

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday, June 21, 2022**

**5:30 pm**

**Lake Itasca Room, 7550 Sunwood Drive NW**

Remote Attendance available at [www.cityoframsey.com/meetings](http://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 May 17, 2022.
- 5. Committee Business**
  1. Consider Recommendation to City Council Authorizing Preparation of Plans and Specifications for 2022 Argon Street Drainage Improvements
  2. Review bicycle and pedestrian facilities as part of the 161<sup>st</sup> Avenue Street Reconstruction
  3. Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Autumn Heights Street Reconstructions, Improvement Project #22-02
  4. Consider Recommendation to City Council to Temporarily Increase Funding for 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:** 06/21/2022

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

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

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**Title:**

Approve the following meeting minutes.

1. Public Works Committee meeting dated May 17, 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 May 17, 2022.

**Action:**

Motion to approve meeting minutes dated May 17, 2022.

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**Attachments**

Minutes

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Mark Riverblood	Mark Riverblood	06/14/2022 02:50 PM
Grant Riemer	Grant Riemer	06/15/2022 07:39 AM
Brian Hagen	Brian Hagen	06/16/2022 08:23 AM
Form Started By: MaryJo Warner		Started On: 06/14/2022 11:26 AM
Final Approval Date: 06/16/2022		

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

The Public Works Committee conducted a regular meeting on Tuesday, May 17, 2022, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Chris Riley  
                              Councilmember Debra Musgrove  
                              Councilmember Matt Woestehoff

Also Present:         Public Works Superintendent Grant Riemer  
                              City Engineer Bruce Westby  
                              Parks and Assistant Public Works Superintendent Mark Riverblood  
                              Utilities Supervisor John Nelson  
                              Community Development Dir./Deputy City Administrator Brian Hagen

**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**

It was suggested to change the order of items 5.1 and 5.2 as well as cases 5.4 and 5.5.

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

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

**4.     APPROVE MINUTES**

**4.01: Approve April 19, 2022 Meeting Minutes**

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

Regular Meeting Minutes dated April 19, 2022

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

## **5. COMMITTEE BUSINESS**

### **5.02: Receive Updates on Sound Wall East of State Highway 47, North of Xkimo Street**

City Engineer Westby reviewed the staff report and provided an update on the progress of the sound wall east of State Highway 47, north of Xkimo Street.

Councilmember Woestehoff asked what should be expected at the next meeting, specifically whether there would be a truer design and cost estimate.

City Engineer Westby confirmed that the plan would be to have options for where the wall could be run. He also hoped to have construction cost estimates.

Councilmember Musgrove stated that if the wall could be put on private property to avoid relocation of utilities, that would be better. She stated that she would like to see the costs for both options. She asked and received confirmation that the cost estimate for the option on private property would include fill if it was needed.

Chairperson Riley invited residents to provide input.

Rick Bailey, 5021 Xkimo Court, expressed his thanks for the City continuing to move this forward. He commented that the noise levels continue to rise with the warmer weather and appreciated the effort.

Chairperson Riley commented that they are doing their best to deal with a bad situation.

Ted Blakely, 5041 Xkimo Court, stated that he was hoping there would be more progress by this time of year. He asked if there is an expectation that there would be a wall constructed this year or whether this will continue to drag on.

City Engineer Westby replied that he would be very surprised if construction could occur this year. He stated that it will take time to develop a design on paper that could be submitted to contractors for bids. He commented on the length of time necessary to bid and award a project along with ordering of materials. He believed this would more than likely be a 2023 project if it were to move forward.

Chairperson Riley commented that all of the administrative work would be completed this year, but the construction would not occur until 2023.

Mr. Blakely recognized that the intent is to present options at the June meeting and asked for information on how the decision-making process would occur.

Chairperson Riley commented that the committee would make a recommendation at the June meeting and that would be forwarded to the City Council for review two weeks after that meeting.

Ms. Blakely asked if there is a cost variance built into the bidding process. She used the example of locking in a bid but then the cost of lumber changes.

City Engineer Westby replied that when the City bids projects, the lowest responsible bidder is awarded the contract and at that time the price is locked in.

Councilmember Musgrove asked for staff feedback on potential signage and/or enforcement in order to provide relief of the noise from the street.

City Engineer Westby replied that staff could bring that information back but noted that it would be a jurisdictional issue because 47 is a State Highway.

Mr. Blakely commented that the developers have built two of the three proposed houses. He asked if the third house has been approved for construction. He stated that if that home has not yet been approved for construction, perhaps the wall could be incorporated into that build.

City Engineer Westby replied that he does not have knowledge of that and would need to verify with the Building Official.

Chairperson Riley commented that this is just a bad situation as the development, including the wall, was approved and additional conditions could not be added.

Councilmember Woestehoff stated that he would be interested in the cost for what should have been done, rather than extending it further beyond that point. He commented that if the item is not fully ready at the June meeting, he would prefer to save the presentation for the next month with a complete presentation rather than continue to have residents attend for half updates.

Councilmember Musgrove commented that she would be interested in seeing the item in June if there is feedback desired by staff, even if the item is not fully ready.

City Engineer Westby commented that it appears there is consensus for staff to wait to bring this item back until the item is fully prepared, which may delay the item until July.

Chairperson Riley agreed that the estimate should be to extend the wall to the end of the plat and not pursue an extension.

Councilmember Musgrove commented that she believed that the previous discussion involved extending the wall to the edge of the wetland, which is further than the plat.

Councilmember Woestehoff stated that if he recalls, the wall was originally planned to run through part of the third lot.

Chairperson Riley commented that he feels strongly that the City should do what was originally approved on the development plan for the wall. He did not believe they should extend past that point.

### **5.01: Review Nonconforming Traffic Sign Policy**

Public Works Superintendent Riemer reviewed the staff report and recommendation to continue the practice of following the MUTCD and not install what are considered nonconforming traffic signs.

Councilmember Musgrove appreciated the work that staff has put into this research. She stated that she does not support changing the policy to install additional signs based on the information in the case.

Chairperson Riley asked if the requesting resident has been provided with this information as well.

Public Works Superintendent Riemer confirmed that the resident was sent this information as well. He stated that if this door were opened, this type of signage could be requested for every block in the city.

Councilmember Musgrove commented that in 2010 the signs were \$200 and asked the cost today.

Public Works Superintendent Riemer estimated about \$250 per sign.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to continue the practice of following the MUTCD and not install what are considered nonconforming traffic signs.

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

### **5.03: Tennis Court Maintenance; River's Bend, Fox, and Central Parks**

Parks and Assistant Public Works Superintendent Riverblood reviewed the staff report and recommendation to proceed with the reconditioning of the courts at River's Bend and Fox Park as soon as practicable and also proceed with paint-caulking approximately 950 feet of cracks (three colors) at Central Park this spring as well.

Chairperson Riley recognized that River's Bend and Central Park get a lot of use. He asked for details on the usage of Fox Park and whether that should be considered for removal.

Parks and Assistant Public Works Superintendent Riverblood replied that part of the approved strategic plan included developing a plan to address the infrastructure. He noted that all courts would be evaluated for use in 2031. He noted that the court is used semi-regularly and there is a basketball hoop as well. He stated that staff believes that this investment is warranted and that it could be evaluated in the future for use.

Chairperson Riley asked if there would be more care taken of the court.

Parks and Assistant Public Works Superintendent Riverblood confirmed that they would work on ongoing maintenance.

Councilmember Woestehoff referenced River's Bend, which has four courts, and asked if this would be an opportunity to split the court with two tennis courts and two pickleball courts.

Parks and Assistant Public Works Superintendent Riverblood confirmed that was his thought as well, but he has received resident feedback requesting all the tennis courts to remain. He stated that Riverdale Park would be a good opportunity to look at that conversion.

Councilmember Musgrove referenced the bids within the case and asked if the base is included on both alternates one and two.

Parks and Assistant Public Works Superintendent Riverblood replied that the contractor's recommendation was to remove all the posts, but staff believes that only two need removal. He explained the elements that would be included in the not to exceed cost.

Councilmember Musgrove noted the one-year warranty for the work with the exception of cracks. She asked if the same warranty would be included for all projects and asked if the fill would need to be done every year.

Parks and Assistant Public Works Superintendent Riverblood replied that the pickleball players are very particular and the cracks really bother them. He confirmed that cracks will continue to occur on all the courts each year, but it is basically an aesthetic concern.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, 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.

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

Chairperson Riley suggested again amending the agenda to consider Item 5.04 next.

#### **5.04: Progress Update on Water Treatment Plant**

Steve Nelson, AE2S, reviewed the project schedule and noted that the bidding documents have been updated with the most recent bidding market information. He noted an adjustment to the construction schedule as well due to the market and difficulty in obtaining certain materials. He stated that the material costs have also been adjusted to match the known market costs. He reviewed alternate renderings based on the input received from the Planning Commission but noted the additional cost those elements would add. He reviewed additional design details for the interior of the space.

Chairperson Riley asked if these are based on real and current values.

Mr. Nelson confirmed that they are using data from recent real-world bids on similar projects. He noted that they are still including a 15 percent contingency as well, which is a bit high at this stage to allow for a conservative estimate.

Councilmember Musgrove stated that she does not support the addition of the bump outs. She noted that during the tour of the Andover facility, it was noticed that they were missing a way to get into a certain space and asked if that has been incorporated into this design.

Mr. Nelson provided additional details on that access point within the plans.

Councilmember Musgrove referenced the monitors and asked the cost to have two sets versus one set as well as the frequency of use that would be estimated. She did not believe that people tour water plants very often and therefore perhaps one monitor would be enough.

Mr. Nelson agreed that seems like a bit of overkill. He stated that having two monitors would be good but perhaps they both be placed on the left side. He stated that the monitors would be recommended over art that becomes outdated.

Councilmember Woestehoff asked if the wall it would be mounted to would be concrete or paneled. He suggested that the cable be run during construction as that would provide a cost savings compared to adding those later. He asked if there are zero offices in the building.

Mr. Nelson confirmed that there are no offices as there would not be a person in the building at all times.

Councilmember Woestehoff stated that the monitors are great as they provide a method of gaining information quickly and could also be used for tours. He referenced areas mentioned for storage and asked if that is for water storage.

Mr. Nelson confirmed that is for backwash water storage. He commented on the progressive things they have done with design to reduce costs and improve efficiency.

Chairperson Riley commented that he does like breaking up the large wall and suggested that the funds be found to do that.

Councilmember Woestehoff asked if the lights in the building would be motion based, as the building would not be occupied at all times in order to save energy costs. He asked if the internet services and such would be connected to the public works facility for efficiency.

Councilmember Musgrove asked if the bump outs would be on all four sides, or just one side.

Mr. Nelson replied that the bump outs would be on just one side to break up the façade.

Councilmember Musgrove commented that without lights you could not really see the bumps outs. She noted that this is a functional building, and she would prefer to spend that money inside rather than on the outside.

Councilmember Woestehoff commented that he agrees that something should be added to break it up because of the height of the facility.

Chairperson Riley noted that this is not something that needs to be discussed in depth at this time and the cost is marginal compared to the entire project cost. He stated that he does not believe the lighting will be necessary, just the bump outs. He appreciated that this is still moving forward, and progress is being made. He noted that the increased cost would be funded through bonding. He asked when the piping project would be next discussed.

City Engineer Westby commented that will come back in the next few months.

#### **5.05: Selection of a Backup Power Supply for Water Treatment Plant**

Utilities Supervisor Nelson reviewed the staff report and recommendation to select Option 1 to purchase the tier #2 generator for emergency use only and not participate in the Peak Shaving Program offered by Connexus Energy.

Councilmember Musgrove asked if there would be potential that the generator could also backup the public works building.

Utilities Supervisor Nelson commented that it would cost more to run the wire to public works than it would to get a small generator for the public works building, as that building would require a much smaller generator.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend to City Council to selection Option 1 to purchase the tier #2 generator for emergency use only and not participate in the Peak Shaving Program offered by Connexus Energy.

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

#### **5.06: Discuss Short Term Need to Increase Funding of Pavement Management Program**

City Engineer Westby reviewed the staff report and recommendation to increase the number of streets reconstructed each year to address the upcoming bubble of streets reaching the end of their useful lives, which were constructed between 1975 and 1985.

Public Works Superintendent Riemer provided photos of a project staff recently completed that used 30 tons of asphalt in three days. He stated that there were 97 work orders to begin the season with and 47 of those are similar patching jobs. He stated that these are the same staff members that need to handle other public works duties and the asphalt work is overwhelming. He noted that those patching improvements also only provide temporary improvement. He stated that the budget

for asphalt is \$24,000 and noted that the material alone for the one job was \$2,000. He stated that there are many areas in the city in similar condition that cannot be fixed by shoveling material out of a truck.

Chairperson Riley commented that this does seem very inefficient and asked what else could have been done.

Public Works Superintendent Riemer replied that this work should have been done 20 years ago. He stated that those roads are all due for reconstruction. He commented that the workload and number of continued calls from residents is overwhelming.

Chairperson Riley commented that more recently they have switched to reconstruction of roads in poor condition rather than overlay. He asked staff to provide more information on mill and overlay.

City Engineer Westby reviewed the general costs for mill and overlay projects versus reconstructions. He reviewed the criteria used to determine when an overlay would work or whether reconstruction is needed. He stated that if you mill and overlay a road in too poor of a condition, the cracks would just come back through and the life of that improvement would not be realized. He stated that he would never recommend a mill and overlay for streets needing reconstruction. He noted that they are attempting to do more mill and overlay projects on the roads that would benefit in order to fulfill the full life of those roads, and the roads needing reconstruction are simply waiting for their time. He noted another option may be to add a light reconstruction option to reduce project costs while achieving a twenty to forty-year design life, allowing more streets to be reconstructed each year to reduce annual maintenance needs.

Councilmember Woestehoff recognized that about \$20,000,000 is needed in the next five to ten years to fund these needed reconstruction improvements. He stated that he would prefer to stick with the reconstruct and overlay options and not gamble on the light reconstruction option.

Chairperson Riley asked what has changed from six years ago when the original estimate and plan was developed.

Councilmember Musgrove asked for, and obtained, clarification on roads included on the list that she believed did not need reconstruction. Staff confirmed that all those roads are accurate.

Chairperson Riley commented on the potential to borrow against MSA funds but recognized that would impact the availability of funds in the future as well.

Councilmember Woestehoff asked that a map be provided showing both the reconstructs and overlays.

Chairperson Riley noted that it was mentioned that some of the further out roads on the plan could be overlaid earlier to extend the lifespan and asked if that would help.

City Engineer Westby replied that staff could look at that to see if that could help in the area of funding but did not believe much hope should be placed in that option.

Chairperson Riley recognized that these are problems and asked if there are possible answers as well.

City Engineer Westby replied that the intent was to bring this forward for discussion. He stated that the \$3,000,000 available in ARPA funds would help to address a portion of this, and staff can review the CIP to determine if any adjustments could be made based on today's discussions. He stated that bonding is an option. He reviewed the available options to fund road improvements noting that if they are going to stay with the levy option for financing, they could look at advancing MSA funds with additional bonding.

Chairperson Riley asked if they could bond without assessing.

Community Development Director/Deputy City Administrator Hagen stated that the biggest thing that sticks out to him is that 40 percent of the roads were constructed during a 10-year time period. He asked if there would be an opportunity to push a few roads out ten years. He stated that perhaps that would be a scenario where the light reconstruct would work as well. He noted that it would be helpful to prevent this same scenario from happening again in 30 to 40 years.

Councilmember Woestehoff agreed that perhaps doing overlays on the better-quality roads in the list would help to push those lifespans and stagger future improvements. He stated that he has always believed that ARPA funds would be better used by the water treatment facility but noted that he would rather bond more for the water treatment facility than to bond for both types of improvements.

Councilmember Musgrove asked if the roads marked in black and grey on the map could be further broken down by priority and whether they could receive an overlay to reflect a better cost projection. She commented that roads and clean water are a priority, and they need to figure out a way to make it work.

City Engineer Westby replied that the roads marked in black and grey would not be recommended for overlay. He agreed that the intention would not be to setup another bubble for future maintenance needs. He noted that staff can complete field reviews and the complaints that have been received.

Councilmember Woestehoff stated that he would love to see a "if money were no object" plan. He stated that he would also like to see a map showing the number of complaints received.

Councilmember Musgrove asked for an update on the change in rating system that had been mentioned in the past.

City Engineer Westby replied that staff plans to bring that case forward to a Council worksession in June for further discussion.

## **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. He commented that City staff have been incredibly busy this year with all the projects going on and complaints being received. He noted that staff is attempting to address some of the additional items on the list but recognized that they may be delayed.

Councilmember Woestehoff referenced the signs that say City of Ramsey with the population and asked when those would be updated with the new census numbers.

Public Works Superintendent Riemer replied that MnDOT updates the signs on their roadways. He commented on the difficulty in accessing some of the sign locations.

## **7. ADJOURNMENT**

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:56 p.m.

Respectfully submitted,

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Grant Riemer  
Public Works Superintendent

Drafted by Amanda Staple  
*TimeSaver Off Site Secretarial, Inc.*

**Public Works Committee**

**5. 1.**

**Meeting Date:** 06/21/2022

**By:** Bruce Westby, Engineering/Public Works

**Title:**

Consider Recommendation to City Council Authorizing Preparation of Plans and Specifications for 2022 Argon Street Drainage Improvements

**Purpose/Background:**

**Purpose:**

The purpose of this case is to consider providing a recommendation to the City Council to authorize preparation of plans and specifications to construct drainage improvements in 2022 to address drainage issues along Argon Street north of Alpine Drive.

**Background:**

Halland Acres was platted in 1972. A copy of this plat is attached for reference. Over the years, Staff have been contacted by several property owners in this subdivision regarding various drainage concerns. In general, stormwater runoff from City right-of-way's flow through various areas of several properties along Argon Street and Barium Street between Alpine Drive and 154th Lane, and to the best of Staff's knowledge none of these areas are encumbered by drainage and utility (D&U) easements.

Most recently, Staff were contacted by Dan Ridgeway, property owner of 15410 Argon Street. Mr. Ridgeway informed Staff that the previous homeowner replaced the septic system shortly before Mr. Ridgeway purchased the home in the Spring of 2017. Staff researched this and found that the septic system was replaced in 2012 and an inspection was performed in 2016.

On October 3, 2016, Public Works Staff met with the previous property owner to discuss his stormwater runoff concerns. This property owner told Staff that stormwater runoff leaves the drainage easement along his rear property line and flows toward his walkout entry. Public Works Staff adjusted the grades in the back yard shortly after this time and left the grade above the pipes high, which causes melt water to back up during the spring thaw.

On March 14, 2019, Public Works Staff removed snow from Mr. Ridgeway's back yard after he called to say he pumped about 200 gallons from his basement and asked if someone could come out to remove snow from his backyard to help alleviate his drainage issue. He informed Staff that the City secured a drainage easement in his back yard a couple of years ago, which Staff could not verify, and that water was overflowing the easement area and entering his home through his walkout entry door.

On March 18, 2022, Public Works Superintendent Grant Riemer visited the property after Mr. Ridgeway called to say water was entering his walkout entry door again. After this occurred, Mr. Ridgeway asked City Staff to complete a drainage improvement project to prevent water from entering his home again.

In April of 2022, Engineering Staff surveyed this property, as well as the Argon Street right-of-way including drainage ditches and a culvert that crosses under Argon Street and directs all stormwater runoff east of Argon Street to the west side of Argon Street towards Mr. Ridgeway's property.

On May 11, 2022, Public Works Staff delivered and placed sand bags outside the walkout entry door to Mr. Ridgeway's home due to a heavy rain event forecast for that evening. To date, these sand bags have worked well to prevent stormwater runoff from entering the home during more than one heavy rain event.

Since collecting topo survey data, Engineering Staff explored drainage improvement options within this neighborhood and have determined that the most feasible and cost-effective improvement project would be to construct a storm sewer pipe with manholes and ditch inlets along one side of Argon Street, and to outlet the storm sewer into the existing stormwater pond south of Alpine Drive between Argon and Barium Streets.

A recommendation is now being requested from the Public Works Committee as to whether the City Council should authorize Staff to prepare plans and specifications for a 2022 drainage improvement project along Argon Street. If the Committee recommends City Council approval, Staff will present a case to Council on June 28, 2022, seeking Council authorization to prepare plans and specifications.

**Timeframe:**

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

**Observations/Alternatives:**

**Observations:**

Mr. Dan Ridgeway, property owner at 15410 Argon Street, plans to attend this meeting, as do one or more neighbors.

Figure 1 shows 2-foot contours across the broader neighborhood area.

Figure 2 shows 2-foot contours, addresses and aerial images along Argon Street.

**Alternatives:**

Alternative #1 – Motion recommending City Council authorization to prepare plans and specifications for 2022 Argon Street Drainage Improvements.

Alternative #2 – Motion of other.

**Funding Source:**

Staff will prepare plans and specifications as part of their normal duties.

A detailed construction cost estimate will be developed based on the plans prepared by Staff, but as of today Staff estimates project costs will range between \$325,000 and \$500,000.

**Recommendation:**

Staff recommends approving Alternative #1.

**Action:**

Dependent on discussions.

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**Attachments**

Halland Acres Plat

Figure 1

Figure 2

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**Form Review**

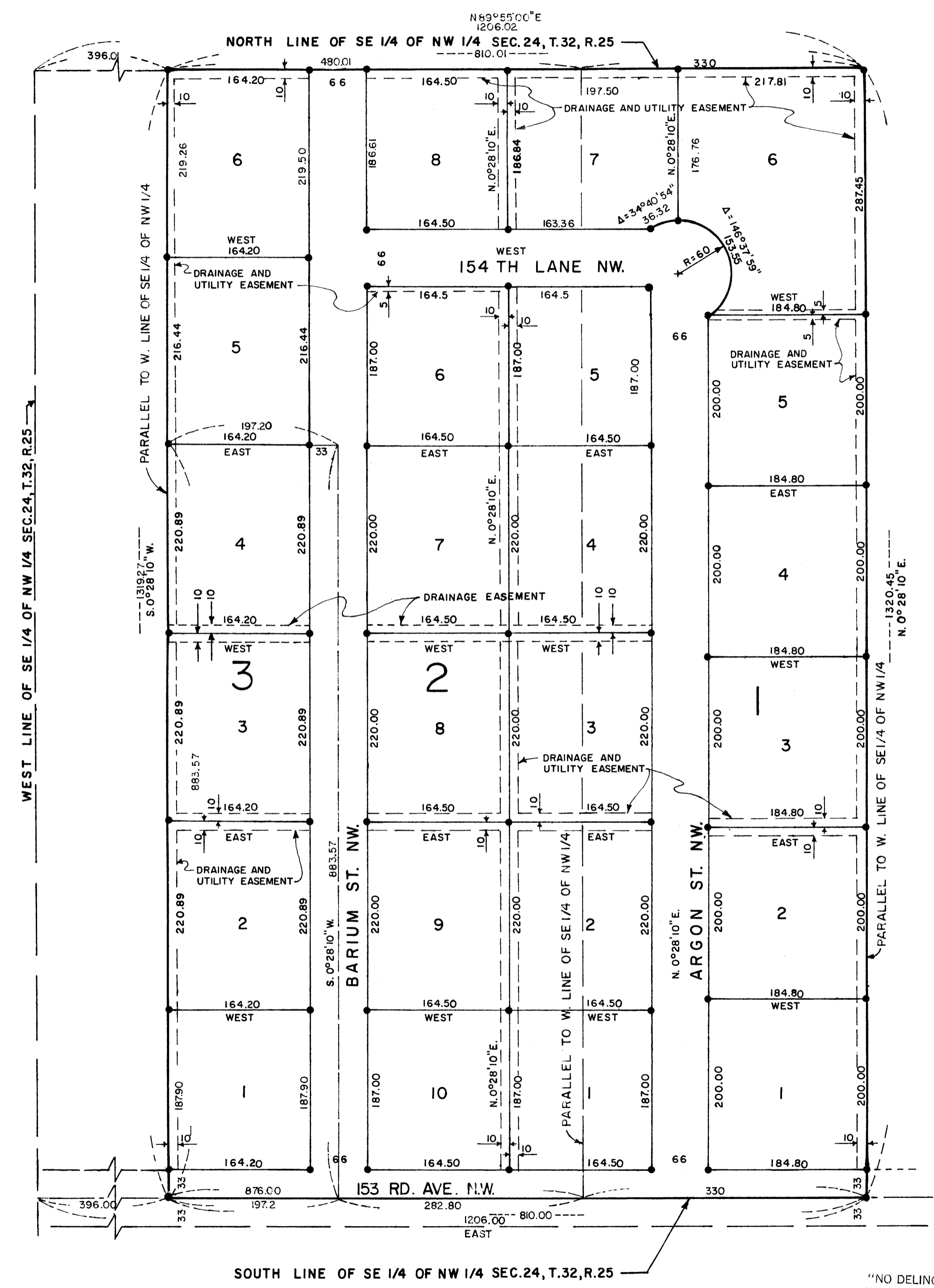
<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Grant Riemer	Grant Riemer	06/16/2022 02:21 PM
Brian Hagen	Brian Hagen	06/16/2022 02:53 PM
Form Started By: Bruce Westby		Started On: 06/14/2022 04:04 PM
Final Approval Date: 06/16/2022		



# HALLAND ACRES

TOWNSHIP OF RAMSEY - COUNTY OF ANOKA

SCALE: 1" = 100'  
• DENOTES IRON PIN  
BEARINGS SHOWN ARE ASSUMED



"NO DELINQUENT TAXES AND TRANSFER ENTERED"

LEROY H. WINNER & ASSOC., INC. - LAND SURVEYORS

July 11 1972  
Charles R. Lafabre  
Auditor, Anoka County  
Anton H. Heintz  
Deputy

371336  
OFFICE OF REGISTER OF DEEDS  
STATE OF MINNESOTA, COUNTY OF ANOKA  
I hereby certify that the within instrument was filed in this office for record on the day of JUL 11 1972 A.D. 1972 at 11 o'clock A.M. and was duly recorded in book 9 of Plat page 13

ANNEXED PLAT OF HALLAND ACRES WAS APPROVED BY THE PLANNING COMMISSION OF THE TOWNSHIP OF RAMSEY AT A REGULAR MEETING THEREOF HELD THIS 5th DAY OF JUNE A.D. 1972.

The annexed plat of HALLAND ACRES was approved by the Town Board of the Township of Ramsey at a regular meeting held this 19th day of June 1972 A.D.

Recommended for approval this 20th day of June 1972 A.D.

This plat was approved as to form and execution on this 11th day of July 1972 A.D.

This plat was checked and approved on this 20th day of June 1972 A.D.

This plat was approved and accepted by the Board of County Commissioners of the County of Anoka, State of Minnesota, at a regular meeting held this 20th day of June 1972 A.D.

Gary R. Reimann CHAIRMAN  
Herald S. Murphy Chairman of Town Board  
James M. Peterson Clerk of Town Board  
Robert Johnson County Attorney, Anoka County, Minnesota  
Roland V. Anderson County Surveyor, Anoka County, Minnesota

"Now all men by these presents that Patricia A. Wilberg, widow, owner and proprietor of the following described property situated in the County of Anoka, State of Minnesota, to-wit: The East 330 feet of the West 1,206 feet of the SE 1/4 of the NW 1/4 of Section 24, Township 32, Range 24 as measured along the South line thereof; and that Delia M. Barkuloo and Lloyd G. Barkuloo, wife and husband, owners and proprietors of that part of said SE 1/4 of the NW 1/4 described as follows: to-wit: Beginning at a point on the South line of said SE 1/4 of the NW 1/4 396 feet East of the Southwest corner thereof; thence East, continuing along said South line, to a point of intersection with a line parallel with and distant 876 feet East of the West line of said SE 1/4 of the NW 1/4; thence North parallel with the said West line of said SE 1/4 of the NW 1/4 to the North line of said SE 1/4 of the NW 1/4; thence West, along said North line of said SE 1/4 of the NW 1/4 to a point of intersection with a line parallel with and distant 396 feet East of the said West line of said SE 1/4 of the NW 1/4; as measured along the said South line of said SE 1/4 of the NW 1/4; thence South along said parallel line to the point of beginning; and that Anderson-Hall, Builders & Developers, Inc., a Minnesota Corporation, contract purchasers of all of the above described tracts except the West 197.2 feet of the South 883.57 feet of said SE 1/4 of the NW 1/4 as measured along the South and West lines, respectively, of said SE 1/4 of the NW 1/4, have caused the same to be surveyed and platted as HALLAND ACRES and do hereby donate and dedicate to the public for public use forever the Avenue, Lane, Streets and drainage and utility easements as shown on the annexed plat. In witness whereof said Patricia A. Wilberg, widow, has hereunto set her hand and seal this 19th day of JUNE 1972 A.D.; and that Delia M. Barkuloo and Lloyd G. Barkuloo, wife and husband, have hereunto set their hands and seals this 19th day of JUNE 1972 A.D.; and that Anderson-Hall, Builders & Developers, Inc., a Minnesota Corporation, has caused these presents to be signed by its proper officers and its corporate seal to be hereunto affixed this 19th day of JUNE 1972 A.D.

In the presence of:  
Witness Glenn A. Berto Brian Anderson Patricia A. Wilberg  
Witness Glenn A. Berto Brian Anderson Delia M. Barkuloo  
Witness Glenn A. Berto Brian Anderson Lloyd G. Barkuloo  
Anderson-Hall, Builders & Developers, Inc.  
A Minnesota Corporation  
Witness Glenn A. Berto Brian Anderson Darius H. Anderson, President  
Witness Glenn A. Berto Brian Anderson Eldon E. Hall, Secretary

STATE OF MINNESOTA ) (SS  
COUNTY OF ANOKA )  
On this 19th day of JUNE 1972 A.D. before me, a Notary Public, within and for said County and State, personally appeared Patricia A. Wilberg, widow, to me personally known, to be the person described in and who executed the foregoing instrument; and she affirms and acknowledges that she executed the same as her own free act and deed.

GAIL E. SCHUETTE  
Notary Public, Anoka County, Minn.  
My Commission Expires June 23, 1977  
Notary Public, Anoka County, Minnesota  
My commission expires 6-23-1977

On this 19th day of JUNE 1972 A.D. before me, a Notary Public, within and for said County and State, personally appeared Delia M. Barkuloo and Lloyd G. Barkuloo, wife and husband, to me personally known, to be the persons described in and who executed the foregoing instrument; and they affirm and acknowledge that they executed the same as their own free act and deed.

GAIL E. SCHUETTE  
Notary Public, Anoka County, Minn.  
My Commission Expires June 23, 1977  
Notary Public, Anoka County, Minnesota  
My commission expires 6-23-1977

On this 19th day of JUNE 1972 A.D. before me, a Notary Public, within and for said County and State, personally appeared Darius H. Anderson and Eldon E. Hall to me personally known, who being by me, each duly sworn, did say that they are respectively, the president and secretary of Anderson-Hall, Builders & Developers, Inc., the corporation named in the foregoing instrument; that the seal affixed to said instrument is the corporation seal of said Corporation; and that said instrument was signed and sealed in behalf of said Corporation by authority of its board of directors and said Darius H. Anderson and Eldon E. Hall acknowledge said instrument to be the free act and deed of said Corporation.

GAIL E. SCHUETTE  
Notary Public, Anoka County, Minn.  
My Commission Expires June 23, 1977  
Notary Public, Anoka County, Minnesota  
My commission expires 6-23-1977

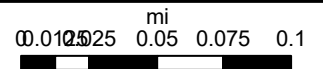
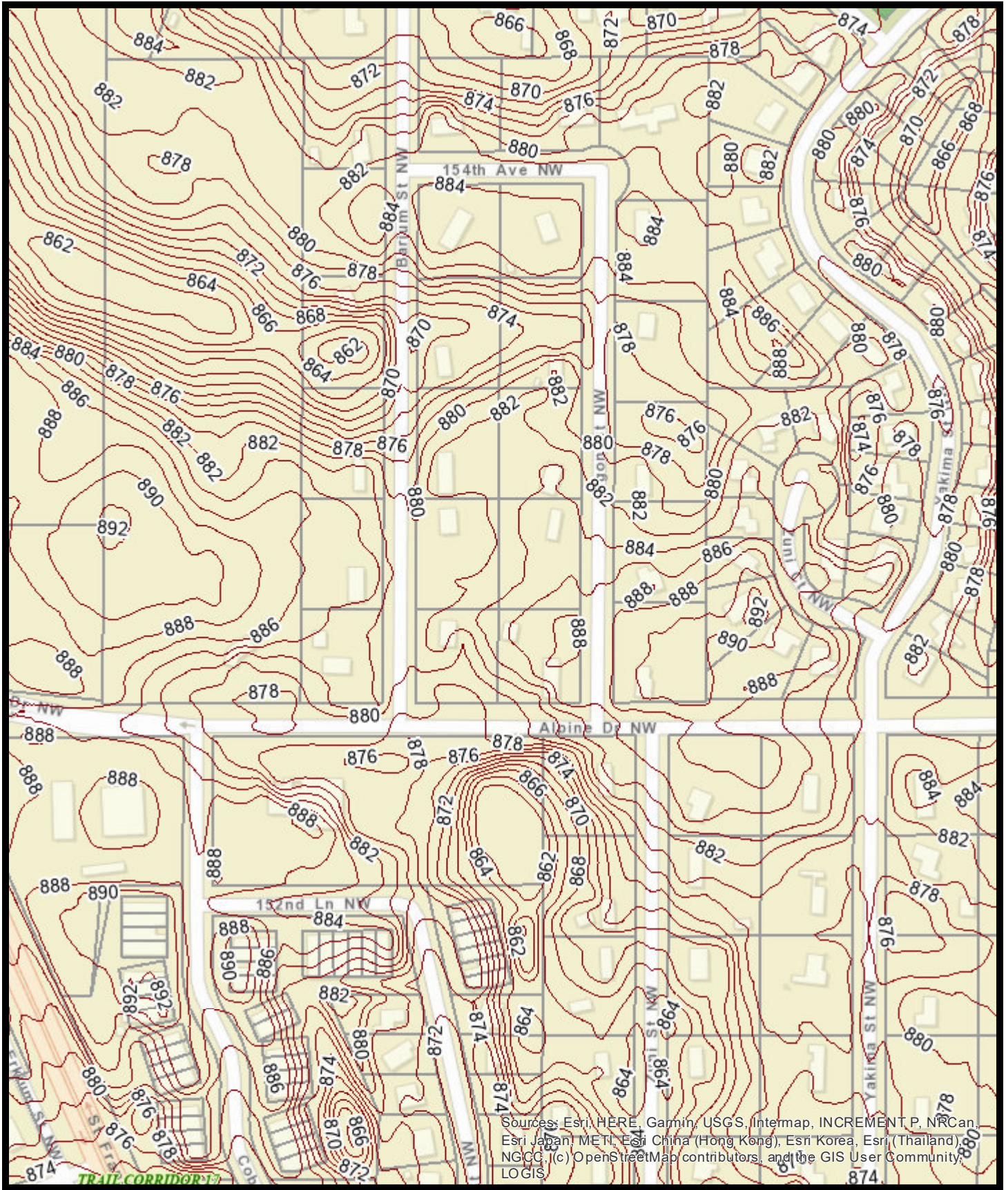
I do hereby certify that I have surveyed and platted the property described in the dedication of this plat as HALLAND ACRES; that this plat is a correct representation of said survey, that all distances are correctly shown on said plat in feet and nearest hundredth of a foot; that all monuments have been correctly placed in the ground as shown on the plat; that the outside boundary lines are correctly designated on the plat; and there are no wet lands or public highway to be designated on said plat other than shown thereon.

STATE OF MINNESOTA ) (SS  
COUNTY OF MILLE LACS )  
Surveyor LeRoy H. Winner  
Minnesota Registration No. 1987

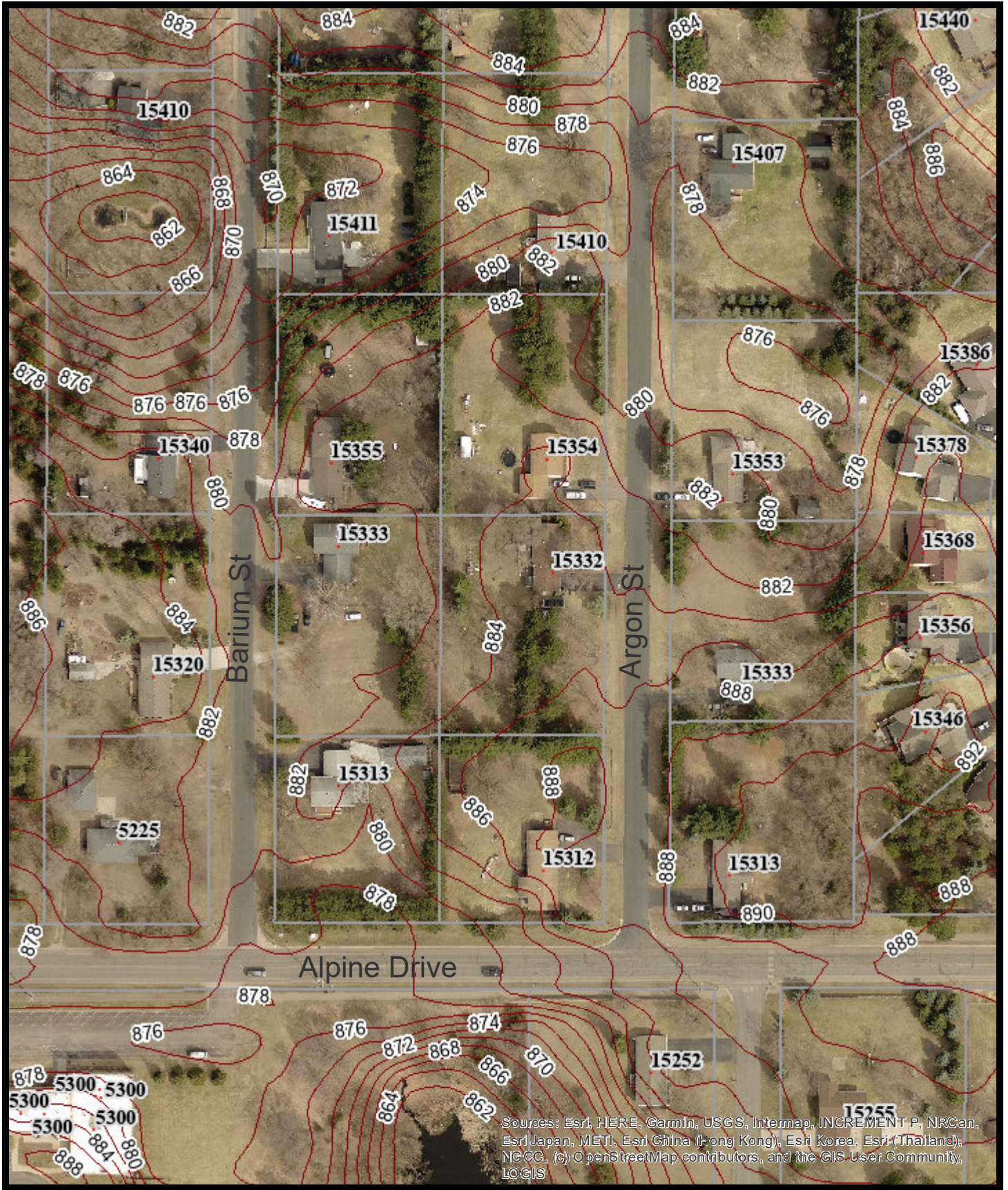
Above certificate subscribed and sworn to before me, a Notary Public within and for said County and State on this 19th day of June 1972 A.D.

D. W. TEIGEN  
Notary Public - MINNESOTA  
MILLE LACS COUNTY  
Notary Public, Milles Lacs County, Minnesota  
My commission expires 1-22-77

# Figure 1



# Figure 2



**Public Works Committee**

5. 2.

**Meeting Date:** 06/21/2022

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

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

---

**Title:**

Review bicycle and pedestrian facilities as part of the 161st Avenue Street Reconstruction

**Purpose/Background:**

**Purpose:**

The purpose of this case is to discuss potential alternatives for creating bicycle and pedestrian facilities as part of the 161st Avenue Reconstruction, Improvement Project #23-01.

**Background:**

City Improvement Project 23-01 proposes to reconstruct 161st Avenue between Armstrong Boulevard and Variolite Street. The street totals approximately 2,700 lineal feet (0.51 miles) in length, 29 feet wide as measured to the face of curb, with bituminous curb. No parking is allowed on either side of the street. The existing right-of-way is 66-feet wide throughout.

Project History

- 2022 – 2031 Capital Improvement Program – listed as street reconstruction for 2024
- April 12, 2022 City Council accepted proposals for topographic survey

Pavement History

161st Avenue was constructed in 1979. Pavement maintenance records indicate the street received crack seal / seal coat improvements in 1993 and 2009, and a pavement overlay in 2001. City maintenance crews have performed patching over the last several years, and the bituminous curb is quite deteriorated.

Ground Penetrating Radar (GPR) was performed on the street segment, finding an average bituminous thickness of 3.4 inches and aggregate base thickness of 3.2 inches.

Planned Street Improvements

161st Avenue is a Municipal State Aid (MSA) street, and must comply with State Aid design requirements, including conforming to a 10-ton design. Staff needs to obtain geotechnical evaluations prior to determining the required pavement thickness, though does know the existing pavement section is not sufficient to meet a 10-ton design. The right-of-way adjacent to Central Park is proposed to remain as is at 66-feet wide, but along the PACT Charter School / Saint Katherine Drexel Church property the right-of-way is proposed to increase to 80-feet wide.

Bicycle and Pedestrian Facilities

Staff has reviewed several potential options for including bicycle and pedestrian facilities as part of the 161st Avenue reconstruction. The various options can have a large impact to the project scope, estimated costs, and trees within the project corridor. For all the options listed, Staff proposes to keep 161st Avenue as no parking in both directions, use concrete curb and gutter, add storm sewer and/or ditch flumes, maintain the 30-mph posted speed limit, assume future ADT to be between 2,000 and 5,000, and follow State Aid requirements for lane width(s) and curb reaction(s). Additionally, any trail connections would tie into the existing trail off the park drive, avoiding the 161st boulevard area in-front of the parking lot.

For tree removal and impact requirements, Staff assumed any tree within 2 feet of a proposed improvement would require removal, and any tree within 6 feet of an improvement would have a significant impact to the root system. Trees with significant impacts to the root system are often compromised and die over a period of years.

### Alternative 1: 2 Lane Road, Standard 6' Boulevard, Standard 10' Off-Street Trail

- 28-foot wide road (12' travel lanes, 2' curb reactions)
  - Shift the road 1-foot south (existing road is 29 feet wide)
- Central Park Impacts
  - Removal of 38 of 39 trees in the boulevard area
- PACT / Church Boulevard Impacts
  - Estimated Removal of 55 trees in the boulevard area
  - Root Impact of 4 trees in the boulevard area
- Existing Properties on south side of 161<sup>st</sup> Avenue
  - Standard impacts to driveways and grading to add new curb and gutter and storm sewer
  - No anticipated impacts to trees

### Alternative 2: 2 Lane Road, No Boulevard, 12' Off-Street Trail behind curb

- 28-foot wide road (12' travel lanes, 2' curb reactions)
  - Shift the road 1-foot south (existing road is 29 feet wide)
  - 12' Trail includes 10-foot standard trail plus required 2-foot clear zone area
- Central Park Impacts
  - Removal of 14 trees in the boulevard area
  - Root Impact of 24 trees in the boulevard area
- PACT / Church Boulevard Impacts
  - Estimated Removal of 23 trees in the boulevard area
  - Root Impact of 35 trees in the boulevard area
- Existing Properties on south side of 161<sup>st</sup> Avenue
  - Standard impacts to driveways and grading to add new curb and gutter and storm sewer
  - No anticipated impacts to trees

### Alternative 3: 2 Lane Road, 10' Off-Street Trail between trees and ball fields

- 28 feet wide road (12' travel lanes, 2' curb reactions)
  - Trail placed 3 feet south of the foul poles and south of lighting
    - Moving trail further north would require moving foul poles and lights
    - Fields would have to move to maintain 300-foot ball field dimensions
- Central Park Impacts
  - Removal of 13 trees in the boulevard area
  - Root Impact of 12 trees in the boulevard area
  - Avoided Impact to 14 trees in the boulevard area
- PACT / Church Boulevard Impacts
  - Potentially avoids impacts to boulevard trees
    - Dependent on layout of school and future church properties
- Existing Properties on south side of 161<sup>st</sup> Avenue
  - Standard impacts to driveways and grading to add new curb and gutter and storm sewer
  - No anticipated impacts to trees

### Alternative 4: On Road Bike Lanes

- 36 feet wide (12' travel lanes, 6' bike lanes each side)
  - Widens road by 7 feet
  - No additional off-street facilities
- Central Park Impacts
  - Between Armstrong Boulevard and East Park Entrance
    - Removal of minimum 2 trees
    - Root Impact of 16 trees
  - Between East Park Entrance and East Property Line

- Removal of 4 trees
- Root Impact of 10 trees
- Avoided Impact to 25 trees in the boulevard area
- PACT / Church Boulevard Impacts
  - No tree removals noted
  - Root Impact of 15 trees in the boulevard area
- Existing Properties on south side of 161<sup>st</sup> Avenue
  - Higher driveway and grading impacts due to curb and gutter in the existing boulevard area
  - No tree removals noted
  - Anticipated moderate root impact to numerous trees along the corridor
    - Depending on ability to match grading

Alternative 5: No Addition of Bicycle and Pedestrian Facilities

- 28-foot wide road (12' travel lanes, 2' curb reactions)
  - Generally minimal impacts to trees along the corridor

**Timeframe:**

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

**Observations/Alternatives:**

**Observation:**

All alternatives which include an off-street trail will have a significant impact to the existing trees in Central Park. The option of on-street bike lanes does impact a number of existing trees, but significantly fewer; however, the on-street bike lanes is not the optimal solution for pedestrians. Additionally, if trees are removed, Staff would like input if tree replacement and/or landscaping should be included as part of these improvements.

The alternatives listed do not anticipate significant impacts to trees on the south side of 161<sup>st</sup> Avenue, which includes 9 properties, 7 of which are heavily wooded along the right of way. It should be noted tree removal will be required within the 20-foot wide drainage & utility easement between 7852 and 7826 161<sup>st</sup> Avenue to accommodate storm sewer improvements. Additional tree removal may be required due to grading requirements in the ponding area in the rear yard of 7826 161<sup>st</sup> Avenue and 7833 159<sup>th</sup> Lane.

**Funding Source:**

Funding for 161<sup>st</sup> Avenue reconstruction and any trail construction is proposed to come from MSA Funds.

Storm sewer improvements are proposed to be funded from Stormwater Utility Funds and/or MSA Funds.

**Recommendation:**

Staff recommends Alternative #1 – reconstructing 161<sup>st</sup> Avenue as a minimum width 2 lane road with a 6-foot boulevard and 10-foot bituminous trail on the north side.

**Action:**

Motion to accept one of the identified alternatives, or reject all alternatives and provide alternative direction.

**Attachments**

23-01 Street Summary

161st Avenue CIP Sheet

Bit Trail - Alt 1

**Form Review**

Inbox

Reviewed By

Date

Bruce Westby  
Grant Riemer  
Brian Hagen  
Form Started By: Joe Feriancek  
Final Approval Date: 06/16/2022

Bruce Westby  
Grant Riemer  
Brian Hagen

06/16/2022 09:31 AM  
06/16/2022 10:27 AM  
06/16/2022 02:51 PM  
Started On: 06/10/2022 03:18 PM



**Capital Improvement Program**

2022 *thru* 2031

**City of Ramsey, Minnesota**

<b>Project #</b>	<b>19-STR-004</b>
<b>Project Name</b>	<b>Reconstruction Streets: 161st Avenue</b>

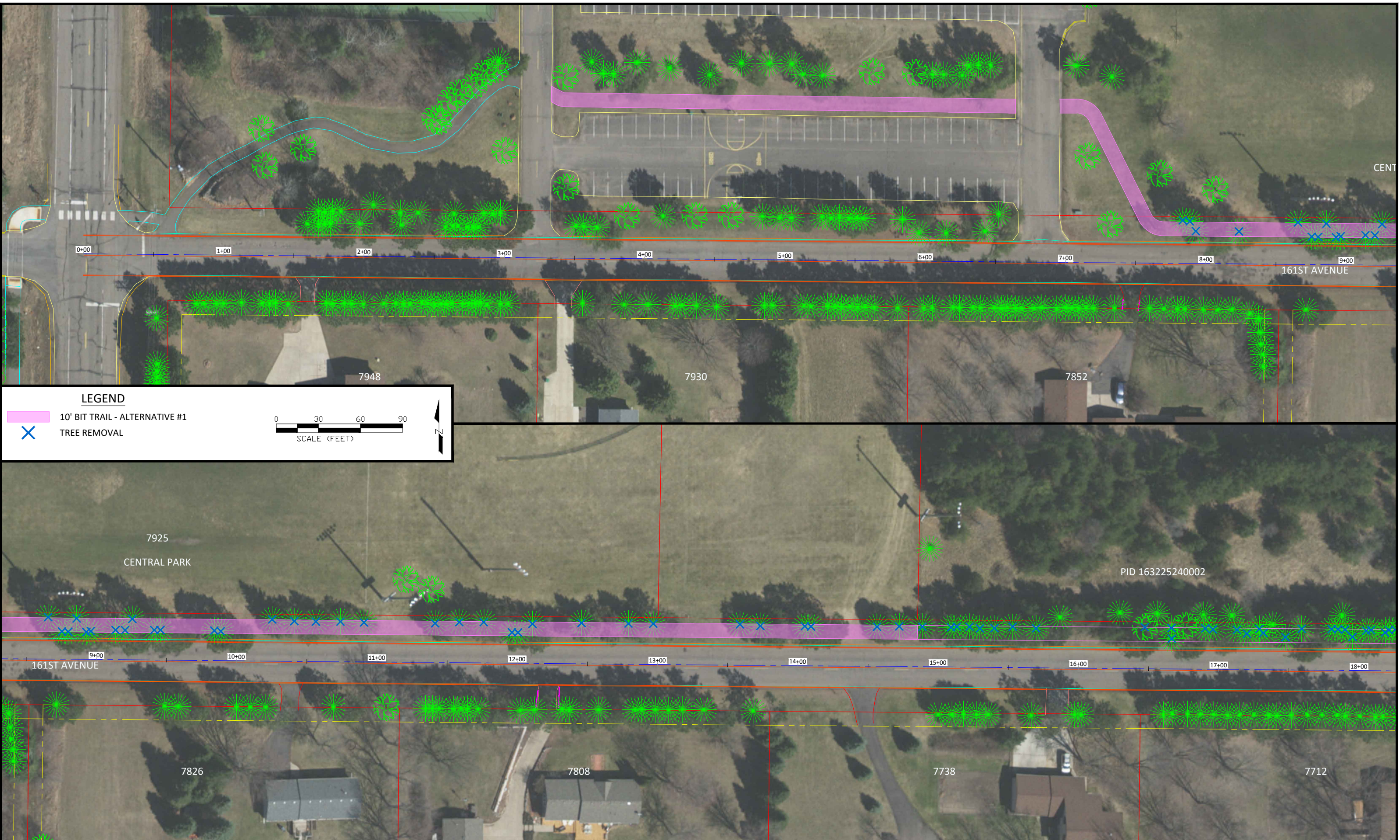
**Department** Street Improvements  
**Contact**  
**Type** Improvement  
**Useful Life** 60 Years  
**Category** Street Improvement  
**Priority** 3-Existing Obligation (Med)  
**Status** Active

<b>Description</b>	<b>Total Cost</b> \$548,939
Reconstruction of MSA Street 161st Avenue: CR 83 to Variolite Street	

<b>Justification</b>
These streets are in poor condition and require reconstruction. The pavement has deteriorated beyond the point where an overlay could be applied.

<b>Expenditures</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>Total</b>
Improvements Other than Building Cost			548,939								548,939
<b>Total</b>			<b>548,939</b>								<b>548,939</b>

<b>Funding Sources</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>Total</b>
MSA			499,035								499,035
Storm Water Utility Fund			49,904								49,904
<b>Total</b>			<b>548,939</b>								<b>548,939</b>



**LEGEND**

- 10' BIT TRAIL - ALTERNATIVE #1
- X TREE REMOVAL

SCALE (FEET)

N

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: 06/14/22  
 FILE: ---

**CITY OF RAMSEY**  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

**161ST AVENUE (ARMSTRONG TO VARIOLITE)  
 OFF-STREET TRAIL - ALTERNATIVE #1**

**161ST AVENUE RECONSTRUCTION  
 CITY PROJECT NO. --  
 CITY OF RAMSEY, MINNESOTA**

**Public Works Committee**

**5. 3.**

**Meeting Date:** 06/21/2022

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

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

---

**Title:**

Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Autumn Heights Street Reconstructions, Improvement Project #22-02

**Purpose/Background:**

**Purpose:**

The purpose of this case is to consider recommending City Council approving plans and specifications and authorizing advertisement for bids for Autumn Heights Street Reconstructions, Improvement Project #22-02.

**Background:**

City Improvement Project 22-02 proposes to reconstruct the streets within the Autumn Heights subdivision, generally located along both sides of Armstrong Boulevard between the 167<sup>th</sup> and 169<sup>th</sup> blocks. The streets total approximately 8,500 linear feet (1.61 miles) in length, and are 24-foot wide rural section with drainage swales along both sides of the streets. A street segment summary is attached to this case.

Project History

- 2022 – 2031 Capital Improvement Program – listed as street reconstruction for 2022
- August 10, 2021 City Council accepted proposals for geotechnical report and topographic survey
- August 24, 2021 City Council accepted proposals for utility testing
- October 26, 2021 City Council ordered plans and specifications

Pavement History

The streets within the subdivision were built between 1977 and 1988. Pavement maintenance has included an initial round of crack seal / seal coat improvements, and overlay between 1990 and 2002, followed by 2 more rounds of crack seal / seal coat improvements in 1997 and 2004. Maintenance crews have performed patching over the last several years, including extensive spray patching. 2021 PASER values were 2 for all street segments. PASER values of 2 are as low as any street segments within the City.

Ground Penetrating Radar (GPR) was performed on the street segments. Bituminous pavement thickness averages were between 3.3 and 3.9 inches thick on the various street segment. Aggregate base thickness was found to vary between 3.1 and 4.0 inches thick. The weighted average total section thickness was 7.0 inches.

Proposed Improvements

Staff review of the geotechnical report found the majority of sub-base material to be poorly graded sand and poorly graded sand with silt, these materials are well suited for pavement support and are considered non-frost susceptible and are also free draining materials. An approximately 600-foot section of 167<sup>th</sup> Lane east of Armstrong Boulevard found undesirable materials in the to 3 feet of sub-base. These materials are proposed to be replaced with 2 feet of select granular material on top of geotechnical fabric. Staff is proposing to use the current standard City pavement section of 4-inches aggregate base, and 3.5-inches new bituminous pavement. The 4-inches of aggregate base is proposed to be composed of recycled reclamation material.

This project proposes to add a half cul-de-sac to the dead end on 169<sup>th</sup> Avenue west of Rabbit Street. The half cul-de-sac can be constructed within the existing right-of-way on the south half of 169<sup>th</sup> Avenue. Extensive review found no right-of-way or roadway easements currently exist for the north half of 169<sup>th</sup> Avenue. Internal Staff discussions with public safety and public works support this proposed improvement. Any improvements beyond the

existing roadway would require easements, and would have severe impacts on the property along the north side of 169<sup>th</sup> Avenue.

The current swales along the streets are not proposed to be re-graded as part of this project, no issues with the drainage was discovered during project design. The existing metal culverts crossing the streets are proposed to be removed and replaced. This is to ensure the culverts will last at least through the proposed 60-year design life of the street.

### Build Process

- Full-depth reclamation of existing bituminous pavement and aggregate base
- Project removals (driveways approximately 8 feet behind the existing edge of pavement)
- Place new concrete curb and gutter (downhill section of 167<sup>th</sup> Lane west of Armstrong Blvd)
- Remove excess reclaim material, shape and compact 4 inches of remaining material
  - Remove approximately 1.5-inches
  - Excess reclaim is stockpiled and will be used on future City projects
- Place first lift of bituminous pavement
- Finish driveway repairs
- Restore the boulevard in any impacted areas
  - 4 inches topsoil, seed and hydro-mulch
  - Due to project timing, dormant seeding may be required
- Place the final lift of bituminous pavement

### Preliminary Schedule Remaining

- Council Approves Plans and Specifications / Authorizes Ad for Bids
  - June 28, 2022
- Staff Receives Bids
  - August 3, 2022
- Council Awards Contract to the lowest responsible bidder
  - August 9, 2022
- Contractor begins construction
  - August 2022
- Contractor Substantially Completes construction
  - October 2022
- Contractor Final Completion (verify final restoration, punch list created)
  - Spring 2023

Final plans are not attached to this case to prevent potential bidders from downloading plans attached to the case to prepare and submit their bids, rather than purchasing the plans through QuestCDN, the electronic bidding software used by the City of Ramsey. This ensures all bidders are bidding off the same set of plans, and all bidders are notified of any plan revisions (addenda) issued during the bidding process. Attached is the title sheet showing the scope of the improvements, as well as a plan sheet showing the typical sections, which includes information on the proposed pavement section. Plans are available upon request from the City Engineer.

### **Timeframe:**

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

### **Observations/Alternatives:**

#### **Observations:**

In 2022 the City has awarded 2 projects which draw from the Pavement Management Fund (PMF), the 2022 Neighborhood Overlays and Wood Pond Hills 2<sup>nd</sup> – 5<sup>th</sup> Street Reconstructions. Combined as awarded these projects will use \$1,498,988 of the \$1,961,420 total estimated PMF for 2022. The Finance Director has confirmed that the PMF will have sufficient funds available for the 2 awarded projects and the updated estimated cost of the Autumn Heights Street Reconstruction project.

An alternative “reclamation light” project design has been discussed as a way to gain useful life out of the streets. The design process would include reclamation of the existing bituminous and aggregate base, removal of 2-inches of reclamation material and placement of 2-inches new bituminous pavement. This would leave a pavement section of 2-inches bituminous pavement over approximately 5-inches recycled aggregate base. The intent of this process would be to avoid any restoration needs of the boulevards and adjacent driveways. Staff performed an estimate for this process, with the total project costs, including 10-percent contingency costs and 23-percent indirect costs, of \$630,000. This is approximately 43-percent of the estimated cost of the proposed street reconstruction.

**Alternatives:**

Alternative #1 – Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for Autumn Heights Street Reconstructions, Improvement Project #22-02.

Alternative #2 – Motion of other.

**Funding Source:**

Funding for this improvement is proposed to come from Pavement Management Funds and Stormwater Utility Funds.

Staff has completed an estimate based on the final plans and anticipated 2022 construction costs, with a total estimated project cost of \$1,475,337.15, which includes 23-percent indirect costs for administrative, engineering, finance, and legal costs.

- Street Project Costs \$1,379,587.80
- Storm Sewer Project Costs \$95,749.35
- Total Estimated Costs \$1,475,337.15

**Recommendation:**

Staff recommends Alternative #1 to maintain a consistent pavement design on all recently reconstructed streets.

Alternatively, the Committee could recommend revising the plans to include the "reclamation light" design at an estimated 43-percent cost savings. However, these streets would then have a different design than all other recently reconstructed streets in Ramsey, which would provide a lesser pavement design strength and a shorter design life.

**Action:**

Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for Autumn Heights Street Reconstructions, Improvement Project #22-02.

---

**Attachments**

[22-02 Title Sheet](#)

[22-02 Street Summary](#)

[22-02 Project Scope](#)

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**Form Review**

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	06/16/2022 10:08 AM
Grant Riemer	Grant Riemer	06/16/2022 10:31 AM
Brian Hagen	Brian Hagen	06/16/2022 02:53 PM
Form Started By: Joe Feriancek		Started On: 06/14/2022 08:22 AM
Final Approval Date: 06/16/2022		

# CITY OF RAMSEY

## AUTUMN HEIGHTS STREET RECONSTRUCTIONS

### CITY IMPROVEMENT PROJECT NO. 22-02

## GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

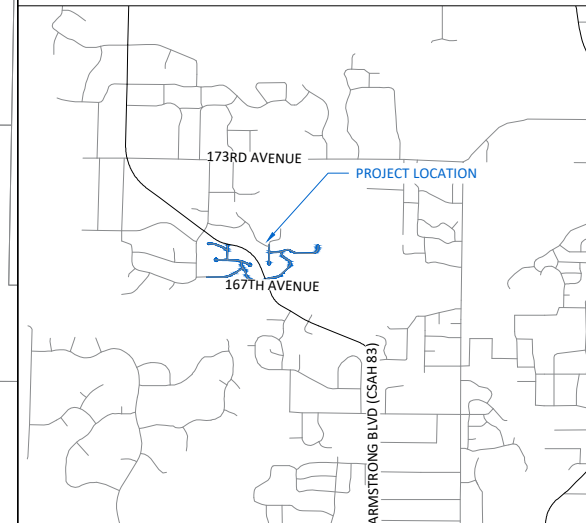
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

### SHEET INDEX

THIS PLAN CONTAINS 59 SHEETS

SHEET No.	DESCRIPTION
01	TITLE SHEET
02	STATEMENT OF ESTIMATED QUANTITIES
03	DETAILS
04	ALIGNMENT LAYOUT WEST
05	ALIGNMENT LAYOUT EAST
06-07	SWPPP
08-11	EROSION CONTROL WEST
12-14	EROSION CONTROL EAST
15-21	EXISTING CONDITIONS & REMOVALS WEST
22-27	EXISTING CONDITIONS & REMOVALS EAST
28-34	STREET & STORM WEST
35-40	STREET & STORM EAST
41-50	CROSS SECTIONS WEST
51-59	CROSS SECTIONS EAST

### LOCATION MAP



### LEGEND

	SANITARY MANHOLE		Easement - Drainage & Utility
	STORM SEWER MANHOLE		Easement - Roadway
	CATCH BASIN MANHOLE		LOT LINE
	CATCH BASIN		ELECTRIC LINE
	CATCH BASIN - GROUT		ELECTRIC LINE - BURIED
	CATCH BASIN - RESET		ELECTRIC LINE - OVERHEAD
	FLARED END SECTION		GAS LINE
	CULVERT END SECTION		TELECOMMUNICATION LINE
	HYDRANT		TELECOMM - OVERHEAD
	VALVE		FIBER OPTIC LINE
	TREE - CONIFEROUS		TREE LINE
	TREE - DECIDUOUS		LANDSCAPE
	SHRUB		RETAINING WALL
	LIGHT POLE		FENCE
	SIGN		SILT FENCE
	MAILBOX		WATERMAIN
	PEDESTAL - TELECOM		SANITARY SEWER
	PEDESTAL - ELECTRIC		STORM SEWER
	HAND HOLE		DRAIN TILE
	DRIVE - BITUMINOUS		LANDSCAPE - ROCK
	DRIVE - CONCRETE		LANDSCAPE - MULCH
	DRIVE - GRAVEL		LANDSCAPE - RIP RAP
	CONCRETE WALK		PR. DRIVE - BITUMINOUS
	BITUMINOUS TRAIL		PR. DRIVE - CONCRETE
	REMOVE BIT PAVE		PR. DRIVE - GRAVEL
	REMOVE CONCRETE PAVE		PR. CONCRETE WALK
	REMOVE GRAVEL SURFACE		PR. CONCRETE
	MILL BIT PAVEMENT		PR. SEEDING AREA
	RECLAIM BIT PAVEMENT		

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, P.E. 57095 DATE --/--/--  
 CIVIL ENGINEER II LIC. NO.

DATE	REVISION

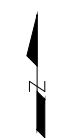
CITY OF RAMSEY  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL 1-800-252-1166 OR 651-454-0002



Call before you dig  
 811  
 651 454-0002 Metro  
 800 252-1166 Outstate  
[www.gopherstateonecall.org](http://www.gopherstateonecall.org)



Jun 15, 2022 - 10:05pm G:\Engineering\AutoCad Dwg\Projects A-M\Autumn Heights Reconstruction 22-02\Plan Drawings\22-02 Title Sheet.dwg

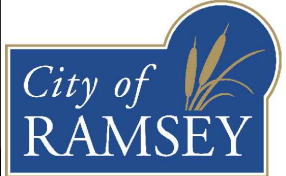
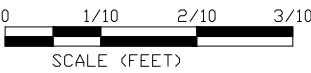
**IP 22-02 Autumn Heights Street Reconstructions**

**Street Segment Summary**

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



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



Meeting Date: 06/21/2022

By: Bruce Westby, Engineering/Public Works

**Title:**

Consider Recommendation to City Council to Temporarily Increase Funding for Pavement Management Program

**Purpose/Background:**

**Purpose:**

The purpose of this case is to consider making a recommendation to City Council to temporarily increase Pavement Management Program funding to address the immediate street reconstruction bubble needs.

**Background:**

Pavement Management Program Background

The City maintains over 186 miles of bituminous paved City streets and is in the seventh year of its current Pavement Management Program (PMP). The primary goal of the PMP is to perform the proper pavement management (maintenance/rehabilitation) operation at the proper time to maximize the life of the pavement as cost-effectively as possible.

When streets are constructed or reconstructed using today's design standards, and when pavement management operations are proactively performed on those streets on a regular basis afterwards, at least 60-years of useful life is anticipated from new and reconstructed bituminous pavement sections.

Current bituminous pavement management operations include;

- Cracksealing – Protects existing 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, minimizing future damage due to wet subgrade soils, especially during freeze-thaw cycles. The City annually crackseals about 25 miles of bituminous pavement on its public street system.
- Overlays – Protects existing pavement similar to cracksealing, while also increasing the structural or load carrying capacity of the pavement. The City typically overlays up to 4 miles of pavement on its public street system annually.
- Reconstructs – Pavement reconstruction projects remove and replace severely damaged pavement with new pavement sections. Reconstruction projects may also include removal and replacement of damaged concrete curb and gutter on urban sections, or re-grading ditches and re-shouldering on rural sections. The City annually reclaims/reconstructs up to 2 miles of pavement on its public street system.

The City of Ramsey's current proactive pavement management schedule for improved public streets is generally as follows;

- Cracksealing - 3 years following construction, overlays or reconstruction, then every 7 years after.
- Overlays - 20 years after construction, overlays or reconstruction.
- Reconstructs - 60 years after construction or reconstruction.

The pavement management schedule for each street segment is adjusted based on actual pavement conditions. City staff annually reviews and rates the pavement condition of all public streets using the Pavement and Surface Evaluation Rating (PASER) system. PASER ratings range from 1 to 10, with 1 being a failed pavement section in total disrepair, and 10 being a new pavement section.

Figure 1 shows 2021 PASER ratings for all City streets.

Staff typically recommends reconstructing pavement sections with PASER ratings between 1 and 4. Overlays are typically recommended for pavement sections with PASER ratings of 5 and 6. Cracksealing is typically recommended for pavement sections with PASER ratings between 7 and 10.

By proactively performing these pavement management operations on a scheduled basis, the useful life of the pavement is maximized as cost-effectively as possible. If proactive maintenance operations are not applied, pavement sections will generally require reconstruction every 30 years, which adds considerable cost to a pavement management program.

#### Street Reconstruction Bubble

Between 1975 and 1985 approximately 40-percent of all City streets were constructed. At the time these streets were constructed their anticipated useful design life was 40-years, after which reconstruction would be required. These streets have all now either reached, or are nearing, the end of their useful lives. This means approximately 40-percent of City streets need to be reconstructed now or in the immediate future. And while it has generally been known for a decade or more that this “street reconstruction bubble” was approaching, it has become even more apparent this year that current Pavement Management Program funding levels need to be increased to acceptably maintain the condition of City streets.

#### Pavement Management Program Funding Needs

Staff has received a steady increase in calls in recent years from businesses and residents complaining about the poor condition of City streets and asking when the City plans to patch, overlay or reconstruct the streets serving their businesses and homes. Based on the increasing number of complaints received each year, on the fact that 40-percent of public streets are generally at the age that they need to be reconstructed, and considering that Public Works Staff struggles to adequately maintain the pavement on City streets, Staff is seeking a recommendation from the Public Works Committee to the City Council on how many more streets to reconstruct and/or overlay each year, over and above the amount of Pavement Management Program (PMP) projects identified in the 2022 – 2031 CIP.

Figure 2 shows all public streets proposed to be reconstructed between 2022 and 2031 as identified within the current 10-year CIP, which totals 25.38 miles. The figure also shows streets that currently qualify for reconstruction since they have PASER ratings of 4 or less, but are not yet identified in the CIP. These streets total 18.50 miles. Of these streets less than one mile are non-residential streets, and less than one-quarter mile are Municipal State Aid System routes, qualifying for use of MSA funds.

Figure 3 shows all public streets proposed to receive mill and overlay improvements between 2022 and 2031 as identified within the CIP, which totals 34.84 miles.

Figures 4 through 7 shows which City streets have PASER ratings of 5, 6, 7 and 8, which are the PASER ratings typically targeted for identifying future PMP projects within the 10-year CIP. PASER ratings for bituminous pavements decrease over time which allows Staff to determine specific street segments for future PMP projects within the 10-year CIP.

Expanding the PMP program to account for the increased immediate needs due to the current street reconstruction bubble the City is facing will require a significant increase in annual PMP funding. Currently, approximately \$2,750,000 of American Rescue Plan Act (ARPA) funds are available for additional street reconstruction and/or overlay projects in 2023. In the future, such funding may not be readily available so Staff is seeking direction from the Public Works Committee on how much additional funding should be allocated annually for PMP projects, if any.

Traditional funding sources for PMP projects include the general levy, bonds, special assessments, Municipal State Aid (MSA) funds, and/or franchise fees. Finance Director Diana Lund will be in attendance to address questions Committee members might have on these funding sources including availability, reliability, interest rates, fund balances, etc.

**Timeframe:**

Staff anticipates up to 60 minutes will be needed to present and discuss this case.

**Observations/Alternatives:****Observations:**“Light” Street Reconstruction Projects

An option the Committee may wish to consider would be to temporarily complete more PMP projects as “light” street reconstruction projects. This would involve reconstructing streets by reclaiming the existing bituminous pavement plus an inch or two of underlying aggregate base, leaving all or most of the reclaim pavement on site as a thicker aggregate base section, then paving a single 2-inch lift of bituminous pavement over the compacted reclaim material. This would generally provide a pavement section similar or slightly better than the pavement sections constructed up to the early 2000’s, which generally met a 5-ton pavement design strength, compared to today’s pavement sections constructed with 4-inches of aggregate base and 3½-inches of bituminous pavement that generally meet a 7-ton design strength.

Light street reconstruction projects are estimated to cost about 75-percent of a standard street reconstruction project utilizing pavement reclamation, which involves reclaiming the existing pavement plus an inch or two of underlying aggregate base, hauling about half the reclaim material off site, then paving two lifts of bituminous pavement totaling 3½-inches on top of the remaining compacted reclaim material. This design generally meets a 7-ton pavement design strength.

Utilizing light street reconstruction projects would allow the City to reconstruct about 25-percent more streets at the same cost as a standard street reconstruction project. However, the anticipated design life of these streets would be between 25 and 40 years instead of 60 years with a standard pavement reclamation project. In addition, pavement design strength would be reduced which may cause issues during spring load restrictions requiring increased enforcement actions by Ramsey PD and other Staff.

Staff would support this option if the Committee feels the benefit of completing 25-percent more street reconstruction projects annually will outweigh the costs and other potential local impacts due to achieving a design life that is two-thirds or less than that of a standard street reconstruction project, and due to a lesser pavement design strength.

Advancing Street Reconstructions to Overlay Improvements

Staff also explored whether streets identified as street reconstruction projects in the later years of the 10-year CIP, which may have PASER ratings of 5, 6 or higher, may be suitable for pavement overlay improvements in earlier years to extend the life of the pavement enough to allow it to be reconstructed after the “street reconstruction bubble” passes to smooth out the next street reconstruction bubble.

Attached are four figures showing streets with PASER ratings between 5 and 8, all of which could potentially be identified within the 10-year CIP as street reconstruction projects closer to the end of the 10-year period based on projected pavement decay curves.

Staff reviewed the 2022 – 2031 CIP to identify streets with PASER ratings between 5 and 8 that might meet this qualification. Staff only found one street segment that might meet these criteria and provide enough benefit to outweigh the additional cost due to overlaying a pavement section that is past the point of achieving 15 or more years of pavement life following the overlay improvements. Staff therefore does not believe there is enough value associated with this option to pursue it further.

**Alternatives:**

Alternative #1 – Motion recommending City Council approval to temporarily increase Pavement Management Program funding to address immediate street reconstruction bubble needs in an annual amount of \$\_\_\_\_\_.

Alternative #2 – Motion of other.

**Funding Source:**

To be determined based on discussions.

**Recommendation:**

Staff recommends temporarily increasing annual PMP funding to mitigate immediate street reconstruction bubble needs and minimize annual maintenance costs in as few years as practical.

It is important to consider that the longer the bubble continues, the greater the impacts related to street maintenance including equipment and material costs, professional services, and potentially staffing. On the flip side, the higher the annual PMP funding, the greater the impacts related to engineering costs including engineering staff and potentially professional services. These costs must therefore be considered as well. More information on these costs will be provided during the meeting.

**Action:**

Motion recommending City Council approval to temporarily increase Pavement Management Program funding to address immediate street reconstruction bubble needs in an annual amount of \$ \_\_\_\_\_.

**Attachments**

[Figure 1 2021 PASER Map](#)

[Figure 2 Street Recon Needs](#)

[Figure 3 2022-31 Overlay Projects](#)

[Figure 4 PASER5](#)

[Figure 5 PASER6](#)

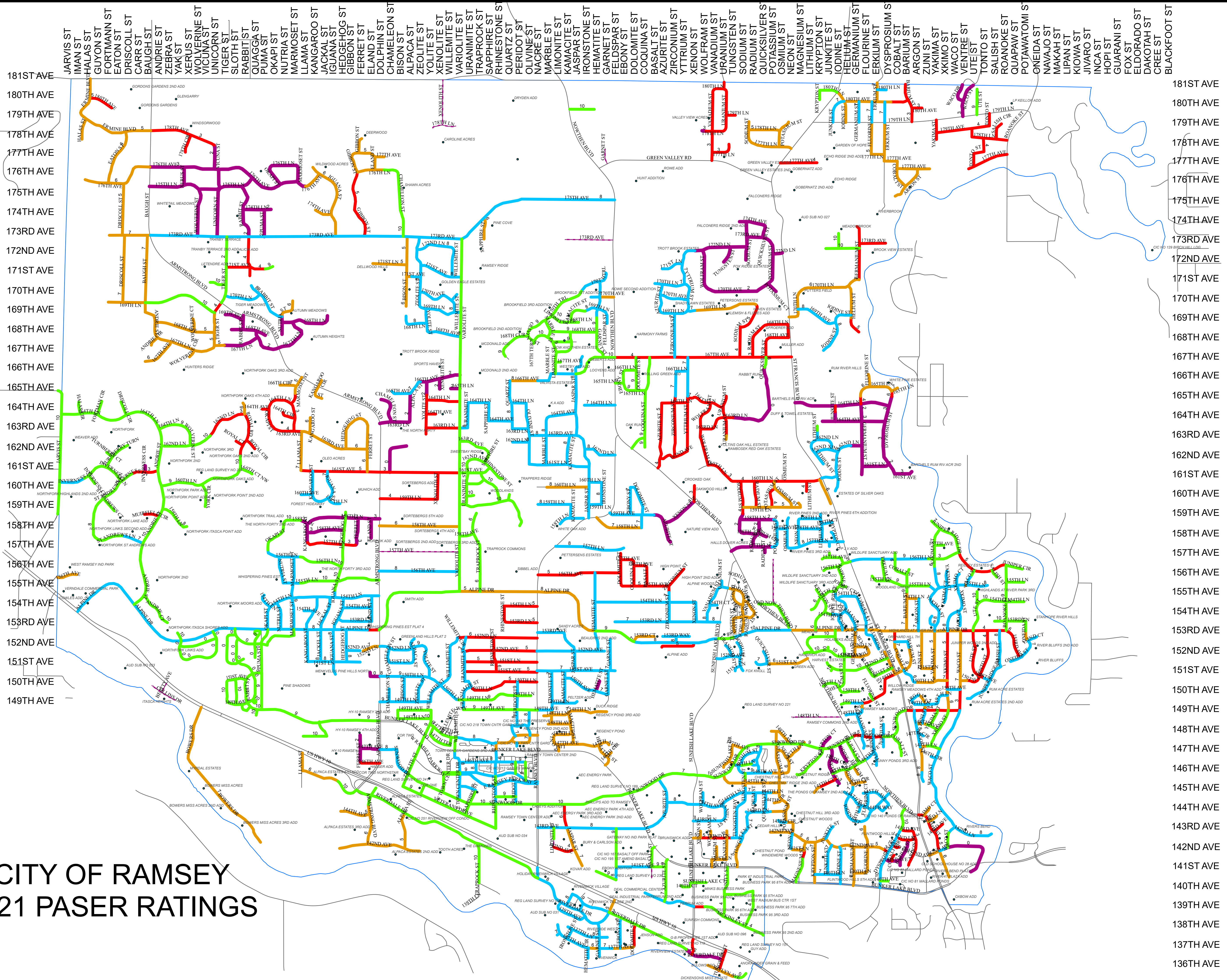
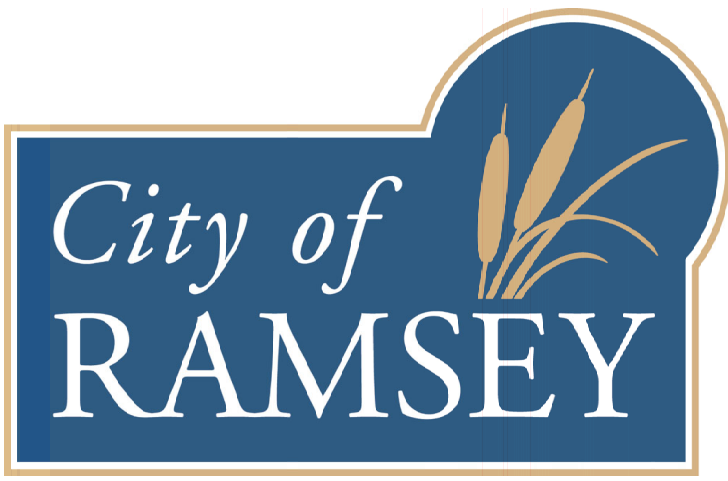
[Figure 6 PASER7](#)

[Figure 7 PASER8](#)

[Asphalt Method Patching and Costs](#)

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Grant Riemer	Grant Riemer	06/16/2022 03:26 PM
Brian Hagen	Brian Hagen	06/16/2022 04:03 PM
Form Started By: Bruce Westby		Started On: 06/07/2022 09:17 AM
Final Approval Date: 06/16/2022		



**CITY STREETS**

Mileage Summary

Paser Rtg	Length	%
9 - 10	45.77 mi.	24.87%
7 - 8	58.76 mi.	31.93%
5 - 6	33.57 mi.	18.24%
3 - 4	26.86 mi.	14.60%
0 - 2	16.72 mi.	9.09%
Dirt	2.59 mi.	1.41%
<b>Total</b>	<b>184.03 mi.</b>	

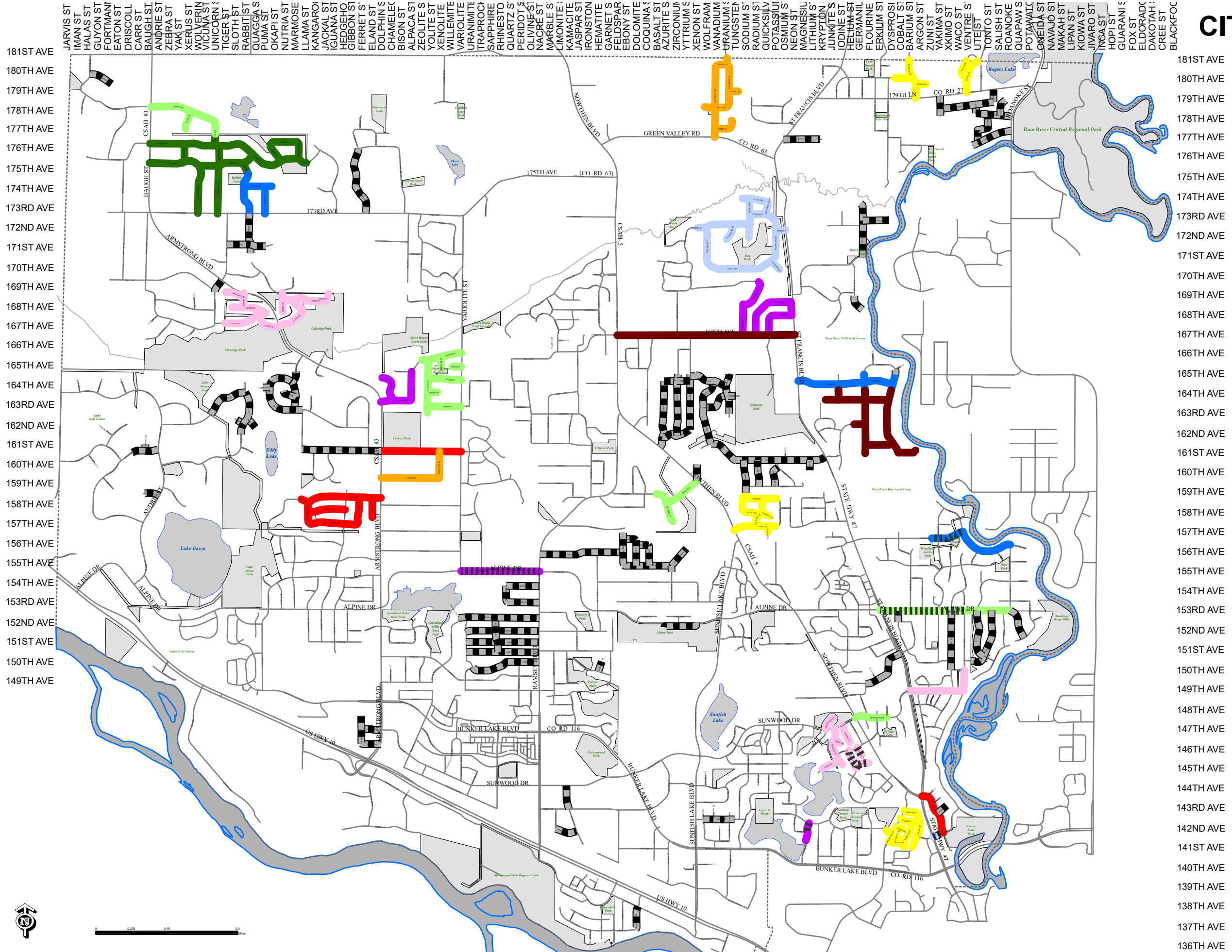
**Legend**

- subdivisions\_pts
- Paser 9 - 10
- Paser 7 - 8
- Paser 5 - 6
- Paser 3 - 4
- Paser 0 - 2
- Dirt Streets
- MRCC\_Centerlines
- MuniBndry

**CITY OF RAMSEY  
2021 PASER RATINGS**

# CITY OF RAMSEY

## Pavement Management Program Street Reconstruction Needs



### 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

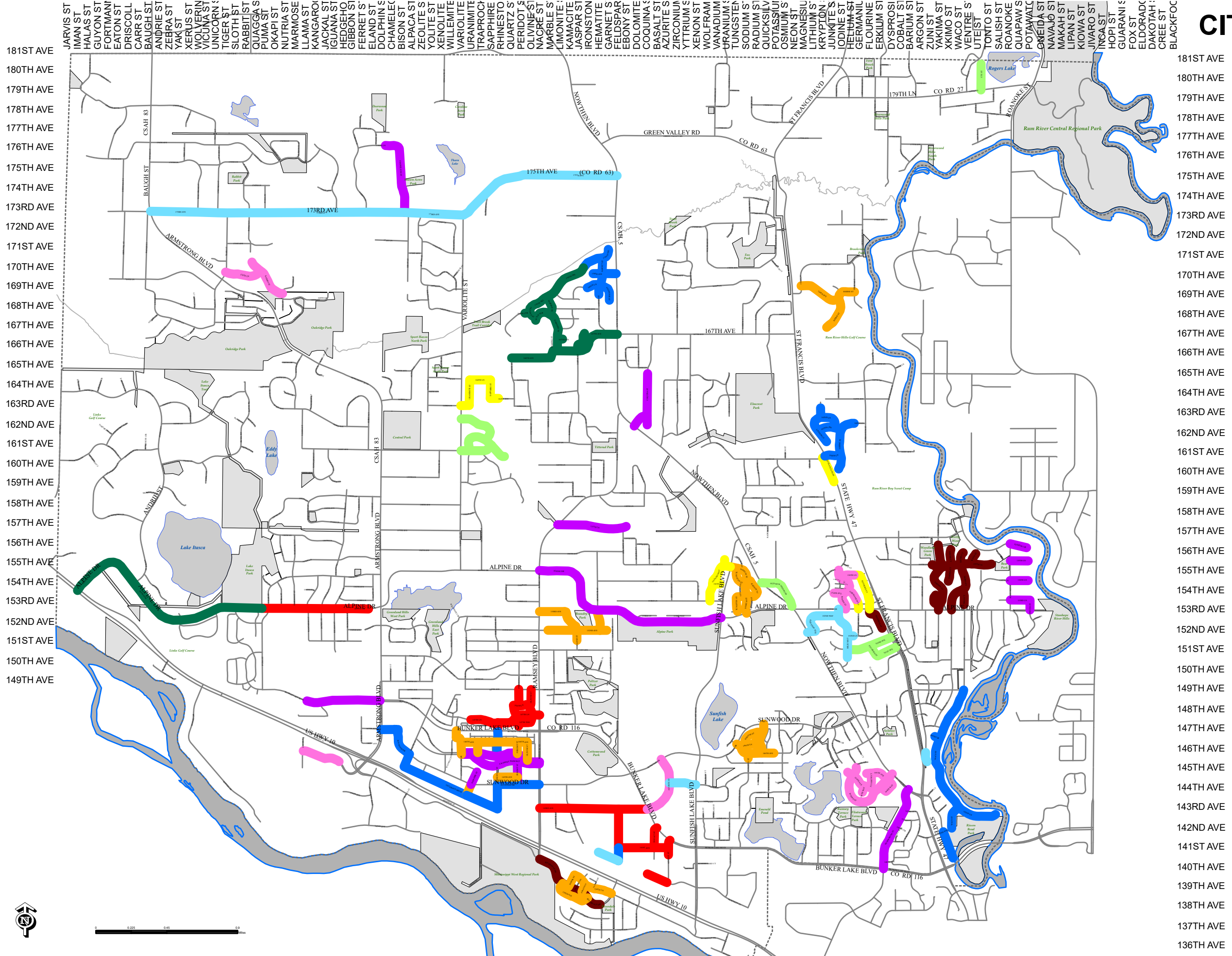


181ST AVE  
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173RD AVE  
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171ST AVE  
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169TH AVE  
168TH AVE  
167TH AVE  
166TH AVE  
165TH AVE  
164TH AVE  
163RD AVE  
162ND AVE  
161ST AVE  
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IMAN ST  
HALAS ST  
GUYON ST  
FORTMANI  
EATON ST  
DRISCOLL  
CARR ST  
BAUGH ST  
ANDRIE ST  
ZEBRA ST  
YAK ST  
XERUS ST  
WOLVERIN  
VICUNA ST  
UNICORN  
TIGER ST  
SLOTH ST  
RABBIT ST  
QUAGGA S  
PUMA ST  
OKAPI ST  
NUTRIA ST  
MARMOSE  
LLAMA ST  
KANGAROO  
JACKAL ST  
IGUANA ST  
HEDGEHOG  
GIBBON ST  
FERRET S  
ELAND ST  
DOLPHIN S  
CHAMELEC  
BISON ST  
ALPACA ST  
ZEOLITE S  
YOLITE ST  
XENOLITE  
WILLEMITE  
VARIOLITE  
URANIMITE  
TRAPROCH  
SAPPHIRE  
RHINESTO  
QUARTZ S  
PERIDOT S  
OLIVINE ST  
NACRE S  
MARBLE S  
LIMONITE  
KAMACITE  
JASPAR ST  
IRONSTON  
HEMATITE  
GARNET S  
FELDSPAR  
EBONY ST  
DOLOMITE  
COQUINA S  
BASALT ST  
AZURITE S  
ZIRCONIUM  
YTRIUM S  
XENON ST  
WOLFRAM  
VANADIUM  
URANIUM  
TUNGSTEN  
SODIUM S  
RADIUM ST  
QUICKSILV  
POTASSIUM  
OSMIUM S  
NEON ST  
MAGNESIUM  
LITHIUM S  
KRYPTON  
JUNKITE S  
JODINE ST  
RHENIUM ST  
GERMANIUM  
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YAKIMA ST  
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KIOWA ST  
JIVARO ST  
INGA ST  
HOPI ST  
GUARANI S  
FOX ST  
ELDORAD  
DAKOTAH  
CREE ST  
BLACKFOC

# CITY OF RAMSEY

## Pavement Management Program Overlay Improvements



### LEGEND

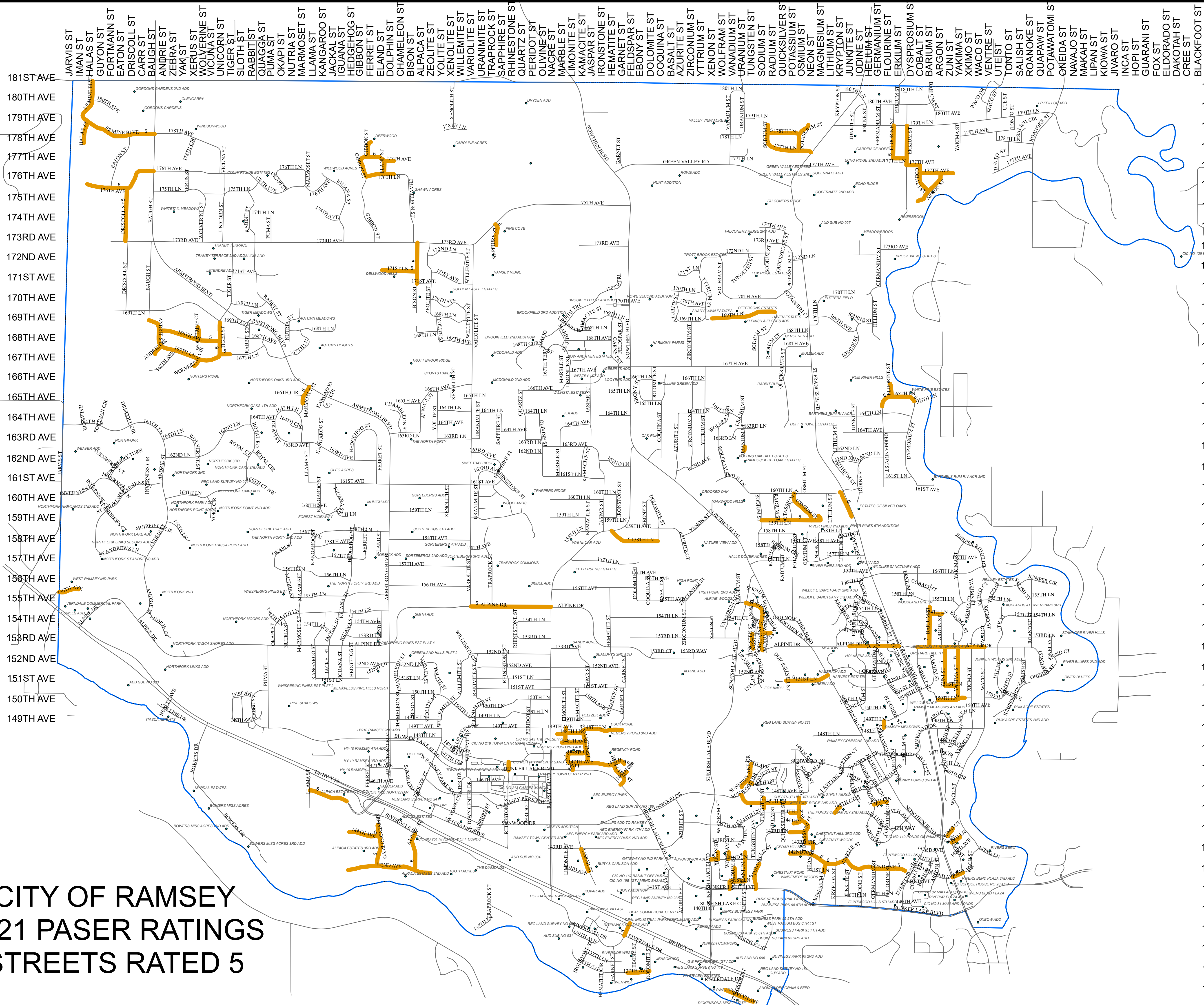
#### 2022 - 31 CIP, PROJECT YEAR

Year	Project Year	Miles
<all other values>		
2022, OL	2.91 mi.	
2023, OL	2.39 mi.	
2024, OL	3.43 mi.	
2025, OL	4.86 mi.	
2026, OL	1.39 mi.	
2027, OL	5.00 mi.	
2028, OL	4.13 mi.	
2029, OL	3.42 mi.	
2030, OL	1.78 mi.	
2031, OL	5.53 mi.	

—	Road_Centerlines
- - -	MuniBndry
■	Parks
■	Rivers
■	Lakes_Ponds
■	Creeks





181ST AVE  
180TH AVE  
179TH AVE  
178TH AVE  
177TH AVE  
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173RD AVE  
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137TH AVE  
136TH AVE

CITY STREETS

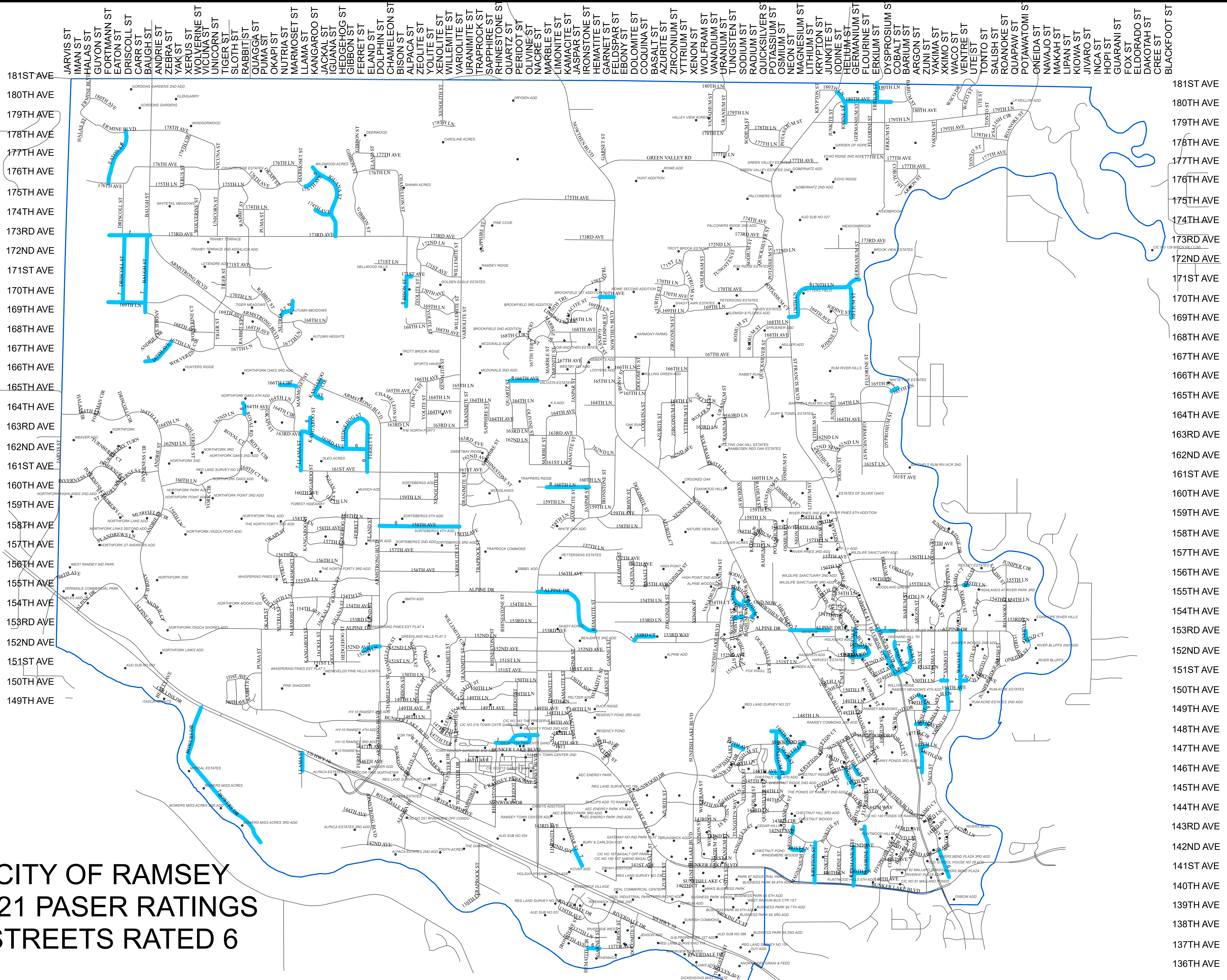
Mileage Summary

Paser Rtg	Length	%
9 - 10	45.77 mi.	24.87%
7 - 8	58.76 mi.	31.93%
5 - 6	33.57 mi.	18.24%
3 - 4	26.86 mi.	14.60%
0 - 2	16.72 mi.	9.09%
Dirt	2.59 mi.	1.41%
<b>Total</b>	<b>184.03 mi.</b>	

Legend

- Paser 5 18.46 mi.
- subdivisions\_pts
- MRCC\_Centerlines
- subdivisions
- MuniBndry

CITY OF RAMSEY  
2021 PASER RATINGS  
STREETS RATED 5



CITY STREETS

Mileage Summary		
Paser Rtg	Length	%
9 - 10	45.77 mi.	24.87%
7 - 8	58.76 mi.	31.93%
5 - 6	33.57 mi.	18.24%
3 - 4	26.86 mi.	14.60%
0 - 2	16.72 mi.	9.09%
Dirt	2.59 mi.	1.41%
<b>Total</b>	<b>184.03 mi.</b>	

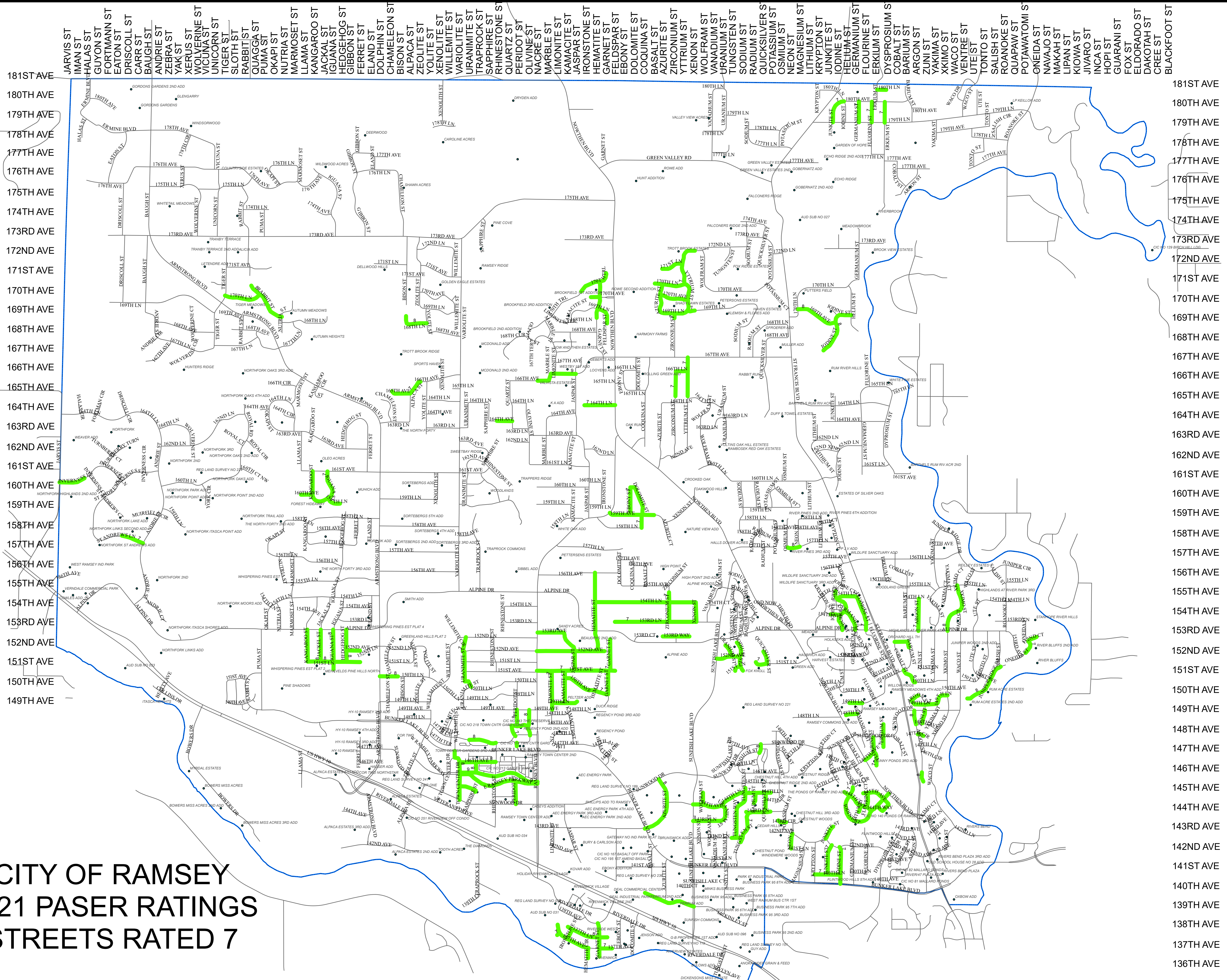
Legend

- Paser 6 15.11 mi.
- subdivisions\_pts
- MRCC\_Centerlines
- MuniBndry

# CITY OF RAMSEY

## 2021 PASER RATINGS

### STREETS RATED 6



**CITY STREETS**

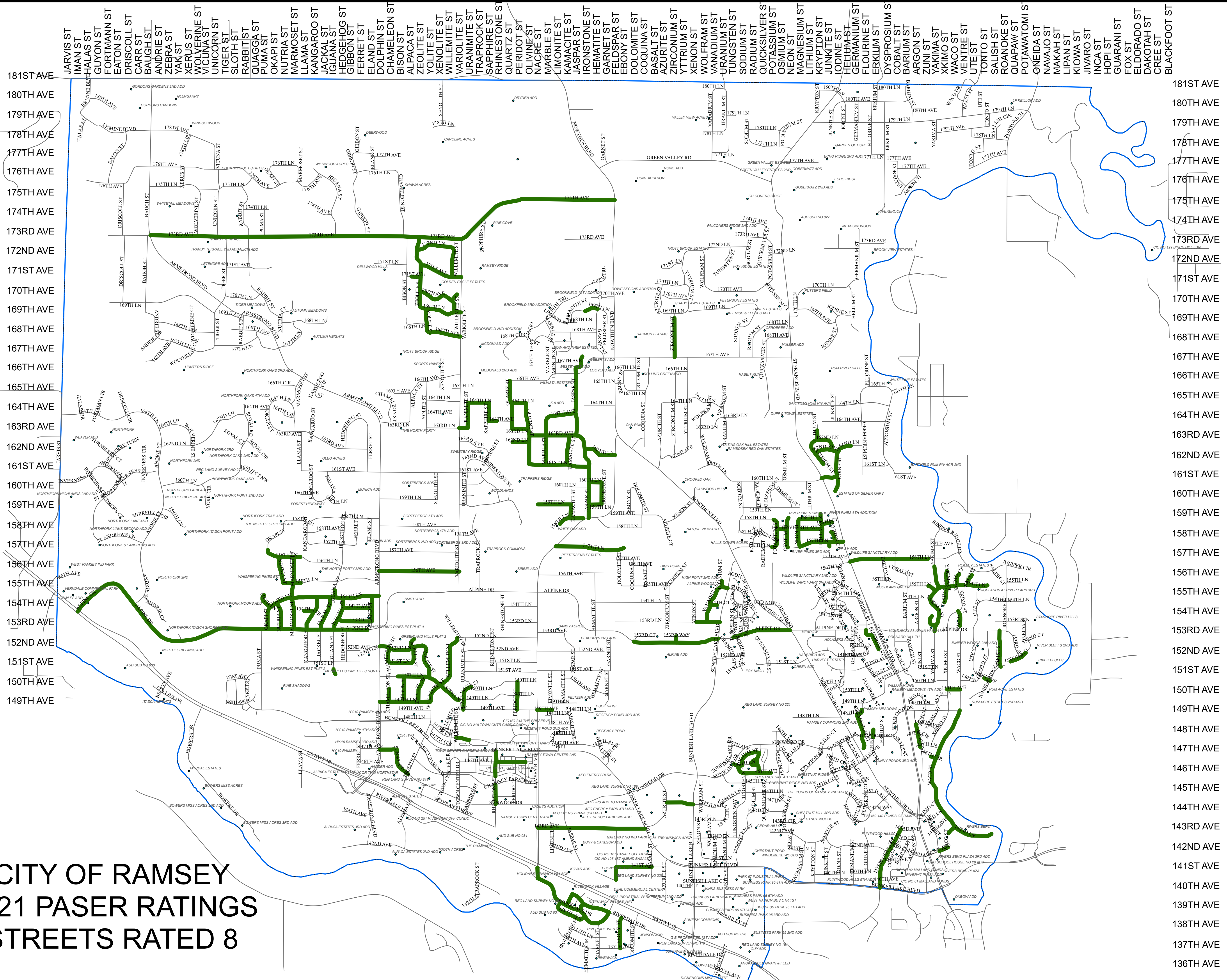
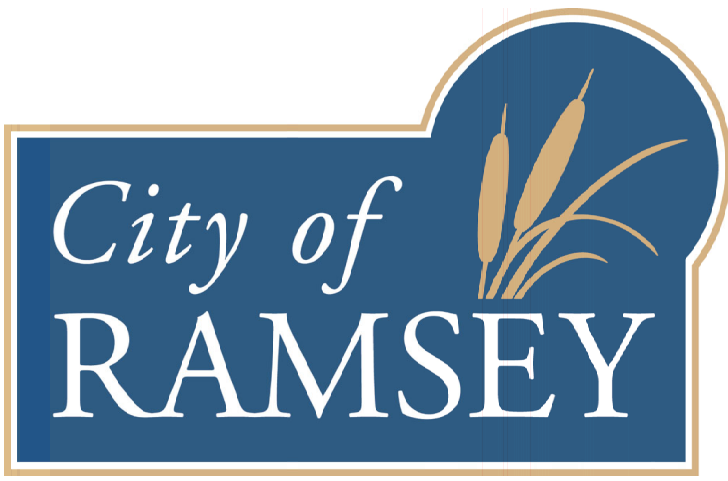
Mileage Summary

Paser Rtg	Length	%
9 - 10	45.77 mi.	24.87%
7 - 8	58.76 mi.	31.93%
5 - 6	33.57 mi.	18.24%
3 - 4	26.86 mi.	14.60%
0 - 2	16.72 mi.	9.09%
Dirt	2.59 mi.	1.41%
<b>Total</b>	<b>184.03 mi.</b>	

**Legend**

- █ Paser 7 25.79 mi.
- subdivisions\_pts
- MRCC\_Centerlines
- MuniBndry

**CITY OF RAMSEY  
2021 PASER RATINGS  
STREETS RATED 7**



CITY STREETS

Mileage Summary		
Paser Rtg	Length	%
9 - 10	45.77 mi.	24.87%
7 - 8	58.76 mi.	31.93%
5 - 6	33.57 mi.	18.24%
3 - 4	26.86 mi.	14.60%
0 - 2	16.72 mi.	9.09%
Dirt	2.59 mi.	1.41%
<b>Total</b>	<b>184.03 mi.</b>	

Legend

- Paser 8 32.97 mi.
- subdivisions\_pts
- MRCC\_Centerlines
- MuniBndry

# CITY OF RAMSEY

## 2021 PASER RATINGS

### STREETS RATED 8



## Public Works Committee

6. 1.

Meeting Date: 06/21/2022

By: Bruce Westby, Engineering/Public  
Works

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### Title:

Receive 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

- **Sunwood Drive & Waco Street Reconstructions (IP #22-01)**
  - Contract awarded to Novco, Inc. May 24, 2022
  - Contract execution in progress
- **Autumn Heights Street Reconstructions (IP #22-02)**
  - Plans were prepared in-house
  - *Council to consider approving plans and authorizing bids June 28, 2022*
- **2022 Neighborhood Street Overlay Improvements (IP #22-04)**
  - Contract awarded to North Valley, Inc. May 10, 2022
  - Pre-construction meeting held June 8, 2022
  - Construction in progress
- **Riverdale Drive Trunk Utility Improvements (IP #22-05)**
  - Construction in progress – sanitary sewer lift station
  - Construction proposed for completion by end of July 2022
- **Wood Pond Hills 2nd, 3rd, 4th, 5th Street Reconstructions (IP #22-06)**
  - Contract awarded to North Valley, Inc. May 10, 2022
  - Pre-construction meeting held June 8, 2022
  - Construction proposed to begin mid-July 2022
- **2022 Crack Seal Improvements (IP #22-08)**
  - Construction completed
- **2022 Pavement Rejuvenation Improvements (IP #22-09)**
  - Construction proposed to begin mid-July 2022
- **2022 MSA Pavement Striping Improvements (IP #22-13)**
  - Plans are being prepared in-house
  - Council to consider approving plans & authorizing quotes July 12, 2022
- **15410 Argon Street Drainage Improvements (IP #22-14)**
  - *See case on June 21, 2022 PWC agenda for details*
  - *Council to consider authorizing plans and specifications June 28, 2022*
- **WTP Trunk Watermain Improvements (#21-08)**
  - First bids rejected
  - Plans will be revised to minimize project costs without sacrificing quality, and to include necessary WTP commissioning improvements (well-house valves, etc.).
  - Council to consider revised contract with SEH, Inc. July 2022
  - Council to consider re-bidding revised plans August/September 2022
  - April 2024 completion deadline
- **Centralized Water Treatment Plant (#21-09)**
  - AE2S is preparing plans and handling construction administration
  - 90-percent plans to be submitted for Staff review soon

- Project completion proposed by Spring 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
  - Bolton & Menk is preparing plans and specifications
  - 60-percent plans to be submitted for Staff review soon
  - Construction anticipated Fall 2023 through early 2026 (2024/25 majority)
  - Council to consider potential City-led project to advance construct Riverdale Drive east of Sunfish Lake Boulevard in Spring/Summer 2023 during the City Council Work Session June 28, 2022
- **Riverdale Drive Extension – Llama Street to Bowers Drive (IP #20-05)**
  - Plans are complete and in for final review and approval by MnDOT State Aid
  - ***Council to consider approving plans and authorizing bids June 28, 2022***
  - Construction proposed for completion by October 2022
- **Wetland 114P Outlet Control Improvements (#19-07)**
  - Requested by Minnesota DNR
  - Staff is preparing plans, including boardwalk reconstruction
  - 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)
  - Council approved JPA May 24, 2022 (City cost share = \$28,667.64)
  - Construction proposed for 2023, pending final City & County approvals

### MnDOT Improvement Projects

- **Anoka Solution Highway 10 Improvements**
  - Construction underway with completion proposed in Spring 2024
  - 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)
  - A public Open House was held on May 25 (*handouts attached*)
  - 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 7<sup>th</sup> Street
  - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy10-anoka/>

### Studies & Items of Interest

- **5805 148<sup>th</sup> Lane NW**
  - No updates at this time. Property owners like everything as is.

● **Elk River Highway 10 Corridor Study**

- *Staff will provide a detailed update at the meeting*
- Study website <https://www.highway10corridorstudy.com/>
- A copy of the final report is available on the study website

**Timeframe:**

Staff estimates up to 20 minutes will be needed for updates and discussion.

**Observations/Alternatives:**

N/A

**Funding Source:**

N/A

**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.

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**Attachments**

Open House Boards

Alternatives Voting Handout

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Grant Riemer	Grant Riemer	06/16/2022 10:31 AM
Brian Hagen	Brian Hagen	06/16/2022 02:54 PM
Form Started By: Bruce Westby		Started On: 06/16/2022 05:27 AM
Final Approval Date: 06/16/2022		

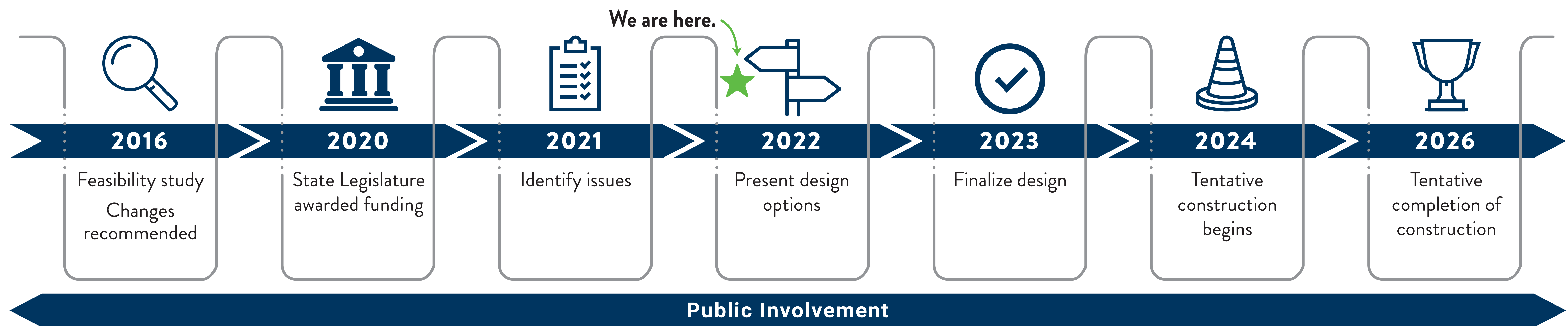
Hwy 47 (Ferry St.) and  
BNSF Railroad Crossing

Public Open House  
Design Alternatives  
4:30 – 6:30 p.m.



Please note: No formal presentation will be given

1. Learn about the project.
2. Provide feedback on design alternatives.
3. Talk with project staff.
4. Sign up for updates.



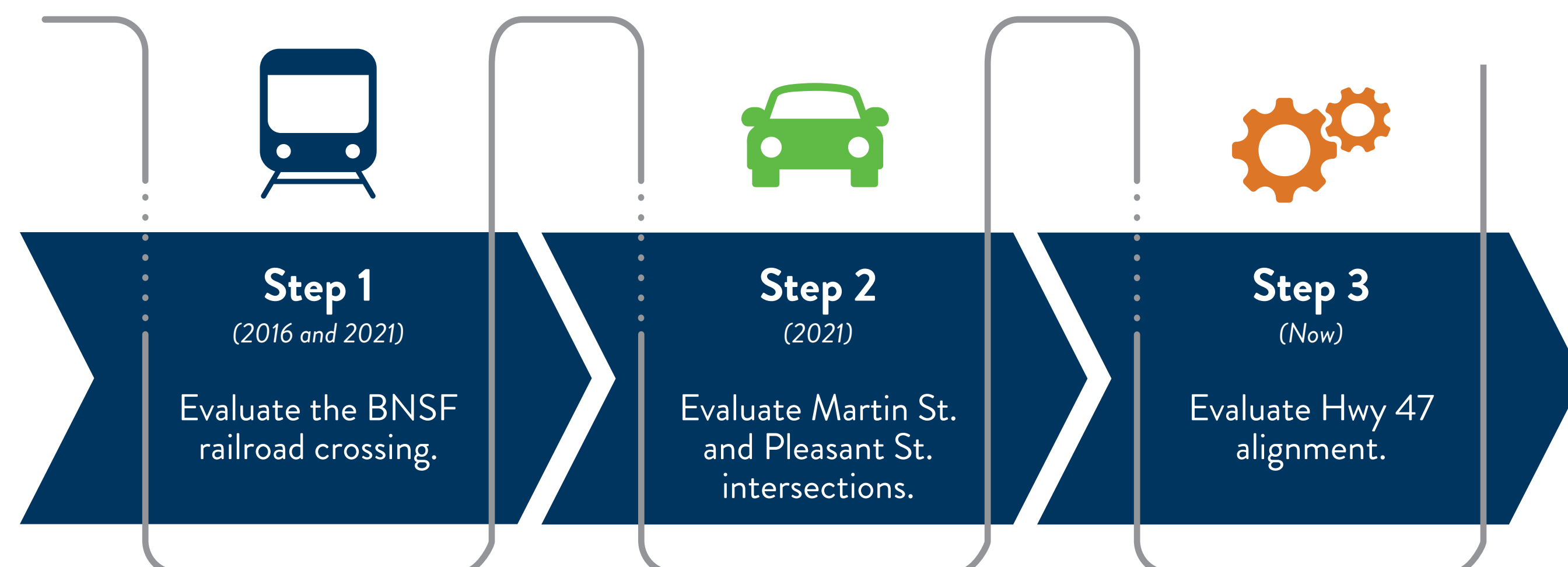
*Dates are tentative and subject to change.*

We're working to improve the Hwy 47 (Ferry St.) at BNSF crossing in Anoka. In 2016, MnDOT completed a study of safety issues at this crossing.

The study recommended separating the highway and railroad crossing by constructing a bridge over the train tracks. In 2020 the State Legislature awarded bonding funds to make safety improvements. Our goal is to identify a safer crossing of Hwy 47 and the BNSF Railroad.

### What work will be done?

- We will redesign the crossing by constructing a bridge over the train tracks.
- We will explore some of the surrounding intersections and conditions that need improvements.



## What challenges do we face:

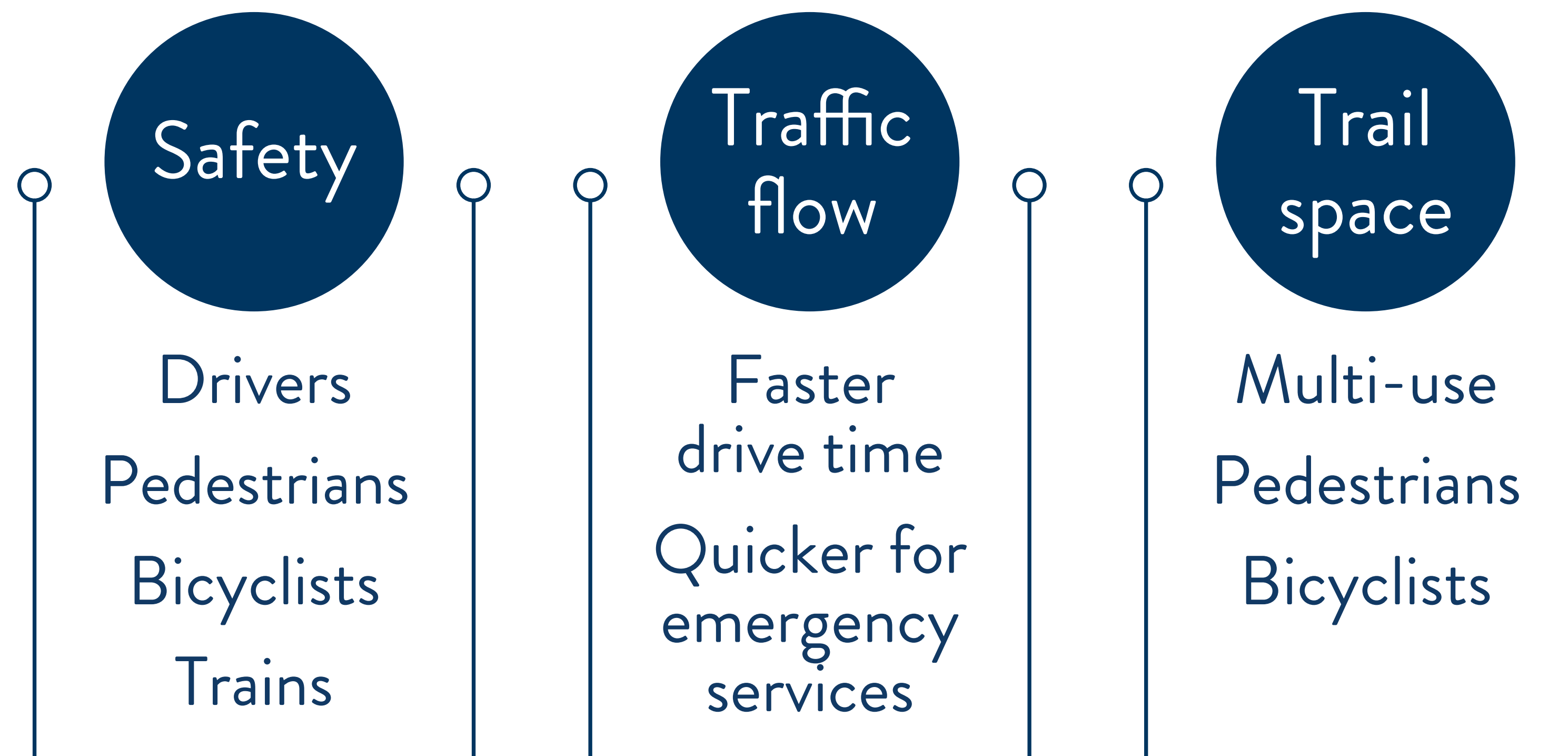
The intersection of Hwy 47 at the BNSF railroad crossing in Anoka has had many years of safety and delay issues. According to the U.S. Department of Transportation Railroad Administration this crossing was deemed one of the highest needs for improvements due to:

- Lots of vehicle and train traffic.
- Trains traveling as fast as 75 mph.
- Major property damage crashes.
- Serious injuries and fatalities.



More than 1,000 people shared important feedback in fall of 2021. This feedback confirmed many of the same issues and problems that had been identified in the data analysis of traffic levels and crash rates.

## What improvements need to be **priorities**?

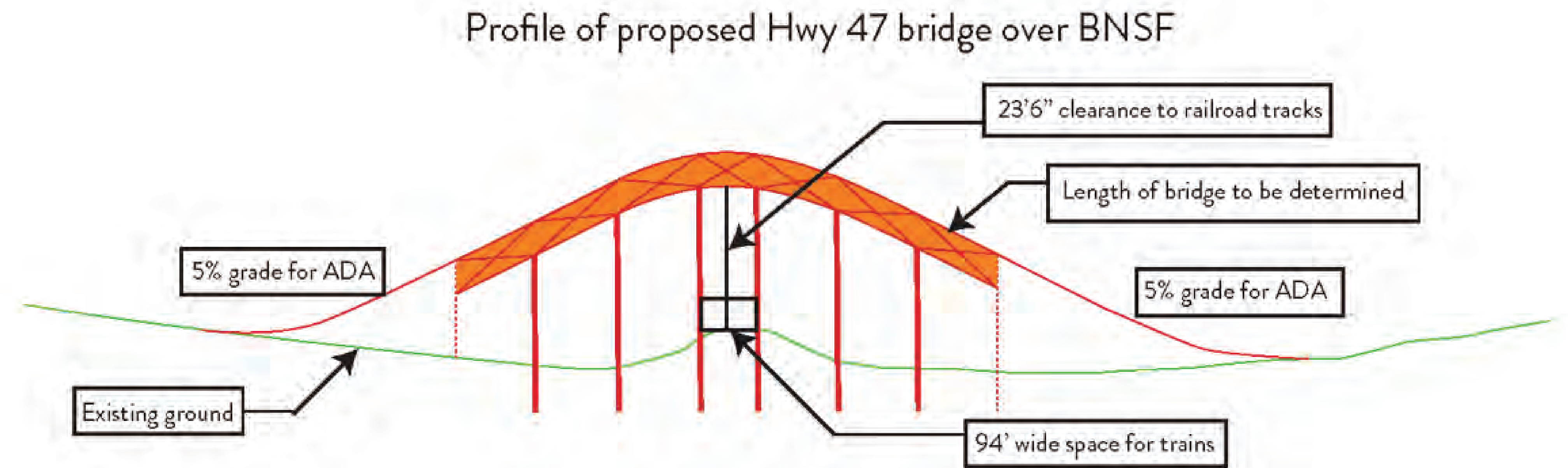


## Key elements

Separates drivers from the trains on a bridge over the tracks.

Separates pedestrians and bicyclists from the trains on a bridge over the tracks.

Meets ADA compliance guidelines for grade (slope) of sidewalk.



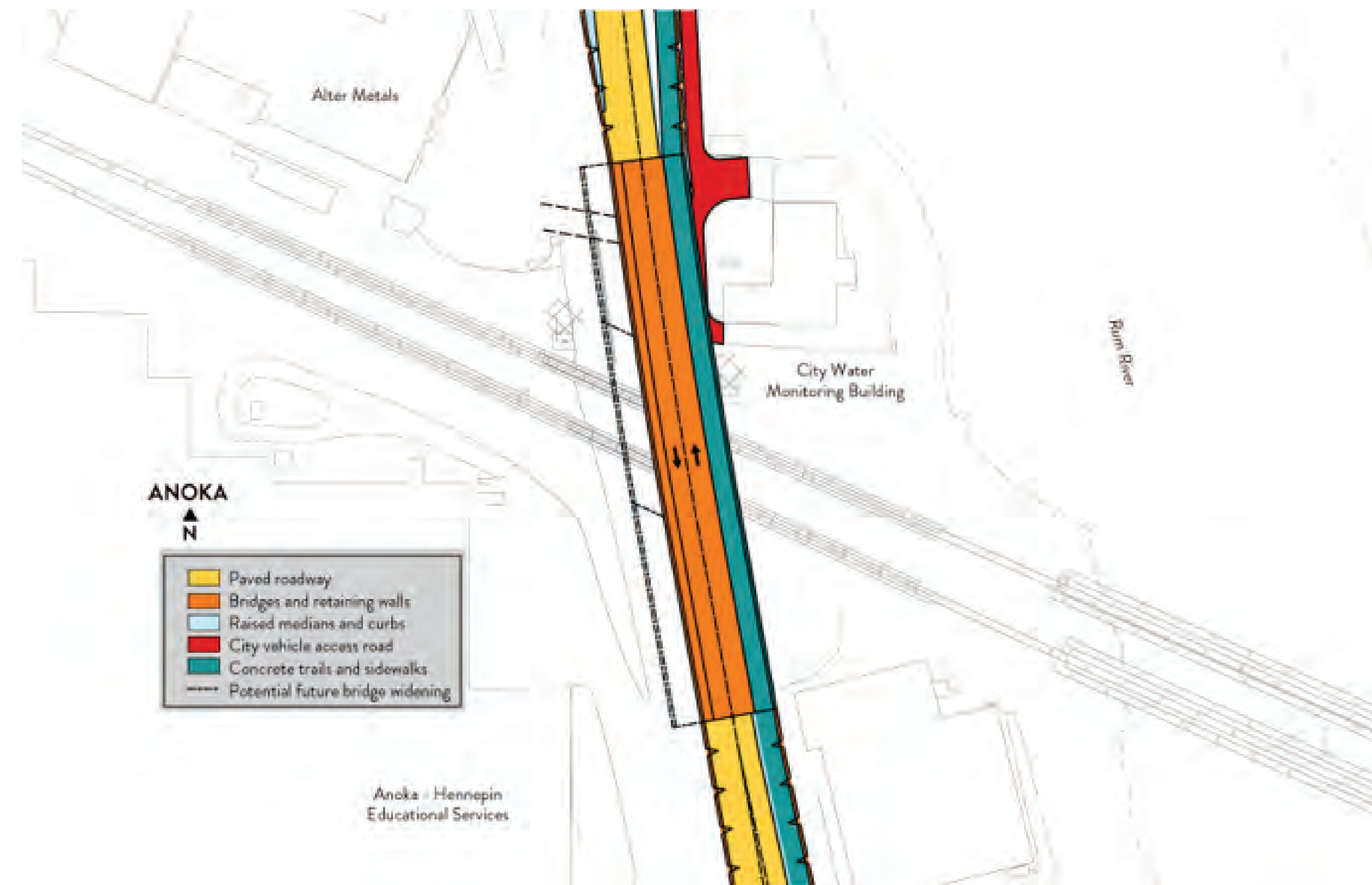
Scale not reflective of actual proposed bridge.

Dismissed alternatives	Disadvantages
Roadway tunnel	Issues of constructability, maintenance of railroad traffic, groundwater and contamination concerns.
Railroad overpass	There are longer areas of impacts, including the train station and river bridges.



# What will the road on the bridge look like?

- Two lane traffic bridge over railroad.
- Allows for future widening to four lanes.
- Sidewalk/trail also elevated over railroad.



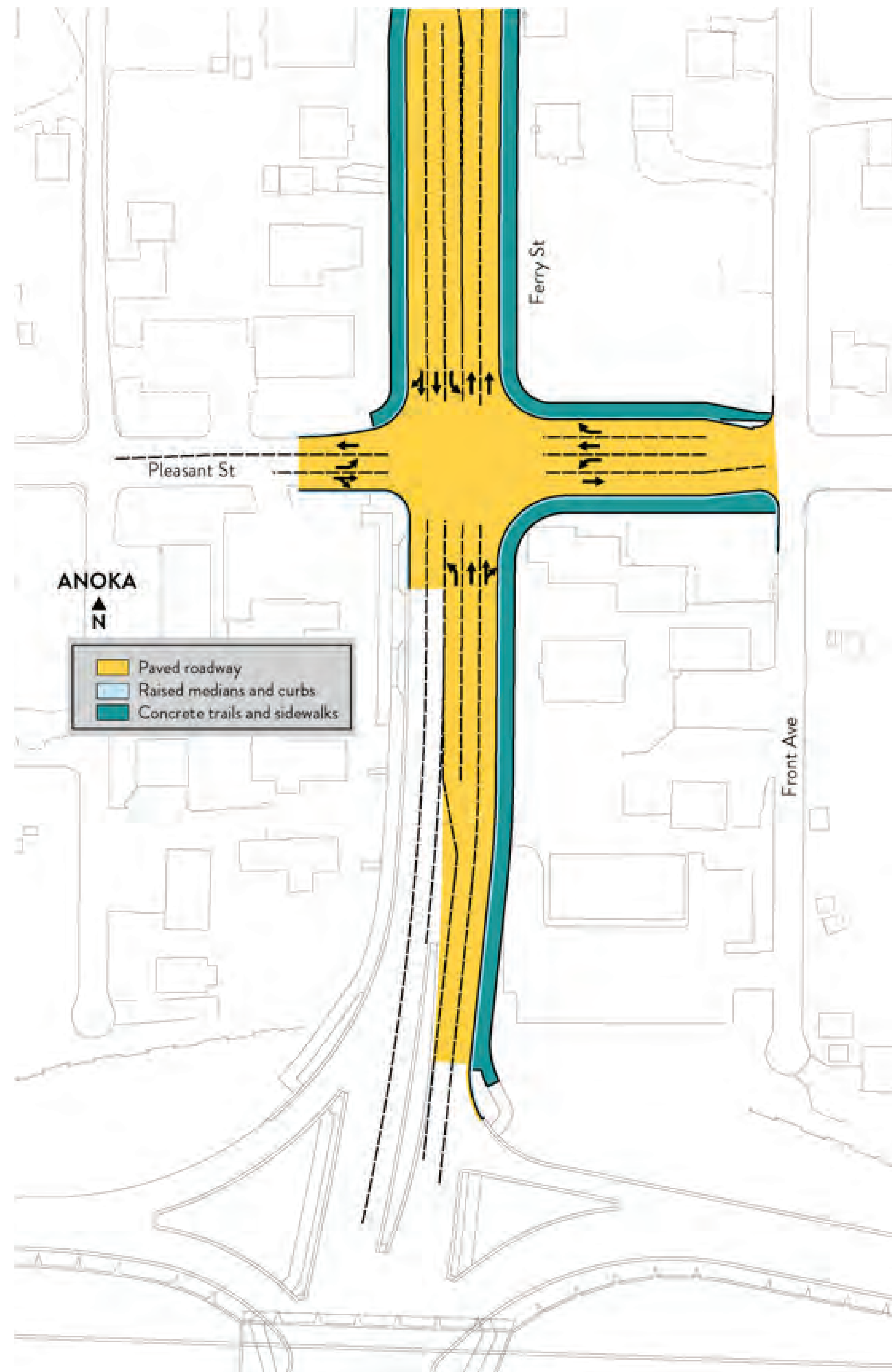
We evaluated both *Martin St.* and *Pleasant St.* intersections and identified these **challenges**:

- Proximity of roadway overpass of the railroad tracks.
- Drivers experiencing backups and delays.
- Anticipated increase in vehicles in the years ahead.
- Safety of pedestrians and drivers at each intersection.

These are our **priorities** in considering alternatives for the intersections:

- Maintain pedestrian access and crossings.
- Support future capacity for the road.
- Improve safety for drivers and pedestrians.
- Maintain access for residents.
- Minimize traffic impacts on surrounding neighborhoods.





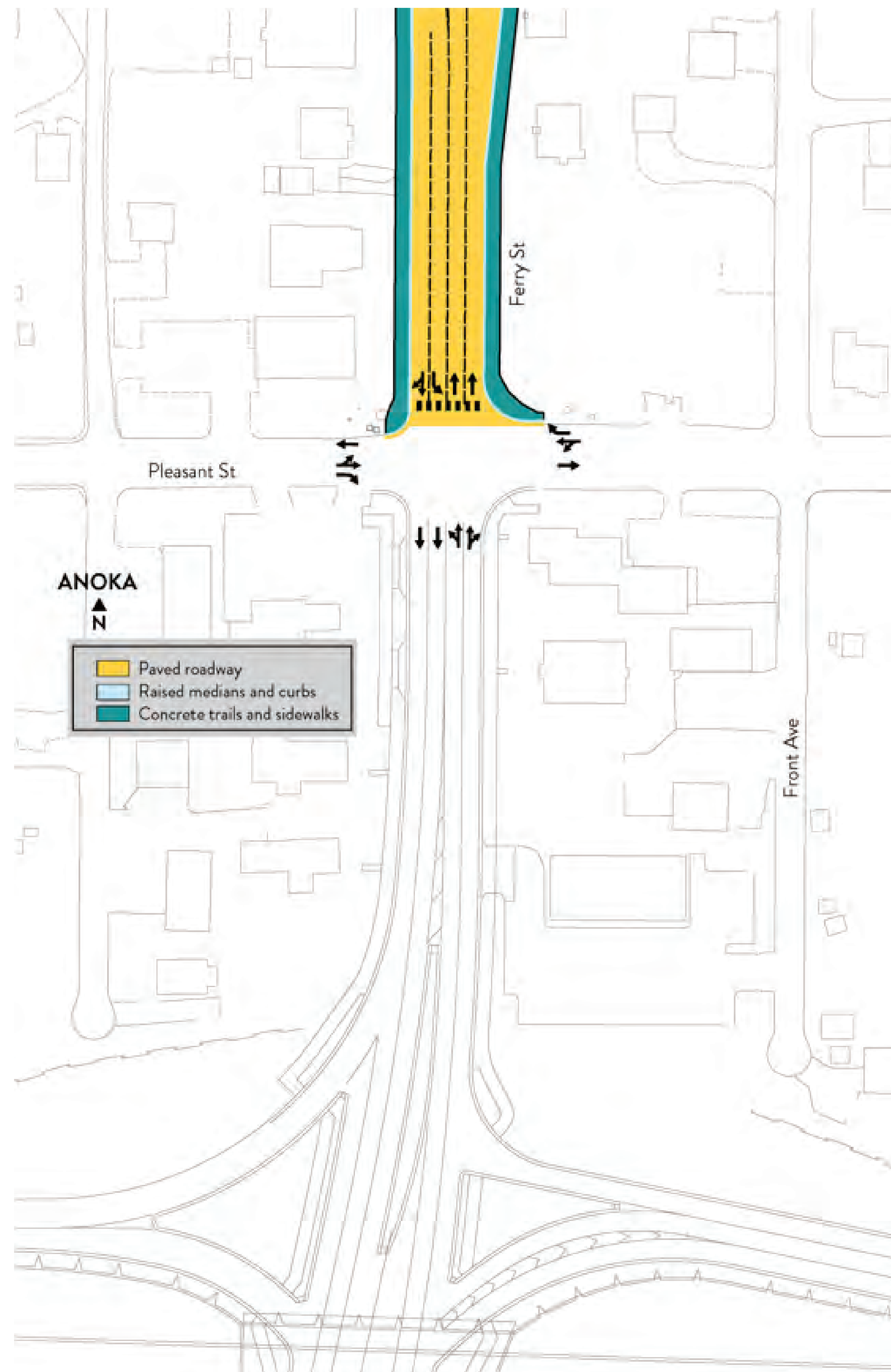
### Key elements:

- Left turn lanes are added for northbound, eastbound and westbound traffic.
- Southbound left turn lane is extended.
- Pedestrian access and crossings stay the same.

### Benefits:

- Location of northbound and southbound turn lanes improve safety and operations at the intersection.
- Can accommodate future capacity.





### Key elements:

- Traffic lanes stay the same.
- Southbound left turn lane is extended.
- Pedestrian access and crossings stay the same.

### Disadvantages:

- May not meet capacity needs in the future.
- Location of left turn lanes limits visibility.

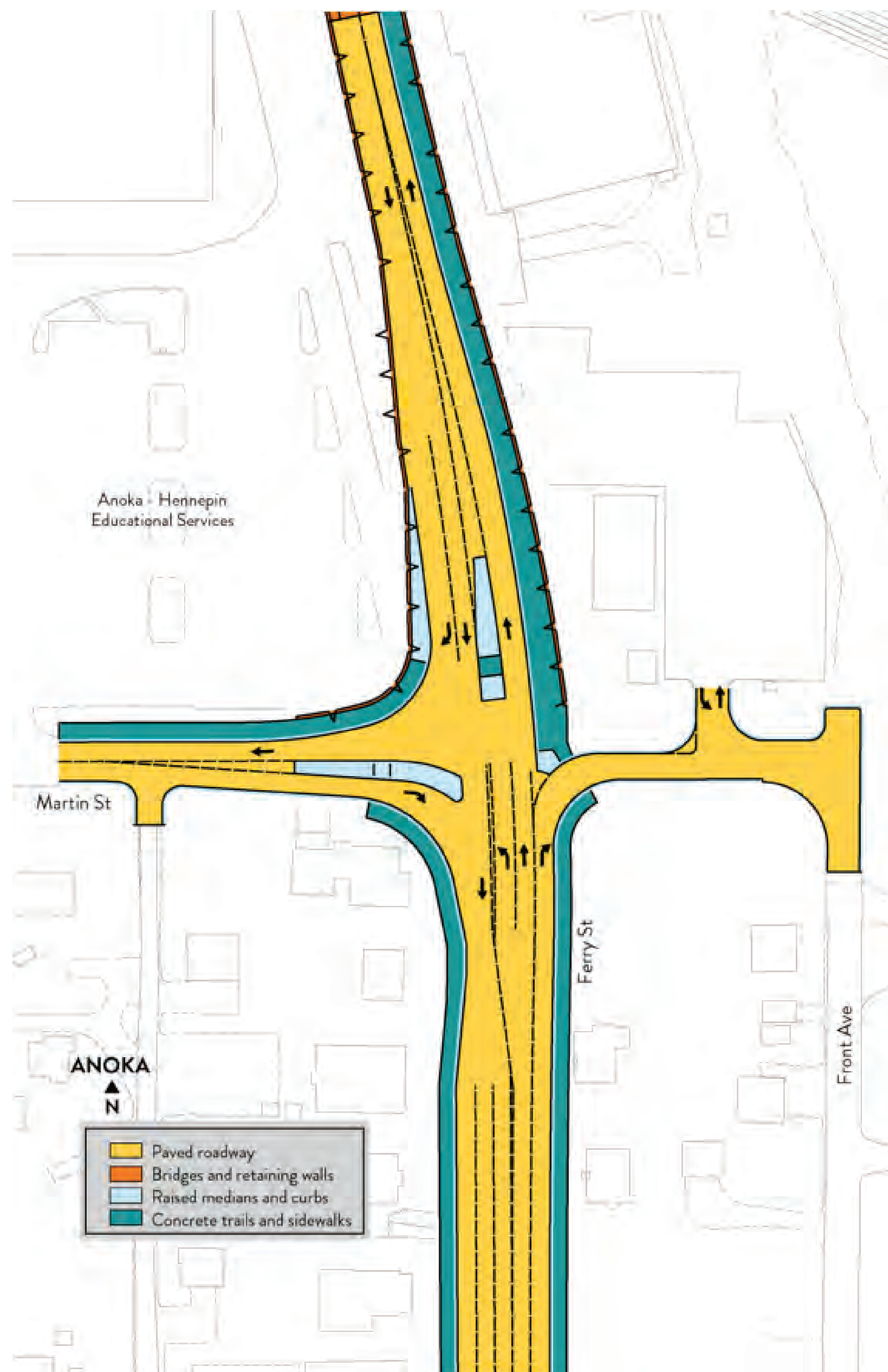


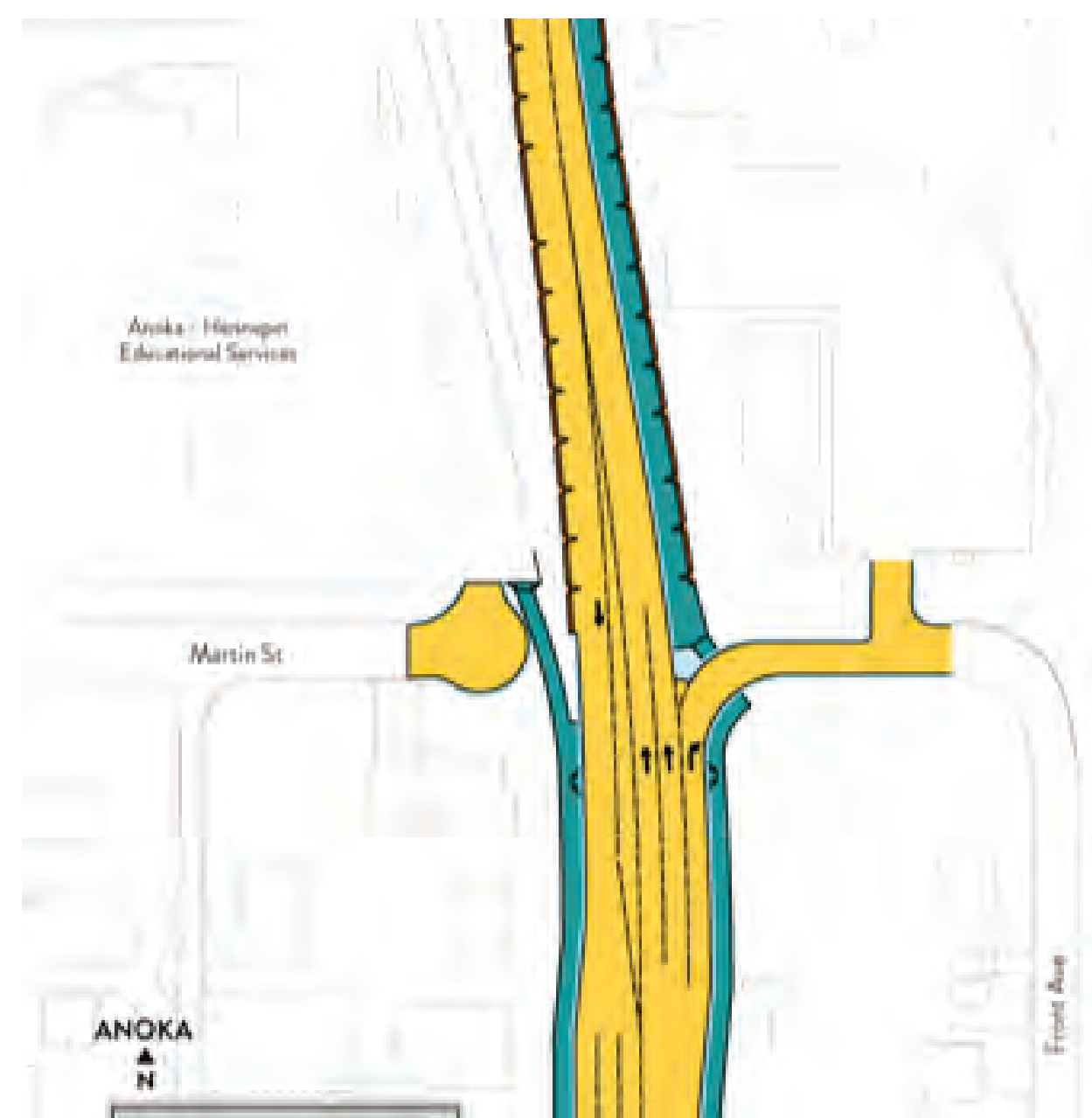
### Key elements:

- Access to Martin St. from Hwy 47 is maintained.
- Access from Martin St. to southbound Hwy 47 is maintained.
- Improved pedestrian access with a Hwy 47 crossing with a pedestrian refuge median north of Martin St.

### Benefits:

- Provides the most access to and from Hwy 47 compared to the other alternatives.
- Minimal traffic diversion through the neighborhood.





### Alternative 1: Minimal access

#### Key elements:

- Access at Martin St. and Hwy 47 is replaced with a cul-de-sac.
- Limits access to the west to minimize property impacts.

#### Disadvantages:

- Results in largest rerouting of traffic through the neighborhood to and from Pleasant St. to access Hwy 47.



### Alternative 4: Out only alternative

#### Key elements:

- Closes eastbound Martin St. access to Hwy 47.
- Reduces property impacts while still allowing access to westbound Martin St. from Hwy 47.

#### Disadvantages:

- Eastbound Martin St. traffic would be rerouted through the neighborhood to Pleasant St. to access Hwy 47, resulting in increased traffic through neighborhoods.



### Alternative 2: In only alternative

#### Key elements:

- Closes southbound and northbound Hwy 47 access to westbound Martin St.
- Reduces property impacts while still allowing access to Hwy 47 southbound from Martin St. eastbound.

#### Disadvantages:

- Northbound left turn and southbound right turn vehicles would be rerouted to Pleasant St., resulting in increased traffic through neighborhoods.



### Alternative 5: Right in right out

#### Key elements:

- Closes access to northbound Hwy 47 from eastbound Martin St.
- Provides more access to and from Martin St. compared to other alternatives.

#### Disadvantages:

- Northbound left turn vehicles would be rerouted to Pleasant St. and through neighborhood. Resulting in increased traffic through neighborhoods.



We identified the following **challenges** with the alignment of Hwy 47:

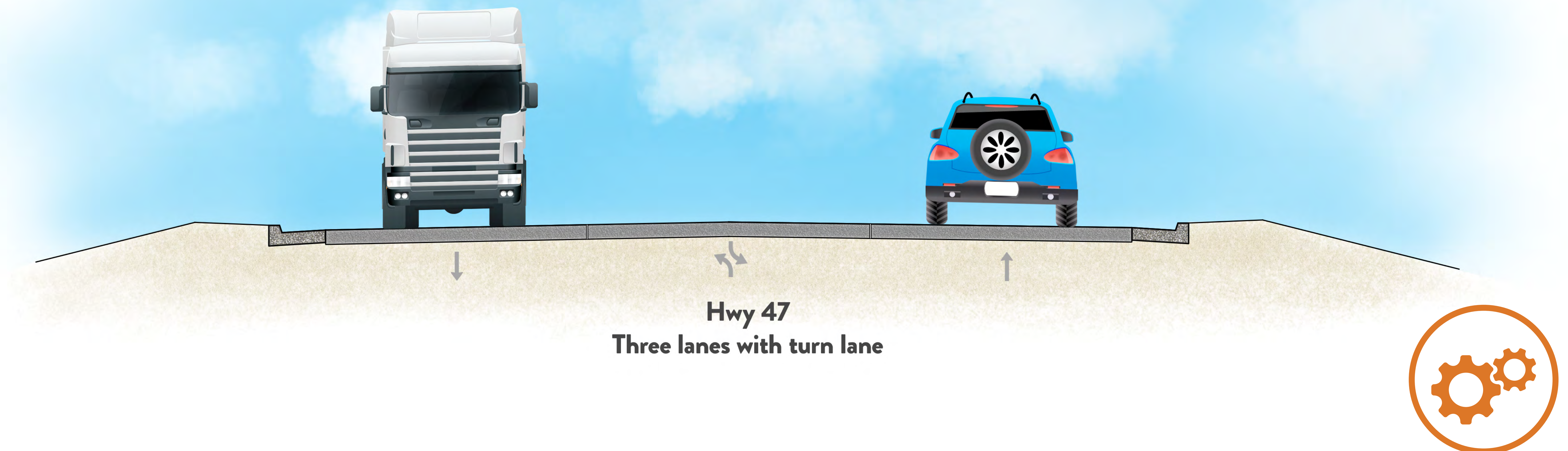
- Speed limit range is inconsistent in the area.
- Multiple businesses and properties and parks may be impacted.
- Roadway curves create safety issues.

These are our **priorities** in evaluating the alternatives:

- Minimize impacts on Rum River.
- Consider roadway curve improvements.
- Consider the impacts to businesses, properties and parks.



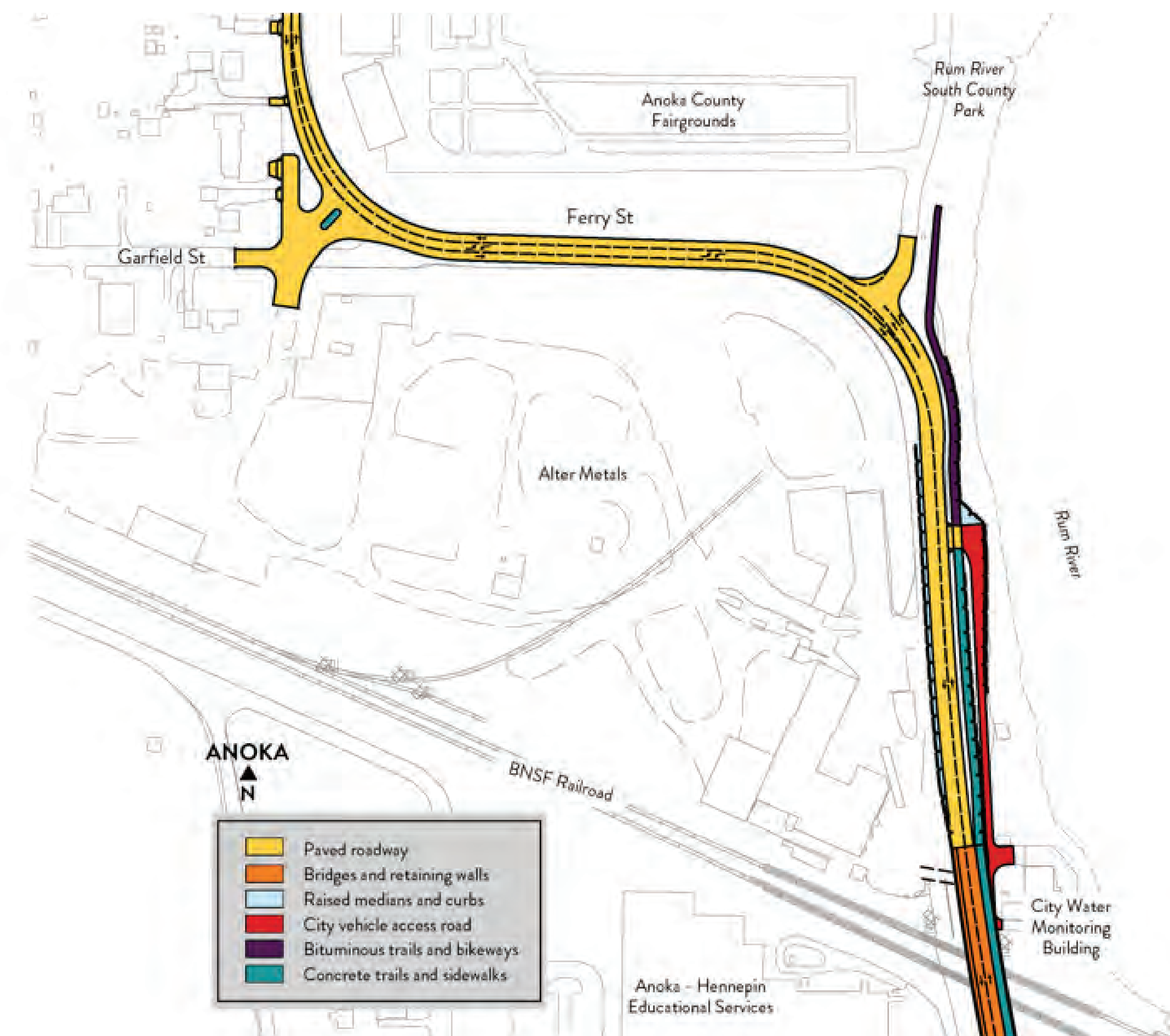
- Proposed speed limit in the project area is 35 mph.
- Proposed road is a three-lane with turn lanes at intersections.



Building a better and safer crossing at Hwy 47 and the railroad crossing may change how you travel in the area. In reviewing the alignment alternatives, please think about the following questions.

1. What alternatives do you like?
2. What alternatives do you dislike?
3. What concerns do you have?





## Key elements

Requires relocation of main entrance of Alter Metals to Garfield St.

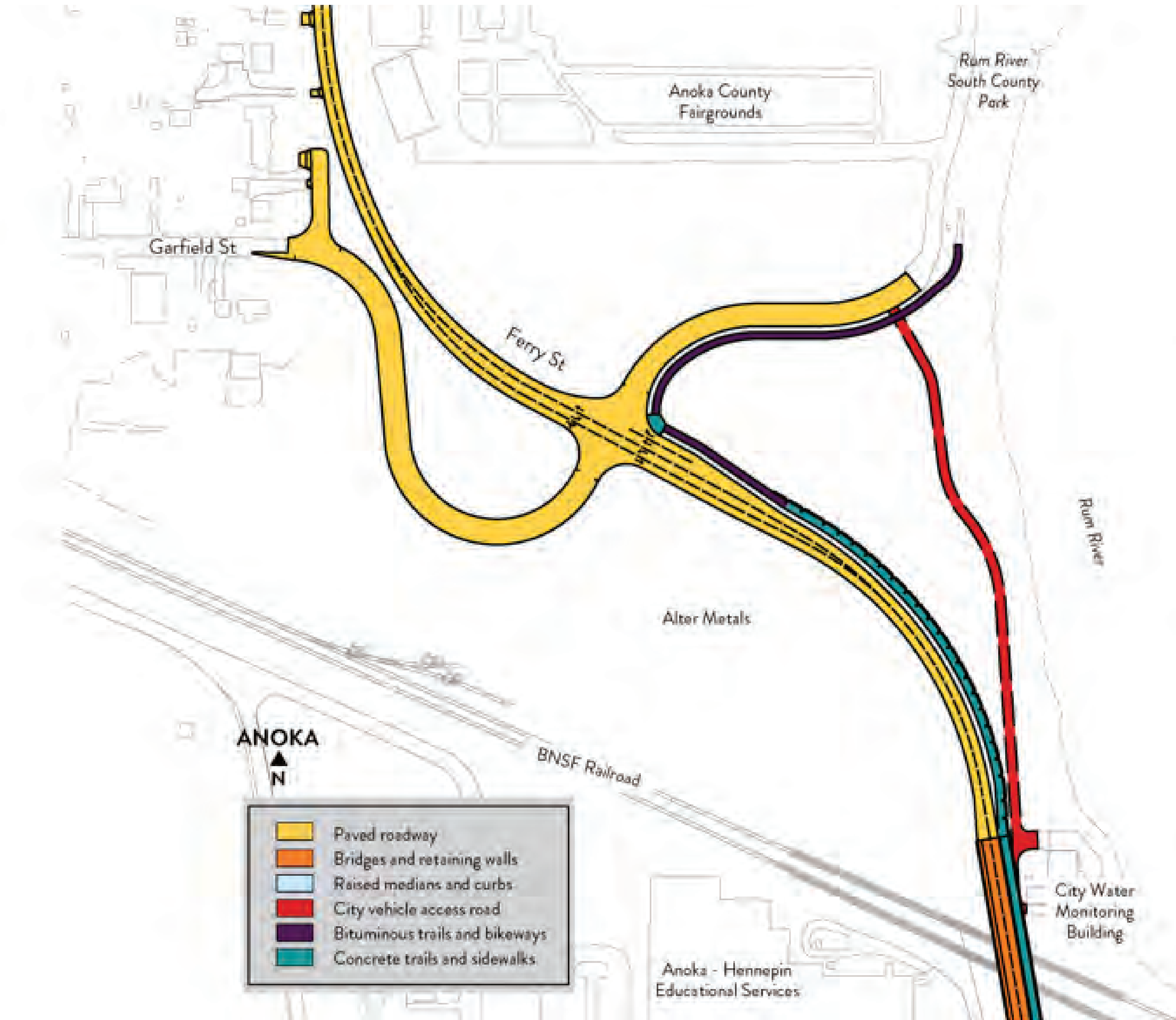
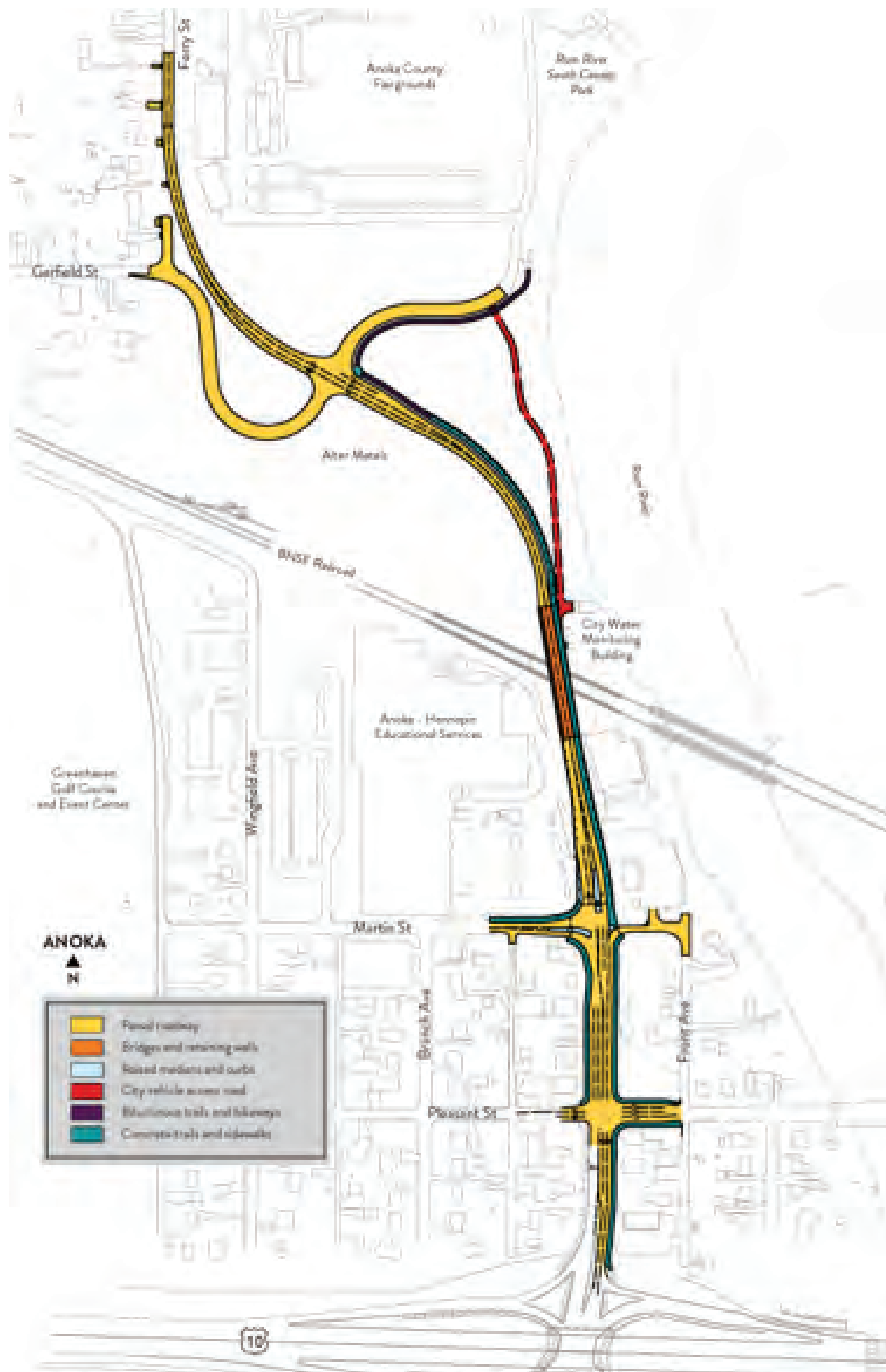
Does not change road curves or speed limit.

Changes to Rum River floodway and state-designated Wild and Scenic River.

Minimal impact to Anoka County Fairgrounds property.

No impact to Rum River South County Park resources.





## Key elements

Major impacts to Alter Metals property.

No impacts to Rum River floodway.

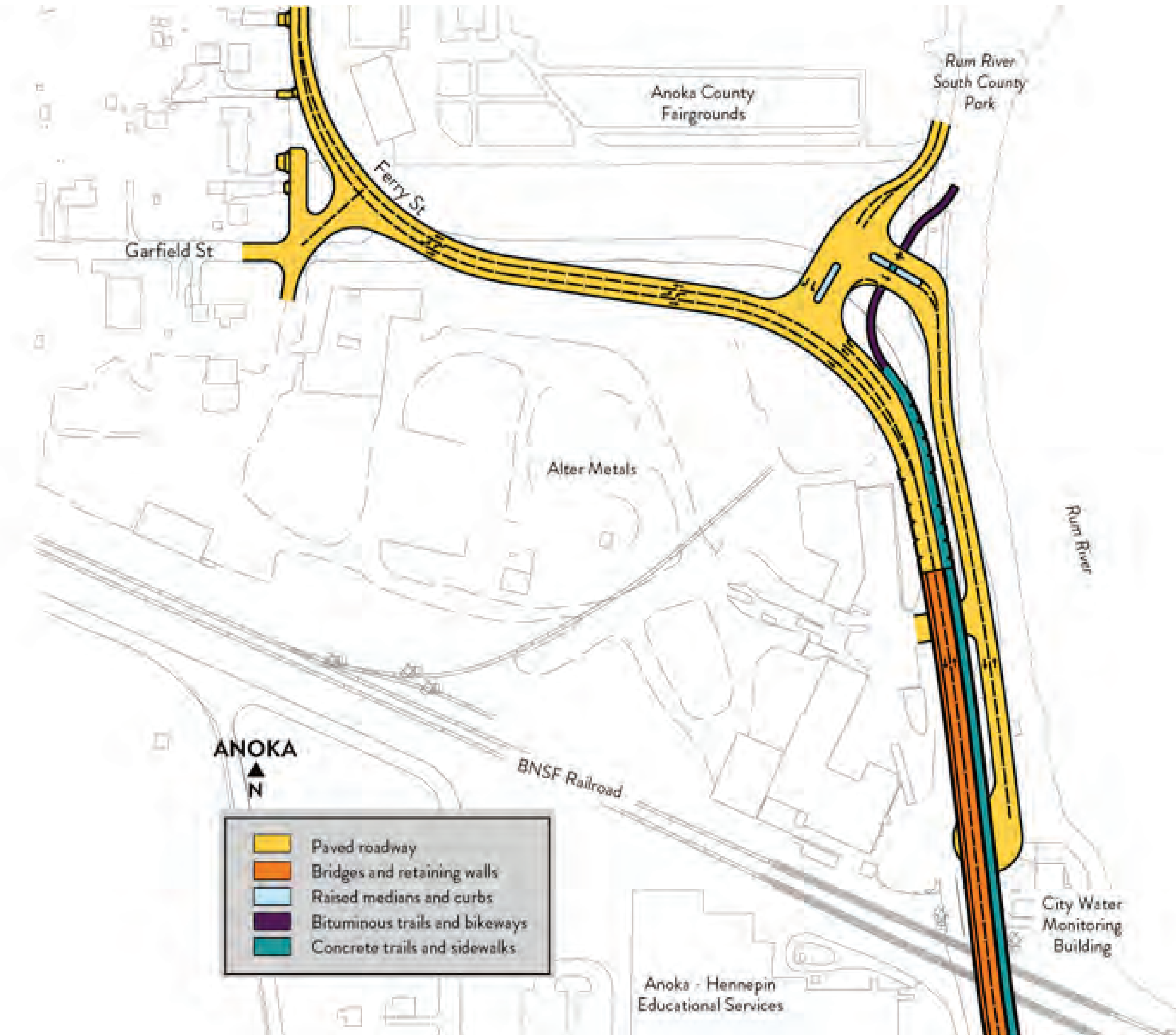
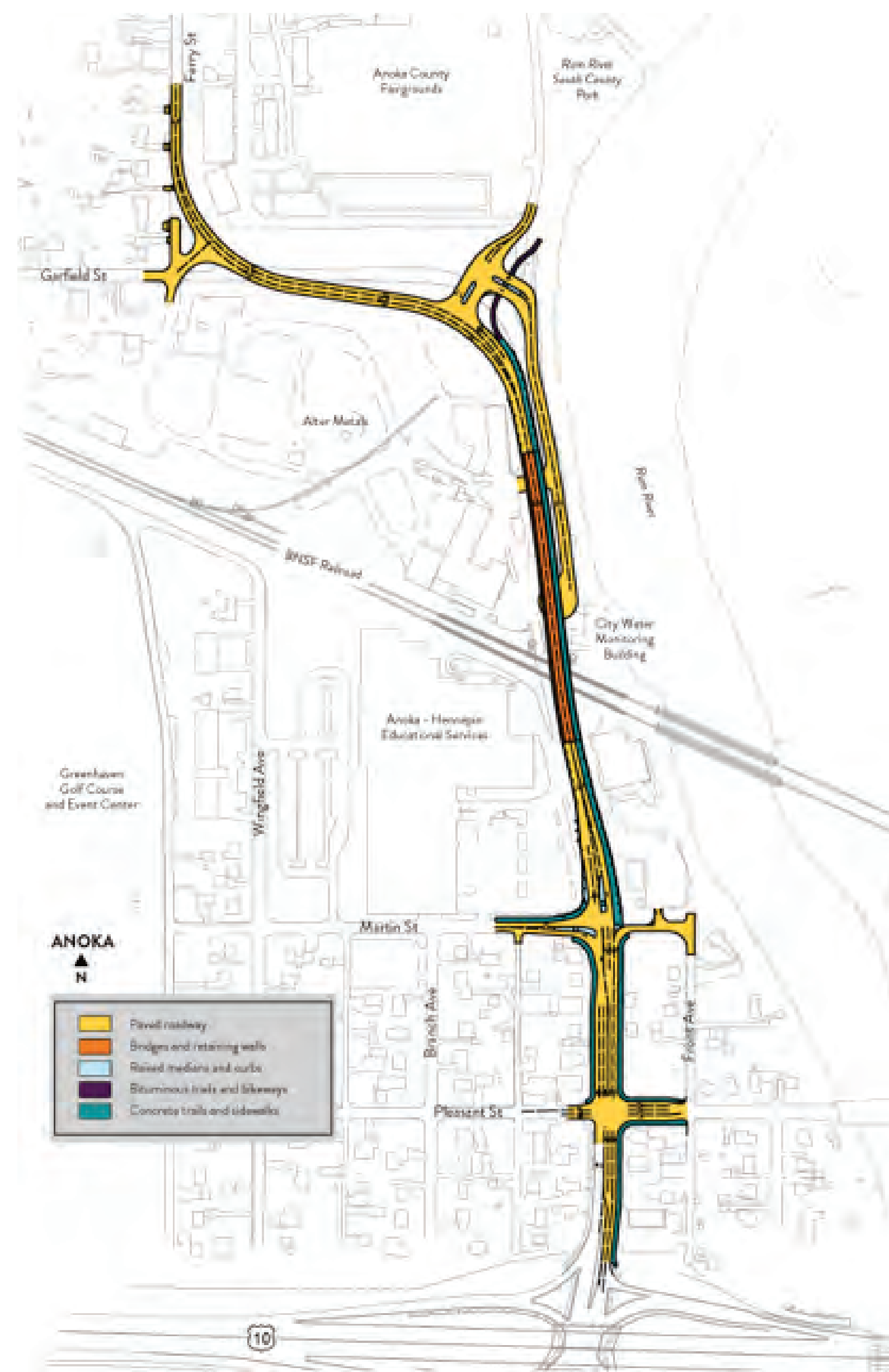
Minimal impacts to Rum River state-designated Wild and Scenic River.

Minimal impacts to Anoka County Fairgrounds property.

Minimal impact to Rum River South County Park resources.

Improves the road curve which eliminates the need for a lower speed limit.





## Key elements

Some impacts to Alter Metals property.

No impacts to Rum River floodway.

Minimal impacts to Rum River state-designated Wild and Scenic River.

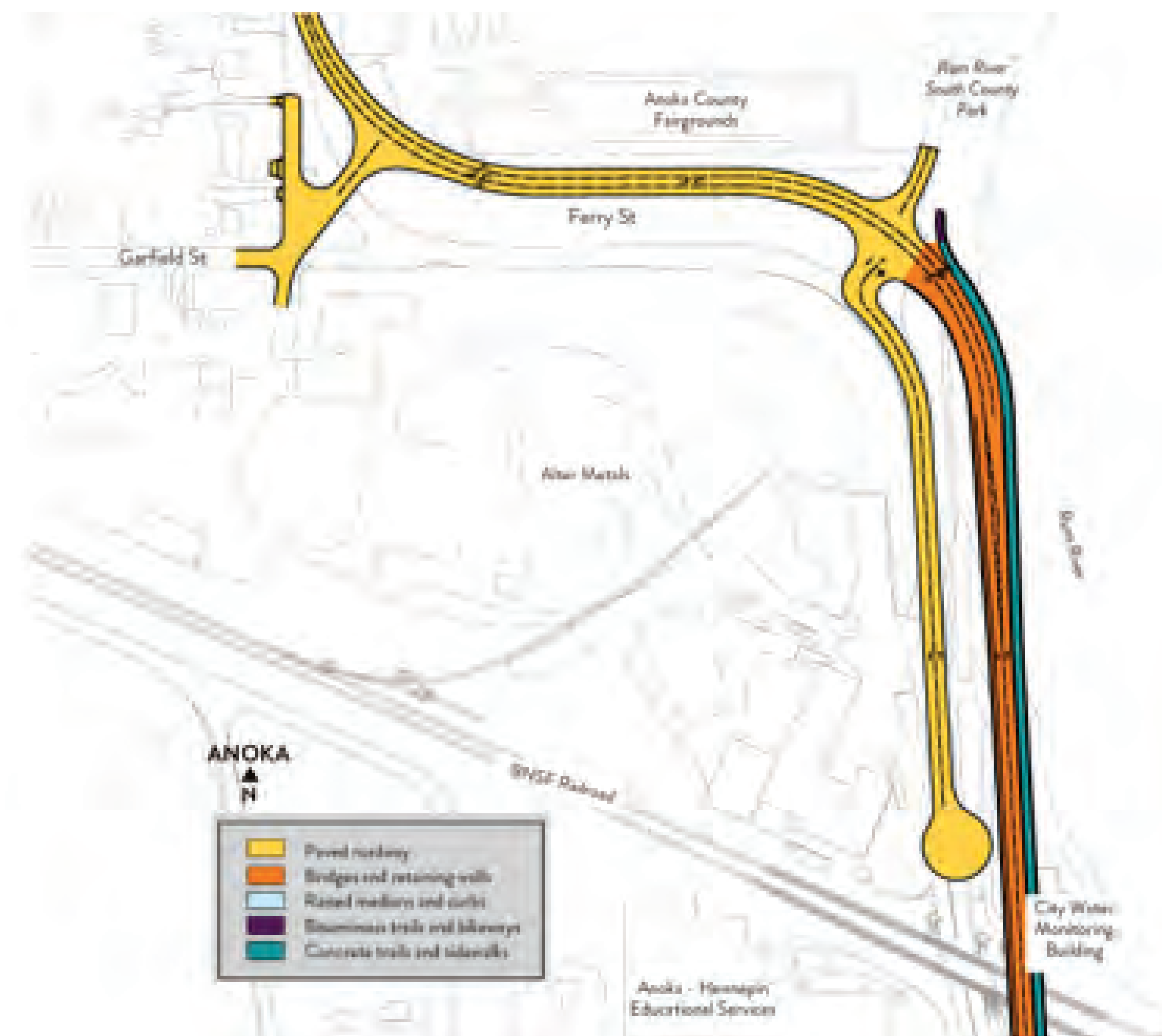
Minimal impacts to Anoka County Fairgrounds property.

Replacement of Rum River South County Park land required.

Improves the road curve which eliminates the need for a lower speed limit.



## Alignment Alternative 3



### Disadvantages

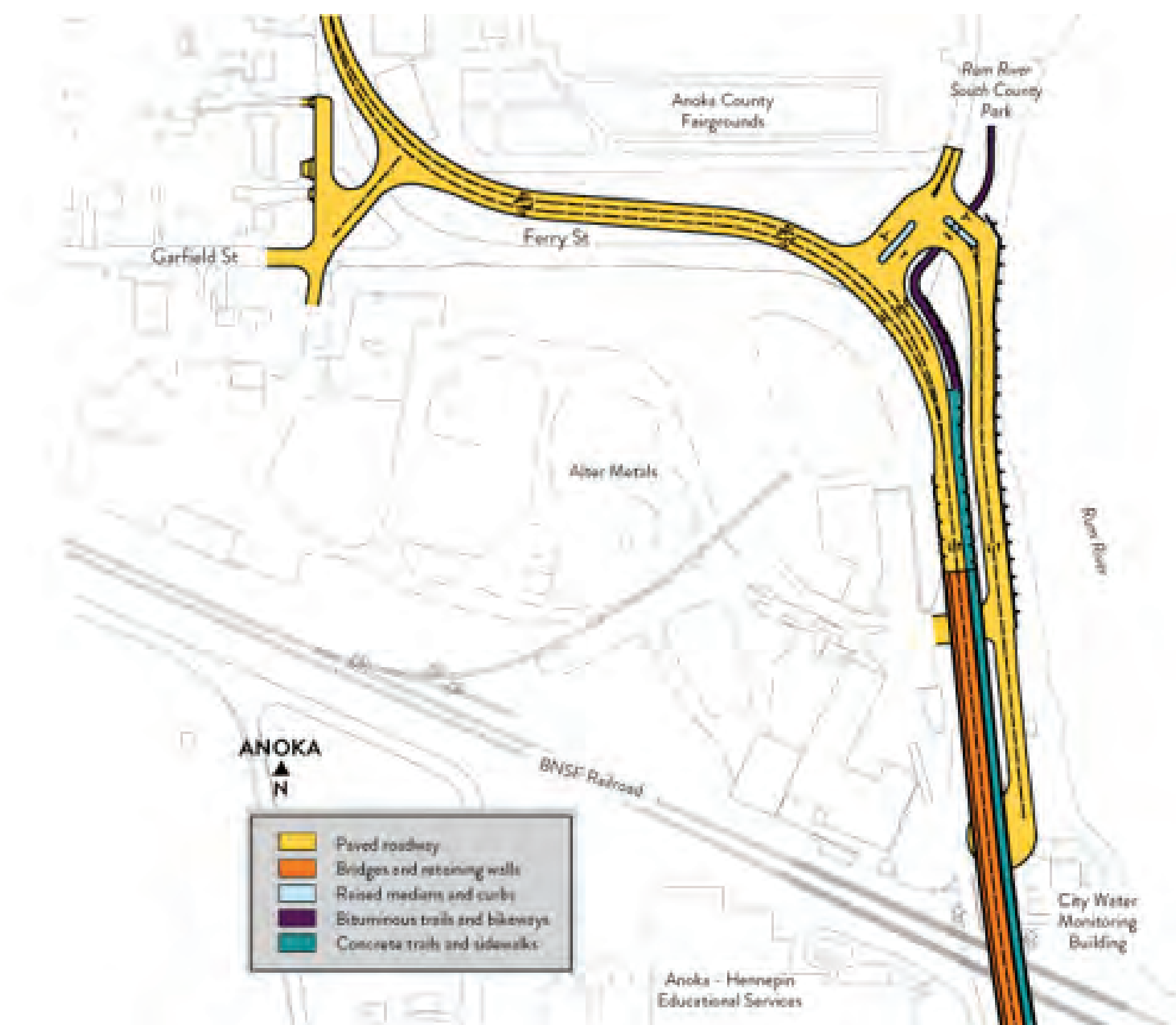
Major impacts to Rum River floodway and state-designated Wild and Scenic River.

Impacts to Anoka County Fairgrounds property.

Impacts to City well house.

Replacement of Rum River South County Park land required.

## Alignment Alternative 4



### Disadvantages

Impacts to Rum River floodway and state-designated Wild and Scenic River.







Impacts to Anoka County Fairgrounds property.

Replacement of Rum River South County Park land required.



- Visit and bookmark the project page at [mndot.gov/metro/projects/hwy47rr-anoka/](https://mndot.gov/metro/projects/hwy47rr-anoka/)
- Sign up for emails to stay informed about project updates.
- Contact Mark Lindeberg, MnDOT Project Manager  
[mark.lindeberg@state.mn.us](mailto:mark.lindeberg@state.mn.us)  
651-775-5485



Alternatives	Do you like or dislike these alternatives? (please circle)	Please explain your reasons why or specific concerns
Alignment alternative 1	 	
Alignment alternative 2	 	
Alignment alternative 5	 	

Optional:

Name \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

**Public Works Committee**

6. 2.

**Meeting Date:** 06/21/2022

**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:**

N/A

**Funding Source:**

N/A

**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 Jun2022

**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Grant Riemer	Grant Riemer	06/16/2022 02:19 PM
Brian Hagen	Brian Hagen	06/16/2022 02:54 PM
Form Started By: Bruce Westby		Started On: 06/16/2022 05:28 AM
Final Approval Date: 06/16/2022		

## **Public Works Committee Future Topics Calendar \***

<b>Date</b>	<b>Topics for Discussion – Committee Action</b>
July 2022	Sunfish Lake Sedimentation Basin Improvements <i>(Westby)</i>
July 2022	External Funding Assistance for Wet Basements <i>(Westby)</i>
Future/TBD	Sunwood Drive Roundabout Landscaping <i>(Riemer)</i>
<b>Date</b>	<b>Topics for Discussion – Regulatory</b>
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>
<b>Date</b>	<b>Topics for Discussion – Policy</b>
Future/TBD	Landscaped Median Maintenance Policy <i>(Riemer)</i>
July 2022	Draft Trail Maintenance Policy <i>(Westby)</i>
August 2022	Draft Stormwater Pond Maintenance Policy <i>(Westby)</i>
<b>Date</b>	<b>Topics for Discussion – Planning and Budget</b>
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>
<b>Date</b>	<b>Topics for Discussion – Staff Updates</b>
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 <i>(Westby)</i>
Ongoing	Flashing Yellow Arrow Improvement Options <i>(Westby)</i>
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.