

City of Ramsey
Agenda
Public Works Committee
Monday, March 16, 2020
5:00 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. **Call to Order**
2. **Citizen Input**
3. **Approve Agenda**
4. **Approve Minutes**
 1. Approve the following meeting minutes.
 1. Public Works Committee meeting dated February 18, 2020.
5. **Committee Business**
 1. Consider Recommendation on Cost Share Alternatives for Riverdale Drive Development Initiated Expansion and Safety Improvement Project
 2. Center Street Area Capital Improvement Planning
 3. Consider Recommendation to City Council to Accept Feasibility Report for Amended 2020 Pavement Overlay Improvements, Improvement Project No. 20-02A
6. **Committee/Staff Input**
 1. Staff Updates on Variolite Street Reconstruction, Improvement Project No. 20-01
 2. Staff Updates on Improvement Projects and Items of Interest
 3. Review Future Topics Calendar
 - 4.
7. **Adjournment**

Public Works Committee

4. 1.

Meeting Date: 03/16/2020

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Approve the following meeting minutes.

1. Public Works Committee meeting dated February 18, 2020.

Purpose/Background:

Purpose: To review and approve meeting minutes.

Background: Attached are the meeting minutes for review.

Timeframe:

5 minutes.

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

To review and approve meeting minutes dated February 18, 2020.

Action:

Motion to approve meeting minutes dated February 18, 2020.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	03/11/2020 11:09 AM
Kurt Ulrich	Kurt Ulrich	03/12/2020 04:24 PM
Form Started By: MaryJo Warner		Started On: 03/10/2020 09:54 AM
Final Approval Date: 03/12/2020		

**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

1. CALL TO ORDER

Chairperson Kuzma called the regular meeting of the Public Works Committee to order at 5:03 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

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

4. APPROVE MINUTES

4.01: Approve January 21, 2020, Meeting Minutes

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

Regular Meeting Minutes dated January 21, 2020

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

5. COMMITTEE BUSINESS

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.

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.

5.02: Receive Update on Riverdale Drive Development Initiated Expansion and Safety Improvement Project

Deputy City Administrator Gladhill reviewed the staff report noting that the City and Developer agreed to postpone this discussion until the March Public Works meeting at the earliest.

5.03: Consider Request for City to Acquire Driveway Between Blue Velvet Car Wash and Riversbend Bar and Grill

Public Works Superintendent Riemer reviewed the staff report.

Councilmember Riley commented that it appears that the driveway ownership is split equally between Blue Velvet and the strip mall. He asked if the City has spoken with the owner of the strip mall.

Public Works Superintendent Riemer stated that staff has not yet spoken with the strip mall owner.

Councilmember Riley stated that does not want the City to own/purchase that area.

Chairperson Kuzma stated that he would think the owners of the two properties would want to work together to provide access to their customers.

Councilmember Menth stated that he has been involved in a shared driveway agreement in the past for a residential property. He commented that the only two parties involved in a shared driveway are the owners and would not support the City purchasing that land to incur additional maintenance costs.

Motion by Councilmember Menth, seconded by Councilmember Riley, to decline the offer to purchase/maintain Blue Velvet Lane and have it remain a private road.

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

5.04: Discuss Options for Northern Nine (9) Acres of Lot 1, Block 1, Bury and Carlson Addition (Future Public Works Campus Site and Economic Development Parcel)

Deputy City Administrator Gladhill reviewed the staff report.

Chairperson Kuzma noted that he and Councilmember Riley were in attendance at the EDA meeting and therefore have already discussed this case. He commented that it makes a lot of sense to provide the additional flexibility to the public works facility design process.

Motion by Councilmember Menth, seconded by Councilmember Riley, to recommend that the City Council revise the listing from nine acres to seven acres to allow flexibility in the final Public Works Campus Design and direct staff to bring the topic back to the Committee for additional review once the Feasibility Study for the new public works facility is completed.

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

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.

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.

5.07: Consider Recommendation to City Council to Order Traffic Study for Bunker Laker Boulevard Reconstruction – Armstrong Boulevard to Ramsey Boulevard

City Engineer Westby reviewed the staff report.

Chairperson Kuzma asked where the balance of the money would come from for this project.

City Engineer Westby noted that the CIP sheet was attached to the case and reviewed the different funding that would be used for the project, including the use of MSA funds.

Councilmember Menth stated that he understands that the plan was to improve Bunker Lake Boulevard to five lanes under the JPA. He asked why a traffic study would be needed as this improvement was planned for and is needed as the community continues to grow.

City Engineer Westby explained that City staff met with Anoka County last fall and understood that Ramsey is responsible for upgrading the road, but Anoka County has the final say in the design process and requested the traffic study as part of that process.

City Administrator Ulrich stated that it is possible that the City would not have to build to the most expensive design, if the traffic study supports that, as the City is responsible for designing to a 2040 anticipated use.

Councilmember Riley asked if the traffic study could identify if additional turn lanes could be supported.

City Engineer Westby confirmed that the study could provide support for the discussions with Anoka County related to access points. He stated that the County has stated that they would be open to additional access points, if a roundabout were potentially considered at Center Street and Bunker Lake Boulevard, as that would allow a U-turn type activity.

Chairperson Kuzma asked if the traffic study would address speed.

City Engineer Westby stated that a speed component could be included but the study normally focuses on volumes and turning movements. He noted that it would be the decision of the County as to whether speed would be included. He noted that normally you would improve the roadway and then complete a speed study.

Councilmember Riley stated that this is a County road and the City has to follow the County's specifications and asked why the County would not just take the lead and complete this improvement with the improvement they are doing, with the City reimbursing the cost.

City Engineer Westby stated that the County was very open to partnering on the study and based on the results of the study, the County might be more open to a request to complete both projects at the same time with the County taking the lead. He stated that City staff can continue to have that discussion with Anoka County.

Motion by Councilmember Menth, seconded by Councilmember Riley, to recommend that the City Council order a Traffic Study for the proposed reconstruction of Bunker Lake Boulevard between Armstrong Boulevard and Ramsey Boulevard.

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

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby reviewed the staff report.

6.02: Review Future Topics Calendar

City Engineer Westby stated that it is difficult to get everything on the list completed, as some items continue to be pushed out in order to support the higher priority projects that need to be discussed.

Public Works Superintendent Riemer provided an overview of the City's snowplowing process. He stated that the current benchmark for plowing is eight hours. He stated that if snowplowing times were to be lowered the City would need more staff and more equipment to support that change. He estimated that three or four trucks, with employees, would be needed to make a notable change to the plowing time. He anticipated that in order to maintain the eight-hour benchmark, there would need to be an additional plow/driver in the near future because of the increased residential development that is occurring.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:33 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

5. 1.

Meeting Date: 03/16/2020

By: Tim Gladhill, Community Development

Title:

Consider Recommendation on Cost Share Alternatives for Riverdale Drive Development Initiated Expansion and Safety Improvement Project

Purpose/Background:

The purpose of this case is to consider a recommendation to the City Council on acceptable funding alternatives for the Riverdale Drive Development Initiated Expansion and Safety Improvement Project.

The need for this project is being driven by a development proposal known as Riverstone South by Capstone Homes located on property owned by Pearson Properties of Ramsey on the south side of Highway 10.

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 1) Capstone, 2) the Future Commercial/Industrial Development between the Riverdale Extension and Highway 10 and 3) the City was desired. These are very preliminary discussions, and high-level direction is sought.

Timeframe:

20 minutes.

Observations/Alternatives:

Assessment Method

All parties involved have verbally agreed to an even split of the assessment between Capstone's residential development and the Pearson's future commercial/industrial development along Highway 10. The assumption is that all parties will agree to these terms in a future Assessment Agreement that eliminates any risk and/or liability from deviating from the 'net developable acreage' method of assessment used on Puma Street on the north side of Highway 10.

City Contribution to Collector Road

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.

A key component to the success of this project is a potential grant award from MnDOT in the amount of \$710,000. While Staff feels confident that this project will score well in the next application round, there is no guarantee of this award. This project is listed in MnDOT and Anoka County's 2014 Highway 10 Access Planning Study.

A portion of the full Riverdale Drive project is located on real property owned by Anoka County. This corridor was originally planned for a river crossing across the Mississippi River to the City of Dayton. At this time, Anoka County does not have funding available to contribute to this project.

As a sidebar, the City still desires to plan for a river crossing, the alignment simply has changed to coincide with Armstrong Boulevard.

When considering all the variables above, Staff used the following filters to arrive at our recommendation.

- Even split of costs on the Pearson Frontage (excluding Anoka County frontage)
- Cap public contributions (City, County, State) to 60% of total project costs (Pearson + Anoka County Frontages), based on past practice in similar projects

Total Assessment Amount and Preliminary Assessment Amount

Attached to this case is a detailed breakdown of the proposed Project Proforma.

Timelines

Capstone Homes has expressed a desire for subdivision approval for Riverstone South by the end of October, 2020. If the City Council is comfortable with the proposed cost share agreement, this timeframe is feasible. If the Council desires to consider a higher contribution with traditional funds or introducing an eligible Tax Increment Financing (TIF) economic development project on the commercial/industrial parcels along Highway 10, review and approval will likely spill into 2021. Capstone has noted a desire to receive project approval by August, 2021 in this scenario, otherwise the project will slide into 2022.

At the end of the day, the City is not obligated to contribute to any portion of this project at any given time, although there would be value in doing so. The question at hand is to better determine what funding sources can be secured and at what timeframes. The City may be able to assemble additional funding sources (both internal and external) to increase our participation, but that will take time. Staff feels the current proposal is a reasonable compromise.

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 - Recommend that the City Council proceed forward with funding discussions as proposed (Contribute \$205,000 of City dollars and allocate \$188,000 of the MnDOT Grant to the Pearson Frontage) to the Collector Road and assess remaining balance using the per acre method).

Alternative 2 - Recommend that the City Council proceed with a Cost Share as outlined above, but with modifications.

1. Collector Road Contribution Amount
2. Assessment Method (linear frontage vs. net developable acreage)

Alternative 3 - Recommend that the City not proceed with the project.

Funding Source:

The funding for this project is proposed to be a combination of City Contributions and Developer 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
4. MnDOT Local Partnership Program (LPP - competitive grant up to \$710,000)
5. Tax Increment Financing (for qualifying projects in the Commercial/Industrial District)

Recommendation:

Staff recommends that the City Council confirm direction to continue funding discussions with the City offering to pay up to 1/3 the project costs on the Pearson Properties Frontage (excluding Anoka County Parcel).

Note - Capstone Homes is recommending that the City contribute 50% of the cost of the Pearson Properties Frontage (excluding Anoka County Parcel). Staff will have scenarios available at the meeting that demonstrate this pro-forma.

Action:

Motion to recommend that the City Council confirm direction to continue funding discussions with the City offering to pay up to 1/3 the project costs on the Pearson Properties Frontage.

Attachments

Riverstone South Concept Plan

Riverdale Drive Plan

Proposed Cost Share Plan

Proposed Cost Share Agreement

Form Review

Inbox	Reviewed By	Date
Diana Lund	Diana Lund	03/12/2020 03:01 PM
Bruce Westby	Bruce Westby	03/12/2020 03:24 PM
Grant Riemer	Grant Riemer	03/12/2020 03:29 PM
Kurt Ulrich	Kurt Ulrich	03/12/2020 03:43 PM
Form Started By: Tim Gladhill		Started On: 02/13/2020 09:41 AM
Final Approval Date: 03/12/2020		

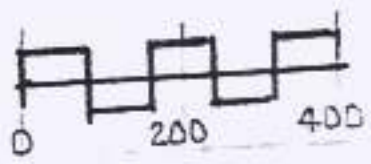


CAPSTONE
— HOMES —

CONCEPT VERSION A*

SITE DEVELOPMENT SUMMARY		
PRODUCT	PROPOSED	ACTUAL
• RED SF 65FT	69 SF	23%
• BLUE SF 60FT	112 SF	38%
• ORANGE	37 VELLA	12%
• GREEN	79 DTH	27%
	TOTAL 297	100%
	GROSS DENSITY 3.7 UH/AC	
	OPEN SPACE 7.9 AC	
	NET DENSITY 4.1 UH/AC	
PREPARED 1/4/20 REVISED 2/5/20		

* SITE DEVELOPMENT EXTENDED TO FRONTAGE ROAD ROW.



1-6-20 REVISION: CENTRAL PARK PER CAPSTONE
1-3-20 LG NOTES CITY STAFF MTR. 1-08-20

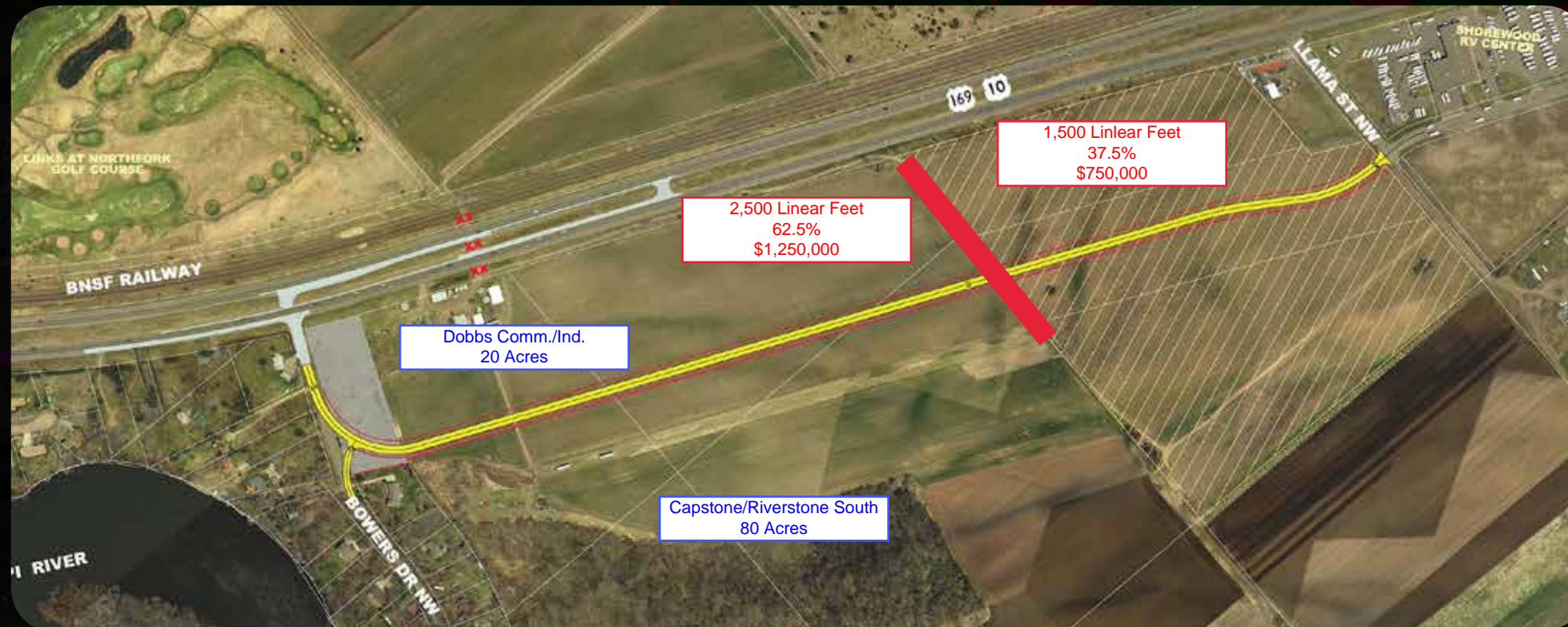
TO 142ND



Riverdale Dr Extension

(Bowers Dr to Llama St)

Highway 10 Access Planning Study



Achieves:

- Critical local system connection along south side of Hwy 10
- Continuous local street along south side of Hwy 10
- Supports city's development goals

Priority: Development Driven

Cost: \$2.0M

• Local Street Extension

Riverdale Drive Development Initiated Expansion and Safety Improvement Project
 Scenario 4a: Time Sensitive (2020 Approval) Scenario

Total Project Costs	
Anoka County Parcel	\$ 639,750
Pearson Properties Parcel	\$ 1,066,250
Total Project Costs	\$ 1,706,000

Pearson Properties Parcel	
Pro-Rata Frontage Costs	\$1,066,250.00
<i>Potential Funding Sources</i>	
MnDOT LPP Grant Allocation	\$188,000.00
Municipal Contribution to Collector Road	\$200,000.00
Assessment Amount	\$678,250.00

Preliminary Assessment Roll			
Property/Party		Percentage	Assessment Amount
Capstone/Riverstone South		50.00%	\$339,125.00
Dobbs/Commercial/Industrial		50.00%	\$339,125.00
Total		100.00%	\$678,250.00

Total Contribution by Party/Pearson Frontage Only		
Property/Party	Amount	Percentage
City/Public Dollars	\$388,000	36.39%
Capstone/Riverstone South	\$339,125	31.81%
Dobbs/Commercial/Industrial	\$339,125	31.81%
<i>Total</i>	<i>\$1,066,250</i>	<i>100.00%</i>

Note: Developer believes City's contribution should be 50% for this collector road.
Note: \$121,000 for Interim Sanitary (developer cost)

Anoka County Parcel	
Roadway Costs	\$639,750.00
MnDOT LPP Allocation	\$522,000.00
Unallocated Public Contribution	\$117,750.00

Need to determine appropriate funding source.

Total Project: Public versus Private Dollars		
	Amount	Percentage
MnDOT Grant	\$710,000	42%
City Dollars (including unallocated from County Parcel)	\$317,750	19%
Private Dollars	\$678,250	40%
Total	\$1,706,000	100%

~60% Public Dollars

Note: Developer recommends that they should not be responsible for solving for frontage on Anoka County Property. Feels City's contribution should be higher.

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 Scenario 4a: Time Sensitive (2020 Approval) Scenario

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Public Works Committee

5. 2.

Meeting Date: 03/16/2020

By: Mark Riverblood, Engineering/Public Works

Title:

Center Street Area Capital Improvement Planning

Purpose/Background:

The purpose of this case is to advance the planning activity for several interrelated projects around Center Street—some of which having timelines that require the work to commence soon.

A *summary* of these projects (and a brief description of the interrelatedness) is as follows:

~ **Center Street sidewalk(s)** in front of the Sapphire building:

The city has collected money for the sidewalk/streetscape improvements for a city-lead construction project. The developer may have the Sapphire apartment building ready for these improvements as soon as late summer/early fall of 2020. The specific design work for matching the public realm (sidewalk and streetscape) to the adjoining and parallel private sidewalk and building has not been completed.

~ **Center Street streetscape/trail** (west side) near the interface of the Affinity at Ramsey building and Municipal Plaza:

East of the Affinity building is a narrow area of the park, south of a new segment of Ramsey Parkway. This is also the Central Anoka County Regional Trail which is a temporary section of bituminous, with the plan to convert it to concrete, (like the the finished 10' foot concrete trail to the south, parallel to Center Street). The 2020 Parks Capital Improvement Plan (CIP) includes a proposed project page for this, with some of the preliminary conceptual work done.

~ **Municipal Plaza** at the interface with Affinity:

This area is largely unfinished with the sandy area restored with temporary seeding following the Affinity project's completion. The preliminary concept plans for the park, show a plaza-like extension of the streetscape/trail blending into the park for a usable, programmable space. The final design (to include public furniture, hearth, landscape, for the narrow north portion of the park) should be considered for completion in 2020 to match the Affinity project's edge. This would allow for the irrigation system to be designed for this park area as well. Additionally, the city has the obligation to 'take over' the irrigation for the median swale within the Ramsey Parkway, (this city property is presently being served by the Affinity building at their expense). Completing this specific park area would be of benefit to the future residents who will reside on either side of this space as well as other park patrons, including for Happy Days' programming.

~ **Municipal Plaza**, south of the above (the larger, Happy Days site):

The fill from the 2019 COR Infiltration Basin was intended to be placed in this low area of the park, which has not occurred yet. (City Engineer Westby will brief the Committee on the status of this work.) If this fill is hauled and placed early enough in the Spring of 2020, the area can be leveled (eliminating the muddy area at the entrance to the Happy Days entrance), and seeded with appropriate turf grass in time for the September 12th HD's event. The city may also consider an underground irrigation for the park, as large scale park improvements may be a few or more years out. This flat, turfed area would function as a lush park space until the final improvements to the park are warranted and complete.

~ **Pump House Plaza:**

The area immediately surrounding the small Pump House No. #3 is unimproved and consists of sand-burs and

weedy grasses. As part of the 2019 Metropolitan Council Local Community Development grant exploration, the Pump House site was evaluated and found that its grounds can bring significant value to Ramsey's downtown by functioning as a plaza and practical extension of the sidewalk and connected park (and especially when Center Street may be closed for events). The cost and design of adding a public restroom to this site to serve the area parks and trails will be evaluated as part of the planning process this case would approve.

~ **Pump House Exterior completion:**

The facade treatment was withheld from the Pump House when it was constructed over a decade and a half ago. This was deliberate, so as to match the building with the municipal architecture at such time as this was known. It is believed that this project is timely, in that the city has made the investments in civic place and architecture, *and* the other related improvements (Municipal Plaza and the future Waterfront) can be considered along with this endeavor—each informing the other, thus setting forth the civic architecture for establishing the sense of place, in the very center of Ramsey's walkable downtown. Additionally, the Pump House is stark in appearance (without the architectural cladding), and finishing the building will meet with the same standards as other private projects are held to in The COR, raising property values, and at the same time the site's utility (discussed above). The city's CIP shows this project occurring in 2020, (with that worksheet as the second attachment).

~ **145th Avenue sidewalk:**

As soon as the Fall of 2020, the Sapphire project site will be completed, including a widened sidewalk from Sapphire Street, westerly along 145th to the Pump House site. The city is required to complete approximately 100' feet of sidewalk on the south side of the Pump House to make the connection to Center Street. The planning for this will occur alongside the above Pump House Plaza planning activity.

Timeframe:

With Staff overview and Committee discussion, this case may be anticipated to require up to 20 - 30 minutes.

Observations/Alternatives:

As indicated, the above project listing is merely a summary outline of the work to be performed if the Committee authorizes the consulting services this case recommends. The Scope of Services Proposal (the first attachment), will result in design guidelines to allow the city to develop specifications (cross-sections with details) such that quotations may be sought for work that must be completed like the sidewalk/streetscape adjoining the Sapphire building. Additionally, the scope and cost of the other features this case discusses may be better understood, and accordingly, will result in the ability to proceed with improvements to Municipal Plaza, and the Pump House site (plaza, concrete, landscaping and conceivably an attached public restroom), at such time it is authorized by City Council, (in 2020 or 2021).

Further, authorization to proceed with the above referenced Scope of Services will develop the design for the Pump House facade and related architectural treatments, and ***result in a Design-build RFP that will provide City Council with the cost and contractor (upon approval) that can complete the 2020 Capital Improvement Project for Municipal Pump House #3.***

Additional information will be available at the meeting on Monday, March 16th.

Funding Source:

Funding for the planning endeavor this case advances, would consist of \$6,800 from Water Enterprise Fund consulting services line item (\$150,000 budget), and \$5,000 from the line item allocation for parks consulting services as part of the 2020 General Fund (\$35,000 budget).

Funding for the various capital improvements (approved outside the scope of this case) are identified within the respective portion of the CIP or other separate Council authorization.

Recommendation:

Staff recommends proceeding and approving the planning activity this case outlines.

Action:

Motion to recommend to City Council, \$11,800 for Center Street area capital improvement planning.

Attachments

Scope of Services

2020 CIP

site context

Pump House #3

Rejected Architect Services

Misc. concepts, LCD grant application

Form Review

Inbox

Bruce Westby
Mark Riverblood (Originator)
Bruce Westby
Tim Gladhill
Grant Riemer
Kurt Ulrich
Form Started By: Mark Riverblood
Final Approval Date: 03/12/2020

Reviewed By

Mark Riverblood
Mark Riverblood
Bruce Westby
Tim Gladhill
Grant Riemer
Kurt Ulrich

Date

03/12/2020 09:48 AM
03/12/2020 10:07 AM
03/12/2020 10:18 AM
03/12/2020 03:11 PM
03/12/2020 03:17 PM
03/12/2020 04:29 PM
Started On: 03/11/2020 10:36 AM

BRUCE JACOBSON
Landscape Architect

PROJECT: RAMSEY CONCEPT DESIGN GUIDELINES (Muni Plaza/Center St + Pump House Plaza)

Client: Mark Riverblood (City of Ramsey)

Prime Consultant: Bruce Jacobson Landscape Architect LLC

Sub-Consultants: Bob Lunning (architecture) + Anne Rykken (document production)

Date: December 11, 2019

RE: SCOPE OF SERVICES PROPOSAL

BACKGROUND

As requested by Mark Riverblood, we are submitting this Scope of Services Proposal to provide concept-level guidelines for proposed improvements to Municipal Plaza, Pump House Building, Pump House Plaza and Center Street. Previously completed work, including preliminary design program, schematic design plans and engineering drawings (focus on grading + stormwater management) will provide much of the basis for this work.

SCOPE OF SERVICES

BRUCE JACOBSON will provide overall project coordination, meeting facilitation, author text/graphics (as needed), and oversee draft/final production of Concept Design Guideline deliverables.

BOB LUNNING (LUNNING WENDE ASSOCIATES) will provide professional architectural design services as described in their attached 'Letter Proposal'.

ANNE RYKKEN will provide initial organization/layout of Guideline content, and produce draft/final documents as described in the 'Deliverables' section of this proposal.

DELIVERABLES

Draft and final documents will be prepared for review and comment including the following: CONCEPT DESIGN GUIDELINES (see attached suggested outline) – 16 pages; 11" x 17" folded (magazine-style) document; paper and electronic versions.

CONCEPT DESIGN GUIDELINE SUMMARY – 1 page; 11" x 17"; paper and electronic versions.

SCHEDULE + FEE

This Team will produce and submit all final deliverables to Mark Riverblood (City of Ramsey) in 4 to 6 weeks from official 'notice-to-proceed', according to the following budget/fee:

BRUCE JACOBSON	\$ 5,000
BOB LUNNING (LUNNING WENDE)	\$ 6,000
ANNE RYKKEN	\$ 800
TOTAL	\$ 11,800

If you have any questions, comments, or need additional information, please contact:

Bruce Jacobson; brucedjacobson@outlook.com; 612-244-7702

Thanks very much!

CONCEPT DESIGN GUIDELINES

Municipal Plaza + Center Street + Pump House Building / Plaza

City of Ramsey, Minnesota

Suggested Outline – draft December 2, 2019

BACKGROUND + PURPOSE

SCHEMATIC DESIGN PLANS + PARK DESIGN PROGRAM

CONCEPT DESIGN GUIDELINES

1 – Municipal Plaza & Center Street Streetscapes

- Site / grading / drainage plan (revised – Bolton and Menk)
- Cross-sections
- Furniture / lighting recommendations
- Materials / finishes

2 – Pump House Plaza Building Improvements

- **Proposed building improvements (façade, rest rooms, etc.)**
- **Solar canopy (working with Connexus Energy)**
- **Lighting recommendations**
- **Section drawings as needed (wall section, sketch details)**
- **Materials / finishes**

3 – Pump House Plaza Public Space

- Site / grading / drainage plan (revised – Bolton and Menk)
- Cross-sections
- Furniture / lighting recommendations
- Materials / finishes

PRELIMINARY COST EVALUATION

- Municipal Plaza
- **Pump House Plaza Building Improvements**
- Pump House Plaza Public Space

DESIGN + BUILD 'RFP' FOR PUMP HOUSE PLAZA BUILDING IMPROVEMENTS

- **Project scope / budget / schedule**
- **Draft + final 'RFP' contents (for City Staff review and approval)**
- **Outline of bidding / contractor selection + construction process**

(Note: Primary Architectural Consulting Services indicated in red.)



December 10, 2019

To: Bruce Jacobson
Fr: Bob Lunning
Re: Ramsey Guidelines • Pump House Proposal

Scope of Work for Pump House Plaza Building Improvements

18 hours	Proposed building improvements
4 hours	Solar canopy
2 hours	Lighting recommendations
8 hours	Section drawings & detail sketches
4 hours	Preliminary cost evaluation
16 hours	Assist Design + Build RFP
	Project scope/budget/schedule
	Draft + final RFP
	Outline bidding/contractor selection + construction process
60 hours	Total Scope of Work

Proposed fee: 60 hours * \$100 per hour = \$6,000.



Armstrong Boulevard

The Waterfront

Bunker Lake Boulevard



Ramsey Parkway

Affinity Development

The Draw

Municipal Plaza



Highway 10

Ramsey City Hall

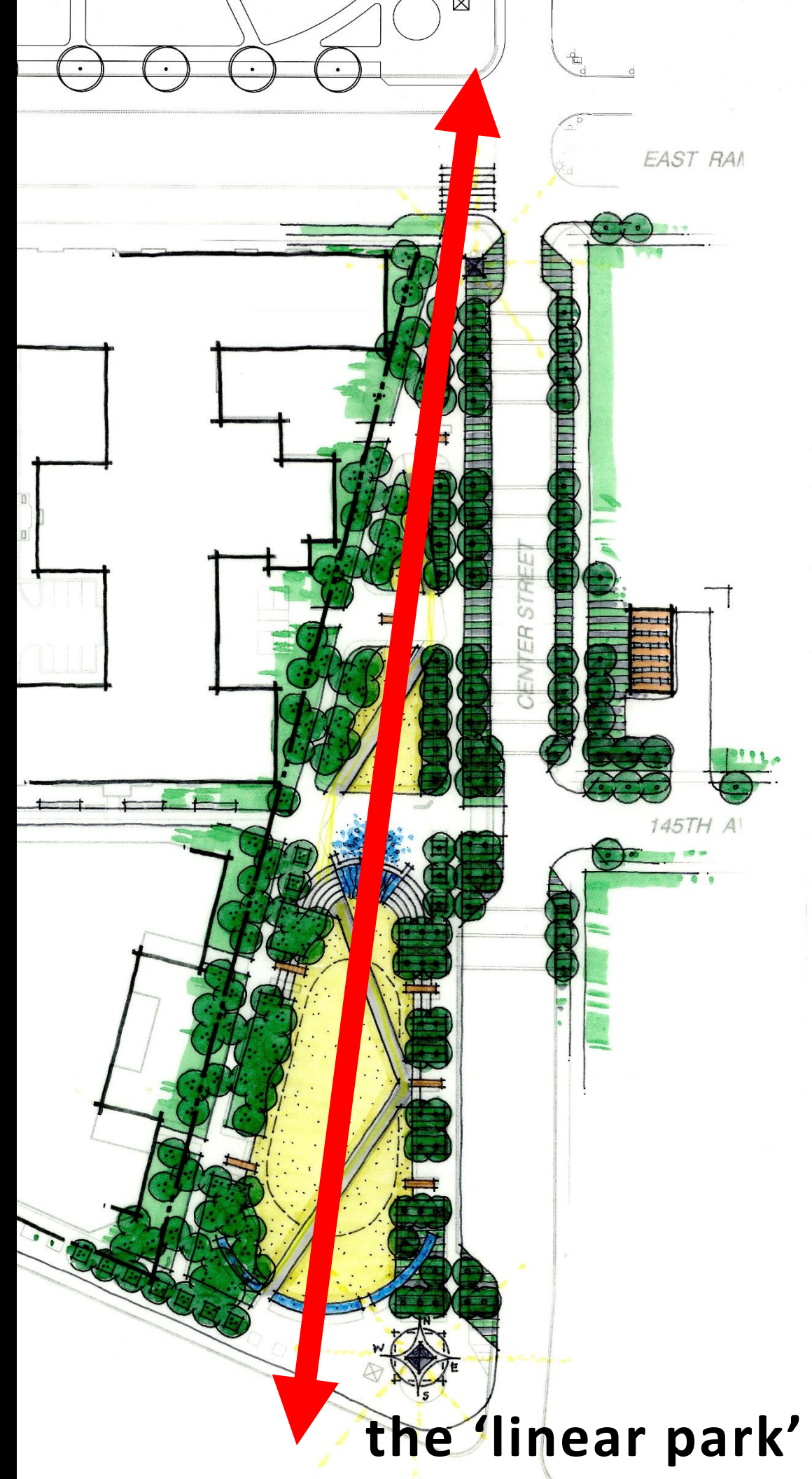
Sunwood Drive

**Pump House 3
context map**

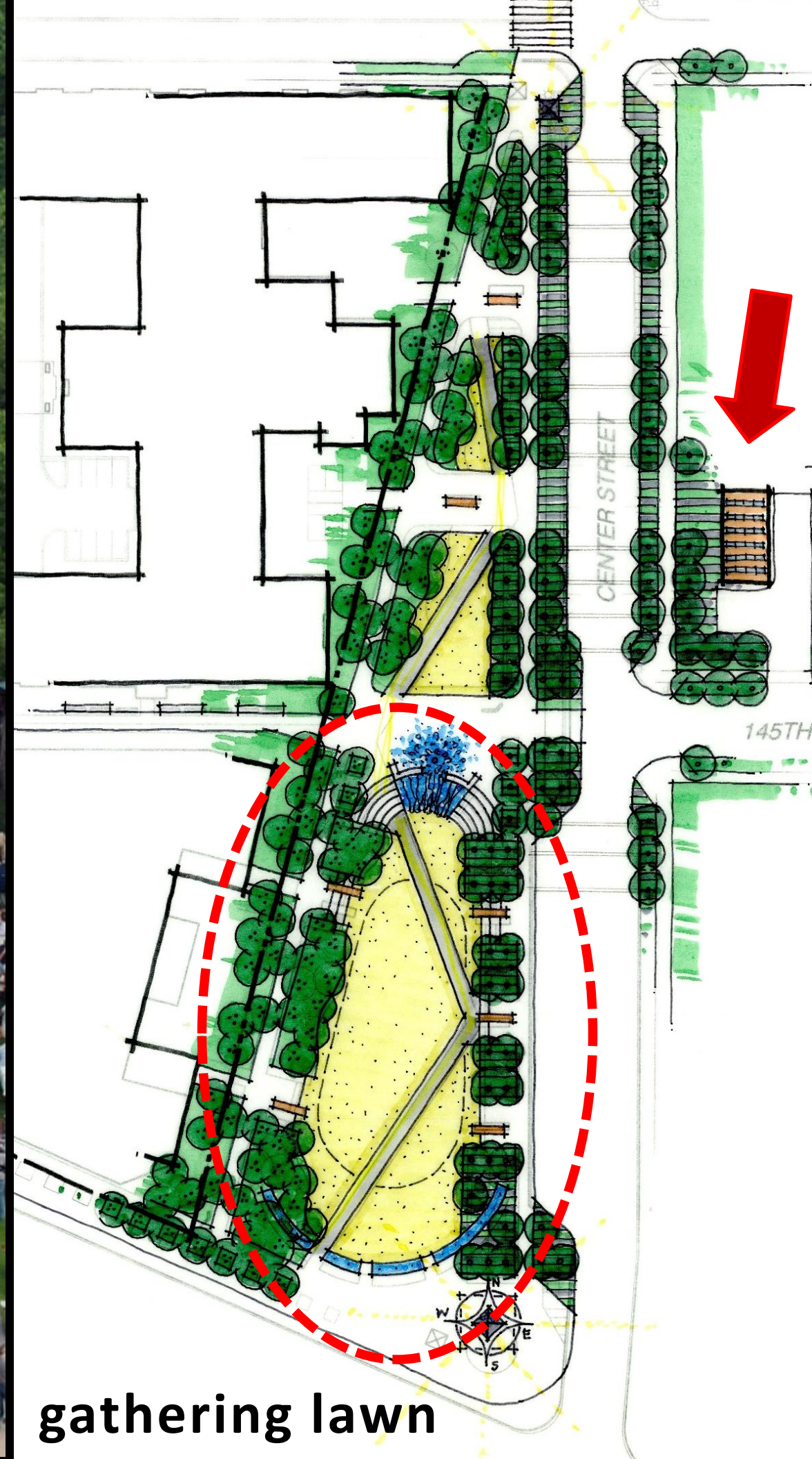
RAMSEY COR – PARK SYSTEM COMPONENTS



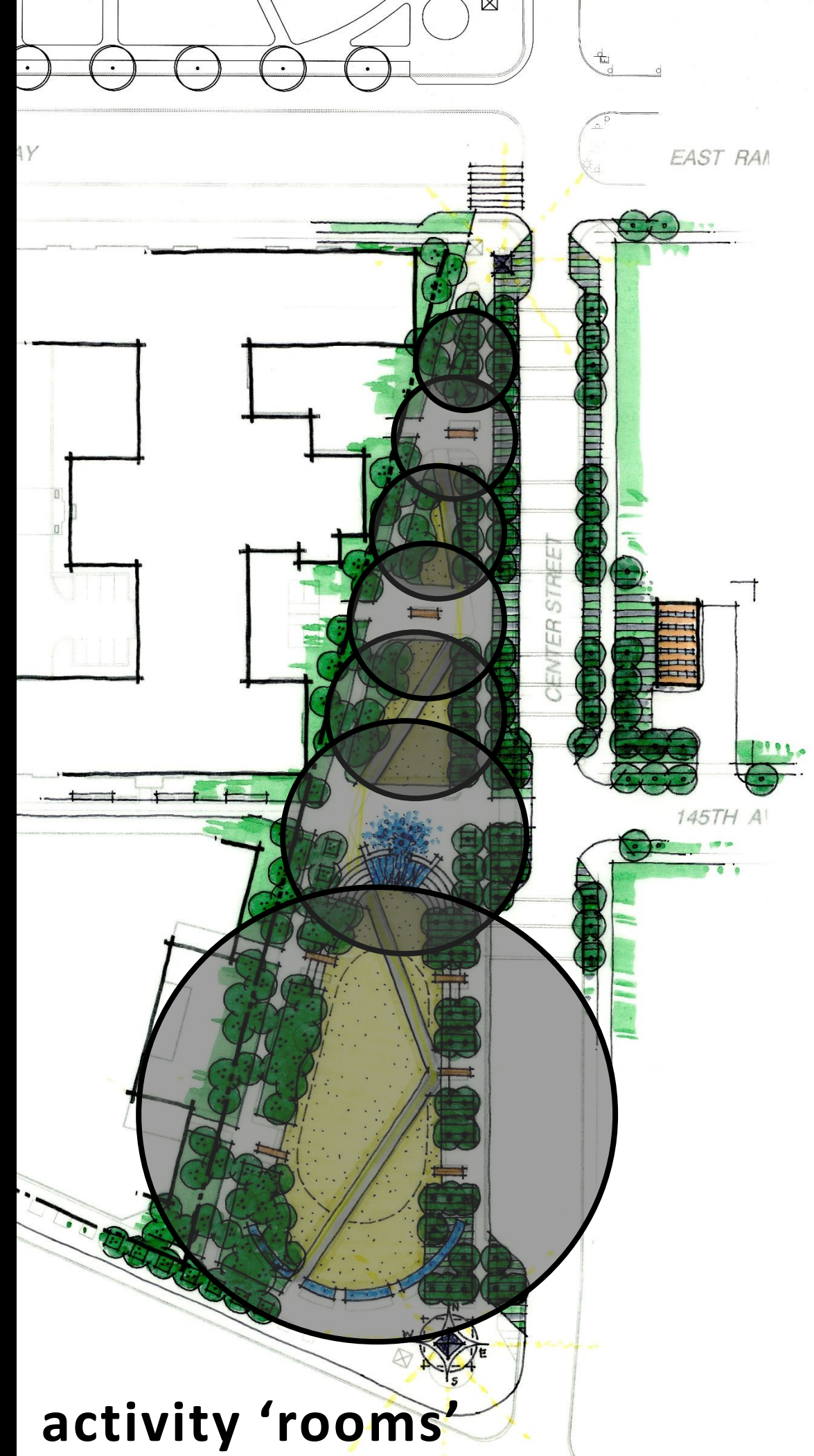
Municipal Plaza
(previous design study) **Pump house 3**

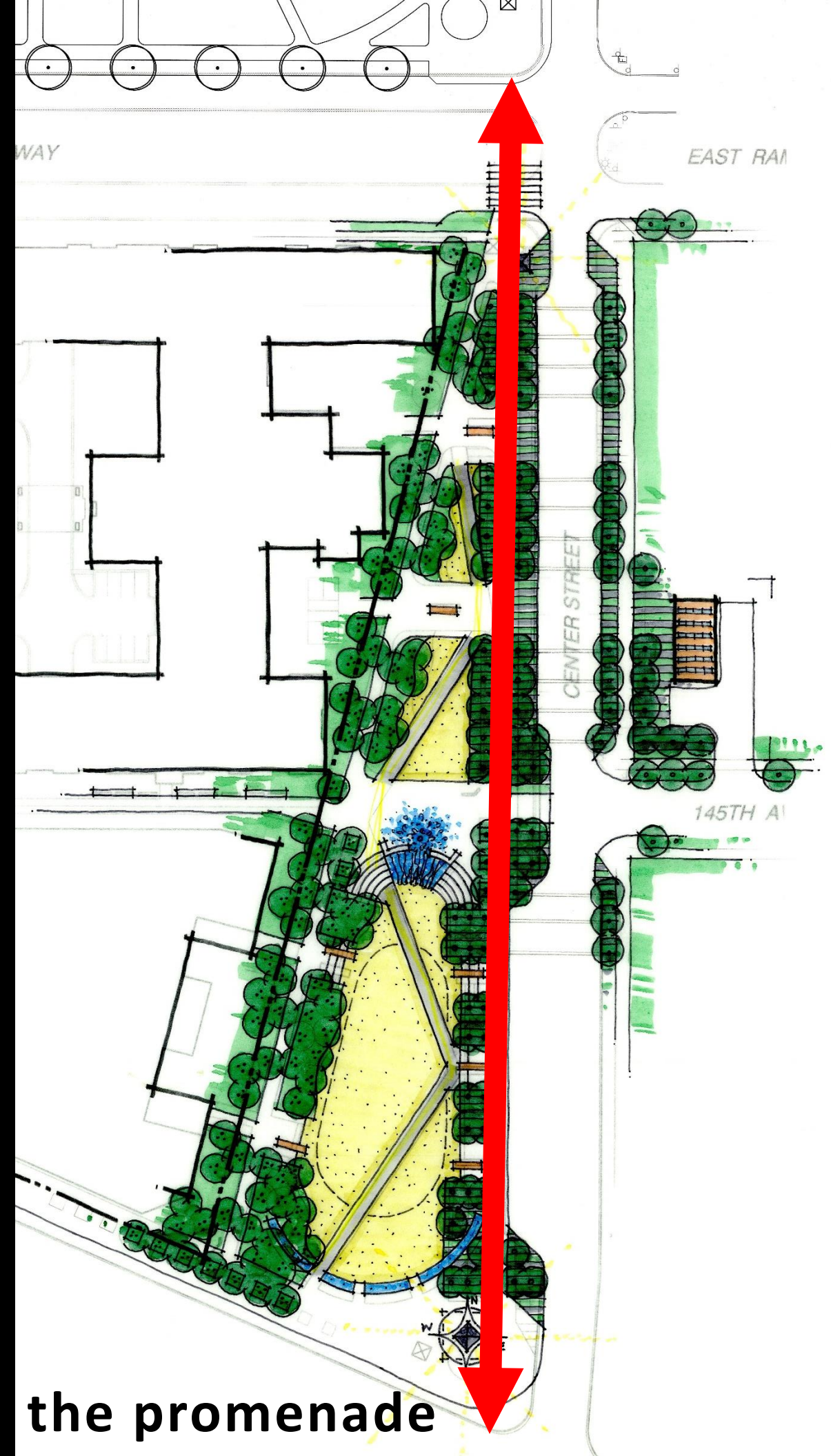


the 'linear park'

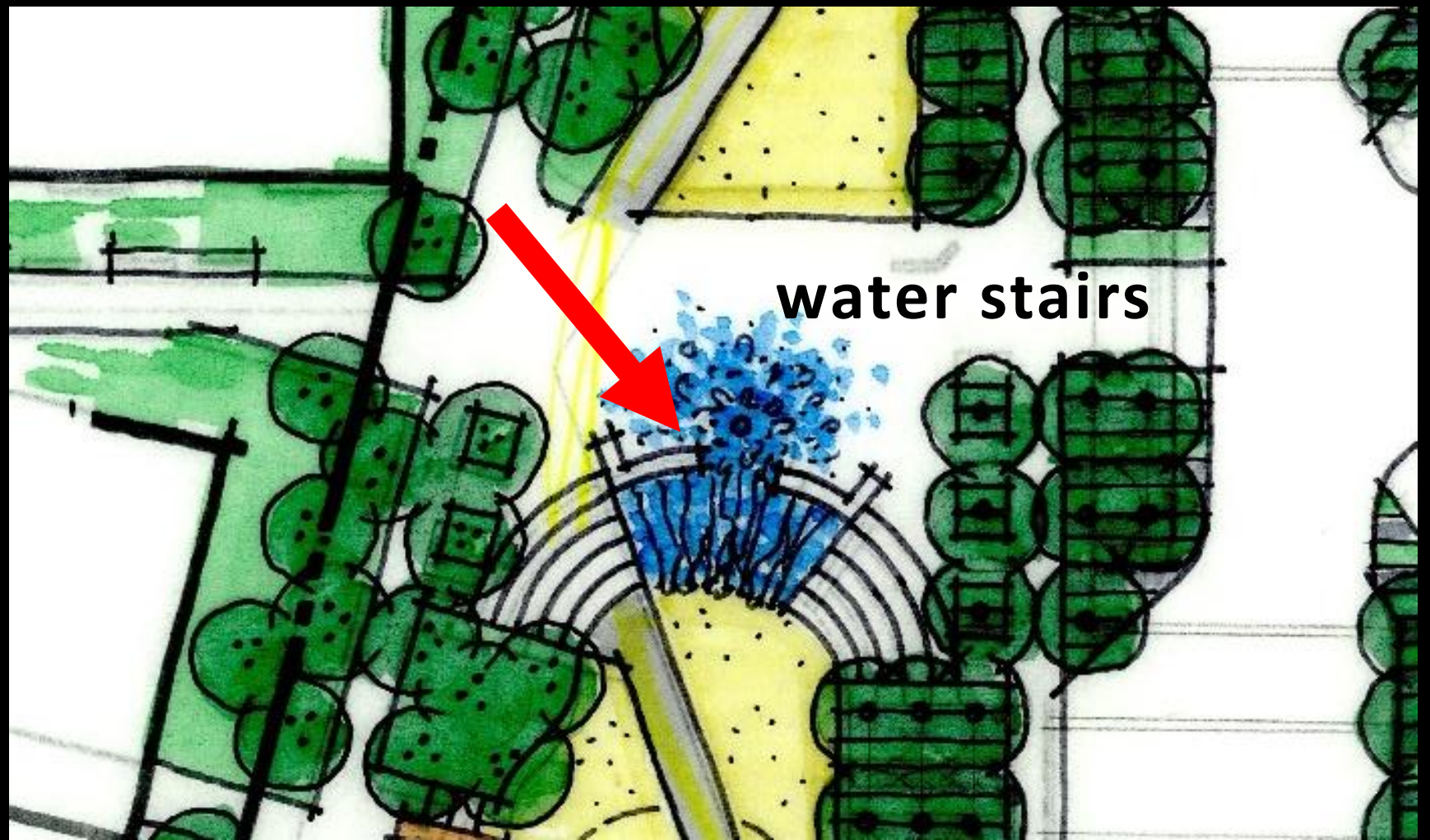


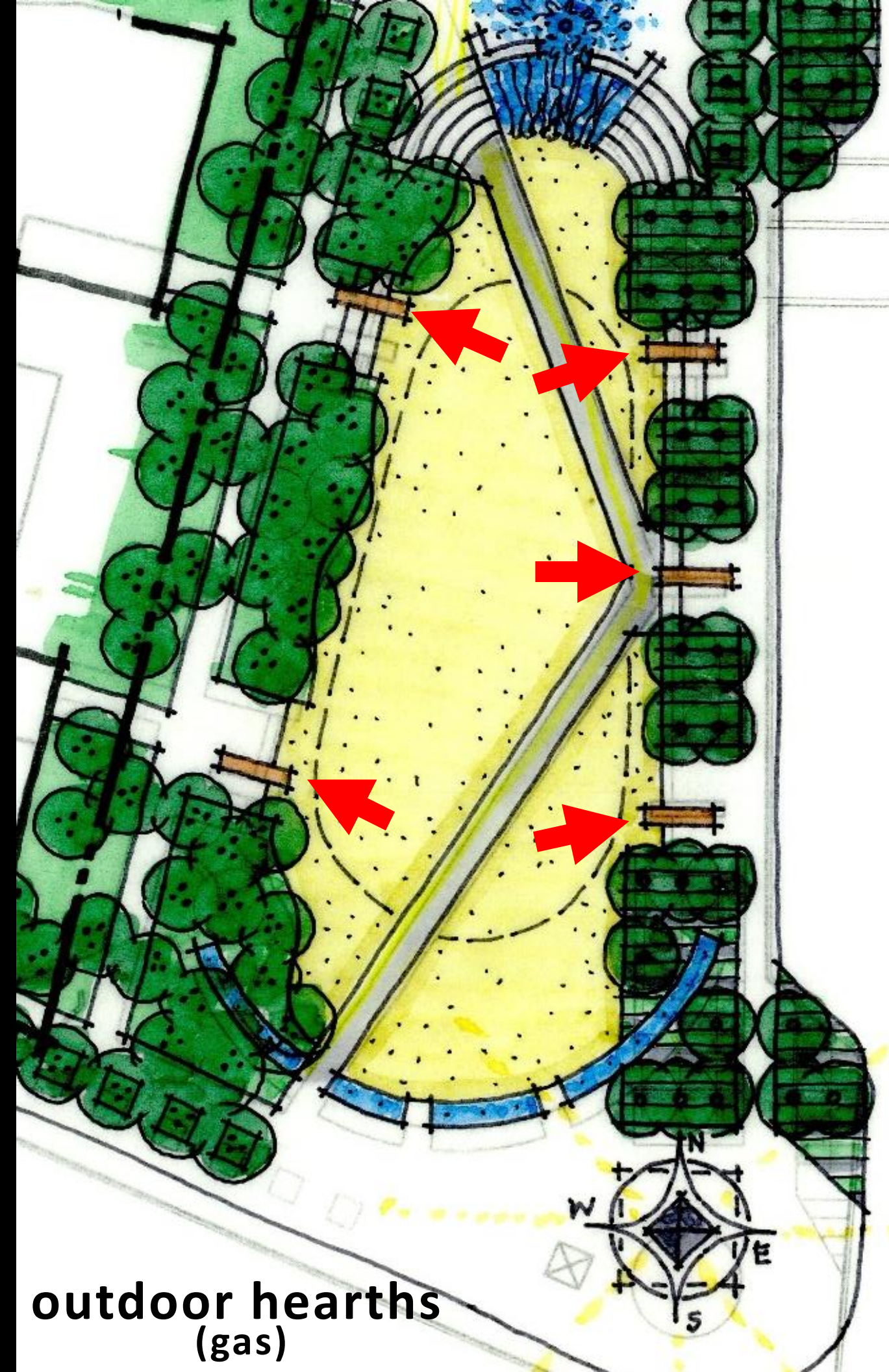
gathering lawn



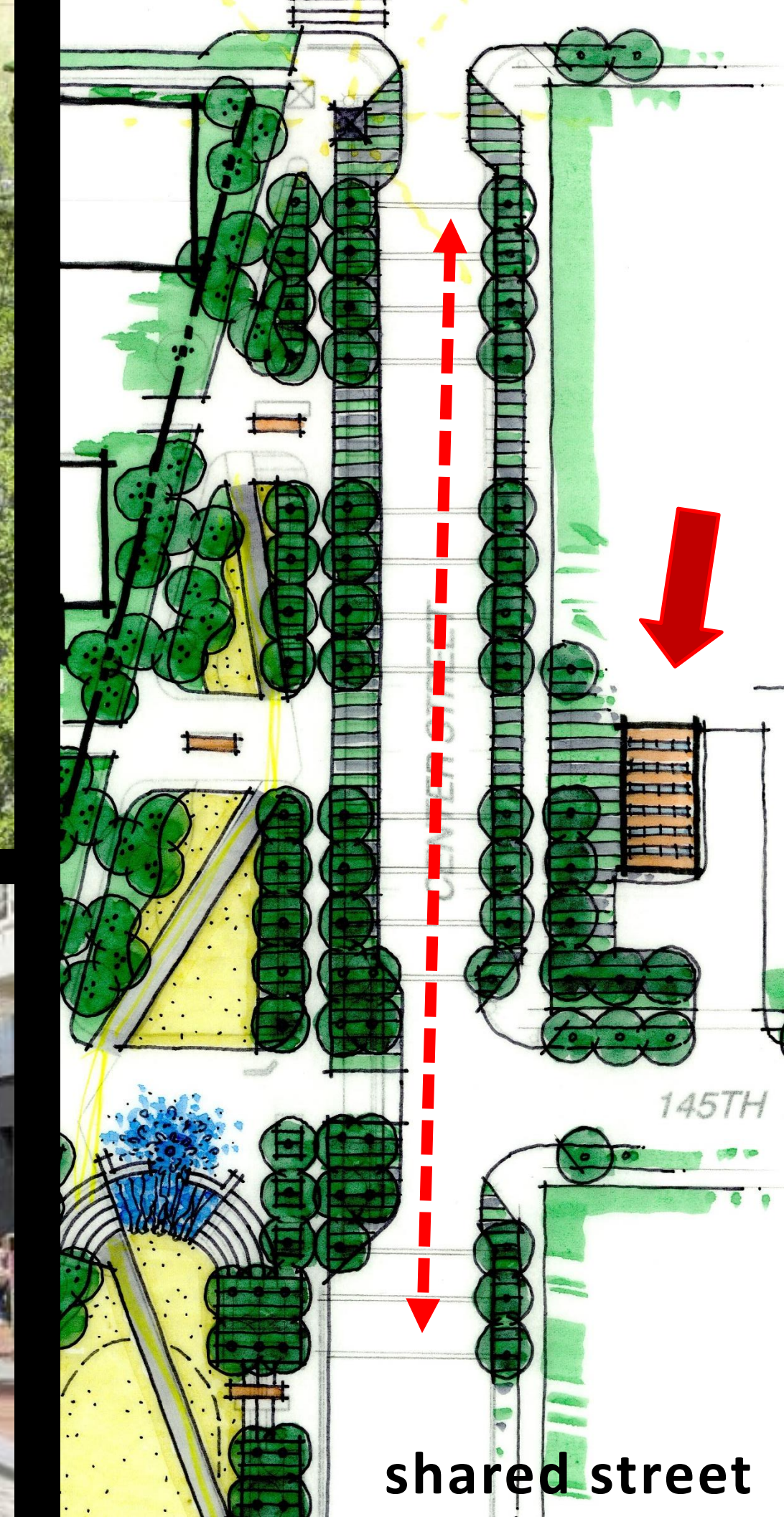


the promenade

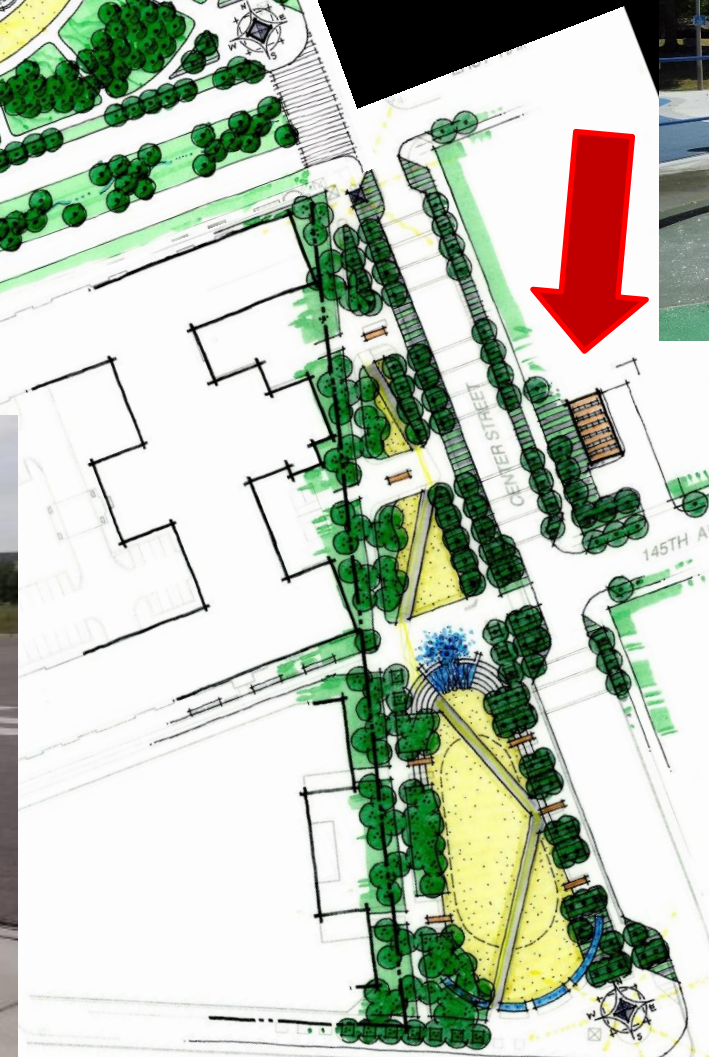
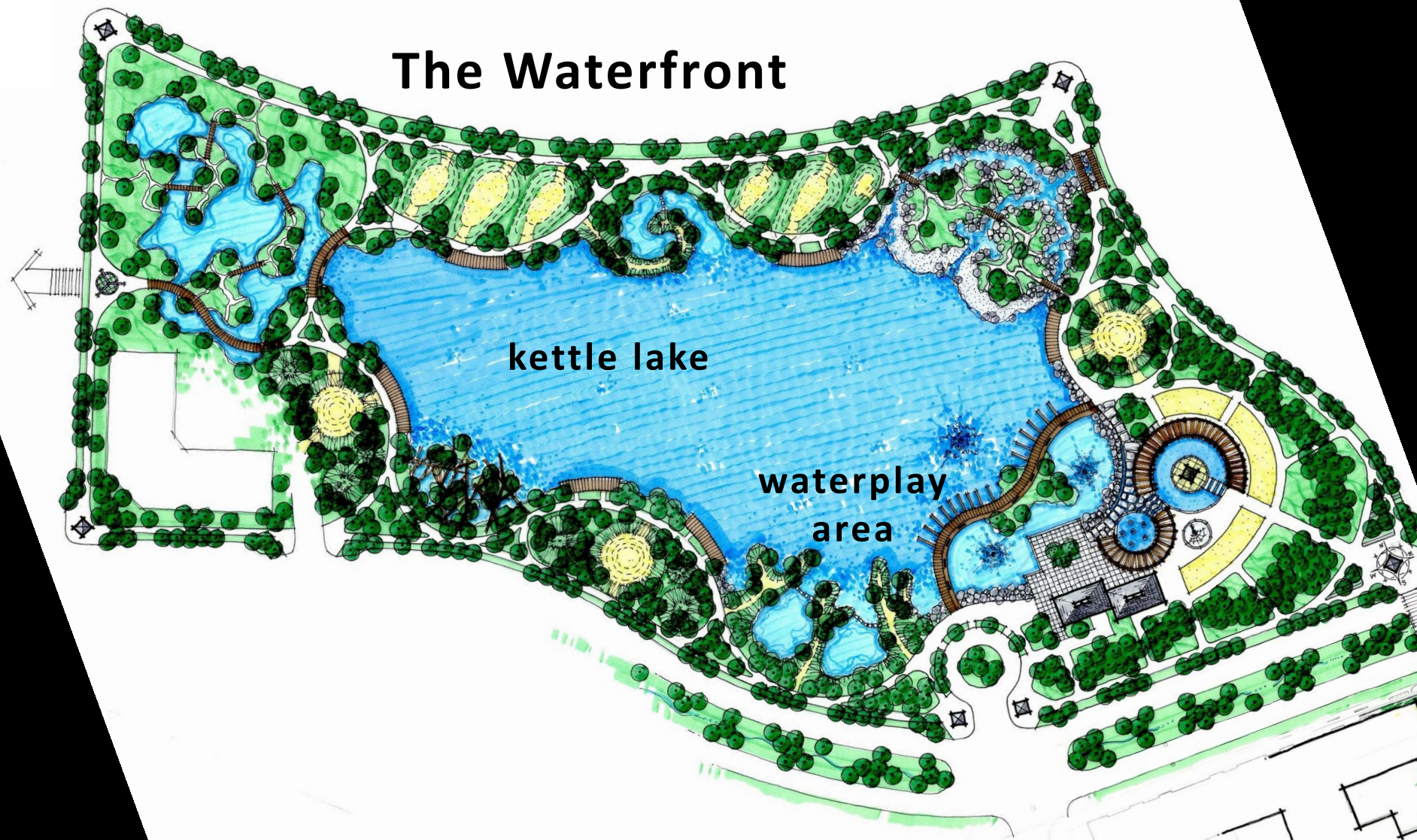




outdoor hearths
(gas)



The Waterfront



Municipal Plaza

















DANGER |
EAR PROTECTION
REQUIRED IN
THIS AREA



**PERFORMANCE
DRIVEN DESIGN.**
LHBcorp.com

**Declined
PWL 2018*

November 14, 2018

Mark Riverblood,
City of Ramsey
7550 Sunwood Drive NW
Ramsey MN 55303

**PUMPHOUSE BUILDING IMPROVEMENT
PROPOSAL FOR ARCHITECTURAL DESIGN SERVICES**

Dear Mark:

As we have worked together on the master plan for Ramsey’s park system and on the plan for The COR Parks, it has become apparent how closely tied Ramsey’s identity is with its unique park and open spaces. We also know that even simple built forms, like the Pumphouse, can contribute to the character and utility of these public spaces and are therefore excited to provide you with this proposal for its façade improvements.

The following scope of work is for existing conditions analysis, concept design for the pumphouse, and architectural design guidelines for other structures, based on the concept for the pumphouse. The collaborative design team, subsequently referred to as LHB/Jacobson, will be led by LHB with Bruce Jacobson providing planning context. Please review this proposal and let me know if you need any modifications to our scope, schedule, or fee—we are happy to make adjustments to better meet your needs.

SCOPE OF SERVICES

Project description and purpose

Define architectural design aesthetic for Municipal Pumphouse #3 both as a stand-alone project, and also to provide a precedent model for future public realm buildings within the COR.

Overview and project context

The City of Ramsey is presently in the process of design for the remaining major public realm elements in The COR; the two connected park spaces—Municipal Plaza and The Waterfront. Both of these parks are along or near, Center Street and across from Pumphouse #3, with the Ramsey Municipal Center at the southern terminus of this same street. Center Street, as the name implies, is at the very center of Ramsey’s pedestrian and transit orientated downtown. The existing and future municipal buildings represent an archipelago of visually and physically interconnected places within the community along this armature and axis of streets, trails, sidewalks and parks—and as such, care should be taken to define and embrace this sense of place through appropriate architecture.

Together with the Municipal Center, the Pumphouse was one of the very first buildings in the COR. However, unlike the Municipal Center, an intentional decision was made to not finish the exterior, preferring to do so at the time that all the public realm elements could be understood and contextualized— in other words, concurrent with the aforementioned park design work now underway.

21 West Superior Street, Suite 500		Duluth, MN 55802		218.727.8446
701 Washington Avenue North, Suite 200		Minneapolis, MN 55401		612.338.2029
200 Third Avenue Northeast, Suite 100		Cambridge, MN 55008		763.689.4042
63 East Second Street, Suite 150		Superior, WI 54880		715.392.2902

As a key component of this approach, the City and the LHB Design Team will review information (existing building plans, proposed building concepts, etc.) in order to evaluate potential methods and materials that will inform a functional aesthetic for the pumphouse. This materials palette, and other elements that provide the preferred/desired 'look and feel', will also serve to effectively inform future design of proposed public structures in nearby COR parks.

The LHB Design Team will also prepare a perspective rendering and assemble other exhibits such as precedent photos, as needed to illustrate design intent for the preferred pumphouse exterior finishes and other improvements as defined by this process. Based on information from construction partners and our in-house construction team, we will develop a preliminary order-of-magnitude cost opinion for the pumphouse, suitable for internal decision making at this early stage.

Work plan and approach

Our scope of work will focus on existing conditions analysis, concept design for the Pumphouse, along with architectural design guidelines for other COR park buildings, based on the concept for the Pumphouse. The collaborative design team, subsequently referred to as LHB/Jacobson, will be led by LHB, with Bruce Jacobson providing planning context and design critique.

Task 1: Analysis and Initial Concepts

- Stakeholder/ client meeting #1: Tour site; Confirm project scope and goals; Focus discussion on preliminary design direction, context
- Review existing building plans and other design precedent/examples to help inform our work;
- Develop initial concepts, quick sketch studies to help 'bracket' study options;
- Outline and discuss initial guidelines outline, content, and application to future building types.

Task 2: Concept and Guideline Development

- Stakeholder/ client meeting #2: Review and discuss initial concepts; Review and discuss initial guidelines and application to future building types
- Further develop 1-2 concepts for additional detailed study;
- Further refine guidelines content, organization and format.

Task 3: Preferred Concept, Material Specifications, and Guideline Refinement

- Stakeholder/ client meeting #3: Review developed concepts; Select preferred concept; Review and distill draft guidelines into preferred organization and content
- Refine preferred concept and determine final deliverable content, graphics and narrative;
- Refine preferred guidelines and determine final deliverable content, graphics and narrative;
- Identify building façade specifications and materials
- Create rendering of preferred concept;
- Develop order-of-magnitude level cost estimate;
- Review and confirm content and time frame for all final deliverables.

Exclusions:

- Preparation of Construction Documents, Plans and Specification are not included. A request-for-proposals for detailed design will be issued separately following completion of the work outlined below.
- Public, agency, focus group, or stakeholder meetings beyond those described above are excluded. City staff will conduct all presentations to commissions, councils, or the public.
- Survey and Geotechnical explorations will be separate, directly contracted with the Owner.
- If the scope of services identified by this proposal has not been completed within Twelve (12) months of the date of this proposal, through no fault of LHB, additional compensation will be negotiated for an extension of LHB's services.

PUMPHOUSE BUILDING IMPROVEMENT
PROPOSAL FOR ARCHITECTURAL DESIGN SERVICES

Page: 3

Date: November 14, 2018

- If the project commences later than three months past the date of this proposal, LHB reserves the right to review and renegotiate compensation.
- If the project is placed on hold after initial commencement for a period more than 30 days, LHB reserves its right to adjust its fees to reflect re-startup costs.
- If other services are required, LHB will work with you to determine a fee before beginning this work to provide a more accurate estimate, based on the type of service and level of staff involvement anticipated.

SCHEDULE

LHB/Jacobson can begin to work on this project immediately. We will complete all concept design and guideline work by April 2019.

PROPOSED FEE

LHB/Jacobson proposes the following for Compensation:

Task 1: Analysis and Initial Concepts	\$ 8,400.00
Task 2: Concept and Guideline Development	\$ 9,800.00
Task 3: Preferred Concept, Material Specifications and Guideline Refinement	\$ 6,100.00
TOTAL	\$24,300.00

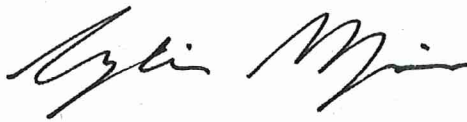
Reimbursable expenses shall be additional, per LHB's Standard Reimbursables Schedule. Reimbursable expenses include printing, messenger and delivery expenses, and mileage.

TERMS AND CONDITIONS

Upon your approval of this proposal, LHB will prepare an agreement consistent with the terms and conditions of our standard agreement form.

Please contact me at 612.752.6956 with any questions. I am excited to have the opportunity to work with you as you imagine the future of this site.

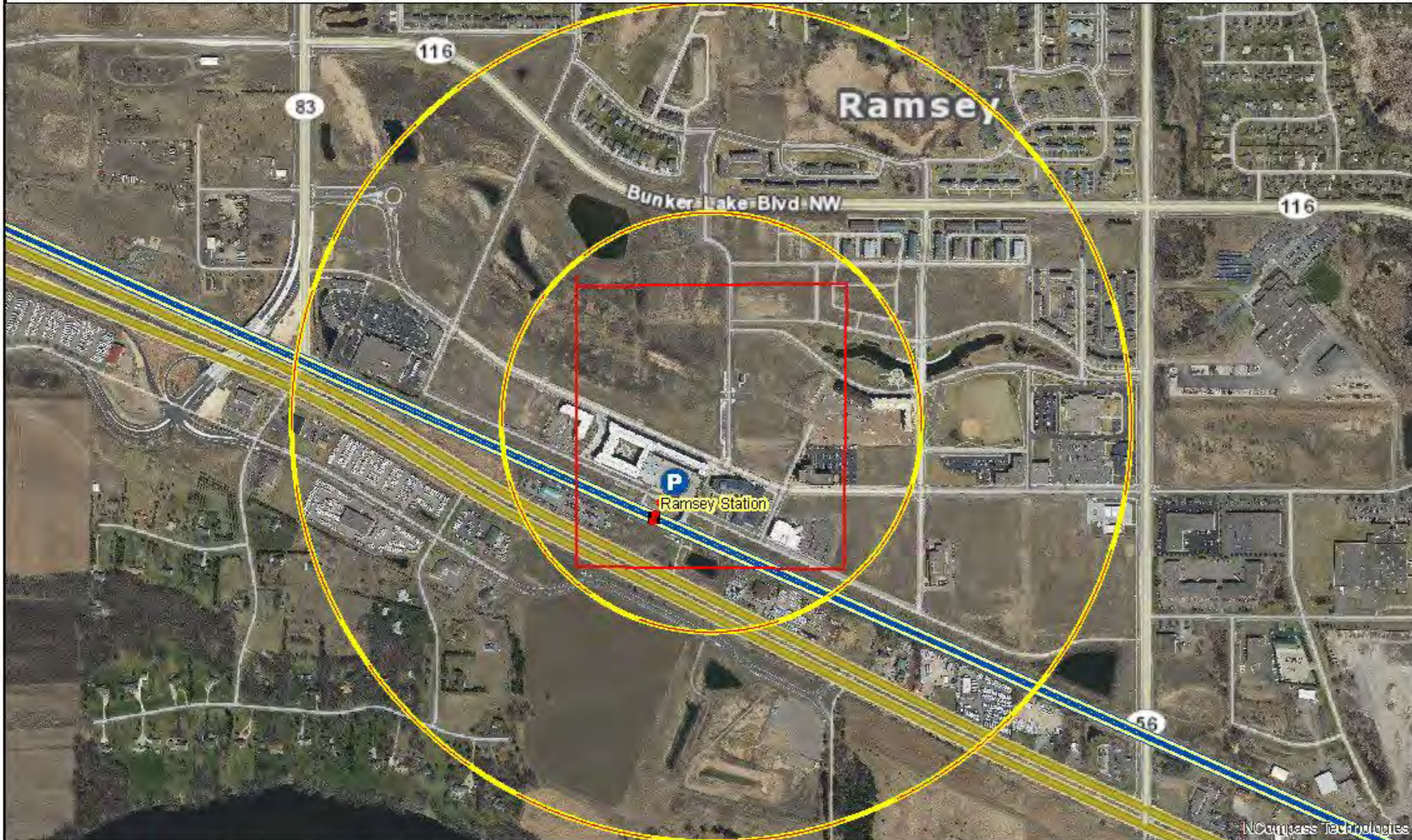
LHB



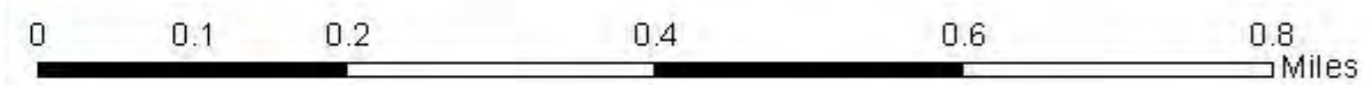
Lydia Major
Project Manager



Mike Fischer
Project Principal



- Walk Route
- TOD Area
- Buffer
- Project
- Active Transit Stops
- Commuter Rail, Northstar Line
- Park & Ride Lots
- Commuter Rail, Northstar



Created: 6/10/2019
LandscapeLCA3

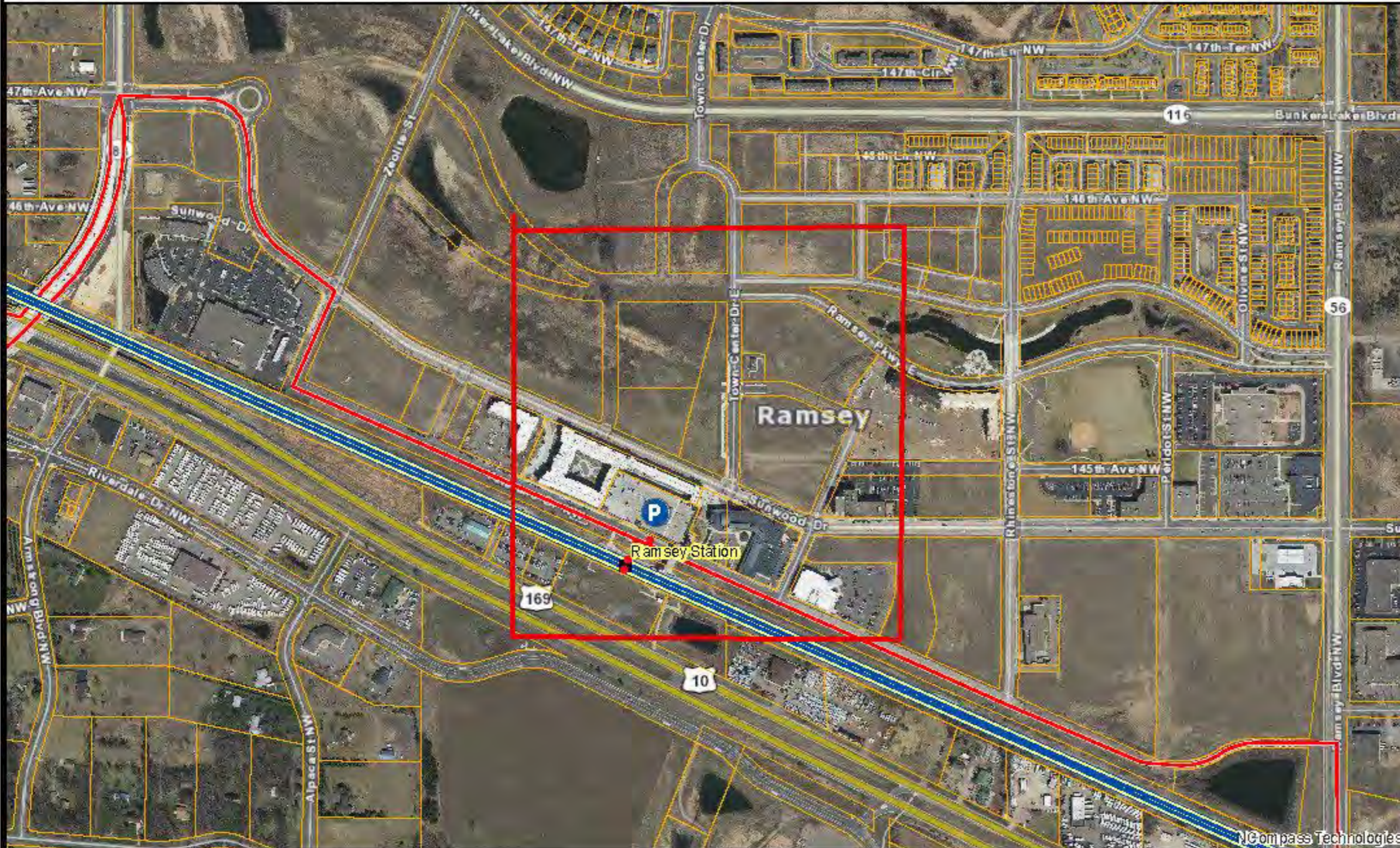


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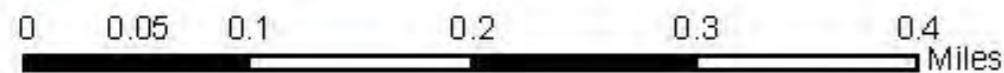


LCDA OVERVIEW

Ramsey Downtown District Center Street Improvements



- TOD Area
- Project
- Active Transit Stops
- Commuter Rail, Northstar Line
- Transit Routes (All)
- Parcels
- Northstar Rail



Created: 6/10/2019
Landscape LCA4

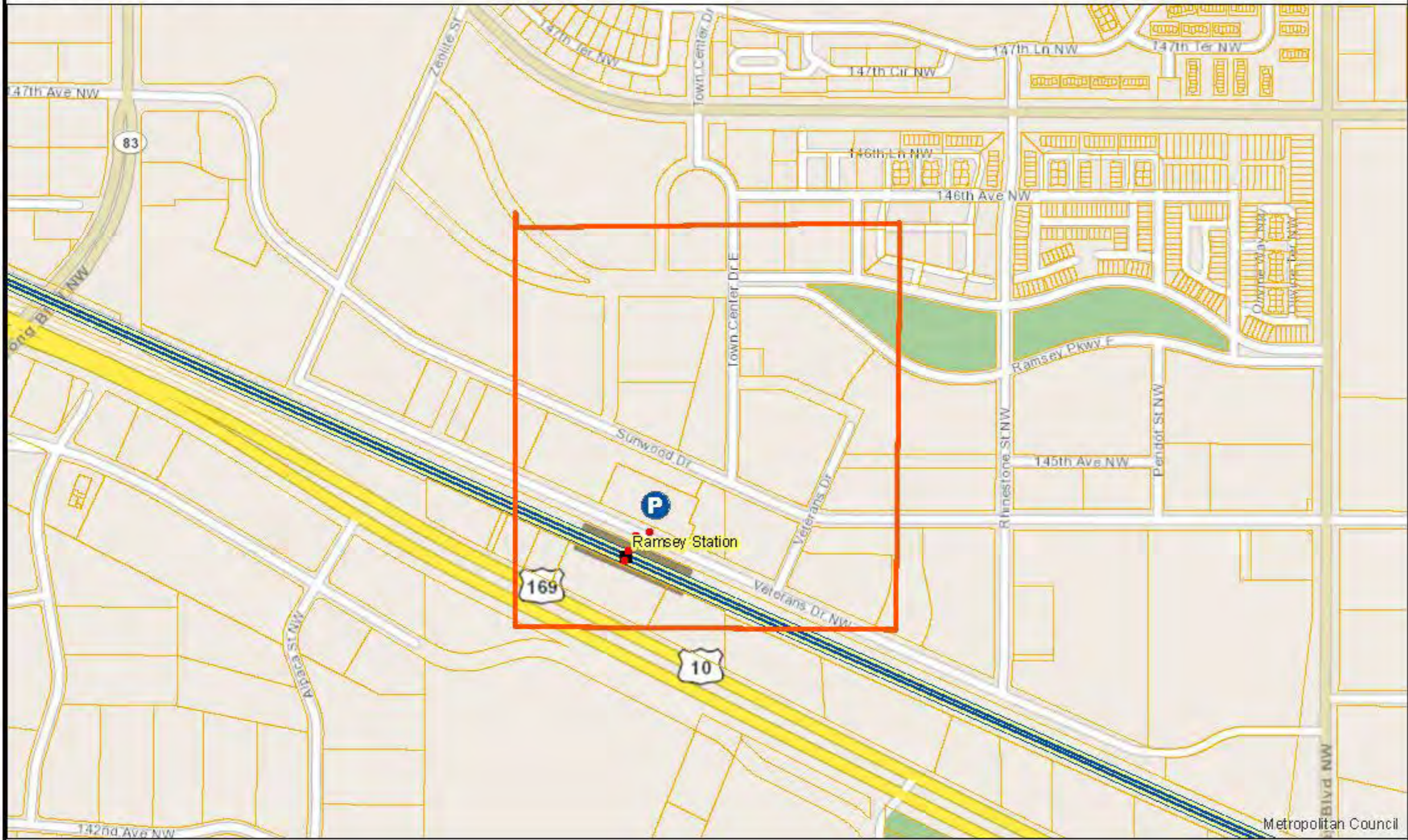


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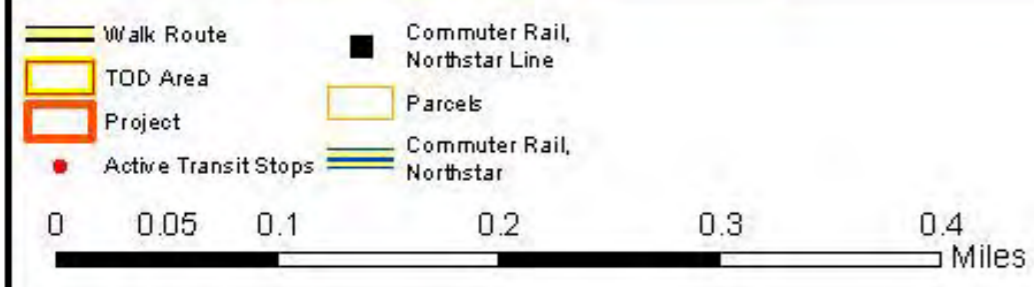


LCDA AERIAL

Ramsey Downtown District Center Street Improvements



Metropolitan Council



Created: 6/10/2019
LandscapeLCA1

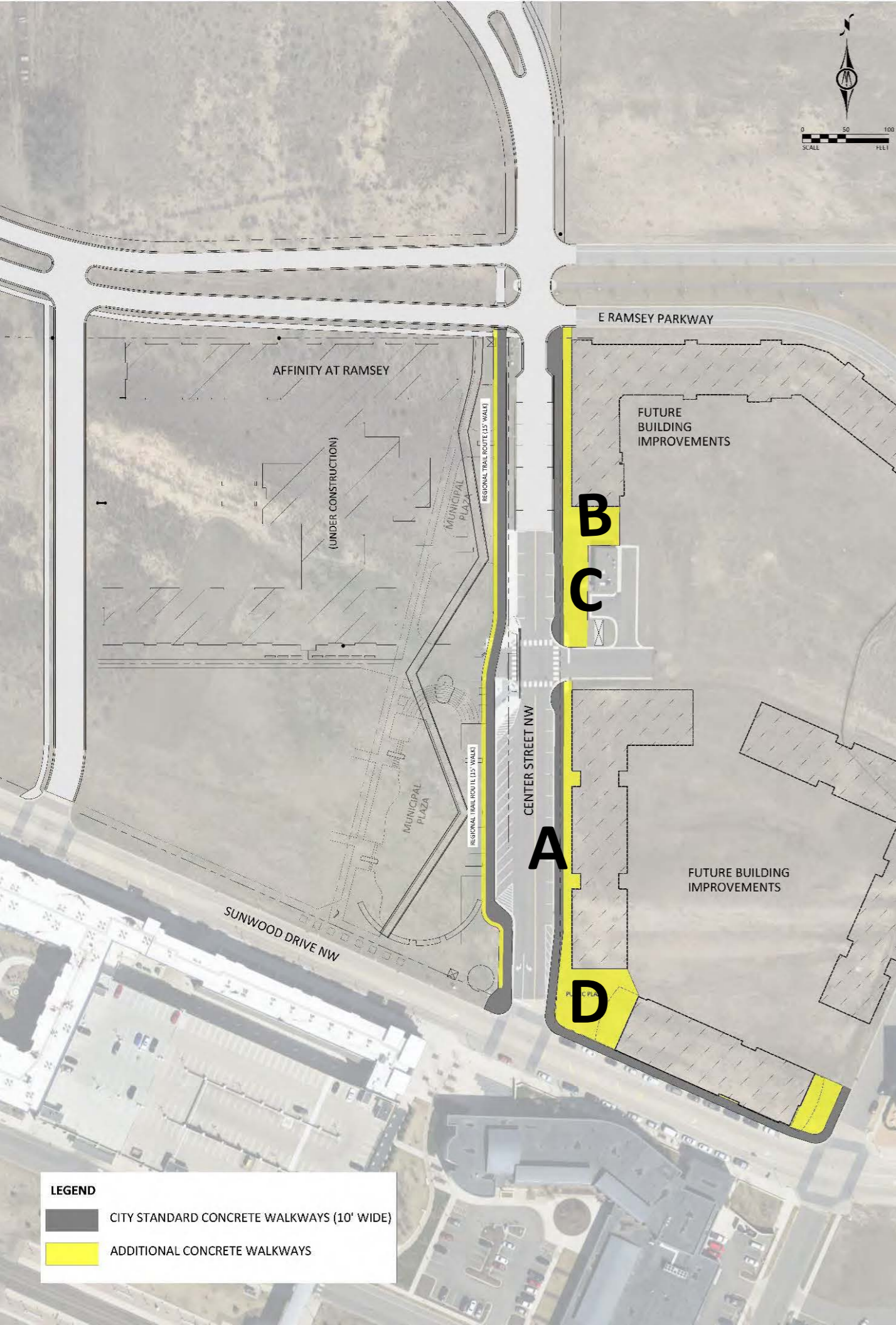


For complete disclaimer of accuracy, please visit
<http://gisweb.mn.gov/stateinfo/gis/faq/faq.htm#otbe.aspx>



LCDA PARCEL

Ramsey Downtown District Center Street Improvements



Eligible Uses of LCDA Grant Funds

(reference list: 2019 LCDA Application Guide)

Public Realm + Pedestrian Zone Improvements

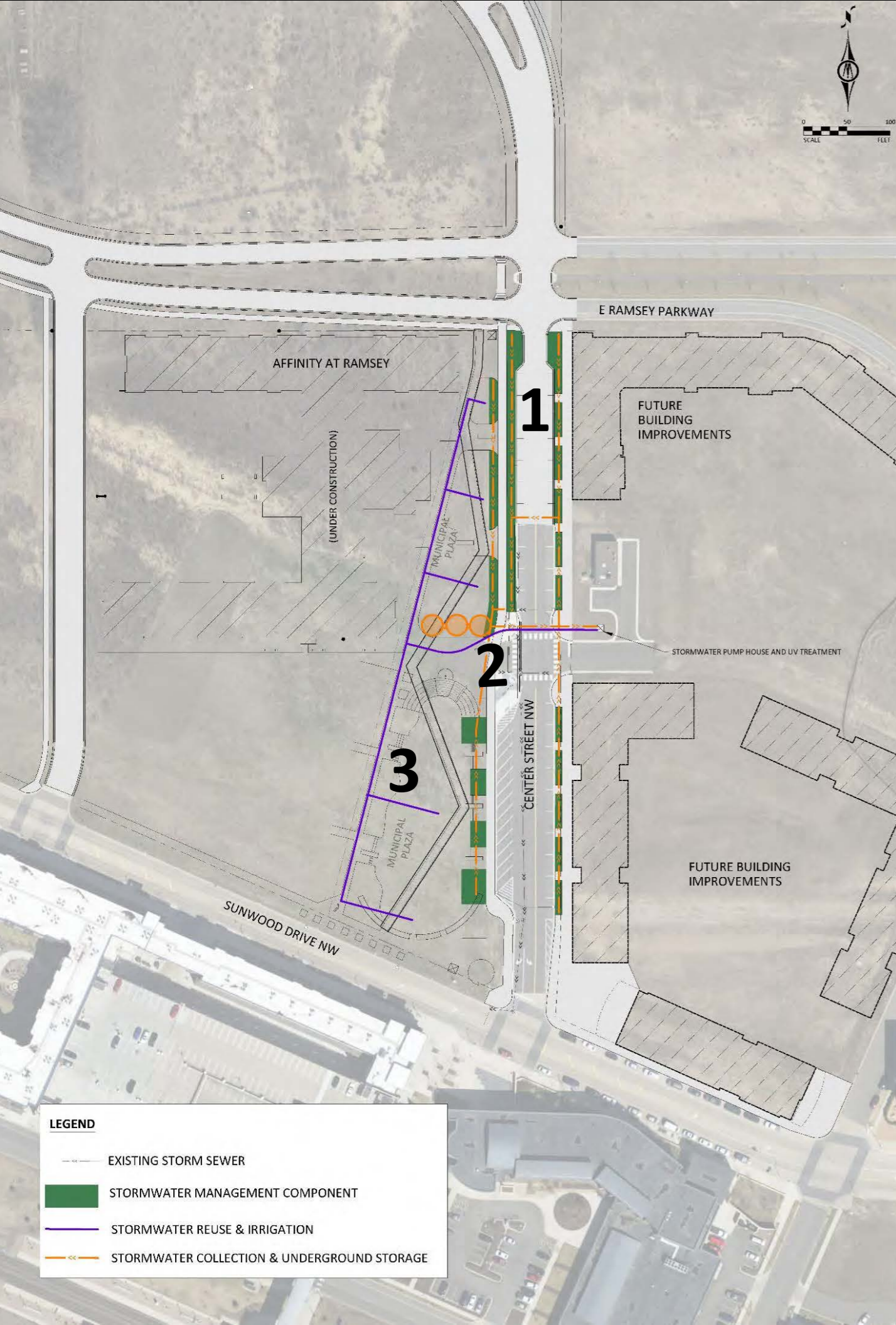
- A** Widened pedestrian zone + pedestrian amenities
- B** Added Pump House Plaza + pedestrian amenities (adjacent to existing Pump House building)
- C** Added roof/canopy solar panels on top of existing Pump House + over the proposed Pump House Plaza
- D** Added Hotel Tap Room Public Plaza + pedestrian amenities (between proposed Community Space + Hotel Tap Room)

‘But-For’ the LCDA Grant Funds (and the very helpful plan review/critique process), we would not have been able to add these ‘above-standard’ public realm amenities, integrated with two critically important development blocks along Center Street in the heart of the Ramsey Downtown District.

GRANT REQUESTED ACTIVITIES PLAN

1 – PUBLIC REALM

Ramsey Downtown District
Center Street Improvements



Eligible Uses of LCDA Grant Funds

(reference list: 2019 LCDA Application Guide)

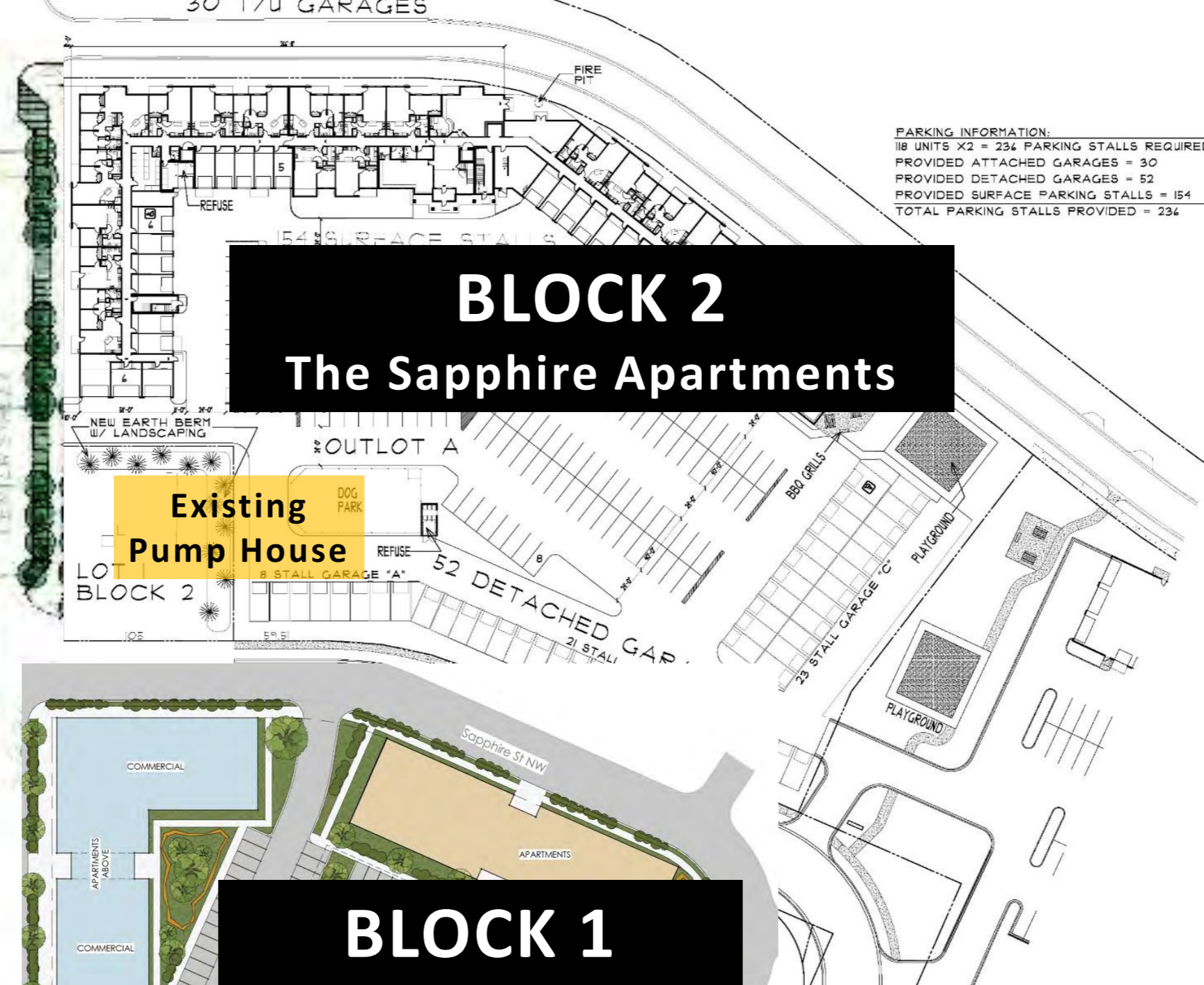
Site Integrated Stormwater Management

- 1** Stormwater catchment/filtration basins;
Landscaping – integrated with filtration basins
- 2** Stormwater collection + underground storage
(within Center Street right-of-way + Municipal Plaza)
- 3** Stormwater Reuse + irrigation system
(within Center Street right-of-way + Municipal Plaza)

‘But-For’ the LCDA Grant Funds (and the very helpful plan review/critique process), we would not have been able to add these ‘above-standard’ stormwater management system components, integrated with two critically important development blocks along Center Street in the heart of the Ramsey Downtown District.

GRANT REQUESTED ACTIVITIES PLAN 2 – STORMWATER MANAGEMENT

Ramsey Downtown District
Center Street Improvements



BLOCK 2
The Sapphire Apartments

Existing
 Pump House

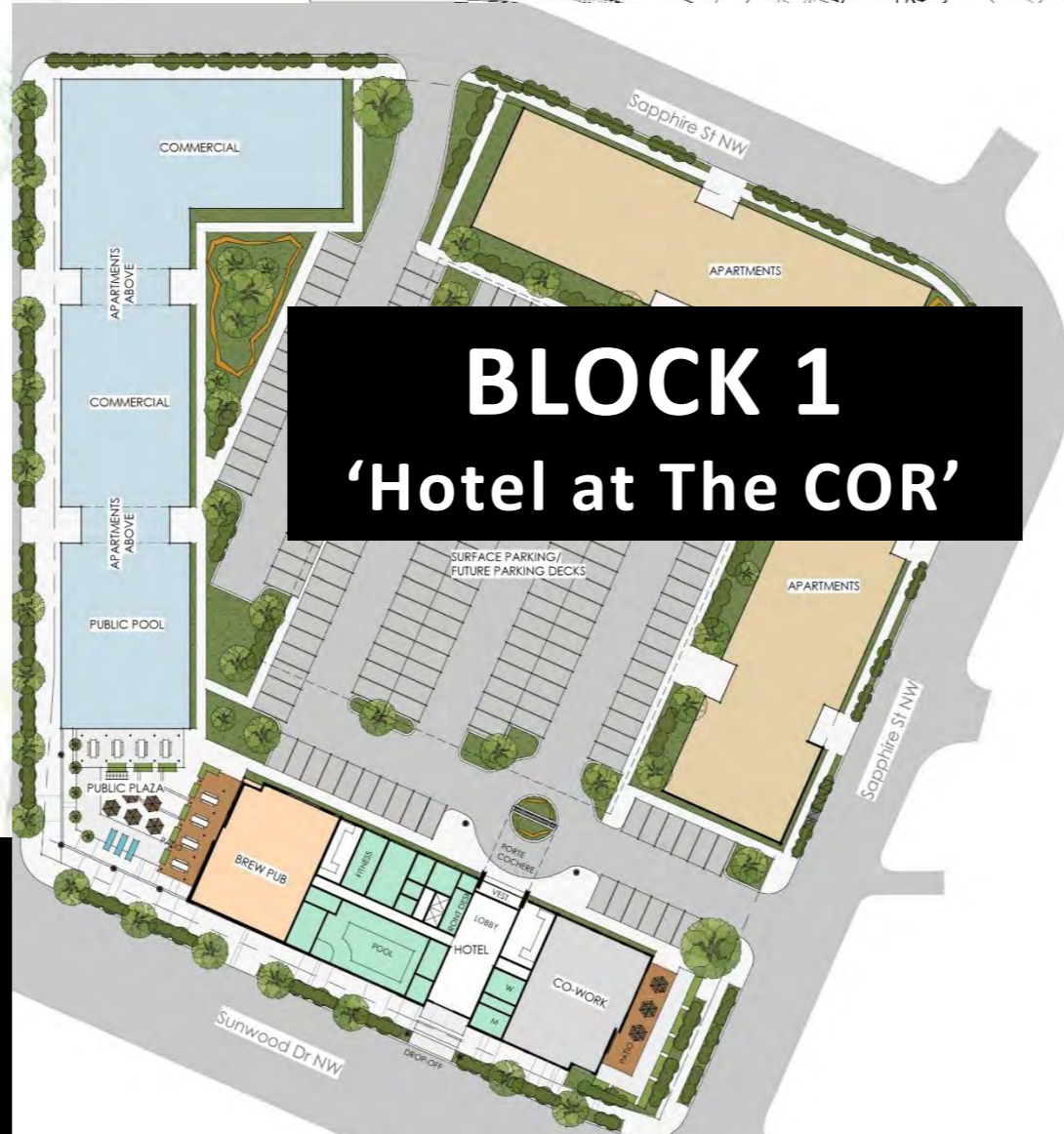


**Proposed
 Municipal Plaza**

Center Street



Sunwood Drive

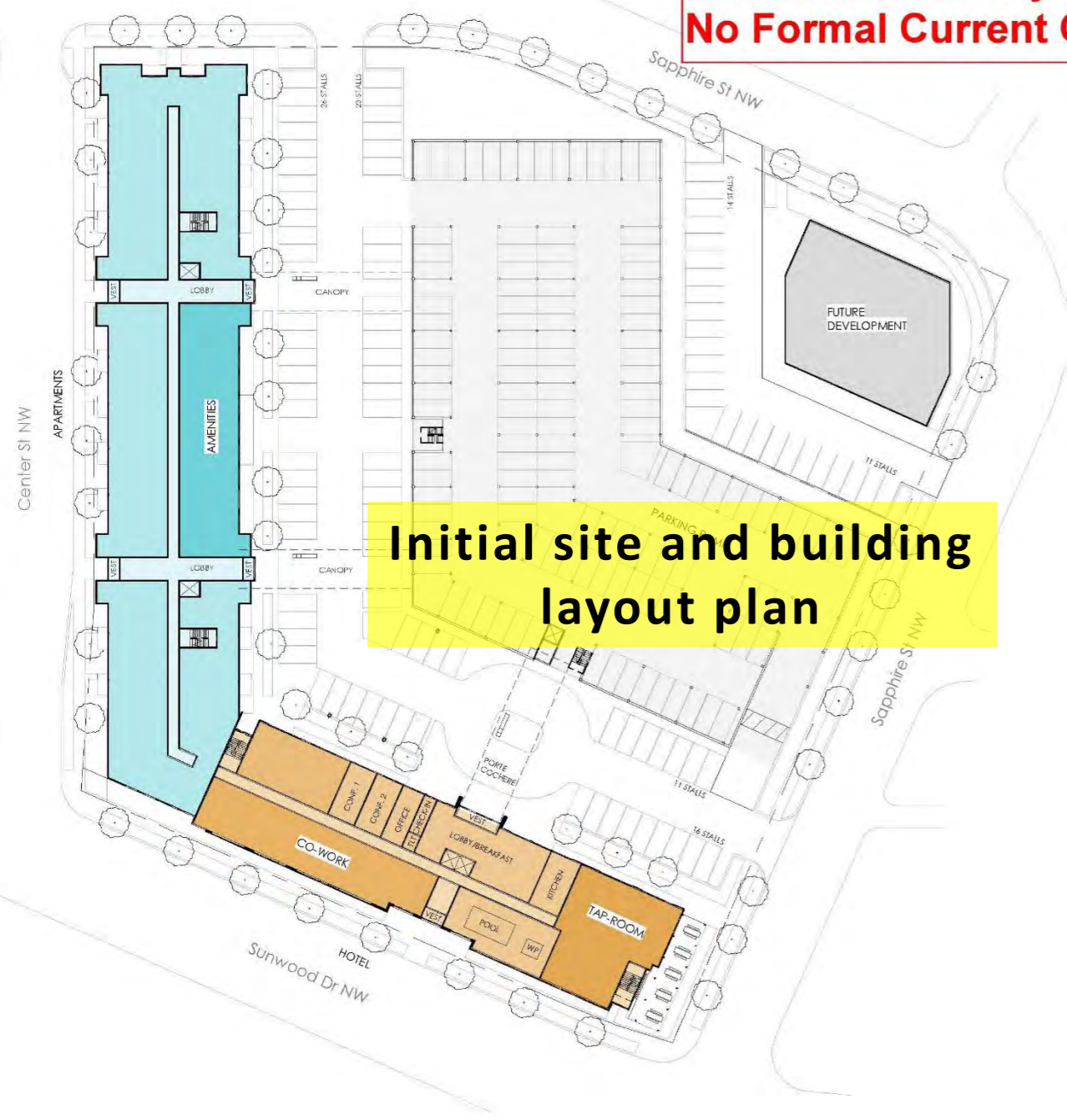


BLOCK 1
'Hotel at The COR'

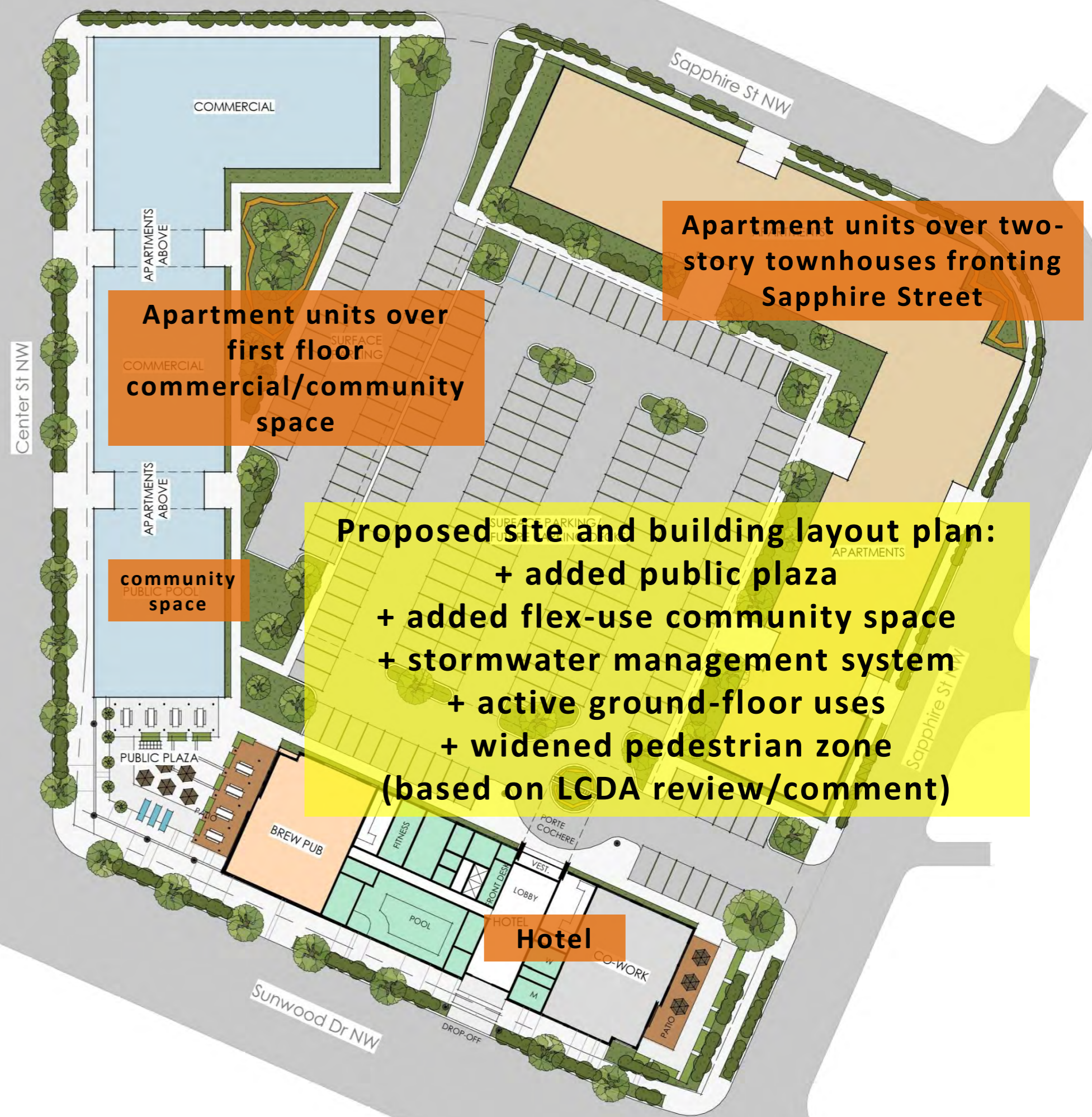
**SITE PLAN
 DEVELOPMENT CONTEXT**

Ramsey Downtown District
 Center Street Improvements

Not an Official City Plan
No Formal Current Code



Initial site and building layout plan



Apartment units over two-story townhouses fronting Sapphire Street

Apartment units over first floor commercial/community space

Proposed site and building layout plan:
+ added public plaza
+ added flex-use community space
+ stormwater management system
+ active ground-floor uses
+ widened pedestrian zone
(based on LCDA review/comment)

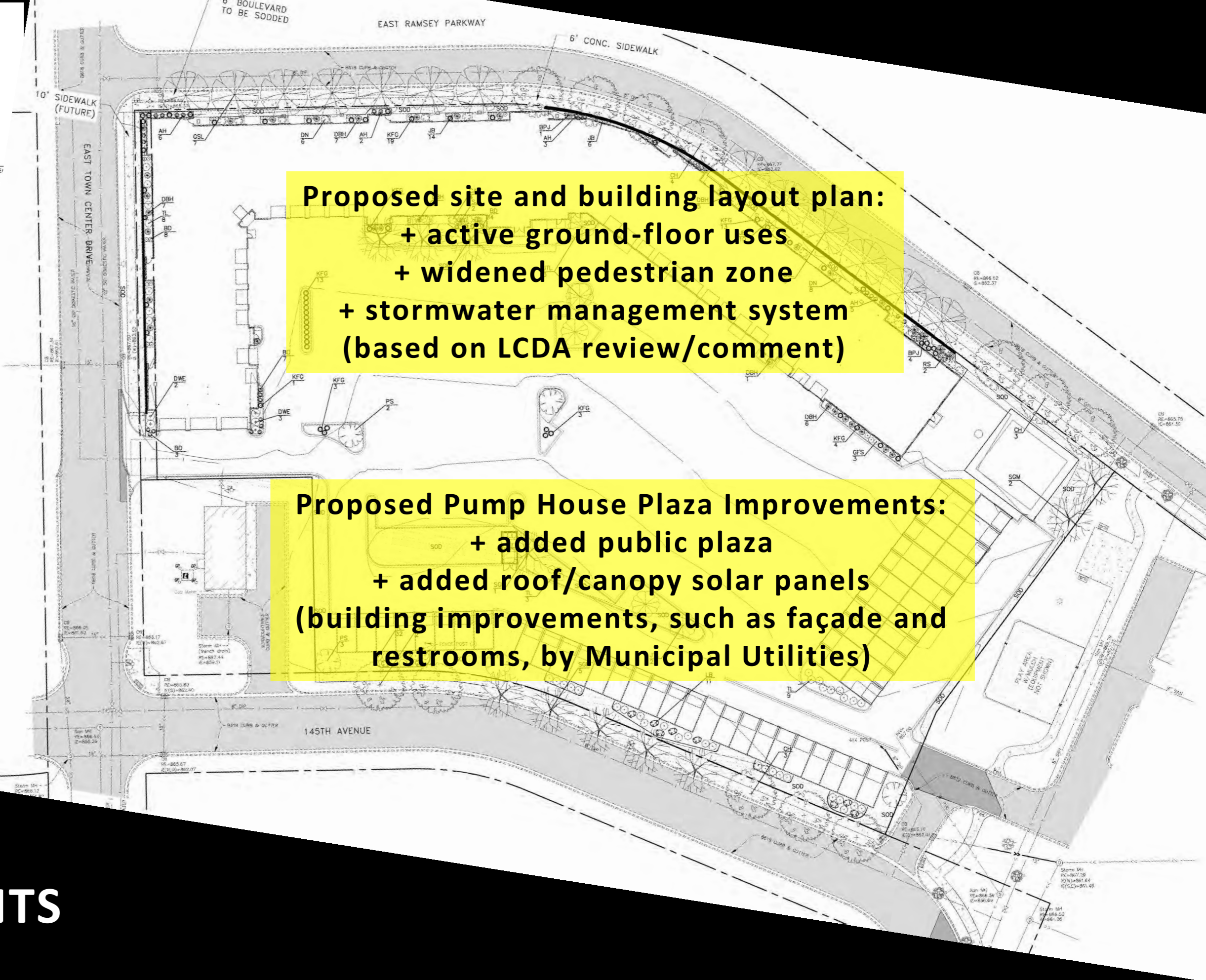
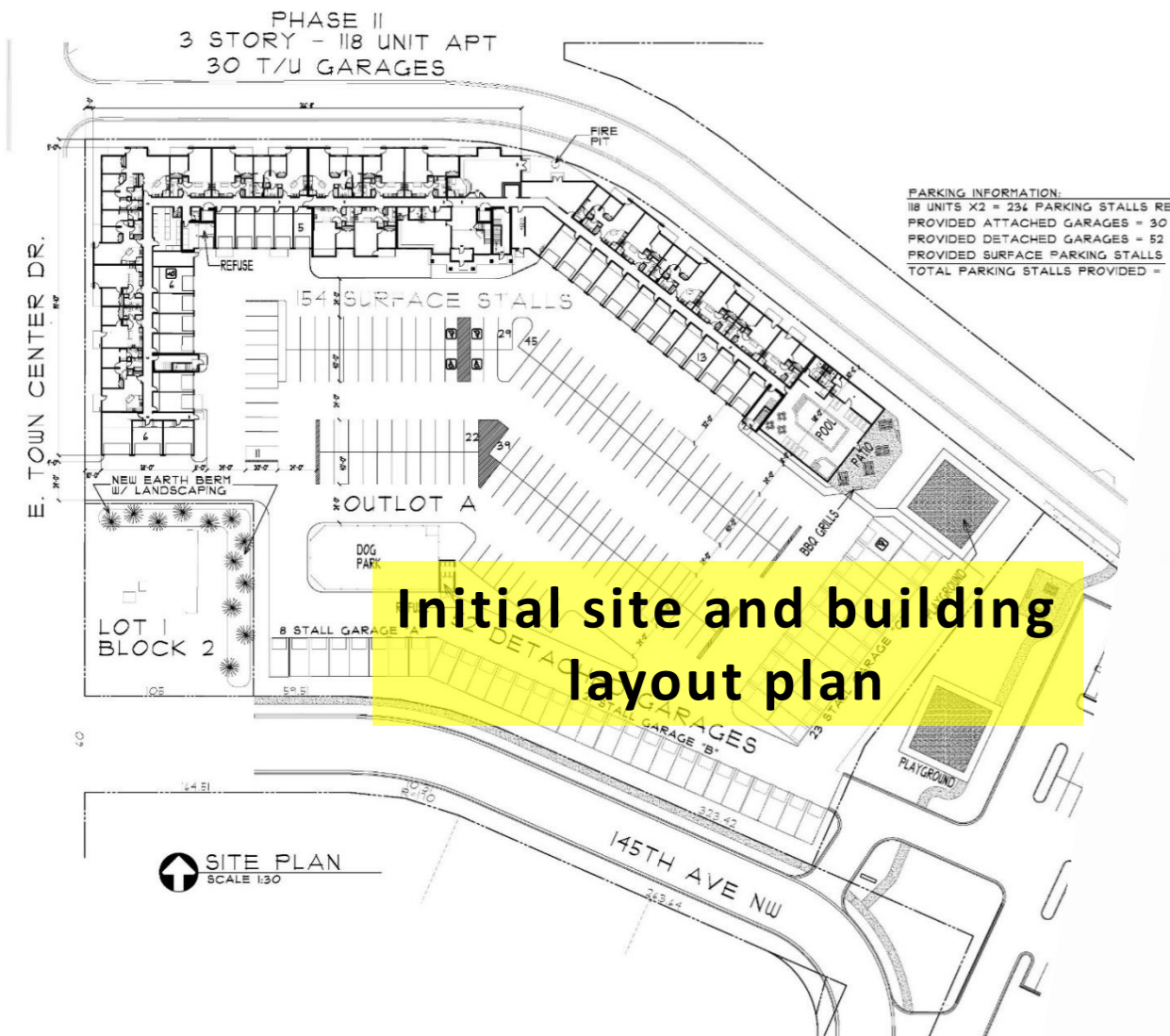
community space

Hotel

SITE PLAN – BLOCK 1

‘Hotel at The COR’

Ramsey Downtown District
Center Street Improvements



SITE PLAN – BLOCK 2
THE SAPPHIRE APARTMENTS
Ramsey Downtown District
Center Street Improvements

**The Waterfront
(proposed new park)**



**Municipal Plaza
(proposed new park)**

**Proposed New
Development**

Bunker Lake Boulevard

Ramsey Parkway

The Draw

Sunwood Drive

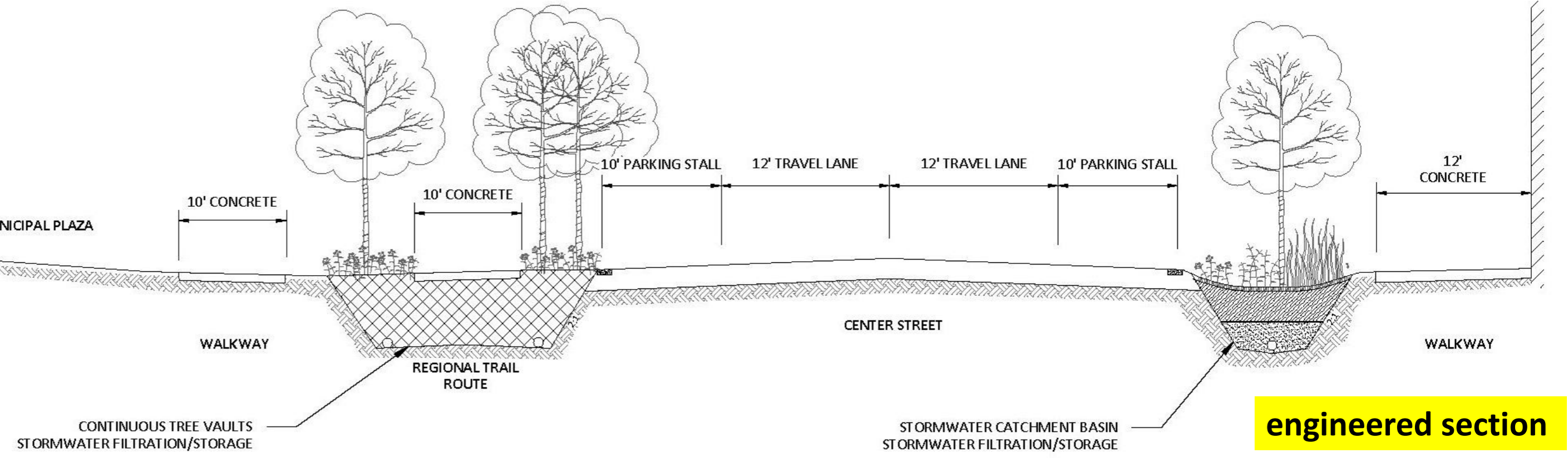
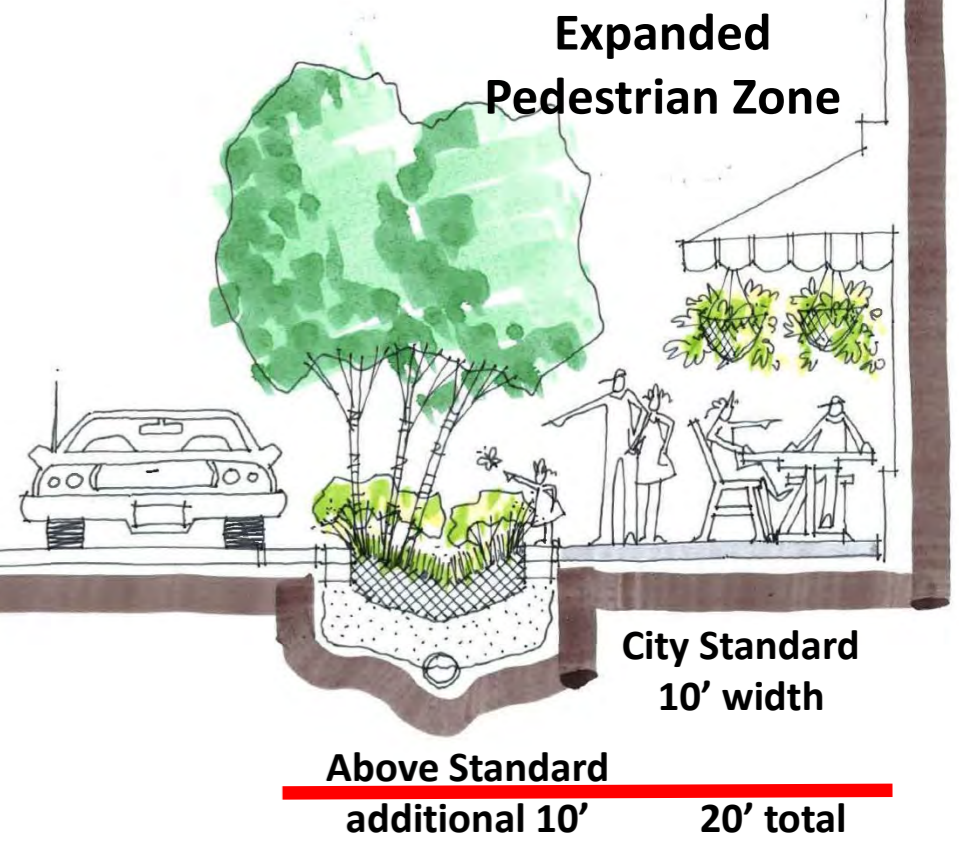
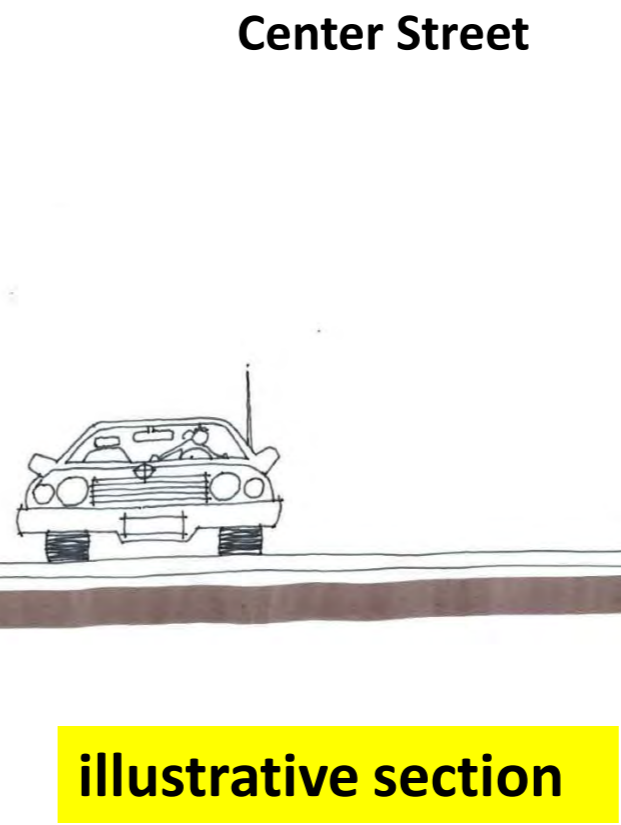
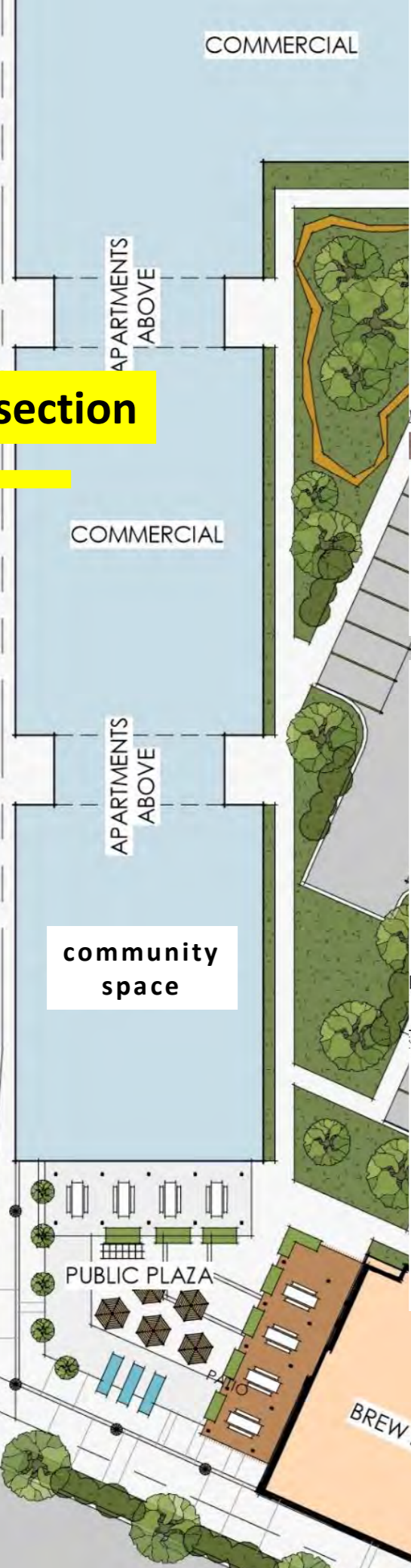
**North Star
Commuter Rail
Station**

Ramsey City Hall

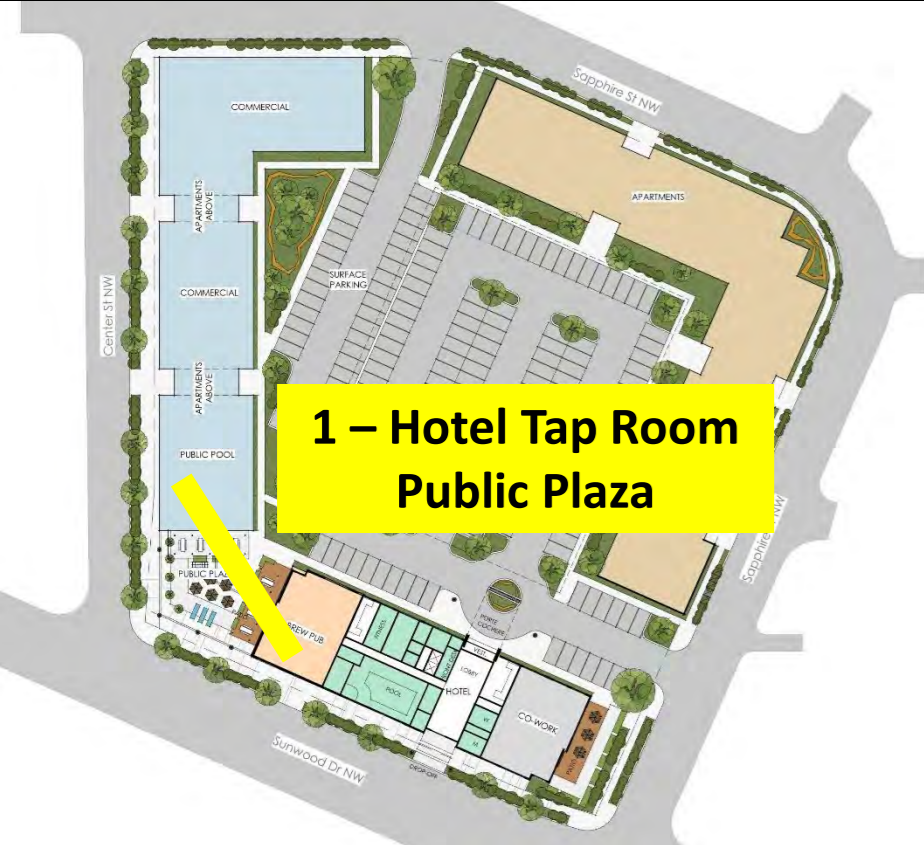
**PUBLIC REALM
CONTEXT PLAN**
Ramsey Downtown District
Center Street Improvements

street cross-section

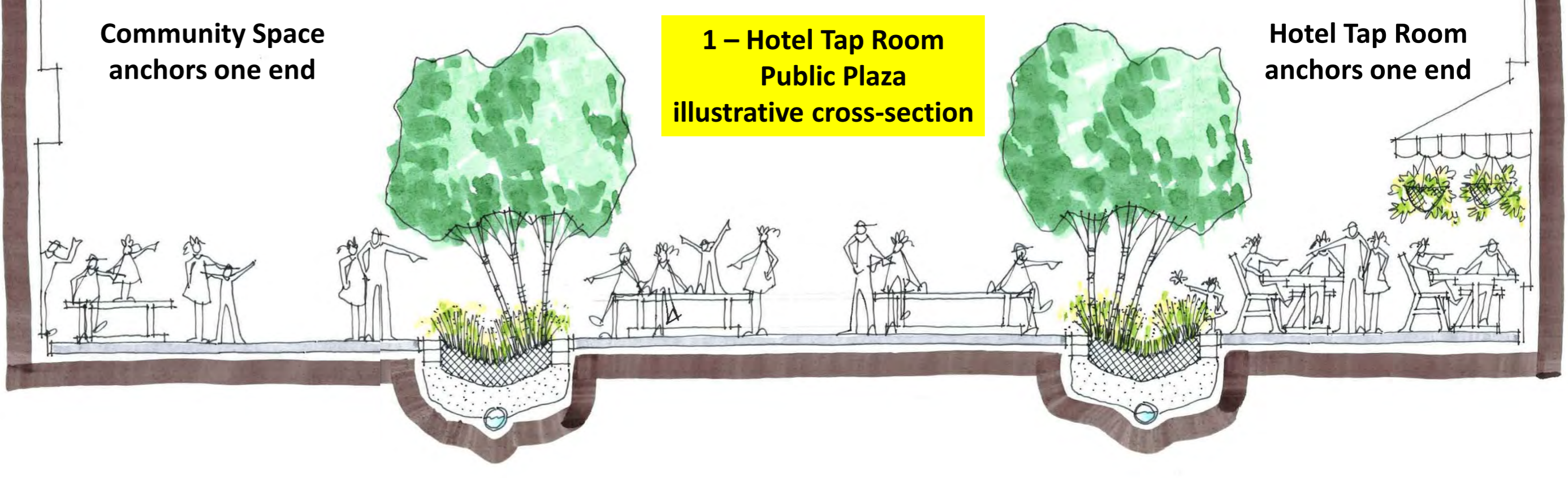
Center St NW



SECTIONS – CENTER STREET
 Ramsey Downtown District
 Center Street Improvements



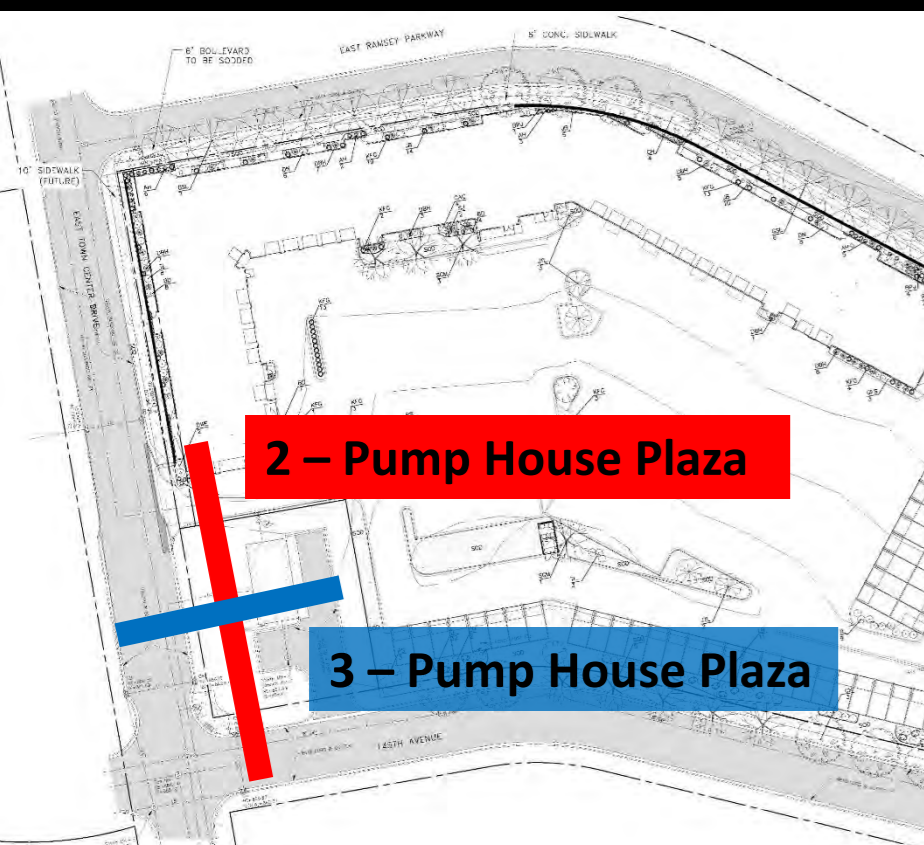
**1 – Hotel Tap Room
Public Plaza**



Community Space anchors one end

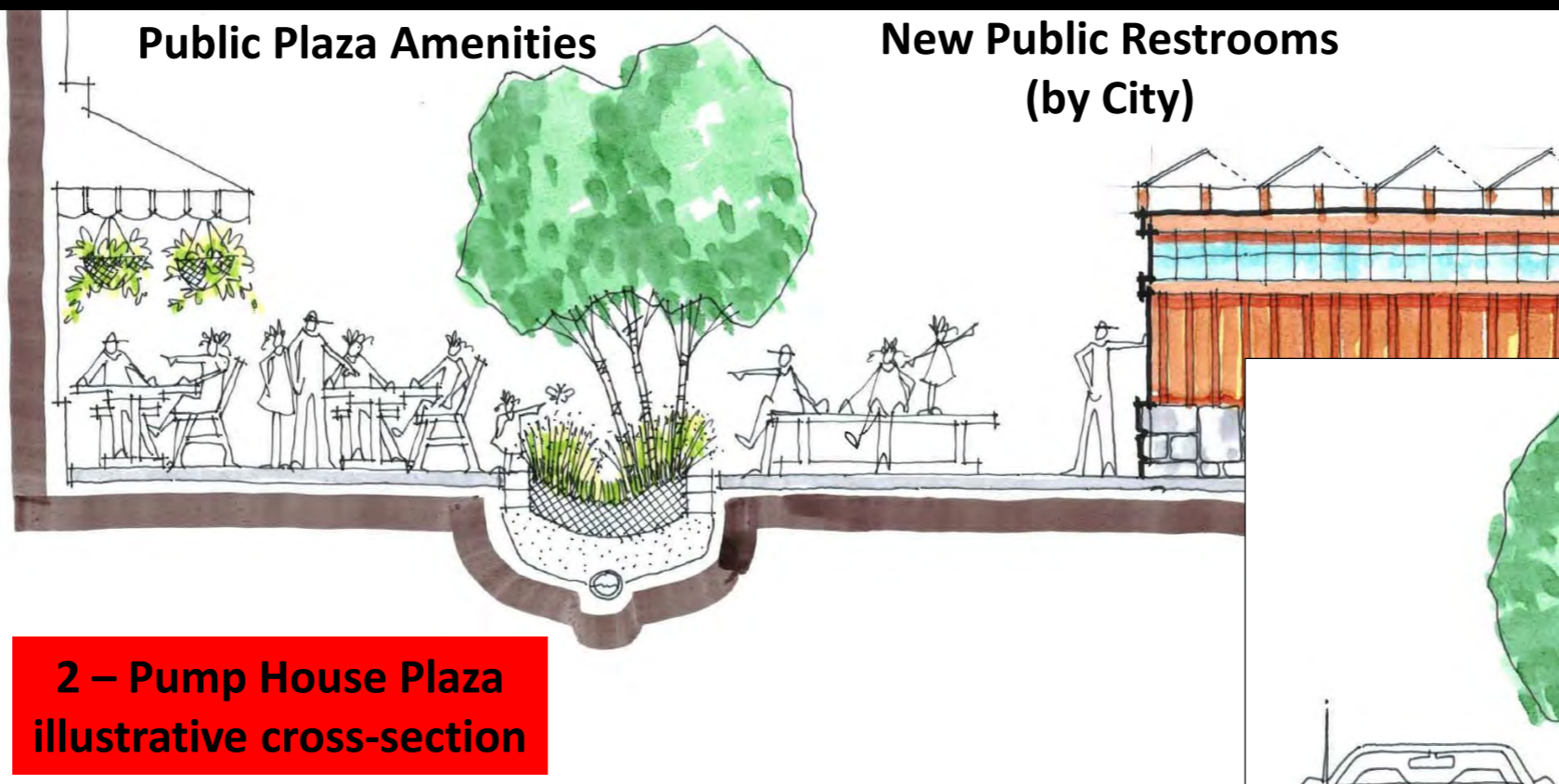
**1 – Hotel Tap Room
Public Plaza
illustrative cross-section**

Hotel Tap Room anchors one end



2 – Pump House Plaza

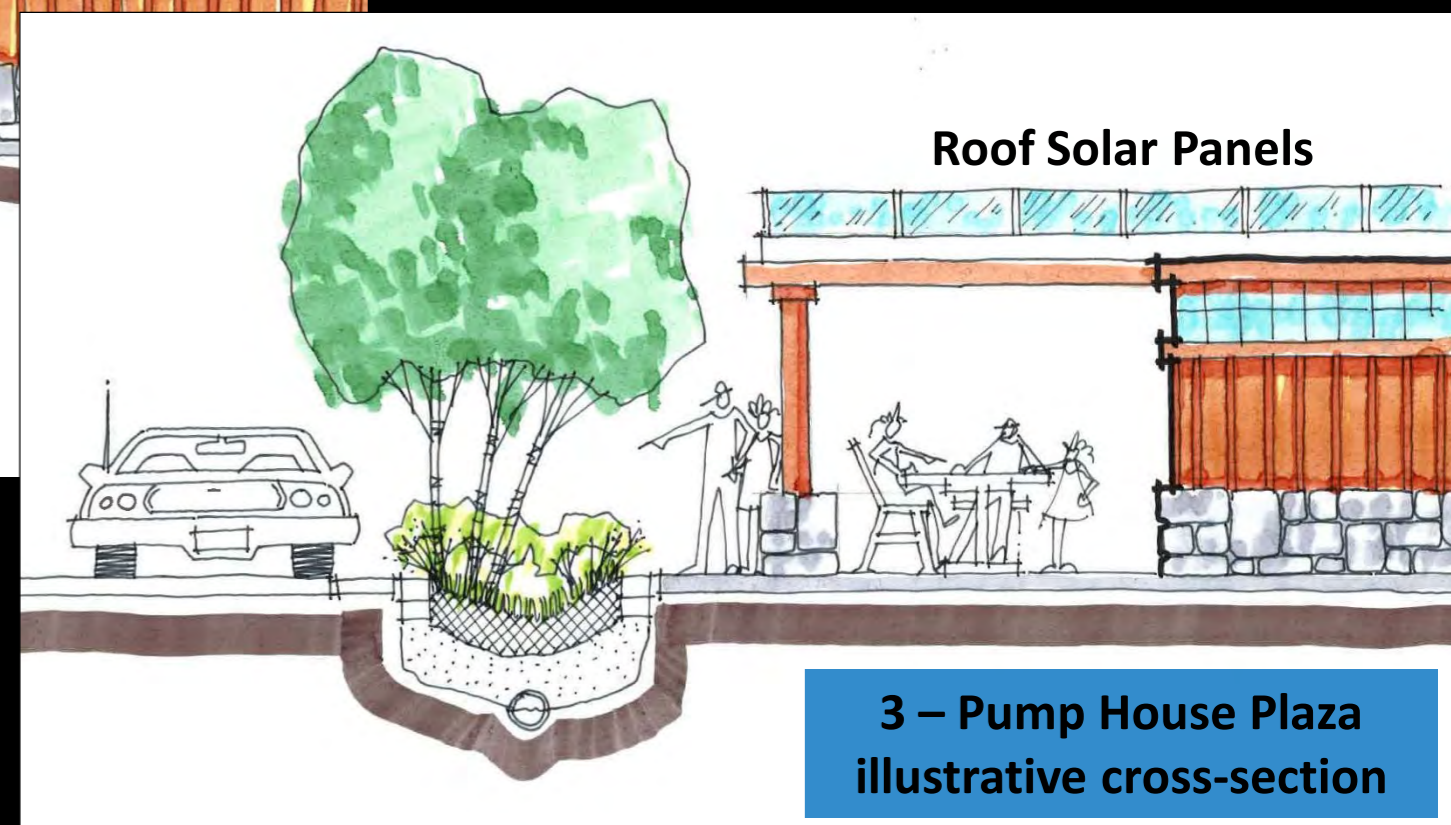
3 – Pump House Plaza



Public Plaza Amenities

New Public Restrooms
(by City)

**2 – Pump House Plaza
illustrative cross-section**

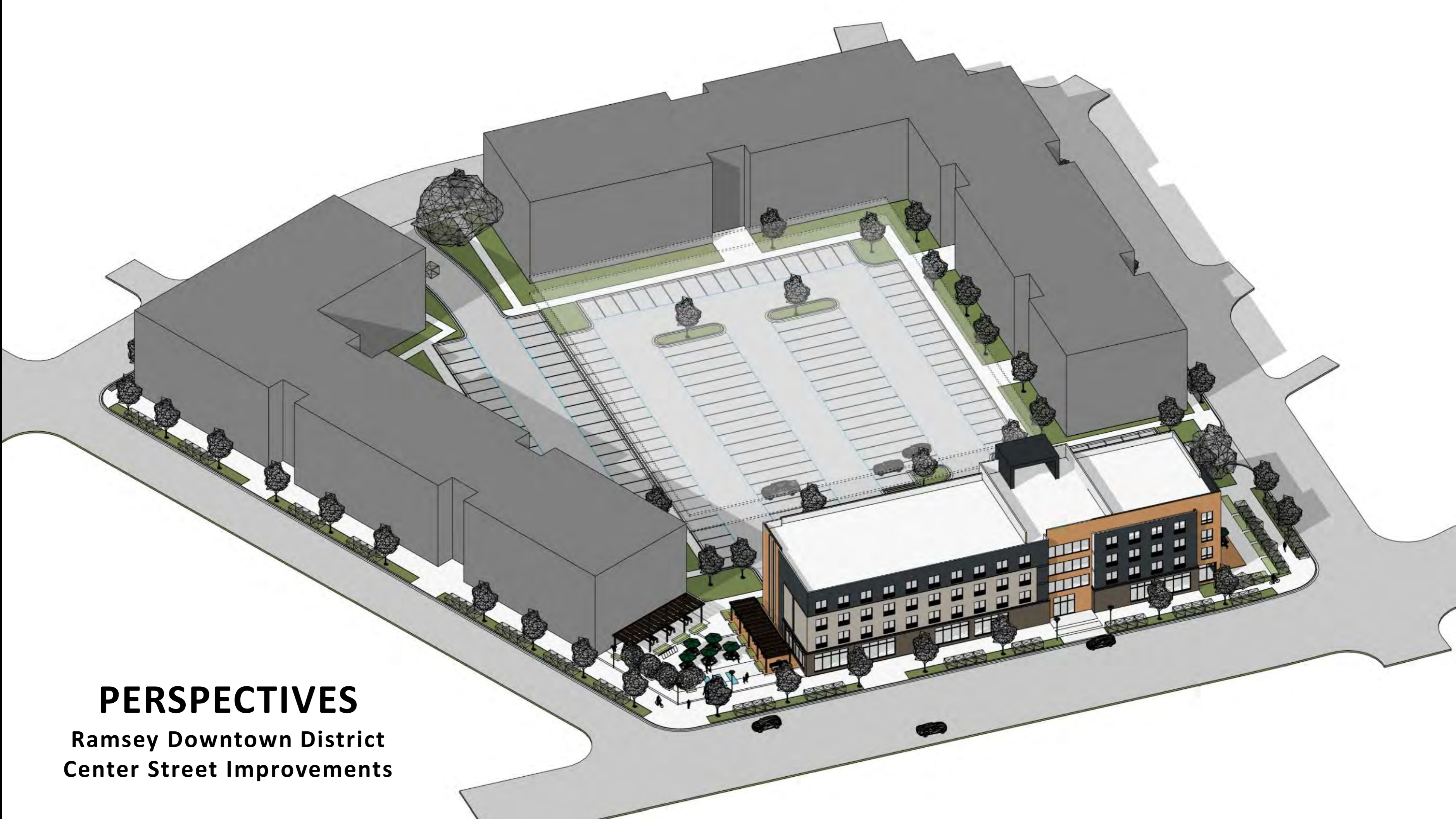


Roof Solar Panels

**3 – Pump House Plaza
illustrative cross-section**

SECTIONS – Public Plazas

Ramsey Downtown District
Center Street Improvements



PERSPECTIVES

Ramsey Downtown District
Center Street Improvements



PERSPECTIVES

**Ramsey Downtown District
Center Street Improvements**



PERSPECTIVES
Ramsey Downtown District
Center Street Improvements



BEFORE PHOTO

**Ramsey Downtown District
Center Street Improvements**

June 25, 2019

RE: Technical Memorandum
2019 Municipal Plaza and Center Street Concept Stormwater Reuse
City of Ramsey, MN

Bolton & Menk, Inc has completed a preliminary study that analyzes the feasibility of integrating stormwater reuse for irrigation of the proposed Municipal Plaza in conjunction with Center Street Improvements. The reuse system envisioned will include best management practices to collect and treat runoff, storage tanks to store the runoff, and a pump station and piping to convey the reuse water to the irrigation areas. The pump station will include pumps, a control system to monitor flow and pressure, and a treatment unit and self-flushing filter to protect the public from potential pathogens in the stormwater. The site analyzed for the stormwater reuse system includes Center Street Northwest from East Ramsey Parkway to Sunwood Drive Northwest.

Current Conditions

The COR Area of Ramsey is under active development. Since its inception, regional stormwater management has been constructed to maintain stormwater discharge rates to the undeveloped condition and provide water quality and volume control to meet state and local standards. Therefore, the development area surrounding Center Street was planned to discharge into a trunk storm sewer system, sized for the 100-year storm (7.1" in 24 hours) to the regional collection system.

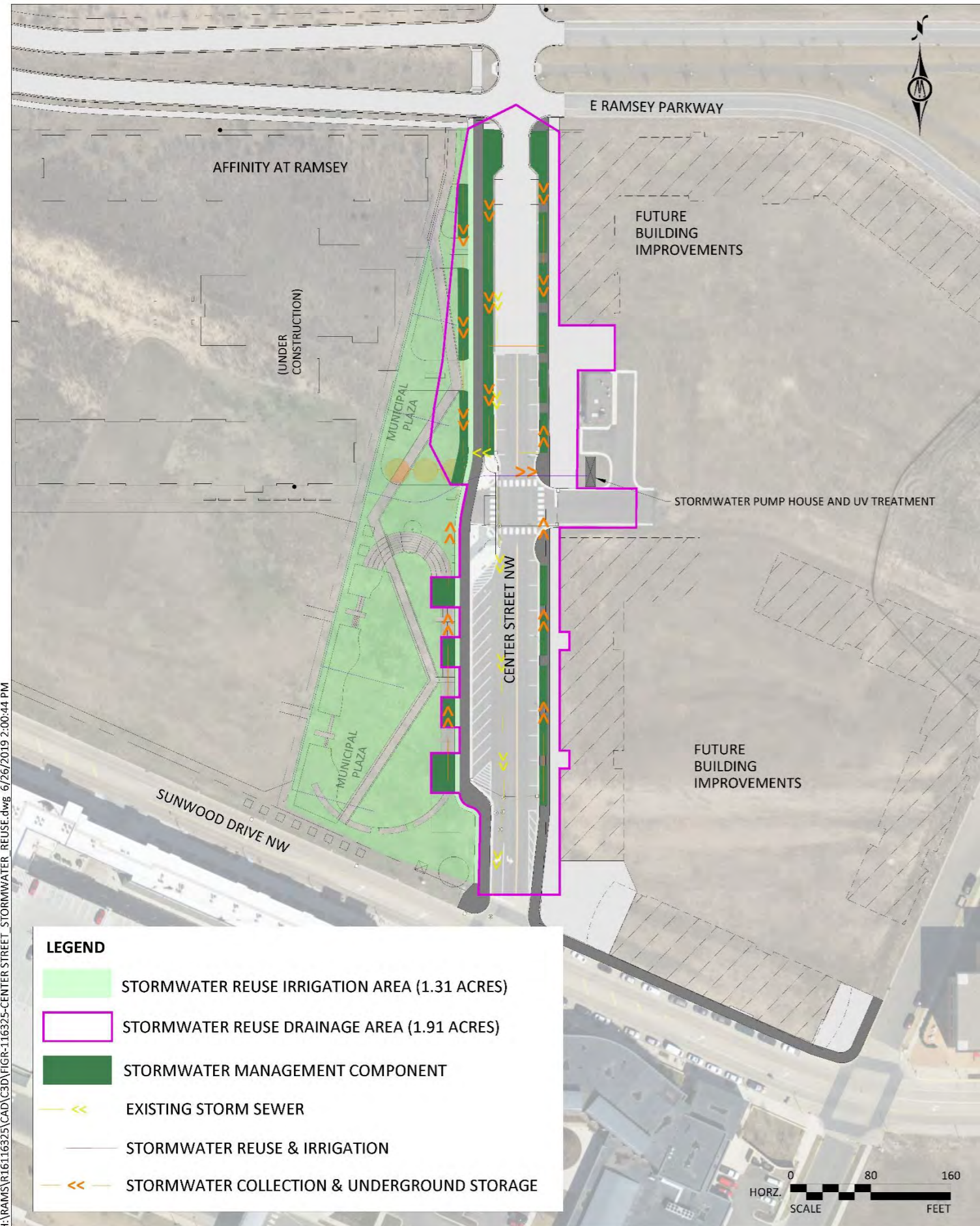
The area surrounding Center Street NW is largely undeveloped, but is proposed to include commercial businesses including the Affinity at Ramsey building, which is currently under construction near the Southwest quadrant of Center Street NW and E Ramsey Parkway. Affinity at Ramsey is responsible for their own stormwater requirements and none of their site was considered for collection in the stormwater reuse system. Additional multi-family residential and mixed-use facilities will also be constructed adjacent to the corridor, also assumed to discharge into the Center Street trunk storm sewer independent of the proposed Center Street treatment and stormwater reuse system.

Center Street NW is currently paved with concrete curb and gutter on each side. Each side of the road includes a driving lane and a parking lane. A 10' path runs along the west side of the road. Drainage patterns run from north to south and stormwater runoff is currently captured by catch basins that route the water offsite to the south.

Proposed Conditions

Municipal Plaza is a proposed 1.7-acre green space accessible to the public. Municipal Plaza will be located on the west side of Center Street NW from E Ramsey Parkway to Sunwood Drive NW. The east side of Center Street NW is proposed commercial/residential buildings. The site resides in the City's moderate vulnerability Drinking Water Supply Management Area (DWSMA) and the emergency response area. Therefore, traditional infiltration practices are prohibited.

Bolton & Menk is an equal opportunity employer.



H:\RAMS\16116325\CAD\FIGR-116325-CENTER STREET STORMWATER REUSE.dwg 6/26/2019 2:00:44 PM

STORMWATER MANAGEMENT PLAN

Ramsey Downtown District Center Street Improvements

Preliminary Roadway Runoff Treatment

The majority of the stormwater runoff will be generated from Center Street NW and the sidewalks on either side of the road. Stormwater runoff is proposed to be collected and treated by a combination of tree vaults and rain gardens located in the boulevard and on either side of the road. It is assumed that the runoff would drain directly into each of the raingardens and tree vaults through surface capture systems (i.e. curb cuts, ribbon curb, pretreatment structures, et). Granular filter media will be used for treatment and a perforated underdrain will connect the tree vaults and raingardens and route all the stormwater to the storage tanks.

Preliminary Stormwater Reuse System

Water collected and stored within the storage tanks will discharge via gravity flow to the pump house wet well, where it will be filtered and treated. The reuse water will be disinfected using UV treatment to address any fecal coliform, pathogens or other health concerns related to use of reuse water for irrigation.

The assumed operating season for the irrigation systems is a 26-week period; beginning April 1st and extending through September 30th. The Metropolitan Council Stormwater Reuse Guide Water Balance Tool for Constant Irrigation Demand was used to determine the percent of time over the assumed 26-week irrigation season that the stormwater reuse system would be functional while operating within the assumed conditions. The tool assumes 1" of water over the irrigable area per week is required for adequate vegetation growth and health. The method uses historic rainfall data spanning 31 years to determine the functionality of the stormwater reuse system within the 26-week pumping period.

Exhibit 1 summarizes the preliminary reuse system sizing. The "Irrigation Season" is assumed to be weeks 13 to 39 of the year, or approximately April 1 to September 30. In the calculator, these fields are used to look up weekly average rainfall to estimate the total potential volume of runoff that could be used for irrigation and how often we get 1 inch or more rain. Narrowing or widening the irrigation season changes the irrigation demand. The "Weeks that Flows Must be Augmented" and "Weeks that Reuse System will Meet Demand" cells cover the total period of record (837 weeks, or 16 years). So, 10% of the weeks (85 weeks) during the entire period of record result in a tank volume and rainfall volume less than the demand for that week.

According to the reuse calculator, there will be enough captured stormwater water in approximately 90% of the pumping season weeks to apply 1-inch per week of water over the assumed 1.31-acre turf irrigation area (57,206 sq. ft.). The calculator provides a preliminary need of 454,00 gallons required to apply 1-inch per week during the irrigation season. Since rainfall contributes to that total, as well as stored water in that tank, the total required volume per year does not translate to the size of the tank required. Instead, the volume of the tank can be modified to target an irrigation efficiency. Therefore, the storage tank or tanks should be approximately 150,000 gallons in size to irrigate with stormwater for 90% of the year. Additional irrigation to meet the 1-inch demand, should the City choose to irrigation at that rate, would need to be supplemented with potable sources.

SOURCE Site Data			
Impervious Area	83,417	square feet	
Impervious Area	1.91	acres	
USE Demand Data			
Irrigation Area	57,206	square feet	
Irrigation Area	1.31	acres	
Irrigation Season	13	39	week number
Storage Data			
Storage Provided	150,000	gallons	
Total Storage Required	454,037	gallons	%
Weeks that Flows Must be Augmented	85	weeks	10.2%
Weeks that Reuse System will Meet Demand	752	weeks	89.8%

Exhibit 1: Excerpt from the Met Council Reuse Water Balance Tool.

Footprint Considerations

The storage volume could be a single concrete vault or multiple fiberglass underground units. Given the size of individual cisterns, plastic is not available. Fiberglass tanks generally are available up to 50,000 gallons in size. A 50,000-gallon tank has dimensions of approximately 68 feet long with a 12-foot diameter. Three tanks, with space between, could fill a footprint of approximately 5,000 square feet. Concrete vaults can be sized to fit multiple footprint sizes. If a maximum active depth of water in the vault of 8' is assumed, the footprint would be approximately 2,500 square feet.



Exhibit 2: Example concrete vault storage tank (StormTrap).



Exhibit 3: Example underground fiberglass storage tanks (Xerxes).

Additional Considerations

A simplified estimate of stormwater runoff expected from the street section was assembled to ensure the watershed can produce enough runoff to adequately fill the tanks. Table 1 is a summary expected runoff volumes for a variety of events. A rainfall event producing between 3.6 and 4.3 inches in 24 hours (5-year to 10-year return interval) can completely fill the tank.

Table 1: Summary of expected runoff volumes.

Rainfall Event	Rainfall Depth (IN)	Runoff Volume (CF)	Runoff Volume (GA)
1" Event	1.00	5,500	41,140
1-Year	2.46	14,700	109,956
2-Year	2.86	17,600	131,648
5-Year	3.58	22,700	169,796
10-Year	4.26	27,500	205,700

During final design, additional hydraulic information will be provided to provide an effective high flow bypass system. In other words, if the tank is full and the City experiences a 100-year rainfall event, there will be adequate bypass capacity to reduce local flooding and protect the tank(s). Also, since the COR trunk storm sewer system is already designed to accommodate a 100-year rainfall event with discharge to regional flood storage areas, the bypass system will effectively mimic the originally designed scenario. In between events when irrigation is occurring, or the tanks is being filled, there will be hydraulic relief on the trunk system and volume control provided.

Since the reuse water will pass through a filter and UV treatment system, the impact to groundwater resources through the infiltration of irrigation water is expected to be very minimal. Impacts to groundwater resources in the ERA are not anticipated.

Sincerely,

Bolton & Menk, Inc.

Timothy J. Olson, PE, CFM
 Water Resources Project Manager

STORMWATER MANAGEMENT CALCULATIONS

Ramsey Downtown District
 Center Street Improvements

Public Works Committee

5. 3.

Meeting Date: 03/16/2020

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommendation to City Council to Accept Feasibility Report for Amended 2020 Pavement Overlay Improvements, Improvement Project No. 20-02A

Purpose/Background:

Purpose:

The purpose of this case is to consider providing a recommendation to the City Council to accept the Feasibility Report for the Amended 2020 Pavement Overlay Improvements, Improvement Project No. 20-02A.

Background:

On December 10, 2019, the City Council ordered Staff to prepare a Feasibility Report to explore proposed mill and overlay improvements to streets in the Klemish and Flores, Sunfish Square, and Windemere Woods neighborhoods in 2020 per the 2020 – 2029 Capital Improvement Program (CIP). This was designated as City Improvement Project No. 20-02. In summary, the proposed improvements were not found to be feasible and cost-effective from an engineering standpoint, so Staff recommended not completing such improvements in 2020. Instead, 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.

On February 24, 2020, the City Council ordered a Feasibility Report for amended 2020 mill and overlay improvements, designated as City Improvement Project No. 20-02A. This project proposed to complete 2-inch mill and overlay improvements on all streets within Regency Pond 1st, 2nd and 3rd Additions and Business Park 95, which are programmed in the 2020 – 2029 Capital Improvement Program (CIP) for mill and overlay improvements in 2022 and 2024 respectively. Based on City records and observed pavement conditions, Staff felt these streets would support 2-inch mill and overlay improvements in 2020.

WSB and Associates was enlisted to perform pavement forensics analysis on the pavement on each street segment to verify that the thickness and structural capacity of the existing pavement sections would be adequate to support 2-inch mill and overlay improvements. Pavement cores were extracted from each street segment on March 2, 2020. Unfortunately, the cores revealed that the pavement on most of the street segments is either too thin, or is in such poor condition, that 2-inch mill and overlay improvements are not feasible.

A copy of the forensics report prepared by WSB and Associates is included in the appendix of the Feasibility Report attached to this case.

Timeframe:

Staff anticipates that 20 minutes will be needed to present this case and respond to questions.

Observations/Alternatives:

Alternative #1 – Motion to recommend that the City Council accept the Feasibility Report for Amended 2020 Pavement Overlay Improvements, Improvement Project No. 20-02A.

Alternative #2 – Motion of other.

Funding Source:

N/A

Recommendation:

Staff recommends alternative #1.

Based on the pavement core analysis findings from both mill and overlay feasibility reports, the time of year as related to receiving competitive bids on projects, and the fact that the City is again discussing funding options for pavement management program projects, Staff does not recommend pursuing overlay improvements in 2020.

Action:

Motion to recommend that the City Council accept the Feasibility Report for Amended 2020 Pavement Overlay Improvements, Improvement Project No. 20-02A.

Attachments

DRAFT Feasibility Report IP2002A

Form Review

Inbox

Grant Riemer
Kurt Ulrich
Bruce Westby (Originator)
Form Started By: Bruce Westby
Final Approval Date: 03/13/2020

Reviewed By

Grant Riemer
Kurt Ulrich
Bruce Westby

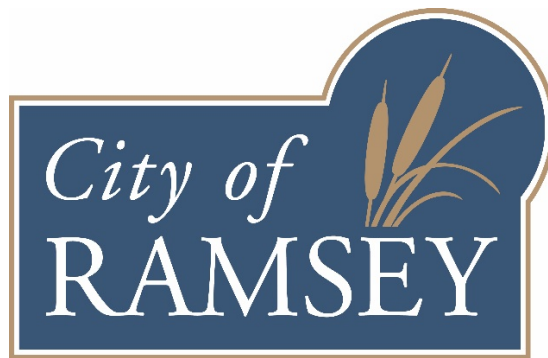
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FEASIBILITY REPORT (DRAFT)

AMENDED 2020 PAVEMENT OVERLAY IMPROVEMENTS

CITY IMPROVEMENT PROJECT NO. 20-02A



March 13, 2020

Prepared By:

**City of Ramsey
Engineering Department
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9839
763-433-9848 (Fax)**



March 13, 2020

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

Re: Feasibility Report – City of Ramsey Improvement Project #20-02A
Amended 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. 20-02AA.

The report examines the feasibility of completing 2-inch bituminous pavement mill and overlay improvements on approximately 2.82 miles of public streets in the Regency Pond residential neighborhood and the Business Park 95 industrial park within the City of Ramsey, 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: March 13, 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: March 13, 2020

License No. 57095

TITLE SHEET

LETTER OF TRANSMITTAL

CERTIFICATION SHEET

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Appendix A

- Project Scope – Regency Pond
- Project Scope – Business Park 95

Appendix B

- Opinion of Probable Costs

Appendix C

- Street Segment Summary

Appendix D

- WSB Pavement Forensics Report

1. EXECUTIVE SUMMARY

City Improvement Project 20-02A proposes to complete 2-inch bituminous pavement mill and overlay improvements to 2.82 miles of public street segments within the City of Ramsey, including other associated appurtenant improvements as outlined in this report. The street segments are located in the residential neighborhoods of Regency Pond 1st, 2nd and 3rd Additions, as well as Business Park 95 1st, 2nd, 5th and 7th Additions. These streets were proposed to receive bituminous pavement overlay improvements in 2022 and 2024 respectively per the 2020 - 2029 Capital Improvement Program (CIP).

Appendix A includes exhibits showing the proposed project areas and scopes.

City Staff typically rates the pavement condition 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 summaries included in *Appendix B* of this report.

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.

WSB and Associates performed pavement forensics for the proposed project areas, and submitted a pavement forensics report, which is included in *Appendix D*. The findings are discussed in section 3 of this report. In general, the existing pavement sections will not support 2-inch mill and overlay improvements. Staff therefore investigated costs for completing a full-depth reclamation (FDR) in Business Park 95 for comparison purposes.

The engineer's opinion of probable costs for all streets proposed to receive 2" mill and overlay improvements is \$1,037,385. 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 or cost-effective from an engineering standpoint so Staff does not support the amended 2020 pavement overlay improvements as proposed herein. The proposed street segments would be most cost-effectively reconstructed after their PASER ratings fall to 3 or below.

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 feasibility report explores proposed 2-inch bituminous pavement mill and overlay improvements to approximately 2.82 miles of public streets in the Regency Pond residential neighborhood and in the Business Park 95 industrial park, along with associated appurtenant improvements. This project is designated as Amended 2020 Pavement Overlay Improvements, Improvement Project No. 20-02A. Maps showing the scope of the proposed improvements are included in *Appendix A* of this report.

This feasibility report 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.

2.3 Scope

The scope of this report addresses proposed 2-inch bituminous pavement mill and overlay improvements to approximately 2.82 miles of public streets in the Regency Pond residential neighborhood and in the Business Park 95 industrial park as shown in *Appendix A*.

3. EXISTING CONDITIONS

3.1 Existing Streets

3.1.a Regency Pond Residential Neighborhood

The existing right-of-ways along the street segments proposed to receive overlays as part of this project are 60-feet in width. The paved street width is 30-feet as measured from curb to curb. All streets in this project were constructed as urban sections with bituminous pavement and concrete curb and gutter between 1996 and 1998.

The streets segments proposed to receive overlays in 2020 have 2018 PASER ratings between 6 and 8, which are generally considered to be good candidates for mill and overlay improvements. To verify that the pavement sections were thick enough and had adequate structural capacity to support 2-inch mill and overlay improvements, Staff hired WSB and Associates to complete a pavement forensics analysis, which included the extraction of pavement cores from each street segment proposed to receive mill and overlay improvements. The pavement forensics report is included in *Appendix D* of this report.

Based on the general condition and thickness of the existing pavement sections, WSB and Associates and City Staff do not recommend completing mill and overlay improvements on these street segments as proposed. It is estimated that the existing streets should remain serviceable with moderate maintenance for up to 10 years. Once the PASER ratings fall to 3 or less a full-depth reclamation (FDR) or reconstruction project should be completed.

3.1.b Business Park 95 Industrial Park

The existing right-of-ways along the street segments proposed to receive overlays as part of this project range from 66 to 80-feet in width. The paved street widths range from 38 to 44-feet as measured from curb to curb. All streets in this project were constructed as urban sections with bituminous pavement and concrete curb and gutter between 1995 and 1998.

The streets segments proposed to receive overlays in 2020 have 2018 PASER ratings between 6 and 7, which are generally considered to be good candidates for mill and overlay improvements. To verify that the pavement sections were thick enough and had adequate structural capacity to support 2-inch mill and overlay improvements, Staff hired WSB and Associates to complete a pavement forensics analysis, which included the extraction of pavement cores from each street segment proposed to receive mill and overlay improvements. The pavement forensics report is included in *Appendix D* of this report.

Based on the general condition and thickness of the existing pavement sections, WSB and Associates and City Staff do not recommend completing mill and overlay improvements on these street segments as proposed. It is estimated that the existing streets should remain serviceable with

moderate maintenance for up to 10 years. Once the PASER ratings fall to 3 or less a full-depth reclamation (FDR) or reconstruction project should be completed.

3.2 Utilities

3.2.a Watermain

Watermain exists under all streets within the Regency Pond residential neighborhood and the Business Park 95 industrial park. No improvements to the watermain is proposed in conjunction with this project.

3.2.b Sanitary Sewer

Sanitary Sewer exists under all streets within the Regency Pond residential neighborhood and the Business Park 95 industrial park. No improvements to the sanitary sewer is proposed in conjunction with this project.

3.2.c Storm Sewer/Drainage

Storm sewer exists under several of the streets within the Regency Pond residential neighborhood and the Business Park 95 industrial park, but it is not proposed to complete any significant repairs or storm sewer construction as part of this project.

4. CONSIDERED IMPROVEMENTS

4.1 Project Area Selection

The City's 10-year Capital Improvement Program calls for proposed 2-inch mill and overlay improvements on the streets in the Regency Pond residential neighborhood in 2022, and in Business Park 95 in 2024. 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. A PASER rating summary of each street segment is included in *Appendix B* of this report.

4.3 Full-Depth Reclamation

Recently, including in 2017 and 2018, streets with pavement sections in similar condition were evaluated for mill and overlay improvements but were instead improved using the full-depth reclamation process. This involves grinding the existing bituminous pavement up, along with a portion of the underlying aggregate base, placing and compacting this reclaim material on top of

the existing aggregate base, removing 3½-inches of reclaim material, then placing 3½-inches of new bituminous pavement on top. In general, the streets are still at the stage where with maintenance, Staff feels they can be serviceable for up to 10 years, allowing the City's limited funds to be spent on streets which are better candidates for overlays, or are ready for reconstruction now.

Staff prepared a preliminary engineer's estimate for full-depth reclamation (FDR) improvements for streets in the Business Park 95 industrial park, which totaled \$918,332. Considering that the anticipated service life for FDR improvements is up to 60 years, FDR improvements would be significantly more cost-effective than mill and overlay improvements, which would cost more than half what FDR improvements cost, and generally have an anticipated service life of 15 to 20 years.

5. CONCLUSIONS AND RECOMMENDATIONS

Based on the attached pavement forensics report findings, the existing pavement is not able to support 2-inch mill and overlay improvements.

It is also important to note that it is the middle of March and in the best case scenario if other street segments were evaluated and found to be able to support mill and overlay improvements in 2020, the earliest a mill and overlay project using special assessments as a funding source could realistically be bid would be late June or early July, meaning a contract would not be awarded until the middle of August.

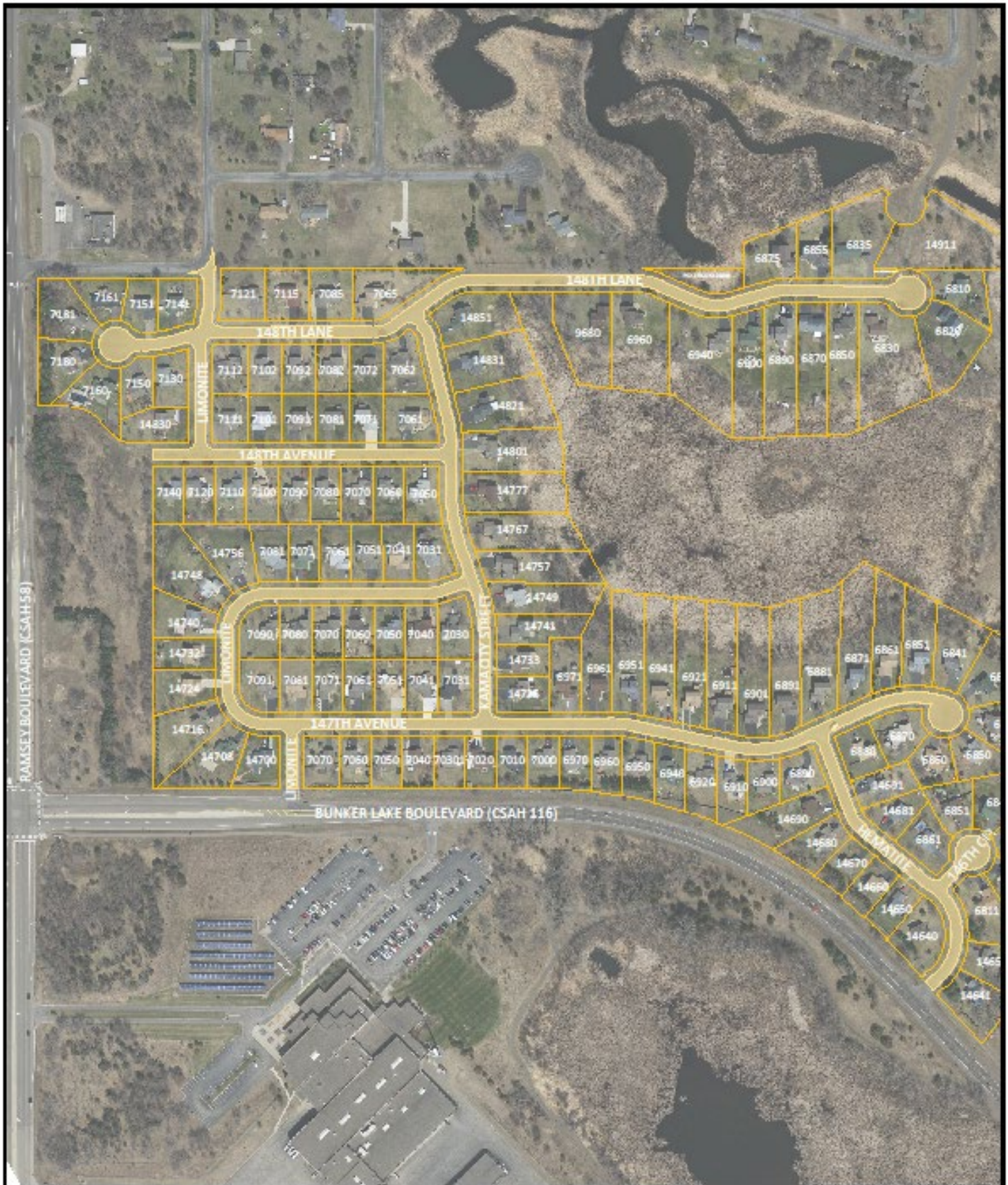
In addition, given that the City is again discussing funding options for pavement management program projects, levying additional assessments might not be the best course of action at this time.

It is therefore the recommendation of City Staff that the Amended 2020 Pavement Overlay Improvements as proposed within this Feasibility Report not be completed in 2020, and that other streets not be evaluated for mill and overlay improvements in 2020.

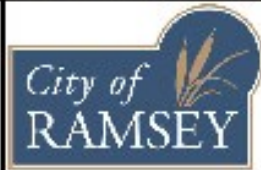
APPENDIX A

**Project Scope – Regency Pond
Project Scope – Business Park 95**

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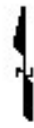


REGENCY POND PROJECT SCOPE





**BUSINESS PARK 95
PROJECT SCOPE**



APPENDIX B

Street Segment Summaries

DRAFT

**IP 20-02A, AMENDED 2020 PAVEMENT OVERLAY IMPROVEMENTS
STREET SEGMENT SUMMARIES**

BUSINESS PARK 95 (1ST, 2ND, 5TH, 7TH)													
Street History									Pavement Coring Results (2020)				
Street	Segment Description	Length	Width	Curb	2018 PASER Rating	Year Built	Maintenance 1	Maintenance 2	Core No.	Bit Depth (Inches)	Agg. Depth (Inches)	WSB Recommended Maintenance	
140th Avenue	Radium St to Unity St	981	40	Conc.	7	1998	SC 1 - 2003	SC 2 - 2015	3	5	5.5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.	
McKinley Street	Unity St to Sunfish Lake Blvd	1,067	44	Conc.	6	1995	SC 1 - 2003	SC 2 - 2015	5	6.5	6.5	2 Inch Mill and Overlay	
McKinley Street	Unity St to CDS	1,320	40	Conc.	7	1996	SC 1 - 2003	SC 2 - 2015	6	6	9.5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.	
									7	4.75	9	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.	
Radium Street	McKinley St to 140th Ave	1,250	40	Conc.	7	1998	SC 1 - 2003	SC 2 - 2015	8	4	5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.	
Unity Street	CR 116 to McKinley St	1,696	38	Conc.	6	1995	SC 1 - 2003	SC 2 - 2015	1	6	6	2 Inch Mill and Overlay	
									2	7	8	2.5 Inch Mill and Overlay	
									4	8	5.5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.	
<i>Business Park 95 Subdivision Total</i>		<i>6,314</i>	<i>1.20</i>	<i>miles</i>									

**IP 20-02A, AMENDED 2020 PAVEMENT OVERLAY IMPROVEMENTS
STREET SEGMENT SUMMARIES**

REGENCY POND (1ST, 2ND, 3RD)												
Street History									Pavement Coring Results (2020)			
Street	Segment Description	Length	Width	Curb	2018 PASER Rating	Year Built	Maintenance 1	Maintenance 2	Core No.	Bit Depth (inches)	Agg. Depth (inches)	WSB Recommended Maintenance
146th Circle	Hematite St to CDS	196	30	Conc.	7	1996	SC 1 - 2004	SC 2 - 2013	20	2.5	11	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
147th Avenue	W EOP to Hematite St	916	30	Conc.	6	1996	SC 1 - 2005	SC 2 - 2014	17	3	4	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
147th Avenue	Hematite St to CDS	412	30	Conc.	7	1996	SC 1 - 2006	SC 2 - 2015	18	4	5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
147th Avenue	PC Limonite St to Kamacite St	586	30	Conc.	8	1997	SC 1 - 2007	SC 2 - 2016				
147th Lane	Kamacite St to PC Limonite St	604	30	Conc.	6	1997	SC 1 - 2008	SC 2 - 2017	15	2	7	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
148th Avenue	Kamacite St to Limonite St	639	30	Conc.	7	1998	SC 1 - 2009	SC 2 - 2018	13	2	6	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
148th Avenue	Limonite St to W EOP	112	30	Conc.	7	1998	SC 1 - 2010	SC 2 - 2019				
148th Lane	Limonite St to Kamacite St	548	30	Conc.	7	1998	SC 1 - 2011	SC 2 - 2020				
148th Lane	Limonite St to CDS	281	30	Conc.	7	1998	SC 1 - 2012	SC 2 - 2021	9	3	6	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
148th Lane	Kamacite St to CDS	1,351	30	Conc.	7	1998	SC 1 - 2013	SC 2 - 2022	10	3	4	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
									11	2.5	5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
Hematite Street	146th Cir to CR 116	339	30	Conc.	7	1996	SC 1 - 2014	SC 2 - 2023				
Hematite Street	147th Ave to 146th Cir	513	30	Conc.	7	1996	SC 1 - 2015	SC 2 - 2024	19	3.75	4.75	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
Kamacite Street	147th Ave to 147th Ln	374	30	Conc.	6	1997	SC 1 - 2016	SC 2 - 2025				
Kamacite Street	148th Ave to 149th Ln	375	30	Conc.	7	1998	SC 1 - 2017	SC 2 - 2026				
Kamacite Street	147th Ln to 148th Ave	320	30	Conc.	6	1998	SC 1 - 2018	SC 2 - 2027	14	2.75	3.75	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
Limonite Street	147th Ave to CR 116	219	30	Conc.	7	1997	SC 1 - 2019	SC 2 - 2028	16	2	5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
Limonite Street	147th Ln to 147th Ave	289	30	Conc.	7	1997	SC 1 - 2020	SC 2 - 2029				
Limonite Street	148th Ave to 149th Ln	314	30	Conc.	7	1998	SC 1 - 2021	SC 2 - 2030	12	2	4.5	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction.
Limonite Street	149th Ln to 149th Ave	171	30	Conc.	7	1998	SC 1 - 2022	SC 2 - 2031				
<i>Regency Pond Subdivision Total</i>		<i>8,559</i>	<i>1.62</i>	<i>miles</i>								
<i>Project Summary</i>		<i>14873 LF</i>	<i>2.82</i>	<i>miles</i>								

APPENDIX C

Engineer's Estimates

DRAFT

**IP 20-02A, Amended 2020 Street Overlay Improvements
Engineer's Estimate**

2" Mill & Overlay						
Regency Pond 1st, 2nd, 3rd (1.6 miles)						
ITEM No.	MNDOT No.	DESCRIPTION	Project Pavement Area		26,081	square yards
			UNIT	ESTIMATED QUANTITY	UNIT COST	COST EXTENSION
1	2021.501	MOBILIZATION (5%)	LS	1	\$ 20,229.08	\$ 20,229.08
2	2231.604	BITUMINOUS PATCH	SY	1,304	\$ 20.00	\$ 26,082.00
4	2232.501	MILL BITUMINOUS PAVEMENT	SY	26,081	\$ 1.50	\$ 39,121.50
5	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GAL	1,826	\$ 3.00	\$ 5,477.10
6	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C) (2.0")	TON	2,869	\$ 90.00	\$ 258,201.00
7	2506.602	RESET CATCH BASIN / MANHOLE CASTING	EA	31	\$ 1,000.00	\$ 31,000.00
8	2531.501	REMOVE & REPLACE CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	LF	801	\$ 50.00	\$ 40,060.00
9	2531.604	REMOVE & REPLACE 7" CONCRETE VALLEY GUTTER	SY	33	\$ 80.00	\$ 2,640.00
10	2563.601	TRAFFIC CONTROL	LS	1	\$ 2,000.00	\$ 2,000.00
<i>Non-Assessable Construction Cost</i>						\$ 26,082.00
<i>Street Construction Cost</i>						\$ 367,728.68
<i>Storm Sewer Construction Cost</i>						\$ 31,000.00
<i>Regency Pond Overlay Program Construction Cost</i>						\$ 424,810.68
<i>10% Contingency Cost</i>						\$ 42,481.07
Regency Pond Overlay Project Cost (14% Indirect Cost)						\$ 532,712.59
<i>Total Project Assessments (25% of Assessable Cost)</i>						\$ 125,001.44
<i>Stormwater Utility Fund</i>						\$ 29,155.50
<i>Road Reconstruction / Overlay Fund</i>						\$ 378,555.65

IP 20-02A, Amended 2020 Pavement Overlay Improvements

Engineer's Estimate

2" Mill & Overlay

Business Park 95 (1.2 miles)

ITEM No.	MNDOT No.	DESCRIPTION	UNIT	Project Pavement Area		COST EXTENSION
				ESTIMATED QUANTITY	25,773 square yards	
1	2021.501	MOBILIZATION (5%)	LS	1	\$ 19,164.29	\$ 19,164.29
2	2231.604	BITUMINOUS PATCH	SY	1,289	\$ 20.00	\$ 25,774.00
4	2232.501	MILL BITUMINOUS PAVEMENT	SY	25,773	\$ 1.50	\$ 38,659.50
5	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GAL	1,804	\$ 3.00	\$ 5,412.30
6	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C) (2.0")	TON	2,835	\$ 90.00	\$ 255,150.00
7	2506.602	RESET CATCH BASIN / MANHOLE CASTING	EA	22	\$ 1,000.00	\$ 22,000.00
8	2531.501	REMOVE & REPLACE CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	LF	585	\$ 50.00	\$ 29,250.00
9	2531.604	REMOVE & REPLACE 7" CONCRETE VALLEY GUTTER	SY	63	\$ 80.00	\$ 5,040.00
10	2563.601	TRAFFIC CONTROL	LS	1	\$ 2,000.00	\$ 2,000.00
<i>Non-Assessable Construction Cost</i>						\$ 25,774.00
<i>Street Construction Cost</i>						\$ 354,676.09
<i>Storm Sewer Construction Cost</i>						\$ 22,000.00
<i>Business Park 95 Overlay Program Construction Cost</i>						\$ 402,450.09
<i>10% Contingency Cost</i>						\$ 40,245.01
Business Park 95 Overlay Project Cost (14% Indirect Cost)						\$ 504,672.41
<i>Total Project Assessments (25% of Assessable Cost)</i>						\$ 118,087.95
<i>Stormwater Utility Fund</i>						\$ 20,691.00
<i>Road Reconstruction / Overlay Fund</i>						\$ 365,893.46

Full-Depth Reclamation (FDR)

Business Park 95 (1.2 miles)

ITEM No.	MNDOT No.	DESCRIPTION	UNIT	Project Pavement Area		COST EXTENSION
				ESTIMATED QUANTITY	25,773 square yards	
1	2021.501	MOBILIZATION (5%)	LS	1	\$ 32,000.00	\$ 32,000.00
2	2215.501	BITUMINOUS PAVEMENT RECLAMATION (FULL DEPTH)	SY	25,773	\$ 1.25	\$ 32,216.25
3	2331.607	HAUL AND DISPOSE BIT PAVEMENT RECLAMATION (LV)	CY	3,580	\$ 15.00	\$ 53,694.00
4	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GAL	1,804	\$ 3.00	\$ 5,412.30
5	2360.502	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330C) (2.0")	TON	2,835	\$ 85.00	\$ 240,975.00
6	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C) (2.0")	TON	2,835	\$ 90.00	\$ 255,150.00
7	2506.602	RESET CATCH BASIN / MANHOLE CASTING	EA	22	\$ 1,000.00	\$ 22,000.00
8	2531.501	REMOVE & REPLACE CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	LF	585	\$ 50.00	\$ 29,250.00
9	2531.604	REMOVE & REPLACE 7" CONCRETE VALLEY GUTTER	SY	63	\$ 80.00	\$ 5,040.00
10	2563.601	TRAFFIC CONTROL	LS	1	\$ 3,000.00	\$ 3,000.00
<i>Street Construction Cost</i>						\$ 656,737.55
<i>Storm Sewer Construction Cost</i>						\$ 22,000.00
<i>Business Park 95 Overlay Program Construction Cost</i>						\$ 678,737.55
<i>10% Contingency Cost</i>						\$ 67,873.76
Business Park 95 Overlay Project Cost (23% Indirect Cost)						\$ 918,331.91
<i>Total Project Assessments (25% of Assessable Cost)</i>						\$ 229,582.98
<i>Stormwater Utility Fund</i>						\$ 22,324.50
<i>Road Reconstruction / Overlay Fund</i>						\$ 666,424.43

APPENDIX D

WSB Pavement Forensics Report

DRAFT

Memorandum

To: Joe Feriancek, PE

From: Andrea Blanchette, PE
Tom Wood
Sheue Torng Lee

Date: March 4, 2020

Re: Pavement Coring Forensic Report
City of Ramsey
WSB Project No. 015656-000

Introduction

WSB is pleased to submit this pavement forensics report detailing the results of the pavement coring which was completed on March 2, 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 8 (6 of which were taken in a patched area) pavement cores were obtained in the Business Park 95 Project Area and a total of 12 cores were obtained in the Regency Pond Project Area. 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**.

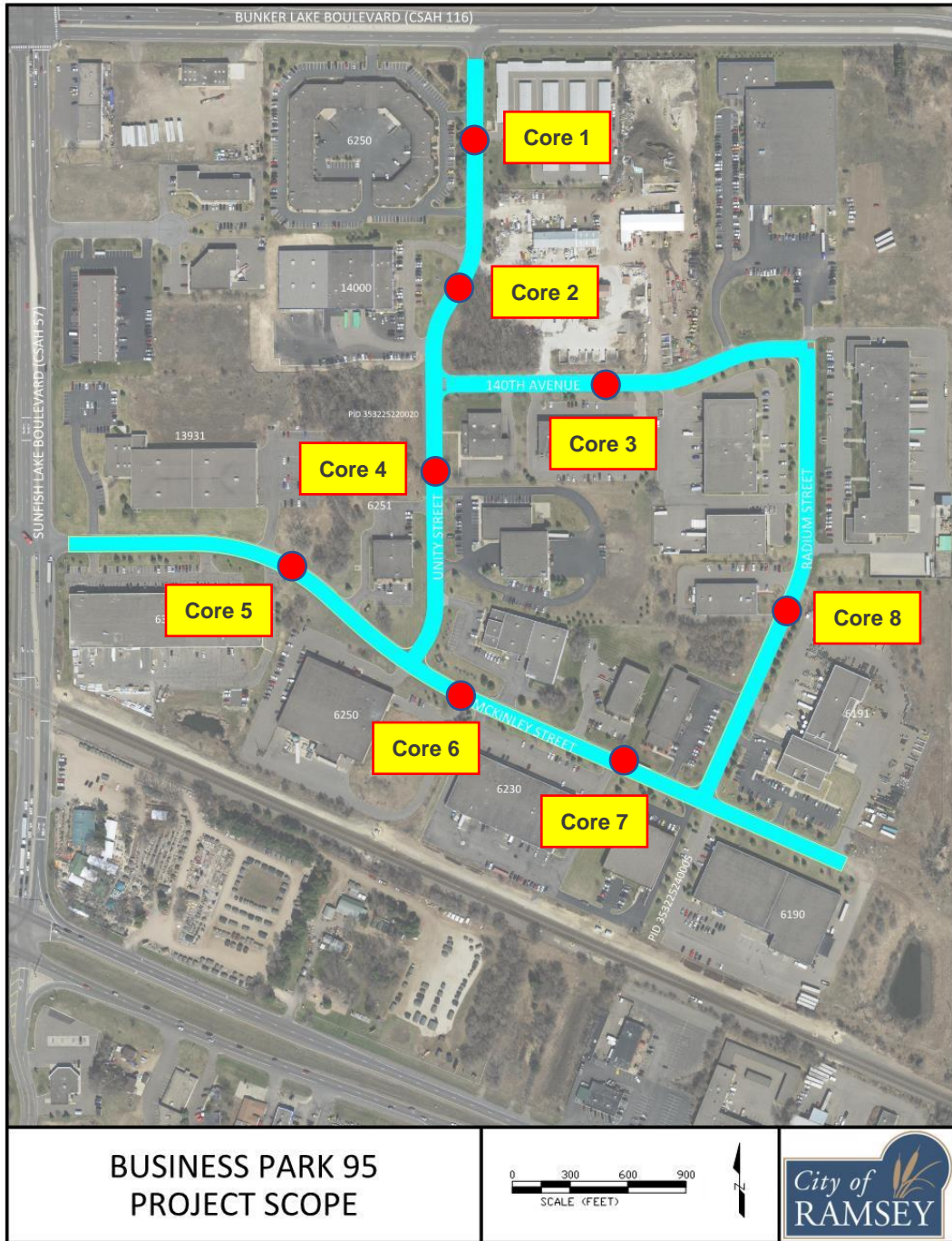


Figure 1. Pavement core locations in Business Park 95 Project Area

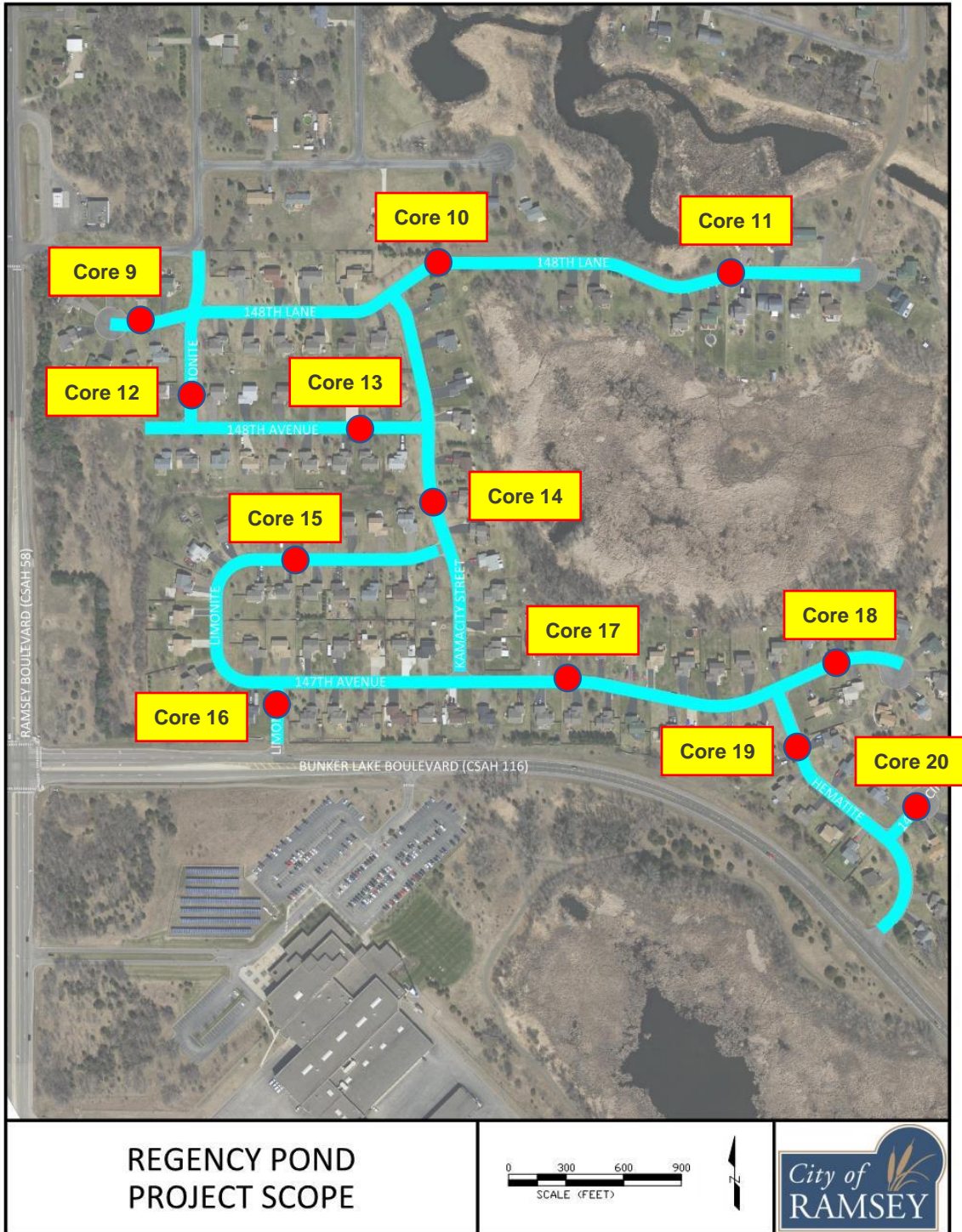


Figure 2. Regency Pond Project Area

Table 1. Pavement core location and information

Core ID	Location	Bit Depth (inches)	Agg. Depth ¹ (inches)	Notes	Recommended Maintenance
1	Unity Street	6	6	The top lift of pavement was 1.25 inches. This layer was starting to show signs of deterioration losing fines and binder. The rest of the core was bonded and showing minimal signs of aging.	2 Inch Mill and Overlay
2	Unity Street (On a Patched Area)	7	8	The top lift of pavement was 2 inches. This layer was starting to show signs of deterioration losing fines and binder. The patch was not bonded to the pavement section and was completely delaminated. The rest of the core was in decent shape.	2.5 Inch Mill and Overlay
3	140 th Avenue (On a Patched Area)	5	5.5	The top lift of pavement was 2.5 inches. The core completely fell apart upon removal from the hole.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
4	Unity Street (On a Patched Area)	8	5.5	The top lift of pavement was 2 inches. The top 4 inches of pavement broke off from the rest of the core and showed parts were delaminated with no bond. Below the top 4 inches, the core completely fell apart.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
5	McKinley Street	6.5	6.5	The top lift of pavement was 1.75 inches. The core was in good shape, all the layers were bonded together well.	2 Inch Mill and Overlay

6	McKinley Street (On a Patched Area)	6	9.5	The top 3 inches of pavement was completely raveled and broke apart upon removal from the core hole. The bottom 3 inches was bonded together. Because the top 3 inches crumbled the lift thickness of the wear course could not be determined.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
7	McKinley Street (On a Patched Area)	4.75	9	This core was in very poor condition with delamination of the patch as well as a severe loss of fines and binder throughout.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
8	Radium Street (On a Patched Area)	4	5	This core was in very poor condition with delamination of the patch as well as a severe loss of fines and binder throughout. The core broke apart upon removal from the core hole.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
9	148 th Lane	3	6	The core was in fair condition. The layers were bonded together. The core was starting to show signs of aging losing fines and binder.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
10	148 th Lane	3	4	This core was in very poor condition and broke apart upon removal from the core hole.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
11	148 th Lane	2.5	5	The core was in fair to poor condition. The layers were bonded together. The core was starting to show signs of aging losing fines and binder.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
12	Limonite	2	4.5	The core was in fair condition. This was a very thin lift of	Full Depth Reclamation, Full Bituminous Removal

				pavement and was starting to show signs of aging, losing fines and binder.	and Replacement or Reconstruction
13	148 th Avenue	2	6	This core was in very poor condition and broke apart upon removal from the core hole.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
14	Kamacity Street	2.75	3.75	The core was in fair to poor condition. The layers were bonded together. The core was starting to show signs of aging losing fines and binder.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
15	Limonite	2	7	This core was in very poor condition and broke apart upon removal from the core hole.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
16	Limonite	2	5	The core was in fair condition. This was a very thin lift of pavement.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
17	147 th Avenue	3	4	The core was in fair condition. The layers were bonded together. The core was starting to show signs of aging losing fines and binder.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
18	147 th Avenue	4	5	This core was in very poor condition and broke apart upon removal from the core hole.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
19	Hematite	3.75	4.75	The core was in fair condition. The layers were bonded together. The core was starting to show signs of aging losing fines and binder.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
20	146 th Circle	2.5	11	The core was in good to fair condition. This was a thin lift of pavement.	Full Depth Reclamation, Full Bituminous Removal and Replacement or Reconstruction
¹ Subgrade material was observed to be sand material on Cores 1 through 10 and sand/gravel on Cores 11 through 20.					

Summary of Findings

Business Park 95

The cores taken along the roadways in this project area varied in bituminous thickness from 4 to 8 inches. Cores 1, 2 and 5 were in good condition with the layers bonded together well and the bituminous condition not yet showing signs of aging. However, the remainder of the pavements in this project area were either showing severe signs of aging below the pavement surface, including crumbling upon removal from the core hole. Because of this, it is recommended to perform either a full depth reclamation, full depth bituminous removal and replacement or full reconstruction in this project area. There is not enough sound material in these locations to do a partial depth mill and overlay.

Regency Pond

The cores taken along the roadways in this project area varied in bituminous thickness from 2 to 4 inches. In general, the bituminous was either very thin, or shown to be in very poor condition. Because of this, it is recommended to perform either a full depth reclamation, full depth bituminous removal and replacement or full reconstruction in this project area. There is not enough sound material in these locations to do a partial depth mill and overlay.

Appendix

City of Ramsey

Coring Pictures

Core 1 (Unity Street)



Core 2 (Unity Street on Patched Area)



Core 3 (140th Avenue on a Patched Area)

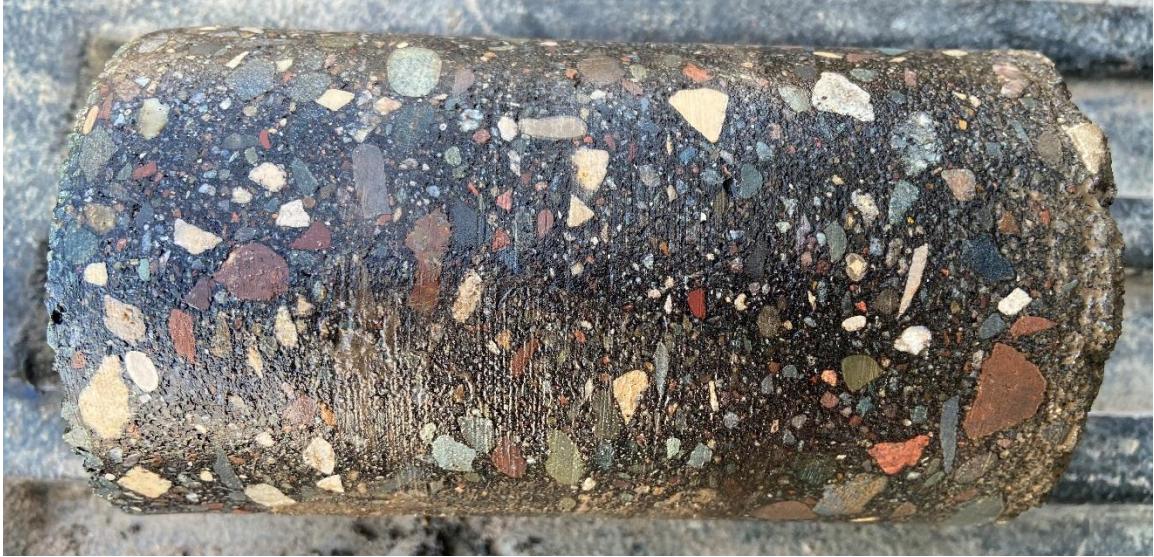




Core 4 (Unity Street on Patched Area)



Core 5 (McKinley Street)



Core 6 (McKinley Street on a Patched Area)



Core 7 (McKinley Street on a Patched Area)



Core 8 (Radium Street on a Patched Area)



Core 9 (148th Lane)



Core 10 (148th Lane)



Core 11 (148th Lane)



Core 12 (Limonite)



Core 13 (148th Avenue)



Core 14 (Kamacity Street)



Core 15 (Limonite)



Core 16 (Limonite)



Core 17 (147th Avenue)



Core 18 (147th Avenue)



Core 19 (Hematite)



Core 20 (146th Circle)



Public Works Committee

6. 1.

Meeting Date: 03/16/2020

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Variolite Street Reconstruction, Improvement Project No. 20-01

Purpose/Background:

Purpose:

The purpose of this case is update the Public Works Committee on the current status of design options for Variolite Street in preparation of requesting City Council approval of the Feasibility Report on April 14, 2020.

Background:

On September 10, 2019, the City Council authorized Staff to execute proposals from Hakanson Anderson and Associates for topographic survey of the Variolite Street corridor from Alpine Drive to 173rd Avenue in the amount of \$12,800, and from Northern Technologies Inc. for geotechnical work along the same corridor in the amount of \$29,750.

Hakanson Anderson and Associates has since completed their topographic survey in accordance with their proposal, and Northern Technologies Inc. has since completed their geotechnical work in accordance with their proposal.

On December 10, 2019, a Feasibility Report was ordered for the purpose of documenting existing conditions and exploring whether the proposed improvements are feasible, necessary and cost-effective, whether they should be completed alone or in conjunction with other improvements, and to explore design options for reducing speeds and improving pedestrian accommodations along the corridor as directed by the Public Works Committee. Estimated project costs and funding sources are also explored in more detail than was done to develop the Capital Improvement Program (CIP), and a preliminary project schedule is also developed as part of preparing the Feasibility Report.

Variolite Street is a State Aid route and as such it is anticipated that numerous design elements will need to meet MnDOT State Aid standards. And while preparation of a Feasibility Report is not specifically required for this project since special assessments are not proposed to fund any portion of the project, Staff recommended preparing a Feasibility Report for the purpose of documenting existing conditions, design options, funding sources, estimated costs, and staff recommendations.

On March 11, 2020, Staff met with MnDOT State Aid Staff to review preliminary design options for pedestrian crosswalk improvement at 161st Avenue, as well as Staff's proposed plan to reduce the posted speed south of 163rd Avenue to 40 mph, which would allow a pedestrian activated crosswalk signal system (rectangular rapid flash beacon's, or RRFB's, are typically used in these situations) to be installed at 161st Avenue. If the posted speed of 50 mph is not reduced to 40 mph, a crosswalk signal cannot be installed so standard signs would be required.

Below is a list of bullet points summarizing MnDOT's comments related to the preliminary design options discussed on March 11, 2020.

- In general, MnDOT supports City Staff's preliminary design findings and options.
- Other options suggested for consideration by MnDOT included;
 - A minimum shoulder width of 6 feet is required but consider reducing paved shoulder width to 2-feet and use aggregate shouldering for remaining 4-feet. This might make the road feel narrower to drivers, especially where the off-street bituminous trail exists.
 - Leave paved shoulders at 8-feet but install dual white striping 2-feet apart to buffer motorists from

- pedestrians and bicyclists.
- Add rumble/mumble strips between white striping, though this might not be popular in a residential setting due to the noise.
- Add additional concrete islands along corridor to help reduce speeds.
- No matter the speed limit, MnDOT State Aid agreed that a raised pedestrian refuge island is the best design for providing safer pedestrian crosswalk accommodations.

On April 14, Staff anticipates asking the City Council to accept the Feasibility Report and order final plans and specifications. Since much of the preliminary and final design work was completed while preparing the Feasibility Report, Staff anticipates requesting Council approval of plans and specifications and authorization to advertise for bids on April 28 or May 12, 2020.

Staff plans to conduct a public open house to allow property owners in the immediate area, and other interested parties, to review plans and specifications and ask questions of Staff involved with designing the project. This meeting will be scheduled as soon as plans are prepared in enough detail to adequately communicate project specifics to the public.

Timeframe:

Staff anticipates it will take approximately 15 minutes to present this case and respond to questions.

Observations/Alternatives:

N/A

Funding Source:

The current CIP lists the estimated project costs at \$2,643,600, with \$2,328,270 coming from Municipal State Aid (MSA) Funds, which has a current balance in excess of \$2,500,000, and \$315,330 coming from Stormwater Funds. Estimated costs will be refined within the Feasibility Report, and will be further refined during final design.

Staff is preparing the Feasibility Report in-house, and will also prepare plans and specifications in-house.

Recommendation:

N/A

Action:

No action is required for this case. The purpose of this case is to provide an update to the Committee.

Attachments

Proposed Pedestrian Crosswalk Figure

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	03/12/2020 03:16 PM
Kurt Ulrich	Kurt Ulrich	03/12/2020 04:27 PM
Form Started By: Bruce Westby		Started On: 03/10/2020 10:07 AM
Final Approval Date: 03/12/2020		



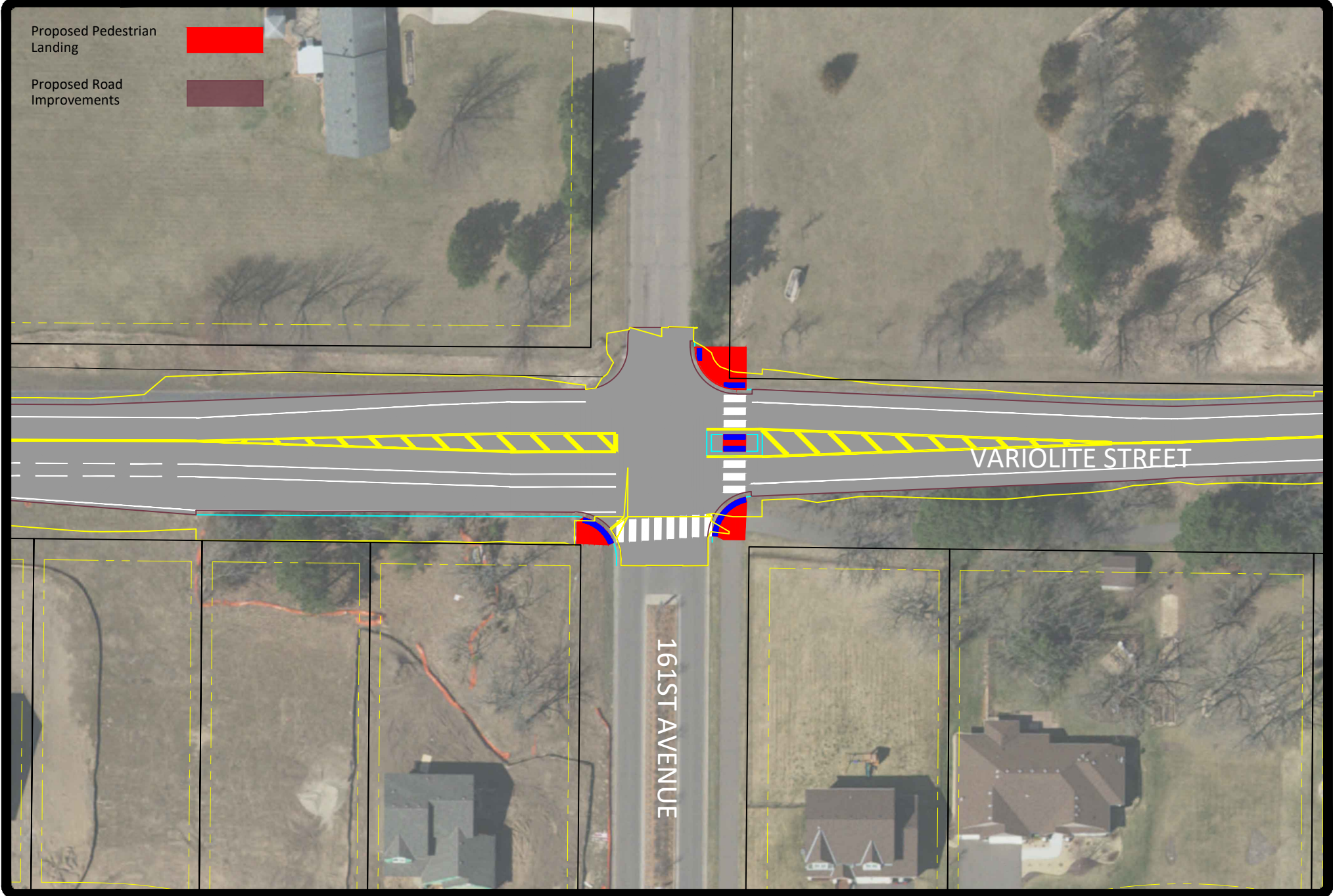
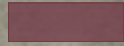
VARIOLITE STREET & 161ST AVENUE PEDESTRIAN CROSSING UPDATES



Proposed Pedestrian
Landing



Proposed Road
Improvements



Public Works Committee

6. 2.

Meeting Date: 03/16/2020

By: Bruce Westby, Engineering/Public
Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

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

City Improvement Projects

- **The COR Regional Infiltration Basin (#18-09)**
 - Lift station not operable; control panel installed January 2020
 - Working on plan to remove 8,000 CY sand stockpile
 - Processing Change Order #1 addressing excess topsoil removal/backfill
 - Final completion by June 30, 2020 per LRRWMO Permit
- **Ford Brook Estates Street Reconstructions (#19-01)**
 - Punch list work and final payment in 2020
- **Wood Pond Hills and Chestnut Ridge Street Reconstructions (#19-03)**
 - Punch list work and final payment in 2020
- **RTC 9th Addition Pond Lining Improvements (#19-06)**
 - Punch list work and final payment in 2020
- **Wetland 114P Outlet Control Improvements (#19-07)**
 - Staff is collecting topographic survey data for design in 2020
 - Construction proposed for 2021
- **Hedgehog Street Drainage Improvements (#19-10)**
 - First bids rejected due to high costs
 - Second bids will be advertised soon
 - Construction proposed for 2020
- **Variolite Street Reconstruction (#20-01)**
 - *See separate case*

Anoka County Improvement Projects

- **Roundabout at Armstrong Boulevard/CSAH 83 and Alpine Drive**
 - Anoka County received \$1.35M in HSIP funds (est. project cost = \$1.5M)
 - Anoka County and City of Ramsey share is \$150,000 each (per \$1.5M est.)
 - Anoka County beginning project design in 2020
 - Construction proposed to begin in 2022 pending City and County approvals
 - Anoka County is considering moving construction up to 2021
- **CSAH 116 & TH 47 Intersection Improvements**
 - Constructing additional turn lanes to improve congestion and safety in 2021
 - Staff will present a detailed review of this project in April (time permitting)

MnDOT Improvement Projects

- **US 10 / 169 & Ferry Street / TH 47 Interchange**
 - Proposed for construction 2022 - 2024
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing**

- Proposed for construction 2022 - 2024
- Preliminary design on hold
- MnDOT exploring realignment of Highway 47 to remove S-curve
- Requires relocation of Alter Recycling...in discussions
- **Rum River Bridge Replacement**
 - MnDOT requested funding to replace bridge 2022 - 2024
 - Proposing three lanes between Highway 47 and 7th Street

Items of Interest

- **Northwest Metro Surface Water Supply Feasibility Study**
 - Member cities include Corcoran, Dayton, Ramsey and Rogers
 - MCES is funding 100% using Clean Water Funds
 - Reviewing final draft of study on March 19, 2020
 - Final study completion anticipated in April 2020
- **City of Ramsey Centralized Water Treatment Facility Study**
 - Water System Model – Complete, undergoing final calibration
 - Source Water Analysis – Nearly complete
 - Pilot Study completed, favorable results
 - Designing preliminary plant layout
 - Touring other WTF’s in March / April
 - Staff will present a detailed review in April (time permitting)
- **Ramsey Gateway Highway 10 Improvements**
 - Preferred vision layout complete
 - RFP issued for preliminary design of Ramsey Blvd. improvements
- **Reduced Speed Limits on Local Streets**
 - No new requests received since last discussed
 - Monitoring discussions underway in Minneapolis and Saint Paul

Timeframe:

Staff estimates up to 15 minutes will be needed for updates and discussion.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

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

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	03/12/2020 11:15 AM
Kurt Ulrich	Kurt Ulrich	03/12/2020 04:25 PM
Form Started By: Bruce Westby		Started On: 03/10/2020 09:54 AM

Final Approval Date: 03/12/2020

Public Works Committee

6.3.

Meeting Date: 03/16/2020

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

Attached is a calendar of future topics for review and discussion by the Public Works Committee. The calendar includes topics drawn from Committee requests received during meetings and/or unresolved topics previously discussed by the Committee. Calendar dates are subject to change based on the availability of information and required attendees, staff workload, and competing interests and objectives.

Timeframe:

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

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

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

Attachments

PWC Calendar Mar2020

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	03/12/2020 11:13 AM
Kurt Ulrich	Kurt Ulrich	03/12/2020 04:24 PM
Form Started By: Bruce Westby		Started On: 03/10/2020 09:52 AM
Final Approval Date: 03/12/2020		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
May 2020	Sunfish Lake Sedimentation Basin Improvements <i>(Westby)</i>
Future/TBD	Basement Flooding Funding Options <i>(Westby)</i>
Future/TBD	Sunwood Drive Roundabout Landscaping <i>(Riemer)</i>
Date	Topics for Discussion – Regulatory
Future/TBD	Sunfish Lake Boulevard Speed Zone Study Results <i>(Westby)</i>
Future/TBD	Bunker Lake Boulevard Speed Study Results <i>(Westby)</i>
Future/TBD	County Ditch Maintenance / Buffer Law <i>(Westby)</i>
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy <i>(Riemer)</i>
June 2020	Draft Trail Maintenance Policy <i>(Westby)</i>
June 2020	Draft Stormwater Pond Maintenance Policy <i>(Westby)</i>
Date	Topics for Discussion – Planning and Budget
July 2020	Municipal State Aid System (MSAS) Revisions <i>(Westby)</i>
August 2020	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies <i>(Westby)</i>
Ongoing	Public Works Facility Review/Update <i>(Riemer)</i>
Date	Topics for Discussion – Staff Updates
Ongoing	Water Conservation Opportunities / Incentives <i>(Westby)</i>
Future/TBD	Asset Management Program <i>(Westby)</i>
Ongoing	NW Metro Area Regional Surface Water Supply Study <i>(Westby)</i>
Ongoing	Centralized Water Treatment Facility – Prelim. Design Report <i>(Westby)</i>

* Dates subject to change based on availability of information, required attendees, staff workload, and competing interests and objectives.