

City of Ramsey
Agenda
Public Works Committee
Tuesday, May 17, 2022

5:30 pm

Lake Itasca Room, 7550 Sunwood Drive NW

Remote Attendance available at www.cityoframsey.com/meetings.

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 April 19, 2022
- 5. Committee Business**
 1. Review Non-Conforming Traffic Sign Policy
 2. Receive Updates on Sound Wall East of State Highway 47, North of Xkimo Street
 3. Tennis Court Maintenance; River's Bend, Fox and Central Parks
 4. Progress Update on Water Treatment Plant
 5. Selection of a Backup Power Supply for Water Treatment Plant
 6. Discuss Short Term Need to Increase Funding of Pavement Management Program
- 6. Committee/Staff Input**
 1. Receive Updates on Improvement Projects, Studies and Items of Interest
 2. Review Future Topics Calendar
- 7. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 05/17/2022

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 April 19, 2022

Purpose/Background:

Purpose: To review and approve meeting minutes.

Background: Attached are the meeting minutes for review.

Timeframe:

5 minutes.

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

To review and approve meeting minutes dated April 19, 2022.

Action:

Motion to approve meeting minutes dated April 19, 2022.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	05/12/2022 12:41 PM
Brian Hagen	Brian Hagen	05/12/2022 01:05 PM
Form Started By: MaryJo Warner		Started On: 05/10/2022 12:59 PM
Final Approval Date: 05/12/2022		

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

The Public Works Committee conducted a regular meeting on Tuesday, April 19, 2022, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
 Councilmember Debra Musgrove
 Councilmember Chelsea Howell

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Civil Engineer II Joe Feriancek

1. CALL TO ORDER

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

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Howell. Voting No: None.

4. APPROVE MINUTES

4.01: Approve March 15, 2022, Meeting Minutes

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

Regular Meeting Minutes dated March 15, 2022

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Musgrove. Voting No: None. Abstained: Councilmember Howell.

5. COMMITTEE BUSINESS

5.01: Consider Recommending City Council Approval of Plans and Specifications and Award of Contract for Improvement Project #22-09, 2022 Pavement Rejuvenation Improvements

Civil Engineer II Feriancek reviewed the staff report and staff recommendation to recommend City Council approval of plans and specifications and award of contract for Improvement Project #22-09, 2022 Pavement Rejuvenation Improvements.

Councilmember Musgrove referenced the 8.45 miles of roads that were recently constructed and asked how much of that is in the total that would ideally like to be captured.

Civil Engineer II Feriancek replied that he did not have exact numbers but noted that they are catching almost all the new developments in this process.

City Engineer Westby replied that they are beginning to make good headway in catching up but still have a ways to go.

Civil Engineer II Feriancek stated that for Riverstone they are getting the first, second and third additions and will wait to do the second half of the development at a later time. He noted that some of the newer additions of the new developments do not yet have the final wear course.

Chairperson Riley asked if this length of road was chosen because of budget constraints.

Civil Engineer II Feriancek confirmed that they did work within the budget constraints.

City Engineer Westby replied that the COVID street maintenance funds were a one-time funding source, and the City chose to use its allocation on pavement maintenance for local streets.

Chairperson Riley referenced a street segment which is about five years old.

Civil Engineer II Feriancek noted that street is at the point where if that is not applied at this time, it may not be beneficial to apply pavement rejuvenator in a year or two.

Councilmember Musgrove asked if the goal is to complete 8.45 miles and whether the motion would include a not to exceed amount for the funding.

City Engineer Westby replied that the intent is to spend the full allocation of \$200,000 budgeted for pavement maintenance so the pavement rejuvenation project mileage will be adjusted accordingly depending on the crackseal bids received.

Motion by Councilmember Musgrove, seconded by Councilmember Riley, to recommend City Council approval of plans and specifications and award of contract for Improvement Project #22-09, 2022 Pavement Rejuvenation Improvements.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Musgrove and Howell. Voting No: None.

City Engineer Westby stated that staff continues to monitor the methods used by other communities to replace sealcoating and review available data related to pavement maintenance.

5.02: Receive Updates on Temporary Signal System on Highway 47 at McKinley Street

City Engineer Westby provided an update on a temporary signal system under construction at the intersection of Highway 47 and McKinley Street in the City of Anoka.

Chairperson Riley commented that traffic already backs up on Highway 47, therefore placing a stoplight to stop traffic will not help traffic get out of Ramsey. He stated that he spoke with Bolton and Menk and MnDOT and is not getting the same story that staff is getting. He stated that MnDOT has stated that they are putting the light in because of Highway 10 construction and that the light is temporary and that it was a MnDOT decision. He stated that no one has mentioned the legislation that was brought up in the staff presentation. He commented that it is frustrating that Anoka and MnDOT are not including Ramsey in the discussions.

Councilmember Musgrove asked if TH 47 was just redone noting that she would think corridor improvements would have been considered at that time.

City Engineer Westby stated he believed that an overlay was recently completed on a portion of Highway 47 to extend the life of the road until the railroad crossing can be reconstructed. He noted that the ultimate plan is to reconstruct the section of Highway 47 from the railroad crossing to Bunker Lake Boulevard in conjunction with the proposed railway crossing grade-separation project, but those projects cannot move forward until the Highway 10 project is completed in Anoka. He noted that there are still discussions on whether that section will be four lanes, two lanes of traffic in each direction, or three lanes which would have one lane of traffic in each direction and a center turn lane.

Chairperson Riley appreciated that staff reached out to the City of Anoka but was disappointed that Ramsey continues to be left out of the loop.

City Engineer Westby commented that he continues to stay in touch with Anoka city staff. He noted that he will add this item to the future topics calendar to ensure continued updates.

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

City Engineer Westby reviewed the future topics calendar. It was confirmed that the outdated Highway 47 studies can be removed from the list and will be replaced with a new item to provide continued updates on Highway 47.

Councilmember Musgrove referenced recent discussion from the Park Commission related to a potential dog park in The COR. She was unsure if that would also be something the Public Works Committee would discuss.

Public Works Superintendent Riemer stated that action would be discussed at the Park Commission level. He noted that there were grant funds received to put in native plantings in that area of The COR as well.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:19 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: 05/17/2022

By: Grant Riemer, Engineering/Public Works

Title:

Review Non-Conforming Traffic Sign Policy

Purpose/Background:

Background:

Staff received a request to install a sign referencing that an autistic child lives in the neighborhood. The sign was requested based on the approval of a home occupancy permit in the neighborhood. The assumption was that the business would increase traffic in the neighborhood, thus posing a greater threat to all children in the neighborhood. Staff located a speed trailer, in the neighborhood, that had the ability to record vehicle counts and speed. The trailer was left in place for two weeks. The first week the display is turned off, so vehicle speed is not affected by the flashing display, and the second week the display is turned on so the driver can see their current speed. Over the course of two weeks, 1312 cars passed the speed trailer with the average speed recorded being 21-22 mph, with the 85 percentile speed being 26 mph. The posted speed for a residential neighborhood is 30 mph.

Timeframe:

15 minutes

Observations/Alternatives:

Our policy is to follow the Manual for Uniform Traffic Control Devices (MUTCD). This manual is the national standard by which all traffic engineering is designed around. Traffic signs are used to give motorists clear directions or warn about unusual road conditions ahead. Signs such as “Slow Deaf Child Area”, “Slow Children at Play”, “Watch for Children”, Etc. are no longer recognized by the manual. These signs are vague in their description and don’t provide drivers with clear directions. When drivers are traveling in a residential area, they should be aware of children, as this would be a common condition for the area. Any child near the road is a cause for concern and the driver should react accordingly. We have followed this policy for approximately 15 years.

Funding Source:

N/A

Recommendation:

The staff recommendation is to continue our practice of following the MUTCD and not install what are considered non-conforming traffic signs.

Action:

The motion to the Committee is to continue our practice of following the MUTCD and not install what are considered non-conforming traffic signs.

Attachments

177th Ln Speed Study

Information Sheet

Council Case and Minutes

Form Review

Inbox

Brian Hagen

Form Started By: Grant Riemer

Final Approval Date: 05/12/2022

Reviewed By

Brian Hagen

Date

05/12/2022 01:03 PM

Started On: 04/25/2022 02:39 PM

Vehicle Count

Location: 177th Lane Northwest
 Address: 177th Lane Northwest
 Speed Limit: From schedule 30 mph

Report Period: 2022-03-28 to 2022-04-03
 Total Vehicle Count: 620

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	n/a	n/a	n/a	1	n/a	1	1	1	1	1	22	24
01:00 - 02:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
02:00 - 03:00	n/a	n/a	2	n/a	n/a	n/a	n/a	2	n/a	2	15	21
03:00 - 04:00	n/a	1	n/a	n/a	n/a	n/a	n/a	1	n/a	1	25	25
04:00 - 05:00	n/a	1	2	1	1	n/a	n/a	1	n/a	1	27	27
05:00 - 06:00	n/a	1	1	3	n/a	1	1	2	1	1	27	28
06:00 - 07:00	n/a	5	2	3	3	n/a	3	3	3	3	22	29
07:00 - 08:00	n/a	5	2	2	6	2	2	4	2	3	22	25
08:00 - 09:00	n/a	4	4	3	2	3	n/a	3	3	3	24	27
09:00 - 10:00	6	8	6	2	5	8	2	5	5	5	17	24
10:00 - 11:00	6	9	1	3	3	1	3	4	2	4	23	27
11:00 - 12:00	3	8	4	5	5	11	5	5	8	6	19	25
12:00 - 13:00	8	5	3	5	3	4	4	5	4	5	23	27
13:00 - 14:00	H 11	6	5	6	7	4	H 9	7	7	7	21	26
14:00 - 15:00	7	H 12	6	5	6	H 12	H 9	7	11	8	23	28
15:00 - 16:00	10	7	12	12	6	7	1	9	4	8	22	28
16:00 - 17:00	5	10	H 14	6	8	6	8	9	7	8	20	25
17:00 - 18:00	8	10	10	5	H 14	8	8	9	8	9	23	27
18:00 - 19:00	8	8	11	H 15	7	5	5	10	5	8	20	24
19:00 - 20:00	3	4	1	9	3	n/a	3	4	3	4	20	25
20:00 - 21:00	2	2	6	3	5	2	5	4	4	4	23	26
21:00 - 22:00	n/a	1	n/a	1	2	3	n/a	1	3	2	22	26
22:00 - 23:00	3	2	1	3	1	2	n/a	2	2	2	19	21
23:00 - 24:00	2	2	3	n/a	n/a	2	n/a	2	2	2	21	25
Total	82	111	96	93	87	82	69	100	85	97	AVG: 22	AVG: 26

H - Highest value in the column, bolded H is highest H value in report.
 ** "n/a" - means the sign did not collect any data at the time stipulated in the report. "n/a" values are NOT included in calculations.

Vehicle Count

Location: 177th Lane Northwest
 Address: 177th Lane Northwest
 Speed Limit: From schedule 30 mph

Report Period: 2022-04-04 to 2022-04-10
 Total Vehicle Count: 692

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday Average	Weekend Average	Week Average	Speed Average	85% Speed(mph)
00:00 - 01:00	1	n/a	n/a	1	n/a	1	2	1	2	1	22	27
01:00 - 02:00	1	1	n/a	n/a	n/a	n/a	n/a	1	n/a	1	19	25
02:00 - 03:00	1	n/a	n/a	n/a	n/a	n/a	n/a	1	n/a	1	24	24
03:00 - 04:00	n/a	2	1	n/a	n/a	n/a	n/a	2	n/a	2	16	22
04:00 - 05:00	1	1	1	1	n/a	n/a	n/a	1	n/a	1	25	26
05:00 - 06:00	1	1	n/a	1	1	1	2	1	2	1	23	30
06:00 - 07:00	2	1	1	4	5	n/a	n/a	3	n/a	3	25	29
07:00 - 08:00	3	7	2	3	7	2	1	4	2	4	20	27
08:00 - 09:00	6	2	3	3	3	1	3	3	2	3	22	28
09:00 - 10:00	8	8	5	3	3	8	4	5	6	6	19	26
10:00 - 11:00	8	5	7	1	5	5	5	5	5	5	23	28
11:00 - 12:00	6	H 30	4	5	8	9	4	11	7	9	19	24
12:00 - 13:00	5	6	1	7	6	6	6	5	6	5	22	25
13:00 - 14:00	H 10	5	3	4	1	4	6	5	5	5	20	25
14:00 - 15:00	H 10	11	10	8	13	4	4	10	4	9	21	27
15:00 - 16:00	2	2	7	8	6	5	H 7	5	6	5	22	25
16:00 - 17:00	9	10	H 16	10	13	H 12	6	12	9	11	21	27
17:00 - 18:00	8	13	9	H 13	H 22	1	6	13	4	10	20	27
18:00 - 19:00	5	9	9	12	10	1	5	9	3	7	21	25
19:00 - 20:00	7	8	8	2	2	8	3	5	6	5	17	23
20:00 - 21:00	6	2	7	1	1	4	2	3	3	3	21	24
21:00 - 22:00	2	2	1	2	3	5	2	2	4	2	22	24
22:00 - 23:00	3	3	4	3	n/a	1	2	3	2	3	19	24
23:00 - 24:00	1	4	2	1	2	n/a	n/a	2	n/a	2	19	24
Total	106	133	101	93	111	78	70	112	78	104	AVG: 21	AVG: 26

H - highest value in the column, bolded H is highest H value in report
 ** "n/a" - means the sign did not collect any data at the time stipulated in the report. "n/a" values are NOT included in calculations.

Why Signs Are Not Installed

The main reasons the City of Wichita does not generally install “Autistic Child,” “Blind Child,” “Deaf Child,” or “Children at Play” signs are:



- These signs do not describe where the child might be. Most streets within a residential area have children who react in the same way, and each driver must be aware of all children in a neighborhood environment.
- These signs provide parents and children with a false sense of security that their children are safe when playing in or near the street.
- When the novelty of such a sign wears off, the signs no longer attract the attention of regular passersby.
- Unique or unusual warning signs are a target for vandals and souvenir hunters and have a high replacement cost.
- Unique message signs have no legal meaning or established precedent for use in basic traffic engineering references. Their use is discouraged because of both the lack of proven effectiveness and undesirable liability exposure.

<http://mctrans.ce.ufl.edu/transportationTopics/tips.htm>

References of Signs to Avoid

- “Children at Play Signs: Seldom Effective, and Usually Unnecessary and Confusing,” Technology for Alaskan Transportation, v27, n2, Summer 2002.
- “'Children at Play' Signs Can Cause Confusion,” MASS Interchange, Fall 2001.
- “Why are traffic engineers reluctant to install DEAF CHILD or BLIND CHILD warning signs?,” Traffic Information Program Series, Institute of Transportation Engineers, District 10, Florida Section.
- “Won't a CHILDREN AT PLAY sign help protect our kids?,” Traffic Information Program Series, Institute of Transportation Engineers, District 10, Florida Section.
- “Won't a STOP sign slow traffic on our Street?,” Traffic Information Program Series, Institute of Transportation Engineers, District 10, Florida Section.



Traffic Engineering

Department of Public Works
Engineering Division
455 W Main, 7th Floor

Phone: 316-268-4501
Fax: (316) 268-4114
<http://www.wichita.gov>

Cautionary Signs: Do Children at Play, Autistic Child, or Blind Child Signs Improve Safety?



Traffic Engineering

Engineering Division
Department of Public Works
455 W Main, 7th Floor
Wichita, Kansas 67202
<http://www.wichita.gov>

Tel: 316-268-4501

At first glance, it might seem that a CHILDREN AT PLAY sign would help protect neighborhood youngsters from traffic hazards. It doesn't. In fact, these signs send an unclear message about what the driver and the child are supposed to do. Because of that, these signs are seldom effective. This also applies to DEAF CHILD, AUTISTIC CHILD, or BLIND CHILD signs.

Signs are Not Approved by the MUTCD

The City of Wichita follows the Manual on Uniform Traffic Control Devices (MUTCD), the national standard for traffic signs. The MUTCD does not designate DEAF CHILD, AUTISTIC CHILD, BLIND CHILD, or CHILDREN AT PLAY signs. The MUTCD requires that "all regulatory and warning signs installed on public roads and streets within recreational and cultural interest areas shall conform to the requirements" regarding general, regulatory and warning signs.

<http://mutcd.fhwa.dot.gov/>



The only similar signs approved are the W11-2 Pedestrian and the W15-1 Playground signs. However, the MUTCD does allow for additional regulatory, warning, or

guidance information subject to specific cautionary guidelines:

"The use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs."

<http://mutcd.fhwa.dot.gov/HTM/2003r1/part2/part2c.htm#section2C02>

Signs Send the Wrong Message

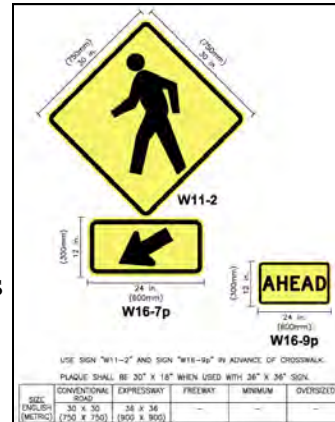
Children should not be encouraged to play in the street, and they should be taught to look before crossing or darting out into the street. The CHILDREN AT PLAY sign may well be understood by kids and families as a suggestion that it is acceptable for children to play in the street, and, thus, produces a false sense of security.

Furthermore, CHILDREN AT PLAY signs tend to propagate through neighborhoods, popping up on every block that has a child living on it. Signs lose credibility with motorists when they appear too often. Instead of being extra diligent, drivers tend to ignore the signs, particularly if no children are playing near the

CHILDREN AT PLAY signs. When these signs appear too often, they raise questions like: if there is no sign does that mean there are no children present and no need to watch for children?

Signs Are Not Effective

The Institute of Transportation Engineer's (ITE's) Design and Safety of Pedestrian Facilities states that "No accident-based studies have been able to determine the effectiveness of [such] warning signs." ITE's Traffic Control Devices Handbook, states that "Children at Play" and "Slow Children" signs should not be used since they may encourage children to play in the street and may encourage parents to be less vigilant.



The National Cooperative Highway Research Program (NCHRP) Synthesis of Highway Practice No. 186: Supplemental Advance Warning Devices (1993) states that these signs are "not considered effective." It is also noted that "The use of this sign and its variations has been discouraged by many agencies because the message implies that it is acceptable for children to be playing in the street. It is nonstandard due to the use of a symbol not contained in the MUTCD."

Signs Are Not Enforceable

Such signs also provide no guidance to motorists in terms of a safe speed, and the sign has no legal basis for determining what a motorist should do. Furthermore, motorists should expect children to be "at play" in all residential areas, and the lack of signing on some streets may indicate otherwise. The signs are unenforceable and act as another roadside obstacle to pedestrians and errant motorists. Use of these non-standard signs may also imply that the involved jurisdiction approves of streets as playgrounds, which may result in the jurisdiction being vulnerable to tort liability.

http://safety.fhwa.dot.gov/ped_bike/univcourse/swless14.htm

Existing Signs Should Be Removed

NCHRP Synthesis of Highway Practice No. 139: Pedestrians and Traffic-Control Measures (1988) states that "non-uniform signs such as 'CAUTION—CHILDREN AT PLAY,' 'SLOW—CHILDREN,' or similar legends should not be permitted on any roadway at any time" and that "the removal of any nonstandard signs should carry a high priority."

**REVIEW CITY POLICY REGARDING NEIGHBORHOOD SPEEDING
AND POSTING OF CHILDREN AT PLAY SIGNS**

By: Steven Jankowski, Assistant City Engineer

Background:

One of the more frequent requests that staff receives is for the posting of a Children at Play sign in a neighborhood where speeding has been identified as a problem. Because this is such a recurring request, this case is being prepared to review the rationale for the City's policy of not posting this particular sign and to present some more effective efforts in addressing citizen concerns with neighborhood speeding.

The Children at Play sign was once routinely posted in some communities as an attempt to warn motorists to be on watch for children playing in or near the street. This sign has been removed entirely from both the federal and state versions of the Manual on Uniform Traffic Control Devices. This sign was deemed to be vague and confusing. While the actual intent was as explained above, parents of children in the vicinity of such a sign might interpret it to mean that it is safe for their children to play in the street because this sign has been posted. Studies have indicated that there is no measurable change in driver behavior in the vicinity of this sign. The intention of a black on yellow warning sign is to call attention to a condition which would be unexpected to an average driver; e.g. sharp curve, school crossing, railroad crossing, etc. It is intuitive to most drivers that a residential area will have some number of children adjacent. It is sometimes argued that a particular neighborhood has a large number of children, or very small children, and therefore posting this sign should be considered. Unfortunately, there is no agreement on what the criterion should be for a particular density. Additionally, if posted in one area it would be politically difficult to deny a request in another area based upon an arbitrary density.

Staff has the two suggestions for better addressing speed concerns within a neighborhood. Setting out the speed trailer serves to signal to motorists that there is a neighborhood concern over speed in the area. The majority of motorists are willing to abide with the posted limits and will slow down if their actual speed exceeds the limit. The speed trailer has the capabilities of gathering detailed traffic counts and speeds which can be reviewed to determine the severity of the problem. Often a vehicle traveling at a legal speed may be perceived as much faster to someone who is within a few feet of the vehicle.

A second option for addressing speed concerns is to work with the police department. This is particularly appropriate if there the speed greatly exceeds the limit. Usually such gross disrespect for the speed limit is limited to a few individual drivers. A description of the vehicle and the time it passes can greatly assist the police department to focus its limited patrol resources. Even a warning can substantially improve such a motorist's behavior.

Financial:

The cost of posting a single warning sign is approximately \$200. The typical warning sign has a useful life of 10 years. While a single individual sign is a relatively insignificant cost, the number of possible requests for this sign is difficult to predict. It could be anticipated that additional posting would generate additional requests.

Recommendation:

Staff recommends no change in the existing policy for not posting Children at Play signs

Action:

Recommend to City Council that no change be made to the existing policy for not posting Children at play signs.

Reviewed By:

Director of Public Works/Principal City Engineer

City Engineer

Public Works Street Supervisor

Chief of Police

PW: 05/18/10

COMMITTEE BUSINESS

Case #1: Public Works Site Inventory

Planning Manager Miller reviewed the staff report.

The Committee discussed screening, using Class 5, tire storage/disposal, dumpster access, and organics.

Case #2: Update on 161st Avenue & Armstrong Blvd Pedestrian Crossing

City Engineer Himmer reviewed the staff report.

Public Works Director Olson updated the Committee on recent conversations he has had regarding signage.

Councilmember McGlone believed on a high speed road whatever the City could do, would be good.

Councilmember Dehen stated increasing the sign by six inches was not worth the expense.

Chairperson Elvig stated because this was a busy road, it might be worth getting other resident support for increased site lines.

Motion by Councilmember McGlone, seconded by Councilmember Dehen, to recommend that the City Council allow staff to contact the owners to inquire about expanding the site triangles.

Motion carried. Voting Yes: Chairperson Elvig and Councilmembers McGlone and Dehen.
Voting No: None.

Case #3: Review City Policy Regarding Neighborhood Speeding and Posting of Children at Play Signs

Assistant City Engineer Jankowski reviewed the staff report.

Chairperson Elvig stated if there was a daycare in the neighborhood, the residents should police the situation.

Motion by Councilmember Dehen, seconded by Councilmember McGlone, to recommend that the City Council make no change in existing policy for not posting Children at play signs.

Motion carried. Voting Yes: Chairperson Elvig and Councilmembers Dehen and McGlone.
Voting No: None.

Public Works Committee

5. 2.

Meeting Date: 05/17/2022

By: Bruce Westby, Engineering/Public Works

Title:

Receive Updates on Sound Wall East of State Highway 47, North of Xkimo Street

Purpose/Background:

As discussed at the Public Works Committee meeting on October 19, 2021, the sound wall constructed with the three (3) single-family residential unit development called Ramsey Villas North, located in the northeast quadrant of State Highway 47 and Xkimo Street, was not constructed such that it will serve its intended purpose as a noise barrier.

Though plans for this development, including the noise wall, were approved by the City, the wall was designed and constructed to extend downwards into a low area such that the top of the wall is lower than Highway 47, which prevents the wall from being effective at reducing traffic noise.

During the project approval process, residents from Xkimo Court contacted City staff to ask what could be done to reduce traffic noise from Highway 47. Staff ultimately responded by conveying that the developer would be constructing a sound wall similar to the existing wall east of Highway 47 roughly 1,000 feet to the north, and that the wall would extend along the west edge of the Ramsey Villas North plat. Attached is a copy of an email submitted by a resident of Xkimo Court showing they were informed that the sound wall would extend along the entire west edge of the plat.

Also attached is a copy of an email received by the City Engineer from residents along Xkimo Court NW, east of State Highway 47 and north of Xkimo Court, following a meeting between the City Engineer and the residents on site on Monday, September 27, 2021. The email requests that the City consider the following items:

- Partner with MNDOT to determine if building an appropriate, effective noise wall would be their responsibility or the City's
- If MNDOT has the responsibility, then to partner and advocate for them to seek funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- If the City has the responsibility, pursue approval and prioritize allocating funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- Establish a noise ordinance to discourage vehicles from excessive acceleration or jake-breaking at the 47/5 intersection
- Seek partnership with Ramsey PD and/or the Anoka County Sheriff, to establish a presence in the area [even if simply parking in-between calls or completing paperwork] to discourage the above behavior
- Post signs on Hwy 47 to notify drivers of the noise ordinance and that it is enforced by the City of Ramsey
- Provide a plan timeline, along with regular communication on progress, regarding the above to the residents of Xkimo Ct. Nw.

The Public Works Committee reviewed and discussed the resident's requests with them on October 19, 2021, and afterwards the committee directed Staff to contact the developer and their engineer to determine if either or both would be willing to partner with the City to redesign, reconstruct and/or extend the noise wall to serve its intended purpose. The Committee also directed Staff to contact MnDOT to discuss the option of relocating the wall onto their right-of-way, and to present estimated costs to reconstruct and/or extend the sound wall to the end of the plat and/or to connect to the existing wall to the north during a future meeting.

Staff then contacted the developer, Riverside Development Company, and received three response letters from their attorney informing Staff that the developer is willing to assist the City in resolving this matter by providing a history of past discussions and to offer its opinion on any potential changes to the wall, but that they are not agreeable to assuming any financial liability associated with such changes. Their attorney also noted that the City cannot retain any of their client's financial securities outside of what is allowed by the Development Agreement, namely their one-year warranty and landscaping warranty. Staff therefore returned all securities outside of the warranty securities outlined within the Development Agreement.

Staff also contacted the design engineer, Bogart-Pederson, to discuss their willingness to assist the City in resolving this matter. Bogart-Pederson said they informed City Staff that a wall constructed on their client's property would not be able to serve as a noise wall due to the low elevations on site, and that constructing a wall within Highway 47 right-of-way would not likely be economically feasible due to the need to relocate existing buried utilities and overhead power lines, but that Staff instructed them to construct the wall per the plans, which was done. Bogart-Pederson said they would share their topo survey so the City could explore relocating the wall within Highway 47 right-of-way.

Staff also contacted MnDOT and was informed that their preference would be for the wall to be constructed on private property but MnDOT did confirm that they would be willing to discuss construction of a wall in MnDOT right-of-way, though they do not have funds to pay for such work. Also, the City would need to execute a Limited Use Permit to define the responsibilities of the City related to maintenance and removal of the wall, if necessary in the future.

On January 18, 2022, the Public Works Committee discussed this information, along with the estimated costs developed by Staff, and directed Staff to obtain the opinion of the new City Attorney as to the responsibilities of the developer and their engineer in this matter, to speak with the engineer to ask if they would at a minimum provide the required design services, to contact MnDOT to determine whether they would allow the wall to be relocated, reconstructed and/or extended within MnDOT right-of-way and whether any other funds may be available, to discuss available funding sources with the Finance Director, to review the site conditions, and to determine who the property owners are.

On February 15, 2022, the Public Works Committee received updates from Staff including responses received from the developer and their engineer, and estimated costs for the options previously discussed. After discussions, Staff noted that they would look at the grades to see if an opportunity might exist to cost-effectively add fill outside of MnDOT right-of-way while avoiding impacts to utilities, which could then be discussed in more detail at a future meeting.

Since February, Staff has confirmed that the developer's engineer will provide their topographic survey data and utility as-built data to allow City Staff to further explore options for relocating, constructing, or extending sound walls within MnDOT's Highway 47 right-of-way. Staff anticipates receiving this data very soon. However, additional topo survey will be needed to determine where a sound wall could effectively be constructed along the Highway 47 corridor, especially if the wall is to be connected to the existing 6-foot tall sound wall approximately 900-feet to the north. Attached is the figure showing how long the sound wall would need to extend to the north of the Ramsey Villas North plat to connect to the existing sound wall.

As previously discussed, Staff estimates construction costs for a similar sound wall to be approximately \$210 per linear foot at today's construction costs. This would equate to a minimum construction cost of \$50,000 to salvage and reinstall the existing wall within the Highway 47 right-of-way. To extend the wall past the north end of the

Ramsey Villas North plat and through the undeveloped parcel to the north to connect to the existing wall would require a minimum construction cost of \$125,000. These are construction cost estimates only and do not include indirect costs or costs required to enter into a Limited Use Permit with MnDOT if the wall can indeed be constructed within their right-of-way.

Four pictures of the existing sound wall are attached to this case. Staff anticipates bringing more detailed information to the Committee for discussion on June 21st.

Timeframe:

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

Observations/Alternatives:

Observations:

Staff informed the Xkimo Court residents that this case would be presented this evening so one or more residents may be in attendance, either physically or remotely.

Alternatives:

The purpose of this case is to provide new updates, with the intent of providing a more significant update on June 21st and to seek further direction from the Committee as to next steps at that time.

Funding Source:

Funding amounts and sources will be discussed in more detail on June 21st.

Recommendation:

Staff does not have a recommendation to offer at this time.

Action:

No action is requested at this time. Staff will provide more information and will seek further direction from the Public Works Committee on June 21st.

Attachments

[Sound Wall Gap Diagram](#)

[Xkimo Ct resident email](#)

[Picture 1](#)

[Picture 2](#)

[Picture 3](#)

[Picture 4](#)

Form Review

Inbox

Grant Riemer

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 05/12/2022

Reviewed By

Grant Riemer

Brian Hagen

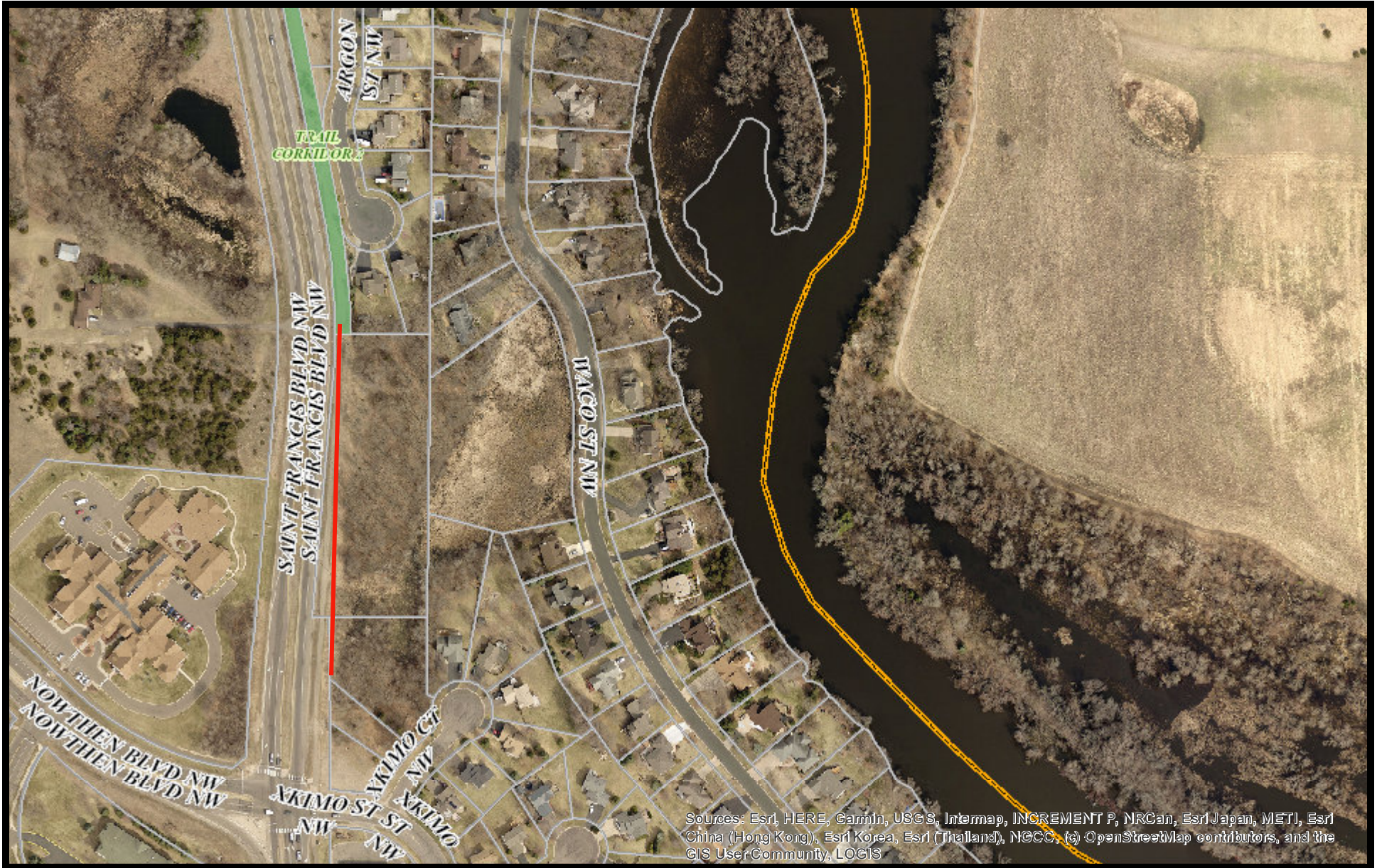
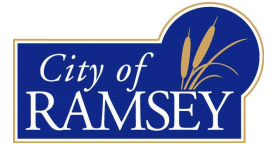
Date

05/12/2022 01:48 PM

05/12/2022 03:25 PM

Started On: 05/11/2022 10:50 AM

TH 47 Sound Wall Gap



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

From: [Richardx.Bailey](#)
To: [Bruce Westby](#)
Cc: [Ted Blakley](#); [Megan Blakley](#); [angel.hughes129@gmail.com](#); [Bertin Chabens](#); [Richardx.Bailey](#)
Subject: Xkimo Ct Nw Noise Wall Follow up and letter
Date: Friday, October 8, 2021 4:41:41 PM
Attachments: RE EXTERNAL RE Project 20-117.msg
Noise Wall 4.jpg
Noise Wall 1.jpg
Noise Wall 2.jpg
Noise Wall 3.jpg

Hi Bruce,

Thanks again for stopping out last week to discuss the ongoing noise issues we've been experiencing and for offering to take forward a letter highlighting our concerns, to help move towards resolution. Please find this letter below. Attached you'll find the email we referred to during our discussion regarding the originally communicated noise wall length as well as photos of what was built.

Please let us know if you have any questions...

Hello,

First off, thank you for taking the time to review the below concern and related requests from us, the residents of Xkimo Court Nw.

The chief concern, which we have raised before, is the increased noise levels in our cul-de-sac, which directly affects the 20+ people that call Xkimo Ct Nw 'home'.

We first began noticing the increased traffic noise when the city approved the construction of Stoney River directly across, and elevated above, Highway 47 from us; as there exists no noise barrier on our side of 47, we feel the effects of traffic noise deflected from Stoney River directly into our neighborhood.

Last year we were notified of the approved sale of the land on the west side of the cul-de-sac to a third party home builder. Since this meant the removal of what little natural noise protection [mature trees/growth] we had on those lots, we raised our concerns regarding the noise impact we anticipated and, unfortunately, have since realized. The cumulative traffic noise level is so high at times that it can be heard clearly inside homes and even requires pausing conversations when outside.

Prior to the development being approved, we had inquired regarding having a noise wall included with the construction on the site, and were subsequently provided a plat drawing/photo [see attached email] which indicated a noise wall *would* be built and *would* extend for a considerable length of the property as well as mirror the size the noise wall farther north along 47. Since we were advised this was the plan, we were satisfied with the accommodations to protect the interests of our families.

Unfortunately this accommodation was not followed through upon, to the detriment of our neighborhood and directly affects our quality of life. We were advised after the sale was approved, that a 'mistake' was made and the drawing shared wasn't actually correct; the noise wall would not equal the length we were told it would, but instead be less than 1/2 as long. In addition the "noise wall" that was constructed by the builder is completely ineffective and quite frankly, unacceptable. As shown by the photographs attached, the wall was not built using the street level as the baseline, but instead followed the undulating topography of the land itself; this resulted in an inferior "noise wall" who's top, in places, is below street level and can be described, at best, as an exercise in futility and who's appearance doesn't do any favors for the aesthetics or reputation of the city.

To rectify the above we respectfully request the following items be pursued by the City of Ramsey:

- Partner with MNDOT to determine if building an appropriate, effective noise wall would be their responsibility or the City's
 - If MNDOT has the responsibility, then to partner and advocate for them to seek funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along city 47
 - If the City has the responsibility, pursue approval and prioritize allocating funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along city 47
- Establish a noise ordinance to discourage vehicles from excessive acceleration or jake-breaking at the 47/5 intersection
 - Seek partnership with Ramsey PD and/or the Anoka County Sheriff, to establish a presence in the area [even if simply parking in-between calls or completing paperwork] to discourage the above behavior
 - Post signs on Hwy 47 to notify drivers of the noise ordinance and that it is enforced by the City of Ramsey
- Provide a plan timeline, along with regular communication on progress, regarding the above to the residents of Xkimo Ct. Nw.

Thank you in advance for your review and partnership on this matter that is of high importance to us; please let us know how we can support you in this pursuit.









Public Works Committee

5.3.

Meeting Date: 05/17/2022

By: Mark Riverblood, Engineering/Public Works

Title:

Tennis Court Maintenance; River's Bend, Fox and Central Parks

Purpose/Background:

The city has tennis courts at Rivers' Bend Park (4), and one each at Fox and Riverdale Park. Loral I Armstrong Delaney Central Park also has a four court system that was constructed in the mid-1990's and converted to 2 tennis courts + 4 pickleball courts in 2021.

Tennis courts typically need resurfacing at about a 5 to 8 year maintenance interval. For **River's Bend Park**, this coming year would be the twelfth year since this maintenance activity has occurred, and it is needed and should not be deferred due to concern for safety and quality of play. (At the point the color coating begins to spall off, or loosen from the bituminous surface below, players can slip and slide when making abrupt moves or stops, creating a fall hazard. The color coating at River's Bend has reached this stage a couple of years ago.)

For **Fox Park**, the single court there was constructed around 1995, and it was resurfaced one time since. The court is not in playable condition, and probably should be signed 'closed' until such time as the resurfacing would occur.

As mentioned above, **Central Park** was re-color coated last Spring, however, thin cracks reappeared which is a common occurrence for large areas of bituminous, exposed to extreme tempature fluctuations. Pickle ball players have commented about the appearance of these cracks, and staff recommends caulking with thickened paint at a not-to-exceed cost of \$2,500 (Time and Materials). Alternatively, a colored caulking approach would be \$10,000.

Notification:

Observations/Alternatives:

The first attachment is the existing conditions of the courts discussed above. The second attachment is the long-term forecast (summary form) for all the city's courts, together with the estimated costs. It may be noted that this forecast also is a second quarter Action item #16 of the 2022 Strategic Plan: "*Establish a Funding Plan to Complete Parks Capital Replacement Improvements*". (As an aside, the tennis court at Riverdale Park is in need of maintenance at this time too, however this can be addressed for reconstruction year 2023.)

The itemized cost break-down for maintenance this case recommends is as follows:

River's Bend

- Recolor 4-courts \$24,000
- Remove and re-set two net posts \$2,500
- Repair/replace wood practice wall \$500

Fox Park

- Recolor single court \$7,500
- Repair/replace wood practice wall \$400

Central Park

Crack fill \$2,500

Contingency 3 park locations \$1,000

Total 2022 Court Maintenance \$38,400

Funding Source:

For the 2022 tennis court maintenance resurfacing and associated repairs (\$38,400), the recommended funding source is the Capital Maintenance Fund, (formerly known as 'Park Maintenance Fund #810') which has a present balance of \$1.3M.

Recommendation:

Staff recommends proceeding with the reconditioning of the courts at River's Bend and Fox Park' as soon as practicable—and also proceeding with paint-caulking approximately 950 feet of cracks (three colors) at Central Park this Spring as well.

Action:

Motion to recommend to City Council, the reconditioning of the courts at River's Bend, Fox Park, and crack filling Central Park in the amount of \$38,400 to be funded by the Capital Maintenance Fund.

Attachments

Existing Conditions

Maint. forecast

Fox Park quote

River's Bend Park quote

Form Review

Inbox

Grant Riemer

Form Started By: Mark Riverblood

Final Approval Date: 05/10/2022

Reviewed By

Grant Riemer

Date

05/10/2022 03:11 PM

Started On: 04/25/2022 01:50 PM

Existing Conditions – River's Bend Park











Existing Conditions – Fox Park













Loral I Armstrong Delany Central Park – Crack Filling



Tennis/Pickle Ball Maintenance Plan

2021 <u>Central Park Pickle Ball and Tennis Courts</u> (Converted two tennis, to four pickle ball)	<i>(Completed)</i>
2022 <u>Rivers' Bend Tennis Courts</u> Complete color coat and reset two net posts	\$26,500
2022 <u>Fox Tennis Court</u> Color coat and stripe	\$7,500
2023 <u>Riverdale Courts</u> Color coat and stripe	\$8,000
2026 <u>Central Park Pickle Ball/Tennis Courts</u> Color coat and stripe	\$35,000
2027 <u>Rivers' Bend Tennis Courts</u> Color coat and stripe	\$31,000
2031 Evaluate all courts for use and relevancy	
2033 <u>Riverdale and Fox Tennis Courts</u> Color coat and stripe	\$18,000



2022 – 2033 total estimated reinvestment = \$126,000



Serving Minnesota, Wisconsin, Iowa, Nebraska, North Dakota, and South Dakota

3017 161st Ave NW, Andover, MN 55304
763-753-1127 – Phone
763-753-3619 – Fax
eric@umathleticconstruction.com

MN Contractors No. IR722325
IA Contractors No. C090307

April 1, 2022

City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

Re: Fox Park Tennis Court
17150 Potassium St

We propose the following:

Tennis Court Color Coat System

1. Power wash surface to remove loose paint, vegetation, dirt and debris – dispose of off site
2. Machine rout all existing cracks and clean with compressed air – Approx. 500 LF
3. Fill with crack patch binder to level of existing surface with multiple applications and grind smooth
4. Apply two coats of sand filled acrylic emulsion resurfacer
 - a. 8-10 lbs. silica sand added per gallon of concentrate material
 - b. Coverage: .05-.07 gallons per square yard per coat
5. Apply two coats of latex acrylic paint
 - a. **Color to be selected by owner**
 - b. 6 lbs. silica sand added per gallon of concentrate material
 - c. Coverage: .05 gallons per square yard per coat
6. Reline per USTA standards

Base Bid \$7,500

Alternate 1 – Armor Crack Repair System

All specifications above will remain the same and these will be added after step #4 in the base bid

1. Furnish and install Armor Crack Repair System to all prepared cracks – Approx. 500 LF
2. Apply a black acrylic resurfacer blending coat over entire Armor surface according to manufacturer’s specifications
 - a. All cracks shall be covered and masked by the filler coat
3. Proceed to step #5 in base bid

ADD \$11,500

Alternate 2 – Net Posts and Tie Down Anchors

1. Remove net posts, tie downs, concrete footings and dispose of off site
2. Furnish and install one (1) new set of DTP-37 net posts and 1-5/8” tie downs
 - a. 4000PSI concrete net posts 18”x60” and tie downs 12”x36”

ADD \$2,500

Notes:

Standard 1-year material and workmanship warranty

No warranty provided on standard crack repairs from reappearing due to our climate and bituminous movement

Court is unplayable with acrylic paint peeling off and vegetation growing creating a tripping hazard and should be resurfaced in 2022

Thank you,

Eric Hicks
Upper Midwest Athletic Construction, Inc.





Serving Minnesota, Wisconsin, Iowa, Nebraska, North Dakota, and South Dakota

3017 161st Ave NW, Andover, MN 55304
763-753-1127 – Phone
763-753-3619 – Fax
eric@umathleticconstruction.com

MN Contractors No. IR722325
IA Contractors No. C090307

April 1, 2022

City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

Re: Rivers Bend Tennis Courts
14200 Waco St

We propose the following:

Tennis Court Color Coat System

1. Power wash surface to remove loose paint, dirt and debris – dispose of off site
2. Machine rout all existing cracks and clean with compressed air – Approx. 1,660 LF
3. Fill with crack patch binder to level of existing surface with multiple applications and grind smooth
4. Apply two coats of sand filled acrylic emulsion resurfacer
 - a. 8-10 lbs. silica sand added per gallon of concentrate material
 - b. Coverage: .05-.07 gallons per square yard per coat
5. Apply two coats of latex acrylic paint
 - a. **Color to be selected by owner**
 - b. 6 lbs. silica sand added per gallon of concentrate material
 - c. Coverage: .05 gallons per square yard per coat
6. Reline per USTA standards

Base Bid \$24,000

Alternate 1 – Armor Crack Repair System

All specifications above will remain the same and these will be added after step #4 in the base bid

1. Furnish and install Armor Crack Repair System to all prepared cracks – Approx. 1,660 LF
2. Apply a black acrylic resurfacer blending coat over entire Armor surface according to manufacturer’s specifications
 - a. All cracks shall be covered and masked by the filler coat
3. Proceed to step #5 in base bid

ADD \$38,180

Alternate 2 – Net Posts and Tie Down Anchors

1. Remove net posts, tie downs, concrete footings and dispose of off site
2. Furnish and install four (4) new sets of DTP-37 net posts and 1-5/8” tie downs
 - a. 4000PSI concrete net posts 18”x60” and tie downs 12”x36”

ADD \$10,000

Notes:

Standard 1-year material and workmanship warranty

No warranty provided on standard crack repairs from reappearing due to our climate and bituminous movement

Acrylic paint is peeling off creating a tripping hazard and should be resurfaced in 2022

Thank you,

Eric Hicks
Upper Midwest Athletic Construction, Inc.



Public Works Committee

5. 4.

Meeting Date: 05/17/2022

By: Grant Riemer, Engineering/Public Works

Title:

Progress Update on Water Treatment Plant

Purpose/Background:

Purpose:

The purpose of this case is to update the committee on the progress of the design phase for the Water Treatment Plant Project #21-09 and present the most up-to-date project timeline and engineer's cost estimate.

Timeframe:

20 Minutes

Observations/Alternatives:

Steve Nelson and Abbie Browman from AE2S will be on hand to present a brief Power Point presentation illustrating design features of the plant and review current project timelines and cost estimates. We are currently at 75% plan completion.

Funding Source:

Water Utility Fund

Recommendation:

Informational Only

Action:

Based on committee discussion

Attachments

Schedule

Current Cost Estimate

Form Review

Inbox

Brian Hagen

Form Started By: Grant Riemer

Final Approval Date: 05/12/2022

Reviewed By

Brian Hagen

Date

05/12/2022 01:05 PM

Started On: 05/11/2022 08:26 AM

Meeting Date: 05/17/2022

By: John Nelson, Engineering/Public Works

Title:

Selection of a Backup Power Supply for Water Treatment Plant

Purpose/Background:

Purpose:

The water treatment plant will require back up power to keep the plant operational in the event of a power outage. The design team has determined that the full power load of the water treatment plant will be approximately 1300kw, for which there are two options for a backup power supply.

Option: 1 Generator sized for emergency backup power only

Option: 2 Generator sized for peak shaving demand as determined by Connexus Energy

Option 1: is a tier 2, diesel powered generator, sized to run the most critical parts of the plant such as, SCADA, high service pumps, lights etc. Estimated prices for a tier 2, 1000kw generator are:

Caterpillar \$400,000.00

Cummins \$300,000.00

Option 2: would require a tier 4, diesel powered generator, capable of 100% load of the water treatment plant. This size generator wouldn't be considered an emergency generator, because we would be able to peak shave power with Connexus Energy up to once a month. How the peak shaving program works is Connexus Energy would notify us that we must transfer all power to the generator. This request would be made no more than 12 hours per day or 300 hours per year. A tier 4 generator would have to meet all of the current requirements for emissions and would require a custom outdoor enclosure, which would increase the cost substantially.

Estimated prices for a tier 4, 1500kw generator are:

Caterpillar \$1,400,000.00

Cummings \$1,200,000.00

Timeframe:

20 Min.

Observations/Alternatives:

Observations:

The peak shaving program would credit us \$18.68/kW during the time of the required peak shave, but there are also penalties involved. Say if our generator were not to start/or was being maintained at the time when Connexus asked us to peak shave, the penalties would be as follows:

If for any reason, the switch or generator fails to operate or the members load fails to transfer when dispatched by Connexus Energy, the member shall receive no credit and a penalty may apply. If the member's generation fails to operate more than three times during the year, Connexus Energy has the right to remove the member from the Generator credit rider

Funding Source:

The generator through the utility enterprise funds

Recommendation:

Staff's recommendation is Option1- to purchase the Tier #2 generator for emergency use only and not participate in the Peak Shaving Program offered by Connexus Energy.

Action:

Motion to accept/reject staff's recommendation.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	05/11/2022 08:05 AM
Brian Hagen	Brian Hagen	05/12/2022 01:05 PM
Form Started By: John Nelson		Started On: 05/10/2022 10:45 AM
Final Approval Date: 05/12/2022		

Public Works Committee

5. 6.

Meeting Date: 05/17/2022

By: Bruce Westby, Engineering/Public Works

Title:

Discuss Short Term Need to Increase Funding of Pavement Management Program

Purpose/Background:

Between 1975 and 1985 approximately 40-percent of all public streets within the City of Ramsey were constructed. At the time these streets were constructed they were designed to last for 40-years before requiring reconstruction. These streets have all either reached, or are nearing the end of, their useful lives. Staff has received numerous calls this spring from residents complaining about the poor condition of streets in their neighborhood and asking when the City plans to repair or reconstruct their streets.

Based on the increasing number of complaints Staff is receiving each year, on the fact that 40-percent of public streets are generally at the age that they need to be reconstructed, and given that Public Works Staff have been struggling to maintain the pavement on all City streets in recent years, Staff is seeking direction from the Public Works Committee on whether a plan should be developed for reconstructing more streets each year than what is identified in the 2022 – 2031 CIP.

Attached is an exhibit showing the public streets proposed to be reconstructed in the 10-year period between 2022 and 2031, which total 25.38 miles. The figure also shows streets that currently qualify for reconstruction since they have PASER ratings of 4 or less. These streets total 18.50 miles. Of the 18.50 miles of streets that qualify for a reconstruction but are not in the CIP, only 0.75 miles are not residential streets.

Developing a more robust short-term PMP program would of course require significant increases in annual funding, which is currently available for additional street reconstruction projects in 2023 due to the approximately \$3,000,000 available through ARPA funds. However, such large sums of money will not likely be as readily available in following years.

Timeframe:

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

Observations/Alternatives:

Dependent on discussions.

Funding Source:

Dependent on discussions.

Recommendation:

Staff recommends increasing the number of streets reconstructed each year to address the upcoming bubble of streets reaching the end of their useful lives.

Action:

Dependent on discussions.

Attachments

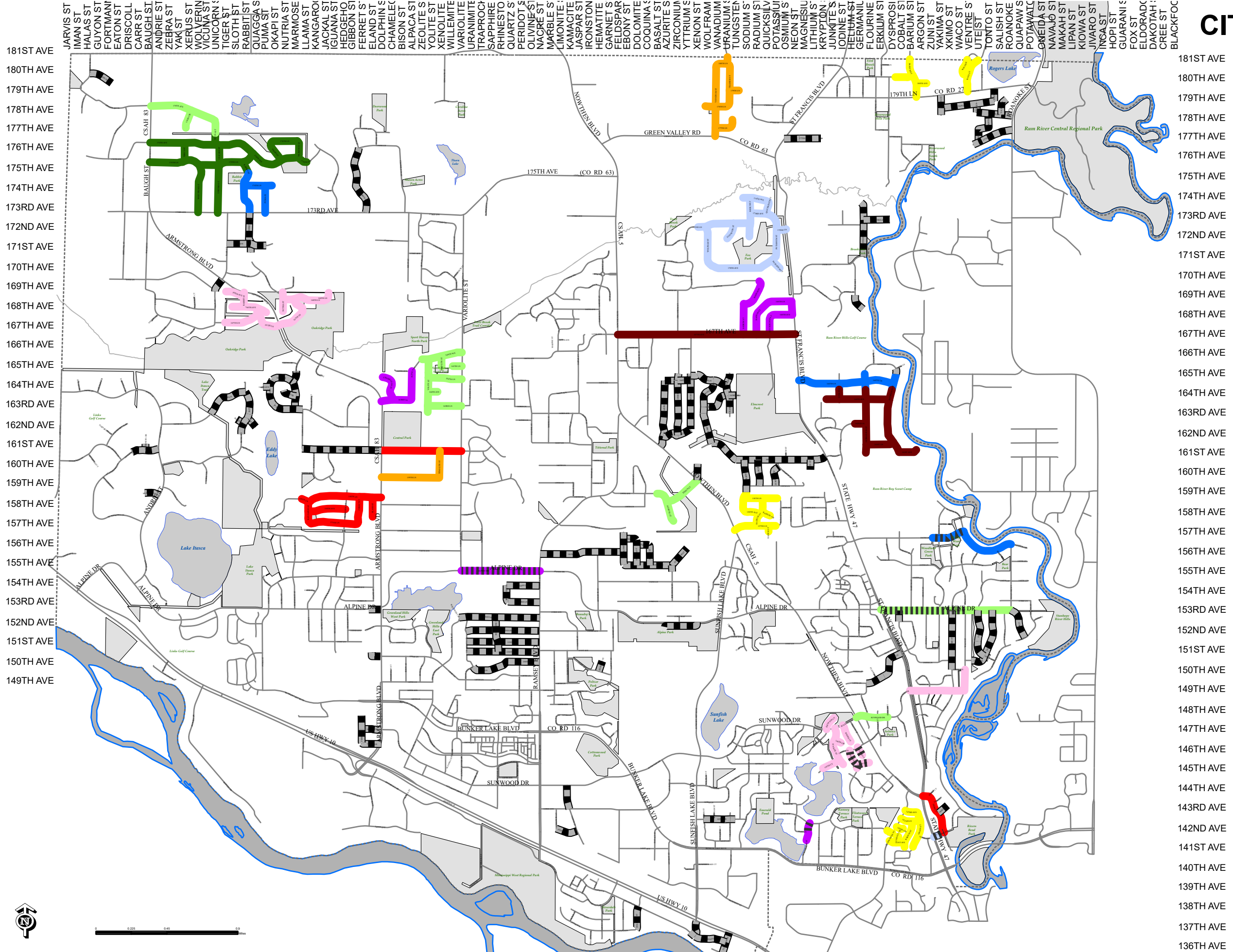
PMP Short-term Needs Figure

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	05/12/2022 04:00 PM
Brian Hagen	Brian Hagen	05/12/2022 04:29 PM
Form Started By: Bruce Westby		Started On: 05/11/2022 10:56 AM
Final Approval Date: 05/12/2022		

CITY OF RAMSEY

Pavement Management Program
Street Reconstruction Needs
May 12, 2022



LEGEND

2021 PASER 4 OR LESS

▬ CURRENT RECON NEED

2022 - 31 CIP, PROJECT YEAR

- ▬ 2031, RC
- ▬ 2030, RC
- ▬ 2029, RC
- ▬ 2028, RC
- ▬ 2027, RC
- ▬ 2026, RC
- ▬ 2025, RC
- ▬ 2024, RC
- ▬ 2023, RC
- ▬ 2022, RC

▬ CIP Recon Paser > 4

▬ Road_Centerlines

▬ MuniBndry

▬ Parks

▬ Rivers

▬ Lakes_Ponds

▬ Creeks



Public Works Committee

6. 1.

Meeting Date: 05/17/2022

By: Bruce Westby, Engineering/Public
Works

Title:

Receive Updates on Improvement Projects, Studies and Items of Interest

Purpose/Background:

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

- **Sunwood Drive & Waco Street Reconstructions (IP #22-01)**
 - Bids will be opened May 19, 2022
 - Council will consider awarding a contract May 24, 2022
- **Autumn Heights Street Reconstructions (IP #22-02)**
 - Plans are being prepared in-house
 - Council to consider approving plans and authorizing bids in June
- **2022 Neighborhood Street Overlay Improvements (IP #22-04)**
 - Bids were opened May 2, 2022
 - Council awarded a construction contract May 10, 2022
 - Staff is executing the contract and scheduling a pre-construction meeting
- **Riverdale Drive Trunk Utility Improvements (IP #22-05)**
 - Change Order #1 approved April 12, 2022
 - Council to consider approving Change Order #2 May 24, 2022
 - Construction completion anticipated by the end of July 2022
- **Wood Pond Hills 2nd, 3rd, 4th, 5th Street Reconstructions (IP #22-06)**
 - Bids were opened May 2, 2022
 - Council awarded a construction contract May 10, 2022
 - Staff is executing the contract and scheduling a pre-construction meeting
- **2022 Crack Seal Improvements (IP #22-08)**
 - Bids were opened May 2, 2022
 - Council awarded a construction contract May 10, 2022
 - Staff is executing the contract and scheduling a pre-construction meeting
- **2022 Pavement Rejuvenation Improvements (IP #22-09)**
 - Council authorized executing the proposal from CAM May 10, 2022
 - Staff is scheduling a pre-construction meeting
- **15410 Argon Street Drainage Improvements (IP #22-14)**
 - Drainage from right-of-way flows through back yard w/out D&U easement
 - New septic tank installed in back yard before property was purchased
 - City graded around tank to improve drainage and runoff has flowed into basement several times since so owner is requesting City improvements
 - Staff surveyed property and drainage ditches/right-of-way early April
 - Staff is exploring options to prepare plans for drainage improvements
 - Staff sand bagged property May 11, 2022 è works well per owner
 - PWC to consider recommending Council approval of plans and authorizing bids June 21, 2022
 - Council to consider approving plans and authorizing bids June 28, 2022
- **WTP Trunk Watermain Improvements (#21-08)**

- First bids rejected
- Revising plans to minimize project costs without sacrificing quality
- Re-bid revised plans Fall 2022
- October 2023 completion deadline
- **Centralized Water Treatment Plant (#21-09)**
 - AE2S is preparing plans and handling construction administration
 - 60-percent plans complete (Staff/AE2S providing updates at meeting)
 - Project completion anticipated Winter 2024 (before water use increases)
- **Fire Station No. 1 Parking Lot Improvements (#21-10)**
 - Construction in progress
- **Ramsey Gateway Highway 10 Improvements (IP #20-11)**
 - Final design and property acquisitions in progress
 - Construction anticipated late 2023 through early 2026 (2024/25 majority)
- **Wetland 114P Outlet Control Improvements (#19-07)**
 - Requested by Minnesota DNR
 - Staff is preparing plans
 - Construction proposed for 2023

City of Anoka Improvement Projects

- **Highway 47 Corridor Improvements**
 - Construction proposed for 2025
 - Anoka webpage <https://clients.bolton-menk.com/anokahwy47/>

Anoka County Improvement Projects

- **Roundabout at Armstrong Boulevard/CSAH 83 and Alpine Drive (IP #23-03)**
 - Anoka County received \$1.35M in HSIP funds (est. project cost \$1.5M)
 - Anoka County and City estimated cost shares were \$150,000 (per \$1.5M)
 - Construction proposed for 2023 pending City & County approvals
 - City Council will consider approving JPA May 24, 2022
 - JPA City cost share = \$40,512 (\$109,488 < original estimate)

MnDOT Improvement Projects

- **Anoka Solution Highway 10 Improvements**
 - Construction underway with completion proposed in Spring 2024
 - Temporary signal system at McKinley Street is operational
 - Anoka webpage <https://clients.bolton-menk.com/hwy10/>
 - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy10-anoka/>
- **US 10 / 169 & Ferry Street / TH 47 Interchange**
 - Construction underway with completion proposed in Spring 2024
 - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy10-anoka/>
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing**
 - Preliminary design suspended to explore s-curve realignment
 - \$45M in bonds authorized October 2020
 - Construction proposed for 2024 (or later)
 - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy47rr-anoka/>
- **Rum River Bridge Replacement**
 - Construction underway with completion proposed in Spring 2024
 - Proposing three lanes each direction between Highway 47 and 7th Street
 - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy10-anoka/>

Studies & Items of Interest

- **5805 148th Lane NW**

- No updates at this time. Property owners like everything as is.
- **FYA Improvements at Sunwood Drive and Ramsey Boulevard**
 - Staff informed Anoka County the City will not pursue FYA improvements per Council’s ratification of the March PWC minutes on May 10th.
 - Anoka County has offered to supply the City with spare parts (mast arms, etc.) to reduce project costs from \$94,000 to \$80,000. The Committee will be asked to provide input on whether this minor cost reduction is worth considering.
- **Elk River Highway 10 Corridor Study**
 - Staff will provide a detailed update at the meeting.

Timeframe:

Staff estimates up to 25 minutes will be needed for updates and discussion.

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

Staff does not have recommendations to offer on these topics at this time.

Action:

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

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	05/12/2022 12:42 PM
Brian Hagen	Brian Hagen	05/12/2022 01:06 PM
Form Started By: Bruce Westby		Started On: 05/11/2022 10:48 AM
Final Approval Date: 05/12/2022		

Public Works Committee

6. 2.

Meeting Date: 05/17/2022

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:

Staff recommends reviewing the attached calendar and to either approve the calendar by consensus or to direct Staff to revise the calendar as follows; _____.

Action:

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

Attachments

PWC Calendar May2022

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	05/12/2022 12:42 PM
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Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
June 2022	Sunfish Lake Sedimentation Basin Improvements <i>(Westby)</i>
June 2022	External Funding Assistance for Wet Basements <i>(Westby)</i>
Future/TBD	Sunwood Drive Roundabout Landscaping <i>(Riemer)</i>
Date	Topics for Discussion – Regulatory
Future/TBD	Sunfish Lake Blvd./CSAH 57 Speed Study Results <i>(Westby)</i>
Future/TBD	Bunker Lake Blvd./CSAH 116 Speed Study Results <i>(Westby)</i>
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy <i>(Riemer)</i>
June 2022	Draft Trail Maintenance Policy <i>(Westby)</i>
July 2022	Draft Stormwater Pond Maintenance Policy <i>(Westby)</i>
Date	Topics for Discussion – Planning and Budget
Future/TBD	Asset Management Program <i>(Westby)</i>
Future TBD	Replace City monument sign TH 47 & Bunker Lk Blvd. <i>(Riemer)</i>
Future/TBD	Targeted Trail Gap Connection Planning <i>(Riemer)</i>
Date	Topics for Discussion – Staff Updates
Ongoing	Elk River Highway 10 Corridor Study <i>(Westby)</i>
Ongoing	Anoka County Nowthen Blvd/CSAH 5 Corridor Study <i>(Westby)</i>
Ongoing	Project Review Process Improvements
Ongoing	Flashing Yellow Arrow Improvement Options
Ongoing	TH 47 Improvements, Bunker Lake Blvd to Highway 10 <i>(Westby)</i>

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