

City of Ramsey
Agenda
Public Works Committee
Tuesday, January 19, 2021

5:30 pm

Lake Itasca Room, 7550 Sunwood Drive NW

This meeting is being held in accordance with Minnesota Statutes 13D.021. Due to the COVID-19 Pandemic, it is not practical and prudent for all members of this board to attend in person. Current Minnesota law requires certain social distancing standards that impacts the capacity of the Council Chambers. For those at highest risk, it is advised to isolate themselves from the general public. For these reasons, it is not practical and prudent to have this meeting exclusively in person. Members of the public are welcome to attend in person or remotely.

Remote Attendance available at 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. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
 1. Approve the following meeting minutes.
 1. Public Works Committee meeting dated November 17, 2020.
- 5. Committee Business**
 1. Appoint Chair and Vice-Chair of the Public Works Committee
 2. 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
 3. Consider Water Treatment Plant Site Selection Recommendation
 4. Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for Riverdale Drive Reconstruction, Improvement Project #21-00
 5. Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for 2021 Crack Seal Improvements, Improvement Project #21-06
 6. Consider Recommending City Council Approval of Resolution Adopting Minimum Requirements for Public Utilities Installed in Public Right-of-Ways and Easements
- 6. Committee/Staff Input**

1. Receive Staff Updates on Improvement Projects, Studies and Items of Interest
2. Review Future Topics Calendar
7. **Adjournment**

Public Works Committee

4. 1.

Meeting Date: 01/19/2021

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Approve the following meeting minutes.

1. Public Works Committee meeting dated November 17, 2020.

Purpose/Background:

Purpose: To review and approve meeting minutes.

Background: Attached are the meeting minutes to review.

Timeframe:

5 minutes.

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

To review and approve meeting minutes dated November 17, 2020.

Action:

Motion to approve meeting minutes dated November 17, 2020.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	01/14/2021 04:21 PM
Kurt Ulrich	Kurt Ulrich	01/14/2021 04:30 PM
Form Started By: MaryJo Warner		Started On: 01/14/2021 10:59 AM
Final Approval Date: 01/14/2021		

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

The Public Works Committee conducted a regular meeting on Tuesday, November 17, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Mark Kuzma
 Councilmember Jeff Menth
 Councilmember Chris Riley

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

1. CALL TO ORDER

Chairperson Kuzma called the regular meeting of the Public Works Committee to order at 5:30 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

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

4. APPROVE MINUTES

4.01: Approve October 20, 2020, Meeting Minutes

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

Regular Meeting Minutes dated October 20, 2020

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

5. COMMITTEE BUSINESS

5.01: Consider Recommendation to City Council Approving Proposal to Comply with America's Water Infrastructure Act of 2018

City Engineer Westby reviewed the staff report and noted that although the staff report identifies a different action, staff believes that there would be adequate time to complete this action in-house.

Councilmember Riley stated that it sounded like this would have required staff time even with a consultant, therefore even though it may take a little more staff time, there would be a cost savings.

City Engineer Westby confirmed that with a consultant they were estimating 55 to 60 hours of staff time and if they complete this in-house, he estimates 100 to 120 hours.

Motion by Councilmember Menth, seconded by Councilmember Riley, to authorize City staff to complete the RRA.

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

5.02: Consider Recommendation to City Council Authorizing Flashing Yellow Arrow Studies at Select Intersections.

City Engineer Westby reviewed the staff report and noted that the Committee could recommend that the City Council authorize the hiring of SEH, Inc. to analyze the feasibility of modifying signal systems to add flashing yellow arrow operations for identified intersections.

Chairperson Kuzma asked if the interchanges that will be added on Highway 10 will change traffic counts/patterns.

City Engineer Westby confirmed that there are a number of improvement projects that can impact traffic patterns/counts but noted that the Highway 10 improvements are still a number of years ahead.

Councilmember Menth asked if the signal systems would be changed with the improvement projects.

City Engineer Westby stated that the signal systems would not be changed. He stated that once the improvement projects are completed, Anoka County would complete traffic counts and perhaps change the timing of the signals.

Councilmember Riley asked for details on what would be included in the initial cost.

City Engineer Westby stated that the initial cost would be for the study and to determine whether a flashing yellow light would be allowed, and if it would be feasible, the estimated cost would be provided.

Councilmember Menth noted that the original request was submitted for the intersection at Sunwood and Ramsey Boulevard and asked if there were other intersections being considered.

City Engineer Westby confirmed that the request was for that one intersection, but staff had identified additional intersections and has received comments related to other possible locations.

Chairperson Kuzma asked if the County budgets funds for sign retrofits.

City Engineer Westby confirmed that the County budgets \$100,000 each year for that purpose.

Councilmember Riley stated that the presentation noted that the cost to upgrade to a flashing yellow light would have to be funded by the City. He commented that the intersection is of a County road and City road and therefore the County Commission had stated that should be a 50/50 cost share between the two. He asked for clarification from staff.

City Engineer Westby provided details on the County's cost-share policy.

Councilmember Musgrove stated that she suggested that intersection of Sunfish and Alpine. She stated that perhaps the resident that brought this forward would feel differently if the cost were known. She commented that she believes that the cost is high without participation from the County. She stated that even though she suggested an intersection, now that she knows the cost, she would prefer to wait.

Councilmember Riley asked if there are some intersections that are known to be easier updates with lower costs.

City Engineer Westby replied that none of the intersections would be considered low hanging fruit. He noted that the studies would need to be completed for the intersections.

Councilmember Menth commented that he questions this action, as the world has survived this long without flashing yellow lights. He stated that some of these intersections are fairly new and this would be considered a want and not a need. He commented that while it would be nice to have some things, there are needs in the City that have to be addressed, such as road and a water treatment center.

Councilmember Riley agreed that it would not make sense to move forward at this time but could be something to consider in the future when updates are made to intersections.

Chairperson Kuzma asked which intersections are City, County or State.

City Engineer Westby provided those details.

Councilmember Menth referenced stoplights that have been put in the last few years and asked what initiated those signals being added.

City Engineer Westby provided details on the different elements that warrant a signal system being added to an intersection.

Motion by Councilmember Riley, seconded by Councilmember Menth, to postpone hiring a consultant to conduct flashing yellow operation studies at this time but ask staff to continue to identify intersection modifications that could be completed in the future.

Further discussion: City Engineer Westby asked if staff should prepare a response to the resident that requested the improvement. Chairperson Kuzma confirmed that would be appropriate.

Motion carried. Voting Yes: Chairperson Kuzma, Councilmembers Riley and Menth. 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 on other items of interest to the Committee.

6.02: Review Future Topics Calendar

No comments.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:18 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

5. 1.

Meeting Date: 01/19/2021

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Appoint Chair and Vice-Chair of the Public Works Committee

Purpose/Background:

Annually, the Public Works Committee appoints a Chair and Vice-Chair of the Committee.

Timeframe:

5 minutes.

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

Action:

Motion to appoint as Chairperson, and as Vice-Chairperson, of the Public Works Committee for the term January 1, 2021 to December 31, 2021.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	01/15/2021 01:56 PM
Grant Riemer	Grant Riemer	01/15/2021 01:59 PM
Kurt Ulrich	MaryJo Warner	01/15/2021 03:34 PM
Form Started By: MaryJo Warner		Started On: 01/15/2021 12:57 PM
Final Approval Date: 01/15/2021		

Public Works Committee

5. 2.

Meeting Date: 01/19/2021

By: Tim Gladhill, Community Development

Title:

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

Purpose/Background:

The purpose of this case is to receive an update on a potential cost share framework for the Riverdale Drive Extension Improvement Project. Formal action will be requested at the February Public Works Committee (at the earliest)

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. That being said, the project has a broader benefit for Highway 10 Safety/Congestion and the Bowers Drive Neighborhood.

This topic was discussed last discussed in March, 2020. General direction has been to split costs evenly between the City, Property Owner (Pearson) and Developer (Capstone), including any funding gap related to improvements to an adjacent parcel required to make this connection.

Below is a summary of topics for discussion at the request of the Developer and Property Owner. Additional detail is included in the attached presentation.

- Developer/Owner object to contributing to off-site improvements (County Parcel, Bowers Drive)
- City has found that acquisition/repayment of previous funding for the County Parcel shall likely be required
- Planning Level Layout has been adjusted slightly
- Cost Estimates have been improved
- The City was unsuccessful in the planned MnDOT Grant (\$710,000)
- The City is applying for a different MnDOT Grant (\$1.25M)

Timeframe:

30 minutes.

Observations/Alternatives:

Assessment Method

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

City Contribution to Collector Road

The original 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 a potential grant award from MnDOT in the amount of \$1.25M. While Staff feels confident that this project will score well in the next application round, there is no guarantee of

this award. This project is listed in MnDOT and Anoka County's 2014 Highway 10 Access Planning Study, 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. As such, Anoka County has offered that the City can purchase this parcel, repaying grant funds for acquisition and receive any future land sales from redevelopment. This would not be a County Road - it would be a local City Street.

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

Total Assessment Amount and Preliminary Assessment Amount

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

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 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 could 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. The question at hand is to better determine what funding sources can be secured and at what timeframes. The City may be able to assemble additional funding sources (both internal and external) to increase our participation, but that will take time.

Future Discussions

This case is intended to serve as high-level policy direction. Next steps including, but not limited to Feasibility Report, Approving Plans, Awarding Contract and holding Assessment Hearing will provide additional levels of detail. The intent of this step is to limit the number of alternatives Staff should explore, given the request from the Developer to revise previous direction.

Alternatives

Alternative 1 - Recommend that the City Council proceed the ORIGINAL Cost Share Framework, updating planned grant fund revenue and ROW acquisition cost. [Developer/Owner Object]

Alternative 2 - Recommend that the City Council proceed with the REVISED Cost Share Framework. [Current Discussions]

Alternative 3 - Recommend that the City Council proceed with a different alternative.

Alternative 4 - Recommend that the City not proceed with the project.

Funding Source:

The funding for this project is proposed to be a combination of City Contributions and Developer Assessments as outlined below. As it pertains to the City's Cost Share (Municipal Contribution to Collector Road + Assessment Amount for Ownership of Real Property), several funding sources are available.

1. City's Public Improvement Revolving (PIR) Fund (generated from local property tax revenue)
2. Anoka County Redevelopment Authority (ACHRA)
3. State of Minnesota Municipal State Aid (MSA) Account

4. MnDOT Local Partnership Program (LRIP - competitive grant up to \$1.25M)
5. Tax Increment Financing (for qualifying projects in the Commercial/Industrial District)

Recommendation:

For update only. Staff does recommend the following parameters.

1. City pays for all costs associated with County Property (ROW plus construction), but applies 100% of the grant to the County Parcel
2. City pays for Bowers Drive cul-de-sac and Bowers Drive Connection but reduces contribution to Pearson Frontage in recognition of an overall higher contribution to the overall project
3. The portion on the Pearson Property is split per the attached REVISED Cost Share Framework
4. The City's Financial Consultant should evaluate the Developer's pro-forma to ensure returns on investment are within industry standard and that the assistance is truly needed for the project, unless the City's contribution is further reduced

Action:

For update only.

Attachments

Riverdale Drive Planning Level Layout

Capstone Plans

Capstone Plans

ORIGINAL Cost Share Framework

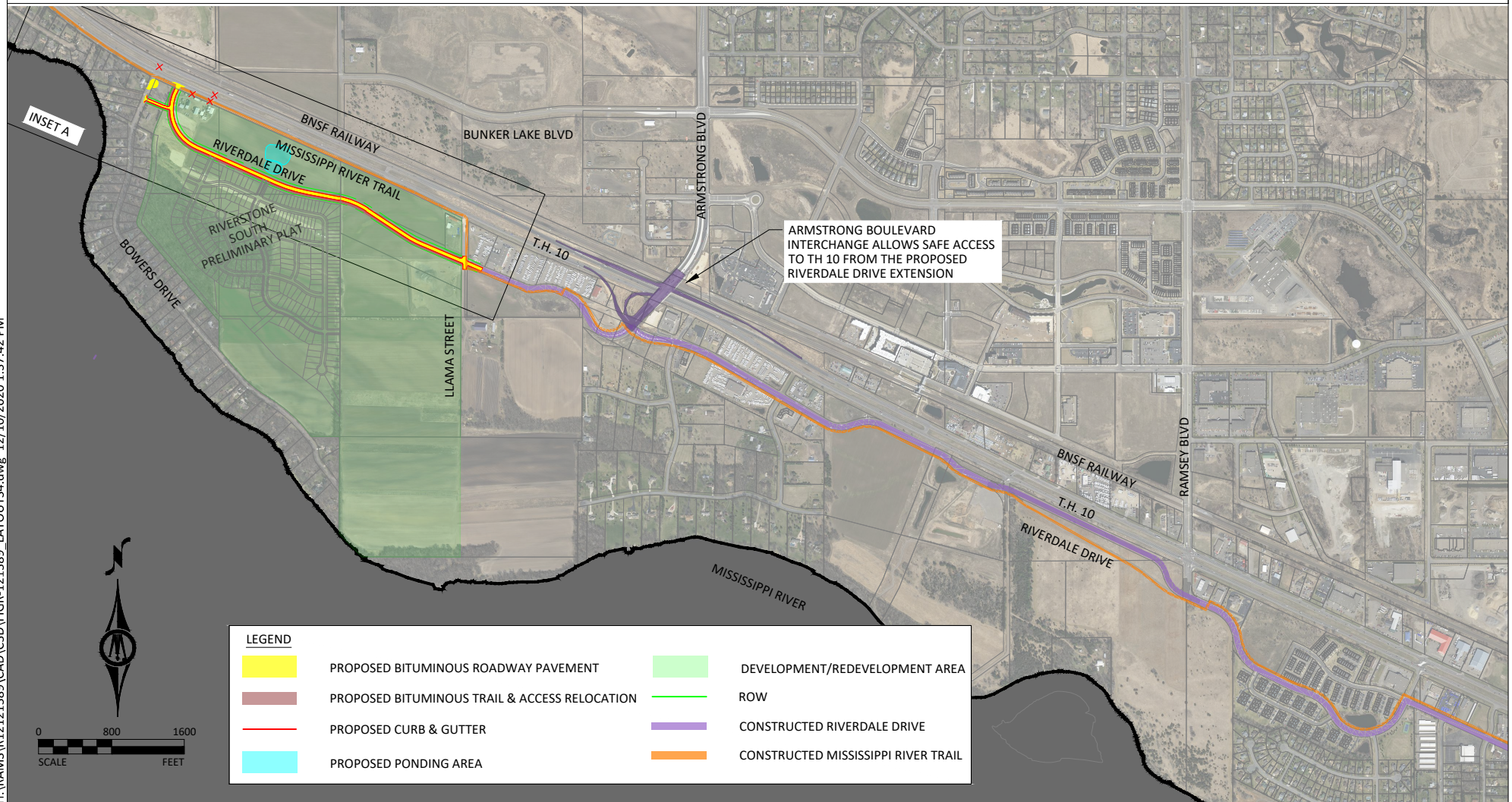
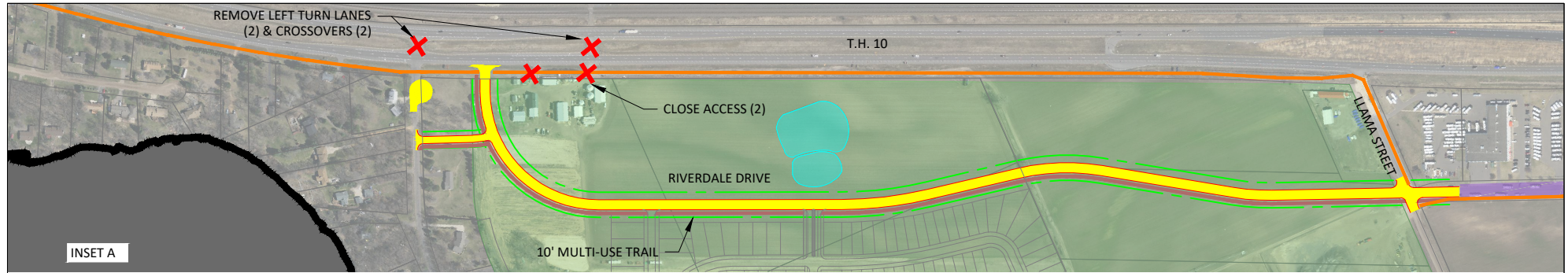
ALTERNATE Cost Share Framework

Public Works Committee Meeting Minutes dated March 16, 2020

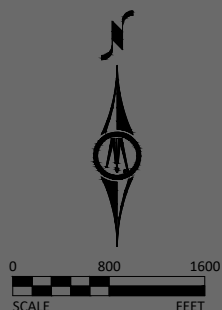
Staff Presentation

Form Review

Inbox	Reviewed By	Date
Bruce Westby	MaryJo Warner	01/14/2021 04:59 PM
Grant Riemer	Grant Riemer	01/14/2021 05:09 PM
Kurt Ulrich	MaryJo Warner	01/14/2021 07:50 PM
Form Started By: Tim Gladhill		Started On: 01/14/2021 02:48 PM
Final Approval Date: 01/14/2021		



LEGEND			
	PROPOSED BITUMINOUS ROADWAY PAVEMENT		DEVELOPMENT/REDEVELOPMENT AREA
	PROPOSED BITUMINOUS TRAIL & ACCESS RELOCATION		ROW
	PROPOSED CURB & GUTTER		CONSTRUCTED RIVERDALE DRIVE
	PROPOSED PONDING AREA		CONSTRUCTED MISSISSIPPI RIVER TRAIL



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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.

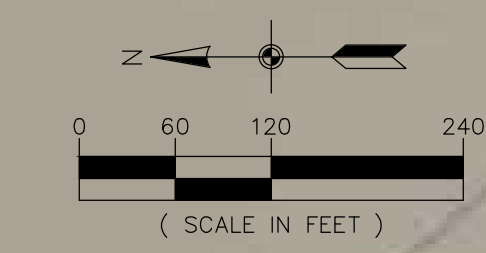
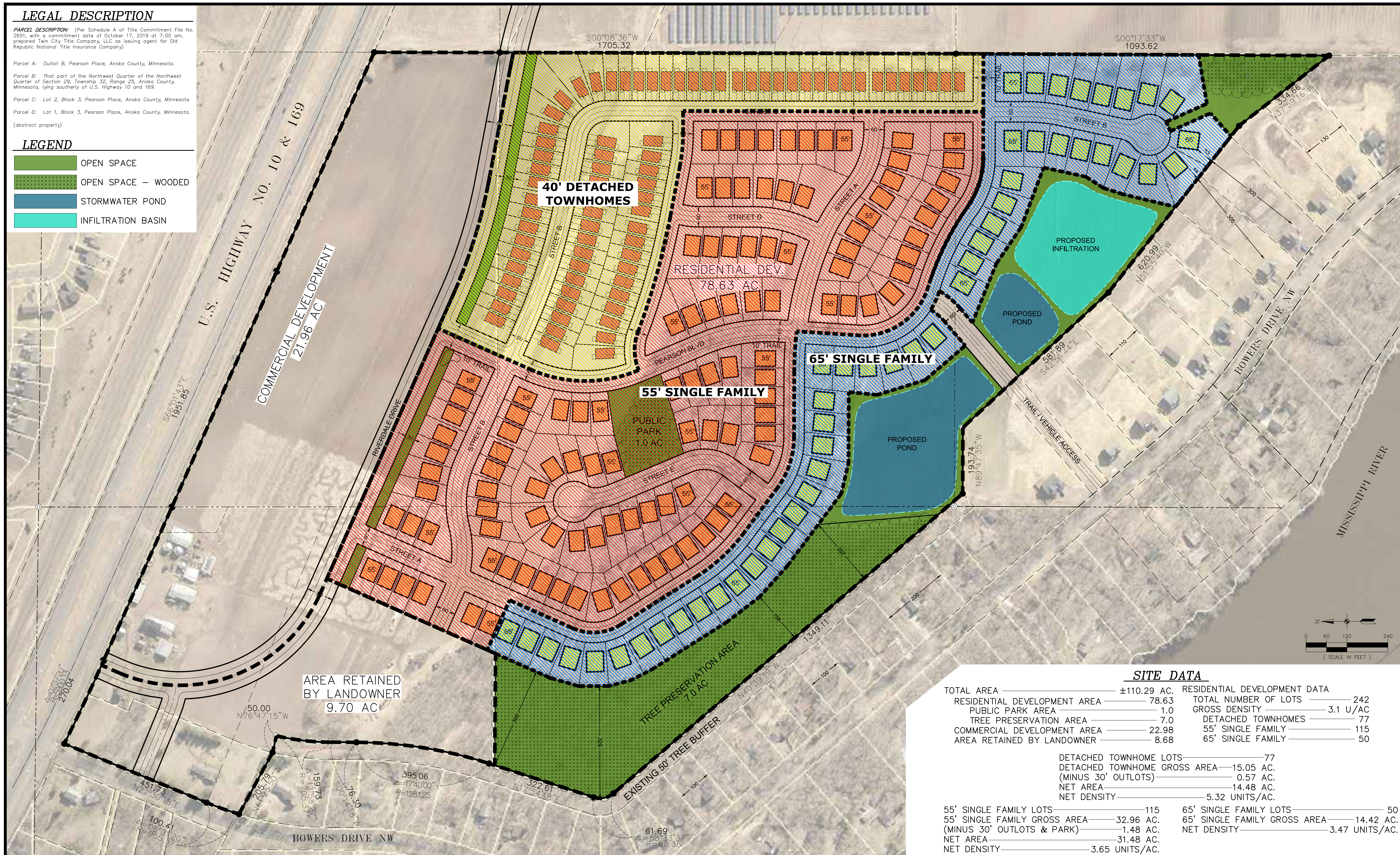
Parcel C: Lot 2, Block 3, Pearson Place, Anoka County, Minnesota.

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	9.70
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

LEGAL DESCRIPTION

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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.

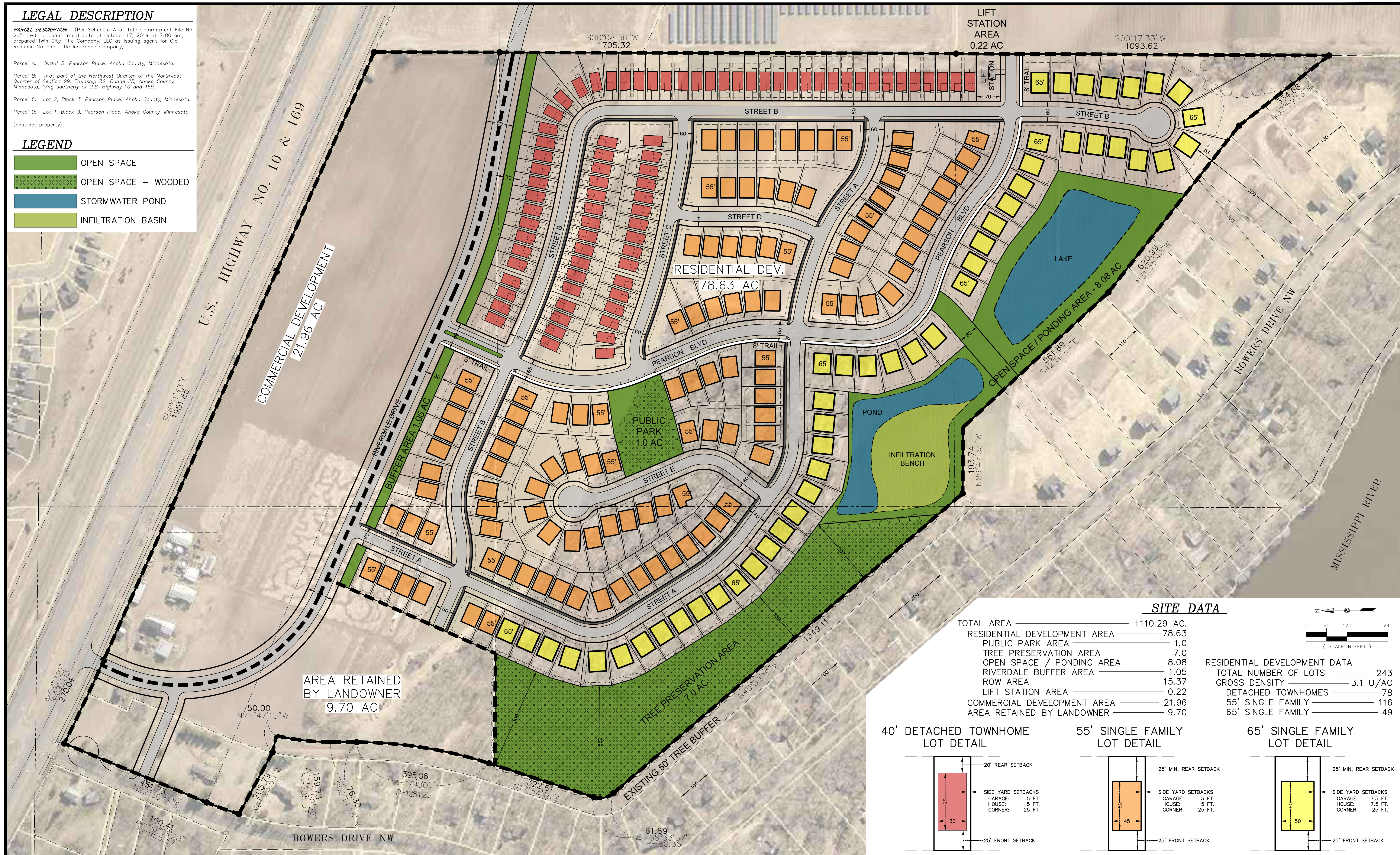
Parcel C: Lot 2, Block 3, Pearson Place, Anoka County, Minnesota.

Parcel D: Lot 1, Block 3, Pearson Place, Anoka County, Minnesota.

(abstract property)

LEGEND

- OPEN SPACE
- OPEN SPACE - WOODED
- STORMWATER POND
- INFILTRATION BASIN

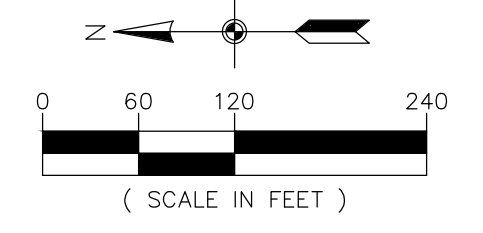


SITE DATA

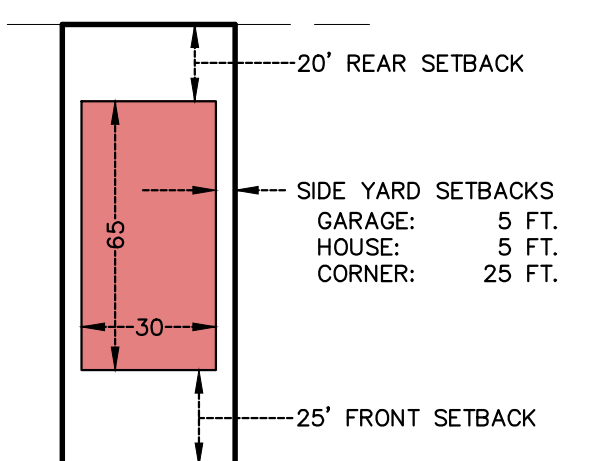
TOTAL AREA	±110.29 AC.
RESIDENTIAL DEVELOPMENT AREA	78.63
PUBLIC PARK AREA	1.0
TREE PRESERVATION AREA	7.0
OPEN SPACE / PONDING AREA	8.08
RIVERDALE BUFFER AREA	1.05
ROW AREA	15.37
LIFT STATION AREA	0.22
COMMERCIAL DEVELOPMENT AREA	21.96
AREA RETAINED BY LANDOWNER	9.70

RESIDENTIAL DEVELOPMENT DATA

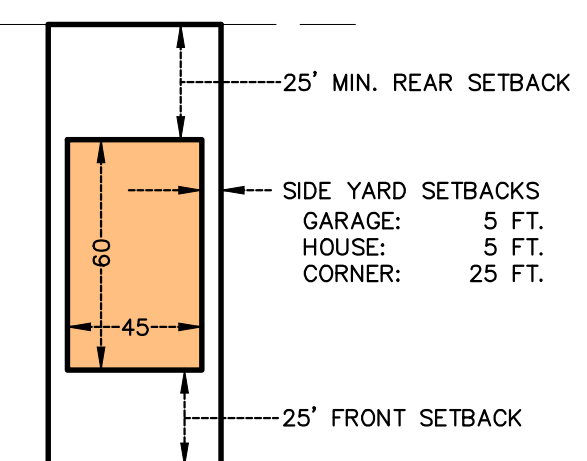
TOTAL NUMBER OF LOTS	243
GROSS DENSITY	3.1 U/AC
DETACHED TOWNHOMES	78
55' SINGLE FAMILY	116
65' SINGLE FAMILY	49



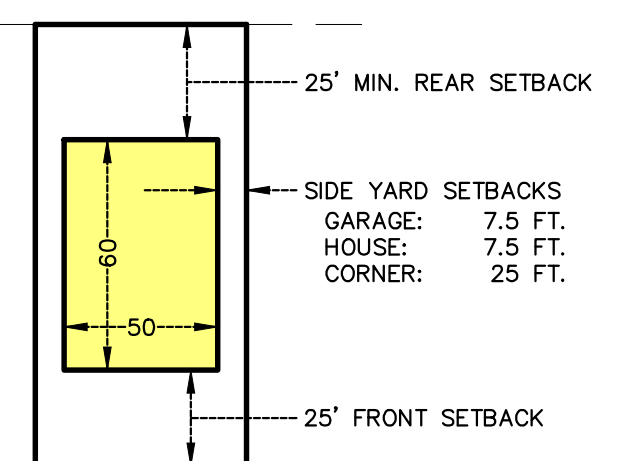
40' DETACHED TOWNHOME LOT DETAIL



55' SINGLE FAMILY LOT DETAIL



65' SINGLE FAMILY LOT DETAIL



Riverdale Drive Development Initiated Expansion and Safety Improvement Project
 Scenario 4d: Time Sensitive (2020 Approval) Scenario w/Public Works Committee Recommendation

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

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

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

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

To be split evenly between City, Pearson, Capstone per PWC

Total Contribution by Party: Cost Share with Pearson and Capstone						
Property/Party	Pearson Frontage		Anoka County Frontage		Total	
	Amount	Percentage	Amount	Percentage	Amount	Percentage
City/Public Dollars	\$388,000	36.39%	\$39,250	33.3%	\$427,250	36.1%
Capstone/Riverstone South	\$339,125	31.81%	\$39,250	33.3%	\$378,375	32.0%
Dobbs/Commercial/Industrial	\$339,125	31.81%	\$39,250	33.3%	\$378,375	32.0%
Total	\$1,066,250	100.00%	\$117,750	100.0%	\$1,184,000	100.0%

Total Project: Public versus Private Dollars			
	Amount	Percentage	
MnDOT Grant	\$710,000	42%	
City Dollars (including unallocated from County Parcel)	\$239,250	14%	~56% Public Dollars
Private Dollars	\$756,750	44%	
Total	\$1,706,000	100%	

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

Alternative 6a
Capstone Proposal w/City Modifications - Capstone Pearson Even Split

Project Costs (including ROW)

County Parcel	\$1,578,125	
Pearson Parcel	\$971,500	
Bowers Drive Modifications	\$75,375	
Total	\$2,625,000	**Note: utilities not included - paid for by Trunk Fees**

Sources of Funds

	County Parcel	Pearson Parcel	%	Bowers Drive	Total
Sources					
MnDOT Grant	\$1,250,000				\$1,250,000
City Contribution	\$328,125	\$272,020	28.0%	\$75,375	\$675,520
Pearson Contribution		\$349,740	36.0%		\$349,740
Capstone Contribution		\$349,740	36.0%		\$349,740
			100.0%		\$2,625,000

Uses (Project Costs)

	County Parcel	Pearson Parcel	%	Bowers Drive	Total
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	\$950,000				
	\$1,578,125	\$971,500		\$75,375	\$2,625,000

Public vs. Private Dollars

Private (Capstone + Pearson)	\$0	\$699,480	72%	\$0	\$699,480
Public (City + MnDOT)	\$1,578,125	\$272,020	28%	\$75,375	\$1,925,520
					\$2,625,000

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 COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Public Works Committee conducted a regular meeting on Monday, March 16, 2020, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota. Appropriate social distancing was observed during the meeting.

Members Present: Chairperson Mark Kuzma
 Councilmember Jeff Menth
 Councilmember Chris Riley

Also Present: City Engineer Bruce Westby
 Deputy City Administrator Tim Gladhill
 Parks and Assistant Public Works Superintendent Mark Riverblood

1. CALL TO ORDER

Chairperson Kuzma called the regular meeting of the Public Works Committee to order at 5:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

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

4. APPROVE MINUTES

4.01: Approve February 18, 2020, Meeting Minutes

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

Regular Meeting Minutes dated February 18, 2020

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

5. COMMITTEE BUSINESS

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

Deputy City Administrator Gladhill reviewed the staff report and stated that staff recommends that the City Council confirm direction to continue funding discussions with the City, offering to pay up to one third of the project costs on the Pearson Properties Frontage (excluding Anoka County parcel). He noted that Capstone Homes is recommending that the City contribute 50 percent of the cost of the Pearson Properties Frontage (excluding Anoka County parcel).

Tom Bakritges, Capstone Homes, stated that it has been a good experience to work with City staff. He noted that they have tried to be consistent with what has been done with the City in terms of cost-share on other road projects. He stated that the one third/one third/one third split has always been discussed. He stated that this is an important road for the City and developer, and they are comfortable with the one third/one third/one third split. He stated that they are open to allowing the City additional time to find additional funding allocations, which would reduce the costs for all parties and therefore support option 4A.

John Dobbs, representing the Pearsons and Pearson properties, echoed the comments made by Capstone. He stated that staff has been amazingly supportive throughout this process over the past two years. He noted that the challenge has always been the cost of the County frontage of Riverdale Drive. He stated that the funding challenge is how the road can be built without the County contributing. He stated that they have a similar view to Capstone and hope to find a way through this.

Chairperson Kuzma stated that the challenge is the amount of \$118,000 and asked if that amount could be split three ways as well.

Deputy City Administrator Gladhill noted that is up for discussion. He clarified that amount is allocation for the County parcel. He confirmed that could be split three ways. He noted that staff could also speak to the County to determine if the cost could be paid upfront and then reimbursed by the County when the parcel sells.

Chairperson Kuzma asked where the funding would come from for the City portion.

Deputy City Administrator Gladhill reviewed some available funding sources the City could utilize.

Councilmember Riley confirmed that the City has identified funding sources for its portion of the cost-share and that the issue is the County's portion, which equates to about \$118,000. He noted that the County will receive additional funds for its parcel when it sells if the road is constructed.

Deputy City Administrator Gladhill explained that the County has funds allocated through its CIP and does not have funds or priority identified for this improvement, or the sale of that parcel.

Chairperson Kuzma asked if the developers would be open to splitting the \$118,000 three ways.

Mr. Bakritges replied that they have not talked about that scenario and is not comfortable discussing that because the parcel is owned by the County. He stated that he could be open to it but there would need to be further discussion because the land is owned by the County.

Chairperson Kuzma stated that he is attempting to find a solution that could allow the project to move forward, noting that there could be a possibility that the funds could be reimbursed at a later date.

Mr. Dobbs stated that the numbers move around, but everyone is on the same page with the one third/one third/one third split. He stated that there is something to be said about improving another property owner's value five-fold that seems wrong. He stated that they would like to continue to be supportive of the project.

Councilmember Riley stated that he understands that point of view. He stated that having the shortfall, the City may possibly have to delay the development one year to find a solution. He explained that if everyone shares the additional cost at a rate of about \$40,000 each, that could allow this to move forward.

Mr. Dobbs noted that he would have to speak with the Pearsons, noting that his prior comment was as a consultant. He acknowledged that everyone has worked hard to get this far, and he would like to continue discussions.

Mr. Bakritges stated that if this action is what the Committee would recommend, he would want to ensure that the City leaves open the option of investigating other funding sources that could bring down the cost and believed there to be enough time to do that.

Deputy City Administrator Gladhill agreed and asked if the Committee would be comfortable allowing staff and the developers to find that solution and define a timeframe.

Councilmember Riley stated that he would be willing to support splitting the additional cost three ways, otherwise would feel that the project would have to be moved back one year.

Chairperson Kuzma echoed the comments of Councilmember Riley. He stated that if the agreement of splitting the County cost equally between the three parties could be reached, the Committee could forward that to the Council and that would not preclude staff from looking at additional funding sources.

Councilmember Menth asked where the gap is coming from.

Deputy City Administrator Gladhill explained that is the portion for the County parcel frontage.

Mr. Bakritges stated that they would support that concept but would like to stress that staff continue to investigate alternate sources of funding, as mentioned in the staff report.

Motion by Councilmember Riley, seconded by Councilmember Menth, to recommend that the City Council confirm direction to continue funding discussions with the City offering to pay up to one third of the project costs on the Pearson Properties Frontage.

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

5.02: Center Street Area Capital Improvement Planning

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and recommendation to proceed and approve the planning activity outlined in the case.

Chairperson Kuzma asked if the design cost would cover both the park and pump house areas.

Parks and Assistant Public Works Superintendent Riverblood provided additional details on the elements that are included in the design, including the pump house elements and Center Street improvements.

Chairperson Kuzma asked if the pump house elements would include filters that may be necessary for water treatment.

Parks and Assistant Public Works Superintendent Riverblood noted that would be a separate activity, and they would ensure not to plan anything in areas that would perhaps need to be disturbed in the future for water treatment improvements.

Councilmember Menth asked for additional details on how the improvements would be added.

Parks and Assistant Public Works Superintendent Riverblood replied that the pump house material is meant to have material clad onto it, explaining that the new materials would be added to the existing structure. He provided additional details on the location of the temporary section of road and trail that would be improved.

Councilmember Riley agreed that this is the right time to improve the pump house as the area around it continues to develop.

Councilmember Menth noted that the last Council meeting included a discussion on the desire to hold apartment buildings to certain standards and agreed that the City should hold itself to the same standard.

Motion by Councilmember Menth, seconded by Councilmember Riley, to recommend to the City Council to approve \$11,800 for Center Street area capital improvement planning.

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

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

City Engineer Westby reviewed the staff report and recommendation that the City Council accept the Feasibility Report for Amended 2020 Pavement Overlay Improvements, Improvement Project No. 20-02A. Based on the pavement core analysis findings from both mill and overlay feasibility reports, the time of year as related to receiving competitive bids on projects, and the fact that the City is again discussing funding options for pavement management program projects, Staff does not recommend pursuing overlay improvements in 2020.

Councilmember Riley asked why the streets in Regency Ponds would look good and still not have enough pavement.

City Engineer Westby stated that the roads were sealcoated, which can make the road look better than the underlying conditions. He reviewed the ratings for the roads, which were 6, 7 and 8 and therefore seemed that they could be overlaid. He stated that after reviewing the pavement cores, much of the pavement is degrading from the bottom up. He reviewed information on the estimated timeline and the different factors that continue to impact that schedule. He stated that staff would recommend not moving forward on an overlay project this year for reasons noted earlier, and to allow Staff to focus on the Variolite Street Reconstruction project to ensure it can move forward this year. He noted that the overlay funds could be used for additional pavement corings and/or crack seal improvements, as needed.

Councilmember Riley stated that Business Park 95 is in bad shape and asked what would be done with those streets.

City Engineer Westby stated that the City would continue to patch those streets this year. He stated that there were two streets that had pavement sections that could support mill and overlay while the remainder requires full depth reclamation. He stated that he would prefer to delay that project to the next year when it can be better planned for and more is known about road funding.

Councilmember Riley asked if the streets would be good enough for businesses to use this year.

City Engineer Westby confirmed that the streets would be usable, although patching would not look as good aesthetically.

Councilmember Riley stated that originally, the City's plan for roads included completing mill and overlays but it continues to be the situation that mill and overlays cannot be completed. He asked if that would impact the City's plan and if other cities have similar problems.

City Engineer Westby noted that Anoka stopped completing mill and overlays in 2009 on older roads and are only doing full depth reclamations on its older roads. He confirmed that this will change the City's pavement management program for many of its streets.

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

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

6. COMMITTEE / STAFF INPUT

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

City Engineer Westby provided an update on the current status of the design options for Variolite Street in preparation of requesting City Council approval of the Feasibility Report on April 14th.

Councilmember Riley suggested placing signs out stating that the road is going to be reconstructed, as some residents do not seem to know about the upcoming project.

City Engineer Westby stated that staff will review that option once Public Works Superintendent Riemer returns from vacation.

6.02: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby reviewed the staff report, providing an update on current and proposed improvement projects within the City and on other items of interest to the Committee.

6.03: Review Future Topics Calendar

City Engineer Westby reviewed the future topics calendar.

7. ADJOURNMENT

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

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

The regular meeting of the Public Works Committee adjourned at 6:22 p.m.

Respectfully submitted,



Grant Riemer

Public Works Superintendent

Drafted by Amanda Staple

TimeSaver Off Site Secretarial, Inc.



RIVERDALE DRIVE EXTENSION RIVERSTONE SOUTH SUBDIVISION

Public Works Committee
January 19, 2021

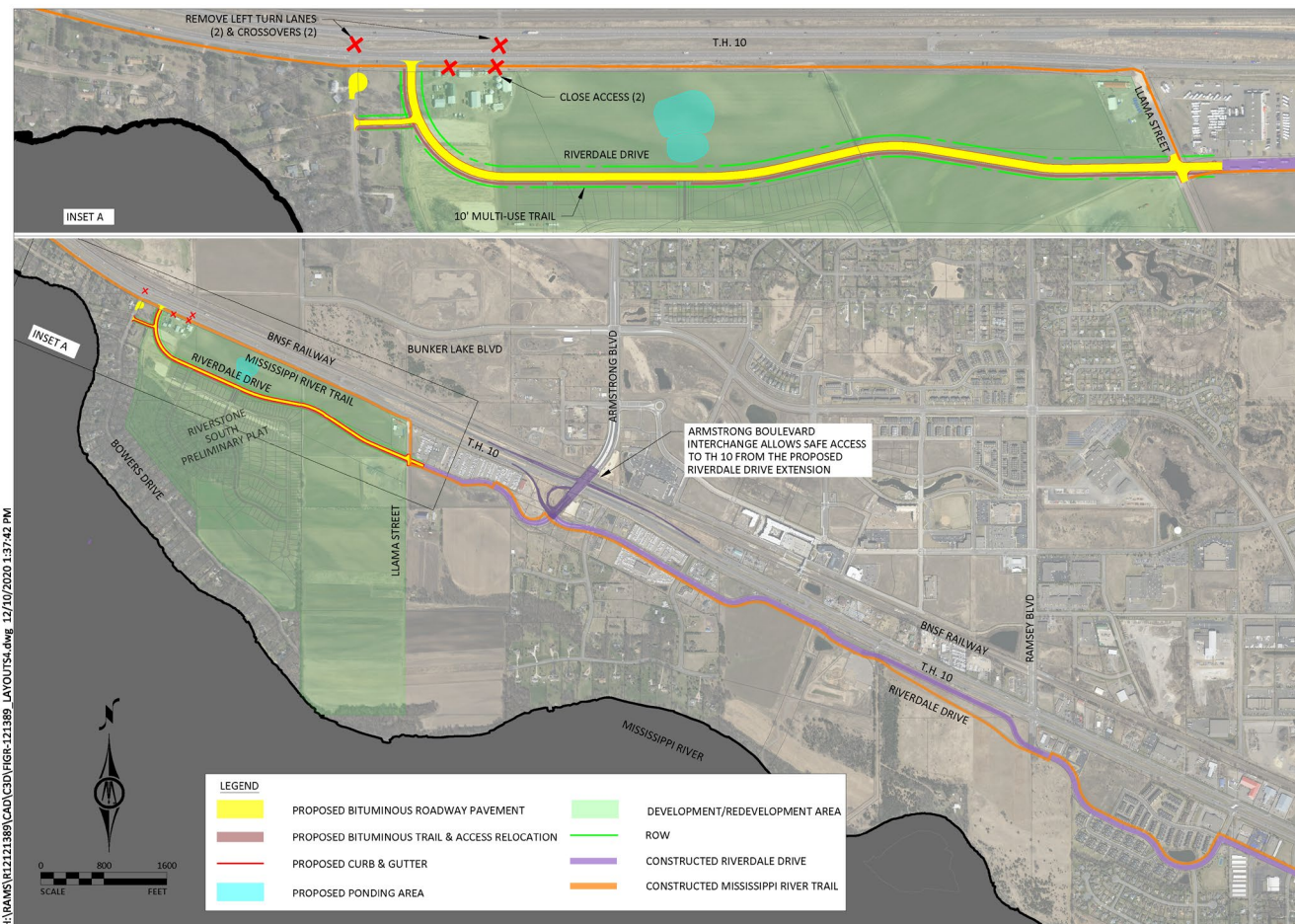
RIVERDALE DRIVE EXTENSION

LOCAL PARTNERSHIP PROGRAM

CITY OF RAMSEY

RIVERDALE DRIVE EXTENSION

DECEMBER 2020



FRAMING THE CONVERSATION

- But for this Development, the City would wait for this extension
 - Opportunity/Development Driven
- An accelerated schedule has financial value
- The legal framework would allow these costs to be required of the Developer
- It is reasonable and fair for the City to contribute due to the broader public benefit

PREVIOUS COUNCIL DIRECTION

- Pearson Frontage
 - City, Developer and Property Owner each pay 1/3
- County Parcel
 - City, Developer and Property Owner each share 1/3 of cost in excess of potential grant [Developer and Property Owner Object]

UPDATES

- City must purchase County Parcel and repay a grant
 - \$750K to \$1.3M
 - Future Return on Investment – Land Sales
- Continued Negotiations with Developer/Property Owner
 - Developer Counter
 - Staff Counter to Developer Counter

CONTINUED NEGOTIATIONS

- Developer Counter Proposal
 - City pay for all costs on County Parcel
 - City pay for any improvements to Bowers Drive, Bowers Drive Connection to Riverdale Drive Extension and any improvements to Highway 10
- Staff Counter Proposal to Above
 - **[Partial Agreement]** City pay for all costs on County Parcel
 - **[Counter]** Allocate any grant award to County Property Only – no allocation to Pearson Frontage
 - **[Partial Agreement]** City pay for any improvements to Bowers Drive and Bowers Drive Connection to Riverdale Drive Extension
 - **[Reject]** City, Developer and Property Owner each contribute to Highway 10 Improvements [direct benefit to Development]
 - **[Counter]** Reduce amount of City Contribution to Pearson Frontage to offset significant contribution to overall project

FINANCIAL ANALYSIS/UNDERWRITING

- Is the contribution warranted?
- Is the Developer's Return on Investment within industry standard?
- Are we inflating the value of the land by contributing to the project?

OPTIONS TO WAIVE UNDERWRITING

- Developer pays for the Open Space Preservation (\$350K); or
- Developer pays for the Pearson Frontage Contribution (\$272K)

LEGAL FRAMEWORK

- Per MN Statute 429, can assess for off-site improvements if benefits the project

PROPOSED FUNDING SOURCE FOR CITY CONTRIBUTION

- Anoka County Housing and Redevelopment Authority (ACHRA)

Meeting Date: 01/19/2021

By: Bruce Westby, Engineering/Public Works

Title:

Consider Water Treatment Plant Site Selection Recommendation

Purpose/Background:

Purpose:

The purpose of this case is to consider providing a Water Treatment Plant (WTP) site selection recommendation to the City Council.

Background:

The source water for the City of Ramsey's water supply system is groundwater obtained from the Tunnel City-Wonewoc (TCW) aquifer through eight municipal water supply wells. In 2019, concentrations of manganese ranged from 0.02 milligrams per liter (mg/L) to 0.37 mg/L. In 2019 the Minnesota Department of Health (MDH) had a Health Based Value (HBV) for manganese of 0.100 mg/L for bottle feeding infants, and 0.300 mg/L for anyone over 1-year old. Four of Ramsey's eight water supply wells exceeded the MDH HBV for manganese in 2019 so MDH recommended that the City develop plans to reduce manganese concentrations in the water supply system.

In addition to the potential health concerns with manganese, Ramsey's drinking water also exceeds the Secondary Standards for iron and manganese. Water with concentrations of iron and manganese above the Secondary Standard causes aesthetic problems including red and black staining of plumbing fixtures, laundry, sidewalks, buildings, etc., as well as taste complaints.

The most cost effective process for removing manganese and iron from drinking water is chemical oxidation followed by sand filtration. Incorporating these processes will require construction of a water treatment plant. The City therefore hired an engineering consultant to prepare a Feasibility Report to ensure our groundwater aquifer has enough capacity to support our future needs, to prepare a water system model, to explore preliminary design options and estimated costs for a WTP, and to evaluate 4 optional sites.

Based upon an analysis of Ramsey's projected 2040 water demand, the capacity of the proposed water treatment plant is 10 million gallons per day (MGD), with an ultimate expansion capacity of 20 MGD. This generally requires a minimum site area of 3.5 acres.

The following four potential water treatment plant sites were identified and evaluated.

- Fire Station Site - 3.2 acres undeveloped private property immediately south of Fire Station #1.
- Public Works Site - 3.5 acres City-owned undeveloped property immediately north of the new Public Works facility, which is currently under construction.
- Water Shop Site - 3.5 acres City-owned property immediately west of Jasper Street where the current Public Works Utilities Shop is located.
- Vacant City Property Site - 4.1 acres City-owned undeveloped property immediately east of Ramsey Boulevard and north of the BNSF rail line.

The locations of all four potential WTP sites are shown in relation to each other in attached **Figure 1**. Each site is shown in more detail in attached **Figures 4 – 7**.

The preliminary estimated project cost for constructing the WTP as proposed within the Feasibility Report is \$31,890,000. Project costs include the capital cost plus contingency, administration, and engineering costs.

The table below identifies additional preliminary estimated project costs needed to prepare each of the four potential WTP sites in advance of constructing a WTP on site, which includes costs to extend raw and finished watermain lines to the site, acquire property (if needed), and construct garage space. Also tabulated are notable pros and cons associated with each site.

Potential WTP Site	Added Estimated Project Cost	Pros	Cons
Fire Station Site	\$3,253,000	<ul style="list-style-type: none"> • Shared access and parking with Fire Station #1 	<ul style="list-style-type: none"> • Private property acquisition required • Near residential parcels • Requires trip to site • Requires garage
Public Works Site	\$3,058,000	<ul style="list-style-type: none"> • City owns property • Shared access and parking with PW facility • Shared security facilities • Shared generator • Garage not required 	<ul style="list-style-type: none"> • City has received multiple inquiries to purchase this site for private development • Last large "City owned" parcel zoned for industrial development • City paid for Shovel Ready certification for private development and marketing of this site
Water Shop Site	\$3,583,000	<ul style="list-style-type: none"> • City owns property • Garage not required • Could be considered for replacement of redevelopment/economic development 	<ul style="list-style-type: none"> • Requires trip to site • Requires demo of existing building
Vacant City Property Site	\$4,738,000	<ul style="list-style-type: none"> • City owns property 	<ul style="list-style-type: none"> • Requires trip to site • Requires garage • Property impacted by Ramsey Gateway Highway 10 Improvements

In all scenarios, the properties remain or become tax exempt. There would be some degree of opportunity lost by not facilitating private development, either industrial or residential. The current Public Works parcels provide opportunities for economic development. For historical perspective, the former Bury and Carlson Site (the Public Works Site) was purchased exclusively for Public Works purposes. Several years ago, prior to construction of the Bunker Lake Industrial Park, approximately 10 acres of the Public Works Site was examined for economic development purposes. Much has changed since then in terms of the need for economic development opportunities, as well as the new manganese concerns.

From an operational efficiency and cost savings standpoint, the Public Works Site presents the best option for the Water Treatment Plant and is more in line with the original intent of the purchase. About 3.5 acres of remnant land will be available on the Public Works Site after construction, and the opportunity will still exist to redevelop the Water Shop Site and Vacant City Site. And as shown in figure 5, the WTP will only require about half of the available 7 acres on the Public Works Site. The plant is shown on the east side of the site as this allows the City to maintain control over the cemetery access road, and it allows for the most cost-effective sharing of site security infrastructure, an emergency generator, and garage space. In addition, the west half of the site is assumed to be more marketable for economic development due to better visibility and greater flexibility for access to and development of the site.

Timeframe:

Staff anticipates 25 minutes will be required to present and discuss this case.

Observations/Alternatives:

Alternative #1 – Motion recommending City Council approval of the _____ site for the proposed Water Treatment Plant.

Alternative #2 – Motion of other.

Funding Source:

Municipal water system users have been paying into the Water Fund for around 20 years to fund a Water Treatment Plant. This fund has a balance is approximately \$23,000,000. Staff is exploring available external funding sources to pay for remaining costs. Water enterprise funds can pay for the remainder of the required funds if external funds are not obtained.

Recommendation:

Engineering and Public Works Staff recommend locating the proposed WTP on the Public Works Site due to;

- 1. the lowest estimated construction cost,
- 2. the ability to maintain control over the cemetery access road,
- 3. the ability to most cost-effectively share security infrastructure, an emergency generator, and garage space,
and
- 4. significant operational efficiencies and cost savings over 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 the MDH HBV for manganese. The City has been running only two to four of its 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 7th, the Planning Commission unanimously recommended City Council approval of the Public Works Site for the proposed Water Treatment Plant.

On January 14th, the Economic Development Authority unanimously recommended City Council approval of the Public Works Site for the proposed Water Treatment Plant.

Action:

Motion recommending City Council approval of the _____ site for the proposed Water Treatment Plant.

Attachments

Figure 1

Figure 4

Figure 5

Figure 6

Figure 7

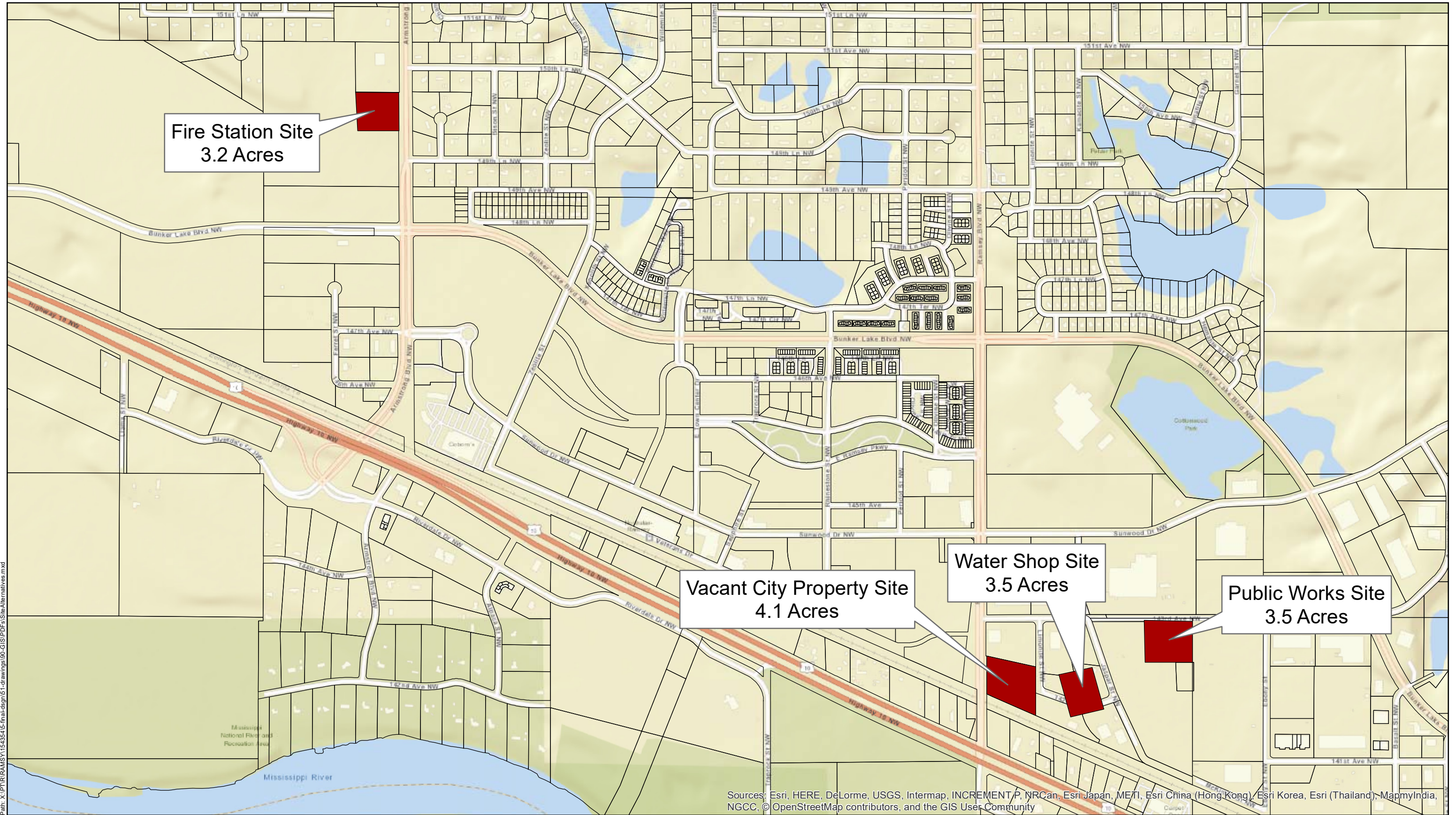
Form Review

Inbox	Reviewed By	Date
Tim Gladhill	Tim Gladhill	01/14/2021 03:25 PM
Grant Riemer	Grant Riemer	01/14/2021 03:56 PM

Kurt Ulrich
Form Started By: Bruce Westby
Final Approval Date: 01/14/2021

Kurt Ulrich

01/14/2021 04:05 PM
Started On: 12/31/2020 11:12 AM



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Path: X:\P\TR\RAMS\11543545-Map-dsgn\1-drawings\90-GIS\PDFs\SiteAlternatives.mxd

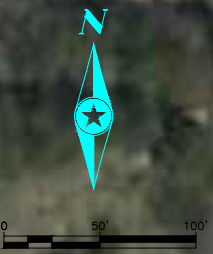
SEH
 3535 VADNAIS CENTER DR.
 ST. PAUL, MN 55110
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 FAX: (888) 908-8166
 TF: (800) 325-2055
 www.sehinc.com

Project: XXXXX 000000
 Print Date: 12/8/2020

WTP SITE ALTERNATIVES
 Ramey, Minnesota

Figure
 1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



150th Ln NW

Armstrong Blvd

FUTURE CLEARWELL

CLEARWELL

TREATMENT PLANT

FUTURE FILTERS

BW TANK

NEW 24" FINISHED WATERMAIN. CONNECT TO 24" WATERMAIN IN ARMSTRONG BLVD

NEW 24" RAW WATERMAIN

X:\Projects\150thLnNW\150thLnNW.dwg - 11/30/2020 10:00 AM - 11/30/2020 10:00 AM



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Print Date: 11/30/2020

WTP Alternatives - Fire Station Site Ramsey, Minnesota

Figure
4



WTP Alternatives - Public Works Site
 Ramsey, Minnesota

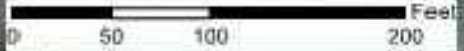
Figure
 5



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 Print Date: 11/30/2020

X:\Projects\143rd Ave NW - WTP Alternatives - Public Works Site - 11/30/2020
 11/30/2020 11:30 AM



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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Project: XXXXX 000000
Print Date: 11/30/2020

WTP Alternatives - Water Shop Site Ramsey, Minnesota

Figure
6

Meeting Date: 01/19/2021

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for Riverdale Drive Reconstruction, Improvement Project #21-00

Purpose/Background:

urpose:

The purpose of this case is to consider recommending City Council approval of plans and specifications and authorization to advertise for bids for Riverdale Drive Reconstruction, Improvement Project #21-00.

Background:

City of Ramsey Improvement Project 21-00 proposes to reconstruct approximately 2,925 lineal feet (0.55 miles) of Riverdale Drive east of Feldspar Street. The project limits extend from Feldspar Street to a point approximately 200 feet west of Sunfish Lake Boulevard. This matches what Staff anticipates will be the terminus of the Ramsey Gateway Highway 10 improvements west of Sunfish Lake Boulevard. However, the final terminus will be determined after the preliminary design concept for the U.S. Highway 10/169 & Sunfish Lake Boulevard interchange is approved by the project partners, which is currently anticipated to occur in early February of 2021.

On November 24, 2020, the Ramsey City Council accepted a proposal from Bolton & Menk, Inc. to provide design services for this project including collecting topographic survey data, completing geotechnical evaluations, preparing plans and specifications complying with Minnesota Department of Transportation (MnDOT) State Aid standards, providing required submittals to State Aid, and bidding services. The geotechnical evaluation results are not yet available but may be available by the time the January Public Works Committee meeting is held. If so, Staff will share the primary findings of the evaluation.

Riverdale Drive is included in the City's Municipal State Aid (MSA) system, and is required to meet 10-ton pavement design strength.

Municipal utilities, including water and sanitary sewer, exist within the project area. Sanitary sewer improvements are not proposed with the project as all sanitary sewer lines were cleaned and televised and the results verified that repairs are not immediately needed or anticipated during the design life of the improvements. Since repairs were made to several water service lines along this segment of Riverdale Drive in recent years, all water service lines are proposed to be inspected at the right of way to confirm each line is properly tied back to the trunk line to help prevent future leaks and repairs during the design life of the proposed improvements. The water supply system was also leak tested, which verified that repairs are not immediately needed or anticipated during the design life of the improvements.

Storm sewer improvements are proposed with this project, including adding trunk storm sewer from Dolomite Street to the Mississippi River outlet pipe approximately 800-feet to the east to convey storm water runoff from 6710 Highway 10 NW to the Mississippi River. In addition, a structural pollution control device is proposed to be constructed on the north end of the same river outlet pipe to remove pollutants from the storm water runoff before discharging it into the river.

The overall width of Riverdale Drive is proposed to be reduced 10-feet throughout the corridor, resulting in a total width of 34-feet from face-of-curb to face-of-curb. To accomplish this, two existing 6-foot wide on-street bike lanes on the west end of Riverdale Drive are proposed to be removed, as is the 10-foot wide parking lane along the north

side. An 8-foot wide on-street parking lane will be provided along the entire south side of Riverdale Drive to accommodate overflow parking for adjacent properties, as well as parking for the proposed river overlook east of Dolomite Street. Through lanes are proposed to be 12-feet wide, with a 2-foot curb reaction distance on the north side to better accommodate truck traffic and to mitigate loss of useable pavement in the winter due to snow and ice accumulations along curbs.

The existing 10-foot wide off-street bituminous trail north of Riverdale Drive that terminates approximately 300 feet east of Dolomite Street is proposed to be extended to Feldspar Street. This will allow pedestrians and bicyclists to use the off-street trail, which will be separated from Riverdale Drive by an 8-foot wide boulevard that will better accommodate snow storage and reduce drifting of snow along the corridor compared to the existing 0 to 2-foot wide boulevard.

A 6-foot wide concrete sidewalk was contemplated along the south side of Riverdale Drive between Dolomite Street and Feldspar Street to enhance pedestrian access to Riverdale Park for pedestrians with origins or destinations south of Riverdale Drive. However, these improvements were estimated to cost \$110,000 so it was determined that the estimated cost outweighed the benefits so this sidewalk segment is not proposed to be constructed at this time.

Also contemplated was construction of the Mississippi River observation deck as proposed for construction on sheet 173 of the 2021 - 2030 CIP, which is attached for reference. Instead, staff recommends letting the development of the private property drive the construction of the observation deck.

Timeframe:

Staff estimates 15 minutes will be required to present this case and respond to questions.

Observations/Alternatives:

Observations:

Staff will present pertinent draft plan sheets during the meeting, as well as other applicable information and updates on estimated costs, funding, and project schedule.

Alternatives:

Alternative #1 – Motion recommending City Council approval of plans and specifications and authorization to advertise for bids for Riverdale Drive Reconstruction, Improvement Project #21-00.

Alternative #2 – Motion of other.

Funding Source:

The draft engineer's opinion of probable project costs for constructing the proposed improvements outlined in the plans is \$900,000. Estimated project costs include an additional 23-percent for administrative, engineering, finance and legal fees, which totals \$1,107,000.

The street improvements proposed with this project are identified in the 2021-2030 Capital Improvement Program (CIP) for construction in 2021 at an estimated project cost of \$836,000.

The improvements are proposed to be funded using a combination of MSA Funds, Water Utility Funds, and Stormwater Funds.

Recommendation:

Staff recommends alternative #1.

Other 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.

Action:

Motion recommending City Council approval of plans and specifications and authorization to advertise for bids for Riverdale Drive Reconstruction, Improvement Project #21-00.

Attachments

CIP Project Sheet

CIP Sheet 173

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	01/14/2021 03:59 PM
Kurt Ulrich	Kurt Ulrich	01/14/2021 04:08 PM
Form Started By: Bruce Westby		Started On: 01/14/2021 12:46 PM
Final Approval Date: 01/14/2021		

Capital Improvement Program

2021 *thru* 2030

City of Ramsey, Minnesota

Project #	17-STR-003
Project Name	Reconstruction Streets: Riverdale Drive

Department Street Improvements
 Contact
 Type Improvement
 Useful Life 60 Years
 Category Street Improvement
 Priority 1-Existing Obligation (High)
 Status Active

Total Cost \$836,000

Description
Reconstruction of Riverdale Drive from Feldspar Street to Tungsten Street which is a MSA street. Staff recommends using MSA funds to fund a portion of the costs based on availability.
Total Riverdale Drive Project Cost = \$836,000 Street Improvements: \$760,000 Storm Water Improvements: \$76,000

Justification
Each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimate to be 60 years based on the City's predominant sand subgrades.

Expenditures	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Improvements Other than Building Cost	836,000										836,000
Total	836,000										836,000
Funding Sources	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
MSA	760,000										760,000
Storm Water Utility Fund	76,000										76,000
Total	836,000										836,000

Capital Improvement Program

2021 *thru* 2030

City of Ramsey, Minnesota

Project #	06-PARK-015
Project Name	Observation deck on the Mississippi E of Dolomite

Department	Park Improvements
Contact	
Type	Improvement
Useful Life	20 Years
Category	Park Improvement
Priority	2-New Addition (High)
Status	Active

Total Cost \$100,000

Description

On the south side of Riverdale Drive, east of Dolomite exists a storm water discharge point to the river. This project discusses an observation deck at the top of the bluff over the existing storm sewer easement, concurrent with the residential development of the land there.

Justification

This access may provide improved maintenance to the storm outlet, but the primary public value would be to maintain contact with the river by residents for the remarkable view, and as a rest point along the National, Mississippi River Trail.

This project may be combined with development of adjacent property. Improvements to the stormwater system may also be considered with the reconstruction of Riverdale Drive. While the timing is proposed as 2020, the actual project year may relate to the resolution of the road funding discussion.

Expenditures	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Improvements Other than Building Cost	100,000										100,000
Total	100,000										100,000

Funding Sources	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Park Improvement Trust Fund	100,000										100,000
Total	100,000										100,000

Meeting Date: 01/19/2021

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise for Bids for 2021 Crack Seal Improvements, Improvement Project #21-06

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of plans and specifications and authorization to advertise for bids for 2021 Crack Seal Improvements, Improvement Project #20-06.

Background:

Crack seal improvements are completed on numerous public street segments annually to cost-effectively maximize the life of the bituminous pavement. Crack sealing protects pavement by preventing stormwater runoff from seeping through cracks in the pavement and joints between the pavement and concrete curb and gutter and utility castings, reducing future pavement damage due to wet subgrade soils, especially during freeze-thaw cycles.

The City's typical maintenance schedule calls for public streets to be crack sealed 3 years after construction, reconstruction, or overlay improvements. While this is the typical maintenance schedule, it is important to note that Staff reviews the condition of all streets annually and adjusts the schedule of maintenance operations based on actual pavement conditions.

Although the City has indefinitely suspended sealcoat projects, Staff is evaluating the potential for completing a new pavement rejuvenation project in 2021, similar but in larger scale than the project completed in 2020. Staff proposes to discuss this in more detail with the Committee at their February meeting.

Plans and specifications for the 2021 Crack Seal Improvements were prepared in-house as part of Staff's normal duties. A copy of the plans are attached to this case.

A total of 21.05 miles of public street segments are proposed to receive crack seal improvements in 2021. These street segments were selected based on their maintenance history, age, and Pavement and Surface Evaluation Rating (PASER).

Timeframe:

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

Observations/Alternatives:

Alternative #1 – Motion recommending City Council approval of plans and specifications and authorization to advertise for bids for 2021 Crack Seal Improvements, Improvement Project #20-06.

Alternative #2 – Motion of other.

Funding Source:

Estimated project costs for the proposed 2021 Crack Seal Improvements total \$190,500. This includes 14% indirect costs for administrative, engineering, legal and financing.

Staff anticipates bid prices for the 2021 crack seal improvements will be similar to 2020 bid prices.

The City annually budgets \$200,000 for crack seal improvements. If bids are less than \$200,000, Staff will recommend completing a pavement rejuvenation project to spend the remainder of the budgeted funds.

Recommendation:

Staff recommends Alternative #1. Crack sealing remains the most cost-effective pavement maintenance operation available.

Action:

Motion recommending City Council approval of plans and specifications and authorization to advertise for bids for 2021 Crack Seal Improvements, Improvement Project #20-06.

Attachments

[Plan Sheet 1](#)

[Plan Sheet 2](#)

[Plan Sheet 3](#)

[Plan Sheet 4](#)

[Plan Sheet 5](#)

[Plan Sheet 6](#)

Form Review

Inbox

Grant Riemer

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 01/14/2021

Reviewed By

Grant Riemer

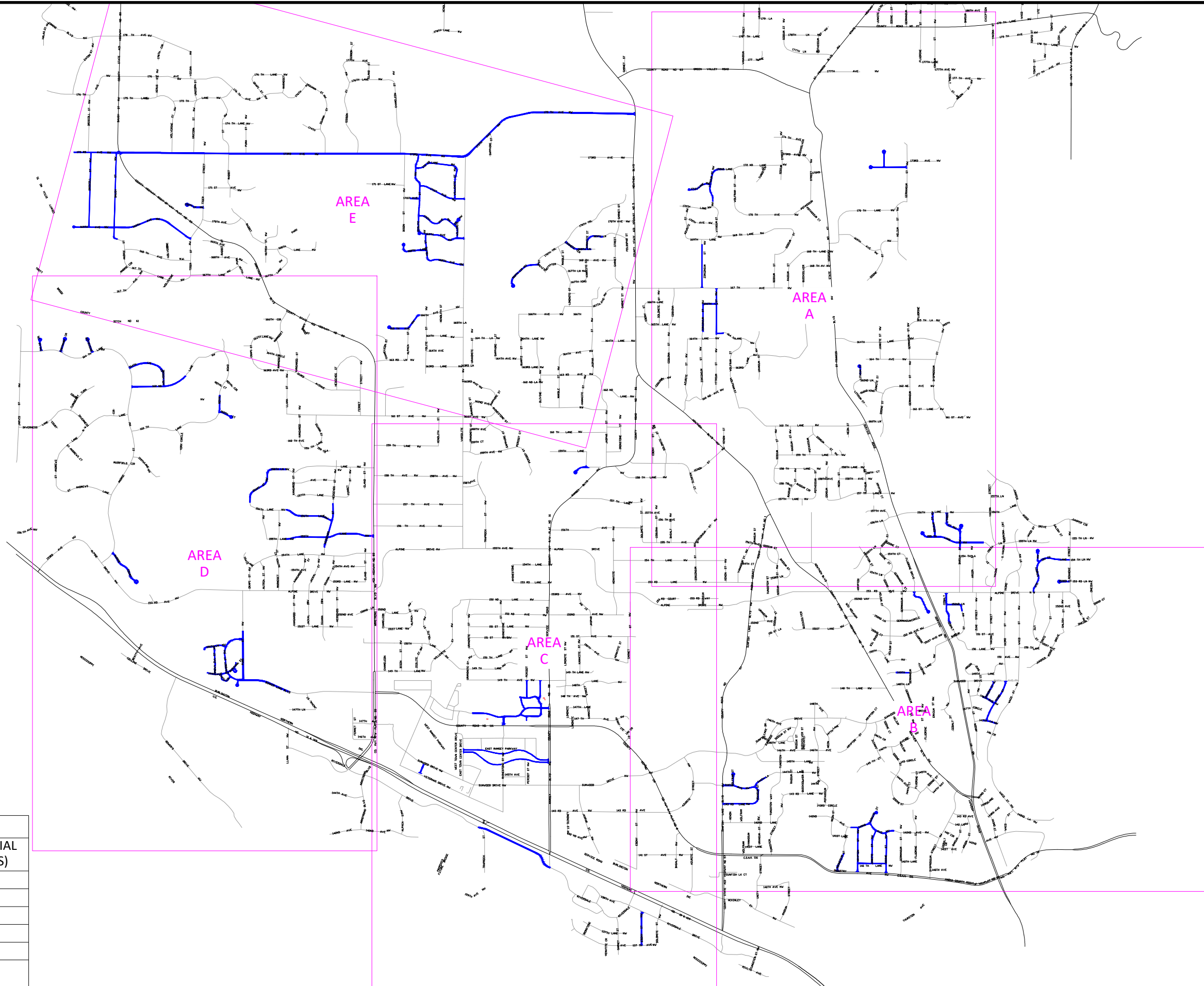
Kurt Ulrich

Date

01/14/2021 04:00 PM

01/14/2021 04:09 PM

Started On: 01/14/2021 12:48 PM



2021 CRACK SEAL SUMMARY

PROJECT AREA	LENGTH (MILES)	CS MATERIAL (POUNDS)
A	2.29	14381
B	3.45	18921
C	2.93	21794
D	4.23	17353
E	8.15	35421
PROJECT TOTAL	21.05	107870

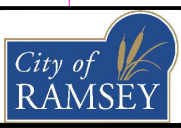
DATE	REVISION

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

Joe Feriancek
Date: _____ Lic. No. _____

DESIGNED BY: ---
DRAWN BY: ---
CHECKED BY: ---

DATE: 12/22/20
FILE: (21-06)

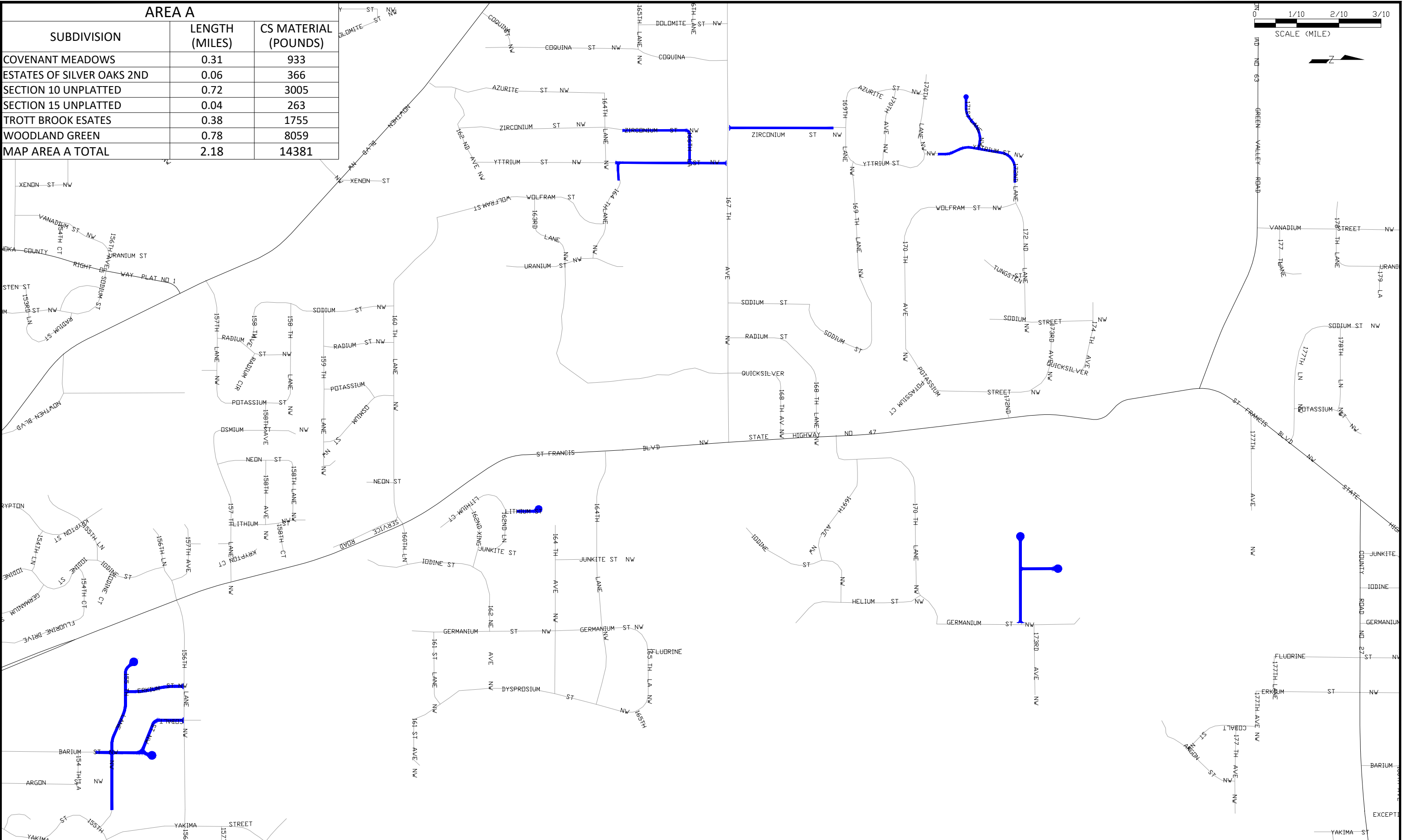
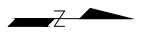
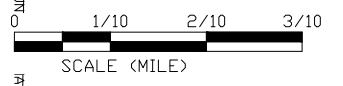


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OVERALL MAP

2021 CRACK SEAL IMPROVEMENTS
CITY PROJECT NO. 21-06
CITY OF RAMSEY, MINNESOTA

AREA A		
SUBDIVISION	LENGTH (MILES)	CS MATERIAL (POUNDS)
COVENANT MEADOWS	0.31	933
ESTATES OF SILVER OAKS 2ND	0.06	366
SECTION 10 UNPLATTED	0.72	3005
SECTION 15 UNPLATTED	0.04	263
TROTT BROOK ESATES	0.38	1755
WOODLAND GREEN	0.78	8059
MAP AREA A TOTAL	2.18	14381



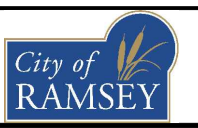
DATE	REVISION

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Joe Feriancek
Date: _____ Lic. No. _____

DESIGNED BY: ---
DRAWN BY: ---
CHECKED BY: ---

DATE: 12/22/20
FILE: (21-06)

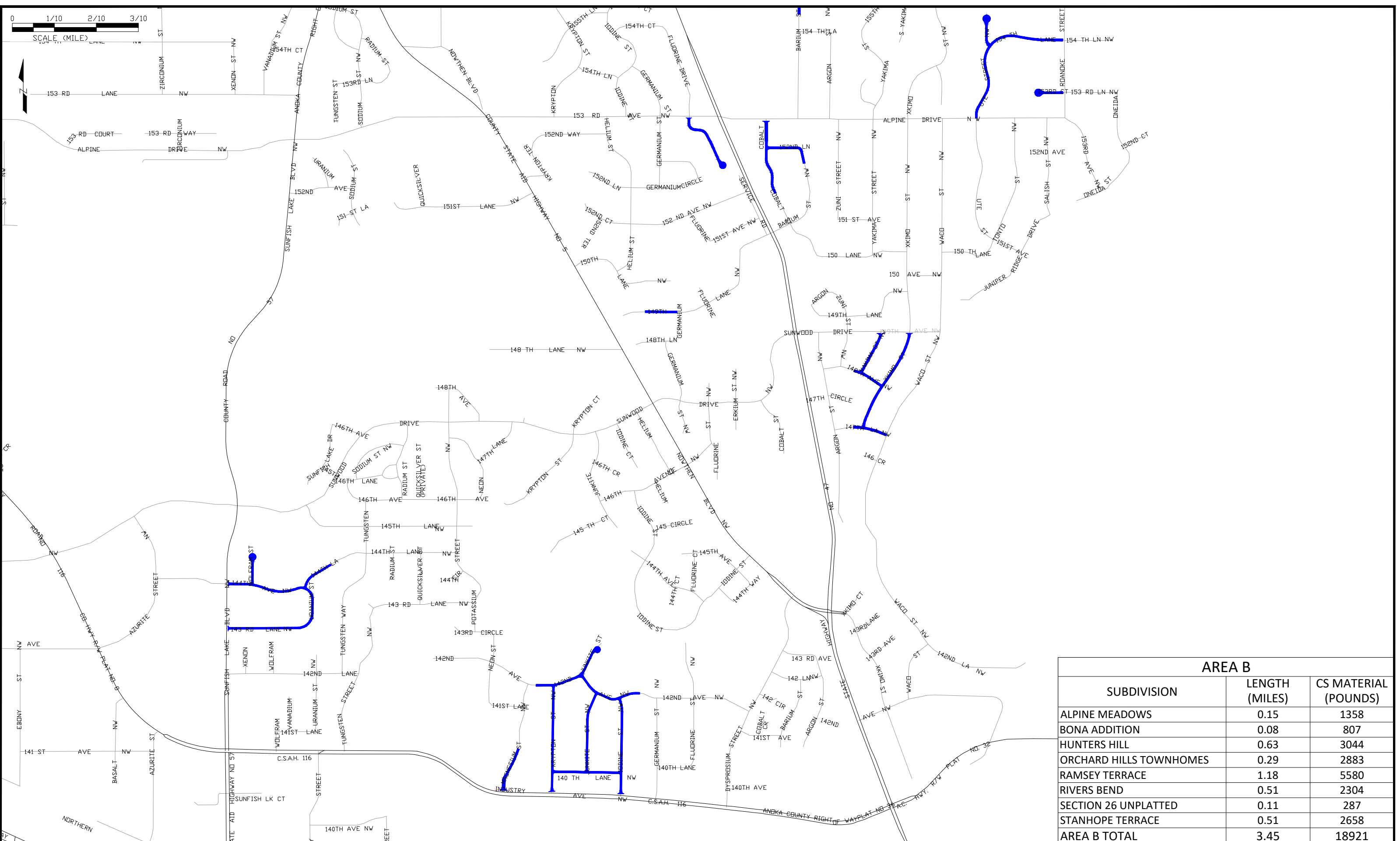
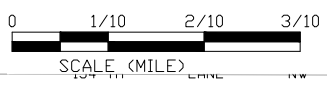


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AREA A

2021 CRACK SEAL IMPROVEMENTS
CITY PROJECT NO. 21-06
CITY OF RAMSEY, MINNESOTA

SHEET **2** OF **6** SHEETS



AREA B		
SUBDIVISION	LENGTH (MILES)	CS MATERIAL (POUNDS)
ALPINE MEADOWS	0.15	1358
BONA ADDITION	0.08	807
HUNTERS HILL	0.63	3044
ORCHARD HILLS TOWNHOMES	0.29	2883
RAMSEY TERRACE	1.18	5580
RIVERS BEND	0.51	2304
SECTION 26 UNPLATTED	0.11	287
STANHOPE TERRACE	0.51	2658
AREA B TOTAL	3.45	18921

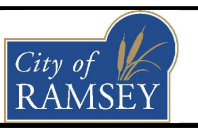
DATE	REVISION

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Joe Feriancek
Date: _____ Lic. No. _____

DESIGNED BY: ---
DRAWN BY: ---
CHECKED BY: ---

DATE: 12/22/20
FILE: (21-06)

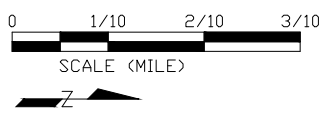


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AREA B

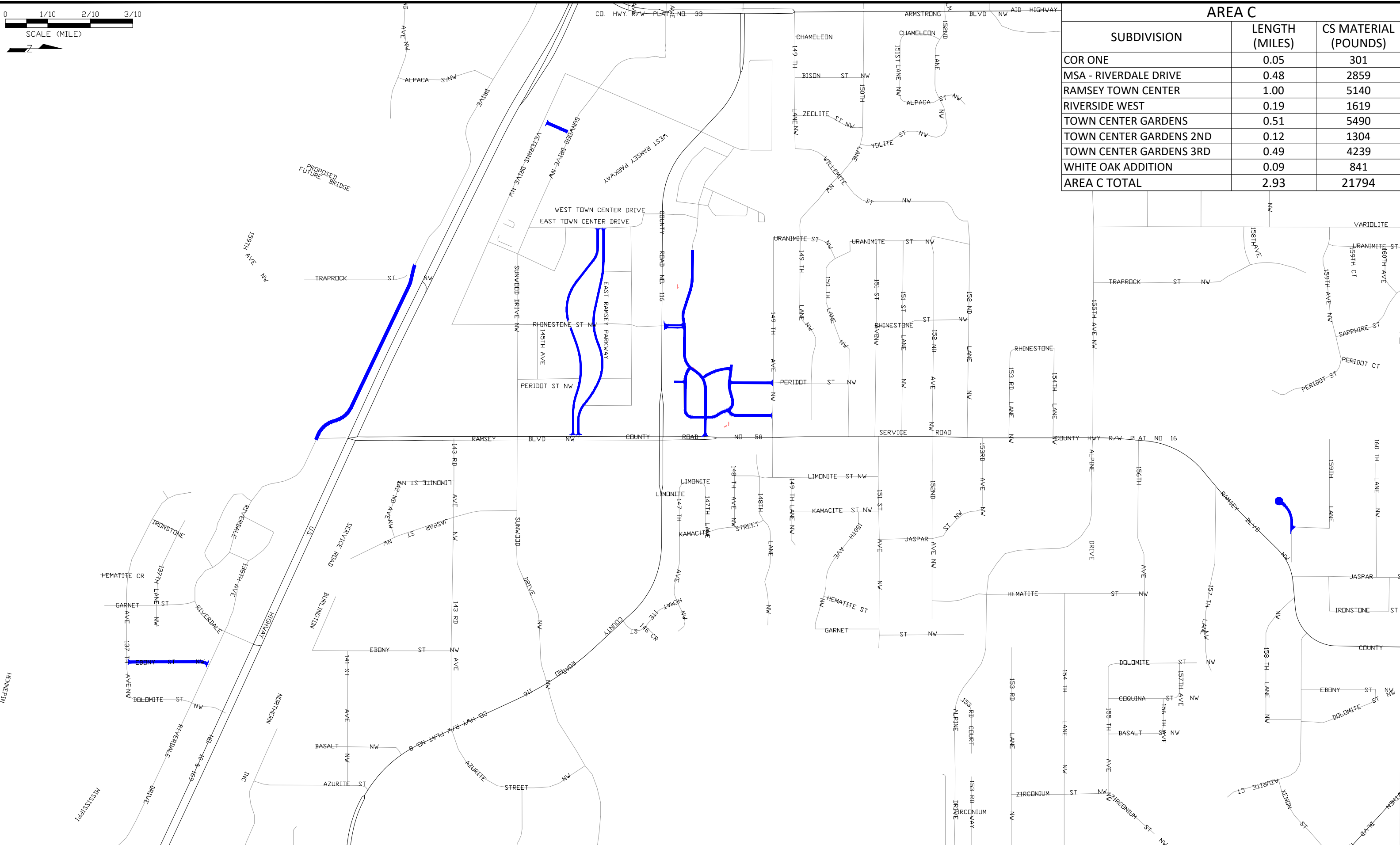
2021 CRACK SEAL IMPROVEMENTS
CITY PROJECT NO. 21-06
CITY OF RAMSEY, MINNESOTA

SHEET 3 OF 6 SHEETS



AREA C

SUBDIVISION	LENGTH (MILES)	CS MATERIAL (POUNDS)
COR ONE	0.05	301
MSA - RIVERDALE DRIVE	0.48	2859
RAMSEY TOWN CENTER	1.00	5140
RIVERSIDE WEST	0.19	1619
TOWN CENTER GARDENS	0.51	5490
TOWN CENTER GARDENS 2ND	0.12	1304
TOWN CENTER GARDENS 3RD	0.49	4239
WHITE OAK ADDITION	0.09	841
AREA C TOTAL	2.93	21794



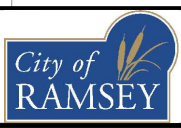
DATE	REVISION

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Joe Feriancek
Date: _____ Lic. No. _____

DESIGNED BY: ---
DRAWN BY: ---
CHECKED BY: ---

DATE: 12/22/20
FILE: (21-06)

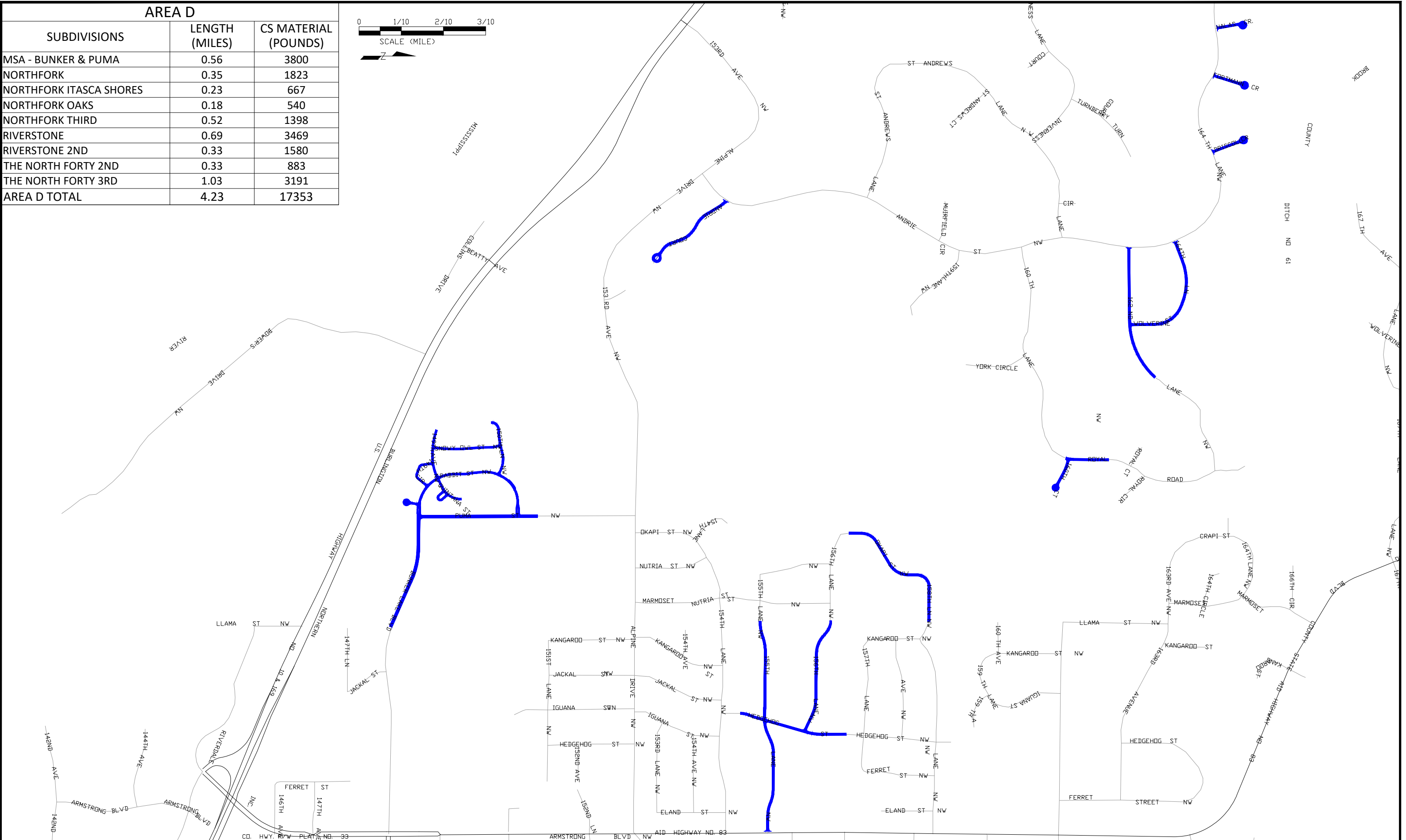


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AREA C

2021 CRACK SEAL IMPROVEMENTS
CITY PROJECT NO. 21-06
CITY OF RAMSEY, MINNESOTA

AREA D		
SUBDIVISIONS	LENGTH (MILES)	CS MATERIAL (POUNDS)
MSA - BUNKER & PUMA	0.56	3800
NORTHFORK	0.35	1823
NORTHFORK ITASCA SHORES	0.23	667
NORTHFORK OAKS	0.18	540
NORTHFORK THIRD	0.52	1398
RIVERSTONE	0.69	3469
RIVERSTONE 2ND	0.33	1580
THE NORTH FORTY 2ND	0.33	883
THE NORTH FORTY 3RD	1.03	3191
AREA D TOTAL	4.23	17353



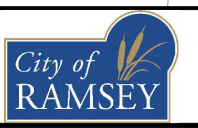
DATE	REVISION

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Joe Feriancek
Date: _____ Lic. No. _____

DESIGNED BY: ---
DRAWN BY: ---
CHECKED BY: ---

DATE: 12/22/20
FILE: (21-06)

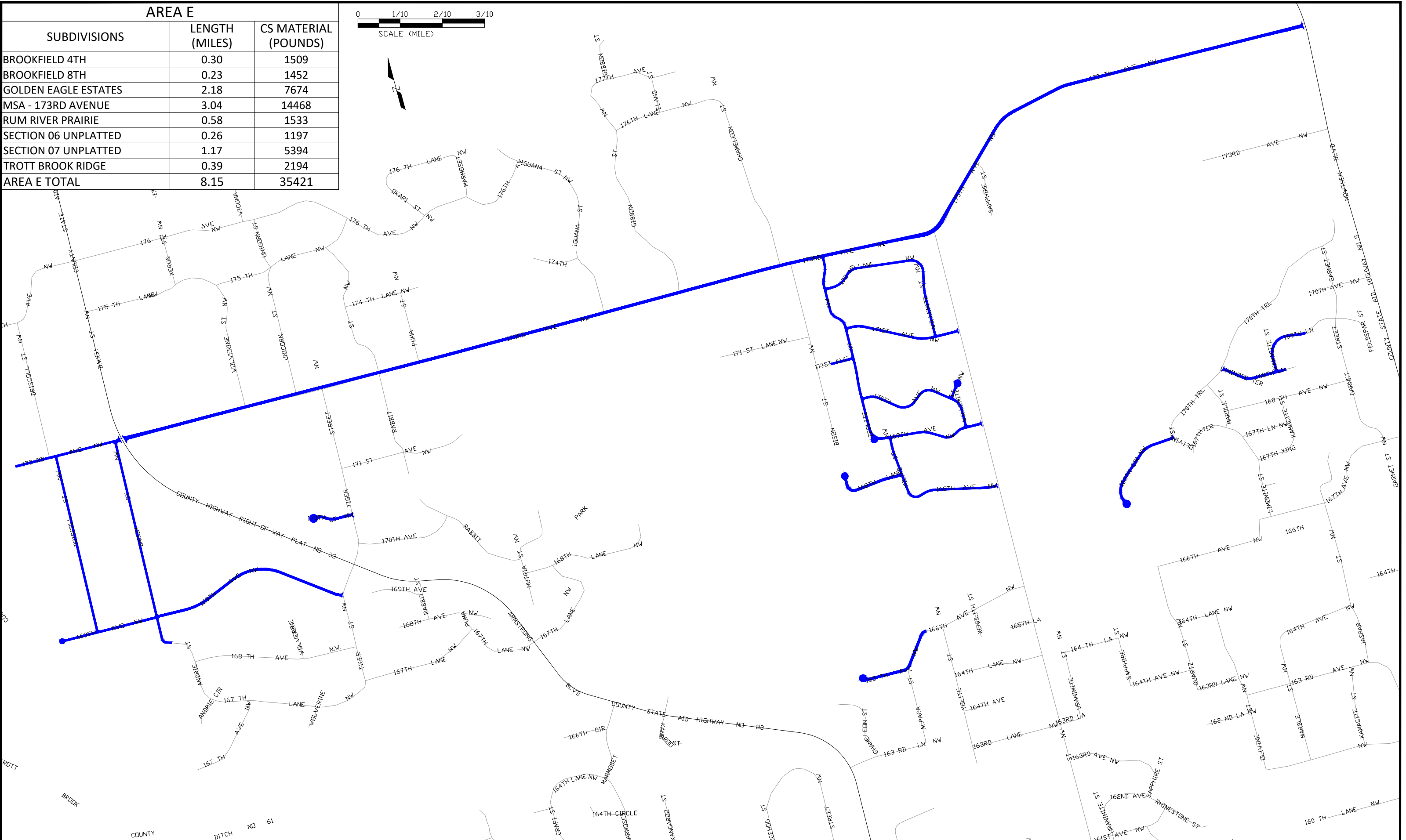
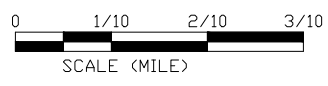


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AREA D

2021 CRACK SEAL IMPROVEMENTS
CITY PROJECT NO. 21-06
CITY OF RAMSEY, MINNESOTA

AREA E		
SUBDIVISIONS	LENGTH (MILES)	CS MATERIAL (POUNDS)
BROOKFIELD 4TH	0.30	1509
BROOKFIELD 8TH	0.23	1452
GOLDEN EAGLE ESTATES	2.18	7674
MSA - 173RD AVENUE	3.04	14468
RUM RIVER PRAIRIE	0.58	1533
SECTION 06 UNPLATTED	0.26	1197
SECTION 07 UNPLATTED	1.17	5394
TROTT BROOK RIDGE	0.39	2194
AREA E TOTAL	8.15	35421



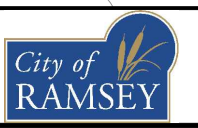
DATE	REVISION

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

Joe Feriancek
Date _____ Lic. No. _____

DESIGNED BY: ---
DRAWN BY: ---
CHECKED BY: ---

DATE: 12/22/20
FILE: 21-06



CITY OF RAMSEY
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AREA E

2021 CRACK SEAL IMPROVEMENTS
CITY PROJECT NO. 21-06
CITY OF RAMSEY, MINNESOTA

Public Works Committee

5. 6.

Meeting Date: 01/19/2021

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Resolution Adopting Minimum Requirements for Public Utilities Installed in Public Right-of-Ways and Easements

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of a Resolution adopting minimum requirements for public utilities installed in public right-of-ways and easements.

Background:

Attached is case #11602 as discussed by City Council on January 12, 2021. The attached resolution includes minimum requirements for public utilities installed within public right-of-ways and easements to ensure City Staff can adequately maintain public utilities in perpetuity using City-owned equipment and vehicles.

Timeframe:

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

Observations/Alternatives:

Observations:

Staff is developing minimum design standards for municipal utilities to be installed within public right-of-ways and easements to ensure the City can adequately maintain the utilities in perpetuity using City-owned equipment and vehicles. Attached is a draft resolution intended to be used to open discussions. A final resolution incorporating comments received from the Public Works Committee will be presented to the City Council for approval at a future meeting.

Alternatives:

Alternative #1 – Motion recommending City Council approval of a Resolution adopting minimum requirements for public utilities installed in public right-of-ways and easements.

Alternative #2 – Motion of other.

Funding Source:

No costs are associated with this case.

Recommendation:

Staff recommends alternative #1.

Action:

Motion recommending City Council approval of a Resolution adopting minimum requirements for public utilities installed in public right-of-ways and easements.

Council case 11602

Draft Resolution

Form Review

Inbox

Grant Riemer

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 01/14/2021

Reviewed By

Grant Riemer

Kurt Ulrich

Date

01/14/2021 01:47 PM

01/14/2021 03:53 PM

Started On: 01/14/2021 12:53 PM

Meeting Date: 01/12/2021

By: Tim Gladhill, Community Development

Information

Title:

Adopt Resolution #21-021 Approving REVISED Sanitary Sewer Maintenance and Rain Garden Agreement for River Walk Village; Case of N & D Management, LLC

Purpose/Background:

The purpose of this case is to review a request by N & D Management Management, LLC to request an additional revision to the Council Approved Sanitary Sewer and Rain Garden Maintenance Agreement for River Walk Village. The Developer has accepted the maintenance obligations as approved by City Council. However, the Developer requested removal of the inspection requirement and frequency. After meeting with Public Works and Engineering Staff, City Staff is comfortable with this provision change.

A material change is requested by the is how the Agreement is signed and where the agreement is recorded. Instead of being recorded against individual properties after signed by the current owner (and passed down with each subsequent Buyer), the Agreement is proposed to be executed by the HOA (currently the same as Builder - Price Custom Homes) and recorded against HOA Property (not individual lots). In exchange, the HOA documents that are recorded against each individual property will be revised to reflect the existence of the Agreement. While not ideal, it is acceptable and has been reviewed by the City Attorney.

Please note that Staff was put in a difficult situation with a recent transaction. The Council approved an Agreement that the Developer continued to dispute after approval. Staff was aware that a closing was to occur in the near future and had repeatedly asked if this agreement had been disclosed and reminded the Developer that the agreement needed to be recorded against individual properties. The Developer did not disclose the agreement and asked Staff to quickly revise the day of closing. The Buyer ultimately contacted City Staff and Staff was able to close the loop and allow the closing to occur. Unfortunately, this materially changed the structure of the agreement. Staff believes the City's liability is still covered as outlined above.

This was a unique project and this process would not be followed in the future. Design Standards are being updated to eliminate this type of design as an option in the future. Moving forward, even if time is of the essence, projects will not be allowed to move forward until maintenance agreements such as this are executed and recorded.

The original case text begins below.

When the River Walk Village project was approved, the sanitary sewer plans included a small, private forcemain. due to the . The forcemain was necessary because the topography of the site did not allow wastewater to gravity flow to connect with the existing sanitary sewer. This forcemain is much smaller (2-inch diameter) than the City's existing forcemains, so approval was contingent upon maintenance by the individual homeowners/HOA. The City does not have the appropriate equipment to remove any blockages from the small diameter pipe. The intent of this compromise was for the homeowners to be responsible for regular maintenance of the line.

Additionally, the Developer proposed a rain garden to meet the requirements of the Lower Rum River Watershed Management Organization. A requirement of that was also to enter into a maintenance agreement. Both obligations have been included in a single agreement.

Notification:

Notification is not required.

Observations/Alternatives:

Alternatives:

1. Adopt Agreement as drafted
2. Do not approve the revision and require that the Developer record the originally approved agreement against individual properties

Funding Source:

The Applicant is responsible for all costs associated with processing the request.

Recommendation:

Staff recommends approval of the revised agreement.

Action:

Motion to adopt Resolution #20-265 approving revised version of Maintenance Agreement.

Attachments

Site Plan

REVISED Maintenance Agreement

Resolution #21-021

Form Review

Inbox

Bruce Westby

Kurt Ulrich

Form Started By: Tim Gladhill

Final Approval Date: 01/07/2021

Reviewed By

Bruce Westby

Kurt Ulrich

Date

01/07/2021 12:47 PM

01/07/2021 04:04 PM

Started On: 01/05/2021 07:41 PM

Councilmember_____introduced the following resolution and moved for its adoption:

RESOLUTION #21-___

**RESOLUTION ADOPTING MINIMUM REQUIREMENTS FOR PUBLIC UTILITIES
IN PUBLIC RIGHT-OF-WAYS AND EASEMENTS**

WHEREAS, the City of Ramsey desires to ensure that all public utilities installed within public right-of-ways and easements are able to be adequately maintained in perpetuity using City-owned equipment and vehicles.

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

- 1) The City shall be responsible for maintaining utility mains and trunk lines under streets.
- 2) The City shall not accept any designs that do not meet minimum City design standards.
- 3) The City shall not accept any designs that are not able to be maintained by City-owned equipment or vehicles.

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 __ day of _____, 2021.

Mayor

ATTEST:

City Clerk

Public Works Committee

6. 1.

Meeting Date: 01/19/2021

By: Bruce Westby, Engineering/Public Works

Title:

Receive Staff Updates on Improvement Projects, Studies and Items of Interest

Purpose/Background:

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

City Improvement Projects

- **The COR Regional Infiltration Basin (#18-09)**
 - Final payment anticipated January 2021
- **Wetland 114P Outlet Control Improvements (#19-07)**
 - Requested by DNR
 - Construction proposed 2021
- **Variolite Street Reconstruction (#20-01)**
 - Construction substantially complete
 - Developing punch list
 - Final payment anticipated summer/fall 2021
- **Riverdale Drive Reconstruction – Feldspar St. to Tungsten St. (#21-00)**
 - Plans prepared by Bolton & Menk
 - Construction proposed 2021
- **Municipal Well #1 Casing Evaluation (#21-01)**
 - MDH Grant agreement executed
 - Work proposed in 2021
- **Tiger Street Reconstruction (#21-02)**
 - Plans prepared in-house
 - Construction proposed 2021
- **Business Park 95 Street Reconstructions (#21-03)**
 - Plans prepared in-house
 - Construction proposed 2021
- **2021 Neighborhood Pavement Overlay Improvements (#21-04)**
 - Plans prepared in-house
 - Construction proposed 2021
- **2021 MSA Pavement Overlay Improvements (#21-05)**
 - Plans prepared in-house
 - Construction proposed 2021
- **2021 Crack Seal Improvements (#21-06)**
 - Plans prepared in-house
 - Construction proposed 2021
- **Variolite Street Reconstruction (#20-01)**
 - Construction substantially complete
 - Final payment anticipated summer/fall 2021

Anoka County Improvement Projects

- **Roundabout at Armstrong Boulevard/CSAH 83 and Alpine Drive**

- Anoka County received \$1.35M in HSIP funds (est. project cost = \$1.5M)
- Anoka County and City of Ramsey share is \$150,000 each (per \$1.5M est.)
- Construction proposed 2022, pending City & County approvals
- **CSAH 116 Corridor Improvements**
 - Construction tentatively proposed 2021, pending City & County approvals
- **CSAH 116 & TH 47 Intersection Improvements**
 - Constructing additional turn lanes to improve congestion and safety in 2021

MnDOT Improvement Projects

- **US 10 / 169 & Ferry Street / TH 47 Interchange**
 - Construction proposed 2022 - 2024
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing**
 - Preliminary design is still on hold
 - MnDOT exploring realignment of Highway 47 to remove S-curve, which would require the relocation of Alter Recycling
 - Tentatively proposed for construction in 2024 or later
- **Rum River Bridge Replacement**
 - Construction proposed 2022 - 2024
 - Proposing three lanes between Highway 47 and 7th Street

Studies & Items of Interest

- **Anoka Solution Highway 10 Improvements**
 - Construction proposed 2022 - 2024
- **NW Metro Surface Water Supply Feasibility Study**
 - Member cities include Corcoran, Dayton, Ramsey and Rogers
 - MCES funded 100% using Clean Water Funds
 - Draft study complete → Findings to be presented at future meeting
- **City of Ramsey Centralized Water Treatment Facility Study**
 - Feasibility Study to be reviewed at February PWC meeting
- **Ramsey Gateway Highway 10 Improvements**
 - Design efforts underway for Ramsey Blvd. and Sunfish Lake Blvd.
 - Approximately half of the \$138 estimated project costs are secured
 - Remaining funding continues to be pursued
- **NW Metro Mississippi River Crossing Feasibility Analysis**
 - No updates at this time
- **TH 47 Safety Study**
 - No updates at this time
- **Reduced Speed Limits on Local Streets**
 - No new requests received since last discussed
 - Monitoring discussions in Minneapolis and Saint Paul

Timeframe:

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

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

No file(s) attached.

Form Review

Inbox

Grant Riemer
Kurt Ulrich
Form Started By: Bruce Westby
Final Approval Date: 01/14/2021

Reviewed By

Grant Riemer
Kurt Ulrich

Date

01/14/2021 12:39 PM
01/14/2021 03:51 PM
Started On: 12/31/2020 11:14 AM

Public Works Committee

6. 2.

Meeting Date: 01/19/2021

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

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

Timeframe:

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

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

PWC Calendar Jan2021

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	01/14/2021 12:15 PM
Kurt Ulrich	Kurt Ulrich	01/14/2021 03:52 PM
Form Started By: Bruce Westby		Started On: 12/31/2020 11:15 AM
Final Approval Date: 01/14/2021		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
March 2021	Sunfish Lake Sedimentation Basin Improvements <i>(Westby)</i>
April 2021	Available Funding Assistance for Wet Basement Repairs <i>(Westby)</i>
Future/TBD	Sunwood Drive Roundabout Landscaping <i>(Riemer)</i>
Date	Topics for Discussion – Regulatory
Future/TBD	Sunfish Lake Boulevard Speed Study Results <i>(Westby)</i>
Future/TBD	Bunker Lake Boulevard Speed Study Results <i>(Westby)</i>
Future/TBD	County Ditch Maintenance / Buffer Law <i>(Westby)</i>
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy <i>(Riemer)</i>
May 2021	Draft Trail Maintenance Policy <i>(Westby)</i>
July 2021	Draft Stormwater Pond Maintenance Policy <i>(Westby)</i>
Date	Topics for Discussion – Planning and Budget
February 2021	Municipal State Aid System (MSAS) Revisions <i>(Westby)</i>
August 2021	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies <i>(Westby)</i>
Future/TBD	Asset Management Program <i>(Westby)</i>
Date	Topics for Discussion – Staff Updates
Ongoing	Water Conservation Opportunities / Incentives <i>(Westby)</i>
Ongoing	NW Metro Area Regional Surface Water Supply Study <i>(Westby)</i>
Ongoing	Centralized Water Treatment Facility – Prelim. Design Report <i>(Westby)</i>
Ongoing	NW Metro Mississippi River Crossing Feasibility Analysis <i>(Westby)</i>
Ongoing	TH 47 Safety Study <i>(Westby)</i>

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