

**City of Ramsey**  
**Agenda**  
**Regular City Council**  
**Tuesday, October 26, 2021**  
**7:00 pm**

**Council Chambers, 7550 Sunwood Drive NW**

Remote Attendance available at [www.cityoframsey.com/meetings](http://www.cityoframsey.com/meetings). To maximize social distancing due to the COVID-19 Pandemic, those that can join remotely are encouraged to do so. Those joining remotely and requesting to speak are asked to use a webcam when speaking.

**1. Call to Order**

**2. Presentation**

1. Proclamation Declaring November 27, 2021, as Small Business Saturday in the City of Ramsey.

Women Impacting Public Policy (WIPP) and the Small Business Saturday Coalition have asked Mayor Kuzma for his support for Small Business Saturday® in the City of Ramsey. This is an effort to drive consumers to shop at local independently owned businesses on the Saturday after Thanksgiving, November 27, 2021.

Small Business Saturday falls between Black Friday and Cyber Monday, Small Business Saturday is essential to the preservation of the neighborhoods that compose the landscape of your local economy and enrich its unique culture.

**3. Citizen Input**

**4. Approve Agenda**

**5. Consent Agenda**

1. Receive September 2021 Financial Reports - General Fund and Enterprise Funds
2. Consider Hiring an IT Support Technician Backfilling a Vacant Position
3. Consider Hiring an Administrative Assistant Backfilling a Pending Vacancy
4. Approve the Following Meeting Minutes:
  1. City Council Work Session dated 10/12/2021
  2. City Council Regular Session dated 10/12/2021
5. Approve Business Licenses
6. Approve Rental Licenses

7. Adopt Resolution #21-310 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of October 7, 2021 through October 20, 2021
8. Adopt Resolution #21-293 Authorizing Partial Payment No. 2 to North Valley, Inc. for Improvement Project #21-02, for Tiger Street Reconstruction.
9. Adopt Resolution #21-294, Authorizing Partial Payment No. 2 to North Valley, Inc. from Nowthen, Mn for Improvement Project #21-12, 2021 Additional Pavement Overlay Improvement.
10. Adopt Resolution #21-295 Authorizing Final Payment to Northwest Asphalt and Maintenance of Thief River Falls, Minnesota for Improvement Project #21-06, Crack Seal Improvements.
11. Adopt Resolution #21-297 Authorizing Partial Payment #13 to RJM Construction for Improvement Project 20-07 New Public Works Facility
12. Adopt Resolution #21-298 Authorizing Partial Payment No. 3 to North Valley, Inc. for Improvement Project #21-03, for Business Park 95 Street Reconstruction.
13. Adopt Resolution #21-299 Ordering Plans and Specifications for Improvement Project #22-01, Sunwood Drive and Waco Street Reconstruction
14. Adopt Resolution #21-300 Ordering Plans and Specifications for Improvement Project #22-02, Autumn Heights Street Reconstructions
15. Adopt Resolution #21-301 Ordering Plans and Specifications for Improvement Project #22-03, 2022 MSA Pavement Overlay Improvements
16. Adopt Resolution #21-306 Ordering Plans and Specifications for Improvement Project #22-04, 2022 Neighborhood Pavement Overlay Improvements
17. Adopt Resolution #21-307 Ordering Plans and Specifications for Improvement Project #22-06, Wood Pond Hills 2<sup>nd</sup> – 5<sup>th</sup> Street Reconstructions
6. **Public Hearing**
7. **Council Business**
  1. Consider Resolution #21-286 to Approve a Private Kennel License for the Property Located at 14941 Limonite St NW (Project 21-137); Case of Brian Niehaus
  2. Adopt Resolution #21-185 Approving Revised Cost Share Framework for Riverdale Drive and Riverstone South and Authorizing Application to Anoka County Housing and Redevelopment Authority (ACHRA)
  3. Adopt Resolution #21-304 Authorizing Assessment Agreement Preparation and Ordering Plans and Specifications for Improvement Project #20-05, Riverdale Drive Extension, Llama Street to Bowers Drive

4. Adopt Resolution #21-305 Ordering Plans and Specifications for Improvement Project #22-05, Riverdale Drive Trunk Utility Improvements, Llama Street to Bowers Drive
5. Adopt Resolution #21-302 Authorizing Feasibility Study for Flashing Yellow Arrow Improvements to Signal System at Sunwood Drive and Ramsey Boulevard/CSAH 56 Intersection
6. Adopt Resolution #21-303 Approving Plans and Specifications and Authorizing Advertisements for Bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements
8. **Mayor/Council/Staff Input**
9. **Adjournment**

Meeting Date: 10/26/2021

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### Information

**Title:**

Proclamation Declaring November 27, 2021, as Small Business Saturday in the City of Ramsey.

Women Impacting Public Policy (WIPP) and the Small Business Saturday Coalition have asked Mayor Kuzma for his support for Small Business Saturday® in the City of Ramsey. This is an effort to drive consumers to shop at local independently owned businesses on the Saturday after Thanksgiving, November 27, 2021.

Small Business Saturday falls between Black Friday and Cyber Monday, Small Business Saturday is essential to the preservation of the neighborhoods that compose the landscape of your local economy and enrich its unique culture.

**Purpose/Background:**

To proclaim November 27, 2021 as Small Business Saturday.

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### Attachments

Mayoral Proclamation

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### Form Review

**Inbox**

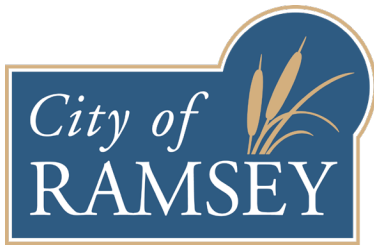
Kurt Ulrich  
Colleen Lasher (Originator)  
Kurt Ulrich  
Form Started By: Colleen Lasher  
Final Approval Date: 10/21/2021

**Reviewed By**

Kurt Ulrich  
Colleen Lasher  
Kurt Ulrich

**Date**

10/21/2021 03:29 PM  
10/21/2021 03:56 PM  
10/21/2021 04:04 PM  
Started On: 10/21/2021 03:07 PM



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

## **Mayoral Proclamation Declaring November 27, 2021 as Small Business Saturday**

**WHEREAS**, the government of Ramsey, Minnesota, celebrates our local small businesses and the contributions they make to our local economy and community; according to the United States Small Business Administration, there are 31.7 million small businesses in the United States, they represent 99.7% of firms with paid employees, and they are responsible for 65.1% of net new jobs created from 2000 to 2019; and

**WHEREAS**, small businesses employ 47.1% of the employees in the private sector in the United States, 88% of U.S. consumers feel a personal commitment to support small businesses in the wake of the pandemic, and 92% of small business owners have pivoted the way they do business to stay open during the pandemic; and

**WHEREAS**, 97% of Small Business Saturday® shoppers recognize the impact they can make by shopping small, 85% of them also encouraged friends and family to do so, too; and

**WHEREAS**, 56% of shoppers reported they shopped online with a small business on Small Business Saturday in 2020; and more than 50% of consumers who reported shopping small endorsed a local business on social media or shopped at a local business because of a social media recommendation; and

**WHEREAS**, Ramsey, Minnesota supports our local businesses that create jobs, boost our local economy, and preserve our communities; and

**WHEREAS**, advocacy groups, as well as public and private organizations, across the country have endorsed the Saturday after Thanksgiving as Small Business Saturday.

**I MAYOR E. KUZMA OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE  
OF MINNESOTA DO HEREBY PROCLAIM:**

November 27, 2021 as Small Business Saturday in Ramsey.

**And** urge the residents of our community, and communities across the country, to support small businesses and merchants on Small Business Saturday and throughout the year.

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Mayor

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

**CC Regular Session**

**5. 1.**

**Meeting Date:** 10/26/2021

**By:** Diana Lund, Finance

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**Information**

**Title**

Receive September 2021 Financial Reports - General Fund and Enterprise Funds

**Purpose/Background:**

Purpose: Receive September monthly financial reports for the funds of: General, Water, Sewer, Street Lighting, Recycling and Storm Drainage.

Brief summary of actual revenues and expenditures-to-date in comparison to adopted budget for the respective funds.

**Recommendation:**

No action required. Informational only.

**Action:**

No action required. Informational only.

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**Attachments**

September 2021 General Fund Financial Report - Budget to Actual

September 2021 Enterprise Funds Financial Reports - Budget to Actual

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**Form Review**

**Inbox**

Kurt Ulrich

Form Started By: Diana Lund

Final Approval Date: 10/21/2021

**Reviewed By**

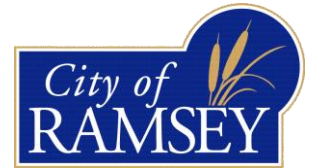
Kurt Ulrich

**Date**

10/21/2021 02:28 PM

Started On: 10/19/2021 10:02 AM

**CITY OF RAMSEY  
FINANCIAL STATEMENT**



**JANUARY 1, 2021 THROUGH PERIOD ENDING: September 30, 2021**

**GENERAL FUND EXPENDITURES  
- BY DEPARTMENT -**

<b>Dept</b>	<b>-CURRENT YEAR ADOPTED BUDGET-</b>	<b>CURRENT YTD GENERAL LEDGER</b>
Admin (incld elections, legal & newsletter)	1,066,435.00	769,820.97
Building Inspections	460,744.00	375,392.81
Council/Commissions (incld charter, council contingen	293,728.00	82,371.19
Data Processing	604,570.00	484,992.95
Engineering	433,803.00	510,112.76
Finance (incld assessing)	543,705.00	531,354.45
Fire (incld Civil Defense)	1,313,025.00	724,486.22
Gen Govt Buildings	554,662.00	303,764.32
Parks	1,481,290.00	1,043,687.11
Planning & Zoning	747,219.00	550,337.52
Police (incld animal control & comm orient)	4,459,778.00	3,215,152.57
Streets (incld traffic eng & snow/ice)	2,424,389.00	1,432,977.32
<b>Grand Total</b>	<b>14,383,348.00</b>	<b>10,024,450.19</b>

**GENERAL FUND EXPENDITURES  
- BY CATEGORY -**

<b>Category</b>	<b>-CURRENT YEAR ADOPTED BUDGET-</b>	<b>-CURRENT YTD GENERAL LEDGER-</b>
Capital Outlay	1,090,200.00	642,635.52
Other Services & Charges	2,639,166.00	1,532,462.12
Personal Services	9,566,381.00	7,128,592.69
Supplies	981,228.00	720,759.86
Transfers out	106,373.00	-
<b>Grand Total</b>	<b>14,383,348.00</b>	<b>10,024,450.19</b>

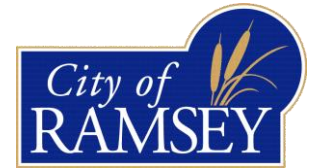
**GENERAL FUND REVENUES  
- BY CATEGORY -**

<b>Category</b>	<b>-CURRENT YEAR ADOPTED BUDGET-</b>	<b>-CURRENT YTD GENERAL LEDGER-</b>
Taxes	11,109,848.00	5,863,941.77
Charges for Services	621,500.00	529,144.34
Business Licenses/Permits	69,900.00	64,827.09
Fines and Forfeits	45,500.00	36,232.95
Federal Intergovernmental	8,500.00	-
State Intergovernmental	425,300.00	35,923.36
Interest	100,000.00	-
Miscellaneous	20,700.00	9,260.69
Non-Business Licenses/Permits	559,900.00	643,057.53
Transfers in	1,422,200.00	-
<b>Grand Total</b>	<b>14,383,348.00</b>	<b>7,182,387.73</b>

This report reflects year to date revenue and expenditures as compared to annual budget.  
It does not reflect fund balance.

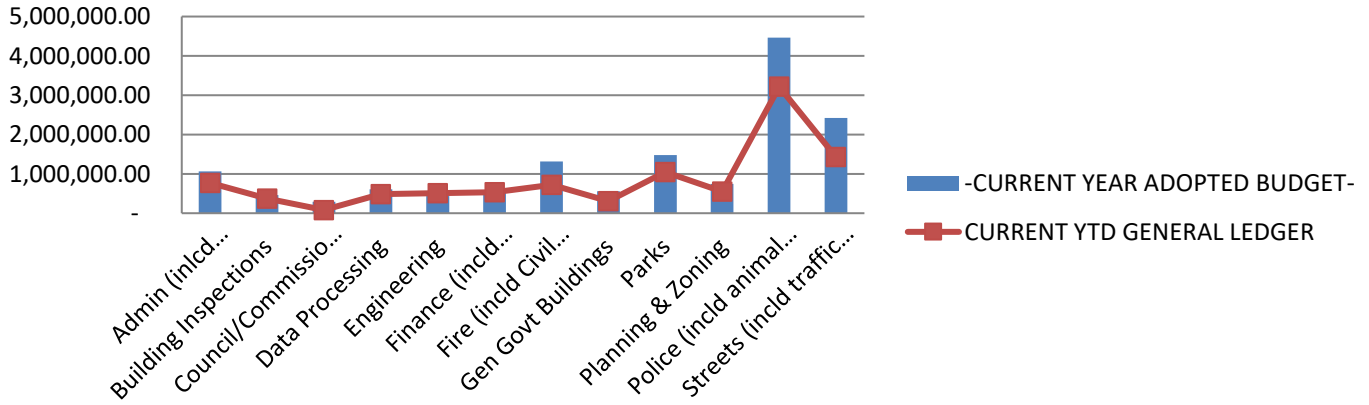
PREPARED BY: FINANCE DEPARTMENT

# CITY OF RAMSEY FINANCIAL STATEMENT

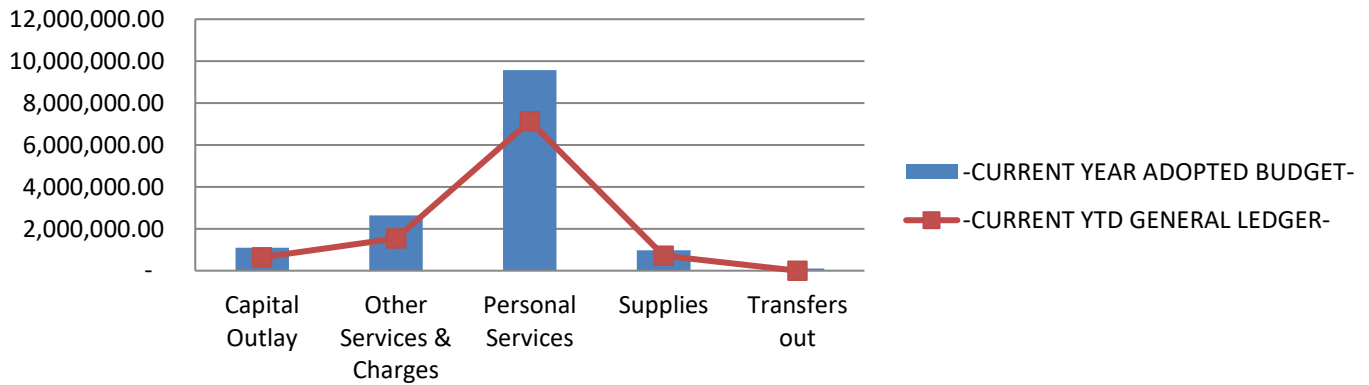


JANUARY 1, 2021 THROUGH PERIOD ENDING: September 30, 2021

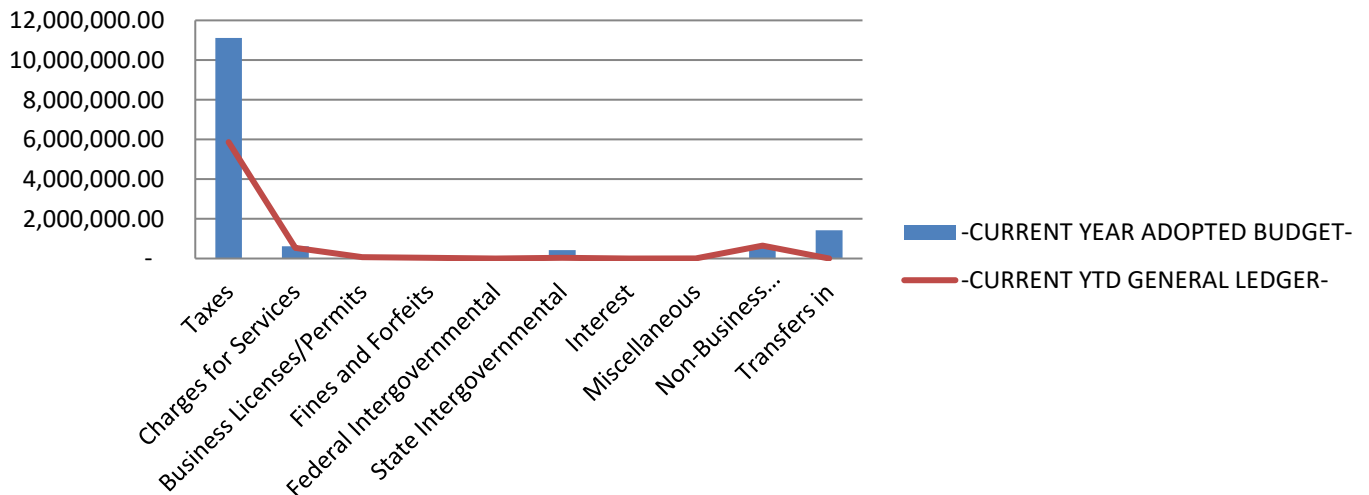
## GENERAL FUND EXPENDITURES - BY DEPARTMENT



## GENERAL FUND EXPENDITURES - BY CATEGORY



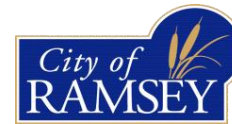
## GENERAL FUND REVENUES



This report reflects year to date revenue and expenditures as compared to annual budget. It does not reflect fund balance.

PREPARED BY: FINANCE DEPARTMENT

**CITY OF RAMSEY  
FINANCIAL STATEMENT**

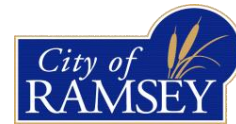


JANUARY 1, 2020 THROUGH PERIOD ENDING: September 30, 2021

<b>REVENUES</b>				
<b>BUSINESS UNIT</b>	<b>9601</b>	<b>WATER UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
4140 CREDIT CARD PROCESSING FEES	(20,000.00)	(15,359.81)	76.80%	
4609 OTHER MISCELLANEOUS REVENUES	12,000.00	5,921.85	49.35%	
4651 WATER REVENUE		982.45	0.00%	
4652 WATER SALES - RESIDENTIAL	1,334,128.00	987,677.04	74.03%	
4653 WATER SALES-COMMERCIAL	700,510.00	487,550.59	69.60%	
4654 WATER PENALTIES	15,000.00	11,072.62	73.82%	
4655 WATER METER INSTALLATION	12,000.00	20,300.00	169.17%	
4656 WATER METERS	30,000.00	50,652.94	168.84%	
4657 CONNECTION/RECONNECTION FEES	500.00	250.00	50.00%	
4701 INTEREST ON INVESTMENTS	100,000.00	-	0.00%	
4606 DEVELOPER FEES (WAC)		631,871.00	0.00%	
4601 MISCELLANEOUS REVENUE		1,880.33	0.00%	
6436 WATER EFFICIENCY REBATE PROG		3,166.96	0.00%	
<b>Grand Total</b>	<b>2,184,138.00</b>	<b>2,185,965.97</b>		

<b>EXPENSES</b>				
<b>BUSINESS UNIT</b>	<b>9601</b>	<b>WATER UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
6102 F.T. REGULAR-WAGES & SALARIES	271,061.00	130,846.13	48.27%	
6103 FULL TIME-REGULAR-OVERTIME	13,500.00	10,657.16	78.94%	
6105 TEMPORARY-WAGES & SALARIES	19,167.00	8,030.39	41.90%	
6121 PERA CONTRIBUTIONS	56,342.00	11,807.62	20.96%	
6122 FICA/MEDICARE CONTRIBUTIONS	23,235.00	12,585.35	54.17%	
6131 GROUP INSURANCE	36,250.00	20,955.59	57.81%	
6133 WORKERS COMP INSURANCE PREMIUM	15,406.00	-	0.00%	
6208 MISCELLANEOUS OFFICE SUPPLIES	600.00	(41.96)	-6.99%	
<b>6223 GASOLINE</b>	<b>6,000.00</b>	<b>5,908.39</b>	<b>98.47%</b>	
6225 DIESEL FUEL	1,500.00	195.00	13.00%	
6229 SHOP MATERIALS	600.00	152.05	25.34%	
6231 UNIFORMS & TURN-OUT GEAR	2,900.00	2,175.00	75.00%	
6249 MISCELLANEOUS OPERATING SUPPLY	18,000.00	10,637.03	59.09%	
6257 OTHER VEHICLE PARTS	5,000.00	3,383.92	67.68%	
<b>6273 UTILITY SYSTEM MAINT SUPPLIES</b>	<b>95,000.00</b>	<b>86,093.31</b>	<b>90.62%</b>	
<b>6281 SMALL TOOLS &amp; MINOR EQUIPMENT</b>	<b>10,000.00</b>	<b>26,697.66</b>	<b>266.98%</b>	
6292 WATER METERS FOR RESALE	75,000.00	44,871.11	59.83%	
6315 MISCELLANEOUS PROFESSIONAL SER	95,000.00	15,086.84	15.88%	
6322 POSTAGE	3,000.00	1,020.57	34.02%	
6323 CELLULAR PHONES	4,000.00	2,768.20	69.21%	
6334 MILEAGE REIMBURSEMENT	400.00	89.60	22.40%	
6335 TRAINING	4,000.00	2,406.00	60.15%	
<b>6352 GENERAL NOTICE &amp; PUBLIC INFOR</b>	<b>300.00</b>	<b>458.68</b>	<b>152.89%</b>	
6361 GENERAL LIABILITY/PROPERTY INS	35,000.00	5,872.00	16.78%	
<b>6371 ELECTRIC UTILITIES</b>	<b>155,000.00</b>	<b>117,151.81</b>	<b>75.58%</b>	
6373 GAS	3,000.00	1,721.25	57.38%	
<b>6374 REFUSE/RECYCLING</b>	<b>700.00</b>	<b>665.14</b>	<b>95.02%</b>	
6381 BUILDING & STRUCTURE REPAIR	3,500.00	1,032.58	29.50%	
6439 OTHER MISCELLANEOUS	67,000.00	-	0.00%	
6451 MEMBERSHIP DUES	1,400.00	1,000.00	71.43%	
<b>6489 OTHER CONTRACTED SERVICES</b>	<b>76,000.00</b>	<b>61,578.97</b>	<b>81.02%</b>	
6722 DEPRECIATION	798,000.00	-	0.00%	
6820 OPERATING TRANSFERS TO OTHER F	47,000.00	-	0.00%	
6436 WATER EFFICIENCY REBATE PROG		3,166.96	0.00%	
<b>Grand Total</b>	<b>1,942,861.00</b>	<b>588,972.35</b>		

**CITY OF RAMSEY  
FINANCIAL STATEMENT**



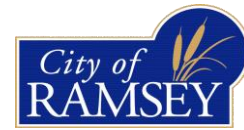
JANUARY 1, 2020 THROUGH PERIOD ENDING: September 30, 2021

<b>REVENUES</b>				
<b>BUSINESS UNIT</b>	<b>9602</b>	<b>SEWER UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
4140 CREDIT CARD PROCESSING FEES	(14,000.00)	(10,955.66)	78.25%	
4356 SEWER AVAILABILITY CHARGE-ADM	5,000.00	3,926.30	78.53%	
4604 SURCHARGES		110,838.00	0.00%	
4609 OTHER MISCELLANEOUS REVENUES	5,000.00	-	0.00%	
4661 RESIDENTIAL-SEWER CHARGES	1,285,000.00	684,519.35	53.27%	
4662 COMMERCIAL-SEWER CHARGES	361,000.00	212,911.66	58.98%	
4663 SEWER PENALTIES	15,000.00	5,072.73	33.82%	
4701 INTEREST ON INVESTMENTS	115,000.00	-	0.00%	
4606 DEVELOPER FEES (WAC)	-	144,144.00	0.00%	
4601 MISCELLANEOUS REVENUE		1,975.09	0.00%	
<b>Grand Total</b>	<b>1,772,000.00</b>	<b>1,152,431.47</b>		

<b>EXPENSES</b>				
<b>BUSINESS UNIT</b>	<b>9602</b>	<b>SEWER UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
6102 F.T. REGULAR-WAGES & SALARIES	175,965.00	64,019.31	36.38%	
6103 FULL TIME-REGULAR-OVERTIME	-	1,081.37	0.00%	
6105 TEMPORARY-WAGES & SALARIES	-	6,174.44	0.00%	
6121 PERA CONTRIBUTIONS	31,197.00	5,468.50	17.53%	
6122 FICA/MEDICARE CONTRIBUTIONS	13,577.00	5,735.24	42.24%	
6131 GROUP INSURANCE	7,779.00	-	0.00%	
6133 WORKERS COMP INSURANCE PREMIUM	9,639.00	-	0.00%	
6223 GASOLINE	4,000.00	2,567.73	64.19%	
<b>6225 DIESEL FUEL</b>	<b>2,800.00</b>	<b>2,907.80</b>	<b>103.85%</b>	
6249 MISCELLANEOUS OPERATING SUPPLY	25,000.00	11,901.92	47.61%	
6257 OTHER VEHICLE PARTS		181.08	0.00%	
6275 OTHER EQUIPMENT PARTS	9,000.00	1,833.81	20.38%	
6315 MISCELLANEOUS PROFESSIONAL SER	50,000.00	10,875.22	21.75%	
6334 MILEAGE REIMBURSEMENT	400.00	17.92	4.48%	
6335 TRAINING	2,400.00	45.00	1.88%	
6361 GENERAL LIABILITY/PROPERTY INS	22,000.00	571.00	2.60%	
<b>6371 ELECTRIC UTILITIES</b>	<b>17,000.00</b>	<b>14,048.19</b>	<b>82.64%</b>	
6373 GAS	2,500.00	982.59	39.30%	
6374 REFUSE/RECYCLING	700.00	666.11	95.16%	
6377 SEWER SERVICE CHARGE	845,201.00	704,333.90	83.33%	
6489 OTHER CONTRACTED SERVICES	28,000.00	22,593.10	80.69%	
6722 DEPRECIATION	551,565.00	-	0.00%	
6820 OPERATING TRANSFERS TO OTHER F	41,000.00	-	0.00%	
<b>Grand Total</b>	<b>1,839,723.00</b>	<b>856,004.23</b>		

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

**CITY OF RAMSEY  
FINANCIAL STATEMENT**



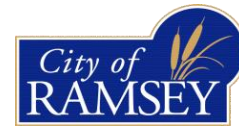
JANUARY 1, 2020 THROUGH PERIOD ENDING: September 30, 2021

REVENUES				
BUSINESS UNIT	9603	STREET LIGHT UTILITY		
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-	
4140 CREDIT CARD PROCESSING FEES	(3,500.00)	(2,071.66)	59.19%	
4681 CHARGES FOR STREET LIGHTS	157,000.00	83,477.51	53.17%	
4683 STREET LIGHTING PENALTIES	2,000.00	810.29	40.51%	
4701 INTEREST ON INVESTMENTS	15,000.00	-	0.00%	
4684 PRIORITY STREET LIGHT	53,000.00	27,783.36	52.42%	
<b>Grand Total</b>	<b>223,500.00</b>	<b>109,999.50</b>		

EXPENSES				
BUSINESS UNIT	9603	STREET LIGHT UTILITY		
GENERAL LEDGER ACCOUNT	CURRENT YEAR REQUESTED BUDGET	CURRENT YTD GENERAL LEDGER	-% of Budget-	
6371 ELECTRIC UTILITIES	128,000.00	83,404.13	65.16%	
6489 OTHER CONTRACTED SERVICES	14,300.00	8,675.62	60.67%	
6722 DEPRECIATION	42,444.00	-	0.00%	
6820 OPERATING TRANSFERS TO OTHER F	23,000.00	-	0.00%	
<b>Grand Total</b>	<b>207,744.00</b>	<b>92,079.75</b>		

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not not have been included in the adopted budget.

**CITY OF RAMSEY  
FINANCIAL STATEMENT**



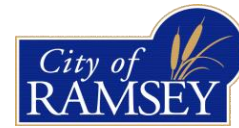
JANUARY 1, 2020 THROUGH PERIOD ENDING: September 30, 2021

<b>REVENUES</b>				
<b>BUSINESS UNIT</b>	<b>9604</b>	<b>RECYCLING UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
4140 CREDIT CARD PROCESSING FEES	(4,000.00)	(2,989.53)	74.74%	
4287 OTHER LOCAL GOVERNMENT GRANTS	77,566.00	-	0.00%	
4609 OTHER MISCELLANEOUS REVENUES	-	686.80	0.00%	
4671 RECYCLING CHARGES	430,283.00	219,736.40	51.07%	
4672 RECYCLING PENALTIES	8,000.00	1,590.21	19.88%	
4701 INTEREST ON INVESTMENTS	3,500.00	-	0.00%	
<b>Grand Total</b>	<b>515,349.00</b>	<b>219,023.88</b>		

<b>EXPENSES</b>				
<b>BUSINESS UNIT</b>	<b>9604</b>	<b>RECYCLING UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
6102 F.T. REGULAR-WAGES & SALARIES	23,000.00	10,292.23	44.75%	
6103 FULL TIME-REGULAR-OVERTIME	-	625.13	0.00%	
6121 PERA CONTRIBUTIONS	2,725.00	813.89	29.87%	
6122 FICA/MEDICARE CONTRIBUTIONS	1,661.00	762.57	45.91%	
6131 GROUP INSURANCE	3,589.00	-	0.00%	
6133 WORKERS COMP INSURANCE PREMIUM	386.00	-	0.00%	
6249 MISCELLANEOUS OPERATING SUPPLY	32,000.00	17,867.79	55.84%	
6322 POSTAGE	300.00	-	0.00%	
<b>6489 OTHER CONTRACTED SERVICES</b>	<b>445,000.00</b>	<b>337,958.62</b>	<b>75.95%</b>	
<b>Grand Total</b>	<b>508,661.00</b>	<b>368,320.23</b>		

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

**CITY OF RAMSEY  
FINANCIAL STATEMENT**



JANUARY 1, 2020 THROUGH PERIOD ENDING: September 30, 2021

<b>REVENUES</b>				
<b>BUSINESS UNIT</b>	<b>9605</b>	<b>STORM WATER UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
4140 CREDIT CARD PROCESSING FEES	(6,500.00)	(5,006.47)	77.02%	
4693 STORM WATER-RESIDENTIAL	570,000.00	294,749.00	51.71%	
4694 STORM WATER-COMMERCIAL	585,000.00	304,465.88	52.05%	
4695 STORM WATER-PENALTIES	10,000.00	2,678.72	26.79%	
4701 INTEREST ON INVESTMENTS	12,000.00	-	0.00%	
<b>Grand Total</b>	<b>1,170,500.00</b>	<b>596,887.13</b>		

<b>EXPENSES</b>				
<b>BUSINESS UNIT</b>	<b>9605</b>	<b>STORM WATER UTILITY</b>		
<b>GENERAL LEDGER ACCOUNT</b>	<b>CURRENT YEAR REQUESTED BUDGET</b>	<b>CURRENT YTD GENERAL LEDGER</b>	<b>-% of Budget-</b>	
6102 F.T. REGULAR-WAGES & SALARIES	185,400.00	34,952.75	18.85%	
6105 TEMPORARY-WAGES & SALARIES	-	2,739.71	0.00%	
6121 PERA CONTRIBUTIONS	27,955.00	2,836.01	10.14%	
6122 FICA/MEDICARE CONTRIBUTIONS	15,450.00	2,933.93	18.99%	
6131 GROUP INSURANCE	21,130.00	-	0.00%	
6133 WORKERS COMP INSURANCE PREMIUM	7,985.00	-	0.00%	
6225 DIESEL FUEL	5,500.00	4,579.58	83.27%	
6249 MISCELLANEOUS OPERATING SUPPLY	12,000.00	(4,012.17)	-33.43%	
6257 OTHER VEHICLE PARTS	7,500.00	2,493.17	33.24%	
6315 MISCELLANEOUS PROFESSIONAL SER	100,000.00	8,809.19	8.81%	
6334 MILEAGE REIMBURSEMENT	-	17.92	0.00%	
6361 GENERAL LIABILITY/PROPERTY INS	9,240.00	-	0.00%	
6371 ELECTRIC UTILITIES	3,000.00	2,520.87	84.03%	
6373 GAS	2,500.00	982.57	39.30%	
6374 REFUSE/RECYCLING	700.00	666.12	95.16%	
6451 MEMBERSHIP DUES	26,000.00	23,132.00	88.97%	
6489 OTHER CONTRACTED SERVICES	30,000.00	27,253.42	90.84%	
6722 DEPRECIATION	335,374.00	-	0.00%	
6820 OPERATING TRANSFERS TO OTHER F	36,000.00	-	0.00%	
<b>Grand Total</b>	<b>825,734.00</b>	<b>109,905.07</b>		

Note: The Finance Department has highlighted line items that may be trending towards exceeding budget OR not may not have been included in the adopted budget.

Meeting Date: 10/26/2021

By: Katie Schmidt, Administrative Services

**Information**

**Title:**

Consider Hiring an IT Support Technician Backfilling a Vacant Position

**Purpose/Background:**

The purpose of this case is to authorize filling the vacant full-time IT Support Technician position.

In August, the IT Support Technician resigned, which created a vacancy in the IT Division. Staff conducted a recruitment process which included first and second interviews. Mr. Christopher Bruneau was selected for the position and has passed the City's pre-employment testing. The City extended a contingent job offer which is pending City Council approval. If hired, Mr. Bruneau will be subject to a six-month probationary period, the personnel policy and the AFSCME labor agreement.

The IT Support Technician position responsibilities include assisting the Information Technology Division (IT) with all matters of Information Technology, such as: desktop computers, mobile devices, desktop peripherals, server, network security/infrastructure, telephone systems, audio/visual equipment, door access and document imaging. In general, the IT division's role is to maintain computers, software and systems, which allow staff to perform effectively and citizens to have access to up-to-date City conference room space, website information, etc.; as well as to improve current technologies and to add new technology in order to facilitate efficient and effective government services.

**Funding Source:**

The funding for back-filling this position is included in the 2021 budget.

**Recommendation:**

To hire Mr. Christopher Bruneau as a full-time IT Support Technician, effective on or near November 15, 2021, at \$25.87 per hour which is step 1 of the 2021 wage scale.

**Outcome/Action:**

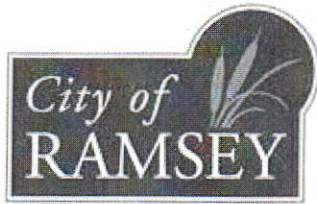
Motion to hire Mr. Christopher Bruneau as a full-time IT Support Technician, effective on or near November 15, 2021, at \$25.87 per hour, which is step 1 of the 2021 wage scale.

**Attachments**

Job Description

**Form Review**

Inbox	Reviewed By	Date
Colleen Lasher	Colleen Lasher	10/21/2021 09:58 AM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:20 PM
Form Started By: Katie Schmidt		Started On: 10/19/2021 12:00 PM
Final Approval Date: 10/21/2021		



# IT Support Technician

Class Code:  
13008

Bargaining Unit: AFSCME

CITY OF RAMSEY  
Established Date: Jul 27, 2021  
Revision Date: Aug 11, 2021

## SALARY RANGE

\$25.87 Hourly

### PRIMARY OBJECTIVE OF POSITION:

To assist the Information Technology Department (IT) with all matters of Information Technology: desktop computers, mobile devices, desktop peripherals, server, network security/infrastructure, telephone systems, audio/visual equipment, door access and document imaging.

\*\*NOTE -- This is an AFSCME union position\*\*

2021 Wage Scale:

Step 1 - \$25.874/hr -- Step 2 - \$27.168/hr -- Step 3 - \$28.461/hr -- Step 4 - \$29.755/hr -- Step 5 - \$31.049/hr -- Step 6 - \$32.342/hr

### MINIMUM QUALIFICATIONS:

- Must be 18 years of age or older
- Must have a high school diploma or equivalent
- Must have a valid state driver's license with good driving record
- Must have at least an Associates Degree in Applied Science focusing on computer networking, information technology or a closely related field; or completion of a post-secondary certificated program in IT education and experience will be considered
- Must have experience with Windows operating systems
- Must have experience in setting up and installing personal computers, operating systems, printers and wireless devices in a network environment
- Must have basic experience with Local Area Network (LAN) set-up and support, as well as an understanding of wireless networks and devices

Desired Qualifications:

- Bachelor's Degree in Computer Science or closely related field

- Two or more years of closely related experience or one plus years of public sector experience
- Previous experience with Cisco networking is highly preferred
- Previous experience in virtualized server environments
- Previous experience working with Laserfiche Record Retention Software
- Previous experience working for a municipality or county

## **ESSENTIAL JOB FUNCTIONS:**

- Assist in the planning and implementation of additions, removals, and major modifications to the supporting infrastructure
- Oversee and maintain computer equipment and software for the City's staff, meeting rooms, training programs, and vehicles
- Interact with internal staff, both on premise and remotely, to help resolve IT-related issues and provide answers and solutions in a timely manner
- Work with different departments to assess technology needs and opportunities, and help implement solutions seamlessly into the City's network environment
- Work with other IT staff to ensure that City assets and records are maintained responsibly
- Document important information such as diagrams, licenses, training material, ticket documentation, various logs, and device inventory
- Back-up to the IT Manager, as needed
- Perform a wide range of tasks (within the ability and resources of the IT Support Technician) at the verbal or written direction of the IT Manager or their designee

## **KNOWLEDGE, SKILLS AND ABILITIES:**

- Knowledge of personal computer hardware, software, mobile devices, printers, multi-function devices and networking best practices
- Knowledge of viruses, malware, and preventative measures for both
- Knowledge of HTML and web content management systems (CMS)
- Considerable skill and superior understanding of Windows desktop environment and troubleshooting methods
- Considerable skill and understanding of Windows Server environment and roles (AD, DNS, Exchange)
- Ability to provide superior customer service to staff members
- Ability to maintain an attitude of continuous learning, decisive problem-solving, and self-motivation
- Ability to communicate clearly and effectively verbally, both in-person and over the phone, and with written communications/documentation
- Ability to keep clear and concise records (tickets, updates, purchases, etc.)
- Ability to organize and prioritize the needs of staff members
- Ability to perform web or graphic design work or audio/visual editing
- Ability to work independently and as a member of a team
- Ability to work with a wide range or types of people

## **JOB ACTIVITY REQUIREMENTS:**

The following are the physical activities that are associated with this position:

- Standing
- Sitting
- Walking
- Lifting
- Handling Objects
- Stationary desk or bench work

This position requires employees to be able to lift and carry up to 50 pounds without assistance.

The following are the working conditions of this position:

- Working indoors
- Operating motor vehicles
- Driving a City vehicle or personal vehicle
- Driving is an essential function of this job

**Meeting Date:** 10/26/2021

**By:** Katie Schmidt, Administrative Services

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### **Information**

**Title:**

Consider Hiring an Administrative Assistant Backfilling a Pending Vacancy

**Purpose/Background:**

The purpose of this case is to authorize filling the soon to be vacant part-time Administrative Assistant position.

In early November, the Community Development Assistant is retiring, which will create a vacancy in the Community Development Division.

Previously, staff and the City Council discussed eliminating the 16-hour per week Community Development Assistant position and filling it with a 20-hour per week Administrative Assistant. The City Council agreed by consensus and directed staff to recruit for the Administrative Assistant position.

Staff conducted an internal recruitment process and interviewed two candidates. Ms. Nicole Laubach was selected for the position and has passed the City's pre-employment testing. The City extended a contingent job offer which is pending City Council approval. If hired, Ms. Laubach will be subject to a six-month probationary period, the personnel policy and the AFSCME labor agreement.

The Administrative Assistant position provides a variety of responsible administrative support functions for the Community Development Department, specifically the Planning Division. Position responsibilities include providing excellent customer service to residents, contractors, staff and others; routing phone calls, attending city events, scheduling meetings, writing business letters and documents, and counter help at the Community Development / Economic Development windows.

This is a part-time twenty (20) hours per week position; working Monday - Friday 8:00 am to 12:00 pm.

As the Council is aware, Ms. Laubach has been working in the Building Division to help cover for a leave of absence. If Ms. Labach is hired as the Planning Divisions Administrative Assistant, she will continue to cover the leave of absence in the Building Division until the employee on leave returns, which is expected to be November 10, 2021.

**Funding Source:**

The funding for this position is included in the 2021 budget and represents a savings over the original amount budgeted for the Community Development Assistant position.

**Recommendation:**

To hire Ms. Nicole Laubach as a part-time Administrative Assistant, effective on or near October 27, 2021, at \$22.59 per hour which is step 1 of the 2021 wage scale.

**Outcome/Action:**

Motion to hire Ms. Nicole Laubach as a part-time Administrative Assistant, effective on or near October 27, 2021, at \$22.59 per hour, which is step 1 of the 2021 wage scale.

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## Attachments

### Job Description

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### Form Review

**Inbox**

Colleen Lasher

Kurt Ulrich

Form Started By: Katie Schmidt

Final Approval Date: 10/21/2021

**Reviewed By**

Colleen Lasher

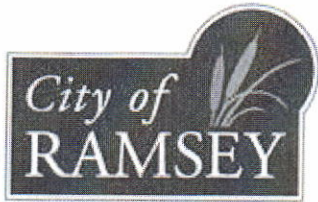
Kurt Ulrich

**Date**

10/21/2021 02:09 PM

10/21/2021 02:18 PM

Started On: 10/20/2021 07:32 AM



# Planning Administrative Assistant

Class Code:  
11019

Bargaining Unit: AFSCME

CITY OF RAMSEY  
Established Date: Jun 22, 2021  
Revision Date: Oct 6, 2021

## SALARY RANGE

\$22.59 - \$24.84 Hourly

### PRIMARY OBJECTIVE OF POSITION:

The primary objective of this position is to provide a variety of responsible administrative support functions for the Community Development Department, specifically the Planning Division. This may include, but is not limited to: providing excellent customer service to residents, contractors, staff and others; routing phone calls, attending city events, scheduling meetings, writing business letters and documents, and counter help at the Community Development / Economic Development windows.

This is a part-time twenty (20) hours per week position; working Monday - Friday 8:00 am to 12:00 pm. Paid leave benefits are pro-rated based on hours worked per week (vacation, sick & holiday time).

**\*\*NOTE - This is an AFSCME union position\*\***  
Hiring Range - \$22.585 to \$24.843/hour / DOQ  
Full 2021 Salary Range - \$22.585 to \$28.231/hour

### MINIMUM QUALIFICATIONS:

- Must be 18 years of age or older
- Must have a high school diploma or equivalent
- Must have a valid state driver's license with a good driving record
- Must have at least three (3) years of related experience in a responsible administrative support position, a combination of experience and education will be considered
- Must have intermediate to advanced Microsoft Office knowledge and skills
- Must be able to accurately type at least forty (40) words per minute
- Must have data entry and data base management experience
- Must have excellent written and verbal communication skills

- Must have the ability to provide excellent Customer Service

**\*\*Equivalent combination of education and experience will be considered\*\***

**Desired Qualifications:**

- Previous experience working for a county or municipality
- Associates Degree in Business or Business, Industry & Technology
- Previous experience with Laserfiche Records Management software
- Previous experience coordinating Zoom Video Conferencing
- Previous experience with customer or resident service (dealing with the public)

## **ESSENTIAL JOB FUNCTIONS:**

- Provides in-person administrative support to the Planning Division of the Community Development Department; this includes Planning Technicians, Zoning Code Enforcement Officers and City Planners
- Serve as the department receptionist and provide effective customer service in a courteous and helpful manner
- Maintain department records and files in an orderly and acceptable manner
- Compile commission agendas and reports for the Planning Commission, Environmental Policy Board, Development Review and inter-department meetings
- Use routine features of word processing, spreadsheet, and other software applications
- Administer property identification numbers
- Manage addresses for new developments and address changes
- Manage land use applications
- Manage City resolutions
- Administer landuse signs
- Back-up to other Community Development Administrative Assistant positions, as needed
- Perform a wide range of tasks (within the ability and resources of the Planning Administrative Assistant) at the verbal or written direction of the Senior Planner or their designee

## **KNOWLEDGE, SKILLS AND ABILITIES:**

- Knowledge of city government
- Skilled at effective communication, both in-person and over-the-phone, as well as business writing
- Considerable ability to keep an organized schedule, follow-through, handle details accurately and meet deadlines
- Ability to learn and utilize basic software systems and keep up with advancing technology
- Ability to establish effective working relationships with City staff, elected officials and the general public
- Ability to work independently and as a member of a team

## **JOB ACTIVITY REQUIREMENTS:**

The following are the physical activities that are associated with this position:

- Standing
- Sitting
- Walking
- Reaching
- Handling objects
- Repetitive hand motion
- Use of Arm Muscles over extended periods
- Use of Leg Muscles over extended periods
- Stationary desk or bench work

This position requires employees to be able to lift and carry up to 24 pounds without assistance.

The following are the working conditions of this position:

- Working indoors
- Working outdoors
- Driving a City vehicle or personal vehicle

**CC Regular Session**

5. 4.

**Meeting Date:** 10/26/2021

**By:** Katie Schmidt, Administrative Services

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**Information**

**Title**

Approve the Following Meeting Minutes:

1. City Council Work Session dated 10/12/2021
2. City Council Regular Session dated 10/12/2021

**Purpose/Background:**

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

Background: Attached are the meeting minutes referenced above.

**Recommendation:**

Approve the meeting minutes.

**Action:**

Motion to approve the following Council meeting minutes:

1. City Council Work Session dated 10/12/2021
  2. City Council Regular Session dated 10/12/2021
- 

**Attachments**

10-12-2021 CCWS

10-12-2021 Mtg

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**Form Review**

**Inbox**

Colleen Lasher

Kurt Ulrich

Form Started By: Katie Schmidt

**Reviewed By**

Colleen Lasher

Kurt Ulrich

**Date**

10/21/2021 09:37 AM

10/21/2021 02:21 PM

Started On: 10/19/2021 12:08 PM



**CITY COUNCIL WORK SESSION  
CITY OF RAMSEY  
ANOKA COUNTY  
STATE OF MINNESOTA**

The Ramsey City Council conducted a City Council Work Session on Tuesday, October 12, 2021, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Mark Kuzma  
Councilmember Ryan Heineman  
Councilmember Chelsee Howell  
Councilmember Debra Musgrove  
Councilmember Chris Riley  
Councilmember Dan Specht  
Councilmember Matt Woestehoff

Also Present: City Administrator Kurtis Ulrich  
Building Maintenance Supervisor Dan Bray  
Administrative Services Director Colleen Lasher  
Public Works Superintendent Grant Riemer  
City Engineer Bruce Westby  
Police Chief Jeff Katers  
Zoning Code Enforcement Officer Bria Raines  
Building Official Jesse Szykulski

**1. CALL TO ORDER**

Mayor Kuzma called the City Council Work Session to order at 5:31 p.m.

**2. TOPICS FOR DISCUSSION**

**2.01: NW Metro River Crossing Presentation**

City Administrator Ulrich introduced Sarah Barnes and Jennifer Wiltgen from MnDOT and Paul Morris from SRF Consulting. He also mentioned that Councilmember Musgrove was the City representative on the Study Committee and City Engineer Westby was also involved. City Administrator Ulrich stated Anoka County Commissioner Matt Look and Representative John Heinrich were also in attendance.

Jennifer Wiltgen, MnDOT, stated she will be presenting the Northwest Metro River Crossing Feasibility Analysis, which was completed in July, including findings, study conclusions, and potential next steps. She provided project background and overview, noting in 2019, the Minnesota Legislature commissioned a study to look at river crossings in the northwest metro area. The analysis looked at population growth and resulting regional traffic demand to understand mobility on the system and within the region and help guide future investment in the area.

Ms. Wiltgen stated they wanted to look at previous studies, such as the 2002 Origin Destination Study and 2004 Scoping Decision document that looked at a river crossing and location. Since then, there has been population growth and changes in the system so they wanted to update what has been learned and reengage cities and counties on the processes. Ms. Wiltgen reviewed goals and expectations of the study, noting it was a fact-finding investigation, and technical analysis to look at mobility and river crossing capacity needs in the region. This is the first of several steps if any of the improvements are to move forward and are feasible for further consideration. She explained that because they are not in a decision-making context, it does not include recommendations and any future phases, should improvements be warranted to consider further, it would require a greater analysis, including a technical and safety analysis, as well as environmental review and more community engagement. Ms. Wiltgen reviewed a list of participating agencies, counties and cities in the study.

Paul Morris, SRF Consulting, reiterated that this was a fact-finding investigation to determine the issues and challenges which would guide solutions. He reviewed the context analysis, origin-destination analysis, and a congestion analysis.

Mr. Morris stated with the context analysis they reviewed all of the City Comprehensive Plans and Transportation Plans in the area to understand what the different cities were envisioning with their growth over the next 20 years. There are a lot of growth projected in these areas on both sides of the river, with 30% more population and 20% more jobs. This is anticipated to put a lot more pressure on the highway system. Mr. Morris agreed with Ms. Wiltgen that a lot of the highways surrounding the study area either have had improvements or are expected to in the coming years, including I-94, Highway 101, Highway 610, and Highway 10. Mr. Morris explained there is going to be a need to make improvements on local roads as well to help move the traffic. He continued that a lot of commercial and retail growth and on the employment side, are clustered around the highway corridors. This makes sense because that's where the people and businesses are, which has pros and cons when it comes to planning for transportation. On the plus side, the facilities are there and can serve the freight needs of the developments and on the downside, it puts a lot more pressure on the roadway system. This is why the analysis looked 20 years out.

Mr. Morris explained the Origin Destination Analysis, looked at where trips are coming from, where they are going, how are they getting there, and impact on the roadways. They used modern technology including GPS information to understand the movements of trips through the study area. Some of the key findings were that Highway 610 carries the most traffic, Highway 101 sees about one-half of that, and Highway 169 serves a smaller amount of traffic when compared to the other two. In this analysis, they wanted to understand which communities rely on the current river crossings.

Mr. Morris stated the analysis found that Highway 101 serves regional trips which are longer, with people from outstate coming to the Metro area. Highway 610 showed patterns of commuter type trips because there are a lot of employment and population on both the Anoka County and Hennepin County side. With Highway 169 there were shorter trips, which may be used for shopping or other activities. Another finding looked at Fridays before summer holidays and found the Highway 101 crossing had four times as many trips and much longer trips which leads to congestion during these times. The analysis looked at rush hour times and how balanced the

northbound and southbound traffic is as it crosses the river. If the traffic is balanced, over the course of a day the bridge can carry a lot more traffic. However, if the traffic is heavier in one direction, it creates more pressure and congestion. Mr. Morris stated the analysis found that Highway 101 had the most unbalanced traffic pattern with the heaviest volume in the morning going southbound and the reverse in the afternoon. The other two highways were more balanced.

Mr. Morris stated that the Congestion Analysis looked for three things: the severity of how slow traffic gets, the duration of how long congestion lasts, and the extent or how far back the que extends from the congestion. These are conditions the average commuter experiences. The analysis found that in the morning, there was major congestion on Highway 169 in Elk River, Highway 101 in Rogers, I-94 heading towards the city, and most of Highway 169 between Highway 10 across the river and to Highway 610. The causes of this congestion included issues with merging, traffic capacity, and traffic signals. In the afternoon, the reverse is true as it relates to congestion. Mr. Morris described the highway projects coming up in the next few years that may help with congestion. He provided a summary, noting most of the major highways in this area have some degree of congestion and explained that by identifying bottleneck areas, it will give a target of where to look for solutions and make improvements.

Mr. Morris stated when addressing solutions, they considered improvements already in the pipeline or programmed in the next few years. He presented a list of solutions generated to alleviate congestion, noting one of the first solutions is to address traffic signals. He explained they separated solutions with merit from those not feasible to move forward and looked at each through several lenses. The considerations were whether the solution improved traffic across the river, were consistent with local planning, and residential and community impacts in terms of already developed areas and natural resource impacts. He stated the list of solutions they will carry forward for more analysis include improvements to Highway 10 going west in Ramsey to Elk River, Highway 10 in Coon Rapids, Highway 101 in Rogers, and Highway 610.

Mr. Morris noted they packaged the solutions into several concepts: Concept 1 includes project areas on Highway 10 and Highway 101 in Rogers; Concept 2 adds the additional segment of Highway 610; and Concepts 3 and 4 focus on the addition of a new river crossing between Highways 101 and 169. They looked at a four-lane, 45 mph-type of road with traffic signals every one-quarter mile versus an expressway in Concept 4 that is a highway design of 55 mph with farther spacing between signals. They evaluated that with a benefit-cost analysis that showed the total benefits including societal benefit to save time, savings in crashes, and vehicle operating costs by reducing total miles traveled. Mr. Morris explained the present value of costs is a rough indication of capital costs required to construct each alternative; however, it only looks to a 20-year horizon.

Councilmember Riley asked about a four-lane expressway and if I-94 would connect with Zanzibar.

Mr. Morris answered yes, and as far as the analysis it roughly aligns with Zanzibar and ties in with Highway I-94 at the Dayton Parkway interchange. He noted this is one alignment that has already been studied but these are illustrative concepts and if the corridor moved it would not have a big bearing on the economics.

Councilmember Riley stated there were some concerns about a new river crossing with the exception of the Zanzibar alignment.

Mr. Morris answered there are other river crossing alignment concepts that might come across at Sunfish or Ramsey Boulevards and tie into Dayton River Road and funnel down to Highway 169. They also looked at locations east of Highway 169 and are interested in the impacts as the areas in Champlin and Dayton are fully developed so they did not make sense. That is why there were concerns, because the community impacts would be high.

Mr. Morris stated the key takeaway is that in a benefit/cost analysis, they are looking for a 1.0 or greater, meaning the benefit to society is at least worth the cost of investing the improvement. He noted they all meet that threshold, suggesting they are feasible improvements or at least merit further investigation. Mr. Morris summarized that the four concepts all produced a cost/benefit ratio that is feasible but before advancing the concepts further, more detailed analysis would be needed.

Ms. Wiltgen explained that from conversations with agencies, they found a common understanding of the opportunities and challenges to implement improvements considered in the analysis. Conversations around next steps included identifying a leader with the next phase of analysis and there was a general openness to participating in a corridor coalition which could start with casual conversations between elected officials, making presentations, and provide a venue to prioritize improvements and identify next steps. She stated there was a recognition that a new river crossing is a long-term endeavor that could span years or even decades to move forward. In addition, any improvements need to address local activities, development patterns, local roadway improvements, community context, and follow land use development and regional traffic growth.

Ms. Wiltgen stated this analysis was a good first step but further analysis and community input would be needed. She stated that next steps would include identifying local leadership, a corridor coalition, and adopting a vision to determine improvements that align with local goals from a mobility standpoint, whether a river crossing or system needs. Ms. Wiltgen stated they need to look at it through a regional context, understand local needs, goals, and desires, and then establish a prioritization plan to implement those projects within that vision. She addressed facilitating public involvement to incorporate additional voices including businesses and freight, and building consensus on next steps.

City Administrator Ulrich asked for an update on the meeting with the City of Dayton about this topic and Dayton's position on the project.

Ms. Wiltgen answered they did a presentation and there is some interest to make sure it aligns with local goals and development. In those conversations, there was an understanding in all communities that this will be a challenging endeavor, it will be long-term, and require a lot of consensus building. She thinks Dayton has a long-term plan for growth and that is the main point she heard, that a river crossing needs to align with local growth.

City Administrator Ulrich stated he spoke with the Dayton City Administrator who indicated they do not want to be a champion of the effort, but are willing to be part of a corridor coalition and continue the discussion.

Councilmember Musgrove thanked those who presented tonight and asked about the Zanzibar and Armstrong alignment and if Dayton does not have it in their CIP or long-term planning.

Ms. Wiltgen answered that it is in Dayton's Comprehensive Plan.

Councilmember Musgrove stated that is good to hear. She asked in regard to the projections, what things are the Highway 10 Coalition working and focusing on.

Ms. Wiltgen answered there are active community members with the Highway 10 projects and the grade separation at Ramsey and Sunfish Boulevards is moving forward. To the west of there, a planning study is being conducted on Highway 10 up to the Highway 169 interchange and some of the long-term improvements identified were focused on building out the grade separated vision for Highway 10 up to Highway 169. She stated there was an understanding that that would require a lot of effort and funding so they are looking at some mid-term implementation solutions and have a technical advisory meeting coming up.

Councilmember Musgrove stated that she thought it was a good idea to get a coalition together to keep this topic going. She heard from a member of the Dayton community who said they would definitely appreciate a bridge as it takes them longer to get to the Ramsey side for family events. She asked about discussion with cities that have been presented to already related to a timeframe.

Ms. Wiltgen answered she hasn't heard any timeframes.

Mr. Morris agreed and added that conversations have been at the city staff level and with a few elected officials.

Councilmember Woestehoff asked about the large differential in the cost/benefit analysis, noting a cost of \$89 million for the bridge was mentioned but the packet information indicates a range of \$140 million to \$200 million.

Mr. Morris stated the benefit/cost analysis uses a 20-year horizon and all the improvements have a lifespan, depending on what it is. He noted bridges have a 75-year lifespan so 20 years is only a small portion of that and with purchase of right-of-way, they use 100 years. He explained that when you reach the end of the 20-year calculation period, you get a credit for the remaining life of that asset, which reduces the present value of costs as shown on the slides presented tonight. Mr. Morris explained the dollar numbers shown in the meeting packet are the sticker price and that is the cost to construct.

Representative John Heinrich asked if a threat analysis had been done on delaying a decision and ending up with a corridor that is no longer available noting that occurred in Champlin where some areas are no longer available because of development. He asked when that would happen here.

Ms. Wiltgen answered they didn't do that kind of analysis but as she mentioned, this study was to illuminate the needs, address what river crossing capacity means, and brainstorm ideas and determine if they are technically feasible for further consideration. She stated when holding one-on-one conversations, they wanted to learn where the different stakeholders were coming from, their different needs and perspectives. Ms. Wiltgen noted that with a large project like a river crossing, there needs to be a lot of consensus building and this may be a point where local stakeholders come together and start the long process of consensus building.

City Administrator Ulrich asked if analysis was done on collector roads farther north and what happens to traffic on Armstrong Boulevard and roads north of Highway 10.

Mr. Morris referenced the illustration in the meeting packet that shows travel patterns and projected trips to use a new bridge, noting that once they cross the river, many go east or west along Highway 10, a much smaller portion would continue along Armstrong Boulevard, and by the time you are a mile north of Highway 10, traffic dissipates.

Anoka County Commissioner Matt Look commented that his observations would suppose that MnDOT is supportive of Concept 1 and 2 or a variation and that Ramsey and significant users of the Highway 169 Champlin bridge are supporters of Concepts 3 or 4. He assumes that Anoka County would be supportive of this project but it has to be understood that Highway 65 is the County's top priority right now, that it is well underway with the studies, grants, and funding. Commissioner Look stated having this project drafting a concept behind Highway 65 might be well positioned for the next project in line. He noted it will take some time to tell the story, express the need, and gather support with the legislators that will help to fund the project at the State and federal levels.

Commissioner Look stated he reached out to Senator Robbins and suggested getting together with Representatives Lazzaro and Heinrich to discuss opposition. As it relates to the Highway 10 Coalition, he found members have been very helpful in advancing the Highway 10 projects but may not be as enthusiastic about advancing this river crossing project. He noted Coon Rapids and Andover may not show interest, but Anoka and Ramsey would be interested because it impacts people coming through their areas. He stated assuming that Ramsey is supportive of this project, if funding is traditionally the way it has been with MnDOT, the locals will need to take control, get together with those across the river, and determine a time frame.

Commissioner Look pointed out that about every 14 years, project costs double. He estimated that time to design, find project costs, pay for it, and construction time will use 10 years at least so time is of the essence. He stated it depends on when Ramsey wants to push as funding is the key. He stated again that Anoka County would be supportive and willing to be a champion with the understanding that Highway 65 is next in line.

Councilmember Riley asked Commissioner Look about the County priorities with Highway 65 being next in line and asked if a third lane on Highway 10 is also high on their list of priorities as most could get behind that project.

Commissioner Look answered that a third lane on Highway 65 made sense to address before getting Highway 10 started but that will not happen now and they don't want to do the Highway 10 work and add a third lane on Highway 65 at the same time because it will cause even more congestion. He explained the third lane on Highway 65 would be a post Highway 10 project with completion around 2026. He noted these roadways are not functioning very well under today's conditions but they need to be done and account for the increased growth. He noted every city to the north of us has a main revenue source in selling permits and building homes, so there is a guarantee that more traffic will be coming into the system and we have to respond to that situation.

Representative Heinrich stated the third lane project on Highway 65 seemed to be the most shovel-ready project they have discussed because room is there and the bridges were built originally to accommodate a third lane. He noted it would help if MnDOT could help get that project done before starting other projects. Representative Heinrich stated next year, the County Road 47/Highway 10 interchange, the Rum River Bridge, is slated for spring of 2022. Then Fair Oak/Thurston/Sunfish/Ramsey Boulevards is scheduled so that is a long time to then come back to a lower cost project that is shovel ready. He asked if the third lane project on Highway 65 could be put in front of these others projects.

Ms. Barnes answered there was zero chance of that happening because construction on Rum River and Fair Oak/Thurston start in the spring. With regard to the funding that Commissioner Look spoke of, she explained it was for creating final plans for the third lane project so once they are through the final plans phase, it could be more shovel ready at that point. She explained it is moving towards being completely ready but right now they don't have final plans.

Representative Heinrich asked if not during the timeframe of Fair Oak/Thurston, could a third lane project be considered in Sunfish/Ramsey timeframe or at the same time.

Ms. Barnes answered that the impact to Highway 10 traffic during the Ramsey/Sunfish construction will be much less than with Fair Oak/Thurston which will be very impactful, which is a big difference in construction impact.

Ms. Barnes asked to respond to Commissioner Look's comments about the river crossing, Mn/DOT's stance on priorities, and preferred alternatives. She stated Mn/DOT does not have a position on it and this study was in response to a request from the Legislature. The priority of Mn/DOT is maintenance of our pavement and bridges. She stated through this analysis, they found with the spacing and amount of traffic on this road, it very likely will not be a Mn/DOT or State roadway and possible it could be a City or County roadway. She wanted to clarify that they are happy to start talking about it but they wouldn't be the lead or champion on the bridge.

Councilmember Musgrove asked if bridges are typically the responsibility of City, County or State.

Ms. Barnes answered that bridges are State owned, County owned, or City owned depending on whose road it is and sometimes it will involve interstate ownership.

Councilmember Musgrove asked in this case, where there are two cities and two counties, where the ownership would fall.

Ms. Barnes answered, as with Minneapolis and St. Paul, sometimes the cities or the counties have to come together. When going across State lines, as in the Stillwater area, half the bridge belongs to MnDOT, half belongs to Wisconsin, and they share the maintenance costs.

Mayor Kuzma thanked Ms. Wiltgen and Mr. Morris for the informative presentation.

## **2.02: Discuss Maintenance of the New Public Works Facility**

Administrative Services Director Lasher reviewed the staff report including options for cleaning and maintaining the new Public Works Facility. She noted that during 2021 budget discussions, staff was asked to put on hold the hiring of a part-time Building Maintenance Worker. Staff researched options and found the cost to outsource the work was a greater cost and not fulfill needs. At this time, current staff does not have the capacity to do this work, so staff recommends adding 15 hours a week to part-time Maintenance Worker Benson. She noted Mr. Benson is a high performing employee and in need of full-time employment. The cost from now until the end of the year is \$6,960 which would be funded by the significant savings incurred from an unanticipated unpaid leave in the department. Administrative Services Director Lasher recommended Mr. Benson remain full time through the 2022 budget.

Public Works Superintendent Riemer added that the cleaning isn't the biggest issue, it is the maintenance of the heating and air conditioning ventilation systems along with regular monitoring and inspection of the boiler system.

Building Maintenance Supervisor Bray explained that the boilers, under State standards, have to be logged every day in addition to logging any work done on the boiler. He supported the recommendation of Administrative Services Director Lasher.

Public Works Superintendent Riemer added that another task is on the roof to check the belts and heating and cooling units that are inspected once a month.

Building Maintenance Supervisor Bray continued that this position also includes HVAC maintenance, snow removal around the gate areas and sidewalks, building security, cleaning five days a week, checking the boilers, and setting up for meetings.

Councilmember Heineman asked about Mr. Benson's currently scheduled hours and whether 25 hours a week means he is there 5 days a week and 5 hours a day.

Public Works Superintendent Riemer confirmed this is correct.

Councilmember Heineman asked if Mr. Benson currently has time to check the boilers daily, log the belts and timers, and do some of the tasks but needs additional time for cleaning.

Building Maintenance Supervisor Bray answered that cleaning is for a separate huge building and that would be the first stop before anyone is in the building. This is something he is not currently doing.

Councilmember Heineman asked who is currently doing the cleaning.

Building Maintenance Supervisor Bray answered this is a new task and no one was currently assigned to these tasks.

Councilmember Musgrove asked if the cost indicated includes benefits and wages, or just wages.

Administrative Service Director Lasher answered the amount is the total budget impact for everything to bring Mr. Benson to full time including health insurance for November and December, plus the additional PERA and additional hours.

Councilmember Musgrove asked about maintenance by the maintenance crew versus the duties listed as staff duties and if there is some overlap. She asked how they determine which maintenance tasks are covered by the different departments.

Building Maintenance Supervisor Bray answered that inside the building, he would be responsible for cleaning the offices and restrooms. In the summer, they do the mowing and irrigation duties. Mr. Benson's main duties would be cleaning, taking care of the boilers and the heating and air conditioning.

Councilmember Musgrove asked about other duties listed including landscape maintenance, snow removal, and a wide range of tasks.

Building Maintenance Supervisor Bray answered that was not necessarily at the new Public Works facility.

Administrative Services Director Lasher commented that the job description included was a general job description that all building maintenance workers do and not necessarily specific to Mr. Benson.

Councilmember Specht stated staff recommendation makes sense to him because the he is a high performing employee who is looking for more hours so he supports it.

Mayor Kuzma asked if this cost is covered in next year's budget.

Administrative Services Director Lasher answered if this was approved, the Finance Director would make an adjustment as it would impact 2022 but would not be considered a new change for 2022 if it were approved now.

Councilmember Musgrove referenced the unanticipated unpaid time off for a staff member and asked what step Mr. Benson would be at if his hours were increased to full time.

Building Maintenance Supervisor Bray answered Step 1 or 2.

Councilmember Musgrove asked if that would be the same for 2022.

Administrative Services Director Lasher answered that going from part time to full time would not impact Mr. Benson's pay scale or anniversary date.

Councilmember Musgrove commented that she is supportive of this because it is in the budget for this year, there are specific tasks to do, and Mr. Benson has a good work ethic. She stated if this will help alleviate some of the other needs for maintenance staff at other facilities, she thinks that is a benefit.

The consensus of the Council was to approve maintenance worker, Mr. Erick Benson, moving to full-time employment.

### **2.03: Discuss 8106 Alpine Drive NW**

City Administrator Ulrich stated this property started with complaints about garbage and cat feces and bags piled 15 feet high in the yard, which was taken care of but the property continued to be an issue. At this time, staff may have found a resolution, which will be presented.

Zoning Code Enforcement Officer Raines reviewed the staff report updating the Council on the efforts by staff to resolve State Building Code, Property Maintenance Code, and Ramsey City Code violations at 8106 Alpine Drive NW. This case started with an inspection with the police and focus on the welfare of the cats and public nuisance violations. The current issues with the property include not having running water, an electrical hazard, and water intrusion into the structure. These are safety hazards that renders the structure uninhabitable. On October 1, 2021, the Building Official posted a notice on the property and on October 7, 2021, the property owner came in with a signed contract to have a well installed and applied for and was issued an electrical permit.

Mayor Kuzma asked about the status of the dwelling and if considered uninhabitable, if the resident is staying at the property.

Building Official Szykulski answered the resident has been staying there. He explained this item was brought to the work session because staff was surprised that during the October 7, 2021 meeting the owner presented a signed contract for a well to be installed. Up to then, he was going to issue an order to vacate on November 1, 2021. Because of that, this report is more of an update than ordering the property owner to vacate. Staff is hoping the well contractor will get started on October 18, 2021 to put in the well, the line to the house, and get running water to the faucet. After that staff will determine how the septic system reacts. During the October 7<sup>th</sup> meeting, the resident insisted on doing the electrical work himself and a permit for that work was pulled that day.

Building Official Szykulski stated he talked to the lead inspector for electrical and he will meet with City staff at the property on October 13, 2021, at 9 a.m. to determine what needs to be done and talk with the homeowner. He explained by November 1, 2021, there is running water, the septic system has been inspected, and the electrical system has been improved to prevent a fire hazard. After that, the leak in the roof needs to be addressed before moving on to numerous code violations. He stated this is a better outcome than had been expected.

Councilmember Riley commented that the resident is cooperating and City staff are working with the resident. He stated that no one wants to see anyone get kicked out of their home but it is understood that safety and sanitation are issues that need to be addressed. He appreciated everything he has been hearing and the flexibility shown on the part of staff.

Building Official Szykulski answered that Zoning Code Enforcement Officer Raines has been trying to find loans for this homeowner, there has been discussion about splitting the property and selling two lots. Staff has spent time motivating the homeowner to make improvements.

Councilmember Riley commented that the carpet has been on the roof for at least five years.

Councilmember Heineman asked if the homeowner plans to drill a new well, the cost of the well, and how the homeowner will get a loan.

Building Official Szykulski confirmed there will be a new well, which will cost around \$18,000.

Councilmember Musgrove asked if the homeowner was aware that he could be spending a lot of money on a home that may not be a solid dwelling.

Building Official Szykulski answered that the homeowner is aware of the cost and estimated that to get to the house up to code could be close to \$50,000 to \$60,000, plus the cost for electrical and to fix the roof.

Councilmember Musgrove asked about the issue with water intrusion and if the frame and floor are solid.

Building Official Szykulski answered that the water intrusion is in a makeshift workspace that is separate from the main house, noting the main house is small, about 800 square feet.

Councilmember Musgrove stated she wanted the resident aware of the investment into a house deemed uninhabitable and asked again about the habitability of the home and the condition of the structure. She stated she is glad the resident is able to stay in his home, noting each have a different concept of a home.

Mayor Kuzma asked if staff needs anything from the Council tonight.

Building Official Szykulski answered this case is more of an update due to the turn of events and if the improvements are made with the well and electrical work, they can address the other issues. He explained the home remains uninhabitable until the water intrusion issue is addressed but the City would not issue an order to vacate as the property owner is making progress.

City Administrator Ulrich added that when the meeting was originally scheduled, staff anticipated having to issue an order to vacate but things have changed

Councilmember Heineman asked if the resident is actually living in the house or in any of the other structures on the property.

Zoning Code Enforcement Officer Raines answered that staff asked that question during an inspection because the other structures were full of items and there is no way he could be living in any of those structures.

Building Official Szykalski stated the resident was invited to the meeting but staff did not receive a confirmation that he would attend.

Mayor Kuzma thanked staff for the update.

### **3. TOPICS FOR FUTURE DISCUSSION**

#### **3.01: Review Future Topics/ Calendar**

City Administrator Ulrich added the next work session will include budget discussions.

Councilmember Musgrove noted the November 9, 2021, meeting topics includes discussion of the 10-year Capital Improvements Projects (CIP) but she thinks it would be helpful to have that information prior to budget discussions. She noted there is a CIP to look at but there have been changes so she wanted to bring it up to get feedback.

City Administrator Ulrich answered the CIP would be presented for additional discussion prior to the budget in that case. He noted the levy for next year is only impacted by the first year of the CIP so at least for the budget, staff wants to focus on the first year, what the impacts are, and then take a look at the long term.

Councilmember Musgrove asked if there were significant changes to the 2022 CIP information.

City Administrator Ulrich answered they made significant changes, there may be additional changes, and they could look at it during the next work session.

Councilmember Musgrove stated that would be helpful for budget discussions.

Councilmember Musgrove asked for information about road funding, noting the franchise fee had the \$1.9 million and \$50,000 for pay back of assessments. She would like to the City to keep that program going and asked where the \$1.9 million fell with the levy request and reserves.

Councilmember Specht noted it would be hard to know how much to rebate back if just based on the percentage of tax increase based on house value.

City Administrator Ulrich commented that it is worth a discussion, that the process would have to change, and that is a policy matter whether the people assessed for roads in the last 5 years should be paying for roads for the next 20 years or should they get a portion of that assessment rebated.

He agreed that every property tax is different so it is not quite as clean as it would be with a franchise fee.

Councilmember Heineman clarified the Council was asking Finance Director Lund to troubleshoot a few mechanisms to see what it looks like and bring forward potential options.

Councilmember Musgrove asked for staff input on continued reductions for additional savings. She added that having the CIP would be helpful for knowing planned expenses for projects.

City Administrator Ulrich answered that staff is following the Council's direction to make the budget as lean as possible while still achieving the goals they have.

**4. MAYOR / COUNCIL / STAFF INPUT**

None.

**5. ADJOURNMENT**

The Work Session of the City Council was adjourned at 6:20 p.m.

Respectfully submitted,

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Kurtis G. Ulrich  
City Administrator

ATTEST:

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Katie M. Schmidt  
Deputy City Clerk

Drafted by Joni Helmeke  
*TimeSaver Off Site Secretarial, Inc.*

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**CITY COUNCIL  
CITY OF RAMSEY  
ANOKA COUNTY  
STATE OF MINNESOTA**

The Ramsey City Council conducted a regular meeting on Tuesday, October 12, 2021, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Mark Kuzma  
Councilmember Ryan Heineman  
Councilmember Chelsee Howell  
Councilmember Debra Musgrove  
Councilmember Chris Riley  
Councilmember Dan Specht  
Councilmember Matt Woestehoff

Members Absent: None

Also Present: City Administrator Kurtis Ulrich  
City Engineer Bruce Westby

**1. CALL TO ORDER**

Mayor Kuzma called the regular meeting of the Ramsey City Council to order at 7:00 p.m., followed by the Pledge of Allegiance led by Mayor Kuzma.

**2. PRESENTATION**

**2.01: Presentation Regarding Ramsey's Historic Town Hall / School Survey**

City Administrator Ulrich introduced Ms. Erickson, a resident who has been interested for years in Ramsey's historic Town Hall. He explained the City has invested enough to keep the building properly maintained and repaired and recently there has been interest from private businesses. Staff estimated costs for rehabilitation but in the current construction environment, it was determined to not be feasible to move forward. City Administrator Ulrich stated Ms. Erickson organized a resident survey relating to Ramsey's historic Town Hall and is present tonight to share those findings.

Betty Erickson, 5500 164<sup>th</sup> Lane, stated she has lived in Ramsey for 35 years and thanked the City for its efforts in preserving the old Ramsey School House/Town Hall. She noted this brick building on Highway 47 is listed on the National Registry of Historic Places. Ms. Erickson shared the findings from an informal resident survey she conducted during Ramsey's Happy Days, noting of the five suggestions received, three came out on top: a teen/senior center, a multi-purpose community center, and an arts venue. Ms. Erickson explained this survey is a brief snapshot of what Ramsey residents were thinking on that one particular day but she thinks it shows a clear interest in opening the doors to a renovated historic building.

Ms. Erickson asked whether the City could conduct a broader survey to gain more data and publish the findings in the City's newsletter. She also asked whether the City, as the owner of the building, can apply for a Conditions Assessment Grant or Reuse Study Grant to obtain funds from the Legacy Amendment.

Ms. Erickson stated City Administrator Ulrich has the list of five suggestions: teen center, multi-purpose community center, arts venue, pub for craft brewery, and a We-Work site. There was also one suggestion for a playground drop-in daycare, which is popular with young mothers. She felt there was a growing interest amongst residents to preserve this building.

Mayor Kuzma thanked Ms. Erickson for her presentation.

City Administrator Ullrich stated the Community Development Manager will continue to look for businesses that may be interested in rehabbing this building and staff will also explore grant opportunities.

### **3. CITIZEN INPUT**

None.

### **4. APPROVE AGENDA**

Mayor Kuzma announced the following agenda change:

-Agenda Item 7.2, Consider Hiring an IT Support Technician Backfilling a Vacant Position, be removed from the agenda

Motion by Councilmember Musgrove, seconded by Councilmember Howell, to approve the agenda as amended.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Musgrove, Howell, Heineman, Riley, Specht, and Woestehoff. Voting No: None.

### **5. CONSENT AGENDA**

Councilmember Musgrove requested a correction to the September 14, 2021 City Council Work Session minutes, Page 6, seventh paragraph, first line, to change the expiration of Mr. Tinklenberg's contract from September 2021 to December 2021.

Motion by Councilmember Musgrove, seconded by Councilmember Specht, to approve the following items on the Consent Agenda:

5.01: Receive Cash & Investments for Period Ending September 30, 2021

5.02: Approve the following Meeting Minutes:

- 1) City Council Work Session dated September 14, 2021, as corrected above
- 2) City Council Regular dated September 14, 2021

- 3) City Council Special Work Session dated September 23, 2021
  - 4) City Council Work Session dated September 28, 2021
  - 5) City Council Regular Session dated September 28, 2021
- 5.03: Approve Business Licenses
- 5.04: Approve Rental Licenses
- 5.05: Approve Request to Declare Surplus Property
- 5.06: Adopt Resolution #21-290 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of September 23, 2021 through October 6, 2021
- 5.07: Adopt Resolution #21-289 Approving to Enter into a Residential Recycling Program Agreement with Anoka County

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Musgrove Specht, Heineman, Howell, Riley, and Woestehoff. Voting No: None.

## 6. PUBLIC HEARING

None.

## 7. COUNCIL BUSINESS

### **7.01: Adopt Resolution #21-291 Designating Cartway Route and Ordering Public Hearing for Petitioned Cartway Access to Thorn Lake Property (PID #04-32-25-31-0001); Case of Thomas and Pattiann Kurak**

City Engineer Westby reviewed the request of Thomas and Pattiann Kurak to designate an official cartway route to the northeast corner of the site to provide access to their 40-acre landlocked property north of 175<sup>th</sup> Avenue, east of Chameleon Street, and south of 178<sup>th</sup> Lane. He explained there are two options to consider: the route location proposed by the petitioner; and, the route proposed by staff that provides greater public benefit and less impacts to private property owners. City Engineer Westby stated the petitioner reviewed the case and agreed the route recommended by staff through Shawn Acres Park as a better route.

City Engineer Westby described the process involved to request and consider a cartway and explained that legislation was passed in 2006 that gives authority to cities to take easement from a private property for the benefit of another private property on a petitioned request. He reviewed the history of this petition and displayed a site map of the subject property that is wetland and may need to be delineated.

City Engineer Westby noted the two cartway statutes governing this consideration were included in the meeting packet. He explained the Council must hold a public hearing to receive input on the cartway petition request and staff recommends it be scheduled on December 12, 2021 as a 60-day notice to the Minnesota Department of Natural Resources (MnDNR) is required. The petitioner is required to provide notice to the MnDNR via certified mail and serve notice by hand to any affected landowners which, in this case, includes the City and one private property owner.

City Engineer Westby stated after tonight's meeting, he will notify the petitioner of the Council's decision and provide a copy of the executed resolution so they can serve the required notice. He explained that if the petitioner does not provide the required notice, it may result in delaying the public hearing to a future date.

City Engineer Westby stated the petitioner is responsible for any damages, including costs for professional services and purchase of the easement, if required, prior to opening the cartway. He noted the draft resolution requires the petitioner to provide a \$20,000 cash escrow to the City prior to holding the public hearing. Any unused escrow would be returned to the petitioner.

City Engineer Westby displayed a map depicting cartway route alternatives, reviewed rationale for staff's recommendation through Shawn Acres Park, and the wetland boundary mapping from the Anoka Conversation District. He stated the petitioners have indicated they understand all of the requirements, cost obligations, requirement to serve notice, and do not object to staff's recommendation.

City Engineer Westby presented revisions to the draft resolution as recommended by the City Attorney to delete paragraph four and add wording to the first sentence of paragraph six to say the judicial review is related to damages, needs, and purpose if the cartway is established. He reviewed the actions before the Council.

Councilmember Musgrove inquired about the request of funds and if the City will incur any costs.

City Engineer Westby explained all of the costs associated with this cartway petition, including what staff has put forth thus far, can be charged to the petitioner. This is why the up-front \$20,000 escrow is recommended.

Councilmember Riley noted the petitioner had petitioned specifically for a cartway but staff is suggesting an alternate route, to which the petitioner has agreed. He asked whether the petitioner needs to submit a revised petition.

City Engineer Westby stated they do not need to re-petition as it is within the City's right to choose a different route if in the public's best interest.

Councilmember Riley pointed out that the resolution lists two different routes.

City Engineer Westby explained the action before the Council is to adopt the resolution with the two routes listed, notice will be served to impacted property owners, the public hearing will be held, and after that the Council will be asked to approve a cartway route.

Councilmember Woestehoff asked if only affected property owners receive notice or all those within 200 feet.

City Engineer Westby stated the City Attorney's direction to staff was that the only order to be served by the petitioner is to affected land owners, which would be for property the cartway would

secure easements over. In this case, there are two land owners that the petitioner needs to serve notice.

Motion by Councilmember Musgrove, seconded by Councilmember Riley, to Adopt Amended Resolution #21-291 Designating Cartway Route and Ordering Public Hearing for Petitioned Cartway Access to Thorn Lake Property (PID #04-32-25-31-0001); Case of Thomas and Pattiann Kurak, using the alternate route through Shawn Acres Park with the amended resolution as stated.

Further discussion: Councilmember Musgrove thanked staff and residents for working together and bringing forward an alternate route, noting it shows a good working relationship.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Musgrove, Riley, Heineman, Howell, Specht, and Woestehoff. Voting No: None.

#### **7.02: Consider Hiring an IT Support Technician Backfilling a Vacant Position**

This item was removed upon adoption of the agenda.

### **8. MAYOR, COUNCIL AND STAFF INPUT**

City Administrator Ulrich announced the upcoming EDA sponsored Ramsey Business Expo on Saturday, October 16, 10 a.m. to 2 p.m., at the Adrenaline Sports Center.

City Administrator Ulrich stated the Public Works Department will be hosting an Open House at the new Public Works facility on October 16, 2021, from 2 p.m. to 4 p.m.

City Administrator Ulrich stated the Public Works Committee will meet on Tuesday, October 19, 2021 and the next City Council meeting is on Tuesday, October 26, 2021.

City Administrator Ulrich announced that the newly hired attorney and Community Development Director/Deputy City Administrator will begin work on November 1, 2021.

Councilmember Musgrove thanked the Fire Department for holding two Open Houses this week, noting they did a great job of representing the Department and engaging residents. She sent pictures of the event to staff and encouraged residents to also share their pictures. Councilmember Musgrove stated the new fire truck is impressive.

City Administrator Ulrich reported that the Fire Chief estimated over 300 people attended the two open houses.

### **9. ADJOURNMENT**

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

Motion carried.

The regular meeting of the City Council adjourned at 7:29 p.m.

Respectfully submitted,

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Kurtis G. Ulrich  
City Administrator

ATTEST:

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Katie M. Schmidt  
Deputy City Clerk

Drafted by Carla Wirth  
*TimeSaver Off Site Secretarial, Inc.*

**CC Regular Session**

**5. 5.**

**Meeting Date:** 10/26/2021

**Submitted For:** Sean Sullivan, Community Development

**By:** Wendy Schlueter, Community Development

**Information**

**Title**

Approve Business Licenses

**Purpose/Background:**

**Purpose:**

To obtain City Council approval of various license requests.

**Background:**

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

**Recommendation:**

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

**Action:**

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

**Attachments**

Business License Applications

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Sean Sullivan	Sean Sullivan	10/19/2021 10:57 AM
Bruce Westby	Bruce Westby	10/20/2021 01:35 PM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:17 PM
Form Started By: Wendy Schlueter		Started On: 10/19/2021 10:32 AM
Final Approval Date: 10/21/2021		

Report Name: License Report - License Types

Council Dates: 10/26/2021 to 10/26/2021

Status: Active, Inactive

License Type(s): 3.2 Beer Off-Sale, 3.2 Beer On-Sale  
Temporary, Liquor 2 A.M. Closing, Liquor Off-Sale,  
Liquor On-Sale, Liquor On-Sale Sunday, Temporary  
Intoxicating, Wine On-Sale, Amusement Center,  
Amusement Devices/Billiard Tables, Business License-1st  
Year, Business License-Renewal, Garbage Haulers,  
Pawnbroker, Multi-Family Rental, Second Hand Goods  
Dealer, Special Events, Temporary  
Amusement/Carnival/Circus, Therapeutic Massage  
Establishment, Therapeutic Massage Therapist, Tobacco,  
Transient Merchant/Peddler/Solicitor

# City of Ramsey License Report - License Types

Printed: 10/19/2021

Page: 1

<u>Company</u>	<u>Applicant</u>	<u>Location</u>	<u>Complex</u>	<u>Exp. Date</u>	<u>Council Date</u>	<u>Status</u>
<b>Special Events</b>						
Adrenaline Sports Center	Jason Jacob/Winter Expo	8310 147th La NW	Adrenaline Sports C	11/1/2021	10/26/2021	A

**Special Events License Count: 1**

### **Transient Merchant/Peddler/Solicitor**

Custom Remodelers Inc	Boriette D Pradel			12/31/2021	10/26/2021	A
Custom Remodelers Inc	Tristun E W Trudeau			12/31/2021	10/26/2021	A
Custom Remodelers Inc	Chris Lee Kearns			12/31/2021	10/26/2021	A
Custom Remodelers Inc	Zeke A Trudeau			12/31/2021	10/26/2021	A
Custom Remodelers Inc	Jared J Fromm			12/31/2021	10/26/2021	A
Custom Remodelers Inc	Hunter R Konkler			12/31/2021	10/26/2021	A

**Transient Merchant/Peddler/Solicitor License Count: 6**

**Total Licenses: 7**

**CC Regular Session**

**5. 6.**

**Meeting Date:** 10/26/2021

**By:** Brian McCann, Community  
Development

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**Information**

**Title**

Approve Rental Licenses

**Purpose/Background:**

Purpose: The purpose of this case is to approve rental license requests for 2021.

Background: Detached Single-Family Homes and Attached Single-Family Homes (townhomes, duplexes, etc.) are required to obtain a license (registration), but are not subject to inspections (unless the City has sufficient evidence of a violation of City Code).

Multi-Family Units (apartments, condos, etc.) are subject to the license and inspection program as required by code.

License application requests are attached for Council approval.

**Recommendation:**

Staff recommends approval of license applications.

**Action:**

Motion to approve rental license applications.

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**Attachments**

Rental License Applications

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**Form Review**

**Inbox**

Bruce Westby

Kurt Ulrich

Form Started By: Brian McCann

Final Approval Date: 10/21/2021

**Reviewed By**

Bruce Westby

Kurt Ulrich

**Date**

10/20/2021 01:49 PM

10/21/2021 02:04 PM

Started On: 10/14/2021 03:27 PM

Report Name: License Report - License Types  
Council Dates: 10/26/2021 to 10/26/2021  
Status: Active, Inactive  
License Type(s): Multi-Family Rental, Rental

# City of Ramsey

## License Report - License Types

Printed: 10/15/2021  
Page: 1

<u>Company</u>	<u>Applicant</u>	<u>Location</u>	<u>Complex</u>	<u>Exp. Date</u>	<u>Council Date</u>	<u>Status</u>
<b>Rental</b>						
Jordan & Karly Mathey		14629 Peridot St NW		10/22/2024	10/26/2021	A
HPA US1, LLC		15477 Sodium St NW		10/22/2024	10/26/2021	A
Ramsey Simons		14210 Xenon St NW #12		10/22/2024	10/26/2021	A

**Rental License Count: 3**

**Total Licenses: 3**

**CC Regular Session**

**5.7.**

**Meeting Date:** 10/26/2021

**By:** Tammy Oakes, Finance

**Information**

**Title**

Adopt Resolution #21-310 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of October 7, 2021 through October 20, 2021

**Purpose/Background:**

Adopt Resolution #21-310 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of October 7, 2021 through October 20, 2021

**Recommendation:**

Staff Recommends to Adopt Resolution #21-310 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of October 7, 2021 through October 20, 2021

**Action:**

Motion to Adopt Resolution #21-310 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of October 7, 2021 through October 20, 2021

**Attachments**

Bills List 10/26/2021

Resolution 21-310

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Diana Lund	Diana Lund	10/21/2021 07:54 AM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:56 PM
Form Started By: Tammy Oakes		Started On: 10/20/2021 04:11 PM
Final Approval Date: 10/21/2021		

<b>RAMSEY CITY COUNCIL MEETING</b>
<b>10/26/2021</b>
<b>BILLS LIST</b>

**DISBURSEMENTS TO BE APPROVED THIS MEETING:**

DISBURSEMENT TYPE:	<u>SUBMITTED FOR APPROVAL</u>
Purchase Journal:	
Prepays 10/7/2021-10/20/2021	421,465.79
Accounts Payable 10/7/2021-10/20/2021	625,349.08
Payroll 10/15/2021	204,461.57
Pay Estimates- Projects	1,355,101.61

**TOTAL SUBMITTED FOR APPROVAL THIS MEETING**

(Invoices Available for Reviewal)

**\$ 2,606,378.05**

<u>DISBURSEMENTS PREVIOUSLY APPROVED AND PAID:</u>	<u>APPROVED PREV. MTG</u>	<u>2021 Y.T.D.</u>
NET PAYROLL TOTAL	\$ 191,604.38	\$ 4,003,243.00
- CORRECTION TO PAYROLL		
PREPAIDS	613,113.94	9,416,889.44
- PREPAID ADJUSTMENTS		
WIRE TRANSFERS FOR DEBT SERVICE		412,455.64
- CORRECTION TO D.S.		
ACCOUNTS PAYABLE INVOICING - PREVIOUS MEETING:		
- BILLS LIST SUBMITTED	200,444.16	6,186,461.97
ADD (DELETE) BILLS LIST SUBMITTED		
PAY ESTIMATE(S)		13,569,849.05

**TOTAL CASH DISBURSEMENTS PREVIOUSLY APPROVED**

**\$ 1,005,162.48**

**\$ 33,588,899.10**

CITY OF RAMSEY  
Council Check Register by GL  
Council Check Register and Summary

10/7/2021 -- 12/31/2021

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
<b>113570</b>	<b>10/7/2021</b>		<b>110734 CITY OF RAMSEY</b>						
		139.96	UTILITY ACCOUNT 730125		109561	10072021	9601.4651		WATER REVENUE
		757.15	UTILITY ACCOUNT 725205		109561	10072021	9601.4651		WATER REVENUE
		84.69	UTILITY ACCOUNT 730017		109561	10072021	9601.4651		WATER REVENUE
		<u>981.80</u>							
<b>113571</b>	<b>10/7/2021</b>		<b>100111 COMMERCIAL ASPHALT COMPANY</b>						
		12.04	DISCOUNT ASPHALT		109556	210930	0311.6265		ASPHALT
		641.79	ASPHALT		109556	210930	0311.6265		ASPHALT
		<u>629.75</u>							
<b>113572</b>	<b>10/7/2021</b>		<b>100116 CONNEXUS ENERGY</b>						
		1,044.98	TRAFFIC SIGNALS		109546	759126-303100 SEPT 2021	0260.6371		ELECTRIC UTILITIES
		1,710.84	ELECTRIC/SEPTEMBER		109547	759126-303106 SEPT 2021	0311.6371		ELECTRIC UTILITIES
		2,844.93	ELECTRIC/SEPTEMBER		109547	759126-303106 SEPT 2021	0452.6371		ELECTRIC UTILITIES
		570.28	ELECTRIC/SEPTEMBER		109547	759126-303106 SEPT 2021	9601.6371		ELECTRIC UTILITIES
		570.28	ELECTRIC/SEPTEMBER		109547	759126-303106 SEPT 2021	9602.6371		ELECTRIC UTILITIES
		570.28	ELECTRIC/SEPTEMBER		109547	759126-303106 SEPT 2021	9605.6371		ELECTRIC UTILITIES
		85.00	ELECTRIC FOR SIRENS		109548	759126-303095 SEPT 2021	0250.6371		ELECTRIC UTILITIES
		10,309.89	759126-303101 AUG/SEPT		109549	759126-303101 SEPT 2021	9603.6371		ELECTRIC UTILITIES
		22,346.76	ELECTRIC FOR WATER UTILITY		109550	759126-303102 SEPT 2021	9601.6371		ELECTRIC UTILITIES
		1,266.98	ELECTRIC FOR SEWER UTILITY		109550	759126-303102 SEPT 2021	9602.6371		ELECTRIC UTILITIES
		344.70	759126-303107 AUGUST 2021		109551	759126-303107 SEPT 2021	0194.6371		ELECTRIC UTILITIES
		14,172.21	759126-303107 AUGUST 2021		109551	759126-303107 SEPT 2021	0194.6371		ELECTRIC UTILITIES
		1,352.90	759126-303107 AUGUST 2021		109551	759126-303107 SEPT 2021	0220.6371		ELECTRIC UTILITIES
		74.88	759126-303107 AUGUST 2021		109551	759126-303107 SEPT 2021	9230.6249		MISCELLANEOUS OPER/
		3,472.26	759126-303107 AUGUST 2021		109551	759126-303107 SEPT 2021	9240.6371		ELECTRIC UTILITIES
		525.24	759126-303107 AUGUST 2021		109551	759126-303107 SEPT 2021	9410.6371	00041012	ELECTRIC UTILITIES
		28.84	759126-303107 AUGUST 2021		109551	759126-303107 SEPT 2021	9410.6371	00041018	ELECTRIC UTILITIES
		<u>61,291.25</u>							
<b>113573</b>	<b>10/7/2021</b>		<b>107733 CONNEXUS ENERGY</b>						
		155.00	21-13 MOVE POLE PARKING STALLS		109554	ATC0021900	9214.6530	00202113	IMPROVEMENTS OTHER
		<u>155.00</u>							
<b>113574</b>	<b>10/7/2021</b>		<b>110569 INDY LIFT, INC.</b>						
		303.00	LIFT FOR BUILDING REPAIR		109543	45395	0194.6381		BUILDING & STRUCTURE
		<u>303.00</u>							

CITY OF RAMSEY  
 Council Check Register by GL  
 Council Check Register and Summary

10/7/2021 - 12/31/2021

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
113575	10/7/2021		<b>100351 NCPERS GROUP LIFE INS</b>						Continued.
		416.00	OCT 2021 PREMIUMS		109552	704800102021	9101.2170		DENTAL/DISABILITY/LIFE
						OCT 2021			
		<u>416.00</u>							
113576	10/7/2021		<b>118924 OLEK, THERESA</b>						
		119.52	UB REF 14538 WACO ST NW		109562	10052021	9601.4651		WATER REVENUE
		<u>119.52</u>							
113577	10/7/2021		<b>118321 RINGOLD, JAMES B</b>						
		35.00	2020 FRANCHISE FEE REBATE		109563	10052021	9435.6433		REFUNDS
		<u>35.00</u>							
113616	10/14/2021		<b>100012 ACE SOLID WASTE INC</b>						
		493.02	WASTE SERVICES		109601	7223442	0452.6374		REFUSE/RECYCLING
		229.93	WASTE SERVICES		109601	7223442	0194.6374		REFUSE/RECYCLING
		142.92	WASTE SERVICES		109601	7223442	0311.6374		REFUSE/RECYCLING
		142.93	WASTE SERVICES		109601	7223442	9601.6374		REFUSE/RECYCLING
		142.92	WASTE SERVICES		109601	7223442	9602.6374		REFUSE/RECYCLING
		458.35	WASTE SERVICES		109601	7223442	9604.6249		MISCELLANEOUS OPER/
		142.92	WASTE SERVICES		109601	7223442	9605.6374		REFUSE/RECYCLING
		36,639.88	OCTOBER RECYCLING		109602	7223431	9604.6489		OTHER CONTRACTED SI
		118.93	OCT REFUSE FOR FIRE STATIONS		109604	7230017	0220.6374		REFUSE/RECYCLING
		<u>38,511.80</u>							
113617	10/14/2021		<b>115915 BROST, C. ANTHONY</b>						
		280.00	HAPPY DAYS CAR SHOW DJ		109608	091121	0296.6249		MISCELLANEOUS OPER/
		<u>280.00</u>							
113618	10/14/2021		<b>100096 BRYAN ROCK PRODUCTS INC</b>						
		658.22	PW LANDSCAPING		109609	48786	9438.6269	00202007	LANDSCAPE MATERIALS
		<u>658.22</u>							
113619	10/14/2021		<b>107724 COMCAST</b>						
		6.99	OCT-DEC FIRE ST 1		109605	877210504012970	0220.6489		OTHER CONTRACTED SI
						8 OCT 2021			
		<u>6.99</u>							
113620	10/14/2021		<b>115607 DVS</b>						
		14.25	REG TABS-FIRE SQUAD 573		109611	10122021	0220.6257		OTHER VEHICLE PARTS
		<u>14.25</u>							
113621	10/14/2021		<b>118925 HENRICKSEN PSG</b>						
		77,732.05	FURNITURE		109603	21030350	9438.6520	00202007	BUILDINGS & STRUCTUF
		<u>77,732.05</u>							
113622	10/14/2021		<b>118928 MINNESOTA WILD RICE COMPANY LLC</b>						
		200.00	DRAW SEED		109600	09102021	0452.6269		LANDSCAPE MATERIALS
		<u>200.00</u>							
1003040	10/8/2021		<b>117418 ANDERSON, DEREK</b>						
		25.03	REIMB FOR TRAINING MEALS		109560	10052021	0211.6331		TRAVEL & LODGING
		<u>25.03</u>							
1003041	10/8/2021		<b>100647 BOLTON AND MENK INC</b>						
		1,395.50	CONSTRUCTION STAKING IP 21-00		109557	0275749	9402.6530	00202100	IMPROVEMENTS OTHER

CITY OF RAMSEY  
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10/7/2021 -- 12/31/2021

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
1003041	10/8/2021		<b>100647 BOLTON AND MENK INC</b>						Continued.
		2,275.00	CONSTRUCTION STAKING IP 21-02		109558	0275752	9435.6530	00202102	IMPROVEMENTS OTHER
		<u>3,670.50</u>							
1003042	10/8/2021		<b>112663 CAPSTONE HOMES INC</b>						
		1,500.00	REF EROS ESCR 8682 152ND AVE		109544	093021A	9804.6433	00118567	REFUNDS
		1,500.00	REF EROS ESCR 8714 152ND AVE		109545	093021B	9804.6433	00118619	REFUNDS
		1,500.00	REF EROS ESCR 8948 151ST LA NW		109553	100521	9804.6433	00118615	REFUNDS
		1,500.00	REF EROS ESC 8973 151ST LA NW		109555	100521B	9804.6433	00118447	REFUNDS
		<u>6,000.00</u>							
1003043	10/8/2021		<b>111137 WRIGHT HENNEPIN COOPERATIVE ELECTRIC</b>						
		83.85	C/H FIRE MONITORING		109559	150-1681-6340	0194.6489		OTHER CONTRACTED SI
						OCT 2021			
		68.85	7650 SUNWOOD DR		109564	150-1681-4280	9240.6315		MISCELLANEOUS PROFE
						OCT 2021			
		27.95	5650 ALPINE DR FIRE STATION #2		109565	150-1691-2206	0220.6489		OTHER CONTRACTED SI
						OCT 2021			
		35.90	7550 SUNWOOD DR		109566	150-1693-4968	0194.6489		OTHER CONTRACTED SI
						OCT 2021			
		889.01	EQUIP/PARTS, SECURITY INSTALL		109567	150-1696-8702	9438.6520	00202007	BUILDINGS & STRUCTUF
						OCT 2021			
		<u>1,105.56</u>							
1003083	10/15/2021		<b>113929 BAGNE, JAMES</b>						
		28.57	REIMB FOR TRAINING MEALS		109610	10122021	0211.6331		TRAVEL & LODGING
		15.95	REIMB FOR TRAINING MEALS		109610	10122021	0211.6331		TRAVEL & LODGING
		<u>44.52</u>							
1003084	10/15/2021		<b>112663 CAPSTONE HOMES INC</b>						
		1,500.00	REF EROS ESC 8772 151ST AVE NW		109606	101321A	9804.6433	00118545	REFUNDS
		1,500.00	REF EROS ESC 15225 TIGER ST NW		109607	101321B	9804.6433	00118620	REFUNDS
		<u>3,000.00</u>							
1003085	10/15/2021		<b>100291 MET COUNCIL SAC</b>						
		44,730.00	SEPT SAC REMITTANCE		109612	10142021	9602.2083		SAC CHARGES
		447.30	SEPT SAC REMITTANCE-DISCOUNT		109612	10142021	9602.4356		SEWER AVAILABILITY CH
		<u>44,282.70</u>							
1003086	10/15/2021		<b>116813 SCHMIDT, KATIE</b>						
		20.00	NOTARY RECORDING WITH COUNTY		109613	10062021	0130.6451		MEMBERSHIP DUES
		<u>20.00</u>							
1003087	10/20/2021		<b>100257 LAW ENFORCEMENT LABOR SRV INC</b>						
		889.00			109369	0930211054452	9101.2177		UNION DUES
		889.00			109591	101421822012	9101.2177		UNION DUES
		<u>1,778.00</u>							
1003088	10/20/2021		<b>100298 MN AFSCME COUNCIL 5</b>						
		498.56			109370	0930211054453	9101.2177		UNION DUES
		498.37			109592	101421822013	9101.2177		UNION DUES
		<u>996.93</u>							
96101521	10/15/2021		<b>107962 TOTAL ADMINISTRATIVE SERVICE CORP</b>						
		1,611.10			109586	1014218220110	9101.2176		LIFE/HEALTH-EMPLOYEE
		<u>1,611.10</u>							

CITY OF RAMSEY  
 Council Check Register by GL  
 Council Check Register and Summary

10/7/2021 - 12/31/2021

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
96101521	10/15/2021		107962 TOTAL ADMINISTRATIVE SERVICE CORP						Continued
97101521	10/15/2021		118579 ND CHILD SUPPORT DIVISION						
		287.08			109590	1014218220114	9101.2185		GARNISHMENTS/SUPPO
		287.08							
98101521	10/15/2021		115568 ALERUS FINANCIAL NA						
		4,564.37			109589	1014218220113	9101.2176		LIFE/HEALTH-EMPLOYEE
		4,564.37							
99101321	10/14/2021		100219 HOME DEPOT COMMERCIAL ACCT PROGRAM						
		93.68	SEPT 2021 PURCHASES		109599	09282021	0194.6259		BUILDING MAINT/REPAIR
		223.93	SEPT 2021 PURCHASES		109599	09282021	0194.6259		BUILDING MAINT/REPAIR
		317.61							
99101421	10/14/2021		100629 MN DEPT OF REV SALES TX						
		86.43	Sept Sales/Use Tax		109584	09302021	9101.4305		RENTAL FEES
		5.72	Sept Sales/Use Tax		109584	09302021	9101.4328		ACCIDENT REPORTS
		1.43	Sept Sales/Use Tax		109584	09302021	9101.4308		SALES OF MAPS & PUBL
		.39	Sept Sales/Use Tax		109584	09302021	9101.4609		OTHER MISCELLANEOUS
		333.03	Sept Sales/Use Tax		109584	09302021	9601.2082		SALES/USE TAX PAYABLE
		427.00							
99101521	10/15/2021		108768 COMDATA NETWORK INC						
		747.95	COMDATA SEPT GASOLINE		109615	SEPT 2021	0311.6223		GASOLINE
						STREET FUEL			
		1,253.63	COMDATA SEPT TRUCK FUEL		109616	SEPT 2021 FIRE	0220.6223		GASOLINE
						FUEL			
		185.42	COMDATA SEPT TRUCK DIESEL FUEL		109617	SEPT 2021 FIRE	0220.6225		DIESEL FUEL
						FUEL2			
		255.86	COMDATA FUEL STAFF VEHICLES		109618	SEPT 2021 BLDG	0194.6223		GASOLINE
						FUEL			
		48.28	WALMART-CITY COUNCIL BEVERAGES		109619	SEPT 2021 BRAY	0111.6249		MISCELLANEOUS OPER/
		250.00	BCA - SCHANTZEN TRAINING		109620	SEPT 2021	0211.6335		TRAINING
						FRANKFURTH			
		75.00	TRANSUNION - INVEST TOOL		109620	SEPT 2021	0211.6315		MISCELLANEOUS PROFE
						FRANKFURTH			
		375.00	BCA - ANDERSON TRAINING		109620	SEPT 2021	0211.6335		TRAINING
						FRANKFURTH			
		375.00	BCA - ENGLAND TRAINING		109620	SEPT 2021	0211.6335		TRAINING
						FRANKFURTH			
		55.34	ANOKA COUNTY DMV - TITLE		109620	SEPT 2021	0243.6249		MISCELLANEOUS OPER/
						FRANKFURTH			
		35.87	ANOKA COUNTY DMV - TITLE		109620	SEPT 2021	0243.6249		MISCELLANEOUS OPER/
						FRANKFURTH			
		250.00	EB FBI NAA NORTHWEST-TRAINING		109621	SEPT 2021	0211.6335		TRAINING
						KATERS			
		332.24	RADISSON HOTEL FARGO-3 NIGHTS		109621	SEPT 2021	0211.6331		TRAVEL & LODGING
						KATERS			
		13.29	MC HOTEL NETWORK RB EASYSAVING		109621	SEPT 2021	0211.6331		TRAVEL & LODGING
						KATERS			
		576.57	COMDATA GAS UTILITY VEHICLES		109622	SEPT 2021 WATER	9601.6223		GASOLINE
						FUEL			
		271.57	COMDATA GAS UTILITY VEHICLES		109623	SEPT 2021 SEWER	9602.6223		GASOLINE
						FUEL			
		336.89	COMDATA GAS FOR INSP VEHICLES		109624	SEPT 2021	0240.6223		GASOLINE

CITY OF RAMSEY  
 Council Check Register by GL  
 Council Check Register and Summary  
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Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Continued
99101521	10/15/2021		108768 COMDATA NETWORK INC							
						INSPECT FUEL				
		6,756.97	COMDATA SEPT VEH FUEL		109625	SEPT 2021 PD	0211.6223		GASOLINE	
						FUEL				
		1,621.00	COMDATA SEPT PARKS FUEL		109626	SEPT 2021 PARKS	0452.6223		GASOLINE	
						FUEL				
		554.31	COMDATA GAS ENGINEER VEHICLES		109627	SEPT 2021 ENG	0301.6223		GASOLINE	
						FUEL				
		26.53	COBORNS - BEV. FOR REC. EVENT		109628	SEPT 2021	9604.6249		MISCELLANEOUS OPER/	
						ANDERSON				
		9.22	RECYCLE TECHNOLOGIES-INK RECYC		109628	SEPT 2021	9604.6249		MISCELLANEOUS OPER/	
						ANDERSON				
		31.75	SUPPLIES SHOP-W2&1099 ENVELOPE		109629	SEPT 2021 LUND	0153.6204		STATIONERY, ENVELOPE	
		28.99	CUB-CAKE JACKIE'S LAST DAY		109629	SEPT 2021 LUND	0130.6249		MISCELLANEOUS OPER/	
		142.71	HILTON GARDEN INN - TRAIN. LOD		109630	SEPT 2021	0130.6331		TRAVEL & LODGING	
						LASHER				
		99.58	MAMA DELUCAS PIZZA - CC MEALS		109630	SEPT 2021	0111.6249		MISCELLANEOUS OPER/	
						LASHER				
		14.95	NATL STUDENT CLEARINGHSE-HAGEN		109630	SEPT 2021	0130.6306		PERSONNEL TESTING &	
						LASHER				
		85.96	COBORNS-BADGE PINNING CAKE		109631	SEPT 2021	0220.6249		MISCELLANEOUS OPER/	
						SCHIFERLI				
		89.23	CASEY'S - 9/11-HD VOL FOOD		109632	SEPT 2021	0111.6249		MISCELLANEOUS OPER/	
						SCHMITZ				
		106.29	ACAPULCO - 9/28-CC MEALS		109632	SEPT 2021	0111.6249		MISCELLANEOUS OPER/	
						SCHMITZ				
		87.89	COBORNS - 9/14-CC MEALS		109632	SEPT 2021	0111.6249		MISCELLANEOUS OPER/	
						SCHMITZ				
		22.45	COBORNS - 9/11-HD BAND COOLER		109632	SEPT 2021	0296.6249		MISCELLANEOUS OPER/	
						SCHMITZ				
		17.80	COBORNS - 9/11 - HD BAND FOOD		109632	SEPT 2021	0296.6249		MISCELLANEOUS OPER/	
						SCHMITZ				
		167.47	SUBWAY - 9/11 - HD VOLUN FOOD		109632	SEPT 2021	0296.6249		MISCELLANEOUS OPER/	
						SCHMITZ				
		163.96	COBORNS - 9/10 - HD VOLUN FOOD		109632	SEPT 2021	0296.6249		MISCELLANEOUS OPER/	
						SCHMITZ				
		28.47	AMZN MKTP-3KEYBOARD WRIST PADS		109633	SEPT 2021	0211.6208		MISCELLANEOUS OFFICI	
						TORSETH				
		18.74	AMZN MKTP-PACKAGING TAPE		109633	SEPT 2021	0211.6208		MISCELLANEOUS OFFICI	
						TORSETH				
		32.99	AMZN MKTP-STAPLER		109633	SEPT 2021	0211.6208		MISCELLANEOUS OFFICI	
						TORSETH				
		26.67	AMZN MKTP-FLASH DRIVES		109633	SEPT 2021	0211.6206		FILM, MICROFILM, TAPES	
						TORSETH				
		13.24	AMZN MKTP-TAPE & SWINGLINE FIN		109633	SEPT 2021	0211.6208		MISCELLANEOUS OFFICI	
						TORSETH				
		120.00	SECRETARY OF ST-HEDBURG NOTARY		109633	SEPT 2021	0211.6451		MEMBERSHIP DUES	
						TORSETH				
		20.00	SENSIBLE LAND COALITION-TRAINING		109634	SEPT 2021	0130.6335		TRAINING	
						ULRICH				
		409.48	CANAL PARK INN LODGING		109634	SEPT 2021	0130.6331		TRAVEL & LODGING	
						ULRICH				
		307.11	4IMPRINT - PW OPEN HOUSE SWAG		109635	SEPT 2021	0311.6249		MISCELLANEOUS OPER/	
						THORSTAD				
		40.98	AMAZON - PW OPEN HOUSE		109635	SEPT 2021	0311.6249		MISCELLANEOUS OPER/	

CITY OF RAMSEY  
 Council Check Register by GL  
 Council Check Register and Summary

10/7/2021 -- 12/31/2021

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99101521	10/15/2021		108768 COMDATA NETWORK INC						Continued.
						THORSTAD			
		152.82	COBORNS - HD VOLUNTEER MEALS		109635	SEPT 2021	0296.6249		MISCELLANEOUS OPER/
						THORSTAD			
		9.12	WALMART - HD DOG SHOW SUPPLIES		109635	SEPT 2021	0296.6249		MISCELLANEOUS OPER/
						THORSTAD			
		10.99	COBORN'S - HD COMMITTEE TREATS		109635	SEPT 2021	0296.6249		MISCELLANEOUS OPER/
						THORSTAD			
		2,980.51	USA INFLATABLES - HD REMAINING		109635	SEPT 2021	0296.6249		MISCELLANEOUS OPER/
						THORSTAD			
		1,575.00	MFSCB-RECERTIFICATIONS		109636	SEPT 2021	0220.6335		TRAINING
						KOHNER			
		539.93	AMAZON- CERT FRAMES		109636	SEPT 2021	0220.6249		MISCELLANEOUS OPER/
						KOHNER			
		718.55	NOWTHEN-GEAR GRID		109636	SEPT 2021	0220.6249		MISCELLANEOUS OPER/
						KOHNER			
		225.00	MSFCB- RECERT REFUND		109636	SEPT 2021	0220.6335		TRAINING
						KOHNER			
		725.00	EXPRESS SIGN-BIZ EXPO SIGNS		109637	SEPT 2021	9230.6246	00923001	MARKETING & PROMOTI
						SULLIVAN			
		207.02	FALL LINE- ROLLER		109638	SEPT 2021	0311.6257		OTHER VEHICLE PARTS
						RIEMER			
		75.00	UM- TRAINING		109638	SEPT 2021	0311.6335		TRAINING
						RIEMER			
		290.00	MN FALL MAINT EXP-PLOW TRINING		109638	SEPT 2021	0311.6335		TRAINING
						RIEMER			
		189.00	AMAZON- FRIDGE		109638	SEPT 2021	9438.6520	00202007	BUILDINGS & STRUCTUR
						RIEMER			
		240.00	DIVERSIFIED-TOOLS FOR UTIL DEP		109639	SEPT 2021	9601.6281		SMALL TOOLS & MINOR I
						NELSON			
		195.09	HOME DEPOT-TOOLS FOR UTIL DEP		109639	SEPT 2021	9601.6281		SMALL TOOLS & MINOR I
						NELSON			
		80.00	BLACK BEAR LODGE - 4 MEALS		109640	SEPT 2021	0211.6331		TRAVEL & LODGING
						CURTIS			
		132.00	SQ RAZOR-CAMP RIPLEY-MEALS		109640	SEPT 2021	0211.6331		TRAVEL & LODGING
						CURTIS			
		73.28	MAIN GATE BAR AND GRILL-MEALS		109640	SEPT 2021	0211.6331		TRAVEL & LODGING
						CURTIS			
		198.38	MARATHON PETROL RICE- UNIT319		109640	SEPT 2021	0211.6223		GASOLINE
						CURTIS			
		583.00	APA MN MEMBERSHIP		109641	SEPT 2021	0191.6451		MEMBERSHIP DUES
						MCGUIRE-BRIGL			
		100.00	APA MN MEMBERSHIP		109641	SEPT 2021	0191.6451		MEMBERSHIP DUES
						MCGUIRE-BRIGL			
		95.00	UM- WATER RESOURCES CONFERENCE		109642	SEPT 2021	0301.6335		TRAINING
						WESTBY			
		25,400.76							
99101821	10/18/2021		107885 DEPARTMENT OF LABOR AND INDUSTRY						
		2,477.35	Sept Bldg Surcharges		109614	09302021	9101.2081		SURCHARGES-PERMITS
		50.57	Sept Bldg Surcharges		109614	09302021	9101.4604		SURCHARGES
		2,426.78							
99184295	10/15/2021		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		10,512.48			109587	1014218220111	9101.2175		DEFERRED COMPENSAT
		10,512.48							

CITY OF RAMSEY  
 Council Check Register by GL  
 Council Check Register and Summary  
 10/7/2021 -- 12/31/2021

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description
99184295	10/15/2021		114790 GREAT WEST LIFE AND ANNUITY INS CO						Continued.
99186098	10/15/2021		114790 GREAT WEST LIFE AND ANNUITY INS CO						
		3,776.60			109588	1014218220112	9101.2176		LIFE/HEALTH-EMPLOYEE
		3,776.60							
99194176	10/15/2021		101306 IRS						
		210.63			109574	101221845212	9101.2171		FEDERAL WITHHOLDING
		1,246.44			109575	101221845213	9101.2173		FICA & MEDICARE-EMPL
		1,246.44			109576	101221845214	9101.2182		FICA & MEDICARE-EMPL
		375.00			109580	1012211123434	9101.2171		FEDERAL WITHHOLDING
		260.24			109581	1012211123435	9101.2173		FICA & MEDICARE-EMPL
		260.24			109582	1012211123436	9101.2182		FICA & MEDICARE-EMPL
		25,186.12			109596	101421822017	9101.2171		FEDERAL WITHHOLDING
		14,504.27			109597	101421822018	9101.2173		FICA & MEDICARE-EMPL
		14,504.27			109598	101421822019	9101.2182		FICA & MEDICARE-EMPL
		57,793.65							
99624320	10/15/2021		100398 PUBLIC EMPLOYEES RETIREMENT ASSN						
		108.33			109577	1012211123431	9101.2174		PERA-EMPLOYEE
		108.33			109578	1012211123432	9101.2183		PERA-EMPLOYER
		24,631.24			109593	101421822014	9101.2174		PERA-EMPLOYEE
		33,176.95			109594	101421822015	9101.2183		PERA-EMPLOYER
		58,024.85							
99625554	10/15/2021		100223 ICMA RETIREMENT TRUST 457						
		1,870.85			109585	101421822011	9101.2175		DEFERRED COMPENSAT
		1,870.85							
99923680	10/15/2021		100601 MN DEPT OF REV WH						
		158.13			109573	101221845211	9101.2172		STATE WITHHOLDING
		50.00			109579	1012211123433	9101.2172		STATE WITHHOLDING
		11,986.66			109595	101421822016	9101.2172		STATE WITHHOLDING
		12,194.79							
		421,465.79	Grand Total						

Payment Instrument Totals	
Checks	181,334.63
EFT Payments	179,207.92
A/P ACH Payment	60,923.24
Total Payments	421,465.79

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CITY OF RAMSEY  
Create Payment Control Groups

Payment Group Control Number 3297  
 Bank Account 999.1010 CASH IN BANK 00002224  
 Version LOGIS004V  
 Originator TOAKES  
 Payment Instrument Check Payment  
 Pay Through Date 12/31/2021

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
118854	AMERICAN DRAPERY SYSTEMS, INC	PAY APP 2 PW CAMPUS	PV	109728	001	09438	10/20/2021	10202021	902.28
	AMERICAN DRAPERY SYSTEMS, INC 676 MENDELSSOHN AVE N GOLDEN VALLEY MN 55427								Summary Total 902.28
									Payment Amount 902.28
100063	ASPEN MILLS		PV	109663	001	00999	10/1/2021	281470	107.90
	ASPEN MILLS 8201 C CENTRAL AVE NE SPRING LAKE PARK MN 55432								Summary Total 107.90
			PV	109680	001	00999	10/5/2021	281617	306.34
									Summary Total 306.34
		CUST ID 55303RPD / S.O. 8019	PV	109687	001	00999	10/6/2021	281753	219.00
									Summary Total 219.00
			PV	109688	001	00999	10/6/2021	281712	306.34
									Summary Total 306.34
									Payment Amount 939.58
118203	ATOMIC ARCHITECTURAL SHEET METAL INC	PAY APP 7 PW CAMPUS	PV	109720	001	09438	10/20/2021	10202021	1,255.90
	ATOMIC ARCHITECTURAL SHEET METAL INC 3207 LABORE ROAD VADNAIS HEIGHTS MN 55110								Summary Total 1,255.90
									Payment Amount 1,255.90
118685	BREDEMUS HARDWARE COMPANY INC	PAY APP 4 PW CAMPUS	PV	109722	001	09438	10/20/2021	10202021	2,155.86
	BREDEMUS HARDWARE COMPANY INC 1285 SYLVAN STREET ST PAUL MN 55117								Summary Total 2,155.86
									Payment Amount 2,155.86
118401	BROTHERS FIRE PROTECTION	PAY APP 6 PW CAMPUS	PV	109730	001	09438	10/20/2021	10202021	5,845.07
	BROTHERS FIRE PROTECTION 9950 EAST HIGHWAY 10 ELK RIVER MN 55330								Summary Total 5,845.07
									Payment Amount 5,845.07



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CITY OF RAMSEY  
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 Bank Account 999.1010 CASH IN BANK 00002224  
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 Payment Instrument Check Payment  
 Pay Through Date 12/31/2021

Payee Number	Name / Mailing Address	Stub Message	Document Ty Number	Item Itm	Co	Due Date	Invoice Number	Payment Amount
Payment Amount								675.00
118780	DONLAR CONSTRUCTION	PAY APP 3 PW CAMPUS	PV	109718	001 09438	10/20/2021	10202021	27,366.65
	DONLAR CONSTRUCTION 550 SHOREVIEW PARK ROAD SHOREVIEW MN 55126							Summary Total 27,366.65
Payment Amount								27,366.65
100684	EBERT CONSTRUCTION	PAY APP 7 PW CAMPUS	PV	109719	001 09438	10/20/2021	10202021	7,163.06
	EBERT CONSTRUCTION 23350 COUNTY ROAD 10 CORCORAN MN 55357							Summary Total 7,163.06
Payment Amount								7,163.06
106624	EHLERS AND ASSOCIATES, INC	TIF 14 Admin	PV	109761	001 00999	10/11/2021	88520	1,012.50
	EHLERS & ASSOCIATES, INC 3060 CENTRE POINTE DRIVE ROSEVILLE MN 55113-1105							Summary Total 1,012.50
		TIF 18 Public Hearing IFL	PV	109762	001 00999	10/11/2021	88521	405.00
Summary Total								405.00
Payment Amount								1,417.50
104267	ELITE SANITATION		PV	109709	001 00999	10/6/2021	28175	92.00
	ELITE SANITATION PO BOX 526 ELK RIVER MN 55330							Summary Total 92.00
Payment Amount								92.00
118778	EMANUELSON PODAS INC	Comissioning	PV	109647	001 00999	9/30/2021	019799	3,637.70
	EMANUELSON PODAS INC 7705 BUSH LAKE ROAD EDINA MN 55439							Summary Total 3,637.70
Payment Amount								3,637.70
104205	EXPRESS SIGNS INC		PV	109671	001 00999	10/1/2021	INV-6263	260.00
	EXPRESS SIGNS INC PO BOX 475 ANOKA MN 55303							Summary Total 260.00
Payment Amount								260.00

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CITY OF RAMSEY  
Create Payment Control Groups

Payment Group Control Number 3297  
 Bank Account 999.1010 CASH IN BANK 00002224  
 Version LOGIS004V  
 Originator TOAKES  
 Payment Instrument Check Payment  
 Pay Through Date 12/31/2021

Payee Number	Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
									260.00
100143	FERGUSON WATERWORKS # 2516		PV	109648	001	00999	9/30/2021	0483625	3,145.02
	FERGUSON WATERWORKS 2516 P O BOX 802817								Summary Total 3,145.02
	CHICAGO IL 60680-2817		PV	109652	001	00999	10/6/2021	0484054	1,209.75
									Summary Total 1,209.75
									Payment Amount 4,354.77
118461	GRANITE CITY ROOFING INC	PAY APP 4 PW CAMPUS	PV	109721	001	09438	10/20/2021	10202021	2,411.10
	GRANITE CITY ROOFING INC P O BOX 1482 ST CLOUD MN 56302								Summary Total 2,411.10
									Payment Amount 2,411.10
118922	HAUGO GEO TECHNICAL SERVICES, LLC		PV	109660	001	00999	10/1/2021	10616	4,920.00
	HAUGO GEO TECHNICAL SERVICES, LLC 13570 GROVE DRIVE #278								Summary Total 4,920.00
	MAPLE GROVE MN 55311		PV	109661	001	00999	10/1/2021	10618	7,520.00
									Summary Total 7,520.00
			PV	109665	001	00999	10/1/2021	10617	11,900.00
									Summary Total 11,900.00
									Payment Amount 24,340.00
117332	HEARTLAND TIRE INC		PV	109765	001	00999	10/15/2021	9023697	68.02
	HEARTLAND TIRE INC 7151 RIVERDALE DRIVE NW RAMSEY MN 55303								Summary Total 68.02
									Payment Amount 68.02
118930	HENDERSON U.S.A. RECREATION EQUIPMENT LI		PV	109679	001	00999	9/14/2021	206480	162.15
	HENDERSON U.S.A. RECREATION EQUIPMENT LI 11 GILBERTSON DRIVE PO BOX 68 SIMCOE ON N3Y4K8								Summary Total 162.15
									Payment Amount 162.15

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CITY OF RAMSEY  
Create Payment Control Groups

Payment Group Control Number 3297  
 Bank Account 999.1010 CASH IN BANK 00002224  
 Version LOGIS004V  
 Originator TOAKES  
 Payment Instrument Check Payment  
 Pay Through Date 12/31/2021

Number	Payee Name / Mailing Address	Stub Message	Document Ty	Number	Itm	Co	Due Date	Invoice Number	Payment Amount
113985	HYDRO KLEAN	CUST ID#100560	PV	109646	001	00999	9/27/2021	075617	15,354.13
	HYDRO KLEAN 333 NW 49TH PLACE DES MOINES IA 50313								Summary Total 15,354.13
									Payment Amount 15,354.13
106324	INSPECTRON INC		PV	109748	001	00999	10/7/2021	2021-162	8,150.00
	INSPECTRON INC CODE COMPLIANCE INSPECTIONS 15120 CHIPPENDALE AVE SUITE 202 ROSEMOUNT MN 55068								Summary Total 8,150.00
									Payment Amount 8,150.00
118923	INTERNATIONAL CODE COUNCIL, INC		PV	109643	001	00999	9/24/2021	1001402682	171.00
	INTERNATIONAL CODE COUNCIL 25442 NETWORK PLACE CHICAGO IL 60673-1254								Summary Total 171.00
									Payment Amount 171.00
107712	KLAMM MECHANICAL CONTRACTORS	PAY APP 9 PW CAMPUS	PV	109731	001	09438	10/20/2021	10202021	64,290.27
	KLAMM MECHANICAL CONTRACTORS 12409 COUNTY ROAD 11 BURNSVILLE MN 55337								Summary Total 64,290.27
									Payment Amount 64,290.27
100722	LATOUR VINYL	4 HELMET NAMES	PV	109706	001	00999	9/20/2021	09202021	28.00
	LATOUR VINYL 7747 158TH AVENUE NW RAMSEY MN 55303								Summary Total 28.00
									Payment Amount 28.00
100259	LEAGUE OF MN CITIES INS TRUST	INV 18022 & 18033	PV	109760	001	00999	10/1/2021	1001389 OCT 2021	1,010.30
	LEAGUE OF MN CITIES INS TRUST C/O BERKLEY RISK SERVICES INC P O BOX 581517 MINNEAPOLIS MN 55458-1517								Summary Total 1,010.30
									Payment Amount 1,010.30



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CITY OF RAMSEY  
Create Payment Control Groups

Payment Group Control Number 3297  
 Bank Account 999.1010 CASH IN BANK 00002224  
 Version LOGIS004V  
 Originator TOAKES  
 Payment Instrument Check Payment  
 Pay Through Date 12/31/2021

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty Number	Item Itm	Co	Due Date	Invoice Number	Payment Amount
	RICE MN 56367							
								Payment Amount
								1,350.00
118516	NORTHLAND PAVING LLC	PAY APP 3 PW CAMPUS	PV	109734	001 09438	10/20/2021	10202021	168,491.97
	NORTHLAND PAVING LLC 12450 BEARD AVENUE SOUTH BURNSVILLE MN 55337							Summary Total
								168,491.97
								Payment Amount
								168,491.97
117236	NORTHWEST ASPHALT AND MAINTENANCE	PAY APP 2 FINAL CRACK SEAL IMP	PV	109715	001 09101	10/20/2021	10202021	5,959.83
	NORTHWEST ASPHALT AND MAINTENANCE 11560 190TH STREET NE THIEF RIVER FALLS MN 56701							Summary Total
								5,959.83
								Payment Amount
								5,959.83
118202	OLYMPUS LOCKERS AND STORAGE	PAY APP 2 PW CAMPUS	PV	109727	001 09438	10/20/2021	10202021	47,582.65
	OLYMPUS LOCKERS AND STORAGE 6560 EDENVALE B EDEN MN 55346							Summary Total
								47,582.65
								Payment Amount
								47,582.65
118688	PETERSON COMPANIES INC	PAY APP 3 PW CAMPUS	PV	109736	001 09438	10/20/2021	10202021	55,272.11
	PETERSON COMPANIES INC 8326 WYOMING TRAIL CHISAGO CITY MN 55013							Summary Total
								55,272.11
								Payment Amount
								55,272.11
100393	PRAIRIE RESTORATIONS INC		PV	109755	001 00999	10/12/2021	#31320	272.12
	PRAIRIE RESTORATIONS INC 31646 128TH STREET PRINCETON MN 55371							Summary Total
								272.12
								Payment Amount
								272.12
118927	PREFERRED STRIPING LLC		PV	109693	001 00999	10/6/2021	3857	300.00

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CITY OF RAMSEY  
Create Payment Control Groups

Payment Group Control Number 3297  
 Bank Account 999.1010 CASH IN BANK 00002224  
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 Originator TOAKES  
 Payment Instrument Check Payment  
 Pay Through Date 12/31/2021

Payee Number	Name / Mailing Address	Stub Message	Document Ty Number	Item Itm	Co	Due Date	Invoice Number	Payment Amount
	PREFERRED STRIPING LLC 3683 144TH STREET NW MONTICELLO MN 55362							300.00
			Summary Total					300.00
			Payment Amount					300.00
112959	PREMIUM WATERS INC PREMIUM WATERS INC P O BOX 9128 MINNEAPOLIS MN 55480-9128	ACCT 621331 INV 318386291/318374113	PV	109711	001 00999	9/30/2021	318374099	16.59
								65.29
			Summary Total					65.29
			Payment Amount					81.88
117956	RJM CONSTRUCTION LLC RJM CONSTRUCTION LLC 830 BOONE AVENUE NORTH GOLDEN VALLEY MN 55427	PAY APP 13 PW CAMPUS	PV	109737	001 09438	10/20/2021	10202021	104,647.64
								104,647.64
			Summary Total					104,647.64
			Payment Amount					104,647.64
118164	RTL CONSTRUCTION INC RTL CONSTRUCTION INC 290 SARAZIN STREET SHAKOPEE MN 55379	PAY APP 9 PW CAMPUS	PV	109725	001 09438	10/20/2021	10202021	6,270.38
								6,270.38
			Summary Total					6,270.38
			Payment Amount					6,270.38
116043	SAFETY SIGNS LLC SAFETY SIGNS LLC 19784 KENRICK AVENUE LAKEVILLE MN 55044		PV	109710	001 00999	9/30/2021	21003498	1,050.00
								1,050.00
			Summary Total					1,050.00
			Payment Amount					1,050.00
117307	SEWER SERVICES SEWER SERVICES 25648 200TH STREET BELLE PLAINE MN 56011		PV	109740	001 00999	10/14/2021	18493	487.46
								487.46
			Summary Total					487.46
			Payment Amount					487.46
100440	SHORT ELLIOT HENDRICKSON INC SHORT ELLIOT HENDRICKSON INC		PV	109749	001 00999	10/13/2021	413794	1,786.69
								1,786.69
			Summary Total					1,786.69











R04570

CITY OF RAMSEY  
Create Payment Control Groups

Payment Group Control Number 3298  
 Bank Account 999.1010 CASH IN BANK 00002224  
 Version LOGIS004V  
 Originator TOAKES  
 Payment Instrument T A/P ACH Payment  
 Pay Through Date 12/31/2021

Payee		Stub	Document				Due	Invoice	Payment
Number	Name / Mailing Address	Message	Ty	Number	Itm	Co	Date	Number	Amount
									6,093.65
100158	ECM PUBLISHERS INC	AD #1170827	PV	109668	001	00999	10/1/2021	856376	80.63
	ECM PUBLISHERS INC			Summary Total					80.63
	4095 COON RAPIDS BLVD		PV	109695	001	00999	9/30/2021	22525	15.00
	COON RAPIDS MN 55433			Summary Total					15.00
		ACCT 370702	PV	109713	001	00999	10/8/2021	857349	64.50
				Summary Total					64.50
			PV	109758	001	00999	10/10/2021	857633	237.00
				Summary Total					237.00
				Payment Amount					397.13
108737	EMERGENCY AUTOMOTIVE TECHNOLOGY INC	Case # 21013814	PV	109571	001	00999	9/30/2021	DL05252121P	919.88
	EMERGENCY AUTOMOTIVE TECHNOLOGY INC			Summary Total					919.88
	2755 GENEVA AVE N	Case # 21120755	PV	109672	001	00999	10/6/2021	DL06242120C	1,683.80
	OAKDALE MN 55128			Summary Total					1,683.80
		Case # 21013814	PV	109674	001	00999	10/6/2021	DL081921-20	168.20
				Summary Total					168.20
		Case # 21120755	PV	109702	001	00999	10/8/2021	DL100821-23	420.39
				Summary Total					420.39
				Payment Amount					3,192.27
100200	GOPHER STATE ONE CALL INC	ACCT MN00633	PV	109662	001	00999	9/30/2021	1090689	437.40
	GOPHER STATE ONE CALL			Summary Total					437.40
	7223 PARKWAY DRIVE SUITE 210			Payment Amount					437.40
	HANOVER MD 21076-1317								
100650	GRAINGER	ACCT 806511127	PV	109657	001	00999	10/1/2021	9073104243	179.12
	GRAINGER INC			Summary Total					179.12
	DEPT. 806511127	ACCT 806511127	PV	109753	001	00999	10/14/2021	9086443273	428.40
	PALATINE IL 60038-0001			Summary Total					428.40
		ACCT 806511127	PV	109754	001	00999	10/14/2021	9086443265	195.92
				Summary Total					195.92
				Payment Amount					803.44

R04570

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 Pay Through Date 12/31/2021

Payee Number	Payee Name / Mailing Address	Stub Message	Document Ty	Document Number	Document Itm	Document Co	Due Date	Invoice Number	Payment Amount
108628	GROVE NURSERY		PV	109644	001	00999	9/23/2021	31556603	5,708.50
	GROVE NURSERY							Summary Total	5,708.50
	9650 TRAIL HAVEN ROAD		PV	109645	001	00999	9/17/2021	31556602	7,906.04
	CORCORAN MN 55340							Summary Total	7,906.04
								Payment Amount	13,614.54
100211	HAWKINS INC		PV	109703	001	00999	10/5/2021	6039841	5,126.02
	HAWKINS INC							Summary Total	5,126.02
	P O BOX 860263								
	MINNEAPOLIS MN 55486-0263							Payment Amount	5,126.02
112475	INNOVATIVE OFFICE SOLUTIONS	S27569	PV	109691	001	00999	10/7/2021	IN3513101	47.75
	INNOVATIVE OFFICE SOLUTIONS							Summary Total	47.75
	P O BOX 860627								
	MINNEAPOLIS MN 55486-0001							Payment Amount	47.75
100266	LOGIS		PV	109583	001	00999	9/30/2021	51040	62.50
	LOCAL GOVERNMENT INFORMATION SYSTEMS ASS							Summary Total	62.50
	5750 DULUTH STREET								
	GOLDEN VALLEY MN 55422-4036							Payment Amount	62.50
113658	MARCO		PV	109569	001	00999	10/1/2021	INV9190426	60.00
	MARCO							Summary Total	60.00
	NW 7128 PO BOX 1450		PV	109676	001	00999	10/6/2021	INV9207298	996.34
	MINNEAPOLIS MN 55485-7128							Summary Total	996.34
								Payment Amount	1,056.34
100283	MENARDS COON RAPIDS		PV	109682	001	00999	10/7/2021	60283	36.63
	MENARDS COON RAPIDS							Summary Total	36.63
	3045 MAIN STREET		PV	109683	001	00999	10/7/2021	60291	663.87
	COON RAPIDS MN 55433							Summary Total	663.87
								Payment Amount	700.50
100285	MET COUNCIL	inv #0001130601	PV	109667	001	00999	10/5/2021	0001130601	70,433.39

R04570

CITY OF RAMSEY  
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Payment Group Control Number 3298  
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 Payment Instrument T A/P ACH Payment  
 Pay Through Date 12/31/2021

Payee Number Name / Mailing Address	Stub Message	Document Ty Number Itm Co	Due Date	Invoice Number	Payment Amount
ENVIRONMENTAL SRV					
MET COUNCIL ENVIRONMENTAL SRV P O BOX 856513 MINNEAPOLIS MN 55485-6513		Summary Total			70,433.39
		Payment Amount			70,433.39
100289 METRO SALES INC METRO SALES INC 1620 EAST 78TH STEET MINNEAPOLIS MN 55423		PV 109570 001 00999	10/4/2021	INV1902456	2,230.60
		Summary Total			2,230.60
		Payment Amount			2,230.60
115375 MUTT MITT MUTT MITT 12316 WORLD TRADE DRIVE SUITE 102 SAN DIEGO CA 92128		PV 109689 001 00999	10/6/2021	440008	1,359.83
		Summary Total			1,359.83
		Payment Amount			1,359.83
115167 NET TRANSCRIPTS INC NET TRANSCRIPTS INC 20 E THOMAS RD #220 PHOENIX AZ 85012		PV 109690 001 00999	9/30/2021	#NT6297	30.14
		Summary Total			30.14
		Payment Amount			30.14
101234 NORTH VALLEY, INC NORTH VALLEY, INC 20015 IGUANA STREET NW NOWTHEN MN 55330	PAY APP 2 ADDITIONAL PVMT OVRL	PV 109714 001 09435	10/20/2021	10202021A	476,829.45
		Summary Total			476,829.45
	PAY APP 3 BUSINESS PARK 95 REC	PV 109716 001 09435	10/20/2021	10202021B	33,990.06
		Summary Total			33,990.06
	PAY APP 2 TIGER STREET RECON	PV 109717 001 09435	10/20/2021	10202021C	25,196.61
		Summary Total			25,196.61
		Payment Amount			536,016.12
100363 NORTHERN SANITARY SUPPLY CO NORTHERN SANITARY SUPPLY CO 341 COON RAPIDS BLVD		PV 109678 001 00999	10/6/2021	202715	1,500.33
		Summary Total			1,500.33
		PV 109708 001 00999	10/13/2021	202761	549.65



R04570

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 Originator TOAKES  
 Payment Instrument T A/P ACH Payment  
 Pay Through Date 12/31/2021

Number	Payee Name / Mailing Address	Stub Message	Document Ty Number Itm Co	Due Date	Invoice Number	Payment Amount
	620 MENDELSSOHN AVE NO SUITE 101 GOLDEN VALLEY MN 55427					894.49
			Payment Amount			894.49
116092	ROADKILL ANIMAL CONTROL	SEPT 2021	PV 109656 001 00999	9/30/2021	09302021	93.00
	ROADKILL ANIMAL CONTROL 520 HAROLD DRIVE BURNSVILLE MN 55337					93.00
			Summary Total			93.00
			Payment Amount			93.00
113499	ROSENBAUER MINNESOTA LLC	CUST ID #101168	PV 109681 001 00999	9/28/2021	67914	387,191.00
	ROSENBAUER MINNESOTA LLC P O BOX 549 5181 260TH STREET WYOMING MN 55092					387,191.00
			Summary Total			387,191.00
			Payment Amount			387,191.00
100431	SAFETY KLEEN CORPORATION		PV 109756 001 00999	10/6/2021	CN13624941	110.97
	SAFETY KLEEN CORPORATION PO BOX 975201 DALLAS TX 75397-5201					110.97
			Summary Total			110.97
			Payment Amount			110.97
110313	SUMMIT FIRE PROTECTION		PV 109675 001 00999	10/6/2021	130028385	20.00
	SUMMIT FIRE PROTECTION P O BOX 6205 CAROL STREAM IL 60197-6205					20.00
			Summary Total			20.00
			Payment Amount			20.00
112079	TOKLE INSPECTIONS INC		PV 109750 001 00999	10/5/2021	10052021	9,765.00
	TOKLE INSPECTIONS INC 1748 123RD AVENUE NW COON RAPIDS MN 55448					9,765.00
			Summary Total			9,765.00
			Payment Amount			9,765.00

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CITY OF RAMSEY  
Create Payment Control Groups

Payment Group Control Number 3298  
 Bank Account 999.1010 CASH IN BANK 00002224  
 Version LOGIS004V  
 Originator TOAKES  
 Payment Instrument T A/P ACH Payment  
 Pay Through Date 12/31/2021

Payee Number Name / Mailing Address	Stub Message	Document Ty Number Itm Co	Due Date	Invoice Number	Payment Amount
117767 TROULLIER, MARY  MARY TROULLIER 2721 DELAWARE ST SE MINNEAPOLIS MN 55414		PV 109685 001 00999	9/30/2021	#2	180.00
				Summary Total	180.00
				Payment Amount	180.00
106351 WATER LABORATORIES, INC  WATER LABORATORIES, INC 333 EAST MAIN STREET PO BOX 388 ELK RIVER MN 55330		PV 109655 001 00999	10/2/2021	8733	710.00
				Summary Total	710.00
				Payment Amount	710.00
112515 WSB AND ASSOCIATES INC  WSB AND ASSOCIATES INC 701 XENIA AVENUE SOUTH SUITE 300 MINNEAPOLIS MN 55416	EAW Trott Brook	PV 109744 001 00999	10/6/2021	R-017243-000-5	3,911.50
				Summary Total	3,911.50
				Payment Amount	3,911.50
				Total Amount to be Processed	1,075,953.69
				Total Number of Payments to be Processed	48

payables:

checks  
Ac #

\$ 904,497.00  
 1,075,953.69  
 -----  
 \$ 1,980,450.69

Councilmember introduced the following resolution and moved for its adoption:

**RESOLUTION #21-310**

**RESOLUTION APPROVING CASH DISBURSEMENTS MADE AND AUTHORIZING PAYMENT OF ACCOUNTS PAYABLE INVOICING RECEIVED DURING THE PERIOD OF OCTOBER 7, 2021 THROUGH OCTOBER 20, 2021**

**WHEREAS**, the City of Ramsey Finance Department has made cash disbursements and received accounts payable invoicing during the period of October 7, 2021, through October 20, 2021, in the amount of \$2,606,378.05 and

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

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

- 1) That the Ramsey City Council hereby approves the cash disbursements made and authorizes payment of the accounts payable invoices as detailed in the attached Bills List for the period October 7, 2021, through October 20, 2021, in the amount of \$2,606,378.05.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 26th day of October, 2021.

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Mayor

**ATTEST:**

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City Clerk

**CC Regular Session**

**5. 8.**

**Meeting Date:** 10/26/2021

**Submitted For:** Bruce Westby, Engineering/Public Works

**By:** Marsha Weidner, Engineering/Public Works

**Information**

**Title**

Adopt Resolution #21-293 Authorizing Partial Payment No. 2 to North Valley, Inc. for Improvement Project #21-02, for Tiger Street Reconstruction.

**Purpose/Background:**

Resolution and Pay Request (Attached).

**Funding Source:**

This work is being funded through the Pavement Management Fund.

**Recommendation:**

The Engineer Technician IV has inspected the completed work and recommends partial payment No. 2 to North Valley, Inc. of Nowthen, Minnesota for Improvement Project #21-02, Tiger Street Reconstruction, in the amount of \$25,196.61.

**Action:**

Motion to adopt Resolution #21-293 authorizing partial payment No. 2 to North Valley, Inc. of Nowthen, Minnesota for Improvement Project #21-02, Tiger Street Reconstruction, in the amount of \$25,196.61.

**Attachments**

Resolution

Pay Request

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Bruce Westby	Bruce Westby	10/16/2021 02:14 PM
Bruce Westby	Bruce Westby	10/20/2021 01:35 PM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:10 PM
Form Started By: Marsha Weidner		Started On: 10/15/2021 01:36 PM
Final Approval Date: 10/21/2021		

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-293**

**RESOLUTION AUTHORIZING PARTIAL PAYMENT NO. 2 TO NORTH VALLEY, INC., FOR IMPROVEMENT PROJECT #21-02, TIGER STREET RECONSTRUCTION**

**WHEREAS**, the City of Ramsey proposes to reconstruct Tiger Street between Armstrong Boulevard and 173<sup>rd</sup> Avenue in 2021 as identified in the 2021-2030 Capital Improvement Program; and

**WHEREAS**, pursuant to Ramsey City Council resolution #20-259, adopted November 10, 2020, the City Council accepted the quotes of Bolton & Menk, Inc. to provide topographic survey services, and Chosen Valley Testing for the geotechnical evaluation services required to design and prepare plans and specifications for said improvements; and

**WHEREAS**, City Staff has received the topographic survey and geotechnical evaluations and has the capacity to prepare plans and specifications for improvement project #21-02, Tiger Street Reconstruction; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-009, adopted January 12, 2021, the City Engineer has prepared plans and specifications for the purpose of advertising for bids for the same improvements; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-085, adopted April 13, 2021, the City Council approved final plans and specifications as prepared by the City Engineer and authorized advertisement for bids for said improvements; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-139, adopted May 25, 2021, the bid of North Valley, Inc., of Nowthen, Minnesota, in the amount of \$224,552.19, for the construction of said improvements was accepted; the Mayor and City Administrator were authorized and directed to enter into a contract with said bidder for the construction of said improvements for and on behalf of the City of Ramsey, and the City Administrator was hereby authorized to execute the proposal from Bolton & Menk, Inc. to provide construction staking services for said improvements in a total not-to-exceed amount of \$4,680 for the project; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-246 adopted Change Order No.1 in the amount of \$50,638.69 allowing the removal of 1,093 cubic yards of unsuitable materials from the road core which were discovered during construction and placement of 1,093 cubic yards of select granular material. The quantities of which were significantly greater than the approved plans and specifications accounted for; and

**WHEREAS**, as of October 26, 2021 \$214,486.53 has been paid to date; and

**WHEREAS**, the Engineer Technician IV has inspected the completed work and recommends partial payment No. 2 to North Valley, Inc. of Nowthen, Minnesota for Improvement Project #21-02, Tiger Street Reconstruction, in the amount of \$25,196.61.

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

- 1) That the City Council hereby authorizes partial payment No.2 to North Valley, Inc. of Nowthen Minnesota for Improvement Project #21-02, Tiger Street Reconstruction, in the total amount of \$25,196.61.
- 2) The City Council authorizes the Mayor and City Administrator to sign and release form for this payment.
- 3) The total amount of this payment is not included in resolutions approving payment of bills for the date of October 26, 2021.
- 4) That the City of Ramsey Finance Department will be given a signed copy of this resolution.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26<sup>th</sup> day of October, 2021.

\_\_\_\_\_  
Mayor

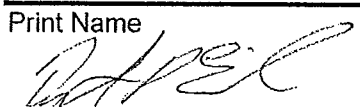
ATTEST:



\_\_\_\_\_  
City Clerk

## Pay Estimate Summary Sheet

Estimate Number: 2 Partial  
 Project Number: 21-02  
 Project Name: Tiger Street Reconstruction  
 Period Ending: September 30, 2021  
 Contractor: North Valley, Inc.  
 Address: 20015 Iguana Street NW, Suite 100 Nowthen, MN 55330

1	Original Contract Amount		\$	224,552.19
2	Change Order(s)	No. <u>1</u> Thru No. <u>1</u>	\$	41,039.00
3	Total Funds Encumbered		\$	265,591.19
4	Value of Work Completed		\$	252,298.04
	Value of Work Remaining	\$	13,293.15	
	Percent Complete	95%		
5	Retainage <u>5</u> %		\$	12,614.90
6	Previous Payment(s)		\$	214,486.53
7	Deductions or Charges			
8	Total Retainage, Payments & Deductions (Lines 5+6+7)		\$	227,101.43
	Payment Due (Lines 4-8)		\$	25,196.61

Certification of Partial Payment	
I hereby certify that, to the best of my knowledge and belief, all items, quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between owner and the undersigned Contractor, and as amended by any authorized changes and the foregoing is a true and correct statement of the contract amount for the period covered by this estimate.	
North Valley, Inc.	Timothy P. Erickson
Contractor Name	Print Name
Secretary/Treasurer	
Title	Signature
	October 14, 2021
	Date

City of Ramsey Approval	
	<u>10/14/21</u>
Signature (Project Engineer)	Date
	<u>10/15/21</u>
Signature (City Engineer)	Date

Item No.	MnDOT No.	Item Description	CONTRACT AMOUNT			COMPLETED THIS PERIOD		COMPLETED TO DATE		
			Unit	Estimated Quantity	Unit Price	Extended Total	Quantity	Extended Total	Quantity	Extended Total
1	2021.501	Mobilization	LS	1.0	\$ 4,809.18	\$ 4,809.18	0.0	\$ -	1.0	\$ 4,809.18
2	2104.502	Salvage & Install Mail Box Support	EA	9	\$ 133.59	\$ 1,202.31	0	\$ -	9	\$ 1,202.31
3	2104.503	Sawing Bituminous Pavement (Full Depth)	LF	306	\$ 2.00	\$ 612.00	0	\$ -	270	\$ 540.00
4	2104.503	Sawing Concrete Pavement (Full Depth)	LF	28	\$ 6.41	\$ 179.48	0	\$ -	28	\$ 179.48
5	2104.504	Remove Bituminous Pavement	SY	7239	\$ 3.75	\$ 27,146.25	0	\$ -	7338	\$ 27,517.50
6	2104.504	Remove Concrete Pavement	SY	31	\$ 10.09	\$ 312.79	0	\$ -	26	\$ 262.34
7	2104.504	Remove Gravel Surface	SY	123	\$ 3.29	\$ 404.67	0	\$ -	0	\$ -
8	2105.507	Common Excavation (EV)	CY	205	\$ 17.29	\$ 3,544.45	205	\$ 3,544.45	205	\$ 3,544.45
9	2105.507	Subgrade Excavation, Remove Unsuitable Material (EV)	CY	1509	\$ 0.01	\$ 15.09	0	\$ -	1509	\$ 15.09
10	2106.507	Select Granular Borrow (CV)	CY	100	\$ 10.69	\$ 1,069.00	0	\$ -	100	\$ 1,069.00
11	2112.519	Subgrade Preparation	RDST	22	\$ 193.76	\$ 4,282.72	0	\$ -	22	\$ 4,282.72
12	2118.507	Aggregate Surfacing, Class 5 Modified (L-V) Driveways	CY	30	\$ 65.79	\$ 1,973.70	0	\$ -	15	\$ 986.85
13	2130.523	Water	MGAL	80	\$ 37.40	\$ 2,992.00	0	\$ -	32	\$ 1,196.80
14	2211.507	Aggregate Base Class 5 Modified (CV)	CY	1510	\$ 23.89	\$ 36,073.90	0	\$ -	1261	\$ 30,125.29
15	2232.504	Mill Bituminous Surface (2.0")	SY	53	\$ 7.55	\$ 400.15	6	\$ 45.30	53	\$ 400.15
16	2357.506	Bituminous Material for Tack Coat	GAL	498	\$ 2.83	\$ 1,409.34	0	\$ -	350	\$ 990.50
17	2360.509	Type SP 12.5 Non Wearing Course Mixture (3.C) 2.0"	TON	783	\$ 63.80	\$ 49,955.40	0	\$ -	803	\$ 51,231.40
18	2360.509	Type SP 9.5 Wearing Course Mixture (3.C) 2.0"	TON	769	\$ 66.80	\$ 51,369.20	0	\$ -	789	\$ 52,705.20
19	2360.509	Type SP 6.5 Wearing Course Mixture (3.C) Driveways	TON	13	\$ 194.48	\$ 2,528.24	0	\$ -	23	\$ 4,473.04
20	2531.504	6" Concrete Pavement Driveways	SY	31	\$ 96.18	\$ 2,981.58	31	\$ 2,981.58	31	\$ 2,981.58
21	2540.601	Landscape Restoration	LS	1	\$ 534.36	\$ 534.36	1	\$ 534.36	1	\$ 534.36
22	2540.602	Temporary Mail Box Cluster	EA	1	\$ 427.48	\$ 427.48	0	\$ -	1	\$ 427.48
23	2563.601	Traffic Control	LS	1	\$ 2,564.90	\$ 2,564.90	0.5	\$ 1,282.45	1	\$ 2,564.90
24	2573.502	Stabilized Construction Exit	EA	2	\$ 587.79	\$ 1,175.58	1	\$ 587.79	1	\$ 587.79
25	2573.503	Erosion Control Log, Type Straw	LF	350	\$ 2.67	\$ 934.50	0	\$ -	558	\$ 1,489.86
26	2573.503	Silt Fence, Type MS	LF	2430	\$ 2.13	\$ 5,175.90	0	\$ -	1560	\$ 3,322.80
27	2574.507	Topsoil (LV)	CY	266	\$ 36.34	\$ 9,666.44	175	\$ 6,359.50	175	\$ 6,359.50
28	2574.508	Fertilizer Type 3	LBS	80	\$ 1.07	\$ 85.60	80	\$ 85.60	80	\$ 85.60
29	2575.505	Seeding	ACRE	0.76	\$ 1,603.05	\$ 1,218.32	1.00	\$ 1,603.05	1.00	\$ 1,603.05
30	2575.508	Hydraulic Mulch Matrix	LBS	3040	\$ 1.81	\$ 5,502.40	2900	\$ 5,249.00	2900	\$ 5,249.00
31	2575.508	Seed Mixture 25-151	LBS	95	\$ 4.26	\$ 404.70	90	\$ 383.40	90	\$ 383.40
32	2582.503	4" Double Solid Line Paint (Epoxy)	LF	1660	\$ 0.84	\$ 1,394.40	1970	\$ 1,654.80	1970	\$ 1,654.80
33	2582.503	4" Solid Line Paint (Epoxy)	LF	4480	\$ 0.42	\$ 1,881.60	4445	\$ 1,866.90	4445	\$ 1,866.90
34	2582.502	Pavement Message Paint (Epoxy)	EA	2	\$ 172.28	\$ 344.56	2	\$ 344.56	2	\$ 344.56
<b>GRAND TOTALS</b>					\$ 224,552.19	\$ 224,552.19		\$ 26,522.74		\$ 214,966.88

Item No.	MnDOT No.	Item Description	CONTRACT AMOUNT			COMPLETED THIS PERIOD		COMPLETED TO DATE		
			Unit	Estimated Quantity	Unit Price	Extended Total	Quantity	Extended Total	Quantity	Extended Total
9	2105.507	Subgrade Excavation, Remove Unsuitable Material (EV)	CY	1100	\$ 13.25	\$ 14,575.00	0	\$ -	940	\$ 12,455.00
10	2106.507	Select Granular Borrow (CV)	CY	800	\$ 33.08	\$ 26,464.00	0	\$ -	752	\$ 24,876.16
<b>CHANGE ORDER No. 1 Total</b>					\$ 41,039.00	\$ 41,039.00		\$ -		\$ 37,331.16
<b>GRAND TOTALS</b>					\$ 265,591.19	\$ 265,591.19		\$ 26,522.74		\$ 252,298.04

Internal City Use Only		Pavement Management Funds	Total Funds
		\$ 26,522.74	\$ 252,298.04
		\$ 26,522.74	\$ 252,298.04

**CC Regular Session**

**5. 9.**

**Meeting Date:** 10/26/2021

**Submitted For:** Bruce Westby, Engineering/Public Works

**By:** Marsha Weidner, Engineering/Public Works

**Information**

**Title**

Adopt Resolution #21-294, Authorizing Partial Payment No. 2 to North Valley, Inc. from Nowthen, Mn for Improvement Project #21-12, 2021 Additional Pavement Overlay Improvement.

**Purpose/Background:**

Resolution and Pay Request Attached.

**Funding Source:**

This work is being funded through the Pavement Management Fund and the Storm Sewer Utility Fund.

**Recommendation:**

The Engineer Technician IV has inspected the completed work and recommends partial payment No. 2 to North Valley, Inc. from Nowthen, Minnesota for Improvement Project #21-12, 2021 Additional Pavement Overlay Improvements, in the amount of \$476,829.45.

**Action:**

Motion to adopt Resolution #21-294 authorizing partial payment No. 2 to North Valley, Inc. from Nowthen, Minnesota for Improvement Project #21-12, 2021 Additional Pavement Overlay Improvements, in the amount of \$476,829.45.

**Attachments**

Resolution

Pay Estimate

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Bruce Westby	Bruce Westby	10/16/2021 01:14 PM
Bruce Westby	Bruce Westby	10/20/2021 01:36 PM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:05 PM
Form Started By: Marsha Weidner		Started On: 10/15/2021 10:45 AM
Final Approval Date: 10/21/2021		

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-294**

**RESOLUTION AUTHORIZING PARTIAL PAYMENT NO. 2 TO NORTH VALLEY, INC. FOR IMPROVEMENT PROJECT #21-12, 2021 ADDITIONAL PAVEMENT OVERLAY IMPROVEMENTS**

**WHEREAS**, the City of Ramsey proposes to overlay the pavement on numerous street segments in 2021 as identified within the 2021 – 2030 Capital Improvement Program and in the City of Ramsey 2021 – 2030 Capital Improvement Program included \$1,878,700 Pavement Management Funds for 2021 street improvement projects including Improvement Projects 21-02, 21-03, 21-04, and 21-05; and

**WHEREAS**, the awarded bids for the 2021 street improvement projects will draw \$1,313,831.08 from the Pavement Management Fund; and

**WHEREAS**, Staff proposes to expend an additional estimated \$671,000 on pavement overlay improvements in 2021 to utilize the entire 2021 Pavement Management Fund budget; and

**WHEREAS**, Staff proposes to overlay an additional 2.58 miles of street segments in 2021 as identified within the 2021 – 2030 Capital Improvement Program for 2022 pavement overlay improvements; and

**WHEREAS**, funding for this improvement is proposed to come from the Pavement Management Fund and Stormwater Utility Fund with a total estimated project cost of \$694,000; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-159 adopted June 8, 2021, the City Engineer has prepared plans and specifications for the purpose of advertising for bids for the same improvements; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-180, adopted June 22, 2021, the City Council approved final plans and specifications as prepared by the City Engineer and authorized advertisement for bids for said improvements; and

**WHEREAS**, Six (6) bids were received, opened, and tabulated on July 19, 2021, and the following bids were found to comply with the approved plans and specifications and advertisements for bids; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-200 adopted July 27, 2021 the bid of North Valley, Inc. of Nowthen, Minnesota in the amount of \$563,416.59, for the construction of said improvements was accepted, the Mayor and City Administrator were authorized and directed to enter into a contract with said bidder for the construction of said improvements for and on behalf of the City of Ramsey, and the City Administrator was authorized to execute the proposal from Bolton & Menk, Inc. to provide construction staking services for said improvements in a total not-to-exceed amount of \$1,560 for the project; and

**WHEREAS**, as of October 26, 2021 \$58,521.29 has been paid to date; and

**WHEREAS**, the Engineer Technician IV has inspected the completed work and recommends partial payment No. 2 to North Valley, Inc. of Nowthen, Minnesota, for Improvement Project #21-12, 2021 Additional Pavement Overlay Improvements, in the amount of \$476,829.45.

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

- 1.) That the City Council hereby authorizes partial payment No. 2 to North Valley, Inc. of Nowthen, Minnesota for Improvement Project #21-12, 2021 Additional Pavement Overlay Improvements, in the amount of \$476,829.45.
- 2) The City Council authorizes the Mayor and City Administrator to sign and release form for this payment.
- 3) The total amount of this payment is not included in resolutions approving payment of bills for the date of October 26, 2021.
- 4) That the City of Ramsey Finance Department will be given a signed copy of this resolution.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

---

Mayor

**ATTEST:**

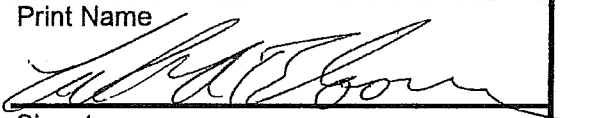
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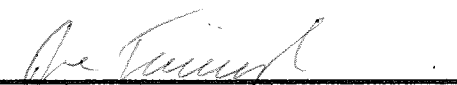

City Clerk

## Pay Estimate Summary Sheet

Estimate Number:	2	Partial
Project Number:	21-12	
Project Name:	2021 Additional Pavement Overlay Improvements	
Period Ending	September 30, 2021	
Contractor:	North Valley, Inc.	
Address:	20015 Iguana Street NW, Suite 100, Nowthen, MN 55330	

1	Original Contract Amount		\$ 563,416.59
2	Change Order(s) No. _____ Thru No. _____		
3	Total Funds Encumbered		\$ 563,416.59
4	Value of Work Completed		\$ 563,527.10
	Value of Work Remaining	\$ (110.51)	
	Percent Complete	100%	
5	Retainage <u>5</u> %		\$ 28,176.36
6	Previous Payment(s)		\$ 58,521.29
7	Deductions or Charges		
8	Total Retainage, Payments & Deductions (Lines 5+6+7)		\$ 86,697.65
	Payment Due (Lines 4-8)		\$ 476,829.45

Certification of Partial Payment	
I hereby certify that, to the best of my knowledge and belief, all items, quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between owner and the undersigned Contractor, and as amended by any authorized changes and the foregoing is a true and correct statement of the contract amount for the period covered by this estimate.	
North Valley, Inc.	Leslie A. Bloom
Contractor Name	Print Name
Vice President	
Title	Signature
	October 11, 2021
	Date

City of Ramsey Approval	
	10/13/21
Signature (Project Engineer)	Date
	10/13/21
Signature (City Engineer)	Date

2021 Additional Pavement Overlay Improvements  
 I.P. 21-12  
 Estimate No. 2 Partial  
 Period Ending September 30, 2021

Item No.	MnDOT No.	Item Description	CONTRACT AMOUNT				COMPLETED THIS PERIOD		COMPLETED TO DATE	
			Unit	Estimated Quantity	Unit Price	Extended Total	Quantity	Extended Total	Quantity	Extended Total
1	2021.501	MOBILIZATION	LS	1.0	\$ 30,560.12	\$ 30,560.12	0.75	\$ 22,920.09	1.00	\$ 30,560.12
2	2104.502	REMOVE CASTING	EA	10	\$ 160.84	\$ 1,608.40	2	\$ 321.68	11	\$ 1,769.24
3	2104.503	REMOVE CONCRETE CURB AND GUTTER	LF	333	\$ 11.45	\$ 3,812.85	0	\$ -	353	\$ 4,041.85
4	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LF	1502	\$ 2.41	\$ 3,619.82	0	\$ -	675	\$ 1,626.75
5	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LF	133	\$ 6.43	\$ 855.19	0	\$ -	172	\$ 1,105.96
6	2104.504	REMOVE BITUMINOUS PAVEMENT	SY	100	\$ 11.64	\$ 1,164.00	281	\$ 3,270.84	463	\$ 5,389.32
7	2104.504	REMOVE CONCRETE WALK	SY	135	\$ 11.72	\$ 1,582.20	0	\$ -	135	\$ 1,582.20
8	2211.507	AGGREGATE BASE CLASS 5 MODIFIED (CV)	CY	55	\$ 88.70	\$ 4,878.50	19	\$ 1,685.30	40	\$ 3,548.00
9	2231.604	BITUMINOUS PATCH	SY	460	\$ 25.64	\$ 11,794.40	554	\$ 14,204.56	554	\$ 14,204.56
10	2332.504	MILL BITUMINOUS SURFACE (2.0")	SY	46806	\$ 1.18	\$ 55,231.08	34079	\$ 40,213.22	50379	\$ 59,447.22
11	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GAL	3278	\$ 2.84	\$ 9,309.52	2982	\$ 8,468.88	2982	\$ 8,468.88
12	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C) 2.0"	TON	5151	\$ 68.25	\$ 351,555.75	5344	\$ 364,728.00	5344	\$ 364,728.00
13	2503.602	GROUT CATCH BASIN	EA	40	\$ 176.93	\$ 7,077.20	0	\$ -	37	\$ 6,546.41
14	2503.602	RESET CATCH BASIN	EA	1	\$ 294.88	\$ 294.88	2	\$ 589.76	11	\$ 3,243.68
15	2504.602	ADJUST VALVE BOX	EA	21	\$ 80.42	\$ 1,688.82	2	\$ 160.84	3	\$ 241.26
16	2506.502	ADJUST FRAME AND RING CASTING	EA	37	\$ 187.65	\$ 6,943.05	1	\$ 187.65	16	\$ 3,002.40
17	2506.502	CASTING ASSEMBLY	EA	10	\$ 723.79	\$ 7,237.90	2	\$ 1,447.58	11	\$ 7,961.69
18	2521.504	6" CONCRETE WALK	SY	209	\$ 73.32	\$ 15,323.88	105	\$ 7,698.60	105	\$ 7,698.60
19	2531.503	CONCRETE CURB & GUTTER DESIGN B618	LF	216	\$ 39.48	\$ 8,527.68	108	\$ 4,263.84	108	\$ 4,263.84
20	2531.503	SURMOUNTABLE	LF	241	\$ 39.48	\$ 9,514.68	120	\$ 4,737.60	120	\$ 4,737.60
21	2531.618	TRUNCATED DOMES	SF	197	\$ 50.76	\$ 9,999.72	100	\$ 5,076.00	100	\$ 5,076.00
22	2540.601	LANDSCAPE RESTORATION	LS	1	\$ 2,680.71	\$ 2,680.71	0	\$ -	0	\$ -
23	2563.601	TRAFFIC CONTROL	LS	1	\$ 4,664.44	\$ 4,664.44	0.5	\$ 2,332.22	1	\$ 4,664.44
24	2574.507	TOPSOIL (LV)	CY	29	\$ 76.78	\$ 2,226.62	22	\$ 1,689.16	22	\$ 1,689.16
25	2575.504	SODDING TYPE LAWN	SY	191	\$ 58.98	\$ 11,265.18	304	\$ 17,929.92	304	\$ 17,929.92
<b>GRAND TOTALS</b>						\$ 563,416.59	\$ 501,925.74	\$ 563,416.59	\$ 501,925.74	\$ 563,416.59

Internal City Use Only		Extended Total
Pavement Management Funds		\$ 499,566.72
Storm Sewer Utility Funds		\$ 2,359.02
Total Funds		\$ 501,925.74

**CC Regular Session**

**5. 10.**

**Meeting Date:** 10/26/2021

**Submitted For:** Bruce Westby, Engineering/Public Works

**By:** Marsha Weidner, Engineering/Public Works

**Information**

**Title**

Adopt Resolution #21-295 Authorizing Final Payment to Northwest Asphalt and Maintenance of Thief River Falls, Minnesota for Improvement Project #21-06, Crack Seal Improvements.

**Purpose/Background:**

Resolution and Pay Request Attached.

**Observations/Alternatives:**

Issuing final payment will be contingent on receipt of the following items from Northwest Asphalt and Maintenance:

1. IC 134 (Contractor’s Withholding Affidavit showing compliance with the provisions of Minnesota Statute 290.92 requiring withholding state income tax)
2. Waiver of Mechanic’s Lien Rights (Affidavits that all claims against Northwest Asphalt and Maintenance by reasons of the contract have been fully paid or satisfactorily secured)
3. Consent of Surety to Final Payment (Certification from the contractor’s surety)

Following receipt of these items, final payment will be issued.

**Recommendation:**

The Engineer Technician IV has inspected the completed work and recommends final payment to Northwest Asphalt & Maintenance of Thief River Falls, Minnesota for Improvement Project #21-06, 2021 Crack Seal Improvements, in the amount of \$5,959.83.

**Action:**

Motion to adopt Resolution #21-295 authorizing final payment to Northwest Asphalt & Maintenance of Thief River Falls, Minnesota for Improvement Project #21-06, 2021 Crack Seal Improvements, in the amount of \$5,959.83.

**Attachments**

Resolution

Pay Request

**Form Review**

Inbox	Reviewed By	Date
Kurt Ulrich	Marsha Weidner	10/15/2021 11:41 AM
Kurt Ulrich	Megan Thorstad	10/15/2021 11:49 AM
Bruce Westby	Bruce Westby	10/16/2021 01:24 PM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:06 PM
Bruce Westby	Bruce Westby	10/21/2021 02:24 PM
Form Started By: Marsha Weidner		Started On: 10/15/2021 11:21 AM



Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-295**

**RESOLUTION AUTHORIZING FINAL PAYMENT TO NORTHWEST ASPHALT AND MAINTENANCE, FOR IMPROVEMENT PROJECT #21-06, 2021 CRACK SEAL IMPROVEMENTS**

**WHEREAS**, the City of Ramsey can most cost-effectively maximize the life of the bituminous pavement on public streets by sealing cracks on an annual basis; and

**WHEREAS**, the City of Ramsey adopted a budget for 2021 including \$200,000 to crack seal the bituminous pavement on numerous public street segments in support of the City's Pavement Management Program; and

**WHEREAS**, pursuant to adoption of Resolution #21-023 on January 26, 2021, the City Council approved final plans and specifications as prepared by the City Engineer and authorized advertisements for bids said improvements; and

**WHEREAS**, bids were advertised in the Anoka Union Herald, Finance and Commerce on January 29, and February 5<sup>th</sup>, 2021; and

**WHEREAS**, seven (7) bids were received, opened, and tabulated on March 2, 2021, and the following bids were found to comply with the approved plans and specifications and advertisements for bids, and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-056, adopted March 9, 2021, the bid of Northwest Asphalt & Maintenance of Thief River Falls, Minnesota, in the amount of \$110,428.07, for the construction of said improvements was accepted; and the Mayor and City Administrator were authorized and directed to enter into a contract with said bidder for the construction of said improvements for and on behalf of the City of Ramsey; and

**WHEREAS**, as of October 26, 2021 \$113,236.67 has been paid to date; and

**WHEREAS**, the Engineer Technician IV has inspected the completed work and recommends final payment to Northwest Asphalt & Maintenance of Thief River Falls, Minnesota for Improvement Project #21-06, 2021 Crack Seal Improvements, in the amount of \$5,959.83.

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

- 1) That the City Council hereby authorizes final payment to Northwest Asphalt & Maintenance of Thief River Falls, Minnesota for Improvement Project #21-06, 2021 Crack Seal Improvements, in the amount of \$5,959.83
- 2) The City Council hereby accepts the project and authorizes the Mayor and City Administrator to sign and release form for this payment.
- 3) The total amount of this payment is not included in resolutions approving payment of bills for the date of October 26, 2021.

4) That the City of Ramsey Finance Department will be given a signed copy of this resolution.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

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Mayor

**ATTEST:**

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City Clerk

### Pay Estimate Summary Sheet

Estimate Number: 2 Final  
 Project Number: 21-06  
 Project Name: 2021 Crack Seal Improvements  
 Period Ending: September 30, 2021  
 Contractor: Northwest Asphalt and Maintenance  
 Address: 11560 190th Street NE, Thief River Falls, MN 56701

1	Original Contract Amount		\$ 110,428.07
2	Change Order(s) No. _____ Thru No. _____		
3	Total Funds Encumbered		\$ 110,428.07
4	Value of Work Completed		\$ 119,196.50
	Value of Work Remaining	\$ (8,768.43)	
	Percent Complete	100%	
5	Retainage <u>0</u> %		\$ -
6	Previous Payment(s)		\$ 113,236.67
7	Deductions or Charges		
8	Total Retainage, Payments & Deductions (Lines 5+6+7)		\$ 113,236.67
	Payment Due (Lines 4-8)		\$ 5,959.83

Certification of Final Payment	
I hereby certify that, to the best of my knowledge and belief, all items, quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between owner and the undersigned Contractor, and as amended by any authorized changes and the foregoing is a true and correct statement of the amount for the Final Estimate, the provisions of M.S. 290.92 have been complied with and that all claims against me by reason of the contract have been paid or satisfactorily secured.	
<u>Northwest Asphalt Maint.</u> Contractor Name	<u>Jared D. Peterick</u> Print Name
<u>President</u> Title	<u>Jared D. Peterick</u> Signature
	<u>10-13-21</u> Date

City of Ramsey Approval	
<u>[Signature]</u> Signature (Project Engineer)	<u>10/13/21</u> Date
<u>[Signature]</u> Signature (City Engineer)	<u>10/13/21</u> Date

2021 Crack Seal Improvements

I.P. 21-06

Estimate No. 2 Final

Period Ending September 30, 2021

Item No.	Item Description	Unit	CONTRACT AMOUNT			COMPLETED THIS PERIOD		COMPLETED TO DATE	
			Estimated Quantity	Unit Price	Extended Total	Quantity	Extended Total	Quantity	Extended Total
1	MOBILIZATION	LS	1.0	\$ 2,500.00	\$ 2,500.00	0.0	\$ -	1.0	\$ 2,500.00
2	Traffic Control	LS	1	\$ 2,500.00	\$ 2,500.00	0	\$ -	1	\$ 2,500.00
3	Bituminous Crack Seal Material	LBS	106493	\$ 0.99	\$ 105,428.07	0	\$ -	115350	\$ 114,196.50
<b>GRAND TOTALS</b>					<b>\$ 110,428.07</b>		<b>\$ -</b>		<b>\$ 119,196.50</b>

<i>Internal City Use Only</i>			
	<i>General Fund</i>		\$ -
	<i>City Payment Fund Source #2</i>		\$ 119,196.50
	<i>City Payment Fund Source #3</i>		
	<i>City Payment Fund Source #4</i>		
	<i>City Payment Fund Source #5</i>		

**CC Regular Session**

**5. 11.**

**Meeting Date:** 10/26/2021

**Submitted For:** Grant Riemer, Engineering/Public Works

**By:** MaryJo Warner, Engineering/Public Works

**Information**

**Title**

Adopt Resolution #21-297 Authorizing Partial Payment #13 to RJM Construction for Improvement Project 20-07 New Public Works Facility

**Purpose/Background:**

Resolution and Pay Estimate #13 attached.

**Observations/Alternatives:**

Checks are made payable and addressed to contractors, payments will be sent to RJM Construction, LLC for disbursement as listed in the attached Resolution #21-297.

**Funding Source:**

Funding for this this item was budgeted as part of the public works building project.

**Recommendation:**

The Public Works Superintendent has inspected the completed work and recommends approving partial payment #13 in the amount of \$813,125.66 to RJM Construction for Improvement Project #20-07, New Public Works Facility.

**Action:**

Motion to adopt Resolution #21-297 authorizing partial payment #13 to RJM Construction for Improvement Project #20-07, New Public Works Facility.

**Attachments**

Resolution

Pay Request

**Form Review**

**Inbox**

Grant Riemer

Kurt Ulrich

Form Started By: MaryJo Warner

Final Approval Date: 10/21/2021

**Reviewed By**

Kathy Schmitz

Kurt Ulrich

**Date**

10/21/2021 11:37 AM

10/21/2021 02:12 PM

Started On: 10/18/2021 08:28 AM

Councilmember introduced the following resolution and moved for its adoption:

**RESOLUTION #21-297**

**RESOLUTION AUTHORIZING PARTIAL PAYMENT #13 TO RJM CONSTRUCTION AND ITS CONTRACTORS FOR THE NEW RAMSEY PUBLIC WORKS FACILITY, IMPROVEMENT PROJECT #20-07**

**WHEREAS**, the City of Ramsey has planned for a new public works facility and added it to our Capital Improvement Plan in 2006; and

**WHEREAS**, the property for the new public works facility was purchased in 2008 adjacent to the current facility and that purchase was finalized in 2013; and

**WHEREAS**, a third party architectural firm (BKV Group) was hired in 2015 to perform a space needs analysis to determine the size of facility needed to serve the public works departments needs for now and 30-50 years into the future.; and

**WHEREAS**, the old facility consists of three buildings and multiple off site storage locations, the new site will contain all public works functions and equipment at one centralized location; and

**WHEREAS**, on September 10<sup>th</sup> 2019 Ramsey City Council entered into a contract with RJM Construction to provide construction management services for the new Ramsey public works facility; and

**WHEREAS**, as of October 26th, 2021 \$12,331,618.76 has been paid to date; which excludes the retainage amount of \$691,828.64 that has not been paid to date but was erroneously included in paid to date amounts on previous resolutions; and

**WHEREAS**, the Public Works Superintendent has inspected the completed work and recommends authorizing partial payment #13 to RJM Construction for Improvement Project #20-07, New Ramsey Public Works Facility; and

**WHEREAS**, checks are made payable and addressed to contractors, payments will be sent to RJM Construction, LLC for disbursement as listed below:

<b>CONTRACTOR</b>	<b>PAY REQUEST AMOUNT</b>
Donlar Construction Company	\$27,366.65
Ebert Construction	\$7,163.06
Atomic Arch Sheet Metal	\$1,255.90
Granite City Roofing	\$2,411.10
Bredemus Hardware	\$2,155.86
Won Door Corporation	\$770.45
Top Lite Contract Glazing	\$1,596.00

RTL Construction	\$6,270.38
Swanson & Youngdale	\$10,526.95
Olympus Lockers & Storage	\$47,582.65
American Drapery Systems Inc	902.28
Midwest Lift Works	\$176,879.27
Brothers Fire Protection	\$5,845.07
Klamm Mechanical Contractors	\$64,290.27
Wolf River Electric	\$124,730.50
Northland Paving	\$168,491.97
Stapf Concrete	\$4,967.55
Peterson Companies	\$55,272.11
RJM Construction	\$104,647.64
Total	\$813,125.66

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

- 1) The City Council authorizes partial payment #13 to RJM Construction for disbursement for Improvement Project #20-07, New Public Works Facility, in the amount of \$813,125.66.
- 2) The City Council hereby authorizes the Mayor or City Administrator to sign the release from for payment.
- 3) That the total amount of this payment is not included in resolutions approving payment of bills for the date of October 26th, 2021.
- 4) That the City of Ramsey Finance Department will be given a signed copy of this resolution.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

\_\_\_\_\_  
Mayor

**ATTEST:**

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City Clerk

PAYMENT SUMMARY  
FOR PERIOD ENDING 09-30-2021  
PROJECT: City of Ramsey Public Works  
Job #19520-0180

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**CONTRACT PAYMENTS**

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\*Checks are to be made payable and address to the contractors. Payments should then be sent to RJM Construction, LLC for disbursement.

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Contractor	Application #	Certified Amount
Donlar Construction Company	13	27,366.65
Ebert Construction	13	7,163.06
Atomic Arch Sheet Metal	13	1,255.90
Granite City Roofing	13	2,411.10
Bredemus Hardware	13	2,155.86
Won Door Corporation	13	770.45
Top Lite Contract Glazing	13	1,596.00
RTL Construction	13	6,270.38
Swanson & Youngdale	13	10,526.95
Olympus Lockers & Storage	13	47,582.65
American Drapery Systems Inc	13	902.28
Midwest Lift Works	13	176,879.27
Brothers Fire Protection	13	5,845.07
Klamm Mechanical Contractors	13	64,290.27
Wolf River Electric	13	124,730.50
Northland Paving	13	168,491.97
Stapf Concrete	13	4,967.55
Peterson Companies	13	55,272.11
RJM Construction	13	104,647.64
	Totals	813,125.66

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CONSTRUCTION

# APPLICATION AND CERTIFICATE FOR PAYMENT

To City of Ramsey  
 Owner: 7550 Sunwood Drive NW  
 Ramsey, MN 55303

Project: 19520-0180 City of Ramsey Public Works

Architect:

Invoice #: 0180-13  
 Application No. : 13  
 Application Date: 9/30/2021  
 Period From: 9/1/2021  
 To: 9/30/2021

Distribution to :  
 Owner  
 Architect  
 Contractor

## CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet is attached.

1. Original Contract Sum .....	\$16,361,624.00
2. Net Change By Change Order .....	\$0.00
3. Contract Sum To Date .....	\$16,361,624.00
4. Total Completed and Stored To Date .....	\$13,836,573.06
5. Retainage:	
a. 5.00% of Completed Work	\$691,828.64
b. 0.00% of Stored Material	\$0.00
Total Retainage .....	\$691,828.64
6. Total Earned Less Retainage .....	\$13,144,744.42
7. Less Previous Certificates For Payments .....	\$12,331,618.76
8. Current Payment Due .....	\$813,125.66
9. Balance To Finish, Plus Retainage .....	\$3,216,879.58

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information, and belief, the work covered by this Application for Payment has been completed in accordance with the Contract Documents. That all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

CONTRACTOR: **RJM Construction LLC**

By: Curtis Sell Date: 10/7/2021  
DocuSigned by: Curtis Sell 8A48BF980CE74A9...

State of: \_\_\_\_\_ County of: \_\_\_\_\_  
 Subscribed and sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_  
 Notary Public:  
 My Commission expires: \_\_\_\_\_

In accordance with the Contract Documents, based on on-site observations and the data comprising the above application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information, and belief, the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

## ARCHITECT'S CERTIFICATE FOR PAYMENT

AMOUNT CERTIFIED **\$ 813,125.66**

*(Attach explanation if amount certified differs from the amount applied. Initial all figures on this Application and on the Continuation Sheet that are changed to conform with the amount certified.)*

ARCHITECT: \_\_\_\_\_  
 By: Andrew Lopez Date: \_\_\_\_\_

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment, and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

CHANGE ORDER SUMMARY	Additions	Deductions
Total changes approved in previous months by Owner	\$0.00	\$0.00
Total Approved this Month	\$0.00	\$0.00
<b>TOTALS</b>	\$0.00	\$0.00
<b>Net Changes By Change Order</b>	<b>\$0.00</b>	

**CONTINUATION SHEET**

Application and Certification for Payment, containing

Contractor's signed certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use Column I on Contracts where variable retainage for line items may apply.

Application No. : 13

Application Date : 09/30/21

To: 09/30/21

Architect's Project No.:

Invoice # : 0180-13

Contract : 19520-0180 City of Ramsey Public Works

A Item No.	B Description of Work	C Scheduled Value	D Work Completed		F Materials Presently Stored  (Not in D or E)	G Total Completed and Stored To Date (D+E+F)	H % (G / C)	I Balance To Finish (C-G)	J Retainage
			From Previous Application (D+E)	This Period In Place					
1	City of Ramsey Public Works	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00
1A	Special Inspections	56,022.00	22,866.50	0.00	0.00	22,866.50	40.82%	33,155.50	1,143.33
1B	Survey	22,160.00	22,160.00	0.00	0.00	22,160.00	100.00%	0.00	1,108.00
1C	Final Cleaning	52,047.00	0.00	0.00	0.00	0.00	0.00%	52,047.00	0.00
3A	Concrete	1,368,932.50	1,361,846.50	0.00	0.00	1,361,846.50	99.48%	7,086.00	68,092.33
3B	Architectural Precast Concrete	1,534,950.00	1,508,599.00	0.00	0.00	1,508,599.00	98.28%	26,351.00	75,429.95
3C	Polished and Sealed Concrete	87,325.00	55,207.00	28,807.00	0.00	84,014.00	96.21%	3,311.00	4,200.70
4A	Masonry	229,781.00	224,459.00	0.00	0.00	224,459.00	97.68%	5,322.00	11,222.95
5A	Structural Steel/Misc. Metals - Material	847,760.90	846,773.90	0.00	0.00	846,773.90	99.88%	987.00	42,338.70
5B	Structural Steel/Misc. Metals - Erection	317,361.54	317,361.54	0.00	0.00	317,361.54	100.00%	0.00	15,868.08
6A	Carpentry Materials and Install	154,400.00	124,762.94	7,540.06	0.00	132,303.00	85.69%	22,097.00	6,615.16
7A	Waterproofing & Weatherproofing	44,000.00	39,000.00	0.00	0.00	39,000.00	88.64%	5,000.00	1,950.00
7B	Architectural Metal Panels	221,121.72	201,121.72	1,322.00	0.00	202,443.72	91.55%	18,678.00	10,122.19
7C	EPDM Roofing	874,000.00	857,981.00	2,538.00	0.00	860,519.00	98.46%	13,481.00	43,025.95
7D	Joint Sealants	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00
8A	Doors, Frames, and Hardware - Materials	111,795.00	94,525.68	2,269.32	0.00	96,795.00	86.58%	15,000.00	4,839.75
8B	Overhead Coiling Doors	21,575.00	21,575.00	0.00	0.00	21,575.00	100.00%	0.00	1,078.75
8C	Accordion Security Doors	20,273.00	19,462.00	811.00	0.00	20,273.00	100.00%	0.00	1,013.65
8D	Sectional Overhead Doors	207,900.00	192,900.00	0.00	0.00	192,900.00	92.78%	15,000.00	9,645.00
8E	Aluminum Framed Storefronts & Entrances	142,557.00	115,877.00	1,680.00	0.00	117,557.00	82.46%	25,000.00	5,877.85
8F	Translucent Wall Panels	84,602.00	647.00	0.00	0.00	647.00	0.76%	83,955.00	32.35
9A	Gypsum Board Assemblies	251,358.80	231,944.40	6,600.40	0.00	238,544.80	94.90%	12,814.00	11,927.25
9B	Tiling	35,882.00	32,180.80	0.00	0.00	32,180.80	89.69%	3,701.20	1,609.04
9C	Acoustical Ceilings	32,500.00	0.00	0.00	0.00	0.00	0.00%	32,500.00	0.00
9D	Carpet and Resilient Base	16,513.20	12,009.00	0.00	0.00	12,009.00	72.72%	4,504.20	600.45
9E	Painting	166,081.00	130,000.00	11,081.00	0.00	141,081.00	84.95%	25,000.00	7,054.05
10A	Signage	16,431.00	0.00	0.00	0.00	0.00	0.00%	16,431.00	0.00
10B	Specialties Materials	14,868.00	0.00	0.00	0.00	0.00	0.00%	14,868.00	0.00
10C	Lockers	51,718.00	1,631.00	50,087.00	0.00	51,718.00	100.00%	0.00	2,585.90
10D	Operable Partitions	19,497.00	0.00	0.00	0.00	0.00	0.00%	19,497.00	0.00
11A	Vehicle Wash Equipment	62,877.71	0.00	0.00	0.00	0.00	0.00%	62,877.71	0.00

**CONTINUATION SHEET**

Application and Certification for Payment, containing  
Contractor's signed certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use Column I on Contracts where variable retainage for line items may apply.

Application No. : 13

Application Date : 09/30/21

To: 09/30/21

Architect's Project No.:

Invoice # : 0180-13

Contract : 19520-0180 City of Ramsey Public Works

A Item No.	B Description of Work	C Scheduled Value	D Work Completed		F Materials Presently Stored  (Not in D or E)	G Total Completed and Stored To Date  (D+E+F)	H % (G / C)	I Balance To Finish (C-G)	Retainage
			From Previous Application (D+E)	This Period In Place					
11B	Vehicle Fueling System	292,572.00	213,845.71	0.00	0.00	213,845.71	73.09%	78,726.29	10,692.29
11C	Loading Dock Equipment	11,695.00	11,695.00	0.00	0.00	11,695.00	100.00%	0.00	584.75
12A	Window Treatments	20,531.22	19,581.23	949.77	0.00	20,531.00	100.00%	0.22	1,026.55
12B	Casework Materials	57,833.00	52,833.00	0.00	0.00	52,833.00	91.35%	5,000.00	2,641.65
14A	Vehicle Lifts	281,054.00	74,865.29	186,188.71	0.00	261,054.00	92.88%	20,000.00	13,052.70
21A	Fire Suppression Systems	158,300.00	132,147.30	6,152.70	0.00	138,300.00	87.37%	20,000.00	6,915.00
22A	Plumbing Systems	1,036,900.73	938,787.85	67,673.96	0.00	1,006,461.81	97.06%	30,438.92	50,323.09
23A	HVAC Systems	1,291,985.97	1,228,183.08	0.00	0.00	1,228,183.08	95.06%	63,802.89	61,409.12
26A	Electrical Systems	891,792.09	747,529.84	131,295.25	0.00	878,825.09	98.55%	12,967.00	43,941.26
31A	Earthwork	650,760.48	628,739.16	0.00	0.00	628,739.16	96.62%	22,021.32	31,436.96
32A	Asphalt Paving	636,915.66	449,555.70	177,359.96	0.00	626,915.66	98.43%	10,000.00	31,345.78
32B	Site Concrete	153,401.44	143,401.44	5,229.00	0.00	148,630.44	96.89%	4,771.00	7,431.52
32C	Fences and Gates	313,330.00	0.00	0.00	0.00	0.00	0.00%	313,330.00	0.00
32D	Landscaping	67,936.77	8,564.60	58,181.17	0.00	66,745.77	98.25%	1,191.00	3,337.29
33A	Site Utilities	487,782.00	479,412.00	0.00	0.00	479,412.00	98.28%	8,370.00	23,970.60
41A	Overhead Crane System	83,348.00	83,348.00	0.00	0.00	83,348.00	100.00%	0.00	4,167.40
01-00	General Conditions & Requirements	1,070,034.49	887,227.27	96,733.36	0.00	983,960.63	91.96%	86,073.86	49,198.03
01-80	Preconstruction	19,985.00	19,985.00	0.00	0.00	19,985.00	100.00%	0.00	999.25
90-40	Building Permit	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00
90-50	General Liability Insurance	184,462.00	184,462.00	0.00	0.00	184,462.00	100.00%	0.00	9,223.10
90-65	Construction Contingency	1,316,272.78	0.00	0.00	0.00	0.00	0.00%	1,316,272.78	0.00
99-99	Contractors Fee	268,441.00	241,596.90	13,422.05	0.00	255,018.95	95.00%	13,422.05	12,750.92
<b>Grand Totals</b>		<b>16,361,624.00</b>	<b>12,980,651.35</b>	<b>855,921.71</b>	<b>0.00</b>	<b>13,836,573.06</b>	<b>84.57%</b>	<b>2,525,050.94</b>	<b>691,828.64</b>

# INVOICE

**From: RJM Construction, LLC**  
**830 Boone Avenue North**  
**Golden Valley, MN 55427**

**Invoice: 0180-13**  
**Invoice Date: 09/30/21**  
**Due Date: 10/30/21**  
**Disc Date:**

**To: City of Ramsey**  
**7550 Sunwood Drive NW**  
**Ramsey, MN 55303**

**Contract : 19520-0180 City of Ramsey Public Works**

Polished and Sealed Concrete

**SUBCONTRACTS**

Donlar Construction Company	Polished Concrete	Inv# 19520-01803	28,807.00
<b>Total SUBCONTRACTS</b>			<u>28,807.00</u>
<b>Polished and Sealed Concrete Sub-Total:</b>			<u><u>28,807.00</u></u>

Carpentry Materials and Install

**SUBCONTRACTS**

Ebert Construction	Rough Carpentry	Inv# 19520-01807	7,540.06
<b>Total SUBCONTRACTS</b>			<u>7,540.06</u>
<b>Carpentry Materials and Install Sub-Total:</b>			<u><u>7,540.06</u></u>

Architectural Metal Panels

**SUBCONTRACTS**

Atomic Arch. Sheet Metal Inc.	Metal Wall Panels	Inv# 19520-01807	1,322.00
<b>Total SUBCONTRACTS</b>			<u>1,322.00</u>
<b>Architectural Metal Panels Sub-Total:</b>			<u><u>1,322.00</u></u>

EPDM Roofing

**SUBCONTRACTS**

Granite City Roofing, Inc	Roofing	Inv# 19520-01804	2,538.00
<b>Total SUBCONTRACTS</b>			<u>2,538.00</u>
<b>EPDM Roofing Sub-Total:</b>			<u><u>2,538.00</u></u>

Doors, Frames, and Hardware - Materials

**SUBCONTRACTS**

Bredemus Hardware Company	Doors and Frames	Inv# 19520-01804	2,269.32
<b>Total SUBCONTRACTS</b>			<u>2,269.32</u>
<b>Doors, Frames, and Hardware - Materials Sub-Total:</b>			<u><u>2,269.32</u></u>

Accordian Security Doors

**SUBCONTRACTS**

Won-Door Corporation	Sliding Security Doors	Inv# 19520-01802	811.00
<b>Total SUBCONTRACTS</b>			<u>811.00</u>
<b>Accordian Security Doors Sub-Total:</b>			<u><u>811.00</u></u>

Aluminum Framed Storefronts & Entrances

**SUBCONTRACTS**

Top Lite Contract Glazing Inc.	Glass	Inv# 19520-01807	1,680.00
<b>Total SUBCONTRACTS</b>			<u>1,680.00</u>
<b>Aluminum Framed Storefronts &amp; Entrances Sub-Total:</b>			<u><u>1,680.00</u></u>

Gypsum Board Assemblies

# INVOICE

<b>From: RJM Construction, LLC</b> 830 Boone Avenue North Golden Valley, MN 55427	<b>Invoice: 0180-13</b> <b>Invoice Date: 09/30/21</b> <b>Due Date: 10/30/21</b> <b>Disc Date:</b>
<b>To: City of Ramsey</b> 7550 Sunwood Drive NW Ramsey, MN 55303	
<b>Contract : 19520-0180 City of Ramsey Public Works</b>	

Gypsum Board Assemblies

**SUBCONTRACTS**

RTL Construction, Inc.	Drywall	Inv# 19520-01809	6,600.40
<b>Total SUBCONTRACTS</b>			<u>6,600.40</u>
<b>Gypsum Board Assemblies Sub-Total:</b>			<u><u>6,600.40</u></u>

Painting

**SUBCONTRACTS**

Swanson & Youngdale, Inc.	Painting	Inv# 19520-01804	11,081.00
<b>Total SUBCONTRACTS</b>			<u>11,081.00</u>
<b>Painting Sub-Total:</b>			<u><u>11,081.00</u></u>

Lockers

**SUBCONTRACTS**

Olympus Lockers & Storage	Lockers	Inv# 19520-01802	50,087.00
<b>Total SUBCONTRACTS</b>			<u>50,087.00</u>
<b>Lockers Sub-Total:</b>			<u><u>50,087.00</u></u>

Window Treatments

**SUBCONTRACTS**

American Drapery Systems, Inc.	Window Coverings	Inv# 19520-01802	949.77
<b>Total SUBCONTRACTS</b>			<u>949.77</u>
<b>Window Treatments Sub-Total:</b>			<u><u>949.77</u></u>

Vehicle Lifts

**SUBCONTRACTS**

Midwest Lift Works LLC	Vehicle Lifts	Inv# 19520-01802	186,188.71
<b>Total SUBCONTRACTS</b>			<u>186,188.71</u>
<b>Vehicle Lifts Sub-Total:</b>			<u><u>186,188.71</u></u>

Fire Supression Systems

**SUBCONTRACTS**

Brothers Fire Protection	Fire Protection	Inv# 19520-01806	6,152.70
<b>Total SUBCONTRACTS</b>			<u>6,152.70</u>
<b>Fire Supression Systems Sub-Total:</b>			<u><u>6,152.70</u></u>

Plumbing Systems

**SUBCONTRACTS**

Klamm Mechanical Contractors	Plumbing	Inv# 19520-01809	67,673.96
<b>Total SUBCONTRACTS</b>			<u>67,673.96</u>
<b>Plumbing Systems Sub-Total:</b>			<u><u>67,673.96</u></u>

Electrical Systems

# INVOICE

**From: RJM Construction, LLC**  
**830 Boone Avenue North**  
**Golden Valley, MN 55427**

**Invoice: 0180-13**  
**Invoice Date: 09/30/21**  
**Due Date: 10/30/21**  
**Disc Date:**

**To: City of Ramsey**  
**7550 Sunwood Drive NW**  
**Ramsey, MN 55303**

**Contract : 19520-0180 City of Ramsey Public Works**

Electrical Systems

**SUBCONTRACTS**

Wolf River Electric	Electrical	Inv#	19520-01808	61,269.75
	Electrical		19520-01809	70,025.50
<b>Total SUBCONTRACTS</b>				<u>131,295.25</u>
<b>Electrical Systems Sub-Total:</b>				<u><u>131,295.25</u></u>

Asphalt Paving

**SUBCONTRACTS**

Northland Paving LLC	Asphalt Paving	Inv#	19520-01803	177,359.96
<b>Total SUBCONTRACTS</b>				<u>177,359.96</u>
<b>Asphalt Paving Sub-Total:</b>				<u><u>177,359.96</u></u>

Site Concrete

**SUBCONTRACTS**

Stapf Concrete Construction, Inc	Site Concrete	Inv#	19520-01805	5,229.00
<b>Total SUBCONTRACTS</b>				<u>5,229.00</u>
<b>Site Concrete Sub-Total:</b>				<u><u>5,229.00</u></u>

Landscaping

**SUBCONTRACTS**

Peterson Companies, Inc.	Landscaping	Inv#	19520-01803	58,181.17
<b>Total SUBCONTRACTS</b>				<u>58,181.17</u>
<b>Landscaping Sub-Total:</b>				<u><u>58,181.17</u></u>

General Conditions & Requirements

**SUBCONTRACTS**

RJM Construction, LLC	General Requirements	Inv#	9520018013	96,733.36
<b>Total SUBCONTRACTS</b>				<u>96,733.36</u>
<b>General Conditions &amp; Requirements Sub-Total:</b>				<u><u>96,733.36</u></u>

Contractors Fee

**SUBCONTRACTS**

RJM Construction, LLC	Contractors Fee	Inv#	9520018012	0.00
	Contractors Fee		9520018013	13,422.05
<b>Total SUBCONTRACTS</b>				<u>13,422.05</u>
<b>Contractors Fee Sub-Total:</b>				<u><u>13,422.05</u></u>

# INVOICE

## Summary

<b>INVOICE TOTAL:</b>			<b>855,921.71</b>
<b>1A Special Inspections</b>			
Retainage	855,920.92 @	5.00%	0.00
<b>3C Polished and Sealed Concrete</b>			28,807.00
Retainage	855,920.92 @	5.00%	(1,440.35)
<b>6A Carpentry Materials and Install</b>			7,540.06
Retainage	855,920.92 @	5.00%	(377.00)
<b>7B Architectural Metal Panels</b>			1,322.00
Retainage	855,920.92 @	5.00%	(66.10)
<b>7C EPDM Roofing</b>			2,538.00
Retainage	855,920.92 @	5.00%	(126.90)
<b>8A Doors, Frames, and Hardware - Materials</b>			2,269.32
Retainage	855,920.92 @	5.00%	(113.46)
<b>8C Accordion Security Doors</b>			811.00
Retainage	855,920.92 @	5.00%	(40.55)
<b>8E Aluminum Framed Storefronts &amp; Entrances</b>			1,680.00
Retainage	855,920.92 @	5.00%	(84.00)
<b>9A Gypsum Board Assemblies</b>			6,600.40
Retainage	855,920.92 @	5.00%	(330.02)
<b>9E Painting</b>			11,081.00
Retainage	855,920.92 @	5.00%	(554.05)
<b>10C Lockers</b>			50,087.00
Retainage	855,920.92 @	5.00%	(2,504.35)
<b>12A Window Treatments</b>			949.77
Retainage	855,920.92 @	5.00%	(47.49)
<b>14A Vehicle Lifts</b>			186,188.71
Retainage	855,920.92 @	5.00%	(9,309.44)
<b>21A Fire Supression Systems</b>			6,152.70
Retainage	855,920.92 @	5.00%	(307.63)
<b>22A Plumbing Systems</b>			67,673.96
Retainage	855,920.92 @	5.00%	(3,383.69)
<b>26A Electrical Systems</b>			131,295.25
Retainage	855,920.92 @	5.00%	(6,564.75)
<b>32A Asphalt Paving</b>			177,359.96
Retainage	855,920.92 @	5.00%	(8,867.99)
<b>32B Site Concrete</b>			5,229.00
Retainage	855,920.92 @	5.00%	(261.45)
<b>32D Landscaping</b>			58,181.17

# INVOICE

Retainage	855,920.92 @	5.00%	(2,909.06)
<b>01-00 General Conditions &amp; Requirements</b>			<b>96,733.36</b>
Retainage	855,920.92 @	5.00%	(4,836.67)
<b>99-99 Contractors Fee</b>			<b>13,422.05</b>
Retainage	855,920.92 @	5.00%	(671.10)
<b>CURRENT DUE :</b>			<b><u><u>813,125.66</u></u></b>

**CC Regular Session**

**5. 12.**

**Meeting Date:** 10/26/2021

**Submitted For:** Bruce Westby, Engineering/Public Works

**By:** Marsha Weidner, Engineering/Public Works

**Information**

**Title**

Adopt Resolution #21-298 Authorizing Partial Payment No. 3 to North Valley, Inc. for Improvement Project #21-03, for Business Park 95 Street Reconstruction.

**Purpose/Background:**

Resolution and Pay Request (Attached).

**Funding Source:**

This work is being funded by Pavement Management Funds and \$250,000 in reallocated 2020 general funds.

**Recommendation:**

The Engineer Technician IV has inspected the completed work and recommends partial payment No. 3 to North Valley, Inc. of Nowthen, Minnesota, for Improvement Project #21-03, Business Park 95 Street Reconstruction, in the amount of \$33,990.06.

**Action:**

Motion to adopt Resolution #21-298 authorizing partial payment No. 3 to North Valley, Inc. of Nowthen, Minnesota, for Improvement Project #21-03, Business Park 95 Street Reconstruction, in the amount of \$33,990.06

**Attachments**

Resolution

Pay Request

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Bruce Westby	Bruce Westby	10/16/2021 01:34 PM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:08 PM
Form Started By: Marsha Weidner		Started On: 10/15/2021 12:04 PM
Final Approval Date: 10/21/2021		

**Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:**

**RESOLUTION #21-298**

**RESOLUTION AUTHORIZING PARTIAL PAYMENT NO. 3 TO NORTH VALLEY, INC. FOR IMPROVEMENT PROJECT #21-03, FOR BUSINESS PARK 95 STREET RECONSTRUCTION**

**WHEREAS**, the City of Ramsey proposes to reconstruct streets within the Business Park 95 subdivision including McKinley Street, Unity Street, Radium Street, and 140<sup>th</sup> Avenue in 2021 as identified in the 2021-2030 Capital Improvement Program; and

**WHEREAS**, pursuant to Ramsey City Council resolution #20-259, adopted November 10, 2020, the City Council accepted the quotes of Bolton & Menk, Inc. to provide topographic survey services and Chosen Valley Testing for the geotechnical evaluation services required to design and prepare plans and specifications for said improvements; and

**WHEREAS**, City Staff received the topographic survey and geotechnical evaluations and has the capacity to prepare plans and specifications for improvement project #21-03, Business Park 95 Street Reconstructions; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-010, adopted January 12, 2021, the City Engineer has prepared plans and specifications for the purpose of advertising for bids for the same improvements; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-060, adopted March 23, 2021, the City Council approved final plans and specifications as prepared by the City Engineer and authorized advertisement for bids for said improvements; and

**WHEREAS**, five (5) bids were received, opened, and tabulated on April 19, 2021, and the following bids were found to comply with the approved plans and specifications and advertisements for bids; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-106 adopted April 27, 2021, the bid of North Valley, Inc., of Nowthen, Minnesota, in the amount of \$942,685.58, for the construction of said improvements was accepted, and the Mayor and City Administrator were authorized and directed to enter into a contract with said bidder for the construction of said improvements for and on behalf of the City of Ramsey; and

**WHEREAS**, as of October 26, 2021 \$916,882.28 has been paid to date; and

**WHEREAS**, the Engineer Technician IV has inspected the completed work and recommends partial payment No. 3 to North Valley, Inc. of Nowthen, Minnesota, for Improvement Project #21-03, Business Park 95 Street Reconstruction, in the amount of \$33,990.06.

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

- 1) That the City Council hereby authorizes partial payment No. 3 to North Valley, Inc. of Nowthen, Minnesota for Improvement Project #21-03, Business Park 95 Street Reconstruction, in the amount of \$33,990.06.
- 2) The City Council authorizes the Mayor and City Administrator to sign the release form for this payment.
- 3) The total amount of this payment is not included in resolutions approving payment of bills for the date of October 26, 2021.
- 4) That the City of Ramsey Finance Department will be given a signed copy of this resolution.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

\_\_\_\_\_  
Mayor

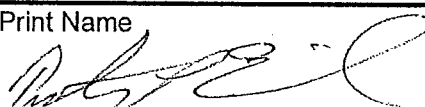
ATTEST:

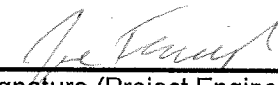

\_\_\_\_\_  
City Clerk

### Pay Estimate Summary Sheet

Estimate Number: 3 Partial  
 Project Number: 21-03  
 Project Name: Business Park 95 Street Reconstruction  
 Period Ending: September 30, 2021  
 Contractor: North Valley, Inc.  
 Address: 20015 Iguana Street NW, Suite 100, Nowthen, MN 55330

1	Original Contract Amount		\$ 942,685.58
2	Change Order(s) No. <u>1</u> Thru No. <u>1</u>		\$ 9,750.00
3	Total Funds Encumbered		\$ 952,435.58
4	Value of Work Completed		\$ 950,872.34
	Value of Work Remaining	\$ 1,563.24	
	Percent Complete	100%	
5	Retainage <u>5</u> %		\$ 47,543.62
6	Previous Payment(s)		\$ 869,338.66
7	Deductions or Charges		
8	Total Retainage, Payments & Deductions (Lines 5+6+7)		\$ 916,882.28
	Payment Due (Lines 4-8)		\$ 33,990.06

Certification of Partial Payment	
I hereby certify that, to the best of my knowledge and belief, all items, quantities and prices of work and material shown on this Estimate are correct and that all work has been performed in full accordance with the terms and conditions of the Contract for this project between owner and the undersigned Contractor, and as amended by any authorized changes and the foregoing is a true and correct statement of the contract amount for the period covered by this estimate.	
North Valley, Inc.	Timothy P. Erickson
Contractor Name	Print Name
Secretary/Treasurer	
Title	Signature
	October 14, 2021
	Date

City of Ramsey Approval	
	10/14/21
Signature (Project Engineer)	Date
	10/15/21
Signature (City Engineer)	Date

BASE CONSTRUCTION

Item No.	MndOT No.	Item Description	CONTRACT AMOUNT			COMPLETED THIS PERIOD			COMPLETED TO DATE		
			Unit	Estimated Quantity	Unit Price	Extended Total	Quantity	Extended Total	Quantity	Extended Total	
1	2021.501	Mobilization	LS	1.0	\$ 18,157.55	\$ 18,157.55	0.0	\$ -	1.0	\$ 18,157.55	
2	2104.502	Remove Pipe Apron	EA	1	\$ 180.57	\$ 180.57	0	\$ -	1	\$ 180.57	
3	2104.502	Salvage & Install Mail Box Support	EA	10	\$ 133.51	\$ 1,335.10	10	\$ 1,335.10	10	\$ 1,335.10	
4	2104.503	Remove Concrete Curb and Gutter	LF	4090	\$ 2.91	\$ 11,901.90	0	\$ -	4542	\$ 13,217.22	
5	2104.503	Remove Sewer Pipe (Storm)	LF	681	\$ 9.63	\$ 6,558.03	0	\$ -	681	\$ 6,558.03	
6	2104.503	Sawing Bituminous Pavement (Full Depth)	LF	1195	\$ 1.98	\$ 2,366.10	0	\$ -	1040	\$ 2,059.20	
7	2104.503	Sawing Concrete Pavement (Full Depth)	LF	726	\$ 4.11	\$ 2,983.86	0	\$ -	501	\$ 2,059.11	
8	2104.504	Remove Bituminous Pavement	SY	1011	\$ 4.73	\$ 4,782.03	0	\$ -	1351	\$ 6,390.23	
9	2104.504	Remove Concrete Pavement	SY	148	\$ 7.27	\$ 1,075.96	0	\$ -	239	\$ 1,737.53	
10	2104.504	Remove Concrete Valley Gutter	SY	29	\$ 18.56	\$ 538.24	0	\$ -	33	\$ 612.48	
11	2104.504	Remove Gravel Surface	SY	47	\$ 1.07	\$ 50.29	0	\$ -	60	\$ 64.20	
12	2105.504	Geotextile Fabric Type 4	SY	42	\$ 6.02	\$ 252.84	0	\$ -	42	\$ 252.84	
13	2105.507	Common Excavation (EV)	CY	76	\$ 19.23	\$ 1,461.48	0	\$ -	174	\$ 3,346.02	
14	2105.607	Haul & Stockpile Reclaim Material (LV)	CY	3344	\$ 8.85	\$ 29,594.40	0	\$ -	2769	\$ 24,505.65	
15	2112.519	Subgrade Preparation	RDST	56	\$ 204.95	\$ 11,477.20	0	\$ -	56	\$ 11,477.20	
16	2211.507	Aggregate Base Class 5 Modified (CV)	CY	363	\$ 0.01	\$ 3.63	0	\$ -	0	\$ -	
17	2215.504	Full Depth Reclamation (10.0")	SY	24076	\$ 1.10	\$ 26,483.60	0	\$ -	24226	\$ 26,648.60	
18	2322.504	Mill Bituminous Surface (2.0")	SY	213	\$ 5.34	\$ 1,137.42	0	\$ -	386	\$ 2,061.24	
19	2357.506	Bituminous Material for Tack Coat	GAL	1703	\$ 2.83	\$ 4,819.49	0	\$ -	1094	\$ 3,096.02	
20	2360.509	Type SP 12.5 Non Wearing Course Mixture (3.C) 2.0"	TON	2675	\$ 62.07	\$ 166,037.25	0	\$ -	2573	\$ 159,706.11	
21	2360.509	Type SP 12.5 Non Wearing Course Mixture (3.C) Driveways 2.0"	TON	88	\$ 125.34	\$ 11,029.92	0	\$ -	118	\$ 14,790.12	
22	2360.509	Type SP 9.5 Wearing Course Mixture (3.C) 2.0"	TON	2675	\$ 65.29	\$ 174,650.75	0	\$ -	2767	\$ 180,657.43	
23	2360.509	Type SP 9.5 Wearing Course Mixture (3.C) Driveways 2.0"	TON	88	\$ 128.26	\$ 11,286.88	0	\$ -	141	\$ 18,084.66	
24	2501.502	30" RC Pipe Apron	EA	1	\$ 2,527.93	\$ 2,527.93	0	\$ -	1	\$ 2,527.93	
25	2501.602	Safety Grate for 30" RC Pipe Apron	EA	1	\$ 1,805.66	\$ 1,805.66	0	\$ -	1	\$ 1,805.66	
26	2503.503	12" RC Pipe Sewer Design 3006 Class III	LF	170	\$ 50.56	\$ 8,595.20	0	\$ -	170	\$ 8,595.20	
27	2503.503	15" RC Pipe Sewer Design 3006 Class III	LF	105	\$ 66.21	\$ 6,952.05	0	\$ -	105	\$ 6,952.05	
28	2503.503	18" HDPE Pipe Sewer	LF	23	\$ 81.86	\$ 1,882.78	0	\$ -	23	\$ 1,882.78	
29	2503.503	18" RC Pipe Sewer Design 3006 Class III	LF	179	\$ 78.25	\$ 14,006.75	0	\$ -	179	\$ 14,006.75	
30	2503.503	30" HDPE Pipe Sewer	LF	30	\$ 74.63	\$ 2,238.90	0	\$ -	30	\$ 2,238.90	
31	2503.503	30" RC Pipe Sewer Design 3006 Class III	LF	204	\$ 126.40	\$ 25,785.60	0	\$ -	204	\$ 25,785.60	
32	2503.602	Connect to Existing Storm Sewer	EA	19	\$ 1,444.53	\$ 27,446.07	0	\$ -	19	\$ 27,446.07	
33	2503.602	Grout Catch Basin	EA	3	\$ 421.32	\$ 1,263.96	0	\$ -	3	\$ 1,263.96	
34	2503.602	Reset Catch Basin	EA	21	\$ 133.51	\$ 2,803.71	0	\$ -	7	\$ 934.57	
35	2504.602	Adjust Valve Box	EA	27	\$ 240.32	\$ 6,488.64	0	\$ -	29	\$ 6,969.28	
36	2506.502	Adjust Frame and Ring Casting	EA	21	\$ 560.75	\$ 11,775.75	0	\$ -	19	\$ 10,654.25	
37	2511.507	Random Rip Rap Class III	CY	12	\$ 95.10	\$ 1,141.20	0	\$ -	12	\$ 1,141.20	
38	2531.503	Concrete Curb & Gutter Design B618	LF	4090	\$ 24.03	\$ 98,282.70	0	\$ -	2947	\$ 70,816.41	
39	2531.504	Concrete Pavement 6.0" Driveways	SY	148	\$ 57.68	\$ 8,536.64	0	\$ -	194	\$ 11,189.92	
40	2531.604	7" Concrete Valley Gutter	SY	62	\$ 76.90	\$ 4,767.80	0	\$ -	31	\$ 2,383.90	
41	2531.604	8" Concrete Valley Gutter Driveways	SY	736	\$ 86.52	\$ 63,678.72	0	\$ -	817	\$ 70,686.84	
42	2540.601	Landscape Restoration	LS	1	\$ 1,602.14	\$ 1,602.14	0	\$ -	0	\$ -	
43	2540.602	Temporary Mail Box Cluster	EA	1	\$ 614.16	\$ 614.16	0	\$ -	1	\$ 614.16	
44	2563.601	Traffic Control	LS	1	\$ 3,204.28	\$ 3,204.28	0.0	\$ -	1.0	\$ 3,204.28	
45	2573.502	Storm Drain Inlet Protection	EA	26	\$ 90.79	\$ 2,360.54	0	\$ -	26	\$ 2,360.54	
46	2573.503	Silt Fence	LF	32	\$ 10.68	\$ 341.76	0	\$ -	32	\$ 341.76	
47	2574.507	Topsoil (LV)	CY	100	\$ 37.38	\$ 3,738.00	0	\$ -	130	\$ 4,859.40	
48	2575.504	Sodding Type Lawn	SY	688	\$ 17.09	\$ 11,757.92	1486	\$ 25,395.74	1486	\$ 25,395.74	
			\$			\$ 801,763.35	\$		\$ 26,730.84	\$ 801,054.26	
			BASE CONSTRUCTION TOTAL								

ALTERNATIVE A			CONTRACT AMOUNT				COMPLETED THIS PERIOD		COMPLETED TO DATE	
Item No.	MnDOT No.	Item Description	Unit	Estimated Quantity	Unit Price	Extended Total	Quantity	Extended Total	Quantity	Extended Total
1	2101.501	Cleaning and Grubbing	LS	1	\$ 534.05	\$ 534.05	0	\$ -	1	\$ 534.05
2	2104.502	Remove Pipe Apron	EA	3	\$ 180.57	\$ 541.71	0	\$ -	3	\$ 541.71
3	2104.503	Remove Sewer Pipe (Storm)	LF	158	\$ 7.22	\$ 1,140.76	0	\$ -	158	\$ 1,140.76
4	2104.503	Sawing Bituminous Pavement (Full Depth)	LF	29	\$ 1.98	\$ 57.42	0	\$ -	31	\$ 61.38
5	2104.504	Remove Bituminous Pavement	SY	78	\$ 4.73	\$ 368.94	0	\$ -	78	\$ 368.94
6	2104.504	252807.89	SY	475	\$ 1.07	\$ 508.25	0	\$ -	0	\$ -
7	2104.507	Remove Rip Rap	CY	40	\$ 24.08	\$ 963.20	0	\$ -	40	\$ 963.20
8	2105.504	Geotextile Fabric Type 4	SY	120	\$ 6.02	\$ 722.40	0	\$ -	120	\$ 722.40
9	2105.507	Common Excavation (EV)	CY	700	\$ 6.16	\$ 4,312.00	0	\$ -	894	\$ 5,507.04
10	2106.507	Granular Embankment (CV)	CY	185	\$ 7.69	\$ 1,422.65	185	\$ 1,422.65	185	\$ 1,422.65
11	2106.507	Select Granular Embankment (CV)	CY	852	\$ 4.84	\$ 4,123.68	0	\$ -	0	\$ -
12	2112.519	Subgrade Preparation	RDST	3	\$ 322.75	\$ 968.25	0	\$ -	3	\$ 968.25
13	2211.507	Aggregate Base Class 5 Modified (Use Reclaim)	CY	437	\$ 11.55	\$ 5,047.35	0	\$ -	529	\$ 6,109.95
14	2357.506	Bituminous Material for Tack Coat	GAL	131	\$ 2.83	\$ 370.73	0	\$ -	131	\$ 370.73
15	2360.509	Type SP 12.5 Non Wearing Course Mixture (3.C) 2.0"	TON	196	\$ 62.06	\$ 12,163.76	0	\$ -	196	\$ 12,163.76
16	2360.509	Type SP 12.5 Non Wearing Course Mixture (3.C) Driveways 2.0"	TON	9	\$ 125.34	\$ 1,128.06	0	\$ -	9	\$ 1,128.06
17	2360.509	Type SP 9.5 Wearing Course Mixture (3.C) 2.0"	TON	196	\$ 65.28	\$ 12,794.88	0	\$ -	196	\$ 12,794.88
18	2360.509	Type SP 9.5 Wearing Course Mixture (3.C) Driveways 2.0"	TON	9	\$ 128.25	\$ 1,154.25	0	\$ -	9	\$ 1,154.25
19	2501.502	30" RC Pipe Apron	EA	1	\$ 2,527.93	\$ 2,527.93	0	\$ -	1	\$ 2,527.93
20	2501.502	42" RC Pipe Apron	EA	2	\$ 3,009.44	\$ 6,018.88	0	\$ -	2	\$ 6,018.88
21	2501.602	Safety Grate for 42" RC Pipe Apron	EA	2	\$ 2,287.18	\$ 4,574.36	0	\$ -	2	\$ 4,574.36
22	2501.602	Safety Grate for 30" RC Pipe Apron	EA	1	\$ 1,805.66	\$ 1,805.66	0	\$ -	1	\$ 1,805.66
23	2503.503	30" RC Pipe Sewer Design 3006 Class III	LF	57	\$ 126.40	\$ 7,204.80	0	\$ -	57	\$ 7,204.80
24	2503.503	42" RC Pipe Sewer Design 3006 Class III	LF	119	\$ 216.68	\$ 25,784.92	0	\$ -	119	\$ 25,784.92
25	2503.602	Connect to Existing Storm Sewer	EA	1	\$ 1,444.53	\$ 1,444.53	0	\$ -	1	\$ 1,444.53
26	2504.604	4" Polystyrene Insulation	SY	4	\$ 20.47	\$ 81.88	0	\$ -	8	\$ 163.76
27	2506.502	Adjust Frame and Ring Casting	EA	2	\$ 560.75	\$ 1,121.50	0	\$ -	2	\$ 1,121.50
28	2506.502	Casting Assembly (Storm)	EA	1	\$ 667.56	\$ 667.56	0	\$ -	1	\$ 667.56
29	2506.502	Construct Drainage Structure Design 60-4020	EA	1	\$ 7,824.54	\$ 7,824.54	0	\$ -	1	\$ 7,824.54
30	2511.507	Randon Rip Rap Class III	CY	33	\$ 95.10	\$ 3,138.30	0	\$ -	33	\$ 3,138.30
31	2531.503	Concrete Curb & Gutter Design B618	LF	683	\$ 24.03	\$ 15,210.99	0	\$ -	681	\$ 16,364.43
32	2531.604	8" Concrete Valley Gutter Driveways	SY	17	\$ 86.52	\$ 1,470.84	0	\$ -	20	\$ 1,730.40
33	2573.502	Storm Drain Inlet Protection	EA	1	\$ 90.78	\$ 90.78	0	\$ -	1	\$ 90.78
34	2573.503	Silt Fence	LF	600	\$ 3.47	\$ 2,082.00	0	\$ -	660	\$ 2,290.20
35	2574.507	Topsoil (LV)	CY	105	\$ 37.38	\$ 3,924.90	0	\$ -	100	\$ 3,738.00
36	2575.504	Sodding Type Lawn	SY	714	\$ 10.68	\$ 7,625.52	714	\$ 7,625.52	714	\$ 7,625.52
<b>ALTERNATIVE A TOTAL</b>						<b>140,922.23</b>	<b>\$</b>	<b>9,048.17</b>	<b>\$</b>	<b>140,068.08</b>
<b>ORIGINAL CONTRACT GRAND TOTAL</b>			<b>\$</b>		<b>942,685.58</b>	<b>\$</b>		<b>35,779.01</b>	<b>\$</b>	<b>941,122.34</b>

CHANGE ORDER No. 1			CONTRACT AMOUNT				COMPLETED THIS PERIOD		COMPLETED TO DATE	
Item No.	MnDOT No.	Item Description	Unit	Estimated Quantity	Unit Price	Extended Total	Quantity	Extended Total	Quantity	Extended Total
1	2504.602	Remove & Replace Valve Box Section	EA	30	\$ 325.00	\$ 9,750.00	0	\$ -	30	\$ 9,750.00
<b>CHANGE ORDER No. 1 Total</b>						<b>9,750.00</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>9,750.00</b>
<b>GRAND TOTALS</b>			<b>\$</b>		<b>952,435.58</b>	<b>\$</b>		<b>35,779.01</b>	<b>\$</b>	<b>950,872.34</b>

Internal City Use Only

Pavement Management Funds		\$ 26,730.84		\$ 459,232.15
Storm Water Utility Funds		\$ -		\$ 165,931.66
Water Utility Funds		\$ -		\$ 9,750.00
Public Improvement Revolving Funds		\$ 9,048.17		\$ 75,708.53
2020 Budgeted Funds (\$250K)		\$ -		\$ 250,000.00
Total Funds		\$ 35,779.01		\$ 960,622.34

**Meeting Date:** 10/26/2021

**Submitted For:** Joe Feriancek, Engineering/Public Works

**By:** Joe Feriancek, Engineering/Public Works

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### Information

**Title:**

Adopt Resolution #21-299 Ordering Plans and Specifications for Improvement Project #22-01, Sunwood Drive and Waco Street Reconstruction

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-299 Ordering Plans and Specifications for Improvement Project #22-01, Sunwood Drive and Waco Street Reconstruction.

**Background:**

City Improvement Project 22-01 proposes to reconstruct Sunwood Drive between Trunk Highway 47 and Waco Street, and Waco Street between Sunwood Drive and 150th Avenue. The streets total approximately 2,500 linear feet (0.48 miles) in length, and are 45 feet wide back of curb to back of curb. A figure showing the project scope and a street segment summary is attached to this case.

On July 13, 2021, the Ramsey City Council ordered the City Engineer to request proposals for Topographic Survey, Geotechnical Evaluations and Utility Testing for proposed 2022 Pavement Management Program projects, including IP 22-01. On August 8, 2021, the Ramsey City Council awarded a proposal to Hakanson Anderson for topographic survey, and Haugo Geotechnical Services for a geotechnical report of the project area. On August 24, 2021, the Ramsey City Council awarded a proposal to Hydro-Klean, LLC for cleaning and televising the sanitary and storm sewer, and Water Conservation Services, Inc. for watermain leak testing of the project area.

Engineering Staff has completed an initial review of the topographic survey and geotechnical report, determining the requirements of the proposals have been met. The initial review of the geotechnical report revealed sub-base materials which are conducive for good compaction and suitable for both utility installation and street construction. The report will be further consulted by Staff during project design.

Sunwood Drive and Waco Street were included in the Ground Penetrating Radar (GPR) Pavement Evaluation performed by Braun Intertec. This data provides bituminous and aggregate base thickness information. The GPR data is included in the street segment summary attached to this case.

Sunwood Drive and Waco Street are Municipal State Aid (MSA) streets, and must be designed to MSA standards. Waco Street between Sunwood Drive and 150th Avenue varies from the segment widths north and south, which are a 32-foot urban section to the south and a 24-foot rural section to the north. If parking is removed on one side of the street, the pavement width can be reduced to between 32 and 34 feet as measured to the face of curb. Staff proposes to compare the estimated cost of leaving Waco Street at it's current width versus the upfront, and expected life cycle costs, to reduce the width. Staff will share this cost comparison information with the City Council at a future meeting and will request direction on which option to move forward. If the option to reduce the width is moved forward, a No Parking Resolution would be required prior to MSA project approval.

These streets will also be required to meet an MSA 10-ton design standard. Based off traffic counts taken by Staff of 1,800 Average Daily Vehicles (ADT) on Sunwood Drive and 600 ADT on Waco Street, the proposed pavement section will be approximately 9 inches thick; 5 inches new bituminous pavement and 4" aggregate base. These numbers will be confirmed during project design, as a closer look is taken at the geotechnical report and GPR

summary. The proposed reconstruction process is to use full-depth reclamation, re-use the reclamation material as aggregate base, place new bituminous pavement on top after removing excess reclamation material. With this process the existing concrete curb and gutter would remain in-place and spot repairs would be performed. If the option to narrow the street width of Waco Street is chosen, additional concrete curb and gutter removals and driveway extensions would be required, as well as additional turf restoration.

Municipal utilities exist in the project area including water, sewer, and storm sewer systems. There are no anticipated repairs to the sanitary sewer or watermain. The sanitary sewer was cleaned and televised, and the watermain was leak tested, with no leaks discovered. There are two storm sewer systems within the project area. A local system which directs stormwater runoff into catch basins along the streets and through piping into the stormwater pond located at the northeast quadrant of Sunwood Drive and Trunk Highway 47. A trunk storm water system takes runoff from the pond and directs it through storm manholes and larger pipe, which eventually outlets to the Rum River, east of Waco Street. Initial review of the storm sewer televising indicates some minor pipe repairs will be necessary. Additionally, during design Staff will evaluate the need of any improvements to the river outlet, focusing on storm water quality controls.

Estimated project costs per the proposed 2022 – 2031 CIP are \$405,000. Estimated costs include 23-percent indirect costs for administrative, engineering, finance and legal costs. Staff proposes to create the plans and specifications in-house as part of their normal duties.

The street improvements proposed with this project are identified in the City's current 10-year CIP, and can be funded using a combination of MSA Funds, and Storm Water Utility Funds. This project would best be constructed as a stand-alone project and is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

The proposed improvements are designated as City Improvement Project #22-01, Sunwood Drive and Waco Street Reconstruction

**Notification:**

Notifications are not required for this case.

**Time Frame/Observations/Alternatives:**

Motion to adopt Resolution #21-299 ordering plans and specifications for improvement project #22-01, Sunwood Drive and Waco Street Reconstruction.

**Funding Source:**

Funding for this improvement is proposed to come from the MSA Fund and Stormwater Utility Fund.

- (MSA) Street Project Cost \$368,000
- Storm Sewer Project Cost \$37,000
- Total Estimated Project Cost \$405,000

**Recommendation:**

Staff recommends adopting Resolution #21-299 ordering plans and specifications for improvement project #22-01, Sunwood Drive and Waco Street Reconstruction.

The Ramsey Public Works Committee reviewed this project on October 19, 2021. The committee recommended City Council authorization ordering Staff to prepare plans and specifications. Additionally, the committee recommends Staff bring a case forward to City Council at a later date to decide between the alternatives of reducing the width of Waco Street or leaving the width as existing. Staff plans to present this case at a November City Council meeting.

**Outcome/Action:**

Adopt Resolution #21-299 ordering plans and specifications for improvement project #22-01, Sunwood Drive and Waco Street Reconstruction.

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### Attachments

[22-01 Street Segment Summary](#)

[22-01 Geotechnical Report](#)

[22-01 Project Scope](#)

[22-01 Project Location](#)

[Res #21-299](#)

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### Form Review

**Inbox**

Bruce Westby

Bruce Westby

Kurt Ulrich

Form Started By: Joe Feriancek

Final Approval Date: 10/21/2021

**Reviewed By**

Joe Feriancek

Bruce Westby

Kurt Ulrich

**Date**

10/19/2021 07:41 AM

10/21/2021 06:17 AM

10/21/2021 02:16 PM

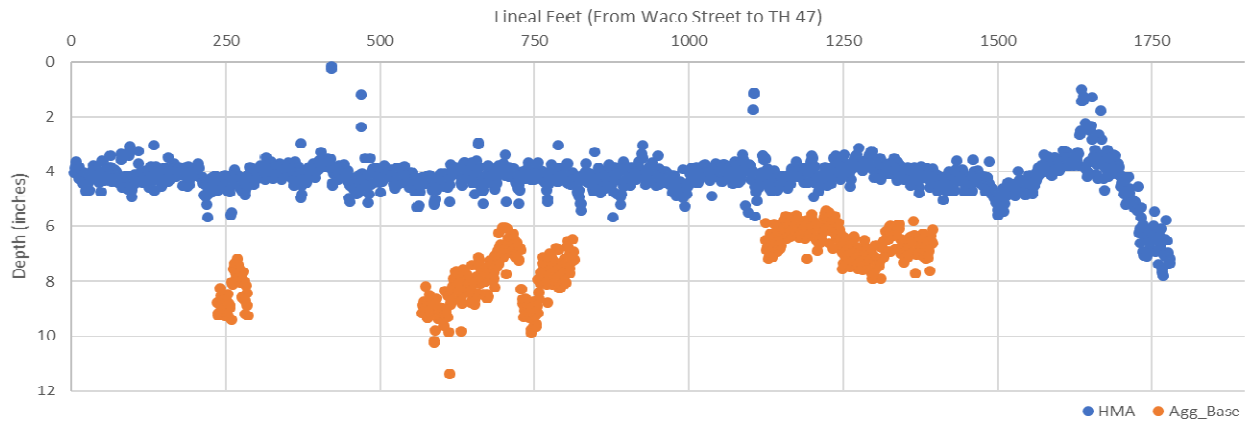
Started On: 10/18/2021 09:30 AM

**IP 22-01 Sunwood Drive & Waco Street Reconstruction**

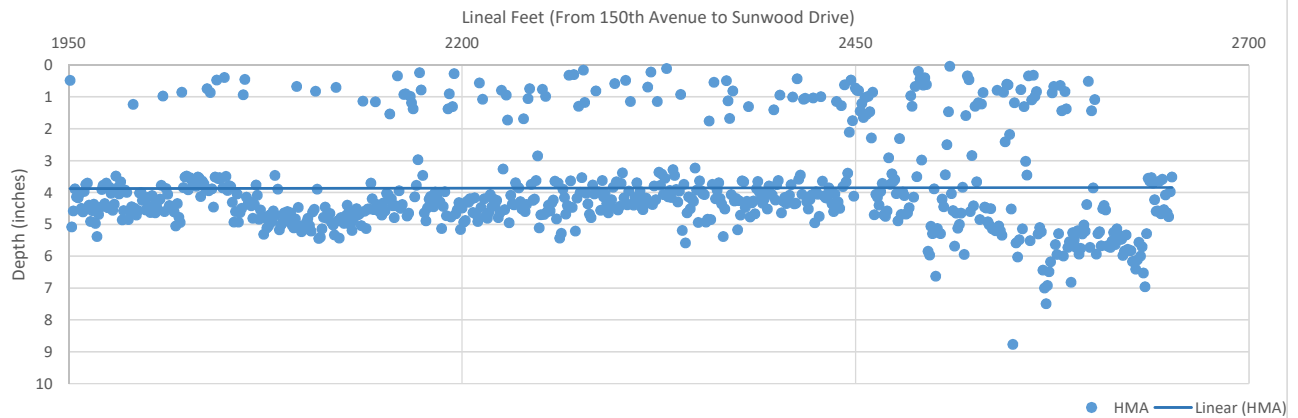
**Street Segment Summary**

Street Description				Street History					GPR Summary		
Street	Segment Description	Length (feet)	Curb	2020 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Sunwood Drive	TH 47 / Waco Street	1,826	conc.	4	1985	SC 1992	SC 2006	SC 2013	4.20	3.25	7.38
Waco Street	Sunwood Drive / 150th Avenue	705	conc.	3	1992	SC 2006			3.86	n/a*	n/a*
<b>Total Length</b>				<b>2,531</b>	<b>0.48 mi.</b>	* GPR not able to detect Agg. Base					

GPR Summary: Sunwood Drive (Waco St to TH47)



GPR Summary: Waco Street (150th Ave to Sunwood Dr)



October 1, 2021

Project Number: 21-0832

Ms. Marsha Weidner  
City of Ramsey  
City of Ramsey Municipal Center  
7550 Sunwood Drive NW  
Ramsey, MN 55303

**RE: Geotechnical Exploration Report, IP 22-01 Sunwood Drive and Waco Street  
Reconstruction, Ramsey, Minnesota**

Dear Ms. Weidner:

We have completed the geotechnical exploration report for the IP 22-01 Sunwood Drive and Waco Street Reconstruction project in Ramsey, Minnesota.

Very briefly; 6 bituminous cores and 6 soil borings were advanced along the roadway alignments to determine existing bituminous pavement section thicknesses and to characterize subsurface soil and groundwater conditions.

Specific details regarding our procedures, results and recommendations follow in the attached geotechnical exploration report.

Thank you for the opportunity to assist you on this project. If you have any questions or need additional information, please contact Lucas Mol or Paul Gionfriddo at 612-729-2959.

Sincerely,

Haugo GeoTechnical Services, LLC



Lucas Mol  
Project Manager



Paul S. Gionfriddo, P.E.  
Senior Engineer

# GEOTECHNICAL EXPLORATION REPORT

## PROJECT:

IP 22-01 Sunwood Drive and Waco Street Reconstruction  
Ramsey, Minnesota.

## PREPARED FOR:

City of Ramsey  
City of Ramsey Municipal Center  
7550 Sunwood Drive NW  
Ramsey, MN 55303

## PREPARED BY:

Haugo GeoTechnical Services LLC  
2825 Cedar Avenue S  
Minneapolis, MN 55407

Haugo GeoTechnical Services Project: 21-0832

October 1, 2021

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



Paul Gionfriddo, P.E.  
Senior Engineer  
License Number: 23093



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## 1.0 INTRODUCTION

### 1.1 Project Description

The City of Ramsey (City) is preparing to complete roadway improvement projects within 3 general areas of the City during the 2022 construction season. These areas include; the Sunwood Drive and Waco Street, the Autumn Heights Area and the West Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> Area. To aid in preparing design and construction documents the City solicited bids to perform a geotechnical exploration within each of the 3 areas.

Haugo GeoTechnical Services (HGTS), was the successful bidder for the 3 projects. This report presents the results of 6 soil borings and 6 bituminous cores obtained along Sunwood Drive and Waco Street.

### 1.2 Purpose

The purpose of this geotechnical exploration was to determine existing bituminous pavement section thicknesses, characterize subsurface soil and groundwater conditions and provide recommendations for roadway design and construction.

### 1.3 Site Description

The streets slated for improvement include Sunwood Drive from its intersection with St. Francis Boulevard (aka Highway 47) to its intersection with Waco Street and Waco Street from its intersection with Sunwood Drive and extending north to about the intersection with 150<sup>th</sup> Avenue NW. Total length of the alignment was estimated to be about 2,500 feet.

Sunwood Drive and Waco Street are 2-lane bituminous surfaced, residential roadways that provide access to numerous single-family homes on the east side of St. Francis Boulevard. Because of the fairly large number of homes in the area it is possible the roadways could be classified as “collector” routes.

Each of the streets slated for improvement was noted to contain numerous cracks, both longitudinal and transverse cracks as well as some “alligator” cracking. We also observed several patched areas.

### 1.4 Scope of Services

Our scope of services was performed in accordance with the City of Ramey REQUEST FOR PROPOSAL, PAVEMENT MANAGEMENT PROGRAM, 2022 PROJECTS issued on July 20, 2021. Our scope of service for the Sunwood Drive and Waco Street project included the following tasks:

- Performing 6 standard penetration test borings each to a nominal depth of 14 ½ feet.
- Coring the pavement at 6 locations to measure the thickness of the existing bituminous and aggregate base.
- Visually/manually classifying samples recovered from the soil borings.
- Performing laboratory tests on selected samples.

- Preparing soil boring logs describing the materials encountered and the results of groundwater level measurements.
- Preparing an engineering report describing soil and groundwater conditions and providing recommendations for roadway construction/reconstruction.

### **1.5 Documents Provided**

We were provided with a 10-page Request for Proposal (RFP) prepared by the City of Ramsey. Very briefly, the RFP included but was not limited to; a description of the project, a scope of services, soil boring requirements, contractual requirements, schedule and a bid form. The RFP also included soil boring location sketches. The plan sheets showed the proposed streets slated for improvement and provided stationing at the proposed boring locations.

### **1.6 Locations and Elevations**

The boring and core locations were selected by the City of Ramsey and marked in the field in advance our field work. The approximate boring and associated core locations are shown on the Figure in the appendix. The boring location sketch is the figure provided in the RFP.

HGTS obtained the GPS coordinates and ground surface elevations at the soil boring locations using GPS technology based on the Minnesota County Coordinate System. GPS coordinates and the ground surface elevations are shown on Figure 2 in the Appendix.

## **2.0 FIELD PROCEDURES**

The 6 standard penetration test borings were advanced on September 13<sup>th</sup> and 14<sup>th</sup>, 2021 by HGTS with a rotary drilling rig, using continuous flight augers to advance the boreholes. Representative samples were obtained from the borings, using the split-barrel sampling procedures in general accordance with ASTM Specification D-1586. In the split-barrel sampling procedure, a 2-inch O.D. split-barrel spoon is driven into the ground with a 140-pound hammer falling 30 inches. The number of blows required to drive the sampling spoon the last 12 inches of an 18-inch penetration is recorded as the standard penetration resistance value, or "N" value. The results of the standard penetration tests are indicated on the boring logs. The samples were sealed in containers and provided to HGTS for testing and soil classification.

A field log for each boring was prepared by the HGTS drill crew. The logs contained visual classifications of the soil materials encountered during drilling, as well as the driller's interpretation of the subsurface conditions between samples and water observation notes. The final boring logs included with this report represent an interpretation of the field logs and include modifications based on visual/manual method observation of the samples.

The soil boring logs, general terminology for soil description and identification, and classification of soils for engineering purposes are also included in the appendix. The soil boring logs identify and describe the materials encountered, the relative density or consistency based on the Standard Penetration resistance (N-value, "blows per foot") and groundwater observations.

The strata changes were inferred from the changes in the samples and auger cuttings. The depths shown as changes between strata are only approximate. The changes are likely transitions, variations can occur beyond the location of the borings.

The bituminous cores were obtained on September 22, 2021 with a 4-inch diameter diamond studded core barrel using wet coring techniques. Shallow hand auger borings were then advanced through the aggregate base or possible aggregate base to aid in measuring its thickness.

### 3.0 RESULTS

#### 3.1 Pavement Section

Each of the 6 soil borings were taken within an existing bituminous surfaced roadway. The pavement sections consisted of varying thicknesses of bituminous and aggregate base or Possible aggregate base. The observed pavement section thicknesses are summarized in Table 1 below. Photographs of the pavement cores are included in the Appendix.

**Table 1. Summary of Existing Roadway Section**

Boring Number	Station	Approximate Bituminous Thickness (inches)†	Approximate Aggregate Base Thickness (inches)†	Subgrade Soil Type
<b>Sunwood Drive</b>				
SB-01	1+00	3 ¾	6	SP
SB-02	7+00	4 ¾	7	SP
SB-03	13+00	3 ¾	6 ½	SP
SB-04	18+29	5	7	SP
<b>Waco Street</b>				
SB-05	5+00	5	5 ½	SP
SB-06	8+85	6 ½	11	SP

SB = Soil Boring SP = Poorly Graded Sand

#### 3.2 Soil Conditions

Beneath the pavement section the soil borings encountered native alluvial deposits that extended to the termination depths of the borings. The native alluvial deposits consisted of fine to coarse grained poorly graded sand that contained varying amounts of gravel. The sands generally correspond to the ASTM Classification SP.

N-Values within the native sands ranged from 1 to 24 bpf. These values indicate the sands had a very loose to medium dense relative density.

### 3.3 Groundwater

Groundwater was encountered in soil boring SB-2 at about 12 below the ground surface corresponding to about elevations 855 ½. Groundwater was not observed in the remaining borings. The observed water levels are summarized in Table 2.

**Table 2. Summary of Groundwater Levels**

Boring Number	Ground Surface Elevation (ft)	Approximate Depth to Groundwater (ft)*	Approximate Groundwater Elevation (ft)*
SB-01	874.3	NE	-
SB-02	867.5	12	855 ½
SB-03	871.8	NE	-
SB-04	881.4	NE	-
SB-05	879.6	NE	-
SB-06	881.5	NE	-

\* = Depths and Elevations were rounded to the nearest ½ foot. NE = Not Encountered

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. The intensity and duration of these events or factors can significantly impact groundwater levels. In addition, “extreme” weather events or other events, such as flooding, spring thaw, etc., could result in groundwater levels higher than estimated or anticipated. Groundwater monitoring wells or piezometers in conjunction with deeper borings would be required to more accurately determine water levels.

### 3.4 Laboratory Tests

Six (6) laboratory moisture content tests and 6 percent passing the #200 sieve (P-200) tests were performed on selected samples of the aggregate base or possible aggregate base materials. Laboratory P-200 contents of the aggregate base materials ranged from about 6 ½ percent to 11 percent. It should be noted that the aggregate base materials appeared to contain very little “gravel” and for that reason the material was described as possible aggregate base. Table 3 below provides a summary of the laboratory testing. Laboratory moisture contents and P-200 contents are also shown on the boring logs adjacent to the samples tested.

**Table 2. Summary of Laboratory Analysis**

Boring Number	Sample	Depth (feet)	Moisture Content (%)*	P-200 (%)*
SB-01	AU-1	Possible Agg Base	3 ½	11
SB-02	AU-8	Possible Agg Base	3	7 ½
SB-03	AU-15	Possible Agg Base	4	7
SB-04	AU-22	Possible Agg Base	7	6 ½
SB-05	AU-29	Possible Agg Base	3	7
SB-06	AU-37	Possible Agg Base	3	7

\*Moisture contents and P-200 contents were rounded to the nearest ½ percent.

### **3.5 OSHA Soil Classification**

The soil encountered in the borings consisted of poorly graded sand corresponding to the ASTM Classifications SP. The soils identified in the boring will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

An OSHA-approved qualified person should review the soil classification in the field. Excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, "Excavations and Trenches." This document states excavation safety is the responsibility of the contractor. The project specifications should reference these OSHA requirements.

## **4.0 DISCUSSION AND RECOMMENDATIONS**

### **4.1 Proposed Construction**

This project will include improving Sunwood Drive from its intersection with St. Francis Boulevard (aka Highway 47) to its intersection with Waco Street and Waco Street from its intersection with Sunwood Drive and extending north to about the intersection with 150<sup>th</sup> Avenue NW. Total length of the alignment was estimated to be about 2,500 feet.

Based correspondence with the City of Ramsey we understand that street improvements could include completely removing and replacing the existing pavements or a full-depth reclamation. We further understand that no sanitary sewer or watermain utilities will be installed as part of this project. However, the city is assessing the existing sanitary sewer and storm sewer pipes for damage and is anticipating that some repairs will likely be required. Fixes, if any, will likely be spot fixes and not wholesale replacement of the pipe networks.

We anticipate that site grading will consist of earthwork necessary for roadway reconstruction and we do not anticipate any significant changes in the roadway alignment or roadway grades. Cuts or fills involving permanent grade change, if any, are assumed to be less than 1 feet. Invert elevations or pipe burial depths for storm sewer sanitary sewer or watermain utilities are anticipated to be on the order of 5 to 10 feet.

We were not provided any information regarding traffic volumes such as Average Annual Daily Traffic (AADT) counts or vehicle distribution for the roadways. Information obtained from the Minnesota Department of Transportation Traffic Mapping Application website indicates that the 2019 traffic count(s) along Sunwood Drive was 1750 vehicles per day. Information regarding vehicle distribution was not provided. For the purposes of this evaluation, we assumed these roadways are used mainly by automobiles, light trucks and school buses with some heavier vehicles such as garbage trucks and UPS or FedEx type delivery vehicles. Based on an AADT of 1750 vehicles we estimate the pavement are subjected to about 265,000 to 270,000 Equivalent Single Axle Loads (ESAL's) over a design life of 20 years. Please note the estimated ESAL's were based on 2019 traffic data and have not been adjusted for any future growth.

Changes in the nature, design, or location of all or parts of this project may occur. Likewise, if the proposed traffic volumes exceed these values we should be informed. Additional analyses and revised recommendations may be necessary.

## 4.2 Discussion

**Roadways** Based on a brief review of historical aerial photographs available on Google Earth and the Anoka County GIS website it appears that the streets were originally built sometime around 1990 thru about 1997 and based on that they appear to be approaching or have exceeded their assumed 20-year design life.

Observations of the bituminous cores appears to indicate that the roadways were seal coated/chip coated as evidence by smaller sized aggregate at the surface of the cores. It further appears that some of the roadways may have been overlaid, especially near soil boring /core 06. The core at SB-06 was about 6 ½ inches thick or about 1 ½ inches thicker, or more, than the cores at soil borings SB-01 thru SB-05 .

We observed longitudinal and transverse cracks with some “alligator” or fatigue cracking of the pavement surfaces. The cracking observed could be the result of a combination of factors including; inadequate pavement thickness, pavement age and possibly frost action/frost heave.

Longitudinal cracking are cracks parallel to the pavement centerline or laydown direction. These can be caused by poor joint construction, reflective cracking from an underlying layer, fatigue cracking or top-down cracking resulting from the age of the pavement or due to expansion and contraction of the pavement surface or increased loads/traffic on the pavements.

Transverse cracking are cracks perpendicular to the roadway centerline or laydown direction. These are often caused by shrinkage of the pavement surface, reflective cracking from an underlying layer or top-down cracking.

Alligator or fatigue cracking can be symptomatic of poor subgrade soils and/or inadequate pavement thickness.

**Aggregate Base** An apparent aggregate base layer was observed below the pavements at each boring location. The aggregate base appeared to contain little gravel and because of that it is identified as Possible Aggregate Base on the boring logs. Based on our observations the aggregate base or Possible Aggregate Base may not meet MN/DOT gradation specifications for Class 5 aggregate base. It is possible that the Possible Aggregate base was initially placed as new or virgin Class 5 aggregate base but has degraded over time due to traffic or possibly due to frost action.

**Soils** The borings encountered sandy subgrade soils consisting of poorly graded sand corresponding to the ASTM Classification SP. These soils are considered non-frost susceptible and are also free draining materials and are well suited for pavement support and.

Where spot fixes of the utilities will occur, we anticipate that the soils excavated for utility repairs will be reused to the greatest extent possible. The soils encountered in the borings in our opinion is suitable for reuse. We recommend that any unsuitable materials such as buried topsoil, organic soils and any soft or otherwise unsuitable materials, if encountered, be removed and replaced with suitable compacted engineered fill.

**Groundwater** Ground water was encountered in one of the soil borings (SB-02) at about 12 feet below the ground surface. With pipe inverts anticipated to bear about 7 to 10 feet below the ground surface we do not anticipate that groundwater will be encountered during spot utility repairs and do not anticipate that dewatering will be required.

### 4.3 Utility Recommendations

Spot utility repairs could be included in this project. We anticipate that the existing utilities bear at depths ranging from about 5 to 10 feet below the ground surface and at these depths the pipes likely bear on sandy alluvial soils or compacted engineered fill which in our opinion are suitable for pipe support. We recommend removing all vegetation, topsoil, organic soils and any soft or otherwise unsuitable soils, if any, beneath utilities prior to repair or placement.

We assume that open cut excavation techniques will be used for pipe installation. We further assume that typical excavation depths will be on the order of 5 to 10 feet below the ground surface. At typical 1:1 excavation backslopes, the excavation will extend about 5 to 10 feet beyond the edges of the excavation. The excavation may extend into/onto adjacent properties posing a risk of undermining structures on those properties. In addition, the soils could slough as they are excavated resulting in side slopes flatter than 1:1 further increasing the horizontal limits of the excavation. If site constraints will limit the excavation, trench boxes or temporary shoring may be required.

**Backfilling** New pavements will be constructed over the top of the utility trench(s) and the soil excavated for pipe installation will likely be placed back in the excavations, to the greatest extent possible. As noted above, the soils encountered in the borings in our opinion is suitable for reuse. We recommend that any buried topsoil, organic soils and any soft or otherwise unsuitable materials, if encountered, be removed and replaced with suitable compacted engineered fill.

We recommend bedding material be thoroughly compacted around the pipes. We recommend trench backfill above the pipes be compacted to a minimum of 95 percent beneath pavements, the exception being within 3 feet of the proposed pavement subgrade, where 100 percent of standard Proctor density is recommended. In landscaped areas, if any, we recommend a minimum compaction of 90 percent.

### 4.4 Pavement Recommendations

The City of Ramsey may have standard plates that dictate bituminous pavement design. If so, we assume the pavements be designed in accordance with the appropriate standard plates. The following paragraphs provide general pavement recommendations in the absence of standard plates.

**Reconstruction** In areas that will be reconstructed we recommend removing all vegetation and topsoil, if any, and all pavements, aggregate base, organic soils and any soft or otherwise unsuitable materials from beneath the pavement subgrade. Prior to placing the aggregate base (Class 5) we recommend compacting the subgrade soils to provide a more uniform surface and to identify soft, weak, loose or unstable areas that may require additional subcuts. Backfill, if needed, to attain pavement subgrade elevation can consist of any mineral soil provided it is free of organic material or other deleterious materials. However, we recommend additional fill, if needed, consist of sandy soils similar to the on-site materials.

Granular fill classified as SP or SP-SM should be placed within 65 percent to 105 percent of its optimum moisture content as determined by the standard Proctor. Other fill soils should be placed with moisture contents within a range of 1 percentage point below and 3 percentage points above its optimum moisture content. The upper 3 feet of fill and backfill should be compacted to a minimum of 100 percent of its standard Proctor maximum dry density.

**Full Depth Reclamation** For "Full Depth Reclamation" areas there may be instances where the recommended aggregate base thickness exceeds the existing aggregate base thickness. The preferred method of pavement repair would be to reclaim the existing bituminous, subcut the subgrade, replace the reclaim and add additional aggregate base as needed then construct the bituminous pavement. Subcutting the subgrade may not be feasible or cost effective. As an alternate it may be possible to use a thicker bituminous pavement along with the existing aggregate base or possibly subcutting some of the existing aggregate base. Using MN/DOT granular equivalencies, one (1) inch of bituminous is equivalent to 2.25 inches of MN/DOT Class 5 aggregate base.

**R-Values** Laboratory tests to determine the soils Hveem Stabilometer R-Value (R-Value) was beyond the scope of this project. Information provided in the State of Minnesota Department of Transportation, Geotechnical & Pavement Manual, Part II, indicates that R-Values for granular materials meeting the ASTM Classification SP can range from 50 to 70. It is our opinion that an R-Value of 50 can be used for pavement design.

#### **Recommended Pavement Section Thickness**

It should be noted that the pavement section presented below is not absolute. Depending on serviceability expectations, material availability, and cost, there could be circumstances under which alternative sections will be more practicable.

Based on an estimated R-value of 50 and a maximum of 270,000 ESAL's we recommend a pavement section consisting of a minimum of 4 inches of bituminous underlain by a minimum of 6 inches of Class 5 aggregate base.

#### **4.5 Materials**

We recommend aggregate base meeting MN/DOT specification 3138 for Class 5 aggregate base. We recommend the aggregate base be compacted to 100 percent of its maximum standard Proctor dry density.

We recommend that the bituminous wear and base courses meet the requirement of MN/DOT specification 2360. We recommend the bituminous pavements be compacted to at least 92% of the maximum theoretical density.

Pavement reconstruction will likely include installing concrete curb and gutter. We recommend specifying concrete that has a minimum 28-day compressive strength of 4,000 psi. We recommend specifying 5 to 8 percent entrained air for exposed concrete to provide resistance to freeze-thaw deterioration. We recommend slump, air content and compressive strength test of Portland cement concrete.

## 5.0 CONSTRUCTION CONSIDERATIONS

### 5.1 Excavation

The soil encountered in the borings consisted of poorly graded sand corresponding to the ASTM Classifications SP. The soils identified in the boring will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

Temporary excavations in Type C soils should be constructed at a minimum of 1 ½ foot horizontal to every 1 foot vertical within excavations. Slopes constructed in this manner may still exhibit surface sloughing. If site constraints do not allow the construction of slopes with these dimensions, then temporary shoring may be required.

### 5.2 Observations

A geotechnical engineer or qualified engineering technician should observe the excavation subgrade to evaluate if the subgrade soils are similar to those encountered in the borings and adequate to support the proposed construction.

### 5.3 Backfill and Fills

Site soils that will be excavated and reused as backfill and fill appear to be below their assumed optimum moisture content. We anticipate it may be necessary to moisture condition (wet) these soils to achieve the recommended compaction. We recommend that fill and backfill be placed in lifts not exceeding 4 to 12 inches, depending on the size of the compactor and materials used.

### 5.4 Testing

We recommend density tests of backfill and fills placed for the proposed roadway and utilities. Samples of the proposed materials should be submitted to our laboratory prior to placement for evaluation of their suitability and to determine their optimum moisture content and maximum dry density (Standard Proctor).

### 5.5 Winter Construction

If site grading and construction is anticipated to proceed during cold weather, all snow and ice should be removed from cut and fill areas prior to additional grading and placement of fill. No fill should be placed on frozen soil and no frozen soil should be used as fill or backfill.

Concrete delivered to the site should meet the temperature requirements of ASTM and/or ACI. Concrete should not be placed on frozen soil. Concrete should be protected from freezing until the necessary strength is obtained.

## **6.0 PROCEDURES**

### **6.1 Soil Classification**

The drill crew chief visually and manually classified the soils encountered in the borings in general accordance with ASTM D 2488, "Description and Identification of Soils (Visual-Manual Procedure)". Soil terminology notes are included in the Appendix. The samples were returned to our laboratory for review of the field classification by a soils engineer. Samples will be retained for a period of 30 days.

### **6.2 Groundwater Observations**

Immediately after taking the final samples in the bottom of the borings, the holes were checked for the presence of groundwater. Immediately after removing the augers from the borehole the holes were once again checked and the depth to water and cave-in depths were noted.

## **7.0 GENERAL**

### **7.1 Subsurface Variations**

The analyses and recommendations presented in this report are based on data obtained from a limited number of soil borings. Variations can occur away from the borings, the nature of which may not become apparent until additional exploration work is completed or construction is conducted. A reevaluation of the recommendations in this report should be made after performing on-site observations during construction to note the characteristics of any variations. The variations may result in additional foundation costs and it is suggested that a contingency be provided for this purpose.

It is recommended that we be retained to perform the observation and testing program during construction to evaluate whether the design is as expected, if any design changes have affected the validity of our recommendations, and if our recommendations have been correctly interpreted and implemented in the designs, specifications and construction methods. This will allow correlation of the soil conditions encountered during construction to the soil borings and will provide continuity of professional responsibility.

### **7.2 Review of Design**

This report is based on the design of the proposed structure as related to us for preparation of this report. It is recommended that we be retained to review the geotechnical aspects of the design and specifications. With the review we will evaluate whether any changes have affected the validity of the recommendations and whether our recommendations have been correctly interpreted and implemented in the design and specifications.

### **7.3 Groundwater Fluctuations**

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The data was interpreted in the text of this report. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. Design drawings and specifications and construction planning should recognize the possibility of fluctuations.

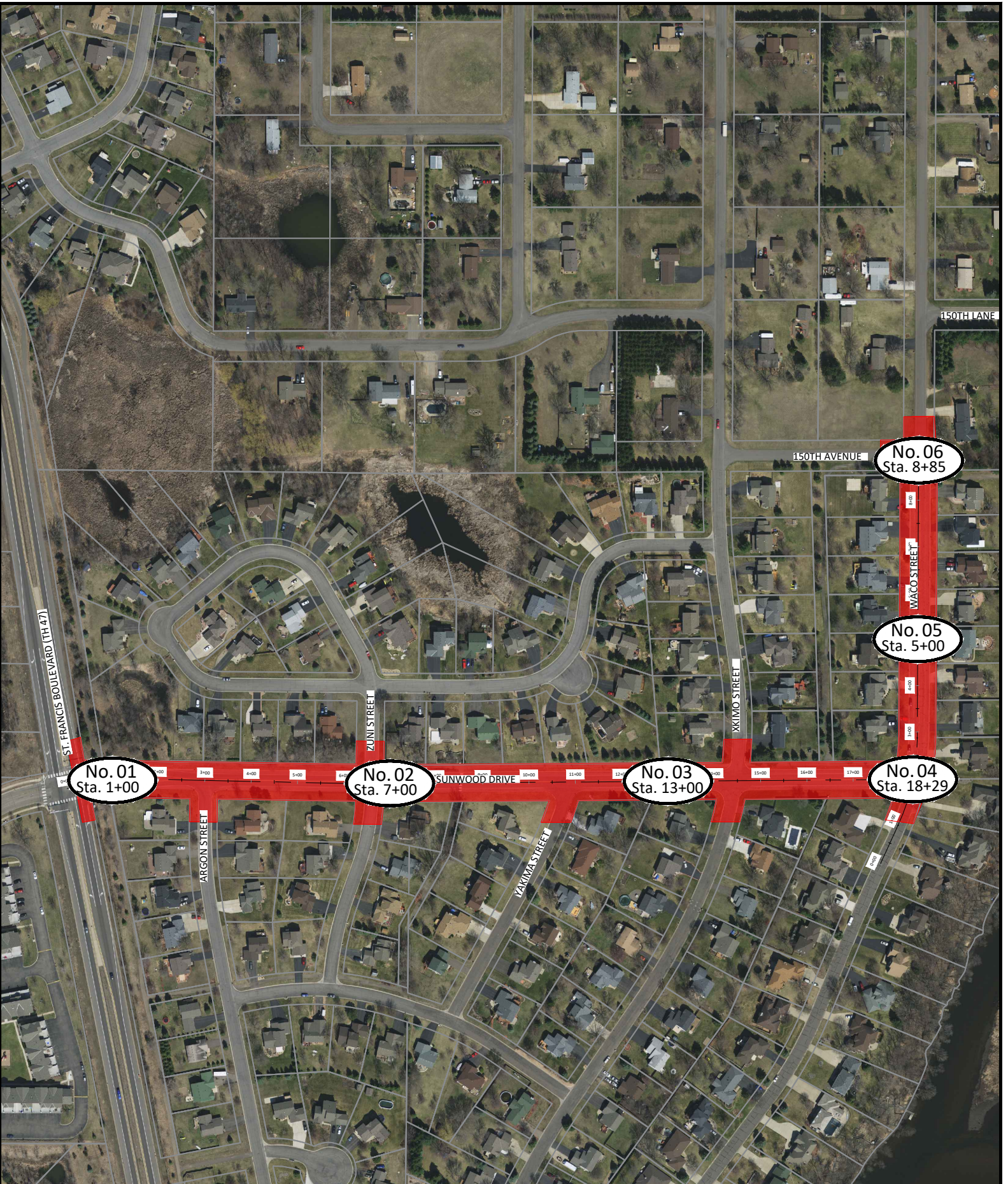
### **7.4 Use of Report**

This report is for the exclusive use of City of Ramsey and their design team to use to design the proposed structure and prepare construction documents. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report. The data, analysis and recommendations may not be appropriate for other structures or purposes. We recommend that parties contemplating other structures or purposes contact us.

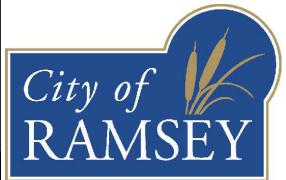
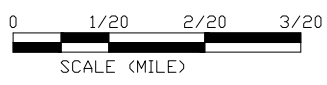
### **7.5 Level of Care**

Haugo GeoTechnical Services, LLC has used the degree of skill and care ordinarily exercised under similar circumstance by members of the profession currently practicing in this locality. No warranty expressed or implied is made.

## APPENDIX



**IMPROVEMENT PROJECT 22-01  
SUNWOOD DRIVE & WACO STREET  
SOIL BORING LOCATION MAP**



**Figure 2: GPS Boring Locations**

<b>Boring Number</b>	<b>Elevation (US Survey Feet)</b>	<b>Northing Coordinate</b>	<b>Easting Coordinate</b>
SB-01	874.3	175074.4	465325.1
SB-02	867.5	175086.0	465927.1
SB-03	871.8	175077.2	466524.4
SB-04	881.4	175093.2	467052.0
SB-05	879.6	175392.9	467068.0
SB-06	881.5	175776.6	467066.7

Referencing Minnesota County Coordinates Basis - Anoka County



Haugo GeoTechnical Services  
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 Telephone: 612-729-2959  
 Fax: 763-445-2238

# BORING NUMBER SB-01

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0832  
**DATE STARTED** 9/13/21 **COMPLETED** 9/13/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** JM  
**NOTES** 1+00 Sunwood Drive

**PROJECT NAME** IP 22-01 Sunwood Drive & Waco Street Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 874.3 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:16 - C:\USERS\HGTS\3\DROPBOX\3\DRPBOX\3\GINT\GINT PROJECT BACKUP\PROJECTS\21-0832 IP 22-01 SUNWOOD DRIVE & WACO STREET RECON.GPJ

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
0.0		Approximately 3.75 Inches of Bituminous Asphalt									
		Approximately 6 Inches of Possible Aggregate Base				3.5					
		P-200=11% (SP) Poorly Graded Sand, fine to medium grained, brown, moist, loose to medium dense. (Glacial Outwash)	AU 1								
2.5			SS 2		5-5-6 (11)						
5.0			SS 3		2-2-3 (5)						
7.5			SS 4		2-2-3 (5)						
10.0			SS 5		4-2-4 (6)						
12.5			SS 6		5-5-6 (11)						
			SS 7		4-5-8 (13)						

Bottom of borehole at 14.5 feet.



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# BORING NUMBER SB-02

PAGE 1 OF 1

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0832  
**DATE STARTED** 9/13/21 **COMPLETED** 9/13/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** JM  
**NOTES** 7+00 Sunwood Drive

**PROJECT NAME** IP 22-01 Sunwood Drive & Waco Street Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 867.5 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
 ▽ **AT TIME OF DRILLING** 12.30 ft / Elev 855.20 ft  
 ▼ **AT END OF DRILLING** 12.10 ft / Elev 855.40 ft  
**AFTER DRILLING** ---

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:16 - C:\USERS\HGTS\3DROPOBOX\HGTS\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\21-0832 IP 22-01 SUNWOOD DRIVE & WACO STREET RECON.GPJ

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 4.75 Inches of Bituminous Asphalt										
		Approximately 7 Inches of Possible Aggregate Base										
		P-200=7.5% (SP) Poorly Graded Sand, fine to medium grained, brown, moist, loose to medium dense. (Glacial Outwash)	AU 8			3						
2.5			SS 9		6-5-6 (11)							
5.0			SS 10		3-3-3 (6)							
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, very loose to loose. (Glacial Outwash)	SS 11		2-2-2 (4)							
10.0			SS 12		2-1-2 (3)							
12.5			SS 13		3-3-6 (9)							
			SS 14		3-4-6 (10)							

Bottom of borehole at 14.5 feet.



Haugo GeoTechnical Services  
 2825 Cedar Ave South  
 Minneapolis, MN 55407  
 Telephone: 612-729-2959  
 Fax: 763-445-2238

# BORING NUMBER SB-03

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0832  
**DATE STARTED** 9/13/21 **COMPLETED** 9/13/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** JM  
**NOTES** 13+00 Sunwood Drive

**PROJECT NAME** IP 22-01 Sunwood Drive & Waco Street Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 871.8 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								PL	MC	LL
								□ FINES CONTENT (%) □		
0.0		Approximately 3.75 Inches of Bituminous Asphalt								
		Approximately 6.5 Inches of Possible Aggregate Base								
		P-200=7% (SP) Poorly Graded Sand, fine grained, brown, moist, very loose to medium dense. (Glacial Outwash)	AU 15			4				
2.5			SS 16		1-2-2 (4)					
5.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist, very loose to medium dense. (Glacial Outwash)	SS 17		6-8-6 (14)					
7.5			SS 18		2-2-2 (4)					
10.0			SS 19		1-1-1 (2)					
12.5		(SP) Poorly Graded Sand, fine coarse, light brown, moist, loose. (Glacial Outwash)	SS 20		4-4-3 (7)					
			SS 21		4-4-5 (9)					

Bottom of borehole at 14.5 feet.



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# BORING NUMBER SB-04

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**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0832  
**DATE STARTED** 9/13/21 **COMPLETED** 9/13/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** JM  
**NOTES** 18+29 Sunwood Drive

**PROJECT NAME** IP 22-01 Sunwood Drive & Waco Street Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 881.4 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 5 Inches of Bituminous Asphalt (No Apparent Aggregate Base)										
		Approximately 7 Inches of Possible Aggregate Base										
		P-200=6.5% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to medium dense. (Glacial Outwash)	AU 22			4.5						
2.5			SS 23		5-6-6 (12)							
5.0			SS 24		3-3-2 (5)							
7.5			SS 25		2-1-1 (2)							
10.0			SS 26		2-0-1 (1)							
12.5			SS 27		1-1-1 (2)							
			SS 28		1-1-1 (2)							

Bottom of borehole at 14.5 feet.



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# BORING NUMBER SB-05

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**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0832  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** JM  
**NOTES** 5+00 Waco Street

**PROJECT NAME** IP 22-01 Sunwood Drive & Waco Street Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 879.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 5 Inches of Bituminous Asphalt								
		Approximately 5.5 Inches of Possible Aggregate Base								
		P-200=7% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to medium dense. (Glacial Outwash)	AU 29							
2.5			SS 30		4-4-4 (8)					
5.0			SS 31		2-1-1 (2)					
7.5			SS 32		3-5-5 (10)					
10.0			SS 33		3-4-5 (9)					
12.5			SS 34		4-6-6 (12)					
		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, medium dense. (Glacial Outwash)	SS 35		7-11-13 (24)					

Bottom of borehole at 14.5 feet.



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# BORING NUMBER SB-06

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0832  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** JM  
**NOTES** 8+85 Waco Drive

**PROJECT NAME** IP 22-01 Sunwood Drive & Waco Street Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 881.5 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 5 Inches of Bituminous Asphalt										
		Approximately 11 Inches of Possible Aggregate Base P-200=7%	AU 36			3						
2.5		(SP) Poorly Graded Sand, fine grained, trace Gravel, brown, moist, medium dense. (Glacial Outwash)	SS 37		4-7-5 (12)							
5.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist, loose to medium dense. (Glacial Outwash)	SS 38		3-3-3 (6)							
7.5			SS 39		2-1-4 (5)							
10.0			SS 40		2-4-4 (8)							
12.5			SS 41		4-5-6 (11)							
			SS 42		4-6-6 (12)							

Bottom of borehole at 14.5 feet.



Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests <sup>a</sup>				Soils Classification	
				Group Symbol	Group Name <sup>b</sup>
Coarse-grained Soils more than 50% retained on No. 200 sieve	Gravels More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels 5% or less fines <sup>e</sup>	$C_u \geq 4$ and $1 \leq C_c \leq 3$ <sup>c</sup>	GW	Well-graded gravel <sup>d</sup>
		Gravels with Fines More than 12% fines <sup>e</sup>	$C_u < 4$ and/or $1 > C_c > 3$ <sup>c</sup>	GP	Poorly graded gravel <sup>d</sup>
			Fines classify as ML or MH	GM	Silty gravel <sup>d f g</sup>
		Sands 50% or more of coarse fraction passes No. 4 sieve	Clean Sands 5% or less fines <sup>i</sup>	$C_u \geq 6$ and $1 \leq C_c \leq 3$ <sup>c</sup>	SW
	Sands with Fines More than 12% <sup>i</sup>		$C_u < 6$ and/or $1 > C_c > 3$ <sup>c</sup>	SP	Poorly graded sand <sup>h</sup>
			Fines classify as CL or CH	SM	Silty sand <sup>f g h</sup>
	Fines classify as CL or CH		SC	Clayey sand <sup>f g h</sup>	
	Fine-grained Soils 50% or more passed the No. 200 sieve	Silts and Clays Liquid limit less than 50	Inorganic	PI $> 7$ and plots on or above "A" line <sup>j</sup>	CL
PI $< 4$ or plots below "A" line <sup>j</sup>				ML	Silt <sup>k i m</sup>
Silts and clays Liquid limit 50 or more		Inorganic	Liquid limit - oven dried $< 0.75$	OL	Organic clay <sup>k i m n</sup>
			Liquid limit - not dried $< 0.75$	OH	Organic silt <sup>k i m o</sup>
		Organic	PI plots on or above "A" line	CH	Fat clay <sup>k i m</sup>
			PI plots below "A" line	MH	Elastic silt <sup>k i m</sup>
Highly Organic Soils	Primarily organic matter, dark in color and organic odor		PT	Peat	

**Particle Size Identification**

Boulders ..... over 12"  
Cobbles ..... 3" to 12"  
Gravel  
Coarse ..... 3/4" to 3"  
Fine ..... No. 4 to 3/4"  
Sand  
Coarse ..... No. 4 to No. 10  
Medium ..... No. 10 to No. 40  
Fine ..... No. 40 to No. 200  
Silt .....  $< \text{No. 200}$ , PI  $< 4$  or below "A" line  
Clay .....  $< \text{No. 200}$ , PI  $\geq 4$  and on or above "A" line

**Relative Density of Cohesionless Soils**

Very loose ..... 0 to 4 BPF  
Loose ..... 5 to 10 BPF  
Medium dense ..... 11 to 30 BPF  
Dense ..... 31 to 50 BPF  
Very dense ..... over 50 BPF

**Consistency of Cohesive Soils**

Very soft ..... 0 to 1 BPF  
Soft ..... 2 to 3 BPF  
Rather soft ..... 4 to 5 BPF  
Medium ..... 6 to 8 BPF  
Rather stiff ..... 9 to 12 BPF  
Stiff ..... 13 to 16 BPF  
Very stiff ..... 17 to 30 BPF  
Hard ..... over 30 BPF

- a. Based on the material passing the 3-in (75mm) sieve.
- b. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders or both" to group name.
- c.  $C_u = D_{60} / D_{10}$ ,  $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
- d. If soil contains  $\geq 15\%$  sand, add "with sand" to group name.
- e. Gravels with 5 to 12% fines require dual symbols:  
GW-GM well-graded gravel with silt  
GW-GC well-graded gravel with clay  
GP-GM poorly graded gravel with silt  
GP-GC poorly graded gravel with clay
- f. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
- g. If fines are organic, add "with organic fines" to group name.
- h. If soil contains  $\geq 15\%$  gravel, add "with gravel" to group name.
- i. Sands with 5 to 12% fines require dual symbols:  
SW-SM well-graded sand with silt  
SW-SC well-graded sand with clay  
SP-SM poorly graded sand with silt  
SP-SC poorly graded sand with clay
- j. If Atterberg limits plot in hatched area, soil is a CL-ML, silty clay.
- k. If soil contains 10 to 29% plus No. 200, add "with sand" or "with gravel" whichever is predominant.
- l. If soil contains  $\geq 30\%$  plus No. 200, predominantly sand, add "sandy" to group name.
- m. If soil contains  $\geq 30\%$  plus No. 200 predominantly gravel, add "gravelly" to group name.
- n. PI  $\geq 4$  and plots on or above "A" line.
- o. PI  $< 4$  or plots below "A" line.
- p. PI plots on or above "A" line.
- q. PI plots below "A" line.

**Drilling Notes**

Standard penetration test borings were advanced by 3 1/4" or 6 1/4" ID hollow-stem augers unless noted otherwise. Jetting water was used to clean out auger prior to sampling only where indicated on logs. Standard penetration test borings are designated by the prefix "ST" (Split Tube). All samples were taken with the standard 2" OD split-tube sampler, except where noted.

Power auger borings were advanced by 4" or 6" diameter continuous-flight, solid-stem augers. Soil classifications and strata depths were inferred from disturbed samples augered to the surface and are, therefore, somewhat approximate. Power auger borings are designated by the prefix "B."

Hand auger borings were advanced manually with a 1 1/2" or 3 1/4" diameter auger and were limited to the depth from which the auger could be manually withdrawn. Hand auger borings are indicated by the prefix "H."

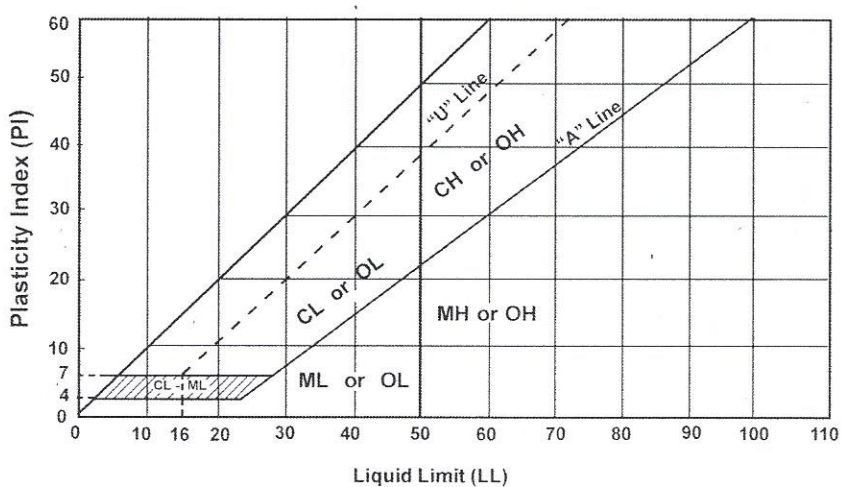
BPF: Numbers indicate blows per foot recorded in standard penetration test, also known as "N" value. The sampler was set 6" into undisturbed soil below the hollow-stem auger. Driving resistances were then counted for second and third 6" increments and added to get BPF. Where they differed significantly, they are reported in the following form: 2/12 for the second and third 6" increments, respectively.

WH: WH indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WR: WR indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

TW indicates thin-walled (undisturbed) tube sample.

Note: All tests were run in general accordance with applicable ASTM standards.



**Laboratory Tests**

DD	Dry density, pcf	OC	Organic content, %
WD	Wet density, pcf	S	Percent of saturation, %
MC	Natural moisture content, %	SG	Specific gravity
LL	Liquid limit, %	C	Cohesion, psf
PL	Plastic limit, %	$\phi$	Angle of internal friction
PI	Plasticity index, %	qu	Unconfined compressive strength, psf
P200	% passing 200 sieve	qp	Pocket penetrometer strength, tsf

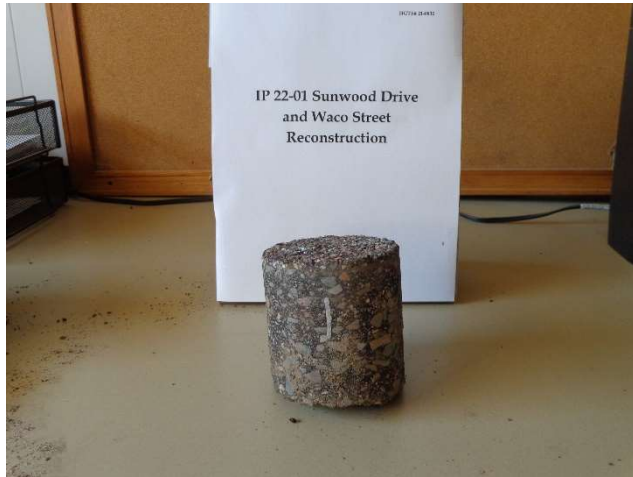


Photo # 1. Core SB-01, 1+00 Sunwood Drive.

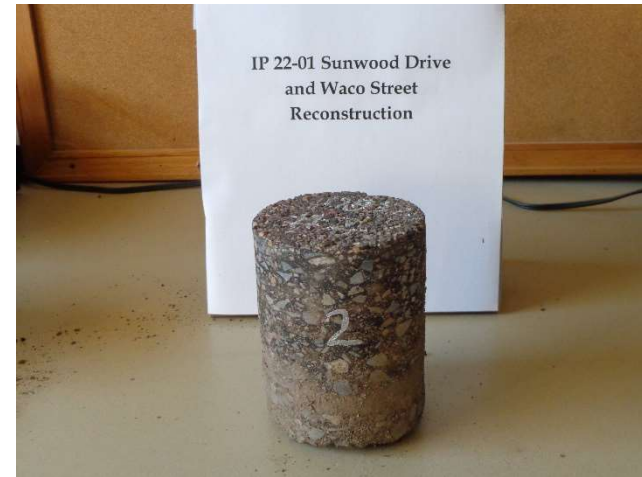


Photo # 2. Core SB-02, 7+00 Sunwood Drive.



Photo # 3. Core SB-03, 13+00 Sunwood Drive.



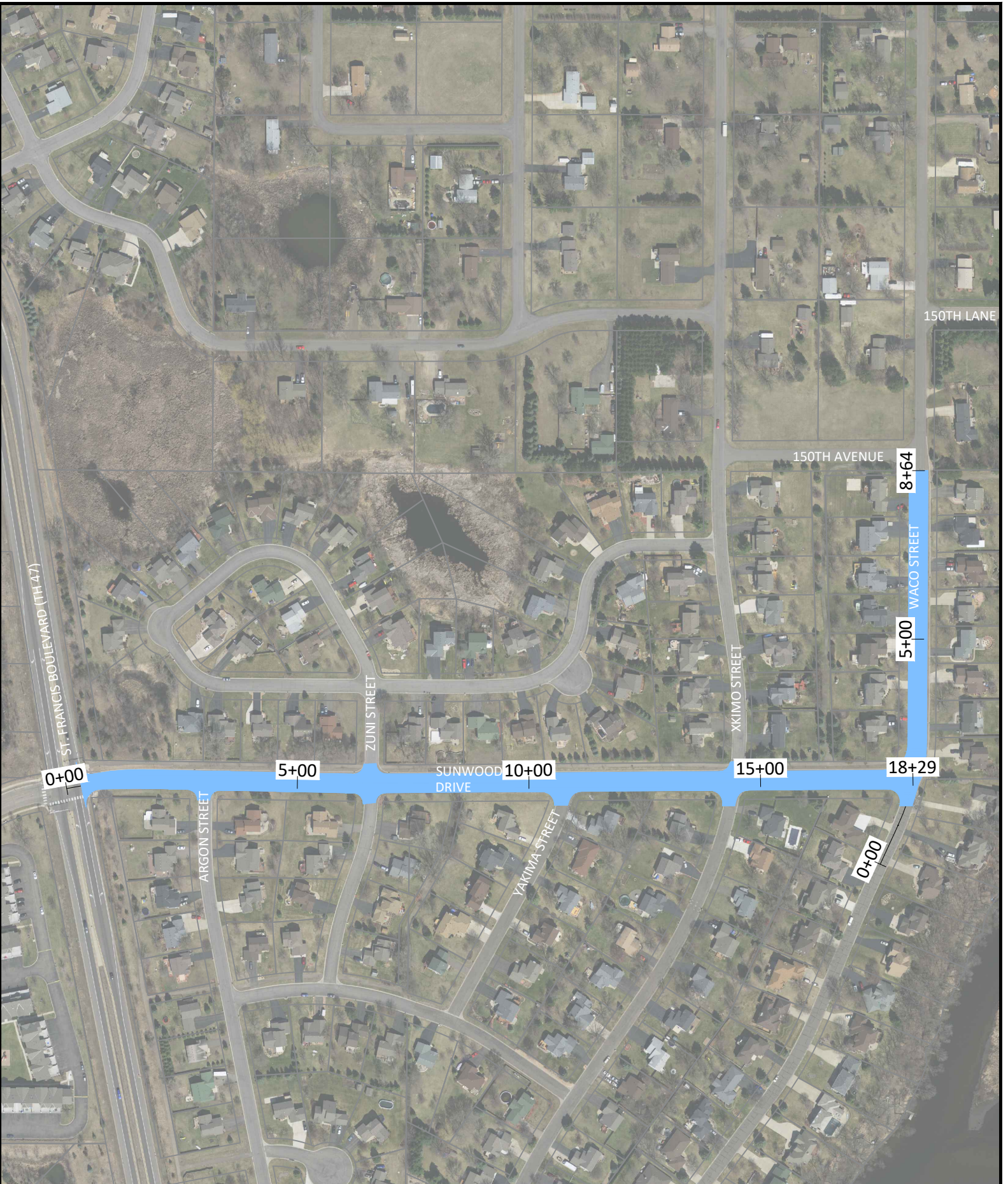
Photo # 4. Core SB-04, 18+29 Sunwood Drive.



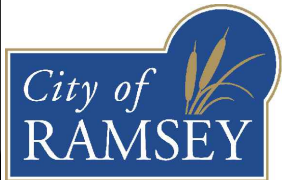
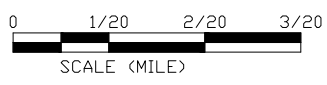
Photo # 5. Core SB-05, 5+00 Waco Street.

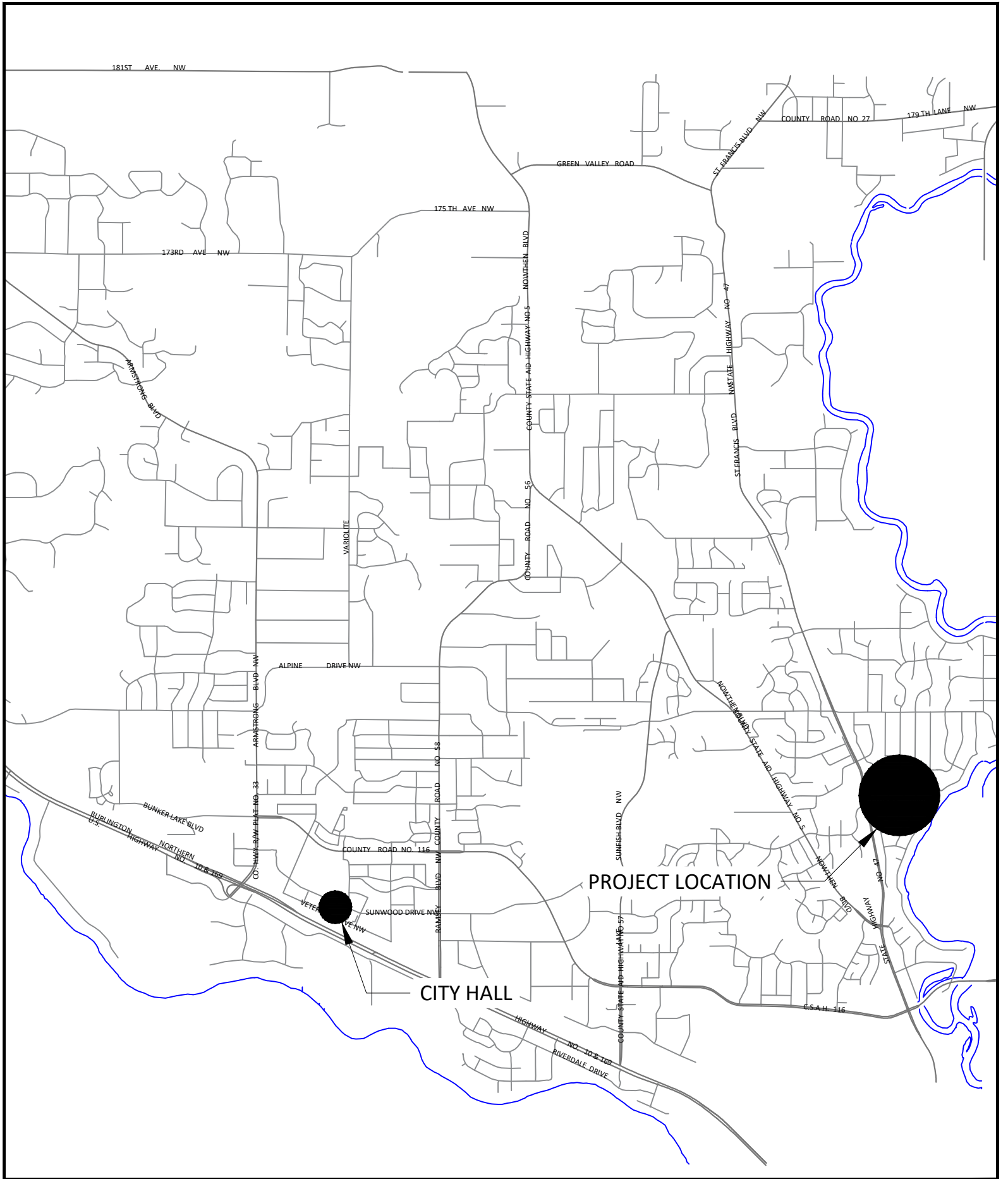


Photo # 6. Core SB-06, 8+85 Waco Street.

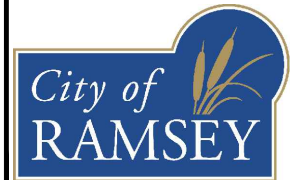
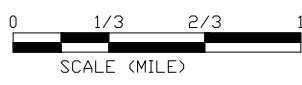


**IMPROVEMENT PROJECT 22-01  
SUNWOOD DRIVE & WACO STREET  
PROJECT SCOPE**





**IMPROVEMENT PROJECT 22-01  
SUNWOOD DRIVE & WACO STREET  
PROJECT LOCATION**



Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-299**

**RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT #22-01, SUNWOOD DRIVE AND WACO STREET RECONSTRUCTION.**

**WHEREAS**, the City of Ramsey proposes to reconstruct Sunwood Drive between Trunk Highway 47 and Waco Street, and Waco Street between Sunwood Drive and 150<sup>th</sup> Avenue; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-194, adopted July 13, 2021, the City Council ordered the City Engineer to request proposals for Topographic Survey, Geotechnical Evaluations and Utility Testing for proposed 2022 Pavement Management Program projects, including IP 22-01; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-224, adopted August 8<sup>th</sup>, 2021, the City Council awarded a proposal to Hakanson Anderson for Topographic Survey, and Haugo Geotechnical Services for a geotechnical report of the project area; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-240 adopted August 24, 2021, the City Council awarded a proposal to Hydro-Klean, LLC for cleaning and televising the sanitary and storm sewer, and Water Conservation Services, Inc. for watermain leak testing of the project area; and

**WHEREAS**, City staff has received and reviewed the Topographic Survey, Geotechnical Evaluations and Utility Testing, Sewer Televising and Water Leak Testing and has the capacity to prepare plans and specifications for improvement project #22-01, Sunwood Drive and Waco Street Reconstruction.

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

- 1) The Ramsey City Council hereby orders the City Engineer to prepare plans and specifications for improvement project #22-01, Sunwood Drive and Waco Street Reconstruction.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

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Mayor

ATTEST:

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City Clerk

**Meeting Date:** 10/26/2021

**Submitted For:** Joe Feriancek, Engineering/Public Works

**By:** Joe Feriancek, Engineering/Public Works

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### Information

**Title:**

Adopt Resolution #21-300 Ordering Plans and Specifications for Improvement Project #22-02, Autumn Heights Street Reconstructions

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-300 Ordering Plans and Specifications for Improvement Project #22-02, Autumn Heights Street Reconstructions.

**Background:**

City Improvement Project 22-02 proposes to reconstruct the streets within the Autumn Heights subdivision, generally located in the northwest region of Ramsey, along either side of Armstrong Boulevard. The streets total approximately 8,500 linear feet (1.61 miles) in length, and are 24 foot wide rural sections. A figure showing the project scope and a street segment summary is attached to this case.

On July 13, 2021, the Ramsey City Council ordered the City Engineer to request proposals for Topographic Survey, Geotechnical Evaluations and Utility Testing for proposed 2022 Pavement Management Program (PMP) projects, including IP 22-02. On August 8, 2021, the Ramsey City Council awarded a proposal to Hakanson Anderson for topographic survey, and Haugo Geotechnical Services for a geotechnical report of the project area.

Engineering Staff has completed an initial review of the topographic survey and geotechnical report, determining the requirements of the proposals have been met. The initial review of the geotechnical report revealed sub-bas materials consisting primarily of poorly-graded sand and poorly graded sand with silt. These materials are generally well suited for street construction, though silty materials can be susceptible to frost-heave, particularly when the soils are unable to drain. Staff has done field visits of the site and the existing pavement appears not to have been negatively impacted by the silty materials for the majority of the project, though 168th Lane southeast of 167th Lane may require some corrections. The geotechnical report revealed groundwater approximately 5 feet below the pavement surface at the time of the soil boring. These wet, less drainable soils are likely a factor in the pavement appearing to rut, which is differential settling across the pavement surface. The report and any proposed improvements will be explored further during project design.

The streets within Autumn Heights subdivision were included in the Ground Penetrating Radar (GPR) Pavement Evaluation performed by Braun Intertec. This data provides bituminous and aggregate base thickness information. The GPR data is included in the street segment summary attached to this case.

The streets within Autumn Heights are 24 feet wide, rural section streets. These streets are proposed to be reconstructed to the City's current standard residential street design, with a minimum 4 inches aggregate base and 3.5 inches new bituminous pavement. Due to the underlying soils, Staff is proposing to use the full-depth reclamation process, remove excess reclamation material leaving a minimum of 4 inches to be re-used as aggregate base, and place 3.5 inches of new bituminous pavement on top. The proposed street alignment and profile will generally be unchanged.

Municipal sanitary sewer and watermain do not exist within the project area, and are not proposed to be extended with this project. Stormwater runoff is handled through the existing drainage swales along both sides of the streets,

with street crossing culverts connecting the ditches. Storm water is generally carried south towards Trott Brook. Staff is unaware of drainage issues or concerns with the existing drainage swales which would require re-grading. Beyond touch up work required due to replacing the street crossing culverts, grade changes to the swales are not proposed, however, this will be reviewed during project design.

This project presents two right of way concerns which will be explored during project design. 169th Avenue west of Rabbit Street terminates without a turn-around. This street segment is 640 lineal feet long, 24-feet wide, and currently lacks enough right of way to build a cul-de-sac or hammer head turn-around. 168th Avenue terminates in a 66 foot diameter cul-de-sac. This cul-de-sac sits within the existing right-of-way, but is below the City standard 100 foot diameter. In both cases any improvements would require additional right of way. Staff is proposing to bring improvement options to a future Public Works Committee meeting for discussion, once impacts can be explored during project design.

Estimated project costs per the proposed 2022 – 2031 CIP are \$984,000. Estimated costs include 23-percent indirect costs for administrative, engineering, finance and legal costs. Staff proposes to create the plans and specifications in-house as part of their normal duties.

The street improvements proposed with this project are identified in the City's 10-year CIP, and can be funded using a combination of Pavement Management Funds and Storm Water Utility Funds. This project would best be constructed as a stand-alone project and is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

The proposed improvements are designated as City Improvement Project #22-02, Autumn Height Street Reconstructions.

**Notification:**

Notifications are not required for this case.

**Time Frame/Observations/Alternatives:**

Motion to adopt Resolution #21-300 ordering plans and specifications for improvement project #22-02, Autumn Heights Street Reconstructions.

**Funding Source:**

Funding for this improvement is proposed to come from the Pavement Management Fund and Storm Water Utility Fund.

- (PMP) Street Project Cost \$895,000
- Storm Sewer Project Cost \$89,000
- Total Estimated Project Cost \$984,000

**Recommendation:**

Staff recommends adopting Resolution #21-300 ordering plans and specifications for improvement project #22-02, Autumn Heights Street Reconstruction.

The Ramsey Public Works Committee reviewed this project on October 19, 2021. The committee recommended City Council authorization ordering Staff to prepare plans and specifications.

**Outcome/Action:**

Adopt Resolution #21-300, ordering plans and specifications for improvement project #22-02, Autumn Heights Street Reconstruction.

Res #21-300

22-02 Street Segment Summary

22-02 Project Scope

22-02 Project Location

22-02 Geotech Report

---

### Form Review

**Inbox**

Bruce Westby

Bruce Westby

Kurt Ulrich

Form Started By: Joe Feriancek

Final Approval Date: 10/21/2021

**Reviewed By**

Joe Feriancek

Bruce Westby

Kurt Ulrich

**Date**

10/19/2021 07:41 AM

10/21/2021 06:30 AM

10/21/2021 02:27 PM

Started On: 10/18/2021 09:31 AM

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-300**

**RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT #22-02, AUTUMN HEIGHTS STREET RECONSTRUCTIONS**

**WHEREAS**, the City of Ramsey proposes to reconstruct Autumn Heights Subdivision; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-194, adopted July 13, 2021, the City Council ordered the City Engineer to request proposals for Topographic Survey, Geotechnical Evaluations and Utility Testing for proposed 2022 Pavement Management Program projects, including IP 22-02 Autumn Heights Subdivision; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-224, adopted August 8<sup>th</sup>, 2021, the City Council awarded a proposal to Hakanson Anderson for Topographic Survey, and Haugo Geotechnical Services for a geotechnical report of the project area; and

**WHEREAS**, City staff has received and reviewed the Topographic Survey, Geotechnical Evaluations and has the capacity to prepare plans and specifications for improvement project #22-02, Autumn Heights Street Reconstruction.

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

- 1) The Ramsey City Council hereby orders the City Engineer to prepare plans and specifications for improvement project #22-02, Autumn Heights Street Reconstructions.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

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Mayor

ATTEST:

---

City Clerk

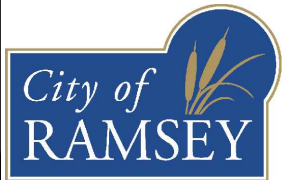
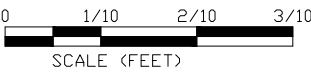
**IP 22-02 Autumn Heights Street Reconstructions**

**Street Segment Summary**

Street Description				Street History						GPR Summary		
Street	Segment Description	Length (feet)	Section (Urban / Rural)	2020 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
167th Lane	Armstrong Boulevard / 168th Lane	1494	Rural	2	1984	SC 1991	OL 1998	SC 1997	SC 2004	3.5	3.5	7.0
167th Lane	Puma Street / Armstrong Boulevard	919	Rural	2	1977	SC 1983	OL 1990	SC 1997	SC 2004	3.5	3.7	7.2
167th Lane	W EOP / Puma Street	1191	Rural	2	1983	SC 1990	OL 1997	SC 1997	SC 2004	3.9	4.0	7.9
168th Avenue	Puma Street / CDS	331	Rural	2	1985	SC 1992	OL 1999	SC 1997	SC 2004	3.5	3.4	6.9
168th Avenue	Rabbit Street / CDS	386	Rural	2	1981	SC 1988	OL 1995	SC 1997	SC 2004	3.5	3.4	6.9
168th Avenue	Rabbit Street / Puma Street	457	Rural	2	1980	SC 1987	OL 1994	SC 1997	SC 2004	3.5	3.4	6.9
168th Lane	167th Lane / N EOP	1387	Rural	2	1978	SC 1985	OL 1992	SC 1997	SC 2004	3.6	3.1	6.7
168th Lane	Nutria Street / 167th Lane	355	Rural	2	1979	SC 1986	OL 1993	SC 1997	SC 2004	3.6	3.1	6.7
169th Avenue	W EOP / Rabbit Street	640	Rural	2	1977	SC 1984	OL 1991	SC 1997	SC 2004	3.5**	3.4**	6.9**
Nutria Street	168th Lane / CDS	401	Rural	3	1986	SC 1993	OL 2000	SC 1997	SC 2004	3.4	n/a *	n/a *
Nutria Street	N EOP / 168th Lane	242	Rural	3	1982	SC 1989	OL 1996	SC 1997	SC 2004	3.4	n/a *	n/a *
Puma Street	167th Lane / 168th Avenue	226	Rural	2	1987	SC 1994	OL 2001	SC 1997	SC 2004	3.9	n/a *	n/a *
Rabbit Street	168th Avenue / Armstrong Boulevard	473	Rural	2	1988	SC 1995	OL 2002	SC 1997	SC 2004	3.3	3.1	6.4
										* GPR not able to detect Agg. Base		
										** Estimated Depths, GPR not available		
<b>Total Length</b>		<b>8,502</b>	<b>1.61 mi.</b>									



**IMPROVEMENT PROJECT 22-02  
AUTUMN HEIGHTS  
PROJECT SCOPE**





September 27, 2021

Project Number: 21-0833

Ms. Marsha Weidner  
City of Ramsey  
City of Ramsey Municipal Center  
7550 Sunwood Drive NW  
Ramsey, MN 55303

**RE: Geotechnical Exploration Report, IP 22-02 Autumn Heights Street Reconstructions  
Ramsey, Minnesota**

Dear Ms. Weidner:

We have completed the geotechnical exploration report for the IP 22-02 Autumn Heights Street Reconstruction project in Ramsey, Minnesota.

Very briefly; 31 soil borings were advanced along the various roadway alignments to determine existing bituminous pavement section thicknesses and to characterize subsurface soil and groundwater conditions.

Specific details regarding our procedures, results and recommendations follow in the attached geotechnical exploration report.

Thank you for the opportunity to assist you on this project. If you have any questions or need additional information, please contact Lucas Mol or Paul Gionfriddo at 612-729-2959.

Sincerely,

Haugo GeoTechnical Services, LLC



Lucas Mol  
Project Manager



Paul S. Gionfriddo, P.E.  
Senior Engineer

# GEOTECHNICAL EXPLORATION REPORT

## PROJECT:

IP 22-02 Autumn Heights Street Reconstruction  
Ramsey, Minnesota.

## PREPARED FOR:

City of Ramsey  
City of Ramsey Municipal Center  
7550 Sunwood Drive NW  
Ramsey, MN 55303

## PREPARED BY:

Haugo GeoTechnical Services LLC  
2825 Cedar Avenue S  
Minneapolis, MN 55407

Haugo GeoTechnical Services Project: 21-0833

September 27, 2021

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



Paul Gionfriddo, P.E.  
Senior Engineer  
License Number: 23093



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## **1.0 INTRODUCTION**

### **1.1 Project Description**

The City of Ramsey (City) is preparing to complete roadway improvement projects within 3 general areas of the City during the 2022 construction season. These areas included; the Sunwood Drive and Waco Street Area, the Autumn Heights Area and the Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> Area. To aid in preparing design and construction documents the City solicited bids to perform a geotechnical exploration within each of the 3 areas.

Haugo GeoTechnical Services (HGTS), was the successful bidder for the 3 projects. This report presents the results of the 31 soil borings advanced along the various roadway alignments within the Autumn Heights area.

### **1.2 Purpose**

The purpose of this geotechnical exploration was to determine existing bituminous pavement section thicknesses, characterize subsurface soil and groundwater conditions and provide recommendations for roadway design and construction.

### **1.3 Site Description**

The streets within the Autumn Heights area are located on both sides of Armstrong Boulevard NW and are generally located between Tiger Street NW and Jackal Street NW. The streets slated for improvements included; 167<sup>th</sup> Lane NW, 168<sup>th</sup> Lane, Nutria Street, 168<sup>th</sup> Avenue NW, Rabbit Street and 169<sup>th</sup> Avenue NW. Each street is a 2-lane bituminous surfaced, rural residential roadway that provides access to single family homes.

Each of the streets slated for improvement was noted to contain numerous cracks, both longitudinal and transverse cracks as well as some “alligator” cracking. We also observed several patched areas.

### **1.4 Scope of Services**

Our scope of services was performed in accordance with the City of Ramsey REQUEST FOR PROPOSAL, PAVEMENT MANAGEMENT PROGRAM, 2022 PROJECTS issued on July 20, 2021. Our scope of service for the Autumn Heights project included the following tasks:

- Performing 31 standard penetration test borings each to a nominal depth of 10 feet.
- Coring the pavement at 31 locations to measure the thickness of the existing bituminous and aggregate base.
- Visually/manually classifying samples recovered from the soil borings.
- Performing laboratory tests on selected samples.
- Preparing soil boring logs describing the materials encountered and the results of groundwater level measurements.

- Preparing an engineering report describing soil and groundwater conditions and providing recommendations for roadway construction/reconstruction.

## **1.5 Documents Provided**

We were provided with a 10-page Request for Proposal (RFP) prepared by the City of Ramsey. Very briefly, the RFP included but was not limited to; a description of the project, a scope of services, soil boring requirements, contractual requirements, schedule and a bid form. The RFP also included soil boring location sketches. The plan sheets showed the proposed streets slated for improvement and provided stationing at the proposed boring locations.

We were also provided 1-page document titled "IP 22-02 Autumn Heights Street Reconstructions Street Segment Summary". In general, the document provided a summary of street maintenance activities within the Autumn Heights area.

## **1.6 Locations and Elevations**

The boring and core locations were selected by the City of Ramsey and marked in the field in advance our field work. The approximate boring and associated core locations are shown on the Figure in the appendix. This Figure was prepared and provided by the City of Ramsey.

HGTS obtained the GPS coordinates and ground surface elevations at the soil boring locations using GPS technology based on the Minnesota County Coordinate System. GPS coordinates and the ground surface elevations are shown on Figure 2 in the Appendix.

## **2.0 FIELD PROCEDURES**

The 31 standard penetration test borings were advanced on August 31<sup>st</sup> thru September 2<sup>nd</sup>, 2021 by HGTS with a rotary drilling rig, using continuous flight augers to advance the boreholes. Representative samples were obtained from the borings, using the split-barrel sampling procedures in general accordance with ASTM Specification D-1586. In the split-barrel sampling procedure, a 2-inch O.D. split-barrel spoon is driven into the ground with a 140-pound hammer falling 30 inches. The number of blows required to drive the sampling spoon the last 12 inches of an 18-inch penetration is recorded as the standard penetration resistance value, or "N" value. The results of the standard penetration tests are indicated on the boring logs. The samples were sealed in containers and provided to HGTS for testing and soil classification.

A field log for each boring was prepared by the HGTS drill crew. The logs contained visual classifications of the soil materials encountered during drilling, as well as the driller's interpretation of the subsurface conditions between samples and water observation notes. The final boring logs included with this report represent an interpretation of the field logs and include modifications based on visual/manual method observation of the samples.

The soil boring logs, general terminology for soil description and identification, and classification of soils for engineering purposes are also included in the appendix. The soil boring logs identify and describe the materials encountered, the relative density or consistency based on the Standard Penetration resistance (N-value, "blows per foot") and groundwater observations.

The strata changes were inferred from the changes in the samples and auger cuttings. The depths shown as changes between strata are only approximate. The changes are likely transitions, variations can occur beyond the location of the borings.

The bituminous cores were obtained on September 22, 2021 with a 4-inch diameter diamind core barrel using wet coring techniques.

### 3.0 RESULTS

#### 3.1 Soil Conditions

The subsurface soils encountered at this site generally consist of three main stratigraphic units: (1) pavements (2) fill and buried topsoil (3) native alluvial deposits.

Each of the 31 soil borings and cores were taken within an existing bituminous surfaced roadway. The pavement sections consisted of varying thicknesses of bituminous and possible aggregate base. The observed pavement section thicknesses are summarized in Table 1 below.

**Table 1. Summary of Existing Roadway Section**

Boring Number	Station	Approximate Bituminous Thickness (inches)†	Approximate Aggregate Base Thickness (inches)†	Subgrade Soil Type
<b>167<sup>th</sup> Lane NW</b>				
SB-01	4+00	5	5	SM
SB-02	7+50	3 ½	3	SP-SM
SB-03	10+00	3	3	SP
SB-04	12+50	3 ¼	3	SP
SB-05	15+40	4	3 ½	SP
SB-06	19+00	4 ½	3	SP-SM
SB-07	21+50	4	4	SP
SB-08	24+00	3 ½	4	SP
SB-09	25+50	3	4	SP
SB-10	28+00	4	4	SP
SB-11	30+50	3	3 ½	SP-SM
SB-12	33+00	3 ¼	3 ½	SP-SM
SB-13	35+50	7	6 ½	SP
SB-14	38+00	3	3	SP-SM
SB-15	39+67	4 ½	3	SP-SM
<b>168<sup>th</sup> Lane NW</b>				
SB-16	6+50	4	3	SP-SM
SB-17	9+00	4 ½	2 ½	SP
SB-18	11+50	2	3	SP-SM
SB-19	14+00	3 ¼	3 ½	SP
SB-20	16+50	4 ¼	3	SP

Nutria Street				
SB-21	0+45	4	2	SP
SB-22	3+00	3	3	SP
SB-23	5+70	4	4	SP
168 <sup>th</sup> Avenue				
SB-24	0+50	6	4	SP
SB-25	3+75	3 ½	3 ½	SP
SB-26	6+00	3 ½	3 ½	SP
SB-27	8+50	4 ½	3 ½	SP
SB-28	11+30	4 ½	3 ½	SP
Rabbit Street				
SB-29	3+25	3	3	SP
169 <sup>th</sup> Avenue				
SB-30	3 + 50	3 ½	3	SP
SB-31	0 + 25	3 ¾	3	SP

SB = Soil Boring SP = Poorly Graded Sand SP-SM = Poorly Graded Sand with Silt

### Fill

Below the pavement section soil borings SB-06, SB-09, SB-11, SB-12, and SB-15 encountered previously placed Fill that extended to depths ranging from 4 ½ to 9 ½ feet below the ground surface.

The Fill consisted of poorly graded sand, poorly graded sand with silt, silty sand and silty clayey sand that was brown, dark brown or black in color.

N-Values in the previously placed Fill ranged from 10 to 29 bpf. These values indicate the Fill had a loose to medium dense relative density.

### Buried Topsoil

Soil boring SB-09 encountered an apparent buried topsoil layer at about 9 ½ feet below the ground surface. The apparent buried topsoil was composed of silty sand. Soil boring SB-12 encountered relatively thin layers of black silty sand or silty clayey sand at about 2 feet and 7 feet below the pavement surface which appears to be layer(s) of buried topsoil. Buried topsoil or other organic soil were not encountered in the remaining borings.

### Native Alluvium

Beneath the pavement section or Fill the soil borings encountered alluvial deposits that extended to the termination depths of the borings. The native alluvial deposits consisted predominantly of; poorly graded sand with silt, poorly graded sand and silty sand corresponding the ASTM Classifications SP-SM, SP and SM, respectively. Lesser amounts of clayey sand (SC) were encountered in soil borings SB-15 and SB-20. The clayey sand at soil boring SB-15 was encountered at about 9 ½ feet below the ground surface and extended to the termination depth of the boring. The clayey sand at boring SB-20 was about ½ foot thick and was noted at about 7 feet below the ground surface.

N-Values within the native sands ranged from 2 to 35 bpf. However, most of the values ranged from about 2 to 15 bpf. These values indicate the sands had a very loose to dense relative density but were generally very loose to medium dense. The higher N-Values (greater than about 30 bpf) were likely due to gravel or cobbles.

### 3.3 Groundwater

Groundwater was encountered in some of the borings while drilling and sampling or after removing the augers from the boreholes at depths ranging from about 5 to 10 ½ below the ground surface corresponding to elevations ranging from about 868 to 873. The observed water levels are summarized in Table 2.

**Table 2. Summary of Groundwater Levels**

<b>Boring Number</b>	<b>Ground Surface Elevation (ft)</b>	<b>Approximate Depth to Groundwater (ft)*</b>	<b>Approximate Groundwater Elevation (ft)*</b>
<b>167<sup>th</sup> Lane NW</b>			
SB-01	905.6	NE	-
SB-02	903.7	NE	-
SB-03	903.4	NE	-
SB-04	904.5	NE	-
SB-05	902.6	NE	-
SB-06	880.3	10 ½	870
SB-07	876.3	7 ½	869
SB-08	879.8	NE	-
SB-09	879.6	NE	-
SB-10	876.3	7	869 ½
SB-11	875.5	7 ½	868
SB-12	876.3	NE	-
SB-13	877.5	NE	-
SB-14	878.6	7 ½	871
SB-15	880.6	7 ½	873
<b>168<sup>th</sup> Lane NW</b>			
SB-16	877.7	5	872 ½
SB-17	877.7	7 ½	870
SB-18	876.6	5	871 ½
SB-19	875.7	5	870 ½
SB-20	877.3	5	872 ½
<b>Nutria Street NW</b>			
SB-21	898.5	NE	-
SB-22	889.0	NE	-
SB-23	889.9	NE	-
<b>168<sup>th</sup> Avenue NW</b>			
SB-24	906.9	NE	-
SB-25	906.6	NE	-
SB-26	906.7	NE	-
SB-27	906.1	NE	-
SB-28	909.8	NE	-

<b>Rabbit Street NW</b>			
SB-29	908.6	NE	-
<b>169<sup>th</sup> Avenue NW</b>			
SB-30	908.3	NE	-
SB-31	904.3	NE	-

\* = Depths and Elevations were rounded to the nearest ½ foot. NE = Not Encountered

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. The intensity and duration of these events or factors can significantly impact groundwater levels. In addition, “extreme” weather events or other events, such as flooding, spring thaw, etc., could result in groundwater levels higher than estimated or anticipated.

Groundwater monitoring wells or piezometers in conjunction with deeper borings would be required to more accurately determine water levels.

### 3.4 Laboratory Tests

Thirty-one (31) laboratory moisture content tests and 31 percent passing the #200 sieve (P-200) tests were performed on selected samples of the aggregate base or possible aggregate base materials. Table 3 below provides a summary of the laboratory testing. Laboratory moisture contents are also shown on the boring logs adjacent to the samples tested.

Laboratory P-200 contents of the aggregate base materials ranged from about 2 ½ percent to 13 ½ percent with most of the P-200 contents between 5 and 12 percent. It should be noted that very little “gravel” was observed in the soil samples.

**Table 3. Summary of Laboratory Analysis**

<b>Boring Number</b>	<b>Sample</b>	<b>Depth (feet)</b>	<b>Moisture Content (%)*</b>	<b>P-200 (%)*</b>
<b>167<sup>th</sup> Lane NW</b>				
SB-01	AU-151	Possible Agg Base	4	10
SB-02	AU-101	Possible Agg Base	4 ½	9 ½
SB-03	AU-96	Possible Agg Base	4	7
SB-04	AU-91	Possible Agg Base	6 ½	13 ½
SB-05	AU-76	Possible Agg Base	6	2 ½
SB-06	AU-71	Possible Agg Base	8	8
SB-07	AU-66	Possible Agg Base	4	8
SB-08	AU-61	Possible Agg Base	3 ½	7 ½
SB-09	AU-1	Possible Agg Base	3	4
SB-10	AU-6	Possible Agg Base	3 ½	6 ½
SB-11	AU-11	Possible Agg Base	5 ½	6
SB-12	AU-16	Possible Agg Base	4	7
SB-13	AU-21	Possible Agg Base	6	5
SB-14	AU-26	Possible Agg Base	5 ½	6

SB-15	AU-31	Possible Agg Base	4 ½	6 ½
<b>168<sup>th</sup> Lane NW</b>				
SB-16	AU-36	Possible Agg Base	6	9
SB-17	AU-41	Possible Agg Base	4 ½	4
SB-18	AU-46	Possible Agg Base	4	7 ½
SB-19	AU-51	Possible Agg Base	10	6
SB-20	AU-56	Possible Agg Base	4 ½	4 ½
<b>Nutria Street NW</b>				
SB-21	AU-141	Possible Agg Base	6 ½	8
SB-22	AU-136	Possible Agg Base	4 ½	6 ½
SB-23	AU-146	Possible Agg Base	5	9
<b>168<sup>th</sup> Avenue NW</b>				
SB-24	AU-116	Possible Agg Base	12	14
SB-25	AU-111	Possible Agg Base	5 ½	11
SB-26	AU-106	Possible Agg Base	6	13 ½
SB-27	AU-81	Possible Agg Base	6 ½	10 ½
SB-28	AU-86	Possible Agg Base	6	4 ½
<b>Rabbit Street NW</b>				
SB-29	AU-121	Possible Agg Base	5 ½	9
<b>169<sup>th</sup> Avenue NW</b>				
SB-30	AU-126	Possible Agg Base	5 ½	11
SB-31	AU-131	Possible Agg Base	5	8 ½

\*Moisture contents and P-200 contents were rounded to the nearest ½ percent

### 3.4 OSHA Soil Classification

The soil encountered in the borings consisted of granular soil composed of silty sand, poorly graded sand with silt or poorly graded sand corresponding to the ASTM Classifications SM, SP-SM or SP, respectively. The soils identified in the boring will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

An OSHA-approved qualified person should review the soil classification in the field. Excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, "Excavations and Trenches." This document states excavation safety is the responsibility of the contractor. The project specifications should reference these OSHA requirements.

## 4.0 DISCUSSION AND RECOMMENDATIONS

### 4.1 Proposed Construction

This project will include improving the following streets within the Autumn Height area within the City of Ramsey; 167<sup>th</sup> Lane NW, 168<sup>th</sup> Lane NW, Nutria Street NW, 168<sup>th</sup> Avenue NW, Rabbit Street NW and 169<sup>th</sup> Avenue NW.

Based correspondence with the City of Ramsey we understand that street improvements could include completely removing and replacing the existing pavements or a full-depth reclamation. We further understand that no sanitary sewer or watermain utilities will be installed as part of this project. However, culvert and/or storm sewer installation or replacement will likely be included in the project.

We anticipate that site grading will consist of earthwork necessary for roadway reconstruction and we do not anticipate any significant changes in the roadway alignment or roadway grades. Cuts or fills involving permanent grade change, if any, are assumed to be less than 1 foot. Invert elevations or pipe burial depths for any storm sewer and/or culvert installation are anticipated to be on the order of 5 feet.

We were not provided any information regarding traffic volumes such as Average Annual Daily Traffic (AADT) counts or vehicle distribution for the roadways. We assumed these roadways will be utilized mainly by automobiles, light trucks and school buses with weekly use by heavier vehicles such as garbage trucks and UPS or FedEx type delivery vehicles. Based on the number of homes along the roadways we estimate the pavement will be subjected to less than 50,000 Equivalent Single Axle Loads (ESAL's) over a design life of 20 years. The ESAL's estimated above have not been adjusted for any future growth.

Changes in the nature, design, or location of all or parts of this project may occur. Likewise, if the proposed traffic volumes exceed these values we should be informed. Additional analyses and revised recommendations may be necessary.

### 4.2 Discussion

**Pavements** Based on the maintenance history provided it appears that the pavements were initially constructed in the late 1970's thru the late 1980's. A maintenance program including seal coating and bituminous overlays occurred in the 1980's thru to about 2004. The roadways appear to be in excess of 30 years old but given their age they appear to have generally performed as designed and based on an assumed 20-year service life, the pavements have likely significantly exceeded their design life.

We observed longitudinal and transvers cracks with some "alligator" or fatigue cracking of the pavement surfaces. The cracking observed could be the result of a combination of factors including; inadequate pavement thickness, pavement age and possibly frost action/frost heave.

Longitudinal cracking are cracks parallel to the pavement centerline or laydown direction. These can be caused by poor joint construction, reflective cracking from an underlying layer, fatigue cracking or top-down cracking resulting from the age of the pavement or due to expansion and contraction of the pavement surface or increased loads/traffic on the pavements. Transverse

cracking are cracks perpendicular to the roadway centerline or laydown direction. These are often caused by shrinkage of the pavement surface, reflective cracking from an underlying layer or top-down cracking. Alligator or fatigue cracking can be symptomatic of poor subgrade soils and/or inadequate pavement thickness.

Photographs of the bituminous cores are presented in the Appendix.

**Aggregate Base** An apparent aggregate base layer was observed below the pavements at each boring location. The apparent aggregate base appeared to contain little gravel and because of that it is identified as Possible Aggregate Base on the boring logs. Based on our observations the aggregate base or Possible Aggregate Base may not meet MN/DOT gradation specifications for Class 5 aggregate base. It is possible that the Possible Aggregate base was initially placed as new or virgin Class 5 aggregate base but has degraded over time.

**Subgrade Soils** The borings generally encountered sandy subgrade soils including; poorly graded sand, poorly grades sand with silt and silty sand which correspond to the ASTM Classifications SP, SP-SM, SM, respectively. The sand soils (SP, SP-SM, SM) encountered in the borings are generally well suited for pavement and/or pipe support and the soil classified as SP and SP-SM are generally considered non-frost susceptible soils and are also free draining materials. The soil classified as SM can be moderately to highly frost susceptible. Frost susceptibility or frost heave refers to the soils ability to heave when frozen. Heave results from frost penetration and the formation of ice lenses within the soil. Heave can result in cracks in the pavement and reduced pavement life. The amount of heave depends, in-part on the available moisture in the subgrade and the subgrade soil type. Silt and clay rich soil are more likely to form ice lenses because of their high capillarity which enables them to draw up moisture. These soils are also slow draining materials and retain moisture. The frozen soil can also experience detrimental strength loss and settlement when they thaw.

Soil borings SB-09 and SB-12 encountered buried topsoil and/or relatively thin layers of buried topsoil. The “buried topsoil” is generally a poor-quality soil for pavement support and typically do not recommend supporting pavements on topsoil, buried topsoil or other organic soils.

The “buried topsoil” at soil boring SB-09 was encountered at a depth of about 9 ½ feet below the ground surface and the laboratory organic content test yielded an organic content of 1 percent. Organic contents less that 2 percent are generally considered non-organic. Based on the organic content result and the depth below the pavement surface, it our opinion that the buried topsoil need not necessarily be removed.

The apparent buried topsoil encountered near the surface in soil boring SB-12 may not necessarily need to be removed. However, if new storm sewer utilities will be installed in this area, we anticipate that the buried topsoil will be removed incidental to pipe installation. We do not recommend that the buried topsoil be reused as fill or backfill.

**Groundwater** Ground water was encountered in 11 of the soil borings at depths ranging from about 5 to 10 ½ feet below the ground surface. Groundwater was not encountered in the remaining borings while drilling and sampling or after removing the augers from the boreholes.

We generally do not anticipate that groundwater will be encountered during shallow utility construction or reconstruction and generally do not anticipate that dewatering will be required.

### 4.3 Utility Recommendations

We anticipate that new utilities will be installed as part of this project. We further anticipate that new utilities will bear at depths about 5 feet below the ground surface. At these depths, we anticipate that the pipes will bear on sandy alluvial soils or compacted engineered fill which in our opinion are suitable for pipe support. We recommend removing all vegetation, topsoil and any soft or otherwise unsuitable soils, if any, beneath utilities prior to placement.

We assume that open cut excavation techniques will be used for pipe installation. We further assume that typical excavations depths will be on the order of 5 feet below the ground surface. At typical 1:1 excavation backslopes, the excavation will extend about 5 feet beyond the edge of the excavation. The excavation may extend into/onto adjacent properties or the adjacent roadways posing a risk of undermining structures on those properties or roadways. In addition, the soils could slough as they are excavated resulting in side slopes flatter than 1:1 further increasing the horizontal limits of the excavation. If site constraints will limit the excavation, trench boxes or temporary shoring may be required.

**Backfilling** We understand that in most cases new pavements will be constructed over the top of the utility trench(s) and that soil excavated for pipe installation will be placed back in the excavations, to the greatest extent possible. We do not recommend re-using topsoil, buried topsoil, organic soils or soils that are black in color for pipe support or for fill or backfill below roadways. It may be possible to re-use these materials in “green areas” such as landscaping berms, if any.

We recommend bedding material be thoroughly compacted around the pipes. We recommend trench backfill above the pipes be compacted to a minimum of 95 percent beneath pavements, the exception being within 3 feet of the proposed pavement subgrade, where 100 percent of standard Proctor density is required. In landscaped areas we recommend a minimum compaction of 90 percent.

### 4.4 Pavement Recommendations

The City of Ramsey may have standard plates that dictate bituminous pavement design. If so, we assume the pavements be designed in accordance with the appropriate standard plates. The following paragraphs provide general pavement recommendations in the absence of standard plates.

**Reconstruction** In areas that will be reconstructed we recommend removing all vegetation and topsoil, if any, and all pavements, aggregate base, organic soils and any soft or otherwise unsuitable materials from beneath the pavement subgrade. Prior to placing the aggregate base (Class 5) we recommend compacting the subgrade soils to provide a more uniform surface and to identify soft, weak, loose or unstable areas that may require additional subcuts. Backfill, if needed, to attain pavement subgrade elevation can consist of any mineral soil provided it is free of organic material or other deleterious materials but recommend additional fill, if needed, consist of sandy soils similar to the on-site materials.

Granular fill classified as SP or SP-SM should be placed within 65 percent to 105 percent of its optimum moisture content as determined by the standard Proctor. Other fill soils should be placed with moisture contents within a range of 1 percentage point below and 3 percentage points

above its optimum moisture content. The upper 3 feet of fill and backfill should be compacted to a minimum of 100 percent of its standard Proctor maximum dry density.

**Full Depth Reclamation** For "Full Depth Reclamation" areas there may be instances where the recommended aggregate base thickness exceeds the existing aggregate base thickness. The preferred method of pavement repair would be to reclaim the existing bituminous, subcut the subgrade, replace the reclaim and add additional aggregate base as needed then construct the bituminous pavement. Subcutting the subgrade may not be feasible or cost effective. As an alternate it may be possible to use a thicker bituminous pavement along with the existing aggregate base or possibly subcutting some of the exiting aggregate base. Using MN/DOT granular equivalencies, one (1) inch of bituminous is equivalent to 2.25 inches of MN/DOT aggregate base.

**R-Values** Laboratory tests to determine the soils Hveem Stabilometer R-Value (R-Value) was beyond the scope of this project. Information provided in the State of Minnesota Department of Transportation, Geotechnical & Pavement Manual, Part II, indicates that R-Values for granular materials meeting the ASTM Classification SM, SP-SM and/or SP can range from 30 to 70. In areas where the subgrade soils consist of silty sand (SM) it is our opinion that an R-Value of 30 can be used for pavement design. In areas where the subgrade soils consist of poorly graded sand (SP) or poorly graded sand with silt (SP-SM) it is our opinion that an R-Value of 50 can be used for pavement design.

#### **Recommended Pavement Section Thickness**

It should be noted that the pavement sections presented below are not absolutes. Depending on serviceability expectations, material availability, and cost, there could be circumstances under which alternative sections will be more practicable.

**Subgrade R-Value of 30** Based on an estimated R-value of 30 and a maximum of 50,000 ESAL's we recommend a pavement section consisting of a minimum of 4 inches of bituminous underlain by a minimum of 9 inches of Class 5 aggregate base.

**Subgrade R-Value of 50** Based on an estimated R-value of 50 and a maximum of 50,000 ESAL's we recommend a pavement section consisting of a minimum of 4 inches of bituminous underlain by a minimum of 6 inches of Class 5 aggregate base.

#### **4.4 Materials**

We recommend aggregate base meeting MN/DOT specification 3138 for Class 5 aggregate base. We recommend the aggregate base be compacted to 100 percent of its maximum standard Proctor dry density.

We recommend that the bituminous wear and base courses meet the requirement of MN/DOT specification 2360. We recommend the bituminous pavements be compacted to at least 92% of the maximum theoretical density.

Pavement reconstruction could include installing concrete curb and gutter. We recommend specifying concrete that has a minimum 28-day compressive strength of 4,000 psi. We recommend specifying 5 to 8 percent entrained air for exposed concrete to provide resistance to freeze-thaw

deterioration. We recommend slump, air content and compressive strength test of Portland cement concrete.

## **5.0 CONSTRUCTION CONSIDERATIONS**

### **5.1 Excavation**

The soil encountered in the borings consisted of granular soil composed of silty sand, poorly graded sand with silt or poorly graded sand corresponding to the ASTM Classifications SM, SP-SM or SP, respectively. The soils identified in the boring will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

Temporary excavations in Type C soils should be constructed at a minimum of 1 ½ foot horizontal to every 1 foot vertical within excavations. Slopes constructed in this manner may still exhibit surface sloughing. If site constraints do not allow the construction of slopes with these dimensions, then temporary shoring may be required.

### **5.2 Observations**

A geotechnical engineer or qualified engineering technician should observe the excavation subgrade to evaluate if the subgrade soils are similar to those encountered in the borings and adequate to support the proposed construction.

### **5.3 Backfill and Fills**

Site soils that will be excavated and reused as backfill and fill appear to be below their assumed optimum moisture content. We anticipate it may be necessary to moisture condition (wet) these soils to achieve the recommended compaction. We recommend that fill and backfill be placed in lifts not exceeding 4 to 12 inches, depending on the size of the compactor and materials used.

### **5.4 Testing**

We recommend density tests of backfill and fills placed for the proposed roadway and utilities. Samples of the proposed materials should be submitted to our laboratory prior to placement for evaluation of their suitability and to determine their optimum moisture content and maximum dry density (Standard Proctor).

### **5.5 Winter Construction**

If site grading and construction is anticipated to proceed during cold weather, all snow and ice should be removed from cut and fill areas prior to additional grading and placement of fill. No fill should be placed on frozen soil and no frozen soil should be used as fill or backfill.

Concrete delivered to the site should meet the temperature requirements of ASTM and/or ACI. Concrete should not be placed on frozen soil. Concrete should be protected from freezing until the necessary strength is obtained.

## **6.0 PROCEDURES**

### **6.1 Soil Classification**

The drill crew chief visually and manually classified the soils encountered in the borings in general accordance with ASTM D 2488, "Description and Identification of Soils (Visual-Manual Procedure)". Soil terminology notes are included in the Appendix. The samples were returned to our laboratory for review of the field classification by a soils engineer. Samples will be retained for a period of 30 days.

### **6.2 Groundwater Observations**

Immediately after taking the final samples in the bottom of the borings, the holes were checked for the presence of groundwater. Immediately after removing the augers from the borehole the holes were once again checked and the depth to water and cave-in depths were noted.

## **7.0 GENERAL**

### **7.1 Subsurface Variations**

The analyses and recommendations presented in this report are based on data obtained from a limited number of soil borings. Variations can occur away from the borings, the nature of which may not become apparent until additional exploration work is completed or construction is conducted. A reevaluation of the recommendations in this report should be made after performing on-site observations during construction to note the characteristics of any variations. The variations may result in additional foundation costs and it is suggested that a contingency be provided for this purpose.

It is recommended that we be retained to perform the observation and testing program during construction to evaluate whether the design is as expected, if any design changes have affected the validity of our recommendations, and if our recommendations have been correctly interpreted and implemented in the designs, specifications and construction methods. This will allow correlation of the soil conditions encountered during construction to the soil borings and will provide continuity of professional responsibility.

### **7.2 Review of Design**

This report is based on the design of the proposed structure as related to us for preparation of this report. It is recommended that we be retained to review the geotechnical aspects of the design and specifications. With the review we will evaluate whether any changes have affected the validity of the recommendations and whether our recommendations have been correctly interpreted and implemented in the design and specifications.

### **7.3 Groundwater Fluctuations**

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The data was interpreted in the text of this report. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. Design drawings and specifications and construction planning should recognize the possibility of fluctuations.

### **7.4 Use of Report**

This report is for the exclusive use of City of Ramsey and their design team to use to design the proposed structure and prepare construction documents. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report. The data, analysis and recommendations may not be appropriate for other structures or purposes. We recommend that parties contemplating other structures or purposes contact us.

### **7.5 Level of Care**

Haugo GeoTechnical Services, LLC has used the degree of skill and care ordinarily exercised under similar circumstance by members of the profession currently practicing in this locality. No warranty expressed or implied is made.

## APPENDIX



IMPROVEMENT PROJECT 22-02  
 AUTUMN HEIGHTS  
 SOIL BORING LOCATION MAP

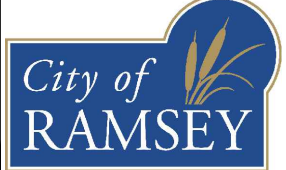
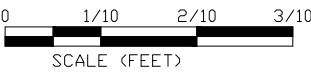


Figure 2: GPS Boring Locations

<b>Boring Number</b>	<b>Elevation (US Survey Feet)</b>	<b>Northing Coordinate</b>	<b>Easting Coordinate</b>
SB-01	905.6	187386.1	442350
SB-02	903.7	187368.1	442700.7
SB-03	903.4	187408.1	442941.3
SB-04	904.5	187502.6	443170.8
SB-05	902.6	187668.6	443420.8
SB-06	880.3	187355.7	443578.7
SB-07	876.3	187268.9	443804
SB-08	879.8	187270.9	444047.9
SB-09	879.6	187317.4	444191.4
SB-10	876.3	187367.2	444437.2
SB-11	875.5	187489.1	444645.8
SB-12	876.3	187671.6	444821.6
SB-13	877.5	187891.3	444864
SB-14	878.6	188018.6	444650.2
SB-15	880.6	188180.3	444600.9
SB-16	877.7	188210.2	444873.5
SB-17	877.7	188135.3	445106.2
SB-18	876.6	188120	445354.3
SB-19	875.7	188131	445605.8
SB-20	877.3	188289.1	445750.3
SB-21	898.5	187803.9	444231.6
SB-22	889.0	188059	444230.7
SB-23	889.6	188328.1	444239.5
SB-24	906.9	187922.2	442577.7
SB-25	906.6	187899	442901.5
SB-26	906.7	187903.4	443126.6
SB-27	906.1	187874.4	443377.2
SB-28	909.8	187762.6	443633.4
SB-29	908.6	188233.3	442934.3
SB-30	908.3	188366.6	442647.9
SB-31	904.3	188419.5	442339

Referencing Minnesota County Coordinates Basis - Anoka County



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# BORING NUMBER SB-01

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/26/21 **COMPLETED** 9/26/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** MS **CHECKED BY** PG  
**NOTES** 4+00 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 905.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered with Cave-In Depth of 3 Feet

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 5 inches of Bituminous Asphalt										
		Approximately 5 Inches of Possible Aggregate Base P-200=10%				4.5						
		(SM) Silty Sand, fine grained, dark brown to about 5 Feet then brown, moist, loose. (Alluvium)	AU 151									
2.5			SS 152		3-4-5 (9)							
5.0			SS 153		2-2-3 (5)							
7.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 154		2-3-4 (7)							
10.0			SS 155		3-3-4 (7)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-02

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 7+50 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 903.7 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered with Cave-In Depth of 4 Feet

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.5 Inches of Bituminous Asphalt								
		Approximately 3 Inches of Possible Aggregate Base P-200=9.5%				4.5				
		(SP-SM) Poorly Graded Sand with Silt, fine grained, brown, moist, medium dense. (Alluvium)	AU 101							
2.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 102		5-6-5 (11)					
5.0		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 103		6-4-5 (9)					
7.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 104		2-3-6 (9)					
10.0		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 105		3-4-6 (10)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-03

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 10+00 16th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 903.4 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 3 Inches of Bituminous Asphalt										
		Approximately 3 Inches of Possible Aggregate Base. P-200=7%										
		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Alluvium)	AU 96				4					
2.5			SS 97		4-4-4 (8)							
5.0			SS 98		2-4-5 (9)							
7.5			SS 99		2-4-7 (11)							
10.0			SS 100		2-4-5 (9)							

Bottom of borehole at 11.0 feet.



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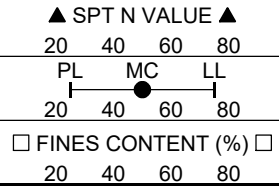
# BORING NUMBER SB-04

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 12+50 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 904.5 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.25 Inches of Bituminous Asphalt								
0.0 - 0.5		Approximately 3 Inches of Possible Aggregate Base P-200 13.5%				6.5				
0.5 - 2.5		(SP) Poorly Graded Sand, fine to medium grained, brown, moist, very loose to medium dense. (Alluvium)	AU 91							
2.5 - 5.0			SS 92		3-5-6 (11)					
5.0 - 7.5			SS 93		2-2-4 (6)					
7.5 - 10.0			SS 94		1-1-2 (3)					
10.0 - 11.0		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 95		2-2-4 (6)					



Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-05

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 15+40 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 902.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
0.0		Approximately 4 Inches of Bituminous Asphalt									
		Approximately 3.5 Inches of Possible Aggregate Base P-200=2.5%									
		Poorly Graded Sand, dark brown, moist. (Fill)	AU 76			6					
2.5		(SP) Poorly Graded Sand, fine to medium grained, brown, moist, very loose to medium dense. (Alluvium)	SS 77		6-7-8 (15)						
5.0			SS 78		1-1-1 (2)						
7.5			SS 79		1-1-2 (3)						
10.0			SS 80		1-1-3 (4)						

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-06

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 19+00 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 880.3 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**▼ AFTER DRILLING** 10.50 ft / Elev 869.80 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 4.5 Inches of Bituminous Asphalt								
		Approximately 3 Inches of Possible Aggregate Base P-200=8% (SP-SM) Poorly Graded Sand with Silt, dark brown, moist. (Fill)	AU 71			8				
2.5		(SP) Poorly Graded Sand, fine to medium grained, brown, moist to waterbearing, loose to medium dense. (Alluvium)	SS 72		7-8-7 (15)					
5.0		(SP) Poorly Graded Sand, fine to medium grained, brown, moist to waterbearing, loose to medium dense. (Alluvium)	SS 73		2-2-4 (6)					
7.5		(SP) Poorly Graded Sand, fine to medium grained, brown, moist to waterbearing, loose to medium dense. (Alluvium)	SS 74		7-6-7 (13)					
10.0		(SP) Poorly Graded Sand, fine to medium grained, brown, moist to waterbearing, loose to medium dense. (Alluvium)	SS 75		3-3-4 (7)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-07

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT NUMBER** 21-0833 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21 **GROUND ELEVATION** 876.3 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** ---  
**NOTES** 21-50 167th Lane NW **▼ AFTER DRILLING** 7.50 ft / Elev 868.80 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
0.0		Approximately 4 Inches of Bituminous Asphalt									
		Approximately 4 Inches of Possible Aggregate Base P-200=8%				4					
		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, medium dense. (Alluvium)	AU 66								
2.5			SS 67		6-13-13 (26)						
5.0			SS 68		6-8-8 (16)						
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, very loose. (Alluvium)	SS 69		1-2-2 (4)						
10.0		(SP) Poorly Graded Sand, fine to medium grained, brown, waterbearing, very loose. (Alluvium)	SS 70		1-1-1 (2)						

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-08

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 24+00 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 879.8 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.5 Inches of Bituminous Asphalt Approximately 4 Inches of Possible Aggregate Base P-200=7.5% (SP) Poorly Graded Sand, fine to medium grained, brown, moist, medium dense. (Alluvium)	AU 61			3.5				
2.5			SS 62		5-9-11 (20)					
5.0			SS 63		4-8-8 (16)					
7.5		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, brown and gray, moist, medium dense. (Alluvium)	SS 64		7-10-10 (20)					
10.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, gray, moist, medium dense. (Alluvium)	SS 65		6-10-11 (21)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-09

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 25+50 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 879.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3 Inches of Bituminous Asphalt Approximately 4 Inches of Possible Aggregate Base P-200=4% Poorly Graded Sand, brown, moist. (Fill)	AU 1			3				
2.5			SS 2		3-5-7 (12)					
5.0		Poorly Graded Sand with Silt, dark brown, moist. (Fill)	SS 3		2-5-5 (10)					
7.5		Poorly Graded Sand, brown, moist. (Fill)	SS 4		6-9-8 (17)					
10.0		Silty Sand, black, moist. (Fill/Buried Topsoil) Organic Content=1%	SS 5		6-7-8 (15)	12				

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-10

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT NUMBER** 21-0833 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21 **GROUND ELEVATION** 876.3 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** ---  
**NOTES** 28+00 167th Lane NW **▼ AFTER DRILLING** 7.00 ft / Elev 869.30 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 4 Inches of Bituminous Asphalt										
		Approximately 4 Inches of Possible Aggregate Base P-200=6.5%				3.5						
		(SP) Poorly Graded Sand, fine to medium grained, brown, moist, medium dense. (Alluvium)	AU 6									
2.5			SS 7		3-9-10 (19)							
5.0		(SP-SM) Poorly Graded Sand with Silt, brown, moist, medium dense. (Alluvium)	SS 8		6-9-10 (19)							
7.5		(SP-SM) Poorly Graded Sand with Silt, gray, moist, medium dense. (Alluvium)	SS 9		6-13-13 (26)							
10.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, gray, waterbearing, medium dense. (Alluvium)	SS 10		5-6-7 (13)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-11

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 30+50 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 875.5 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**▼ AFTER DRILLING** 7.50 ft / Elev 868.00 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3 Inches of Bituminous Base Approximately 3.5 Inches of Possible Aggregate Base P-200=6% Poorly Graded Sand with Silt, dark brown and brown, moist. (Fill)	AU 11			5.5				
2.5			SS 12		4-11-12 (23)					
5.0			SS 13		10-13-14 (27)					
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, very loose to loose. (Alluvium)	SS 14		5-7-7 (14)					
10.0			SS 15		1-1-1 (2)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-12

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 33+00 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 876.3 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.25 Inches of Bituminous Asphalt								
		Approximately 3.5 Inches of Possible Aggregate Base				4				
		P-200=7% Poorly Graded Sand with Silt, brown, moist. (Fill)	AU 16							
2.5		Silty Sand, black, moist. (Fill)								
		Poorly Graded Sand, moist. (Fill)	SS 17		7-12-17 (29)					
5.0			SS 18		10-12-17 (29)					
7.5		Silty Clayey Sand, black, moist. (Fill)								
		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown and gray, loost to medium dense. (Alluvium)	SS 19		3-3-4 (7)					
10.0			SS 20		4-5-6 (11)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-13

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 35+50 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 877.5 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 7 Inches of Bituminous Asphalt										
		Approximately 6.5 Inches of Possible Aggregate Base										
		P-200=5%										
		(SP) Poorly Graded Sand, fine to medium grained, brown, moist, medium dense. (Alluvium)	AU 21			6						
2.5			SS 22		3-5-8 (13)							
5.0			SS 23		3-7-7 (14)							
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, gray, waterbearing, loose. (Alluvium)	SS 24		2-3-3 (6)							
10.0			SS 25		2-3-5 (8)							

Bottom of borehole at 11.0 feet.



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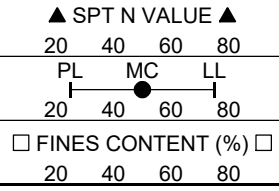
# BORING NUMBER SB-14

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 38+00 167th Lane NW

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 878.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**▼ AFTER DRILLING** 7.50 ft / Elev 871.10 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
0.0		Approximately 3 Inches of Bituminous Asphalt									
		Approximately 3 Inches of Possible Aggregate Base				5.5					
		P-200=6% (SP-SM) Poorly Graded Sand with Silt, fine to medium grained, brown, moist, medium dense. (Alluvium)	AU 26								
2.5			SS 27		6-7-6 (13)						
5.0			SS 28		4-5-7 (12)						
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, loose. (Alluvium)	SS 29		1-2-6 (8)						
10.0			SS 30		2-4-6 (10)						



Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-15

**CLIENT** City of Ramsey      **PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT NUMBER** 21-0833      **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 8/31/21      **COMPLETED** 8/31/21      **GROUND ELEVATION** 880.6 ft      **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120      **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon      **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD      **CHECKED BY** PG      **AT END OF DRILLING** ---  
**NOTES** 39+67 167th Lane      **▼ AFTER DRILLING** 7.50 ft / Elev 873.10 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 4.5 Inches of Bituminous Asphalt								
		Approximately 3 Inches of Possible Aggregate Base				4.5				
		P-200=6.5% Poorly Graded Sand with Silt, brown and dark brown, moist. (Fill)	AU 31							
2.5			SS 32		9-12-9 (21)					
5.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, very loose to medium dense. (Alluvium)	SS 33		4-1-6 (7)					
7.5	▼		SS 34		3-2-2 (4)					
10.0		(SC) Clayey Sand, fine to medium grained, brown, wet, loose. (Alluvium)	SS 35		3-3-3 (6)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-16

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 6+50 168th Lane

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 877.7 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**▼ AFTER DRILLING** 5.00 ft / Elev 872.70 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 4 Inches of Bituminous Asphalt										
		Approximately 3 Inches of Possible Aggregate Base										
		P-200=9% (SP-SM) Poorly Graded Sand with Silt, fine to medium grained, brown, moist, loose. (Alluvium)	AU 36									
2.5			SS 37		4-5-4 (9)							
5.0		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, gray, waterbearing, very loose. (Alluvium)	SS 38		1-1-1 (2)							
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, gray, waterbearing, loose to medium dense. (Alluvium)	SS 39		4-5-6 (11)							
10.0			SS 40		3-3-4 (7)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-17

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 9+00 168th Lane

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 877.7 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**▼ AFTER DRILLING** 7.50 ft / Elev 870.20 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 4.5 Inches of Bituminous Asphalt										
		Approximately 2.5 Inches of Possible Aggregate Base										
		P-200=4% (SP) Poorly Graded Sand, fine grained, trace Gravel, brown, moist, medium dense. (Alluvium)	AU 41			4.5						
2.5			SS 42		3-5-6 (11)							
5.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, very loose to loose. (Alluvium)	SS 43		1-2-2 (4)							
7.5	▼		SS 44		1-1-1 (2)							
10.0			SS 45		3-3-3 (6)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-18

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 11+50 168 Lane

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 876.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**▼ AFTER DRILLING** 5.00 ft / Elev 871.60 ft

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 9/29/21 11:08 - C:\USERS\HGTS\3DROFBOX\HGTS\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\21-0833 IP 22-02 AUTUMN HEIGHTS STREET RECON.GPJ

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 2 Inches of Bituminous Asphalt Approximately 3 Inches of Possible Aggregate Base P-200=7.5% (SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown and gray, moist, loose. (Alluvium)	AU 46			4				
2.5			SS 47		3-4-5 (9)					
5.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, very loose. (Alluvium)	SS 48		2-2-2 (4)					
7.5			SS 49		1-1-1 (2)					
10.0			SS 50		1-1-1 (2)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-19

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 14+00 168th Lane

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 875.7 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**▼ AFTER DRILLING** 5.00 ft / Elev 870.70 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
								PL	MC	LL	
								20	40	60	80
								□ FINES CONTENT (%) □			
								20	40	60	80
0.0		Approximately 3.25 Inches of Bituminous Asphalt									
		Approximately 3.5 Inches of Possible Aggregate Base				10					
		P-200=6% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, gray and brown, moist to waterbearing, loose. (Alluvium)	AU 51								
2.5			SS 52		5-5-5 (10)						
5.0			SS 53		3-4-5 (9)						
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, waterbearing, very loose. (Alluvium)	SS 54		1-1-1 (2)						
10.0			SS 55		3-1-1 (2)						

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-20

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT NUMBER** 21-0833 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 8/31/21 **COMPLETED** 8/31/21 **GROUND ELEVATION** 877.3 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** ---  
**NOTES** 16+50 168th Lane **▼ AFTER DRILLING** 5.00 ft / Elev 872.30 ft

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 4.25 Inches of Bituminous Asphalt Approximately 3 Inches of Possible Aggregate Base P-200=4.5% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist to waterbearing, loose. (Alluvium)	AU 56			4.5				
2.5			SS 57		3-5-5 (10)					
5.0			SS 58		1-3-4 (7)					
7.5		(SC) Clayey Sand, fine to medium grained, trace Gravel, gray, waterbearing, medium dense. (Alluvium) (SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, gray, waterbearing, medium dense. (Alluvium)	SS 59		9-10-6 (16)					
10.0			SS 60		3-5-8 (13)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-21

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 0+45 Nutria Street

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 898.5 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 4 Inches of Bituminous Asphalt										
		Approximately 2 Inches of Possible Aggregate Base										
		P-200=8% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to loose. (Alluvium)	AU 141			6.5						
2.5			SS 142		2-3-5 (8)							
5.0			SS 143		1-3-4 (7)							
7.5			SS 144		1-1-1 (2)							
10.0			SS 145		1-1-3 (4)							

Bottom of borehole at 11.0 feet.



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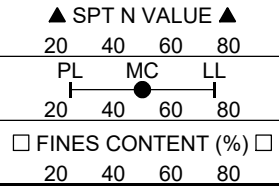
# BORING NUMBER SB-22

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 3+00 Nutria Street

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 889 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 3 Inches of Bituminous Asphalt										
		Approximately 3 Inches of Possible Aggregate Base				4.5						
		P-200=6.5% (SP) Poorly Graded Sand, fine grained, trace Gravel, brown, moist, loose to dense. (Alluvium)	AU 136									
2.5			SS 137		3-6-6 (12)							
5.0			SS 138		2-3-4 (7)							
7.5			SS 139		1-2-3 (5)							
10.0			SS 140		5-25-10 (35)							



Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-23

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 5+70 Nutria Street

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 889.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 4 Inches of Bituminous Asphalt										
		Approximately 4 Inches of Aggregate Base										
		P-200=9% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Alluvium)	AU 146			5						
2.5			SS 147		2-6-6 (12)							
5.0			SS 148		1-2-3 (5)							
7.5			SS 149		1-2-4 (6)							
10.0			SS 150		2-4-7 (11)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-24

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 0+50 168th Avenue

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 906.9 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 6 Inches of Bituminous Asphalt										
		Approximately 4 Inches of Possible Aggregate Base										
		P-200=14% (SP) Poorly Graded Sand, fine grained, brown, moist, loose. (Alluvium)	AU 116				12					
2.5			SS 117		3-3-5 (8)							
5.0		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Alluvium)	SS 118		2-5-6 (11)							
7.5			SS 119		1-2-7 (9)							
10.0			SS 120		3-8-9 (17)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-25

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 3+75 168th Avenue

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 906.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 3.5 Inches of Bituminous Asphalt										
		Approximately 3.5 Inches of Possible Aggregate Base										
		P-200=11.4 (SP) Poorly Graded Sand, fine grained, brown, moist, medium dense. (Alluvium)	AU 111			5.5						
2.5			SS 112		3-6-7 (13)							
5.0		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to loose. (Alluvium)	SS 113		2-3-4 (7)							
7.5			SS 114		1-1-3 (4)							
10.0			SS 115		3-5-5 (10)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-26

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT NUMBER** 21-0833 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21 **GROUND ELEVATION** 906.7 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** ---  
**NOTES** 6+00 168th Avenue **AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.5 Inches of Bituminous Asphalt								
		Approximately 3.5 Inches of Possible Aggregate Base				6				
		P-200=13.5% (SP) Poorly Graded Sand, fine grained, brown, moist, loose. (Alluvium)	AU 106							
2.5			SS 107		3-3-3 (6)					
5.0			SS 108		2-4-5 (9)					
7.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to loose. (Alluvium)	SS 109		3-2-3 (5)					
10.0			SS 110		1-1-3 (4)					

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-27

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 8+50 168th Avenue

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 906.1 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
0.0		Approximately 4.5 Inches of Bituminous Asphalt									
		Approximately 3.5 Inches of Possible Aggregate Base				6.5					
		P-200=10.5% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Alluvium)	AU 81								
2.5			SS 82		3-5-6 (11)						
5.0			SS 83		3-3-3 (6)						
7.5			SS 84		3-3-3 (6)						
10.0			SS 85		3-3-5 (8)						

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-28

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/1/21 **COMPLETED** 9/1/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 11+30 168th Avenue

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 909.8 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 4.5 Inches of Bituminous Asphalt										
		Approximately 3.5 Inches of Possible Aggregate Base										
		P-200=4.5% (SP) Poorly Graded Sand, fine grained, brown, moist, loose. (Alluvium)	AU 86			6						
2.5			SS 87		1-3-3 (6)							
5.0			SS 88		2-3-4 (7)							
7.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 89		1-3-4 (7)							
10.0			SS 91		2-3-3 (6)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-29

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 3+25 Rabbit Street

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 908.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 3 Inches of Bituminous Asphalt										
		Approximately 3 Inches of Possible Aggregate Base				5.5						
		P-200=9% (SP) Poorly Graded Sand, fine grained, brown, moist, medium dense. (Alluvium)	AU 121									
2.5			SS 122		4-8-5 (13)							
5.0		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to medium dense. (Alluvium)	SS 123		2-3-5 (8)							
7.5			SS 124		2-1-8 (9)							
10.0			SS 125		1-2-1 (3)							

Bottom of borehole at 11.0 feet.



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# BORING NUMBER SB-30

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0833  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 3+50 169th Avenue

**PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 908.3 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** ---  
**AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 3.5 Inches of Bituminous Asphalt										
		Approximate 3 Inches of Possible Aggregate Base				5.5						
		P-200=11% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	AU 126									
2.5			SS 127		3-4-5 (9)							
5.0			SS 128		1-4-4 (8)							
7.5			SS 129		2-2-4 (6)							
10.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist, very loose. (Alluvium)	SS 130		1-1-1 (2)							

Bottom of borehole at 11.0 feet.



Haugo GeoTechnical Services  
 2825 Cedar Ave South  
 Minneapolis, MN 55407  
 Telephone: 612-729-2959  
 Fax: 763-445-2238

# BORING NUMBER SB-31

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-02 Autumn Heights Street Recon  
**PROJECT NUMBER** 21-0833 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/2/21 **COMPLETED** 9/2/21 **GROUND ELEVATION** 904.3 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** ---  
**NOTES** 0+25 169th Avenue **AFTER DRILLING** --- Not Encountered

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 9/29/21 11:08 - C:\USERS\HGTS\3DROFBOX\HGTS\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\21-0833 IP 22-02 AUTUMN HEIGHTS STREET RECON.GPJ

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 3.75 Inches of Bituminous Asphalt Approximately 3 Inches of Possible Aggregate Base				5						
		P-200=8.5% (SP) Poorly Graded Sand, fine grained, trace Gravel, brown, moist, loose. (Alluvium)	AU 131									
2.5			SS 132		1-2-3 (5)							
5.0			SS 133		2-2-4 (6)							
7.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose. (Alluvium)	SS 134		3-4-5 (9)							
10.0			SS 135		1-1-4 (5)							

Bottom of borehole at 11.0 feet.

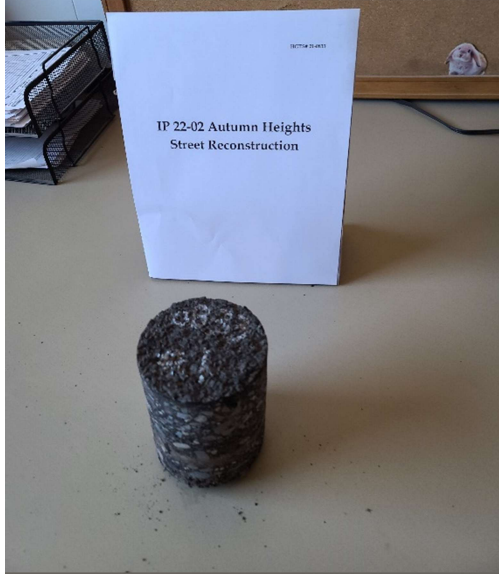


Photo # 1. Core SB-01, 4+00 167<sup>th</sup> Lane NW



Photo # 2. Core SB-02, 7+50 167<sup>th</sup> Lane NW

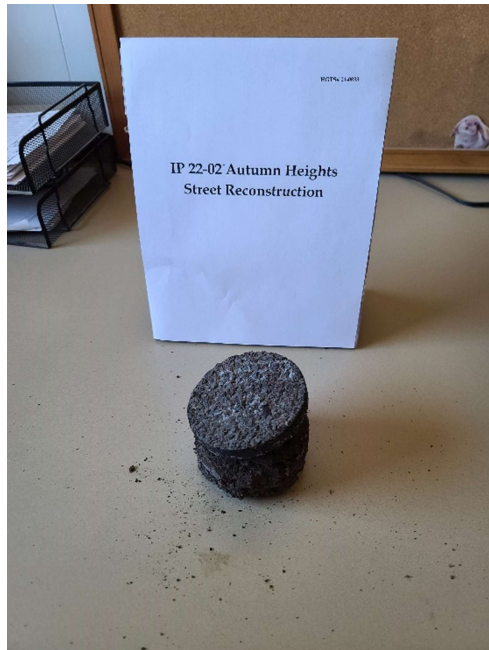


Photo # 3. Core SB-03, 10+00 67<sup>th</sup> Lane NW



Photo # 4. Core SB-04, 12+50 167<sup>th</sup> Lane NW

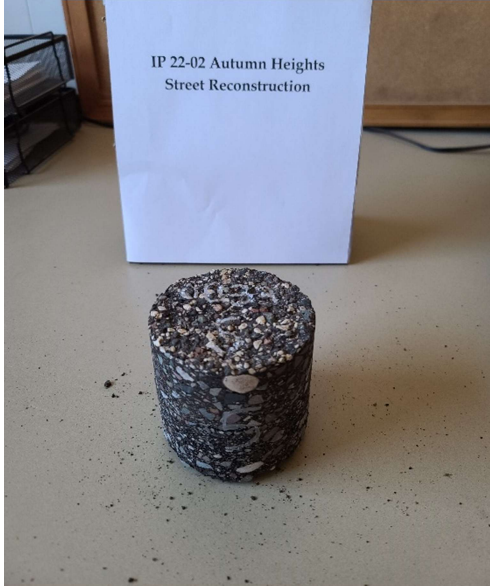


Photo # 5. Core SB-05, 15+40 167<sup>th</sup> Lane NW.

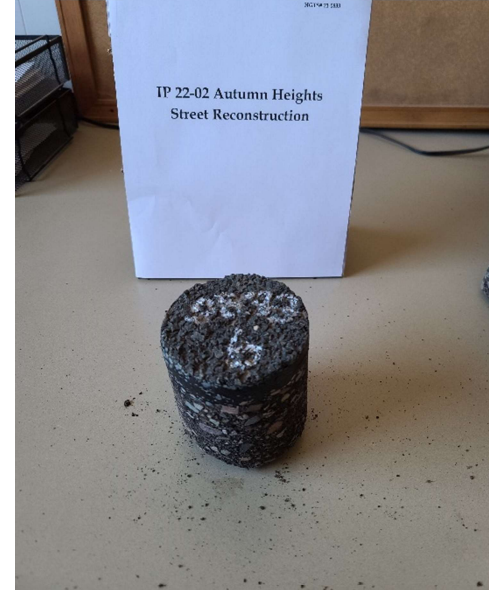


Photo # 6. Core SB-06, 19+00 167<sup>th</sup> Lane NW.

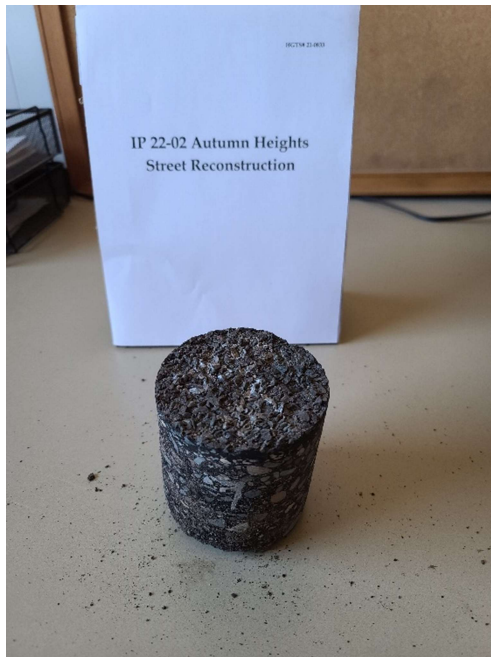


Photo # 7. Core SB-07, 21+50 167<sup>th</sup> Lane NW.

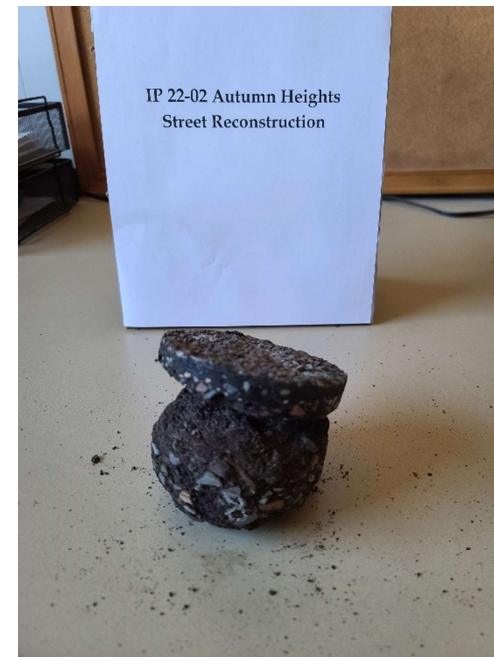


Photo # 8. Core SB-08, 24+00 167<sup>th</sup> Lane NW.

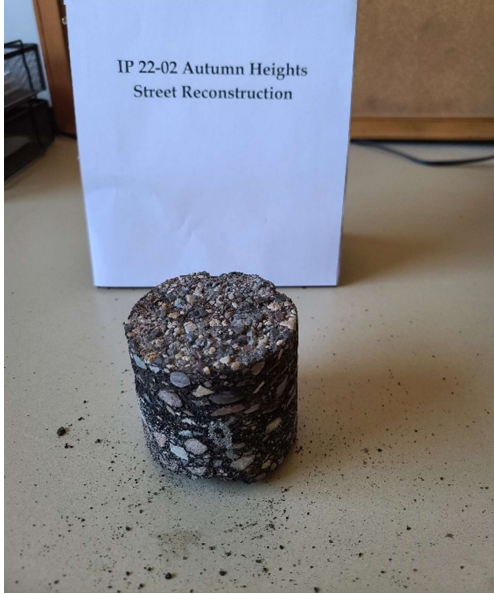


Photo # 9. Core SB-09, 25+50 167<sup>th</sup> Lane NW.



Photo # 10. Core SB-10, 28+00 167<sup>th</sup> Lane NW.

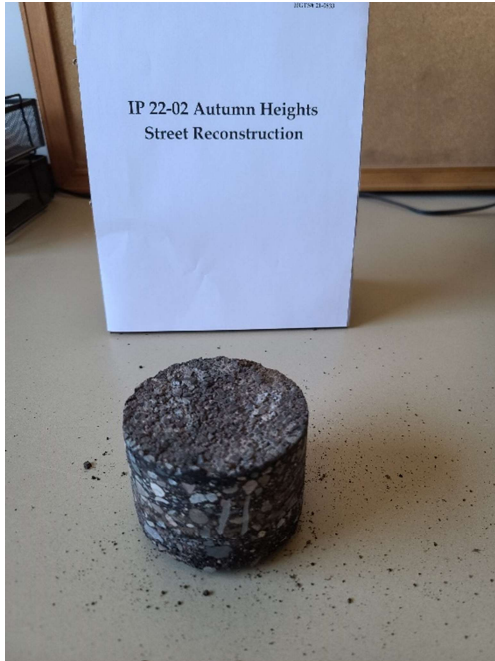


Photo # 11. Core SB-11, 30+50 167<sup>th</sup> Lane NW.



Photo # 12. Core SB-12, 33+00 167<sup>th</sup> Lane NW.



Photo # 13. Core SB-13, 35+50 167<sup>th</sup> Lane NW.



Photo # 14. Core SB-14 38+00 167<sup>th</sup> Lane NW.



Photo # 15. Core SB-15, 39+67 167<sup>th</sup> Lane NW.

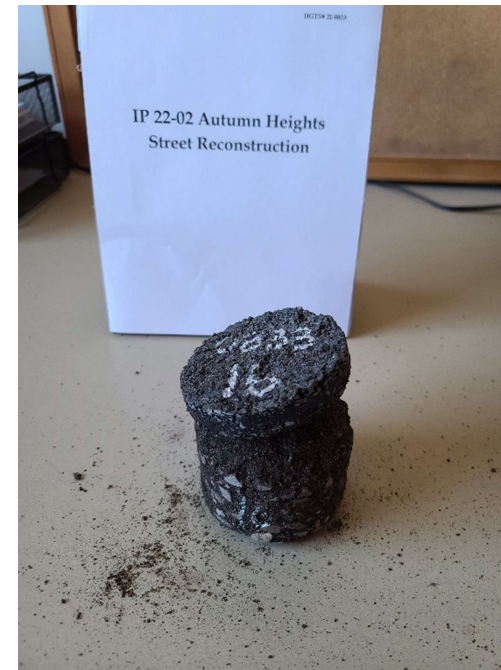


Photo # 16. Core SB-16, 6+50 168<sup>th</sup> Lane.



Photo # 17. Core SB-17, 9+00 168<sup>th</sup> Lane.



Photo # 18. Core SB-18, 11+50 168<sup>th</sup> Lane.



Photo # 19. Core SB-19, 14+00 168<sup>th</sup> Lane.

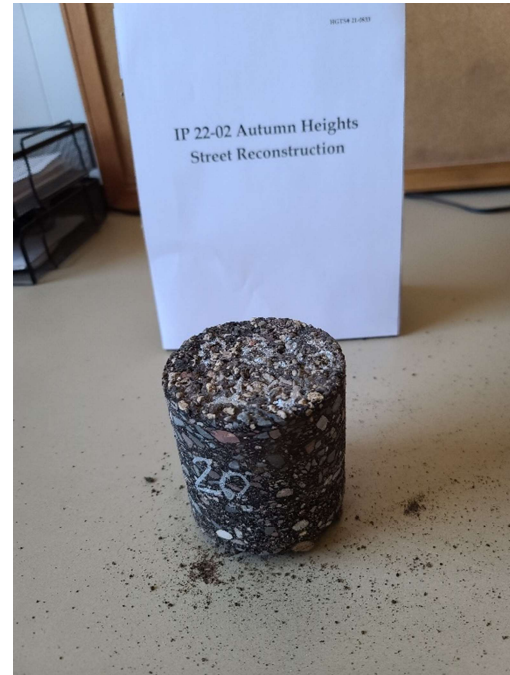


Photo # 20. Core SB-20, 16+50 168<sup>th</sup> Lane.

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Autumn Heights Street Reconstruction

Core Photos  
Ramsey, Minnesota  
HGTS Project No. 21-0833



Photo # 21. Core SB-21, 0+42 Nutria Street.



Photo # 22. Core SB-22, 3+00 Nutria Street.

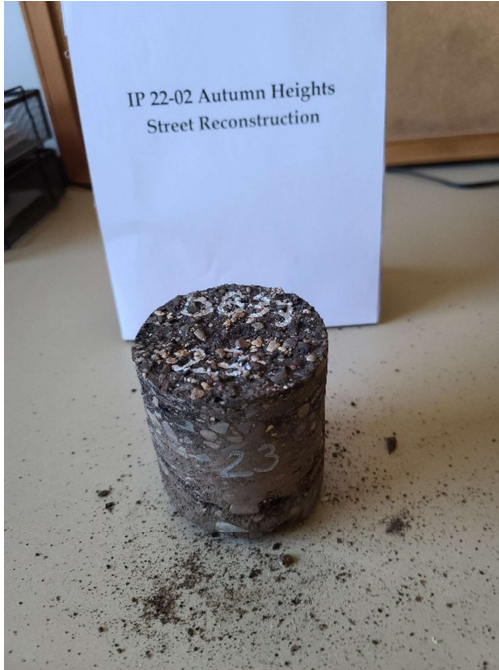


Photo # 23. Core SB-23, 5+70 Nutria Street.



Photo # 24. Core SB-24, 0+50<sup>th</sup> Avenue.

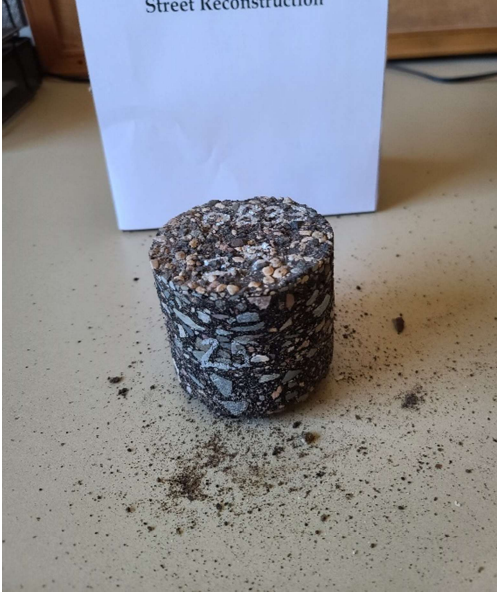


Photo # 25. Core SB-25, 3+75 168<sup>th</sup> Avenue.



Photo # 26. Core SB-26, 6+00 168<sup>th</sup> Avenue.

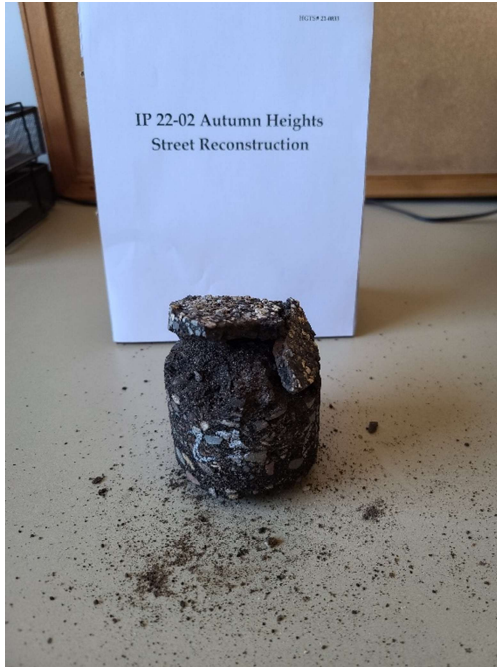


Photo # 27. Core SB-27, 8+50 168<sup>th</sup> Avenue.



Photo # 28. Core SB-28, 11+30 168<sup>th</sup> Avenue .

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Autumn Heights Street Reconstruction

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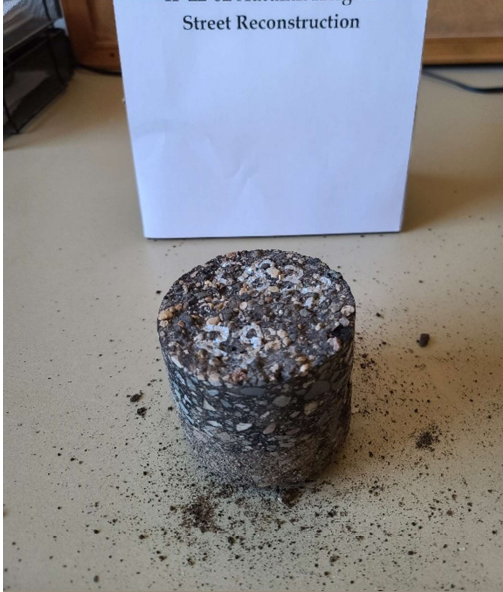


Photo # 29. Core SB-29, 3+25 Rabbit Street.



Photo # 30. Core SB-30, 3+50 169<sup>th</sup> Avenue.



Photo # 31. Core SB-31, 0+25 169<sup>th</sup> Avenue.

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Autumn Heights Street Reconstruction

Core Photos  
Ramsey, Minnesota  
HGTS Project No. 21-0833



Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests <sup>a</sup>				Soils Classification	
				Group Symbol	Group Name <sup>b</sup>
Coarse-grained Soils more than 50% retained on No. 200 sieve	Gravels More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels 5% or less fines <sup>e</sup>	$C_u \geq 4$ and $1 \leq C_c \leq 3$ <sup>c</sup>	GW	Well-graded gravel <sup>d</sup>
		Gravels with Fines More than 12% fines <sup>e</sup>	$C_u < 4$ and/or $1 > C_c > 3$ <sup>c</sup>	GP	Poorly graded gravel <sup>d</sup>
			Fines classify as ML or MH	GM	Silty gravel <sup>d f g</sup>
		Sands 50% or more of coarse fraction passes No. 4 sieve	Clean Sands 5% or less fines <sup>i</sup>	$C_u \geq 6$ and $1 \leq C_c \leq 3$ <sup>c</sup>	SW
	Sands with Fines More than 12% <sup>i</sup>		$C_u < 6$ and/or $1 > C_c > 3$ <sup>c</sup>	SP	Poorly graded sand <sup>h</sup>
			Fines classify as ML or MH	SM	Silty sand <sup>f g h</sup>
	Fines classify as CL or CH		SC	Clayey sand <sup>f g h</sup>	
	Fine-grained Soils 50% or more passed the No. 200 sieve	Silts and Clays Liquid limit less than 50	Inorganic	PI $> 7$ and plots on or above "A" line <sup>j</sup>	CL
PI $< 4$ or plots below "A" line <sup>j</sup>				ML	Silt <sup>k i m</sup>
Organic		Liquid limit - oven dried $< 0.75$	OL	Organic clay <sup>k i m n</sup>	
		Liquid limit - not dried $< 0.75$	OL	Organic silt <sup>k i m o</sup>	
Silts and clays Liquid limit 50 or more		Inorganic	PI plots on or above "A" line	CH	Fat clay <sup>k i m</sup>
			PI plots below "A" line	MH	Elastic silt <sup>k i m</sup>
	Organic	Liquid limit - oven dried $< 0.75$	OH	Organic clay <sup>k i m p</sup>	
		Liquid limit - not dried $< 0.75$	OH	Organic silt <sup>k i m q</sup>	
Highly Organic Soils	Primarily organic matter, dark in color and organic odor			PT	Peat

**Particle Size Identification**

Boulders ..... over 12"  
Cobbles ..... 3" to 12"  
Gravel  
Coarse ..... 3/4" to 3"  
Fine ..... No. 4 to 3/4"  
Sand  
Coarse ..... No. 4 to No. 10  
Medium ..... No. 10 to No. 40  
Fine ..... No. 40 to No. 200  
Silt .....  $< \text{No. 200}$ , PI  $< 4$  or below "A" line  
Clay .....  $< \text{No. 200}$ , PI  $\geq 4$  and on or above "A" line

**Relative Density of Cohesionless Soils**

Very loose ..... 0 to 4 BPF  
Loose ..... 5 to 10 BPF  
Medium dense ..... 11 to 30 BPF  
Dense ..... 31 to 50 BPF  
Very dense ..... over 50 BPF

**Consistency of Cohesive Soils**

Very soft ..... 0 to 1 BPF  
Soft ..... 2 to 3 BPF  
Rather soft ..... 4 to 5 BPF  
Medium ..... 6 to 8 BPF  
Rather stiff ..... 9 to 12 BPF  
Stiff ..... 13 to 16 BPF  
Very stiff ..... 17 to 30 BPF  
Hard ..... over 30 BPF

- a. Based on the material passing the 3-in (75mm) sieve.
- b. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders or both" to group name.
- c.  $C_u = D_{60}/D_{10}$ ,  $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
- d. If soil contains  $\geq 15\%$  sand, add "with sand" to group name.
- e. Gravels with 5 to 12% fines require dual symbols:  
GW-GM well-graded gravel with silt  
GW-GC well-graded gravel with clay  
GP-GM poorly graded gravel with silt  
GP-GC poorly graded gravel with clay
- f. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
- g. If fines are organic, add "with organic fines" to group name.
- h. If soil contains  $\geq 15\%$  gravel, add "with gravel" to group name.
- i. Sands with 5 to 12% fines require dual symbols:  
SW-SM well-graded sand with silt  
SW-SC well-graded sand with clay  
SP-SM poorly graded sand with silt  
SP-SC poorly graded sand with clay
- j. If Atterberg limits plot in hatched area, soil is a CL-ML, silty clay.
- k. If soil contains 10 to 29% plus No. 200, add "with sand" or "with gravel" whichever is predominant.
- l. If soil contains  $\geq 30\%$  plus No. 200, predominantly sand, add "sandy" to group name.
- m. If soil contains  $\geq 30\%$  plus No. 200 predominantly gravel, add "gravelly" to group name.
- n. PI  $\geq 4$  and plots on or above "A" line.
- o. PI  $< 4$  or plots below "A" line.
- p. PI plots on or above "A" line.
- q. PI plots below "A" line.

**Drilling Notes**

Standard penetration test borings were advanced by 3 1/4" or 6 1/4" ID hollow-stem augers unless noted otherwise. Jetting water was used to clean out auger prior to sampling only where indicated on logs. Standard penetration test borings are designated by the prefix "ST" (Split Tube). All samples were taken with the standard 2" OD split-tube sampler, except where noted.

Power auger borings were advanced by 4" or 6" diameter continuous-flight, solid-stem augers. Soil classifications and strata depths were inferred from disturbed samples augered to the surface and are, therefore, somewhat approximate. Power auger borings are designated by the prefix "B."

Hand auger borings were advanced manually with a 1 1/2" or 3 1/4" diameter auger and were limited to the depth from which the auger could be manually withdrawn. Hand auger borings are indicated by the prefix "H."

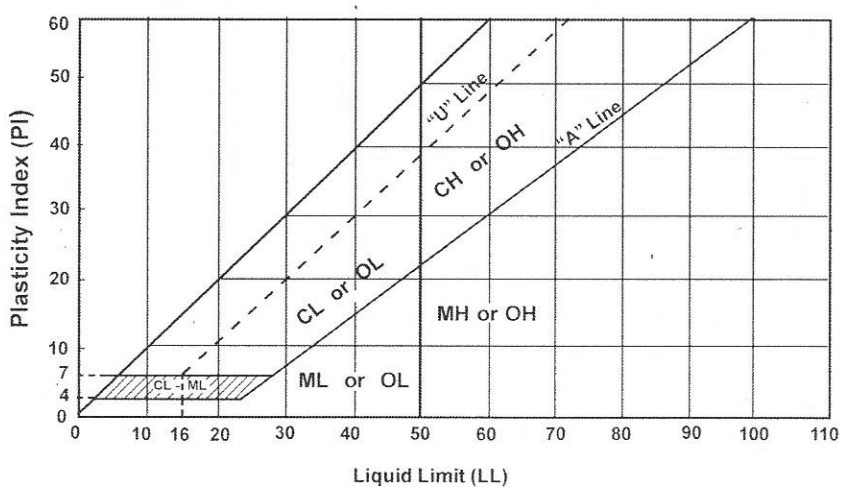
BPF: Numbers indicate blows per foot recorded in standard penetration test, also known as "N" value. The sampler was set 6" into undisturbed soil below the hollow-stem auger. Driving resistances were then counted for second and third 6" increments and added to get BPF. Where they differed significantly, they are reported in the following form: 2/12 for the second and third 6" increments, respectively.

WH: WH indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WR: WR indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

TW indicates thin-walled (undisturbed) tube sample.

Note: All tests were run in general accordance with applicable ASTM standards.



**Laboratory Tests**

DD	Dry density, pcf	OC	Organic content, %
WD	Wet density, pcf	S	Percent of saturation, %
MC	Natural moisture content, %	SG	Specific gravity
LL	Liquid limit, %	C	Cohesion, psf
PL	Plastic limit, %	$\phi$	Angle of internal friction
PI	Plasticity index, %	qu	Unconfined compressive strength, psf
P200	% passing 200 sieve	qp	Pocket penetrometer strength, tsf

**Meeting Date:** 10/26/2021

**Submitted For:** Joe Feriancek, Engineering/Public Works

**By:** Joe Feriancek, Engineering/Public Works

---

### Information

**Title:**

Adopt Resolution #21-301 Ordering Plans and Specifications for Improvement Project #22-03, 2022 MSA Pavement Overlay Improvements

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-301 Ordering Plans and Specifications for Improvement Project #22-03, 2022 MSA Pavement Overlay Improvements.

**Background:**

Overlaying the MSA streets identified within the 2021 – 2030 Capital Improvement Program for 2022 will allow the City to maintain these streets in the most cost-effective manner throughout the serviceable life of the streets.

The street segment proposed to receive bituminous pavement overlay improvements in 2022 is Riverdale Drive between the Armstrong Boulevard Interchange and Llama Street.

A street segment summary is attached, the proposed project is 0.24 miles in total length. It should be noted that the western project limit is anticipated to shift east of Llama Street to accommodate the proposed Riverdale Drive extension to Bowers Street, which is currently proposed to be constructed in 2022.

City sewer and water utilities exist in the project area, no repairs are proposed with this project. However, the utilities are proposed to be extended to the west as part of the Riverdale Drive extension project. Minor storm sewer improvements, generally including re-grouting of the catch basins, is proposed with this project.

Estimated project costs per the proposed 2022 – 2031 CIP are \$69,000. Estimated costs include 23-percent indirect costs for administrative, engineering, finance and legal costs. Staff proposes to create the plans and specifications in-house as part of their normal duties.

The proposed improvements are designated as City Improvement Project #22-03, 2022 MSA Pavement Overlay Improvements

**Notification:**

No notifications are required with this case.

**Time Frame/Observations/Alternatives:**

Motion to adopt Resolution #21-301 ordering plans and specifications for improvement project #22-03, 2022 MSA Pavement Overlay Improvements.

**Funding Source:**

Funding for this improvement is proposed to come from the MSA Fund and Stormwater Utility Fund.

- (MSA)Street Project Cost \$63,000
- Storm Sewer Project Cost \$6,000
- Total Estimated Project Cost \$69,000

**Recommendation:**

Staff recommends adopting Resolution #21-301 ordering plans and specifications for improvement project #22-03, 2022 MSA Pavement Overlay Improvements.

The Ramsey Public Works Committee reviewed this project on October 19, 2021. The committee recommended City Council authorization ordering Staff to prepare plans and specifications.

**Outcome/Action:**

Adopt Resolution #21-301 ordering plans and specifications for improvement project #22-03, 2022 MSA Pavement Overlay Improvements.

---

**Attachments**

Res 21-301

22-03 Street Summary

2022 Proposed PMP Project Map

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**Form Review**

**Inbox**

Bruce Westby

Kurt Ulrich

Form Started By: Joe Feriancek

Final Approval Date: 10/21/2021

**Reviewed By**

Bruce Westby

Kurt Ulrich

**Date**

10/21/2021 06:35 AM

10/21/2021 02:47 PM

Started On: 10/18/2021 09:33 AM

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-301**

**RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT  
#22-03, 2022 MSA PAVEMENT OVERLAY IMPROVEMENTS**

**WHEREAS**, the City of Ramsey proposes to overlay the pavement on Municipal State Aid (MSA) street segments in 2022 as identified within the 2021 – 2030 Capital Improvement Program; and

**WHEREAS**, funding for this improvement is proposed to come from the MSA Fund and Stormwater Utility Fund with a total estimated project cost of \$69,000; and

**WHEREAS**, City staff has the capacity to prepare plans and specifications for improvement project #22-03, 2022 MSA Pavement Overlay Improvements.

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

- 1) The Ramsey City Council hereby orders the City Engineer to prepare plans and specifications for improvement project #22-03, 2022 MSA Pavement Overlay Improvements.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

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Mayor

ATTEST:

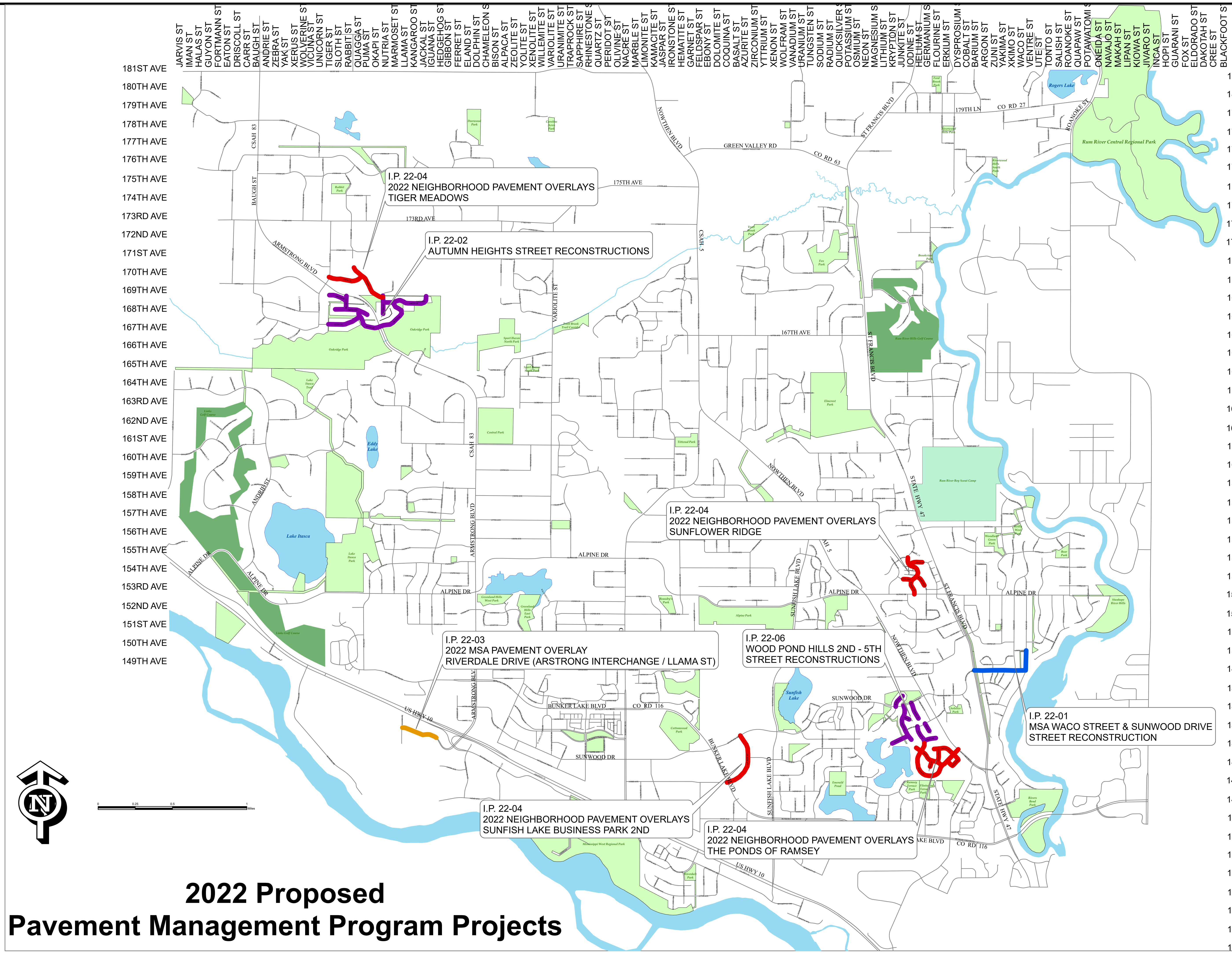
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City Clerk

**IP 22-03 2022 MSA Pavement Overlay Improvements**

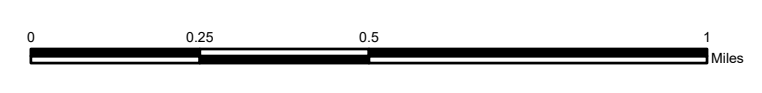
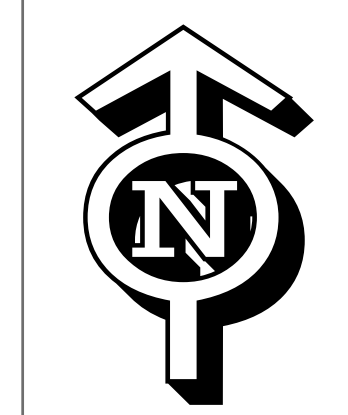
**Street Segment Summary**

Street Description				Street History						GPR Summary					
Street	Segment Description	Length (feet)	Section (Urban / Rural)	2020 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)			
Riverdale Drive	W PC / Llama Street	1279	Urban	6	1997	SC 2002	SC 2012			3.6	4.8	8.4			
										<i>* GPR not able to detect Agg. Base</i>					
<b>Total Length</b>		<b>1,279</b>	<b>0.24 mi.</b>										<i>** Estimated Depths, GPR not available</i>		



## Legend

- 2022 MSA Recon.
- 2022 MSA Overlay
- 2022 Overlay
- 2022 Reconstruction
- Street Centerlines
- ScoutCamp
- Golf\_Courses
- Parks
- Rivers
- Lakes\_Ponds
- Creeks



# 2022 Proposed Pavement Management Program Projects

181ST AVE  
180TH AVE  
179TH AVE  
178TH AVE  
177TH AVE  
176TH AVE  
175TH AVE  
174TH AVE  
173RD AVE  
172ND AVE  
171ST AVE  
170TH AVE  
169TH AVE  
168TH AVE  
167TH AVE  
166TH AVE  
165TH AVE  
164TH AVE  
163RD AVE  
162ND AVE  
161ST AVE  
160TH AVE  
159TH AVE  
158TH AVE  
157TH AVE  
156TH AVE  
155TH AVE  
154TH AVE  
153RD AVE  
152ND AVE  
151ST AVE  
150TH AVE  
149TH AVE  
148TH AVE  
147TH AVE  
146TH AVE  
145TH AVE  
144TH AVE  
143RD AVE  
142ND AVE  
141ST AVE  
140TH AVE  
139TH AVE  
138TH AVE  
137TH AVE  
136TH AVE  
135TH AVE  
134TH AVE

JARVIS ST  
IMAN ST  
HALAS ST  
GUYON ST  
FORTMANN ST  
EATON ST  
DRISCOLL ST  
CARR ST  
BAUGH ST  
ANDRIE ST  
ZEBRA ST  
YAK ST  
XERUS ST  
WOLVERINE S  
VICUNA ST  
UNICORN ST  
TIGER ST  
SLOTH ST  
RABBIT ST  
QUAGGA ST  
PUMA ST  
OKAPI ST  
NUTRIA ST  
MARMOSSET ST  
LLAMA ST  
KANGAROO ST  
JACKAL ST  
GUANA ST  
HEDGEHOG ST  
GIBBON ST  
FERRET ST  
ELAND ST  
DOLPHIN ST  
CHAMELEON S  
BISON ST  
ALPACA ST  
ZEOLITE ST  
YOLITE ST  
XENOLITE ST  
WILLEMITE ST  
URANIMITE ST  
TRAPROCK ST  
SAPPHIRE ST  
RHINESTONE S  
QUARTZ ST  
PERIDOT ST  
OLIVINE ST  
NACRE ST  
MARBLE ST  
LIMONITE ST  
KAMAGITE ST  
JASPAR ST  
IRONSTONE S  
HEMATITE ST  
GARNET ST  
FELDSPAR ST  
EBONY ST  
DOLOMITE ST  
COQUINA ST  
BASALT ST  
AZURITE ST  
ZIRCONIUM ST  
YTRITIUM ST  
XENON ST  
WOLFRAM ST  
VANADIUM ST  
TUNGSTEN ST  
SODIUM ST  
QUICKSILVER  
POTASSIUM ST  
OSMIUM ST  
NEON ST  
MAGNESIUM S  
LITHIUM ST  
KRYPTON ST  
JUNKITE ST  
IODINE ST  
HELIUM ST  
GERMANIUM S  
FLOURINE ST  
ERKLIUM ST  
DYSPROSIUM  
COBALT ST  
BARIUM ST  
ARGON ST  
ZUNI ST  
YAKIMA ST  
XKIMO ST  
WACO ST  
VENTRE ST  
UTE ST  
TONTO ST  
SALISH ST  
ROANOKE ST  
QUAPAW ST  
POTAWATOMI S  
ONEIDA ST  
NAVAJO ST  
MAKAH ST  
LIPAN ST  
KIOWA ST  
JIVARO ST  
INGA ST  
HOPI ST  
GUARANI ST  
FOX ST  
ELDORADO ST  
DAKOTAH ST  
CREE ST  
BLACKFOOT S

**Meeting Date:** 10/26/2021

**Submitted For:** Joe Feriancek, Engineering/Public Works

**By:** Joe Feriancek, Engineering/Public Works

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### Information

**Title:**

Adopt Resolution #21-306 Ordering Plans and Specifications for Improvement Project #22-04, 2022 Neighborhood Pavement Overlay Improvements

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution 21-306 Ordering Plans and Specifications for Improvement Project #22-04, 2022 Neighborhood Pavement Overlay Improvements.

**Background:**

City Improvement Project 21-12, 2021 Additional Pavement Overlay Improvements took advantage of a favorable bidding environment, allowing the City to overlay 2.58 miles of City streets in 2021 which were identified as 2022 overlay improvements within the current 2021 – 2030 Capital Improvement Program (CIP). Additionally, the design of the new water treatment facility will have impacts to additional street segments near Jaspar and 143<sup>rd</sup> Avenue. The proposed 2022 – 2031 Capital Improvement Program has adjusted to these impacts.

The attached Proposed 2022 Pavement Management Program Projects Map shows the specific neighborhood street segments proposed to receive bituminous pavement overlay improvements in 2022. These street segments are located in the following developments:

- Sunfish Lake Business Park 2<sup>nd</sup>
- Sunflower Ridge
- Tiger Meadows
- The Ponds of Ramsey

A street segment summary is attached. The proposed project is 2.69 miles in total length.

City sewer and water utilities exist within all of the subdivisions except Tiger Meadows. No repairs are proposed with this project. Minor storm sewer improvements, generally including re-grouting the catch basins, is proposed with this project.

Spot concrete curb and gutter repairs, as well as ADA compliant pedestrian ramp improvements, are proposed with this project. Pedestrian ramp improvements will occur within the Sunflower Ridge and The Ponds of Ramsey subdivisions.

Estimated project costs per the proposed 2022 – 2031 CIP are \$624,000. Estimated costs include 23-percent indirect costs for administrative, engineering, finance and legal costs. Staff proposes to create the plans and specifications in-house as part of their normal duties.

The proposed improvements are designated as City Improvement Project #22-04, 2022 Neighborhood Pavement Overlay Improvements.

**Notification:**

No notifications are required with this case.

**Time Frame/Observations/Alternatives:**

Motion to adopt Resolution #21-306 ordering plans and specifications for improvement project #22-04, 2022 Neighborhood Pavement Overlay Improvements.

**Funding Source:**

Funding for this improvement is proposed to come from the Pavement Management Fund and Stormwater Utility Fund.

Staff has completed an estimate based on anticipated 2022 construction cost, with a total estimated project cost of \$624,000.

- Street Project Cost \$567,000
- Storm Sewer Project Cost \$57,000
- Total Estimated Project Cost \$624,000

**Recommendation:**

Staff recommends adopting Resolution #21-306 ordering plans and specifications for improvement project #22-04, 2022 Neighborhood Pavement Overlay Improvements.

The Ramsey Public Works Committee reviewed this project on October 19, 2021. The committee recommended City Council authorization ordering Staff to prepare plans and specifications.

**Outcome/Action:**

Adopt Resolution #21-306 Ordering Plans and Specifications for Improvement Project #22-04, 2022 Neighborhood Pavement Overlay Improvements.

---

**Attachments**

[Res 21-306](#)

[22-04 Street Summary](#)

[2022 PMP Project Map](#)

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Bruce Westby	Bruce Westby	10/21/2021 06:52 AM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:49 PM
Form Started By: Joe Feriancek		Started On: 10/18/2021 09:50 AM
Final Approval Date: 10/21/2021		

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-306**

**RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT #22-04, 2022 NEIGHBORHOOD PAVEMENT OVERLAY IMPROVEMENTS**

**WHEREAS**, the City of Ramsey proposes to overlay the pavement on numerous street segments in 2022 as identified within the proposed 2022 – 2031 Capital Improvement Program; and.

**WHEREAS**, funding for this improvement is proposed to come from the Pavement Management Fund and Stormwater Utility Fund with a total estimated project cost of \$624,000 and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-194, adopted July 13, 2021, the City Council ordered the City Engineer to request proposals for Topographic Survey for proposed 2022 Pavement Management Program projects, including improvement project #22-04, 2022 Neighborhood Pavement Overlay Improvements; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-224, adopted August 8<sup>th</sup>, 2021, the City Council awarded a proposal to Hakanson Anderson for Topographic Survey of the project area; and

**WHEREAS**, City staff has received and reviewed the Topographic Survey and has the capacity to prepare plans and specifications for improvement project #22-04, 2022 Neighborhood Pavement Overlay Improvements.

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

- 1) The Ramsey City Council hereby orders the City Engineer to prepare plans and specifications for improvement project #22-04, 2022 Neighborhood Pavement Overlay Improvements.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

---

Mayor

ATTEST:

---

City Clerk

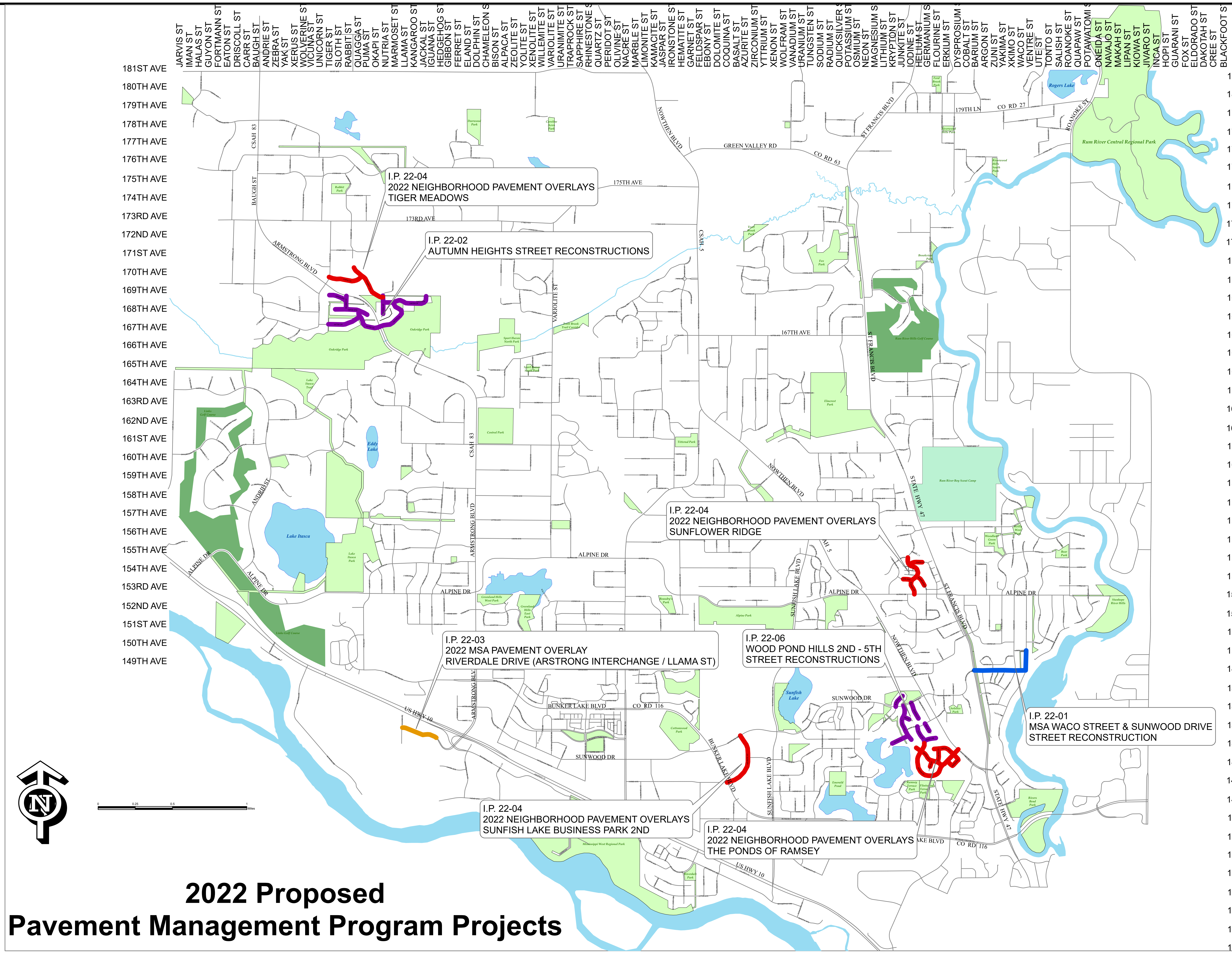
**IP 22-04 2022 Neighborhood Pavement Overlay Improvements  
Street Segment Summary**

Street Description						Street History					GPR Summary				
Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2020 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Sunfish Lake Business Park 2nd	Azurite Street	Bunker Lake Boulevard / Sunwood Drive	2123	Urban	Conc.	8	2002	SC 2009	SC 2016				3.5*	6.0*	9.5*
	<i>Sunfish Lake Business Park 2nd Total</i>		<i>2123</i>	<i>0.4 mi.</i>											
Sunflower Ridge	154th Avenue	Iodine Street / W EOP	305	Urban	Conc.	8	2003	SC 2008	SC 2017				3.9	5.4	9.3
	154th Lane	Iodine Street / E EOP	488	Urban	Conc.	8	2007	SC 2008	SC 2017				3.7	5.3	9.0
	Germanium Street	Iodine Street / E EOP	434	Urban	Conc.	8	2003	SC 2008	SC 2017				3.9	4.5	8.4
	Iodine Street	Alpine Drive / 155th Lane	1613	Urban	Conc.	8	2003	SC 2008	SC 2017				3.8	5.7	9.5
	<i>Sunflower Ridge Total</i>		<i>2840</i>	<i>0.54 mi.</i>											
Tiger Meadows	Rabbit Street	170th Avenue / Nutria Street	1230	Urban	Conc.	8	2003	SC 2008	SC 2017				4.2	3.6	7.8
	Rabbit Street	170th Avenue / N EOP	409	Urban	Conc.	8	2003	SC 2008	SC 2017				4.2	3.6	7.8
	170th Avenue	Tiger Street / Rabbit Street	1240	Urban	Conc.	8	2003	SC 2008	SC 2017				4.2	4.4	8.6
	<i>Tiger Meadows Total</i>		<i>2879</i>	<i>0.55 mi.</i>											

\*GPR not available, depth based off asbuilts

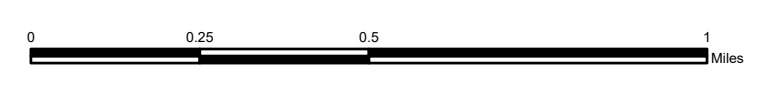
**IP 22-04 2022 Neighborhood Pavement Overlay Improvements  
Street Segment Summary**

Street Description						Street History					GPR Summary				
Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2020 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
The Ponds of Ramsey	144th Avenue	Iodine Street / CDS	210	Urban	Conc.	7	2002	SC 2007	SC 2013	SC 2018			2.5*	4.0*	6.5*
	144th Avenue	Iodine Street / Fluorine Street	731	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	144th Avenue	Iodine Street E / Fluorine Street	203	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	144th Court	144th Avenue / CDS	223	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	144th Way	Iodine Street N / Iodine Street S	806	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	145th Avenue	Fluorine Street / CDS	157	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	145th Avenue	Iodine Street / Fluorine Street	615	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	Fluorine Court	145th Avenue / 144th Avenue	486	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	Iodine Street	144th Avenue E / 144th Avenue W	1769	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	Iodine Street	144th Avenue W / W EOP	313	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	Iodine Street	144th Way S / 144th Way E	258	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	Iodine Street	145th Avenue / 144th Way	327	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
	Iodine Street	Nowthen Boulevard / 145th Avenue	242	Urban	Conc.	7	2002	SC 2007	SC 2018				2.5*	4.0*	6.5*
<i>The Ponds of Ramsey Total Length</i>			<i>6340</i>	<i>1.2 mi.</i>		<i>*GPR not available, depth based off asbuilts</i>									



## Legend

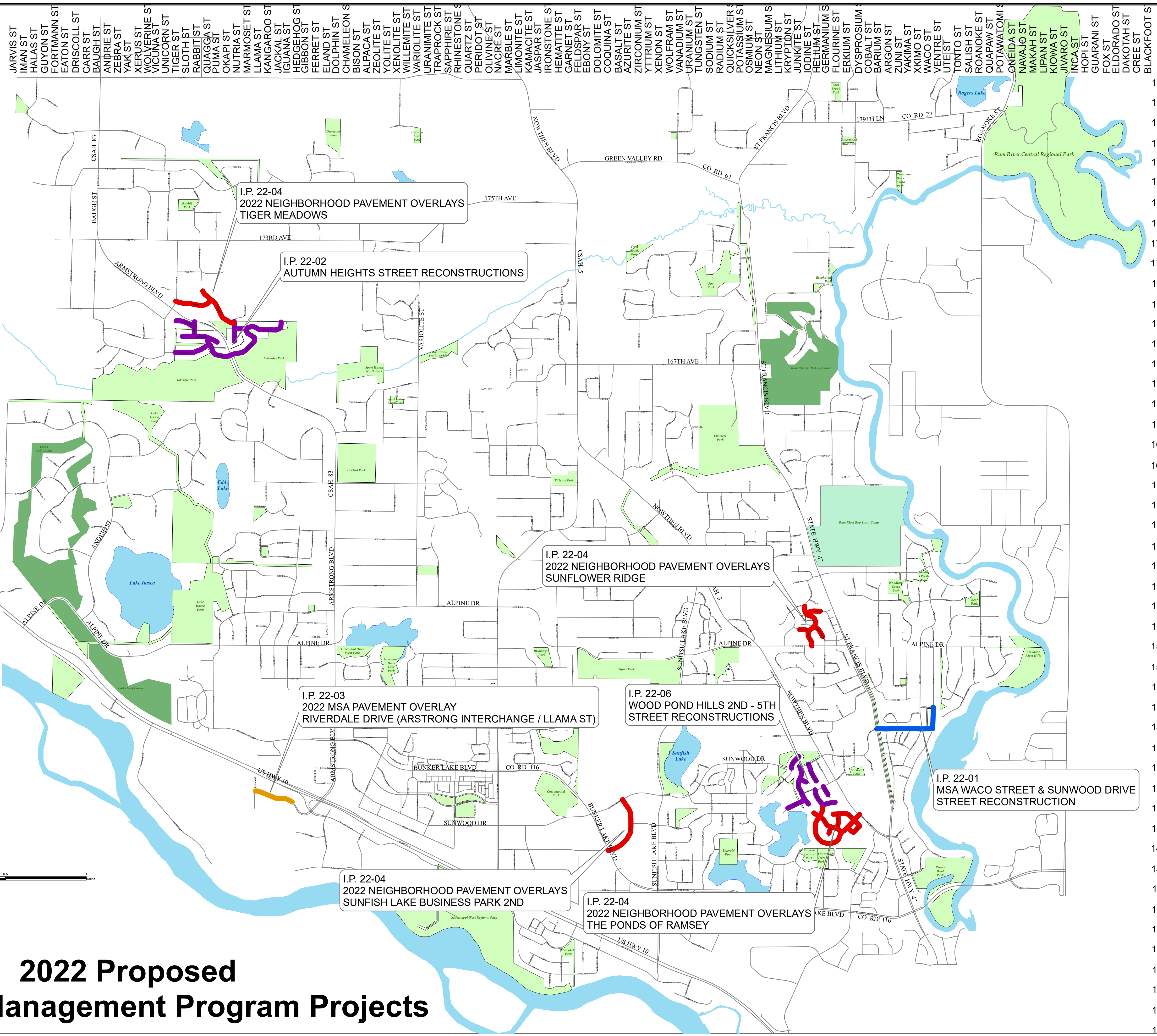
- 2022 MSA Recon.
- 2022 MSA Overlay
- 2022 Overlay
- 2022 Reconstruction
- Street Centerlines
- ScoutCamp
- Golf\_Courses
- Parks
- Rivers
- Lakes\_Ponds
- Creeks



# 2022 Proposed Pavement Management Program Projects

181ST AVE  
180TH AVE  
179TH AVE  
178TH AVE  
177TH AVE  
176TH AVE  
175TH AVE  
174TH AVE  
173RD AVE  
172ND AVE  
171ST AVE  
170TH AVE  
169TH AVE  
168TH AVE  
167TH AVE  
166TH AVE  
164TH AVE  
163RD AVE  
162ND AVE  
161ST AVE  
160TH AVE  
159TH AVE  
158TH AVE  
157TH AVE  
156TH AVE  
155TH AVE  
154TH AVE  
153RD AVE  
152ND AVE  
151ST AVE  
150TH AVE  
149TH AVE

181ST AVE  
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178TH AVE  
177TH AVE  
176TH AVE  
175TH AVE  
174TH AVE  
173RD AVE  
172ND AVE  
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166TH AVE  
165TH AVE  
164TH AVE  
163RD AVE  
162ND AVE  
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156TH AVE  
155TH AVE  
154TH AVE  
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152ND AVE  
151ST AVE  
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149TH AVE  
148TH AVE  
147TH AVE  
146TH AVE  
145TH AVE  
144TH AVE  
143RD AVE  
142ND AVE  
141ST AVE  
140TH AVE  
139TH AVE  
138TH AVE  
137TH AVE  
136TH AVE  
135TH AVE  
134TH AVE



**Meeting Date:** 10/26/2021

**Submitted For:** Joe Feriancek, Engineering/Public Works

**By:** Joe Feriancek, Engineering/Public Works

---

### Information

**Title:**

Adopt Resolution #21-307 Ordering Plans and Specifications for Improvement Project #22-06, Wood Pond Hills 2nd – 5th Street Reconstructions

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-307 Ordering Plans and Specifications for Improvement Project #22-06, Wood Pond Hills 2nd – 5th Street Reconstructions.

**Background:**

The current 2021 – 2030 Capital Improvement Program (CIP) identifies Wood Pond Hills 2nd – 5th Additions for street reconstruction improvements in 2026. The pavement condition has noticeably declined over the last several years, which has caused Staff to receive numerous comments from residents. Public Works Staff has been required to spend several days in the spring patching these streets. The condition of the pavement has gone beyond what is reasonably maintainable with only patching and this project was moved forward to 2022 within the proposed 2022 – 2031 CIP.

City Improvement Project 22-06 proposes to reconstruct the streets within the Wood Pond Hills 2nd, 3rd, 4th, and 5th subdivision, generally located southwest of Sunwood Drive and Nowthen Boulevard. The streets total approximately 4,600 linear feet (0.88 miles) in length, and are 31 feet wide urban section with surmountable concrete curb and gutter. A figure showing the project scope and a street segment summary is attached to this case.

On July 13, 2021, the Ramsey City Council ordered the City Engineer to request proposals for topographic survey, geotechnical evaluations and utility testing for proposed 2022 Pavement Management Program (PMP) projects, including IP 22-06. On August 8, 2021, the Ramsey City Council awarded a proposal to Hakanson Anderson for topographic survey, and Haugo Geotechnical Services for a geotechnical report of the project area. On August 24, 2021, the Ramsey City Council awarded a proposal to Hydro-Klean, LLC for cleaning and televising the sanitary and storm sewer, and Water Conservation Services, Inc. for watermain leak testing of the project area.

Engineering Staff has completed an initial review of the topographic survey and geotechnical report, determining the requirements of the proposals have been met. The initial review of the geotechnical report revealed sub-base materials which are generally well suited for utility installation and street construction. The report will be further consulted by Staff during project design.

The streets within Wood Pond Hills 2nd – 5th Additions were included in the Ground Penetrating Radar (GPR) Pavement Evaluation performed by Braun Intertec. This data provides bituminous and aggregate base thickness information. The GPR data is included in the street segment summary attached to this case.

The streets within the project area are 31 feet wide, urban section streets, and are proposed to be reconstructed to the City's current standard residential street design. This includes a minimum 4 inches aggregate base and 3.5 inches of new bituminous pavement. Staff is proposing to use the full-depth reclamation process, reclaiming the existing bituminous pavement and underlying aggregate base, removing excess reclamation material, re-using the remaining material as the new aggregate base, and placing 3.5 inches of new bituminous pavement on top. The existing concrete curb and gutter is proposed to remain, with spot repairs to damaged curb and gutter being

performed. Minimal impacts to private driveways and lawns is expected, though any impacts would be within the City-owned right of way.

City Staff is aware of more severe curb and gutter damage within the Junkite Street cul-de-sac, south of 145th Court, due to failing slopes behind the curb and will determine the most appropriate treatment during project design.

Municipal utilities exist in the project area including water, sewer, and storm sewer systems. The watermain was leak tested, and no leaks were discovered. The sanitary and storm sewer was cleaned and televised. No repairs to the sanitary or storm sewer pipes are anticipated with this project, however further review of the televising needs to be performed before this can be confirmed. Any required repairs discovered from the review of the sewer are not included in the current estimated cost.

Estimated project costs per the proposed 2022 – 2031 CIP are \$550,000. Estimated costs include 23-percent indirect costs for administrative, engineering, finance and legal costs. Staff proposes to create the plans and specifications in-house as part of their normal duties.

The street improvement proposed with this project are identified as a 2026 project in the City's current 10-year CIP, and as a 2022 project within the proposed 2022 – 2031 CIP, and can be funded using a combination of Pavement Management Funds and Storm Water Utility Funds. If repairs are required to be made to the sanitary sewer those improvements can be funded using the Sewer Utility Funds, though they are not proposed within the current estimate. This project would best be constructed as a stand-alone project and is necessary, feasible, and cost-effective from an engineering standpoint, and can be constructed as proposed herein.

The proposed improvements are designated as City Improvement Project #22-06, Wood Pond Hills 2nd – 5th Street Reconstructions.

**Notification:**

Notifications are not required for this case.

**Time Frame/Observations/Alternatives:**

Motion to adopt Resolution #21-307 Ordering Plans and Specifications for Improvement Project #22-06, Wood Pond Hills 2nd – 5th Street Reconstructions.

**Funding Source:**

Funding for this improvement is proposed to come from the Pavement Management Fund and Stormwater Utility Fund.

- (PMP) Street Project Cost \$500,000
- Storm Sewer Project Cost \$50,000
- Total Estimated Project Cost \$550,000

**Recommendation:**

Staff recommends adopting Resolution #21-307 Ordering Plans and Specifications for Improvement Project #22-06, Wood Pond Hills 2nd – 5th Street Reconstructions.

The Ramsey Public Works Committee reviewed this project on October 19, 2021. The committee recommended City Council authorization ordering Staff to prepare plans and specifications.

**Outcome/Action:**

Adopt Resolution #21-307 Ordering Plans and Specifications for Improvement Project #22-06, Wood Pond Hills 2nd – 5th Street Reconstructions.

---

## Attachments

Res 21-307

22-06 Project Scope

22-06 Project Location

22-06 Geotechnical Report

22-06 Street Summary

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## Form Review

### Inbox

Bruce Westby

Kurt Ulrich

Form Started By: Joe Feriancek

Final Approval Date: 10/21/2021

### Reviewed By

Bruce Westby

Kurt Ulrich

### Date

10/21/2021 07:01 AM

10/21/2021 02:52 PM

Started On: 10/18/2021 09:52 AM

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-307**

**RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT  
#22-06, WOOD POND HILLS 2<sup>ND</sup> - 5<sup>TH</sup> STREET RECONSTRUCTIONS**

**WHEREAS**, the City of Ramsey proposes to reconstruct Wood Pond Hills 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> Subdivisions; and

**WHEREAS**, pursuant to Ramsey City Council resolution #21-194, adopted July 13, 2021, the City Council ordered the City Engineer to request proposals for Topographic Survey, Geotechnical Evaluations and Utility Testing for proposed 2022 Pavement Management Program projects, including IP 22-06; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-224, adopted August 8<sup>th</sup>, 2021, the City Council awarded a proposal to Hakanson Anderson for Topographic Survey, and Haugo Geotechnical Services for a geotechnical report of the project area; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-240 adopted August 24, 2021, the City Council awarded a proposal to Hydro-Klean, LLC for cleaning and televising the sanitary and storm sewer, and Water Conservation Services, Inc. for watermain leak testing of the project area; and

**WHEREAS**, City staff has received and reviewed the Topographic Survey, Geotechnical Evaluations and Utility Testing, Sewer Televising and Water Leak Testing and has the capacity to prepare plans and specifications for improvement project #22-06, Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> Street Reconstructions.

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

- 1) The Ramsey City Council hereby orders the City Engineer to prepare plans and specifications for improvement project #22-06, Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> Street Reconstructions.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

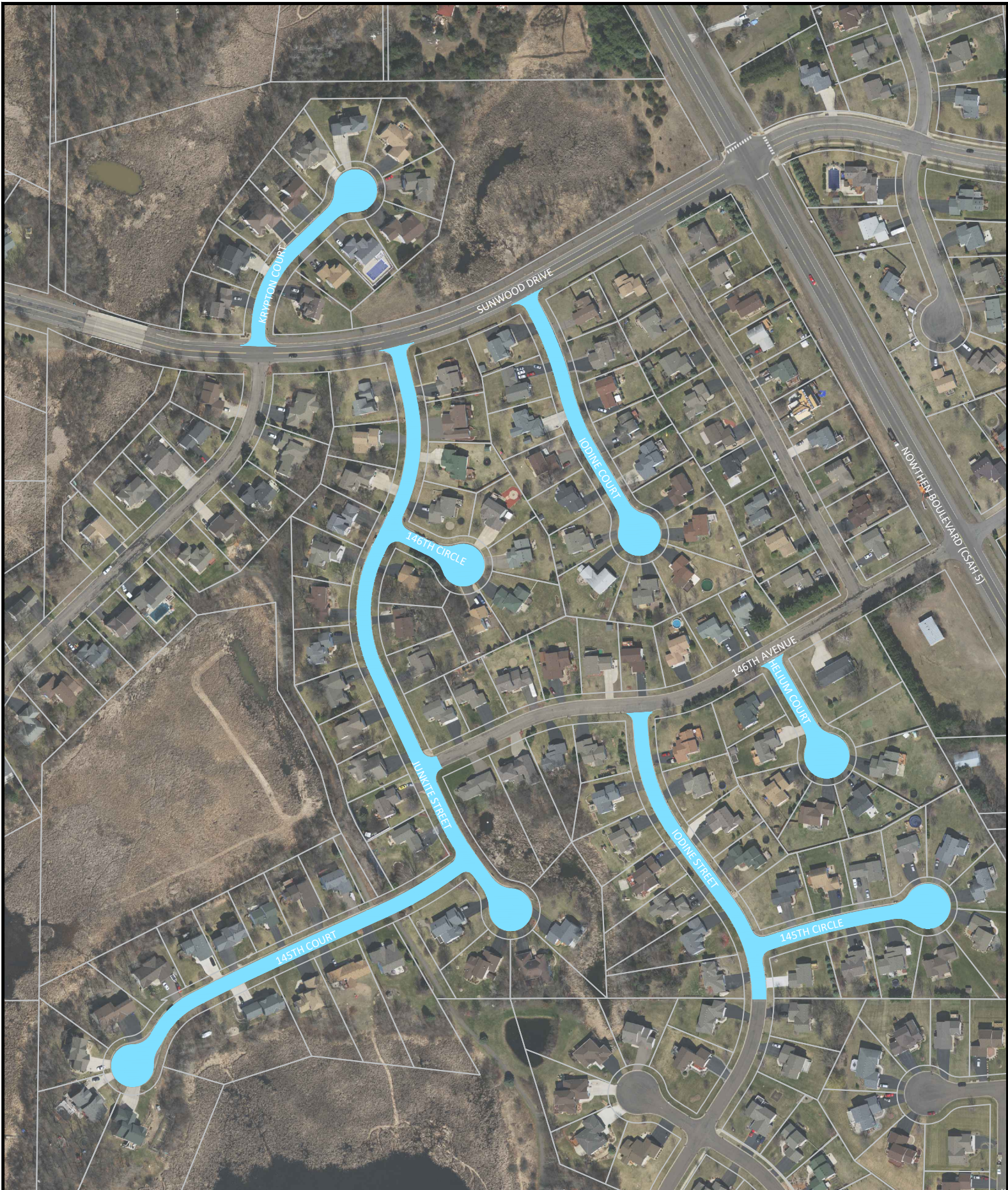
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Mayor

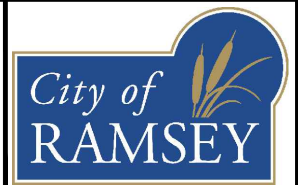
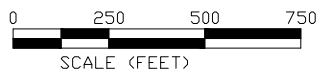
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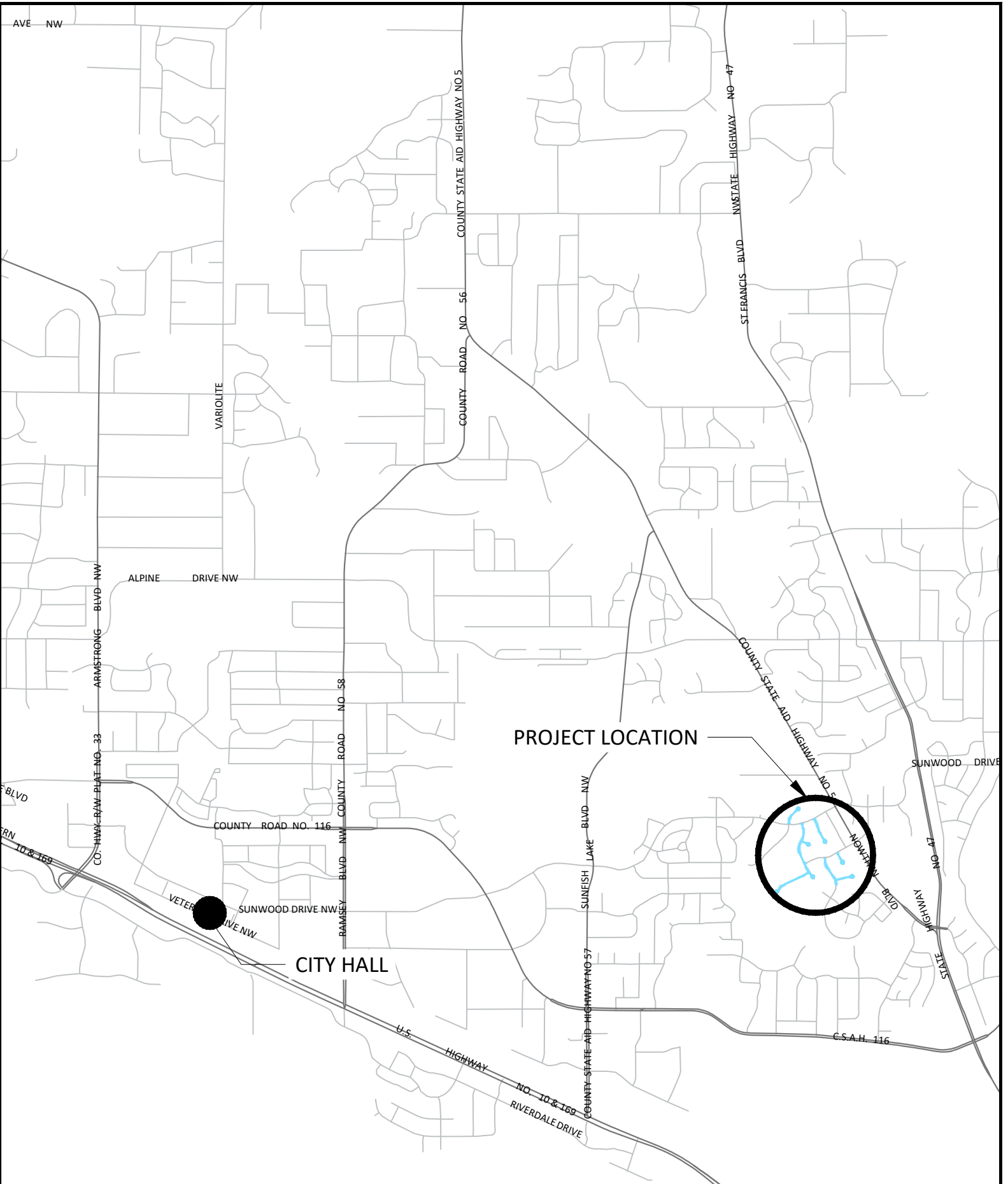
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City Clerk

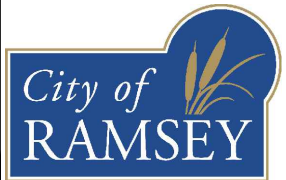
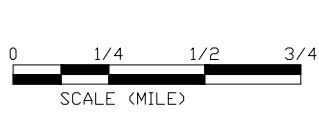


**WOOD POND HILLS 2ND - 5TH  
STREET RECONSTRUCTIONS  
PROJECT SCOPE**





**WOOD POND HILLS 2ND - 5TH  
STREET RECONSTRUCTIONS  
PROJECT LOCATION**



September 30, 2021

Project Number: 21-0834

Ms. Marsha Weidner  
City of Ramsey  
City of Ramsey Municipal Center  
7550 Sunwood Drive NW  
Ramsey, MN 55303

**RE: Geotechnical Exploration Report, IP 22-06 Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> Street  
Reconstructions, Ramsey, Minnesota**

Dear Ms. Weidner:

We have completed the geotechnical exploration report for the IP 22-06 Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> Street Reconstructions in Ramsey, Minnesota. Very briefly; 13 soil borings were advanced along the various roadway alignments to determine existing bituminous pavement section thicknesses and to characterize subsurface soil and groundwater conditions.

Specific details regarding our procedures, results and recommendations follow in the attached geotechnical exploration report.

Thank you for the opportunity to assist you on this project. If you have any questions or need additional information, please contact Lucas Mol or Paul Gionfriddo at 612-729-2959.

Sincerely,

Haugo GeoTechnical Services, LLC



Lucas Mol  
Project Manager



Paul S. Gionfriddo, P.E.  
Senior Engineer

# GEOTECHNICAL EXPLORATION REPORT

## PROJECT:

IP 22-06 Wood Pond Hills 2<sup>nd</sup> – 5<sup>th</sup> Street Reconstruction  
Ramsey, Minnesota.

## PREPARED FOR:

City of Ramsey  
City of Ramsey Municipal Center  
7550 Sunwood Drive NW  
Ramsey, MN 55303

## PREPARED BY:

Haugo GeoTechnical Services LLC  
2825 Cedar Avenue S  
Minneapolis, MN 55407

Haugo GeoTechnical Services Project: 21-0833

September 30, 2021

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



Paul Gionfriddo, P.E.  
Senior Engineer  
License Number: 23093



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## **1.0 INTRODUCTION**

### **1.1 Project Description**

The City of Ramsey (City) is preparing to complete roadway improvement projects within 3 general areas of the City during the 2022 construction season. These areas included; the Sunwood Drive and Waco Street Area, the Autumn Heights Area and the Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> Area. To aid in preparing design and construction documents the City solicited bids to perform a geotechnical exploration within each of the 3 areas.

Haugo GeoTechnical Services (HGTS), was the successful bidder for the 3 projects. This report presents the results of 13 soil borings advanced along the various roadway alignments within the Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> area.

### **1.2 Purpose**

The purpose of this geotechnical exploration was to determine existing bituminous pavement section thicknesses, characterize subsurface soil and groundwater conditions and provide recommendations for roadway design and construction.

### **1.3 Site Description**

The streets with the Wood Pond Hills 2<sup>nd</sup> - 5<sup>th</sup> area (Wood Pond Hills) are located on the west side of Nowthen Boulevard NW (aka County Road 5) and generally located between Sunwood Drive NW and Iodine Street NW. The streets slated for improvements include; Krypton Court, Iodine Court, Junkite Street, 146<sup>th</sup> Circle, 145<sup>th</sup> Court, Helium Court, Iodine Street and 145<sup>th</sup> Circle. Each street is a 2-lane bituminous surfaced residential roadway that provides access to single family homes. The roadways were estimated to be about 30 feet wide and included concrete curb & gutter. Each of the streets slated for improvement was noted to contain numerous cracks, both longitudinal and transverse cracks as well as some "alligator" cracking. We also observed multiple patched areas.

### **1.4 Scope of Services**

Our scope of services was performed in accordance with the City of Ramey REQUEST FOR PROPOSAL, PAVEMENT MANAGEMENT PROGRAM, 2022 PROJECTS issued on July 20, 2021. Our scope of service for the Wood Pond Hill project included the following tasks:

- Performing 13 standard penetration test borings each to a nominal depth of 10 feet.
- Coring the pavement at 13 locations to measure the thickness of the existing bituminous and aggregate base.
- Visually/manually classifying samples recovered from the soil borings.
- Performing laboratory tests on selected samples.
- Preparing soil boring logs describing the materials encountered and the results of groundwater level measurements.
- Preparing an engineering report describing soil and groundwater conditions and providing recommendations for roadway construction/reconstruction.

## **1.5 Documents Provided**

We were provided with a 10-page Request for Proposal (RFP) prepared by the City of Ramsey. Very briefly, the RFP included but was not limited to; a description of the project, a scope of services, soil boring requirements, contractual requirements, schedule and a bid form. The RFP also included soil boring location sheets. The soil boring location sheets showed the proposed streets slated for improvement and provided stationing at the proposed boring locations.

Based on correspondence with the City of Ramsey we understand that no new utilities will be installed as part of this project. However, the City is assessing the existing sanitary sewer and storm sewer pipes for damage and is anticipating that some repairs will likely be required. Fixes, if any, will likely be spot fixes and not wholesale replacement of the pipe networks.

## **1.6 Locations and Elevations**

The boring and core locations were selected by the City of Ramsey and marked in the field in advance our field work. The approximate boring and associated core locations are shown on the Figure in the appendix.

HGTS obtained the GPS coordinates and ground surface elevations at the soil boring locations using GPS technology based on the Minnesota County Coordinate System. GPS coordinates and the ground surface elevations are shown on Figure 2 in the Appendix.

## **2.0 FIELD PROCEDURES**

The 13 standard penetration test borings were advanced on September 9<sup>th</sup> and 14<sup>th</sup>, 2021 by HGTS with a rotary drilling rig, using continuous flight augers to advance the boreholes. Representative samples were obtained from the borings, using the split-barrel sampling procedures in general accordance with ASTM Specification D-1586. In the split-barrel sampling procedure, a 2-inch O.D. split-barrel spoon is driven into the ground with a 140-pound hammer falling 30 inches. The number of blows required to drive the sampling spoon the last 12 inches of an 18-inch penetration is recorded as the standard penetration resistance value, or "N" value. The results of the standard penetration tests are indicated on the boring logs. The samples were sealed in containers and provided to HGTS for testing and soil classification.

A field log for each boring was prepared by the HGTS drill crew. The logs contained visual classifications of the soil materials encountered during drilling, as well as the driller's interpretation of the subsurface conditions between samples and water observation notes. The final boring logs included with this report represent an interpretation of the field logs and include modifications based on visual/manual method observation of the samples.

The soil boring logs, general terminology for soil description and identification, and classification of soils for engineering purposes are also included in the appendix. The soil boring logs identify and describe the materials encountered, the relative density or consistency based on the Standard Penetration resistance (N-value, "blows per foot") and groundwater observations.

The strata changes were inferred from the changes in the samples and auger cuttings. The depths shown as changes between strata are only approximate. The changes are likely transitions, variations can occur beyond the location of the borings.

The bituminous cores were obtained on September 27, 2021 with a 4-inch diameter diamond core barrel using wet coring techniques.

### 3.0 RESULTS

#### 3.1 Pavement Section

Each of the 13 soil borings were taken within an existing bituminous surfaced roadway and encountered varying thicknesses of bituminous and aggregate base or possible aggregate base. The observed pavement section thicknesses are summarized in Table 1 below.

**Table 1. Summary of Existing Roadway Section**

Boring Number	Station	Approximate Bituminous Thickness (inches)*	Approximate Aggregate Base Thickness (inches)*	Subgrade Soil Type
<b>Krypton Court</b>				
SB-01	2+50	2 ½	9	SP
<b>Iodine Court</b>				
SB-02	0+50	1 ¾	10	SP
SB-03	4+00	3	5	SP
<b>Junkite Street</b>				
SB-04	0+50	4 ½	3 ½	SP-SM
SB-05	5+00	3 ½	3	SP
SB-06	12+00	2 ½	4	SP-SM
<b>146<sup>th</sup> Circle</b>				
SB-07	1+00	3	5 ½	SP-SM
<b>145<sup>th</sup> Court</b>				
SB-08	0+50	3 ¼	5	SP-SM
SB-09	6+00	2	3	SP-SM
<b>Helium Court</b>				
SB-10	1+25	2	3	SP-SM
<b>Iodine Street</b>				
SB-11	28+50	3 ¾	6	SM (Topsoil)
SB-12	33+00	3 ½	5 ½	SP
<b>145<sup>th</sup> Circle</b>				
SB-13	1+50	2	5 ½	SP-SM

\* = measured to the nearest ¼ inch. SB = Soil Boring SP = Poorly Graded Sand SP-SM = Poorly Graded Sand with Silt SM = Silty Sand

### 3.2 Soil Conditions

**Buried Topsoil** Soil boring SB-11 encountered an approximate 2-inch layer of black silty sand directly below the aggregate base or possible aggregate base which appears to be buried topsoil. Buried topsoil or other organic soil were not encountered in the remaining borings.

**Fill** Below the pavement section soil borings SB-04, SB-08, SB-09, SB-10 and SB-13 encountered previously placed Fill that extended to depths ranging from about 4 to 9 feet below the ground surface. The remaining borings did not appear to encounter Fill below the pavement section.

The Fill consisted of poorly graded sand, poorly graded sand with silt and silty sand that was brown or dark brown in color.

N-Values, shown as blows per foot (bpf) on the boring logs within the previously placed Fill ranged from 5 to 23 bpf. These values indicate the Fill had a loose to medium dense relative density.

**Native Alluvium** Beneath the pavement section or Fill the soil borings encountered native alluvial deposits that extended to the termination depths of the borings. The native alluvial deposits consisted of fine to coarse grained poorly graded sand and fine to coarse grained poorly graded sand with silt that contained varying amounts of gravel. These soils generally correspond to the ASTM Classifications SP and SP-SM, respectively.

N-Values within the sands ranged from 3 to 26 bpf. These values indicate the sands had a very loose to medium dense relative density.

### 3.3 Groundwater

Groundwater was encountered in some of the borings while drilling and sampling or after removing the augers from the boreholes at depths ranging from about 8 ½ to 14 feet below the ground surface corresponding to elevations ranging from about 851 ½ to 856 feet. The observed water levels are summarized in Table 2.

**Table 2. Summary of Groundwater Levels**

Boring Number	Ground Surface Elevation (ft)	Approximate Depth to Groundwater (ft)*	Approximate Groundwater Elevation (ft)*
<b>Krypton Court</b>			
SB-01	874.6	NE	-
<b>Iodine Court</b>			
SB-02	884.7	NE	-
SB-03	871.6	NE	-
<b>Junkite Street</b>			
SB-04	866.2	12	854
SB-05	864.5	8 ½	856
SB-06	870.2	14	856
<b>146<sup>th</sup> Circle</b>			
SB-07	876.3	NE	-

<b>145<sup>th</sup> Court</b>			
SB-08	866 (estimated)	14 ½	851 ½
SB-09	866.6	12	854 ½
<b>Helium Court</b>			
SB-10	882.2	NE	-
<b>Iodine Street</b>			
SB-11	879.9	NE	-
SB-12	878.2	NE	-
<b>145<sup>th</sup> Circle</b>			
SB-13	879.1	NE	-

\* = Depths and Elevations were rounded to the nearest ½ foot. NE = Not Encountered

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. The intensity and duration of these events or factors can significantly impact groundwater levels. In addition, “extreme” weather events or other events, such as flooding, spring thaw, etc., could result in groundwater levels higher than estimated or anticipated.

Groundwater monitoring wells or piezometers in conjunction with deeper borings would be required to more accurately determine water levels.

### 3.4 Laboratory Tests

Twelve (12) laboratory moisture content tests and 12 percent passing the #200 sieve (P-200) tests were performed on selected samples of the aggregate base or possible aggregate base materials. Table 3 below provides a summary of the laboratory testing. Laboratory moisture contents are also shown on the boring logs adjacent to the samples tested.

Laboratory P-200 contents of the aggregate base materials ranged from about 5 to 8 percent. It should be noted that the aggregate base materials appeared to contain very little “gravel” and for that reason the material was described as possible aggregate base.

**Table 3. Summary of Laboratory Analysis**

<b>Boring Number</b>	<b>Sample</b>	<b>Depth (feet)</b>	<b>Moisture Content (%)*</b>	<b>P-200 (%)*</b>
<b>Krypton Court</b>				
SB-01	AU-1	Possible Agg Base	4 ½	6 ½
<b>Iodine Court</b>				
SB-02	AU-8	Possible Agg Base	5 ½	7
SB-03	AU-15	Possible Agg Base	4 ½	5
<b>Junkite Court</b>				
SB-04	AU-29	Possible Agg Base	3 ½	5
SB-05	AU-22	Possible Agg Base	4	8
SB-06	AU-43	Possible Agg Base	4	8

<b>146<sup>th</sup> Circle</b>				
SB-07	AU-36	Possible Agg Base	3	6
<b>145<sup>th</sup> Court</b>				
SB-08	AU-57	Possible Agg Base	3 ½	6 ½
SB-09	AU-50	Possible Agg Base	3 ½	7
<b>Helium Court</b>				
SB-10	AU-85	Possible Agg Base	3 ½	6 ½
<b>Iodine Street</b>				
SB-11	AU-79	Possible Agg Base	2 ½	6
SB-12	AU-64	Possible Agg Base	2	5 ½
<b>145<sup>th</sup> Circle</b>				
SB-13	AU-71	Possible Agg Base	-	-

\*Moisture contents and P-200 contents were rounded to the nearest ½ percent

### 3.5 OSHA Soil Classification

The soil encountered in the borings consisted of granular soil composed of poorly graded sand with silt and poorly graded sand corresponding to the ASTM Classifications SP-SM and SP, respectively. The soils identified in the boring will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

An OSHA-approved qualified person should review the soil classification in the field. Excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, "Excavations and Trenches." This document states excavation safety is the responsibility of the contractor. The project specifications should reference these OSHA requirements.

## 4.0 DISCUSSION AND RECOMMENDATIONS

### 4.1 Proposed Construction

This project will include improving streets located within the Wood Pond Hill area within the City of Ramsey and include; Krypton Court, Iodine Court, Junkite Street, 146<sup>th</sup> Circle, 145<sup>th</sup> Court, Helium Court, Iodine Street and 145<sup>th</sup> Circle.

Based correspondence with the City of Ramsey we understand that street improvements could include completely removing and replacing the existing pavements or a full-depth reclamation. We further understand that no new utilities will be installed as part of the project. However, the city is assessing the existing sanitary sewer and storm sewer pipes for damage and is anticipating that some repairs will likely be required. Fixes, if any, will likely be spot fixes and not wholesale replacement of the pipe networks.

We anticipate that site grading will consist of earthwork necessary for roadway reconstruction and we do not anticipate any significant changes in the roadway alignment or roadway grades. Cuts or fills involving permanent grade change, if any, are assumed to be less than 1 foot. Invert elevations or pipe burial depths for any utility fixes are anticipated to be on the order of 5 to 10 feet.

We were not provided any information regarding traffic volumes such as Average Annual Daily Traffic (AADT) counts or vehicle distribution for the roadways. We assumed these roadways will be utilized mainly by automobiles, light trucks and school buses with some heavier vehicles such as garbage trucks and UPS or FedEx type delivery vehicles. For the purposes of this evaluation, we assume the street will generally be classified or described as a “typical urban street” and estimate the pavement will be designed for a maximum of 100,000 Equivalent Single Axle Loads (ESAL’s) over a design life of 20 years. The ESAL’s have not been adjusted for any future growth.

Changes in the nature, design, or location of all or parts of this project may occur. Likewise, if the proposed traffic volumes exceed these values we should be informed. Additional analyses and revised recommendations may be necessary.

## 4.2 Discussion

**Roadways/pavements** Based on a brief review of historical aerial photographs available on Google Earth and the Anoka County GIS website it appears that the streets were originally built around 1997 and appear to be approaching or have exceeded their assumed 20-year design life.

It appears some, or all, of the streets were subject to some periodic maintenance that included seal coating/chip coating. Evidence of fairly recent seal coating/chip coating was visible on cores 3, 4, 5 and 7 obtained from Iodine Court, Junkite Street and 146<sup>th</sup> Circle. Evidence of recent seal coating/chip coating was not readily apparent at the remaining locations.

We observed longitudinal and transvers cracks with some “alligator” or fatigue cracking of the pavement surfaces. The cracking observed could be the result of a combination of factors including; inadequate pavement thickness, pavement age and/or possibly frost action/frost heave.

Longitudinal cracking are cracks parallel to the pavement centerline or laydown direction. These can be caused by poor joint construction, reflective cracking from an underlying layer, fatigue cracking or top-down cracking resulting from the age of the pavement or due to expansion and contraction of the pavement surface or increased traffic loads on the pavements.

Transverse cracking are cracks perpendicular to the roadway centerline or laydown direction. These are often caused by shrinkage of the pavement surface, reflective cracking from an underlying layer or top-down cracking.

Alligator or fatigue cracking can be symptomatic of poor subgrade soils and/or inadequate pavement thickness.

**Aggregate Base** An apparent aggregate base layer was observed below the pavements at each boring location. The aggregate base appeared to contain little gravel and because of that it was identified as Possible Aggregate Base on the boring logs. Based on our observations the aggregate base or Possible Aggregate Base may not meet MN/DOT gradation specifications for Class 5 aggregate base. It is possible that the Possible Aggregate base was initially placed as new or virgin Class 5 aggregate base but has degraded over time due to traffic and possibly frost action.

**Soils** The borings encountered sandy subgrade soils including; poorly graded sand and poorly graded sand with silt which correspond to the ASTM Classifications SP and SP-SM, respectively.

These are well suited for pavement support and are considered non-frost susceptible and are also free draining materials.

The origin of the Fill encountered in the borings is unknown but is likely associated with roadway construction and/or any existing underground sanitary sewer, storm sewer or watermain utilities. The Fill was also composed of poorly graded sand and poorly graded sand with silt and is generally well suited for utility and pavement support.

Where spot fixes of the utilities will occur, we anticipate that the soils excavated for utility repairs will be reused to the greatest extent possible. The Fill encountered in the borings in our opinion is suitable for reuse. We recommend that any buried topsoil, organic soils and any soft or otherwise unsuitable materials, if encountered, be removed and replaced with suitable compacted engineered fill.

**Groundwater** Ground water was encountered in 5 of the soil borings at depths of about 8 ½ to 14 feet below the ground surface. With pipe inverts anticipated to bear about 7 to 10 feet below the ground surface there is the potential that groundwater could be encountered during spot utility repairs and dewatering could be required.

#### **4.3 Utility Recommendations**

Spot utility repairs could be included in this project. The existing utilities are anticipated bear at depths ranging from about 5 to 10 feet below the ground surface. At these depths, the existing pipes likely bear on sandy alluvial soils or compacted engineered fill which in our opinion are suitable for pipe support. We recommend removing all vegetation, topsoil, organic soils and any soft or otherwise unsuitable soils, if any, beneath utilities prior to repair or placement.

We assume that open cut excavation techniques will be used for pipe installation. We further assume that typical excavations depths will be on the order of 5 to 10 feet below the ground surface. At typical 1:1 excavation backslopes, the excavation will extend about 5 to 10 feet beyond the edges of the excavation. The excavation may extend into/onto adjacent properties posing a risk of undermining structures on those properties. In addition, the soils could slough as they are excavated resulting in side slopes flatter than 1:1 further increasing the horizontal limits of the excavation. If site constraints will limit the excavation, trench boxes or temporary shoring may be required.

**Backfilling** New pavements will be constructed over the top of the utility trench(s) and the soil excavated for pipe installation will likely be placed back in the excavations, to the greatest extent possible. As noted above, the Fill encountered in the borings in our opinion is generally suitable for reuse. We recommend that any buried topsoil, organic soils and any soft or otherwise unsuitable materials, if encountered, be removed and replaced with suitable compacted engineered fill.

We recommend bedding material be thoroughly compacted around the pipes. We recommend trench backfill above the pipes be compacted to a minimum of 95 percent beneath pavements, the exception being within 3 feet of the proposed pavement subgrade, where 100 percent of standard Proctor density is recommended. In landscaped areas, if any, we recommend a minimum compaction of 90 percent.

**Dewatering** Ground water was encountered in 5 of the soil borings at depths of about 8 ½ to 14 feet below the ground surface. With pipe inverts anticipated to bear about 7 to 10 feet below the ground surface there is the potential that groundwater could be encountered during spot utility repairs and dewatering could be required.

Where dewatering is required, we recommend the groundwater level be temporarily lowered to a minimum of 2 feet below the lowest anticipated excavation elevation to allow for construction. In sand soils we do not recommend attempting to dewater from within the excavation. Upward seepage will loosen and disturb the excavation, resulting in a “quick condition”. Rather, we recommend groundwater be drawn down below the anticipated excavation bottom.

#### **4.4 Pavement Recommendations**

The City of Ramsey may have standard plates that dictate bituminous pavement design. If so, we assume the pavements be designed in accordance with the appropriate standard plates. The following paragraphs provide general pavement recommendations in the absence of standard plates.

**Reconstruction** In areas that will be reconstructed we recommend removing all vegetation and topsoil, if any, and all pavements, aggregate base, organic soils and any soft or otherwise unsuitable materials from beneath the pavement subgrade. Prior to placing the aggregate base (Class 5) we recommend compacting the subgrade soils to provide a more uniform surface and to identify soft, weak, loose or unstable areas that may require additional subcuts. Backfill, if needed, to attain pavement subgrade elevation can consist of any mineral soil provided it is free of organic material or other deleterious materials but recommend additional fill, if needed, consist of sandy soils similar to the on-site materials.

Granular fill classified as SP or SP-SM should be placed within 65 percent to 105 percent of its optimum moisture content as determined by the standard Proctor. Other fill soils should be placed with moisture contents within a range of 1 percentage point below and 3 percentage points above its optimum moisture content. The upper 3 feet of fill and backfill should be compacted to a minimum of 100 percent of its standard Proctor maximum dry density.

**Full Depth Reclamation** For “Full Depth Reclamation” areas there may be instances where the recommended aggregate base thickness exceeds the existing aggregate base thickness. The preferred method of pavement repair would be to reclaim the existing bituminous, subcut the subgrade, replace the reclaim and add additional aggregate base as needed then construct the bituminous pavement. Subcutting the subgrade may not be feasible or cost effective. As an alternate it may be possible to use a thicker bituminous pavement along with the existing aggregate base or possibly subcutting some of the existing aggregate base. Using MN/DOT granular equivalencies, one (1) inch of bituminous is equivalent to 2.25 inches of MN/DOT Class 5 aggregate base.

**R-Values** Laboratory tests to determine the soils Hveem Stabilometer R-Value (R-Value) was beyond the scope of this project. Information provided in the State of Minnesota Department of Transportation, Geotechnical & Pavement Manual, Part II, indicates that R-Values for granular materials meeting the ASTM Classification SP or SP-SM can range from 50 to 70. It is our opinion that an R-Value of 50 can be used for pavement design.

## **Recommended Pavement Section Thickness**

It should be noted that the pavement section presented below is not absolute. Depending on serviceability expectations, material availability, and cost, there could be circumstances under which alternative sections will be more practicable.

Based on an estimated R-value of 50 and a maximum of 100,000 ESAL's we recommend a pavement section consisting of a minimum of 4 inches of bituminous underlain by a minimum of 6 inches of Class 5 aggregate base.

### **4.5 Materials**

We recommend aggregate base meeting MN/DOT specification 3138 for Class 5 aggregate base. We recommend the aggregate base be compacted to 100 percent of its maximum standard Proctor dry density.

We recommend that the bituminous wear and base courses meet the requirement of MN/DOT specification 2360. We recommend the bituminous pavements be compacted to at least 92% of the maximum theoretical density.

Pavement reconstruction will likely include installing concrete curb and gutter. We recommend specifying concrete that has a minimum 28-day compressive strength of 4,000 psi. We recommend specifying 5 to 8 percent entrained air for exposed concrete to provide resistance to freeze-thaw deterioration. We recommend slump, air content and compressive strength test of Portland cement concrete.

## **5.0 CONSTRUCTION CONSIDERATIONS**

### **5.1 Excavation**

The soil encountered in the borings consisted of granular soil composed of poorly graded sand with silt and poorly graded sand corresponding to the ASTM Classifications SP-SM and SP, respectively. The soils identified in the boring will generally be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

Temporary excavations in Type C soils should be constructed at a minimum of 1 ½ foot horizontal to every 1 foot vertical within excavations. Slopes constructed in this manner may still exhibit surface sloughing. If site constraints do not allow the construction of slopes with these dimensions, then temporary shoring may be required.

### **5.2 Observations**

A geotechnical engineer or qualified engineering technician should observe the excavation subgrade to evaluate if the subgrade soils are similar to those encountered in the borings and adequate to support the proposed construction.

### **5.3 Backfill and Fills**

Site soils that will be excavated and reused as backfill and fill appear to be below their assumed optimum moisture content. We anticipate it may be necessary to moisture condition (wet) these soils to achieve the recommended compaction. We recommend that fill and backfill be placed in lifts not exceeding 4 to 12 inches, depending on the size of the compactor and materials used.

### **5.4 Testing**

We recommend density tests of backfill and fills placed for the proposed roadway and utilities. Samples of the proposed materials should be submitted to our laboratory prior to placement for evaluation of their suitability and to determine their optimum moisture content and maximum dry density (Standard Proctor).

### **5.5 Winter Construction**

If site grading and construction is anticipated to proceed during cold weather, all snow and ice should be removed from cut and fill areas prior to additional grading and placement of fill. No fill should be placed on frozen soil and no frozen soil should be used as fill or backfill.

Concrete delivered to the site should meet the temperature requirements of ASTM and/or ACI. Concrete should not be placed on frozen soil. Concrete should be protected from freezing until the necessary strength is obtained.

## **6.0 PROCEDURES**

### **6.1 Soil Classification**

The drill crew chief visually and manually classified the soils encountered in the borings in general accordance with ASTM D 2488, "Description and Identification of Soils (Visual-Manual Procedure)". Soil terminology notes are included in the Appendix. The samples were returned to our laboratory for review of the field classification by a soils engineer. Samples will be retained for a period of 30 days.

### **6.2 Groundwater Observations**

Immediately after taking the final samples in the bottom of the borings, the holes were checked for the presence of groundwater. Immediately after removing the augers from the borehole the holes were once again checked and the depth to water and cave-in depths were noted.

## **7.0 GENERAL**

### **7.1 Subsurface Variations**

The analyses and recommendations presented in this report are based on data obtained from a limited number of soil borings. Variations can occur away from the borings, the nature of which

may not become apparent until additional exploration work is completed or construction is conducted. A reevaluation of the recommendations in this report should be made after performing on-site observations during construction to note the characteristics of any variations. The variations may result in additional foundation costs and it is suggested that a contingency be provided for this purpose.

It is recommended that we be retained to perform the observation and testing program during construction to evaluate whether the design is as expected, if any design changes have affected the validity of our recommendations, and if our recommendations have been correctly interpreted and implemented in the designs, specifications and construction methods. This will allow correlation of the soil conditions encountered during construction to the soil borings and will provide continuity of professional responsibility.

## **7.2 Review of Design**

This report is based on the design of the proposed structure as related to us for preparation of this report. It is recommended that we be retained to review the geotechnical aspects of the design and specifications. With the review we will evaluate whether any changes have affected the validity of the recommendations and whether our recommendations have been correctly interpreted and implemented in the design and specifications.

## **7.3 Groundwater Fluctuations**

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The data was interpreted in the text of this report. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. Design drawings and specifications and construction planning should recognize the possibility of fluctuations.

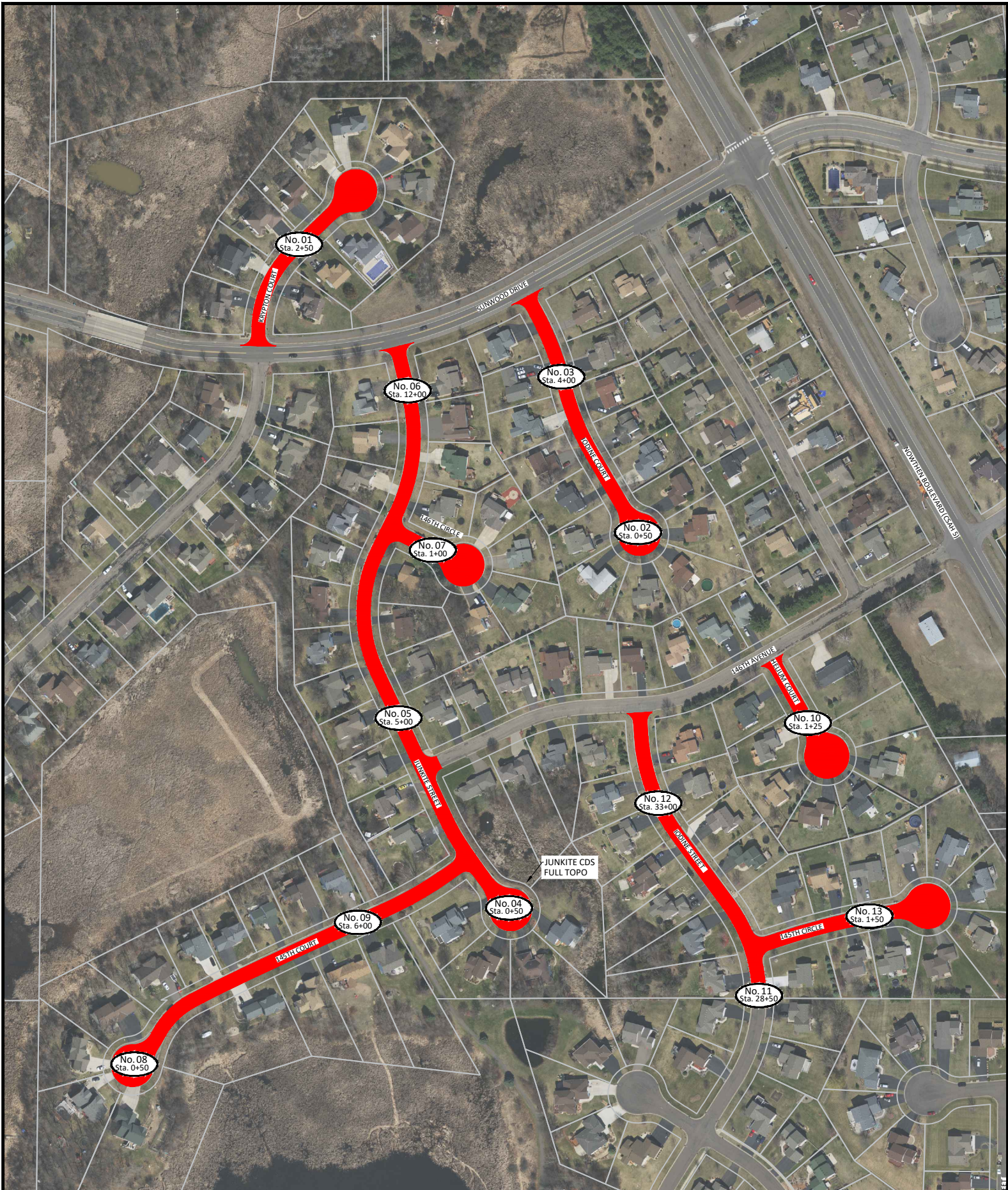
## **7.4 Use of Report**

This report is for the exclusive use of City of Ramsey and their design team to use to design the proposed structure and prepare construction documents. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report. The data, analysis and recommendations may not be appropriate for other structures or purposes. We recommend that parties contemplating other structures or purposes contact us.

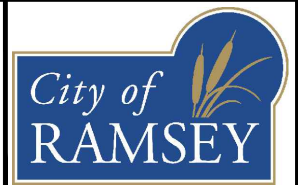
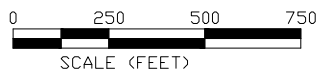
## **7.5 Level of Care**

Haugo GeoTechnical Services, LLC has used the degree of skill and care ordinarily exercised under similar circumstance by members of the profession currently practicing in this locality. No warranty expressed or implied is made.

## APPENDIX



**IMPROVEMENT PROJECT 22-06  
WOOD POND HILLS 2ND - 5TH  
SOIL BORING LOCATION MAP**



**Figure 2: GPS Boring Locations**

<b>Boring Number</b>	<b>Elevation (US Survey Feet)</b>	<b>Northing Coordinate</b>	<b>Easting Coordinate</b>
SB-1	874.6	263020	492569.7
SB-2	884.7	262428.1	493259.8
SB-3	871.6	262752.6	493118.6
SB-4	866.2	261666.8	492999.5
SB-5	864.5	262053	492782.5
SB-6	870.2	262714	492792.5
SB-7	875.6	262399.7	492849.2
SB-8	866 (estimated)	-	-
SB-9	866.6	261638.7	492694.7
SB-10	882.2	262039.3	493608.2
SB-11	879.9	261485.5	493510.8
SB-12	878.2	261876.7	493299.6
SB-13	879.1	261645	493741.9

Referencing Minnesota County Coordinates Basis - Anoka County



Haugo GeoTechnical Services  
 2825 Cedar Ave South  
 Minneapolis, MN 55407  
 Telephone: 612-729-2959  
 Fax: 763-445-2238

# BORING NUMBER SB-01

GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\3\DRPBOX\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0834  
**DATE STARTED** 9/9/21 **COMPLETED** 9/9/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 2+50 Krypton Court

**PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 874.6 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								PL	MC	LL	
								□ FINES CONTENT (%) □			
								20	40	60	80
0.0		Approximately 2.5 Inches of Bituminous Asphalt Approximately 9 Inches of possible Aggregate Base	AU 1			4.5					
2.5		P-200 = 6.5% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Glacial Outwash)	SS 2		5-7-8 (15)						
5.0			SS 3		3-6-5 (11)						
7.5			SS 4		2-3-3 (6)						
10.0			SS 5		2-4-2 (6)						
12.5			SS 6		3-5-5 (10)						
			SS 7		2-3-4 (7)						

Bottom of borehole at 14.5 feet.



Haugo GeoTechnical Services  
 2825 Cedar Ave South  
 Minneapolis, MN 55407  
 Telephone: 612-729-2959  
 Fax: 763-445-2238

# BORING NUMBER SB-02

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

<b>CLIENT</b> <u>City of Ramsey</u> <b>PROJECT NUMBER</b> <u>21-0834</u> <b>DATE STARTED</b> <u>9/9/21</u> <b>COMPLETED</b> <u>9/9/21</u> <b>DRILLING CONTRACTOR</b> <u>HGTS - 120</u> <b>DRILLING METHOD</b> <u>Hollow Stem Auger/Split Spoon</u> <b>LOGGED BY</b> <u>GD</u> <b>CHECKED BY</b> <u>PG</u> <b>NOTES</b> <u>0+50 Iodine Court</u>	<b>PROJECT NAME</b> <u>IP 22-06 Wood Pond Hills 2nd-5th Reconstruction</u> <b>PROJECT LOCATION</b> <u>Ramsey, MN</u> <b>GROUND ELEVATION</b> <u>884.7 ft</u> <b>HOLE SIZE</b> <u>3 1/4 inches</u> <b>GROUND WATER LEVELS:</b> <b>AT TIME OF DRILLING</b> <u>--- Not Encountered</u> <b>AT END OF DRILLING</b> <u>--- Not Encountered</u> <b>AFTER DRILLING</b> <u>--- Not Encountered</u>
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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
0.0	[Cross-hatched pattern]	Approximately 1.75 Inches of Bituminous Asphalt Approximately 10 Inches of possible Aggregate Base  P-200 = 7% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Glacial Outwash)	AU 8			5.5		<input type="checkbox"/> FINES CONTENT (%) <input type="checkbox"/> 20    40    60    80			
2.5	[Dotted pattern]		SS 9		5-7-7 (14)				▲		
5.0	[Dotted pattern]		SS 10		3-5-7 (12)				▲		
7.5	[Dotted pattern]		SS 11		4-4-5 (9)				▲		
10.0	[Dotted pattern]		SS 12		3-4-5 (9)				▲		
12.5	[Dotted pattern]		SS 13		3-5-6 (11)				▲		
	[Dotted pattern]		SS 14		4-5-8 (13)				▲		

Bottom of borehole at 14.5 feet.



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 2825 Cedar Ave South  
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 Fax: 763-445-2238

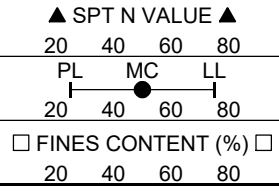
# BORING NUMBER SB-03

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

<b>CLIENT</b> <u>City of Ramsey</u> <b>PROJECT NUMBER</b> <u>21-0834</u> <b>DATE STARTED</b> <u>9/9/21</u> <b>COMPLETED</b> <u>9/9/21</u> <b>DRILLING CONTRACTOR</b> <u>HGTS - 120</u> <b>DRILLING METHOD</b> <u>Hollow Stem Auger/Split Spoon</u> <b>LOGGED BY</b> <u>GD</u> <b>CHECKED BY</b> <u>PG</u> <b>NOTES</b> <u>4+00 Iodine Court</u>	<b>PROJECT NAME</b> <u>IP 22-06 Wood Pond Hills 2nd-5th Reconstruction</u> <b>PROJECT LOCATION</b> <u>Ramsey, MN</u> <b>GROUND ELEVATION</b> <u>871.6 ft</u> <b>HOLE SIZE</b> <u>3 1/4 inches</u> <b>GROUND WATER LEVELS:</b> <b>AT TIME OF DRILLING</b> <u>--- Not Encountered</u> <b>AT END OF DRILLING</b> <u>--- Not Encountered</u> <b>AFTER DRILLING</b> <u>--- Not Encountered</u>
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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0	[Cross-hatched pattern]	Approximately 3 Inches of Bituminous Asphalt Approximately 5 Inches of possible Aggregate Base				4.5				
2.5	[Dotted pattern]	P-200 = 5% (SP) Poorly Graded Sand, fine grained, brown, moist, medium dense. (Glacial Outwash)	AU 15							
5.0	[Dotted pattern]	(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to waterbearing, very loose to loose. (Glacial Outwash)	SS 16		4-4-8 (12)					
7.5	[Dotted pattern]		SS 17		3-3-5 (8)					
10.0	[Dotted pattern]		SS 18		3-3-5 (8)					
12.5	[Dotted pattern]		SS 19		4-4-5 (9)					
			SS 20		2-2-1 (3)					
			SS 21		2-1-2 (3)					

Bottom of borehole at 14.5 feet.





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# BORING NUMBER SB-04

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\3\GINT\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0834  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 0+50 Junkite Street

**PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 866.2 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
 ▽ **AT TIME OF DRILLING** 12.00 ft / Elev 854.20 ft  
 ▽ **AT END OF DRILLING** ---  
 ▽ **AFTER DRILLING** 11.90 ft / Elev 854.30 ft

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 4.5 Inches of Bituminous Asphalt								
0.0 - 0.5		Approximately 3.5 Inches of possible Aggregate Base				3.5				
0.5 - 2.5		P-200 = 5% Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist. (Fill)	AU 29							
2.5 - 5.0			SS 30		7-10-9 (19)					
5.0 - 7.5			SS 31		7-10-13 (23)					
7.5 - 10.0		(SP) Poorly Graded Sand, fine to medium grained, gray, moist to about 12 feet then waterberaing, gray, medium dense to loose. (Alluvium)	SS 32		6-9-13 (22)					
10.0 - 12.5			SS 33		5-7-7 (14)					
12.5 - 13.5			SS 34		3-4-3 (7)					
13.5 - 14.5			SS 35		6-6-4 (10)					

Bottom of borehole at 14.5 feet.



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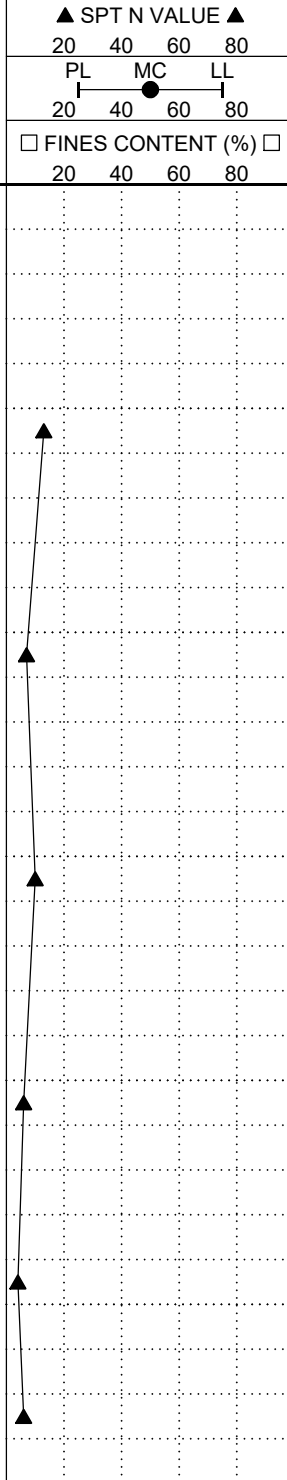
# BORING NUMBER SB-05

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\3\DRG\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

<b>CLIENT</b> <u>City of Ramsey</u> <b>PROJECT NUMBER</b> <u>21-0834</u> <b>DATE STARTED</b> <u>9/14/21</u> <b>COMPLETED</b> <u>9/14/21</u> <b>DRILLING CONTRACTOR</b> <u>HGTS - 120</u> <b>DRILLING METHOD</b> <u>Hollow Stem Auger/Split Spoon</u> <b>LOGGED BY</b> <u>GD</u> <b>CHECKED BY</b> <u>PG</u> <b>NOTES</b> <u>5+00 Junkite Street</u>	<b>PROJECT NAME</b> <u>IP 22-06 Wood Pond Hills 2nd-5th Reconstruction</u> <b>PROJECT LOCATION</b> <u>Ramsey, MN</u> <b>GROUND ELEVATION</b> <u>864.5 ft</u> <b>HOLE SIZE</b> <u>3 1/4 inches</u> <b>GROUND WATER LEVELS:</b> <b>AT TIME OF DRILLING</b> <u>---</u> <b>AT END OF DRILLING</b> <u>8.50 ft / Elev 856.00 ft</u> <b>AFTER DRILLING</b> <u>---</u>
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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.5 of Bituminous Asphalt Approximately 3 Inches of possible Aggregate Base P-200 = 8% (SP) Poorly Graded Sand, fine to medium grained, gray to grayish brown, moist, dense. (Alluvium)	AU 22			4				
2.5		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, brown, moist, loose. (Alluvium)	SS 23		6-6-7 (13)					
5.0		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, brown, moist, loose. (Alluvium)	SS 24		2-4-3 (7)					
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, gray, moist to about 9.5 Feet then waterbearing, very loose to loose. (Alluvium)	SS 25		3-5-5 (10)					
10.0			SS 26		2-3-3 (6)					
12.5			SS 27		1-1-3 (4)					
			SS 28		1-3-3 (6)					

Bottom of borehole at 14.5 feet.





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# BORING NUMBER SB-06

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

**CLIENT** City of Ramsey      **PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT NUMBER** 21-0834      **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/14/21      **COMPLETED** 9/14/21      **GROUND ELEVATION** 870.2 ft      **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120      **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon      **AT TIME OF DRILLING** ---  
**LOGGED BY** GD      **CHECKED BY** PG      **AT END OF DRILLING** 13.80 ft / Elev 856.40 ft  
**NOTES** 12+00 Junkite Street      **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
								PL	MC	LL	
								20	40	60	80
								□ FINES CONTENT (%) □			
								20	40	60	80
0.0		Approximately 2.5 Inches of Bituminous Asphalt Approximately 4 Inches of possible Aggregate Base  P-200 = 8% (SP-SM) Poorly Graded Sand with Silt, fine to medium grained, brown to dark brown, moist. (Possible Fill)	AU 43			4					
2.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to about 13.8 feet then waterbearing, loose to medium dense. (Alluvium)	SS 44		1-4-4 (8)						
5.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to about 13.8 feet then waterbearing, loose to medium dense. (Alluvium)	SS 45		2-5-4 (9)						
7.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to about 13.8 feet then waterbearing, loose to medium dense. (Alluvium)	SS 46		4-7-7 (14)						
10.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to about 13.8 feet then waterbearing, loose to medium dense. (Alluvium)	SS 47		4-7-8 (15)						
12.5		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to about 13.8 feet then waterbearing, loose to medium dense. (Alluvium)	SS 48		2-3-3 (6)						
		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to about 13.8 feet then waterbearing, loose to medium dense. (Alluvium)	SS 49		1-2-4 (6)						

Bottom of borehole at 14.5 feet.



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# BORING NUMBER SB-07

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3DROFBOX\3DROFBOX\PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT NUMBER** 21-0834 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21 **GROUND ELEVATION** 875.6 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** --- Not Encountered  
**NOTES** 1+00 146th Circle **AFTER DRILLING** --- Not Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲				
								20	40	60	80	
0.0		Approximately 3 Inches of Bituminous Asphalt										
		Approximately 5.5 Inches of possible Aggregate Base										
		P-200 = 6% (SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist. (Possible Fill)	AU 36				3					
2.5			SS 37		6-7-4 (11)							
5.0			SS 38		4-4-5 (9)							
7.5			SS 39		4-7-9 (16)							
10.0		(SP) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist, loose to medium grained. (Alluvium)	SS 40		3-3-3 (6)							
12.5			SS 41		3-4-4 (8)							
			SS 42		3-4-6 (10)							

Bottom of borehole at 14.5 feet.



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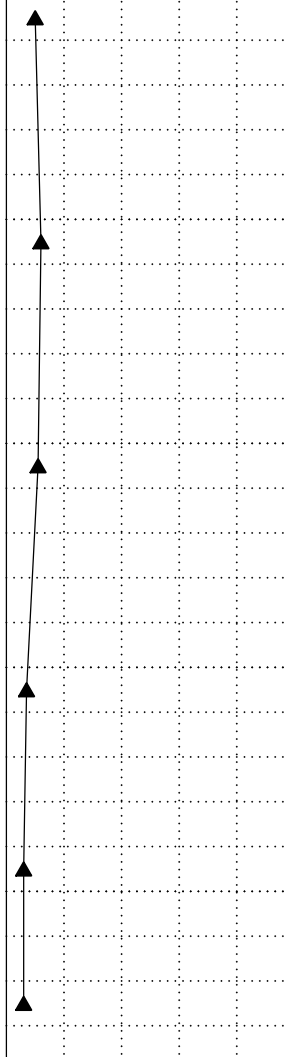
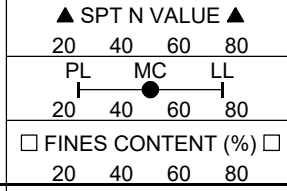
# BORING NUMBER SB-08

GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPOBOX (HGTS)\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT NUMBER** 21-0834 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21 **GROUND ELEVATION** 866 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** ---  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** 14.50 ft / Elev 851.50 ft  
**NOTES** 0+50 145th Court Ground Surface Elevation Estimated **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.25 Inches of Bituminous Asphalt Approximately 5 Inches of Possible Aggregate Base P-200 = 6.5% Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist, loose. (Fill)	AU 57			3.5				
2.5			SS 58		7-6-4 (10)					
5.0		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist. (Possible Fill)	SS 59		6-7-5 (12)					
7.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist to about 14.5 feet then waterbearing, loose. (Alluvium)	SS 60		5-5-6 (11)					
10.0			SS 61		2-4-3 (7)					
12.5			SS 62		2-3-3 (6)					
			SS 63		3-2-4 (6)					

Bottom of borehole at 14.5 feet.





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# BORING NUMBER SB-09

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3DROFBOX\3DROFBOX\PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT NUMBER** 21-0834 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21 **GROUND ELEVATION** 866.6 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **▽ AT TIME OF DRILLING** 12.50 ft / Elev 854.10 ft  
**LOGGED BY** GD **CHECKED BY** PG **▼ AT END OF DRILLING** 12.20 ft / Elev 854.40 ft  
**NOTES** 6+00 145th Court **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
								PL	MC	LL	
								20	40	60	80
								□ FINES CONTENT (%) □			
								20	40	60	80
0.0		Approximately 2 Inches of Bituminous Asphalt Approximately 3 Inches of possible Aggregate Base P-200 = 7% Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist, loose. (Possible Fill)	AU 50			3.5					
2.5		(SP) Poorly Graded Sand, fine grained, trace Gravel, brown, moist, medium dense. (Alluvium)	SS 51		4-5-5 (10)						
5.0		(SP) Poorly Graded Sand, fine to medium grained, gray, moist to about 12 feet then waterbearing, loose. (Alluvium)	SS 52		7-4-7 (11)						
7.5			SS 53		6-10-12 (22)						
10.0			SS 54		5-8-8 (16)						
12.5			SS 55		4-3-5 (8)						
			SS 56		2-3-5 (8)						

Bottom of borehole at 14.5 feet.



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# BORING NUMBER SB-10

**CLIENT** City of Ramsey  
**PROJECT NUMBER** 21-0834  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21  
**DRILLING CONTRACTOR** HGTS - 120  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon  
**LOGGED BY** GD **CHECKED BY** PG  
**NOTES** 1+25 Helium Court

**PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT LOCATION** Ramsey, MN  
**GROUND ELEVATION** 882.2 ft **HOLE SIZE** 3 1/4 inches  
**GROUND WATER LEVELS:**  
**AT TIME OF DRILLING** --- Not Encountered  
**AT END OF DRILLING** --- Not Encountered  
**AFTER DRILLING** --- Not Encountered

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\3\DRPBOX\PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 2 Inches of Bituminous Asphalt Approximately 3 Inches of possible Aggregate Base P-200 = 6.5% Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist. (Possible Fill)	AU 85			3.5				
2.5			SS 86		6-6-6 (12)					
5.0			SS 87		5-5-7 (12)					
7.5			SS 88		2-2-3 (5)					
10.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist, loose to very loose. (Alluvium)	SS 89		3-4-4 (8)					
12.5			SS 90		3-2-2 (4)					
			SS 91		2-2-3 (5)					

Bottom of borehole at 14.5 feet.



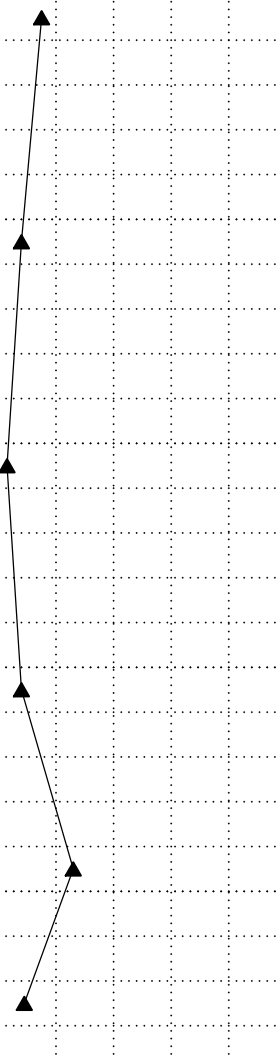
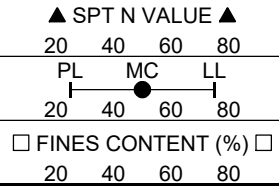
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# BORING NUMBER SB-11

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

<b>CLIENT</b> <u>City of Ramsey</u> <b>PROJECT NUMBER</b> <u>21-0834</u> <b>DATE STARTED</b> <u>9/14/21</u> <b>COMPLETED</b> <u>9/14/21</u> <b>DRILLING CONTRACTOR</b> <u>HGTS - 120</u> <b>DRILLING METHOD</b> <u>Hollow Stem Auger/Split Spoon</u> <b>LOGGED BY</b> <u>GD</u> <b>CHECKED BY</b> <u>PG</u> <b>NOTES</b> <u>28+50 Iodine Street</u>	<b>PROJECT NAME</b> <u>IP 22-06 Wood Pond Hills 2nd-5th Reconstruction</u> <b>PROJECT LOCATION</b> <u>Ramsey, MN</u> <b>GROUND ELEVATION</b> <u>879.9 ft</u> <b>HOLE SIZE</b> <u>3 1/4 inches</u> <b>GROUND WATER LEVELS:</b> <b>AT TIME OF DRILLING</b> <u>--- Not Encountered</u> <b>AT END OF DRILLING</b> <u>--- Not Encountered</u> <b>AFTER DRILLING</b> <u>--- Not Encountered</u>
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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.75 Inches of Bituminous Asphalt								
		Approximately 6 Inches of Possible Aggregate Base								
		P-200 = 6%								
		Approximately 2 Inches of Silty Sand, black, moist. (Buried Topsoil)	AU 78							
2.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to medium dense. (Alluvium)	SS 79		4-7-8 (15)					
5.0			SS 80		3-4-4 (8)					
7.5			SS 81		1-2-1 (3)					
10.0			SS 82		2-4-4 (8)					
12.5			SS 83		2-13-13 (26)					
			SS 84		3-4-5 (9)					



Bottom of borehole at 14.5 feet.



Haugo GeoTechnical Services  
 2825 Cedar Ave South  
 Minneapolis, MN 55407  
 Telephone: 612-729-2959  
 Fax: 763-445-2238

# BORING NUMBER SB-12

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPBOX\3\GINT\PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

<b>CLIENT</b> <u>City of Ramsey</u> <b>PROJECT NUMBER</b> <u>21-0834</u> <b>DATE STARTED</b> <u>9/14/21</u> <b>COMPLETED</b> <u>9/14/21</u> <b>DRILLING CONTRACTOR</b> <u>HGTS - 120</u> <b>DRILLING METHOD</b> <u>Hollow Stem Auger/Split Spoon</u> <b>LOGGED BY</b> <u>GD</u> <b>CHECKED BY</b> <u>PG</u> <b>NOTES</b> <u>33+00 Iodine Street</u>	<b>PROJECT NAME</b> <u>IP 22-06 Wood Pond Hills 2nd-5th Reconstruction</u> <b>PROJECT LOCATION</b> <u>Ramsey, MN</u> <b>GROUND ELEVATION</b> <u>878.2 ft</u> <b>HOLE SIZE</b> <u>3 1/4 inches</u> <b>GROUND WATER LEVELS:</b> <b>AT TIME OF DRILLING</b> <u>--- Not Encountered</u> <b>AT END OF DRILLING</b> <u>--- Not Encountered</u> <b>AFTER DRILLING</b> <u>--- Not Encountered</u>
---	---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲		
								20	40	60
0.0		Approximately 3.5 Inches of Bituminous Asphalt								
		Approximately 5.5 Inches of possible Aggregate Base								
		P-200 = 5.5% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense. (Alluvium)	AU 64			2				
2.5			SS 65		6-8-8 (16)					
5.0			SS 66		3-3-4 (7)					
7.5			SS 67		3-3-5 (8)					
10.0			SS 68		3-3-4 (7)					
12.5			SS 69		4-4-3 (7)					
			SS 70		5-7-8 (15)					

Bottom of borehole at 14.5 feet.



Haugo GeoTechnical Services  
 2825 Cedar Ave South  
 Minneapolis, MN 55407  
 Telephone: 612-729-2959  
 Fax: 763-445-2238

# BORING NUMBER SB-13

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 10/1/21 07:07 - C:\USERS\HGTS\3\DROPPBOX\HGTS\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\21-0834 IP 22-06 WOOD POND HILLS 2ND-5TH ST RECON.GPJ

**CLIENT** City of Ramsey **PROJECT NAME** IP 22-06 Wood Pond Hills 2nd-5th Reconstruction  
**PROJECT NUMBER** 21-0834 **PROJECT LOCATION** Ramsey, MN  
**DATE STARTED** 9/14/21 **COMPLETED** 9/14/21 **GROUND ELEVATION** 879.1 ft **HOLE SIZE** 3 1/4 inches  
**DRILLING CONTRACTOR** HGTS - 120 **GROUND WATER LEVELS:**  
**DRILLING METHOD** Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered  
**LOGGED BY** GD **CHECKED BY** PG **AT END OF DRILLING** --- Not Encountered  
**NOTES** 1+50 145th Circle **AFTER DRILLING** --- Not Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	MOISTURE CONT. (%)	NOTES	▲ SPT N VALUE ▲			
								20	40	60	80
								PL	MC	LL	
								20	40	60	80
								□ FINES CONTENT (%) □			
								20	40	60	80
0.0		Approximately 2 Inches of Bituminous Asphalt									
		Approximately 5.5 Inches of possible Aggregate Base									
		Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown and dark brown, moist. (Fill)	AU 71								
2.5			SS 72		5-6-8 (14)						
5.0			SS 73		4-4-3 (7)						
7.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to medium dense. (Alluvium)	SS 74		3-2-2 (4)						
10.0			SS 75		2-4-5 (9)						
12.5			SS 76		2-6-10 (16)						
			SS 77		5-5-6 (11)						

Bottom of borehole at 14.5 feet.



Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests <sup>a</sup>				Soils Classification	
				Group Symbol	Group Name <sup>b</sup>
Coarse-grained Soils more than 50% retained on No. 200 sieve	Gravels More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels 5% or less fines <sup>e</sup>	$C_u \geq 4$ and $1 \leq C_c \leq 3$ <sup>c</sup>	GW	Well-graded gravel <sup>d</sup>
		Gravels with Fines More than 12% fines <sup>e</sup>	$C_u < 4$ and/or $1 > C_c > 3$ <sup>c</sup>	GP	Poorly graded gravel <sup>d</sup>
			Fines classify as ML or MH	GM	Silty gravel <sup>d f g</sup>
		Sands 50% or more of coarse fraction passes No. 4 sieve	Clean Sands 5% or less fines <sup>i</sup>	$C_u \geq 6$ and $1 \leq C_c \leq 3$ <sup>c</sup>	SW
	Sands with Fines More than 12% <sup>i</sup>		$C_u < 6$ and/or $1 > C_c > 3$ <sup>c</sup>	SP	Poorly graded sand <sup>h</sup>
			Fines classify as ML or MH	SM	Silty sand <sup>f g h</sup>
	Fines classify as CL or CH		SC	Clayey sand <sup>f g h</sup>	
	Fine-grained Soils 50% or more passed the No. 200 sieve	Silts and Clays Liquid limit less than 50	Inorganic	PI $> 7$ and plots on or above "A" line <sup>j</sup>	CL
PI $< 4$ or plots below "A" line <sup>j</sup>				ML	Silt <sup>k i m</sup>
Organic			Liquid limit - oven dried $< 0.75$	OL	Organic clay <sup>k i m n</sup>
			Liquid limit - not dried $< 0.75$	OL	Organic silt <sup>k i m o</sup>
Silts and clays Liquid limit 50 or more		Inorganic	PI plots on or above "A" line	CH	Fat clay <sup>k i m</sup>
			PI plots below "A" line	MH	Elastic silt <sup>k i m</sup>
		Organic	Liquid limit - oven dried $< 0.75$	OH	Organic clay <sup>k i m p</sup>
			Liquid limit - not dried $< 0.75$	OH	Organic silt <sup>k i m q</sup>
Highly Organic Soils	Primarily organic matter, dark in color and organic odor			PT	Peat

**Particle Size Identification**

Boulders ..... over 12"  
Cobbles ..... 3" to 12"  
Gravel  
Coarse ..... 3/4" to 3"  
Fine ..... No. 4 to 3/4"  
Sand  
Coarse ..... No. 4 to No. 10  
Medium ..... No. 10 to No. 40  
Fine ..... No. 40 to No. 200  
Silt .....  $< \text{No. 200}$ , PI  $< 4$  or below "A" line  
Clay .....  $< \text{No. 200}$ , PI  $\geq 4$  and on or above "A" line

**Relative Density of Cohesionless Soils**

Very loose ..... 0 to 4 BPF  
Loose ..... 5 to 10 BPF  
Medium dense ..... 11 to 30 BPF  
Dense ..... 31 to 50 BPF  
Very dense ..... over 50 BPF

**Consistency of Cohesive Soils**

Very soft ..... 0 to 1 BPF  
Soft ..... 2 to 3 BPF  
Rather soft ..... 4 to 5 BPF  
Medium ..... 6 to 8 BPF  
Rather stiff ..... 9 to 12 BPF  
Stiff ..... 13 to 16 BPF  
Very stiff ..... 17 to 30 BPF  
Hard ..... over 30 BPF

- a. Based on the material passing the 3-in (75mm) sieve.
- b. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders or both" to group name.
- c.  $C_u = D_{60} / D_{10}$ ,  $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$
- d. If soil contains  $\geq 15\%$  sand, add "with sand" to group name.
- e. Gravels with 5 to 12% fines require dual symbols:  
GW-GM well-graded gravel with silt  
GW-GC well-graded gravel with clay  
GP-GM poorly graded gravel with silt  
GP-GC poorly graded gravel with clay
- f. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
- g. If fines are organic, add "with organic fines" to group name.
- h. If soil contains  $\geq 15\%$  gravel, add "with gravel" to group name.
- i. Sands with 5 to 12% fines require dual symbols:  
SW-SM well-graded sand with silt  
SW-SC well-graded sand with clay  
SP-SM poorly graded sand with silt  
SP-SC poorly graded sand with clay
- j. If Atterberg limits plot in hatched area, soil is a CL-ML, silty clay.
- k. If soil contains 10 to 29% plus No. 200, add "with sand" or "with gravel" whichever is predominant.
- l. If soil contains  $\geq 30\%$  plus No. 200, predominantly sand, add "sandy" to group name.
- m. If soil contains  $\geq 30\%$  plus No. 200 predominantly gravel, add "gravelly" to group name.
- n. PI  $\geq 4$  and plots on or above "A" line.
- o. PI  $< 4$  or plots below "A" line.
- p. PI plots on or above "A" line.
- q. PI plots below "A" line.

**Drilling Notes**

Standard penetration test borings were advanced by 3 1/4" or 6 1/4" ID hollow-stem augers unless noted otherwise. Jetting water was used to clean out auger prior to sampling only where indicated on logs. Standard penetration test borings are designated by the prefix "ST" (Split Tube). All samples were taken with the standard 2" OD split-tube sampler, except where noted.

Power auger borings were advanced by 4" or 6" diameter continuous-flight, solid-stem augers. Soil classifications and strata depths were inferred from disturbed samples augered to the surface and are, therefore, somewhat approximate. Power auger borings are designated by the prefix "B."

Hand auger borings were advanced manually with a 1 1/2" or 3 1/4" diameter auger and were limited to the depth from which the auger could be manually withdrawn. Hand auger borings are indicated by the prefix "H."

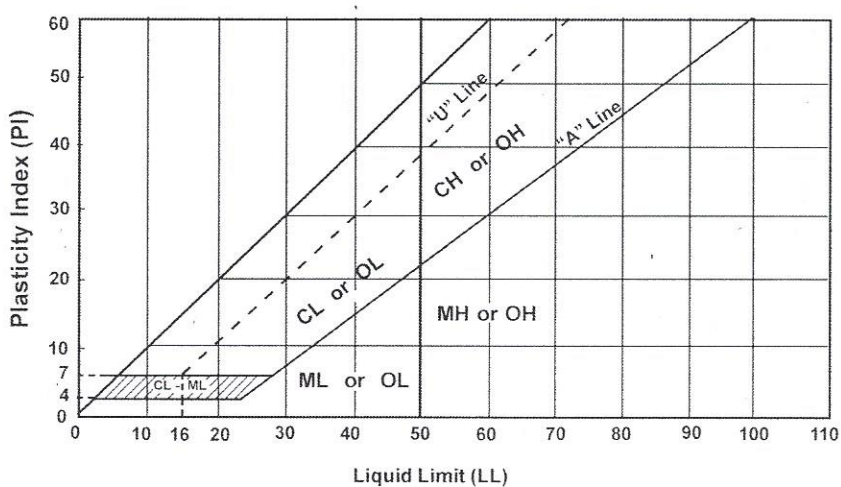
BPF: Numbers indicate blows per foot recorded in standard penetration test, also known as "N" value. The sampler was set 6" into undisturbed soil below the hollow-stem auger. Driving resistances were then counted for second and third 6" increments and added to get BPF. Where they differed significantly, they are reported in the following form: 2/12 for the second and third 6" increments, respectively.

WH: WH indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WR: WR indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

TW indicates thin-walled (undisturbed) tube sample.

Note: All tests were run in general accordance with applicable ASTM standards.



**Laboratory Tests**

DD	Dry density, pcf	OC	Organic content, %
WD	Wet density, pcf	S	Percent of saturation, %
MC	Natural moisture content, %	SG	Specific gravity
LL	Liquid limit, %	C	Cohesion, psf
PL	Plastic limit, %	$\phi$	Angle of internal friction
PI	Plasticity index, %	qu	Unconfined compressive strength, psf
P200	% passing 200 sieve	qp	Pocket penetrometer strength, tsf



Photo # 1. Core SB-01, 2+50 Krypton Court

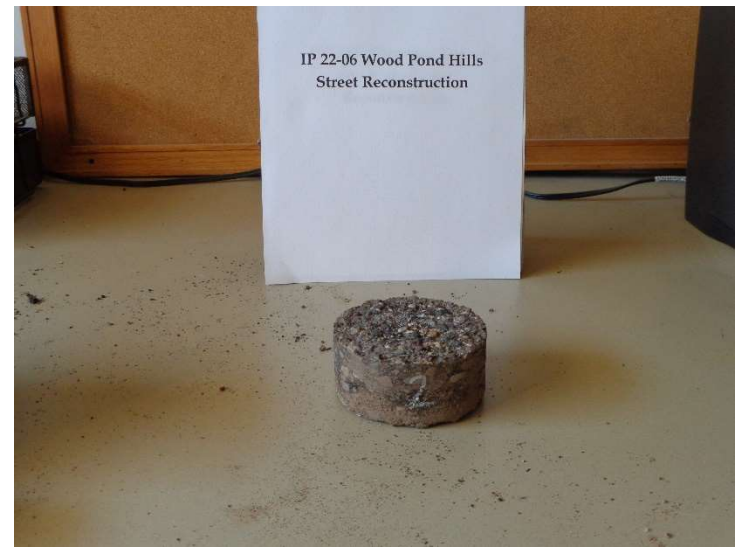


Photo # 2. Core SB-02, 0+50 Iodine Court



Photo # 3. Core SB-03, 4+00 Iodine Court



Photo # 4. Core SB-04, 0+50 Junkite Street



Photo # 5. Core SB-05, 5+00 167<sup>th</sup> Junkite Street.



Photo # 6. Core SB-06, 12+00 Junkite Street.



Photo # 7. Core SB-07, 1+00 146<sup>th</sup> Circle.



Photo # 8. Core SB-08, 0+50 145<sup>th</sup> Court.



Photo # 9. Core SB-09, 6+00 145<sup>th</sup> Court.



Photo # 10. Core SB-10, 1+25 Helium Court.



Photo # 11. Core SB-11, 28+50 Iodine Street.



Photo # 12. Core SB-12, 33+00 Iodine Street.



Photo # 13. Core SB-13, 1+50 145<sup>th</sup> Circle.

**Wood Pond Hills 2nd, 3rd, 4th & 5th Street Reconstructions  
Street Segment Summary**

Street Description				Street History						GPR Summary		
Street	Segment Description	Length (feet)	Section (Urban / Rural)	2020 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
145th Circle	Iodine Street / CDS	425	Urban	5	1996	SC 1998	SC 2005		SC 2013	2.4	5.3	7.4
145th Court	Junkite Street / W EOP	625	Urban	5	1994	SC 1998	SC 2005		SC 2013	2.7	3.6	6.3
146th Circle	Junkite Street / CDS	226	Urban	3	1993	SC 1998	SC 2005			4.0	3.0	7.0
Helium Court	146th Avenue / CDS	301	Urban	7	1996	SC 1998	SC 2005		SC 2013	2.0	5.7	7.7
Iodine Street	145th Circle / S EOP	92	Urban	7	1996	SC 1998	SC 2005		SC 2013	2.0	3.6	5.6
Iodine Street	146th Avenue / 145th Circle	569	Urban	7	1996	SC 1998	SC 2005		SC 2013	3.1	3.6	6.7
Iodine Street	Sunwood Drive / CDS	612	Urban	3	1992	SC 1998	SC 2005			3.1	4.4	7.5
Junkite Street	145th Court / 146th Avenue	164	Urban	3	1994	SC 1998	SC 2005			2.8	4.4	7.2
Junkite Street	145th Court / CDS	197	Urban	3	1994	SC 1998	SC 2005		SC 2013	2.8	4.4	7.2
Junkite Street	146th Avenue / S EOP	39	Urban	3	1993	SC 1998	SC 2005	OL 2012		2.8	4.4	7.2
Junkite Street	146th Circle / 146th Avenue	521	Urban	3	1993	SC 1998	SC 2005			2.8	4.4	7.2
Junkite Street	Sunwood Drive / 146th Avenue	406	Urban	3	1993	SC 1998	SC 2005			2.8	4.4	7.2
Krypton Court	Sunwood Drive / CDS	466	Urban	3	1993	SC 1998	SC 2005			3.2	5.9	9.1
		<b>Total Length</b>	<b>4,643</b>	<b>0.88 mi.</b>								

\* GPR not able to detect Agg. Base

\*\* Estimated Depths, GPR not available

Meeting Date: 10/26/2021

By: Brian McCann, Community Development

**Information**

**Title:**

Consider Resolution #21-286 to Approve a Private Kennel License for the Property Located at 14941 Limonite St NW (Project 21-137); Case of Brian Niehaus

**Purpose/Background:**

Ramsey City Code Chapter 10 (Animals) Article III (Dogs) states that a Private Kennel License shall be required for a dog owner to maintain four (4) or more dogs on a residential parcel. The City received an application from Brian Niehaus (the "Applicant") and Brianna Evans (the "Property Owner") to maintain four (4) dogs on the property located at 14941 Limonite St NW (the "Subject Property"). The Applicant and Property Owner currently own and maintain three (3) dogs on the Subject Property. They are interested in housing another dog to bring the total to four (4), which prompted the application for a Private Kennel License.

**Notification:**

A notice of public comment period was mailed to property owners within 350 feet of the Subject Property.

**Time Frame/Observations/Alternatives:**

Summary

The Subject Property is roughly 0.84 acres in size and is zoned R-1 Residential (Rural Developing). The surrounding properties are all approximately the same size as the Subject Property and are also zoned R-1 Residential (Rural Developing). Two (2) of the boundaries of the Subject Property (south and west) are fairly well screened with vegetation and the entire side and a portion of the yard is enclosed with a four (4') foot fence.

The three (3) dogs owned and maintained by the Applicant include two (2) minpins (small breed, less than 20 pounds each) and one (1) black lab (medium breed, approximately 60 pounds). The one (1) 'new' dogs that would also be maintained on the Subject Property is a mixed breed (another medium sized dog, approximately 30 pounds). The two minpins are not neutered, and the Applicants plan to have a litter before spaying and neutering them. The dogs are generally indoor dogs that are let outside to go to the bathroom and for exercise purposes.

As previously noted, there is a four (4') foot fence that encloses a large portion (approximately 0.5 acres) of the the side/rear yards of the property. The Applicant has also noted the locations of a large shed, a fire ring, and a fence on the property. Staff also attempted to notify surrounding property owners up to 350 feet of this request. At the time of writing this case, the City has not received any comments back.

Current Dog Information:

- Black lab - 5 years old - Molly (girl), spayed
- Minpin - newest, roughly 8 months old - Sugar (girl), not spayed
- Minpin - newest, roughly 8 months old - Westly (boy), not neutered

Alternatives

Alternative #1: Adopt Resolution #21-286 Granting a Private Kennel License to specifically maintain the four (4) dogs indicated on the application. There have been no nuisance complaints of any sort on the Subject Property. There is four (4') foot fencing that encloses approximately half an acre of the side/rear yard and there is also some vegetative screening in place. Staff supports this alternative.

Alternative #2: Deny the Private Kennel License. This action would require the Applicant to maintain no more than three (3) dogs on the Subject Property. Staff does not recommend this alternative.

**Funding Source:**

This case is being handled as part of Staff's regular duties.

**Recommendation:**

Staff recommends approving the request for a Private Kennel License.

**Outcome/Action:**

Motion to adopt Resolution #21-286 granting a Private Kennel License to maintain the four (4) dogs on the Subject Property.

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**Attachments**

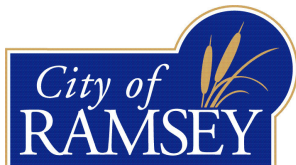
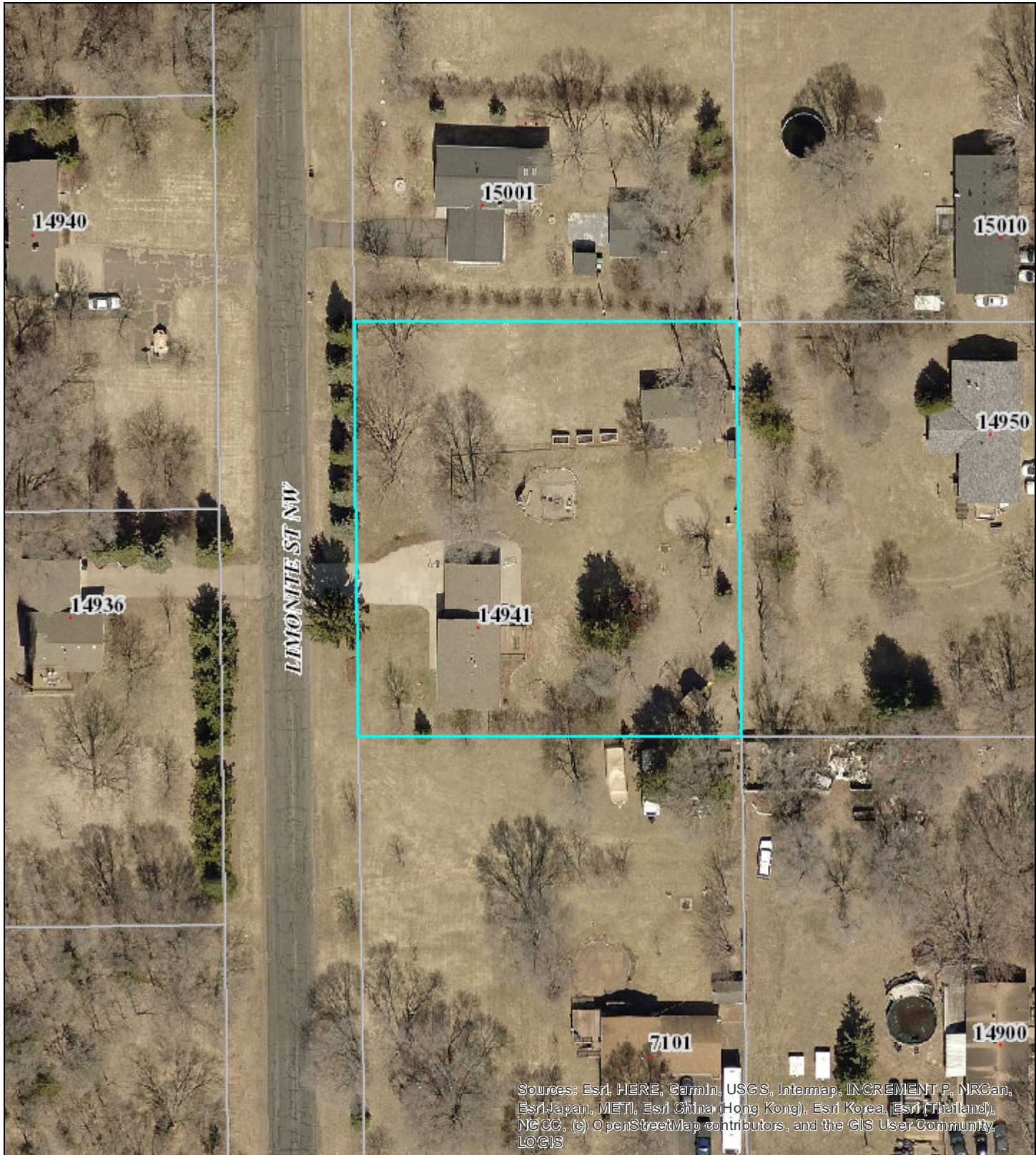
Site Location Map

Site Plan

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Bruce Westby	Bruce Westby	10/20/2021 01:48 PM
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:02 PM
Form Started By: Brian McCann		Started On: 09/28/2021 09:52 AM
Final Approval Date: 10/21/2021		



## Site Location Map

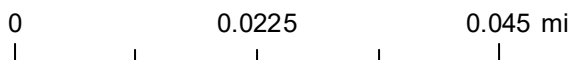
14941 Limonite St NW

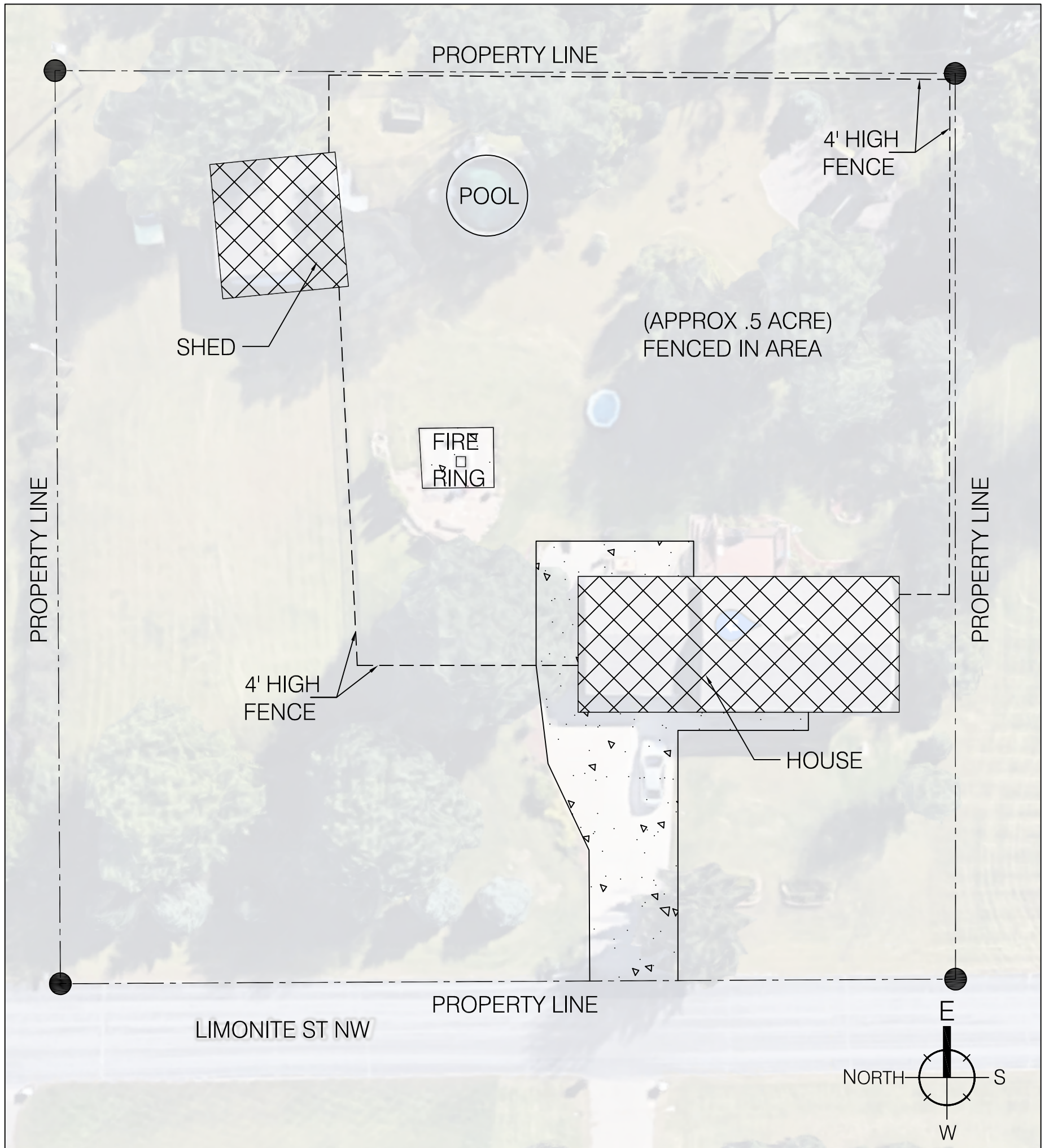
### Legend

-  Site
-  Parcels



9/29/2021, 9:03:06 AM





Address: 14941 Limonite St. NW Ramsey, MN 55303	Home Owner: Brianna Evans
Property ID: 22-32-25-33-0006	Current Dogs: 1 Black Lab (approx 60 lbs) 2 Minpins (approx 7 lbs ea.)
Estimated Acres: .84	Proposed Dog: 1 mixed pup (approx 30 lbs)

**Meeting Date:** 10/26/2021

**Submitted For:** Sean Sullivan, Community Development

**By:** Sean Sullivan, Community Development

---

### Information

**Title:**

Adopt Resolution #21-185 Approving Revised Cost Share Framework for Riverdale Drive and Riverstone South and Authorizing Application to Anoka County Housing and Redevelopment Authority (ACHRA)

**Purpose/Background:**

The Purpose of this case is to consider adoption of Resolution #21-185 Approving Revised Cost Share Framework for Riverdale Drive and Riverstone South and Authorizing Application to Anoka County Housing and Redevelopment Authority (ACHRA)

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. The City has been working with the Developer and Landowner for over two years to negotiate an agreement that will bring this project to fruition. That being said, the project has a broader benefit for Highway 10 Safety/Congestion and the Bowers Drive Neighborhood.

This topic was discussed in January 2021 by the Public Works Committee and City Council. Direction was to refine project costs and to explore grant opportunities and other funding sources to help fund the City portion of the Riverdale Drive project and the \$350,000 tree preservation credit to Capstone Homes. The Ramsey HRA fund is a viable fund for Riverdale Drive project but cannot be used for the tree preservation credit.

Former Deputy City Administrator Gladhill explored potential grant opportunities to help with the tree preservation credit and was unable to find a viable grant for the tree preservation credit. The City of Ramsey did not receive the \$1.25M MnDOT Local Road Improvement Program (LRIP) grant for Riverdale Drive it applied for under the framework approved in January 2021. However, the City did apply for a MnDOT Local Partnership Program (LPP) Grant of \$710K and was awarded \$612K which can only be used for the construction of Riverdale Drive; not the tree preservation credit.

Below is a summary of topics and new information for discussion as part of the revised framework attached. Additional detail is included in the attachments.

- Developer/Owner object to contributing to the construction of off-site improvements (County Parcel, Bowers Drive) and PWC and City Council agreed to this in the past framework
- Acquisition/repayment of previous funding for the County Parcel (RALF and Anoka County) will be required for ROW purchase
- Planning Level Layout has been adjusted slightly and continues to be adjusted slightly to maximize development potential.
- Construction cost estimate for Riverdale Drive and related improvements have been updated and is \$1,706,000
- The estimated cost for acquisition of the ROW needed for Riverdale Drive from Anoka County has been reduced from \$950K to \$283K.
- Estimated City of Ramsey total Contribution for Riverdale Drive and Tree Preservation is reduced from \$1,025,520 to \$1,021,486
- The City was unsuccessful in receiving the MnDOT LRIP Grant (\$1.25M)
- The City applied for a MnDOT LPP Grant (\$710K) and received a \$612K award

- A solution for payment of the tree preservation credit of \$350K to Capstone includes roughly a combination of HRA (\$240K) and PIR Funds (\$110K)
- Staff is proposing an application to the ACHRA in the amount of 950K to cover the City contribution of costs associated with the construction of Riverdale Drive.

**Notification:**

N/A

**Time Frame/Observations/Alternatives:**

**Assessment Method**

All parties involved have verbally agreed to a 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. Capstone and Pearson's have a separate agreement to allocate special assessments that is based on lineal front footage along each property (outlined on Revised Cost Share Framework).

**City Contribution to Collector Road**

The January 26, 2021 approved framework is attached along with minutes from Public Works Committee and City Council for additional detail.

A key component to the success of this project is obtaining grant money and identifying eligible funding sources for the City contribution to this project. Resolution #21-101 directed staff to explore grant opportunities and other funding sources to reduce the City contribution to the project. The MnDOT LPP Grant, City of Ramsey HRA Funds, MSA Funds and City of Ramsey PIR Funds are eligible funding sources for the City contribution to this project. This project is listed in MnDOT and Anoka County's 2014 Highway 10 Access Planning Study, and the City's 2019 Ramsey Gateway 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 (Riverdale Drive Extension). As such, Anoka County has offered that the City can purchase the ROW needed for the construction of Riverdale Drive. This would not be a County Road - it would be a local City Street. The cost for this ROW is estimated to be approximately \$283K.

As a sidebar, the City still desires to plan for a river crossing, the alignment simply has changed to coincide with Armstrong Boulevard. MnDOT is currently leading a study on the feasibility of this river crossing.

**Total Assessment Amount and Preliminary Assessment Amount**

Attached to this case is a detailed breakdown of the proposed Revised Cost Share Framework.

**Timelines**

Capstone Homes has their schedule for subdivision approval for Riverstone South by the end of 2021 with construction to commence in 2022. If the City Council is comfortable with the proposed revised cost share agreement, this timeframe is feasible. The City Council could 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. This would extend the desired timeframe.

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. Staff has negotiated with Capstone and the Pearson's and has presented a

viable funding solution.

## **Future Discussions**

This case is intended to provide a recommendation to City Council for policy direction. Next steps including, but not limited to, approval of Assessment Agreement(s), authorization to prepare plans and specifications, approval of plans and specifications, and award of construction contracts, all of which will provide additional levels of detail. The intent of this step is to confirm the revised Cost Share Framework or to develop another course of action.

## **Alternatives**

Alternative 1 - Recommend that the City Council approve the **REVISED** Cost Share Framework including Tree Preservation, including the City contribution to the County Property, updating planned grant fund revenue and ROW acquisition cost.

Alternative 2 - Recommend that the City Council approve the **REVISED** Cost Share Framework w/o Tree Preservation, including the City contribution to the County Property, updating planned grant fund revenue and ROW acquisition cost.

Alternative 3 - Direct Staff, the Pearson's and Capstone to continue negotiations.

Alternative 4 - Something else.

## **Funding Source:**

The proposed funding for this project is proposed to be a combination of City Contributions (HRA and PIR), Grant Funds and Developer Assessments as outlined in the Revised Framework. The funding solution presented by staff uses a combination of HRA Funds and PIR funds to satisfy the \$350K tree preservation credit to Capstone. 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 below if a different structure is desired.

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 LPP Grant (\$612K received)
5. Tax Increment Financing (for qualifying projects in the Commercial/Industrial District) (could delay project)

If ACHRA funds are to be used a Resolution requesting the use of funds will need to be submitted to the ACHRA. The proposed HRA funding request is \$950,000.

## **Recommendation:**

Staff has worked hard to bring forward a creative solution to fund the Riverdale Drive Extension and tree preservation credit that utilizes MnDOT Grants, Ramsey HRA funds and PIR funds. This project will open up more land for residential and commercial/industrial development and increase safety for existing and future Ramsey residents and businesses.

The Public Works Committee met on October 19, 2021 and unanimously recommended adoption of Resolution #21-185 - Alternative 1 - **REVISED** Cost Share Framework including Tree Preservation, including the City contribution to the County Property, updating planned grant fund revenue and ROW acquisition cost;

and:

The Public Works Committee feels that a contribution to a collector road has a broader public benefit and that the revised cost share framework is close to the original framework originally approved (non-binding) by the City Council which is incorporated into Resolution #21-185.

**Outcome/Action:**

Motion to adopt Resolution #21-185 Approving Revised Cost Share Framework for Riverdale Drive and Riverstone South and Authorizing Application to Anoka County Housing and Redevelopment Authority (ACHRA) - Alternative 1

---

**Attachments**

ACTION - Resolution #21-185

Riverdale Drive Layout May 2021

Riverstone South Sketch (Detail)

Riverstone South Sketch (Density)

Riverstone South Plat

ACTION - Revised Cost Share Framework 10.19.21

HISTORY - 1.26.21 Approved Framework and Revised Framework w/o Tree Preservation

History - Talking Points and Project Benefits

HISTORY - Resolution #21-101 (Staff direction to work on funding sources)

PWC Minutes 1.19.21

CC Minutes 1.26.21

---

**Form Review**

**Inbox**

Bruce Westby

Kurt Ulrich

Form Started By: Sean Sullivan

Final Approval Date: 10/21/2021

**Reviewed By**

Bruce Westby

Kurt Ulrich

**Date**

10/21/2021 02:23 PM

10/21/2021 02:55 PM

Started On: 10/19/2021 02:41 PM

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-185**

**RESOLUTION APPROVING REVISED COST SHARE FRAMEWORK FOR RIVERDALE DRIVE AND RIVERSTONE SOUTH AND AUTHORIZING APPLICATION TO ANOKA COUNTY HOUSING AND REDEVELOPMENT AUTHORITY**

**WHEREAS**, Riverstone Development LLC, hereafter referred to as “Developer”, properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

That part of Northwest Quarter of Northwest Quarter, Section 29, Township 32, Range 25 lying northeaster of northeasterly right of way line of Burlington Northern Rail Road and lying westerly and southerly of the north 60 feet of east 40 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Northwest Quarter of Southwest Quarter of Section 20, township 32, Range 25 except east 40 feet of said Quarter Quarter lying southerly of southerly right of way line of Alpine Drive NW and except north 40 feet of south 100 feet of west 40 feet of east 80 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25 lying west of east 40 feet thereof, except road subject to easement of record, Anoka County, Minnesota

(the ‘Subject Property’);

**WHEREAS**, the City and Developer have been working on a long-range land use plan for the Subject Property since the end of 2019; and

**WHEREAS**, the City approved a cost share framework in concept for the extension of Riverdale Drive on March 24, 2020; and

**WHEREAS**, the City approved a revised cost share framework for the extension of Riverdale Drive on January 26, 2021; and

**WHEREAS**, the City adopted Resolution #21-101 directing staff to identify and seek outside funding sources assist with the cost of Riverdale Drive Extension and the Tree Preservation Credit; and

**WHEREAS**, the City applied for and received a grant award of \$612,000 from the MnDOT Local Partnership Program (LPP) which can only be used for construction costs for Riverdale Drive (not for tree preservation); and

**WHEREAS**, the City has identified the ACHRA Fund as a viable source for city contribution costs associated with the construction of Riverdale Drive (not for tree preservation); and

**WHEREAS**, the City has been unsuccessful in obtaining additional funding for Riverdale Drive and preservation of 7 Acres of Forest.

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

1. That the Ramsey City Council hereby approves a revised Cost Share Framework for the construction of Riverdale Drive and Riverstone South attached hereto as Exhibit A generally as follows:
  - a. Riverdale Drive – Developer and Property Owner’s contribution towards the Riverdale Drive Extension Project is currently estimated at \$352,757 for each party before a private assessment agreement allocation; subject to change based on final construction costs and associated lineal footage.
    - i. Detailed Cost Share Framework, including the private assessment agreement allocation agreed to by the developer and land owner is outlined on Exhibit A.
  - b. Tree Preservation – Developer shall convey a 7 acre parcel to preserve a portion of the existing forest as indicated on the Preliminary Plat.
    - i. The City will work credit \$350,000 towards Capstone’s contribution to Riverdale Drive in exchange for this conveyance. (ACHRA - \$239,875 and PIR \$110,125); subject to change based on final construction costs and associated lineal footage
    - ii. The City continues to not support an additional credit to Park Dedication Fees to fund this \$350,000 tree preservation expenditure.
2. That the Ramsey City Council hereby approves a funding request to the Anoka County Housing and Redevelopment Authority in the amount of \$950,000 towards the City’s contribution to Riverdale Drive Construction Project.
3. That the Ramsey City hereby approves the use of the PIR Fund to fund a portion of the tree preservation credit in an amount not to exceed \$150,000.
4. The City council Agrees that a city contribution to a collector road has broader public benefit and that the revised cost share framework attached hereto as Exhibit A is close to the (non-binding) framework approved by the City Council on January 26, 2021.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 26th day of October, 2021.

\_\_\_\_\_  
Mayor

**ATTEST:**

\_\_\_\_\_  
City Clerk

## Exhibit A Revised Cost Share Framework

### 10.19.21 PWC Presentation Solving for 350K Tree Preservation with HRA and PIR Funding

#### City/Grant Fully Funding County Parcel      Project Costs (including ROW)

Area Description	Cost Allocation	Lineal Footage	%	City %	Capstone %	Pearson%
County Parcel	\$612,226	1532	35.89%	100%	0	0
County ROW DRAFT	<b>\$283,000</b>	0	0	100%		
Pearson Parcel	\$979,881	2452	57.44%	52.5%	0.0%	47.5%
Bowers Drive Modifications	\$113,893	285	6.68%	100%	0	0
<b>Total</b>	<b>\$1,989,000</b>	<b>4269</b>	<b>100.00%</b>			

\*\*Note: utilities not included - paid for by Trunk Fees\*\*

Sources of Funds						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
MnDOT Grant	\$612,000	\$0			\$612,000	30.8%
City Contribution (HRA)	\$283,226	\$514,242	52.5%	\$113,893	\$911,361	45.8%
Pearson Contribution		\$465,639	47.5%		\$465,639	23.4%
Capstone Contribution		\$0	0.0%		\$0	0.0%
	\$895,226	\$979,881	100.0%		\$1,989,000	100.0%

Uses (Project Costs)						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
Portion of Overall Project	35.9%	57.4%		6.7%	100.0%	
Road, Trail, Storm	\$612,226	\$979,881		\$113,893	\$1,706,000	
ROW	<b>\$283,000</b>				\$283,000	
	\$895,226	\$979,881		\$113,893	\$1,989,000	

County Parcel + ROW =	\$895,226					1/3 of funding gap
				Funding Gap	<b>\$0</b>	<b>\$0.00</b>

#### Public vs. Private Dollars

Private (Capstone + Pearson)	\$465,639	23%
Public (City + MnDOT)	<u>\$1,523,361</u>	77%
	\$1,989,000	

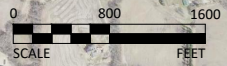
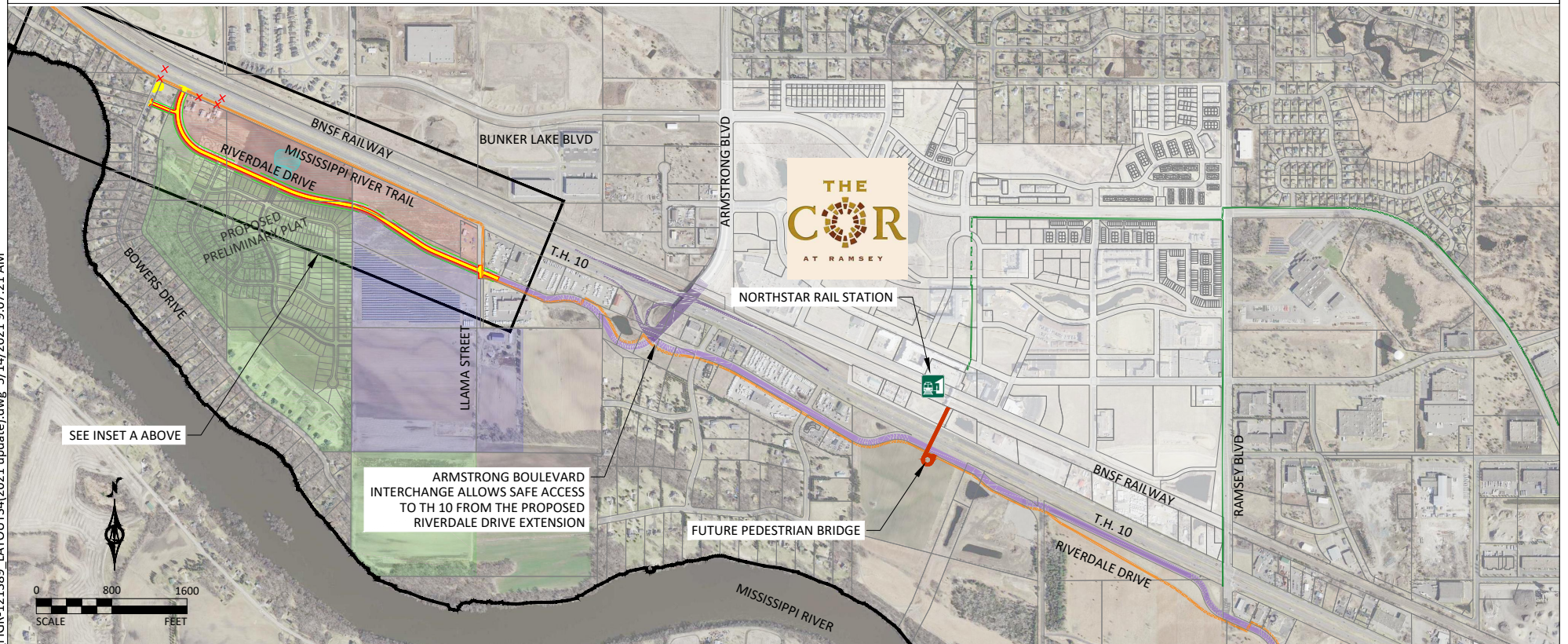
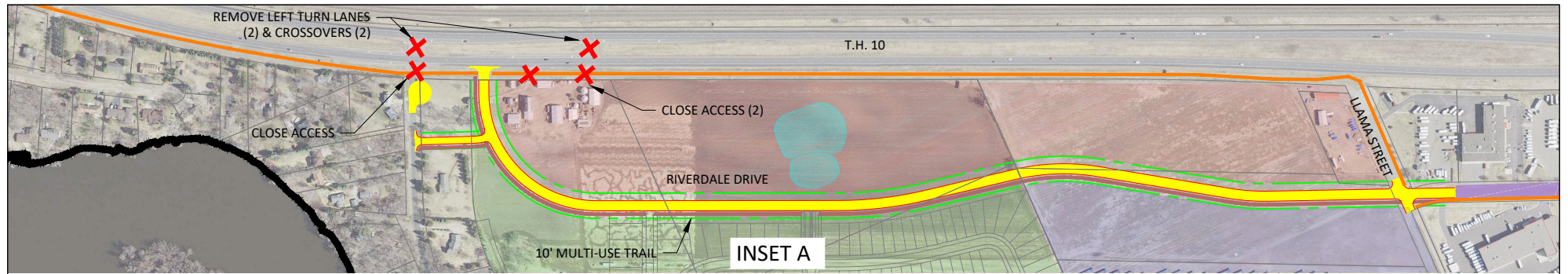
Capstone / Pearson Agreement*	Party	Assessment Amt	%
Private Pearson Parcel Total	Capstone	\$239,875	34%
\$465,639	Pearson	\$465,639	66%

\* Assessment amounts based on lineal footage along Riverdale Drive Pearson and Capstone

Capstone Tree Preservation Credit (Pearson)	\$ 239,875	HRA	Pay for Capstone Assessment (above)
Additional City Contribution (to Capstone)	\$ 110,125	PIR	Payment to Capstone
<b>Tree Preservation Reconciliation</b>	<b>\$ 350,000</b>		

Difference from 1.26.21			
Total City Contribution**	\$ 911,361		<b>\$235,841</b>
Total Grant Contribution	\$ 612,000		<b>(638,000)</b>
ROW Cost Estimate	\$ 283,000		<b>(667,000)</b>
Project Costs Less County ROW	\$ 1,706,000		<b>\$ 31,000</b>

\*\* This includes 350 K Tree Preservation



LEGEND	
	PROPOSED BITUMINOUS ROADWAY PAVEMENT
	PROPOSED BITUMINOUS TRAIL & ACCESS RELOCATION
	PROPOSED CURB & GUTTER
	POTENTIAL PONDING AREA
	COMMERCIAL DISTRICT
	INDUSTRIAL DISTRICT
	RESIDENTIAL DISTRICT
	ROW
	CONSTRUCTED CENTRAL ANOKA COUNTY REGIONAL TRAIL
	FUTURE CENTRAL ANOKA COUNTY REGIONAL TRAIL
	CONSTRUCTED RIVERDALE DRIVE
	CONSTRUCTED MISSISSIPPI RIVER TRAIL
	TRANSIT ORIENTED DEVELOPMENT
	NORTHSTAR RAIL STATION

H:\RAMS\12121389\CAD\C3D\FIGR-121389\_LAYOUTS4(2021 update).dwg 5/14/2021 9:07:21 AM

**LEGAL DESCRIPTION**

PARCEL DESCRIPTION: (Per Schedule A of Title Commitment File No. 2651, with a commitment date of October 17, 2019 at 7:00 am, prepared Twin City Title Company, LLC as issuing agent for Old Republic National Title Insurance Company)

Parcel A: Outlot B, Pearson Place, Anoka County, Minnesota.





Parcel B: That part of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying southerly of U.S. Highway 10 and 169.

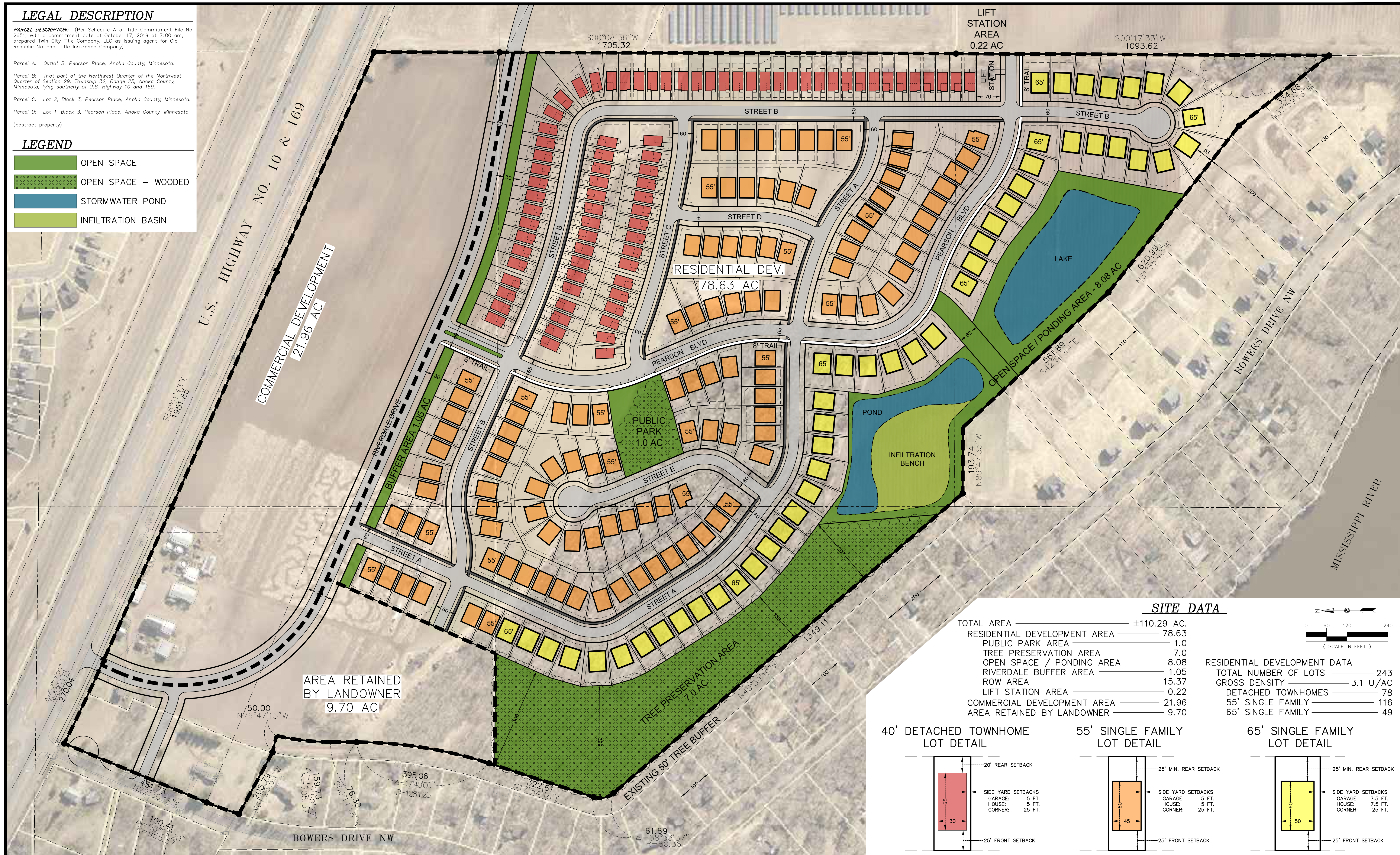
Parcel C: Lot 2, Block 3, Pearson Place, Anoka County, Minnesota.

Parcel D: Lot 1, Block 3, Pearson Place, Anoka County, Minnesota.

(abstract property)

**LEGEND**

-  OPEN SPACE
-  OPEN SPACE - WOODED
-  STORMWATER POND
-  INFILTRATION BASIN

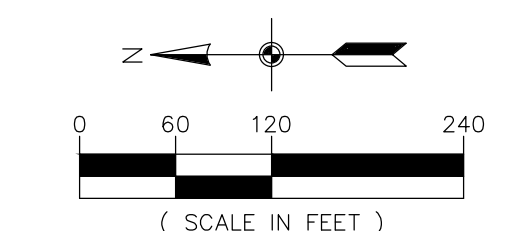


**SITE DATA**

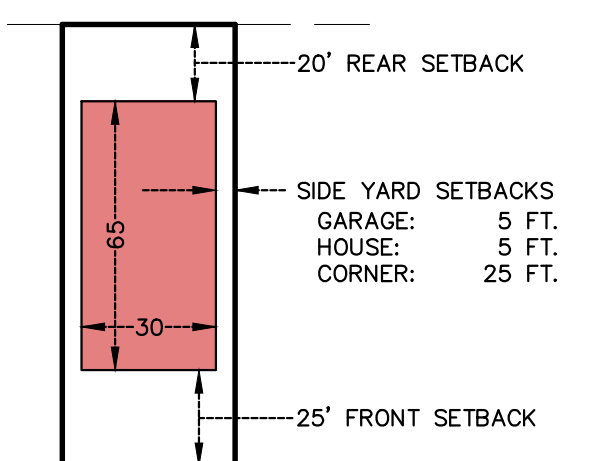
TOTAL AREA	±110.29 AC.
RESIDENTIAL DEVELOPMENT AREA	78.63
PUBLIC PARK AREA	1.0
TREE PRESERVATION AREA	7.0
OPEN SPACE / PONDING AREA	8.08
RIVERDALE BUFFER AREA	1.05
ROW AREA	15.37
LIFT STATION AREA	0.22
COMMERCIAL DEVELOPMENT AREA	21.96
AREA RETAINED BY LANDOWNER	9.70

**RESIDENTIAL DEVELOPMENT DATA**

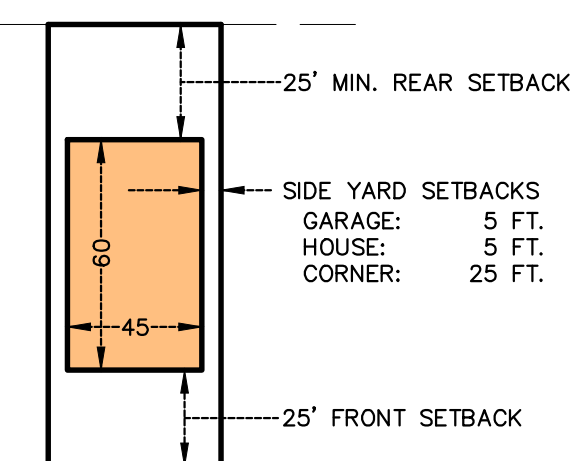
TOTAL NUMBER OF LOTS	243
GROSS DENSITY	3.1 U/AC
DETACHED TOWNHOMES	78
55' SINGLE FAMILY	116
65' SINGLE FAMILY	49



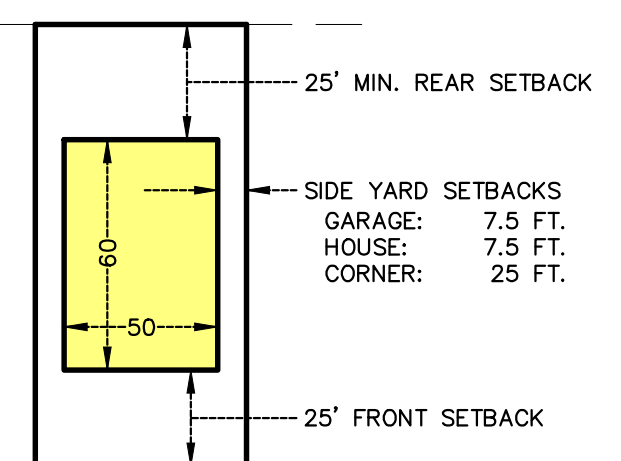
**40' DETACHED TOWNHOME LOT DETAIL**



**55' SINGLE FAMILY LOT DETAIL**



**65' SINGLE FAMILY LOT DETAIL**



**LEGAL DESCRIPTION**

PARCEL DESCRIPTION: (Per Schedule A of Title Commitment File No. 2651, with a commitment date of October 17, 2019 at 7:00 am, prepared Twin City Title Company, LLC as issuing agent for Old Republic National Title Insurance Company)

Parcel A: Outlot B, Pearson Place, Anoka County, Minnesota.

Parcel B: That part of the Northwest Quarter of the Northwest Quarter of Section 29, Township 32, Range 25, Anoka County, Minnesota, lying southerly of U.S. Highway 10 and 169.

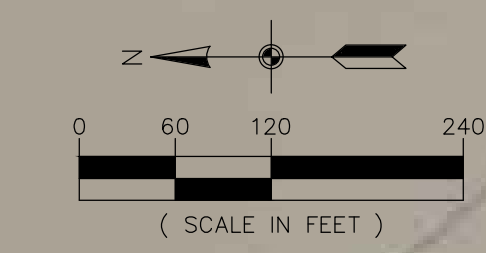
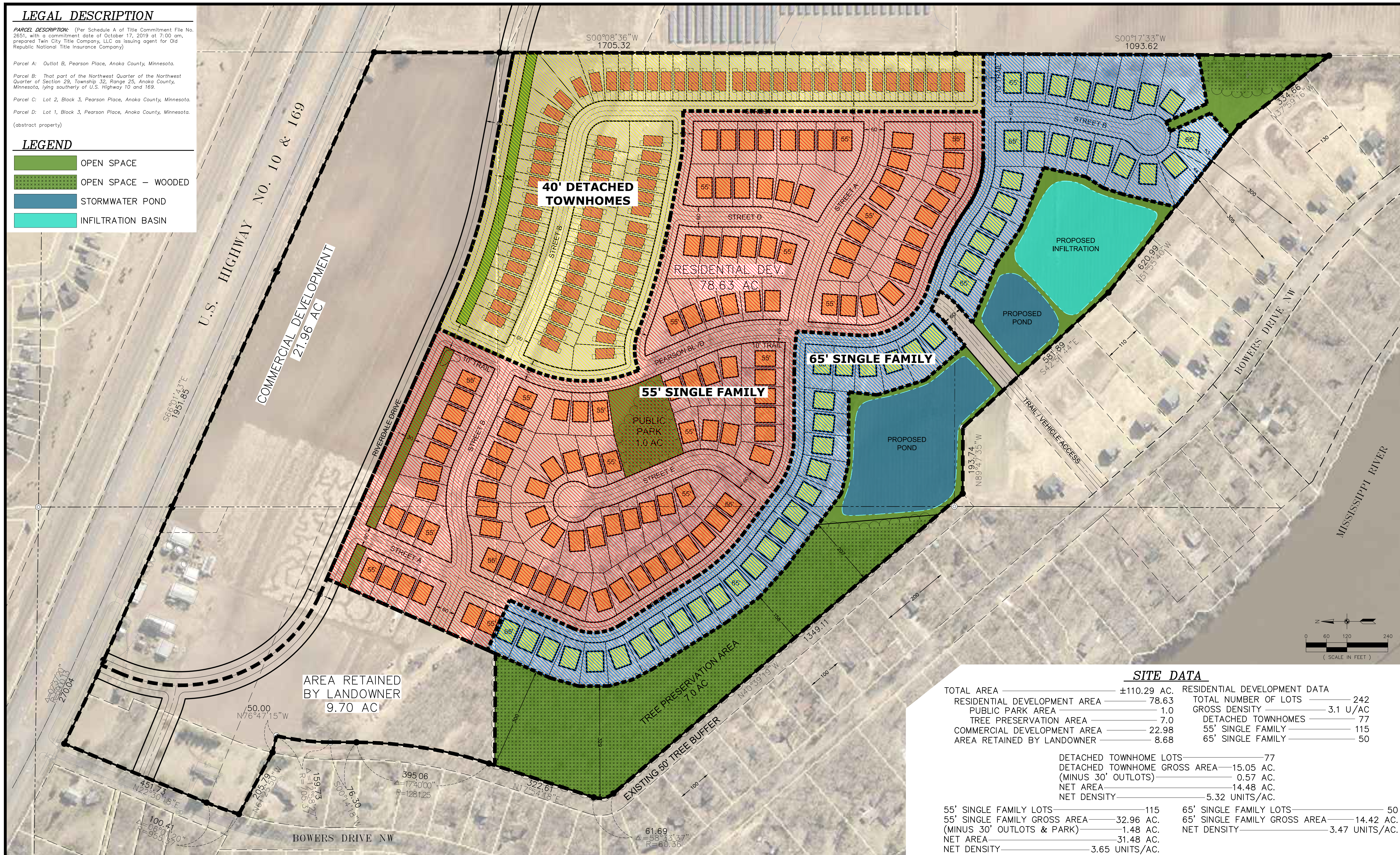
Parcel C: Lot 2, Block 3, Pearson Place, Anoka County, Minnesota.

Parcel D: Lot 1, Block 3, Pearson Place, Anoka County, Minnesota.

(abstract property)

**LEGEND**

- OPEN SPACE
- OPEN SPACE - WOODED
- STORMWATER POND
- INFILTRATION BASIN



SITE DATA	
TOTAL AREA	±110.29 AC.
RESIDENTIAL DEVELOPMENT AREA	78.63
PUBLIC PARK AREA	1.0
TREE PRESERVATION AREA	7.0
COMMERCIAL DEVELOPMENT AREA	22.98
AREA RETAINED BY LANDOWNER	8.68
RESIDENTIAL DEVELOPMENT DATA	
TOTAL NUMBER OF LOTS	242
GROSS DENSITY	3.1 U/AC
DETACHED TOWNHOMES	77
55' SINGLE FAMILY	115
65' SINGLE FAMILY	50
DETACHED TOWNHOME LOTS	77
DETACHED TOWNHOME GROSS AREA (MINUS 30' OUTLOTS)	15.05 AC.
NET AREA	14.48 AC.
NET DENSITY	5.32 UNITS/AC.
55' SINGLE FAMILY LOTS	115
55' SINGLE FAMILY GROSS AREA (MINUS 30' OUTLOTS & PARK)	32.96 AC.
NET AREA	31.48 AC.
NET DENSITY	3.65 UNITS/AC.
65' SINGLE FAMILY LOTS	50
65' SINGLE FAMILY GROSS AREA	14.42 AC.
NET DENSITY	3.47 UNITS/AC.

**CARLSON MCCAIN**  
ENGINEERING SURVEYING ENVIRONMENTAL

3890 PHEASANT RIDGE DR NE  
SUITE 100  
BLAINE, MN 55449  
TEL. 763.489.7900  
FAX. 763.489.7959  
CARLSONMCCAIN.COM

DRAWN BY: C.E.  
ISSUE DATE: 08/05/2020

Revisions:

**CAPSTONE HOMES, INC.**  
14015 Sunfish Lake Blvd. NW, Suite 400  
Ramsey, MN 55303

**RIVERSTONE SOUTH**  
Ramsey, Minnesota

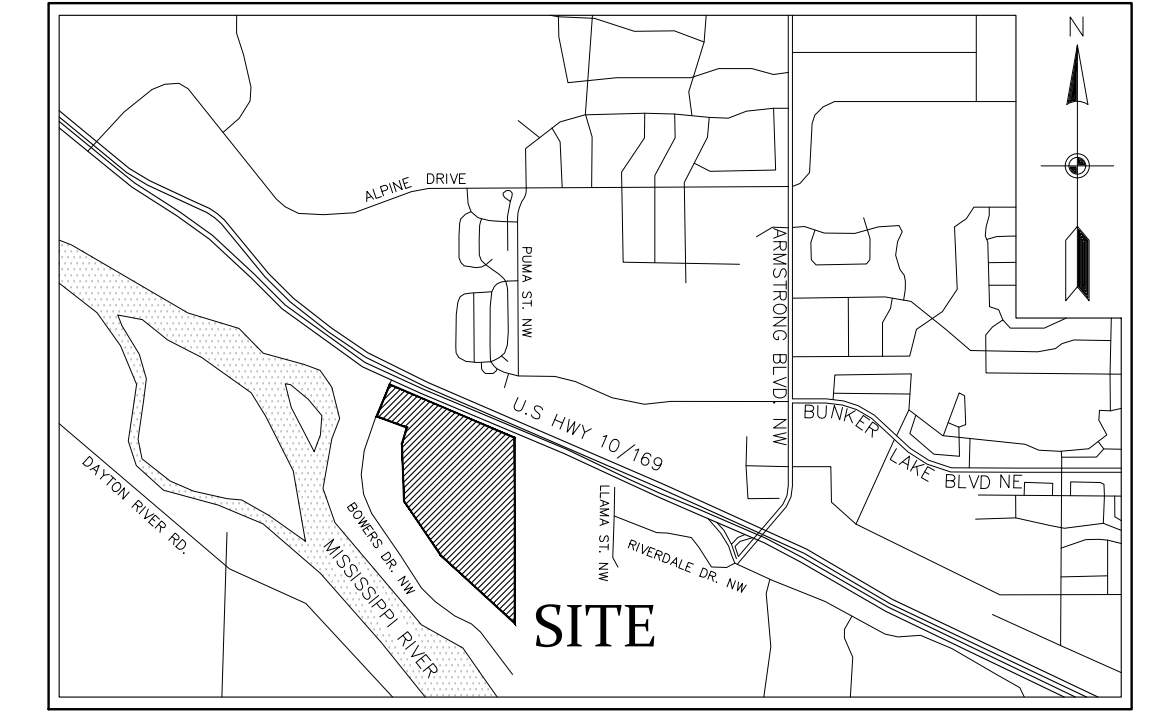
**PRODUCT DENSITY EXHIBIT**

Save Date: 08/05/20 | F:\p08\9481 - 8200\9494 - pearson place 2nd\pad c3\survey\layouts\9494\_layout 4 product areas.dwg

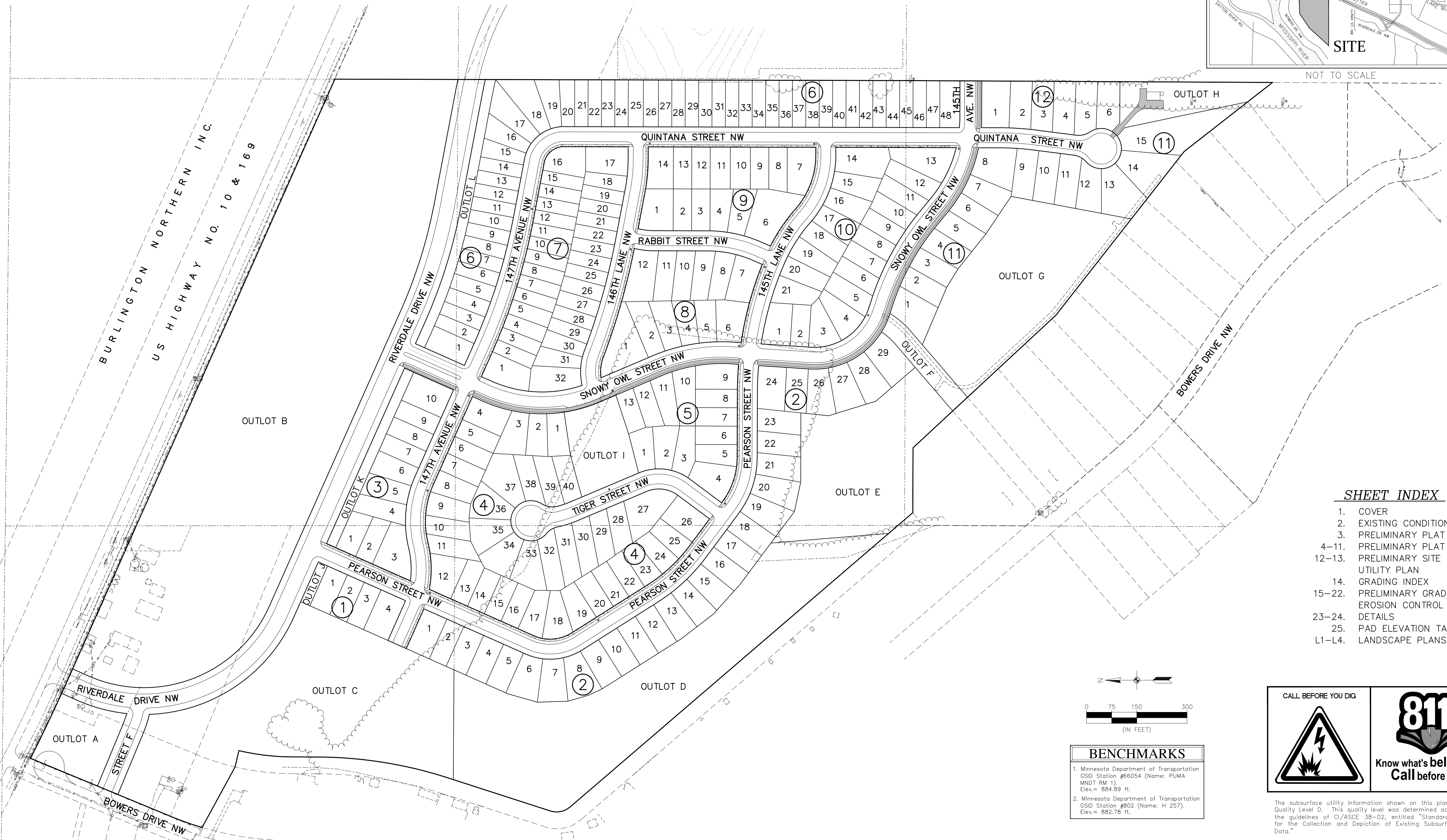
# RIVERSTONE SOUTH

## RAMSEY, MINNESOTA

### VICINITY MAP

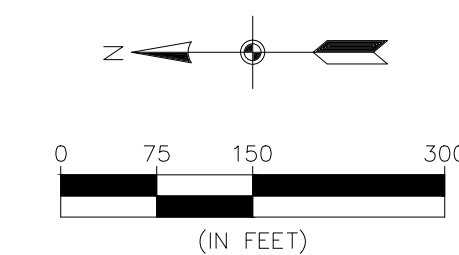


NOT TO SCALE



### SHEET INDEX

- 1. COVER
- 2. EXISTING CONDITIONS
- 3. PRELIMINARY PLAT INDEX
- 4-11. PRELIMINARY PLAT
- 12-13. PRELIMINARY SITE & UTILITY PLAN
- 14. GRADING INDEX
- 15-22. PRELIMINARY GRADING & EROSION CONTROL PLANS
- 23-24. DETAILS
- 25. PAD ELEVATION TABLES
- L1-L4. LANDSCAPE PLANS



### BENCHMARKS

- 1. Minnesota Department of Transportation  
GSD Station #66054 (Name: PLUMA  
MNDOT RW 1).  
Elev.= 884.89 ft.
- 2. Minnesota Department of Transportation  
GSD Station #802 (Name: H 257).  
Elev.= 882.78 ft.

CALL BEFORE YOU DIG

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

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

**CARLSON McCAIN**

ENGINEERING  
SURVEYING  
ENVIRONMENTAL

3890 PHEASANT RIDGE DR NE  
SUITE 100  
BLAINE, MN 55449  
TEL 763.489.7900  
FAX 763.489.7959  
CARLSONMCCAIN.COM

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

Print Name: Brian J. Krystofiak, P.E.  
Signature: *Brian J. Krystofiak*  
Date: 11/25/20 License #: 25063

Drawn: ADB  
Designed: BJK  
Date: 11/25/20

Revisions:  
1. 7/21/21 per City Comments

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

**RIVERSTONE SOUTH**  
Ramsey, MN

**COVER SHEET**

1 of 25

**10.19.21 PWC Presentation Solving for 350K Tree Preservation with HRA and PIR Funding**

**City/Grant Fully Funding County Parcel Project Costs (including ROW)**

Area Description	Cost Allocation	Lineal Footage	%	City %	Capstone %	Pearson%
County Parcel	\$612,226	1532	35.89%	100%	0	0
County ROW DRAFT	<b>\$283,000</b>	0	0	100%		
Pearson Parcel	\$979,881	2452	57.44%	<b>52.5%</b>	<b>0.0%</b>	<b>47.5%</b>
Bowers Drive Modifications	\$113,893	285	6.68%	100%	0	0
<b>Total</b>	<b>\$1,989,000</b>	<b>4269</b>	<b>100.00%</b>			

\*\*Note: utilities not included - paid for by Trunk Fees\*\*

Sources of Funds						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
MnDOT Grant	\$612,000	\$0			\$612,000	30.8%
City Contribution (HRA)	\$283,226	\$514,242	52.5%	\$113,893	\$911,361	45.8%
Pearson Contribution		\$465,639	47.5%		\$465,639	23.4%
Capstone Contribution		\$0	0.0%		\$0	0.0%
	\$895,226	\$979,881	100.0%		\$1,989,000	100.0%

Uses (Project Costs)						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
Portion of Overall Project	35.9%	57.4%		6.7%	100.0%	
Road, Trail, Storm	\$612,226	\$979,881		\$113,893	\$1,706,000	
ROW	<b>\$283,000</b>				\$283,000	
	\$895,226	\$979,881		\$113,893	\$1,989,000	

County Parcel + ROW =	\$895,226					1/3 of funding gap
				Funding Gap	<b>\$0</b>	<b>\$0.00</b>

**Public vs. Private Dollars**

Private (Capstone + Pearson)	\$465,639	23%
Public (City + MnDOT)	\$1,523,361	77%
	<u>\$1,989,000</u>	

Capstone / Pearson Agreement*	Party	Assessment Amt	%
Private Pearson Parcel Total	Capstone	\$239,875	34%
\$465,639	Pearson	\$465,639	66%

\* Assessment amounts based on lineal footage along Riverdale Drive Pearson and Capstone

Capstone Tree Preservation Credit (Pearson)	\$ 239,875	HRA	Pay for Capstone Assessment (above)
Additional City Contribution (to Capstone)	\$ 110,125	PIR	Payment to Capstone
<b>Tree Preservation Reconciliation</b>	<b>\$ 350,000</b>		

Difference from 1.26.21			
Total City Contribution**	\$ 911,361	<b>\$235,841</b>	
Total Grant Contribution	\$ 612,000	<b>\$(638,000)</b>	
ROW Cost Estimate	\$ 283,000	<b>\$(667,000)</b>	
Project Costs Less County ROW	\$ 1,706,000	<b>\$ 31,000</b>	

\*\* This includes 350 K Tree Preservation

**PWC and CC Approved Framework (6a Approved via motion on 1/26/21 by CC)**

**City/Grant Fully Funding County Parcel Project Costs (including ROW)**

Area Description	Cost Allocation
County Parcel	\$628,125
County ROW Estimate	<b>\$950,000</b>
Pearson Parcel	\$971,500
Bowers Drive Modifications	\$75,375
Total	<b>\$2,625,000</b>

\*\*Note: utilities not included - paid for by Trunk Fees\*\*

Sources of Funds						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
MnDOT Grant	\$1,250,000	\$0			\$1,250,000	47.6%
City Contribution	\$328,125	\$272,020	28.0%	\$75,375	\$675,520	25.7%
Pearson Contribution		\$349,740	36.0%		\$349,740	13.3%
Capstone Contribution		\$349,740	36.0%		\$349,740	13.3%
	\$1,578,125	\$971,500	100.0%		\$2,625,000	100.0%

Uses (Project Costs)						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
Portion of Overall Project	37.5%	58.0%		4.5%	100.0%	
Road, Trail, Storm	\$628,125	\$971,500		\$75,375	\$1,675,000	
ROW	<b>\$950,000</b>				\$950,000	
	\$1,578,125	\$971,500		\$75,375	\$2,625,000	

County Parcel + ROW =

\$1,578,125

Funding Gap

**\$0**

1/3 of funding gap	<b>\$0.00</b>
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Public vs. Private Dollars

Private (Capstone + Pearson)

\$699,480

27%

Public (City + MnDOT)

\$1,925,520

73%

**\$2,625,000**

Capstone / Pearson Agreement *	Party	Assessment Amt	%
Private Pearson Parcel Total	Capstone	\$237,823	34%
\$699,480	Pearson	\$461,657	66%

\* Assessment amounts based on lineal footage along Riverdale Drive Pearson and Capstone

**Talking Points**

*But for this development, the City would wait until other funding sources closed the gap.*

*If the Developer desires to accelerate the schedule, the Developer should bring additional dollars to the table.*

*This project derives a direct benefit to the connection to Highway 10 and associated improvements.*

*While not technically the Developer's responsibility, the Development relies on a connection through the County Property.*

*It is not feasible to phase the project.*

*If the Developer desires to not contribute to off site improvements, the City has less dollars to allocate to the Pearson Frontage.*

*Minnesota Statute allows the City to assess costs for off-site improvements that are necessary due to development impacts.*

*Considering contribution to Riverdale Drive + acquisition for open space preservation, City should review financials*

*Public Works recommended that review of financials (above) is not necessary.*

Total City Contribution	\$	675,520
Total Grant Contribution	\$	1,250,000
ROW Cost Estimate	\$	950,000
Project Costs Less County ROW	\$	1,675,000

**10.19.21 PWC New Baseline Information 36%, 36%, 28% - No Tree Preservation**

**City/Grant Fully Fund County Parcel Project Costs (including ROW)**

Area Description	Cost Allocation	Lineal Footage	%	City %	Capstone %	Pearson%
County Parcel	\$612,226	1532	35.89%	100%	0	0
County ROW DRAFT	<b>\$283,000</b>	0	0	100%		
Pearson Parcel	\$979,881	2452	57.44%	<b>28.0%</b>	<b>36.0%</b>	<b>36.0%</b>
Bowers Drive Modifications	\$113,893	285	6.68%	100%	0	0
<b>Total</b>	<b>\$1,989,000</b>	<b>4269</b>	<b>100.00%</b>			

\*\*Note: utilities not included - paid for by Trunk Fees\*\*

Sources of Funds						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
MnDOT Grant	\$612,000	\$0			\$612,000	30.8%
City Contribution (HRA)	\$283,226	\$274,367	28.0%	\$113,893	<b>\$671,486</b>	<b>33.8%</b>
Pearson Contribution		\$352,757	36.0%		\$352,757	17.7%
Capstone Contribution		\$352,757	36.0%		\$352,757	17.7%
	\$895,226	\$979,881	100.0%		\$1,989,000	100.0%

Uses (Project Costs)						
	County Parcel	Pearson Parcel	%	Bowers Drive	Total	Project %
Portion of Overall Project	35.9%	57.4%		6.7%	100.0%	
Road, Trail, Storm	\$612,226	\$979,881		\$113,893	\$1,706,000	
ROW	<b>\$283,000</b>				\$283,000	
	\$895,226	\$979,881		\$113,893	\$1,989,000	

County Parcel + ROW =

\$895,226

Funding Gap

**\$0**

1/3 of funding gap	<b>\$0.00</b>
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**Public vs. Private Dollars**

Private (Capstone + Pearson)	\$705,514	35%
Public (City + MnDOT)	<u>\$1,283,486</u>	65%
	\$1,989,000	

Capstone / Pearson Agreement *	Party	Assessment Amt	%
Private Pearson Parcel Total	Capstone	\$239,875	34%
\$705,514	Pearson	\$465,639	66%

\* Assessment amounts based on lineal footage along Riverdale Drive Pearson and Capstone

**Difference from 1.26.21**

Total City Contribution	\$ 671,486	<b>(\$4,034)</b>
Total Grant Contribution	\$ 612,000	<b>(\$638,000)</b>
ROW Cost Estimate	\$ 283,000	<b>(\$667,000)</b>
Project Costs Less County ROW	\$ 1,706,000	<b>\$ 31,000</b>

Assessment <sup>1</sup> Amount		Lineal Footage	% Cost			
Roadway	\$ 1,186,000	1,532	35.89%	\$ 612,226	County Parcel	By % of linear foot
Storm	\$ 211,000	2,452	57.44%	\$ 979,881	Pearson Parcel	
Interim Sanitary	\$ 121,000	285	6.68%	\$ 113,893	Bowers Drive/Trunk Highway Improvements	
TH 10 Access	\$ 188,000	4,269	100%	\$ 1,706,000		
Total	\$ 1,706,000					

Trunk Sewer and Water Costs not included

High-level, non-scientific planning level division of costs.

### Talking Points 9.29.21

- History: In November of 2019 Capstone Homes approached City Staff to discuss the interest level to develop a residential development to be known as Riverstone South. The City Staff recommended and supported to move forward with the planning process South of Hwy 10.
- City Council approved, by motion, Cost Share Framework (6a) on January 26, 2021. 6a Framework has project costs of \$2,625,000 and 1.25M in MNDOT Grant.
- Development west of Llama St NW relies on the Extension of Riverdale Drive and utilities through the Anoka County parcel.
- With the development of the Pearson Farm property and the extension of Riverdale Drive the city has the opportunity for more businesses to locate along Hwy 10 between Armstrong Blvd and Bowers Drive.
- The development of the Pearson Farm property and the extension Riverdale Drive will allow the Anoka County remaining land parcels to be marketable.
- With this development, the City and County Road infrastructure would improve the connections to Hwy 10 and reduce safety concerns south of Hwy 10.
- With this development, it allows the City to Master Plan surrounding properties for future development and re-development of existing neighborhoods to provide water / sewer extensions and other road improvements.
- The reduction of the MNDOT LPP Grant of \$638,000 and revised project costs results in additional public/private funds needed to complete the project.
- City of Ramsey HRA funds are an eligible funding source for the City contribution to the Riverdale Drive Road Project. They cannot be used for Tree Preservation.
- If the Developer desires to not contribute to off site improvements, the City has less dollars to allocate to the Pearson Frontage.
- Minnesota Statute allows the City to assess costs for off-site improvements that are necessary due to development impacts.
- It is not financially feasible/responsible to build Riverdale Drive in two phases.
- With this development, it provides a connection through the Anoka County property to complete the City's network road system to Armstrong Blvd.
- Riverstone South will bring 244 units of residential development improving demographics for retail and provides for future workforce.
- With this development, the City can seek funding sources to improve this area of town that would solve many infrastructure issues and provide additional Economic Development opportunities.
- Review of Financials from Developer is not needed - PWC Recommendation.

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

**RESOLUTION #21-101**

**RESOLUTION DETERMINING THAT AN ENVIRONMENTAL IMPACT STATEMENT (EIS) IS NOT NECESSARY AND GRANTING PRELIMINARY PLAT FOR RIVERSTONE SOUTH ADDITION**

**WHEREAS**, Riverstone Development LLC, hereafter referred to as “Developer”, properly applied for Preliminary Plat approval of the following described property located in the City of Ramsey:

That part of Northwest Quarter of Northwest Quarter, Section 29, Township 32, Range 25 lying northeaster of northeasterly right of way line of Burlington Northern Rail Road and lying westerly and southerly of the north 60 feet of east 40 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Northwest Quarter of Southwest Quarter of Section 20, township 32, Range 25 except east 40 feet of said Quarter Quarter lying southerly of southerly right of way line of Alpine Drive NW and except north 40 feet of south 100 feet of west 40 feet of east 80 feet of said Quarter Quarter, except road subject to easement of record, Anoka County, Minnesota

-and-

The Southwest Quarter of Southwest Quarter of Section 20, Township 32, Range 25 lying west of east 40 feet thereof, except road subject to easement of record, Anoka County, Minnesota

(the ‘Subject Property’);

**WHEREAS**, the City and Developer have been working on a long-range land use plan for the Subject Property since the end of 2019; and

**WHEREAS**, the City approved a cost share framework in concept for the extension of Riverdale Drive on March 24, 2020; and

**WHEREAS**, the City approved a planning framework for the Subject Property on June 23, 2020; and

**WHEREAS**, the City reviewed the Sketch Plan for the project on August 6, 2020; and

**WHEREAS**, the City received an Application for Preliminary Plat Approval for Riverstone South Addition on December 3, 2020, which includes 243 detached single-family homes; and

**WHEREAS**, Minnesota Rules 4410.4300, Subp. 19.C, requires that an EAW be prepared for this project as the project requires a Comprehensive Plan Amendment; and

**WHEREAS**, by February 9, 2021, copies of the EAW were distributed to all persons and agencies on the official Environmental Quality Board (EQB) distribution list and other interested parties; and

**WHEREAS**, on February 9, 2021, the EAW was publicly noticed in the EQB Monitor, commencing the 30-day public comment period; and

**WHEREAS**, a press release and public notice for the EAW was submitted to the Anoka County Union Herald and published on February 5, 2021, announcing the completion of the EAW, its availability to interested parties, and the process for submitting comments on the EAW; and

**WHEREAS**, the Planning Commission held a Public Hearing and reviewed the Preliminary Plat on January 7, 2021; and

**WHEREAS**, the Planning Commission denied a Variance to change the street name for Unicorn Street.

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

1. That the Ramsey City Council hereby grants preliminary plat contingent approval of Riverstone South Addition in accordance with relevant City Codes, contingent upon the following conditions:
  - a. Plat/Subdivision - Plans subject to current Staff Review Comments and final approval by City Engineer
  - b. Riverdale Drive - City Approval of a contract for the Riverdale Drive Extension along with Cost Share Agreement consistent with previous City Council Direction
    - i. Current cost share agreement is based on current estimates. Final cost share agreement is subject to final costs based on an awarded contract for construction.
    - ii. Must also include an Assessment/Petition and Waiver Agreement to assess the Property Owner and Developer shares back to benefiting properties.
    - iii. In lieu of a Petition and Waiver Agreement/Assessment Agreement, the City may consider an assessment project consistent with Minnesota Statutes Chapter 429.
  - c. Park Dedication – Park Dedication shall be satisfied through a combination of 1 Acre Land Dedication and a Park Dedication Fee of \$350,000.
  - d. Tree Preservation – Developer shall convey a 7 acre parcel to preserve a portion of the existing forest as indicated on the Preliminary Plat.
    - i. The City will work to secure \$350,000 from an outside funding source for the acquisition of the Tree Preservation Area.
      1. The City Council authorizes Staff to submit a funding request to the Anoka County Housing and Redevelopment Authority (ACHRA) for this purpose.
      2. The City Council directs Staff to find a City funding source for this purpose if the ACHRA request is unsuccessful.
    - ii. The City does not support an additional credit to Park Dedication Fees to fund this \$350,000 expenditure.

- e. Street Name Change – the City Council establishes for this area only.
    - i. Quintana Street NW in lieu of Quagga Street NW
    - ii. Snowy Owl Street NW in lieu of Sloth Street NW
    - iii. Pearson Street NW in lieu of Unicorn Street NW
  - f. Eave Overhangs in Easements – except as otherwise agreed to, no part of any structure, including eave overhangs, shall be located in any easement.
2. That the Ramsey City Council hereby determines that an Environmental Impact Statement is not required for the Riverstone South Addition based on the following.
- a. The EAW was prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minnesota Rules, Parts 4410.1000 to 4410.1700 (2015),
  - b. The EAW satisfactorily addressed the environmental issues for which existing information could have been reasonably obtained,
  - c. Based on the criteria established in Minnesota Rules 4410.1700, the project does not have the potential for significant environmental effects,
  - d. The City makes a “Negative Declaration,”
  - e. The City adopts the Response to Comments, Findings of Fact, and Record of Decision for Riverstone Addition Environmental Assessment Worksheet (Record of Decision) and directs the Community Development Director to maintain the Record of Decision and to distribute it in accordance with the EQB rules.

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

Mayor Kuzma  
 Councilmember Musgrove  
 Councilmember Woestehoff  
 Councilmember Heineman  
 Councilmember Howell  
 Councilmember Riley  
 Councilmember Specht

and the following voted against the same:

None

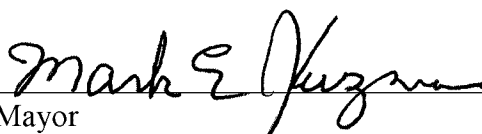
and the following abstained:

None

and the following were absent:

None

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 13th day of April, 2021.

  
\_\_\_\_\_  
Mayor

**ATTEST:**

  
\_\_\_\_\_  
City Clerk

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

The Public Works Committee conducted a regular meeting on Tuesday, January 19, 2021, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Chris Riley  
                              Councilmember Debra Musgrove  
                              Councilmember Matt Woestehoff

Also Present:         City Engineer Bruce Westby  
                              Deputy City Administrator Tim Gladhill  
                              Councilmember Chelsea Howell

**1.     CALL TO ORDER**

Acting Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:30 p.m.

**2.     CITIZEN INPUT**

There was none.

**3.     APPROVE AGENDA**

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to approve the agenda, as presented.

Motion carried.   Voting Yes:   Acting Chairperson Riley, Councilmembers Woestehoff and Musgrove.   Voting No: None.

**4.     APPROVE MINUTES**

**4.01:   Approve November 17, 2020, Meeting Minutes**

Acting Chairperson Riley acknowledged that the other members were not present at the meeting but commented that the minutes accurately reflect the discussion.

Councilmember Musgrove was unsure that the motion could be passed as the members not present would need to abstain.

Deputy City Administrator Gladhill confirmed that the group could approve the minutes even though not present.

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

Regular Meeting Minutes dated November 17, 2020.

Motion carried. Voting Yes: Acting Chairperson Riley and Councilmembers Woestehoff. Voting No: None. Abstain: Councilmember Musgrove.

## **5. COMMITTEE BUSINESS**

### **5.01: Appoint Chair and Vice Chair of the Public Works Committee**

City Engineer Westby noted that a Chairperson and Vice Chairperson would need to be elected.

Acting Chairperson Riley recommended appointing the Chair and Vice Chair at the first Public Works Committee meeting of the year in future years.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to appoint Councilmember Riley as Chairperson and Councilmember Musgrove as Vice Chairperson of the Public Works Committee.

Motion carried. Voting Yes: Acting Chairperson Riley, Councilmembers Woestehoff and Musgrove. Voting No: None.

### **5.02: Receive Update on Cost Share Alternatives for Riverdale Drive Extension Improvement Project Related to Riverstone South; Case of Capstone Homes and Pearson Properties of Ramsey**

Deputy City Administrator Gladhill provided an update on a potential cost share framework for the Riverdale Drive Extension Improvement Project.

Councilmember Musgrove asked for additional input on the timeframe planned for Riverdale Drive and the projected funding sources.

Deputy City Administrator Gladhill stated that the original study from MnDOT and Anoka County for Highway 10 and the corridor had Riverdale Drive labeled as an opportunity or development driven project with no specific timeframe, therefore it would move forward when development occurred, or funding was available. He noted that if the project were not development driven the extension would be linked to grant funding, similar to the other phases of Riverdale Drive, which would have estimated that about five or ten years out. He provided additional details on grant funding, noting that typically a project of this scope would have a five-year planning process in order to successfully obtain grants.

Councilmember Musgrove asked for more clarity related to the developer and assurance that the contribution of the City for this project would not financially benefit the developer's project.

Deputy City Administrator Gladhill explained that the City looks at the project as a whole and the benefit that it provides. He noted that all contributions to the project are valid, but the City is concerned that its contribution could be considered above industry standards and therefore it would make sense to have underwriting done.

Councilmember Musgrove asked if the \$350,000 would not be paid in addition to the preserve land.

Deputy City Administrator Gladhill provided background information on the park dedication for the Riverstone South property, noting that park dedication focused on the one acre of park and cash contribution of \$350,000. He noted that the City will look for outside funding to assist in the price for the preserved area.

Chairperson Riley asked if the reason this has changed is related to the County parcel.

Deputy City Administrator Gladhill confirmed that is a large portion of the discussion but noted that the developer also offered a counteroffer.

Chairperson Riley asked if the offer would be to buy the entire County parcel.

Deputy City Administrator Gladhill stated that there are three parcels that make up the property in discussion, noting that the County purchased that in 2008 in attempt to preserve that for a future river crossing. He stated that the parcel is split in three pieces because the County used different funding sources to purchase the property. He noted that the City would not be purchasing the entire County owned parcel, but the entire parcel outlined in the case.

Chairperson Riley asked and received confirmation that the road would take up about one third of that proposed parcel.

Deputy City Administrator Gladhill believed that a user could be found for the remainder of the parcel outside of the road.

Councilmember Woestehoff asked if there is contingency planned if the funds are not received from MnDOT.

Deputy City Administrator Gladhill stated that the deal would not move forward without that funding from MnDOT, therefore when action is taken on the preliminary plat, the City will be well protected.

Tom Bakritges, Capstone Homes, commented that this has been a 13-month process thus far and a lot of different iterations to the plan have occurred, to the good. He commented that they have been cooperative with all the necessary parties, noting that by the time construction would begin they would be more than two years into the planning process. He commented on the seven acres of wooded area that will be preserved, the one acre of wooded park land, the buffering that would occur along Riverdale Drive, and the variety of housing that would be provided through their development. He stated that there are 15 acres of open space on the south side that provide

buffering between the Riverstone development and adjacent Bowers Drive neighborhood. He stated that the seven acres plus one acre equate to over 10 percent of the site which is above the required park dedication with only land contributions. He referenced the original framework for Riverdale Drive that used one third contributions that everyone agreed to, acknowledging that there was a gap. He stated that they do not agree to spend their funds on a public improvement on County property. He stated that the mechanism of the dollar amounts, and percentages do not change by much, but they do not want to contribute to the County property. He commented that things were added to the project which add cost and they do not want to contribute to. He stated that staff was able to develop the new framework which they agree to. He stated that they cost-shared on the construction of Puma with the City in Riverdale North and is an example of how this can work. He stated that they agreed to the recommendation of staff to provide the seven acres of wooded area, one acre of park land and a cash park dedication of \$350,000 for Riverstone South as long as the City purchases the seven acres of wooded land for \$350,000. He stated that they have not discussed about opening books throughout this process and would not agree to that. He stated that they are not asking for TIF or anything above what is typically done for public improvement projects. He commented that they realize that the City and County are going through the appraisal process for the County parcel and that potential purchase would provide the City with benefit down the road when development of that site occurs. He stated that if Capstone had to put more dollars into this improvement, they would not move the project forward. He stated that the goal would be for the City to have its third-party financing in order to move forward in spring of 2022 when Capstone is ready to move forward on Riverstone South. He stated that they want to continue working with and collaborating with staff and agree to the framework but do not agree with the underwriting component.

John Dobbs, representing the Pearson family, commented that they have had direct conversations with staff which he appreciates. He commented that there are two things different in this framework, than the original which split it into thirds. He stated that the land value is different and not accounted for. He stated that if grant funds are allocated for land purchase that provides the City with land that would be improved as it would have both right-of-way and road access and could be sold for development, therefore he struggles with the premise that the entire cost for the land is shown on the sheet, but the future value is not accredited to offset that. He stated that the other difference from the original framework is the Bowers Drive extension, cul-de-sac, and access point. He commented that the Pearson family is donating the right-of-way for Riverdale Drive and would also be asked to provide the right-of-way and cul-de-sac area for Bowers Drive, which is not their responsibility to donate. He stated that the associated details and costs were not shown in the original framework and it is the opinion that the Bowers Drive right-of-way and cul-de-sac for Bowers Drive is the responsibility of Bowers Drive residents and not the Pearson family. He stated that the original framework agreed to each of the three parties contributing one third of the cost, with an acknowledgement that there was a gap on the County contribution. He stated that the new framework does not show the value of the land that the City would purchase with grant funds and also shows the Bowers Drive requirements as a credit on the City portion. He stated that the Pearson's agreed to the one third split and do not agree to the Bowers Drive components.

Steve Bona, Capstone Homes, commented that the original framework included the one third split of costs between the parties and Capstone still agrees to that. He stated that the framework then allowed the negotiation of the park dedication and tree preservation, which was then approved.

He noted that those two elements were approved, and Capstone proceeded with the preliminary plat in order to reach this point. He stated that they are concerned because there is now a discussion about underwriting and that is being used in a manner to say that if Capstone does not want to go through underwriting, it could forego the \$350,000 the City offered to pay for the tree preservation area or could pay \$272,000 for Riverdale Drive. He stated that means that the framework originally approved as significantly changed. He noted that the initial funding gap in the original framework for the County was \$117,000.

Chairperson Riley thanked Capstone for being present as they have been a great partner and developer in the community. He stated that it appears that Capstone agrees to the framework but is concerned with the tree preservation dollars and the Ehlers underwriting. He stated that it appears the Pearson family is concerned with the land value.

Mr. Dobbs commented that he understands the land value is an estimate but there is no estimate for the potential return on investment for the City owning the land if the grant funds will all be used for that acquisition. He noted that the Bowers Drive portion also reduces the City contribution and was not included in the original framework.

Councilmember Musgrove commented that she feels that she understands both sides after hearing input. She asked if there would be time to gain additional outside funds associated with the tree preservation land.

Deputy City Administrator Gladhill stated that staff has been discussing opportunities with different outside groups that are providing input to the City.

Councilmember Musgrove stated that it sounds like these issues were perhaps unknowns and they are now fitting them into the framework. She stated that she would like to stick to the original framework to the extent possible and encouraged staff to continue to look for funding with the option of perhaps using the County HRA funds as well.

Deputy City Administrator Gladhill stated that if the road wants to be built, it has been the input from the County that the City would need to purchase that parcel. He noted that staff continues to have discussions with the County to investigate options that would not include purchase of the parcel.

Councilmember Musgrove stated that it appears there is still time to move forward with the original framework split and continue to look for funds to use for tree preservation and the County portion. She stated that the consensus throughout this discussion has included the preserved trees and the developer presented that plan.

Deputy City Administrator Gladhill noted that staff is attempting to stay close to the original framework and provided details.

Councilmember Musgrove asked if a cul-de-sac is needed at the end of Bowers Drive.

Deputy City Administrator Gladhill stated that MnDOT is not going to allow two access points that close together and if that cul-de-sac is not provided, the \$1,250,000 grant will not be provided from MnDOT.

Councilmember Musgrove asked if the road could be stubbed rather than a cul-de-sac.

City Engineer Westby commented that a shared driveway or something of that nature could be considered but that comes with other issues.

Deputy City Administrator Gladhill stated that a second connection to Bowers Drive was already foregone and therefore he would find it hard to believe that public works and public safety would agree to less than a cul-de-sac.

Councilmember Woestehoff asked the density for the County parcel.

Deputy City Administrator Gladhill stated that currently the parcel is zoned R-2, medium density residential. He stated that part of this exercise would be to determine the highest and best use of the parcel adjacent to the solar farm.

Chairperson Riley stated that it appears that everyone agrees to the one third split for the framework as presented and reviewed some of the other assumptions. He stated that it appears the consensus is to continue to look for outside funds for tree preservation purchase. He stated that underwriting is often done for the EDA but was unsure if that was typically done for public works.

Deputy City Administrator Gladhill confirmed that it would be at the discretion of the City as to whether to require that underwriting. He stated that the underwriting does not have to be done and was provided as a tool.

Chairperson Riley stated that two uses of funds were identified that could remove the underwriting recommendation.

Mr. Bakritges stated that the mention of underwriting is new. He stated that the dollars for the approved framework and this framework are essentially the same and therefore he does not see a need for underwriting. He stated that the County parcel was not part of the framework before and now it is, and they agree that if funds are received the City can use them in that way. He stated that they do not see any additional enrichment of dollars to the developer which would justify underwriting.

Mr. Bona stated that Capstone would never open their books for private development. He stated that the seven acres of tree preservation is something the City asked them to do. He stated that Riverdale is a collector road and traditionally both the City and developers contribute. He stated that they are not asking for public assistance that would justify underwriting.

Chairperson Riley stated that underwriting is typically done for the EDA and it would essentially be the same idea but recognized that it is not typically done.

Councilmember Musgrove commented that she does not see the developer gaining anything differently because the City would be acquiring land in order to construct a road through that parcel.

Deputy City Administrator Gladhill stated that underwriting is not recommended because of the new version but more related to the more known costs.

Councilmember Musgrove commented that she does not fully understand the implications of underwriting.

Chairperson Riley provided additional details on the underwriting process and rate of return on the investment related to the City contribution.

Mr. Bona commented that they did two assessment projects that included City contributions, Bunker Lake and Puma, and there was never a discussion of underwriting or Capstone opening its books. He stated that they would like to continue to follow that process.

Councilmember Woestehoff stated that he was unsure that underwriting is the right process for this. He acknowledged that without the County property, this project would die because the collector road cannot go through.

Mr. Dobbs stated that when the original framework was done the required right-of-way was not known and so they understand that more details are known at this time. He stated that he has a lot of residential, commercial, and industrial development experience and while it makes sense to use underwriting to show benefit on commercial development it would be unrealistic to do that for residential development. He stated that he does not speak for Capstone but based on his experience in development it would not make sense for Capstone to open its books for underwriting.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approve the alternate cost share framework without the underwriting.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff. Voting No: None.

### **5.03: Consider Water Treatment Plant Site Selection Recommendation**

City Engineer Westby reviewed the staff report and stated that engineering and public works staff recommend locating the proposed water treatment plant (WTP) on the Public Works Site due to that site having the lowest estimated construction cost; the ability to maintain control over the cemetery access road; the ability to most cost-effectively share security infrastructure, an emergency generator, and garage space; and significant operational efficiencies and cost savings of the life of the WTP. Staff also recommends proceeding with the proposed WTP construction in as timely a manner as possible to ensure the City is able to continue to provide water in compliance with Minnesota Department of Health (MDH) health based values (HBV) for manganese. The City has been running only two to four municipal wells to supply water to the City since the summer of 2019, meaning these wells are constantly in operation and are not able

to be rested or taken off-line for routine maintenance. If the City elects to move forward with constructing a WTP in a timely manner, it could be operational by spring of 2023. On January 7<sup>th</sup>, the Planning Commission unanimously recommended City Council approval of the Public Works Site for the proposed WTP. On January 14<sup>th</sup>, the Economic Development Authority unanimously recommended approval of the Public Works Site for the proposed WTP.

Deputy City Administrator Gladhill stated that public works prefer the east side of the site for access to the cemetery. He stated that in terms of EDA this is the best site for economic development, but the economy is in a much different position than it was, and this site provides the most overall benefit.

Councilmember Musgrove commented that this seems to be well thought out and this site seems to be the best location. She agreed that it would make the most sense to use the public works site because of the efficiencies identified in the report. She referenced the funding for the added project costs and whether that could come from the same funding source even though those are ancillary uses.

City Engineer Westby stated that this would all be part of constructing the WTP and therefore all the funding could be used for that purpose.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of the Public Works Site for the proposed Water Treatment Plant.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff. Voting No: None.

**5.04: Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for Riverdale Drive Reconstruction, Improvement Project #21-00**

City Engineer Westby reviewed the staff report and recommendation to recommend approval of plans and specifications and authorization to advertise for bids for Riverdale Drive Reconstruction, Improvement Project #21-00. Staff recommendations include not constructing concrete sidewalk south of Riverdale Drive as part of this project, and not constructing the Mississippi River observation deck as part of this project.

Councilmember Musgrove asked for additional details as it relates to the Ramsey Gateway Highway 10 improvements.

City Engineer Westby provided additional details noting that design alternatives are being reviewed for the Ramsey Gateway project, and identified the construction limits on the east end of Riverdale Drive, which could then be tied into the Highway 10 project in the future.

Councilmember Musgrove commented that the Highway 10 plans are still being finalized.

City Engineer Westby noted that the proposed termination of the road would align as closely as possible with the Ramsey Gateway Highway 10 plans.

Councilmember Musgrove referenced the section of road for the townhome section, west of Feldspar Street, and asked the width of that segment and whether that would match in terms of width and lanes to the new road east of Feldspar Street.

City Engineer Westby replied that is a narrower segment and this segment would be about four feet wider. He identified the placement of the trail and noted that the lanes would align even with the different widths.

Chairperson Riley asked the amount of MSA funds the City has been receiving.

City Engineer Westby replied that the City received around \$1,600,000 last year in total for construction and maintenance. He confirmed that all previous loans have been paid back and therefore any MSA funds received moving forward will be available for projects. He noted that they are estimating less in MSA funds this year because the calculation is based on road usage and there were less people on the road in 2020 due to the pandemic.

Chairperson Riley commented that 15 or 20 years ago the City borrowed money against future MSA to construct specific improvements. He noted that those funds have been paid back and the funds therefore are available for use on projects.

Councilmember Musgrove asked if the plans and specifications are typically included in cases or only upon request.

City Engineer Westby commented that if the plans and specifications are complete they could be included in the case, but he explained that if the plans are included in the case, they become public and anyone can access that information. He explained that if changes are made to the plans after that time, a contractor could then incorrectly base their bid on the plans that were included in the case. He stated that the plans can be presented and shared with the Council once they are fully prepared. He acknowledged that the plan development process has been hurried the past few years so Council approvals were requested while plans were being finalized but he hoped that this would be the last year because of the change in funding, which will allow Staff to start developing projects earlier in the year. He noted that the most relevant plans would be included in the presentation to the full Council when the process reaches that step.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of plans and specifications and authorization to advertise for bids for Riverdale Drive Reconstruction, Improvement Project #21-00.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff.  
Voting No: None.

**5.05: Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for 2021 Crack Seal Improvements, Improvement Project #21-06**

City Engineer Westby reviewed the staff report and recommendation to recommend approval of plans and specifications and authorization to advertise for bids for 2021 Crack Seal Improvements, Improvement Project #21-06 as crack sealing remains the most cost-effective maintenance operation available.

Chairperson Riley noted that it is scheduled to crack seal the rejuvenated section in Stanhope and asked if that would be the intended process.

City Engineer Westby noted that the projects are unrelated. He explained when the rejuvenation would typically occur and noted that once that is completed crack sealing could occur anytime.

Councilmember Musgrove stated that within the case she noticed similar lengths of area with different materials proposed and asked if that is related to the age of the street.

City Engineer Westby replied that the pounds of the material are adjusted based on the condition of the road. He stated that staff estimate the pounds that will be needed in order to address the disparity of the cracking.

Councilmember Musgrove referenced areas within the Riverstone development, noting that those are new streets and asked how those roads would already need crack sealing. She stated that when she has driven on the roads, they look really nice and she was surprised to see them on the list.

City Engineer Westby replied that staff attempts to crack seal pavements three years after construction and these roads were constructed in 2017. He commented that the cracking should be minimal, but they are attempting to be proactive in maintenance.

Councilmember Musgrove asked if other areas of the City would be more in need than this newer area.

City Engineer Westby replied that the primary focus is to be proactive with maintenance in order to keep the good streets good. He commented that some streets in the City are past the point of maintenance and staff will do something if they can, but the priority will remain on extending the lifespan of the new roads.

Councilmember Howell asked how staff determines that quality work will be received from bids.

City Engineer Westby replied that experience is the best teacher, noting that typically the City receives bids from the same contractors that they know to do a good job. He stated that if a contractor is not known, staff reaches out for input from other municipalities to determine if there have been past issues. He stated that very rarely does the City find a contractor they do not want to work with. He stated that the City is typically required to award to the low bidder. He noted that there are specifications and the minimum requirements that a low bidder must meet.

Chairperson Riley stated that the City has become strict on inspections to ensure that road is built to specification.

Councilmember Musgrove referenced the MSA roads included for crack seal and asked if that would be funded through crack seal or MSA funds.

City Engineer Westby replied that crack seal funds budgeted are historically used for crack sealing, regardless of whether a road is an MSA road. He stated that the intent is to use MSA funds for reconstruction or overlay projects.

Councilmember Musgrove asked if additional crack seal work would be anticipated later this year using MSA maintenance dollars.

City Engineer Westby replied that the budget for this year uses the MSA funds for reconstruction and overlay projects.

Councilmember Musgrove asked for details on the 14 percent indirect costs associated in the case. She also asked for details on the consortium that exists for road improvements.

City Engineer Westby replied that he could bring additional information back to the group related to the consortium. He stated that Ramsey is not a partner city, but he is on the email list and receives shared information. He believed there were currently 11 members in the consortium with Coon Rapids leading the group and organized maintenance activities. He stated that Ramsey has been watching the consortium to determine if they should join for maintenance, but thus far Ramsey has received lower bids, including the 14 percent indirect costs which includes plan preparation and inspection. He noted that being independent also allows for greater flexibility in scheduling the work, which can benefit abutting property owners.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council approval of plans and specifications and authorization to advertise for bids for 2021 Crack Seal Improvements, Improvement Project #21-06.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Woestehoff and Musgrove. Voting No: None.

**5.06: Consider Recommending City Council Approval of Resolution Adopting Minimum Requirements for Public Utilities Installed in Public Right-of-Ways and Easements**

City Engineer Westby reviewed the staff report and recommendation to approval of a resolution adopting minimum requirements for public utilities installed in public right-of-way and easements.

Chairperson Riley stated that he likes where this is headed. He asked if this were in place would it be hamstringing the City and future developers.

City Engineer Westby replied that the City prefers gravity sewer, and the Riverwalk site was too low to make that work. He reviewed the different options that could be used and noted that the developer chose the cheapest route with the intent of the developer maintaining that line. He stated that if that option were chosen in a future development, one lift station would need to be created with a pressurized system going to the gravity system. He recognized that there would be additional cost to a developer for that.

Councilmember Woestehoff asked if this is something that should be run by EDA and the Planning Commission before going before the Council.

Chairperson Riley commented that this is more of a policy decision.

Councilmember Woestehoff stated that there are sites that may fall into this category and as a previous member of the Planning Commission he did not recall this being an issue when Riverwalk was proposed.

Deputy City Administrator Gladhill explained that the core function of the EDA is business retention and subsidy, and this level of detail is not intended to be a function of the Planning Commission. He commented that additional feedback could be gathered from those groups, but Public Works Committee would be the appropriate group to review this and make a recommendation to the Council.

Councilmember Musgrove commented that as part of this draft resolution, perhaps the excluded areas of the City should be listed. She asked if Riverwalk would be the only development of that nature.

City Engineer Westby replied that there are numerous undeveloped parcels that would fall into this category and require some level of a pressurized system to reach the City system.

Councilmember Musgrove clarified that she did not want to misconstrue that this action would make the City responsible for any other systems.

Chairperson Riley stated that the language is generic in utility and trunk lines and asked if that would accurately cover water and sewer.

City Engineer Westby replied that it is his understanding that it is the intent of the City to maintain infrastructure under the roadway and/or right-of-way and therefore the City would want to ensure that the pipes are adequately sized.

Chairperson Riley asked if there would be a downside.

City Engineer Westby replied that he did not notice a downside but would double check with Public Works Superintendent Riemer before bringing this forward to Council. He noted that this was intended to be a starting point and therefore broad language was used and confirmed that staff would verify to ensure that the City would not be at risk.

Councilmember Musgrove asked if a resolution is needed or whether the City simply needs to update the policy/designs.

Deputy City Administrator Gladhill stated that having the backing of the Council through resolution helps with developer discussions. He stated that the language is broad enough yet specific enough for negotiations and code enforcement.

City Engineer Westby replied that the Council does not adopt the design standards per se, therefore the resolution provides the policy direction to guide those standards.

Deputy City Administrator Gladhill explained that this direction and policy from the Council is helpful on the front end to prevent a situation like Riverwalk from occurring.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of a resolution adopting minimum requirements for public utilities in public right-of-way and easements as discussed.

Further discussion: Chairperson Riley commented that if staff feels that additional language is needed for the resolution it should be added as discussed. Councilmember Woestehoff commented that he would be comfortable with staff making the amendments in line with the discussion.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Woestehoff. Voting No: None.

## **6. COMMITTEE / STAFF INPUT**

### **6.01: Staff Updates on Improvement Projects and Items of Interest**

City Engineer Westby provided an update on current and proposed City, County and MnDOT improvement projects and studies and other items of interest to the Committee.

### **6.02: Review Future Topics Calendar**

City Engineer Westby stated that staff is doing its best to reach the topics on the list once other projects are cleared off.

Councilmember Musgrove asked if any of the projects on the list would qualify for Watershed Based Funding.

City Engineer Westby stated that staff will look through the CIP to determine if any of the projects would qualify.

## **7. ADJOURNMENT**

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:23 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Grant Riemer". The signature is fluid and cursive, with a long horizontal stroke at the end.

---

Grant Riemer  
Public Works Superintendent

Drafted by Amanda Staple  
*TimeSaver Off Site Secretarial, Inc.*

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**CITY COUNCIL  
CITY OF RAMSEY  
ANOKA COUNTY  
STATE OF MINNESOTA**

The Ramsey City Council conducted a regular meeting on Tuesday, January 26, 2021, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Mayor Mark Kuzma  
Councilmember Chelsee Howell  
Councilmember Debra Musgrove  
Councilmember Chris Riley  
Councilmember Dan Specht  
Councilmember Matt Woestehoff

Members Absent: None

Also Present: City Administrator Kurtis Ulrich  
Police Chief Jeff Katers  
Deputy City Administrator Timothy Gladhill  
City Engineer Bruce Westby  
Economic Development Manager Sean Sullivan

**1. CALL TO ORDER**

Mayor Kuzma called the regular meeting of the Ramsey City Council to order at 7:10 p.m., followed by the Pledge of Allegiance led by Mayor Kuzma.

City Administrator Ulrich read a statement related to the COVID-19 pandemic and local state of emergency. In declaring this Local State of Emergency, the City of Ramsey has determined that in person meetings and meetings conducted under Minnesota Statutes Section 13D.02 are not practical or prudent because of the declared health pandemic emergency.

**2. PRESENTATION**

There were none.

**3. CITIZEN INPUT**

None.

**4. APPROVE AGENDA**

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

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Riley, Musgrove, Howell, Specht, and Woestehoff. Voting No: None.

## **5. CONSENT AGENDA**

Motion by Councilmember Woestehoff, seconded by Councilmember Howell, to approve the following items on the Consent Agenda:

- 5.01: Note the Following Boards, Commissions and Committee Meeting Minutes:
- Planning Commission Meeting Minutes dated November 5, 2020
  - Planning Commission Meeting Minutes dated December 3, 2020
  - Economic Development Authority Meeting Minutes dated November 12, 2020
  - Park and Recreation Commission Meeting Minutes dated November 12, 2020
  - Public Works Committee Meeting Minutes dated November 17, 2020
- 5.02: Approve the following Meeting Minutes:
- 1) City Council Work Session dated January 12, 2021
  - 2) City Council Regular dated January 12, 2021
- 5.03: Approve Rental Licenses
- 5.04: Award Sign Addition for Loral I Armstrong Delaney Ramsey Central Park
- 5.05: Adopt Resolution #21-033 Approving Cash Disbursements Made and Authorizing Payment of Accounts Payable Invoicing Received During the Period of January 7, 2021 through January 20, 2021
- 5.06: Adopt Resolution #21-014 Approving an Interim Use Permit for Storage Containers and Gravel Parking at 8049 146<sup>th</sup> Avenue NW (Project 20-137); Case of JBR Ramsey, LLC on behalf of Richard Lee
- 5.07: Adopt Resolution #21-024 Prohibiting Parking on Riverdale Drive between Feldspar Street and Sunfish Lake Boulevard for Improvement Project #21-00
- 5.08: Adopt Resolution #21-025 Approving Second Amendment to Purchase Agreement and Right of Re-Entry Agreement with Gigi's Salon and Spa, Inc. (Portions of case may be closed to the public)
- 5.09: Adopt Resolution #21-028 Authorizing Partial Payment #4 to RJM Construction for Improvement Project #20-07 New Public Works Facility
- 5.10: Adopt Resolution #21-029 Authorizing Final Payment to Northern Lines Contracting, Inc. for Improvement Project #18-09, COR Infiltration Basin Improvements
- 5.11: Adopt Resolution #21-032 Authorizing Partial Payment #6 to Park Construction for Improvement Project #20-01, Variolite Street Reconstruction Project
- 5.12: Adopt Resolution #21-034 to Approve the City's 2021 Union Contracts for LELS Patrols and LELS Sergeants
- 5.13: Adopt Resolution #21-035 Directing Staff to Subject the 2021 Pay Equity Report

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Woestehoff, Howell, Musgrove, Riley, and Specht. Voting No: None.

## **6. PUBLIC HEARING**

There were none.

## **7. COUNCIL BUSINESS**

### **7.01: Adopt Resolution #21-027 Approving Request for Interest (RFI) for a Dynamic Display Billboard for Retail Advertising on Highway 10 Near The COR**

Economic Development Manager Sullivan reviewed the staff report and recommendation of the EDA that the City Council begin a process seeking interest in construction of a dynamic display billboard on Highway 10.

Councilmember Riley referenced the cost of the sign and asked if that would be funded through private investment rather than by the City.

Economic Development Manager Sullivan confirmed that the City would ask the developer to incur the cost.

Councilmember Woestehoff asked if the sign would meet the current requirements for average signage if it were located on private property.

Economic Development Manager Sullivan stated that included in the RFI there is language related to adjusting or working within the sign ordinance. He commented that he would imagine that the City would need to potentially tweak the regulation if it makes sense.

Councilmember Musgrove stated that she believes this action would be premature. She asked if the plan would be for this to be located on private or public land.

Economic Development Manager Sullivan commented that the City would be asking these companies to provide suggestions as to the best placement of the sign. He stated that the goal would be to have companies present information that the City could evaluate, and this would not commit the City to any action.

Deputy City Administrator Gladhill stated that the design process for Highway 10 will provide a better understanding of the right-of-way needs, which could also create opportunities. He stated that he understands the concern but recognized that this process would take time and the right-of-way needs should be known by that time.

Mayor Kuzma commented that he saw the presentation at the EDA meeting, and this would really help the businesses in Ramsey to have that additional exposure opportunity and therefore he would be interested in receiving proposals.

Councilmember Musgrove asked if it would be more favorable to change the restrictions for business signage rather than having those businesses pay for space on a billboard. She asked if the sign ordinance is too restrictive.

Mayor Kuzma stated that the EDA did not discuss that and instead focused on what the dynamic sign could bring. He commented that the sign would sell to national chains but would also make advertising available on a scale that small businesses could support. He stated that this process

would identify opportunities that the City could review, and it would not bind the City to any action.

Councilmember Specht stated that he likes that the RFI states that space must be reserved for City and local advertising and asked for details on the type of advertising that the City may do.

Economic Development Manager Sullivan replied that they are open to any and all City messaging that could enhance the message the City is attempting to spread, using the example of local events that the City advertises. He stated that if the City is going to move forward, it would be important to identify City input and restrictions along with the time and space that would be reserved for Ramsey businesses. He used the example of the sign in Champlin, which identifies a minimum amount of time and space for local Champlin businesses. He stated that the City can also prohibit content that it does not feel appropriate through ordinance.

EDA Chairperson Steffen commented that bringing retail and restaurants to The COR has been a long-term goal of the EDA and Council. He stated that in the past six years the City has added rooftops and therefore he does not believe that lack of rooftops is a continued barrier that the City once faced. He noted that the Armstrong Interchange has also not been the golden ticket in attracting those types of businesses. He stated that the issue at this time seems to be related to visibility and lack of exposure. He stated that RDH has contacted almost every national retailer and restaurant in the country and continues to hear that the businesses are not interested because of the lack of exposure. He stated that this process is simply a request for information for something that would have zero cost to the City. He stated that many businesses do not have the ability to have a sign on their property, if located on the interior of The COR, that could be visible from the highway. He stated that this request for interest will answer some of the questions that have been brought forward tonight.

Councilmember Specht stated that originally, he was not a fan of this idea based on how this would look, but as he hears the feedback from staff, the EDA, and businesses, he would respect the idea of gathering more information. He stated that he will support this effort to gather additional information.

Councilmember Woestehoff stated that he agrees with the comments of Councilmembers Specht and Musgrove. He stated that he has hesitations because of the current sign regulations which do not allow billboards but is happy to entertain what this might look like and how it could help and attract businesses.

Councilmember Howell stated that she was also hesitant about this idea. She asked the radius of local businesses that would be allowed to advertise on the sign.

Economic Development Manager Sullivan commented that the sign would be available to all Ramsey businesses and not just those within The COR. He stated that whatever the design of the sign, it would be complimentary to the existing signage.

Motion by Councilmember Riley, seconded by Councilmember Woestehoff, to Adopt Resolution #21-027 Approving Request for Interest for a Dynamic Display Billboard for Retail Advertising Along Highway 10 Near the COR.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Riley, Woestehoff, Howell, and Specht. Voting No: Councilmember Musgrove.

**7.02: Adopt Resolution #21-022 Approving Plans and Specifications and Authorizing Advertisement for Bids for Riverdale Drive Reconstruction, Improvement Project #21-00**

City Engineer Westby reviewed the staff report and recommendation to adopt Resolution #21-022 approving plans and specifications and authorizing advertisements for bids for Riverdale Drive Reconstruction, Improvement Project #21-00 in accordance with the approved 2021-2030 CIP.

Councilmember Musgrove asked if it is normal to have 90 percent plans.

City Engineer Westby replied that staff would love to have 100 percent plans every time it presents to Council, but they are trying to expedite the process. He stated that typically the best bids are received during the winter (January/February) before contractors have filled their project slate for the year as that relates to better pricing. He stated that if the City waits until March/April to bid projects, it typically receives higher bids. He stated that staff is comfortable presenting these plans tonight and will have plans 100 percent complete by the bid time.

Councilmember Riley commented that the repair crew spent about three weeks on this section of road and about three weeks on Variolite, which has already been reconstructed. He stated that the rest of the City will benefit by having this section of road reconstructed as well as that frees up six weeks for patch work in other areas of the community.

Motion by Councilmember Specht, seconded by Councilmember Musgrove, to Adopt Resolution #21-022 Approving Plans and Specifications and Authorizing Advertisements for Bids for Riverdale Drive Reconstruction, Improvement Project #21-00.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Specht, Musgrove, Howell, Riley, and Woestehoff. Voting No: None.

**7.03: Adopt Resolution #21-023 Approving Plans and Specifications and Authorizing Advertisements for Bids for 2021 Crack Seal Improvements, Improvement Project #21-06**

City Engineer Westby reviewed the staff report and recommendation to adopt Resolution #21-023 approving plans and specifications and authorizing advertisements for bids for 2021 Crack Seal Improvements, Improvement Project #21-06.

Motion by Councilmember Howell, seconded by Councilmember Specht, to Adopt Resolution #21-023 Approving Plans and Specifications and Authorizing Advertisements for Bid for 2021 Crack Seal Improvements, Improvement Project #21-06.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Howell, Specht, Musgrove, Riley, and Woestehoff. Voting No: None.

**7.04: Introduce Ordinance #21-01 Amending City Code Sections 117-111 (R-1 Residential District) and 117-112 (R-2 Residential District) Clarifying Sub-Districts Based on Lot Size**

Deputy City Administrator Gladhill reviewed the staff report and recommendation of the Planning Commission to adopt Ordinance #21-01.

Councilmember Riley asked for additional information as this would appear to move 50 foot lots from R-2 to R-1.

Deputy City Administrator Gladhill replied that the Council would still dictate where the subdistrict would go through rezoning. He stated that staff was finding that the 50-foot-wide lots were not reaching the density range in R-2 and therefore it better fits in the density allowed in R-1. He confirmed that the Planning Commission held a public hearing on this issue and recommended approval.

Councilmember Musgrove asked the difference between R-1-1 and R-1-3.

Deputy City Administrator Gladhill recognized that there was a typo noting that it should state MUSA-80, MUSA-65, and MUSA-50. He stated that staff would make that correction before the ordinance comes back for adoption. He stated that by default, R-1 would remain at 80-foot-wide lots and if something less is requested, the developer would still need to go through a rezoning request.

Councilmember Musgrove stated that this references residential MUSA areas and asked if there are areas outside of that.

Deputy City Administrator Gladhill confirmed that there are other areas outside of residential MUSA that would remain unchanged.

Councilmember Specht asked if this change would make it easier for developers to request this smaller lot size.

Deputy City Administrator Gladhill stated that this change would not impact the City's ability to remain more restrictive, it simply provides another tool in the box for the City.

Councilmember Woestehoff commented that this change would clean up the zoning map and would not change anything. He noted that R-1 would become all single family, R-2 would be

townhomes, and R-3 would be condominiums. He commented that this would then be a cleaner way to describe the different zones.

Motion by Councilmember Woestehoff, seconded by Councilmember Riley, to Introduce Ordinance #21-01 Amending Article II Division 4 Section 117-89 (Districts), 117-111 (R-1 Residential District), and 117-112 (R-2 Residential District).

Further discussion: Councilmember Musgrove asked if this would be a housekeeping item to better clarify the areas. Councilmember Woestehoff stated that he views this as updating the glossary of terms. Deputy City Administrator Gladhill confirmed that this would not make any changes and would simply be more tools and placing things in the right area. He confirmed that the Council would still hold control over the ultimate land use.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Woestehoff, Riley, Howell, and Musgrove. Voting No: Councilmember Specht.

**7.05: Introduce Ordinance #21-02 Amending City Code Section 117-148 Entitled Mississippi River Corridor Critical Area**

Deputy City Administrator Gladhill reviewed the staff report and recommendation of the Planning Commission to adopt Ordinance #21-02.

Councilmember Riley commented that there is a whole neighborhood that was colored green and asked if that area would become lawful nonconforming.

Deputy City Administrator Gladhill replied that the neighborhood already conforms with the rules as it is developed under rural character. He stated that if there was a deficiency that would create lawful nonconforming, a subdistrict would be applied.

Councilmember Riley stated that he would not be ready to move forward until there is more time to digest the information and the ramifications of these decisions.

Councilmember Musgrove asked if the timing for this is part of the DNR timing or whether it is needed for Riverstone South.

Deputy City Administrator Gladhill replied that the City is required to have this adopted by the end of 2022, as he believed Ramsey is part of the second wave. He stated that the City originally did not anticipate a project coming forward, therefore Riverstone is a driving factor. He noted that the ordinance and development are under review by the DNR. He stated that staff is attempting to meet the schedule of the developer.

Councilmember Musgrove stated that she would also have concerns moving forward tonight and would like additional time to review the information and what it would mean for the City of Ramsey and the impacted developments. She stated that she does not want to deter development but wants to ensure the best decisions are made.

Deputy City Administrator Gladhill confirmed that staff would welcome additional time for review. He stated that the Council could postpone this discussion and forward this to a future worksession.

Motion by Councilmember Riley, seconded by Councilmember Musgrove, to postpone Ordinance #21-02 Amending City Code Section 117-148 Entitled Mississippi River Corridor Critical Area and forward it to a future worksession.

Further discussion: Councilmember Specht asked if postponing this action would impact the Riverstone South development. Deputy City Administrator Gladhill provided an update on the case on tonight's agenda and noted that action could still occur tonight. He stated that there is additional time before the Council reviews the Preliminary Plat.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Riley, Musgrove, Howell, and Specht. Voting No: Councilmember Woestehoff.

#### **7.06: Receive Request from Planning Commission to Reconsider Bowers Drive Connection**

Planning Commissioner Randy Bauer reviewed the staff report and stated that upon a vote of 3-2, the Planning Commission recommended that the City Council reconsider the connection to Bowers Drive, at some form, for public safety reasons. He asked for input from members of public safety and/or public works related to their concerns for not having a second access on Bowers Drive because that was the driving force behind the Planning Commission recommendation.

Police Chief Katers replied that public safety has been consistent in their recommendations for access. He stated that for police, two accesses are better than one and connection between neighborhoods is good. He believed that fire also requires adequate turning radius and dedication of fire access roads. He commented that for public works it is easier to plow a through street rather than a dead end. He stated that he fully understands that this is a nonconforming existing residential neighborhood and that the residents are opposed to this connection.

Councilmember Musgrove stated that she appreciates the concern from the members of the Planning Commission, but when this previously came forward to the City Council through a public hearing, the Council agreed that the development should move forward without that second access. She asked how many Bowers Drive residents are aware that this is up for discussion tonight, noting that she would hate to make a decision on this without allowing those residents to again provide input. She commented that her position on this issue has not changed.

Deputy City Administrator Gladhill stated that the steps prior to this point have been concept planning and setup for Preliminary Plat review. He stated that the Planning Commission held the full public hearing and its last review of the project, therefore the Commission can make that recommendation as they are a recommending body. He stated that staff did not choose to notify the public for this discussion. He stated that if the decision of the Council changes, the residents would again be notified for the next review. He stated that if the Council chooses to take no action and move forward without that additional connection, that would be fine.

Councilmember Specht commented that he has received phone calls with concern over a second connection and many residents spoke at the last public meeting expressing their concerns. He stated that his position remains unchanged.

Motion by Councilmember Specht, seconded by Councilmember Howell, to affirm the previous direction of the Council to not require a second connection to Bowers Drive.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Specht, Howell, Musgrove, Riley, and Woestehoff. Voting No: None.

Deputy City Administrator Gladhill confirmed that this action reaffirms the previous direction of the Council and would most likely satisfy the Bowers Drive residents that may be present at the meeting tonight.

Councilmember Specht acknowledged that residents took time out of their night to attend and welcomed any input they may wish to provide.

Carol Larson, 14480 Bowers Drive, commented that she has been a resident on Bowers Drive for nearly 57 years and has seen many changes. She stated that adding 12 homes to Bowers Drive has added a significant amount of traffic and many young children. She stated that she was concerned that level of traffic and pedestrian traffic would increase significantly if Bowers Drive were connected to Riverstone South which would create a safety issue. She was thankful that the Council is not accommodating that connection. She thanked the Council for its continued support.

**7.07: Consider Preliminary Approvals Related to Riverstone South; Case of Capstone Homes/Riverstone Development**

- 1. Adopt Resolution #21-015 Approving Comprehensive Plan Amendment from Low Density Residential to Medium Density Residential for Detached Townhome Section**
- 2. Introduce Ordinance #21-03 Approving Zoning Amendment from R-1 Residential (MUSA – 80) District to R-1 Residential (MUSA – 65) District, R-1 Residential (MUSA – 50) District and R-2 Residential (Detached Townhome) District**

Deputy City Administrator Gladhill reviewed the staff report and recommendation of the Planning Commission to approve the Comprehensive Plan Amendment and Zoning Amendment. For future reference, the Planning Commission recommends approval of the Preliminary Plat at a future date following completion of the required EAW and with the contingencies noted in the case.

Councilmember Specht commented that this is a good plan and an area that can accommodate smaller lots, especially in the area near the solar farm. He believed that this is a good compromise for the adjacent residents of Bowers Drive and supports the changes.

Councilmember Howell stated that she is concerned with the smaller lot sizes. She commented that she recognizes that this is a compromise and likes the acreage that would be set aside but is concerned with the City's ability to maintain that and therefore is hesitant to support this.

City Administrator Ulrich clarified that the second action would be to introduce the ordinance rather than adopt it tonight.

Motion by Councilmember Specht, seconded by Councilmember Riley, to Introduce Ordinance #21-03 Amending Section 117-90 “Map” of Chapter 117 of the City Code of Ramsey, Minnesota, and Adopt Resolution #21-015 Granting Comprehensive Plan Amendment Approval, Preliminary Plat Approval and Determining that an Environmental Impact Statement is not Necessary for Riverstone Addition.

Further discussion: Councilmember Musgrove asked if the right action would be to introduce both items. Deputy City Administrator Gladhill confirmed that the recommended action in the case and as proposed is correct, to introduce the ordinance and adopt the resolution.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Specht, Riley, Musgrove, and Woestehoff. Voting No: Councilmember Howell.

**7.08: Approve Revised Cost Share Framework for Riverdale Drive Extension Improvement Project Related to Riverstone South; Case of Capstone Homes and Pearson Properties of Ramsey**

Deputy City Administrator Gladhill reviewed the staff report and recommendation of the Public Works Committee to approve the revised Cost Share Framework without the need for financial underwriting. The Public Works Committee feels that a contribution to a collector roadway has a broader public benefit and that the revised cost share framework is close to the original framework originally approved (non-binding) by the City Council and that additional underwriting is unnecessary.

Councilmember Riley commented that Public Works Committee had a robust discussion on this item. He noted that the previous concept split the cost into thirds between the three parties. He stated that the only change is related to the County parcel, but the cost still remains close to the one third split with the potential grant funds that could be used for that purpose. He stated that all parties continue to support the framework split as proposed.

Councilmember Musgrove asked if the City must purchase the property rather than having a right-of-way.

Deputy City Administrator Gladhill replied that the property was purchased through the RALF program with the County as the lead party for the purpose of a potential river crossing. He stated that the reaction of the County is if improvements are made to that property that aren't related to the river crossing those RALF dollars would need to be paid back. He stated that staff will continue to push on that and continue discussions.

Councilmember Musgrove asked how the solar garden interplays with that. She commented that she has a hard time with the County land being a hurdle. She recognized that if the parcel is required to be purchased, the City could have additional revenue potential from development in the future.

Deputy City Administrator Gladhill replied that the solar farm is a lease, similar to City leases that exist within properties the City purchased with RALF funds. He stated that right-of-way would be acquisition, which is different than a lease. He stated that the County does not have funds to contribute through its capital improvement plan and therefore their solution was that the City purchase the land to provide that connection for the roadway.

City Administrator Ulrich noted that the draft resolution was not included in the case and the motion would actually be to approve the revised Cost Share Framework as outlined in alternative 6A.

Councilmember Specht asked if more details for the road layout would be identified in the future.

Deputy City Administrator Gladhill confirmed that this is a conceptual higher level planning layout and details would be determined as this continues to progress.

Motion by Councilmember Specht, seconded by Councilmember Woestehoff, to Approve the Revised Cost Share Framework for the Riverdale Drive Extension Related to Riverstone South as described in alternative 6A.

Motion carried. Voting Yes: Mayor Kuzma, Councilmembers Specht, Woestehoff, Musgrove, and Riley. Voting No: Councilmember Howell.

## **8. MAYOR, COUNCIL AND STAFF INPUT**

City Administrator Ulrich announced upcoming meetings and events.

Councilmember Specht encouraged people to try the Police Citizens Academy, noting that it is an amazing opportunity.

## **9. ADJOURNMENT**

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

Motion carried.

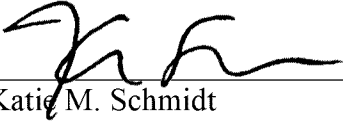
The regular meeting of the City Council adjourned at 9:02 p.m.

Respectfully submitted,



Kurtis G. Ulrich  
City Administrator

ATTEST:



---

Katie M. Schmidt  
Deputy City Clerk

Drafted by Amanda Staple  
*TimeSaver Off Site Secretarial, Inc.*

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

**Meeting Date:** 10/26/2021

**By:** Bruce Westby, Engineering/Public Works

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### Information

**Title:**

Adopt Resolution #21-304 Authorizing Assessment Agreement Preparation and Ordering Plans and Specifications for Improvement Project #20-05, Riverdale Drive Extension, Llama Street to Bowers Drive

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-304 authorizing Assessment Agreement preparation and ordering Plans and Specifications for Improvement Project #20-05, Riverdale Drive Extension, Llama Street to Bowers Drive.

**Background:**

In September of 2014, the Cities of Ramsey and Anoka, in partnership with the Minnesota Department of Transportation (MnDOT), the Anoka County Highway Department, and the Metropolitan Council, completed the Highway 10 Access Planning Study. This Study included an Implementation Plan that identified 21 proposed improvement projects along the Highway 10 corridor through Anoka and Ramsey. Each of the identified projects were prioritized in the implementation plan as immediate, short-term, mid-term, or opportunity/ development/safety driven projects.

On October 28, 2014, the Ramsey City Council adopted the Highway 10 Access Planning Study, thereby supporting the mutual goals and objectives of the various agencies to improving the operations and safety of Highway 10 in balance with local community values.

Included in the Highway 10 Access Planning Study implementation plan is project #1-1-5, which calls for Riverdale Drive to be extended between Llama Street and Bowers Drive, south of U.S. Highway 10/169, supporting future development in the immediate area. A copy of the Highway 10 Access Planning Study implementation plan is included in the application attached to this case. The application also includes a figure showing the general scope of the proposed improvements, though it is important to note that the alignment of portions of Riverdale Drive and/or Bowers Drive may be revised during final design.

City Council authorized Staff to apply for up to \$710,000 in state fiscal year 2023 grant funds through MnDOT's Local Partnership Program (LPP) per attached Resolution #21-149. The purpose of this grant program is to provide funds to assist local agencies in addressing problems on the Trunk Highway system that are of concern to local agencies but are typically not large-scale or critical enough that they are directly selected as projects in the regular MnDOT Road Program. Selected projects must:

- Provide a clear benefit to the Trunk Highway system as well as to the local community
- Be developed and administered by the local agency
- Have preliminary design, final design, right-of-way and utility relocation costs (as appropriate) paid for by the Local Agency
- Be designed to MnDOT Trunk Highway standards

On September 3rd MnDOT notified City Staff that the City was awarded \$612,000 in LPP grant funding, which is \$98,000 less than the full amount requested.

The City has since accepted these funds via Resolution #21-267. Projects that are awarded funding must be let by June 30, 2023.

Since LPP funds are only issued to the City at the time the project is substantially complete, the City must carry all project costs to be paid through LPP funds until the project is considered substantially complete and payment can be processed.

Because LPP grant funds are being utilized as source of funding these improvements, MnDOT will require a significantly more complex plan review process that will extend the anticipated plan approval schedule to the summer of 2022. This means these improvements may not be substantially complete until the fall of 2022. However, this is a worse case scenario and Staff will work with MnDOT to streamline this schedule as much as possible.

**Notification:**

Notifications are not required for this case.

**Time Frame/Observations/Alternatives:**

**Observations:**

The extension of Riverdale Drive between Llama Street and Bowers Drive is needed to support future development in this area. Capstone Homes currently proposes to begin construction in 2022 on the first phase of Riverstone South, a 244-unit residential development east of Bowers Drive and south of U.S. Highway 10/169.

Commercial development is also proposed in the area between U.S. Highway 10/169 and the proposed extension of Riverdale Drive. These developers have preliminarily agreed to share in the costs to extend Riverdale Drive due to the benefit they will receive from the improvements.

A cost share framework between the City and these two developers is being considered for approval earlier this evening by the City Council. If Council approves of the cost share framework, an Assessment Agreement must be prepared to capture the costs from one or both developers. Staff proposes to prepare the Assessment Agreement with the assistance of the new City Attorney, and to bring the Assessment Agreement back for future Council approval, before bids are accepted and a contract for construction is awarded.

Upon Council adoption of Resolution #21-267, Staff will submit a copy of the executed resolution to MnDOT formally acknowledging the City's acceptance of the awarded grant funds.

**Alternatives:**

Alternative #1:

Motion to adopt Resolution #21-304 authorizing Assessment Agreement preparation and ordering Plans and Specifications for Improvement Project #20-05, Riverdale Drive Extension, Llama Street to Bowers Drive.

Alternative #2:

Motion of other.

**Funding Source:**

Bolton and Menk, Inc. prepared and submitted the attached proposal for preparing plans and specifications for Improvement Project #20-05, Riverdale Drive Extension, Llama Street to Bowers Drive, at a not-to-exceed fee of \$89,024, which is included in the indirect project costs and will be shared among the project funding partners per the approved cost share framework.

**Recommendation:**

On October 19, 2021, the Public Works Committee discussed this and unanimously recommended City Council approval of the cost share framework and preparing an Assessment Agreement to capture the developer's cost shares.

Staff recommends alternative #1.

**Outcome/Action:**

Adopt Resolution #21-304 authorizing Assessment Agreement preparation and ordering Plans and Specifications for Improvement Project #20-05, Riverdale Drive Extension, Llama Street to Bowers Drive.

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**Attachments**

ACTION: Resolution #21-304

BMI Proposal IP2005

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**Form Review**

**Inbox**

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 10/21/2021

**Reviewed By**

Kurt Ulrich

**Date**

10/21/2021 03:55 PM

Started On: 10/16/2021 02:45 PM

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-304**

**RESOLUTION AUTHORIZING ASSESSMENT AGREEMENT PREPARATION AND ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT #20-05, RIVERDALE DRIVE EXTENSION, LLAMA STREET TO BOWERS DRIVE**

**WHEREAS**, existing Riverdale Drive between Sunfish Lake Boulevard and Armstrong Boulevard functions as the south frontage road to U.S. Highway 10/169; and

**WHEREAS**, the City of Ramsey proposes to extend Riverdale Drive between Llama Street and Bowers Drive to extend the south frontage road system south of U.S. Highway 10/169 to Bowers Drive; and

**WHEREAS**, this improvement project is consistent with the goals and objectives of the Highway 10 Access Planning Study completed in 2014 in partnership between the Minnesota Department of Transportation (MnDOT) and the Anoka County Highway Department, and broadly supported by partnering agencies including the City of Anoka, City of Ramsey, Anoka County, MnDOT, and the Metropolitan Council; and

**WHEREAS**, the City represents that the proposed extension of Riverdale Drive between Llama Street and Bowers Drive meets the requirements of the Local Partnership Program (LPP) thereby allowing the project to receive LPP grant funding up to the maximum award amount of \$710,000; and

**WHEREAS**, the City has the capability to adequately fund its local cost share for this improvement project; and

**WHEREAS**, additional funding for this work is proposed to be paid by developers of abutting private properties through a mutually agreeable Assessment Agreement; and

**WHEREAS**, the City agrees to comply with all applicable laws and regulations as stated in the grant agreement; and

**WHEREAS**, the City has the necessary capabilities to adequately develop, implement, manage, and maintain this public improvement project; and

**WHEREAS**, on September 3, 2021, MnDOT notified the City it was awarded \$612,000 in funding through MnDOT's fiscal year 2023 Metro Local Partnership Program for use in funding a portion of the costs to extend Riverdale Drive between Llama Street and Bowers Drive, designated as Improvement Project #20-05; and

**WHEREAS**, the City received a professional services proposal from Bolton & Menk,

Inc. to prepare final plans and specifications and administer bids for said improvements.

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

1. The Mayor and City Administrator are hereby authorized and directed to enter into a contract with Bolton & Menk, Inc. for said professional services for and on behalf of the City of Ramsey.
2. The City Engineer is hereby authorized and directed to prepare an Assessment Agreement to be presented to the City Council for approval before the City Council is requested to accept bids and enter into a construction contract to extend Riverdale Drive between Llama Street and Bowers Drive under Improvement Project #20-05 for and on behalf of the City of Ramsey.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

\_\_\_\_\_  
Mayor

**ATTEST:**

\_\_\_\_\_  
City Clerk



Real People. Real Solutions.

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

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

October 21, 2021

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

RE: Proposal for Engineering Services - Riverdale Drive Improvement Project

Dear Mr. Westby:

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

## SCOPE

The City is anticipating construction of the improvements in two phases, with the public utility portion of the project being completed prior to the roadway related improvements. This is due to the length of time required to obtain MnDOT approvals associated with Local Partnership Program (LPP) funding. The proposed improvements will be generally as described below:

- Riverdale Drive construction from Llama Street to Bowers Drive,
- Trails, sidewalks, landscaping and lighting improvements (to be determined),
- Closure of the median crossing and extension of the eastbound right turn lane at Bowers Drive could be completed to strengthen the funding application.

A figure is attached depicting the roadway improvements.

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

- **Local Partnership Program Funding:** The following documents will be prepared and submitted in accordance with funding program requirements: Quality Management Process, Transportation Management Plan, electronic as-builts, Historical/Archeological Review Request, and Project Schedule (following MnDOT template).
- **A topographic survey:** Survey will be completed during the Trunk Utility Phase of the project and will be used for roadway design.
- **Geotechnical:** Borings will be completed during the Trunk Utility Phase of the project and will be used for roadway design.
- **Preliminary Design:** Considerations will include the following:
  - Roadway alignment,
  - Improvements along TH 10, and
  - Extent of trail, sidewalk, landscaping, and lighting improvements.

- The **Right-of-Way**: We will continue to assist the City as needed.
- **State Aid formatted plans and specifications**, including plan review checklist, drainage calculations, and pavement designs are required. The signature block will follow the Municipal Agreement format.
- The anticipated **roadway plan set** will include the following 63 sheets:
  - Title (1 sheet),
  - Legend (1 sheet),
  - Estimated Quantities/Standard Plates (1 sheet),
  - Tabulations (2 sheets),
  - Alignment Plan and Tabulation (2 sheets),
  - Typical Sections (1 sheet),
  - Construction Details and Phasing (5 sheets),
  - MnDOT Standard Plan Sheets (16 sheets),
  - Intersection and Pedestrian Ramp Details (2 sheets),
  - Storm Water Pollution Prevention Plan (3 sheets),
  - Erosion and Sediment Control (2 sheets),
  - Existing Conditions & Removals (2 sheets),
  - Riverdale Drive Plan and Profile – Watermain and Sanitary Sewer (3 sheets),
  - Riverdale Drive Plan and Profile – Street and Storm Sewer (3 sheets),
  - Collins Drive Plan and Profile – Street and Storm Sewer (1 sheet)
  - Bowers Drive Plan and Profile – Street and Storm Sewer (1 sheet),
  - TH10 Median and Turn Lane Removals (3 sheets),
  - Traffic Control Plan (1 sheet),
  - Storm Sewer Pond Grading (1 sheet),
  - Signage & Striping (2 sheets), and
  - Cross-Sections (10 sheets).

As noted above, the roadway plans will include the utility plan sheets for reference.

The above sheet listing assumes work on TH 10 will be performed with shoulder closures per the Field Manual for Temporary Traffic Control Zone Layouts, and no project specific traffic control layouts will be created.

Construction related services such as staking, administration and observation are not included in this proposal. A separate proposal can be submitted once the extent and timing of the improvements is finalized.

## **SCHEDULE**

We anticipate preparing both trunk utility plans and roadway plans simultaneously. We anticipate the City utility plans to be bid allowing for construction in the spring of 2022. Roadway construction most likely won't occur until late summer of 2022 after MnDOT approvals have been received on the plans.

## **PERMITTING AND APPROVALS**

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

Bruce Westby, P.E.  
October 21, 2021  
Page 3 of 3

- State Aid/Municipal Agreement Approvals,
- Lower Rum River Watershed Management Organization (Stormwater and Erosion Control), and
- MPCA (NPDES – Construction Stormwater General Permit).

## **FEES**

We have attached a fee spreadsheet depicting hours, rates, and total compensation on a per task basis.

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

Sincerely,

**Bolton & Menk, Inc.**



**Kevin P. Kielb, P.E.**  
Project Manager

## ATTACHMENTS:

- Improvements Exhibit
- Detailed Fee Spreadsheet

# RIVERDALE DRIVE

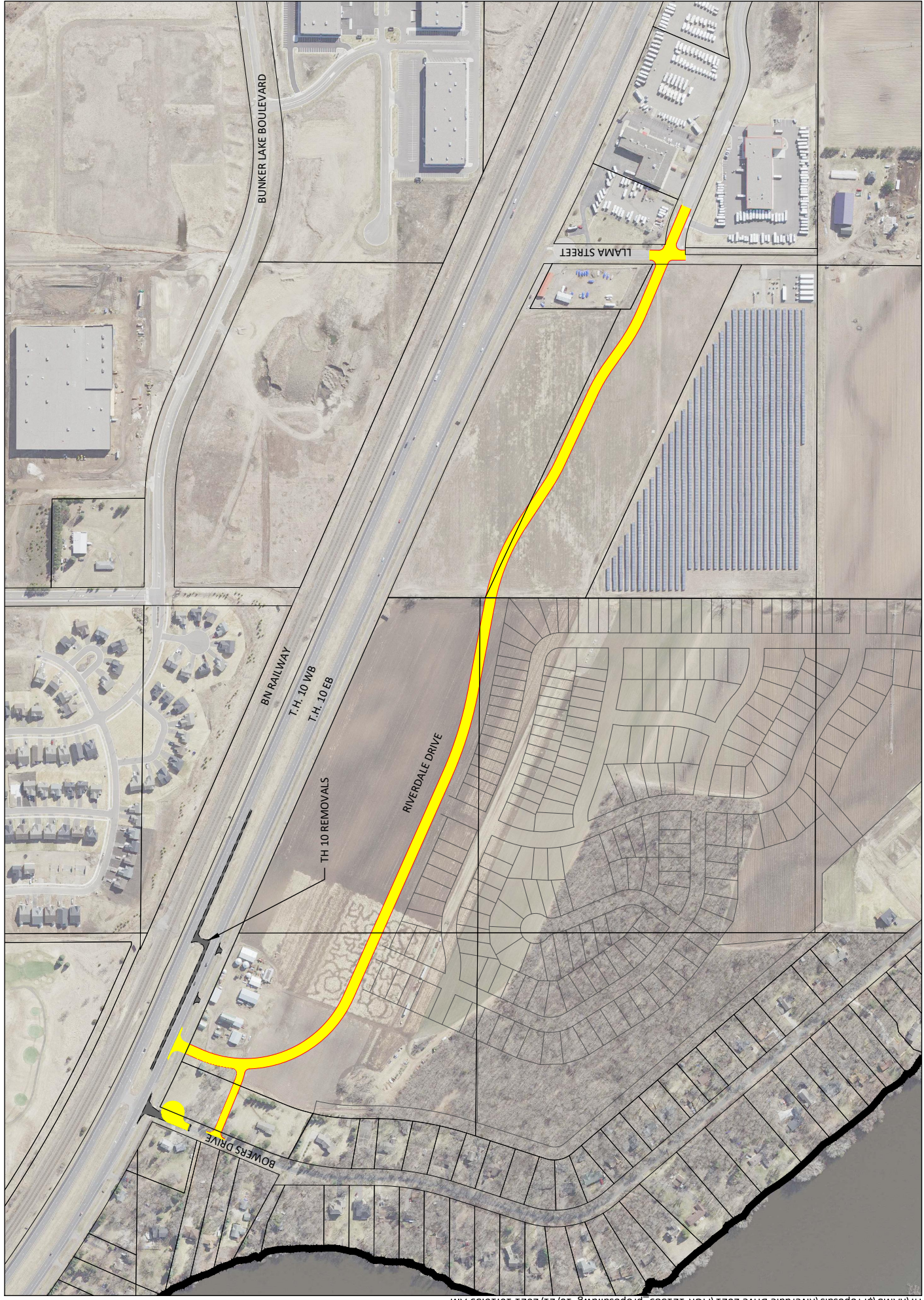
CITY OF RAMSEY

# ROADWAY IMPROVEMENTS

OCT 2021



# BOLTON & MENK



## Fee Proposal

CLIENT: City of Ramsey PROJECT: Riverdale Drive Roadway Improvements	<b>BOLTON &amp; MENK, INC.</b>						
WORK TASK DESCRIPTION	Project Manager	Senior Designer	Designer	Surveyor	Clerical	Total Hours	Cost

### Final Design and Bidding

1.0 Local Partnership Program Related Submittals	8	40	16	0	4	68	\$9,832
3.0 Preliminary Design	8	8	24	0	2	42	\$6,068
4.0 Roadway Base Plan Set	4	50	64	0	8	126	\$17,198
7.0 TH 10 Related	24	16	40	44	4	128	\$19,680
8.0 Tables, Details, Estimate and Submittal Materials	4	16	80	0	4	104	\$14,020
9.0 Specifications and MnDOT Special Provisions	2	24	0	0	6	32	\$4,410
10.0 Reviews and Approvals	2	16	40	0	2	60	\$8,170
11.0 Permitting	2	16	20	0	4	42	\$5,710
13.0 Bidding Services	4	12	8	0	4	28	\$3,936
Subtotal Bolton & Menk	<b>58</b>	<b>198</b>	<b>292</b>	<b>44</b>	<b>38</b>	<b>630</b>	<b>\$89,024</b>

<b>TOTAL for Design through Bidding</b>	<b>\$89,024</b>
---	-----------------

**CC Regular Session**

7. 4.

**Meeting Date:** 10/26/2021

**By:** Bruce Westby, Engineering/Public Works

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**Information**

**Title:**

Adopt Resolution #21-305 Ordering Plans and Specifications for Improvement Project #22-05, Riverdale Drive Trunk Utility Improvements, Llama Street to Bowers Drive

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-305 ordering Plans and Specifications for Improvement Project #22-05, Riverdale Drive Trunk Utility Improvements, Llama Street to Bowers Drive.

**Background:**

The case is need to prevent the long plan review schedule required for Improvement Project #20-05, Riverdale Drive Extension, Llama Street to Bowers Drive, as outlined in the previous case, from unnecessarily delaying construction of the proposed Riverstone South residential development.

Since LPP funds are being utilized as source of funding for Improvement Project #20-05, MnDOT requires a significantly more complex plan review process that will extend the anticipated plan approval schedule for that project to the summer of 2022, meaning construction of those improvements may not occur until late summer or fall of 2022.

To better facilitate the proposed construction schedule for Riverstone South, the trunk utilities work (Improvement Project #22-05) is being pulled out of Improvement Project #20-05, which will prevent the trunk utility plans from needing to run through the same MnDOT LPP plan review process, thereby allowing this work to be bid this winter and constructed next spring/early summer.

This work is expected to take up to 8 weeks to construct, including the lift station within the Riverstone South plat. Staff will work to properly coordinate this trunk utility work with the developers private utilities work.

**Notification:**

Notifications are not required for this case.

**Time Frame/Observations/Alternatives:**

**Observations:**

The extension of Riverdale Drive between Llama Street and Bowers Drive is needed to support future development in this area. Capstone Homes currently proposes to begin construction in 2022 on the first phase of Riverstone South, a 244-unit residential development east of Bowers Drive and south of U.S. Highway 10/169.

Commercial development is also proposed in the area between U.S. Highway 10/169 and the proposed extension of Riverdale Drive. These developers will pay into the trunk utility fund at the time they develop, helping to replenish the enterprise funds.

**Alternatives:**

Alternative #1:

Motion to adopt Resolution #21-305 ordering Plans and Specifications for Improvement Project #22-05, Riverdale Drive Trunk Utility Improvements, Llama Street to Bowers Drive.

Alternative #2:  
Motion of other.

**Funding Source:**

Bolton and Menk, Inc. prepared and submitted the attached proposal for preparing plans and specifications for Improvement Project #22-05, Riverdale Drive Trunk Utility Improvements, Llama Street to Bowers Drive, at a not-to-exceed fee of \$171,205, which is included in the indirect project costs and will be paid for using utility enterprise funds, which will be paid back through the collection of trunk utility fees at the time of development. An alternate fee is included in BMI's proposal to prepare plans and specifications for constructing a watermain loop between the south and north sides of Highway 10 in the area of Puma Street at an estimated cost of \$16,865. This loop is included in the City's Comprehensive Water Supply Plan, though it could be constructed at a different time.

**Recommendation:**

Staff recommends alternative #1.

**Outcome/Action:**

Adopt Resolution #21-305 ordering Plans and Specifications for Improvement Project #22-05, Riverdale Drive Trunk Utility Improvements, Llama Street to Bowers Drive.

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**Attachments**

ACTION: Resolution 21-305  
BMI Proposal IP2205

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Kurt Ulrich	Kurt Ulrich	10/21/2021 04:22 PM
Form Started By: Bruce Westby		Started On: 10/16/2021 02:46 PM
Final Approval Date: 10/21/2021		

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-305**

**RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT #22-05, RIVERDALE DRIVE TRUNK UTILITY IMPROVEMENTS, LLAMA STREET TO BOWERS DRIVE**

**WHEREAS**, existing Riverdale Drive between Sunfish Lake Boulevard and Armstrong Boulevard functions as the south frontage road to U.S. Highway 10/169; and

**WHEREAS**, the City of Ramsey proposes to extend Riverdale Drive between Llama Street and Bowers Drive to extend the south frontage road system south of U.S. Highway 10/169 to Bowers Drive; and

**WHEREAS**, this improvement project is consistent with the goals and objectives of the Highway 10 Access Planning Study completed in 2014 in partnership between the Minnesota Department of Transportation (MnDOT) and the Anoka County Highway Department, and broadly supported by partnering agencies including the City of Anoka, City of Ramsey, Anoka County, MnDOT, and the Metropolitan Council; and

**WHEREAS**, trunk utilities are proposed to be extended prior to the extension of Riverdale Drive to serve this area of the City with municipal utilities since the land is zoned as MUSA; and

**WHEREAS**, the City has the capability to adequately fund these trunk utility improvements using utility enterprise funds; and

**WHEREAS**, the City received a professional services proposal from Bolton & Menk, Inc. to prepare final plans and specifications and administer bids for said improvements.

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

1. The Mayor and City Administrator are hereby authorized and directed to enter into a contract with Bolton & Menk, Inc. for said professional services for and on behalf of the City of Ramsey.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

---

Mayor

**ATTEST:**

---

City Clerk



Real People. Real Solutions.

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

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

October 21, 2021

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

RE: Proposal for Engineering Services – Riverstone South Lift Station & Riverdale Drive Trunk Utilities Project

Dear Mr. Westby:

Bolton & Menk, Inc. appreciates the opportunity to submit this proposal for professional engineering services related to the above referenced project. The project includes construction of a lift station, valve vault, and forcemain within the Riverstone South Development. Additionally, sanitary sewer, watermain, and storm sewer are proposed along the future Riverdale Drive alignment.

## SCOPE

A summary of the primary project components is presented below:

**Lift Station Site** – The site is located within the southeast portion of the Riverstone South development area.

**Lift Station** - A wet well structure will be installed to capture sanitary sewer flow from the Riverstone South development, along with areas to the east of the lift station site. The future sanitary sewer line to the east is estimated at approximately 30 feet deep. The bottom of the lift station will be approximately 4 to 6 feet lower, or 34 to 36 feet deep.

**Valve Vault** – The structure will be placed near the lift station.

**Forcemain** – The proposed forcemain will be installed through the Riverstone South development, ultimately connecting to a trunk gravity sewer main proposed in Riverdale Drive. The estimated length of forcemain is 2,360 feet. Final sizing of the forcemain will be completed as a portion of the project design. We will work with the developer to determine the location and elevation of the forcemain through the development.

**Site Improvements** – Improvements at the site will include a paved access drive and maintenance pad. We will work with the developer to prepare a site grading plan.

**Trunk Watermain** – The proposed watermain improvements are derived from the 2040 Comprehensive Plan and include extending a 12” watermain along the Future Riverdale Drive from Llama Street to Bowers Drive.

**Trunk Sanitary Sewer** – The proposed trunk sanitary sewer improvements will include a connection to the existing 18” sanitary sewer main at Llama Street. The sanitary sewer main will

extend along the future Riverdale Drive alignment to the extent possible, with adequate depth being the limiting factor. The remainder of Riverdale Drive sanitary sewer main will be installed to Bowers Drive and will connect to the sewer main in the Riverstone South Addition.

**Storm Water Improvements** – The below-ground storm water improvements will be installed to complete the utility portion of the improvements. The design will meet State-Aid drainage calculation requirements. The design will be based upon storm water ponding sites currently being coordinated with developers of the adjacent sites. The storm water ponds will be constructed as a portion of the Riverdale Drive roadway improvements.

A summary of the design alternate is presented below:

- **Trunk Watermain Loop**– The proposed watermain loop improvements are also derived from the 2040 Comprehensive Plan, connecting the Riverdale Drive trunk watermain to the Bunker Lake Boulevard trunk watermain. The work consists of directionally drilling and jacking underneath TH 10 and the Burlington Northern (BN) Railway.

A figure is attached that generally depicts the lift station and trunk utility improvement locations.

## **WORK PLAN & ASSUMPTIONS**

Our Work Plan includes all services required to deliver the project and is based on the best information available and accounts for minor scope revisions as the project moves forward. Our services are anticipated to include:

### **Task 1: Project Management, Meetings and Procedural**

#### Agency Coordination Meetings (2 Meetings)

Meetings are anticipated as described below:

##### **City of Ramsey (Two Meetings)**

Two meetings are anticipated with City of Ramsey staff. These meetings will discuss findings, issues, needs, and schedule to keep the project progressing.

##### **Lower Rum River Watershed Management Organization (Telephone and Email Communications)**

We will communicate with representatives of the Lower Rum River Watershed Management Organization to discuss the project scope and determine permitting requirements.

##### **Developer / Developer's Engineer**

We will coordinate as needed to allow for seamless integration of the lift station and forcemain with proposed improvements by the developer. We will keep the City apprised of all communications with the developer.

### **Task 2: Data Collection, Analysis and Review**

#### Topographical Survey

The topographic survey includes the proposed corridor from Llama Street to Bowers Drive. We have also assumed that a survey of a potential ponding area will be required, along with survey of the TH 10 median(s), right turn lane(s) in anticipation of the of the Riverdale Drive Roadway Improvements. We have assumed both existing ground data, along with proposed grading information will be provided to us

by the developer within the proposed development. We will review the information and use it to add to our base drawing for the project.

- Trunk watermain loop area from Riverdale Drive to Bunker Lake Boulevard is included as an alternate.

We will work with the City to complete the Right-of-Way acquisitions as needed.

#### Geotechnical Exploration

We will work with American Engineering Testing (AET) to complete borings along Riverdale drive and one deep boring in the area of the proposed lift station. The deep soil bring will be used to determine soil types, groundwater elevation and structural capacity of the soils. As a portion of their services, AET will:

- Provide utility clearance,
- Drill one deep boring (exact depth to be determined),
- Drill 4-6 medium depth borings along Riverdale Drive
- Provide laboratory testing services, and
- Provide a geotechnical report.

Trunk watermain loop borings from Riverdale Drive to Bunker Lake Boulevard are included as an alternate.

#### **Task 3: Preliminary Design Alternatives**

We will prepare a design layout for review and consideration. Benefits and impacts of the layout developed will be presented for review and consideration. The layout will include access drive, lift station, valve vault, maintenance pad, generator pad, and construction limits.

#### Pump and Forcemain Sizing

We will complete a pump design and forcemain sizing during the preliminary design phase of the project. Once the pump and forcemain design has been completed, we will proceed to design the lift station wet well and valve vault for the site.

#### Utility Coordination

We will contact private utility companies whose facilities may be impacted by construction. This will include sending preliminary layout drawings and final construction plans to the utility companies. We will also contact power suppliers to determine requirements for providing service to the site. Coordination with developers and the City related to the storm water pond will also be required.

#### Preliminary Cost Estimates

The preliminary cost estimates will be completed to verify the construction estimates for the work.

#### **Task 4: Construction Documents, Permitting and Approvals**

##### Construction Plans and Specifications

Bolton & Menk will provide the City of Ramsey with final review construction plans and specifications. Bolton & Menk will incorporate all City of Ramsey comments prior to completing final plans and specifications for bidding.

### **Lift Station and Trunk Utility Plans**

Our team will develop plans based upon the preliminary design. Plans will include approximately 31 sheets:

- Title (1 sheet),
- Legend (1 sheet),
- Estimated Quantities/Standard Plates (1 sheet),
- Tabulations (1 sheet),
- Typical Sections (1 sheet),
- Construction Details (2 sheets),
- Lift Station Details (1 sheet),
- Storm Water Pollution Prevention Plan (3 sheets),
- Erosion and Sediment Control (3 sheets),
- Existing Conditions & Removals (3 sheets),
- Lift Station Plan & Profile (1 sheet),
- Lift Station Grading Plan (1 sheet),
- Lift Station Electrical and Controls (2 sheets),
- Forcemain Plan and Profile (1 sheet),
- Riverdale Drive Plan and Profile – Watermain and Sanitary Sewer (3 sheets),
- Riverdale Drive Plan and Profile – Storm Sewer (3 sheets),
- Collins Drive Plan and Profile – Watermain and Sanitary Sewer (1 sheet),
- Collins Drive Plan and Profile – Storm Sewer (1 sheet), and
- Storm Sewer Leads (1 sheet).

### **Stormwater Pollution Prevention Plan (SWPPP)**

Our team will design a stormwater management plan that adequately manages the runoff from and through the project area.

Plans will be prepared and included in the plan set, as well as submitted to the permitting agencies upon completion of this effort.

### Final Cost Estimate

An updated engineer's cost estimate will be prepared upon completion of final design.

### **Task 5: Bidding Phase Services**

The improvements are proposed to be bid via the public bidding process. We will advertise in the appropriate publications and facilitate the bid opening in coordination with the City.

## **PERMITTING AND APPROVALS**

The work associated with the trunk utility improvements will require the following permits:

- Lower Rum River Watershed Management Organization (Stormwater and Erosion Control)
- MPCA (NPDES – Construction Stormwater General Permit)
- MPCA (Sanitary Sewer Extension Permit)
- MDH (Watermain Installation Permit)
- MnDOT utility permit (Design Alternate Watermain Loop)

- BN Railroad permit (Design Alternate Watermain Loop)

## **SCHEDULE AND COMPENSATION**

### **Project Schedule**

We will begin our work immediately after authorization. We will work with the City of Ramsey to advance the schedule to allow for bidding in the winter of 2021/2022. Construction is anticipated to begin in early summer of 2022. Some items such as controls, pumps, and generator have longer lead times, meaning final completion may not occur until the end of 2022.

### **Compensation**

We have prepared an estimate of time and included not-to-exceed fees associated with completing the tasks described in this letter. The estimate is attached to this letter for review and concurrence.

### **Design Alternate**

Fees associated with the design alternate trunk watermain loop are broken out within the attached spreadsheet. Additional work associated with the design alternate include additional topographic survey, geotechnical exploration, construction documents permitting, and approvals.

If there are any questions related to this proposal, please call me at (651) 968-7760.

Sincerely,

**Bolton & Menk, Inc.**



**Kevin P. Kielb, P.E.**  
Project Manager

### **ATTACHMENTS**

Fee Spreadsheet  
Utility Improvements Graphic

## Fee Proposal

**CLIENT:** City of Ramsey **BOLTON & MENK, INC.**  
**PROJECT:** Riverstone South Lift Station & Trunk Utilities

WORK TASK DESCRIPTION	Project Manager	Senior Designer	Designer	Surveyor	Clerical	Total Hours	Cost
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### Topographic Survey, Final Design and Bidding

1.0 Topographical Surveying	2	6	0	84	2	94	\$14,880
2.0 Preliminary Design	8	16	40	0	2	66	\$9,340
3.0 Roadway Design	4	65	120	0	0	189	\$26,045
4.0 Utility Design (Lift Station & Forcemain)	4	80	60	0	4	148	\$20,660
5.0 Utility Design (Sanitary Sewer and Watermain)	4	24	80	0	0	108	\$14,820
6.0 Storm Water Management and Storm Sewer Design	8	44	120	0	8	180	\$24,500
7.0 Tables, Details, Estimate and Submittal Materials	6	32	80	0	4	122	\$16,730
8.0 Specifications	2	24	0	0	4	30	\$4,230
9.0 Reviews and Approvals	4	16	32	0	2	54	\$7,504
10.0 Permitting	4	32	40	0	4	80	\$11,060
11.0 Bidding Services	4	12	8	0	4	28	\$3,936
<b>Subtotal Bolton &amp; Menk</b>	<b>50</b>	<b>351</b>	<b>580</b>	<b>84</b>	<b>34</b>	<b>1099</b>	<b>\$153,705</b>

SUBCONSULTANT - American Engineering Testing \$8,500

SUBCONSULTANT - Electrical & Controls \$9,000

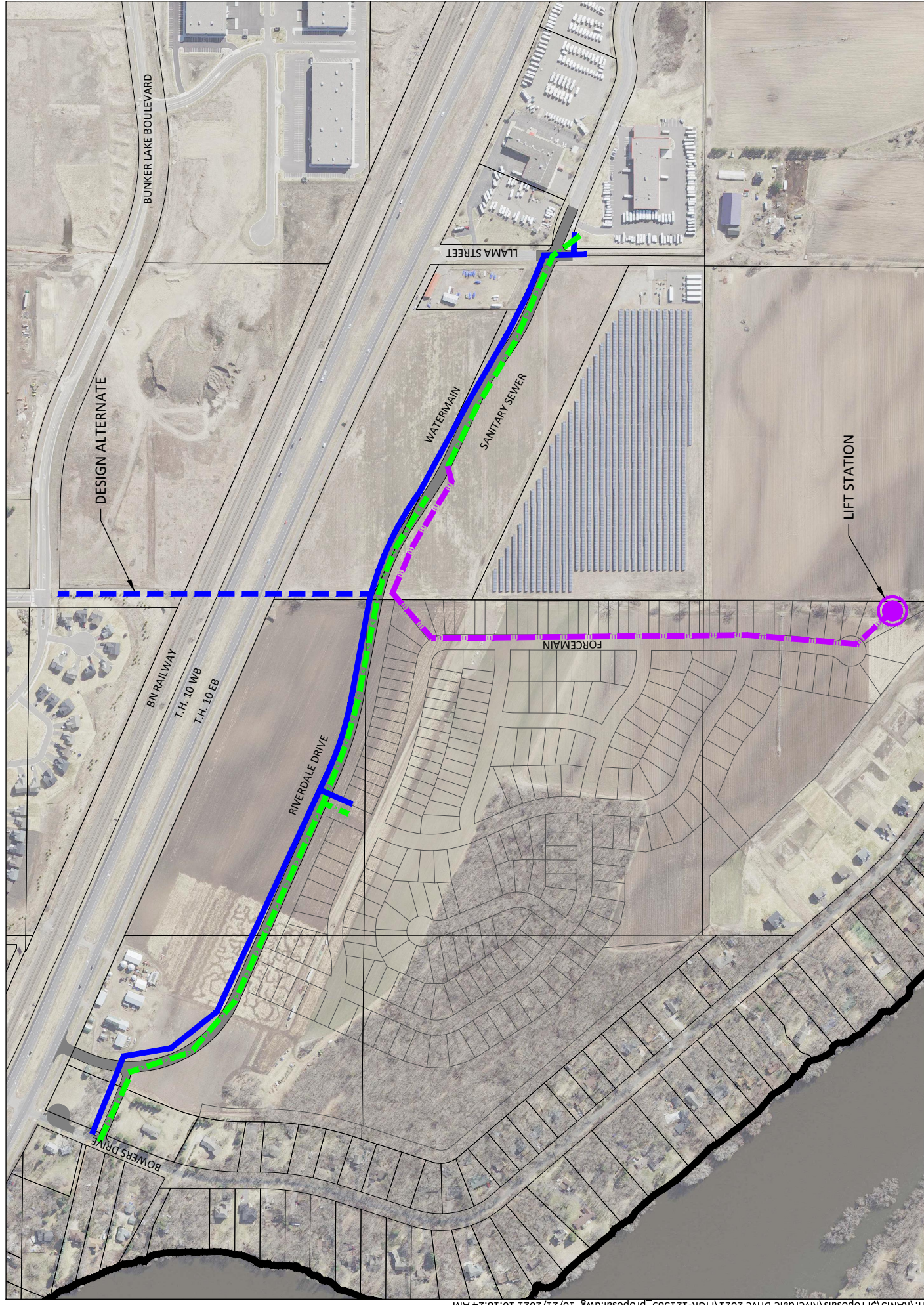
<b>TOTAL for Design through Bidding</b>	<b>\$171,205</b>
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### Design Alternate - Trunk Watermain Loop

1.0 Topographical Surveying	0	2	0	20	0	22	\$3,490
2.0 Preliminary Design	1	4	8	0	0	13	\$1,831
3.0 Utility Design (Trunk Watermain Loop)	2	4	24	0	2	32	\$4,318
4.0 Tables, Details, Estimate and Submittal Materials	1	2	4	0	0	7	\$1,013
5.0 Specifications	0	2	0	0	0	2	\$290
6.0 Reviews and Approvals	1	2	4	0	2	9	\$1,193
7.0 Permitting	2	8	10	0	4	24	\$3,230
8.0 Bidding Services	0	0	0	0	0	0	\$0
<b>Subtotal Bolton &amp; Menk</b>	<b>7</b>	<b>24</b>	<b>50</b>	<b>20</b>	<b>8</b>	<b>109</b>	<b>\$15,365</b>

SUBCONSULTANT - American Engineering Testing \$1,500

<b>TOTAL for Design through Bidding</b>	<b>\$16,865</b>
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Meeting Date: 10/26/2021

By: Bruce Westby, Engineering/Public Works

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**Information**

**Title:**

Adopt Resolution #21-302 Authorizing Feasibility Study for Flashing Yellow Arrow Improvements to Signal System at Sunwood Drive and Ramsey Boulevard/CSAH 56 Intersection

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-302 authorizing a Feasibility Study for Flashing Yellow Arrow Improvements to the signal system at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56.

**Background:**

In December 2009, after extensive testing, the Federal Highway Administration authorized use of flashing yellow arrows nationwide. A study conducted by the National Cooperative Highway Research Program determined that drivers had fewer crashes with flashing yellow left-turn arrows than with traditional yield-on-green signal configurations.

Flashing yellow arrow traffic signals feature a flashing yellow arrow in addition to the standard red, yellow and green arrows. When illuminated, the flashing yellow arrow allows waiting motorists to make a left-hand turn after yielding to all oncoming traffic and to any pedestrians in the crosswalk. Oncoming traffic has a green light. Drivers must wait for a safe gap in oncoming traffic before turning. When not illuminated, signals with flashing yellow arrows work the same as traditional signals.

Flashing yellow arrows offer more opportunities to make a left turn than with the traditional three-arrow, red, yellow and green indications. They also provide traffic engineers with more options to handle variable traffic volumes. A flashing yellow arrow signal has the same meaning it always has: left turns may proceed with caution after yielding to oncoming traffic. In the past, flashing yellow arrows in Minnesota were only used when the entire traffic signal was in flash-mode. Use of the flashing yellow arrow has been shown to have several benefits including minimizing delays and enhancing safety by reducing driver errors.

The majority of newly installed traffic signals are constructed to allow flashing yellow arrow operations, though sometimes the flashing yellow arrow heads are not immediately installed. The flashing yellow arrow may be used at any intersection at any time but the most typical use will be at intersections and times-of-day that have lower volumes, lower speeds and other favorable conditions. Retrofitting existing signals to include flashing yellow arrows can be costly and are typically only done on a limited basis, when necessary.

Attached is two-page brochure produced by the Minnesota Department of Transportation with additional information on flashing yellow arrows.

2022 Proposed Anoka County Flashing Yellow Arrow (FYA) Upgrades

Anoka County typically budgets up to \$200,000 each year to add flashing yellow arrow operations to their 200+ existing signal systems across the County, most of which were not constructed to accommodate FYA operations since they were constructed before FYA operations existed.

In 2022, Anoka County proposes to construct FYA improvements to their signal systems at 14 intersections in the City of Coon Rapids as follows;

- CSAH 52/109th
- CSAH 52/Quail Creek
- CSAH 78/113th
- CSAH 18/131st
- CSAH 18/133rd
- CSAH 116/Rose St.
- CSAH 116/Heather St.
- CSAH 116/CR 18
- CSAH 116/Jay St.
- CSAH 51/91st
- CSAH 51/101st
- CSAH 51/Egret Blvd.
- CSAH 51/105th
- CSAH 51/109th

Anoka County is employing SEH, Inc. to prepare feasibility studies to evaluate the use of FYA operations at each of these intersections, including estimating costs to modify each signal system to include FYA operations, and to prepare plans and specifications for constructing the required FYA improvements. Anoka County expects to receive final studies for each intersection in early 2022 to allow construction to occur in the summer/fall of 2022.

Anoka County is not proposing to complete FYA improvements to any signal systems in the City of Ramsey in 2022.

FYA Improvements at Sunwood Drive & Ramsey Boulevard/CSAH 56

During the regular City Council meeting on September 22, 2020, the City Council received a request from a resident to install FYA's at the intersection of Sunwood Drive & Ramsey Boulevard/CSAH 56. The resident stated that he frequently waits at this signal system to turn left when no vehicles are approaching from the other direction.

In 2017, the City of Ramsey worked with Anoka County to install FYA improvements at the intersection of Armstrong Boulevard/CSAH 83 and Sunwood Drive/147th Avenue. To start this process, Anoka County instructed the City to hire SEH, Inc. to complete a feasibility study for modifying the signal system to include FYA operations, including estimating costs to modify the signal system to include FYA operations and to prepare plans and specifications for constructing the FYA improvements. The cost for this study was \$1,700. The current estimated cost to complete a feasibility study for one intersection is around \$1,800 if counts are available, and \$3,500 if SEH, Inc. must collect traffic counts. Staff can provide traffic counts so the \$1,800 estimate is valid.

If Council directs Staff to pursue this, Staff will direct SEH to submit a proposal to study the feasibility of modifying the signal system at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56 to add flashing yellow arrow operations. If the proposal states they can complete the work at a not-to-exceed cost of \$1,800 Staff will direct SEH to begin the work and begin working with Anoka County to add this work to Anoka County's 2022 FYA improvement projects, pending all required future City Council approvals.

**Notification:**

No notifications are required for this case.

**Time Frame/Observations/Alternatives:**

Alternative #1 – Motion to adopt Resolution #21-302 authorizing SEH, Inc. to complete a Feasibility Study for Flashing Yellow Arrow Improvements to the signal system at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56.

Alternative #2 – Motion of other.

**Funding Source:**

The final construction cost for the FYA modifications to the signal system at Armstrong Boulevard & Sunwood Drive/147th Avenue was \$29,760. The estimated average cost to modify an existing signal system to include FYA operations is \$20,000 to \$50,000.

Plans and specifications would be required to advertise for bids for construction of any FYA modifications, which would require future City Council approval. Costs to prepare plans and specifications for the FYA improvements at Armstrong Boulevard & Sunwood Drive/147th Avenue were around \$6,500.

Traffic volumes and patterns will likely change after the grade separation improvements occur at CSAH 56/Ramsey Boulevard & Highway 10 in 2024/2025, and after a signal system is installed at CSAH 116/Bunker Lake Boulevard and Sunwood Drive this fall/winter. These improvements will also likely have an impact on FYA operations at Sunwood Drive & CSAH 56/Ramsey Boulevard, which may result in a future Anoka County request to modify the FYA improvements. This will be addressed as part of the study.

The estimated cost for studying the feasibility of adding FYA operations to this intersection is \$1,800 if the City provides traffic counts. The Public Improvement Revolving Fund is proposed to fund the study, and any improvements approved by the City Council in the future.

**Recommendation:**

The Public Works Committee discussed this at their regular meeting on October 19, 2021, and recommended City Council approval to authorize a feasibility study for flashing yellow arrow improvements at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56. They also recommended working to upgrade one signal system with legs on a City street per year to include FYA operations until all systems have FYA's.

Staff recommends alternative #1.

**Outcome/Action:**

Adopt Resolution #21-302 authorizing SEH, Inc. to complete a Feasibility Study for Flashing Yellow Arrow Improvements to the signal system at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56.

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**Attachments**

[Resolution 21-302](#)

[MnDOT FYA brochure](#)

[SEH Proposal IP1708](#)

[SEH Feas Study IP1708](#)

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Kurt Ulrich	Kurt Ulrich	10/21/2021 02:38 PM
Form Started By: Bruce Westby		Started On: 10/16/2021 02:22 PM
Final Approval Date: 10/21/2021		

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-302**

**RESOLUTION AUTHORIZING FEASIBILITY STUDY FOR FLASHING YELLOW ARROW IMPROVEMENTS TO SIGNAL SYSTEM AT SUNWOOD DRIVE AND RAMSEY BOULEVARD/CSAH 56**

**WHEREAS**, Anoka County proposes to implement FYA improvements at numerous signal systems within Anoka County in 2022; and

**WHEREAS**, pursuant to a request from a resident of the City of Ramsey, the City of Ramsey wishes to study the feasibility of improving the signal system at Sunwood Drive and Ramsey Boulevard/CSAH 56 to incorporate FYA operations; and

**WHEREAS**, Anoka County requires the City of Ramsey to use SEH, Inc. to study the feasibility of improving the signal system at Sunwood Drive and Ramsey Boulevard/CSAH 56 to incorporate FYA operations; and

**WHEREAS**, SEH, Inc. proposes to complete a feasibility study for the City of Ramsey for the proposed FYA modifications for the signal system at Sunwood Drive and Ramsey Boulevard/CSAH 56 at a not-to-exceed cost of \$1,800; and

**WHEREAS**, on October 19, 2021, the Public Works Committee recommended City Council approval to authorize a feasibility study for flashing yellow arrow improvements at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56.

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

- 1) The City Engineer is hereby authorized and directed to enlist SEH, Inc. to prepare a feasibility study for flashing yellow arrow improvements at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56 for and on behalf of the City of Ramsey at a not too exceed .

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26<sup>th</sup> day of October, 2021.

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Mayor

ATTEST:

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City Clerk



## A safer, more efficient left-turn signal

### Safer

A national study demonstrated that drivers found flashing yellow left-turn arrows more understandable than traditional yield-on-green indications (individual traffic signal lights).

### Less delay

There are more opportunities to make a left turn with the flashing yellow left-turn arrow than with the traditional three-arrow, red, yellow and green indications.

### More flexibility

The new traffic signals provide traffic engineers with more options to handle variable traffic volumes..

## Minnesota Department of Transportation

Office of Traffic, Safety and Technology

1500 West County Road B2

Roseville, MN 55113

Jerry Kotzenmacher

Phone: 651-234-7054

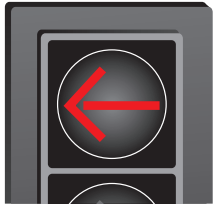
E-mail: [jerry.kotzenmacher@state.mn.us](mailto:jerry.kotzenmacher@state.mn.us)



**A safer,  
more  
efficient  
left-turn  
signal**



## What the arrows mean



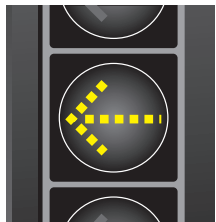
### **Solid red arrow:**

Drivers intending to turn left must stop and wait. They should not enter an intersection to turn when a solid red arrow is being displayed.



### **Solid yellow arrow:**

The left-turn signal is about to change to red and drivers should prepare to stop or prepare to complete a left turn if they are legally within the intersection and there is no conflicting traffic present.



### **Flashing yellow arrow:**

Drivers are allowed to turn left after yielding to all oncoming traffic and to any pedestrians in the crosswalk. Oncoming traffic has a green light. Drivers must wait for a safe gap in oncoming traffic before turning.



### **Solid green arrow:**

Left turns have the right of way. Oncoming traffic has a red light.

## Flashing yellow arrow benefits

A flashing yellow arrow signal has the same meaning it always has: left turns may proceed with caution after yielding to oncoming traffic.

In the past, flashing yellow arrows in Minnesota were only used when the entire traffic signal was in flash-mode. Use of the flashing yellow arrow has been shown to have several benefits including minimizing delays and enhancing safety by reducing driver errors. Flashing yellow arrow signals have been approved for widespread use by the Federal Highway Administration..

### **Where will the flashing yellow arrow be used?**

The majority of newly installed MnDOT traffic signals will have the flashing yellow arrow option. The flashing yellow arrow may be used at any intersection at any time but the most typical use will be at intersections and times-of-day that have lower volumes, lower speeds and other favorable conditions.

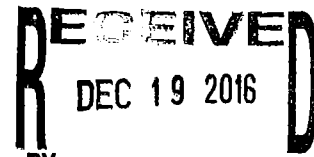


### **A better left-turn signal**

Flashing yellow arrow signals have been shown to help drivers make fewer mistakes. They keep motorists safer during heavy traffic and reduce delays when traffic is light.



Building a Better World  
December 16, 2016



RE: Ramsey, Minnesota  
Flashing Yellow Arrow Analysis  
Armstrong Boulevard (CSAH 83) at  
Sunwood Drive/147<sup>th</sup> Avenue  
SEH No. RAMSY0000.00

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

Dear Mr. Westby:

Short Elliott Hendrickson Inc. (SEH<sup>®</sup>) appreciates the opportunity to submit this letter proposal to the City of Ramsey for up-front analysis of the existing signal system at Armstrong Boulevard (CSAH 83) and Sunwood Drive NW-147<sup>th</sup> Avenue NW with respect to potential implementation of flashing yellow left turn arrow operations.

Work required for this project will include a detailed site review of the signal system, review of existing signal plans to determine costs and ability to convert the signal system to flashing yellow left turn arrow operations for each approach, and final report preparation that will include the findings of our analysis as well as preliminary construction costs to implement flashing yellow arrow operations.

For your information, SEH has significant experience in all aspects relating to traffic signals. This experience includes study and analysis of the need for traffic signals, writing ICE-signal justification reports, design of new traffic signal systems, modifications of existing traffic signal systems, Emergency Vehicle Preemption (EVP) design, traffic signal timing and coordination, preparation of bid documents and construction inspection. Since 1978, SEH staff members have designed more than 900 traffic signals and more than 300 additional EVP system designs. A number of these designs have been within Anoka County and the City of Ramsey (including past design services for traffic signal and EVP systems along CSAH 5, CSAH 57 and CSAH 116). SEH has also completed several similar projects to address the potential for flashing yellow arrow operations, including for the Cities of Apple Valley, Burnsville, Golden Valley and Woodbury and for Anoka and Washington Counties.

This letter proposal can be the basis for an agreement for the work on this project and all subsequent services. As part of the project, we have put together the following work program for performing the services of this project. The work program is fairly well defined based on anticipated cooperative efforts of SEH, the City of Ramsey, and the Anoka County Highway Department for the complete project. The work program does, however, provide flexibility to make the most efficient use of SEH and City staff.

## Background

With the recent opening of the new Armstrong Boulevard bridge to the north (over Trunk Highway 10), area traffic patterns will change significantly. With these changes, the City wishes to consider changes in the operation of the signal system at Sunwood Drive NW-147<sup>th</sup> Avenue NW with respect to left turn phasing. This signal system is located just south of the new Trunk Highway 10 East Ramps intersection and currently operates with protected left

turn phasing (left turns allowed on green arrow only) for all intersection approaches. In order to provide more efficient operations for these left turning movements (especially during non-peak traffic periods), the City is interested in considering modifications to this signal system to incorporate flashing yellow arrow operations on a time of day basis. The implementation of flashing yellow arrow operations generally allows for greater flexibility in how the left turn movements are operated throughout the day.

In order to analyze the potential for utilizing flashing yellow arrow operations, the City has requested that a qualified signal design consultant complete a comprehensive review of the signal system. This will help to determine if the signal system and corresponding left turn movements should be retrofitted with flashing yellow arrow operations or if the signal system should not be modified due to operational, geometric, or safety concerns (such as sight distance issues, crash history, intersection geometrics, etc.).

Items recommended to be considered in this analysis include:

- Review of intersection signal components (controller and cabinet equipment, signal head placement, vehicular detection, etc.) to determine what components will require upgrading to allow for flashing yellow arrow operations.
- Review of intersection geometrics to determine if there are conditions (such as dual left turn movements at highly traveled intersections, sight distance concerns, lack of dedicated left turn lanes, etc.) that might preclude the upgrading to flashing yellow arrow operations.
- Review of recent crash history at this intersection to determine if there are right angle crash histories that may preclude changes to the operation of the signal system.
- Review of recent traffic approach volumes to determine limitations of flashing yellow arrow operations and time of day operations.

SEH has previously completed analysis of flashing yellow arrow operations at several locations and has provided agencies such as the Anoka County Highway Department with a detailed memorandum listing criteria for consideration of flashing yellow arrow operations. These criteria are based on current State standards and guidelines along with consideration of specific intersection issues.

SEH will provide the City of Ramsey with analysis and review services needed for the City to be able to consider budgeting and scheduling for future flashing yellow arrow upgrades to this signal system. The City and County will be included in the ongoing analysis to ensure that the City and County are in agreement with this analysis and are able to provide input into proposed future budgeting and implementation recommendations.

## **Scope of Work**

### **Field Review of Intersection**

Using existing signal plans to be provided by the City or County, SEH will perform a brief site visit of this signal system to determine existing signal components, controller and cabinet capabilities, requirements for signal construction work needed to upgrade each left turn movement to FYA operations, and overall limitations on being able to implement FYA operations for any applicable intersection movement.

### **Analysis**

Upon completion of the field review, SEH will compile crash history information for the most recent 5 years of available data (through the City and County and also through the State of Minnesota's crash website). SEH has already performed an updated AM and PM peak hour traffic count (7-9 am and 4-6 pm) at the intersection as part of nearby flashing yellow arrow analysis for the County and will use this information in order to determine current traffic patterns and peak hour intersection usage.

Using existing signal plans, site review information, and data compiled for this intersection, SEH will perform a brief but detailed analysis of the signal system to determine which movements are able to be upgraded to flashing yellow arrow operations. A preliminary cost estimate will also be prepared for the City to determine estimated costs to upgrade the individual signal system to have flashing yellow arrow operations. Equipment required to be upgraded will be briefly listed for City information and consideration.

A letter report will be prepared for City (and County) review and consideration that will include:

- Analysis of traffic counts to determine potential time of day implementation of flashing yellow arrow operations,
- Work recommended to be completed at this intersection,
- Limitations on implementation of flashing yellow arrow operations,
- Overall intersection estimated costs to upgrade to flashing yellow arrow operations,

### **Final FYA Design**

As part of this analysis, no final design services for signal modifications are included in the proposed scope of work. If requested, SEH can provide the City with estimated design and construction administration costs for construction of FYA improvements for City consideration and budgeting. SEH can also provide the City with a separate proposal which would include all design, bidding, and construction observation services needed to fully implement the construction of these improvements.

### **Schedule**

SEH proposes to begin work after a Notice-To-Proceed is issued by the City. We will complete a field review of the intersection in January-February 2017 and provide the City and County with our analysis findings by March 1, 2017.

### **Compensation**

The proposed work program includes a detailed field review of the signal system, analysis and report preparation. We propose to be paid for the work we do on an hourly basis based on direct labor costs, plus the actual cost of reimbursable expenses.

The field review, intersection analysis, and report preparation work, as defined above, will be done on an hourly basis (plus reimbursable expenses) for a cost-not-to-exceed of **\$1,700**. These costs will not be exceeded except as otherwise approved by the City.

Any additional tasks added to or deleted from this project (due to significant changes in the general scope of the project or its design including, but not limited to, changes in size, complexity of character or type of construction) shall be by written amendment to the contract signed by both parties.

Mr. Bruce Westby, PE  
December 16, 2016  
Page 4

This Agreement for Professional Engineering Services between SEH and the City of Ramsey may be terminated by either party upon seven (7) days written notice should the other party fail substantially to perform in accordance with its terms through no fault of the party initiating the termination. In the event of termination, SEH shall be compensated for services performed to termination date, including expenses and equipment costs then due and all terminal expenses. SEH will provide the City with reproducible copies of any plan, specification, or documents already completed at the time of termination.

We appreciate the opportunity to provide the City of Ramsey with a letter proposal for these services, and look forward to hopefully being able to work with you and the City on this project. Feel free to contact John Gray at 651.490.2073 if you have any questions or comments regarding any of the above mentioned information.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.

A handwritten signature in black ink, appearing to read 'JMG', with a long horizontal flourish extending to the right.

John M. Gray, PE  
Project Manager



Building a Better World  
for All of Us®

March 21, 2017

RE: Ramsey, Minnesota  
CSAH 83 at Sunwood Drive/147<sup>th</sup>  
Avenue NW Signal System  
Flashing Yellow Arrow  
Considerations  
SEH No. RAMSY 141224

Mr. Bruce Westby, PE  
City Engineer  
City of Ramsey  
7550 Sunwood Drive Northwest  
Ramsey, Minnesota 55303

Dear Mr. Westby:

As requested, we reviewed the intersection of CSAH 83 (Armstrong Boulevard) and Sunwood Drive/147<sup>th</sup> Avenue Northwest with regards to proposed modification of the existing intersection traffic signal left turn operations. Recently, the City has received requests to have flashing yellow arrow operation installed and activated at this intersection. In response to these requests, the City had SEH perform an analysis of the intersection to determine if flashing yellow arrow operation can be utilized here. The analysis would include review of the feasibility, cost, and safety of the intersection for flashing yellow arrow operations. Following is the results of our analysis.

This 4-legged intersection was signalized in January 2013 (prior to when the adjacent Trunk Highway 10-CSAH 83 intersection was reconstructed with an interchange), with protected left turn phasing installed for all approaches. The posted speed limit on CSAH 83 is 55 mph, while both Sunwood Drive and 147<sup>th</sup> Avenue Northwest are posted at 30 mph. The northbound and southbound CSAH 83 approaches and the eastbound 147<sup>th</sup> Avenue Northwest approaches each have a single left turn lane, while the westbound Sunwood Drive approach has a dual left turn lane. Single through lanes and separate right turn lanes exist on the side street approaches, while each CSAH 83 approach has two separate through lanes and a separate right turn lane approaching the intersection. The intersection is located approximately ¼ mile east of the Trunk Highway 10/CSAH 83 interchange area, with a significant east-to-south horizontal curve for northbound CSAH 83 traffic from the interchange area to where a full left turn lane exists for traffic approaching Sunwood Drive/147<sup>th</sup> Avenue Northwest.

SEH obtained peak hour turning movement traffic counts on September 29, 2016, several months after the Trunk Highway 10-CSAH 83 interchange area was opened and area traffic patterns were able to stabilize, in order to properly analyze existing traffic conditions. SEH

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-5196

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performed AM peak hour (6-9 am), mid-day (11-1 pm), and PM peak hour (3-7 pm) turning movement traffic counts to determine typical weekday traffic patterns at this intersection.

SEH also obtained crash data for the intersection for the 5 year period of 2011-2015 from the State's crash website. SEH then completed a brief field review of the signal system to confirm that the existing traffic signal plans correspond to the current installation of the signal system and take into account the current intersection geometrics. SEH also reviewed traffic signal cabinet components to determine if additional electrical equipment would be required to be provided in order to allow for flashing yellow arrow operation to be used.

As part of the signal system installation, each intersection approach was set up to operate with protected left turn phasing (3-section RLA-YLA-GLA signals). The intersection has a newer Econolite ASC-3 controller unit and Reno MMU-1600-GE conflict monitor, both of which are fully compatible with upgraded left turn (i.e. flashing yellow arrow) operations. The controller cabinet has sufficient load switch bays available to accommodate flashing yellow arrow operations. Thus, the existing controller and cabinet have the capacity and capability to accommodate future flashing yellow arrow operations for all four intersection approaches without requiring this equipment to be significantly upgraded or revised.

As part of our analysis, SEH utilized the Minnesota Department of Transportation's (MnDOT) flashing yellow arrow installation criteria from their "*Traffic Signal Timing and Coordination Manual*" to analyze extended usage of flashing yellow arrow operations for each intersection approach. A copy of this criteria is attached for your information. Based on comparison of available data with the MnDOT criteria, the following can be inferred:

The design of this signal system included the initial recommendation of protected left turn phasing for each intersection approach due to the higher posted speed limit of 55 mph on CSAH 83 (as is typical Anoka County practice) and the presence of a dual left turn lane for the westbound Sunwood Drive approach.

With regards to utilizing Flashing Yellow Arrow operations for each left turn movement, the following should be noted:

- According to the current edition of the *AASHTO Geometric Design of Highways and Streets* manual, left-turning drivers "need sufficient sight distance to decide when it is safe to turn left across the lanes used by opposing traffic." This stopping sight distance along CSAH 83 for the design/posted speed of 55 mph is at least 495 feet of clear sight distance to the north and south. For both Sunwood Drive and 147<sup>th</sup> Avenue Northwest, the recommended stopping sight distance at 30 mph is as least 200 feet to the east and west. Based on a field review of intersection geometrics, the southbound, eastbound, and westbound intersection approaches are straight for several hundred feet in each direction with no impediments to the sight distance (other than possible sun issues for eastbound

traffic in the AM peak hour and for westbound traffic in the PM peak hour during fall-winter months).

For northbound CSAH 83, sight distance is somewhat limited due to a sweeping north-to-west horizontal curve that begins approximately 300 feet north of the intersection. However, there are no impediments to sight distance in the median area and no trees or other topography exist to the north on either side of the roadway that limit sight distance for northbound left turning traffic at the intersection (northbound left turning traffic can see oncoming traffic clearly for at least the minimum stopping sight distance required at the posted 55 mph speed limit).

Based on this information, **available stopping sight distance meets this criteria for each intersection approach.**

- Based on the recent crash history at this intersection, no crashes were reported on the State of Minnesota's crash web site between 2011 and 2015. **Thus, there does not appear to be a safety concern at this intersection with the presence of signalized operation.**
- One of the recommendations from the *MnDOT Traffic Signal Timing and Coordination Manual* is to utilize protected left turn phasing only either for situations where the posted speed limit exceeds 45 mph and the peak hour left turning volume is greater than 240 vehicles per hour, or for when the cross product between left turning traffic volume and opposing through traffic volume exceeds 80,000. With regards to the most recent available traffic counts:
  - a. Between the hours of 4:00 pm-5:00 pm of the most recent traffic counts, westbound Sunwood Drive left turn volumes were near 130 vehicles per hour. No other intersection approach exceeded 65 left turning vehicles per hour during the PM peak period.
  - b. For the midday and AM peak hour counts, no intersection approach had left turning traffic volumes that exceeded 70 vehicles per hour.
  - c. The cross product between left turn traffic volumes and opposing through traffic volumes never exceeded 25,000 for any hour counted in 2016.

Following up against the flashing yellow arrow criteria from the *MnDOT Traffic Signal Timing and Coordination Manual*:

1. Left turn lanes line up well for each intersection approach with sufficient turning room in the intersection so that left turn paths were not conflicting. This was observed specifically for the westbound dual left turn lane/eastbound single left turn

movement, where protected left turn phasing was run together for these movements with no conflicts between either direction's left turn movements. Left turn movements are offset far enough such that no conflicts in left turn paths are occurring.

2. As mentioned, the westbound approach has two left turn lanes. For this approach, the MnDOT Manual suggests that protected operation be utilized during the higher volume periods of the day with Engineering judgment being used to determine if flashing yellow operation could be used for all other times of the day.
3. There are less than 3 opposing lanes of through traffic facing each intersection approach.
4. The intersection does not have a high crash rate and there is no significant history of right angle crashes involving left turning traffic.

In summary, as there is no significant crash history for left turning traffic and traffic volumes are likely lower for the entire intersection (outside of the peak traffic periods), the City should be able to consider using Flashing Yellow Arrow operations at this intersection throughout much of a typical weekday and throughout the weekend. In addition, any changes to the operation of the left turn signal phases are not anticipated to impact overall operations of the intersection in a negative way (and delays for left turning traffic will decrease with flashing yellow arrow operations which will improve the overall operation of the intersection). For peak traffic periods though (and for when sun becomes an issue for eastbound and westbound traffic), protected left turn operation is strongly recommended to be implemented.

Some modifications to the existing signal system installation will be required to revise the operation of this signal system and add flashing yellow arrows for each intersection approach. Both overhead end mounted and far left pole mounted left turn signals for each intersection approach will required having 3-section RLA-YLA-GLA signal heads replaced with 4-section RLA-YLA-FYLA-GLA signal heads. For the westbound approach (due to the dual left turn lane), a 5-foot extension will be required to be added to the mast arm facing this approach so that two 4-section overhead signals can be installed and centered on each left turn lane (requirement that each approaching left turn lane have its own flashing yellow arrow signal centered on each left turn lane). No additional through signal heads will be required to be installed facing any of the four approaches, as there are already separate through (RYG) signal heads centered on each through lane. Some additional cabling (6/c#14) will be required to be installed to operate new flashing yellow arrow signal heads on all four intersection approaches based on a review of the field wiring diagram. No new conduit will be required to be installed to accommodate installation of these new cables.

With regards to left turn lane detection, the *MnDOT Traffic Control Signal Design Manual* recommends that either four loop detectors be installed for proper detection (at 5', 20' 35' and 50' from the stop bar or crosswalk) or that two separately wired loop detectors be installed for

Mr. Bruce Westby, PE

March 21, 2017

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existing signal system retrofits at 10' and 40' from the stop bar or crosswalk. Recent County practice has been to have the four separate loop detectors installed in each left turn lane in order to be able to operate the left turn lanes on non-lock operation. For this signal system, left turn lane detection was installed at 10' and 40' from the stop bar for the northbound, southbound, and westbound approaches (each wired separately), while the eastbound approach has four loop detectors installed in the left turn lane. To meet current County practice, additional loop detectors will be required to be furnished and installed 25 feet and 55 feet from the stop bar in the northbound and southbound left turn lanes as well as in both westbound left turn lanes (for a total of 8 new loop detectors). No additional 2/c#14 cables or controller cabinet loop detector cards will be required to operate these new loop detectors since existing loop detectors are already wired separately in each left turn lane.

To allow for flashing yellow arrow operation, we estimate that these modifications (completed by an electrical signal contractor) will cost approximately \$40,000. A detailed preliminary engineer's estimate of costs is attached to this letter for your information.

Overall, we do not see any issues with installation and operation of flashing yellow arrows for each intersection approach. However, should the City and County implement flashing yellow arrow modifications to this signal system, **we recommend that the signal system initially operate with protected left turns during both the AM peak period (6:00-9:00 am) and the PM peak period (3:00-7:00 pm) due to higher traffic volumes, higher posted speeds, and the presence of dual left turn lanes through this area.** For all other hours of the day and for all weekend hours, the City and County should be able to consider using flashing yellow arrow operations.

Note that any changes in the operation of this signal system should be monitored by the City and County, including annual review of crash data to ensure that crash frequency does not increase due to modified left turn signal operations.

Please review our analysis and feel free to contact me at 651.490.2073 with any questions or concerns that you may have related to our analysis.

We hope that this information provides you with insight needed to help evaluate and implement the appropriate left turn operations for this intersection.

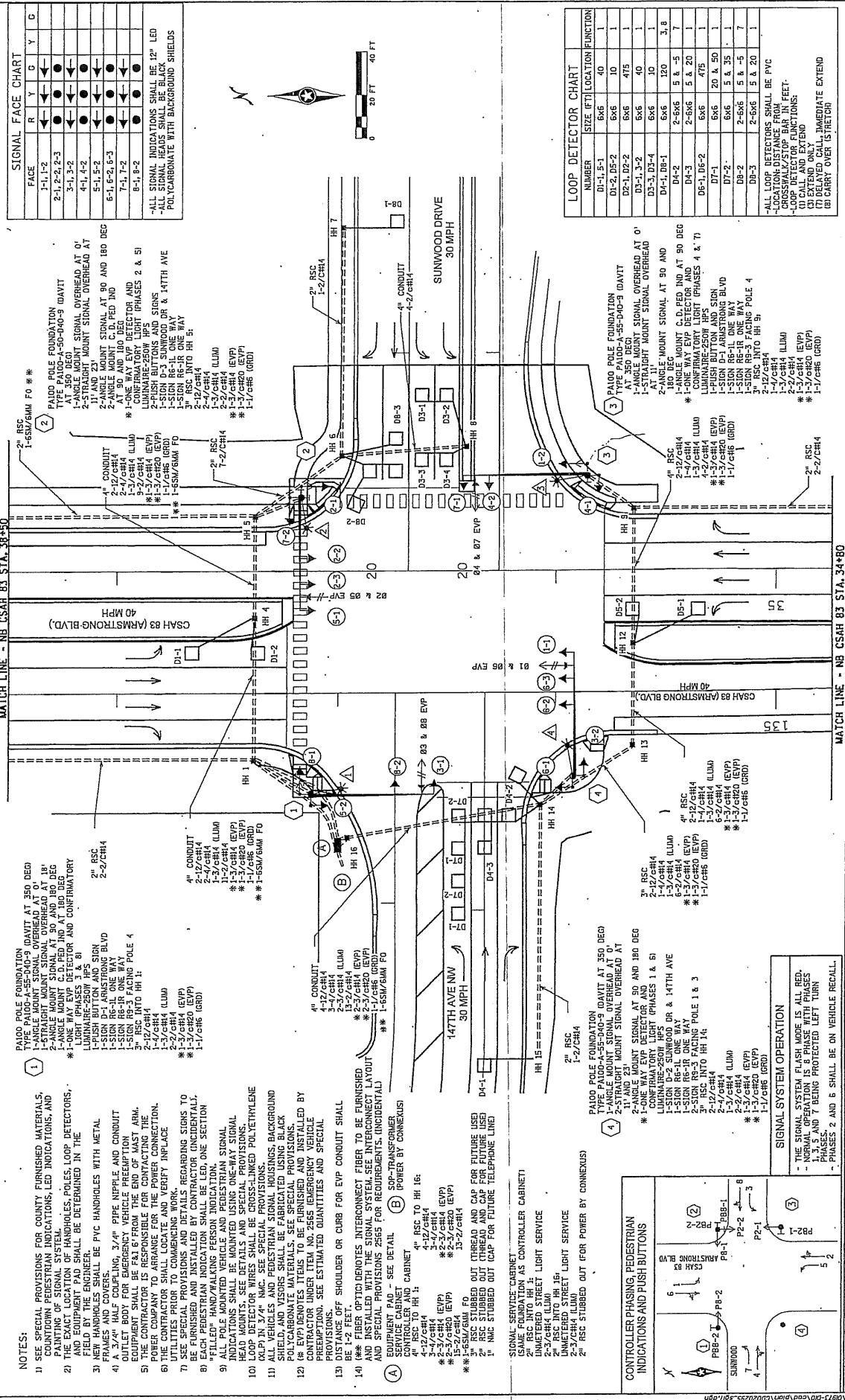
Sincerely,  
SHORT ELLIOTT HENDRICKSON INC.



John M. Gray, PE  
Project Engineer

Enclosures

c: Jane Rose, Anoka County Highway Department



**SIGNAL FACE CHART**

FACE	R	Y	G	Y	C
1-1, 1-2	●	●	●	●	●
2-1, 2-2, 2-3	●	●	●	●	●
3-1, 3-2	●	●	●	●	●
4-1, 4-2	●	●	●	●	●
5-1, 5-2, 5-3	●	●	●	●	●
7-1, 7-2	●	●	●	●	●
8-1, 8-2	●	●	●	●	●

- ALL SIGNAL INDICATIONS SHALL BE 12" LED  
- ALL SIGNAL HEADS SHALL BE BLACK POLYCARBONATE WITH BACKGROUND SHIELDS

**LOOP DETECTOR CHART**

NUMBER	SIZE (FT)	LOCATION	FUNCTION
D1-1, 5-1	6x6	40	1
D1-2, D5-2	6x6	10	1
D2-1, D2-2	6x6	475	1
D3-1, 3-2	6x6	40	1
D3-3, D3-4	6x6	10	1
D4-1, D8-1	6x6	120	3, 8
D4-2	2-6x6	5 & -5	7
D4-3	2-6x6	5 & 20	1
D5-1, D5-2	6x6	475	1
D7-1	6x6	20 & 50	1
D7-2	6x6	5 & 35	7
D8-2	2-6x6	5 & -5	7
D8-3	2-6x6	5 & 20	1

- ALL LOOP DETECTORS SHALL BE PVC  
- ALL DETECTOR CABLES SHALL BE 18 AWG  
- CROSSWALK STOP BAR 18" FEET  
- LOOP DETECTOR SIGNAL SYSTEM INTERSECTION LAYOUT  
- DETECTOR FUNCTIONS:  
(1) CALL AND EXTEND  
(2) CALL AND EXTEND  
(3) DELAYED CALL IMMEDIATE EXTEND  
(4) CARRY OVER (STRETCH)

**PAILO POLE FOUNDATION**  
TYPE PAILO-A-55-D0-9 IDAVIT AT 350 DEG  
1-ANGLE MOUNT SIGNAL OVERHEAD AT 18"  
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG  
\* 1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT PHASES 3 & 8  
1-SIGN B-1 ONE WAY  
1-SIGN B-2 ONE WAY  
1-SIGN B-3 FACING POLE 4  
3- RSC INTO HH 1:  
1-3/4" CH4 (LUM)  
2-2/4" CH4 (EVP)  
\* 1-3/4" CH4 (EVP)  
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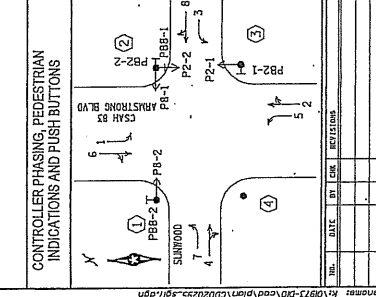
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**PAILO POLE FOUNDATION**  
TYPE PAILO-A-55-D0-9 IDAVIT AT 350 DEG  
1-ANGLE MOUNT SIGNAL OVERHEAD AT 18"  
2-ANGLE MOUNT SIGNAL AT 90 AND 180 DEG  
\* 1-ONE WAY EVP DETECTOR AND CONFIRMATORY LIGHT PHASES 3 & 8  
1-SIGN B-1 ONE WAY  
1-SIGN B-2 ONE WAY  
1-SIGN B-3 FACING POLE 4  
3- RSC INTO HH 1:  
1-3/4" CH4 (LUM)  
2-2/4" CH4 (EVP)  
\* 1-3/4" CH4 (EVP)  
\* 1-3/4" CH4 (EVP)  
\* 1-1/4" CH4 (GRD)  
\* 1-1/4" CH4 (GRD)  
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1-SIGN B-3 FACING POLE 4  
3- RSC INTO HH 1:  
1-3/4" CH4 (LUM)  
2-2/4" CH4 (EVP)  
\* 1-3/4" CH4 (EVP)  
\* 1-3/4" CH4 (EVP)  
\* 1-1/4" CH4 (GRD)  
\* 1-1/4" CH4 (GRD)  
\* 1-5/8" GMM FO

- NOTES:**
- SEE SPECIAL PROVISIONS FOR COUNTY FURNISHED MATERIALS, COUNTING PEDESTRIAN INDICATIONS, LED INDICATIONS, AND PAINTING OF SIGNAL SYSTEM.
  - THE EXACT LOCATION OF HANDHOLES, POLES, LOOP DETECTORS, AND EQUIPMENT PAD SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
  - ALL HANDHOLES SHALL BE PVC HANDHOLES WITH METAL FRAMES AND COVERS.
  - A 3/4" HALF COILING, 3/4" PIPE NIPPLE AND CONDUIT OUTLET BODY FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE FRI 8" FROM THE END OF MAST ARM.
  - POWER COMPANY SHALL LOCATE AND VERIFY INPLACE.
  - THE CONTRACTOR SHALL LOCATE AND VERIFY INPLACE UTILITIES PRIOR TO COMMENCING WORK.
  - SEE SPECIAL PROVISIONS AND DETAILS REGARDING SIGNS TO BE MOUNTED ON AND MOUNTING SHALL BE ONE SECTION EACH PEDESTRIAN INDICATION SHALL BE ONE SECTION.
  - "FILLED" HAND/WALKING PERSON INDICATION.
  - ALL POLE MOUNTED VEHICLE AND PEDESTRIAN SIGNAL INDICATIONS SHALL BE MOUNTED USING ONE-WAY SIGNAL HEAD MOUNTS. SEE DETAILS AND SPECIAL PROVISIONS.
  - ALL VEHICLES AND PEDESTRIAN SIGNAL HOUSINGS, BACKGROUND POLYCARBONATE MATERIALS. SEE SPECIAL PROVISIONS.
  - CONTRACTOR NUMBER SHALL BE 100-555 (EMERGENCY VEHICLE PREEMPTION). SEE ESTIMATED QUANTITIES AND SPECIAL PROVISIONS.
  - DISTANCE OFF SHOULDER OR CURB FOR EVP CONDUIT SHALL BE AS SHOWN.
  - ALL DETECTOR CABLES SHALL BE INTERCONNECTED AT 18" AND SPECIAL PROVISIONS 2655 FOR REQUIREMENTS (INCIDENTAL)
  - EQUIPMENT PAD - SEE DETAIL
  - SOP-TRANSFORMER
  - SIGNAL SERVICE CABINET (POWER BY CONNEXUS)
  - RSC INTO HH 16:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 15:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 14:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 13:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 12:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 11:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 10:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 9:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 8:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 7:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 6:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 5:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 4:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 3:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 2:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)
  - RSC INTO HH 1:  
4-12/CH4  
3-4/CH4 (LUM)  
2-3/CH4 (EVP)  
\* 2-3/CH4 (EVP)  
\* 1-2/CH4 (EVP)  
\* 1-1/CH4 (GRD)  
\* 1-1/CH4 (GRD)







Estimated Costs and Quantities  
 Revise Signal System (FYA Modifications)  
 CSAH 83 at Sunwood Drive/147th Avenue NW  
 Prepared by JMG (SEH) on March 21, 2017

Item	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Remove 3-Section Signals	8	\$300	\$2,400
4-Section Signals (with LED)	9	\$900	\$8,100
5-Foot Extension	1	\$2,500	\$2,500
Strap-on Mid Mast Arm Mount	1	\$1,000	\$1,000
R10-X12 Sign Panels	4	\$500	\$2,000
Controller Cabinet Modifications	1	\$2,000	\$2,000
6 x 6 NMC Loop Detectors	8	\$1,500	\$12,000
6/c#14 Cable (to poles 1, 2, 3, 4)	800'	\$2	\$1,600
EVP detector modifications	1	\$500	\$500
Traffic Control	1	\$2,500	\$2,500
Sub Total			\$34,600
Miscellaneous	approx. 15%		\$5,400
Total Estimated Revise Signal System Costs			\$40,000





# Short Elliott Hendrickson Inc.

3535 Vadnais Center Drive  
St. Paul, MN, 55110

*Building a Better World for All of Us*

2016 Anoka County Counts  
Armstrong Blvd at Sundown Dr/147th St  
PM Peak  
Ramsey, MN

File Name : 3-CSAH 83 (Armstrong Blvd) at Sundown Drive\_147th Avenue 3PM-7PM.ASF  
Site Code :  
Start Date : 9/29/2016  
Page No : 1

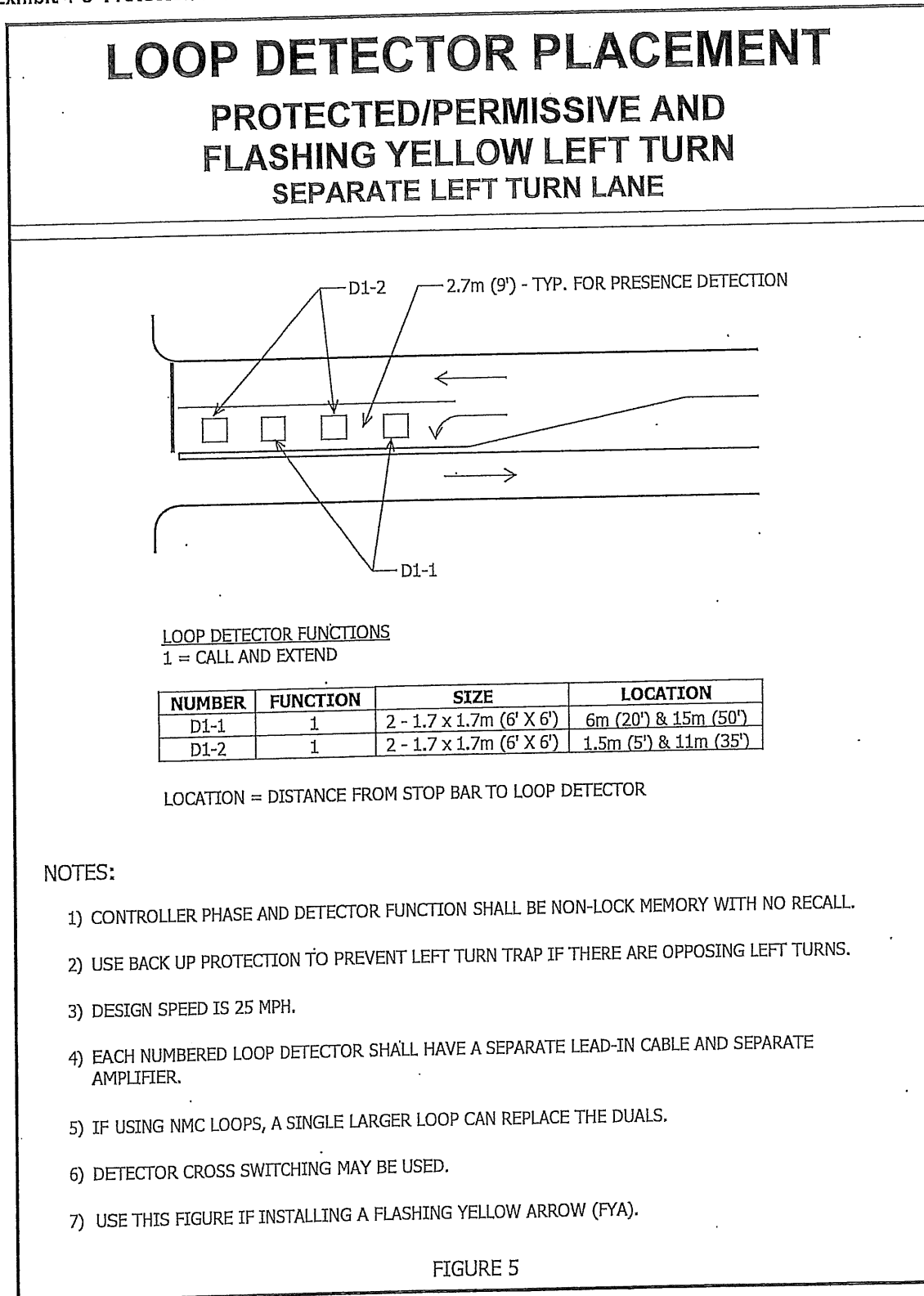
## Groups Printed- Cars +- Trucks

Start Time	Armstrong Blvd From North				Sundown Drive From East				Armstrong Blvd From South				147th Street From West												
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total						
03:00 PM	0	27	10	0	0	37	23	0	14	0	1	38	29	36	0	1	0	66	0	0	0	0	0	141	
03:15 PM	0	26	16	0	0	42	20	0	24	0	0	44	17	49	1	0	0	67	5	0	0	0	5	158	
03:30 PM	0	47	17	0	0	64	31	0	22	0	0	53	30	57	2	0	1	90	0	0	0	1	1	208	
03:45 PM	0	34	19	0	0	53	26	0	10	0	0	36	41	53	0	2	0	96	1	0	0	0	2	187	
Total	0	134	62	0	0	196	100	0	70	0	1	171	117	195	3	3	1	319	6	0	1	0	1	8	694
04:00 PM	0	46	7	0	0	53	35	0	30	0	0	65	27	54	0	0	0	81	0	0	0	0	0	0	199
04:15 PM	1	29	22	0	0	52	33	0	29	0	0	62	29	58	0	0	0	87	0	0	1	0	0	1	202
04:30 PM	0	52	10	0	0	62	45	0	41	0	0	86	31	65	0	1	1	98	1	0	0	0	0	1	247
04:45 PM	1	33	18	0	0	52	32	1	29	0	0	62	32	73	1	0	0	106	1	0	0	0	0	1	221
Total	2	160	57	0	0	219	145	1	129	0	0	275	119	250	1	1	1	372	2	0	1	0	0	3	869
05:00 PM	2	38	20	0	0	60	47	0	23	0	0	70	35	73	0	1	0	109	4	0	0	0	0	4	243
05:15 PM	0	45	9	0	0	54	37	0	22	0	0	59	36	64	0	0	0	100	0	0	0	0	0	0	213
05:30 PM	0	49	14	0	0	63	34	0	20	0	2	56	26	56	2	0	0	84	1	0	0	0	0	2	205
05:45 PM	1	38	14	0	0	53	26	0	7	0	1	34	31	68	1	2	0	102	0	0	2	0	0	2	191
Total	3	170	57	0	0	230	144	0	72	0	3	219	128	261	3	3	0	395	5	0	3	0	0	8	852
06:00 PM	0	46	15	0	0	61	41	0	17	0	1	59	32	49	1	1	0	83	0	0	1	0	0	1	204
06:15 PM	0	38	16	0	0	54	34	0	19	0	3	56	24	54	0	1	0	79	0	0	0	0	0	0	189
06:30 PM	0	41	12	0	4	57	20	0	21	0	5	46	25	47	0	0	0	72	1	0	0	0	0	1	176
06:45 PM	0	24	17	0	0	41	25	0	13	0	0	38	26	31	0	0	0	57	0	0	0	0	0	0	136
Total	0	149	60	0	4	213	120	0	70	0	9	199	107	181	1	2	0	291	1	0	1	0	0	2	705
Grand Total	5	613	236	0	4	858	509	1	341	0	13	864	471	887	8	9	2	1377	14	0	6	0	1	21	3120
Approach %	0.6	71.4	27.5	0	0.5	58.9	58.9	0.1	39.5	0	1.5	34.2	64.4	64.4	0.6	0.7	0.1	66.7	0	28.6	0	0	4.8	0	0
Total %	0.2	19.6	7.6	0	0.1	27.5	16.3	0	10.9	0	0.4	27.7	15.1	28.4	0.3	0.3	0.1	44.1	0.4	0	0.2	0	0	0.7	0
Cars +	5	602	233	0	0	840	508	1	339	0	2	850	460	866	4	9	1	1340	14	0	6	0	0	20	3050
% Cars +	100	98.2	98.7	0	0	97.9	99.8	100	99.4	0	15.4	98.4	97.7	97.6	50	100	50	97.3	100	0	100	0	0	95.2	97.8
Trucks	0	11	3	0	4	18	1	0	2	0	11	14	11	21	4	0	1	37	0	0	0	0	1	1	70
% Trucks	0	1.8	1.3	0	100	2.1	0.2	0	0.6	0	84.6	1.6	2.3	2.4	50	0	50	2.7	0	0	0	0	100	4.8	2.2

\*\*BREAK\*\*



Exhibit 4-6 Protected Permissive and FYA Left Turn – Separate Left Turn Lane



Metric				US Customary			
Design speed (km/h)	Stopping sight distance (m)	Intersection sight distance		Design speed (mph)	Stopping sight distance (ft)	Intersection sight distance	
		Passenger cars				Passenger cars	
		Calculated (m)	Design (m)			Calculated (ft)	Design (ft)
20	20	30.6	35	15	80	121.3	125
30	35	45.9	50	20	115	161.7	165
40	50	61.2	65	25	155	202.1	205
50	65	76.5	80	30	200	242.6	245
60	85	91.7	95	35	250	283.0	285
70	105	107.0	110	40	305	323.4	325
80	130	122.3	125	45	360	363.8	365
90	160	137.6	140	50	425	404.3	405
100	185	152.9	155	55	495	444.7	445
110	220	168.2	170	60	570	485.1	490
120	250	183.5	185	65	645	525.5	530
130	285	198.8	200	70	730	566.0	570
				75	820	606.4	610
				80	910	646.8	650

Note: Intersection sight distance shown is for a passenger car making a left turn from an undivided highway. For other conditions and design vehicles, the time gap should be adjusted and the sight distance recalculated.

#### Exhibit 9-67. Intersection Sight Distance—Case F—Left Turn from Major Road

If stopping sight distance has been provided continuously along the major road and if sight distance for Case B (stop control) or Case C (yield control) has been provided for each minor-road approach, sight distance will generally be adequate for left turns from the major road. Therefore, no separate check of sight distance for Case F may be needed.

However, at three-leg intersections or driveways located on or near a horizontal curve or crest vertical curve on the major road, the availability of adequate sight distance for left turns from the major road should be checked. In addition, the availability of sight distance for left turns from divided highways should be checked because of the possibility of sight obstructions in the median.

At four-leg intersections on divided highways, opposing vehicles turning left can block a driver's view of oncoming traffic. Exhibit 9-98, presented later in this chapter, illustrates intersection designs that can be used to offset the opposing left-turn lanes and provide left-turning drivers with a better view of oncoming traffic.

### Varying Between Protected, Protected/Permissive, and Permissive Operation

As discussed above, the FYA can be considered a variable operation signal indication. Consider the following items:

- ✓ All FYA signals may vary operation between protected, protected/permissive, and permissive operation at various times of the day and night.
- ✓ Each signal approach will need to be analyzed individually to determine the time-of-day FYA operation by considering the following criteria:
  - a) Cross-product volumes of left turns and opposing throughs at various times of day
  - b) Speed limit
  - c) Sight distance limitations
  - d) Number of opposing through lanes
  - e) Double left turn lanes or single left turn lanes
  - f) Opposing left turn lane offset
  - g) Cross street or mainline approach
  - h) Comprehensive left turn crash analysis of approaches with similar characteristics

#### Test for Protected Only Operation 24 Hours per Day

In some cases, the left turn indication should run in the most restrictive Protected-Only mode 24 hours per day. Refer to Exhibit 3-13 for the Protected Only Left Turn Operation Guidelines. If the answer to question 1 or 2 is "yes", then protected operation should be used throughout the day.

#### Exhibit 3-13 Part 1: Protected-Only Left Turn Operation 24 Hours per Day

Part 1: Protected Only Operation - 24 hrs/day Guidelines	
<b>Question 1: Conflicting Left Turns</b> <input type="radio"/> Yes <input type="radio"/> No	Do the opposing left turn paths conflict?  > If the answer is Yes, then use Protected Operation 24 hours/day. > If the answer is No, proceed to the next question.
<b>Question 2: Limited Sight Distance</b> <input type="radio"/> Yes <input type="radio"/> No	Does the left turner have very limited sight distance as defined in the current AASHTO "A Policy on Geometric Designs of Highways and Streets"?  > If the answer is Yes, then use Protected Operation 24 hours/day. > If the answer is No, proceed to part 2 to check for FYA by TOD.
> If the Answer is Yes to Question 1 or 2, use Protected Operation 24 hours/day > If the Answer is No to all of the above, proceed to Part 2.	

If the answer is "yes" to any of the questions in Part 1, then Protected-Only operation is suggested throughout the day. If the answer to all of the questions is "no", then proceed to Part 2 (Exhibit 3-14) to check for permissive FYA operation by time of day.

**Test for FYA Operation by Time of Day**

Part 2 (Exhibit 3-14) should be performed for each time of day interval. Typically, the evaluation would be for 4 or more intervals throughout the day (AM Peak, Mid-day Peak, PM Peak and Off Peak). Other intervals can be evaluated as warranted.

For the Cross-Product (Question 6) use the highest hourly cross product during the interval evaluated.

**Exhibit 3-14 Part 2: Permissive FYA Operation by Time of Day**

<b>Part 2: Time of Day Operation of FYA</b>	
_____	Start Time
_____	End Time
<b>Question 3: Number of Left Turn Lanes</b>	
Does the left turn have two (2) or more lanes?	
<input type="radio"/> Yes	> If the answer is Yes, Protected Operation is suggested during the high volume times of the day (use Engineering Judgment if Decision to run FYA by TOD). > If the answer is No, proceed to the next question.
<input type="radio"/> No	
<b>Question 4: Number of Opposing Through Lanes</b>	
Does the left turn face three (3) or more opposing through lanes?	
<input type="radio"/> Yes	> If the answer is Yes, Protected Operation is suggested during the high volume times of the day (use Engineering Judgment if Decision to run FYA by TOD). > If the answer is No, proceed to the next question.
<input type="radio"/> No	
<b>Question 5: Crash History</b>	
Is protected/permissive operation in place and is there a high number of left turn related collisions during this time interval over a 3-year period susceptible to correction by protected only phasing?	
<input type="radio"/> Yes	> If the answer is Yes, Protected Operation is suggested for this TOD. > If the answer is No, proceed to the next question.
<input type="radio"/> No	
<b>Question 6: Speed and Cross Product</b>	
Is the Speed 45 MPH or greater and the Peak Hour left turn volume greater than 240 vph or is the peak hour cross product greater than 80,000 (100,000 if 2 opposing lanes)?	
<input type="radio"/> Yes	> If the answer is Yes, Protected Operation is suggested for this TOD. > If the answer is No, FYA may be possible during this time period.
<input type="radio"/> No	
> If the answer is Yes to all Questions, Protected Only Operation is Suggested during this TOD (use Engineering Judgment if Decision to run FYA by TOD). > If the answer is No to all Questions, FYA may be used during this TOD.	

If the answer to all of the questions in Part 2 are "yes", protected only operation is suggested. Use engineering judgment if a decision to run FYA for the evaluated time period.

Question 6 does include a threshold volume of 240 vph for the subject left turn. However, if the opposing through volume is low, apply engineering judgment to determine if FYA operation could be used even if the left turn volume exceeds 240 vph.

If permissive FYA operation is allowed, protected/permissive operation may be investigated. The decision to use protected/permissive operation should be based on a capacity analysis.

#### Definitions

- ✓ **Protected only left turn operation:** signal phasing that allows left turn movements to only be made on an exclusive phase (green arrow).
- ✓ **Conflicting Left Turn Paths:** At some locations geometric constraints at the intersection cause the paths of opposing left turn vehicles to cross as overlap creating a conflict. An example is an approach that crosses a divided roadway with a wide median. In these locations, it may be necessary to operate the left turns in a lead-lag sequence or a split phase sequence, not allowing simultaneous opposing left turns. This operation will require protected left turns.
- ✓ **Opposing through lane (conflict):** The opposing through lanes are the lanes across from, and in conflict with, the left turning vehicle. Multiple lanes make it difficult for a driver to evaluate gaps in oncoming traffic. An opposing separate right turn lane will typically not be counted with opposing through lanes unless engineering judgment indicates that the lane configuration and number of right turns will cause conflicts with the left turn movement.
- ✓ **Limited Sight Distance (Requirements):** The minimum sight distance values necessary for the design vehicle volume to complete the turn movement. Distance should be calculated from the stop bar for the mainline left turning vehicle. Measurement is based on travel path, speed, and acceleration vehicle height. Both the sight distance for passenger vehicles and trucks should be checked using heights and distance requirements per the AASHTO Geometric Design Guide. The current reference at time this manual was prepared is the 2004 Guide, Chapter 9, Exhibit 9-67).
- ✓ **Dual Left Turn Lanes:** Multiple left turn lanes may consist of exclusive left turn lanes or a combination of exclusive left turn lanes and lanes that are shared by through and left turning traffic. Both the dual lane and the left turn lane opposing this operation are suggested to operate with protected phasing. Left turn lanes without opposing traffic, such as left turns off of a one-way street, does not require protected only phasing based upon this criteria. It might also be possible to run the FYA in permissive mode during low volume times of the day.
- ✓ **Protected/permissive left turn operation:** signal phasing that provides an exclusive phase (green arrow) followed by a permissive phase (flashing yellow arrow), time during the signal cycle where left turning traffic may make a left turn after yielding to oncoming traffic.
- ✓ **Left Turn Related Collisions:** These are Collisions that could be corrected by protected only phasing, such as those between those involving a left turning vehicle and an opposing through vehicle. At higher speeds the accidents collisions are likely to be more severe. Therefore, a lower number of collisions might be used as the parameter for consideration for high-speed approaches. Because of the variations in collisions overtime, an average number of collisions per year over a 3- year period should be used if the data is available.
- ✓ **Speed:** Because it can be difficult for a driver to accurately judge available gaps in traffic approaching at high speeds, the engineer must exercise discretion when considering permissive or protected permissive left turn phasing with opposing speeds of 45 MPH or above.

Use of posted speed limit is recommended. Non-arterial approaches may have lower speeds than the posted speed limit because they are often in a stop condition upon the arrival of traffic. Grades affect the acceleration rate of the left turner and the stopping distance and speed of the opposing through traffic and are therefore considered in conjunction with speeds.

- ✓ **Cross Product:** The left turn volume multiplied by the opposing through volume. The cross product values used are taken from the Wisconsin Department of Transportation (WisDOT) Traffic Signal Design Manual discussion on left turn conflicts analysis, Chapter 2, Section 3, Subject 4. Cross product used represents a high frequency of conflicts for left turners looking for gaps in through traffic.

### **FYA during Free Operation**

With the variable-phasing operation of the FYA head, free operation will no longer have an assigned fixed phasing operation. Therefore, standard free operation will need to be set up in the signal controller so technicians can put signals quickly to FREE with a standard phasing operation desired at the specific time. Here is an example of the standard FREE operations that will need to be set up in the signal controller:

1. All left turns protected
2. All left turns protected/permissive
3. All left turns permissive
4. Mainline protected, cross street protected permissive
5. Mainline protected, cross street permissive
6. Mainline protected/permissive, cross street protected
7. Mainline protected/permissive, cross street permissive
8. Mainline permissive, cross street protected
9. Mainline permissive, cross street protected/permissive Minimum Green Times

### **Minimum Green Times**

Mn/DOT currently sets the minimum green time based on the type of phasing operation where protected lefts have a 7 second minimum green and protected/permissive lefts have a 5 second minimum green. Given the FYA head is a variable phasing operation head, a decision will need to be made as to if there should be more than one minimum green value that changes with the phasing operation; or if a universal minimum green should apply to all phasing operations.

If one minimum green is used, and if a left turn phase will ever run protected, the left turn minimum green should be set at 7 seconds. If a left turn will never run protected (i.e. only run protected/permissive or permissive), then the left turn minimum green should be set at 5 seconds.

### **EVP Preemption Operation under FYA**

#### **A. Protected-only Operation**

- ✓ When the FYA is not allowed (protected only), the pre-emption will bring up the protected left turn and the adjacent through phase. The opposing FYA will not be allowed during preemption (refer to Exhibit 3-15).

Meeting Date: 10/26/2021

By: Bruce Westby, Engineering/Public Works

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### Information

**Title:**

Adopt Resolution #21-303 Approving Plans and Specifications and Authorizing Advertisements for Bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements

**Purpose/Background:**

**Purpose:**

The purpose of this case is to adopt Resolution #21-303 approving Plans and Specifications and authorizing advertisements for bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements.

**Background:**

On March 9, 2021, the Ramsey City Council adopted Resolution #21-061 awarding a contract to SEH Inc. to prepare plans and specifications for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements. A copy of this resolution is attached.

Plans were recently completed and are ready to be advertised for bids. Plans were prepared with a base bid and an alternate bid as follows;

- Base bid – The base bid specifies a combination of construction techniques whereby open trenching of watermain is specified along the south side of Bunker Lake Boulevard and the north side of 143<sup>rd</sup> Avenue, while directional drilling of watermain is specified at intersections, through Cottonwood Park, under Sunwood Drive, and under the stormwater pond between Hoya and Anderson Dahlen north of 143<sup>rd</sup> Avenue.
- Alternate bid – The alternate bid specifies directional drilling of watermain across as much of the project area as feasible.

Copies of the title sheet and the general layout are attached for reference. Staff will have a full set of plans available at the meeting to address any specific design questions Council may have. As has been stated in similar previous cases, Staff recommends not attaching final plans to Council cases to prevent bidders from using those plans to bid the project, which can result in bids that do not reflect plan addendums.

**Notification:**

Bids will be advertised in Finance and Commerce and in the Anoka Union Herald on Friday, October 29, 2021, and on November 5, 2021. Bids will also be advertised and managed online on QuestCDN.

**Time Frame/Observations/Alternatives:**

**Observations:**

The current bidding environment for utility pipes is extremely volatile. There is currently an overall shortage of pipe and appurtenant materials for various material types. This is due to a shortage of materials caused by supply chain disruptions due to recent extreme weather events, a shortage of drivers, shipping lane blockages, etc. All this is resulting in increased pipe costs and long delivery times between the time materials are ordered and the time they are delivered. On average, pipes are not able to be delivered for 3 to 6 months or more from the time they are ordered. Staff therefore recommends bidding this project as soon as possible, allowing an extended bidding window (Staff recommends 2 months), and allowing bidders as much time as possible to substantially complete the work (Staff recommends a substantial completion deadline of May 2023 to ensure the trunk watermain is in place and operational by the time the new Water Treatment Facility is operational in the fall of 2023). All this should allow

bidders to work with materials suppliers to receive the best bid prices possible.

**Alternatives:**

Alternative #1 – Motion to adopt Resolution #21-303 approving Plans and Specifications and authorizing advertisements for bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements.

Alternative #2 – Motion of other.

**Funding Source:**

SEH’s design services fee for designing the trunk watermain improvements and preparing plans and specifications was \$235,895, which equated to 6.89-percent of the preliminary estimated trunk watermain improvements construction cost of \$3,424,750.

Construction cost estimates based on final plans and specifications for the base and alternate bids are as follows;

- Base bid construction cost estimate = \$4,880,000
- Alternate bid construction cost estimate = \$4,900,000

The significant difference in costs between the preliminary estimate and the current estimates is due to the recent volatile bidding environment for pipe materials. At this time, it is not known when the volatile bidding environment related to utilities may subside.

Funding for this project is proposed to come from water enterprise funds. For almost two decades, municipal water users have been contributing to a future water treatment plant, which includes off-site trunk watermain improvements required to provide the plant with raw water, and to transport treated (finished) water out to the distribution mains.

**Recommendation:**

On October 19, 2021, the Public Works Committee unanimously recommended City Council approval of plans and specifications and authorizing advertisements for bids for Improvement Project #21-08, or alternative #1.

Staff also recommends approving alternative #1.

**Outcome/Action:**

Adopt Resolution #21-303 approving Plans and Specifications and authorizing advertisements for bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements.

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**Attachments**

Resolution 21-061

ACTION Resolution 21-303

Plan Title and General Layout Sheets

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Kurt Ulrich	Kurt Ulrich	10/21/2021 03:11 PM
Form Started By: Bruce Westby		Started On: 10/16/2021 02:31 PM
Final Approval Date: 10/21/2021		

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

**RESOLUTION #21-061**

**RESOLUTION ORDERING PLANS AND SPECIFICATIONS FOR IMPROVEMENT PROJECT #21-08, WATER TREATMENT PLANT TRUNK WATERMAIN IMPROVEMENTS**

**WHEREAS**, pursuant to Ramsey City Council Resolution #19-248 adopted October 8, 2019, five (5) proposals were accepted and a professional services contract was awarded to SEH, Inc. for the purpose of analyzing the City's municipal water supply system source water, developing a water system model, and preparing a preliminary design report for a centralized water treatment plant to ensure that the City's municipal water supply system will continue to provide adequate quantities of safe drinking water into the foreseeable future; and

**WHEREAS**, SEH, Inc. has completed the tasks required by the contract such that all required off-site trunk watermain improvements needed to serve the proposed water treatment plant have been identified well enough to complete preliminary and final design efforts; and

**WHEREAS**, to ensure that the required off-site trunk watermain improvements can be constructed as cost-effectively as possible the City must complete construction of the trunk watermain improvements along Bunker Lake Boulevard before Anoka County begins construction of their proposed Bunker Lake Boulevard interim improvements project on or after September 7, 2021; and

**WHEREAS**, at the request of City Staff, SEH, Inc. submitted a proposal for design and construction services to allow the necessary trunk watermain improvements to be designed, bid, and constructed in 2021; and

**WHEREAS**, funds required to pay for the trunk watermain improvements have been collected from municipal water supply users and are available to fund the improvements in 2021; and

**WHEREAS**, City Staff recommends accepting the professional services proposal from SEH, Inc. based on the value the City will receive by completing construction of the trunk watermain improvements along Bunker Lake Boulevard before Anoka County begins construction of their proposed Bunker Lake Boulevard interim improvements project.

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

- 1) The Mayor and City Administrator are hereby authorized and directed to enter into a contract with SEH for said professional services for and on behalf of the City of Ramsey.

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

Mayor Kuzma  
Councilmember Musgrove  
Councilmember Howell  
Councilmember Heineman  
Councilmember Riley  
Councilmember Specht  
Councilmember Woestehoff

and the following voted against the same:

None


and the following abstained:

None


and the following were absent:

None

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 9th day of March, 2021.

  
\_\_\_\_\_  
Mayor

**ATTEST:**

  
\_\_\_\_\_  
City Clerk

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #21-303**

**RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND AUTHORIZING ADVERTISEMENTS FOR BIDS FOR IMPROVEMENT PROJECT #21-08, WATER TREATMENT PLANT TRUNK WATERMAIN IMPROVEMENTS**

**WHEREAS**, pursuant to Ramsey City Council Resolution #19-248 adopted October 8, 2019, five (5) proposals were accepted and a professional services contract was awarded to SEH, Inc. for the purpose of analyzing the City’s municipal water supply system source water, developing a water system model, and preparing a preliminary design report for a centralized water treatment plant to ensure that the City’s municipal water supply system will continue to provide adequate quantities of safe drinking water into the foreseeable future; and

**WHEREAS**, pursuant to Ramsey City Council Resolution #21-061 adopted March 9, 2021, a professional services contract was awarded to SEH, Inc. for all design and construction services needed to allow the trunk watermain improvements needed to support the centralized water treatment plant to be designed, bid, and constructed before the water treatment plant is constructed; and

**WHEREAS**, funds required to pay for the trunk watermain improvements have been collected from municipal water supply users and are available to fund the proposed improvements, and

**WHEREAS**, SEH, Inc. completed plans and specifications for the purpose of advertising for bids for the same improvements.

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

- 1) The Ramsey City Council hereby approves the final plans and specifications prepared by SEH, Inc. for the making of such improvements, and authorizes the advertisement of bids for the same improvements.

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

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 26th day of October, 2021.

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Mayor

**ATTEST:**

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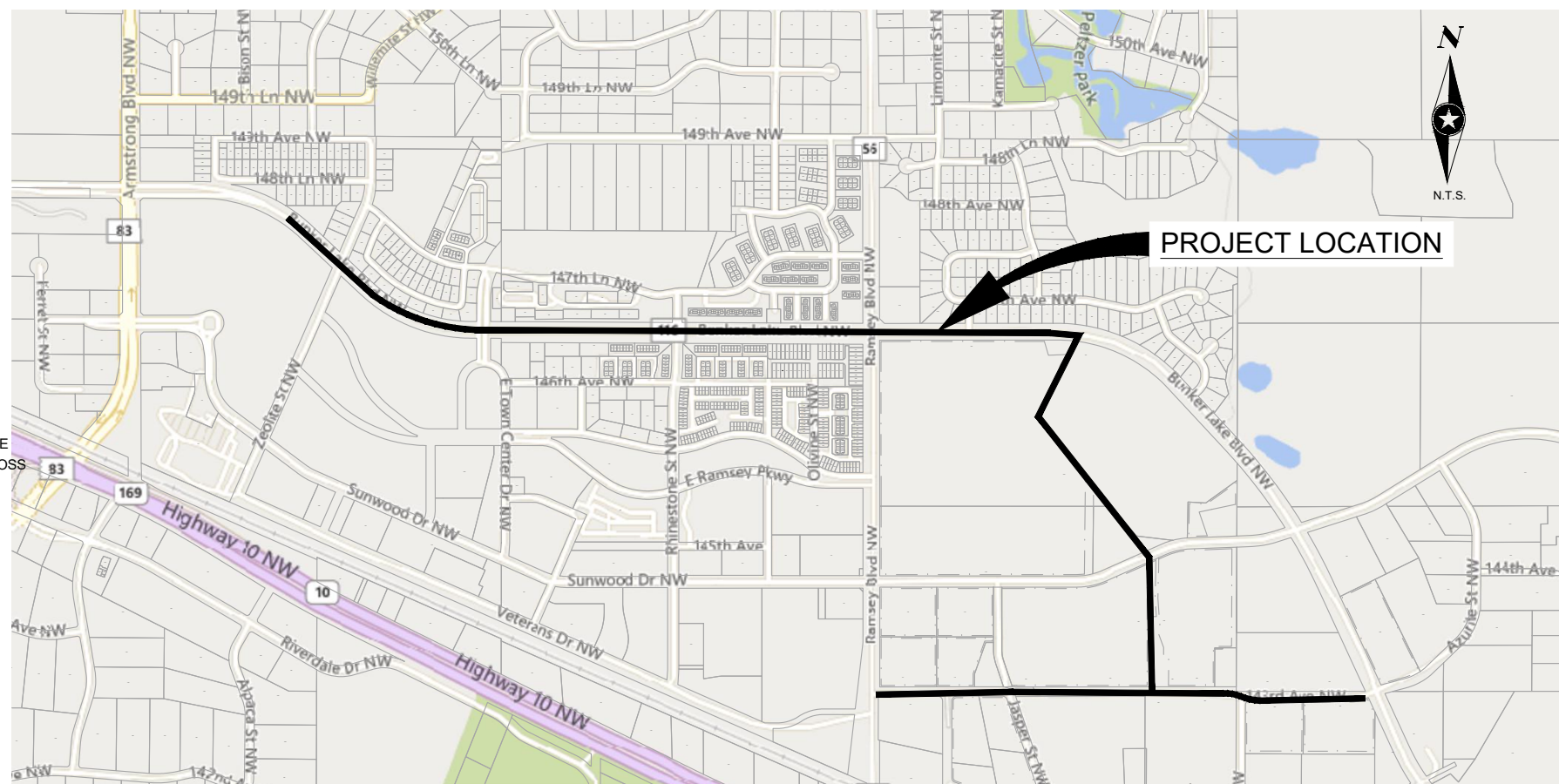
City Clerk

# CITY OF RAMSEY, MINNESOTA

## CONSTRUCTION PLANS FOR

### WATER MAIN INSTALLATION, EXCAVATION, HORIZONTAL DIRECTIONAL DRILLING, GRADING, BITUMINOUS PAVING, & RESTORATION WATER TREATMENT PLANT TRUNK WATER MAIN IMPROVEMENTS

CITY PROJECT NO. 21-08



GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN EXCEPT AS MODIFIED BY THE SPECIFICATIONS FOR THIS PROJECT.

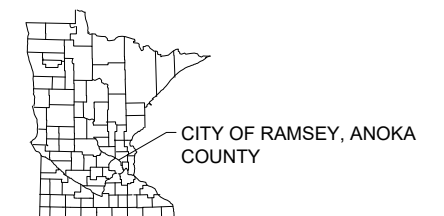
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PROJECT OVERVIEW
3	CONSTRUCTION NOTES
4-7	DETAILS
8-15	REMOVAL PLAN
16-30	WATER MAIN PLAN AND PROFILE
31	COTTONWOOD TRAIL PLAN AND PROFILE
32-39	EROSION CONTROL AND TURF ESTABLISHMENT
40-41	SWPPP
42-44	TRAFFIC CONTROL PLAN
45	PAVEMENT MARKING AND SIGNING PLAN

THIS PLAN CONTAINS 45 SHEETS.

PROJECT LOCATION



RAMSEY, MINNESOTA

**SEH**  
 PHONE: 651.490.2000  
 3535 VADNAIS CENTER DRIVE  
 ST. PAUL, MN 55110-5196  
 www.sehinc.com

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MN.

*Stephen R. Prall*  
 Signature  
 Stephen R. Prall

Date: 10-01-2021 Lic. No. 54949

FILE NO.

Ramsy159783

1  
of 45

NOTE:  
 THE SUBSURFACE UTILITY QUALITY INFORMATION IN THIS PLAN IS LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02 ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

THE CONTRACTOR SHALL CALL THE GOPHER STATE ONE CALL SYSTEM AT 811 BEFORE COMMENCING EXCAVATION.



Know what's below.  
Call before you dig.

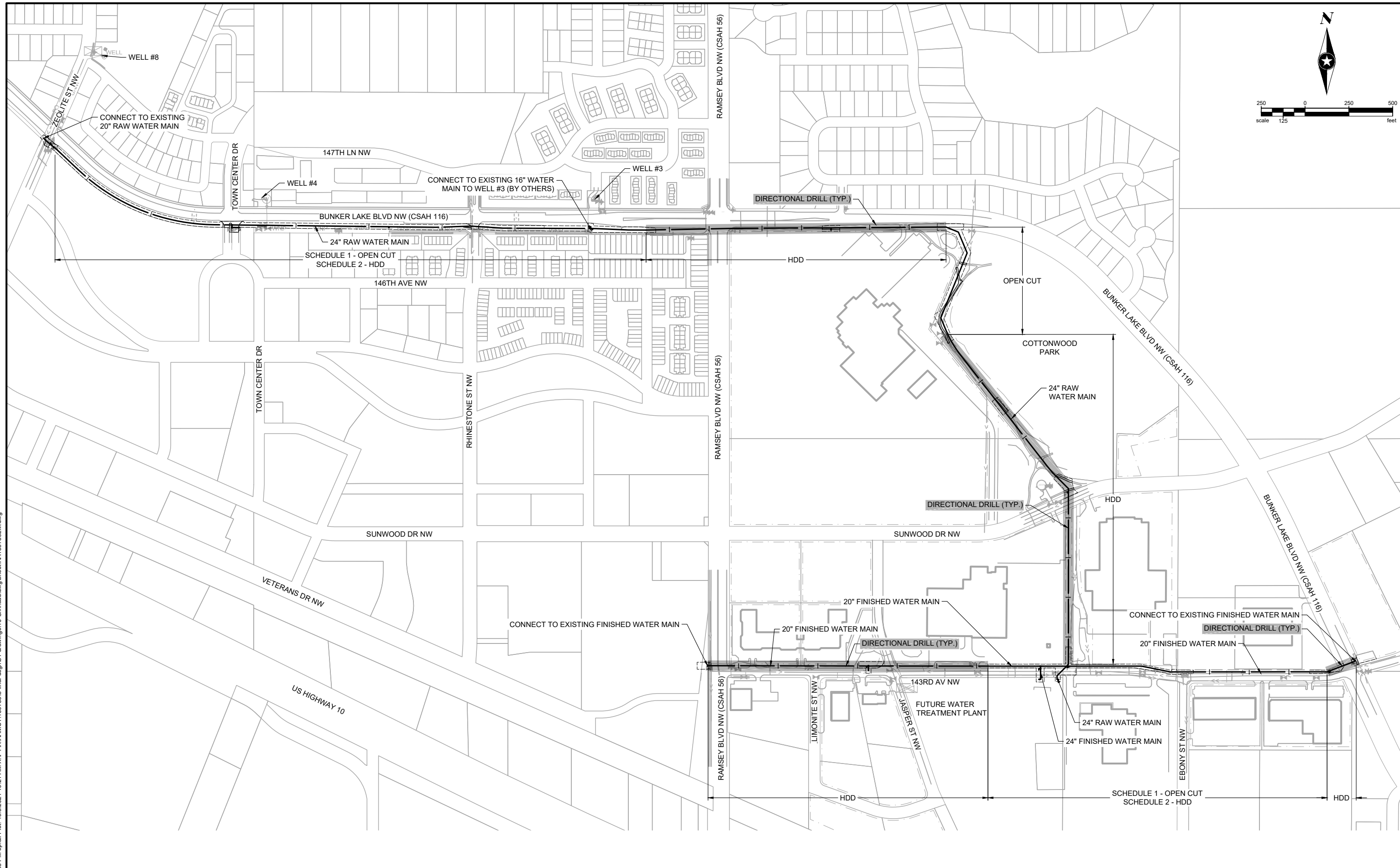
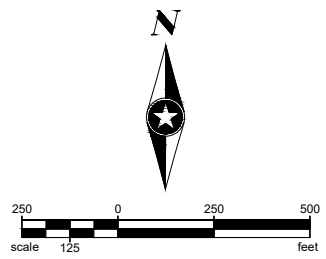
EXISTING

- RIGHT OF WAY
- PERMANENT EASEMENT
- DRAINAGE AND UTILITY EASEMENT
- PROPERTY LINE
- △ XX HORIZONTAL CONTROL POINT
- × BM BENCHMARK
- SURVEY MARKER
- SOIL BORING
- LIFT SANITARY SEWER AND MANHOLE
- FM FORCE MAIN AND LIFT STATION
- SANITARY SEWER SERVICE & CLEANOUT
- WATER MAIN, HYDRANT, VALVE AND MANHOLE
- WATER SERVICE AND CURB STOP BOX
- STORM SEWER, MANHOLE AND CATCH BASIN
- CULVERT AND APRON ENDWALL
- GAS MAIN, VALVE, VENT AND METER
- HH HANDHOLE
- FO BURIED FIBER OPTIC CABLE AND MANHOLE
- T-BUR BURIED PHONE CABLE, PEDESTAL AND MANHOLE
- TV-BUR BURIED TV CABLE, PEDESTAL AND MANHOLE
- P-BUR BURIED ELECTRIC CABLE, PEDESTAL, MANHOLE, TRANSFORMER AND METER
- OVERHEAD WIRE, POLE AND GUY WIRE
- LIGHT POLE
- TRAFFIC SIGNAL
- STREET NAME SIGN
- SIGN (NON STREET NAME)
- ==== RAILROAD TRACKS
- DECIDUOUS AND CONIFEROUS TREE
- BUSH / SHRUB AND STUMP
- EDGE OF WOODED AREA
- WET WETLAND
- BUILDING
- X FENCE (UNIDENTIFIED)
- X BARBED WIRE FENCE
- XC CHAIN LINK FENCE
- XE ELECTRIC WIRE FENCE
- XWD WOOD FENCE
- XWW WOVEN WIRE FENCE
- PLATE BEAM GUARDRAIL
- CABLE GUARDRAIL
- POST / BOLLARD
- RETAINING WALL

PROPOSED


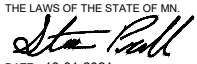
- 6+00 STREET CENTERLINE
- RIGHT-OF-WAY
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- CONSTRUCTION LIMITS
- FM SANITARY SEWER, BULKHEAD AND MANHOLE
- SANITARY SERVICE AND CLEANOUT
- WATER MAIN, TEE, HYDRANT, BULKHEAD AND VALVE
- WATER VALVE MANHOLE, REDUCER, BEND AND CROSS
- WATER SERVICE AND CURB STOP BOX
- STORM SEWER, MANHOLE AND CATCH BASIN
- CULVERT AND APRON ENDWALL
- DRAIN TILE
- DITCH / SWALE
- RIPRAP
- STREET NAME SIGN
- SIGN (NON STREET NAME)
- RETAINING WALL

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SEH Project	Ramsy159783	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
Drawn By	JRB, SRP	.			.		
Designed By	KLK	.			.		
Checked By	CES	.			.		


 I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MN.  
  
 Stephen R. Prall  
 LICENSE NO. 54949  
 DATE 10-01-2021

**WATER TREATMENT PLANT**  
**TRUNK WATER MAIN IMPROVEMENTS**  
 Ramsey, Minnesota

PROJECT OVERVIEW