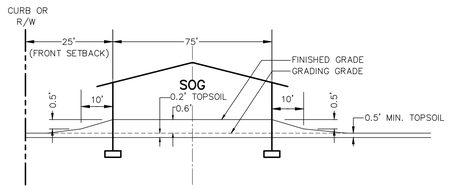
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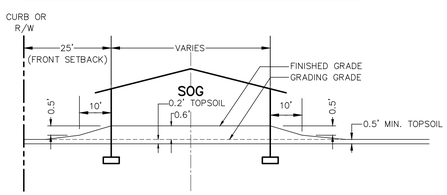
SPLIT ENTRY WALKOUT



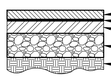
50' VILLAS
SINGLE FAMILY HOLDOWNS



40 'LOTS
DETACHED TOWNHOME HOLDDOWNS



INSERT A:

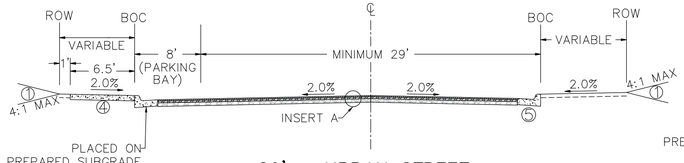


1.5" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340B)
BITUMINOUS MATERIAL FOR TACK COAT
2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (SPNWB330B)
MIN. 4" MODIFIED CLASS 5 AGGREGATE BASE (2)
PLACED ON PREPARED SUBGRADE (3)

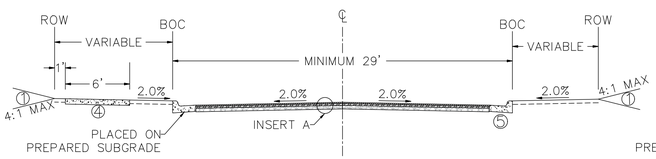
REFERENCE NOTES:

(1) GRADE TO MATCH EXISTING SURFACE MINIMUM 4" COMMON TOPSOIL BORROW IN BOULEVARDS. SEE CITY PLATE No. ERO-6
(2) CLASS 5 GRADATION IS MODIFIED PER CITY PLATE No. STR-26
(3) CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING ANY FILL MATERIALS OR CLASS 5 AGGREGATE BASE.
(4) ALL SIDEWALKS SHALL BE 6" THICK, 6' WIDE, PLACED ON PREPARED SUBGRADE.
(5) CONCRETE CURB AND GUTTER PER PLAN. SEE CITY PLATE No. STR-1.

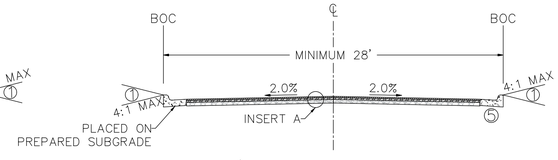
29' – URBAN STREET
W/ PARKING BAY
NOTE: NOT TO SCALE



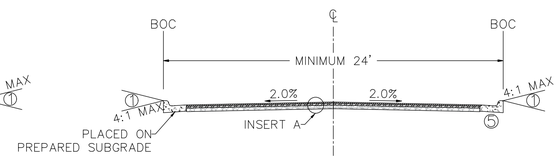
29' – URBAN STREET
NOTE: NOT TO SCALE



28' – PRIVATE STREET
NOTE: NOT TO SCALE



24' – PRIVATE STREET
NOTE: NOT TO SCALE



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Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 3/08/17 License #: 25063

Drawn: ADB
Designed: BJK
Date: 3/08/17

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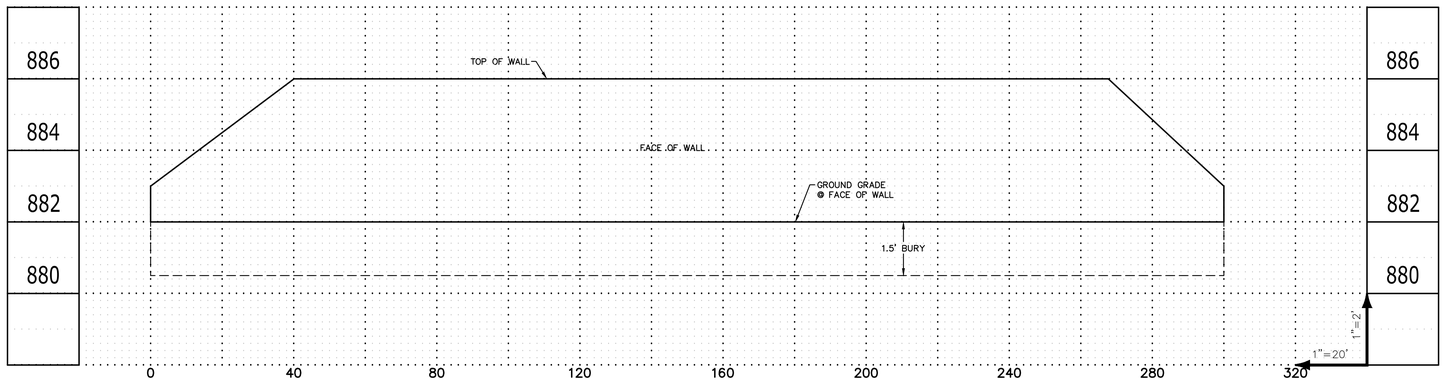
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Ramsey, MN 55303

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Ramsey, MN

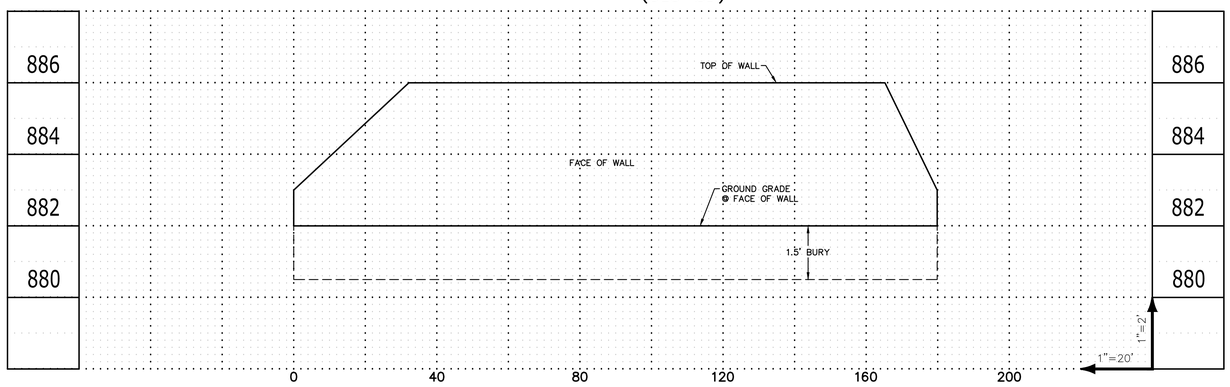
DETAILS

15 of 16

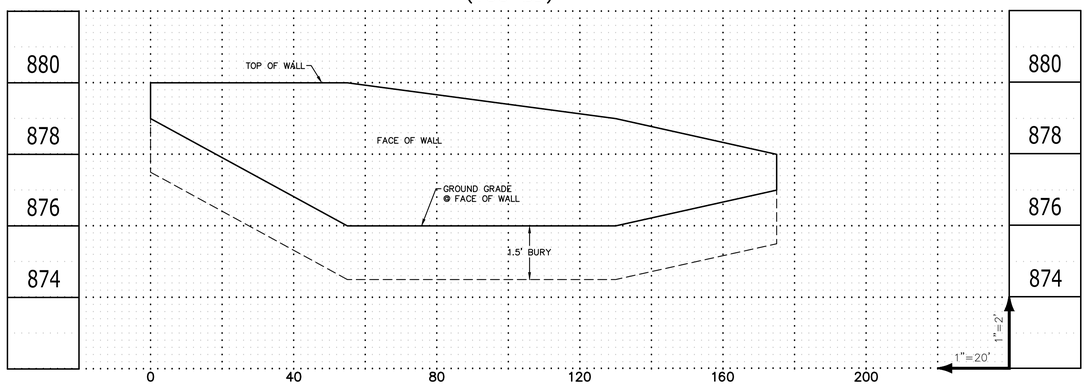
MODULAR RETAINING WALL #1
(1542 SF)



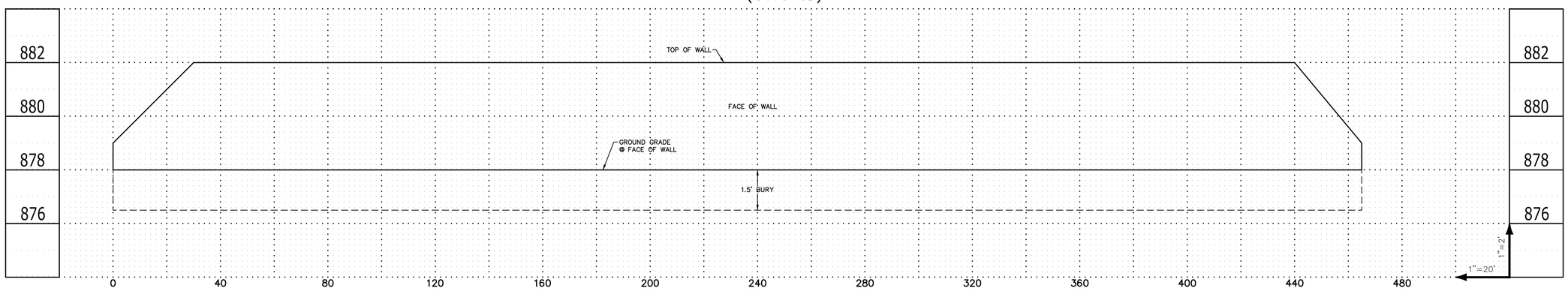
MODULAR RETAINING WALL #2
(919 SF)



MODULAR RETAINING WALL #3
(755 SF)



MODULAR RETAINING WALL #4
(2475 SF)



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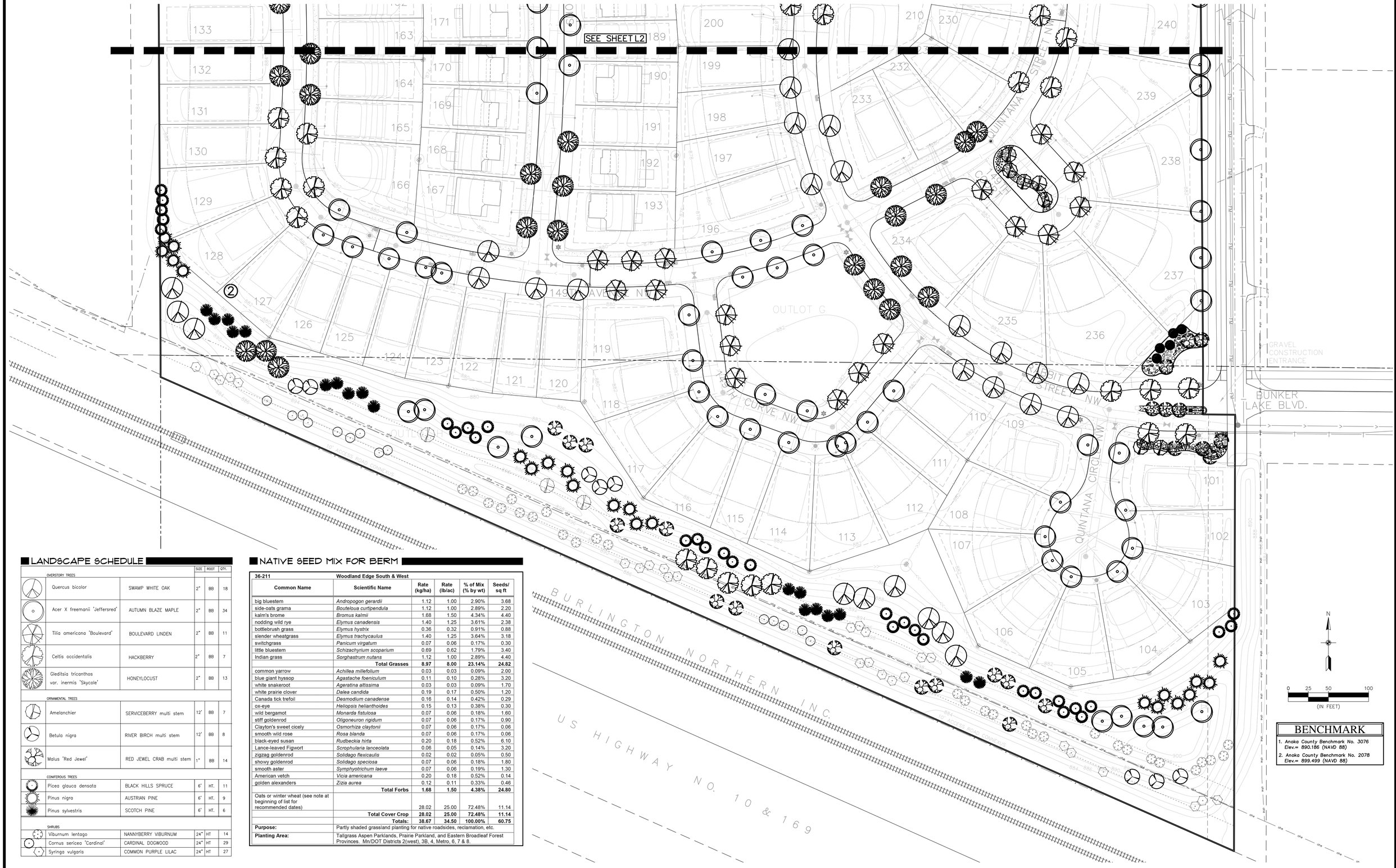
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RETAINING WALL PROFILES

16 of 16

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LANDSCAPE SCHEDULE

			SIZE	ROOT	QTY.
OVERSTORY TREES					
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	18
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	34
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	11
	Celtis occidentalis	HACKBERRY	2"	BB	7
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	13
ORNAMENTAL TREES					
	Amelanchier	SERVICEBERRY multi stem	12'	BB	7
	Betula nigra	RIVER BIRCH multi stem	12'	BB	8
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	14
CONFEROUS TREES					
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	11
	Pinus nigra	AUSTRIAN PINE	6'	HT.	9
	Pinus sylvestris	SCOTCH PINE	6'	HT.	6
SHRUBS					
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	14
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	29
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	27

NATIVE SEED MIX FOR BERM

36-211	Woodland Edge South & West				
Common Name	**Scientific Name**	**Rate (kg/ha)**	**Rate (lb/ac)**	**% of Mix (% by wt)**	**Seeds/ sq ft**
big bluestem	*Andropogon gerardii*	1.12	1.00	2.90%	3.68
side-oats grama	*Bouteloua curtipendula*	1.12	1.00	2.89%	2.20
kalm's brome	*Bromus kalmii*	1.68	1.50	4.34%	4.40
nodding wild rye	*Elymus canadensis*	1.40	1.25	3.61%	2.38
bottlebrush grass	*Elymus hystrix*	0.36	0.32	0.91%	0.88
slender wheatgrass	*Elymus trachycaulus*	1.40	1.25	3.64%	3.18
switchgrass	*Panicum virgatum*	0.07	0.06	0.17%	0.30
little bluestem	*Schizachyrium scoparium*	0.69	0.62	1.79%	3.40
Indian grass	*Sorghastrum nutans*	1.12	1.00	2.89%	4.40
	Total Grasses	**8.97**	**8.00**	**23.14%**	**24.82**
common yarrow	*Achillea millefolium*	0.03	0.03	0.09%	2.00
blue giant hyssop	*Agastache foeniculum*	0.11	0.10	0.28%	3.20
white snakeroot	*Ageratina altissima*	0.03	0.03	0.09%	1.70
white prairie clover	*Dalea candida*	0.19	0.17	0.50%	1.20
Canada tick trefoil	*Desmodium canadense*	0.16	0.14	0.42%	0.29
ox-eye	*Heliopsis helianthoides*	0.15	0.13	0.38%	0.30
wild bergamot	*Monarda fistulosa*	0.07	0.06	0.18%	1.60
stiff goldenrod	*Oligoneuron rigidum*	0.07	0.06	0.17%	0.90
Clayton's sweet cicely	*Osmorhiza claytonii*	0.07	0.06	0.17%	0.06
smooth wild rose	*Rosa blanda*	0.07	0.06	0.17%	0.06
black-eyed susan	*Rudbeckia hirta*	0.20	0.18	0.52%	6.10
Lance-leaved Figwort	*Scrophularia lanceolata*	0.06	0.05	0.14%	3.20
zigzag goldenrod	*Solidago flexicaulis*	0.02	0.02	0.05%	0.50
showy goldenrod	*Solidago speciosa*	0.07	0.06	0.18%	1.80
smooth aster	*Symphyotrichum laeve*	0.07	0.06	0.19%	1.30
American vetch	*Vicia americana*	0.20	0.18	0.52%	0.14
golden alexanders	*Zizia aurea*	0.12	0.11	0.33%	0.46
	Total Forbs	**1.68**	**1.50**	**4.38%**	**24.80**
Oats or winter wheat (see note at beginning of list for recommended dates)		28.02	25.00	72.48%	11.14
	Total Cover Crop	**28.02**	**25.00**	**72.48%**	**11.14**
	Totals:	**38.67**	**34.50**	**100.00%**	**60.75**
Purpose:	Partly shaded grassland planting for native roadsides, reclamation, etc.				
Planting Area:	Tallgrass Aspen Parklands, Prairie Parkland, and Eastern Broadleaf Forest Provinces. Mn/DOT Districts 2(west), 3B, 4, Metro, 6, 7 & 8.				

BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

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

Print Name: Ryan J. Ruttger
Signature:
Date: 12/04/19 License #: 56346

Drawn: SDB
Designed: SDB
Date: 04/13/18

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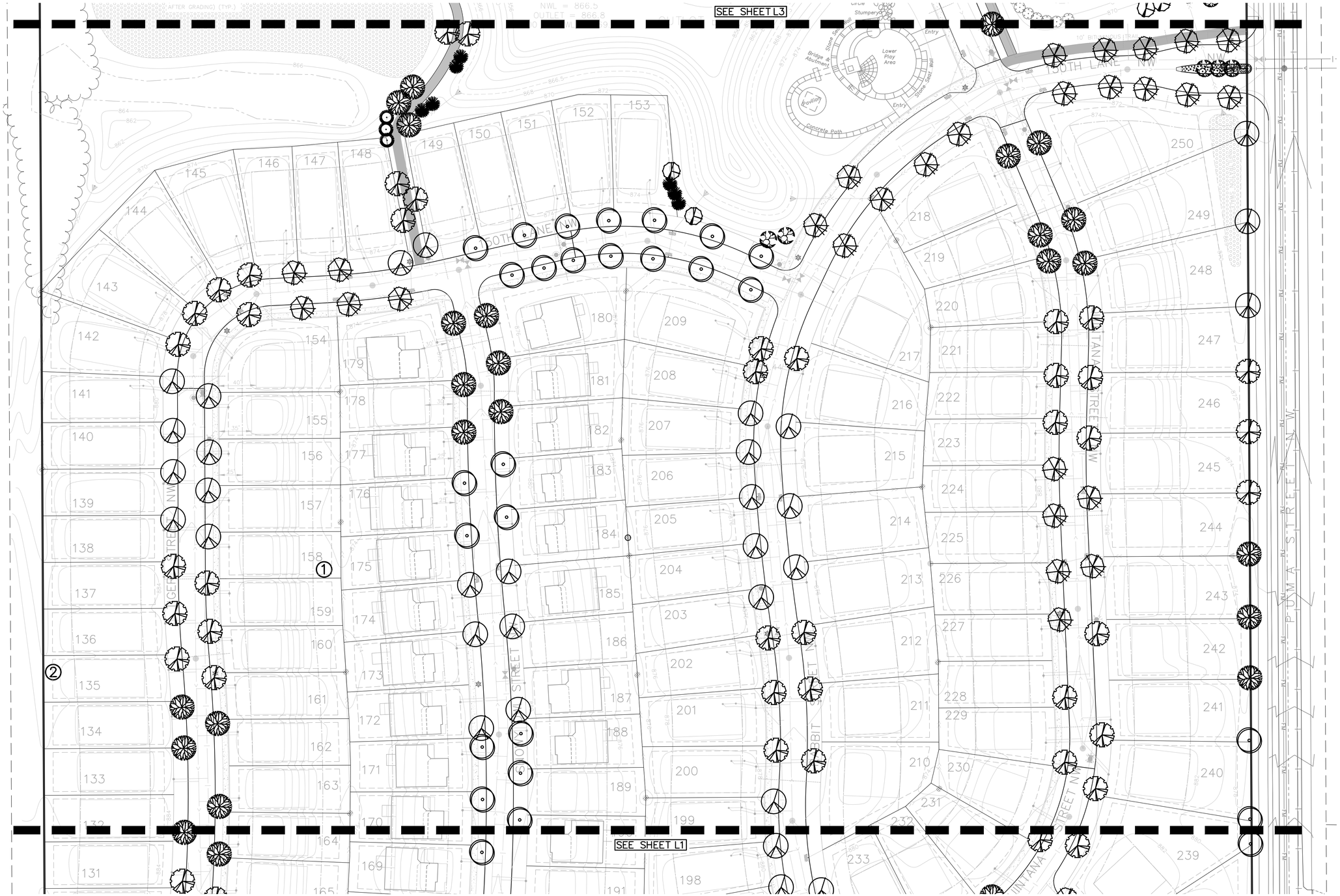
LANDSCAPE PLAN

L1 of 5

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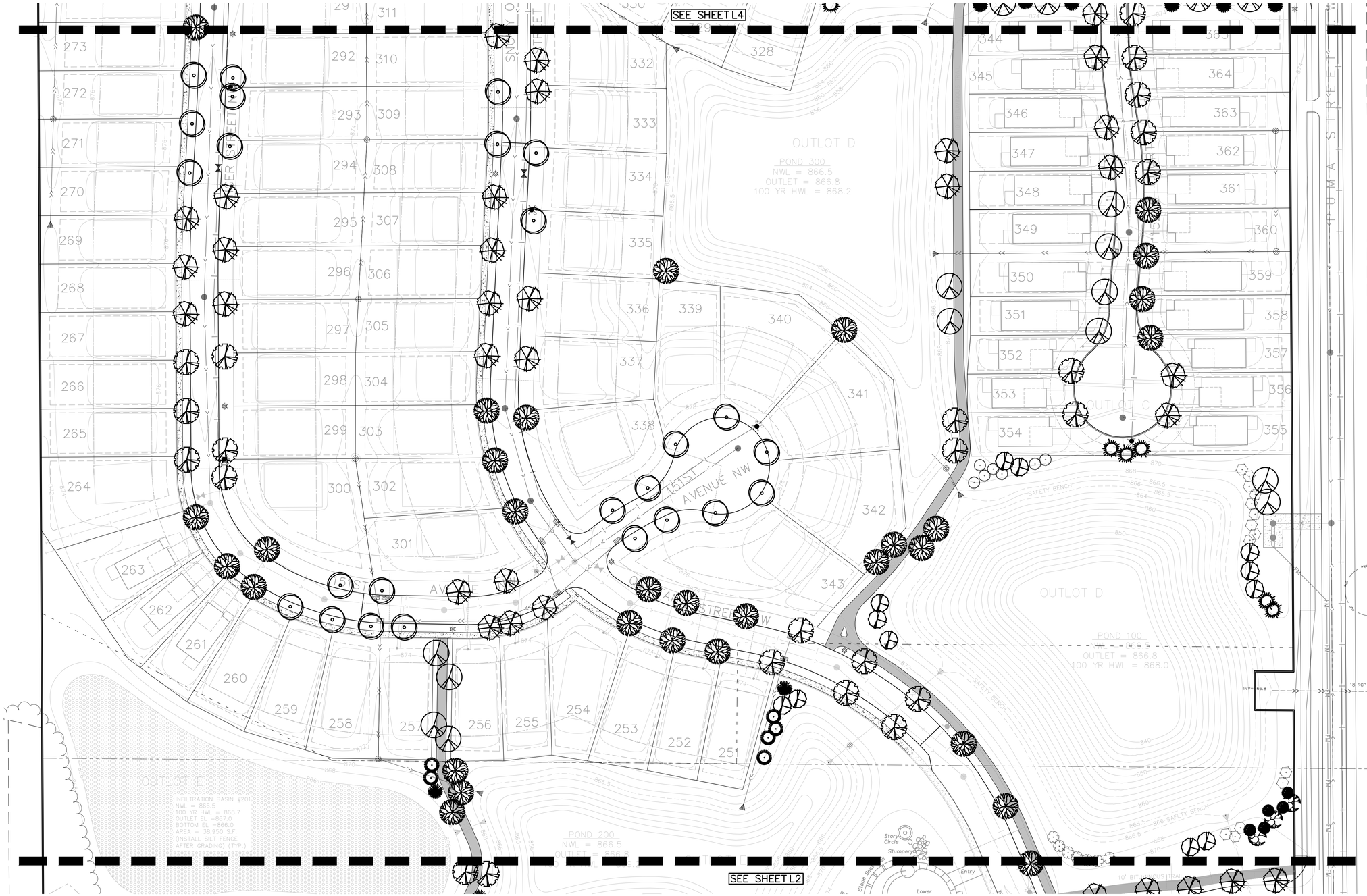
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	Celtis occidentalis	HACKBERRY	2"	BB	39
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	22
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	2
	Betula nigra	RIVER BIRCH multi stem	12'	BB	–
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	5
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	3
	Pinus nigra	AUSTRIAN PINE	6'	HT.	–
	Pinus sylvestris	SCOTCH PINE	6'	HT.	7
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	–
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	–
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	–



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RIVERSTONE
Ramsey, MN

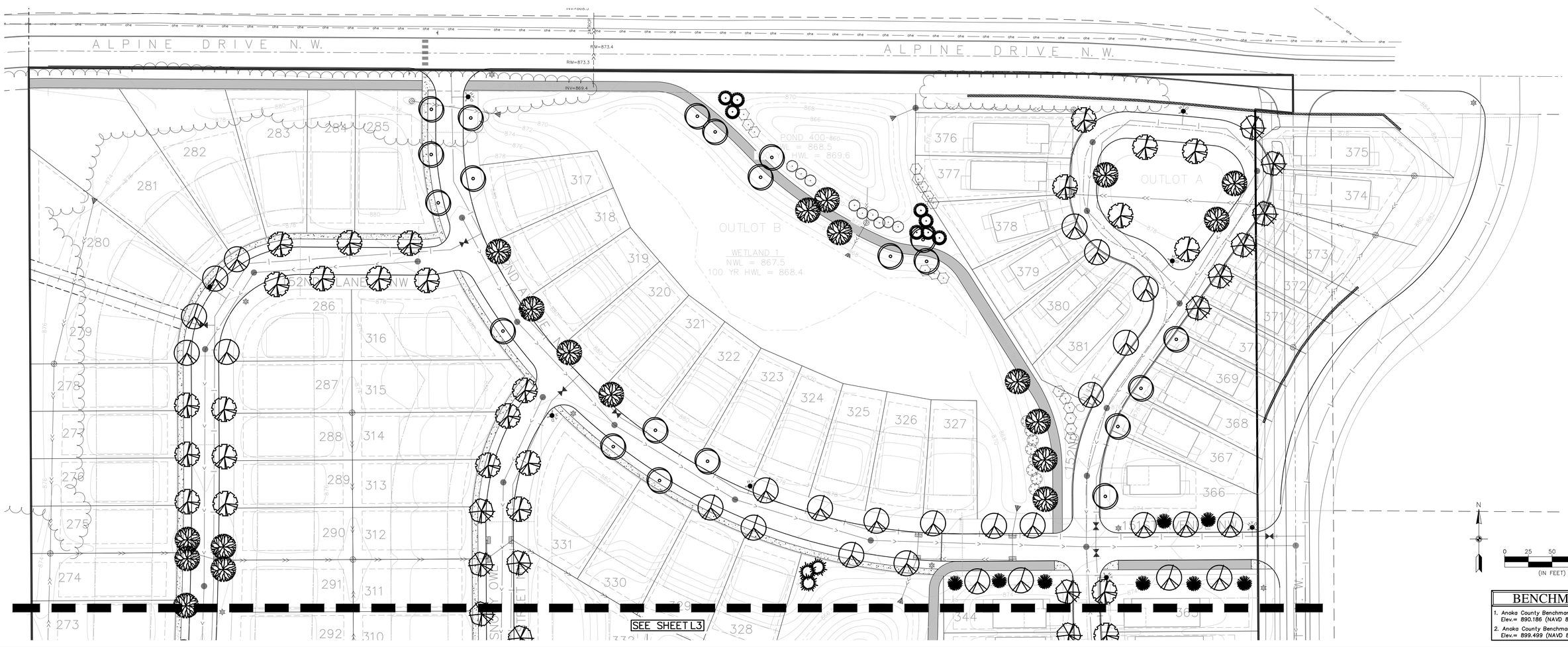
PRELIMINARY LANDSCAPE PLAN

L3 of 5

[Save Date: 12/06/19] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\la\6435_lscp.dwg

LANDSCAPE SCHEDULE

			SIZE	ROOT	QTY.
	OVERSTORY TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	27
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	21
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	10
	Celtis occidentalis	HACKBERRY	2"	BB	25
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	19
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	–
	Betula nigra	RIVER BIRCH multi stem	12'	BB	–
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	1"	BB	–
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	8
	Pinus nigra	AUSTRIAN PINE	6'	HT.	3
	Pinus sylvestris	SCOTCH PINE	6'	HT.	8
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	–
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	17
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	17



BENCHMARK

1. Anoka County Benchmark No. 3076 Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078 Elev.= 899.499 (NAVD 88)

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• environmental
• engineering
• surveying

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Fax: (763) 489-7959
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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Print Name: Ryan J. Ruttger
Signature:
Date: 12/04/19 License #: 56346

Drawn: SDB
Designed: SDB
Date: 04/13/18

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
4. 6/13/18 Per City Comments
5. 12/4/19 Revise Layout Per Owner

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY LANDSCAPE PLAN

L4 of 5

Save Date: 12/06/19 F:\Jobs\6421 - 6440\6435 - ramsey site\cad c3d\la\6435_lscp.dwg

CITY OF RAMSEY REQUESTED NOTES:

1. CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH ONE CALENDAR YEARS FROM THE DATE OF LANDSCAPE ARCHITECT ACCEPTANCE WITH ALL REPLACEMENTS TO BE PROVIDED AT NO ADDITIONAL COST TO THE OWNER. THE CITY IS REQUIRING AN ADDITIONAL TWO YEARS (3 TOTAL) FOR ALL TREES AT NO ADDITIONAL COST TO THE OWNER.
2. TREES SHALL NOT BE PLANTED WITHIN THE VISION TRIANGLE AS DEFINED IN CITY CODE 117-348
3. ALL TREES IN ISLANDS/CENTER MEDIAN SHALL BE PRIVATELY MAINTAINED PER THE PER THE HOME OWNERS ASSOCIATION DOCTRINE
4. TOPSOIL MEETING THE CITY'S SPECIFICATION SHALL BE REQUIRED PER EACH LOT. COPIES OF THE LOAD TICKET SHALL BE PROVIDED AND CITY INSPECTION IS REQUIRED PRIOR TO INSTALLATION OF SOD.
5. NO TOPSOIL (OR OTHER FILL) SHALL BE PLACED WITHIN ANY WETLAND OR WETLAND SETBACK AREA.
6. IRRIGATION SYSTEM SHALL BE DESIGN BUILT BY THE CONTRACTOR AND SHALL UTILIZE MATCH PRECIPITATION HEADS, HEAD TO HEAD COVERAGE AND WEATHER COMPENSATING SMART CONTROLLER.

GENERAL NOTES:

1. LANDSCAPE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS ON THE PROPERTY WITH THE GENERAL CONTRACTOR AND BY GOPHER STATE ONE CALL PRIOR TO STAKING PLANT LOCATIONS.
2. COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON THE SITE.
3. WHERE EXISTING TREES AND/OR SIGNIFICANT SHRUB MASSINGS ARE FOUND ON THE SITE WHETHER SHOWN ON THE DRAWINGS OR NOT, THEY SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED AND/OR ARE WITHIN THE GRADING LIMITS. ANY QUESTION REGARDING WHETHER PLANT MATERIAL SHOULD OR SHOULD NOT REMAIN SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL
4. ALL EXISTING TREES TO REMAIN SHALL BE FERTILIZED AND PRUNED TO REMOVE DEAD WOOD AND DAMAGED OR RUBBING BRANCHES.
5. BB TREES AND SHRUBS ARE BALLED AND BURLAPPED.
6. NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO SUBMISSION OF BID AND/OR QUOTATION.
7. ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST ADDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
8. THE CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
9. CONTRACTOR SHALL PROVIDE A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION.
10. WARRANTY FOR THE LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AFTER THE COMPLETION OF PLANTING ALL LANDSCAPE MATERIALS. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.
11. CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH ONE CALENDAR YEARS FROM THE DATE OF LANDSCAPE ARCHITECT ACCEPTANCE WITH ALL REPLACEMENTS TO BE PROVIDED AT NO ADDITIONAL COST TO THE OWNER. THE CITY IS REQUIRING AN ADDITIONAL TWO YEARS (3 TOTAL) FOR ALL TREES AT NO ADDITIONAL COST TO THE OWNER.

LANDSCAPE SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	DECIDUOUS TREES				
	Quercus bicolor	SWAMP WHITE OAK	2"	BB	85
	Acer X freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	2"	BB	104
	Tilia americana 'Boulevard'	BOULEVARD LINDEN	2"	BB	75
	Celtis occidentalis	HACKBERRY	2"	BB	91
	Gleditsia tricanthos var. inermis 'Skycole'	HONEYLOCUST	2"	BB	84

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	ORNAMENTAL TREES				
	Amelanchier	SERVICEBERRY multi stem	12'	BB	21
	Betula nigra	RIVER BIRCH multi stem	12'	BB	8
	Malus 'Red Jewel'	RED JEWEL CRAB multi stem	8"	BB	22
KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	CONIFEROUS TREES				
	Picea glauca densata	BLACK HILLS SPRUCE	6'	HT.	28
	Pinus nigra	AUSTRIAN PINE	6'	HT.	17
	Pinus sylvestris	SCOTCH PINE	6'	HT.	23

KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	QTY.
	SHRUBS				
	Viburnum lentago	NANNYBERRY VIBURNUM	24"	HT	29
	Cornus sericea 'Cardinal'	CARDINAL DOGWOOD	24"	HT	35
	Syringa vulgaris	COMMON PURPLE LILAC	24"	HT	44

LANDSCAPE REQUIRMENTS

2 TREES PER LOT 2 X 279 = 558 TREES

TOTAL TREES TO BE PLANTED = 558 TREES

PLANTING SPECIFICATIONS:

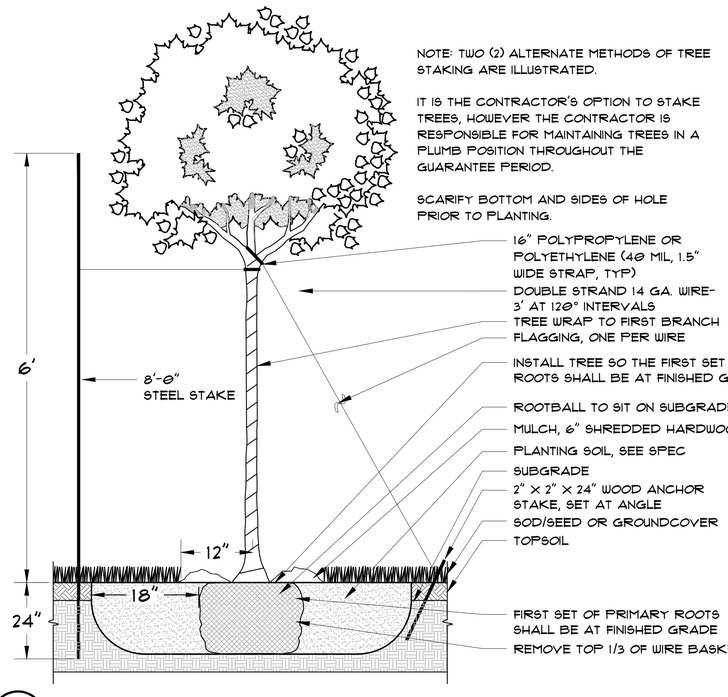
1. PLANTING BED PREPARATION: ALL MASS PLANTING BEDS SHALL BE TILLED TO A MINIMUM DEPTH OF 10". AMENDMENTS SHALL BE APPLIED AFTER CULTIVATION.
2. BACKFILL SOIL: USE SOIL EXCAVATED FROM PLANTING HOLES & PROVIDE AMENDMENTS. REMOVE ALL DEBRIS AND ROCKS LARGER THAN 3" IN DIA.
9. FERTILIZATION: IT IS RECOMMENDED THAT NEWLY PLANTED TREES AND SHRUBS SHOULD NOT BE FERTILIZED THE FIRST YEAR. IF NECESSARY, BEGIN FERTILIZING TREES AND SHRUBS THE SECOND YEAR AFTER ESTABLISHMENT AT A RATIO AND RATE BASED ON A SOIL TEST.
10. MULCH MATERIAL: AS SPECIFIED ON LANDSCAPE PLANS. MASS MULCH ALL PLANTING BEDS TO 3" DEPTH OVER FIBER MAT WEED BARRIER. ALL PERRENIAL PLANTING BEDS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH WITH NO FIBER WEED MAT BARRIER. ALL DECIDUOUS AND EVERGREEN TREES TO RECEIVE 6" DEEP SHREDDED HARDWOOD MULCH WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.
11. TREE STAKING: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO STAKE AND/OR GUY THE TREES ACCORDING TO THE DETAILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO TAKE EVERY STEP NECESSARY TO MAINTAIN THE TREES AND SHRUBS ON AN UPRIGHT AND PLUMB CONDITION AT ALL TIMES UNTIL THE END OF THE PLANT GUARANTEE PERIOD, ESPECIALLY WHERE VANDALISM, SOIL OR WIND CONDITIONS ARE A PROBLEM.
12. TREE WRAPPING: WRAPPING MATERIAL SHALL BE QUALITY, HEAVY WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING BY 5-1.
13. RODENT PROTECTION: PROVIDE ON ALL TREES, EXCEPT SPRUCE UNLESS OTHERWISE NOTED.
14. PLANTING PLAN: ALL PROPOSED PLANTS SHALL BE LOCATED CAREFULLY AS SHOWN ON THE PLANS. THE PLAN TAKES PRECEDENCE OVER THE NOTES. RESPECT STATED DIMENSIONS. DO NOT SCALE DRAWINGS.
15. EDGING: EDGING SHALL BE 4" P.V.C COMMERCIAL GRADE EDGING WITH THREE (3) METAL ANCHOR STAKES PER 20 FOOT SECTION, UNLESS OTHERWISE NOTED ON THE PLAN. ALL MASS PLANTING BEDS SHALL HAVE EDGING PLACED BETWEEN MULCH AND ANY ADJACENT TURF AREAS.

PLANTING NOTES:

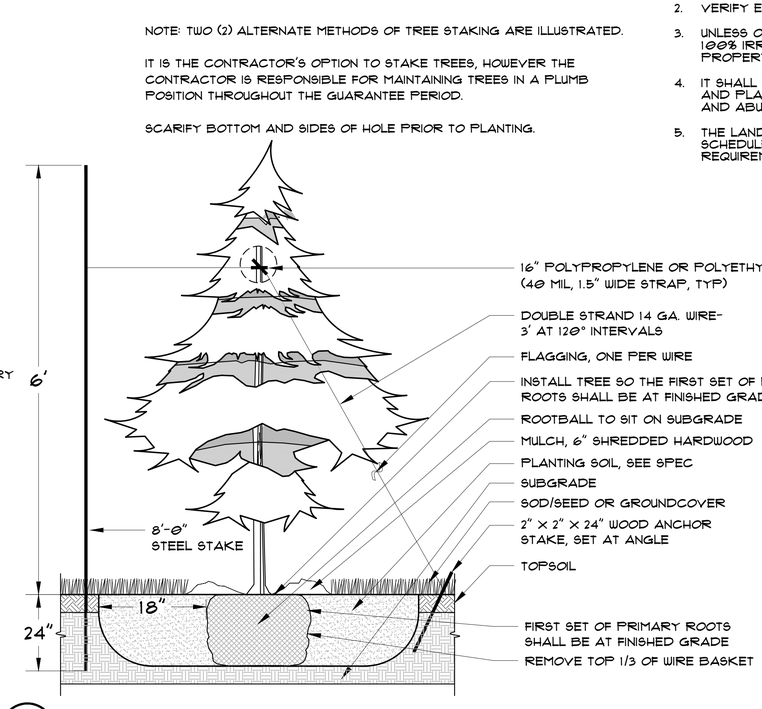
1. NO PLANTING TO BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
2. ALL PLANT MATERIAL LOCATIONS MUST BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY AND ALL DIGGING.
3. IF THE LANDSCAPE CONTRACTOR PERCEIVES AND DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS, OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT MATERIAL ESTABLISHMENT, SURVIVAL OR GUARANTEE, THEY SHALL BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. ADJUSTMENTS IN THE LOCATION OF PROPOSED PLANT MATERIAL MAY BE NEEDED IN THE FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.
5. ALL PLANTS TO BE INSTALLED PER PLANTING DETAILS.
6. ONE SHRUB PER TYPE AND SIZE IN EACH PLANTING BED AND EVERY TREE SHOULD BE CLEARLY IDENTIFIED (COMMON OR LATIN NOMENCLATURE) WITH A PLASTIC TAG WHICH SHALL NOT BE REMOVED PRIOR TO OWNER ACCEPTANCE.
7. WHERE SOD/SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SEED/SOD SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
8. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3 : 1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.
9. SEED ALL AREAS DISTURBED DUE TO GRADING OTHER THAN THOSE TO RECEIVE SOD.
10. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATORS AT NO COST TO THE OWNER.

IRRIGATION NOTES:

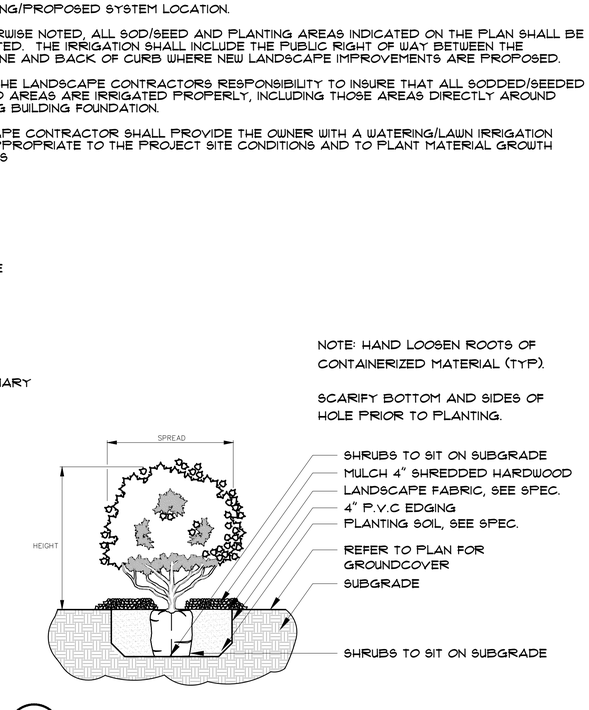
1. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SHOP DRAWINGS ILLUSTRATING IRRIGATION PLANS AND SPECIFICATIONS AS PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER.
2. VERIFY EXISTING/PROPOSED SYSTEM LOCATION.
3. UNLESS OTHERWISE NOTED, ALL SOD/SEED AND PLANTING AREAS INDICATED ON THE PLAN SHALL BE 100% IRRIGATED. THE IRRIGATION SHALL INCLUDE THE PUBLIC RIGHT OF WAY BETWEEN THE PROPERTY LINE AND BACK OF CURB WHERE NEW LANDSCAPE IMPROVEMENTS ARE PROPOSED.
4. IT SHALL BE THE LANDSCAPE CONTRACTORS RESPONSIBILITY TO INSURE THAT ALL SODDED/SEEDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.
5. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WATERING/LAWN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS



1 L2 DECIDUOUS TREE — LEVEL SITE



2 L2 CONIFEROUS TREE — LEVEL SITE



3 L2 SHRUB — LEVEL SITE

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

Print Name: Ryan J. Ruttger
Signature:
Date: 12/04/19 License #: 56346

Drawn: SDB
Designed: SDB
Date: 04/13/18

Revisions:
1. 5/24/17 Per City Comments
2. 6/23/17 Per City Comments
3. 4/13/18 Revise Street names, B12L15-28 & B13L1-13 & add NE Trail
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RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

PRELIMINARY LANDSCAPE DETAILS

L5 of 5

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RIVERSTONE
TREE PRESERVATION PLAN
RAMSEY, MINNESOTA

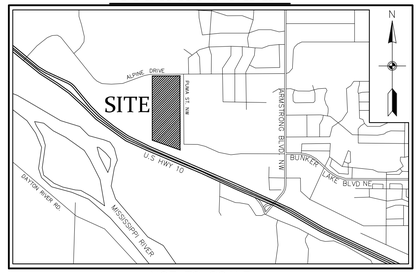


1 / TP1 TREE PRESERVATION PLAN

0 100 200 300

SCALE 1" = 100'

VICINITY MAP

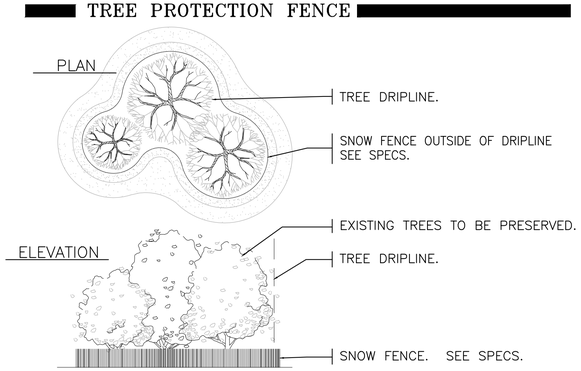


NOT TO SCALE

SHEET INDEX

1. COVER
2. TREE PRESERVATION PLAN & TREE TABLES

TREE PROTECTION FENCE



ERECT PROTECTIVE SNOW FENCE PRIOR TO ANY CONSTRUCTION ACTIVITY.
DO NOT STORE ANY EQUIPMENT OR MATERIALS WITHIN PROTECTIVE AREA.
REMOVE THE PROTECTIVE SNOW FENCE ONLY AFTER CONSTRUCTION OPERATIONS ARE COMPLETED.

TREE REMOVAL/REPLACEMENT SUMMARY

REMOVED/SAVED	REPLACEMENT/CREDIT
1. SIGNIFICANT TREES;	
1.1. OAK AND EVERGREEN OVER 4 DBH	
1.2. ALL TREES OVER 8 DBH	
2. REMOVAL THRESHOLD	
2.1. AT LEAST 40% OF THE EXISTING SIGNIFICANT TREE DBH SHALL BE RETAINED ON-SITE	
2.2. FOR EVERY SIGNIFICANT DBH REMOVED ABOVE THE 40%, REPLACE AT 1.25%	
SIGNIFICANT TREES (OAK / EVERGREEN)	374 dbh
SIGNIFICANT TREES (ALL OTHERS)	1884 dbh
TOTAL DBH ON SITE -	2258 dbh
TOTAL (2258 TOTAL- 882 EXEMPT TREES = 1376DBH)	1376 DBH
EXEMPT TREES	882 dbh
40% TO REMAIN ON-SITE	550 dbh
60% ALLOWABLE REMOVAL	826 dbh
TREES REMOVED FOR GRADING	939 dbh
TOTAL REPLACEMENT REQUIRED	113 dbh
REPLACE TREES @ 125%	141 dbh
REPLACEMENT TREES @ 2.5 DBH	57 ADDITIONAL TREES

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

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

Print Name: James A. Kalkes
Signature: James A. Kalkes
Date: 06/19/18 License #: 45071

Drawn: JAK
Designed: JAK
Date: 06/19/18

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

RIVERSTONE
Ramsey, MN

COVER

TP1 of 2

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1 TP2 TREE PRESERVATION PLAN

SCALE 1" = 50'

2 TP2 TREE PRESERVATION PLAN

SCALE 1" = 50'

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
001	Boxelder	8	X		
002	Elm	16	X		
003	Boxelder	9	X		
004.01	Boxelder	15	X		
004.02	Boxelder	12	X		
005	Boxelder	15		X	Grading
006	Boxelder	13		X	Grading
007	Boxelder	10	Off Site		
008	Boxelder	10	Off Site		
009	Boxelder	14	X		
010	Boxelder	12	X		
011	Boxelder	12	X		
012	Elm	10	X		
013	Elm	9	X		
014	Boxelder	11	X		
015	Boxelder	12	X		
016	Boxelder	12		X	Exempt - Trail
017	Boxelder	13		X	Exempt - Trail
018	Boxelder	12		X	Exempt - Trail
019	Boxelder	13		X	Exempt - Trail
020	Boxelder	12	X		
021	Boxelder	10		X	Grading
022	Boxelder	8		X	Grading
023.01	Boxelder	9		X	Exempt - Trail
023.02	Boxelder	8		X	Exempt - Trail
024	Boxelder	8		X	Grading
025	Hackberry	18		X	Grading
026	35' Red Pine	9		X	Exempt - Trail
027	35' Red Pine	9		X	Exempt - Trail
028	Boxelder	8		X	Grading
029	Boxelder	8		X	Exempt - Trail
030.01	25' Red Pine	6		X	Exempt - Trail
030.02	25' Red Pine	6		X	Exempt - Trail
031	40' Red Pine	9		X	Exempt - Trail
032	Elm	9		X	Grading
033	Elm	9		X	Exempt - Trail
034	30' Red Pine	12		X	Grading
035	30' Red Pine	12		X	Grading
036	40' Pine	14		X	Exempt - Trail
037	40' Pine	14		X	Exempt - Trail
038.01	Boxelder	10		X	Exempt - Trail
038.02	Boxelder	8		X	Exempt - Trail
039	Elm	10		X	Exempt - Trail
040	Hack	10		X	Grading
041	Elm	10		X	Grading
042	Elm	15		X	Grading
043	Boxelder	11		X	Grading
044	Boxelder	12		X	Exempt - Trail
045	Boxelder	12		X	Exempt - Trail

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
046	Elm	9		X	Exempt - Trail
047	Elm	8		X	Exempt Road
048	Elm	8		X	Exempt Road
049	Elm	9		X	Exempt Road
050	Elm	8		X	Exempt Road
051	Elm	8		X	Exempt - Trail
052	Ash	10		X	Exempt Road
053.01	Elm	10		X	Exempt Road
053.02	Elm	11		X	Exempt Road
054	Elm	14		X	Exempt Road
055	Boxelder	13		X	Exempt Road
056	Elm	10		X	Exempt Road
057.01	Elm	15		X	Exempt - Trail
057.02	Elm	12		X	Exempt - Trail
057.03	Elm	10		X	Exempt - Trail
058	Elm	9		X	Grading
059	Elm	9		X	Exempt - Trail
060	Elm	10		X	Exempt - Trail
061	Elm	14		X	Exempt - Trail
062	Elm	15		X	Exempt - Trail
063	Elm	16	X		
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
0	25' Red Pine	8		X	Exempt - Sight Distance
082	Boxelder	8	X		
083	Boxelder	22		X	Grading
084	Boxelder	10		X	Grading
085	Elm	10		X	Exempt - Trail
086	Elm	10		X	Exempt - Trail
087	Elm	24		X	Grading
088	Elm	12	X		
089	Elm	10	X		
090	Elm	12	Off Site		
091	Boxelder	10	Off Site		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
092	Boxelder	12	Off Site		
093	Boxelder	24		X	Exempt - Trail
1668.01	Boxelder	20		X	
1668.02	Boxelder	15		X	
1668.03	Boxelder	12		X	
1668.04	Boxelder	13		X	
1668.05	Boxelder	17		X	
1669.01	Boxelder	13	X		
1669.02	Boxelder	12	X		
1669.03	Boxelder	17	X		
1670	Oak	25	X		
1671	Oak	12	X		
1672	Boxelder	30	X		
1673.01	Box - Broken	10	X		
1673.02	Box - Broken	12	X		
1673.03	Box - Broken	15	X		
1673.04	Box - Broken	10	X		
1674	Oak	20	X		
1675.01	Boxelder	20	X		
1675.02	Boxelder	20	X		
1675.03	Boxelder	24	X		
1676	Oak	13	X		
1677	Boxelder	10	X		
1678	Boxelder	10	X		
1679	Boxelder	12	X		
1680	Boxelder	10	X		
1681	Boxelder	10	X		
1682	Boxelder	8	X		
1683	Boxelder	12	X		
1684.01	Oak	20	X		
1684.02	Oak	19	X		
1685	Boxelder	11	X		
1686	Boxelder	8	Off Site		
1687	Boxelder	9	X		
1688.01	Boxelder	8	X		
1688.02	Boxelder	10	X		
1689	Boxelder	9	X		
1690	Boxelder	9	Off Site		
1691	Cottonwood	20	X		
1692	Poplar	9	X		
1692.02	Cottonwood	19	X		
1693	Poplar	8	X		
1694	Boxelder	10	X		
1695	Boxelder	14	X		
1696	Oak	41	X		
1697.01	Boxelder	10	Off Site		
1697.02	Boxelder	8	Off Site		
1698	Boxelder	14	Off Site		
1699	Boxelder	18	X		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
1700.01	Boxelder	12	X		
1700.02	Boxelder	10	X		
6386.01	Boxelder	14	X		
6386.02	Boxelder	12	X		
6386.03	Boxelder	12	X		
6387.01	Boxelder	19	X		
6387.02	Boxelder	17	X		
6389	Boxelder	8	X		
6390	Boxelder	8	X		
6391.01	Boxelder	11	X		
6391.02	Boxelder	8	X		
6391.03	Boxelder	8	X		
6392.01	Boxelder	9	X		
6392.02	Boxelder	8	X		
6393	Boxelder	8	X		
6394	25' Red Pine	8		X	Grading
6395	Elm	15		X	Grading
6396	Boxelder	10		X	Grading
6397	Elm	8		X	Grading
6398	Elm	8		X	Grading
6399	Elm	12		X	Grading
6400	Elm	16		X	Grading
8379	Elm	10		X	Grading
8380	Elm	15		X	Grading
8381	Elm	8		X	Grading
8382	Elm	12		X	Grading
8383	Elm	14		X	Grading
8384.01	Elm	26		X	Grading
8384.02	Elm	24		X	Grading
8385	Elm	8		X	Grading
8386	Elm	9	X		
8387.01	Elm	10		X	Grading
8387.02	Elm	8		X	Grading
8388	Elm	18		X	Grading
8389	Elm	12		X	Grading
8390	Elm	10		X	Grading
8391.01	Elm	10		X	Grading
8391.02	Elm	10		X	Grading
8391.03	Elm	10		X	Grading
8391.04	Elm	10		X	Grading
8391.05	Elm	10		X	Grading
8392	Elm	12		X	Grading
8393	Elm	16		X	Grading
8394	Elm	24	X		
8395.01	Elm	22	X		
8395.02	Elm	20	X		
8396	35' Red Pine	14		X	Grading
8397	Hackberry	14	X		
8398	Boxelder	12	Off Site		

Tree No.	Tree Species	(DBH)	Saved	Removed	Removed for...
8399.01	Boxelder	14	Off Site		
8399.02	Boxelder	10	Off Site		
8400.01	Boxelder	20	Off Site		
8400.02	Boxelder	18	X		

TREE LEGEND

- EVERGREEN TREES TO REMAIN
- EVERGREEN TO BE REMOVED
- DECIDUOUS TO REMAIN
- DECIDUOUS TO BE REMOVED

BENCHMARK

1. Anoka County Benchmark No. 3076
   Elev.= 890.186 (NAVD 88)
2. Anoka County Benchmark No. 2078
   Elev.= 899.499 (NAVD 88)

Carlson McCain
• environmental
• engineering
• surveying
3890 Pheasant Ridge Drive NE, Suite 100
Blaine, MN 55449
Phone: (763) 489-7900
Fax: (763) 489-7959
www.carlsonmccain.com

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

Print Name: James A. Kalkes
Signature: James A. Kalkes
Date: 06/19/18 License #: 45071

Drawn: JAK
Designed: JAK
Date: 06/19/18

Revisions:
1.

RIVERSTONE DEVELOPMENT, LLC.
14015 Sunfish Lake B, Suite 400
Ramsey, MN 55303

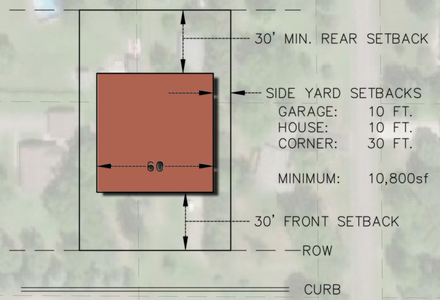
RIVERSTONE
Ramsey, MN

[Save Date: 06/19/18] F:\jobs\6421 - 6440\6435 - ramsey site\cad c3d\engineering\tree preservation\6435_tree.dwg

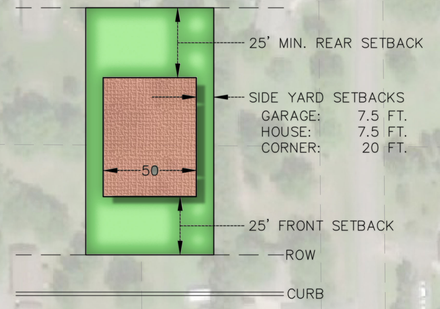
North Fork Meadows

PAXMAR©

80' SINGLE FAMILY - R1



65' SINGLE FAMILY - R2



NOTES

1) Subject property address – Southeast quadrant of Puma Street & Alpine Drive NW, Ramsey, MN 55303.

SITE DATA

TOTAL BOUNDARY AREA	±33.5 AC.
TOTAL NUMBER OF LOTS	89
65 FT. LOTS	48
80 FT. LOTS	41
NET DENSITY (EXCLUDES ROW AND WETLAND)	3.34 LOTS/AC



Carlson McCain
ENVIRONMENTAL · ENGINEERING · SURVEYING

BOLTON & MENK
Real People. Real Solutions.

7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303-5119

Ph: (763) 433-2851
Fax: (763) 427-0833
Bolton-Menk.com

December 18, 2019

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

RE: Proposal for Engineering Services
Puma Street Improvement Project

Dear Mr. Westby:

We appreciate the opportunity to present this scope of services for the Puma Street Improvement project. Our scope and fees were prepared based on our understanding of the project and our previous experience in delivering State Aid projects.

The following proposal is based on our December 13, 2019 discussion related to the project as well as the Future Business Park study and the recently constructed Bunker Lake Boulevard and Puma Street Improvements project.

SCOPE

The improvements will be generally as described in our December 3, 2015 report for the Future Business Park. The phasing will be as generally described in our March 2017 Update Report. The improvements will consist of the following items as presented in the above reports, depicted on the attached figures, and as constructed in 2018:

- Puma Street construction will include the Phase 2 area identified in the Business Park Study Update, which includes street and utility improvements from the Puma Street lift station to Alpine Drive.
- A 10-foot bituminous trail will be constructed along the west side of Puma Street.
- 10-inch sanitary sewer and 16-inch watermain will extend the entire length of the project.
- The Alpine Drive and Puma Street intersection will be relocated to line up with Okapi Street NW.

Project scope assumptions used in creating this fee proposal include the following:

- A full topographic survey was previously completed. Only verification survey is required.
- The Developer will design the storm pond and provide an easement to the City. We will coordinate discharge of the street stormwater into this pond.
- No additional turn lanes will be added to Alpine Drive at this time. Additional development and traffic may warrant turn lanes in the future.
- The Right-of-Way plat for the road realignment will be provided by the City.

- State Aid formatted plans, including plan review checklist and spread calculations are required.
- Street lighting will be completed separately by the City.
- Geotechnical borings will extend 5-feet below the anticipated sanitary sewer depth.
- The anticipated plan set will include the following 34 sheets:
    - Title (1 sheet)
    - Legend (1 sheet)
    - Details & MnDOT Standard Plan Sheets (10 sheets)
    - Tables & SEQ (3 sheets)
    - Existing Conditions & Removals (1 sheet)
    - Erosion Control Plan & SWPPP (5 sheets)
    - Traffic Control Plan (1 sheet)
    - Sanitary Sewer & Water Plan & Profiles (2 sheets)
    - Street & Storm Sewer Plan & Profiles (2 sheets)
    - Storm Sewer Leads (1 sheet)
    - Intersection Detail (1 sheet)
    - Signage & Striping (1 sheet)
    - Cross-Sections (5 sheets)

Construction costs associated with the improvements described above are estimated at approximately $990,000, which includes a 10 percent construction contingency. We will create a detailed engineer's estimate based on actual design quantities.

SCHEDULE

Schedule has changed and will be updated based on discussion.

The proposed schedule for these improvements is as follows:

Task	Date
City Council Action (Authorize Plans)	January 14, 2020
City Council Approves Plans and Orders Bids	February 25, 2020
Public Bid Opening	March 31, 2020
City Council Accepts Bids / Awards Contracts	April 14, 2020
Begin Construction	May 18, 2020
Substantial Completion	September 18, 2020
Final Completion	October 23, 2020

PERMITTING AND APPROVALS

The work associated with the roadway improvements will require the following permits:

- State Aid Approvals
- Lower Rum River Watershed Management Organization (Stormwater and Erosion Control)
- MPCA (NPDES – Construction Stormwater General Permit)
- MPCA (Sanitary Sewer Extension Permit)
- MDH (Watermain Installation Permit)

FEES

We have attached a fee spreadsheet depicting hours, rates, and total compensation on a per task basis. We are proposing to enlist Northern Technologies for geotechnical services.

Our proposed fees for the work are as follows:

Design Task	**Fees**
Design, Permitting, and Bidding	$ 47,625
Geotechnical Evaluation (NTI)	$ 5,500
Total Not-to-Exceed Fee	**$ 53,125**

Construction Task	**Fees**
Construction Staking & Administration	$ 8,930

If there are any questions related to the scope and/or fee portion of this submittal, please call me at (651) 968-7760.

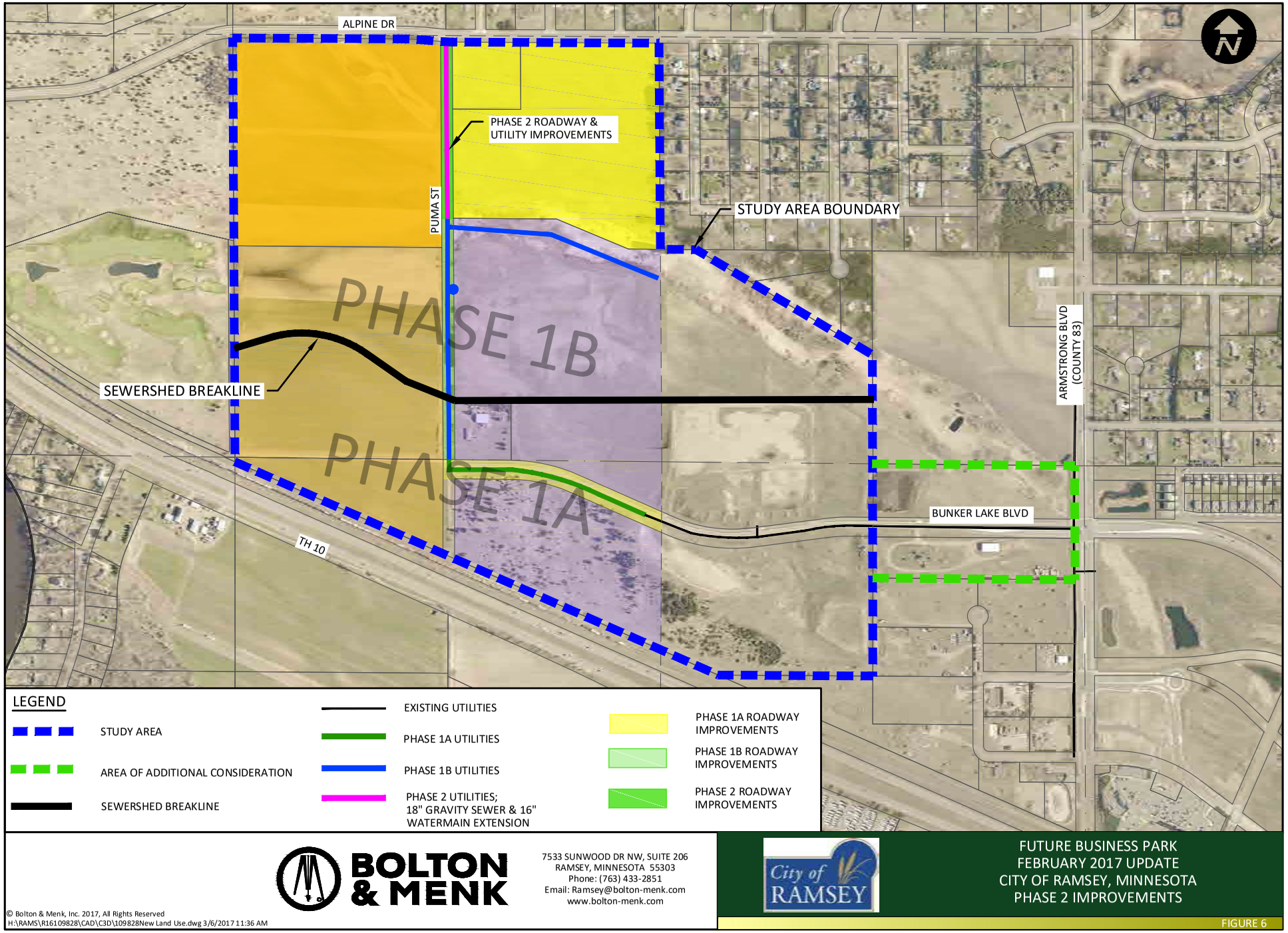
Sincerely,

Bolton & Menk, Inc.

Kevin P. Kielb, P.E.
Project Manager

ATTACHMENTS:

- Improvements Exhibits
- Detailed Fee Spreadsheet



BOLTON & MENK

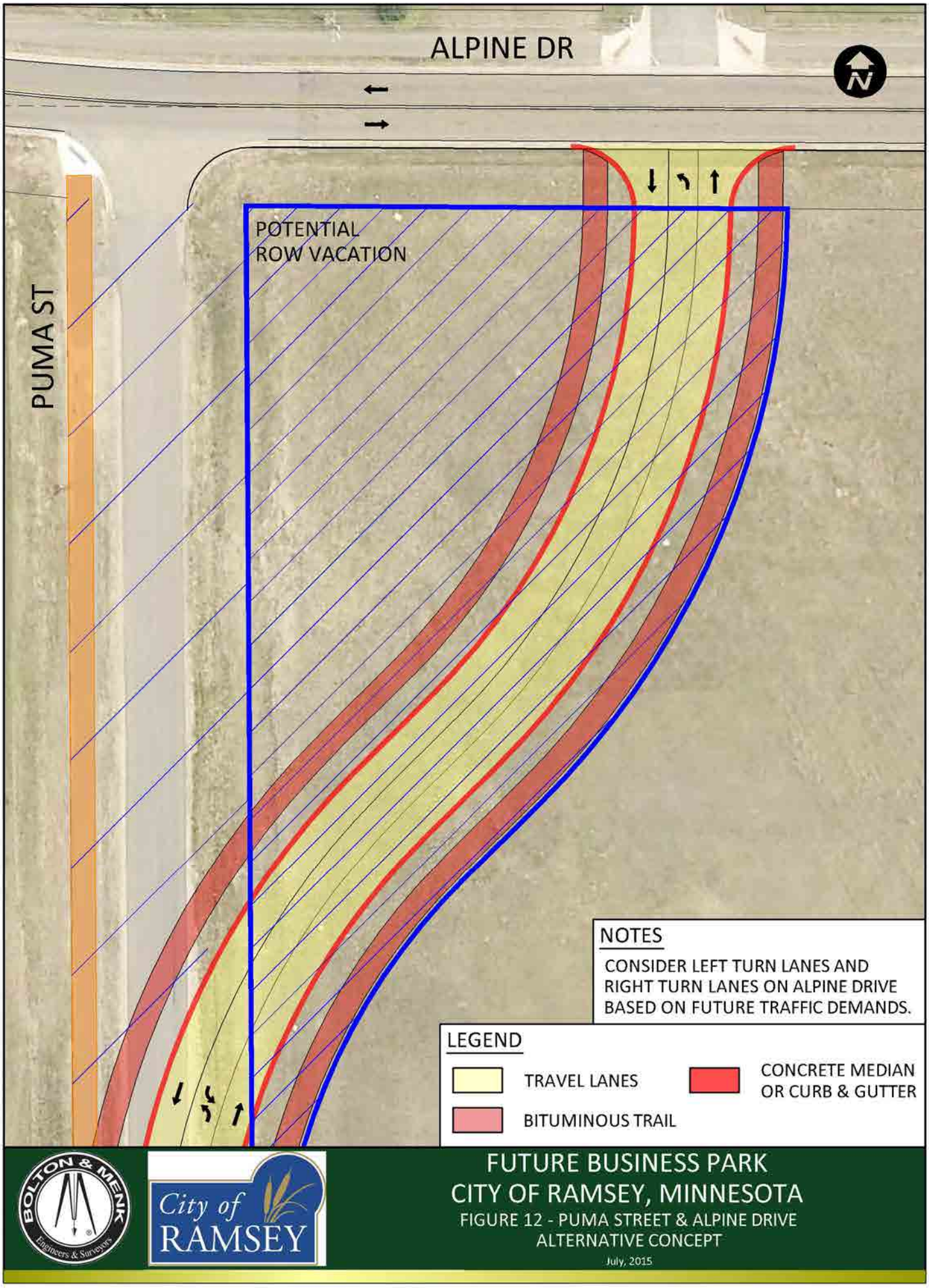
7533 SUNWOOD DR NW, SUITE 206
RAMSEY, MINNESOTA 55303
Phone: (763) 433-2851
Email: Ramsey@bolton-menk.com
www.bolton-menk.com

City of RAMSEY

FUTURE BUSINESS PARK
FEBRUARY 2017 UPDATE
CITY OF RAMSEY, MINNESOTA
PHASE 2 IMPROVEMENTS

FIGURE 6

© Bolton & Menk, Inc. 2017, All Rights Reserved
H:\RAMS\R16109828\CAD\C3D\109828New Land Use.dwg 3/6/2017 11:36 AM



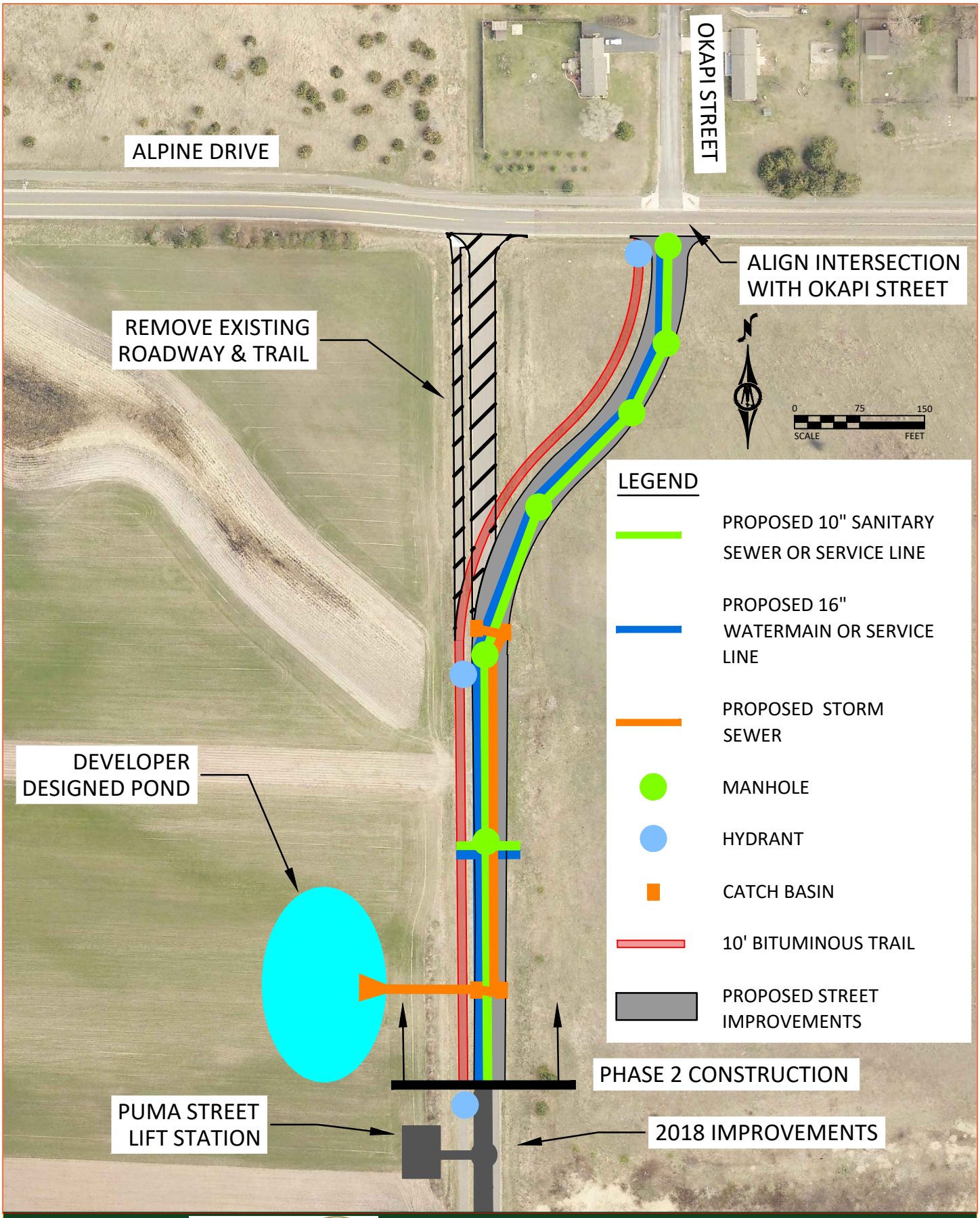
BOLTON & MENK
Engineers & Surveyors

City of RAMSEY

FUTURE BUSINESS PARK
CITY OF RAMSEY, MINNESOTA

FIGURE 12 - PUMA STREET & ALPINE DRIVE
ALTERNATIVE CONCEPT

July, 2015



City of RAMSEY

PUMA STREET IMPROVEMENTS
CITY OF RAMSEY, MINNESOTA

FIGURE 1
DECEMBER 2019

Fee Proposal

CLIENT: City of Ramsey PROJECT: Puma Street Improvements	BOLTON & MENK, INC.						
WORK TASK DESCRIPTION	**Project Manager**	**Senior Designer**	**Designer**	**Surveyor**	**Clerical**	**Total Hours**	**Cost**
Topographic Survey, Final Design and Construction Staking							
1.0 Roadway Design (Includes Topo and State Aid Plan Developement)	4	45	98	10	2	**159**	$19,265
2.0 Trunk Utility Design (Sanitary Sewer and Water)	2	8	34	0	0	**44**	$5,220
4.0 Storm Water Management and Storm Sewer Design	2	24	36	0	0	**62**	$7,760
5.0 Reviews and Approvals	2	8	16	0	2	**28**	$3,410
6.0 Permitting	2	24	40	0	2	**68**	$8,370
7.0 Bidding Services (Questions & Addenda)	4	12	8	0	4	**28**	$3,600
Subtotal Bolton & Menk	**16**	**121**	**232**	**10**	**10**	**389**	$47,625
					SUBCONSULTANT - Northern Technologies		$5,500
					TOTAL for Design through Bidding		**$53,125**
Construction Services							
1.0 Construction Administration (Shop Drawings, Pay Requests, As Builts)	4	16	12	0	2	**34**	$4,450
2.0 Construction Staking	0	4	2	32	0	**38**	$4,480

Puma Street Development Initiated Expansion and Safety Improvement Project

Assessment Amount	
Total Project Costs	$990,000.00
Trunk Utilities	-$230,000.00
Subtotal	*$760,000.00*
Municipal Contribution to Collector Road	-$225,000.00
Assessment Amount	**$535,000.00**

Based on a Council Directed Targed of 33.3% (1/3) of total project costs minus utilities.

Preliminary Assessment Roll			
Property/Party	**Net Acreage**	**Percentage**	**Assessment Amount**
Paxmar/AKM Farms (Outlot A, Alpha Development)	30.5	41.50%	$222,025.00
City (Outlot C, Alpha Development)	4.1	5.60%	$29,960.00
Capstone/Riverstone (Outlot H, Riverstone)	38.97	52.90%	$283,015.00
Total	**73.57**	**100.00%**	**$535,000.00**

DRAFT
For Discussion Only
NOT Reviewed by City Council

Total City Contribution	
Assessment Amount as Real Property Owner	$29,960.00
Municipal Contribution to Collector Road	$225,000.00
Total	**$254,960.00**
Percentage of Total Project Minus Utilities	*33.55%*

Total Contribution by Party			
Property/Party	**Amount**	**Percentage**	
Paxmar/AKM Farms (Outlot A, Alpha Development)	$222,025.00	29.21%	
City (Outlot C, Alpha Development) + Municipal Contribution to Collector	$254,960.00	33.55%	*33.3% (1/3) was target*
Capstone/Riverstone (Outlot H, Riverstone)	$283,015.00	37.24%	
Total Project Costs minus Utilities	*$760,000.00*	*100.00%*	

JOINT CITY COUNCIL AND PLANNING COMMISSION WORK SESSION
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Ramsey City Council conducted a City Council Work Session on Tuesday, February 11, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor John LeTourneau (attending remotely)
Acting Mayor Chris Riley
Councilmember Nadine Heinrich
Councilmember Mark Kuzma
Councilmember Jeff Menth
Councilmember Debra Musgrove
Councilmember Dan Specht

Planning Commission
Members Present: Chairperson Randy Bauer
Commissioner Bruce Anderson (attending remotely)
Commissioner Cheri Gengler
Commissioner Torrey Johnson
Commissioner Gary VanScoy
Commissioner Matt Woestehoff

Also Present: City Administrator Kurtis Ulrich
Fire Marshal Carey Schiferli
Police Captain Brad Bluml
Public Works Superintendent Grant Riemer
Administrative Services Director Colleen Lasher
Deputy City Administrator Timothy Gladhill
City Engineer Bruce Westby
Senior Planner Chloe McGuire Brigl

1. CALL TO ORDER

Acting Mayor Riley called the City Council Work Session to order at 5:30 p.m.

2. TOPICS FOR DISCUSSION

2.01: Receive Update on Riverstone Preliminary Plat (Master Plan) and Discuss Puma Street Reconstruction Options

Deputy City Administrator Gladhill provided a broad overview of the purpose of the discussion tonight.

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Senior Planner McGuire Brigl reviewed the staff report and details related to the proposed land use changes to the plat.

Acting Mayor Riley asked the number and location of 40-foot lots.

Heather Lorch, Capstone, identified a total of 38 proposed detached townhomes, that would replace the 48 proposed quad homes, and pointed out the location for those homes.

Councilmember Kuzma asked the price range and size of the homes.

Ms. Lorch replied that the price range would be between $265,000 and $295,000 with square footage ranging between 1,800 and 2,400 square feet.

Acting Mayor Riley asked for details on the discussion that occurred related to the potential connector street between this development and the neighboring development.

Ms. Lorch replied that they did receive the suggestion from the comment but both developers believed that it would be better to have standalone developments. She stated that Capstone is willing to provide a pedestrian connection that could connect the two developments.

Councilmember Kuzma asked for input related to the sewer and water connection to the adjacent development that was previously discussed.

Stephen Bona, Capstone, replied that Capstone came to an agreement with AKM following the last discussion, that has since expired, and they are awaiting a new agreement to be signed.

Councilmember Musgrove stated that she likes that Capstone heard the comments from the residents to eliminate the quad homes and adjust the plan in this manner. She commented that she also does not like the idea of a connecting road between the developments and appreciated the willingness of Capstone to put in the pedestrian connection between neighborhoods.

Planning Commissioner Chair Bauer disclosed that he lives in the Riverstone development and does not believe that a connecting road with the adjacent parcel would provide benefit.

Deputy City Administrator Gladhill reviewed the remainder of the staff report related to the Puma Street reconstruction. He noted that Paxmar submitted an email in opposition of the proposed assessment.

Acting Mayor Riley asked if there is a reason that the roadway would not be improved to the City's street standards.

Mayor LeTourneau asked how the new alignment would lay with the density of the housing.

Deputy City Administrator Gladhill identified the proposed realignment, which has always been contemplated following the Preliminary Plat approval of Paxmar.

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Planning Commission Chair Bauer stated that Puma Street might be utilized by more than just the residents, with the industrial park in that area. He stated that the employees and possibly trucks accessing the industrial park will increase traffic on Puma Street and therefore believed the City should contribute to the project.

Councilmember Kuzma asked if this is an MSA street.

Deputy City Administrator Gladhill stated that this roadway is included in the MSA system, and would be eligible for MSA funds, but the City would need to decide if this is the correct project to use MSA funds on as there is a large demand on the limited MSA funding. He noted that the Public Works Committee will continue that discussion.

Councilmember Specht agreed that the City should financially contribute towards the project.

Councilmember Musgrove asked for background information on the temporary construction of Puma Street.

Deputy City Administrator Gladhill provided background information on the creation of Puma Street.

Councilmember Heinrich asked if there have been similar projects in years past.

Deputy City Administrator Gladhill replied that there have been a variety of similar projects. He stated that some projects in The COR have been funded by the City at a rate of 60 percent, that could be reimbursed through TIF.

Councilmember Specht asked if the cost-share is lesser in this case because these are residential developments rather than commercial.

Deputy City Administrator Gladhill stated that looking holistically at the City's transportation needs, this is not the same setup as the Bunker Lake industrial park scenario. He noted that the Bunker Lake industrial park scenario was more linked through economically development and the City funded its portion through the County HRA funds.

Councilmember Specht asked for details on the position of Paxmar in its email.

Deputy City Administrator Gladhill stated that Paxmar stated that he is unsure of the exact amount Paxmar feels would be fair but believes that one third is too much for their development to be assessed. He noted that the Paxmar parcel is still awaiting rezoning to support its proposed development.

Mayor LeTourneau asked if the City is still the owner of the parcel east of Puma Street.

Deputy City Administrator Gladhill stated that the City largely owns the four-acre parcel where the road alignment would occur.

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Councilmember Kuzma suggested that the City proceed with the benefit analysis study to support any potential assessment.

Deputy City Administrator Gladhill stated that Capstone does have an aggressive schedule for this next phase of development, and they would not be able to build on those lots within the realignment area until the Puma Street agreement is finalized.

Planning Commissioner Anderson asked what would happen in the case that the third party does not move forward, specifically whether the City and Capstone would be then stuck with a 50/50 split.

Deputy City Administrator Gladhill stated that as long as the City follows the proper metrics, appraisals show the increase in value is equal to the assessment amount, the City would be fully protected.

Councilmember Heinrich asked for input from Capstone on their thoughts on the potential cost-share split.

Ms. Lorch stated that Capstone was aware that there was a need for an assessment on this part of the parcel and was under the impression that it would be a similar cost-share to the previous. She stated that they hoped that the cost-share would be less with another developer. She stated that Capstone did fund 18 percent of the improvement cost for Bunker Lake Boulevard because it felt that improvement would provide benefit to its residents. She stated that Capstone would agree to the third split, with the caveat that the City and other developer equally contribute.

Planning Commissioner Woestehoff asked if there are safety concerns with Alpine in that area.

Police Captain Bluml stated that this would correct the safety concern with the Alpine walking trail that previously existed.

Planning Commissioner Woestehoff suggested that the City take a larger share in this from a safety standpoint and contribute at a rate of 50/25/25.

Deputy City Administrator Gladhill noted that the Public Works Committee can discuss that option.

Councilmember Menth asked if Paxmar is on board with this proposal.

Deputy City Administrator Gladhill confirmed that Paxmar does not agree with this proposal. He noted that Paxmar was invited to attend tonight but chose not to be a part of the discussion.

Councilmember Musgrove asked if Paxmar would perhaps accept the cost-share of 50/25/25 in order to allow this project to proceed at a quicker pace and without the need for the additional study.

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Councilmember Heinrich stated that while she supports the safety aspect, she does support the third split scenario and would support moving forward on that.

Councilmember Kuzma stated that it would be difficult to determine what would be assessed until the benefit analysis study is completed. He stated that if supported, he would support the third split scenario.

Deputy City Administrator Gladhill stated that staff can bring forward the two cost-share scenarios (the third scenario and 50/25/25) to the Public Works Committee for further discussion.

Mr. Bona stated that the schedule is moving fast, and they would like to begin grading in March, with roads paved by June. He appreciated any assistance the City could provide in the Puma Street agreement moving forward to allow their schedule to continue to move at that pace.

2.02: Discuss Policy Direction on Pearson South/Riverstone South Subdivision; Case of Capstone Homes

Deputy City Administrator Gladhill reviewed the staff report related to land use.

Acting Mayor Riley commented that he would like to see less 40-foot wide lots.

Planning Commissioner Woestehoff asked if this property is zoned R-1 MUSA.

Deputy City Administrator Gladhill confirmed that to be true and noted that a Comprehensive Plan amendment and zoning amendment would be needed.

Councilmember Menth referenced the surrounding area and asked how that land is planned to be developed.

Deputy City Administrator Gladhill identified the landowners and land use guiding of the surrounding properties.

Councilmember Menth stated that in the past he has heard discussion of connecting Bowers Drive to another roadway.

Deputy City Administrator Gladhill noted that would be a separate discussion that would involve the development of a different parcel.

Councilmember Kuzma asked the reasoning for the smaller lots.

Tom Bakritges, Capstone, stated that their goal is to have spring construction in 2021. He stated that this is a good opportunity to move to the south with development. He stated that this piece of ground is contained and is unique as they will be faced with challenges from the adjacent uses (solar farm, industrial/commercial, and residential). He stated that they would like to mirror what they have done to the north, noting that they attempt to provide housing to all the different

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markets. He stated that the smaller lots would be bordered by the future commercial/industrial area and the solar farm and noted that the site would transition as you move south in order to match the existing residential development.

Mr. Bakritges stated that the solar farm and commercial/industrial is not very attractive to be adjacent to residential and therefore that is why they are proposing a lesser price point residential product in that area.

Councilmember Specht commented that he believes that this is a good mix of housing products and supports the plan moving forward. He stated that residents on Bowers Drive have commented that it would be nice to have another method to connect rather than only having access onto Highway 10.

Mayor LeTourneau stated that the plan as presented is a great place to start. He stated that as a resident of Bowers Drive, there has been a discussion of those resident. He stated he is appreciative of the 50-foot buffer and prefers this use to additional commercial/industrial. He appreciated that this product would mirror the existing residential that it would border.

Planning Commissioner VanScoy stated that he supports the suggestion of staff to connect this to Bowers Drive. He commented that from a safety perspective he would imagine that this would be an issue.

Police Captain Bluml stated that the Police would like access to Bowers Drive as it would provide additional opportunity in emergency situations.

Fire Marshal Schiferli commented that it is important to have two accesses for many reasons. He stated that this is the longest cul-de-sac in the City, and this is a non-hydrant area, therefore the Fire Department needs to bring in water. He commented that if a tree goes down, or a power line, that could block the only entrance to Bowers Drive as it currently exists. He noted that the new development would also be connected to City water and therefore would have hydrants and the road connection would only improve the element of safety.

Deputy City Administrator Gladhill advised that an Environmental Assessment Worksheet (EAW) would be required as this moves forward and would include a traffic study.

Public Works Superintendent Riemer stated that if a connection is going to be made, Public Works would like to have a full road connection.

Mayor LeTourneau stated that as a homeowner on Bowers Drive, he can comment that the resistance that the City would have to the homes is less now resistant but there would be quite a bit of resistance in regard to a second access point.

Councilmember Heinrich appreciated the input from Mayor LeTourneau. She commented that while residents enjoy their privacy, public safety is of utmost importance for the residents and therefore supports a full road connection.

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Councilmember Menth asked if the Bowers Drive connection would occur through this design proposal or whether it would connection across Armstrong.

Deputy City Administrator Gladhill stated that currently the plan includes an oversized road connection with breakaway barriers for Public Safety, but Public Safety would like that to be a full road connection in that point. He stated that conceptually it is not difficult to add that road at this step in the plan and noted that is the purpose of tonight's discussion.

Councilmember Musgrove commented that she would support the full road connection.

Mayor LeTourneau stated that the residents are all in favor of having the access to Highway 10 changed and would support the connection to Riverdale Drive.

Acting Mayor Riley confirmed the consensus of the Council to provide direction for a full road connection.

Deputy City Administrator Gladhill reviewed the Riverdale Drive extension element and potential cost-share elements. He noted that the City could attempt to compete for MnDOT funds. He noted that staff could bring forward the discussion to the Public Works Committee.

Councilmember Specht stated that because the roadway is part of the Highway 10 plan, he would support the City having a higher share of the cost.

Deputy City Administrator Gladhill confirmed that staff would prioritize Riverdale over Puma Street and that is why the third/third/third cost-share scenario the City was proposed on Puma Street.

2.03: Discuss Policy Direction on Outlot C, Northfork Development Proposal; Case of BK Land Development

Deputy City Administrator Gladhill provided a broad overview of the purpose of the discussion tonight.

Senior Planner McGuire Brigl reviewed the staff report.

Councilmember Heinrich asked if a gate of fence would be around the entire development.

Luke ___, BK Land Development, commented that would go along Alpine as a form of buffer. He stated that they would be open to suggestion from the City and noted that the fence could also be berming or landscaping.

Deputy City Administrator Gladhill asked for input on the appropriate/desired mix between the housing products.

DRAFT/COPY

Councilmember Kuzma stated that he supported this plan when it was previously presented, primarily because the demand for the smaller product is high and those homes sell quickly. He stated that he continues to support the plan as presented.

Councilmember Menth asked public safety to comment on the road width.

Fire Marshal Schiferli stated that the parking would need to be restricted on one side. He noted that the aerial truck would take up the entire road width. He stated that the narrow roads can work but would need to be posted for no parking on one side. He commented that he would like to see wider roads.

Police Captain Bluml stated that he would defer to fire, as fire trucks are much larger than police vehicles. He stated that a narrower road provides less time for driver reaction for pedestrians. He noted that parking could occur on one side during the day, but overnight parking is not allowed overnight on any City road.

Councilmember Kuzma commented that the neighboring development already has roads of this width.

Public Works Superintendent commented that Public Works can live with the 29-foot road, but no parking has to be enforced in order to support snowplows.

Councilmember Musgrove asked, and received confirmation that the road would be signed and designated as no parking on one side.

Acting Mayor Riley stated that this would match the adjacent development and therefore would be a good use. He commented that he would like to see the overall number of the smaller lots reduced.

Planning Commissioner Woestehoff stated that he has received resident comments that the housing prices are too expensive, noting that the smaller homes have a lesser cost and therefore he will support this proposal.

Councilmember Specht commented that he will also support the plan as proposed.

Councilmember Musgrove asked if the villa product would be part of an HOA.

Mr. [redacted] confirmed that the villas would have a full HOA, while the single-family product would have an HOA that only maintains common areas.

Councilmember Musgrove commented that she supports this proposal.

Planning Commission Chair Bauer commented that he lives in a villa in Riverstone and there is a high demand for that product. He commented that he and his neighbors are very satisfied, noting that the villa is a great product for snowbirds. He believed that it would not make sense to increase the number of single-family lots, as there is high demand for the villa product.

DRAFT/COPY

Mayor LeTourneau commented that he would welcome the mix of house styles and has a greater concern with the tax base that will be generated through this project. He noted that the growth in the housing community will also support the desire of the overall community to attract additional retailers.

Councilmember Menth stated that during the previous review he expressed a desire for less villas and more single-family homes. He stated that he has since driven through the adjacent development and has no problem with the mix proposed. He stated that he spoke with residents that live in the villas and are very satisfied with the product.

Councilmember Heinrich stated that she originally had concern with the number of smaller lots but noted that she could support the smaller lots if the road width were increased.

Mr. [redacted] stated that they could look into doing increasing the road width but would want to ensure that the mix of products would not be impacted and the separation between products could continue to be provided.

Deputy City Administrator Gladhill noted that the input has been received by the developer and it will be their choice whether to move forward on the project.

2.04: Note Additional Policy Projects and Development Proposals of Interest

No discussion.

3. TOPICS FOR FUTURE DISCUSSION

3.01: Review Future Topics/ Calendar

Noted.

4. MAYOR / COUNCIL / STAFF INPUT

None.

5. ADJOURNMENT

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

Respectfully submitted,

_____

Kurtis G. Ulrich
City Administrator

DRAFT/COPY

ATTEST:

_____

Katie M. Schmidt
Administrative Assistant

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

DRAFT/COPY

From: Tim Gladhill
To: Jay Roos
Cc: Chloe McGuire Brigl; Bruce Westby; Kurt Ulrich; Diana Lund; Kent Roessler; David Allen
Subject: RE: Puma Street Assessment
Date: Thursday, February 13, 2020 10:54:00 AM
Attachments: image001.png
image002.png
image006.png
Assessment Amounts.pdf
image008.png

Jay:

Thank you for your feedback as we work towards an ultimate solution that is equitable to all parties. Your feedback is helpful as we get into the more granular detail based on high-level policy direction.

Attached you will find a proposal that we think is fair to all involved. We have taken your feedback and revised the proposal in an attempt to find a reasonable solution. The assessment amounts are based on net developable acreage to be able to provide appropriate scale based on project size as opposed for per foot frontage. This has not been approved by the City. The intent of this email is to garner your feedback prior to policy and implementation discussions with the City Council.

Some High-Level Clarifying Points

- The Assessed Amount does NOT include Trunk Water and Trunk Sanitary Sewer – those will be paid by the City from Trunk Fees
- City Staff is proposing a contribution to the project as the municipality in the amount of $225,000 to acknowledge the role of Puma Street as a Collector Road serving multiple neighborhoods and districts
- City Staff is proposing that the City would incur the assessment amount for Outlot C, Alpha Development as Property Owner to your concern raised in Paragraph 3 of your email response
- In this scenario, your assessed amount would be less than the other two parties (City and Capstone)

City Staff also would like to clarify a couple of policy points based on your response below. I want to clarify that my comments below are intended to be helpful and find a solution to move forward, as I acknowledge that responses via email can come across with a negative tone.

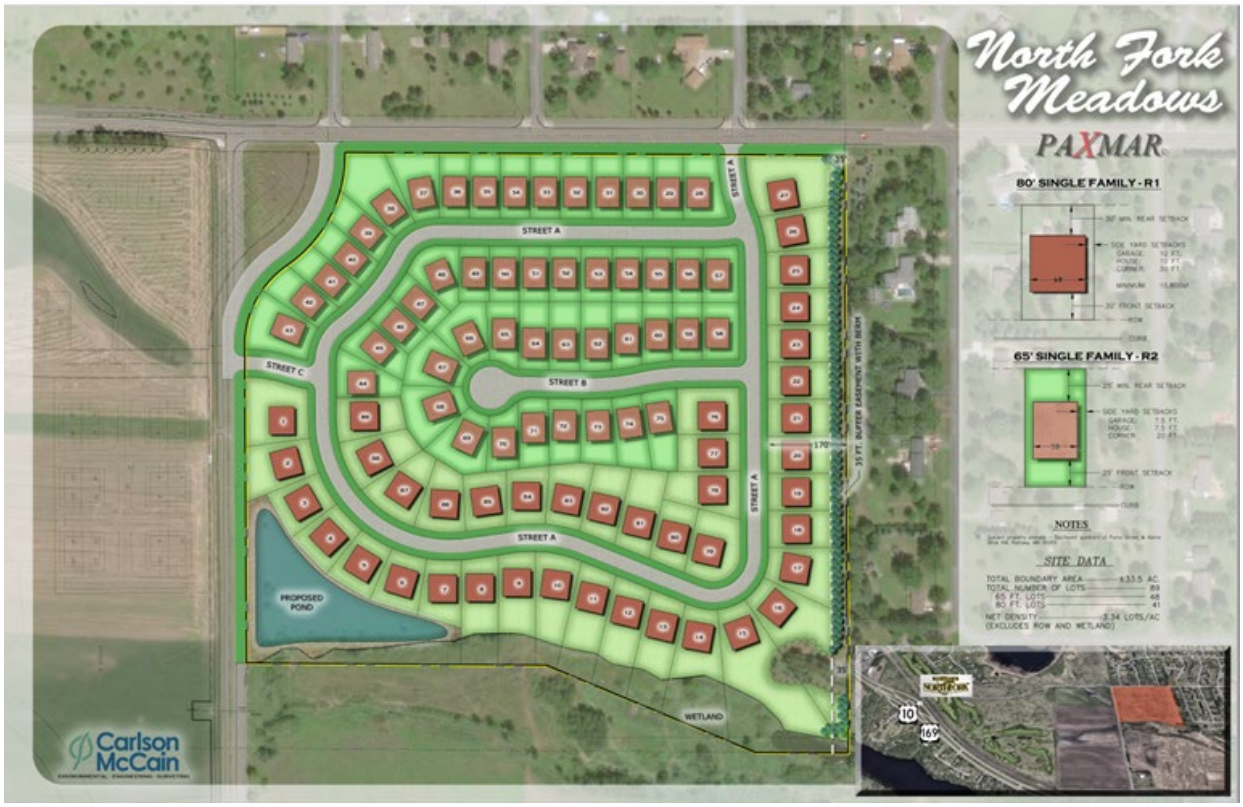
On Paragraph 2, you note that the parcel is not within the Metropolitan Urban Service Area (MUSA). This is not correct. The site is within the MUSA. The site is guided as Low Density Residential in the Comprehensive Plan and located in the R-1 Residential (MUSA) District. The Comprehensive Plan Amendment and Zoning Amendment on the table is to introduce Medium Density Residential in the Comprehensive Plan and R-2 Medium Density Residential (Detached) to the Zoning Map/Code. Any development scenario will create capacity needs on Alpine Drive and Puma Street.

On Paragraph 4, you note that your property will not will not gain direct benefit and that your future project will not gain direct access to Puma Street. Staff desires to go on record to note that it is our direction and interpretation that we will only allow one access onto Alpine Drive and a secondary access must be constructed on Puma Street. Setting that argument aside, there is still capacity needs on Puma Street and benefit to your property from this project. Additionally, as noted above, we agree with your argument that this road serves more than just the two adjacent residential development properties and serves a much broader area, including a Business Park. It is with that in mind that City Staff is recommending an additional contribution of $225,000 in addition to taking on the assessment amount for Outlot C, Alpha Development.

At the end of the day, our goal is for a fair and equitable distribution of costs. We agree that the City has an elevated role, but we also feel that development should contribute to the additional capacity needs. Additional capacity needs as a result of new development should not be borne by the general taxpayer alone. Our baseline traffic analysis demonstrates a clear need for safety and capacity improvements, largely driven by new development. These baseline traffic studies do not even include your requested land use changes, which is only going to exacerbate the issue. We look forward to being partners in the solution to Puma Street so we can keep your future land use goals and Land Use Applications moving forward.

Sincerely,

Tim



Tim Gladhill, AICP | tgladhill@cityoframsey.com
Deputy City Administrator | City of Ramsey
P: 763-433-9826 | F: 763-433-9848
7550 Sunwood Drive NW | Ramsey, MN 55303
www.cityoframsey.com

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

www.ramseygateway.com

From: Jay Roos
Sent: Thursday, February 6, 2020 8:23 AM
To: Tim Gladhill <tgladhill@ci.ramsey.mn.us>
Cc: Chloe McGuire Brigl; Bruce Westby; Kurt Ulrich; Diana Lund; Kent Roessler; David Allen

Subject: RE: Puma Street Assessment

Tim –

Thanks for the updates and the opportunity to comment.

AKM Farm, LLC (AKM), is the owner of the 30.5+/- acre parcel of land located at the southeast corner of Alpine

Drive and Puma Street. The parcel, which is outside of the Metro Urban Service Area, is identified as County Parcel #20-32-25-31-0002. At the present time AKM is not intending to pursue any development plans nor incur any additional engineering design expenses on this parcel until after such time that the MUSA and zoning is approved.

AKM is not in agreement with the cost share proposal as presently proposed for the street improvements, as well as the cost share proposal for the development of plans and specifications. Under the present plan AKM is being assigned costs for a portion of land at the proposed realignment of Puma Street (north end) that is not directly adjacent to our land and we are not agreeable to this. The land encompassing the proposed realignment route is owned by the City of Ramsey and is not under contract by AKM Farm, LLC. AKM may have a future interest in the property but it is not essential to the future development of our 30.5 +/- acres.

Regarding the portion of Puma Street that is directly adjacent to our property, we do not agree with the ability to assess these street improvements as a 429 project since our parcel doesn't gain direct benefits as a result. Any lots on our parcel would back up to Puma Street (i.e. not have direct access) and our property subdivision could be designed with all public street access from Alpine Drive via two access points. Also, the collector street improvements of Puma Street serve a much wider area other than just the two adjacent residential/future residential properties. Puma serves as the secondary access to the entire business park; without a Puma Street connection to Alpine Drive the entire business park is on a single ¾ mile long dead end street.

We are not in opposition to the proposed improvements, but we are opposed to the cost distribution as proposed. Thank you for your time and consideration.

Jay Roos
(763)753-6176 x450
2850 Cutters Grove Ave.; Suite 207
Anoka, MN 55303
www.paxmar.com |
PAXMAR©

From: Tim Gladhill <tgladhill@ci.ramsey.mn.us>
Sent: Wednesday, February 5, 2020 3:30 PM
Cc: Chloe McGuire Brigl; Bruce Westby; Kurt Ulrich; Diana Lund
Subject: Puma Street Assessment

This message has been copied to Paxmar and Capstone Homes.

All:

Our design engineer on the project provided clarification today on the project costs. The Trunk Water and Sanitary Sewer estimated costs are $230,000 to be paid by the City's Trunk Water and Sanitary Sewer Accounts (paid for by Developer Trunk Fees).

The remaining costs (road, storm, trail and lighting) result in $760,000. This is the amount that we would proposed to split three ways ($253,333 each).

Please let me know if you have any additional questions. We will be presenting this information next week at the 2/11 Joint Work Session in concept, with a more detailed review at the 2/18 Public Works Committee.

Sincerely,

Tim Gladhill

Tim Gladhill, AICP | tgladhill@cityoframsey.com
Deputy City Administrator | City of Ramsey
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PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, February 18, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Mark Kuzma
Councilmember Jeff Menth
Councilmember Chris Riley

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Deputy City Administrator Tim Gladhill
City Administrator Kurt Ulrich

5.01: Consider Recommendation on Cost Share Alternatives for Puma Street Development Initiated Expansion and Safety Improvement Project

Deputy City Administrator Gladhill reviewed the staff report.

Chairperson Kuzma asked if a benefit appraisal would be completed as part of the process.

Deputy City Administrator Gladhill confirmed that would be part of the process to ensure the amount of the assessment does not exceed the benefit provided by the project.

Councilmember Riley asked if an assessment would be necessary if an agreement is reached.

Deputy City Administrator Gladhill noted that one of the three parties has not yet agreed to the cost-share and has expressed objection to this proposed cost-share ratio, therefore an assessment would be the necessary path. He explained that even if all three parties agreed, the City would still need to use the 429 assessment tool to collect the payments.

Heather Lorch, Capstone, stated that Capstone feels strongly that with the 30 percent cost-share it would be reasonable that they could pay in advance but because they are unsure of the fees and end cost, they would feel more comfortable having that cost assessed.

Deputy City Administrator Gladhill explained that the assessment roll is very preliminary, and the final assessment amount will be based off the actual cost.

Chairperson Kuzma agreed that assessment would be the best tool in this case. He confirmed the consensus of the Committee for the City to use the assessment tool for the proposed cost-share.

DRAFT

Motion by Councilmember Menth, seconded by Councilmember Riley, to recommend that the City Council approve the proposed Funding Plan for the Puma Street Developer Initiated Expansion and Safety Improvement Project.

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

DRAFT

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

RESOLUTION #20-039

RESOLUTION APPROVING PRELIMINARY COST SHARE FRAMEWORK FOR IMPROVEMENT PROJECT #20-04: DEVELOPMENT INITIATED PUMA STREET EXTENSION

WHEREAS, the City has received land use applications, concepts anddevelopment proposals for Outlot H, Riverstone (Capstone Homes), Outlot A, Alpha Development (Paxmar/AKM Farm) directly abutting Puma Street; and

WHEREAS, the City has received a development proposal on Outlot C, Northfork from BK Land Development on land owned by Paxmar/AKM Farm; and

WHEREAS, the anticipated development listed above has created the need to increase capacity and improve safety on Puma Street and Alpine Drive; and

WHEREAS, the City acknowledges the role of Puma Street as a Collector Road serving multiple residential neighborhoods and business districts; and

WHEREAS, the City desires to establish a fair and equitable cost share model for the reconstruction of Puma Street that balances the City's contribution to the Collector Road while also acknowledging the impact created by new development.

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

1) That the Ramsey City Council hereby approves the Preliminary Cost Share Framework for Improvement Project #20-04: Development Initiated Puma Street Extension as outlined Exhibit A attached hereto.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 24th day of February 2020.

_____
Mayor

ATTEST:

_____
City Clerk

Exhibit A
Preliminary Cost Share Framework

Puma Street Development Initiated Expansion and Safety Improvement Project

Assessment Amount	
Total Project Costs	$990,000.00
Trunk Utilities	-$230,000.00
Subtotal	*$760,000.00*
Municipal Contribution to Collector Road	-$225,000.00
Assessment Amount	**$535,000.00**

Based on a Council Directed Targed of 33.3% (1/3) of total project costs minus utilities.

Preliminary Assessment Roll			
Property/Party	**Net Acreage**	**Percentage**	**Assessment Amount**
Paxmar/AKM Farms (Outlot A, Alpha Development)	30.5	41.50%	$222,025.00
City (Outlot C, Alpha Development)	4.1	5.60%	$29,960.00
Capstone/Riverstone (Outlot H, Riverstone)	38.97	52.90%	$283,015.00
Total	**73.57**	**100.00%**	**$535,000.00**

DRAFT
For Discussion Only
NOT Reviewed by City Council

Total City Contribution	
Assessment Amount as Real Property Owner	$29,960.00
Municipal Contribution to Collector Road	$225,000.00
Total	**$254,960.00**
Percentage of Total Project Minus Utilities	*33.55%*

Total Contribution by Party			
Property/Party	**Amount**	**Percentage**	
Paxmar/AKM Farms (Outlot A, Alpha Development)	$222,025.00	29.21%	
City (Outlot C, Alpha Development) + Municipal Contribution to Collector	$254,960.00	33.55%	*33.3% (1/3) was target*
Capstone/Riverstone (Outlot H, Riverstone)	$283,015.00	37.24%	
Total Project Costs minus Utilities	*$760,000.00*	*100.00%*	

CC Regular Session **7. 5.**

Meeting Date: 02/24/2020

By: Mark Riverblood, Engineering/Public Works

Information

Title:

Adopt Resolution #20-034 Approving the 2020 Ford Brook Playground Capital Improvement Project

Purpose/Background:

Detailed planning for this 2020 Capital Improvement Project began in earnest with a Listening Session held at Ford Brook Park in May of 2019. The meeting was attended by a couple dozen people, and in addition to wide-ranging comments, and discussion on the neighbor's vision for the park's renovation, staff collected written cards from residents enumerating their specific desires.

The following are the neighbor's 'list' of amenities and comments taken verbatim from those written statements:

- Need/Replace
  - Baby Swing
  - Tire Swing
  - New Slide
  - Tunnel/Jungle Gym
  - Monkey bars
  - Creative play centers
  - Path from street to park
- Collaboration can be made to make this park ‘new’. There are numerous families that use this park
- Any concrete work, I work for a family owned union company: North County Concrete
- Also using recycled materials
- Willing to help with assembly
- Swings
- Slide
- Rock Climbing

Notification:

The playground project has been in the city's Capital Improvement Plan for more than a decade, and accordingly, has been a part of many public hearings. Additionally, the project was the subject of a Listening Session at the park in 2019—with the invitation and request for comments mailed to approximately 74 homes.

Observations/Alternatives:

Based upon resident feedback and consideration of the Park and Recreation Commission, the following project elements and corresponding budget was recommended for approval at the Commission's February 2020 regular meeting.

~ Playground equipment (shown in first attachment) consisting of 6 to 12 years of age components, Tot to 6 years' play structure, four bay swing and large articulating balance beam—with installation = $21,000

~ Playground boulder perimeter (275' feet) with bench(es) = 16,000

~ Engineered wood fiber fall surfacing = $ 3,500

~ Gable shelter with picnic shelter = $17,000

~ ADA parking adjacent to street, path to playground = $11,000

~ Trees/landscape/sign = $2,000

~ Contingency = $4,500

Total $75,000

Note: the removal and restoration of the existing playground equipment, pea gravel and plastic border are not included within the budget shown—but assumed to accommodated by Ramsey forces or as other in kind services. Likewise, disposal costs if any, are not specifically identified, with any removal and disposal 'hard costs' either absorbed by the Park Department annual General Fund operations allocation or the above referenced contingency or both.

Funding Source:

The primary funding source is the Lawful Gambling Improvement Fund.

Recommendation:

The Park and Recreation Commission and Staff are recommending this playground renovation project be approved as outlined within this case.

Action:

Motion to Adopt Resolution #20-034 Authorizing the 2020 Ford Brook Park playground renovation at a not-to-exceed amount of $75,000.

Attachments

Proposed play components
Mini Shelter with table
Image, Mini shelter
Schematic layout
Existing conditons
Listening Session invitation
Comparables (w/o installation)
CIP page
Resolution #20-034

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	02/19/2020 01:58 PM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:45 AM
Form Started By: Mark Riverblood		Started On: 02/18/2020 08:52 AM
Final Approval Date: 02/20/2020		

Ford Brook Playground Replacement *(Proposed)*



One, 6 to 12 year old's playstructure



One, Tot to 6 year old’s



One, 4 bay swing — two belts, one tot bucket and one ADA



One, 30′ + articulating balance beam

Close – ups






WARNING
INSTALLATION OVER A HARD SURFACE SUCH AS CONCRETE, ASPHALT, OR PACKED EARTH MAY RESULT IN SERIOUS INJURY OR DEATH FROM FALLS.
L'INSTALLATION SUR SURFACE DURE TELLE QUE DU CIMENT, DE L'ASPHALTE OU DE LA TERRE BATTUE PEUT CAUSER DE SERIEUSES BLESSURES OU MEME LA MORT EN CAS DE CHUTE.
INSTALACION SOBRE UNA SUPERFICIE DURA, TAL COMO CONCRETO, ASFALTO O TERRENO COMPACTADO, PUEDE PROVOCAR QUE UNA CAIDA CAUSE LESIONES SERIAS O INCLUSO LA MUERTE.

Model: Steelworx Two Post Gable Shelter w/ Table, 10' x 10'
Model # GA-1010-SW-2P-T

Manufacturing Mission: To provide all prefabricated components and installation instructions for a 10' wide by 10' long (measured from eave to eave) free standing bolt together, tubular steel constructed shelter kit.

Design Criteria: Structure shall be designed to meet site specific snow and wind load design criteria using most current applicable building codes. All structural members are ASTM A-500 U.S. grade B steel. Welded connection plates shall be ASTM A-36 hot rolled steel. All fabrication performed to latest AISC standards by AWS Certified welders. All framing connections are done using A325 grade bolts within concealed access openings from above and will later be concealed by the roofing. All roof framing shall be flush against the roof decking to eliminate the possibility of bird nesting.

Tubular Steel Columns and Beams: Standard column dimension shall be 5" x 5" x 3/16" tubular steel welded to 5/8" base plates for surface mounting with main roof beams of 6" x 4" x 1/8" and 6" x 4" x 1/8" tubular steel fascia.

Roofing: 24 Ga. pre-cut steel Multi-Rib panels with Kynar 500 finish in a variety of colors with white underside. Standard roof slope is a 4/12 pitch with a eave height of 7'-6". Attached to structural framing with exposed self tapping screws painted to match roof color. Matching 24 Ga. trim included.

Table & Seats: Tube steel frame attached to columns with galvanized bolts with 10' long 2" x 10" (nominal) recycled plastic table and 8' long seat slats. Also available with pressure-treated pine slats.

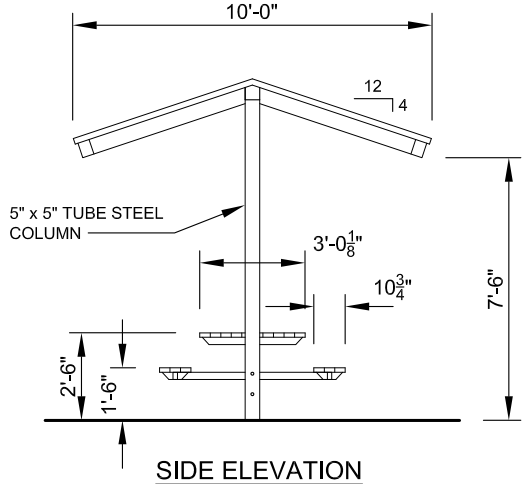
Frame Finish: All steel framework will receive a corrosion protective TGIC Polyester powder coat, electro-statically applied and cured at 400°F. A large selection of standard colors are available.

Foundation: All columns need to be anchored to concrete footings (footing design provided separately). Columns can be surface mounted with anchor bolts at or below finish slab elevation or they can be embedded directly into the footing. Anchor bolts and bracing templates included. Optional base plate covers are available at an additional cost.

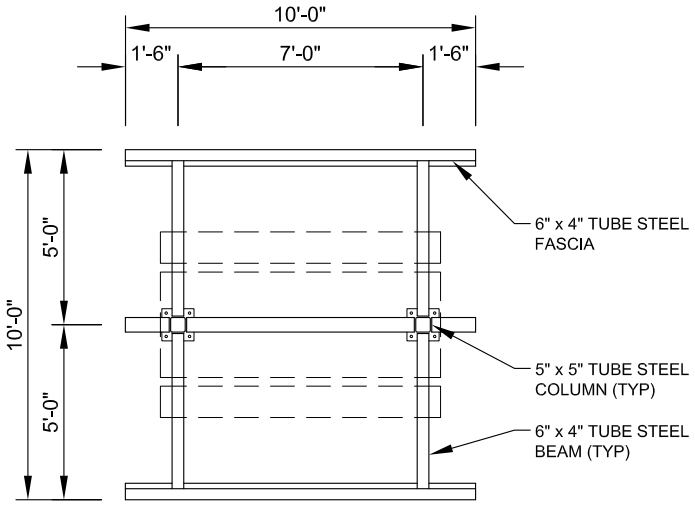
Hardware: All structural hardware and roofing fasteners shall be provided.

Warranty: 10 years against manufacturer defects.

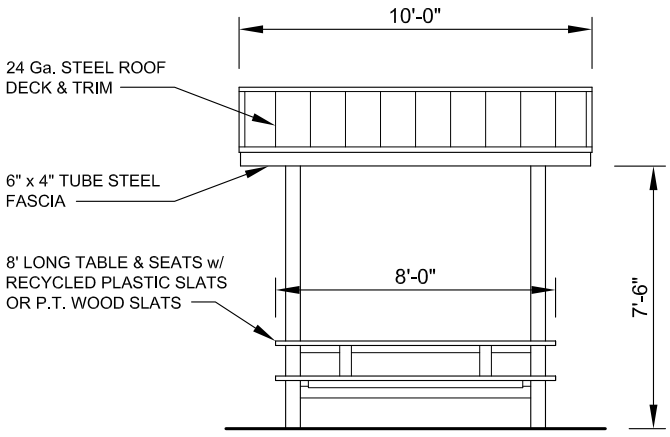
Not Included: Concrete work of any kind, unloading of product and installation.



SIDE ELEVATION
SCALE: NTS



FRAMING PLAN
SCALE: NTS



FRONT ELEVATION
SCALE: NTS

COVERWORX
Recreational Architecture
A Division of Ross & Barr Inc.

11800 East 9 Mile Road
Warren, MI 48089
Office: (586) 486-1088
Fax: (586) 754-9130
Toll Free: (800) 657-6118
Email: info@coverworx.com
www.CoverWorx.com

Steelworx Two Post Gable Shelter w/ Table - 10' x 10'

Model: GA-1010-SW-2P-T

DESIGN SPECIFICATIONS

COVERWORX
Recreational Architecture
A Division of Ross & Barr Inc.

8’ x 8’ Two Post Gable Shelter

with 6’ Webcoat Table and Seats



11800 East 9 Mile Road, Warren, MI 48089
(586) 486-1088 Office (586) 754-9130 Fax (800) 657-6118 Toll Free
www.Coverworx.com *info@coverworx.com*


(Removals)
Picnic table with roof
5459
Play apparatus w engineered wood fiber (containment border to be serpentine boulders)
ADA Parking w connecting trail
180th Avenue
Ford Brook Park

Ford Brook Park (a.k.a Snake Park)












NOTICE
RAMSEY CITY
PARKS CLOSED
10PM TO 5AM
PARK CURFEW



Join the City of Ramsey for a

Neighborhood Listening Session at Ford Brook Park

Thursday, May 9, 2019

at 6:30 pm

at Ford Brook Park, 5459 180th Avenue in Ramsey

Share what amenities you'd like considered in the renovation. In the event of inclement weather, this meeting will be moved to City Hall.



Ford Brook Park Listening Session

Comparable #1



Approximately **$140,000** (without border, surfacing or installation)

Comparable #2



Approx. **$135,000** (without benches and separate small items, border, surfacing or installation)

Capital Improvement Program

2020 *thru* 2029

City of Ramsey, Minnesota

Project # 04-PARK-006

Project Name Ford Brook Park Playground Equipment

Department Park Improvements
Contact Unassigned
Type Improvement
Useful Life 20 Years
Category Park Improvement
Priority 2-New Addition (High)
Status Active

Total Cost $70,000

Description

Ford Brook Park is north of CR 27, east of TH 47 and borders Nowthen. The renovated playground would be within walking distance of up to 100 existing homes.

Justification

The City has remained on a schedule of replacing existing play structures with ones that meet the Consumer Products Safety Commission guidelines for safety. This also results in a contemporary playground with more play value. City of Nowthen, Nowthen Lions' and others may be invited to participate financially or with in-kind services.

Expenditures	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Improvements Other than Building Cost	70,000										70,000
Total	**70,000**										**70,000**

Funding Sources	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Lawful Gambling Fund	50,000										50,000
Nowthen In-Kind	20,000										20,000
Total	**70,000**										**70,000**

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

RESOLUTION #20-034

RESOLUTION APPROVING THE 2020 FORD BROOK PLAYGROUND RENOVATION CAPITAL IMPROVEMENT PROJECT

WHEREAS, Ramsey City Council and Park and Recreation Commission recognizes the importance of Parks, Trails, Open Space and Recreation to the quality of life for Ramsey residents; and

WHEREAS, Neighborhood Parks are essential areas for play and creative and cognitive expression, as well as the positive physical development of children**;** and

WHEREAS, Ford Brook Park's play equipment is vastly outdated and no longer meets certain play equipment guidelines, nor acceptable play value**;** and

WHEREAS, renovation and reinvestment in existing parks represents a commitment and service to residents throughout the City, and supports favorable property values and sustaining neighborhoods, and

WHEREAS, the Park and Recreation Commission conducted a Listening Session at Ford Brook, and solicited specific feedback on residents' desires for the park; and

WHEREAS, the Park and Recreation Commission developed a menu of improvements responding to the Ford Brook Park neighborhood's desires, and on February 13th, 2020 recommended to City Council the implementation of the associated Capital Improvement Project.

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

That, up to seventy five thousand ($75,000), are hereby allocated from the Lawful Gambling Improvement Fund, for the purchase and installation of play equipment and related improvements, and further to direct staff to implement the other park renovations recommended by the Park and Recreation Commission on February 13th, 2020; and

That, the existing play equipment within Ford Brook Park be declared surplus property and that staff is hereby directed to dispose of it in the most fiscally responsible manner possible. Further, that if sold, purchasers must sign a liability waiver, approved by the City, absolving it from any liability.

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

and the following voted against the same:

none

and the following abstained:

none

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 24th day of February, 2020.

_____
Mayor

ATTEST:

_____
City Clerk

CC Regular Session **7. 6.**

Meeting Date: 02/24/2020

By: Kurt Ulrich, Administrative Services

Information

Title:

Review Adopt-a-flag Project Concept

Purpose/Background:

The purpose of this case is to review the concept of an adopt-a-flag program for the municipal center area. Attached our several examples of such programs from across the country. Basically, the city would administer a program that would allow residents and businesses to sponsor American flags that would be displayed on lampposts in the vicinity of city hall. Before developing and promoting such a program, staff is seeking agreement and feedback from the city council on the concept.

The existence of lampposts throughout the COR area provide an excellent opportunity to install flag brackets to mount American flags. Initial thought is that the flags would be put up within a block each way of the Sapphire/Sunwood street intersection and include Veteran's Drive from the rail station, east to the VA clinic. The flags would serve to mark the center of the downtown area, the government center, and as a way finder for the veterans utilizing the VA Clinic.

The program serves the city's strategies of strengthening and enhancing the city's identity and brand, and increasing citizen engagement.

Notification:

N/A

Observations/Alternatives:

Staff is currently researching other programs throughout the country to see which aspects may work best for Ramsey. Initially, suggested that the city install a fixed number of flags (say 50), and then seek sponsorships that allow residents, families, civic groups, and businesses to "adopt" a flag for a fee, for which the sponsors would receive recognition ((E.g., wall plague, newsletter, certificate, etc.). Most likely, the flags would be flown from Memorial Day through Veteran's Day in November. An option would be to fly the flags only on holidays and special events, such as Happy Days.

Funding Source:

Initial funding of flags would require an allocation of approximately $5,000 to $6,000.

Recommendation:

It is recommended that the City Council discuss this program and give consensus direction to staff to review, modify, or stop consideration of such a program.

Action:

Consensus direction based upon discussion.

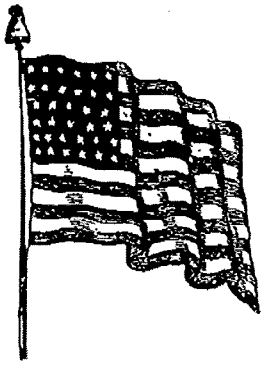
Attachments

Adopt a flag CCHills IL

Adopt a flag Pennington
Adopt a flag Tehachapi
Adopt a flag Windsor
Sunwood Street Light Map

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich (Originator)	Kurt Ulrich	02/20/2020 02:57 PM
Form Started By: Kurt Ulrich		Started On: 02/20/2020 08:52 AM
Final Approval Date: 02/20/2020		



ADOPT A FLAG

Have you seen the flags that line the streets during the summer?

These flags are a part of an adopt-a-flag program. Every flag that is flown along the streets in the City has been adopted. The names of every individual who has adopted a flag has his/her name imprinted on a plaque in the City's Council Chamber.

It is never too late to adopt-a-flag. It is also possible to adopt a flag for another person, or in memory of a person. The fee is $20.00. Please fill out the application below and return it to City Hall with the $20.00 fee.

Name _____

Address _____

City, _____

State, _____

Zip _____

(Optional) In honor; or memory of

_____

Adopt a Flag

Have you seen the flags that line the streets during the summer?

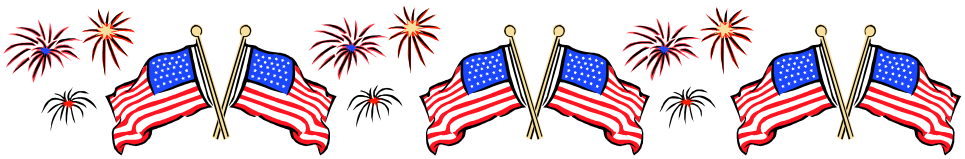
These flags are a part our Adopt-A-Flag program. Every flag that is down along the streets in the City of Country Club Hills has been adopted. The names of every individual who has adopted a flag has his/her name imprinted on a plaque in the City's Council Chamber.

It's never too late to adopt a flag. It is also possible to adopt a flag in honor or memory of someone else.

Please complete the downloadable form below and make your check payable to the City of Country Club Hills. $20.00 fee can be mailed to or dropped off at:

City of Country Club Hills
4200 W. 183rd Street
Country Club Hills IL. 60478
Attention: JoAnne Wade

View PDF on a Separate Page



PENNINGTON BOROUGH
Adopt-A-Flag Program

The Pennington Parks and Recreation Commission is seeking donations to purchase flags to display along North and South Main Street and East and West Delaware Avenue from May through October.

To adopt-a-flag, please go to www.penningtonboro.org and choose the Adopt-a-Flag link under Government > Boards & Committees > Recreation. Print and complete the form. The form may be submitted to the Pennington Borough Hall office with a tax-deductible check of $42 made payable to The Borough of Pennington. Please write "Adopt-a-Flag" on the check. The form and check may also be mailed to Pennington Borough Hall, 30 North Main Street, Pennington, NJ 08534. All donors will be acknowledged in the local newspapers. If the donation is on behalf of, or in memory of someone, we would be happy to send a note of acknowledgement to them as well. For questions or a copy of the form, please email penningtonparksandrec@gmail.com

Help keep the flags flying along Main Street by honoring or remembering someone special! These make great gifts!

Name:_____

Address:_____

Telephone:_____

If this is a donation on behalf of, or in memory of someone, we would be happy to send a note of acknowledgement.

Name and address for acknowledgement:_____

_____

Share Tweet G+ +

May 11, 2019

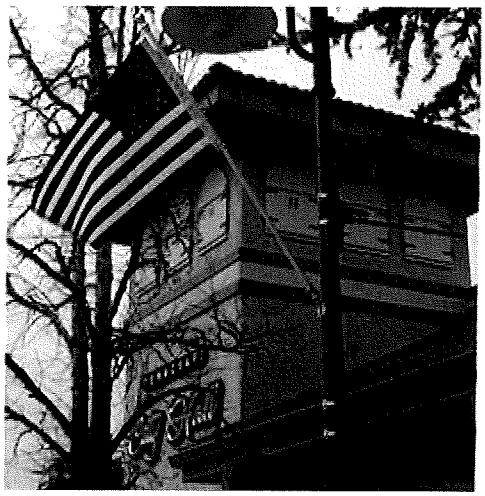


Photo provided

In 2012, the City of Tehachapi introduced a sponsorship program that allowed businesses, organizations, families or individuals to sponsor an American flag in downtown Tehachapi.

The sponsorship program, known as the "Adopt-A-Flag" program, gives Tehachapi and its residents an opportunity to show off their pride and patriotism for America. The City has approximately 100 decorative light posts on Tehachapi Boulevard, Green Street, F Street, Curry, Robinson and the Mill Street corridor right off Highway 58 that will be available for Adopt-A-Flag sponsors. The program will offer sponsorship for a term commencing Memorial Day and ending Labor Day, or for as long as weather permits.

For $50, sponsors can adopt a flag at an available spot of their choice. In exchange for sponsoring the American flag, a personalized decal will be placed on the decorative light post to display the name of the participating sponsor, or to indicate a dedication to a certain person or party per the sponsor's request. Logos made available (in PDF format) are encouraged as well and may be submitted with your sponsorship form or emailed to cdavis@tehachapicityhall.com.

To coincide with the success of the City's Adopt-A-Flag Program, the City recently launched a similar program to Adopt-A-Pole for the Christmas decorations. We will refresh your decal as the Christmas decorations are displayed and you will receive a discount on the cost when you opt in to both programs.

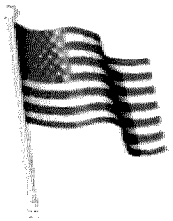
Please call Cinthya at (661) 822-2200, ext. 123 for more information or feel free to stop by City Hall at 115 South Robinson St. to pick up an application today! Applications will also be available online at http://www.tehachapicityhall.com.

YOU MIGHT BE INTERESTED IN:

IGNUP FOR EMERGENCY ALERTS!

50 Church Street, Windsor Locks

a Flag Program



ADOPT A FLAG PROGRAM

s our community spirit and honor those who died in the September 11th tragedy, the Town of Windsor Locks an "Adopt A Flag" program to allow residents the opportunity to purchase a flag for Main Street. The flags are ng all Veteran's holidays, as well as during times of crisis, to demonstrate our pride and strength as a united y.

e donation of $40 is the only cost to be a part of this historic endeavor. A plaque listing all of those who have f a flag is permanently mounted in the foyer at Town Hall for public viewing.

terested in participating in this program should contact:

Susan Barsanti, Executive Assistant

First Selectman's Office

Town Office Building

50 Church Street, Windsor Locks

(860) 627-1444

UPCOMING EVENTS

FEB 5 — 02.05.2020 6:30 pm - Board of Finance Me

FEB 6 — 02.06.2020 6:00 pm - Public Hearing - Seni Relocation Options

FEB 6 — 02.06.2020 7:30 pm - Annual Report Town

FEB 17 — 02.17.2020 8:00 am - President's Day - Tov Closed

FEB 18 — 02.18.2020 6:00 pm - Board of Selectmen



City of Ramsey GIS

LOGISmap v3.1.1



300ft

45.237182 -93.448503 Degrees

CC Regular Session **7. 7.**

Meeting Date: 02/24/2020

By: Sean Sullivan, Community Development

Information

Title:

Adopt Resolution #20-040 Approving Listing of Northern Seven (7) Acres of Lot 1, Block 1, Bury and Carlson Addition **Please Note: This case was moved from the Consent Agenda (5.11) to the Regular Agenda as item 7.7.**

Purpose/Background:

Purpose:

To provide an update relating to Anderson Dahlen Purchase Agreement and to obtain approval for the listing of the the north seven (7) acres of Lot 1, Block 1, Bury and Carlson Addition

Background:

The City did not receive a "Notice to Proceed" from Knoll Properties to move forward with their expansion on the North 9.3 acres of the Bury and Carlson site. Failure to give a "Notice to Proceed" by January 31, 2020 (end of "Inspection Period") terminates the Purchase Agreement. As a result, the City will refund the $67,500 Earnest Money according to the terms and conditions outlined in Paragraph 4(c) and 9(b). This is the third project proposed on this site that has not moved forward (previously Platinum Properties/Adrenaline Sports Center and Sharp Construction). Additionally, this scenario was conceived prior to execution of the Bunker Lake Industrial Park when developable industrial land was in scarce supply. The immediate urgency is not as strong as in previous years, but marketing this property does provide a number of economic development benefits.

The property is currently listed on MNCAR and Costar. Staff has received interest from two potential buyers and other brokers
while the property was under contract with Anderson Dahlen. Staff has obtained shovel ready certification for this site for the purposes of marketing and selling the site to the private sector for development. Staff believes that this site has the potential to develop by the private sector in the near future.

Staff is aware that that southern half of the site has been designated for the future Public Works Campus. The City did complete a Space Needs Analysis as it relates to the Future Public Works Campus that identified the northern 9 acres as potential for industrial development. Previous direction from the City Council has guided this property for private industrial development. The final planning and feasibility for the future Public Works Campus is now underway. As the final planning stages are underway for the Future Public Works Campus Site, the Public Works Department has requested that the City at least consider pausing listing a portion of this property until final plans and specifications are complete to ensure additional land is not necessary for public works use. An architect has been selected to prepare final plans and specification. As part of that process, it has been discussed re-evaluating the reuse of existing buildings on site, which may impact the space needs on this parcel. The Public Works Committee met on February 18, 2020 and recommended that 1.9 acres be removed from the listing to allow for time to determine if this land would be needed for the Public Works Campus.

Notification:

N/A

Observations/Alternatives:

The City Council could consider the following actions, subject to City Council approval.

1. Reduce the listing area to the northern seven (7) acres to allow time for the final plans and specifications for the Future Public Works Campus to be completed and to reconsider listing the additional 1.9 acres if it is not needed for the Public Works Campus.
2. Continue to list the full nine (9) acres for economic development purposes.
3. Pause listing all together until plans and specifications are complete for the Public Works Campus.

Funding Source:

This action is being handled under normal staff duties.

Recommendation:

The EDA and Public Works Committee recommend reducing the listing area to the northern 7 acres to allow time for the final plans and specifications for the Future Public Works Campus to be completed. The Public Works Committee asked to re-evaluate the listing once preliminary plans are completed for the Public Works Campus and consider adding back in the additional 1.9 acres.

Action:

Motion to adopt Resolution #20-040 approving Amended Listing for Lot 1, Block 1, Bury and Carlson Addition.

Attachments

Resolution #20-040

Site Location Map and Proposed Listing Area

Original Purchase Agreement

Current Purchase Agreement Extension

Form Review

Inbox	Reviewed By	Date
Sean Sullivan (Originator)	Sean Sullivan	02/19/2020 11:54 AM
Tim Gladhill	Tim Gladhill	02/20/2020 08:37 AM
Kurt Ulrich	Kurt Ulrich	02/20/2020 08:41 AM
Form Started By: Sean Sullivan		Started On: 02/18/2020 08:33 AM
Final Approval Date: 02/26/2020		

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

RESOLUTION #20-040

RESOLUTION APPROVING LISTING F NORTHERN SEVEN (7) ACRES OF LOT 1, BLOCK 1, BURY AND CARLSON ADDITION

WHEREAS, the City lists the Northern 9.3 Acres of Lot 1, Block 1, Bury and Carlson Addition for economic development purposes; and

WHEREAS, the City of Ramsey is in the process of designing the future Public Works Facility and it is possible that some additional land (1.9 acres) could be needed to complete the project efficiently; and

WHEREAS, the design process for the Public Works Campus should be complete in a few months.

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

1) That the Ramsey City Council hereby approves the listing of the Northern Seven (7) Acres for economic development purposes.
2) In the event that it is determined that the 1.9 acres is not needed for the Public Works Campus The Ramsey City Council approves the listing of the 1.9 acres for economic development purposes.

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

and the following voted against the same:

None

and the following abstained:

None

and the following were absent:

None

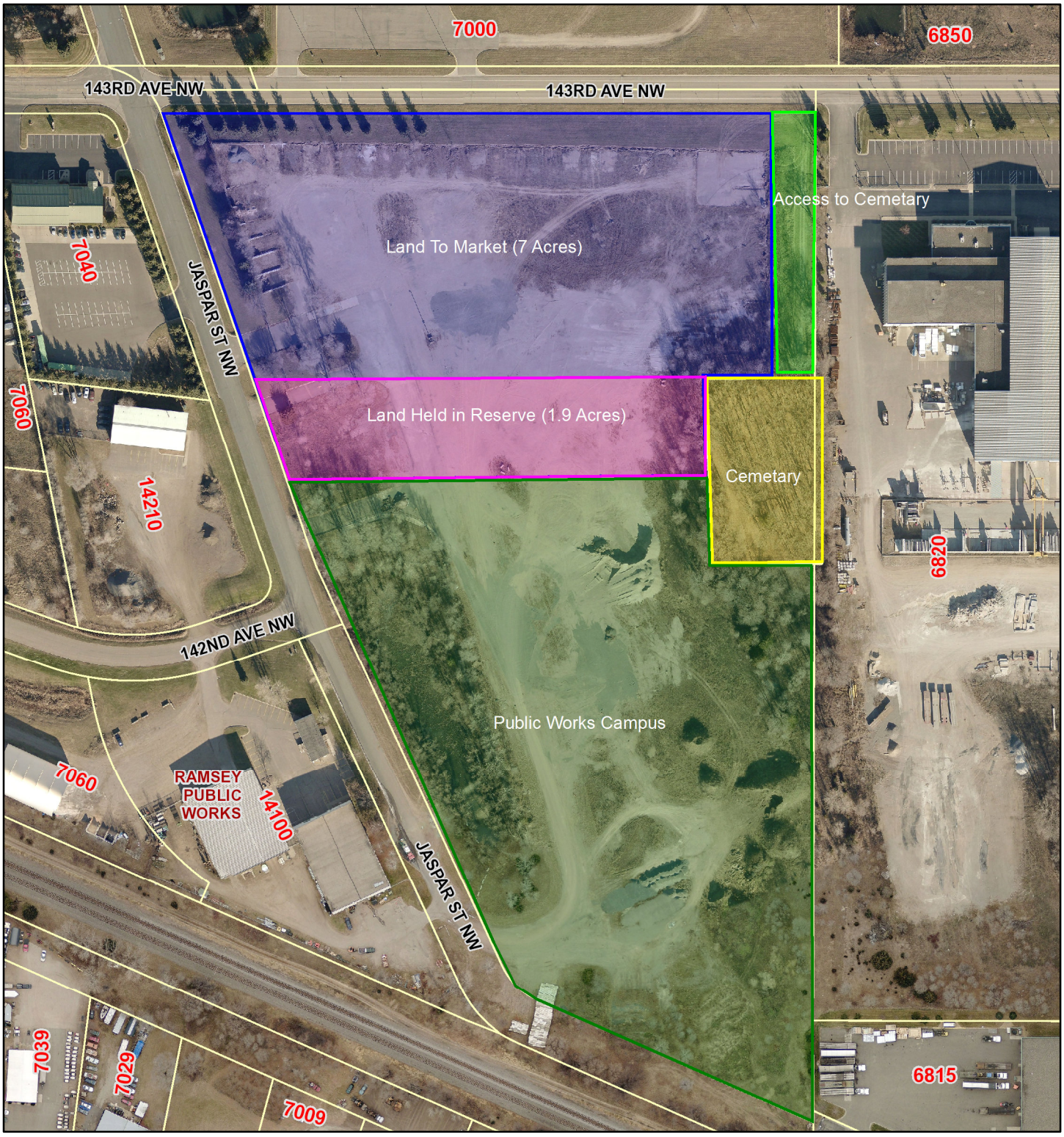
whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 24th day of February 2020.

_____
Mayor

ATTEST:

_____
City Clerk

Bury and Carlson Site Diagram



February 12, 2020

1:2,400

0 112.5 225 450 ft

0 30 60 120 m

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search,appraisal, survey, or for zoning verification.

PURCHASE AGREEMENT

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

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

1. **EFFECTIVE DATE.** The effective date of this Agreement is **April 23, 2019** (the "Effective Date").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller 9.3 acres of vacant land, legally described as follows:

   The North 9.3 acres of Lot 1, Block 1, Bury and Carlson Addition, Anoka County, Minnesota. (the "Property")

   Addresses: 7XXX 143rd Avenue Northwest, Ramsey, MN 55303

   Anoka County Property Identification: The North 9.3 acres of 27-32-25-34-0009;

3. **PURCHASE PRICE.** The purchase price for the Property is $675,000.00 (the "Purchase Price").

4. **EARNEST MONEY AND ADDITIONAL EARNEST MONEY.** Within (5) business days after the Effective Date, Buyer must deposit the sum of $67,500.000 (the "Earnest Money") with Commercial Partners Title Company, 200 South 6th Street, #1300, Minneapolis, MN 55402 ("Escrow Agent"), via wire transfer or delivery of a certified check payable to Escrow Agent.

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

b. Upon Seller's receipt of a Notice to Proceed from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 22 as a result of a default by Seller).

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

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

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

6. **TITLE COMMITMENT.**

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

b. Buyer shall have until the date thirty (30) days after the receipt of the Title Commitment and the Survey (collectively, "**Title/Survey**") to review Title/Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception**." Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of

Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, than Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

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

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

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

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

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

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

limitation, any reports relating to any Phase I Environmental Site Assessment of the Property.

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

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

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

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

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

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

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

9. **INSPECTION PERIOD.**

   a. Except as otherwise provided in Section 6, Buyer shall have from the date that Buyer deposits the Earnest Money with Escrow Agent to **June 23, 2019** (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of

Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

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

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

10. DEFINITIONS. As used in this Agreement:

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

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

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

11. RELEASE. By accepting the deed to the Property, Buyer, for itself, its directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, predecessors, successors, and assigns and anyone acting on its behalf or their behalf hereby fully releases and forever discharges Seller from any and all Claims (including without limitation all Claims arising under any Environmental Law and all Claims arising at common law, in equity or under a federal, state or local statute, rule or regulation), past, present and future, known

and unknown, existing and contingent, arising out of, resulting from, or relating to the condition of the Property, and Buyer hereby waives any and all causes of action (including without limitation any right of contribution) Buyer had, has or may have against Seller and anyone acting on its behalf with respect to the condition of the Property, whether arising at common law, in equity or under a federal, state or local statute, rule or regulation. The foregoing shall apply to any condition of the Property, known or unknown, contemplated or uncontemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Property, whether such Hazardous Substance is located on or under the Property, or has migrated from or to the Property.

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

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

Buyer: Knoll Properties , LLC
David Knoll
6850 Sunwood Drive NW
Ramsey, MN 55303
Email: knod@andersondahlen.com

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

13. **CLOSING.** This transaction shall close within 30 days after Buyer delivers a Notice to Proceed to Seller or on such earlier date as Seller and Buyer may establish by mutual, written agreement; provided, however, Buyer may extend the Closing a total of two (2) times, each time for a period of thirty (60) days at a cost of Five Thousand and 00/100's Dollars ($5,000.00). Each $5,000.00 extension payment to the City shall be non-refundable, but applicable to the Purchase Price. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited with the Escrow Agent and disbursed by the Escrow Agent to avoid the necessity for a Closing at which the Parties are present.

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

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

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

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

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

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

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

c. **Closing Costs.**

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

1. Seller's portion of the prorated property taxes.
2. Seller's own attorney's fees.
3. One-half the cost of any closing fees.
4. The cost of real estate broker commission fees as prescribed in Section 15.

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

1. Buyer's portion of prorated property taxes.

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

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

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction. To the extent allowed by law, Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party.

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

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

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

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

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

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

22. REMEDIES.

a. If Buyer fails to perform any of the terms or conditions of this Agreement within the specified time limits, Seller may declare this Agreement terminated pursuant to Minnesota Statutes section 559.21. Seller's sole remedy in the event of Buyer's default is retention of the Earnest Money, unless Buyer defaults under Section 7 or 12 of this Agreement, in which case Seller may retain the Earnest money or suspend the performance of its obligations under this Agreement and commence an action in Anoka County District Court to recover its actual damages arising from the default.

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

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

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

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

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

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

28. **CONSTRUCTION DEADLINE.** Buyer shall obtain a certificate of occupancy from the City of Ramsey for the construction of a minimum of 60,000 SF manufacturing facility

on the Property by July 31, 2020. At Closing, a "Right of Re-Entry Agreement" must be executed and recorded to the Property providing that, in the event the above deadline is not met, Seller has the right to reclaim title to the parcel(s) for which a certificate of occupancy was not obtained or in the alternative, and at Seller's sole discretion, Buyer shall pay Seller a $150,000 penalty. In the event the penalty is not paid within 30 days of receipt of notice, Seller may certify the penalty to Anoka County as an assessment against the Property.

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

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

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: 4-26-2019, 2019
John LeTourneau, Mayor

By: _____ Dated: 4/26, 2019
Kurt Ulrich, City Administrator

BUYER: KNOLL PROPERTIES, LLC, a Minnesota Limited Liability Company.

By: _____ Dated: APRIL 25, 2019
David J. Knoll, Chief Manager

PURCHASE AGREEMENT

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

RECITALS

A. WHEREAS, Buyer and Seller previously entered into that certain Purchase Agreement dated effective April 23, 2019 (the "**Prior Agreement**"), wherein Buyer agreed to purchase the Property (as defined below).

B. WHEREAS, prior to the transaction closing, the Prior Agreement automatically terminated pursuant to its terms and is null and void and of no effect.

C. WHEREAS, Seller desires to sell the Property to Buyer, and Buyer desires to purchase the Property from Seller, pursuant to the terms and conditions set forth in this Agreement.

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

1. **EFFECTIVE DATE.** The effective date of this Agreement is **November 26, 2019** (the "**Effective Date**").

2. **SALE OF PROPERTY.** Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller 9.3 acres of vacant land, legally described as follows:

   The North 9.3 acres of Lot 1, Block 1, Bury and Carlson Addition, Anoka County, Minnesota.

   To be platted as Lot 1, Block 1, Anderson Dahlen South Addition, Anoka County Minnesota (the "**Property**")

   Addresses: 7XXX 143rd Avenue Northwest, Ramsey, MN 55303

   Anoka County Property Identification: The North 9.3 acres of 27-32-25-34-0009;

3. **PURCHASE PRICE.** The purchase price for the Property is $675,000.00 (the "**Purchase Price**").

4. **EARNEST MONEY AND ADDITIONAL EARNEST MONEY.** The parties agree that Buyer has deposited $67,500.000 (the "**Earnest Money**") with Commercial Partners Title Company, 200 South 6th Street, #1300, Minneapolis, MN 55402 ("**Escrow Agent**").

   a. Intentionally deleted.

   b. Upon Seller's receipt of a Notice to Proceed (as defined in Section 9(b) below) from Buyer in accordance with Section 9(b), all of the Earnest Money becomes non-refundable (except in accordance with Section 22 as a result of a default by Seller).

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

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

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

6. **TITLE COMMITMENT.**

   a. Seller makes no representations or warranties with respect to the status of title to the Property; provided, however, Buyer shall have the rights described in subsection 6(b) below to satisfy itself as to the unconditional marketability of title to the Property. Within thirty (30) business days after the Effective Date, Seller shall, at Seller's expense, obtain a commitment from Escrow Agent to issue an owner's policy of title insurance insuring Buyer's title to the Property (the "**Title Commitment**") and deliver the Title Commitment and copies of or internet access to copies of all recorded documents referenced in the Title Commitment to Buyer.

   b. Buyer shall have until December 31, 2019 to review the Title Commitment and the Survey and to give Seller written notice of (i) any defects in the marketability of Seller title to the Property or any encumbrances on Seller's title to the Property that are objectionable to Buyer, and (ii) the specific actions Buyer requests that Seller take with respect to each such defect or encumbrance (a "**Title Objection Notice**"). Any defects in or encumbrances on Seller's title that Buyer does not identify in a timely Title Objection Notice are each a "**Permitted Exception.**" Within three (3) business days after Seller's receipt of a Title Objection Notice from Buyer, Seller will notify Buyer, in writing, of the actions, if any, that Seller is willing to take with respect to each of the matters identified in the Title Objection Notice and the time frame in which Seller will take those actions ("**Seller's Title Notice**"). If Seller's Title Notice indicates that Seller unconditionally agrees to make Seller's title to the

Property marketable on or before the closing date established pursuant to Section 10, the parties shall proceed to closing pursuant to the terms of this Agreement. If Seller's Title Notice indicates that Seller does not unconditionally agree to make Seller's Title to the Property marketable on or before the closing date established in Section 10, Buyer may, at any time with three (3) business days after Buyer's receipt of Seller's Title Notice, terminate this Agreement by written notice to Buyer in which case this Agreement is terminated and Escrow Agent must disburse any Earnest Money to Buyer and neither Party will have any further obligations under this Agreement ("**Buyer's Title Termination Notice**"). If Buyer does not deliver a Buyer's Title Termination Notice to Seller within the three (3) business days after Buyer's receipt of Seller's Title Notice, then Seller must perform in accordance with Seller's Title Notice, Buyer shall be deemed to have waived Buyer's objections to the extent Seller has not agreed to address them in Seller's Title Notice, the matters to which Buyer objected and Seller did not agree to resolve are deemed Permitted Exceptions, and the parties shall proceed to Closing in accordance with the terms of this Agreement and the terms of Seller's Title Notice.

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

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

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

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

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

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

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

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

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

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

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

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

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

9. **INSPECTION PERIOD.**

a. Except as otherwise provided in Section 6, Buyer shall have through **January 31, 2020** (the "**Inspection Period**") to investigate the Property and determine, in Buyer's sole judgment, whether (i) the condition of the Property is suitable to Buyer's intended use and the purchase and development of the Property is economically feasible; and (ii) Buyer will be able to obtain all governmental approvals (including, but not limited to, approvals necessary to subdivide and re-

plat the Property) and utilities necessary for Buyer's intended use of the Property. Buyer acknowledges and agrees that Seller has not made any covenants, representations or warranties regarding Buyer's ability to obtain governmental approvals from the City of Ramsey or any other governmental entity. The City of Ramsey will review, consider and act on any applications Buyer submits to the City for governmental approvals in accordance with City Code.

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

c. If, pursuant to Section 9(b) either Buyer terminates this Agreement or this Agreement is automatically terminated, the Escrow Agent must immediately disburse to Buyer any Earnest Money Escrow Agent holds and neither Party will have any further obligations under this Agreement.

10. DEFINITIONS. As used in this Agreement:

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

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

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

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

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

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

Buyer: Knoll Properties , LLC
David Knoll
6850 Sunwood Drive NW
Ramsey, MN 55303
Email: knod@andersondahlen.com

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

13. **CLOSING.** This transaction shall close within 45 days after Buyer delivers a Notice to Proceed to Seller or on such other date as Seller and Buyer may establish by mutual, written agreement. The Closing shall take place at the offices of the Escrow Agent, or at some other place as the parties may mutually agree prior to such date. At the option of either Party, the executed closing documents, Purchase Price and closing costs may be deposited

with the Escrow Agent and disbursed by the Escrow Agent to avoid the necessity for a Closing at which the Parties are present.

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

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

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

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

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

   i. Wire Transfer (or deliver a certified check in) an amount equal to the amount of the Purchase Price adjusted for to reflect Buyer's prior payment of the Earnest Money and to reflect amounts Buyer must pay or will receive pursuant to Section 13(c), to Escrow Agent for disbursement to Seller and others pursuant to this Agreement and the Settlement Statement; and

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

c. **Closing Costs.**

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

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

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

1. Buyer's portion of prorated property taxes.
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3. One-half the cost of any closing fees.
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5. The cost of the owner's title insurance policy, if Buyer elects to purchase an Owner's title insurance policy.
6. State deed tax.

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

14. REAL ESTATE BROKERS. Seller and Buyer represent and warrant to each other that they have dealt with no brokers, real estate agents, finders or the like in connection with this transaction. To the extent allowed by law, Seller and Buyer agree to indemnify each other and to hold each other harmless against all claims, damages, costs or expenses of or for any broker's fees or commissions resulting for their actions or agreements regarding the execution or performance of this Agreement, other than the fees payable to Seller's Broker, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorney's fees.

15. ASSIGNMENT. This Agreement may not be assigned without the written consent of the non-assigning Party.

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

19. ENTIRE AGREEMENT / MODIFICATION. The Recitals set forth above shall be considered a substantive part of this Agreement and are hereby incorporated by this reference. This written Agreement constitutes the complete agreement between the parties and supersedes any prior oral or written agreements between the parties regarding the Property, including the Prior Agreement. There are no verbal agreements that change this Agreement and no waiver or modification of any of its terms will be effective unless in writing executed by the parties.

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

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[***Remainder intentionally left blank***]

SELLER: The City of Ramsey, a Minnesota municipal corporation

By: _____ Dated: 12/3/2019, 2019
John LeTourneau, Mayor

By: _____ Dated: 12/3/19 ~~, 2019~~
Kurt Ulrich, City Administrator

BUYER: KNOLL PROPERTIES, LLC, a Minnesota Limited Liability Company.

By: _____ Dated: 11/29/19, 2019
David J. Knoll, Chief Manager